

# The Pennsylvania Railroad

CENTRAL REGION

Eastern Ohio Division

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## PANHANDLE DIVISION

---

### Time Table No. 3

In effect 2:00 A. M., Sunday, April 25, 1926

---

FOR THE GOVERNMENT OF EMPLOYEES ONLY

---

EASTERN STANDARD TIME

---

E. L. WHITER,

Vice-President and General Manager

J. B. FISHER,

General Supt. Transportation

J. F. PATTERSON,

General Superintendent

G. M. SIXSMITH,

Supt. Panh. Transportation

D. Y. CEDDES,

Superintendent

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scanned by Rob Schoenberg -- r08sch@gmail.com

<http://PRR.Railfan.net>

2024

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**D. Y. GEDDES,**  
Superintendent



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Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Pittsburgh	STATIONS	Station Signals	Sidings assigned direct'n Car capacity 45 ft. cars		
							W	E	Both
W	I	PH	0.5	0.5	(PITTSBURGH	PH			
W	I	MB	0.5	1.0	PH BLOCK STATION	PH			
			0.3	1.3	FOURTH AVENUE				
			0.9	2.2	MB BLOCK STATION	MB			
	I	DU	1.0	3.2	SMITHFIELD ST.				
	I	FS	1.3	4.5	POINT BRIDGE				
			0.9	5.4	DU BLOCK STATION	DU			
			0.6	6.0	CORLISS	FS		40	
	I	BH	0.4	6.4	INGRAM				
			0.3	6.7	CRAFTON				
	I	*JC	1.1	7.8	BH BLOCK STATION	BH			
H	I	JB	0.7	8.5	IDLEWOOD				
	I	CH	0.9	9.4	ROSSLYN	JC			
			0.4	9.8	CARNEGIE	JB			
			1.2	11.0	CH BLOCK STATION	CH			
			0.8	11.8	FORT PITT				
	I	WA	0.3	12.1	WALKERS MILL				
			1.4	13.5	RENNERDALE				
	I	MF	1.3	14.8	WA BLOCK STATION	WA	205		
			0.9	15.7	GREGG				
	I	WG	1.1	16.8	OAKDALE	MF		54	
			1.5	18.3	NOBLESTOWN				
	I	JO	1.0	19.3	STURGEON	WG			
			0.5	19.8	McDONALD				
			1.7	21.5	JO BLOCK STATION	JO			
	I	HF	2.2	23.7	PRIMROSE				
			1.9	25.6	MIDWAY				
	I	RS	1.2	26.8	BULGER	HF			
				27.5	RACCOON				
	I	DN	0.7	27.5	RS BLOCK STATION	RS			
			1.5	29.0	CENTER AVENUE (Burgett's Branch)	B			
	I	CO	2.3	32.1	BURGETTSTOWN				
			2.9	35.0	DN BLOCK STATION	DN			
	I	MN	0.6	35.6	BERTHA				
			1.6	39.2	HANLIN				
	I	WC	0.9	40.1	CO BLOCK STATION	CO			
			1.7	41.8	COLLIER				
	I	SB	0.7	42.5	MN BLOCK STATION	MN			
			3.1	46.3	HOLLIDAYS COVE				
	I	QN	0.5	46.8	WEIRTON JCT.	WC			
			2.3	49.1	WHEELING JCT.	SB			
	I	SJ	1.3	50.4	FRANKLIN AVENUE				
			2.4	52.8	STEUBENVILLE	QN			
	I	NA	2.7	55.5	MINGO JCT.				
			1.8	57.3	SJ BLOCK STATION	SJ	300		
			0.4	57.7	GOULD				
			1.8	59.5	NEW ALEXANDRIA	NA	110		
			1.9	61.4	FERNWOOD				
	I	MR	0.8	63.6	REED				
			0.7	64.3	W BLOCK STATION	W	102	109	
			1.7	66.0	BROADACRE				
	I	BA	3.9	69.9	FAIRPLAY				
			1.2	71.1	UNIONPORT				
	I	WI	4.0	75.1	CARMEN	MR	96	79	
			3.8	78.9	MR BLOCK STATION				
			1.1	80.0	MILLER				
	I	OB	1.2	81.2	CADIZ JCT.				
			3.3	84.5	JEWETT	BA	134		
			2.0	86.5	BA BLOCK STATION	WI			
	I	DA	2.4	88.9	SCIO				
			1.1	90.0	CONOTTON				
	I	HM	0.6	90.5	OB BLOCK STATION	OB	94	99	
			1.3	91.8	BOWERSTON				
	I	U	5.1	96.9	FISHER	KN			
			1.0	97.9	PHILADELPHIA ROAD				
	I	CA	3.9	101.8	DA BLOCK STATION	DA			
			0.8	102.6	HM BLOCK STATION	HM			
	I	DG	5.5	108.1	DENNISON				
			3.0	111.1	UHRICHVILLE	U			
	I	WF	0.6	111.7	GNADENHUTTEN				
			4.1	115.8	LOCK 17	CA			
	I	RT	2.4	118.2	PORT WASHINGTON				
			0.7	122.4	DG BLOCK STATION	DG	85	125	
	I	CB	3.5	121.7	NEWCOMERSTOWN	WF	104	83	
			6.5	128.9	RT BLOCK STATION	RT			
	I	WV	3.7	136.1	ISLETA				
			3.5	132.4	WEST LAFAYETTE	CB			
	I	NS	5.8	141.9	MORGAN RUN				
			1.9	143.8	WV BLOCK STATION	WV			
					COSHOTON				
	I	NE			CONESVILLE	NS	160	152	
					ADAMS MILL				
	I	RD			TRINWAY	NE	114	126	
					FRAZEYSBURG				
					RD BLOCK STATION	RD	110	104	

Emergency Horn or Whistle	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Pittsburgh	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
							W	E	Both
		VI	1.2	145.0	BLACK RUN				
			4.2	149.2	VI BLOCK STATION	VI			
			0.6	149.8	HANOVER				
		FO	5.5	155.3	FO BLOCK STATION	FO			
	I	HK	1.9	157.2	HK BLOCK STATION	HK			
			0.6	157.8	NEWARK				
			33.1	190.9	COLUMBUS				

### YJ BLOCK STATION TO DU BLOCK STATION

	I	YJ	2.8		YJ BLOCK STATION	YJ			
					DU BLOCK STATION				

### DU BLOCK STATION TO JC BLOCK STATION AND JUNCTION No. 1 VIA SCULLY

### SQ BLOCK STATION TO ISLAND AVE. AND JR BLOCK STATION VIA O. C. BRIDGE

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from DU	OHIO CONNECTING RY.		Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
					STATIONS			W	E	Both
W	I	DU	---	---	DU BLOCK STATION	---	DU	---	---	---
	I	SQ	1.1	1.1	SQ BLOCK STA. ....	} O. C. Bridge	SQ	---	---	---
		Z	1.1	---	Z BLOCK STA. ....		Z	---	---	---
H	I	JR	1.5	---	JR BLOCK STATION		JR	---	---	---
---	I	SQ	---	---	SQ BLOCK STA. ....	} Duffs Branch	SQ	---	---	---
---	I	DJ	1.8	2.9	DJ BLOCK STA. ....		DJ	---	---	---
W	I	DJ	---	---	DJ BLOCK STATION		DJ	---	---	---
	I	SY	1.3	4.2	SY BLOCK STATION		SY	---	---	---
	I	RG	1.9	6.1	RG BLOCK STA. ....	} Rosslyn Conn.	RG	---	---	---
	I	JC	1.1	7.2	JC BLOCK STA. ....		JC	---	---	---
---	---	KY	2.6	8.7	JUNCTION No. 1		KY	---	---	---

Emergency Horn or Whistle	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from McKees Rocks	P. C. & Y. RAILROAD	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
							W	E	Both
				8.5	WOODVILLE				
				8.7	WOODVILLE JCT.				
				11.7	FEDERAL				
				12.2	HICKMAN				
				12.5	BEECHMONT				

### PAINTER'S RUN BRANCH

				8.7	WOODVILLE JCT.				
				11.4	BEADLING				

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dis. from Carnegie	CHARTIERS BRANCH	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
							W	E	Both
H	I	JB			CARNEGIE	JB			
		KY	0.3	0.3	JUNCTION No. 1	KY	27	16	
			0.5	0.8	GLENN				
			0.9	1.7	WOODVILLE				
			1.0	2.7	BOWER HILL				
			0.6	3.3	KIRWAN				
	I	BD	0.5	3.8	BRIDGEVILLE	BD	45		
			2.5	6.3	MAYVIEW				
			1.2	7.5	BOYCE		68	73	
		MO	1.0	8.5	HILLS	MO			
			1.4	9.9	GREER				
			1.6	11.5	VAN EMMAN				
			0.9	12.4	MORGANZA				
			0.6	13.0	RICHFOL				
			1.0	14.0	CANONSBURG				
	I	HN	1.2	15.2	HOUSTON	HN	62	75	
			0.7	15.9	SHINGISS				
		MY	2.1	18.0	MEADOW LANDS	MY			55
			1.8	19.8	ARDEN				11
			1.5	21.3	TYLERDALE				
		WS	1.4	22.7	CHESTNUT ST.	WS			58
			0.7	23.4	WASHINGTON				12

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Bridgeville	BRIDGEVILLE AND McDONALD BRANCH	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
							W	E	Both
I	BD		1.3 0.8 0.6 1.3 1.0 1.0	1.3 2.4 3.0 4.3 5.3 6.3	BRIDGEVILLE SYGAN MORGAN TREVESKYN GLADDEN CECIL BISHOP	BD	45		38
Emergency Horn or Whistle	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Houston	WESTLAND BRANCH	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
							W	E	Both
I	HN		1.0 0.8 0.8 1.3 0.9	1.0 1.8 2.6 3.8 4.7	HOUSTON BROXTON FALKIRK McCONNELLS MILL BREVARD WESTLAND	HN			
Emergency Horn or Whistle	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Washington	WAYNESBURG AND WASHINGTON R. R.	Station Signals	Sidings assigned direc'n Car capacity 34 ft. cars		
							W	E	Both
		+WH	0.3	0.3	WASHINGTON	WH			
		+BO	2.9	3.2	WADE SIDING	BO			18
			1.0	4.2	BRADDOCK				11
			1.0	5.2	SUMMIT SIDING				13
		+VN	0.7	5.9	JUDGE CHAMBERS	VN			
			2.1	6.0	VANKIRK				12
			0.5	6.5	CHAMBERS MILL				30
		+BK	1.3	7.8	McCRACKEN	BK			
			0.7	8.5	BAKER				12
			0.8	9.3	NOLTON				
			0.4	10.5	LU Ellen				
		+HY	1.0	11.3	MT. HERMAN	HY			14
			0.6	12.7	WEST AMITY				17
			0.9	13.3	HACKNEY				
			0.9	14.3	RINGLAND				
			1.1	15.3	CONGER				3
		+D	0.8	16.1	DUNN	D			16
		+WU	1.8	17.9	WEST UNION	WU			15
			1.5	19.4	DEER LICK				14
			1.2	20.6	IAMS				9
		+WR	1.1	21.7	SWART	WR			8
			2.0	23.7	SYCAMORE				4
		+RM	1.8	25.5	REES MILL	RM			
			1.7	27.2	WEST WAYNESBURG				
		+WB	1.0	28.2	WAYNESBURG	WB			
Emergency Horn or Whistle	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Cherry Valley	HICKORY AND BURGETTS BRANCHES	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
							W	E	Both
I	RS				RS BLOCK STATION	RS			
	+B		0.7		CENTER AVE.	B			
			1.0	1.0	CHERRY VALLEY				
			0.8	1.8	BONNYMEADE				
			1.3	3.1	HICKTON				
		+B	0.9	4.0	EAST Y SWITCH	B			
			1.0	5.0	CENTER AVE.				
			0.5	5.5	VALEAR				
			0.6	6.1	LANGELOTH JCT.				
			1.4	7.5	SLOVAN				
					ATLASBURG				
Emergency Horn or Whistle	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Langeloth Jct.	LANGELOTH BRANCH	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
							W	E	Both
			0.7	0.7	LANGELOTH JCT.				
			0.7	1.4	CHEMICAL WORKS				
			1.2	2.6	LANGELOTH				
			1.5	4.1	MARBURY				
			1.0	5.1	SHERLOCK				
			1.2	6.3	GRAYMONT				
					STUDA				



Emergency Horn or Whistle	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Weirton Jct.	NEW CUMBERLAND BRANCH	Station Signals	Siding assigned direc'n Car capacity 45 ft. cars		
							W	E	Both
		HS	1.0	21.6	CHESTER	HS			33
		IN	1.5	20.6	FIRST STREET				
			1.8	19.1	NEWELL	N			26
		ING	0.7	17.3	KENILWORTH				
			2.9	16.6	CONGO	NG			
			1.4	13.7	ARROYO				
			0.8	12.3	BROWNSDALE				
			0.3	11.5	COWL				
		KI	0.8	11.2	MOSCOW	KI			80
			2.8	10.4	GLOBE				
			0.5	7.6	NEW CUMBERLAND				
		CU	0.7	7.1	TENBURY	CU			65
			1.4	6.4	BLACK HORSE				
			1.0	5.0	ZALIA				26
			2.1	4.0	KINGS CREEK				
		WN	0.8	1.9	EAST WEIRTON	WN			90
			1.1	1.1	WEIRTON				
	I	WC			WEIRTON JCT.	WC			

Emergency Horn or Whistle	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Cadiz Jct.	CADIZ BRANCH	Station Signals	Siding assigned direc'n Car capacity 45 ft. cars		
							W	E	Both
		CJ	1.9	1.9	CADIZ JCT.	CJ			
		KS	0.4	2.3	COPETON				
		INV	1.4	3.7	FOLKS	KS			6
			0.6	4.3	NARVA	NV			
			0.6	4.9	KEYES				
			0.7	5.6	WYKEGA				
			1.1	6.7	WARFORD				
			0.6	7.3	LANDO				
		IC	0.6	7.9	RYEGATE	C			
			0.6	7.9	CADIZ				

NOTE—Block stations are open continuously except:  
CHARTIERS, BURGETTS & NEW CUMBERLAND BRANCHES

MO	Closed	Daily 9:45 P. M. to 5:45 A. M. Sunday 5:45 A. M. to 9:45 P. M.
MY	Closed	Daily 2:30 P. M. to 6:30 A. M. Sunday 6:30 A. M. to 2:30 P. M.
WS	Closed	Daily 9:00 P. M. to 5:00 A. M.
WN	Closed	Daily 5:00 P. M. to 9:00 A. M.
HS	Closed	Daily 3:30 P. M. to 6:30 A. M. Sunday 6:30 A. M. to 3:30 P. M.

NOTE—Unattended Block Stations are in charge of signalman  
as follows:

Block Sta'n	Period Unattended	When Unattended in Charge of Signalman at
WN	Daily 5:00 P. M. to 9:00 A. M. ....	Weirton Jct.
CU KI NG N	Continuously .....	Weirton Jct.— 5:00 P. M to 9:00 A. M. East Weirton— 9:00 A. M. to 5:00 P. M.
	Waynesburg & Wash- ington R. R. Stations, continuously .....	Chestnut St.— 5:00 A. M. to 9:00 P. M. Houston— 9:00 P. M. to 5:00 A. M.
B	Continuously .....	RS Block Statio
	Cadiz Branch Stations, continuously .....	MR Block Station.

## PITTSBURGH TO DENNISON

STATIONS	FIRST CLASS			
	21	41	*31	33
	DAILY	DAILY	DAILY	DAILY
Leave	A. M.	A. M.	A. M.	A. M.
PITTSBURGH.....	\$ 12.40	\$ 2.08	\$ 2.52	\$ 3.05
FOURTH AVE.....				
MB BLOCK STATION...	12.43	2.09	2.55	3.08
SMITHFIELD ST.....				
POINT BRIDGE.....				
DU BLOCK STATION...	12.47	2.13	3.00	3.13
CORLISS.....	12.49	2.15	3.02	3.15
INGRAM.....				
CRAFTON.....				
BH BLOCK STATION...	12.54	2.20	3.07	3.20
IDLEWOOD.....				
ROSSLYN.....				
CARNEGIE.....	12.59	2.24	3.11	3.24
CH BLOCK STATION...	1.01	2.26	3.13	3.26
WALKERS MILL.....				
RENNERDALE.....				
WA BLOCK STATION...	1.08	2.30	3.17	3.31
GREGG.....				
OAKDALE.....	1.11	2.34	3.21	3.35
NOBLESTOWN.....				
STURGEON.....	1.15	2.37	3.24	3.39
McDONALD.....				
JO BLOCK STATION...	1.19	2.41	3.28	3.43
PRIMROSE.....				
MIDWAY.....				
BULGER.....	1.26	2.47	3.35	3.50
RACCOON.....				
RS BLOCK STATION...	1.30	2.52	3.40	3.54
CENTER AVE. (Burgetts Branch)				
BURGETTSTOWN.....				
DN BLOCK STATION...	1.34	2.55	3.43	3.58
BERTHA.....				
HANLIN.....				
CO BLOCK STATION...	1.44	3.04	3.52	4.08
COLLIER.....				
MN BLOCK STATION...	1.48	3.07	3.55	4.12
WEIRTON JCT.....	1.52	3.10	3.58	4.15
WHEELING JCT.....	1.55	3.13	4.01	4.19
FRANKLIN AVE.....				
STEBENVILLE.....	\$ 2.08	3.18	4.07	\$ 4.28
MINGO JCT.....				
SJ BLOCK STATION...	2.12	3.24	4.13	4.34
GOULD.....				
NEW ALEXANDRIA.....	2.18	3.29	4.18	4.40
FERNWOOD.....				
W BLOCK STATION...	2.28	3.38	4.27	4.50
BROADACRE.....				
FAIRPLAY.....				
UNIONPORT.....				
MR BLOCK STATION...	2.38	3.47	4.35	4.59
MILLER.....				
CADIZ JCT.....	2.41	3.50	4.38	5.02
JEWETT.....				
BA BLOCK STATION...	2.49	3.57	4.45	5.09
SCIO.....	2.54	4.02	4.50	F 5.15
OB BLOCK STATION...	3.00	4.07	4.55	5.21
BOWERSTON.....				
FISHER.....	3.06	4.13	5.00	5.27
PHILA. ROAD.....				
DA BLOCK STATION...	3.12	4.18	5.05	5.32
HM BLOCK STATION...	3.14	4.20	5.07	5.34
DENNISON.....	\$ 3.18	4.21	5.08	\$ 5.45
Arrive	A. M.	A. M.	A. M.	A. M.
	21	41	31	33

FIRST CLASS					
•65 DAILY	7 DAILY	•603 ‡ DAILY EX. SUN.	503 DAILY EX. SUN.	903 DAILY	•967 DAILY EX. SUN.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 3.32	\$ 4.45	\$ 5.05	\$ 6.00	\$ 6.15	-----
-----	-----	\$ 5.08	\$ 6.03	\$ 6.18	-----
3.35	4.48	5.09	6.04	6.19	-----
-----	-----	\$ 5.11	\$ 6.06	\$ 6.21	-----
-----	-----	-----	-----	-----	-----
3.39	4.52	5.15	6.09	6.24	-----
3.41	4.54	\$ 5.18	6.11	\$ 6.27	-----
-----	-----	\$ 5.21	-----	\$ 6.30	-----
-----	-----	\$ 5.23	\$ 6.15	\$ 6.32	-----
3.45	4.59	5.24	6.16	6.33	-----
-----	-----	\$ 5.25	-----	\$ 6.34	-----
-----	-----	\$ 5.28	-----	\$ 6.37	-----
3.49	5.03	\$ 5.32	\$ 6.23	\$ 6.43	-----
3.51	5.05	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
3.55	5.10	Will not run Jan. 1st May 31st	-----	-----	-----
3.59	5.15		-----	-----	-----
-----	-----	-----	-----	-----	-----
4.02	5.19	July 5th	-----	-----	-----
4.06	5.23	Sept. 6th	-----	-----	-----
-----	-----	Nov. 25th	-----	-----	-----
-----	-----	Dec. 25th	-----	-----	-----
4.12	5.30	-----	-----	-----	-----
4.17	5.34	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
4.20	5.38	-----	-----	-----	•967 DAILY EX. SUN
4.29	5.47	-----	-----	-----	
-----	-----	-----	-----	-----	A. M.
4.32	5.51	-----	-----	-----	\$ 6.123
4.35	5.54	-----	-----	-----	F 6.163
4.38	5.56	-----	-----	-----	F 6.193
4.44	\$ 6.05	-----	-----	-----	\$ 6.223
-----	-----	-----	-----	-----	-----
4.50	6.11	-----	-----	-----	-----
4.55	6.16	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
5.04	6.26	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
5.12	6.35	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
5.15	6.38	-----	-----	-----	-----
5.22	6.45	-----	-----	-----	-----
5.27	6.50	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
5.32	6.56	-----	-----	-----	-----
5.37	7.02	-----	-----	-----	-----
5.42	7.07	-----	-----	-----	-----
5.44	7.09	-----	-----	-----	-----
Ⓐ 5.45	\$ 7.10	-----	-----	-----	-----
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
65	7	603	503	903	967

STATIONS	FIRST CLASS			
	907	301	*701	381
	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	SUN. ONLY
Leave	A. M.	A. M.	A. M.	A. M.
PITTSBURGH.....		\$ 6.32	\$ 6.58	\$ 7.05
FOURTH AVE.....		\$ 6.36	\$ 7.01	\$ 7.08
MB BLOCK STATION.....		6.37	7.02	7.09
SMITHFIELD ST.....		\$ 6.39	\$ 7.04	\$ 7.11
POINT BRIDGE.....				
DU BLOCK STATION.....		6.43	7.08	7.15
CORLISS.....		\$ 6.46	\$ 7.11	\$ 7.18
INGRAM.....		\$ 6.49	\$ 7.14	\$ 7.21
CRAFTON.....		\$ 6.51	\$ 7.16	\$ 7.23
BH BLOCK STATION.....		6.52	7.17	7.24
IDLEWOOD.....		\$ 6.53	\$ 7.18	\$ 7.25
ROSSLYN.....		\$ 6.56	\$ 7.21	\$ 7.28
CARNEGIE.....		\$ 7.01	\$ 7.25	\$ 7.31
CH BLOCK STATION.....		7.03		7.33
WALKERS MILL.....		\$ 7.06		\$ 7.36
RENNERDALE.....		\$ 7.08		\$ 7.38
WA BLOCK STATION.....		* 7.10		* 7.40
GREGG.....		\$ 7.13		\$ 7.43
OAKDALE.....		\$ 7.18		\$ 7.46
NOBLESTOWN.....		\$ 7.21		\$ 7.49
STURGEON.....		\$ 7.24		\$ 7.52
McDONALD.....		\$ 7.29		\$ 7.56
JO BLOCK STATION.....		7.32		7.59
PRIMROSE.....		\$ 7.34		\$ 8.01
MIDWAY.....		\$ 7.39		\$ 8.06
BULGER.....		\$ 7.45		\$ 8.10
RACCOON.....		\$ 7.50		\$ 8.14
RS BLOCK STATION.....		7.53		8.16
CENTER AVE. (Burgetta Branch)				
BURGETTSTOWN.....		\$ 7.58		\$ 8.20
DN BLOCK STATION.....	907	\$ 8.02		8.23
BERTHA.....	DAILY	\$ 8.04		F 8.25
HANLIN.....		\$ 8.09		\$ 8.29
CO BLOCK STATION.....		8.14		8.33
COLLIER.....	A. M.	\$ 8.16		\$ 8.35
MN BLOCK STATION.....		8.20		8.39
WEIRTON JCT.....	\$ 7.01	\$ 8.28		\$ 8.44
WHEELING JCT.....	\$ 7.06	\$ 8.35		\$ 8.48
FRANKLIN AVE.....	F 7.09			
STEUBENVILLE.....	\$ 7.13	\$ 8.50		\$ 8.58
MINGO JCT.....		\$ 8.58		\$ 9.04
SJ BLOCK STATION.....		9.00		9.06
GOULD.....		\$ 9.03		F 9.09
NEW ALEXANDRIA.....		\$ 9.06		F 9.12
FERNWOOD.....		\$ 9.11		\$ 9.16
W BLOCK STATION.....		9.19		9.24
BROADACRE.....		\$ 9.21		\$ 9.25
FAIRPLAY.....		\$ 9.25		\$ 9.29
UNIONPORT.....		\$ 9.30		\$ 9.34
MR BLOCK STATION.....		9.36		9.38
MILLER.....		\$ 9.38		\$ 9.40
CADIZ JCT.....		\$ 9.43		\$ 9.44
JEWETT.....		\$ 9.52		\$ 9.51
BA BLOCK STATION.....		9.54		9.54
SCIO.....		\$ 10.02		\$ 10.00
OB BLOCK STATION.....		10.09		10.07
BOWERSTON.....		\$ 10.12		\$ 10.10
FISHER.....		F 10.18		\$ 10.16
PHILA. ROAD.....		\$ 10.21		\$ 10.19
DA BLOCK STATION.....		10.27		10.24
HM BLOCK STATION.....		10.30		10.26
DENNISON.....		\$ 10.32		\$ 10.28
Arrive	A. M.	A. M.	A. M.	A. M.
	907	301	701	381

FIRST CLASS					
803 SUN. ONLY	501 DAILY	513 DAILY EX. SUN.	*11 DAILY	219 DAILY	⊕601 DAILY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 7.28	\$ 7.50	\$ 8.30	E 8.50	\$ 9.00	\$ 9.12
\$ 7.31	\$ 7.52	\$ 8.33	-----	-----	\$ 9.15
7.32	7.54	8.34	8.53	9.04	9.16
\$ 7.34	\$ 7.56	\$ 8.36	-----	-----	\$ 9.18
7.38	8.00	8.39	8.57	9.10	9.21
\$ 7.41	8.02	8.41	9.00	9.11	\$ 9.24
\$ 7.44	-----	-----	-----	-----	\$ 9.28
\$ 7.46	-----	-----	-----	-----	\$ 9.30
7.47	8.07	8.46	9.04	9.15	9.31
\$ 7.48	-----	-----	-----	-----	\$ 9.32
\$ 7.51	-----	-----	-----	-----	\$ 9.35
\$ 7.54	\$ 8.12	\$ 8.51	9.07	\$ 9.19	\$ 9.39
-----	8.14	-----	9.09	9.21	9.41
-----	-----	-----	-----	-----	\$ 9.44
-----	8.18	-----	9.13	9.26	\$ 9.46
-----	-----	-----	-----	-----	9.47
\$ 8.22	-----	-----	9.17	9.31	\$ 9.50
-----	-----	-----	-----	-----	\$ 9.54
-----	8.26	-----	9.20	9.34	\$ 10.00
\$ 8.29	-----	-----	-----	-----	\$ 10.04
8.31	-----	-----	9.24	9.39	10.07
-----	-----	-----	-----	-----	F 10.09
-----	-----	-----	-----	-----	\$ 10.14
-----	8.37	-----	9.30	9.45	\$ 10.19
-----	-----	-----	-----	-----	\$ 10.23
-----	8.42	-----	9.34	9.50	10.27
\$ 8.44	-----	-----	-----	-----	\$ 10.30
-----	8.48	-----	9.38	9.54	-----
-----	-----	-----	-----	-----	-----
-----	8.57	-----	9.47	10.03	-----
-----	-----	-----	-----	-----	-----
-----	9.02	-----	9.50	10.07	-----
\$ 9.06	-----	-----	9.53	10.10	-----
\$ 9.14	-----	-----	9.56	\$ 10.16	-----
-----	-----	-----	E 10.05	\$ 10.25	-----
-----	-----	-----	-----	\$ 10.32	-----
-----	-----	-----	10.11	10.35	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	10.17	10.40	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	10.26	10.50	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	10.35	10.59	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	10.38	11.02	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	10.45	11.09	-----
-----	-----	-----	10.50	11.14	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	10.55	11.19	-----
-----	-----	-----	11.01	11.24	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	11.06	11.30	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	11.08	11.32	-----
-----	-----	-----	E 11.09	\$ 11.33	-----
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
803	501	513	11	219	601

STATIONS	FIRST CLASS			
	523	521	613	691
	DAILY	DAILY	DAILY EX. SUN.	# SAT. ONLY
Leave	A. M.	A. M.	A. M.	A. M.
PITTSBURGH.....	\$ 9.30	\$ 10.10	\$ 11.05	\$ 11.20
FOURTH AVE.....	\$ 9.33	\$ 10.13	\$ 11.08	\$ 11.23
MB BLOCK STATION.....	9.34	10.14	11.09	11.24
SMITHFIELD ST.....	\$ 9.36	\$ 10.16	\$ 11.11	\$ 11.25
POINT BRIDGE.....				
DU BLOCK STATION.....	9.39	10.20	11.14	11.29
CORLISS.....	9.41	10.22	\$ 11.17	\$ 11.32
INGRAM.....			\$ 11.20	\$ 11.36
CRAFTON.....			\$ 11.22	\$ 11.38
BH BLOCK STATION.....	9.45	10.26	11.23	11.39
IDLEWOOD.....			\$ 11.24	
ROSSLYN.....			\$ 11.26	\$ 11.42
CARNEGIE.....	\$ 9.51	\$ 10.30	\$ 11.30	\$ 11.45
CH BLOCK STATION.....		10.32		11.47
WALKERS MILL.....				\$ 11.50
RENNERDALE.....				\$ 11.52
WA BLOCK STATION.....		10.36		11.53
GREGG.....				F 11.56
OAKDALE.....		\$ 10.41		\$ 11.59
NOBLESTOWN.....				\$ 12.02
STURGEON.....		10.44		\$ 12.05
McDONALD.....		\$ 10.47		\$ 12.09
JO BLOCK STATION.....		10.50		12.12
PRIMROSE.....				
MIDWAY.....				\$ 12.16
BULGER.....		10.56		F 12.21
RACCOON.....				
RS BLOCK STATION.....		11.00		12.27
CENTER AVE. (Burgetts Branch).....				\$ 12.31
BURGETTSTOWN.....		\$ 11.02		
DN BLOCK STATION.....		11.06		
BERTHA.....		\$ 11.08		Will not run Dec. 25th
HANLIN.....				
CO BLOCK STATION.....		11.16		
COLLIER.....				
MN BLOCK STATION.....		11.20		
WEIRTON JCT.....		11.24		
WHEELING JCT.....		\$ 11.30		
FRANKLIN AVE.....				
STEUBENVILLE.....				
MINGO JCT.....				
SJ BLOCK STATION.....				
GOULD.....				
NEW ALEXANDRIA.....				
FERNWOOD.....				
W BLOCK STATION.....				
BROADACRE.....				
FAIRPLAY.....				
UNIONPORT.....				
MR BLOCK STATION.....				
MILLER.....				
CADIZ JCT.....				
JEWETT.....				
BA BLOCK STATION.....				
SCIO.....				
OB BLOCK STATION.....				
BOWERSTON.....				
FISHER.....				
PHILA. ROAD.....				
DA BLOCK STATION.....				
HM BLOCK STATION.....				
DENNISON.....				
Arrive	A. M.	A. M.	A. M.	P. M.
	523	521	613	691

# WESTWARD

13

## FIRST CLASS

•861 SUN. ONLY		•97 DAILY EX. MON.		•851 SAT. ONLY	533 DAILY EX. SUN.
A. M.		A. M.		P. M.	P. M.
\$ 11.27	-----	E 11.40	-----	\$ 12.09	\$ 12.13
\$ 11.30	-----		-----	\$ 12.12	\$ 12.16
11.31	-----	11.44	-----	12.14	12.18
\$ 11.33	-----		-----		\$ 12.19
	-----		-----		
11.37	-----	11.48	-----	12.19	12.24
\$ 11.39	-----	11.50	-----	\$ 12.22	\$ 12.27
\$ 11.42	-----		-----	\$ 12.26	\$ 12.30
\$ 11.44	-----		-----	\$ 12.28	\$ 12.32
11.46	-----	11.55	-----	12.29	12.33
\$ 11.46	-----		-----	\$ 12.30	
\$ 11.49	-----		-----	\$ 12.33	\$ 12.36
\$ 11.52	-----	12.00	-----	\$ 12.36	\$ 12.42
	-----	12.02	-----		-----
	-----		-----		
	-----	12.08	-----	Will not	-----
	-----		-----	run	-----
	-----	12.12	-----	Dec. 25th	-----
	-----		-----		-----
	-----	12.17	-----		-----
	-----	12.21	-----		-----
	-----		-----		-----
	-----	12.28	-----		-----
	-----	12.33	-----		-----
	-----		-----		-----
	-----	12.37	-----		-----
	-----		-----		-----
	-----	12.46	-----		-----
	-----		-----		-----
	-----	12.50	-----		-----
	-----	12.54	-----		-----
	-----	12.57	-----		-----
	-----	E 1.06	-----		-----
	-----		-----		-----
	-----	1.12	-----		-----
	-----	1.17	-----		-----
	-----		-----		-----
	-----	1.27	-----		-----
	-----		-----		-----
	-----	1.37	-----		-----
	-----		-----		-----
	-----	1.41	-----		-----
	-----	1.49	-----		-----
	-----	1.54	-----		-----
	-----		-----		-----
	-----	2.00	-----		-----
	-----	2.06	-----		-----
	-----	2.12	-----		-----
	-----		-----		-----
	-----	E 2.14	-----		-----
	-----	2.15	-----		-----
A. M.		P. M.		P. M.	P. M.
861		97		851	533

STATIONS	FIRST CLASS			
	993 SUN. ONLY	109 DAILY	531 DAILY	721 DAILY EX. SUN.
	P. M.	P. M.	P. M.	P. M.
Leave				
PITTSBURGH.....	\$ 12.25	\$ 12.40	\$ 12.50	\$ 2.00
FOURTH AVE.....	\$ 12.28	\$ 12.42	\$ 12.53	\$ 2.03
MB BLOCK STATION...	12.30	12.43	12.54	2.05
SMITHFIELD ST.....	\$ 12.31	Y 12.44	\$ 12.56	\$ 2.06
POINT BRIDGE.....				
DU BLOCK STATION...	12.34	12.48	12.59	★ 2.10
CORLISS.....	\$ 12.37	12.50	1.01	\$ 2.13
INGRAM.....	\$ 12.40			\$ 2.16
CRAFTON.....	\$ 12.42			\$ 2.18
BH BLOCK STATION...	12.43	12.55	1.06	2.19
IDLEWOOD.....	\$ 12.44			\$ 2.20
ROSSLYN.....	\$ 12.47			\$ 2.23
CARNEGIE.....	\$ 12.51	\$ 1.01	\$ 1.10	\$ 2.26
CH BLOCK STATION...		1.03	1.12	
WALKERS MILL.....			\$ 1.15	
RENNERDALE.....			\$ 1.17	
WA BLOCK STATION...		1.08	1.18	
GREGG.....				
OAKDALE.....		1.12	\$ 1.23	
NOBLESTOWN.....			\$ 1.26	
STURGEON.....		1.15	\$ 1.29	
McDONALD.....		\$ 1.18	\$ 1.33	
JO BLOCK STATION...		1.21	1.36	
PRIMROSE.....				
MIDWAY.....			\$ 1.40	
BULGER.....		1.27	\$ 1.45	
RACCOON.....			\$ 1.49	
RS BLOCK STATION...		1.31	1.51	
CENTER AVE... (Burgetta Branch)				
BURGETTSTOWN.....			\$ 1.53	
DN BLOCK STATION...		1.35	1.57	
BERTHA.....			\$ 1.59	
HANLIN.....			\$ 2.03	
CO BLOCK STATION...		1.44	2.08	
COLLIER.....			\$ 2.10	
MN BLOCK STATION...		1.48	2.14	
WEIRTON JCT.....		1.52	\$ 2.18	
WHEELING JCT.....		\$ 2.00	\$ 2.25	
FRANKLIN AVE.....				
STEUBENVILLE.....		\$ 2.10		
MINGO JCT.....		\$ 2.17		
SJ BLOCK STATION...		2.19		
GOULD.....				
NEW ALEXANDRIA.....		2.24		
FERNWOOD.....				
W BLOCK STATION...		2.33		
BROADACRE.....		F 2.34		
FAIRPLAY.....				
UNIONPORT.....		\$ 2.42		
MR BLOCK STATION...		2.46		
MILLER.....		F 2.48		
CADIZ JCT.....		2.51		
JEWETT.....		\$ 2.58		
BA BLOCK STATION...		3.00		
SCIO.....		\$ 3.07		
OB BLOCK STATION...		3.13		
BOWERSTON.....		\$ 3.16		
FISHER.....		3.22		
PHILA. ROAD.....				
DA BLOCK STATION...		3.28		
HM BLOCK STATION...		3.31		
DENNISON.....		\$ 3.33		
Arrive	P. M.	P. M.	P. M.	P. M.
	993	109	531	721



## FIRST CLASS

•13 DAILY	•641 SUN. ONLY	543 DAILY EX. SUN.	927 DAILY	321 DAILY EX. SUN.	•623 DAILY EX. SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 2.25	\$ 2.50	\$ 3.00	-----	\$ 3.09	\$ 3.13
-----	\$ 2.53	\$ 3.03	-----	\$ 3.12	\$ 3.16
2.28	2.55	3.04	-----	3.13	3.17
-----	\$ 2.56	\$ 3.05	-----	\$ 3.15	\$ 3.19
-----	-----	-----	-----	-----	-----
2.32	2.59	3.08	-----	3.19	3.23
2.34	\$ 3.02	) 3.10	-----	3.21	\$ 3.26
-----	\$ 3.05	) 3.13	-----	-----	\$ 3.28
-----	\$ 3.07	) 3.14	-----	-----	\$ 3.31
2.39	3.08	3.15	-----	3.26	3.32
-----	\$ 3.09	-----	-----	-----	\$ 3.33
-----	\$ 3.12	) 3.18	-----	-----	\$ 3.36
2.43	\$ 3.15	\$ 3.21	-----	\$ 3.32	\$ 3.40
2.45	3.17	-----	-----	3.34	-----
-----	\$ 3.20	-----	-----	\$ 3.38	-----
-----	\$ 3.22	-----	-----	\$ 3.40	-----
2.49	3.24	-----	-----	3.42	-----
-----	\$ 3.27	-----	-----	\$ 3.45	-----
2.53	\$ 3.31	-----	-----	\$ 3.49	-----
-----	\$ 3.34	-----	-----	\$ 3.52	-----
2.57	\$ 3.37	-----	-----	\$ 3.55	-----
-----	\$ 3.41	-----	-----	\$ 4.00	-----
3.01	3.44	-----	-----	4.03	-----
-----	\$ 3.46	-----	-----	\$ 4.05	-----
-----	\$ 3.51	-----	-----	\$ 4.10	-----
3.08	\$ 3.56	-----	-----	\$ 4.16	-----
-----	\$ 4.00	-----	-----	\$ 4.20	-----
3.12	4.05	-----	-----	4.22	-----
-----	\$ 4.08	-----	-----	-----	-----
-----	-----	-----	-----	\$ 4.27	-----
3.16	-----	-----	927	4.30	-----
-----	-----	-----	DAILY	\$ 4.32	-----
-----	-----	-----	-----	\$ 4.36	-----
3.25	-----	-----	-----	4.41	-----
-----	-----	-----	P. M.	\$ 4.43	-----
3.29	-----	-----	-----	4.47	-----
3.32	-----	-----	\$ 4.39	\$ 4.52	-----
3.35	-----	-----	4.43	\$ 4.57	-----
-----	-----	-----	\$ 4.47	-----	-----
\$ 3.44	-----	-----	\$ 4.50	\$ 5.11	-----
-----	-----	-----	-----	\$ 5.19	-----
3.50	-----	-----	-----	5.21	-----
-----	-----	-----	-----	\$ 5.24	-----
3.55	-----	-----	-----	\$ 5.28	-----
-----	-----	-----	-----	\$ 5.33	-----
4.04	-----	-----	-----	5.41	-----
-----	-----	-----	-----	\$ 5.43	-----
-----	-----	-----	-----	\$ 5.48	-----
4.13	-----	-----	-----	\$ 5.53	-----
-----	-----	-----	-----	5.57	-----
4.16	-----	-----	-----	F 5.59	-----
-----	-----	-----	-----	\$ 6.05	-----
4.23	-----	-----	-----	\$ 6.13	-----
4.28	-----	-----	-----	6.16	-----
-----	-----	-----	-----	\$ 6.23	-----
4.34	-----	-----	-----	6.29	-----
-----	-----	-----	-----	\$ 6.34	-----
4.40	-----	-----	-----	F 6.40	-----
-----	-----	-----	-----	F 6.43	-----
4.46	-----	-----	-----	6.47	-----
-----	-----	-----	-----	-----	-----
4.48	-----	-----	-----	6.49	-----
\$ 4.49	-----	-----	-----	\$ 6.50	-----
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
13	641	543	927	321	623

STATIONS	FIRST CLASS			
	923	551	741	553
	DAILY EX. SUN.	DAILY	DAILY EX SAT. & SUN.	DAILY EX. SUN.
Leave	P. M.	P. M.	P. M.	P. M.
PITTSBURGH.....	\$ 3.42	\$ 4.00	\$ 4.03	\$ 4.10
FOURTH AVE.....	\$ 3.45	\$ 4.03	\$ 4.07	\$ 4.13
MB BLOCK STATION...	3.46	4.04	4.08	4.15
SMITHFIELD ST.....	\$ 3.48	ZK 4.05		
POINT BRIDGE.....	\$ 3.50			
DU BLOCK STATION...	3.53	4.09	4.12	4.20
CORLISS.....	\$ 3.56	K 4.11	\$ 4.15	4.22
INGRAM.....	\$ 3.59	K 4.13	\$ 4.18	
CRAFTON.....	\$ 4.01	K 4.14	\$ 4.20	
BH BLOCK STATION...	4.02	4.16	4.22	4.27
IDLEWOOD.....	\$ 4.03		D 4.24	
ROSSLYN.....	\$ 4.06		4.28	
CARNEGIE.....	\$ 4.10	\$ 4.20	4.31	4.30
CH BLOCK STATION...		4.22		
WALKERS MILL.....				
RENNERDALE.....				
WA BLOCK STATION...		4.27		
GREGG.....			Will not run	
OAKDALE.....	\$ 4.32		Jan. 1st	
NOBLESTOWN.....			May 31st	
STURGEON.....		4.36	July 5th	
McDONALD.....	\$ 4.40		Sept. 6th	
JO BLOCK STATION...		4.43	Nov. 25th	
PRIMROSE.....			Dec. 25th	
MIDWAY.....				
BULGER.....		4.49		
RACCOON.....				
RS BLOCK STATION...		4.54		
CENTER AVE. (Burgett Branch)				
BURGETTSTOWN.....	\$ 4.56			
DN BLOCK STATION...		5.00		
BERTHA.....				
HANLIN.....				
CO BLOCK STATION...		5.09		
COLLIER.....				
MN BLOCK STATION...		5.13		
WEIRTON JCT.....	\$ 5.17			
WHEELING JCT.....	\$ 5.27			
FRANKLIN AVE.....				
STEUBENVILLE.....				
MINGO JCT.....				
SJ BLOCK STATION...				
GOULD.....				
NEW ALEXANDRIA.....				
FERNWOOD.....				
W BLOCK STATION...				
BROADACRE.....				
FAIRPLAY.....				
UNIONPORT.....				
MR BLOCK STATION...				
MILLER.....				
CADIZ JCT.....				
JEWETT.....				
BA BLOCK STATION...				
SCIO.....				
OB BLOCK STATION...				
BOWERSTON.....				
FISHER.....				
PHILA. ROAD.....				
DA BLOCK STATION...				
HM BLOCK STATION...				
DENNISON.....				
Arrive	P. M.	P. M.	P. M.	P. M.
	923	551	741	553



STATIONS	FIRST CLASS			
	823	155	•771	•611
	SUN. ONLY.	DAILY	±DAILY EX. SUN.	DAILY EX. SUN.
Leave	P. M.	P. M.	P. M.	P. M.
PITTSBURGH.....	\$ 4.40	\$ 5.00	\$ 5.03	\$ 5.15
FOURTH AVE.....	\$ 4.43		\$ 5.06	\$ 5.18
MB BLOCK STATION.....	4.45	5.04	5.08	5.19
SMITHFIELD ST.....	\$ 4.46		\$ 5.09	\$ 5.21
POINT BRIDGE.....				
DU BLOCK STATION.....	4.50	5.08	5.13	5.25
CORLISS.....	\$ 4.53	5.10	\$ 5.16	\$ 5.29
INGRAM.....	\$ 4.56		\$ 5.20	\$ 5.32
CRAFTON.....	\$ 4.58		\$ 5.22	\$ 5.34
BH BLOCK STATION.....	4.59	5.15	5.23	5.35
IDLEWOOD.....	\$ 5.00		\$ 5.25	\$ 5.36
ROSSLYN.....	\$ 5.03		\$ 5.28	\$ 5.39
CARNEGIE.....	\$ 5.08	5.19	\$ 5.31	\$ 5.42
CH BLOCK STATION.....		5.20		5.44
WALKERS MILL.....				\$ 5.48
RENNERDALE.....				\$ 5.50
WA BLOCK STATION.....		5.24		5.52
GREGG.....			Will not run	\$ 5.55
OAKDALE.....		5.28	Jan. 1st	\$ 5.59
NOBLESTOWN.....			May 31st	\$ 6.02
STURGEON.....		5.32	July 5th	\$ 6.06
McDONALD.....			Sept. 6th	\$ 6.11
JO BLOCK STATION.....		5.36	Nov. 25th	6.14
PRIMROSE.....			Dec. 25th	\$ 6.16
MIDWAY.....				\$ 6.21
BULGER.....		5.43		\$ 6.27
RACCOON.....				\$ 6.31
RS BLOCK STATION.....		5.47		6.35
CENTER AVE. (Burgetta Branch)				\$ 6.38
BURGETTSTOWN.....				
DN BLOCK STATION.....		5.51		
BERTHA.....				
HANLIN.....				
CO BLOCK STATION.....		6.00		
COLLIER.....				
MN BLOCK STATION.....		6.04		
WEIRTON JCT.....		6.07		
WHEELING JCT.....		6.10		
FRANKLIN AVE.....				
STEBENVILLE.....		\$ 6.20		
MINGO JCT.....				
SJ BLOCK STATION.....		6.26		
GOULD.....				
NEW ALEXANDRIA.....		6.32		
FERNWOOD.....				
W BLOCK STATION.....		6.42		
BROADACRE.....				
FAIRPLAY.....				
UNIONPORT.....				
MR BLOCK STATION.....		6.51		
MILLER.....				
CADIZ JCT.....		6.54		
JEWETT.....		7.00		
BA BLOCK STATION.....		7.02		
SCIO.....		7.07		
OB BLOCK STATION.....		7.12		
BOWERSTON.....				
FISHER.....		7.18		
PHILA. ROAD.....				
DA BLOCK STATION.....		7.23		
HM BLOCK STATION.....		7.25		
DENNISON.....		\$ 7.27		
Arrive	P. M.	P. M.	P. M.	P. M.
	823	155	771	611

FIRST CLASS					
573 DAILY	571 DAILY	•643 DAILY EX. SUN.	•49 DAILY EX. MON.	27 DAILY	227 DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 6.20	\$ 8.05	\$ 8.15	E 8.30	\$ 9.05	\$ 9.10
\$ 6.23	\$ 8.08	\$ 8.18	-----	-----	-----
6.24	8.09	8.19	8.34	9.08	9.13
\$ 6.26	\$ 8.11	\$ 8.20	-----	-----	-----
6.30	8.14	8.24	8.38	9.13	9.18
\$ 6.32	8.16	\$ 8.27	8.40	9.15	9.20
\$ 6.35	-----	\$ 8.30	-----	-----	-----
\$ 6.37	-----	\$ 8.32	-----	-----	-----
6.38	8.21	8.33	8.45	9.20	9.25
\$ 6.39	-----	\$ 8.34	-----	-----	-----
\$ 6.42	-----	\$ 8.37	-----	-----	-----
\$ 6.46	\$ 8.25	\$ 8.41	8.49	9.24	9.29
-----	8.27	-----	8.51	9.26	9.31
-----	\$ 8.30	-----	-----	-----	-----
-----	8.33	-----	8.55	9.30	9.36
-----	\$ 8.39	-----	9.00	9.34	9.41
-----	8.43	-----	9.04	9.38	9.45
\$ 8.46	-----	-----	-----	-----	-----
8.49	-----	-----	9.08	9.42	9.50
\$ 8.54	-----	-----	-----	-----	-----
F 8.58	-----	-----	9.14	9.48	9.58
9.03	-----	-----	9.18	9.52	10.02
\$ 9.05	-----	-----	-----	-----	-----
9.08	-----	-----	9.22	9.56	10.06
\$ 9.10	-----	-----	-----	-----	-----
9.19	-----	-----	9.31	10.05	10.15
9.23	-----	-----	9.35	10.09	10.19
\$ 9.28	-----	-----	9.39	10.13	10.23
9.34	-----	-----	9.42	10.16	10.26
-----	-----	-----	E 9.52	UE 10.25	\$ 10.35
-----	-----	-----	9.58	10.31	10.42
-----	-----	-----	10.03	10.36	10.48
-----	-----	-----	10.13	10.46	10.57
-----	-----	-----	-----	-----	-----
-----	-----	-----	10.22	10.56	11.07
-----	-----	-----	10.25	11.00	11.11
-----	-----	-----	10.33	11.07	11.18
-----	-----	-----	10.39	11.12	11.23
-----	-----	-----	10.45	11.18	11.28
-----	-----	-----	10.51	11.24	11.34
-----	-----	-----	10.56	11.30	11.40
-----	-----	-----	10.58	11.32	11.42
-----	-----	-----	E 10.59	UE 11.33	\$ 11.43
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
573	571	643	49	27	227

STATIONS  Leave	FIRST CLASS			
	•621	583	•441	
	DAILY	DAILY	DAILY EX. SUN.	
	P. M.	P. M.	P. M.	
PITTSBURGH.....	\$ 9.28	\$ 10.30	\$ 10.45	-----
FOURTH AVE.....	\$ 9.31	\$ 10.33	\$ 10.48	-----
MB BLOCK STATION....	9.32	10.34	10.49	-----
SMITHFIELD ST.....	\$ 9.34	\$ 10.36	\$ 10.51	-----
POINT BRIDGE.....				-----
DU BLOCK STATION....	9.38	10.40	10.54	-----
CORLISS.....	\$ 9.41	\$ 10.42	\$ 10.57	-----
INGRAM.....	\$ 9.44	\$ 10.45	\$ 11.00	-----
CRAFTON.....	\$ 9.47	\$ 10.47	\$ 11.02	-----
BH BLOCK STATION....	9.48	10.48	11.03	-----
IDLEWOOD.....	\$ 9.49	\$ 10.49	\$ 11.04	-----
ROSSLYN.....	\$ 9.52	\$ 10.52	\$ 11.07	-----
CARNEGIE.....	\$ 9.55	\$ 10.56	\$ 11.10	-----
CH BLOCK STATION....	9.57		11.12	-----
WALKERS MILL.....	\$ 10.00		\$ 11.15	-----
RENNERDALE.....	\$ 10.02		\$ 11.17	-----
WA BLOCK STATION....	10.04		11.18	-----
GREGG.....	F 10.07		F 11.20	-----
OAKDALE.....	\$ 10.10		\$ 11.24	-----
NOBLESTOWN.....	\$ 10.13		\$ 11.26	-----
STURGEON.....	\$ 10.16		\$ 11.29	-----
McDONALD.....	\$ 10.19		\$ 11.33	-----
JO BLOCK STATION....	10.21		11.36	-----
PRIMROSE.....	F 10.23		F 11.37	-----
MIDWAY.....	\$ 10.27		\$ 11.41	-----
BULGER.....	F 10.32		\$ 11.45	-----
RACCOON.....	F 10.36		\$ 11.49	-----
RS BLOCK STATION....	10.40		11.51	-----
CENTER AVE. (Burgetts Branch)	\$ 10.43			-----
BURGETTSTOWN.....			\$ 11.53	-----
DN BLOCK STATION....			11.56	-----
BERTHA.....			F 11.58	-----
HANLIN.....			F 12.02	-----
CO BLOCK STATION....			12.07	-----
COLLIER.....			F 12.09	-----
MN BLOCK STATION....			12.13	-----
WEIRTON JCT.....			F 12.17	-----
WHEELING JCT.....			F 12.21	-----
FRANKLIN AVE.....				-----
STEUBENVILLE.....			\$ 12.29	-----
MINGO JCT.....			\$ 12.40	-----
SJ BLOCK STATION....				-----
GOULD.....				-----
NEW ALEXANDRIA.....				-----
FERNWOOD.....				-----
W BLOCK STATION....				-----
BROADACRE.....				-----
FAIRPLAY.....				-----
UNIONPORT.....				-----
MR BLOCK STATION....				-----
MILLER.....				-----
CADIZ JCT.....				-----
JEWETT.....				-----
BA BLOCK STATION....				-----
SCIO.....				-----
OB BLOCK STATION....				-----
BOWERSTON.....				-----
FISHER.....				-----
PHILA. ROAD.....				-----
DA BLOCK STATION....				-----
HM BLOCK STATION....				-----
DENNISON.....				-----
Arrive	P. M.	P. M.	A. M.	
	621	583	441	



STATIONS	FIRST CLASS			
	21	41	•31	•65
	DAILY	DAILY	DAILY	DAILY
Leave	A. M.	A. M.	A. M.	A. M.
DENNISON.....	3.23	4.25	5.13	5.49
UHRICHVILLE.....	3.27	4.29	5.17	5.52
GNADENHUTTEN.....				
LOCK 17.....	3.35	4.37	5.25	6.00
PORT WASHINGTON.....				
DG BLOCK STATION...	3.41	4.42	5.31	6.05
NEWCOMERSTOWN.....	3.49	4.49	5.39	6.12
RT BLOCK STATION...	3.54	4.53	5.44	6.18
WEST LAFAYETTE.....				
MORGAN RUN.....	4.03	5.01	5.52	6.24
WV BLOCK STATION...	4.09	5.05	5.56	6.28
COSHOCKTON.....	T 4.11			
CONESVILLE.....	4.21	5.15	6.06	6.38
ADAMS MILL.....				
TRINWAY.....	4.31	5.24	6.14	6.46
FRAZEYSBURG.....				
RD BLOCK STATION...	4.41	5.33	6.22	6.55
BLACK RUN.....				
VI BLOCK STATION...	4.49	5.40	6.29	7.02
HANOVER.....				
FO BLOCK STATION...	4.57	5.47	6.36	7.09
HK BLOCK STATION....	5.00	5.50	6.39	7.12
NEWARK.....	\$ 5.09	\$ 5.55	6.42	7.14
COLUMBUS.....	\$ 6.10	\$ 6.45	W 7.32	8.02
Arrive	A. M.	A. M.	A. M.	A. M.
	21	41	31	65



FIRST CLASS					
	33 DAILY	7 DAILY	•11 DAILY	219 DAILY	•97 DAILY EX. MON.
	A. M.	A. M.	A. M.	A. M.	P. M.
	6.00	7.16	11.14	11.37	2.22
	6.04	7.20	11.17	\$ 11.42	2.27
	6.13	7.27	11.25	11.50	2.36
	6.19	7.33	11.31	11.56	2.42
	\$ 6.29	\$ 7.41	11.39	\$ 12.06	2.51
	6.35	7.46	11.43	12.12	2.57
	6.44	7.54	11.51	12.21	3.07
	6.49	7.59	11.55	12.26	3.13
	\$ 6.52	\$ 8.02	12.05	\$ 12.29	3.23
	7.02	8.11	12.05	12.38	3.23
	B ▲ 7.11	\$ 8.21	12.13	\$ 12.50	3.33
	VL 7.19	8.31	12.21	1.00	3.43
	7.23	8.31	12.21	1.00	3.43
	7.31	8.38	12.28	1.08	3.50
	7.39	8.45	12.35	1.15	3.57
	7.42	8.48	12.38	1.18	4.00
	\$ 7.49	\$ 8.55	E 12.45	\$ 1.25	E 4.08
	\$ 8.50	\$ 9.45	E 1.35	\$ 2.14	E 5.10
	A. M.	A. M.	P. M.	P. M.	P. M.
	33	7	11	219	97

STATIONS	FIRST CLASS			
	109	*13	155	*49
	DAILY	DAILY	DAILY	DAILY EX. MON.
Leave	P. M.	P. M.	P. M.	P. M.
DENNISON.....	3.40	4.54	7.32	11.05
UHRICHVILLE.....	\$ 3.45	4.58	7.35	11.09
GNADENHUTTEN.....	\$ 3.53	-----	-----	-----
LOCK 17.....	3.56	5.06	7.43	11.18
PORT WASHINGTON.....	\$ 4.03	-----	-----	-----
DG BLOCK STATION....	4.06	5.11	7.48	11.24
NEWCOMERSTOWN.....	\$ 4.18	5.18	\$ 7.56	11.31
RT BLOCK STATION....	4.23	5.23	8.01	11.36
WEST LAFAYETTE.....	\$ 4.32	-----	-----	-----
MORGAN RUN.....	4.38	5.31	8.09	11.45
WV BLOCK STATION....	4.43	5.36	8.14	11.50
COSHOCOTON.....	\$ 4.47	-----	\$ 8.16	-----
CONESVILLE.....	\$ 4.58	5.46	8.26	12.01
ADAMS MILL.....	\$ 5.04	-----	-----	-----
TRINWAY.....	\$ 5.12	\$ 5.55	\$ 8.36	12.10
FRAZEYSBURG.....	\$ 5.22	-----	-----	-----
RD BLOCK STATION....	5.26	6.05	8.45	12.20
BLACK RUN.....	\$ 5.28	-----	-----	-----
VI BLOCK STATION....	5.34	6.12	8.52	12.28
HANOVER.....	\$ 5.36	-----	-----	-----
FO BLOCK STATION....	5.43	6.19	8.59	12.36
HK BLOCK STATION....	5.46	6.22	9.02	12.39
NEWARK.....	\$ 5.54	\$ 6.28	\$ 9.10	E 12.47
COLUMBUS.....	\$ 6.50	\$ 7.25	\$ 10.00	E 1.40
C. & N. Div.				
Arrive	P. M.	P. M.	P. M.	A. M.
	109	13	155	49

## FIRST CLASS

27 DAILY	227 DAILY				
P. M.	P. M.				
11.38	11.48				
11.42	11.52				
11.51	12.01				
11.57	12.08				
12.04	\$ 12.17				
12.10	12.23				
12.18	12.32				
12.23	12.38				
T 12.26	\$ 12.41				
12.35	12.51				
12.44	1.01				
12.52	1.12				
12.59	1.19				
1.06	1.26				
1.09	1.30				
\$ 1.17	\$ 1.37				
\$ 2.10	\$ 2.40				
A. M.	A. M.				
27	227				

STATIONS	FIRST CLASS			
	26	254	48	154
	A. M.	A. M.	A. M.	A. M.
Arrive				
DENNISON.....	T 4.27	\$ 5.14	E 6.03	\$ 6.22
UHRICHSVILLE.....	4.24	5.10	5.59	6.19
GNADENHUTTEN.....				
LOCK 17.....	4.16	5.01	5.50	6.11
PORT WASHINGTON.....				
DG BLOCK STATION....	4.10	4.55	5.43	6.06
NEWCOMERSTOWN.....	† 4.03	\$ 4.47	E 5.35	5.58
RT BLOCK STATION....	3.58	4.39	5.23	5.54
WEST LAFAYETTE.....				
MORGAN RUN.....	3.50	4.30	5.14	5.46
WV BLOCK STATION....	3.46	4.24	5.08	5.41
COSHOCKTON.....	† 3.44	\$ 4.21	E 5.05	\$ 5.39
CONESVILLE.....	3.36	4.10	4.53	5.30
ADAMS MILL.....				
TRINWAY.....	3.27	\$ 4.00	E 4.43	5.21
FRAZEYSBURG.....				
RD BLOCK STATION....	3.18	3.47	4.30	5.12
BLACK RUN.....				
VI BLOCK STATION....	3.12	3.41	4.23	5.06
HANOVER.....				
FO BLOCK STATION....	3.05	3.33	4.15	4.58
HK BLOCK STATION....	3.02	3.30	4.12	4.55
NEWARK.....	TW 3.00	\$ 3.28	E 4.10	\$ 4.53
COLUMBUS.....	\$ 2.05	\$ 2.35	E 3.05	\$ 4.00
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY
	26	254	48	154

FIRST CLASS					
108	88	208	6	240	40
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 11.29	E 1.57	\$ 3.48	\$ 4.14	\$ 7.14	\$ 7.47
\$ 11.25	1.54	3.45	4.10	7.11	7.44
\$ 11.13	-----	-----	-----	-----	-----
\$ 11.10	1.44	3.36	4.01	7.02	7.36
\$ 11.05	-----	-----	-----	-----	-----
11.02	1.38	3.30	3.55	6.57	7.31
\$ 10.54	E 1.29	\$ 3.22	M 3.47	\$ 6.48	7.24
10.42	1.20	3.16	3.42	6.43	7.20
\$ 10.36	-----	-----	-----	-----	-----
10.31	1.11	3.07	3.34	6.35	7.12
10.25	1.06	3.02	3.29	6.31	7.08
\$ 10.22	-----	\$ 3.00	M 3.26	\$ 6.28	-----
\$ 10.09	12.56	2.50	3.18	6.18	6.59
-----	-----	-----	-----	-----	-----
\$ 9.58	■ 12.46	\$ 2.40	M 3.08	\$ 6.09	6.51
\$ 9.47	-----	\$ 2.28	-----	-----	-----
9.43	12.34	2.25	2.59	5.58	6.43
\$ 9.40	-----	-----	-----	-----	-----
9.34	12.27	2.19	2.53	5.52	6.37
\$ 9.32	-----	-----	-----	-----	-----
9.24	12.18	2.11	2.45	5.44	6.29
9.21	12.15	2.08	2.42	5.41	6.26
<hr/>					
\$ 9.19	E 12.12	\$ 2.06	\$ 2.40	\$ 5.39	\$ 6.24
\$ 8.25	E 11.15	\$ 1.12	\$ 1.45	\$ 4.45	\$ 5.35
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY EX. MON.	DAILY	DAILY	DAILY	DAILY
108	•88	208	6	240	•40

STATIONS	FIRST CLASS			
	66	34	20	30
	P. M.	P. M.	A. M.	A. M.
Arrive				
DENNISON.....	10.09	\$ 11.48	\$ 12.09	1.24
UHRICHSVILLE.....	10.06	11.44	12.06	1.21
GNADENHUTTEN.....				
LOCK 17.....	9.58	11.35	11.57	1.13
PORT WASHINGTON.....				
DG BLOCK STATION.....	9.53	11.28	11.51	1.08
NEWCOMERSTOWN.....	9.46	\$ 11.19	\$ 11.42	1.01
RT BLOCK STATION.....	9.42	11.09	11.34	12.57
WEST LAFAYETTE.....				
MORGAN RUN.....	9.34	11.00	11.25	12.49
WV BLOCK STATION.....	9.30	10.54	11.19	12.45
COSHOCTON.....		\$ 10.51	\$ 11.16	
CONESVILLE.....	9.21	10.41	11.06	12.36
ADAMS MILL.....				
TRINWAY.....	9.13	\$ 10.32	10.57	12.28
FRAZEYSBURG.....				
RD BLOCK STATION.....	9.05	10.20	10.48	12.20
BLACK RUN.....				
VI BLOCK STATION.....	8.59	10.13	10.42	12.14
HANOVER.....				
FO BLOCK STATION.....	8.52	10.04	10.33	12.07
HK BLOCK STATION.....	8.49	10.01	10.30	12.04
NEWARK.....	8.47	\$ 9.58	\$ 10.27	12.02
COLUMBUS.....	N 8.01	\$ 9.00	\$ 9.32	\$ 11.15
Leave				
	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY
	•66	34	20	•30



STATIONS	FIRST CLASS			
	34	20	30	710
	A. M.	A. M.	A. M.	A. M.
Arrive				
PITTSBURGH.....	\$ 2.50	\$ 3.00	\$ 3.45	\$ 5.05
FOURTH AVE.....				\$ 5.02
MB BLOCK STATION.....	2.42	2.57	3.42	5.00
SMITHFIELD ST.....				\$ 4.59
POINT BRIDGE.....				
DU BLOCK STATION.....	2.37	2.52	3.39	4.56
CORLISS.....	2.35	2.50	3.37	\$ 4.54
INGRAM.....				\$ 4.50
CRAFTON.....				\$ 4.48
BH BLOCK STATION.....	2.30	2.45	3.32	4.46
IDLEWOOD.....				\$ 4.45
ROSSLYN.....				\$ 4.42
CARNEGIE.....	2.24	2.39	3.27	\$ 4.40
CH BLOCK STATION.....	2.22	2.37	3.25	
WALKERS MILL.....				
RENNERDALE.....				
WA BLOCK STATION.....	2.17	2.32	3.21	
GREGG.....				
OAKDALE.....	2.13	2.28	3.17	
NOBLESTOWN.....				
STURGEON.....	2.09	2.24	3.14	
McDONALD.....				
JO BLOCK STATION.....	2.05	2.20	3.11	
PRIMROSE.....				
MIDWAY.....				
BULGER.....	1.59	2.13	3.06	
RACCOON.....				
RS BLOCK STATION.....	1.52	2.05	3.01	
CENTER AVE. (Burgette Branch)				
BURGETTSTOWN.....				
DN BLOCK STATION.....	1.48	2.01	2.58	
BERTHA.....				
HANLIN.....				
CO BLOCK STATION.....	1.36	1.48	2.47	
COLLIER.....				
MN BLOCK STATION.....	1.32	1.44	2.44	
WEIRTON JCT.....	1.28	1.40	2.41	
WHEELING JCT.....	1.25	1.37	2.38	
FRANKLIN AVE.....				
STEUBENVILLE.....	\$ 1.19	\$ 1.32	2.32	
MINGO JCT.....				
SJ BLOCK STATION.....	1.05	1.20	2.26	
GOULD.....				
NEW ALEXANDRIA.....	12.59	1.15	2.21	
FERNWOOD.....				
W BLOCK STATION.....	12.49	1.06	2.12	
BROADACRE.....				
FAIRPLAY.....				
UNIONPORT.....				
MR BLOCK STATION.....	12.39	12.58	2.03	
MILLER.....				
CADIZ JCT.....	12.35	12.54	2.00	
JEWETT.....				
SA BLOCK STATION.....	12.27	12.46	1.53	
SCIO.....	12.20	12.40	1.48	
OB BLOCK STATION.....	12.13	12.34	1.43	
BOWERSTON.....				
FISHER.....	12.06	12.28	1.38	
PHILA. ROAD.....				
DA BLOCK STATION.....	11.58	12.20	1.31	
HM BLOCK STATION.....	11.55	12.17	1.29	
DENNISON.....	11.54	12.15	1.28	
Leave				
	P. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY
	34	20	*30	*710



FIRST CLASS					
720	502	600	602	400	26
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 5.47	\$ 6.22	\$ 6.39	\$ 6.53	\$ 6.58	\$ 7.05
\$ 5.44	\$ 6.19	\$ 6.36	\$ 6.50	\$ 6.56	-----
5.42	6.17	6.34	6.47	6.53	7.00
\$ 5.41	\$ 6.16	\$ 6.33	\$ 6.46	\$ 6.51	-----
-----	\$ 6.13	\$ 6.30	\$ 6.44	-----	-----
★ 5.36	6.11	6.28	6.42	6.48	6.54
\$ 5.34	\$ 6.09	\$ 6.25	\$ 6.40	6.46	6.52
\$ 5.31	\$ 6.06	\$ 6.22	\$ 6.36	-----	-----
\$ 5.29	\$ 6.03	\$ 6.20	\$ 6.34	-----	-----
5.27	6.01	6.19	6.32	6.41	6.47
\$ 5.25	\$ 6.00	\$ 6.17	\$ 6.30	-----	-----
\$ 5.22	\$ 5.57	\$ 6.14	\$ 6.27	-----	-----
\$ 5.20	\$ 5.55	\$ 6.11	\$ 6.25	\$ 6.36	6.42
-----	-----	6.08	-----	6.33	6.40
-----	-----	\$ 6.05	-----	\$ 6.30	-----
-----	-----	\$ 6.03	Will not run Jan. 1st May 31st	\$ 6.28	-----
-----	-----	6.02		6.26	6.35
-----	-----	\$ 5.58		\$ 6.23	-----
-----	-----	\$ 5.54		\$ 6.20	6.31
-----	-----	\$ 5.51		\$ 6.18	-----
-----	-----	\$ 5.47	July 5th Sept. 6th Nov. 25th Dec. 25th	\$ 6.14	6.28
-----	-----	\$ 5.43		\$ 6.10	-----
-----	-----	5.40		6.08	6.24
-----	-----	\$ 5.37		\$ 6.06	-----
-----	-----	\$ 5.33	-----	\$ 6.02	-----
-----	-----	\$ 5.28	-----	\$ 5.56	6.18
-----	-----	\$ 5.21	-----	\$ 5.50	-----
-----	-----	5.18	-----	5.46	6.12
-----	-----	\$ 5.15	-----	-----	-----
-----	-----	-----	-----	\$ 5.43	-----
-----	-----	-----	-----	5.37	6.09
-----	-----	-----	-----	\$ 5.34	-----
-----	-----	-----	-----	\$ 5.28	-----
-----	-----	-----	-----	5.22	5.58
-----	-----	-----	-----	\$ 5.20	-----
-----	-----	-----	-----	★ 5.15	5.54
-----	-----	-----	-----	\$ 5.09	5.50
-----	-----	-----	-----	5.05	5.47
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	\$ 5.00	\$ 5.42
-----	-----	-----	-----	\$ 4.45	-----
-----	-----	-----	-----	-----	5.33
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	5.28
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	5.19
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	5.11
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	5.08
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	5.01
-----	-----	-----	-----	-----	4.56
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	4.50
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	4.44
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	4.37
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	4.34
-----	-----	-----	-----	-----	4.33
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY	‡ DAILY	DAILY	DAILY
•720	EX. SUN.	•600	EX. SUN.	EX. SUN.	26
	502		•602	400	

STATIONS	FIRST CLASS			
	730	512	740	522
	A. M.	A. M.	A. M.	A. M.
Arrive				
PITTSBURGH.....	\$ 7.16	\$ 7.21	\$ 7.36	\$ 7.50
FOURTH AVE.....	\$ 7.13	\$ 7.18	\$ 7.31	\$ 7.48
MB BLOCK STATION...	7.10	7.16	7.28	7.46
SMITHFIELD ST.....	\$ 7.09	\$ 7.15	\$ 7.27	
POINT BRIDGE.....				
DU BLOCK STATION...	7.06	7.12	7.24	7.42
CORLISS.....	\$ 7.04	7.10	\$ 7.22	7.40
INGRAM.....	\$ 7.00		\$ 7.18	
CRAFTON.....	\$ 6.58		\$ 7.16	
BH BLOCK STATION....	6.56	7.05	7.15	7.36
IDLEWOOD.....	\$ 6.54		\$ 7.13	
ROSSLYN.....	\$ 6.50		\$ 7.10	
CARNEGIE.....	6.45	\$ 7.00	\$ 7.07	\$ 7.31
CH BLOCK STATION...				
WALKERS MILL.....				
RENNERDALE.....				
WA BLOCK STATION...				
GREGG.....				
OAKDALE.....				
NOBLESTOWN.....				
STURGEON.....				
McDONALD.....				
JO BLOCK STATION...				
PRIMROSE.....				
MIDWAY.....				
BULGER.....				
RACCOON.....				
RS BLOCK STATION...				
CENTER AVE..... (Burgetta Branch)				
BURGETTSTOWN.....				
DN BLOCK STATION...				
BERTHA.....				
HANLIN.....				
CO BLOCK STATION...				
COLLIER.....				
MN BLOCK STATION...				
WEIRTON JCT.....				
WHEELING JCT.....				
FRANKLIN AVE.....				
STEUBENVILLE.....				
MINGO JCT.....				
SJ BLOCK STATION...				
GOULD.....				
NEW ALEXANDRIA.....				
FERNWOOD.....				
W BLOCK STATION...				
BROADACRE.....				
FAIRPLAY.....				
UNIONPORT.....				
MR BLOCK STATION...				
MILLER.....				
CADIZ JCT.....				
JEWETT.....				
BA BLOCK STATION...				
SCIO.....				
OB BLOCK STATION...				
BOWERSTON.....				
FISHER.....				
PHILA. ROAD.....				
DA BLOCK STATION...				
HM BLOCK STATION...				
DENNISON.....				
Leave				
	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.
	•730	•512	•740	522

## FIRST CLASS

966	254	5070	750	802	902
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 8.05		\$ 8.09	\$ 8.30	\$ 8.37
			\$ 8.06	\$ 8.28	\$ 8.34
	7.59		8.04	8.24	8.31
			\$ 8.03	\$ 8.23	\$ 8.30
	7.53		8.00	8.20	8.26
	7.51		\$ 7.58	\$ 8.18	\$ 8.23
			\$ 7.55	\$ 8.15	\$ 8.20
			\$ 7.53	\$ 8.13	\$ 8.18
	7.45		7.51	8.11	8.17
			\$ 7.50	\$ 8.09	\$ 8.15
			\$ 7.47	\$ 8.06	\$ 8.12
	7.40		\$ 7.45	\$ 8.04	\$ 8.10
	7.38				
	7.34				
	7.29				
	7.26				
	7.22				
	7.15				
	7.09				
	7.05				
966	6.52				
A. M.					
\$ 5.39	6.48				
\$ 5.35	6.44				
\$ 5.32	6.41	\$ 6.55			
\$ 5.30	\$ 6.35	\$ 6.48			
A. M.		\$ 6.32			
	6.24				
DAILY	6.19				
EX. SUN.					
•966	6.10				
	6.01				
	5.58				
	5.51				
	5.45				
	5.39				
	5.33				
	5.25				
	5.22				
	5.20				
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY	DAILY	SUN.	DAILY
EX. SUN.			EX. SUN.	ONLY.	EX. SUN.
•966	254	5070	•750	802	902

## DENNISON TO PITTSBURGH

STATIONS	FIRST CLASS			
	48	154	976	500
	A. M.	A. M.	A. M.	A. M.
Arrive				
PITTSBURGH.....	E 8.45	\$ 9.00		\$ 9.12
FOURTH AVE.....				\$ 9.09
MB BLOCK STATION.....	8.40	8.55		9.06
SMITHFIELD ST.....				\$ 9.06
POINT BRIDGE.....				
DU BLOCK STATION.....	8.36	8.51		9.02
CORLISS.....	8.34	8.49		9.00
INGRAM.....				
CRAFTON.....				
BH BLOCK STATION.....	8.30	8.44		8.56
IDLEWOOD.....				
ROSSLYN.....				
CARNEGIE.....	8.25	8.39		\$ 8.50
CH BLOCK STATION.....	8.23	8.37		8.48
WALKERS MILL.....				
RENNERDALE.....				
WA BLOCK STATION.....	8.18	8.33		8.44
GREGG.....				
OAKDALE.....	8.14	8.29		\$ 8.39
NOBLESTOWN.....				
STURGEON.....	8.11	8.26		8.36
McDONALD.....				\$ 8.32
JO BLOCK STATION.....	8.07	8.22		8.30
PRIMROSE.....				
MIDWAY.....				\$ 8.26
BULGER.....	8.01	8.16		8.22
RACCOON.....				
RS BLOCK STATION.....	7.55	8.10		8.16
CENTER AVE. (Burgetta Branch)				
BURGETTSTOWN.....				\$ 8.14
DN BLOCK STATION.....	7.52	8.06		8.11
BERTHA.....			976	
HANLIN.....				
CO BLOCK STATION.....	7.40	7.55	A. M.	8.01
COLLIER.....				
MN BLOCK STATION.....	7.37	7.51	\$ 7.02	7.51
WEIRTON JCT.....	7.33	7.47	\$ 6.57	7.51
WHEELING JCT.....	7.30	7.44	\$ 6.54	\$ 7.51
FRANKLIN AVE.....			\$ 6.52	
STEUBENVILLE.....	E 7.24	\$ 7.38		
MINGO JCT.....			A. M.	
SJ BLOCK STATION.....	7.12	7.28		
GOULD.....			DAILY	
NEW ALEXANDRIA.....	7.07	7.23	EX. SUN.	
FERNWOOD.....			976	
W BLOCK STATION.....	6.58	7.14		
BROADACRE.....				
FAIRPLAY.....				
UNIONPORT.....				
MR BLOCK STATION.....	6.48	7.06		
MILLER.....				
CADIZ JCT.....	6.45	7.03		
JEWETT.....				
BA BLOCK STATION.....	6.38	6.56		
SCIO.....	6.32	6.51		
OB BLOCK STATION.....	6.26	6.45		
BOWERSTON.....				
FISHER.....	6.20	6.39		
PHILA. ROAD.....				
DA BLOCK STATION.....	6.13	6.32		
HM BLOCK STATION.....	6.11	6.29		
DENNISON.....	6.10	6.28		
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY
	48	154	976	500

FIRST CLASS					
992	480	532	300	906	812
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 9.22	\$ 10.15	\$ 10.15	\$ 10.37	-----	\$ 10.52
\$ 9.19	\$ 10.13	\$ 10.13	\$ 10.33	-----	\$ 10.49
9.16	10.10	10.10	10.30	-----	10.46
\$ 9.15	\$ 10.09	\$ 10.09	\$ 10.29	-----	\$ 10.44
9.11	10.05	10.06	10.24	-----	10.41
\$ 9.09	\$ 10.03	\$ 10.04	\$ 10.22	-----	\$ 10.39
\$ 9.06	\$ 10.00	\$ 10.01	\$ 10.20	-----	\$ 10.36
\$ 9.04	\$ 9.58	\$ 9.59	\$ 10.17	-----	\$ 10.34
9.02	9.56	9.57	10.15	-----	10.32
F 9.00	\$ 9.54	\$ 9.56	-----	-----	-----
\$ 8.57	\$ 9.51	\$ 9.53	\$ 10.12	-----	\$ 10.28
\$ 8.55	\$ 9.49	\$ 9.50	\$ 10.10	-----	\$ 10.26
-----	9.47	-----	10.07	-----	-----
-----	\$ 9.43	-----	\$ 10.04	-----	-----
-----	\$ 9.41	-----	\$ 10.02	-----	-----
-----	9.40	-----	10.00	-----	-----
-----	\$ 9.37	-----	\$ 9.57	-----	-----
-----	\$ 9.34	-----	\$ 9.54	-----	-----
-----	\$ 9.31	-----	\$ 9.49	-----	-----
-----	\$ 9.28	-----	\$ 9.46	-----	-----
-----	\$ 9.25	-----	\$ 9.42	-----	-----
-----	9.22	-----	9.38	-----	-----
-----	\$ 9.20	-----	\$ 9.36	-----	-----
-----	\$ 9.17	-----	\$ 9.33	-----	-----
-----	\$ 9.13	-----	\$ 9.28	-----	-----
-----	\$ 9.08	-----	\$ 9.21	-----	-----
-----	9.05	-----	9.17	-----	-----
-----	\$ 9.03	-----	\$ 9.15	-----	-----
-----	8.59	-----	9.10	-----	-----
-----	\$ 8.56	-----	\$ 9.08	-----	-----
-----	\$ 8.50	-----	\$ 9.00	906	-----
-----	8.45	-----	8.54	A. M.	-----
-----	\$ 8.43	-----	\$ 8.52	-----	-----
-----	8.38	-----	8.48	-----	-----
-----	\$ 8.34	-----	\$ 8.42	\$ 9.09	-----
-----	\$ 8.30	-----	\$ 8.37	\$ 8.58	-----
-----	\$ 8.25	-----	\$ 8.29	\$ 8.50	-----
-----	\$ 8.15	-----	\$ 8.13	A. M.	-----
-----	-----	-----	8.09	-----	-----
-----	-----	-----	\$ 8.05	-----	-----
-----	-----	-----	\$ 8.01	DAILY	-----
-----	-----	-----	\$ 7.56	906	-----
-----	-----	-----	7.48	-----	-----
-----	-----	-----	\$ 7.46	-----	-----
-----	-----	-----	\$ 7.42	-----	-----
-----	-----	-----	\$ 7.37	-----	-----
-----	-----	-----	7.32	-----	-----
-----	-----	-----	\$ 7.29	-----	-----
-----	-----	-----	\$ 7.26	-----	-----
-----	-----	-----	\$ 7.16	-----	-----
-----	-----	-----	7.12	-----	-----
-----	-----	-----	\$ 7.06	-----	-----
-----	-----	-----	6.57	-----	-----
-----	-----	-----	\$ 6.55	-----	-----
-----	-----	-----	\$ 6.49	-----	-----
-----	-----	-----	\$ 6.45	-----	-----
-----	-----	-----	6.40	-----	-----
-----	-----	-----	6.37	-----	-----
-----	-----	-----	\$ 6.35	-----	-----
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
SUN. ONLY	SUN. ONLY.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	SUN. ONLY.
992	480	532	300	906	812

STATIONS	FIRST CLASS			
	520	612	542	610
	A. M.	P. M.	P. M.	P. M.
Arrive				
PITTSBURGH.....	\$ 11.03	\$ 12.36	\$ 12.48	\$ 1.07
FOURTH AVE.....	\$ 11.01	\$ 12.33	\$ 12.45	\$ 1.04
MB BLOCK STATION....	10.59	12.30	12.43	1.02
SMITHFIELD ST.....		\$ 12.28		\$ 1.01
POINT BRIDGE.....				
DU BLOCK STATION....	10.55	12.24	12.39	12.57
CORLISS.....	10.53	\$ 12.21	12.37	\$ 12.56
INGRAM.....		\$ 12.18		\$ 12.52
CRAFTON.....		\$ 12.16		\$ 12.50
BH BLOCK STATION....	10.48	12.14	12.33	12.48
IDLEWOOD.....		\$ 12.12		F 12.47
ROSSLYN.....		\$ 12.09		\$ 12.44
CARNEGIE.....	\$ 10.43	\$ 12.07	\$ 12.29	\$ 12.41
CH BLOCK STATION....	10.41			12.38
WALKERS MILL.....				\$ 12.35
RENNERDALE.....				\$ 12.33
WA BLOCK STATION....	10.36			12.32
GREGG.....				\$ 12.28
OAKDALE.....	\$ 10.31			\$ 12.26
NOBLESTOWN.....				\$ 12.23
STURGEON.....	10.28			\$ 12.20
MCDONALD.....	\$ 10.24			\$ 12.17
JO BLOCK STATION....	10.22			12.14
PRIMROSE.....				\$ 12.12
MIDWAY.....				\$ 12.09
BULGER.....	10.17			\$ 12.05
RACCOON.....				\$ 12.00
RS BLOCK STATION....	10.11			11.57
CENTER AVE..... (Burgetts Branch)				\$ 11.55
BURGETTSTOWN.....	\$ 10.09			
DN BLOCK STATION....	10.06			
BERTHA.....				
HANLIN.....				
CO BLOCK STATION....	9.56			
COLLIER.....				
MN BLOCK STATION....	9.52			
WEIRTON JCT.....	9.48			
WHEELING JCT.....	\$ 9.45			
FRANKLIN AVE.....				
STEUBENVILLE.....				
MINGO JCT.....				
SJ BLOCK STATION....				
GOULD.....				
NEW ALEXANDRIA.....				
FERNWOOD.....				
W BLOCK STATION....				
BROADACRE.....				
FAIRPLAY.....				
UNIONPORT.....				
MR BLOCK STATION....				
MILLER.....				
CADIZ JCT.....				
JEWETT.....				
BA BLOCK STATION....				
SCIO.....				
OB BLOCK STATION....				
BOWERSTON.....				
FISHER.....				
PHILA. ROAD.....				
DA BLOCK STATION....				
HM BLOCK STATION....				
DENNISON.....				
Leave	A. M.	P. M.	P. M.	A. M.
	DAILY	DAILY	DAILY	DAILY
	520	EX. SUN. 612	EX. SUN. 542	610

FIRST CLASS					
690	552	108	530	440	622
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 2.10	\$ 2.20	\$ 2.40	\$ 3.05	\$ 3.42	\$ 4.40
\$ 2.07	\$ 2.17	\$ 2.37	\$ 3.03	\$ 3.40	\$ 4.37
2.05	2.15	2.35	3.00	3.38	4.35
-----	\$ 2.14	-----	-----	\$ 3.37	\$ 4.34
-----	-----	-----	-----	-----	-----
2.00	2.10	2.30	2.56	3.33	4.30
1.58	\$ 2.08	2.28	2.54	\$ 3.31	\$ 4.27
-----	\$ 2.05	-----	-----	\$ 3.28	\$ 4.25
-----	\$ 2.03	-----	-----	\$ 3.26	\$ 4.22
1.53	2.01	2.23	2.50	3.24	4.20
-----	F 2.00	-----	-----	F 3.23	\$ 4.18
-----	\$ 1.57	-----	-----	\$ 3.20	\$ 4.15
\$ 1.48	\$ 1.55	\$ 2.19	\$ 2.46	\$ 3.17	\$ 4.13
1.45	-----	2.15	2.44	3.13	-----
\$ 1.42	-----	-----	-----	\$ 3.10	-----
\$ 1.40	-----	-----	-----	\$ 3.08	Will not run Jan. 1st May 31st
1.39	-----	2.10	2.40	3.07	
-----	-----	-----	-----	\$ 3.04	
\$ 1.34	-----	2.05	\$ 2.35	\$ 3.01	
\$ 1.31	-----	-----	-----	\$ 2.58	July 5th Sept. 6th Nov. 25th Dec. 25th
\$ 1.28	-----	2.02	\$ 2.31	\$ 2.55	
\$ 1.25	-----	-----	\$ 2.27	\$ 2.51	
1.23	-----	1.59	2.25	2.48	
-----	-----	-----	-----	\$ 2.46	-----
\$ 1.18	-----	-----	-----	\$ 2.43	-----
F 1.14	-----	1.53	2.19	\$ 2.38	-----
F 1.10	-----	-----	-----	\$ 2.33	-----
1.07	-----	1.48	2.15	2.28	-----
\$ 1.05	-----	-----	-----	-----	-----
-----	-----	-----	\$ 2.13	\$ 2.26	-----
Will not run Dec. 25th	-----	1.45	2.11	2.21	-----
	-----	-----	L 2.09	\$ 2.18	-----
	-----	-----	L 2.05	\$ 2.13	-----
	-----	1.34	2.00	2.08	-----
-----	-----	-----	L 1.58	\$ 2.06	-----
-----	-----	1.30	1.55	2.01	-----
-----	-----	1.26	1.51	\$ 1.57	-----
-----	-----	1.23	\$ 1.48	\$ 1.53	-----
-----	-----	-----	-----	-----	-----
-----	-----	\$ 1.18	-----	\$ 1.46	-----
-----	-----	-----	-----	-----	-----
-----	-----	\$ 1.04	-----	\$ 1.25	-----
-----	-----	1.01	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	12.55	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	12.46	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	\$ 12.38	-----	-----	-----
-----	-----	12.35	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	\$ 12.31	-----	-----	-----
-----	-----	\$ 12.19	-----	-----	-----
-----	-----	12.15	-----	-----	-----
-----	-----	\$ 12.08	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	12.00	-----	-----	-----
-----	-----	\$ 11.57	-----	-----	-----
-----	-----	11.51	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	11.44	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	11.41	-----	-----	-----
-----	-----	11.39	-----	-----	-----
P. M.	P. M.	A. M.	P. M.	P. M.	P. M.
# SAT. ONLY	DAILY	DAILY	DAILY	DAILY EX. SUN.	# DAILY EX. SUN.
•690	552	108	530	•440	•622

STATIONS	FIRST CLASS			
	88	562	994	550
	P. M.	P. M.	P. M.	P. M.
Arrive				
PITTSBURGH.....	E 4.48	\$ 4.54	\$ 4.55	\$ 5.27
FOURTH AVE.....		\$ 4.51	\$ 4.52	\$ 5.25
MB BLOCK STATION....	4.42	4.49	4.50	5.23
SMITHFIELD ST.....		\$ 4.48	\$ 4.49	K 5.22
POINT BRIDGE.....				
DU BLOCK STATION....	4.34	4.44	4.46	5.18
CORLISS.....	4.32	\$ 4.42	\$ 4.44	5.15
INGRAM.....		\$ 4.39	\$ 4.41	
CRAFTON.....		\$ 4.37	\$ 4.39	
BH BLOCK STATION....	4.28	4.36	4.37	5.16
IDLEWOOD.....		\$ 4.34	\$ 4.35	
ROSSLYN.....		\$ 4.30	\$ 4.32	
CARNEGIE.....	4.22	\$ 4.27	\$ 4.30	\$♥ 5.06
CH BLOCK STATION....	4.20			5.04
WALKERS MILL.....				
RENNERDALE.....				
WA BLOCK STATION....	4.15			5.00
GREGG.....				
OAKDALE.....	4.09			\$ 4.55
NOBLESTOWN.....				
STURGEON.....	4.06			4.51
McDONALD.....				\$ 4.48
JO BLOCK STATION....	4.02			4.46
PRIMROSE.....				
MIDWAY.....				\$ 4.41
BULGER.....	3.56			\$ 4.37
RACCOON.....				\$ 4.31
RS BLOCK STATION....	3.51			4.28
CENTER AVE..... (Burgette Branch)				
BURGETTSTOWN.....				\$ 4.26
DN BLOCK STATION....	3.47			4.23
BERTHA.....				\$ 4.20
HANLIN.....				
CO BLOCK STATION....	3.36			4.11
COLLIER.....				
MN BLOCK STATION....	3.32			4.07
WEIRTON JCT.....	3.28			\$ 4.03
WHEELING JCT.....	3.25			\$ 4.00
FRANKLIN AVE.....				
STEUBENVILLE.....	E 3.20			
MINGO JCT.....				
SJ BLOCK STATION....	3.09			
GOULD.....				
NEW ALEXANDRIA.....	3.04			
FERNWOOD.....				
W BLOCK STATION....	2.55			
BROADACRE.....				
FAIRPLAY.....				
UNIONPORT.....				
MR BLOCK STATION....	2.46			
MILLER.....				
CADIZ JCT.....	2.42			
JEWETT.....				
BA BLOCK STATION....	2.35			
SCIO.....	2.29			
OB BLOCK STATION....	2.23			
BOWERSTON.....				
FISHER.....	2.17			
PHILA. ROAD.....				
DA BLOCK STATION....	2.10			
HM BLOCK STATION....	2.07			
DENNISON.....	2.05			
Leave				
	P. M.	P. M.	P. M.	P. M.
	DAILY EX. MON.	DAILY EX. SUN.	SUN. ONLY.	DAILY
	•88	562	994	550



FIRST CLASS					
822	922	206	926	572	6
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 5.51	\$ 5.55	\$ 6.40	-----	\$ 6.57	\$ 7.00
\$ 5.48	\$ 5.52	-----	-----	\$ 6.54	-----
5.46	5.50	6.35	-----	6.50	6.57
\$ 5.45	\$ 5.49	-----	-----	\$ 6.49	-----
5.41	5.45	6.31	-----	6.45	6.53
\$ 5.39	\$ 5.43	6.29	-----	\$ 6.43	6.51
\$ 5.36	\$ 5.40	-----	-----	\$ 6.40	-----
\$ 5.34	\$ 5.38	-----	-----	\$ 6.38	-----
5.32	5.37	6.24	-----	6.37	6.46
\$ 5.31	\$ 5.35	-----	-----	F 6.36	-----
\$ 5.28	\$ 5.32	-----	-----	\$ 6.33	-----
\$ 5.25	\$ 5.30	\$ 6.18	-----	\$ 6.31	6.42
-----	-----	6.16	-----	-----	6.40
-----	-----	6.11	-----	-----	6.34
-----	-----	6.06	-----	-----	6.29
-----	-----	6.02	-----	-----	6.25
-----	-----	5.58	-----	-----	6.21
-----	-----	5.52	-----	-----	6.15
-----	-----	5.45	-----	-----	6.08
-----	-----	5.41	-----	-----	6.04
-----	-----	5.30	926	-----	5.52
-----	-----	5.25	P. M.	-----	5.48
-----	-----	5.21	\$ 5.27	-----	5.44
-----	-----	\$ 5.17	\$ 5.21	-----	5.41
-----	-----	\$ 5.10	\$ 5.17	-----	-----
-----	-----	\$ 4.57	\$ 5.15	-----	\$ 5.35
-----	-----	4.55	P. M.	-----	5.24
-----	-----	4.50	DAILY	-----	5.19
-----	-----	4.41	926	-----	5.09
-----	-----	4.33	-----	-----	5.00
-----	-----	\$ 4.30	-----	-----	4.57
-----	-----	4.23	-----	-----	4.50
-----	-----	4.21	-----	-----	4.44
-----	-----	4.15	-----	-----	4.38
-----	-----	4.10	-----	-----	4.32
-----	-----	4.04	-----	-----	4.24
-----	-----	3.57	-----	-----	4.21
-----	-----	3.55	-----	-----	4.20
-----	-----	3.54	-----	-----	-----
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SUN. ONLY.	DAILY EX. SUN.	DAILY	DAILY	DAILY EX. SUN.	DAILY
822	922	206	926	572	6

STATIONS	FIRST CLASS			
	770	320	1538	582
	P. M.	P. M.	P. M.	P. M.
Arrive				
PITTSBURGH.....	\$ 7.43	\$ 8.04	\$ 9.25	\$ 9.38
FOURTH AVE.....	\$ 7.40	\$ 8.01	\$ 9.23	\$ 9.36
MB BLOCK STATION...	7.38	7.59	9.21	9.34
SMITHFIELD ST.....	\$ 7.37	\$ 7.58		
POINT BRIDGE.....				
DU BLOCK STATION...	7.33	7.54	9.16	9.30
CORLISS.....	\$ 7.30	\$ 7.52	9.14	9.28
INGRAM.....	\$ 7.27	\$ 7.49		
CRAFTON.....	\$ 7.24	\$ 7.47		
BH BLOCK STATION...	7.22	7.45	9.10	9.23
IDLEWOOD.....	\$ 7.20	\$ 7.44		
ROSSLYN.....	\$ 7.17	\$ 7.41		
CARNEGIE.....	\$ 7.15	\$ 7.39	\$ 9.06	\$ 9.18
CH BLOCK STATION...		7.34	9.04	
WALKERS MILL.....		\$ 7.31		
RENNERDALE.....		\$ 7.29		
WA BLOCK STATION...		7.28	9.00	
GREGG.....		\$ 7.25		
OAKDALE.....		\$ 7.22	\$ 8.55	
NOBLESTOWN.....		\$ 7.19		
STURGEON.....		\$ 7.16	8.52	
McDONALD.....		\$ 7.12	\$ 8.48	
JO BLOCK STATION...		7.10	8.46	
PRIMROSE.....		\$ 7.08		
MIDWAY.....		\$ 7.04		
BULGER.....		\$ 6.59	8.40	
RACCOON.....		\$ 6.54		
RS BLOCK STATION...		6.51	8.34	
CENTER AVE. (Burgetts Branch)				
BURGETTSTOWN.....		\$ 6.49	\$ 8.32	
DN BLOCK STATION...		6.45	8.30	
BERTHA.....		\$ 6.42		
HANLIN.....		\$ 6.36		
CO BLOCK STATION...		6.30	8.21	
COLLIER.....		\$ 6.28		
MN BLOCK STATION...		6.23	8.17	
WEIRTON JCT.....		\$ 6.18	8.13	
WHEELING JCT.....		\$ 6.15	8.10	
FRANKLIN AVE.....				
STEUBENVILLE.....		\$ 6.10		
MINGO JCT.....		\$ 5.58		
SJ BLOCK STATION...		5.56		
GOULD.....		\$ 5.52		
NEW ALEXANDRIA.....		\$ 5.49		
FERNWOOD.....		\$ 5.44		
W BLOCK STATION...		5.37		
BROADACRE.....		\$ 5.36		
FAIRPLAY.....		\$ 5.32		
UNIONPORT.....		\$ 5.28		
MR BLOCK STATION...		5.24		
MILLER.....		\$ 5.22		
CADIZ JCT.....		\$ 5.19		
JEWETT.....		\$ 5.10		
BA BLOCK STATION...		5.07		
SCIO.....		\$ 5.01		
OB BLOCK STATION...		4.51		
BOWERSTON.....		\$ 4.49		
FISHER.....		\$ 4.42		
PHILA. ROAD.....		\$ 4.38		
DA BLOCK STATION...		4.34		
HM BLOCK STATION...		4.31		
DENNISON.....		\$ 4.30		
Leave				
	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN.	DAILY	DAILY	DAILY EX. SUN.
	•770	320	1538	582

FIRST CLASS					
832	642	240	40	620	66
P. M.	P. M.	P. M.	P. M.	A. M.	A. M.
\$ 9.47	\$ 9.55	\$ 10.00	\$ 10.15	\$ 12.10	12.28
\$ 9.44	\$ 9.51	-----	-----	\$ 12.07	-----
9.41	9.49	9.56	10.12	12.05	12.25
\$ 9.40	\$ 9.48	-----	-----	\$ 12.04	-----
-----	-----	-----	-----	-----	-----
★ 9.36	★ 9.44	9.52	10.08	12.01	12.22
\$ 9.34	\$ 9.41	9.50	10.06	\$ 11.59	12.20
\$ 9.31	\$ 9.38	-----	-----	\$ 11.56	-----
\$ 9.29	\$ 9.36	-----	-----	\$ 11.54	-----
9.27	9.34	9.45	10.02	11.52	12.16
F 9.26	F 9.33	-----	-----	F 11.51	-----
\$ 9.23	\$ 9.30	-----	-----	\$ 11.48	-----
\$ 9.21	\$ 9.28	L° 9.40	9.58	\$ 11.46	12.11
-----	-----	9.38	9.56	\$ 11.44	12.09
-----	-----	-----	-----	F 11.41	-----
-----	-----	9.34	9.52	F 11.39	-----
-----	-----	-----	-----	11.38	12.05
-----	-----	9.29	9.48	F 11.36	-----
-----	-----	-----	-----	\$ 11.33	12.01
-----	-----	-----	-----	F 11.30	-----
-----	-----	9.25	9.45	F 11.28	11.58
-----	-----	-----	-----	\$ 11.25	-----
-----	-----	9.21	9.41	11.23	11.55
-----	-----	-----	-----	F 11.22	-----
-----	-----	-----	-----	\$ 11.19	-----
-----	-----	9.15	9.35	F 11.16	11.50
-----	-----	-----	-----	F 11.11	-----
-----	-----	9.09	9.29	11.08	11.45
-----	-----	-----	-----	\$ 11.05	-----
-----	-----	-----	-----	-----	-----
-----	-----	9.05	9.26	-----	11.42
-----	-----	-----	-----	-----	-----
-----	-----	8.53	9.15	-----	11.32
-----	-----	-----	-----	-----	-----
-----	-----	8.49	9.11	-----	11.28
-----	-----	8.45	9.07	-----	11.25
-----	-----	8.41	9.04	-----	11.22
-----	-----	-----	-----	-----	-----
-----	-----	\$ 8.35	\$ 8.58	-----	11.16
-----	-----	-----	-----	-----	-----
-----	-----	8.25	8.52	-----	11.10
-----	-----	-----	-----	-----	-----
-----	-----	8.19	8.45	-----	11.05
-----	-----	-----	-----	-----	-----
-----	-----	8.10	8.36	-----	10.56
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	8.01	8.28	-----	10.48
-----	-----	-----	-----	-----	-----
-----	-----	7.58	8.25	-----	10.45
-----	-----	-----	-----	-----	-----
-----	-----	7.50	8.18	-----	10.38
-----	-----	7.44	8.13	-----	10.33
-----	-----	-----	-----	-----	-----
-----	-----	7.38	8.08	-----	10.28
-----	-----	-----	-----	-----	-----
-----	-----	7.32	8.03	-----	10.23
-----	-----	-----	-----	-----	-----
-----	-----	7.24	7.55	-----	10.16
-----	-----	-----	-----	-----	-----
-----	-----	7.21	7.53	-----	10.14
-----	-----	7.20	7.52	-----	10.13
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SUN. ONLY	DAILY EX. SUN.	DAILY	DAILY	DAILY	DAILY
832	°642	240	°40	°620	°66

## PITTSBURGH DIVISION—WESTWARD

STATIONS	Leave	7001	7021	8601	7061	8061	7601	7081	8081	8621	9041	
		DAILY EX. SUN.	DAILY EX. SUN.	SUN. ONLY.	DAILY EX. SUN.	DAILY EX. SUN.	SUN. ONLY.	DAILY EX. SUN.	DAILY EX. SUN.	SUN. ONLY.	DAILY EX. SUN.	
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
PITTSBURGH		\$ 4.20	\$ 5.35	\$ 6.20	\$ 6.25	\$ 8.25	\$ 10.25	\$ 10.45	\$ 12.30	\$ 12.30	\$ 1.40	
FOURTH AVE.		\$ 4.23	\$ 5.38	\$ 6.23	\$ 6.28	\$ 8.27	\$ 10.28	\$ 10.48	\$ 12.33	\$ 12.33	\$ 1.43	
MB BLOCK STATION		4.25	5.40	6.25	6.30	8.30	10.30	10.50	12.35	12.35	1.45	
	Arrive	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
		7001	7021	8601	7061	8061	7601	7081	8081	8621	9041	

STATIONS	Leave	7101	7621	8101	7121	7141	7641	7181	8201	8641	
		DAILY EX. SUN.	SUN. ONLY.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	SUN. ONLY.	DAILY EX. SUN.	DAILY EX. SUN.	SUN. ONLY.	
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
PITTSBURGH		\$ 2.45	\$ 3.50	\$ 3.55	\$ 4.25	\$ 5.22	\$ 6.15	\$ 8.09	\$ 10.25	\$ 10.35	
FOURTH AVE.		\$ 2.48	\$ 3.53	\$ 3.57	\$ 4.28	\$ 5.25	\$ 6.18	\$ 8.12	\$ 10.28	\$ 10.38	
MB BLOCK STATION		2.50	3.55	4.00	4.30	5.27	6.20	8.14	10.30	10.40	
	Arrive	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
		7101	7621	8101	7121	7141	7641	7181	8201	8641	

## PITTSBURGH DIVISION—EASTWARD

STATIONS	7010	7030	7050	7070	8710	8010	9090	7750	7110	8030
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
PITTSBURGH.....	\$ 5.40	\$ 6.45	\$ 7.10	\$ 7.40	\$ 8.33	\$ 9.25	\$ 10.30	\$ 11.10	\$ 11.45	\$ 1.48
FOURTH AVE.....	\$ 5.38	\$ 6.42	\$ 7.08	\$ 7.37	\$ 8.31	\$ 9.23	\$ 10.28	\$ 11.07	\$ 11.43	\$ 1.45
MB BLOCK STATION.....	5.34	6.39	7.05	7.34	8.28	9.20	10.25	11.04	11.40	1.42
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	SUN.	DAILY	DAILY	SUN.	DAILY	DAILY
	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	ONLY.	EX. SUN.	EX. SUN.	ONLY.	EX. SUN.	EX. SUN.
	7010	7030	7050	7070	8710	8010	9090	7750	7110	8030
STATIONS	8730	7130	7790	7170	8750	8050	8330	7210		
Active	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
PITTSBURGH.....	\$ 1.55	\$ 4.45	\$ 4.45	\$ 6.10	\$ 7.15	\$ 7.20	\$ 8.22	\$ 10.21		
FOURTH AVE.....	\$ 1.52	\$ 4.43	\$ 4.43	\$ 6.07	\$ 7.13	\$ 7.17	\$ 8.19	\$ 10.18		
MB BLOCK STATION.....	1.49	4.40	4.40	6.04	7.10	7.14	8.16	10.15		
Leave	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
	SUN.	SUN.	SUN.	DAILY	SUN.	DAILY	DAILY	DAILY		
	ONLY.	ONLY.	ONLY.	EX. SUN.	ONLY.	EX. SUN.				
	8730	7130	7790	7170	8750	8050	8330	7210		

# 44 CHARTIERS, BRIDGEVILLE & McDONALD, AND WESTLAND BRANCHES

STATIONS		FIRST CLASS			
		•603	503	903	
		± DAILY EX. SUN.	DAILY EX. SUN.	DAILY	
Leave		A. M.	A. M.	A. M.	
CARNEGIE.....		\$ 5.32	\$ 6.23	\$ 6.43	
JUNCTION NO. 1.....		5.33	6.25	6.45	
GLENN.....		\$ 5.35		\$ 6.47	
WOODVILLE.....		\$ 5.37	\$ 6.28	\$ 6.50	
BOWER HILL.....		\$ 5.39		\$ 6.52	
KIRWAN.....		\$ 5.41		\$ 6.54	
BRIDGEVILLE.....		\$ 5.45	\$ 6.34	\$ 7.00	
SYGAN.....	B. & M. Branch			\$ 7.04	
MORGAN.....				\$ 7.07	
TREVESKYN.....				\$ 7.11	
GLADDEN.....		Will not run		\$ 7.15	
OECIL.....		Jan. 1st		\$ 7.19	
BISHOP.....		May 31st		\$ 7.28	
MAYVIEW.....		July 5th	\$ 6.40		
BOYCE.....		Sept. 6th	F 6.42		
HILLS.....		Nov. 25th	\$ 6.45		
GREER.....		Dec. 25th			
VAN EMMAN.....					
MORGANZA.....			\$ 6.53		
RICHFOL.....			\$ 6.55		
CANONSBURG.....			\$ 7.01		
HOUSTON.....			\$ 7.04		
BROXTON.....	Westland Br.				
FALKIRK.....					
McCONNELLS MILL.....					
BREVARD.....					
WESTLAND.....					
SHINGISS.....					
MEADOW LANDS.....			\$ 7.11		
ARDEN.....			\$ 7.15		
TYLERDALE.....					
CHESTNUT ST.....			\$ 7.21		
WASHINGTON.....			\$ 7.24		
Arrive		A. M.	A. M.	A. M.	
		603	503	903	

No. 903 is superior by direction to No. 902 and No. 992.

No. 993 is superior by direction to No. 994.

No. 923 is superior by direction to No. 922.

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

Trains must approach Washington carefully, expecting to find trains of the Waynesburg & Washington Railroad standing at or approaching the passenger station.

Westward Charters Branch trains using W. & W. main track west of Main Street must do so under protection of flagman.

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

FIRST CLASS					
803 SUN. ONLY	513 DAILY EX. SUN.	523 DAILY	613 DAILY EX. SUN.	533 DAILY EX. SUN.	993 SUN. ONLY
A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
\$ 7.54	\$ 8.51	\$ 9.51	\$ 11.30	\$ 12.42	\$ 12.51
7.56	8.52	9.53	11.32	12.44	12.52
			\$ 11.33		\$ 12.55
\$ 7.59	8.55	\$ 9.55	\$ 11.35	\$ 12.47	\$ 12.57
\$ 8.02			\$ 11.37		\$ 12.59
			\$ 11.39		\$ 1.01
\$ 8.07	\$ 8.59	\$ 10.01	\$ 11.43	\$ 12.53	\$ 1.06
					\$ 1.09
					\$ 1.11
					\$ 1.14
					\$ 1.18
					\$ 1.22
					\$ 1.30
\$ 8.13	\$ 9.03	\$ 10.07		\$ 12.59	
\$ 8.16	9.06	F 10.10		\$ 1.02	
\$ 8.19	9.08	\$ 10.13		\$ 1.05	
\$ 8.26	B 9.14	F 10.19		\$ 1.12	
\$ 8.30	\$ 9.17	\$ 10.23		\$ 1.16	
\$ 8.32	9.19	\$ 10.25		\$ 1.19	
\$ 8.39	9.26	# 10.32		# 1.26	
# 8.42	9.29	# 10.36		# 1.29	
# 8.46				\$ 1.34	
\$ 8.50	\$ 9.34	\$ 10.42		\$ 1.37	
\$ 8.54	\$ 9.37	\$ 10.45		\$ 1.40	
A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
803	513	523	613	533	993

Extra trains must approach the ends of Wye at Cecil carefully, looking out for passenger trains turning.

Trains must run carefully looking out for stored cars on the following branches:

Reissing Branch west of Wye switch.

Palanka Branch.

Westland Branch, on main track, above load track, at Midland Nos. 1 and 3.

M. L. & Z. Branch.

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

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

Trains must not exceed a speed of eight (8) miles per hour over other street crossings on this track, and a member of train crew must be stationed on head end of train to warn the public and give the signal in case it is necessary to stop.

# 46 CHARTIERS, BRIDGEVILLE & McDONALD, AND WESTLAND BRANCHES

STATIONS	FIRST CLASS			
	543	623	923	553
	DAILY EX. SUN.	‡ DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.
Leave	P. M.	P. M.	P. M.	P. M.
CARNEGIE.....	\$ 3.21	\$ 3.40	\$ 4.10	4.30
JUNCTION NO. 1.....	3.22	3.41	4.11	4.31
GLENN.....	3.23	\$ 3.42	\$ 4.13	4.34
WOODVILLE.....	\$ 3.25	\$ 3.44	\$ 4.15	4.34
BOWER HILL.....	3.27	\$ 3.46	\$ 4.17	4.36
KIRWAN.....	\$ 3.28	\$ 3.48	\$ 4.19	4.38
BRIDGEVILLE.....	\$ 3.31	\$ 3.50	\$ 4.23	\$ 4.38
SYGAN.....	B. & M. Branch	Will not run Jan. 1st May 31st	\$ 4.27	4.47
MORGAN.....			\$ 4.29	4.49
TREVESKYN.....			\$ 4.31	4.51
GLADDEN.....			\$ 4.35	4.55
CECIL.....			\$ 4.39	4.59
BISHOP.....			\$ 4.43	4.63
MAYVIEW.....	\$ 3.36	July 5th		
BOYCE.....	\$ 3.39	Sept. 6th		4.44
HILLS.....	\$ 3.42	Nov. 25th		4.46
GREER.....		Dec. 25th		
VAN EMMAN.....	F 3.47			
MORGANZA.....	\$ 3.49			
RICHFOL.....	\$ 3.51			
CANONSBURG.....	\$ 3.56			\$ 4.56
HOUSTON.....	\$ 3.58			4.58
BROXTON.....	Westland Br.			
FALKIRK.....				
McCONNELLS MILL.....				
BREVARD.....				
WESTLAND.....				
SHINGISS.....	\$ 4.00			
MEADOW LANDS.....	\$ 4.05			5.04
ARDEN.....	\$ 4.09			5.07
TYLERDALE.....	\$ 4.13			
CHESTNUT ST.....	\$ 4.17			\$ 5.12
WASHINGTON.....	\$ 4.20			\$ 5.15
Arrive	P. M.	P. M.	P. M.	P. M.
	543	623	923	553

Engines must not use the load tracks of Pittsburgh Terminal Coal Co. Mine No. 10 at Arden, more than 300 feet from east switch and must not use storage track east of Bridge No. 1.

When placing empties, cars should be left west of switch above tipple and switch set for mine tracks.



## 47

•563 DAILY EX. SUN. P. M.	823 SUN. ONLY P. M.	573 DAILY P. M.	•643 DAILY EX. SUN. P. M.	583 DAILY P. M.	
\$ 4.54	\$ 5.08	\$ 6.46	\$ 8.41	\$ 10.56	
4.55	5.09	6.47	8.43	10.58	
\$ 4.56		\$ 6.49	\$ 8.44		
\$ 4.58	\$ 5.11	\$ 6.51	\$ 8.46	\$ 11.01	
\$ 5.00	F 5.13	\$ 6.53	\$ 8.48	\$ 11.03	
			F 8.50		
\$ 5.04	\$ 5.18	\$ 6.57	\$ 8.53	\$ 11.07	
\$ 5.09	\$ 5.24	\$ 7.02		\$ 11.13	
\$ 5.12	F 5.27	F 7.04		F 11.16	
\$ 5.15	\$ 5.30	\$ 7.06		\$ 11.19	
F 5.22	F 5.37	F 7.13		F 11.26	
				F 11.27	
\$ 5.26	\$ 5.42	\$ 7.17		\$ 11.30	
\$ 5.28	\$ 5.45	\$ 7.19		F 11.32	
# 5.34	# 5.52	# 7.26		# 11.38	
5.37	# 5.55	# 7.29		# 11.42	
# 5.40	# 5.59	\$ 7.33		\$ 11.46	
\$ 5.48	\$ 6.03	\$ 7.37		\$ 11.50	
\$ 5.51	\$ 6.06	\$ 7.40		\$ 11.55	
P. M.	P. M.	P. M.	P. M.	P. M.	
563	823	573	643	583	

48 CHARTIERS, BRIDGEVILLE & McDONALD, AND WESTLAND BRANCHES

STATIONS	FIRST CLASS			
	502	602	512	
	A. M.	A. M.	A. M.	
Arrive				
CARNEGIE.....	\$ 5.55	\$ 6.13	\$ 7.00	
JUNCTION No. 1.....	5.52	6.11	6.57	
GLENN.....	\$ 5.49	\$ 6.08	\$ 6.55	
WOODVILLE.....	\$ 5.47	\$ 6.06	\$ 6.53	
BOWER HILL.....	\$ 5.45	\$ 6.04	\$ 6.50	
KIRWAN.....	\$ 5.43	\$ 6.02		
BRIDGEVILLE.....	\$ 5.41	\$ 6.00	\$ 6.47	
SYGAN.....				
MORGAN.....				
TREVESKYN.....				
GLADDEN.....		Will not		
CECIL.....		run		
BISHOP.....		Jan. 1st		
		May 31st		
MAYVIEW.....	\$ 5.35	July 5th	\$ 6.41	
BOYCE.....	\$ 5.32	Sept. 6th	\$ 6.38	
HILLS.....	\$ 5.28	Nov. 25th	\$ 6.38	
GREER.....	\$ 5.23	Dec. 25th		
VAN EMMAN.....			F 6.27	
MORGANZA.....	\$ 5.18		\$ 6.25	
RICHFOL.....	\$ 5.16		\$ 6.23	
CANONSBURG.....	\$ 5.14		\$ 6.20	
HOUSTON.....	\$ 5.10		\$ 6.17	
BROXTON.....				
FALKIRK.....				
McCONNELLS MILL.....				
BREVARD.....				
WESTLAND.....				
SHINGISS.....			\$ 6.13	
MEADOW LANDS.....	\$ 5.04		\$ 6.10	
ARDEN.....	\$ 5.00		\$ 6.06	
TYLERDALE.....	\$ 4.56		\$ 6.01	
CHESTNUT ST.....	\$ 4.53		\$ 5.58	
WASHINGTON.....	\$ 4.50		\$ 5.55	
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	± DAILY EX. SUN.	DAILY EX. SUN.	
	502	•602	•512	

FIRST CLASS					
522	802	902	992	532	812
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 7.31	\$ 8.04	\$ 8.10	\$ 8.55	\$ 9.50	\$ 10.26
7.29	8.02	8.08	8.52	9.46	10.24
7.27	\$ 7.59	\$ 8.06	F 8.50		
		\$ 8.04	\$ 8.48	\$ 9.43	\$ 10.21
		\$ 8.02	\$ 8.46		\$ 10.18
\$ 7.23	F 7.56				
	\$ 7.54	\$ 7.59	\$ 8.41	\$ 9.38	\$ 10.15
		\$ 7.54	\$ 8.35		
		\$ 7.50	\$ 8.31		
		\$ 7.47	\$ 8.27		
		\$ 7.43	\$ 8.22		
		\$ 7.40	\$ 8.18		
		\$ 7.37	\$ 8.15		
	\$ 7.49			\$ 9.31	\$ 10.09
7.16	F 7.46			\$ 9.28	\$ 10.05
7.14	\$ 7.44			\$ 9.25	\$ 10.02
	F 7.36			\$ 9.17	\$ 9.55
	F 7.34				
\$ 7.06	\$ 7.32			\$ 9.13	\$ 9.52
7.03	\$ 7.29			\$ 9.10	\$ 9.48
6.58	\$ 7.22			\$ 9.04	\$ 9.42
6.55	F 7.19			F 9.00	F 9.38
	F 7.15			F 8.56	F 9.34
\$ 6.50	\$ 7.13			\$ 8.53	\$ 9.31
\$ 6.47	\$ 7.10			\$ 8.50	\$ 9.28
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY EX. SUN.	SUN. ONLY	DAILY EX. SUN.	SUN. ONLY	DAILY EX. SUN.	SUN. ONLY
522	802	902	992	532	812

# 50 CHARTIERS, BRIDGEVILLE & McDONALD, & WESTLAND BRANCHES

STATIONS	FIRST CLASS			
	612	542	552	622
	P. M.	P. M.	P. M.	P. M.
Arrive				
CARNEGIE.....	\$ 12.07	\$ 12.29	\$ 1.55	\$ 4.13
JUNCTION No. 1.....	12.05	12.27	1.53	4.11
GLENN.....	\$ 12.03			\$ 4.09
WOODVILLE.....	\$ 12.01	12.25	\$ 1.50	\$ 4.07
BOWER HILL.....	\$ 11.59			\$ 4.04
KIRWAN.....	\$ 11.57		\$ 1.46	\$ 4.02
BRIDGEVILLE.....	\$ 11.55	\$ 12.21	\$ 1.44	\$ 4.00
SYGAN.....	B. & M. Branch			Will not run Jan. 1st May 31st
MORGAN.....				
TREVESKYN.....				
GLADDEN.....				
CECIL.....				
BISHOP.....				
MAYVIEW.....		\$ 12.16	\$ 1.38	July 5th Sept. 6th Nov. 25th Dec. 25th
BOYCE.....		12.14	\$ 1.35	
HILLS.....		12.12	\$ 1.32	
GREER.....				
VAN EMMAN.....				
MORGANZA.....			\$ 1.25	
RICHFOL.....		\$ 12.06	\$ 1.23	
CANONSBURG.....		\$ 12.04	\$ 1.21	
HOUSTON.....		12.01	\$ 1.18	
BROXTON.....	Westland Br.			
FALKIRK.....				
McCONNELLS MILL.....				
BREVARD.....				
WESTLAND.....				
SHINGISS.....				
MEADOW LANDS.....		11.56	F 1.11	
ARDEN.....		11.53	F 1.08	
TYLERDALE.....			H 1.05	
CHESTNUT ST.....		\$ 11.48	\$ 1.03	
WASHINGTON.....		\$ 11.45	\$ 1.00	
Leave	A. M.	A. M.	P. M.	P. M.
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	‡DAILY EX. SUN.
	612	542	552	•622

FIRST CLASS					
562	994	822	922	572	582
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 4.27	\$ 4.30	\$ 5.25	\$ 5.30	\$ 6.31	\$ 9.19
4.24	4.28	5.23	5.27	6.29	9.17
\$ 4.22	\$ 4.26	-----	\$ 5.25	-----	-----
\$ 4.20	\$ 4.23	\$ 5.20	\$ 5.23	6.27	9.15
\$ 4.17	\$ 4.21	\$ 5.18	\$ 5.21	-----	-----
\$ 4.15	F 4.19	-----	\$ 5.19	-----	-----
\$ 4.14	\$ 4.17	\$ 5.15	\$ 5.17	\$ 6.23	\$ 9.11
-----	\$ 4.11	-----	\$ 5.13	-----	-----
-----	\$ 4.07	-----	\$ 5.10	-----	-----
-----	\$ 4.03	-----	\$ 5.08	-----	-----
-----	\$ 3.58	-----	\$ 5.04	-----	-----
-----	\$ 3.54	-----	\$ 5.01	-----	-----
-----	\$ 3.50	-----	\$ 4.58	-----	-----
\$ 4.07	-----	\$ 5.10	-----	\$ 6.18	\$ 9.06
\$ 4.04	-----	\$ 5.07	-----	F 6.15	9.03
\$ 4.02	-----	\$ 5.04	-----	\$ 6.13	\$ 9.01
-----	-----	-----	-----	-----	-----
\$ 3.54	-----	\$ 4.55	-----	F 6.06	F 8.53
\$ 3.52	-----	\$ 4.53	-----	-----	-----
\$ 3.50	-----	\$ 4.51	-----	\$ 6.03	\$ 8.50
\$ 3.46	-----	\$ 4.48	-----	6.01	F 8.47
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
\$ 3.39	-----	\$ 4.43	-----	5.56	F 8.42
\$ 3.35	-----	F 4.38	-----	5.53	8.38
\$ 3.31	-----	F 4.35	-----	-----	-----
\$ 3.28	-----	\$ 4.33	-----	\$ 5.48	\$ 8.33
\$ 3.25	-----	\$ 4.30	-----	\$ 5.45	\$ 8.30
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SUN.	SUN. ONLY	SUN. ONLY	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.
562	994	822	922	572	582

# 52 CHARTIERS, BRIDGEVILLE & McDONALD, & WESTLAND BRANCHES

STATIONS	FIRST CLASS			
	832	642		
	P. M.	P. M.		
Arrive				
CARNEGIE.....	S 9.21	S 9.28		
JUNCTION No. 1.....	9.19	9.26		
GLENN.....				
WOODVILLE.....	S 9.16	F 9.23		
BOWER HILL.....	F 9.14	F 9.21		
KIRWAN.....	F 9.12	S 9.19		
BRIDGEVILLE.....	S 9.11	S 9.17		
SYGAN.....	B. & M. Branch			
MORGAN.....				
TREVESKYN.....				
GLADDEN.....				
CECIL.....				
BISHOP.....				
MAYVIEW.....	S 9.06			
BOYCE.....	9.03			
HILLS.....	S 9.01			
GREER.....				
VAN EMMAN.....				
MORGANZA.....	F 8.53			
RICHFOL.....				
CANONSBURG.....	S 8.50			
HOUSTON.....	F 8.47			
BROXTON.....	Westland Br.			
FALKIRK.....				
McCONNELLS MILL.....				
BREVARD.....				
WESTLAND.....				
SHINGISS.....				
MEADOW LANDS.....	F 8.42			
ARDEN.....	8.38			
TYLERDALE.....				
CHESTNUT ST.....	S 8.33			
WASHINGTON.....	S 8.30			
Leave	P. M.	P. M.		
	SUN. ONLY	DAILY EX. SUN.		
	832	•642		



STATIONS	FIRST CLASS—WESTWARD			
	503	803	553	823
	DAILY EX. SUN.	SUN. ONLY	DAILY EX. SUN.	SUN. ONLY
Leave	A. M.	A. M.	P. M.	P. M.
WASHINGTON.....	\$ 7.40	\$ 9.40	\$ 5.18	\$ 6.10
WADE SIDING.....	7.42	9.42	5.20	6.12
BRADDOCK.....	F 7.52	F 9.51	F 5.30	F 6.21
SUMMIT SIDING.....	7.54	9.54	5.33	6.24
JUDGE CHAMBERS.....	F 7.57	F 9.57	F 5.35	F 6.27
VANKIRK.....	F 8.00	F 10.00	F 5.38	F 6.30
CHAMBERS MILL.....	F 8.06	F 10.06	5.44	F 6.36
McCRACKEN.....	F 8.08	F 10.08	F 5.46	F 6.38
BAKER.....	\$ 8.11	\$ 10.11	F 5.49	\$ 6.41
NOLTON.....	F 8.13	F 10.13		F 6.43
LUELLEN.....	F 8.16	F 10.16		F 6.46
MT. HERMAN.....	F 8.18	F 10.18	F 5.54	F 6.48
WEST AMITY.....	F 8.21	F 10.21	5.57	F 6.51
HACKNEY.....	\$ 8.23	\$ 10.23	F 5.59	\$ 6.53
RINGLAND.....	F 8.26	F 10.26	F 6.02	F 6.56
CONGER.....	F 8.29	F 10.29	F 6.06	F 6.59
DUNN.....	\$ 8.32	\$ 10.32	F 6.08	\$ 7.02
WEST UNION.....	F 8.38	F 10.38	F 6.14	F 7.08
DEER LICK.....	\$ 8.44	\$ 10.44	F 6.20	\$ 7.14
IAMS.....	F 8.47	F 10.47	F 6.23	F 7.17
SWART.....	\$ 8.50	\$ 10.50	F 6.25	\$ 7.20
SYCAMORE.....	\$ 8.56	\$ 10.56	F 6.31	\$ 7.26
REES MILL.....	F 9.01	F 11.01	6.35	F 7.31
WEST WAYNESBURG.....	F 9.05	F 11.05	6.39	F 7.35
WAYNESBURG.....	\$ 9.08	\$ 11.08	\$ 6.42	\$ 7.38
Arrive	A. M.	A. M.	P. M.	P. M.
	503	803	553	823

In the absence of a signal from platform man at Washington, all W. & W. trains will stop at least a train length before reaching the platform and call for signal.

W. & W. trains must not use the Chartiers Branch main track (south track) east of clearance point at West Penn Power Plant switch without permission from the Signalman at Chestnut Street.

Unless otherwise directed by the Signalman at Chestnut Street, W. & W. eastward trains must use the north track (W. & W. main track) at Washington Main Street Station.

In switching at Washington, W. & W. trainmen must not cut a car from engine or train while on the main track until such car has reached its position and brakes are set; must not switch by gravity on main track, but may do so on sidings when brakes are known to be in good order and sufficient force properly stationed to handle the cars safely.



STATIONS	FIRST CLASS - EASTWARD			
	522	812	562	822
	A. M.	A. M.	P. M.	P. M.
Arrive				
WASHINGTON.....	\$ 6.41	\$ 9.20	\$ 3.19	\$ 4.24
WADE SIDING.....	6.39	9.17	3.17	4.22
BRADDOCK.....	F 6.31	F 9.09	F 3.10	F 4.16
SUMMIT SIDING.....	6.27	9.06	3.06	4.11
JUDGE CHAMBERS.....	F 6.24	F 9.03	F 3.03	F 4.08
VANKIRK.....	F 6.21	F 9.00	F 3.00	F 4.05
CHAMBERS MILL.....	F 6.13	F 8.52	F 2.52	F 3.57
McCRACKEN.....	F 6.11	F 8.50	F 2.50	F 3.54
BAKER.....	\$ 6.08	\$ 8.47	\$ 2.47	\$ 3.51
NOLTON.....	F 6.06	F 8.45	F 2.45	F 3.49
LUELLEN.....	F 6.03	F 8.42	F 2.42	F 3.47
MT. HERMAN.....	F 6.01	F 8.41	F 2.41	F 3.46
WEST AMITY.....	F 5.58	F 8.38	F 2.38	F 3.43
HACKNEY.....	\$ 5.56	\$ 8.36	\$ 2.36	\$ 3.41
RINGLAND.....	F 5.53	F 8.33	F 2.33	F 3.38
CONGER.....	F 5.50	F 8.30	F 2.30	F 3.35
DUNN.....	\$ 5.48	\$ 8.28	\$ 2.28	\$ 3.33
WEST UNION.....	F 5.41	F 8.21	F 2.21	F 3.26
DEER LICK.....	\$ 5.35	\$ 8.15	\$ 2.15	\$ 3.20
IAMS.....	F 5.30	F 8.10	F 2.10	F 3.15
SWART.....	\$ 5.27	\$ 8.07	\$ 2.07	\$ 3.12
SYCAMORE.....	\$ 5.22	\$ 8.02	\$ 2.02	\$ 3.07
REES MILL.....	F 5.17	F 7.57	F 1.57	F 3.02
WEST WAYNESBURG.....	F 5.13	F 7.53	F 1.53	F 2.58
WAYNESBURG.....	\$ 5.10	\$ 7.50	\$ 1.50	\$ 2.55
Leave				
	A. M.	A. M.	P. M.	P. M.
	DAILY EX. SUN.	SUN. ONLY	DAILY EX. SUN.	SUN. ONLY
	522	812	562	822

STATIONS	FIRST CLASS—WESTWARD			
	967	907	927	
	DAILY EX. SUN.	DAILY	DAILY	
	A. M.	A. M.	P. M.	
CHESTER		\$ 6.00	\$ 3.25	
FIRST STREET		\$ 6.03	\$ 3.28	
NEWELL		\$ 6.07	\$ 3.32	
KENILWORTH		F 6.12	F 3.36	
CONGO		F 6.14	F 3.38	
ARROYO		F 6.19	F 3.43	
BROWNSDALE		F 6.21	F 3.46	
COWL		F 6.23	F 3.48	
MOSCOW		F 6.25	F 3.51	
GLOBE		F 6.27	F 3.53	
NEW CUMBERLAND		\$ 6.37	\$ 4.03	
TENBURY		\$ 6.39	\$ 4.05	
BLACK HORSE				
ZALIA		\$ 6.45	F 4.10	
KINGS CREEK		F 6.47	F 4.12	
EAST WEIRTON	\$ 6.05	\$ 6.53	\$ 4.31	
WEIRTON	\$ 6.08	\$ 6.56	\$ 4.34	
WEIRTON JCT.	\$ 6.12	\$ 7.01	\$ 4.39	
Arrive	A. M.	A. M.	P. M.	
	967	907	927	

—No. 927 will stop at Phelps's Plant.

## CADIZ BRANCH

STATIONS	FIRST CLASS—WESTWARD			
	909	929	949	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
	A. M.	A. M.	P. M.	
CADIZ JUNCTION	\$ 7.30	\$ 9.50	\$ 12.35	
COPETON	F	F	F	
FOLKS	F 7.38	F 10.00	F 12.43	
NARVA	F 7.43	F 10.05	F 12.48	
KEYES	F	F	F	
WYKEGA	F 7.48	F 10.10	F 12.53	
WARFORD	F	F	F	
LANDO	F	F	F	
RYEGATE	F	F	F	
CADIZ	F 7.58	\$ 10.20	\$ 1.05	
Arrive	A. M.	A. M.	P. M.	
	909	929	949	

# NEW CUMBERLAND BRANCH

57

STATIONS	FIRST CLASS—EASTWARD				
	966	976	906	936	926
	A. M.	A. M.	A. M.	P. M.	P. M.
CHESTER.....			\$10.20	\$ 5.43	\$ 6.33
FIRST STREET.....			\$10.10	\$ 5.38	\$ 6.28
NEWELL.....			\$10.06	\$ 5.34	\$ 6.23
KENILWORTH.....			\$10.01	\$ 5.28	\$ 6.19
CONGO.....			\$ 9.59	\$ 5.25	\$ 6.17
ARROYO.....			\$ 9.54	\$ 5.20	\$ 6.12
BROWNSDALE.....			\$ 9.51		\$ 6.09
COWL.....			\$ 9.49		\$ 6.07
MOSCOW.....			\$ 9.47	\$ 5.18	\$ 6.05
GLOBE.....			\$ 9.45	\$ 5.11	\$ 6.03
NEW CUMBERLAND.....			\$ 9.34	\$ 5.08	\$ 5.55
TENBURY.....			\$ 9.32	\$ 4.59	\$ 5.51
BLACK HORSE.....			\$ 9.30		\$ 5.49
ZALIA.....			\$ 9.27	\$ 4.53	\$ 5.43
KINGS CREEK.....			\$ 9.24	\$ 4.49	\$ 5.43
EAST WEIRTON.....	\$ 5.48	\$ 7.10	\$ 9.18	\$ 4.43	\$ 5.37
WEIRTON.....	\$ 5.44	\$ 7.07	\$ 9.16	\$ 4.40	\$ 5.34
WEIRTON JCT.....	\$ 5.39	\$ 7.02	\$ 9.09		\$ 5.27
Leave	A. M.	A. M.	A. M.	P. M.	P. M.
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY
	966	976	906	936	926

||—Nos. 966, 976 and 906 will stop at Phelps's Plant.

CADIZ BRANCH				
STATIONS	FIRST CLASS—EASTWARD			
	908	928	948	
	A. M.	A. M.	P. M.	
CADIZ JUNCTION.....	\$ 6.57	\$ 9.40	\$ 12.23	
COPETON.....	F.....	F.....	F.....	
FOLKS.....	F 6.48	F 9.30	F 12.14	
NARVA.....	F 6.43	F 9.25	F 12.09	
KEYES.....	F.....	F.....	F.....	
WYKEGA.....	F 6.38	F 9.20	F 12.05	
WARFORD.....	F.....	F.....	F.....	
LANDO.....	F.....	F.....	F.....	
RYEGATE.....	F.....	F.....	F.....	
CADIZ.....	\$ 6.30	\$ 9.10	\$ 11.55	
Leave	A. M.	A. M.	A. M.	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
	908	928	948	

# ADDITIONAL STOPS AND FLAG STATIONS.

WESTWARD										EASTWARD									
STATIONS.																			
611	321	641	109	381	301					600	400	300	320						
PM	PM	PM	PM	AM	AM					AM	AM	AM	PM						
S 5.45		F 3.18								S 6.07									

# ARRANGED FREIGHT TRAIN SERVICE

WESTWARD							EASTWARD										
TRAIN SYMBOL							TRAIN SYMBOL										
STATIONS.																	
PW-7	TRS-3	PH-5	DC-1	VL-1	PH-7	PH-9	PH-8	VL-6	IN-2	PH-10	VL-2	LM-4	VL-4	PH-2	PW-18	PH-4	
10.00 P. M.	8.00 P. M.	7.00 P. M.		11.30 A. M.	4.00 A. M.			A. M. 3.30	P. M. 10.00		A. M. 2.00		A. M. 10.30		A. M. 2.45	P. M. 5.00	
			12.45 P. M.				P. M. 5.00			A. M. 12.20				P. M. 6.30			
			1.15 P. M.			2.00 A. M.		A. M. 2.30				A. M. 3.30					
2.30 A. M.															P. M. 10.00		
	3.30 A. M.	12.45 A. M.	10.15 P. M.	7.15 P. M.	12.15 P. M.	12.30 P. M.	A. M. 10.15	P. M. 7.30	P. M. 4.15	P. M. 6.45	P. M. 9.00	P. M. 9.30	A. M. 12.30	A. M. 7.30		A. M. 8.00	
	11.00 A. M.	6.30 A. M.		1.00 A. M.	8.00 P. M.	8.30 P. M.	A. M. 5.45	A. M. 10.30	A. M. 11.00	P. M. 2.40	P. M. 4.10	P. M. 4.30	P. M. 6.00	P. M. 8.30		P. M. 11.30	
PW-7	TRS-3	PH-5	DC-1	VL-1	PH-7	PH-9	PH-8	VL-6	IN-2	PH-10	VL-2	LM-4	VL-4	PH-2	PW-18	PH-4	

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

STATIONS	WESTWARD											
	21	31	301	503	219	11	109	13	321	543	27	
Corliss .....					CD	1CD	CD		CD	CD		
Crafton .....					CD	1CD	CD		CD	CD		
Oakdale .....					CD	1CD	CD					
Noblestown .....					CD	1CD	CD					
Sturgeon .....					CD	1CD						
McDonald .....					D	1D						
Midway .....					CD	1CD	CD					
Bulger .....					CD	1CD	CD					
Burgettstown .....					CD	1CD	CD					
Hanlin .....					CD	1CD						
Holidays Cove .....					D	1D	D					
Steubenville .....		D										
Reed .....									CD			
Broadacre .....							CD					
Fairplay .....												
Jewett .....					CD	1CD						
Scio .....					CD	1CD						
Conotton .....							CD					
Bowerstown .....					CD	1CD						
Gnadenhutten .....					CD	1CD						
Lock 17 .....							CD					
Pt. Washington .....					CD	1CD						
Newcomerstown .....						1D		D				
Isleta .....							CD					
West Lafayette .....					CD	1CD						
Coshocton .....	D					1CD		CD			CD	
Adams Mill .....												
Frazeysburg .....					CD	1CD						
Hanover .....					CD	1CD						
Newark .....		D										

C—Mail caught from crane only.

D—Mail delivered only.

C. & D.—Mail caught and delivered.

H—Pass station at reduced speed to exchange mail.

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

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

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 enginemen accordingly.

(NOTE.—Letters and characters as used in this page have no reference to their application as provided for in S4.)

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

STATIONS	EASTWARD												
	254	154	300	108	206	6	320	240					
Corlias.....				CD									
Crafton.....				CD									
Carnegie.....						D							
Oakdale.....	C			C									
McDonald.....				D									
Midway.....				CD									
Bulger.....				CD									
Burgettstown...				D									
Holidays Cove ..				CD			E						
Wheeling Jct.....		D											
Mingo Jct.....	D	D											
Reed.....			CD										
Fairplay.....				CD									
Unionport.....													
Conotton.....			CD	ED			CD						
Uhrichsville.....						D							
Gnadenhutten ...	1D	D				D		CD					
Lock 17.....				CD									
Pt. Washington ..						D		CD					
Newcomerstown ..		D				D							
Isleta.....				CD									
West Lafayette ..		D 2				D		CD					
Coshocton.....						HD							
Adams Mill .....				CD									
Frazeyburg.....						D		C					
Black Run.....						D							
Hanover.....						D							
Newark.....													

1 Monday

2 Other days

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

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Closed after Train No.		Open for Train No.	Closed after Train No.
		<b>MAIN LINE</b>		
All		Pittsburgh.....	All	
All		Fourth Avenue.....	All	
503	441	Smithfield Street.....	803	583
710	320	Corliss.....	803	823
502	440	Ingram.....	Closed	
502	320	Crafton.....	803	823
720	552	Rosslyn.....	Closed	
720	620	Carnegie.....	600	620
600	320	Oakdale.....	381	320
600	1538	McDonald◎.....	600	1538
400	421	Midway.....	381	550
301	550	Bulger.....	Closed	
301	550	Raccoon.....	381	320
600	571	Burgettstown.....	500	571
301	421	Hanlin.....	All	
301	321	Collier.....	381	531
907	926	Weirton Junction.....	Closed	
500	551	Wheeling Junction.....	500	551
All		Steubenville.....	All	
300	421	Mingo Junction.....	381	320
All		Broadacre.....	Closed	
All		Unionport.....	Closed	
All		Cadiz Junction.....	All	
All		Jewett.....	All	
300		Scio.....	381	381
All		Bowerston.....	All	
All		Dennison.....	All	
All		Uhrichsville.....	All	
All		Gnadenhutten.....	Closed	
All		Port Washington.....	Closed	
All		Newcomerstown.....	All	
All		West Lafayette.....	Closed	
All		Coshocton.....	All	
All		Coneville.....	Closed	
33	34	Trinway.....	33	34
All		Frazesburg.....	Closed	
All		Black Run.....	Closed	
All		Hanover.....	Closed	
All		Newark.....	All	
		<b>CHARTIERS BRANCH</b>		
503	562	Woodville#.....	903	812
502	572	Bridgeville.....	903	832
512	562	Mayview.....	812	552
512	572	Hills.....	Closed	
502	572	Morganza.....	Closed	
502	582	Canonsburg.....	802	832
512	543	Houston.....	Closed	
503	543	Meadow Lands.....	Closed	
503	543	Arden.....	Closed	
512	572	Chestnut Street.....	802	832
502	582	Washington.....	802	832
		<b>B. &amp; M. BRANCH</b>		
902	922	Treveskyn.....	Closed	
902	922	Cecil.....	Closed	
		<b>W. &amp; W. R. R.</b>		
All		Hackney.....	Closed	
All		Dunn.....	Closed	
All		Deer Lick.....	Closed	
All		Swart.....	Closed	
All		Sycamore.....	Closed	
All		Waynesburg.....	All	
		<b>NEW CUMB. BRANCH</b>		
967	926	Weirton.....	907	927
All		New Cumberland.....	All	
All		Chester.....	All	
		<b>CADIZ BRANCH</b>		
928	949	Cadiz.....		

◎—Does not sell tickets for Trains No. 611 and No. 571.

#—Does not sell tickets for Trains No. 613 and No. 612.

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



# SPECIAL INSTRUCTIONS

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

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

## TRAIN RULES.

### S2. STANDARD TIME.

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

**D201.** Standard clocks are located as follows:

Pittsburgh.....	{ Penna. Station, Room 107. 28th St. Engine House.
Scully.....	{ Engine House Yard Office.
Carnegie.....	Yard Office.
Waynesburg.....	Agent's Office.
Washington.....	Passenger Station.
Chestnut Street.....	Telegraph Office.
Center Avenue (Burgettstown)....	Yard Office.
Weirton Junction.....	Yard Office.
Chester.....	Station.
Steubenville.....	Yard Office.
Dennison.....	{ Yard Office. Engine House.
Newcomerstown.....	Telegraph Office.
HK Block Station.	
Columbus .....	{ Teleg'h Office, Union Sta. Engine House St. Clair Ave. Engine House, Spruce St. BW Block Station.

## TIME TABLE.

### S3. SYMBOLS.

**S3A.** The following symbols will be used as indicated by Rule 5—④ ⑤ ⑥ ⑦, etc.

**D301.**

④—No. 33 back in on drill track at overhead bridge for No. 65 to pass.

### S4. LETTERS AND CHARACTERS

**S4A.** Rule 6 amplified:—

The following letters and characters indicate:—

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

- J—Regular stop to discharge passengers, Saturday only.
- K—Regular stop, Sunday only, to receive or discharge pasgrs.
- L—Stop on signal, Sunday only, to receive or discharge pasgrs.
- ‡—Unattended Block Station.
- No baggage service.
- ⊕—No baggage service Sunday.
- ‡—Indicates trains that will not be operated on New Years, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following, when any of these holidays fall on Sunday.

**D401.**

- M—Stop on signal to discharge pasgrs. from points west of Xenia.
- N—Stop to receive passengers for Harrisburg and beyond.
- O—Stop on signal daily except Saturday and Sunday.
- P—Stop on signal Saturday and Sunday.
- R—Stop on signal to discharge passengers on Monday.
- T—Stop on signal to receive or discharge pasgrs. to or from points beyond Columbus.
- U—Stop to discharge passengers from points east of Pittsburgh, and receive pasgrs. for Newark and beyond.
- V—Stop daily except Sunday.
- W—Stop to receive or discharge passengers to or from Pittsburgh and beyond.
- X—Stop on Signal to discharge passengers from Columbus and Newark and receive passengers for Pittsburgh.
- Y—Stop on signal to receive pasgrs. for Dennison and points west.
- Z—Stop on signal to receive or discharge passengers to or from points on Wheeling Div. or N. C. Branch.
- ▲—Stop on signal for passengers for Columbus or beyond.
- Stop on signal for express for Philadelphia or beyond.
- §—Stops only to receive passengers for points east of Pittsburgh, and to discharge passengers from Torrence Road, Cincinnati, and beyond.
- †—Stop to discharge passengers when connection is not made at Columbus—No. 26 with No. 254.
- ★—Stop to receive or discharge employes.
- ⊙—Stop on signal, daily except Sunday, to discharge passengers from Coshocton and west thereof and for passengers for Steubenville and east thereof.
- Ⓒ—Stop on signal for passengers for points west of Dennison and to discharge passengers from Steubenville and points east thereof.
- Ⓜ—Nos. 543 and 562 stop on holidays when Nos. 623 and 622 do not run.
- †—Stop on signal to discharge passengers from east of Canonsburg.
- No. 500 will stop at Weirton Jct. when No. 907 does not make connection at Wheeling Jct.  
No. 907 will transfer to No. 500 at Weirton Jct. when connection is not made at Wheeling Jct.
- ♥—Wheeling trains will stop East of Carnegie to discharge passengers from points West when connection is not made with local trains at Carnegie as follows:—No. 550 with No. 922 and No. 822 for Crafton and Corliss.

**S5.****COLOR SIGNALS**

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

**S6.** \_\_\_\_\_

**S7. ENGINE WHISTLE SIGNALS.**

**D701.** Rule 14 (m) will not apply approaching regular station stops.

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

**D703.** Rules 14 (dc) and 14 (eg) will be in effect as follows:  
 Tracks 101 and 102 between SQ Block Sta. and JR Block Sta.  
 Tracks 103 and 104 between Island Ave. Jct. and Island Ave.  
 Tracks 105 and 106 between DU Block Sta. and SQ Block Sta.  
 Tracks 105 and 106 between RG Block Sta. and Rosslyn.  
 Tracks 5 and 27 between Corliss and SQ Block Station.

**S8.** \_\_\_\_\_

**S9. COMMUNICATING SIGNALS.**

**D901.** Passenger trains must be started by the communicating signal. When train is ready to start, signal will be passed from the rear end by hand or lamp, and the trainman nearest the engine will give the communicating signal to start train, except, when necessary to recall the flagman, the communicating signal to start train will be given from the rear. When the communicating signal is inoperative, a hand or lamp signal will be given to the engine crew by the trainman nearest the engine.

**S10. TRAIN SIGNALS.**

**D1002.** Rule 21a will apply on all portions of the Division, *including single track*. The last section of a schedule will be identified by the character of the equipment in the train and additional information from the signalman.

**S11.** \_\_\_\_\_

**S12. SUPERIORITY OF TRAINS.**

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

**S13. BULLETIN BOARDS.**

**D1301.**

Pittsburgh .....	{ 28th St. Engine House. Penna. Station, Room 107.
Scully .....	{ Engine House. Yard Office.
Carnegie .....	Yard Office.
Chestnut Street .....	Telegraph Office.
Washington .....	Engine House.
Waynesburg .....	Passenger Station.
Center Avenue .....	Yard Office.
Weirton Jct. ....	Yard Office.
Weirton .....	Freight Station.
Chester .....	Station.
Steubenville .....	Yard Office.
Mingo Jct. ....	{ Engine House. Yard Office.
Cadiz .....	Passenger Station.
Dennison .....	{ Yard Office. Engine House.
Newcomerstown .....	Switchman Box Passenger Station.
HK Block Station	Telegraph Office
Columbus .....	{ Yard Office, Leonard Ave. Engine House, St. Clair Ave. Engine House, Spruce Street. Telegraph Office, Union Station.

**S14.****GENERAL ORDERS.**

**D1401.** Panhandle Division is sub-divided into three zones for the handling of General Orders, as follows:

Zone (A) Pittsburgh and YJ Block Station to Corliss and Scully, inclusive, and Ohio Connecting Ry.

Zone (B) Corliss and Scully, exclusive to Dennison, including all branches.

Zone (C) Dennison and Newark.

Panhandle Division conductors and enginemen, except those on Waynesburg & Washington Railroad, are required to have in their time tables all Panhandle Division general orders pertaining to Zones A, B and C.

Conductors and enginemen of other divisions and foreign railroads are required to have in Panhandle Division time tables, Panhandle Division general orders pertaining to zone or zones in which they are qualified to run.

General orders affecting one or more zones will be numbered consecutively as applied to each zone.

NOTE. Conductors and enginemen on Waynesburg & Washington Railroad will only be required to sign for General Orders pertaining to Waynesburg & Washington Railroad.

Rule 75 amplified accordingly.

**S15.****TRACK ASSIGNMENTS.****D1501. Double Track.**

Pgh. and DU Block Station.	{ No. 1 Westward passenger track. No. 2 Eastward passenger track.
YJ Block Sta. and DU Block Station.....	{ No. 3 Westward freight track. No. 4 Eastward freight track.
DU Block Sta. and JC Block Sta. via Scully.....	{ No. 105 Westward track. No. 106 Eastward track.
RG Block Sta. and Jct. 1, via P. C. & Y.....	{ No. 1 Westward track. No. 2 Eastward track.
SQ Block Sta. and JR Block Sta.....	{ No. 101 Westward track. No. 102 Eastward track.
Island Avenue Junct. and Island Ave.....	{ No. 103 Westward track. No. 104 Eastward track.
Corliss and BH Block Sta...	{ No. 1 Westward track. No. 2 Eastward track.
CH Block Sta. and Oakdale .....	{ No. 1 Westward track. No. 2 Eastward track.
RS Block Sta. and Center Ave.....	{ No. 11 Westward track. No. 12 Eastward track.
Wheeling Jct. and BA Block Station.....	{ No. 1 Westward track. No. 2 Eastward track.
Scio and Morgan Run.....	{ No. 1 Westward track. No. 2 Eastward track.
WV Block Sta. and FO Block Station.....	{ No. 1 Westward track. No. 2 Eastward track.
Carnegie and Houston.....	{ No. 1 Westward track. No. 2 Eastward track.

**D1502. Three or More Tracks.**

On three or more tracks the current of traffic is as follows:

DU Block Sta. and Corliss...	{ No. 3 Westward freight track. No. 1 Westward passenger track. No. 2 Eastward passenger track. No. 4 Eastward freight track.
BH Block Sta. and CH Block Station.....	{ No. 3 Westward freight track. No. 4 Eastward freight track. No. 1 Westward passenger track. No. 2 Eastward passenger track.

Oakdale and Sturgeon.....	{ No. 1 Westward track. No. 2 Eastward passenger track. No. 4 Eastward freight track.
Sturgeon and Bulger.....	{ No. 3 Westward freight track. No. 1 Westward passenger track. No. 2 Eastward passenger track. No. 4 Eastward freight track.
Bulger and CO Block Sta....	{ No. 1 Westward track. No. 2 Eastward passenger track. No. 4 Eastward freight track.
CO Block Sta. and MN Block Station.....	{ No. 3 Westward freight track. No. 1 Westward passenger track. No. 2 Eastward passenger track. No. 4 Eastward freight track.
MN Block Sta. and Weirton Jct.....	{ No. 3 Westward freight track. No. 1 Westward passenger track. No. 2 Eastward track.
Weirton Jct. and Wheeling Jct.....	{ No. 1 Westward track. No. 2 Eastward passenger track. No. 4 Eastward freight track.
BA Block Sta. and Scio.....	{ No. 1 Westward track. No. 2 Eastward passenger track. No. 4 Eastward freight track.
Morgan Run and WV Block Sta.....	{ No. 3 Westward freight track. No. 1 Westward passenger track.
FO Block Sta. and HK Block Sta.....	{ No. 2 Eastward passenger track. No. 4 Eastward freight track.

**S16.****MOVEMENT OF TRAINS.**

**D1601.** Train Dispatchers are located at Pittsburgh, except for W. & W. R. R.; for W. & W. R. R. at Chestnut St., Washington.

**S16A.** Rules 83 and 83a.

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

**D1602.** Rule 83—Written clearance issued by Superintendent or Signalman.

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

**S16B.** Rule 98.

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

The position of target at this crossing will govern as follows (at night the position is indicated by two red lights). Trains must not proceed on target indication until signal is received from switch tender.

Place.	Crossing Railroad.	Permits trains on tracks of this Division to cross after stopping.
Newark	B. & O. R. R.	Vertical.

**S16C.** \_\_\_\_\_

**S16D.** Rules 251, 253 and 254.

**D1605.** Rules 251, 253 and 254 are in effect between Pittsburgh and HK Block Station, except on Branches.

**D1606.** In territory operated under Rule 251, trains will be expected to make the usual running time and when delayed account stopping at irregular water stations or by equipment or engine failures will be required to comply with Rule 86.

Regular Water Sta's: MN, W, NS and FO.

Irregular Water Sta's: JB, JO, RS, QN, WI, WF and NE.

Inferior trains on tracks 1 and 2 between MN Block Station and CO Block Station must not occupy the block more than thirty minutes without permission.

**D1607.** Trains must not leave their initial station without train orders or notice from Operator or Signalman that there are no orders.

**D1608.** Trains, except passenger, receiving a proper signal and written instructions from Signalman may run against the current of traffic between the following stations:

Carnegie and Rosslyn, on tracks 3 and 4.

Rosslyn and DU Block Station, on tracks 105 and 106.

SQ Block Station and JR Block Station, on tracks 101 and 102.

SQ Block Station and Island Ave., on tracks 103 and 104.

Track No. 5, Corliss Yard and Track 27, between Corliss Yard and SQ Block Station will be used as running tracks. Trains receiving a proper signal and written instructions from the Signalman at Corliss or SQ Block Station may use these tracks in either direction, running carefully.

**D1609.** Trains using tracks against the current of traffic and eastward trains must stop clear of all switches and fouling points at Junction No. 1, unless signaled to proceed by the Operator.

Trains must stop clear of the crossover at west end of Scully Yard, unless signaled to proceed by the Switchtender.

Trains and engines must approach the crossovers about 2,000 feet west of DJ Block Station, prepared to stop if track is not clear.

**D1610.** Unless otherwise directed passenger trains will use freight tracks as follows:

No. 741, No. 3 track BH Block Sta. to Carnegie.

**D1611.** Westward trains, or engines, on Burgetts Branch must stop at end of double track, clear of switches, unless track is clear.

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

**D1612.** Nos. 600, 601, 610, 691, 690, 641, 611, 621 and 620 will use main track between Center Avenue and telephone booth at East Y Switch, and have right over all trains and engines between these points for 20 minutes before the scheduled leaving time and 20 minutes after the scheduled arriving time at Center Avenue.

**D1613.** Trains moving on yard and other tracks (except main tracks) not operated under block signal rules, or by train orders, must move at such speed that they can stop within range of vision, unless tracks are seen or known to be clear and switches properly set.

**D1614.** Eastward freight trains having work at Collier Yard will use No. 6 track.

**D1615.** Westward Extra Trains, except Passenger Extras, will use the Westward Siding between East Weirton and Cove Valley road crossing. Trains must get permission to use this track from the signalman at East Weirton, when East Weirton is closed from Weirton Jct.

Trains using the Westward Siding between East Weirton and Cove Valley, must approach the crossing at By-Product Plant, one half mile east of Weirton Jct., expecting to find crossing occupied by mill engine.

Westward trains will not use the drill track, east of Weirton Jct., without permission from the signalman at Weirton Jct.

**D1616.** Dennison Yard—Trains and engines must approach the crossover, between tracks 1 and 2 at Third Street, prepared to stop unless track is clear and must stop clear of all switches and routes at the following points unless signaled to proceed by the Switchtender:

West end of Eastward yard—Eastward trains.

Yard Office—All trains.

**D1617.** Trains moving on M. & O., Royal Southern, Franklin and Conesville Branches, will run carefully, expecting to find cars on the main track.

**D1618.** Following is the time of arrival and departure of Walhonding Branch trains at Coshocton:

No. 968, arrive 9.15 A.M., No. 969, leave 1.45 P.M., daily except Sunday.

These trains will use No. 1 track to and from the passenger station, in accordance with rules 99 and 365.

**S17.** \_\_\_\_\_

## **S18. YARDS AND YARD INSTRUCTIONS.**

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

The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by timetable schedule or train order to use the main track within yard limits, and they may do so without train orders. Under Manual Block operation, before entering the block, the conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of 10 miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

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

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

**D1802.** Rule 93A.

Yard engines using main track within yard limits will display a yellow flag by day and a red light by night to indicate rear of train.

**D1803.** Yards indicated by Yard Limit boards are located at:  
Washington.

**S19.****SPEED TABLE.**

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
Min. Sec.	Hour	Min. Sec.	Hour	Min. Sec.	Hour	Min. Sec.	Hour
0.51	70.59	1.27	41.38	2.02	29.50	2.37	22.93
0.52	69.73	1.28	40.91	2.03	29.27	2.38	22.78
0.53	67.92	1.29	40.45	2.04	29.03	2.39	22.64
0.54	66.66	1.30	40.00	2.05	28.80	2.40	22.50
0.55	65.45	1.31	39.56	2.06	28.57	2.41	22.36
0.56	64.29	1.32	39.13	2.07	28.34	2.42	22.22
0.57	63.16	1.33	38.71	2.08	28.12	2.43	22.08
0.58	62.07	1.34	38.29	2.09	27.91	2.44	21.95
0.59	61.02	1.35	37.89	2.10	27.69	2.45	21.82
1.00	60.00	1.36	37.50	2.11	27.48	2.46	21.69
1.01	59.02	1.37	37.11	2.12	27.27	2.47	21.56
1.02	58.06	1.38	36.73	2.13	27.09	2.48	21.43
1.03	57.14	1.39	36.36	2.14	26.87	2.49	21.30
1.04	56.25	1.40	36.00	2.15	26.67	2.50	21.17
1.05	55.38	1.41	35.64	2.16	26.47	2.51	21.05
1.06	54.55	1.42	35.29	2.17	26.28	2.52	20.93
1.07	53.73	1.43	34.95	2.18	26.09	2.53	20.81
1.08	52.94	1.44	34.61	2.19	25.90	2.54	20.70
1.09	52.17	1.45	34.28	2.20	25.71	2.55	20.58
1.10	51.43	1.46	33.96	2.21	25.53	2.56	20.45
1.11	50.70	1.47	33.64	2.22	25.35	2.57	20.34
1.12	50.00	1.48	33.33	2.23	25.17	2.58	20.22
1.13	49.31	1.49	33.03	2.24	25.00	2.59	20.11
1.14	48.65	1.50	32.73	2.25	24.83	3.00	20.00
1.15	48.00	1.51	32.43	2.26	24.66	3.15	18.46
1.16	47.37	1.52	32.14	2.27	24.49	3.30	17.14
1.17	46.74	1.53	31.86	2.28	24.32	3.45	16.00
1.18	46.15	1.54	31.58	2.29	24.16	4.00	15.00
1.19	45.57	1.55	31.30	2.30	24.00	5.00	12.00
1.20	45.00	1.56	31.04	2.31	23.84	6.00	10.00
1.21	44.44	1.57	30.77	2.32	23.68	6.40	9.00
1.22	43.90	1.58	30.51	2.33	23.53	7.30	8.00
1.23	43.37	1.59	30.25	2.34	23.38	8.34	7.00
1.24	42.86	2.00	30.00	2.35	23.23	10.00	6.00
1.25	42.35	2.01	29.75	2.36	23.08	12.00	5.00
1.26	41.86						

**S20.****SPEED RESTRICTIONS.**

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

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

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

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

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

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

Otherwise the train must be operated under the highest speed restrictions which apply to freight trains.



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

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

### D2001. Maximum Speed:

	Miles per hour
Passenger trains.	<b>Main Line, unless otherwise specified:</b>
	With passenger engines..... 60
	With freight engines..... 50
	On freight main tracks..... 20
	<b>Chartiers Branch:</b>
	With passenger engines..... 60
	With freight engines..... 50
	<b>Waynesburg &amp; Washington</b> ..... 35
	<b>B. &amp; M. and Westland Branches:</b>
	With passenger or freight engines..... 25
	<b>Hickory, Burgetts &amp; Langeloth Branches</b> .... 20
	<b>New Cumberland Branch:</b>
	With passenger engines..... 35
	With freight engines..... 35
	<b>Cadiz Branch:</b>
	With passenger engines..... 20
	With freight engines..... 20
Freight trains....	<b>Main Line, unless otherwise specified:</b>
	Between Pittsburgh and Dennison..... 30
	Between Dennison and Columbus..... 35
	<b>Arranged Service freight trains:</b>
	Between Dennison and Columbus:
	PH2, PH4, PH6, PH8, PH10, LM4, DL2,
	IN2, VL2, VL4, VL6, VL1, PH1, PH5,
	PH7, PH9 and TRS3..... 40
	On freight main tracks..... 20
	<b>Chartiers Branch</b> ..... 25
	<b>B. &amp; M., Westland Branches, and</b>
	<b>P. C. &amp; Y. R. R., west of Woodville</b> ..... 15
	<b>Waynesburg &amp; Washington R. R.</b> ..... 20
	<b>Hickory, Burgetts and Langeloth Branches</b> .. 15
	<b>New Cumberland Branch</b> ..... 20
	<b>Cadiz Branch</b> ..... 15
Circus Trains....	<b>Main Line</b> ..... 30
	<b>Chartiers Branch</b> ..... 30
	<b>New Cumberland Branch</b> ..... 15
	<b>Cadiz Branch</b> ..... 10
Wreck trains....	<b>Main Line and Chartiers Branch:</b>
	With boom trailing..... 30
	With boom forward..... 20
	<b>New Cumberland Branch:</b>
	On curves..... 15
	On straight track..... 20
	<b>Cadiz Branch</b> ..... 10

Trains hauling industrial and other derrick cars.....	<b>Main Line and Chartiers Branch:</b>	
	On curves.....	20
	On straight track.....	30
	<b>New Cumberland Branch:</b>	
	On curves.....	15
	On straight track.....	20

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

Track cars.....	20
Through all main track turnouts, not interlocked.....	10
Engines without trucks or engines without side rods.....	15
Passenger trains with freight cars not equipped for passenger service.....	35

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

stations named, on curves and over bridges.

	Miles per hour
<b>Main Line:</b>	
Pittsburgh, Train shed and Tunnel No. 1.....	15
Tunnel No. 1.....	20
Smithfield Street and Y Junction on track B.....	10
Tunnel No. 2.....	20
BH interlocking, tracks 1 and 2.....	40
JB interlocking {No. 1.....	15
{No. 2.....	25
No. 1 track, Bulger and RS Block Station.....	55
No. 2 track, DN Block Station and RS Block Station ..	55
No. 1 track, Bertha and Collier—Freight trains.....	25
No. 4 track, MN Block Station and CO Block Sta.....	15
No. 4 track, Bridge 41 and Weirton Jct.....	15
Steubenville; lead from No. 1 at Market Street to yard, and lead from No. 2 to Frt. House, K engines.	5
Steubenville and Tunnel No. 9.....	50
Tunnel No. 5 {Passenger trains.....	40
{Freight trains.....	25
Dennison Yard office and Third Street, Uhrichsville.....	15
Newcomerstown, {College St. and Goodrich St. ....	25
{Lead from 2 to 6 track, K engines .....	5
Track 4, WV Block Station and Morgan Run.....	15
Coshocton, Locust St. and Walnut St.....	10
East Newark, Madison St. and {Passenger trains.....	25
B. & O. R. R. Crossing..... {Freight trains.....	15
<b>Chartiers Branch:</b>	
Carnegie and Houston, N 2 Engines.....	20
Arden and Chestnut St.....	35
Chestnut St. and Main St.....	20
<b>O. C. Ry. and via Scully:</b>	
Between DU Block Station and JR Block Station.....	10
Corliss and SQ Block Station, tracks 5 and 27.....	10
Between SQ Block Station and Z Block Station.....	10
Between SQ Block Station and RG Block Station.....	20
<b>P. C. &amp; Y. R. R. via Scully and Jct. No. 1:</b>	
Rosslyn Connection.....	20
Between RG Block Station and Jct. No. 1.....	20
Carnegie, Borough Limits.....	5
<b>Waynesburg &amp; Washington R. R.:</b>	
Washington and McCracken—Freight trains.....	15
East End Hathaway Curve and No. 11 Bridge—Frt. trains	15
<b>New Cumberland Branch:</b>	
Between WN Block Station and MP 3 .....	20
Freemans and Black Horse .....	15
East switch Union Brick works and Rockyside east switch ..	15
H 10 Engines, Weirton Jct. and New Cumberland.....	10
<b>Cadiz Branch:</b>	
H 10 Engines.....	10

## CURVES

### Main Line:

Bridge No. 1, west end of.....	20
DU Block Station and MP 22.....	40
MP 22 and MP 23 .....	55
RS Block Station and Wheeling Jct., except as otherwise specified.....	40
Tunnel No. 4, west end of.....	20
CO Block Station and Collier Station.....	35
Weirton Jct.....	35
First curve east of HM Block Station.....	40
WV Block Station.....	40
All other curves { With current of traffic.....	60
{ Against current of traffic.....	50

### Chartiers Branch:

Glenn and Bridgeville .....	40
MP 5 and Bridge No. 9 .....	30
Hills and Van Emman .....	35
Van Emman and Richfol .....	40
All other curves { With current of traffic.....	50
{ Against current of traffic.....	40

### Waynesburg & Washington R. R.:

Sheep Shed, Woods, Clevenger, Murray, Sugar Camp, Meloy, Ringland, Hathaway, Horse Shoe and Penn Trestle	20
Persimmons, Conger Dump and Bridge No. 27.....	15
Waynesburg Electric Light Plant.....	10

## BRIDGES

LOCATION	CLASS OF ENGINES				
	Pas- senger Engines	L1	H10	N2	Lighter Than H10
MILES PER HOUR					
<b>Main Line:</b>					
Bridge 1, span over B.& O.R.R.	10	10	10	..	10
No. 6, No. 6 track, Crafton...	15	15	15	..	15
No. 12.....	25	20	25	20	25
Nos. 1 and 2, Champion Mine .....	10	10	10	..	10
No. 42.....	10	10	10	..	10
No. 92.....	45	40	45	40	45
No. 94.....	40	25	40	25	40
<b>Chartiers Branch:</b>					
No. 11.....	30	30	30	20	30
Canonsburg, Bridge in Ft. Pitt Bridge Works track.....	..	..	5	..	5
No. 22{Passenger trains.....	25	25	25	..	25
Freight trains.....	15	15	15	..	15
No. 30, Storage track.....	..	10	10	..	10
<b>Westland Branch:</b>					
No. 1 .....	10	10	10	10	10
<b>New Cumberland Branch:</b>					
No. 10.....	10	..	..	..	10

**D2003. Various:**

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

CLASS	FORWARD			BACK- WARD
	With Train		Light	
	Psgr.	Freight		
D-16.....	60	40	40	40
E-2-3-7.....	60	40	40	25
F-3.....	50	40	40	40
G-4-5.....	60	40	40	30
G-4a.....	50	40	40	30
H-8-9-10.....	50	40	30	25
I-1, H-6.....	40	35	30	25
K-2-3-4.....	60	40	40	25
L-1.....	40	40	30	20
N-1-2.....	40	40	30	20
M-1.....	40	40	30	20
H6, H8 and H10 engines with tanks equipped with pedestal type trucks....			35	35

M. P. H.

All engines on Wyes at Cecil, Houston and Weirton Jct.....	10
Burgettstown Wye.....	5

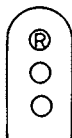
**D2004.** Dead engines of a design having two or three pairs of drivers and no trucks may be moved only at speeds not exceeding twenty miles per hour. Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding twenty-five miles per hour.

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

S21.

**SIGNAL ASPECTS.****D2101.**

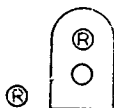
Signal aspects not standard.



INDICATION—Stop.

NAME—Stop-Signal.

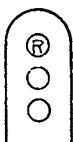
Rule 275 amplified at West End Main Channel Span, O. C. Bridge, track 101.



INDICATION—Stop then proceed in accordance with Rule 509.

NAME—Stop-and-Proceed-Signal.

Rule 276 amplified at West End Main Channel Span, O. C. Bridge, track 102.



INDICATION—Proceed at not exceeding 15 miles per hour with caution prepared to stop short of Train or Obstruction.

NAME—Caution-Slow-Speed-Signal.

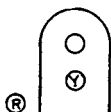
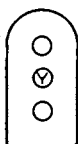
Rule 278 amplified at West End Main Channel Span, O. C. Bridge, track 101.



INDICATION—For passenger trains stop and report in accordance with Rule 362 or 462. For other trains proceed with caution prepared to stop short of Train or Obstruction.

NAME—Permissive-Block-Signal.

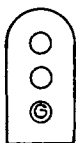
Rule 280, Fig. 3, modified accordingly at all Block Stations in Manual Block Territory.



INDICATION—Approach next signal prepared to stop. A Train exceeding one-half its Maximum Authorized Speed at point involved must at once reduce to not exceeding that speed.

NAME—Approach-Signal.

Rule 283 amplified at West End Main Channel Span, O. C. Bridge, tracks 101 and 102.



INDICATION—Proceed.

NAME—Clear-Signal.

Rule 286 amplified at West End Main Channel Span, O. C. Bridge, track 101.



INDICATION—Proceed—Manual or Controlled Manual Block Clear.

NAME—Clear-Block-Signal.

Rule 287, Fig. 3, is modified accordingly at all Block Stations in Manual Block Territory.

SYMBOLS:—

R—Red.

Y—Yellow.

G—Green.



INDICATION—Take siding as herein directed.

NAME —Take siding indicator.

Rule 288 is modified accordingly.

This indication will be displayed for trains, other than passenger, and will be found on the front of the tower near the train order signal location and must be answered by two short sounds of the engine whistle, Rule 14(g).

LOCATION.	INDICATION.
Steubenville.....	take siding at SJ.
New Alexandria.....	take siding at W.
W Block Station.....	take siding at MR.
MR Block Station.....	{take siding at BA. take siding at W.
BA Block Station.....	take siding at MR.
Scio.....	take siding at OB.
Fisher.....	take siding at OB.
Newcomerstown.....	{take siding at RT. take siding at DG.
CB Block Station.....	take siding at RT.
WV Block Station.....	take siding at NS.
Conesville.....	take siding at NE.
Trinway.....	{take siding at RD. take siding at NS.
RD Block Station.....	take siding at NE.
VI Block Station.....	take siding at RD.

Note—At Lock 17 standard “take siding” indicator, shown under Rule 288, located on the westward block signal will be used and when indication is displayed trains, other than passenger, will take siding at DG.

**D2102.** At the following Block Stations Aspect shown in Rule 286, Figure 3, does not indicate the position of the next signal in advance.

Sturgeon.....	Nos. 1, 2 and 4 tracks.
JO Block Station.....	Nos. 1, 2, 3 and 4 tracks.
MN Block Station.....	Nos. 1, 2 and 3 tracks.
Weirton Jct.....	Nos. 1 and 2 tracks.
Scio.....	Nos. 1 and 2 tracks.
DA Block Station.....	Nos. 1 and 2 tracks.
DG Block Station.....	Nos. 1 and 2 tracks.
Newcomerstown.....	Nos. 1 and 2 tracks.
Morgan Run.....	Nos. 1 and 2 tracks.
Trinway.....	Nos. 1 and 2 tracks.
RD Block Station.....	Nos. 1 and 2 tracks.
FO Block Station.....	Nos. 1 and 2 tracks.
HK Block Station.....	Nos. 1 and 2 tracks.
Bridgeville.....	Nos. 1 and 2 tracks.
Houston.....	No. 1, Westward track.

## S22. BLOCK SIGNAL RULES.

<b>D2201.</b> Trains carrying passengers	} Will be blocked same as passenger trains.
Trains carrying officers	
Circus trains	
Relief trains	

**D2202.** At block stations below indicated after a thorough understanding with the signal man and upon written permission from him, if the track to be used is seen or known to be clear, trains or engines may pass Block-signal in the Stop position to make movements outlined, while the block is occupied by other than an opposing train, but must not proceed from that point without proper Block System information. Rule 362 modified.

BLOCK STATION	MOVEMENTS BETWEEN
Hills . . . . .	Block Signal and end of station platform.
Meadow Lands . . . . .	Block Signal and end of station platform.
Chestnut Street . . . . .	Block Signal and end of station platform.
Chester . . . . .	Block Signal and end of station platform.
Newcomerstown . . . . .	Block Signal and end of station platform.
(FORM OF WRITTEN PERMISSION TO BE USED BY SIGNALMAN AFTER CONSULTING WITH AND BEING AUTHORIZED BY THE TRAIN DISPATCHER.)	
"C & E. Train.....	
You may pass.....ward stop signal in accordance with time table special instructions No. D-2202.	
----- Signalman"	

### **S23. MANUAL BLOCK SYSTEM.**

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

Carnegie and CH Block Station on tracks 3 and 4.

Carnegie and Washington.

Bridgeville and Bishop.

Houston and Westland.

Waynesburg and Washington.

Bulger and Oakdale, tracks 2 and 4.

Sturgeon and Bulger, tracks 1 and 3.

RS Block Station and Center Avenue.

CO Block Station and Wheeling Junction.

Weirton Junction and Chester.

Cadiz Junction and Cadiz.

BA Block Station and HM Block Station.

Uhrichsville to HK Block Station.

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



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

Carnegie and CH Block Station on tracks 3 and 4.

Carnegie and Houston.

Oakdale and Bulger, tracks 2 and 4.

Sturgeon and Bulger, tracks 1 and 3.

RS Block Station and Center Avenue.

CO Block Station and Wheeling Junction.

BA Block Station and HM Block Station.

Uhrichsville to HK Block Station.

### **S23A. UNATTENDED BLOCK STATIONS.**

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

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

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

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

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

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

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

\*Note—The standard night sign indicating an Unattended Block Station is not in effect on this Division.

(To be printed on green paper, size 5½ x 3½.)

FORM  
**K**

## THE PENNSYLVANIA RAILROAD CLEARANCE CARD

FORM  
**K**

Block Station, M. 192

To Conductor and Engineman: Train \_\_\_\_\_

Proceed at \_\_\_\_\_ as though \_\_\_\_\_ signal was displayed.

Report clear at \_\_\_\_\_

Signalman.

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

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

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

**S24.** \_\_\_\_\_

**S25. AUTOMATIC BLOCK SYSTEM.**

**D2501.** Rules 501 and 505, 505b to 514 inclusive, are in effect between the following stations:

Pittsburgh and Sturgeon, track 1.  
Oakdale and Pittsburgh, track 2.  
YJ Block Station and Corliss, tracks 3 and 4.  
BH Block Station and Carnegie, tracks 3 and 4.  
DU Block Station and Junction 1, via Scully.  
SQ Block Station, Island Avenue and JR Block Station.  
RG Block Station and Rosslyn.  
Bulger and CO Block Station.  
Wheeling Junction and BA Block Station.  
HM Block Station and Uhrichsville.

In automatic block system territory trains will not pass stop signals in stop position without clearance card Form C or train order.

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

**S25A.** \_\_\_\_\_

**S25B. GRADE SIGNALS.**

**D2503.** Grade Signals are located as follows:

AT OR BETWEEN	TRACKS	SIGNAL NOS.
DU Block Station and Corliss .....	1 and 3	39
DJ Block Station and SQ Block Station .....	106	D-12 and D-08
Verner and Island Avenue Jct. O. C. Ry. ....	102	C-28 and C-22
West of Idlewood .....	2 and 4	74
East of JB .....	2 and 4	82
CH Block Station and Gregg .....	1	101-111-129
CO Block Station and Bulger .....	2 and 4	340-332-324-316-306-266-258-252-244
Burgettstown and DN Block Station .....	1	277-283
West of Steubenville Station .....	2	442
New Alexandria .....	1	505
West of New Alexandria .....	1	513
West of Reed .....	1	559
East of Fairplay .....	1	591
West of Fairplay .....	1	601
Miller and Cadiz Junction .....	1	645-653-661
Jewett and No. 9 Tunnel .....	2	700-690-678

A tonnage freight train is one having ninety (90) per cent. or over of the authorized slow freight engine rating.

The conductor must advise the engineman before leaving initial terminal, and at points where tonnage is changed, of the exact engine rating in train and the authorized slow freight engine rating.

**S26.****INTERLOCKING RULES.**

**D2601.** At the following interlocking stations, there are no distant signals in connection with home signals, governing tracks named. Trains on these tracks must approach home signals prepared to stop:

Carnegie ..... No. 2 track (Chartiers Br.)  
 Sturgeon ..... No. 4 track.  
 JO Block Station..... No. 4 track.  
 Bulger..... No. 3 track.  
 MN Block Station..... No. 3 track.  
 Weirton Jct..... N. Cumb. Br.  
 BA Block Station..... No. 4 track.  
 Morgan Run..... No. 4 track.  
 WV Block Station..... No. 3 track.  
 FO Block Station..... No. 4 track.  
 HK Block Station..... No. 3 track.

Enginemen and trainmen of trains making movements at these points within home signal limits are relieved from observing that part of Rule 605 which requires protection when making movements that are not protected by distant signal.

**S27.** Non-interlocked switches connected with manual block station signals.

**D2701.**

BLOCK STATION	NON-INTERLOCKED SWITCHES CONNECTED
<b>KN</b>	Home signal, No. 1 track, East End of Crossover.
<b>WF</b>	Eastward distant signal, No. 2 track, Drill Track Switch.
<b>KY</b>	<div style="display: inline-block; vertical-align: middle;"> <div style="font-size: 3em; vertical-align: middle; margin-right: 5px;">{</div> <div>           Home signal, No. 1 track, West End of Crossover.            Home signal, No. 2 track, East End of Crossover and P. C. &amp; Y. Conn.         </div> </div>

**S28.****TRACK CARS, ETC.**

**D2801.** Rule 80 will apply on all portions of the Division.

**D2802.** Track cars will not be operated on single track or against the current of traffic on double, three or more tracks, without train orders.

In Automatic Block System territory, signalmen will not permit trains to follow track cars without instructions from the Superintendent.

On double, three or more tracks, track cars must not pass block stations without permission from signalman.

Attention is called to the fact that track cars will not operate automatic signals, neither will they shunt the track circuits at interlocking and electric switch locking must not be depended upon for protection to movements made by such cars and signalmen and levermen must assure themselves that such cars have cleared the switches before operating same.

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

**Main Line**

Pittsburgh.....{ L1 engines must not back through  
No. 1 tunnel.

Between Pittsburgh and Newark, on main line...{ N1, M1 or heavier engines, except  
tracks 3 and 4, DU and YJ.

Bridge 1, east of Pgh.  
Div. wye connection....  
Between Corliss and Rosslyn, on main line....  
Over Bridge No. 42.....}{ N2 engines.

Grant St. yard.....{ H10 or heavier engines, except on  
Try St. yard.....} ladder tracks.

Point Bridge Elevator trestle.....}{ No engine or wreck derrick.

Painter's Mill track.....  
Singer's Mill track.....}{ L1 or heavier engines.

Corliss Yard Switches.....{ L1 engines, except east and west  
ends No. 6 track and west end  
No. 8 track.  
N2 engines.

Phillip Carey Co.....L1 or heavier engines.

Crafton team track.....{ H10 or heavier engines west of  
Emily St. crossing.

Penna. Smelting Co.....H10 or heavier engines.

Carnegie Yard, tracks 18,  
19, 20 and 21.....}{ L1 or heavier engines.

Boiler Tube.....  
Koehler & Streng.....  
M. K. Frank tracks.....}{ H4 or heavier engines.

L. B. Foster track.....H8 or heavier engines.

Superior Branch, Bridge  
No. 1.....{ L1 or heavier engines.  
H8 or heavier engines beyond  
Bridge.

Viviano tracks.....{ L1 or heavier engines.  
H4 or heavier engines on platform  
track.

Cherry Mine, empty track..No engine.

English Mine.....N2 or heavier engines.

Oakdale team tracks.....N2 or heavier engines.

Armstrong Cork Co.....L1 or heavier engines.

Forest Oil Co., Noblestown..No engine.

Noblestown Siding.....  
Chalfant Mine, east end...}{ N2 or heavier engines.

Champion Mine.....{ L1 or heavier engines, 300 feet  
from main track frog.

Willow Grove Mine.....N2 or heavier engines.

McDonald, team track....L1 or heavier engines.

M. & O. Branch .....	L1 or heavier engines.
Bulger Mine .....	{ L1 or heavier engines. No engine through crossover west of tipple.
Brock Mine .....	L1 or heavier engines.
Florence Branch .....	L1 or heavier engines.
Bertha Mine .....	{ L1 or heavier engines west of tipple.
Hanover Coal Co., east of Hanlin .....	{ No engine on trestle.
Superior Mine Siding, east of Bridge No. 33 .....	{ L1 or heavier engines.
Pittsburgh-Hanover Coal Co., west of Bridge No. 33 .....	{ Engines beyond clearance point, north end of storage track.
Steubenville, on Bridge over 6th St., Wheeling Division Connection .....	{ No engines or cars.
Fernwood {	{
Coxe Mine .....	{ Engines beyond a point 100 feet east of tipple.
Fern Mine .....	{ Engines beyond a point 30 feet east of tipple.
Cadiz Junction .....	{ L1 or heavier engines on Cadiz Branch beyond 1000 feet from Junction switch.
Scio, team track .....	{
Albright China Co. ....	{ L1 or heavier engines.
Newton Mine .....	{
Edwards Mine .....	{ L1 or heavier engines.
Meecham Mine .....	{
Royal Southern .....	H8 or heavier engines.
Buckeye Sewer Pipe Co. ....	{
Uhrichsville Clay Plant No. 1	{ L1 or heavier engines.
Romig Sewer Pipe Co. ....	L1 or heavier engines.
Lock 17 {	{
Bluff Hill Mine ...	{
Belden Brick Co. ..	{ N2 or heavier engines.
Station Spur .....	{
Belden Brick Co.—MP 100	N2 or heavier engines.
Port Washington, Station	{
Spur .....	{ N2 or heavier engines, west of stock pen.
Newcomerstown, No. 24 track connecting with Ash Pit track .....	{ L1 or heavier engines.
Clow Siding, west of Coshn.	H8 or heavier engines.
Franklin Branch .....	{
Conesville Branch .....	{ H10 or heavier engines.
Trinway .....	N2 engines, on inside or short Wye.
Marne, Oil Spur .....	L1 or heavier engines.
Newark, Heisey Glass Co. ...	H8 or heavier engines.

**O. C. Ry. and via Scully**

Duquesne Light Co. track,  
 O. C. Bridge..... } L1 or heavier engines.  
 Pruett-Shaeffer Co. track... }  
 Prestolite Co. track..... }

Bridge 2, P. C. & Y., east  
 of DJ..... } N2 or heavier engines.

Scully Coaling Trestle..... { H10 or heavier engines on I-beam  
 supports.

**Rosslyn Connection**

Falk Co. tracks..... L1 or heavier engines.

**Chartiers Branch**

Between Carnegie and  
 Houston..... } N1 or heavier engines.

Between Houston and  
 Washington..... } N2 or heavier engines.

**Carnegie:**

Carnegie Coal and  
 Supply Co..... }  
 Atlantic Refining Co..... } L1 or heavier engines.  
 Freight House Bridge.... }  
 Freight House Run-  
 around track..... }

Leasdale, Contractors'  
 Supply Co..... } L1 or heavier engines.  
 Woodville, Campbell  
 Milling Co..... }

**Bridgeville:**

Mayer Brick Co..... H10 or heavier engines.

Flannery Bolt Co..... }  
 Vanadium Co..... } L1 or heavier engines.  
 Higbee Glass Co..... }  
 Universal Rolling Mill... }  
 Bridgeville Mine..... }

Mayview Power Spur..... L1 or heavier engines.

Hills, Montour R. R.  
 interchange tracks..... } N2 or heavier engines.

Hills, Montour No. 4, all  
 tracks..... } L1 or heavier engines.

Richfol, Standard Tin  
 Mill private tracks..... } L1 or heavier engines.

Siding over Bridge No. 17... Engines heavier than L1.

**Canonsburg:**

Hazel Mine, load track... }  
 Fort Pitt Bridge Works.. }  
 Canonsburg Iron & Steel } L1 or heavier engines.  
 Hardy & Rankin track... }  
 Beaver Lumber Co..... }  
 Pottery & Chemical Spurs }

Allison Mine..... { No engine on load track beyond  
 250 feet east of main track  
 switch.

Lindley Mine.....	L1 or heavier engines.
M. L. & Z. Branch.....	{ L1 or heavier engines beyond 150 feet from main track switch. No engine on Manifold Mine No. 2 west of grade crossing at tipple.
Enterprise Mine.....	{ L1 or heavier engines. No engine on runaround track or slack track trestle.
Pittsburgh Terminal Mine No. 10.....	{ Note Instructions Page 46. L1 or heavier engines, 300 feet from main track switch.
M. P. 20 to W. Penn Power Plant, Washington, inclusive, all industrial tracks, unless otherwise specified.....	H10 or heavier engines.
Tyler Tube, stock shed track.....	{ No engine on bridge.
Tylerdale Conn. R. R. ....	{ L1 or heavier engines on interchange. H10 or heavier engines west of interchange.
Dunbar & Wallace.....	{ H8 or heavier engines. No engine beyond a point 150 feet from switch.
Crescent Brewing.....	H4 or heavier engines.
Lytle Lumber Co.....	{ B6 engines only. No engine beyond a point 110 feet from switch.
Transfer Yard.....	H10 or heavier engines.
Engine House.....	{ K and L1 engines must not use lead at Maiden St.

#### B. & M. Branch

N2 or heavier engines.	
West of Natl. Mine No. 2...	L1 or heavier engines.
Mayer Lumber Co.....	No engine.
National Mine No. 2.....	{ H10 or heavier engines, beyond bridge on lead track.
McClain Coal Co.....	No engine on bridge.

#### Westland and Palanka Branches

L1 or heavier engines, except to turn on Wye.

#### P. C. & Y. Railway

West of Woodville.....	{ H4 or heavier engines. Wrecking derricks unless two empty cars are placed between derricks and engine or loaded cars.
Painters Run Branch.....	{ Any car, the gross weight of which exceeds 160,000 pounds.

### Burgetts Branch

West of Bridge No. 3.....N2 or heavier engines.

Valear, Ice House track.....H10 or heavier engines.

Chemical Co. tracks.....L1 or heavier engines.

### Hickory Branch

N2 or heavier engines, except to turn on Wye.

### Langeloth Branch

N2 or heavier engines.

Langeloth Mine . . . . . No engine on trestle.

Studa, trestle leading to  
Cedar Grove Mine.....} No engine.

### New Cumberland Branch

N2 or heavier engines.

Between M. P. 3 and New } K or heavier engines.  
Cumb .....

Between New Cumb. and } H8 or heavier engines.  
Chester.....

Cove Valley Lumber Co . . . . L1 or heavier engines.

Weirton Steel Co. . . . . { No engine on low grade ore trestle  
leading to Blast Furnace yard.

New Cumberland, Acme Clay Co.....	} No engine on bridge.
.....	

Kenilworth, J. Porter	} No engine.
Coal Trestle.....	

### Cadiz Branch

L1 or heavier engines beyond 1000 feet from Junction switch.

## E engines.

East of Wykega.....Engines heavier than H10,

West of Wykega.....H8 or heavier engines.



S30. \_\_\_\_\_

**S31. EMPLOYES' REGISTER.**

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

**D3101.** Registers for this purpose are located as follows:

Scully.....	{ Engine House. Yard Office.
Carnegie.....	Yard Office.
Washington.....	{ Engine House. Telegraph Office, Chestnut St.
Waynesburg ....	{ Engine House. Passenger Station.
Burgettstown....	{ Engine House. Yard Office.
Weirton Jct.....	Yard Office.
Weirton .....	Freight Station.
Chester.....	Passenger Station.
Steubenville.....	Yard Office.
Cadiz.....	Passenger Station.
Dennison.....	{ Engine House. Yard Office. Switchman's Box, Passenger Station.
Newcomerstown...	Telegraph Office.
HK Block Station.	
Columbus.....	{ Engine House, Spruce St. Engine House, St. Clair Ave. Yard Office, Passenger Sta. Yard Office, Leonard Ave.

**S32. PERSONAL INJURIES.**

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

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

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

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

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Pittsburgh, Pa.	Dr. S. L. McCurdy (Surgeon) Office, 8103 Jenkins Arcade Res., 432 Franklin Ave., Wilkinsburg	Grant 5147 Franklin 1688
Pittsburgh, Pa.	Dr. W. F. Donaldson (Asst. Surgeon) Office, 8103 Jenkins Arcade Res., 4524 Fifth Ave.	Grant 5147 Mayflower 3680
Pittsburgh, Pa.	Dr. H. A. Kipp (Asst. Surgeon) Mercy Hospital, Stevenson & Locust Sts. Res., 4702 Fifth Ave.	Grant 8800 Mayflower 4266
Pittsburgh, Pa.	Dr. Harvey Bartle (Med. Exam.) Office, 1155 Liberty Ave.	OD 291-292
Pittsburgh, Pa.	Dr. J. C. Markel (Oculist) Office, Westinghouse Bldg. Res., 6603 Woodwell	Atlantic 1626 Hazel 0832
Pittsburgh, Pa.	Dr. L. L. Cooper (Oculist) Office, 1155 Liberty Ave.	OD 291-292
Corliss, Pa.	Dr. W. P. McCorkle (Surgeon) Office and Res., 659 Sherwood Ave.	Federal 1639
Crafton, Pa.	Dr. C. A. Orr (Surgeon) Office and Res., 23 W. Ridge	Walnut 2266
Carnegie, Pa.	Dr. J. A. Hamma (Surgeon) Office, 408 Chartiers St. Res., 403 Dick St.	Carnegie 103 Carnegie 103
Carnegie, Pa.	Dr. W. J. Connelly (Asst. Surgeon) Office and Res., 111 E. Main St.	Carnegie 175
Carnegie, Pa.	Dr. Harvey Bartle (Med. Exam.) Office, Old Freight House	Carnegie 7
Bridgeville, Pa.	Dr. S. J. S. Fife (Surgeon) Office and Res., Washington Ave.	Bridgeville 59
Canonsburg, Pa.	Dr. Chas. L. Harsha (Surgeon) Office, 69 E. Pike Street Res., 222 W. Pike Street	76 183
Washington, Pa.	Dr. J. Frank Donehoo (Surgeon) Office, 6 South Main Street Res., 249 E. Beau Street	55 220-J.
Waynesburg, Pa.	Dr. R. W. Norris (Surgeon) Office, 302 Peoples Bank Bldg. Res., 330 N. West St.	South Penn 214-L South Penn 214-Y
Midway, Pa.	Dr. T. L. McCullough (Surgeon) Office and Res., Washington Ave.	Midway 23
Burgettstown, Pa.	Dr. G. L. McKee (Surgeon) Office and Res., No. 141 Center Ave.	311

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Burgettstown, Pa.	Dr. A. O. Hindman (Asst. Surgeon) Office, 50 Main Street Res., 50 Main Street	Burgetts 102-J
Collier, W. Va.	Dr. R. L. Focer (Surgeon) Office with W. Va.-Pittsburgh Coal Co. Res., Collier, W. Va.	Follansbee 160 Steub. 7200-R-4
Weirton, W. Va.	Dr. F. B. Harrington (Surgeon) Office and Res., Weirton, W. Va.	Weirton 251
Chester, W. Va.	Dr. J. L. Pyle (Surgeon) Office, Fifth and Carolina Aves. Res., Fourth and Carolina Aves.	1084 1084
Steubenville, Ohio	Dr. Reed Cranmer (Surgeon) Office, Steub. Bank & Trust Bldg., N. 3rd and Market St. Res., 661 Lawson Ave.	601 2526-M
Steubenville, Ohio	Dr. S. J. Podlewski (Asst. Surgeon) Office, 715 St. Clair Bldg. Res., 317 North St.	237 1741
Steubenville, Ohio	Dr. O. P. Mercer (Med. Exam.) Office, PH Freight House	383
Steubenville, Ohio	Dr. J. R. Mosgrove (Oculist) Office, 302 Steubenville Bank & Trust Bldg. Res., 817 N. Fourth St.	923 198
Mingo Jct., Ohio	Dr. C. E. Gourley (Surgeon) Office and Res., Commercial Street	170
Cadiz, Ohio	Dr. J. S. Campbell (Surgeon) Office and Res., 127 N. Main St.	Bell 473 Har. & Jeff., 15
Dennison, Ohio	Dr. E. A. Wolf (Surgeon) Office, 316½ Grant St. Res., 929 N. Water St. Uh'ville	170 20
Dennison, Ohio	Dr. R. H. Wilson (Asst. Surgeon) Office, 236½ Grant St. Res., Wilson St.	387 698
Dennison, Ohio	Dr. D. E. Quinn (Med. Exam.) Office, Dennison Shops Res., 402 N. 2nd St.	291 287
Newcomerstown, Ohio	Dr. E. V. Berry (Surgeon) Office, 301 Main St. Res., 314 Gross St.	203-2 203-3
Coshocton, Ohio	Dr. E. C. Carr (Surgeon) Office, 422½ W. Main St. Res., 528 Chestnut St.	112 12
Trinway, Ohio	Dr. E. S. Edwards (Surgeon) Office and Res., Main Street	Dresden 58-W-4
Newark, Ohio	Dr. Homer J. Davis (Surgeon) Office, Cor. Hudson Ave. and Locust St. Res., 554 N. Fourth St.	Auto 9443 Auto 7073

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Columbus, Ohio	Dr. Frank Warner (Surgeon) Office, 240 E. State St. Res., Cor. Hubbard & Dennison Ave.	Bell, Main 0724 O. S. 2724 University 0724 O. S. 2759
Columbus, Ohio	Dr. F. S. Lott (Asst. Surgeon) Office, 131 E. State St. Res., 2587 Bexley Park Road.	O. S. Main 0287 Citizens 3783 FRanklin 1400
Columbus, Ohio	Dr. S. M. Humphreys (Med. Exam.) Office, 330 N. High St.	University 5311-J MAin 2375
Columbus, Ohio	Dr. G. C. Schaeffer (Oculist) Office, 280 E. State St. Res., 854 E. Broad St.	MAin 1236 FRanklin 3321
Columbus, Ohio	Dr. H. V. Postle (Oculist) Office, 280 E. State St. Res., 395 Stoddard Ave.	Main 5064 FRanklin 1575-J

**D3202.****HOSPITALS.**

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Pittsburgh, Pa.	Mercy Stevenson & Locust Sta.	Grant 8800
Pittsburgh, Pa.	Presbyterian Sherman & W. Montgomery Ave.	Fairfax 1600
Washington, Pa.	Washington 34 Atchison Ave.	1977
Steubenville, Ohio	Gill 726 N. Sixth St.	364
Steubenville, Ohio	Ohio Valley Ross Park	1880
Dennison, Ohio	Twin City N. First St.	538
Coshocton, Ohio	Coshocton City E. Walnut St.	19
Newark, Ohio	Newark City Indiana & Buena Vista Sta.	Auto 9235
Columbus, Ohio	St. Clair 336 St. Clair Ave.	Franklin 3500
Columbus, Ohio	White Cross 688 Park St.	Main 1567

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

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

At each passenger and freight station.

At yard masters' and car inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops and engine houses, camp cars and on each track and hand car.

## Stretchers:

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

**S33.****USE OF TELEPHONES.**

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

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

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

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

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

**D3301.** Telephones in shelter boxes are located at outlying ends of sidings used in train movement and at other points as follows:

Crossovers at intermediate points.

**PH to JB** ♀ Fourth Avenue Subway, Eastbound platform.

Try St. Freight Office.

East End No. 1 Bridge.

Smithfield St., Eastbound platform

Smithfield St. team track.

Clinton Mill.

Painters Mill.

DU Block Station, Westward home signal.

DU Block Station, Eastward home signal.

Corliss Yard, east end.

Corliss, Eastward home signal.

Ingram, East End Eastbound platform.

Crafton, Eastbound platform.

Signal Bridge No. 74.

Carnegie, Westward home signal.

**O. C. Ry.** Duquesne Light Co.

Island Ave. Jct.

Ontario St.

Wind Gap Ave., Guibert Steel Siding.

**BG to JC** Falk Co.

**BG to KY** McClintic-Marshall Co.

Columbia Steel Works.

Carnegie Brewery.

**JB to HF** Carnegie, Oil House.

Superior Mill Siding.

CH Block Station, Westward home signal.

CH Block Station, Eastward home signal.

Viviano Switch, Fort Pitt.

Walkers Mill, Platform.

Walkers Mill, Brick Works.  
 Oakdale, Chemical Co.  
 Noblestown.  
 Primrose, platform.  
 M. & O. Branch.  
 Verner Mine.  
 Bulger, Westward home signal.

**HF to WC** Bulger, Eastward home signal.  
 Eureka Mine.  
 Florence Branch.  
 Bertha, East End of No. 4 track.  
 Bertha, platform.  
 Bertha Mine.  
 Hanover Coal Co.  
 Hanlin Station.  
 M. P. 33.  
 Collier Pump Station.

**WC to NA** Bridge No. 41.  
 Wheeling Junction, platform.  
 Franklin Ave.  
 Steubenville, Market Street.  
 Steubenville, Slack St.  
 Gould, platform.  
 East End Tunnel No. 5.

**NA to HM** New Alexandria, Eastward home signal.  
 Coxe Mine.  
 Fernwood, platform.  
 Broadacre Pump Station.  
 Broadacre, platform.  
 Fairplay, platform.  
 Unionport, platform.  
 Edwards Mine.  
 Phila. Road, platform.

**HM to FO** Buckeye Sewer Pipe Works.  
 Royal Southern Switch.  
 Uhrichsville Clay Works.  
 Indian Hill Mine.  
 Romig Clay Co.  
 Newcomerstown, Canton Brick & Fireproofing Co.  
 Newcomerstown, East & West end No. 6 track.  
 West Lafayette, Stock Track.  
 Coshocton, East & West Wye Switches.  
 Coshocton, Freight station.  
 Coshocton, Clow Works.  
 Conesville Branch switch.  
 Trinway, Westward home signal.  
 Hanover, platform.  
 Newark, Oakwood Avenue.

### Chartlers Branch

**JB to BD** Main Street.  
 No. 1 Bridge.  
 Sipe Paint Works.  
 Bower Hill, West End of yard.  
 Flannery Bolt Works.

**BD to HN** Melrose Mine.  
 Standard Tin Mill.  
 Canonsburg, East and West end of drill track.  
 Canonsburg, West end eastbound platform.  
 Canonsburg, Freight House track.

**HN to** Lindley Mine.  
**Washington** Allison Mine.  
 Enterprise Mine.  
 Pittsburgh Terminal Mine No. 10  
 Beaver Refinery.  
 Hazel No. 2.  
 Tylerdale Connection, east and west end.  
 M. P. 23.  
 Washington Engine house.  
 Washington, east and west end of coach track.  
 Washington, east of Main St.  
 Washington, Main St. platform.

### **Waynesburg & Washington R. R.**

W. P. Power plant.  
 Wade siding.  
 Summit siding.  
 Chambers Mill.  
 West Amity.  
 Dunn.  
 Deer Lick.  
 Sycamore.  
 West Waynesburg, platform.

### **B. & M. Branch**

Wabash Conn., East & West end.  
 National Mine No. 1.  
 National Mine No. 2, West switch.  
 Wabash Overhead Bridge.  
 Cecil station.  
 Bishop station.

### **Westland Branch**

Palanka Junction.  
 Wye switch, Westland Branch.  
 Dandy Mine.  
 Brevard.  
 Westland.

### **H. B. & L. Branches**

§Cherry Valley.  
 §P. & E. No. 2 Mine.  
 §Armide Mine.  
 §Marie Mine.  
 §Wye Switches.  
 §Center Avenue.  
 §RS yard, near west end.  
 §Patterson Mine.  
 §Erie Mine.  
 §Langeloth Junction  
 §Langeloth Storage Yard.  
 §Atlasburg Mine.

### **New Cumberland Branch**

East end drill track, Weirton Jct.  
 Strip Steel siding.  
 Weirton, platform.  
 Weirton; west end drill track.  
 East Weirton; Tin Plate Mill.  
 East end Storage track, Mile Post 3.  
 Kenilworth Brick Works.  
 Homer Laughlin siding, Newell.  
 First St., Chester.

### **Cadiz Branch**

Copeton, Unity Coal Co.'s siding.  
 Hall-Pickering Co., Mine.  
 Lomi Mine.  
 Cadiz Tool house.  
 Cadiz, Stock track.  
 Cadiz, Engine house.

Stations marked "\$" are connected with lines that reach telephone exchanges from which communication may be had with the offices of Train Dispatchers, Yard Masters, etc.

Stations marked "Q" are connected with direct line to Train Dispatcher.

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

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

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



**S34.****MISCELLANEOUS.**

**D3401.** Except at stations where overhead bridges or subways are located, passenger trains must not leave stations where they are scheduled to stop, while other trains are passing on other tracks between the loading train and the station, unless the conductor personally knows that all of his passengers have been loaded.

**D3402.** Employes must stand at least sixty feet away from main track switch stands when trains are approaching or passing.

**D3406.** The following instructions will govern in the operation of power brakes on freight trains, supplementing Instructions to the Air Brake and Train Air Signal Instructions No. 99-A-1:

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

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

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

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

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

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

Scully  
Carnegie  
Weirton Jct.  
Dennison

**D3407.** Rule 702 modified:

The end of car toward which the cylinder push rod travels shall be known as "B" end and the opposite end shall be known as "A" end.

**D3408.** Crews placing cars on tracks protected by concrete bumper will leave a space between car and bumper in order to avoid damage to equipment.

# GENERAL ORDERS.

## PANHANDLE DIVISION

Pittsburgh, Pa., April 10, 1926.

GENERAL ORDER No. {A-301  
B-301  
C-301

Time Table No. 3 in effect 2.00 A. M., Sunday, April 25, 1926, and contains all instructions issued in General Orders to and including No. 232.

All interested persons must secure a copy and receipt for same.

Each employe must examine his copy to see that it is complete, and note changes that have been made in train schedules and special instructions.

### Main Line

Trains must not exceed the following speed:

Between a point 500 ft. east of Br. No. 41 to a point  
500 ft. west, on all tracks. .... 10 miles  
Track No. 1—over Bridge No. 68, just east of Carmen. 30 miles  
Track No. 2—from one-half mile west of M. P. 100 to  
one-half mile east of M. P. 100. .... 40 miles  
Track No. 1—between Conesville and M. P. 135. .... 50 miles  
Track No. 2—between Frazeysburg and Trinway. .... 50 miles

Tracks 1 and 2 on first span west of Channel Span, Bridge No. 42 (Steubenville) is being raised about 12 inches. Trains will approach this location carefully, prepared to stop on signal.

The inter-track foot walk will be removed from first and second spans west of Channel Span and the overhead clearance at Channel Span reduced 12 inches, which will not afford proper clearance for man standing on top of equipment.

### New Cumberland Branch

Between Br. No. 4 at Kings Creek and east switch of  
storage track at M. P. 3. .... 10 miles  
Between Br. No. 4, Kings Creek and Zalia. .... 15 miles

### Rosslyn Connection

The interlocking at R.R. Block Station continues out of service. Signalman located in cabin and all switches thrown by hand.

Stop boards located at clearance points and trains must not pass them unless given a hand signal by Signalman.

This General Order will not be issued in sticker form.

D. Y. GEDDES,  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PAN HANDLE DIVISION**

Pittsburgh, Pa., April 14, 1926.

**GENERAL ORDER No. 233**

Effective at once:

Trains may resume authorized speed on No. 1 track through the interlocking at MN Block Station.

Trains must not exceed a speed of thirty (30) miles per hour on No. 2 track through No. 7 Tunnel.

D. Y. GEDDES,  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PAN HANDLE DIVISION**

Pittsburgh, Pa., April 23, 1926.

**GENERAL ORDER No. B-302**

Effective 2.00 A. M. Sunday, April 25, 1926:

Trains on all tracks must not exceed a speed of five (5) miles per hour between a point 500 feet east of Bridge No. 41 to a point 500 feet west of Bridge No. 41.

General Order A-301, B-301, C-301 modified accordingly.

Trains must not exceed a speed of forty (40) miles per hour on No. 1 track from a point 500 feet east of Unionport station platform to Bridge No. 67, located 500 feet west of Mile Post 62.

Trains may resume authorized speed as follows:

No. 1 track, through interlocking, MN Block Station.

No. 3 track, through interlocking, MN Block Station.

No. 2 track, through No. 7 Tunnel.

General Order No. 233 annulled.

D. Y. GEDDES,  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PAN HANDLE DIVISION**

Pittsburgh, Pa., April 29, 1926.

**GENERAL ORDER No. B-303**

Supplement No. 1, Time Table No. 3 in effect 12.01 A. M., Monday, May 3<sup>d</sup>, 1926, changing time of Steubenville-Weirton trains. Steubenville-Chester trains and establishing new train No. 936 between Weirton and Chester. The pages and schedules must be pasted over corresponding pages and schedule columns.

All interested persons must secure a copy and receipt for same.

Effective 8.01 A. M. Monday, May 3, 1926:

First automatic signal east of RG Block Station on track 106 track moved 200 feet westward.

Special Instruction D2901, Time Table No. 3, first paragraph under NEW CUMBERLAND BRANCH, page 86, is changed to read "N1 or heavier engines".

D. Y. GEDDES,  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PAN HANDLE DIVISION**

Pittsburgh, Pa., May 1, 1926.

**GENERAL ORDER No. B-304**

Effective 5.00 P. M. Tuesday, May 4th, 1926:

Trains may resume authorized speed on No. 2 track from a point 500 feet west of Bridge No. 41 to a point 500 feet east of Bridge No. 41.

General Order No. B-302 modified accordingly.

D. Y. GEDDES,  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PAN HANDLE DIVISION**

Pittsburgh, Pa., May 3, 1926.

**GENERAL ORDER No. B-305**

Effective 5.37 P. M. Monday, May 3, 1926, and during continuance of Time Table No. 3, No. 977 annulled.

D. Y. GEDDES,  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PAN HANDLE DIVISION**

Pittsburgh, Pa., May 5, 1926

**GENERAL ORDER No. B-306**

Effective 12:01 P. M. Thursday, May 6, 1926:

Trains must not exceed a speed of fifteen (15) miles per hour on No. 1 track from a point 500 feet east of Bridge No. 41 to a point 3000 feet west of Bridge No. 41.

General Order No. B-302 modified accordingly.

Trains must not exceed a speed of twenty-five (25) miles per hour on No. 2 track over Bridge No. 53, about 100 feet east of Reed.

D. Y. GEDDES,  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PAN HANDLE DIVISION**

Pittsburgh, Pa., May 10, 1926.

**GENERAL ORDER No. B-307**

Effective 7:00 A. M. Thursday, May 13th, 1926, trains on Nos. 1 and 2 tracks must not exceed a speed of ten (10) miles per hour over Bridge No. 56, one mile west of Reed.

D. Y. GEDDES,  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PAN HANDLE DIVISION**

Pittsburgh, Pa., May 12, 1926.

**GENERAL ORDER No. C-302**

Effective 9:00 A. M. Friday, May 14, 1926, trains on No. 1 track will not exceed a speed of fifty (50) miles per hour between Conesville and Mile Post 136.

General Order No. A-301, B-301, C-301 modified accordingly.

D. Y. GEDDES,  
Superintendent.

# PENNSYLVANIA RAILROAD SYSTEM

## PAN HANDLE DIVISION

Pittsburgh, Pa., May 15, 1926.

GENERAL ORDER No. B-308  
C-303

Effective 5.00 P. M. Saturday, May 15, 1926, speed restrictions shown in General Orders A-301, B-301, C-301, B-302, B-306, B-307 and C-302 annulled and the following speed restrictions in effect, in addition to those covered by Special Instruction D-2001 and D-2002, Time Table No. 3:

MAIN LINE	Miles Per Hour
Track No. 1, between a point 300 feet east of Bridge No. 41 to a point 3000 feet west of Bridge No. 41 .....	35
Track No. 2, over Bridge No. 53, about 100 feet east of Reed .....	25
Tracks Nos. 1 and 2, over Bridge No. 56, one mile west of Reed .....	10
Track No. 1 from a point 500 feet east of Unionport station platform to Bridge No. 67 located 500 feet west of Mile Post 62, .....	40
Track No. 1, over Bridge No. 68, just east of Carmen .....	30
<del>Track No. 2, from a point one-half mile west of Mile Post 100 to a point one-half mile east of Mile Post 100. Modified B 312</del> .....	40
Track No. 1, between Conesville and Mile Post 136 .....	50
<del>Track No. 2, between Frazeyburg and Trinway. B 312</del> .....	50

## NEW CUMBERLAND BRANCH

Between east switch of storage track at Mile Post 3 and Zalia .....

15

H-10 engines may run at a speed not to exceed twenty (20) miles per hour between Weirton Junction and East Weirton. Special Instruction D-2002, Time Table No. 3, modified accordingly.

D. Y. GEDDES,  
Superintendent.

# PENNSYLVANIA RAILROAD SYSTEM

## PAN HANDLE DIVISION

Pittsburgh, Pa., May 18, 1926.

GENERAL ORDER No. B-309

Effective 8.00 A. M. Thursday, May 20, 1926, trains on No. 2 track must not exceed a speed of fifteen (15) miles per hour between Bridge No. 41 and a point 3000 feet west thereof.

D. Y. GEDDES,  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**  
**PAN HANDLE DIVISION**

Pittsburgh, Pa., May 24, 1926.

**GENERAL ORDER No. } A-302**  
**} B-310**

**Effective 5.00 P. M., Wednesday, May 26th, 1926:**

Trains on No. 2 track may run at a speed not to exceed thirty-five (35) miles per hour between Bridge No. 41 and a point 3000 feet west thereof. General Order No. B-309 modified accordingly.

Smithfield will be an "S" stop for train No. 550.

Raccoon will be an "F" stop for train No. 691.

**D. Y. GEDDES,**  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**  
**PAN HANDLE DIVISION**

Pittsburgh, Pa., June 5, 1926.

**GENERAL ORDER No. B-311**

**Effective 9.30 A. M. Wednesday, June 9, 1926:**

No. 2 track abandoned from a point 500 feet west of Bridge No. 56 to a point 500 feet east of Bridge No. 56, located at east end of westward siding W Block Station, and gauntlet established on No. 1 track between points named.

Telegraph office established in cabin located on north side of No. 1 track at west end of gauntlet. Office call "GN."

Position light type signals established at clearance points on No. 1 and No. 2 tracks. These signals must not be passed in stop position without Clearance Card Form C or train order.

Dwarf signals, semaphore type, established at clearance points to govern movement against current of traffic. These signals must not be passed in stop position without Clearance Card Form C or train order.

Automatic signal No. 566, located 1500 feet west of Bridge No. 56, on No. 2 track, out of service.

Derail located at clearance point, east end of westward siding, W Block Station, operated by facing point lock lever in connection with switch.

Trains receiving proper signal indication will have right to proceed over gauntlet at a speed not exceeding ten (10) miles per hour.

**D. Y. GEDDES,**  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PAN HANDLE DIVISION**

Pittsburgh, Pa., June 10, 1926.

**GENERAL ORDER No. B-312  
C-304**

Effective 10.01 A. M. Saturday, June 12, 1926:

New Cumberland Branch main track diverted to new line about 50 feet north of present line between a point 500 feet east to a point 500 feet west of Bridge No. 10, one mile east of New Cumberland. Trains must not exceed a speed of ten (10) miles per hour between points mentioned.

Trains may resume authorized speed as follows:

No. 2 track, between Frazeysburg and Trinway.

No. 2 track, from a point one-half mile west of Mile Post 100 to a point one-half mile east of Mile Post 100.

General Order No. B-308, C-303 modified accordingly.

Between the hours of 6.00 A. M. and 6.00 P. M., daily except Sunday, trains will look out for derricks fouling the gauntlet at Bridge No. 56, at east end of westward siding W Block Station.

Bulletin Board established at WV Block Station and at Freight Station, Trinway.

Bulletin Board moved from HK Block Station to the yard office at Newark.

Special Instruction D1301, Time Table No. 3, modified accordingly.

**D. Y. GEDDES,**  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PAN HANDLE DIVISION**

Pittsburgh, Pa., June 12, 1926.

**GENERAL ORDER No. B-313**

Effective 10.30 A. M. Tuesday, June 15, 1926:

Class N-2s engines may be used between Dennison and Bridge No. 42.

Class N-2s engines must not exceed a speed of fifteen (15) miles per hour through No. 9 Tunnel.

**D. Y. GEDDES,**  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PAN HANDLE DIVISION**

Pittsburgh, Pa., June 17, 1926.

**GENERAL ORDER No. B-314**

Effective 9.00 A. M. Monday, June 21, 1926, the interlocking at RG Block Station restored to service and stop boards removed.

General Order No. A-301, B-301, C-301, Time Table No. 3, modified accordingly.

**D. Y. GEDDES,**  
Superintendent.



**PENNSYLVANIA RAILROAD SYSTEM**

**PAN HANDLE DIVISION**

Pittsburgh, Pa., June 22, 1926.

**GENERAL ORDER No. B-315**

Effective 10.30 A. M. Friday, June 25, 1926:

The westward distant signal for Wheeling Junction moved westward 900 feet.

Trains may resume authorized speed on No. 1 track from a point 500 feet east of Unionport station platform to Bridge No. 67 located 500 feet west of Mile Post 62.

General Order No. B-308, C-303 modified accordingly.

D. Y. GEDDES,

Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PAN HANDLE DIVISION**

Pittsburgh, Pa., June 28, 1926.

**GENERAL ORDER No. B-316**

Effective 10.00 A. M. Friday, July 2, 1926:

No. 2 track restored to service from a point 500 feet west of Bridge No. 56 to a point 500 feet east of Bridge No. 56, located at east end of westward siding, W Block Station, and gauntlet abandoned.

Position light signals and dwarf signals at clearance points on No. 1 and 2 tracks abandoned.

Automatic Signal No. 566, located 1500 feet west of Bridge No. 56, on No. 2 track, restored to service.

Telegraph office, GN Cabin, abandoned.

Trains on tracks 1 and 2 must not exceed a speed of ten (10) miles per hour between a point 250 feet east and a point 250 feet west of Bridge No. 56.

That part of General Order No. B-311, conflicting herewith, annulled.

D. Y. GEDDES,

Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PAN HANDLE DIVISION**

Pittsburgh, Pa., July 1, 1926.

**GENERAL ORDER Nos. A-303, B-317, C-305**

**EFFECTIVE 8.30 A. M. SUNDAY, JULY 4, 1926:**

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

On single track, a regular train will be identified by its engine number.

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

A train will obtain from the Signalman the number of the engine on a superior regular train in the same direction it is moving.

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

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

Rule 21 and Special Instruction D 1002, Time Table No. 3, modified accordingly.

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Rule 17a amplified:

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

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That part of General Order No. B-312, C-304, requiring trains to look out for derricks fouling the gauntlet at Bridge No. 56, is annulled.

**D. Y. GEDDES,**  
Superintendent.

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**PENNSYLVANIA RAILROAD SYSTEM**

**PAN HANDLE DIVISION**

Pittsburgh, Pa., July 7, 1926.

**GENERAL ORDER No. A-304, B-318**

Effective 10.00 A. M. Friday, July 9, 1926:

That part of General Order No. B-312, C-304, requiring trains to reduce speed to 10 miles per hour between a point 500 feet east to a point 500 feet west of Bridge No. 10, one mile east of New Cumberland, annulled.

Trains may resume authorized speed over Bridge No. 10, one mile east of New Cumberland. Special Instruction D2002, Time Table No. 3, modified accordingly.

Engines must not be permitted on the following tracks:

Painters Mill track, about 2000 feet west of Point Bridge.

Singer Mill track, about 3000 feet west of Point Bridge.

Special Instruction D2901, Time Table No. 3, modified accordingly.

D. Y. GEDDES,  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PAN HANDLE DIVISION**

Pittsburgh, Pa., July 12, 1926.

**GENERAL ORDER No. B-319**

Effective 9.00 A. M. Wednesday, July 14, 1926:

The semaphore block signal governing westward movement on No. 1 track at east end of Bridge No. 42, Wheeling Junction, changed to signal of position light type.

Trains on tracks 1 and 2 may run at a speed not to exceed thirty (30) miles per hour between a point 250 feet east and a point 250 feet west of Bridge No. 56, one mile west of Reed.

General Order No. B-316 modified accordingly.

D. Y. GEDDES,  
Superintendent.

# PENNSYLVANIA RAILROAD SYSTEM

## PAN HANDLE DIVISION

Pittsburgh, Pa., July 14, 1926.

### GENERAL ORDER Nos. A-305, B-320

Effective Sunday, July 18, 1926, Fairplay and Cadiz Junction will be an "L" stop for train No. 109. Time at Fairplay, 2.37 P. M.

Effective 6.00 A. M. Monday, July 19, 1926, scaffold will be erected over westward No. 105 track the entire length of Duck-under, located 2500 feet west of DU Block Station. The scaffold will only afford clearance of 16 feet from top of rail.

Enginemen and conductors will notify firemen and brakemen. Conductors will check trains closely for cars exceeding this height.

Enginemen will avoid the use of steam and blower as much as possible while passing through Duck-under.

D. Y. GEDDES,  
Superintendent.

# PENNSYLVANIA RAILROAD SYSTEM

## PAN HANDLE DIVISION

Pittsburgh, Pa., July 15, 1926.

### GENERAL ORDER Nos. B-321, C-306

Effective 12.01 A. M. Sunday, July 18th, 1926, all speed restrictions covered by general orders are annulled and the following speed restrictions in effect, in addition to those shown in Special Instructions D-2001, D-2002, D-2003 and D-2004, Time Table No. 3:

	Miles Per Hour
Tracks 1 and 2, between Bridge No. 41 and a point 3000 feet west thereof.....	35
Track No. 2, over Bridge No. 53, about 100 feet east of Reed.....	25
Tracks 1 and 2, between a point 250 feet east and a point 250 feet west of Bridge No. 56, one mile west of Reed .....	30
Track No. 1, over Bridge No. 68, just east of Carmen .....	30
Class N-2s engines, through No. 9 tunnel.....	15
Track No. 1, between Conesville and Bridge No. 104, one mile east of Trinway.....	50

### NEW CUMBERLAND BRANCH

Between east switch of storage track at Mile Post 3 and Zalia.....	15
H-10 engines, between Weirton Junction and East Weirton .....	20

Special Instruction D-2002, Time Table No. 3, modified accordingly.

D. Y. GEDDES,  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PAN HANDLE DIVISION**

Pittsburgh, Pa., July 26, 1926.

**GENERAL ORDER No. B-322**

Effective 10.00 A. M. Tuesday, July 27th, 1926, trains may resume authorized speed on tracks 1 and 2 between a point 250 feet east and a point 250 feet west of Bridge No. 56, one mile west of Reed.

General order No. B-321, C-306, modified accordingly,

**D. Y. GEDDES,**  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PAN HANDLE DIVISION**

Pittsburgh, Pa., July 28, 1926.

**GENERAL ORDER No. A-306**

Effective 6.00 A. M. Sunday, August 1, 1926, scaffold will be erected over eastward No. 106 track the entire length of Duck-under, located 2500 feet west of DU Block Station. The scaffold will only afford clearance of 16 feet from top of rail.

Enginemen and conductors will notify firemen and brakemen. Conductors will check trains closely for cars exceeding this height.

Enginemen will avoid the use of steam and blower as much as possible while passing through Duck-under.

**D. Y. GEDDES,**  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PANHANDLE DIVISION**

Pittsburgh, Pa., July 29, 1926.

**GENERAL ORDER No. B-323**

Effective 6.00 A. M. Sunday, August 1, 1926, trains may resume authorized speed on No. 1 track over Bridge No. 68, just east of Carmen.

General Order B-321, C-306 modified accordingly.

**D. Y. GEDDES,**  
Superintendent.

# PENNSYLVANIA RAILROAD SYSTEM

## PANHANDLE DIVISION

Pittsburgh, Pa., August 3, 1926.

### GENERAL ORDER Nos. B-324, C-307

Effective 6.00 A. M. Thursday, August 5th, 1926, all speed restrictions covered by general orders are annulled and the following speed restrictions in effect, in addition to those shown in Special Instructions D2001, D2002, D2003 and D2004, Time Table No. 3:

	Miles Per Hour
Tracks 1 and 2, between Bridge No. 41 and a point 3000 feet west thereof.....	35
Track No. 2, over Bridge No. 53, about 100 feet east of Reed.....	25
Class N-2s engines, through No. 9 tunnel.....	15
Track No. 1, between west end of No. 9 tunnel and Mile Post 69, located one mile east of Jewett .....	50
Track No. 1, between Mile Post 74, located one mile east of Scio, and Mile Post 76, located one mile west of Scio.....	50
Track No. 2, between Mile Post 112, located at west end of eastward siding Isleta, and Bridge No. 94.....	50
Track No. 1, between Conesville and Mile Post 132, located one-half mile east of Adams Mill	50

### NEW CUMBERLAND BRANCH

Between east switch of storage track at Mile Post 3 and Zalia.....	15
H-10 engines, between Weirton Junction and East Weirton .....	20

Special Instruction D2002, Time Table No. 3, modified accordingly.

Bulletin board and standard clock moved from yard office, Steubenville, to telegraph office, Steubenville.

Special Instructions D201 and D1301, Time Table No. 3, modified accordingly.

D. Y. GEDDES,  
Superintendent.

## PANHANDLE DIVISION

### GENERAL ORDER Nos. A-307, B-325

Pittsburgh, Pa., August 5, 1926.

Effective 6.00 A. M. Saturday, August 7th, 1926, that part of General Order No. A-305, B-320, referring to scaffold erected over westward No. 105 track the entire length of Duck-under, west of DU Block Station, annulled.

Effective August 12th, 1926, Hollidays Cove abandoned as a non-agency passenger and freight station.

Additional stops at this point, shown on page 58, Time Table No. 3, cancelled, except that trains 400 and 321 will stop to exchange mail.

D. Y. GEDDES,  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PANHANDLE DIVISION**

Pittsburgh, Pa., August 9, 1926.

**GENERAL ORDER No. C-308**

Effective 10.00 A. M. Wednesday, August 11th, 1926, trains on No. 2 track must not exceed a speed of fifty (50) miles per hour between Mile Post 100 located 1.8 mile east of Port Washington and Mile Post 98 located just west of Lock 17.

D. Y. GEDDES,  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PANHANDLE DIVISION**

Pittsburgh, Pa., August 18, 1926.

**GENERAL ORDER No. C-309**

Effective 7.00 A. M. Saturday, August 21st, 1926:

Between the hours of 7.00 A. M. and 3.00 P. M., daily except Sunday, trains will look out for derrick fouling No. 1 and 2 tracks between Mile Post 96, about one mile east of Gnadenhutten, and Mile Post 97, just west of Gnadenhutten.

Trains on tracks 1 and 2 must not exceed a speed of ten (10) miles per hour over Bridge No. 94, one mile west of Newcomerstown.

Trains on No. 2 track must not exceed a speed of forty (40) miles per hour between Bridge No. 100 and road crossing west of Mile Post 125, located three miles west of Coshocton.

D. Y. GEDDES,  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PANHANDLE DIVISION**

Pittsburgh, Pa., August 26, 1926.

**GENERAL ORDER No. A-308, B-326**

Effective 9.00 A. M. Monday, August 30, 1926.

Eastward home signal at Corliss changed from semaphore to position light type.

Scaffold over eastward No. 106 track through duck-under west of DU Block Station removed. General Order No. A-306 annulled.

Train No. 108 will catch and discharge mail at Wheeling Junction.

D. Y. GEDDES,  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PANHANDLE DIVISION**

Pittsburgh, Pa., September 1, 1926.

**GENERAL ORDER Nos. B-327, C-310**

Effective 10.00 A. M. Saturday, September 4, 1926:

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Trains may resume authorized speed on No. 2 track over Bridge No. 53, about 100 feet east of Reed.

General Order No. B-324, C-307 modified accordingly.

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That part of General Order No. C-309, requiring trains to look out for derrick fouling No. 1 and No. 2 tracks between Mile Posts 96 and 97, is annulled.

D. Y. GEDDES,  
Superintendent.

**PENNSYLVANIA RAILROAD SYSTEM**

**PANHANDLE DIVISION**

Pittsburgh, Pa., September 3, 1926.

**GENERAL ORDER No. C-311**

Effective 7.00 A. M. Monday, September 6, 1926:

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Between the hours of 7.00 A. M. and 4.00 P. M., daily except Sunday, trains will look out for derrick fouling No. 1 and No. 2 tracks between switch at west end of eastward siding DG and Mile Post 106, located two miles east of Newcomerstown.

D. Y. GEDDES,  
Superintendent.

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**PENNSYLVANIA RAILROAD SYSTEM**

**PANHANDLE DIVISION**

Pittsburgh, Pa., September 14, 1926.

**GENERAL ORDER Nos. B-328, C-313**

Effective 9.30 A. M. Friday, September 17, 1926:

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Position light type distant signal located 6000 feet east of WV Block Station governing westward movement on No. 1 track abandoned and new position light type distant signal located on bridge 100 feet west of present location, in service.

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SJ Block Station moved to a point just east of present location and interlocking abandoned.

Westward distant and home signals governing movement from westward siding abandoned.

Dwarf signal governing reverse movement on No. 1 track abandoned.

Present home signal governing westward movement on No. 1 track changed to Figure 5, Rule 275.

Hand operated switch in service governing movement from westward siding to No. 1 track equipped with facing point lock, operated by separate lever, which operates the derail. Trainmen using this switch must see that lock lever is left in locked position.

D. Y. GEDDES,  
Superintendent.

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**PENNSYLVANIA RAILROAD SYSTEM**

**PANHANDLE DIVISION**

Pittsburgh, Pa., September 13, 1926.

**GENERAL ORDER No. C-312**

Effective 7.00 A. M. Thursday, September 16th, 1926:

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Between the hours of 7.00 A. M. and 7.00 P. M., daily except Sunday, trains will look out for derrick fouling No. 1 and No. 2 tracks at west end of Bridge No. 94, one mile west of Newcomerstown.

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Between the hours of 7.00 A. M. and 5.30 P. M., daily except Sunday, trains will look out for derrick fouling No. 2 track at Bridge No. 102, one-half mile east of Conesville.

D. Y. GEDDES,  
Superintendent.

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