

# **THE PENNSYLVANIA RAILROAD**

**CENTRAL REGION**

**EASTERN OHIO**

---

## **PANHANDLE DIVISION**

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### **Time-Table No. 14**

**In effect 12.01 A. M., Sunday, April 30, 1950**

---

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

---

**EASTERN STANDARD TIME**

---

**W. W. PATCHELL,**  
General Manager.

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

**J. B. JONES,**  
General Superintendent.

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

**B. W. TYLER,**  
Superintendent.

# WHAT IS A PATRON

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

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

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

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

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

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

Original timetable from the collection of Rob Schoenberg

scanned by Rob Schoenberg -- r08sch@gmail.com

<http://PRR.Railfan.net>

2024

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

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

## Interlockings—Remote controlled as follows:

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



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

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

**Block-Limit stations controlled as follows:**

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

**Block Station—Remote controlled as follows:**

Block Station	Controlled by
<b>LD</b>	Carnegie

**Interlockings—Remote controlled as follows:**

Interlocking	Controlled by
<b>KY</b>	Carnegie

**B & M BRANCH**

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bridgeville	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				<b>BRIDGEVILLE</b> .....				
				<b>SYGAN</b> .....	1.6			
				<b>MORGAN</b> .....	2.5			
				<b>TREVESKYN</b> .....	3.1			35
				<b>GLADDEN</b> .....	4.4			
				<b>END OF BRANCH</b> .....	4.9			

**NOTE—The direction from End of Branch to Bridgeville is eastward.**



## BURGETTS BRANCH

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

NOTE—X indicates in service continuously.

◆ indicates Block-Limit Station for eastward trains only.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
CN	Burgetts

## WHEELING BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Mile Post 0	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		WEIRTON JCT				
				EAST STEUBENVILLE	1.6			
				LOWER FERRY	2.3			
				FOLLANSBEE	4.1			22
			X	FA	4.2			
				LAZEARVILLE	6.7			56
				WELLSBURG	7.6			
				BROOK	8.6			
				BEECH BOTTOM	12.2			93
			X	KR	14.6			
				SHORT CREEK	15.1			54
				EAST WARWOOD	19.4			
				WARWOOD	20.0			
			X	WD	23.9			
				WHEELING	24.0			13
			X	UN	24.1			
X	X	X		ZANE	25.2			
				BENWOOD } (Yard Tracks)	26.5			

NOTE—X indicates in service continuously.

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

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
FA KR WD UN	Zane

# RIVER BRANCH POWHATAN SECONDARY TRACK

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

NOTE—X indicates in service continuously.

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

♦ indicates Block-Limit Station for eastward trains only.

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

Block-Limit stations controlled as follows:

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

# TERMINAL BRANCH

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

NOTE—X indicates in service continuously.

The direction from Zane to Ohio Jct. is eastward.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
WT NY	Zane

## NEW CUMBERLAND BRANCH

### NEW CUMBERLAND SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Mile Post 0	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				KOBUTA (Industrial Track)	34.4			

			X	CHESTER	21.7			29
				HS ▲	21.7			
				FIRST STREET	20.7			
			X	NEWELL	19.2			23
				N	19.2			
				KENILWORTH	17.2			
			X	CONGO	16.6			
				NG	16.6			
				ARROYO	13.6			
				BROWNSDALE	12.2			
				COWL	11.4			
			X	MOSCOW	11.2			
				KI	11.1			
				GLOBE	10.4			
				NEW CUMBERLAND	7.6			
			X	TENBURY	7.1			
				CU	7.1			
				EAST TORONTO	5.0			
				KINGS CREEK	4.1			
			X	EAST WEIRTON	2.0			
				WN	1.8			

			X	WN	1.8			
			X	WEIRTON	1.3			
				CY ♦	0.3			
X	X	X		WEIRTON JCT.				

NOTE—X indicates in service continuously.

▲ indicates Block-Limit Station for westward trains only.

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

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

The direction from Weirton Jct. to WN is eastward.

Block-Limit stations controlled as follows:

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

<b>ZANESVILLE BRANCH</b> <b>ZANESVILLE SECONDARY TRACK</b> <b>MORROW SECONDARY TRACK</b>									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS		Distance from Mile Post 0	Sidings Assigned Direction. Car Capacity 50 ft. cars		
							West	East	Both
			X	TRINWAY	Zanesville Secondary Track	0.3			
				RY ▲		0.8	34	29	
				DRESDEN		2.1			
				ROCK CUT		6.9			
				ELLIS		8.5			32
				GILBERT		10.4			
		X		ZANESVILLE		16.5		18	34
				OHIO CANAL DRAW-BD'GE	Zanesville Branch	16.6			
				PUTNAM		17.2			75
				FAIR OAKS		18.1			
			X	SPANGLER		18.7			
				AR		18.7			
				SO. ZANESVILLE		19.4			
				DARLINGTON		21.2			
			X	FULTONHAM SPUR		22.6			
				FS		22.7			
				ROSEVILLE		26.9			99
			X	CROOKSVILLE		29.7			78
			X	CS		29.7			
				McLUNEY		32.2			
			X	GOSTON		34.8			32
			X	NA		35.1			
		X		WILBREN		36.1			
				NEW LEXINGTON		38.3	50	27	
			X	JUNCTION CITY		42.8	74	64	
			X	JU		43.1			
				FLAGDALE		45.9			
		X		BREMEN		49.9			38
			X	NORTH BERNE	Morrow Secondary Track	54.0			21
				WR		58.7			
				LANCASTER		59.7			
				DEL MOUNT		64.6			
				AMANDA		68.8			32
			X	STOUTSVILLE		74.2			28
				SV		74.2			
X	X	X		CIRCLEVILLE		81.1			
				KINDERHOOK		87.5			32
				WILLIAMSPORT		90.1			16
			X	ATLANTA		94.1			20
				WF		94.1			
				NEW HOLLAND		97.7			12
				JOHNSON		101.5			
			X	KINGFRED		102.3			21
				G		107.2			
X	X			WASHINGTON C.H.		107.7	41	20	
			X	JASPER		112.2			
				SR		118.4			
X	X			SABINA		118.7			20
				REESVILLE		121.0			
			X	MELVIN		123.2			28
				CS		129.5			
				WILMINGTON		129.5			27
				OGDEN		134.3			
				CLARKSVILLE		138.7			21
				HICKS		144.1			
			X	MS ♦		148.6			22
		X		MORROW (Cinti Div.)		148.9			

**NOTE—X** indicates in service continuously.

▲ indicates Block-Limit Station for westward trains only.

♦ indicates Block-Limit Station for eastward trains only.

The direction from New Lexington to Zanesville is eastward.

Block-Limit stations controlled as follows:

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

### No. 27 SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Corliss	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X X	X X	X X	-----	CORLISS (Main Line).....	1.3			
			-----	ESPLEN (Scully Branch).....				

NOTE—X indicates in service continuously.

### WAYNESBURG SECONDARY TRACK

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

### WESTLAND SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Houston	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
B	B	B	-----	HOUSTON (Chartiers Branch).....	1.0 5.0			
			-----	PALANKA JCT.....				
			-----	WESTLAND.....				

NOTE—B indicates in service part-time.

## PALANKA SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Palanka Jct.	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				PALANKA JCT. (Westland Secondary Track)				
				PALANKA	2.7			

## CHERRY VALLEY SECONDARY TRACK

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

## ATLASBURG SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from CN	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
			X	CN ♦ (Burgetts Branch)				
				LANGELOTH JCT.	2.0			
				ATLASBURG	4.2			

NOTE—X indicates in service continuously.

♦ indicates Block-Limit Station for eastward trains on Burgetts Branch only.

## STUDA SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Langeloth	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				LANGELOTH JCT. (Atlasburg Secondary Track)	1.4			
				STUDA	6.3			

### CADIZ SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cadiz Jct.	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				CADIZ JCT. (Main Line).....				
				NARVA.....	3.7			
				LANDO.....	6.8			
				RYEGATE.....	7.3			
				CADIZ.....	7.9			

### FULTONHAM SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Fultonham Spur	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				FULTONHAM SPUR (Zanesville Branch).....				
				FULTONHAM.....	3.1			

### ROSEVILLE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Roseville	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
				ROSEVILLE (Zanesville Br.).....				
				ROSEHILL MINE.....	2.1			

## PITTSBURGH TO NEWARK

STATIONS	FIRST CLASS			
	●31	◇41	◇65	
	DAILY	DAILY	DAILY	
Leave	A.M.	A.M.	A.M.	
PITTSBURGH (Pgh. Div.) #	1.24	# 1.55	# 2.41	
FOURTH AVE.				
MONON	1.28	1.59	2.45	
SMITHFIELD ST.				
POINT BRIDGE				
CORLISS	1.34	2.05	2.51	
INGRAM				
CRAFTON				
IDLEWOOD				
ROSSLYN				
CARNEGIE	1.40	2.11	2.57	
CH	1.42	2.13	2.59	
FORT PITT				
WALKERS MILL				
RENNERDALE				
GREGG				
OAKDALE				
NOBLESTOWN				
STURGEON				
LAUREL HILL	1.54	2.25	3.11	
MCDONALD				
PRIMROSE				
MIDWAY				
BULGER	2.01	2.32	3.18	
RACCOON				
BURGETTS	2.05	2.36	3.22	
CENTER AVE. (Burgetts Br.)				
BURGETTSTOWN				
BERTHA				
HANLIN				
COLLIER				
CO	2.19	2.50	3.36	
WEIRTON JOT	2.26	2.57	3.43	
STEUBENVILLE				
MINGO JOT	2.34	3.05	3.51	
ACRE	2.47	3.18	4.05	
BROADACRE				
UNIONPORT				
CADIZ JOT	2.56	3.28	4.14	
JEWETT				
OUSTER	3.02	3.34	4.20	
SOIO	3.06	3.38	4.24	
BOWERSTON				
DYKE	3.20	3.52	4.38	
DENNISON			\$ 4.43	
UHRICHSVILLE	3.24	3.56	4.45	
GNADENHUTTEN				
PORT WASHINGTON				
NEWCOMERSTOWN	3.40	4.12	5.01	
ISLETA	3.44	4.16	5.05	
WEST LAFAYETTE				
MORGAN RUN	3.50	4.22	5.11	
COSSHOTON				
TYNDALL	4.00	4.32	5.21	
TRINWAY	4.08	4.40	5.29	
FRAZEYSBURG				
BRICKER	4.14	4.46	5.35	
BLACK RUN				
HANOVER				
LICKING	4.25	4.57	5.46	
NEWARK	{ C. & N. Div.	4.29	5.02	\$ 5.53
EAST COLUMBUS		5.05	5.37	6.28
COLUMBUS (Cols. Div.)	\$	5.15	\$ 5.47	\$ 6.38
Arrive	A.M.	A.M.	A.M.	
	31	41	65	



## FIRST CLASS

	03	67	806	11	
	DAILY	DAILY	DAILY EX. SUN.	DAILY	
	A. M.	A. M.	A. M.	A. M.	
	# 4.06	\$ 4.55	\$ 7.15	\$ 9.45	
	4.10	4.59	\$ 7.18 7.19	9.49	
	4.16	5.05		9.55	
	4.22	5.11		10.01	
	4.24	5.13		10.03	
	4.36	5.25		10.15	
	4.43	5.32		10.22	
	4.47	5.36		10.26	
	5.01	5.50		10.40	
	5.08	6.02		10.47	
		F 6.08		\$ 10.55	
	5.16	6.14		11.02	
	5.30	6.28		11.15	
	5.40	6.38		11.25	
	5.46	6.43		11.31	
	5.50	6.47		11.35	
	6.04	7.01		11.49	
		F 7.06		\$ 11.58	
	6.08	7.09		12.01	
	6.24	F 7.27		12.18	
	6.28	7.31		12.22	
	6.34	7.37		12.28	
		S 7.43			
	6.44	7.49		12.40	
	6.52	S 7.59		12.49	
	6.58	8.06		12.55	
	7.09	8.17		1.07	
	\$ 7.16	\$ 8.25		\$ 1.20	
	7.50	9.00		1.55	
	\$ 8.00	\$ 9.10		\$ 2.05	
	A. M.	A. M.	A. M.	P. M.	
	3	67	806	11	

## PITTSBURGH TO NEWARK

STATIONS	FIRST CLASS			
	205	13	713	
	DAILY	DAILY	±DAILY EX. SUN.	
	A. M.	P. M.	P. M.	
Leave				
PITTSBURGH (Pgh. Div.)	\$ 10.05	\$ 1.40	\$ 2.30	
FOURTH AVE.			\$ 2.33	
MONON	10.09	1.44	2.34	
SMITHFIELD ST.			\$ 2.36	
POINT BRIDGE				
CORLISS	10.15	1.50	\$ 2.42	
INGRAM			\$ 2.45	
CRAFTON			\$ 2.47	
IDLEWOOD			\$ 2.49	
ROSSLYN			\$ 2.52	
CARNEGIE	10.21	1.56	\$ 2.55	
CH.	10.23	1.58	2.57	
FORT PITT			F 2.59	
WALKERS MILL			\$ 3.01	
RENNERDALE			\$ 3.04	
GREGG			\$ 3.08	
OAKDALE			\$ 3.13	
NOBLESTOWN			\$ 3.16	
STURGEON			\$ 3.20	
LAUREL HILL	10.35	2.10	3.22	
MCDONALD			\$ 3.27	
PRIMROSE			\$ 3.30	
MIDWAY			\$ 3.35	
BULGER	10.41	2.17	\$ 3.39	
RACCOON			\$ 3.42	
BURGETTS	10.46	2.21	3.45	
CENTER AVE. (Burgetts Br.)			\$ 3.48	
BURGETTSTOWN				
BERTHA	F 10.51			
HANLIN	F 10.55			
COLLIER				
CO.	11.02	2.35	Will Not	
WEIRTON JCT.	11.09	2.42	Run	
STEUBENVILLE	\$ 11.20	\$ 2.50	May 30,	
MINGO JCT.	11.26	C 2.56	July 4,	
ACRE	11.40	3.11	Sept. 4.	
BROADACRE				
UNIONPORT				
CADIZ JCT.	11.50	3.20		
JEWETT	\$ 11.56			
OUSTER	11.59	3.26		
SOIO	12.03	3.30		
BOWERSTON				
DYKE	12.17	3.44		
DENNISON	\$ 12.26	\$ 3.52		
UHRICHSVILLE	12.29	3.55		
GNADENHUTTEN				
PORT WASHINGTON				
NEWOOMERSTOWN	\$ 12.47	4.11		
ISLETA	12.52	4.15		
WEST LAFAYETTE				
MORGAN RUN	12.58	4.21		
OOSHOOTON	\$ 1.06	\$ 4.30		
TYNDALL	1.12	4.36		
TRINWAY	\$ 1.23	\$ 4.48		
FRAZEYSBURG				
BRICKER	1.31	4.55		
BLACK RUN				
HANOVER				
LICKING	1.44	5.07		
NEWARK	{ O. & N. Div.	\$ 1.55	\$ 5.20	
EAST COLUMBUS		2.30	5.55	
COLUMBUS (Cols. Div.)		\$ 2.40	\$ 6.05	
Arrive				
	P. M.	P. M.	P. M.	
	205	13	713	

[illegible]

## PITTSBURGH TO NEWARK

STATIONS	FIRST CLASS			
	765	27	033	
	‡DAILY EX. SUN.	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
PITTSBURGH (Pgh. Div.)	\$ 4.52	\$ 5.30	\$ 9.23	
FOURTH AVE.	\$ 4.55			
MONON	4.56	5.34	9.27	
SMITHFIELD ST.	\$ 4.57			
POINT BRIDGE				
CORLISS	\$ 5.05	5.40	9.33	
INGRAM	\$ 5.08			
CRAFTON	\$ 5.11			
IDLEWOOD	\$ 5.13			
ROSSLYN	\$ 5.16			
CARNEGIE	\$ 5.20	5.46	9.39	
CH		5.48	9.41	
FORT PITT				
WALKERS MILL				
RENNERDALE				
GREGG				
OAKDALE				
NOBLESTOWN				
STURGEON				
LAUREL HILL		6.00	9.53	
MCDONALD				
PRIMROSE				
MIDWAY				
BULGER		6.07	10.00	
RACCOON				
BURGETTS		6.11	10.04	
CENTER AVE (Burgetts Br.)				
BURGETTSTOWN				
BERTHA				
HANLIN				
COLLIER				
CO	Will Not	6.25	10.18	
WEIRTON JOT	Run	6.32	10.25	
STEBENVILLE	May 30,	\$ 6.40	V 10.30	
MINGO JOT	July 4,	6.47	10.36	
ACRE	Sept. 4.	7.01	10.49	
BROADACRE				
UNIONPORT				
CADIZ JOT		7.11	10.58	
JEWETT				
OUSTER		7.17	11.04	
SCIO		\$ 7.23	11.08	
BOWERSTON				
DYKE		7.39	11.22	
DENNISON		\$ 7.50		
UHRICHSVILLE		7.53	11.26	
GNADENHUTTEN				
PORT WASHINGTON				
NEWCOMERSTOWN		\$ 8.10	11.42	
ISLETA		8.15	11.46	
WEST LAFAYETTE				
MORGAN RUN		8.21	11.52	
OOSHOTON		\$ 8.30		
TYNDALL		8.36	12.02	
TRINWAY		8.45	12.10	
FRAZEYSBURG				
BRICKER		8.52	12.16	
BLACK RUN				
HANOVER				
LICKING		9.04	12.28	
NEWARK	{ C. & N.	\$ 9.15	12.33	
EAST COLUMBUS	{ Div.	9.50	1.05	
COLUMBUS (Cols. Div.)		\$ 10.00	\$ 1.15	
Arrive	P. M.	P. M.	A. M.	
	765	27	33	

## FIRST CLASS

	<b>203</b>				
	DAILY				
	P. M.				
	<b>\$ 11.00</b>				
	<b>11.04</b>				
	<b>11.11</b>				
	<b>11.17</b>				
	<b>11.19</b>				
	<b>11.32</b>				
	<b>11.39</b>				
	<b>11.43</b>				
	<b>11.57</b>				
	<b>12.04</b>				
	<b>\$ 12.20</b>				
	<b>12.26</b>				
	<b>12.41</b>				
	<b>12.51</b>				
	<b>12.57</b>				
	<b>1.01</b>				
	<b>1.16</b>				
	<b>\$ 1.27</b>				
	<b>1.30</b>				
	<b>1.46</b>				
	<b>1.50</b>				
	<b>1.56</b>				
	<b>\$ 2.05</b>				
	<b>2.14</b>				
	<b>2.23</b>				
	<b>2.29</b>				
	<b>2.42</b>				
	<b>\$ 3.00</b>				
	<b>3.35</b>				
	<b>\$ 3.45</b>				
	A. M.				
	<b>203</b>				

## NEWARK TO PITTSBURGH

STATIONS	FIRST CLASS			
	712	202	807	
	A. M.	A. M.	A. M.	
PITTSBURGH (Pgh. Div.)	\$ 6.30	\$ 7.00	\$ 7.05	
FOURTH AVE.	D 6.27		D 7.03	
MONON	6.24	6.50	7.00	
SMITHFIELD ST.	\$ 6.23			
POINT BRIDGE	\$ 6.21			
COOLISS	\$ 6.17	6.44		
INGRAM	\$ 6.14			
CRAFTON	\$ 6.11			
IDLEWOOD	\$ 6.08			
ROSSLYN	\$ 6.05			
CARNEGIE	\$ 6.03	6.36		
CH	5.59	6.34		
FORT PITT	\$ 5.58			
WALKERS MILL	\$ 5.56			
RENNERDALE	\$ 5.54			
GREGG	\$ 5.51			
OAKDALE	\$ 5.48			
NOBLESTOWN	\$ 5.45			
STURGEON	\$ 5.42			
LAUREL HILL	5.39	6.22		
McDONALD	\$ 5.38			
PRIMROSE	\$ 5.35			
MIDWAY	\$ 5.32			
BULGER	\$ 5.28	6.15		
RACCOON	\$ 5.24			
BURGETTS	5.21	6.10		
CENTER AVE. (Burgetts Br.)	\$ 5.18			
BURGETTSTOWN				
BERTHA				
HANLIN				
COLLIER				
CO	Will Not	5.56		
WEIRTON JOT	Run	5.49		
STEUBENVILLE	May 30,	\$ 5.45		
MINGO JOT	July 4,	5.29		
ACRE	Sept. 4.	5.15		
BROADACRE				
UNIONPORT				
CADIZ JOT		5.05		
JEWETT				
CUSTER		4.59		
SOIO		4.54		
BOWERSTON				
DYKE		4.38		
DENNISON		\$ 4.35		
UHRICHSVILLE		4.25		
GNADENHUTTEN				
PORT WASHINGTON				
NEWCOMERSTOWN		4.08		
ISLETA		4.03		
WEST LAFAYETTE				
MORGAN RUN		3.57		
COSHOCOTON				
TYNDALL		3.46		
TRINWAY		3.38		
FRAZEYSBURG				
BRICKER		3.32		
BLACK RUN				
HANOVER				
LICKING		3.20		
NEWARK	O. & N.	\$ 3.15		
EAST COLUMBUS	Div.	2.40		
COLUMBUS (Cols. Div.)		\$ 2.25		
Leave	A. M.	A. M.	A. M.	
	±DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SUN.	
	712	202	807	



## NEWARK TO PITTSBURGH

STATIONS	FIRST CLASS			
	716	32	26	
	A. M.	A. M.	A. M.	
PITTSBURGH (Pgh. Div.)	\$ 7.45	\$ 7.50	\$ 9.25	
FOURTH AVE	D 7.42			
MONON	7.39	7.43	9.19	
SMITHFIELD ST.	\$ 7.38			
POINT BRIDGE				
CORLISS	\$ 7.32	7.36	9.12	
INGRAM	\$ 7.29			
CRAFTON	\$ 7.26			
IDLEWOOD	\$ 7.23			
ROSSLYN	\$ 7.20			
CARNEGIE	\$ 7.18	7.29	\$ 9.02	
CH.	7.14	7.27	8.58	
FORT PITT				
WALKERS MILL	\$ 7.10			
RENNERDALE	\$ 7.08			
GREGG	A 7.05			
OAKDALE	\$ 7.02		\$ 8.47	
NOBLESTOWN	\$ 6.58			
STURGEON	\$ 6.54			
LAUREL HILL	6.52	7.15	8.42	
McDONALD	\$ 6.51		\$ 8.41	
PRIMROSE	F 6.48			
MIDWAY	\$ 6.45			
BULGER	\$ 6.40	7.08	8.32	
RACCOON	\$ 6.36			
BURGETTS	6.33	7.03	8.27	
CENTER AVE. (Burgetts Br.)	\$ 6.30			
BURGETTSTOWN			\$ 8.25	
BERTHA			\$ 8.19	
HANLIN			\$ 8.14	
COLLIER			\$ 8.08	
CO.	Will Not	6.48	8.06	
WEIRTON JCT.	Run	6.41	7.59	
STEBENVILLE	May 30,	\$ 6.37	\$ 7.55	
MINGO JCT.	July 4,	6.26	\$ 7.38	
ACRE	Sept. 4.	6.12	7.22	
BROADACRE			F 7.21	
UNIONPORT			F 7.14	
CADIZ JCT.		6.02	7.08	
JEWETT			\$ 7.02	
OUSTER		5.56	6.58	
SOIO		5.52	\$ 6.53	
BOWERSTON			F 6.45	
DYKE		5.38	6.34	
DENNISON			\$ 6.31	
UHRICHSVILLE		5.34	6.18	
GNADENHUTTEN			F\$ 6.12	
PORT WASHINGTON			F\$ 6.06	
NEWOOMERSTOWN		5.16	\$ 5.59	
ISLETA		5.12	\$ 5.51	
WEST LAFAYETTE			\$ 5.46	
MORGAN RUN		5.06	5.42	
COSHOOTON			\$ 5.36	
TYNDALL		4.55	5.22	
TRINWAY		4.46	5.13	
FRAZEYSBURG			\$ 5.05	
BRICKER		4.40	5.00	
BLACK RUN				
HANOVER			\$ 4.52	
LICKING		4.27	4.45	
NEWARK	{ O. & N. Div.	\$ 4.22	\$ 4.40	
EAST COLUMBUS		3.50	3.40	
COLUMBUS (Cols. Div.)		\$ 3.35	\$ 3.25	
Leave	A. M.	A. M.	A. M.	
	±DAILY EX. SUN.	DAILY	DAILY	
	●716	◇32	26	



## FIRST CLASS

	6	12	815		
	P. M.	P. M.	P. M.		
	\$ 12.05	\$ 4.45	\$ 6.40		
			D 6.38		
	12.00	4.40	6.35		
	11.54	4.34			
	11.48	E 4.27			
	11.46	4.24			
	11.35	4.13			
	11.28	4.06			
	11.24	4.01			
	11.10	3.47			
	11.03	3.40			
	\$ 10.59	\$ 3.36			
	10.52	3.22			
	10.39	3.09			
	10.30	3.00			
	10.24	2.54			
	10.20	2.50			
	10.06	2.36			
	\$ 10.03	\$ 2.33			
	9.56	2.25			
	9.40	\$ 2.08			
	9.36	2.02			
	9.30	1.56			
	\$ 9.24	\$ 1.50			
	9.16	1.41			
	9.08	1.33			
		\$ 1.26			
	9.02	1.22			
	8.50	1.10			
	\$ 8.45	\$ 1.05			
	8.15	12.32			
	\$ 8.00	\$ 12.20			
	A. M.	P. M.	P. M.		
	DAILY	DAILY	DAILY		
	06	12	815		

## NEWARK TO PITTSBURGH

STATIONS	FIRST CLASS			
	204	66	4	
	P. M.	P. M.	P. M.	
Arrive				
PITTSBURGH (Pgh. Div.)	\$ 8.30	\$ 10.00	D 10.33	
FOURTH AVE				
MONON	8.25	9.55	10.28	
SMITHFIELD ST.				
POINT BRIDGE				
CORLISS	8.19	9.49	10.22	
INGRAM				
CRAFTON				
IDLEWOOD				
ROSSLYN				
CARNEGIE	8.12	9.42	10.15	
CH.	8.10	9.40	10.13	
FORT PITT				
WALKERS MILL				
RENNERDALE				
GREGG				
OAKDALE				
NOBLESTOWN				
STURGEON				
LAUREL HILL	7.59	9.29	10.02	
McDONALD				
PRIMROSE				
MIDWAY				
BULGER	7.52	9.22	9.55	
RACCOON				
BURGETTS	7.47	9.18	9.51	
CENTER AVE. (Burgetts, Br.)				
BURGETTSTOWN				
BERTHA				
HANLIN				
COLLIER				
CO.	7.33	9.04	9.37	
WEIRTON JOT	7.26	8.56	9.30	
STEUBENVILLE	\$ 7.22	\$ 8.46		
MINGO JOT	7.07	8.39	9.22	
ACRE	6.54	8.26	9.09	
BROADACRE				
UNIONPORT				
OADIZ JOT	6.44	8.17	8.59	
JEWETT				
OUSTER	6.38	8.11	8.53	
SOLO	\$ 6.33	8.07	8.49	
BOWERSTON				
DYKE	6.17	7.53	8.35	
DENNISON	\$ 6.14	\$ 7.50		
UHRICHSVILLE	6.05	7.45	8.31	
GNADENHUTTEN				
PORT WASHINGTON				
NEWOOMERSTOWN	\$ 5.48	7.29	8.15	
ISLETA	5.41	7.25	8.11	
WEST LAFAYETTE				
MORGAN RUN	5.35	7.19	8.05	
OOSHOOTON	\$ 5.29	\$ 7.13		
TYNDALL	5.19	7.05	7.55	
TRINWAY	\$ 5.09	F 6.55	7.47	
FRAZEYSBURG				
BRICKER	4.59	6.46	7.41	
BLACK RUN				
HANOVER				
LICKING	4.47	6.35	7.30	
NEWARK { O. & N.	\$ 4.42	\$ 6.30	7.25	
EAST COLUMBUS { Div.	4.06	5.57	6.55	
COLUMBUS (Cols. Div.)	\$ 3.50	# 5.45	# 6.43	
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	◇204	66	◇4	

## FIRST CLASS

	40	30	64		
	P. M.	A. M.	A. M.		
	\$ 11.47	\$ 1.15	\$ 1.39		
	11.42	1.10	1.34		
	11.36	1.04	1.27		
	11.29	12.56	1.20		
	11.27	12.54	1.18		
	11.16	12.43	1.07		
	11.09	12.36	1.00		
	11.05	12.31	12.55		
	10.51	12.17	12.41		
	10.44	12.10	12.34		
	\$ 10.40		T 12.30		
	10.34	12.03	12.23		
	10.21	11.49	12.10		
	10.12	11.40	12.01		
	10.06	11.34	11.55		
	10.02	11.30	11.51		
	9.48	11.16	11.37		
	9.44	11.12	11.33		
	9.28	10.56	11.17		
	9.24	10.52	11.13		
	9.18	10.46	11.07		
	9.08	10.36	G 11.02		
	9.00	10.28	10.55		
			10.47		
	8.54	10.22	10.41		
	8.43	10.11	10.30		
	\$ 8.38	\$ 10.06	\$ 10.25		
	8.08	9.36	9.55		
	\$ 7.58	# 9.25	# 9.40		
	P. M.	P. M.	P. M.		
	DAILY	DAILY	DAILY		
	◇40	●30	◇64		

## CHARTIERS BRANCH—WESTWARD

STATIONS	FIRST CLASS			
	●763 ‡DAILY EX. SAT. & SUN.	765 ‡DAILY EX. SUN.		
	Leave P. M.	P. M.		
PITTSBURGH (Pgh. Div.)	\$ 4.25	\$ 4.52		
	Will Not Run May 30, July 4, Sept. 4.	Will Not Run May 30, July 4, Sept. 4.		
CARNEGIE	\$ 4.45	\$ 5.20		
KY.	4.46	5.21		
GLENN		\$ 5.23		
WOODVILLE		\$ 5.25		
BOWER HILL		\$ 5.27		
KIRWAN		F 5.29		
BRIDGEVILLE	\$ 4.51	\$ 5.35		
MAYVIEW		\$ 5.42		
BOYCE		F 5.45		
HILLS		\$ 5.48		
MORGANZA		\$ 5.55		
RICHFOL		\$ 5.57		
CANONSBURG	\$ 5.09	\$ 6.06		
HOUSTON	\$ 5.12	\$ 6.09		
SHINGISS		F 6.10		
MEADOW LANDS	5.16	\$ 6.15		
ARDEN		F 6.18		
TYLERDALE	\$ 5.23	\$ 6.22		
CHESTNUT ST.	\$ 5.26	\$ 6.27		
WASHINGTON	\$ 5.30	\$ 6.30		
Arrive	P. M.	P. M.		
	763	765		

## CHARTIERS BRANCH—EASTWARD

STATIONS	FIRST CLASS			
	760	762		
	Arrive A. M.	A. M.		
PITTSBURGH (Pgh. Div.)	\$ 7.15	\$ 7.35		
	Will Not Run May 30, July 4, Sept. 4.	Will Not Run May 30, July 4, Sept. 4.		
CARNEGIE	\$ 6.50	\$ 7.10		
KY.	6.45	7.08		
GLENN	\$ 6.43			
WOODVILLE	F 6.41			
BOWER HILL	\$ 6.39			
KIRWAN	\$ 6.37			
BRIDGEVILLE	\$ 6.35	\$ 7.03		
MAYVIEW	\$ 6.28			
BOYCE	\$ 6.24			
HILLS	\$ 6.22			
MORGANZA	\$ 6.15			
RICHFOL	F 6.12			
CANONSBURG	\$ 6.10	\$ 6.47		
HOUSTON	\$ 6.04	\$ 6.44		
SHINGISS	F 6.01			
MEADOW LANDS	\$ 5.58	6.40		
ARDEN				
TYLERDALE	\$ 5.50			
CHESTNUT ST.	\$ 5.48	\$ 6.33		
WASHINGTON	\$ 5.45	\$ 6.30		
Leave	A. M.	A. M.		
	‡DAILY EX. SUN.	‡DAILY EX. SAT. & SUN.		
	760	●762		

# WHEELING BRANCH—WESTWARD

27

STATIONS	FIRST CLASS			
	701			
	DAILY			
	A. M.			
Leave				
WEIRTON JCT.....	S 6.20			
EAST STEUBENVILLE.....	S 6.25			
LOWER FERRY.....				
FOLLANSBEE.....	S 6.33			
LAZEARVILLE.....				
WELLSBURG.....	S 6.46			
BEECH BOTTOM.....				
SHORT CREEK.....	7.00			
EAST WARWOOD.....				
WARWOOD.....	B 7.09			
WHEELING.....	S 7.20			
ZANE.....				
BENWOOD.....				
Arrive	A. M.			
	701			

# ZANESVILLE BRANCH—WESTWARD

STATIONS	FIRST CLASS			
	637			
	N. Y. C.			
	DAILY			
Leave	P. M.			
NEW LEXINGTON.....	S 8.23			
JUNCTION CITY.....	S 8.32			
FLAGDALE.....				
BREMEN.....	S 8.43			
Arrive	P. M.			
	637			

WHEELING BRANCH—EASTWARD

STATIONS	FIRST CLASS			
	7 0 2			
	P. M.			
WEIRTON JCT.....	\$ 8.40			
EAST STEUBENVILLE.....	\$ 8.35			
LOWER FERRY.....				
FOLLANSBEE.....	8.31			
LAZEARVILLE.....				
WELLSBURG.....	\$ 8.23			
BEECH BOTTOM.....				
SHORT CREEK.....	8.09			
EAST WARWOOD.....				
WARWOOD.....				
WHEELING.....	\$ 7.55			
ZANE.....				
BENWOOD.....				
Leave	P. M.			
	DAILY			
	7 0 2			

ZANESVILLE BRANCH—EASTWARD

STATIONS	FIRST CLASS			
	6 2 6			
	P. M.			
NEW LEXINGTON.....	\$ 5.40			
JUNCTION CITY.....	\$ 5.28			
FLAGDALE.....				
BREMEN.....	\$ 5.17			
Leave	P. M.			
	DAILY			
	N. Y. C.			
	6 2 6			

**HIGHWAY BUS SERVICE  
BETWEEN TRINWAY AND ZANESVILLE  
TO CONNECT WITH THE FOLLOWING TRAINS:**

**WESTWARD**

STATIONS	67	13		
	204			
	DAILY	DAILY		
	A. M.	P. M.		
LEAVE TRINWAY.....	8.10	5.15		
LEAVE DRESDEN.....	8.18	5.23		
ARRIVE ZANESVILLE.....	8.50	5.55		

**EASTWARD**

STATIONS	67	13		
	204			
	DAILY	DAILY		
	A. M.	P. M.		
ARRIVE TRINWAY.....	7.40	4.30		
LEAVE DRESDEN.....	7.32	4.22		
LEAVE ZANESVILLE.....	7.00	3.50		

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

**FREIGHT SERVICE  
BETWEEN WAYNESBURG AND WASHINGTON**

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

STATIONS	EASTWARD	WESTWARD
	Mon. & Thurs. Only	Mon. & Thurs. Only
	A. M.	P. M.
WAYNESBURG.....	Lv. 7.55	Ar. 3.15
WEST UNION.....	9.00	2.05
BAKER.....	10.00	1.05
SUMMIT SIDING.....	10.45	12.25
WASHINGTON.....	Ar. 11.15	Lv. 11.35
	A. M.	A. M.

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

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

## TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Pittsburgh	Continuously	Continuously	Continuously
Fourth Ave.*	7.15 AM to 5.30 PM	Closed	Closed
Corliss*	6.00 AM to 3.00 PM	Closed	Closed
Crafton*	6.00 AM to 3.00 PM	Closed	Closed
Carnegie*	5.45 AM to 5.00 PM	8.30 AM to 5.30 PM	Closed
Oakdale*	5.30 AM to 2.30 PM	Closed	Closed
McDonald*	5.00 AM to 3.00 PM	Closed	Closed
Midway*	5.00 AM to 9.00 AM	Closed	Closed
Burgettstown*	7.00 AM to 4.00 PM	Closed	Closed
Steubenville	Continuously	Continuously	Continuously
Mingo Jct.*	7.00 AM to 4.00 PM	Closed	Closed
Jewett*	7.00 AM to 4.00 PM	Closed	Closed
Dennison (a)	6.15 AM to 8.00 AM	6.15 AM to 8.00 AM	6.15 AM to 8.00 AM
	11.00 AM to 8.00 PM	11.00 AM to 8.00 PM	11.00 AM to 8.00 PM
New-comerstown(b)	4.45 AM to 4.00 PM	4.45 AM to 1.45 PM	4.45 AM to 1.45 PM
Coshocton	Continuously	Continuously	Continuously
Trinway (c)	7.00 AM to 8.00 PM	7.00 AM to 9.00 AM	7.00 AM to 9.00 AM
		12.01 PM to 8.00 PM	12.01 PM to 8.00 PM
Newark	Continuously	Continuously	Continuously
Bridgeville*	6.00 AM to 5.00 PM	6.00 AM to 11.00 AM	Closed
Mayview*	8.00 AM to 10.00 AM 2.00 PM to 5.00 PM	Closed	Closed
Hills*	6.00 AM to 11.00 AM	Closed	Closed
Morganza*	6.00 AM to 11.00 AM	Closed	Closed
Canonsburg*	5.45 AM to 4.00 PM	5.45 AM to 2.45 PM	Closed
Chestnut St.*	5.30 AM to 6.45 AM	Closed	Closed
Washington*	5.30 AM to 3.00 PM	Closed	Closed
Follansbee*	6.00 AM to 3.00 PM	Closed	Closed
Wellsburg*	5.30 AM to 3.00 PM	Closed	Closed
Wheeling(d)	7.00 AM to 8.00 PM	7.00 AM to 8.00 PM	Closed
Zanesville(e)			

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

(a) Open 6.15 AM to 8.00 AM and 11.00 AM to 8.00 PM Holidays.

(b) Open 4.45 AM to 1.45 PM Holidays.

(c) Open 7.00 AM to 9.00 AM and 12.01 PM to 8.00 PM Holidays.

(d) Open 7.00 AM to 8.00 PM Holidays.

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

### TRAINS WAIT FOR CONNECTION

Junction	Train No.	Due At	Wait Until	For Train	From	Due At
Trinway	Bus	7.40 A.M.	Indef.	67	Pittsburgh	7.59 A.M.
	Bus	4.30 P.M.	Indef.	{ 204 13	Columbus Pittsburgh	5.09 P.M. 4.48 P.M.



# U. S. MAIL WORK

STATIONS	Westward					Eastward					
	85	67	205	11	13	202	32	26	12	204	64
Carnegie			2-4 CD	1-3 CD		2-4 D		4 E	5 E		
Oakdale			2-5 CD	7 CD	5 CD			4 E			
Noblestown			2-5 CD	7 CD	5 CD						
Sturgeon			2-5 CD	7 CD	5 CD						
McDonald								4 E			
Midway			2-5 CD	7 CD	5 CD			5 CD			
Burgettstown			2-4 CD	1 CD	5 CD			4 E			
Hanlin			2-5 CD	7 CD	5 CD			5 CD			
Weirton Junction		D									
Steubenville			2 E	E	E	E	E	4 E	E	4 E	4 E
Steubenville just east of Washington Avenue	MD	2 MD									
Mingo Junction			N								
Scio									4 D	5 E	
Bowarston									4 D		
Dennison	E		2-4 E	E	E	E	L	4 E	4 E	4 E	
Gnadenhutten			2-4 CD	1 CD				9 E 4 D		5 CD	
Port Washington			2-5 CD	7 CD	5 CD			9 E 4 D	5 D	5 CD	
Newcomerstown	2-4 D		2-4 E	1 CD	4 CD			4 E	E	4 E	
Isleta					4 CD			9 E 4 CD			
West Lafayette			2-4 CD	1 CD				4 CD	4 CD	4 CD	
Coshooton	4 D	2-4 E	2-4 E	1 E	E	D	D	4 E	E	4 E	
Coneville									4 D		
Adams Mill					4 CD			9 E 4 CD			
Trinway		2-5 E	2-5 CD	7 CD	5 E					5 E	
Fraseysburg			2-5 CD	7 CD				5 E	5 E	5 C	
Hanover			2-4 CD	1 CD	5 CD			4 E			

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

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

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

L—Stop on notification by agent at Newark to discharge U. S. Mail.

M—Reduce speed to 5 miles per hour to exchange mail.

N—Stop on request R. P. O. Clerk to discharge U. S. Mail.

1—Mondays.

2—Daily, except Mondays.

3—Sundays.

4—Daily, except Sundays.

5—Daily, except Sundays and Holidays.

6—Daily, except Saturday.

7—Mondays, except when Monday is a holiday.

8—Daily, except Mondays and Holidays.

9—Saturdays.

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

Conductors will ascertain from the mail clerk the amount of mail to be discharged at stations where speed should be reduced, and instruct engineman accordingly.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in special instruction 1004-A or 1004-B1.

# ARRANGED FREIGHT TRAIN SERVICE--WESTWARD

The time shown conveys no time-table authority.

STATIONS	PH-11 (2)	CB-7 (2)	ZB-3 (3)	WC-3 (1)	SW-1 (1)	WC-7 (3)	PH-9 (1)	PH-7 (1)	ZB-1 (2)	VL-11 (1)	CIN-1 (1)	VL-7 (1)	PW-17 (5)				
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.				
CARNEGIE	1.00	2.15			5.50		10.20	10.30	11.55	5.15	8.45	9.45	11.45				
WEIRTON JCT.	2.25			5.30	7.10		11.40	11.50	2.00	7.00	10.05	11.05	4.30				
MINGO JOT	2.40			6.00	7.20	8.00	11.50	12.00	2.30	7.35	10.15	11.15					
UHRICHSVILLE	4.00			8.30	8.40	10.00	1.10	1.10	1.45	9.30	11.25	12.25					
TRINWAY	5.55		3.00	10.45	10.00	12.45	2.30	2.30	6.30	11.20	12.45	1.45					
LICKING	6.25		4.00	11.45	10.25	1.15	2.55	2.55		12.00	1.10	2.10					
EAST COLUMBUS	7.45		6.00	1.30	11.30	3.00	4.00	4.00		1.30	2.15	3.15					
WASHINGTON		6.45															
BENWOOD													6.00				
ZANESVILLE			1.00						9.00								
CIRCLEVILLE									2.00								
Arrive	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.				

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Saturday.

# ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

STATIONS	CIN-2 (1)	SW-3 (1)	CC-3 (1)	WC-4 (1)	SW-30 (1)	NW-88 (1)	VL-6 (1)	WC-8 (1)	PH-10 (1)	ZB-2 (2)	NW-82 (1)	LM-4 (1)	VL-2 (1)	PW-16 (2)	NW-86 (1)	CB-8 (5)	ZB-4 (2)
Arrive	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.
CARNEGIE	10.36	12.10	2.08		5.16	5.30	7.05		10.06	4.15	10.25	6.45	2.51	3.45	3.36	3.00	
WEIRTON JOT.	9.30	10.50	1.07	6.30	3.51	4.09	5.30	10.00	8.25	2.15	9.05	5.25	1.45	12.01	2.30		
MINGO JCT.	9.21	10.40	12.59	5.45	3.41	4.00	5.20	9.00	8.15	1.00	8.55	5.15	1.36		2.21		
UHRICHSVILLE	8.10	9.25	11.54	2.45	2.26	2.43	3.50	6.30	6.45	7.30	7.30	3.45	12.25		1.10		
TRINWAY	7.07	8.25	10.58	12.40	1.26	1.42	2.40	4.00	5.40	3.30	6.10	2.10	11.22		12.07		3.30
LICKING	6.42	8.00	10.37	12.05	1.01	1.15	2.15	3.30	5.15		5.45	1.30	10.57		11.42		
EAST COLUMBUS	5.45	7.00	9.45	10.30	12.01	12.15	1.15	2.00	4.05		4.30	11.59	10.00		10.45	11.00	
WASHINGTON																11.00	
BENWOOD														10.30			
ZANESVILLE										2.00							5.00
CIRCLEVILLE										4.30							
Leave	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Saturday.

# SPECIAL INSTRUCTIONS GENERAL RULES

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

Location	Name and Address	Telephone number
Pittsburgh, Pa.	<b>John H. Alexander (Surgeon)</b> Office, 911 Professional Building, 429 Penn Ave. Res., 5632 Woodmont Ave.	Atlantic 1-4882 Hazel 1-8080
	<b>William M. McNaugher (Surgeon)</b> Office, 911 Professional Building, 429 Penn Ave. Res., 6850 Reynolds Ave.	Atlantic 1-4882 Montrose 1-0237
	<b>James A. Cowan, Jr. (Surgeon)</b> Office, 911 Professional Building, 429 Penn Ave. Res.; 144 Underwood Ave. Greensburg, Pa.	Atlantic 1-4882 Greensburg 2347
	<b>Harry L. Richards (Surgeon)</b> Office, 911 Professional Building, 429 Penn Ave. Res., Allegheny General Hospital	Atlantic 1-4882 Fairfax 1-2010
	<b>George L. Wessels (Surgeon)</b> Office, Allegheny General Hospital Res., Allegheny General Hospital	Fairfax 1-2010 or Fairfax 1-1351
	<b>J. C. Burt (Surgeon)</b> Office, Jenkins Arcade Res., 6 Von Lent Pl.	Atlantic 1-3338 Mayflower 1-1882
	<b>R. D. Saul (Med. Exam.)</b> Office, 228 Pennsylvania Station Daily except Saturday, Sunday and Holiday—7:30 A. M. to 4:00 P. M. NOTE—When Medical Examiner's office is closed, surgical attention, if necessary, may be arranged through the office of the Station Master at Pittsburgh. Res., 5418 Kipling Rd.	729 (Co. phone)  835 (Co. phone) Museum 1-1460
	<b>J. C. Markel (Oculist)</b> 4092 Jenkins Arcade Res., 6603 Woodwell Ave.	Atlantic 1-1626 Hazel 1-0832
	<b>Murray F. McCaslin (Oculist)</b> Office, Union Trust Building Res., Oak Hill Farms	Atlantic 1-4198 Glenshaw 1173
Ingram, Pa.	<b>H. Stanley Wallace (Surgeon)</b> Office, 2684 Center Ave. Res., 689 Valley View Rd.	Walnut 1-2222 Lehigh 1-2222
Carnegie, Pa.	<b>W. J. Connelly (Surgeon)</b> Office, 111 E. Main Street Res., 830 Washington Ave.	Carnegie 175 Carnegie 906
	<b>R. D. Saul (Med. Exam.)</b> Office, Old Freight station. Office Hours: First Friday, 8:00 A. M. to 10:00 A. M. Third Friday, 1:00 P. M. to 3:00 P. M.	Scully Exchange Dial P-364 (Co. Phone)
Bridgeville, Pa.	<b>S. J. S. Fife (Surgeon)</b> Office and Res., 720 Washington Ave.	Bridgeville 59
Houston, Pa.	<b>David N. Ingram (Surgeon)</b> Office, First National Bank Bldg. Res., Mill Seat Pl.	211-J 211-M
Washington, Pa.	<b>J. Frank Donehoo (Surgeon)</b> Office, Washington Trust Bldg. Res., 249 E. Beau Street	220-J 220-M
Burgettstown, Pa.	<b>G. L. McKee (Surgeon)</b> Office and Res., No. 141 Center Ave.	3111
	<b>A. O. Hindman (Asst. Sur.)</b> Office, 31 Main Street Res., 17 Lincoln Ave.	3332 3331

Location	Name and Address	Telephone number
Weirton, W. Va.	<b>L. A. Whitaker (Surgeon)</b> Res., 3509 Riverview Drive	39
	<b>J. L. Thompson (Asst. Sur.)</b> Res., 3941 Palisades Drive	1283
	<b>Office, Weirton Steel Co.</b> <b>Emergency Hospital</b>	1000, Ex. 406
Chester, W. Va.	<b>C. H. Bailey (Surgeon)</b> Office, Potter's Savings & Loan Co. Res., Park Boulevard East Liverpool, Ohio	Main 360 Main 902
Steubenville, Ohio	<b>F. B. Harrington (Surgeon)</b> Office, 1208 National Exchange Bank Bldg. Res., 208 Braybarton Blvd.	2-4811 4-1174
	<b>A. E. Winston (Surgeon)</b> Office, 400 National Exchange Bank Bldg. Res., 2728 Sunset Blvd.	2-3851 4-1334
	<b>D. A. Macedonia (Oculist)</b> Office 401-405 Sinclair Bldg.	2-7781 2-3253
	<b>R. D. Saul (Med. Exam.)</b> Office, in freight station Office Hours: Monday 9.30 A. M. to 2.00 P. M. Wednesday 9.30 A. M. to 2.00 P. M.	PE 312
	<b>F. H. Riney (Surgeon)</b> Office, 608-614 Commercial Street Res. 216 Steuben Street	5-1171 5-1172
Mingo Jet., Ohio	<b>R. H. Wilson (Surgeon)</b> Office, 30 South Fourth Street Res., 64 North Fourth Street	162 464
Martins Ferry, Ohio	<b>J. F. Wilkinson (Surgeon)</b> Office and Res., 4403 Jefferson Street	141
Wheeling, W. Va.	<b>Louis B. Farri (Surgeon)</b> Office, 21 Eleventh Street Res., 434 North Huron Street	193 1528
	<b>R. D. Saul (Med. Exam.)</b> Office in Passenger Station Office Hours: Second Wednesday, 9:15 A. M. to 11:15 A. M. 12:01 P. M. to 3:00 P. M.	Wheeling 5176
Cadiz, Ohio	<b>J. S. Campbell (Surgeon)</b> Office and Res., 127 N. Main Street	15
Dennison, Ohio	<b>R. E. Wolf (Surgeon)</b> Office 212 N. Main Street Uhrichsville, O. Res., 120 North 9th Street, Uhrichsville, O.	78 50
	<b>R. D. Saul (Med. Exam.)</b> Office, Engine House Office Hours: First Tuesday, 12:15 P. M. to 5:00 P. M.	Bell 465
Newcomerstown, Ohio	<b>C. A. Hanson (Surgeon)</b> Office, 101 Main Street Res., Evansburg Road	2211 2288
Coshocton, Ohio	<b>A. P. Magness (Surgeon)</b> Office and Res., 567 Cambridge Street	30
Zanesville, Ohio	<b>O. I. Dusthimer (Surgeon)</b> Office, 39 N. Sixth Street Res., 836 Forest Ave.	Main 473 Main 201 or 1182
	<b>L. R. Culbertson (Oculist)</b> Office, 227-228 Masonic Temple Res., 412 Moxahala Ave.	Main 1229-W Main 616
	<b>I. Black (Med. Exam.)</b> Office in Passenger Station Office Hours: Second and Fourth Tuesdays, 9:00 A. M. to 10:00 A. M.	JE 7356

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

### 100R-3A. Locations of Hospitals.

Location	Name and Address	Telephone number
Pittsburgh, Pa.	<b>Allegheny General</b> 320 E. North Avenue, N. S.	Fairfax 1-2010
Washington, Pa.	<b>Washington</b> Leonard Ave.	3300
East Liverpool, Ohio	<b>City</b> West 5th Street	720
Steubenville, Ohio	<b>Memorial</b> 726 N. Sixth Street	2-3671
	<b>Ohio Valley</b> Ross Park	2-4541
Martins Ferry, Ohio	<b>Martins Ferry</b> 83 North Third Street	310
Bellaire, Ohio	<b>The City</b> 47th Street	53
Wheeling, W. Va.	<b>Wheeling</b> 109 North Main Street	900
	<b>Ohio Valley General</b> 20th and Eoff Street	4840
Dennison, Ohio	<b>Twin City</b> North First Street	132 or 133
Coshocton, Ohio	<b>Coshocton Memorial</b> East Walnut Street	127
Zanesville, Ohio	<b>Bethesda</b> Underwood Street	Main 7409
Lancaster, Ohio	<b>Lancaster—Fairfield County Joint Hospital</b> 410 North Ewing Street	28
Newark, Ohio	<b>Newark City</b> North Buena Vista Street	6634
Columbus, Ohio	<b>Grant</b> 125 South Grant Avenue	5151
	<b>White Cross</b> 700 Park Street	Adams 9171

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

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

**Stretchers:**

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

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

**OPERATING RULES****STANDARD TIME**

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

**TIME TABLES****Letters and Characters.**

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

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

## ENGINE WHISTLE SIGNALS

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

**1014(d) and (e)-A1.** Rule 14(d) and 14(e) will apply:  
**Powhatan Secondary Track**

Track	Between	And
Secondary	GR	OJ

### New Cumberland Secondary Track

Track	Between	And
Secondary	WN	HS

### Zanesville Secondary Track

Track	Between	And
Secondary	RY	Zanesville

### Morrow Secondary Track

Track	Between	And
Secondary	Bremen	MS

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

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

### Chartiers Branch

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

### Burgetts Branch

Track	Between	And
Single	Burgetts	CN

### New Cumberland Branch

Track	Between	And
Single	Weirton Jct.	CY

### Wheeling Branch

Track	Between	And
Single	Weirton Jct.	East Steubenville

**1014(1)-A1.** Referring to Rule 14 (1):

Enginemen will sound engine whistle signal, Rule 14 (1) approaching tunnels Nos. 5, 6, 7, 8 and 10 and prolong or repeat it until entrance to tunnel is reached.

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

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

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

Enginemen of Diesel engines will sound Engine Whistle Signal Rule 14 (1) approaching track gangs and other points where men may be at work on or about the track.



**1014(r)-A1. Rule 14(r) will apply:****When stops are to be made by freight trains for coal or water:**

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

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

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

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

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

**Operator will notify train dispatcher promptly.****TRAIN SIGNALS****1019-A. Night Signals will be displayed on rear of trains and engines while passing through tunnels.****1019-A1. Referring to Rule 19, B. & O. R. R. Trains between Zanesville and Fair Oaks may display B. & O. R. R. Standard Red and Green markers.****1026-A1. A blue light displayed at Acid Unloading Station on rear end No. 7 track in 54-inch Strip Mill, Weirton Steel Company, Weirton, indicates tank cars are connected for unloading and must not be coupled to or moved.**

## USE OF SIGNALS

### Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors.

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

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

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

### Fusees and Torpedoes.

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

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

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

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

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

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



**INDICATION**—Take siding as herein directed.

**NAME** —Take siding indicator.

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

Take siding indication will be displayed at the following locations:

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

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

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

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

#### **Fouling Point Signs.**

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

#### **Slide Protection Fence.**

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

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

#### **1043-A1. Slide protection fences in service:**

West end of No. 10 tunnel west of Bowerston.

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

#### **SUPERIORITY OF TRAINS**

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

## GENERAL ORDERS

## Bulletin Boards, Employees' Registers, Standard Clocks.

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

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

NOTE—X indicates in service.

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

Train dispatchers' office.

Open Block Stations.

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

Zone A	<b>Main Line:</b>
	Division Post (Pgh. Div.) to Walkers Mill.
	<b>Branches:</b> Scully, Chartiers and B. & M.
Zone B	<b>Secondary Tracks:</b> Waynesburg, Westland and Palanka.
	<b>Main Line:</b> Walkers Mill to Dennison.
	<b>Branches:</b> Burgetts and New Cumberland.
Zone C	<b>Secondary Tracks:</b> Cherry Valley, Studa, Atlasburg, Weirton, New Cumberland and Cadiz.
	<b>Main Line:</b> Dennison to Division Post (C. & N. Div.)
	<b>Branches:</b> Zanesville.
Zone D	<b>Secondary Tracks:</b> Zanesville, Fultonham, Roseville and Morrow.
	<b>Branches:</b> Wheeling and River.
	<b>Branches:</b> Terminal.
Zone F	<b>Secondary Tracks:</b> Powhatan.

**Qualification of Conductor or Engineman.**

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

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

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

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

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

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

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

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

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

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

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

### MOVEMENT OF TRACK CARS

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

Entire Division

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

### MOVEMENT OF TRAINS

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

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

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

### Yard Limits.

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

Track	Between	and
Chartiers Branch	Morganza	Mile Post 17, west of Shingiss
	WS	WH
B & M Branch	BD	Mile Post 2, west of Sygan
Burgetts Branch	Burgetts	CN
Wheeling Branch	Weirton Jct.	Mile Post 9, west of Brook
	Mile Post 18, east of East Warwood	Zane
Terminal Branch	WT	Zane
New Cumberland Branch	Weirton Jct.	WN

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

**Authority to proceed as an extra.**

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

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

**Non-interlocked Railroad Crossings At Grade.**

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

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

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

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

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

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



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

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

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

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

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

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

Target controlled by crank equipped with mechanical time release.

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

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

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

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

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

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

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

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

#### **Drawbridges—Not Part of an Interlocking.**

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

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

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

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

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

## Automatic Highway Crossing Signals.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### Protection For Public Highway Crossings At Grade.

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

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

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

No. 763 will be flagged over crossing by crossing watchman.

No. 765 will be flagged over crossing by crossing watchman daily Except Saturday. On Saturday a trainman must be stationed on crossing to protect the movement before passing over it.

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

**NOTE 2.** Crossing watchman will remain on duty until after No. 762 and No. 765 have departed, Except Saturday.

Between the hours of 7:00 A. M. and 4:30 P. M. also after departure of No. 765 until 10:00 P. M. daily except Saturday and Sunday all trains and engines including passenger extras, must station a trainman on crossings to protect the movement before passing over them.

On Saturday and Sunday between the hours of 5:00 A. M. and 9:00 P. M. All trains and engines must station a trainman on crossings to protect the movement before passing over them.

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

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

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

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

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

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

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

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

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

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

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

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

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

Location	Switches
Newark	First Street, all switches

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

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

**Hand-Operated Switches Equipped With Electric Locks.**

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

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

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

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

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

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

**1104-E1. Spring Switches Located:**

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

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

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

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

Track	Between	And
Chartiers Branch	MO	WH
B. & M. Branch	Bridgeville	End of Branch
Burgetts Branch	Burgetts	CN
Wheeling Branch	Weirton Jct.	Zane
Terminal Branch	WT	Zane
New Cumberland Branch	Weirton Jct.	WN
Zanesville Branch	Zanesville	Bremen

**1151-B1. Two or More Tracks.**

Current of traffic is as follows:

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

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

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

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

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



**1151-C1. Secondary Tracks of Assigned Direction.**

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

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

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

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

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

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

**1151-D1. Secondary Tracks of No Assigned Direction.**

Track		Between	And	Controlled by	Note
Waynesburg (E)		Waynesburg	<b>WH</b>	Houston	1
Westland (W)		Houston	Westland	Houston	
Palanka (W)		Palanka Jct.	Palanka	Houston	
Cherry Valley (E)		Center Ave.	Cherry Valley	Burgetts	
Studa (W)		Langeloth Jct.	Studa	Burgetts	
Atlasburg (W)		<b>CN</b>	Atlasburg	Burgetts	
Powhatan (W)		<b>GR</b>	Wegee	Rockville	2
		Wegee	Johnson	Rockville	3
		Johnson	<b>PN</b>	Rockville	2
New Cumberland (E)		<b>WN</b>	<b>HS</b>	WeirtonJct.	2
Weirton (E)		<b>CY</b>	<b>WN</b>	WeirtonJct.	2
Cadiz (W)		Cadiz Jct.	Cadiz	Acre	
Zanesville (W)		<b>RY</b>	Zanesville	Zanesville	2
Fultonham (W)		Fultonham Spur	Fultonham	Zanesville	
Roseville (W)		Roseville	Rosehill Mine	Zanesville	
Morrow		Bremen	Circleville	Bremen	2
		Circleville	<b>MS</b>	Circleville	2

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## MOVEMENT OF TRAINS PASSENGER TRAIN OPERATION

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

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

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

**1154-A4.** B. & O. R. R. trains Nos. 955 and 956 will run passenger extra between Zanesville and Fair Oaks.

## FREIGHT TRAIN OPERATION

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

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

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

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

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

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

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

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

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

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

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

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

### **Operation Of Pusher Engines In State of Ohio.**

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

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

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

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

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

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

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

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

**Conesville—Tyndall eastward siding.**

**Acre—Eastward siding.**

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

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

### **PASSENGER AND FREIGHT TRAIN OPERATION**

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

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

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

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

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

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

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

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

**Main Line:**

L. B. Foster Co. Industrial track, Carnegie

**Wheeling Branch:**

Bloch Bros. Industrial track, Wheeling  
Wheeling Electric Co. Industrial track, 42nd Street, Wheeling  
Terminal Cold Storage Industrial track, Wheeling

**State Line Industrial track:**  
All Crossings

**Terminal Branch:**

La Belle Lead, Wheeling  
B. & O. Connection Peninsula

**Zanesville Branch:**

Fultonham Secondary track  
Roseville Secondary track

**Zanesville Secondary track:**  
Mill Run Industrial track

**Morrow Secondary track:**  
Between Circleville and Morrow

**New Cumberland Secondary track:**

East Toronto to Chester,  
All Crossings

**M. & O. Industrial track.**

**Cherry Valley Secondary track:**

Between Center Ave., Burgettstown and Cherry Valley

**Atlasburg Secondary track:**  
Between CN and Atlasburg.

**Studa Secondary track:**  
Between Langeloth Jct. and Studa.

**Cadiz Secondary track:**  
Between Cadiz Jct. and Cadiz.

**Royal Southern Industrial track.**

**Westland Secondary track:**  
Between Houston and Westland.

**Palanka Secondary track:**  
Between Houston and Palanka,  
(Including Wye tracks at Houston.)

**Kobuta Industrial track:**  
Between Chester and Kobuta.

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

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

**SPEED RESTRICTIONS**

**1157-A. Speed Table.**

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.	
0	36	100	0	48	75	1	12	50	2	24	25
0	38	95	0	51	70	1	20	45	3	00	20
0	40	90	0	55	65	1	30	40	4	00	15
0	42	85	1	00	60	1	43	35	6	00	10
0	45	80	1	05	55	2	00	30	12	00	8

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

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

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

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

Main Line Between:	Single Track		No.4 Track		No.3 Track		No.2 Track		No.1 Track	
	Per.	Ft.	Per.	Ft.	Per.	Ft.	Per.	Ft.	Per.	Ft.
	Miles per Hour									
Division Post (Pgh. Div.) and Monon							60	40	60	40
Monon and Elliott			60	40	60	40				
Elliott and Rosslyn							60	40	60	40
Rosslyn and CH			30	30	30	30	60	40	60	40
CH and Oakdale							60	40	60	40
Oakdale and Laurel Hill					60	40	60	40	30	30
Laurel Hill and CO					60	50	60	50	30	30
CO and Weirton Jet.			30	30	60	50	60	50	30	30
Weirton Jet. and Custer							60	50	60	50
Custer and Seio					60	50	60	50	20	20
Seio and Dennison							60	50	60	50
Dennison and Division Post (C.&N.Div.)							70	50	70	50
<b>Chartiers Branch</b> <b>Between:</b> Carnegie and MO							50	35	50	35
MO and Washington	50	35								
<b>B. &amp; M. Branch</b> <b>Between:</b> Bridgeville and End of Branch	15	15								
<b>Burgetts Branch</b> <b>Between:</b> Burgetts and CN	15	15								
<b>Wheeling Branch</b> <b>Between:</b> Weirton Jet. and Zane	50	45								
<b>River Branch</b> <b>Between:</b> Div. Post (Eastern Div.) and Rockville							35	35	35	35
<b>Terminal Branch</b> <b>Between:</b> WT and Zane	20	20								
<b>New Cumberland Branch</b> <b>Between:</b> Weirton Jet. and WN	20	20								
<b>Zanesville Branch</b> <b>Between:</b> Zanesville and New Lexington	30	30								
New Lexington and Bremen	50	40								

Scully Branch Between:	OC Bridge No. 4 Track		OC Bridge No. 3 Track		OC Bridge No. 2 Track		OC Bridge No. 1 Track		Scully No. 2 Track		Scully No. 1 Track	
	Per.	Ft.	Per.	Ft.	Per.	Ft.	Per.	Ft.	Per.	Ft.	Per.	Ft.
	Miles per Hour											
Division Post (Pgh. Div.) and Rosslyn									20	20	20	20
Eglen and Division Post (Eastern Div.)					10	10	10	10				
Division Post (Eastern Div.) and Jacks Run (Eastern Div.)					20	20	20	20				
Island Ave. Jet. and Division Post (Eastern Div.)	10	10	10	10								
Division Post (Eastern Div.) and Pennsylvania Ave. (Eastern Div.)	20	20	20	20								

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



**1157-C2. Wreck trains.**

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

1157-C3. Work trains.			
	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
<b>Main Line</b> <b>Between:</b> Division Post (Pgh. Div.) and Division Post (C. & N. Div.).....	40	30	25
<b>Chartiers Branch</b> <b>Between:</b> Carnegie and WH.....	30	20	20
<b>B. &amp; M. Branch</b> <b>Between:</b> Bridgeville and End of Branch.....	15	15	15
<b>Burgetts Branch</b> <b>Between:</b> Burgetts and CN.....	15	15	15
<b>Wheeling Branch</b> <b>Between:</b> Weirton Junction and Zane.....	30	20	20
<b>River Branch</b> <b>Between:</b> Div. Post (Eastern Div.) and Rockville.	30	20	20
<b>Terminal Branch</b> <b>Between:</b> WT and Zane.....	20	20	20
<b>New Cumberland Branch</b> <b>Between:</b> Weirton Junction and WN.....	20	20	20
<b>Zanesville Branch</b> <b>Between:</b> Zanesville and Bremen.....	30	20	20
<b>Powhatan Secondary Track</b> <b>Between:</b> GR and PN.....	25	20	20
<b>New Cumberland Secondary Track</b> <b>Between:</b> WN and HS.....	20	20	20
<b>Weirton Secondary Track</b> <b>Between:</b> CY and WN.....	20	20	20
<b>Zanesville Secondary Track</b> <b>Between:</b> RY and Zanesville.....	30	20	20
<b>Morrow Secondary Track</b> <b>Between:</b> Bremen and Lancaster..... Lancaster and MS.....	30 25	20 20	20 20
Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.			

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

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

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

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

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

## TURNOUTS

**1157-D1. Maximum speeds, unless otherwise specified.**

### Spring Switches.

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

	Miles per Hour	
	Forward	Backward
Class I, J, M, N, Q, S and T engines through No. 8 crossovers or turnouts must not exceed speed indicated:	10	5

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

Monon

Esplan

Scully

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

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

## CURVES, BRIDGES, ETC.

1157-F1. Maximum speeds, unless otherwise specified.

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

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

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



# **ENGINES**

**1157-G1. Maximum speeds, unless otherwise restricted.**

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

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

## **NOTE—**

### **Road Diesel Engines**

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

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

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

### **Yard Diesel Engines**

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

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For Example:

"A"—American Locomotive Company.

"S"—Shifting Service.

"6"—600 or 660 horsepower.

## SECONDARY TRACKS AND SIDINGS

**1157-H1. Maximum speeds, unless otherwise specified.**

Track	Between	And	Miles per Hour
101.....	Corliss.....	Elliott.....	15
27.....	Corliss.....	Esplen.....	15
105.....	<b>KY</b> .....	<b>RG</b> .....	15
103.....	Laurel Hill.....	Bulger.....	20
101.....	Uhrichsville.....	Dyke.....	15
Waynesburg.....	Waynesburg.....	Washington.....	10
Westland.....	Houston.....	Westland.....	5
Palanka.....	Palanka Jct.....	Palanka.....	15
Cherry Valley.....	Center Ave.....	Cherry Valley.....	15
Studa.....	Langeloth Jct.....	Studa.....	15
Atlasburg.....	<b>CN</b> .....	Atlasburg.....	15
Powhatan.....	<b>GR</b> .....	Bellaire.....	30
Powhatan.....	Bellaire.....	<b>PN</b> .....	25
Weirton.....	<b>CY</b> .....	<b>WN</b> .....	20
New Cumberland.....	<b>WN</b> .....	<b>HS</b> .....	25
Cadiz.....	Cadiz Jct.....	Cadiz.....	15
Zanesville.....	<b>RY</b> .....	Zanesville.....	30
Fultonham.....	Fultonham Spur.....	Fultonham.....	15
Roseville.....	Roseville.....	Rosehill Mine.....	10
Morrow.....	Bremen.....	<b>MS</b> .....	30
All Sidings.....	.....	.....	20

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

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

## FREIGHT TRAIN RESTRICTIONS

### Wheeling Branch

**1159-A1.** (a) Lower Ferry—Account fire hazard the following restrictions apply in plant of Koppers Company Tar and Chemical Division beyond restriction boards:

#### PROHIBITED

- (1) Engines, unless equipped with spark arrestors placed in proper position on stack.
- (2) Cleaning fires, shaking grates, or putting coal in fire box of engines.
- (3) Smoking or using open flame lights.

(b) Wellsburg—Cars or engines must not be left standing within 80 feet of Highway Crossings at 5th and 19th Streets, Wellsburg.

### Kobuta Industrial Track

**1159-A2.** Kobuta—Account fire hazard, the use of open flame lights is prohibited beyond restriction boards in plant of Koppers United Co.

Smoking is prohibited within the gates of this plant.

### Terminal Branch

#### PENINSULA:

**1159-A3.** Clean Coal Co., under tipple, cars other than open top cars are prohibited.

### Zanesville Branch

#### ZANESVILLE TERMINAL R. R.

**1159-A4.** Cars with a gross weight of over 210,000 pounds are prohibited.

#### ROSEVILLE:

**1159-A5.** Ohio State Brick Plant and Roseville Spur tracks, cars having a truck center in excess of 35 feet are prohibited.

#### NEW LEXINGTON—JUNCTION CITY:

**1159-A6.** Trains handling N. Y. C. R. R., cars with a gross weight of 320,000 pounds are restricted to the speed indicated while passing over the following bridges:

Bridge No	Location	Miles Per Hour
39.30	West of New Lexington	10
41.78	East of Junction City	20

# ENGINE RESTRICTIONS

**1160-A1. Engines are restricted at locations shown below:**

**NOTE—Letters and figures indicate:**

X—Prohibited

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

R—Restricted account of light rail.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

Engines of classes other than those listed shall not be run over any portion of the division unless authorized by Superintendent.

Diesel engines having less units than the number listed for that class may be operated under the same restrictions.

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	AS BS ES 6	AS BS ES 10		AP BP EP FP	AF BF EF FF FS			BP 1						
	GS 4				H 6 8 10									
	B		C	E H6	G	I	J	K	L	M	N	Q S	T	
<b>ENTIRE DIVISION</b> .....														
<b>Main Line</b>														
<b>FOURTH AVENUE:</b>														
Try Street Yard.....		X				X	X	X	X	X	X	X	X	X
<b>MONON:</b>														
Interlocking diverging movements.....						10 B5	10 B5			10 B5	10 B5	10 B5	10 B5	
East leg of Wye.....				5		X	X	5	A	X	X	X	X	
East leg of Wye, Class K. 2 and K. 3 engines with all flanged drivers.....								A						
<b>POINT BRIDGE:</b>														
Elevator trestle.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>CORLISS:</b>														
Yard tracks.....						X	X	X	X	X	X	X	X	X
West end of No. 6 track.....						X	X	X	X	X	X	X	X	
Phillip Carey Co. track.....		X				X	X	X	X	X	X	X	X	X
<b>No. 27 SECONDARY TRACK:</b>														
Between Corliss and Esplen.....												X		
<b>CRAFTON:</b>														
Industrial tracks.....		X				X	X	X	X	X	X	X	X	X
<b>ROSSLYN:</b>														
Falk and Co., Southside plant.....		X	X	X	X	X	X	X	X	X	X	X	X	X
<b>CARNEGIE:</b>														
Yard tracks Nos. 16, 17, 18, 19, 20 and 21.....		X				X	X			X	X	X	X	X
Track 12 and west end of tracks 13 and 14.....		X					X			X	X	X	X	
L. B. Foster Co. track.....		X			X	X	X	X	X	X	X	X	X	X
L. B. Foster Co. track beyond first switch south of crossing.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>SUPERIOR MILL INDUSTRIAL TRACK:</b>														
Bridge Mo. 0.09.....		X				X	X	X	X	X	X	X	X	X
Bridge No. 0.62.....		X				X	X	X	X	X	X	X	X	X
Beyond frog on Superior Steel Co. No. 1 and No. 2 tracks.....		X			X	X	X	X	X	X	X	X	X	X
Dunlap track beyond first curve east of frog.....		X			X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES																Engines with Tender Capacity of Over 15,000 Gallons with 8-Wheel Trucks
	AS BS ES 6	AS BS ES 10			AP BP EP FP	AF BF EF FF FS			BP 1								
	GS 4 B		C	E H8	G	H 8 9 10	I	J	K	L	M	N	O S	T			
<b>FORT PITT</b> Viviano track beyond switch to M. K. Frank track.....			X					X	X		X	X	X	X			
Viviano platform track and M. K. Frank tracks.....			X			X	X	X	X	X	X	X	X	X			X
<b>WALKERS MILL:</b> Tubescope Co. track.....								X					X	X			
<b>OAKDALE:</b> Industrial track.....			X					X			X	X	X	X			
<b>NOBLESTOWN:</b> Lead and run-around tracks Amn. Mineral Products Co. E. H. Jennings tracks.....								X			X	X	X	X			
Oakdale Coal Co. beyond west end of tippie.....								X	X	X	X	X	X	X			X
Sunny Hill Coal Co. track...	R	R	R	R	R	R	R	R	R	R	R	R	R	R			R
South Penn Oil Co. east of frog on No. 1 track.....			X				X	X	X	X	X	X	X	X			X
<b>McDONALD:</b> West of house track frog....			X				X	X	X	X	X	X	X	X			X
Industrial tracks beyond frog leading to McCarthy track			X				X	X	X	X	X	X	X	X			X
JO Yard No. 2 and No. 3 tracks beyond clearance point.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X			
<b>M. &amp; O. INDUSTRIAL TRACK:</b> Primrose Mine tracks under tippie.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X
<b>BULGER:</b> Mine track.....			R				R	R	R		R	R	R	R			R
Mine track through crossover west end of tippie, beyond clearance point on empty track and on No. 1 track from a point 733 ft. east of tippie to end of track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X
<b>BURGETTSTOWN:</b> Florence Industrial track beyond a point 400 ft. from main track.....			X				X	X	X	X	X	X	X	X			X
<b>DINSMORE:</b> Francis Mine empty track west of tippie, loaded track west of switch to back track			R				R	R	R	R	R	R	R	R			R
<b>BERTHA:</b> Six States Mine, loaded and empty tracks beyond restriction boards.....							X	X	X	X	X	X	X	X			X
<b>HANLIN:</b> Jefferson Coal Co. from main track switch to tippie.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X
Jefferson Coal Co. under tippie																	
Dump tracks, beyond a point 300 feet east of east end of temporary bridge, 1500 feet east of main track switch...	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X
Dump tracks, beyond switch leading from Pull-in track to Dump tracks.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X
<b>BRIDGE 35.03:</b> East of Collier, No. 1, No. 2 and No. 3 tracks.....							35	25			50	25	30				
<b>BRIDGE 35.54:</b> East of Collier, No. 1, No. 2 and No. 3 tracks.....							45	30				35	35				

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of Over 15,000 Gallons with 8-Wheel Trucks
	AS BS ES 6	AS BS ES 10			AP BP EP FP	AF BF EF FF FS				BP 1					
	GS 4		C	E H6	G	H 8 9 10	I	J	K	L	M	N	O S	T	
<b>COLLIER:</b>															
Westward Yard No. 27 track								X	X	X	X	X	X	X	X
Allother tracks westward yard								X	X	X	X	X	X	X	X
Locust Grove mine track			X					X	X	X	X	X	X	X	X
<b>STEBENVILLE:</b>															
Turnout in No. 2 track east of Market Street, leading to yard tracks			X				X	X	X	X	X	X	X	X	X
Chicago Wall Paper Co. track			X	X	X	X	X	X	X	X	X	X	X	X	X
Central Sewer Pipe Co. No. 9 track			X	X	X	X	X	X	X	X	X	X	X	X	X
Ohio Foundry Co., track beyond frog			X	X	X	X	X	X	X	X	X	X	X	X	X
<b>BRIDGE 48.27:</b>															
West of Mingo Jct., No. 1 and No. 2 tracks							35	35	45		35	35	35	45	35
<b>FERNWOOD:</b>															
Jefferson Coal Co., Sidney No. 2 mine, east of Fernwood, on empty tracks west of tipple	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>MILE POST 64 (West of):</b>															
Fulton No. 2 Mine track			X					X			X	X	X	X	
<b>CUSTER:</b>															
North American Coal Corp., Fulton No. 1 Mine, west of Custer. On loaded tracks beyond frog	X	X	R	X	X	R	R	R	R	R	R	R	R	R	R
On middle loading track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>SCIO:</b>															
Scio pottery tracks			X				X	X	X		X	X	X	X	X
<b>MILE POST 86 (West of):</b>															
Meechan Mine beyond a point 250 ft. west of frog			X				X	X		X	X	X	X	X	X
Plum Run Coal Co., track			X				X	X	X	X	X	X	X	X	X
<b>DENNISON:</b>															
East end west bound yard, tracks Nos. 11, 13, and 15			X				X	X	X	X	X	X	X	X	X
Superior No. 2 plant			X				X	X	X	X	X	X	X	X	X
Ferguson-Edmundson Tracks			X				X	X	X	X	X	X	X	X	X
Dennison Sewer Pipe Co. lead track			X				X	X	X	X	X	X	X	X	X
Dennison Sewer Pipe Co., track beyond a point 50 ft. east of crossing			X				X	X	X	X	X	X	X	X	X
Beyond a point 200 ft. west of switch leading to tracks east of inspection shed			X				X	X	X	X	X	X	X	X	X
Old wreck train, Oil house, High-Ball and Work train tracks beyond in-bound switch			X				X	X	X	X	X	X	X	X	X
Coal dock, alley tracks and shop yard			X				X	X	X	X	X	X	X	X	X
Beyond No. 14 switch west end eastward yard			X				X	X	X	X	X	X	X	X	X
Beyond point of switch to No. 12 track, east end of eastward yard			X				X	X	X	X	X	X	X	X	X
West end No. 10 Shop track			X				X	X	X	X	X	X	X	X	X
Horn track			X	X	X	X	X	X	X	X	X	X	X	X	X
<b>UHRICHSVILLE:</b>															
Freight Station track			X				X	X	X	X	X	X	X	X	X
Twin City Gro. Co. track			X				X	X	X	X	X	X	X	X	X
Farm Bureau Cooperative track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Royal Southern Industrial track			X				X	X	X	X	X	X	X	X	X
Ohio Oil Co. (Royal Southern Industrial track)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	AS BS ES 8	AS BS ES 10			AP BP EP FP	AF BF EF FF FS			BP 1						
	GS 4 B		C	E H8	G	H 8 9 10	I	J	K	L	M	N	O S	T	
<b>MILE POST 94 (East of):</b> Universal Sewer Pipe Co. tracks.....			X				X	X	X	X	X	X	X	X	X
<b>MILE POST 96 (East of):</b> Ohio Sewer Pipe Co., track.....			X				X	X	X	X	X	X	X	X	X
<b>GNADENHUTTEN:</b> Stocker Sand and Gravel plant.....			X					X			X	X	X	X	
<b>MILE POST 98 (West of):</b> Ross Clay Co., track.....			X				X	X	X	X	X	X	X	X	X
<b>MILE POST 100 (East of):</b> Belden Brick Co., north of road crossing.....			X				X	X	X	X	X	X	X	X	X
<b>PORT WASHINGTON:</b> Station track beyond a point 200 ft. west of frog.....			X				X	X	X	X	X	X	X	X	X
<b>NEWCOMERSTOWN:</b> Canton Brick Co. and Standard Oil Co. tracks.....			X				X	X	X	X	X	X	X	X	X
Panhandle House track.....			X				X	X	X		X	X	X	X	X
All connections to yard off No. 6 track.....			X					X			X				
No. 24 track connection with Ash Pit track and Ladder track, south end of yard.....			X				X	X	X	X	X	X	X	X	X
Wye tracks.....			X				X	X	X	X	X	X	X	X	X
East end of freight house track.....			X				X	X	X	X	X	X	X	X	X
<b>WEST LAFAYETTE:</b> Moore Stamping and Enameling Co.....			X					X			X	X	X	X	
Industrial track, 100 ft. east of highway crossing to end of track.....			R				R	R	R		R	R	R	R	R
<b>COSHOCTON:</b> Clow and freight house tracks.....							X	X	X	X	X	X	X	X	X
Wye tracks.....			X				X	X			X	X	X	X	X
American Art Works and old paper mill tracks.....			X				X	X	X	X	X	X	X	X	X
Indian Refining Co. track.....			X		X		X	X	X	X	X	X	X	X	X
Coshocton Milling Co.....			X					X			X	X	X	X	X
Coshocton County Farm Bureau Cooperative Assn. track.....								X			X			X	
<b>TYNDALL (West of):</b> Conesville Industrial track to a point necessary to serve coaling station.....			X		X		X	X	X	X	X	X	X	X	X
<b>TRINWAY:</b> All connections to yard off eastward siding and drill tracks.....			X								X				
West ladder track connections to east leg of Wye.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Freight house track.....			X				X	X	X	X	X	X	X	X	X
<b>NEWARK:</b> Home Billman Holoplane Glass, Heisey Glass, Cree-Becker, Dixie Coal, Burke Golf and incline or north track.....			X				X	X	X	X	X	X	X	X	X
No. 1 and No. 2 tracks Freight house.....								X			X	X	X	X	
No. 1 and No. 2 tracks Freight house beyond restriction board 100 ft. west of Freight house.....			X				X	X	X	X	X	X	X	X	X

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



LOCATION	CLASS OF ENGINES																Engines with Tender Capacity of Over 15,000 Gallons with 8-Wheel Trucks
	AS BS ES 8	AS BS ES 10			AP BP EP FP	AF BF EF FF FS			BP 1								
	GS 4 B		C	E H8	G	H 8 9 10	I	J	K	L	M	N	O S	T			
<b>MILE POST 2 (East of):</b> Contractors Supply Co. track	...	...	X	...	...	...	X	X	X	X	X	X	X	X			X
<b>WOODVILLE:</b> Industrial track between Woodville and Woodville Jct. ....	...	...	X	...	...	...	X	X	X	X	X	X	X	X			X
<b>BRIDGE 3.54:</b> West of Kirwan. ....	...	...	...	...	...	...	20	X	...	40	X	20	X	X			.....
<b>BRIDGEVILLE:</b> Mayer Brick Co. track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X
Flannery Bolt, Vanadium and Higbee Co.'s tracks. ....	...	...	X	...	...	...	X	X	X	X	X	X	X	X	X		X
Universal rolling mill to clear- ance point. ....	...	...	...	...	...	...	...	X	...	...	X	...	X	X			.....
Universal mill, ladder track from clearance point to end of track and on No. 1 load- ing track. ....	...	...	X	...	...	...	X	X	X	X	X	X	X	X	X		X
Universal mill on all other tracks. ....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X
Silhol Lumber and Supply Co.	...	...	X	...	...	...	X	X	X	X	X	X	X	X	X		X
<b>MAYVIEW:</b> Power Co. track. ....	...	...	X	...	...	...	X	X	X	X	X	X	X	X	X		X
<b>HILLS:</b> Montour interchange track..	...	...	...	...	...	...	...	X	...	...	X	X	X	X			.....
<b>BRIDGE 11.78:</b> West of Van Emmen. ....	30	30	...	40	40	30	15	X	20	30	X	15	X	X			.....
<b>RICHFOL:</b> Standard Tin Mill lead, stor- age tracks and tracks to old Davis Mine beyond 500 ft. from main track switch ...	...	...	...	...	...	...	X	X	X	...	X	X	X	X			X
Standard Tin Mill, private tracks. ....	...	...	...	...	...	...	X	X	X	...	X	X	X	X			X
Magnolia mine track. ....	...	...	...	...	...	...	X	X	X	X	X	X	X	X			X
Pennsylvania Transformer Co. Building No. 55. ....	...	...	X	X	X	X	X	X	X	X	X	X	X	X			X
<b>CANONSBURG:</b> Hazel mine, Fort Pitt bridge, Canonsburg Iron and Steel, Hardy and Rankin, Beaver Lumber and Pottery and Chemical Co. tracks. ....	...	...	...	...	...	...	X	X	X	X	X	X	X	X			X
Hazel mine empty track be- yond Fort Pitt Bridge Co. crossing. ....	...	...	X	X	X	X	X	X	X	X	X	X	X	X			X
Canonsburg Iron and Steel Co. on trestle. ....	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X
Fort Pitt Bridge works, empty track. ....	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X
Tracks serving Fort Pitt Bridge works, located 575 ft. east of mile post 14, be- yond bridge over Chartiers Creek. ....	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X
Taylor Lumber Co. tracks...	R	R	R	R	R	R	R	R	R	R	R	R	R	R			R
Canonsburg Iron and Steel Co. on scale track. ....	...	...	X	...	...	...	X	X	X	X	X	X	X	X			X
Canonsburg Iron and Steel Co. track connected with lead track at plant gate...	...	...	X	...	...	...	X	X	X	X	X	X	X	X			X
<b>HOUSTON:</b> Wye tracks. ....	10	10	10	10	10	10	5	X	X	5	10	X	X	X			.....
Station track. ....	...	...	X	...	...	...	X	X	X	X	X	X	X	X			X
Lindley mine track. ....	...	...	X	...	...	...	X	X	X	X	X	X	X	X			X

LOCATION	CLASS OF ENGINES															Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	AS BS ES 8	AS BS ES 10	C	E H8	G	AP BP EP FP	AF BF EF FF FS	I	J	K	L	M	N	Q S	T	
	GS 4	H 8 9 10														
	B															
BRIDGE 15.85: East of Shingiss .....	30	30		40	40	30	15	X	20	30	X	15	X	X		
SHINGISS: American Brake Shoe Co., west of Mile Post 16, be- yond first Switch in Plant .....			X				X	X	X	X	X	X	X	X	X	
MEADOW LANDS: M. L. & Z. Industrial track beyond bridge No. 2 .....							X	X	X	X	X	X	X	X	X	
ARDEN: Enterprise Mine tracks .....			X				X	X	X	X	X	X	X	X	X	
Enterprise Mine track, on bridge .....			X				X	X	X	X	X	X	X	X	X	
Rich Hill Mine, beyond clearance point, loaded end .....			R				R	R	R	R	R	R	R	R	R	
Rich Hill Mine, beyond clearance point empty end .....	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
BRIDGE 21.73: East of Tylerdale .....	30	30		35	35	30	20	X	35	30	X	20	X	X	X	
WASHINGTON: All Industrial tracks between mile post 20 and Power plant, Washington, Inclu- sive .....			X			X	X	X	X	X	X	X	X	X	X	
Tylerdale Conn. R. R. west of east switch leading to interchange track .....			X				X	X	X	X	X	X	X	X	X	
Tylerdale connection to main track West Woodland Ave. McElroy Mill tracks .....			X	X	X	X	X	X	X	X	X	X	X	X	X	
Richman scrap, transfer yard, scale track and engine house lead at Maiden Street .....			X			X	X	X	X	X	X	X	X	X	X	
Atlas Glass track on bridge .....			X			X	X	X	X	X	X	X	X	X	X	
Cornfield track .....			X			X	X	X	X	X	X	X	X	X	X	
Lytle lumber track .....			X	X	X	X	X	X	X	X	X	X	X	X	X	
Lytle lumber track beyond 50 ft. from switch .....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Hazel-Atlas, Northrup track Northrup track, beyond a point 200 ft. from switch point .....	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
B. & M. Branch: On main track, Class N-1 engines are prohibited. Bridgeville and end of branch Mayer Lumber Co. track .....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
P. & W. Va. transfer, No. 2 track at west end .....			X				X	X			X	X	X	X		
National Mine No. 1 .....								R	R			R	R	R	R	
McClain Coal Co. tracks on bridge .....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
McClain Coal Co. tracks .....			X				X	X	X	X	X	X	X	X	X	
Westland Secondary Track: Westland track to a point 800 ft. west of Wye switch .....								X			X	X	X	X		
Between a point 800 ft. west of Wye switch and a point 1000 ft. west of Bridge 3.91 .....			X				X	X	X	X	X	X	X	X	X	
Beyond a point 1000 ft. west of Bridge 3.91 .....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Reed Lumber Co. track .....			X				X	X	X	X	X	X	X	X	X	

LOCATION	CLASS OF ENGINES															Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	AS BS ES 6	AS BS ES 10			AP BP EP FP	AF BF EF FF FS			BP 1							
	GS 4 B		C	E H6	G	H 8 9 10	I	J	K	L	M	N	O S	T		
<b>Palanka Secondary Track:</b>																
Wye track.....								X			X	X	X	X		
Midland Mine loaded track to tippie and on empty track 200 ft. west of tippie			X				X	X	X	X	X	X	X	X	X	
Cunningham and Templeton track			X				X	X	X	X	X	X	X	X	X	
Midland Mine, No. 1, South empty track beyond tippie			X	X	X	X	X	X	X	X	X	X	X	X	X	
<b>Burgetts Branch:</b>																
Between Burgetts and Center Avenue.....													X	X		
<b>Atlasburg Secondary Track:</b>																
Between Center Avenue and Mile Post 2.....							X	X	X		X	X	X	X		
West of Mile Post 2.....							X	X	X	X	X	X	X	X	X	
Haines Hardware track.....			X				X	X	X	X	X	X	X	X	X	
Patterson Mine track beyond derail.....							R	R	R		R	R	R	R	R	
Yard track connection.....			X				5	X			X	X	X	X		
<b>Cherry Valley Secondary Track:</b>																
Between Center Avenue and Bridge 0-12 located 900 ft. east of Center Avenue.....													X	X		
Between Bridge 0.12 located 900 ft east of Center Ave. and a point 1500 feet east of Bridge 2.52 two and one-half miles east of Center Avenue.....								X			X	X	X	X		
Beyond a point 1500 feet east of Bridge 2.52 two and one-half miles east of Center Avenue.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Wye track connections.....	5	5	X	5	5	5	5	X	5	5	X	X	X	X	X	
<b>Studa Secondary Track:</b>																
Between Langeloth Jct. and end of track.....			X				X	X		X	X	X	X	X	X	
Chemical Co. tracks.....			X				X	X	X	X	X	X	X	X	X	
Langeloth Mine tracks on trestle.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
<b>Cadiz Secondary Track:</b>																
Beyond a point 500 ft. from junction switch.....			X					X	X	X	X	X	X	X	X	
Moore Mine, lead to empty tracks and beyond frog of switch to loaded tracks.....			X				X	X	X	X	X	X	X	X	X	
<b>New Cumberland Branch:</b>																
On main track, between Weirton Jct. and WN.....													X	X		
<b>New Cumberland Secondary Track:</b>																
WN and Kings Creek.....			X				X	X	X	X	X	X	X	X	X	
Kings Creek to Chester.....							X	X	X	X	X	X	X	X	X	
<b>WEIRTON JCT:</b>																
Wye tracks.....	10	10	X	10	10	10	10	X	10	10	X	10	X	X	X	
Cove Valley Lumber track.....			X				X	X	X	X	X	X	X	X	X	

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of Over 15,000 Gallons with 8-Wheel Trucks
	AS BS ES 6	AS BS ES 10			AP BP EP FP	AF BF EF FF FS				BP 1					
	GS 4 B		C	E H6	G	H 8 9 10	I	J	K	L	M	N	O S	T	
<b>NEW CUMBERLAND:</b> Acme Clay track beyond main track frog.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>KENILWORTH:</b> J. Porter track on coal trestle	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>CHESTER:</b> Wye tracks.....	5	5	X	5	5	5	X	X	X	X	X	X	X	X	X
Taylor Smith and Taylor track No. 3.....	...	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>INDUSTRIAL TRACK:</b> Between Chester and Kobuta	...	...	X	...	...	...	X	X	X	X	X	X	X	X	X
<b>KOBUTA:</b> Beyond restriction boards, Koppers United Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>Wheeling Branch:</b> <b>WEIRTON JCT.:</b> Car cleaning track, 4059 feet east of Mile Post 1 between a point 10 car lengths west of facing switch at east end of track and a point 10 car lengths east of facing switch at west end of track.....	...	...	X	...	...	...	X	X	X	X	X	X	X	X	X
<b>LOWER FERRY:</b> Manufacturers Heat and Light Co.....	...	...	...	...	...	...	...	X	...	...	X	X	X	X	...
<b>BRIDGE 4.45:</b> West of Follansbee.....	...	40	...	45	...	40	25	25	25	40	25	25	25	25	...
<b>BRIDGE 5.25:</b> West of Mile Post 5.....	...	...	...	...	...	...	30	30	...	...	40	30	30	40	...
<b>STATE LINE INDUSTRIAL TRACK.....</b>	...	...	...	...	...	...	X	X	X	X	X	X	X	X	X
<b>BEECH BOTTOM:</b> Wheeling Steel and Ohio River Power tracks.....	...	...	X	...	...	...	X	X	X	X	X	X	X	X	X
<b>BRIDGE 14.03:</b> West of Mile Post 14.....	...	...	...	...	...	...	40	20	...	45	40	20	20	30	...
<b>BRIDGE 15.19:</b> West of Short Creek.....	...	...	15	...	...	...	15	10	...	...	30	15	10	20	...
<b>EAST WARWOOD:</b> All industrial tracks leading from storage track.....	...	...	...	...	...	...	X	X	X	X	X	X	X	X	X
<b>WARWOOD:</b> Wheeling Mold and Foundry tracks.....	...	...	X	...	...	...	X	X	X	X	X	X	X	X	X
Wheeling Mold and Foundry scale tracks.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>WHEELING:</b> Wheeling Electric, Power house track at 42d Street on girders over pits 265 ft. from point of switch.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Wheeling Electric, all tracks at 42d and Water Streets...	...	...	X	X	X	X	X	X	X	X	X	X	X	X	X
Bloch Bros. tracks.....	...	...	X	X	X	X	X	X	X	X	X	X	X	X	X
Continental Can Co. 48th St., beyond building line, south side of Water St.....	...	...	X	X	X	X	X	X	X	X	X	X	X	X	X
Ohio River Sand and Gravel Co. track.....	...	...	X	...	...	...	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of Over 15,000 Gallons with 8-Wheel Trucks
	AS BS ES 8	AS BS ES 10			AP BP EP FP	AF BF EF FF FS			BP 1						
	GS 4					H 8 9 10									
	B	C	E H8	G		I	J	K	L	M	N	O S	T		
<b>River Branch:</b>															
<b>STEUBENVILLE:</b>															
Eastern Ohio Sand and Supply, both tracks beyond sand storage bins....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Liberty Paper Box Co., Hill track.....							X	X	X	X	X	X	X	X	X
Wheeling Steel Corporation, Steubenville works, tracks on bridge, trestle and open hearth stock-house trestle..	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Weirton Steel Co., tracks at west end.....			X		X	X	X	X	X	X	X	X	X	X	X
Weirton Steel Co., tracks at east end.....			X				X	X	X	X	X	X	X	X	X
<b>MINGO JCT.:</b>															
Carnegie-Illinois Steel Co., tracks connecting to yard tracks on bridge over Cross Creek.....		X	X		X	X	X	X	X	X	X	X	X	X	X
Carnegie-Illinois Steel Co., on bridges and ore trestle..		X	X	X	X	X	X	X	X	X	X	X	X	X	X
West end No. 400 yard tracks							X			X	X	X	X	X	X
Ohio Nut and Washer Co. track.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Standard Slag Co., all tracks		X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>Powhatan Secondary Track:</b>															
Between Brilliant and east end of Bridge 60.62 Big Run.....							X					X	X		
East end of Bridge 60.62, Big Run to Krebs Run.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>BRILLIANT:</b>															
James Morgan track.....							X	X	X		X	X	X	X	X
<b>BRIDGE 29.39:</b>															
One mile west of Rush Run..	15	15	15	15	15	15	10	X	15	15	10	10	X	X	
<b>SHANNON:</b>															
William Rennie Coal Co., track beyond point of frog								X			X	X	X	X	
<b>W. &amp; L. E. R. R.:</b>															
Between junction switch with Powhatan Secondary track and west end of Conner siding.....			X				15	X	X		X	X	X	X	X
Beyond west end of Conner siding.....			X				X	X	X	X	X	X	X	X	X
Between Warrenton and east end of first bridge east of Warrenton.....			X				X	X	X		X	X	X	X	X
Beyond east end of first bridge east of Warrenton.....			X				X	X	X	X	X	X	X	X	X
Warrenton, on Martins Ferry leg of wye.....			X				X	X	X		X	X	X	X	X
<b>LITTLE SHORT CREEK INDUSTRIAL TRACK:</b>															
On crossover west of Dorothy Mine tippie on empty track			X				X	X	X	X	X	X	X	X	X
<b>BRIDGE No. 30.88:</b>															
Rayland.....	30	30	15			30	10	X		25	15	10	X	X	
<b>BRIDGE No. 32.81:</b>															
West of Tiltonville.....							20	X		30	20	20	X	X	
<b>OHIO JCT. (East of):</b>															
Glenns Run, Industrial Track			X				X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	AS BS ES 6	AS BS ES 10			AP BP EP FP	AF BF EF FF FS			BP 1						
	GS 4 B		C	E H6	G	H 8 9 10	I	J	K	L	M	N	Q S	T	
<b>MARTINS FERRY:</b> Terminal Yard, Buckeye, Belmont Brewery and Fur- nace industrial tracks.....			X	X	X	X	X	X	X	X	X	X	X	X	X
<b>AETNAVILLE:</b> Tri-State Asphalt, track be- yond west end of mixer plant.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>BRIDGE No. 40.77:</b> East of M. P. YC-41.....			15				15	X		30	15	15	X	X	
<b>BRIDGE No. 41.41:</b> East of Bellaire.....			15				15	X		30	15	15	X	X	
<b>WEGEE:</b> Industrial Track.....			X				X	X	X	X	X	X	X	X	X
<b>WEGEE:</b> Industrial Track, Webb Mine under tipple.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>AULT:</b> Rail and River Coal Co. Mine No. 3 on bridge on empty track, beyond tipple.....							X	X	X		X	X	X	X	X
<b>POWHATAN:</b> Neff Lumber Co., track be- yond a point 300 ft. from main track switch.....	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
<b>Terminal Branch:</b> On main tracks.....			X				X	X			X	X	X	X	X
<b>BRIDGE No. 1.75:</b> Ohio River.....			X				X	X		10	X	X	X	X	
<b>PENINSULA:</b> City Coal and Pittsburgh- Wheeling Coal Co., tracks Wheeling Mold and Foundry Co. tracks.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Wheeling Mold and Foundry Co., scale track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Hi-Grade Products, tracks beyond switch located on Bridge 0.14.....			X				X	X	X	X	X	X	X	X	X
Wheeling Iron and Supply Co. tracks.....			X				X	X	X	X	X	X	X	X	X
Whitaker-Glassner Co., and Creek-Mill Co., tracks....			X		X		X	X	X	X	X	X	X	X	X
Clean Coal Co., upper tipple	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>WHEELING (18th St. Yard):</b> Tracks 2 and 9.....			X		X		X	X	X	X	X	X	X	X	X
All other tracks in 18th Street yard.....			X	X	X	X	X	X	X	X	X	X	X	X	X
<b>WHEELING:</b> Hazel-Atlas, tracks on trestle Wood Bros., track.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X
29th Street Yard tracks.....			X	X	X	X	X	X	X	X	X	X	X	X	X
Labelle track. All Industrial tracks, except A. & P. Warehouse track.....			X	X	X	X	X	X	X	X	X	X	X	X	X
A. & P. Warehouse track.....			X				X	X	X	X	X	X	X	X	X
Wheeling Box, track.....			X	X	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES												Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	AS BS ES 6 GS 4 B	AS BS ES 10 E	AP BP EP FP G	AF BF EF FF FS H 8 9 10 M	BP 1 K	L	N.Y.C.R.R., Diesel 231,000 lbs.	N.Y.C.R.R., Class H-10	N.Y.C.R.R., Class K-3	B.&O.R.R., Class Q-1 McArthur			
<b>Zanesville Secondary Track:</b> Between R Y and Zanesville. ....													
<b>BRIDGE No. 1.21:</b> West of R Y. ....					20							20	
<b>BRIDGE No. 1.49:</b> East of Dresden. ....					10	20	20	20	X	20	20	20	
<b>DRESDEN:</b> Paper Mill Siding. .... Paper Mill tracks No. 1 and No. 4 beyond Main Street Crossing. .... Gravel Pit—All tracks. .... Plaster track. ....		X X	X X	X X	X X X	X X X	X X X	X X X	X X X	X X X	X X X	X X X	
<b>BRIDGE No. 10.50:</b> West of Gilbert. ....					20	20	20	20	X	20	20	20	
<b>ZANESVILLE:</b> B. & O. R. R. connection to a point three-fourths mile east of Mill Run Industrial track. .... From a point three-fourths mile east of B. & O. R. R. connec- tion to Clay Pike. .... All Yard tracks west of Yard office. .... Zanesville Yard, all tracks except sidings. .... Adams Bros. Co., track. .... Freight House, all tracks. ....	10 5	10 X	10 X	X X	10 5	10 X	X X X X X X	X X X X X X	X X X X X X	X X X X X X	X X X X X X	X X X X X X	
<b>Zanesville Branch:</b> On Main Tracks Between: Zanesville and Putnam. .... Putnam and Fair Oaks. .... Fair Oaks and Spangler. .... Spangler and New Lexington. .... New Lexington and Bremen. ....						X X X X					X X X X		
<b>ZANESVILLE:</b> Church Track. .... Builders Supply Co., track. ....		X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	X X	
<b>BRIDGE 18.80:</b> West of Zanesville. ....					10							10	
<b>PUTNAM:</b> No. 2 and No. 3 pit tracks. .... Coal unloading track. .... Orris Coal, Zanesville Stone Ware and Weller Pottery Tracks. ....						X X X	X X X	X X X	X X X	X X X	X X X	X X X	
<b>FAIR OAKS:</b> Mark Mfg. Co., track. ....			X X		X	X X	X X	X X	X X	X X	X X	X X	
<b>SPANGLER:</b> Zanesville Terminal R. R. .... Wye Track. .... Wye, to end of track at West Main Street. ....		X X	X X	X X	X X	X X X	X X X	X X X	X X X	X X X	X X X	X X X	
<b>SOUTH ZANESVILLE:</b> Standard Tile, Scott Fan Co., and House Track. ....			X X		X	X X	X X	X X	X X	X X	X X	X X	
<b>BRIDGE No. 19.92:</b> West of South Zanesville. ....	20	20		20		20	X	X	15	X	X	X	20

LOCATION	CLASS OF ENGINES												Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	AS BS ES 6 GS 4	AS BS ES 10		AP BP EP FP		AF BF EF FF FS		BP 1					
	B	E	G	H 6	H 8 9 10	M I	K	L	N.Y.C.R.R., Diesel 231,000 lbs.	N.Y.C.R.R., Class H-10	N.Y.C.R.R., Class K-3	B.&O.R.R., Class Q-1 McArthur	
<b>BRIDGE No. 22.61:</b> East of Fultonham Spur.....	10	10	20	20	20	10	X	X	10	X	X	X	20
<b>FULTONHAM SECONDARY TRACK:</b> Ohio Power Co., track under coal tipple.....	X	X	X	X	X	X	X	X	X	X	X	X	X
Tracks leading to Pittsburgh Plate Glass Co., at Fultonham.....							X	X	X	X	X	X	X
<b>BRIDGE No. 22.79:</b> West of Fultonham Spur.....	20	20		20		20	X	X	15	X	X	X	20
<b>ROSEVILLE:</b> Ransbottom Pottery, No. 1 track.....	X	X	X	X	X	X	X	X	X	X	X	X	X
Ransbottom Pottery, No. 2 and No. 3 tracks, Ohio State Brick, Nelson McCoy Pottery and House track.....			X	X		X	X	X	X	X	X	X	X
Rosehill Mine tracks.....			X	X		X	X	X	X	X	X	X	X
Rosehill Mine tracks, under tipple.....	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>CROOKSVILLE:</b> All Industrial tracks.....			X	X		X	X	X	X	X	X	X	X
<b>BRIDGE No. 29.81:</b> West of Crooksville.....	20	20		20		20	X	X	15	X	X	X	X
<b>McLUNEY:</b> All Industrial tracks.....			X	X		X	X	X	X	X	X	X	X
<b>BRIDGE No. 32.56:</b> West of McLuney.....	20	20		20		20	X	X	15	X	X	X	20
<b>GOSTON:</b> Jones Sand Co., track.....			X	X		X	X	X	X	X	X	X	X
<b>BRIDGE No. 35.32:</b> West of Goston.....							X	X	20	X	X	X	20
<b>WILBREN:</b> Nugent Sand Co., and Imperial Sand Co., tracks.....			X	X		X	X	X	X	X	X	X	X
<b>SUNNYHILL MINE:</b> No. 8, on loaded car tracks at tipple and beyond clearance point on empty car tracks above tipple.....	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>NEW LEXINGTON:</b> Pure Oil Co., track.....			X	X			X	X	X	X	X	X	X
Ludowici Tile Co., track.....			X	X		X	X	X	X	X	X	X	X
All other Industrial tracks.....							X	X	X	X	X	X	X
<b>BRIDGE No. 39.30:</b> West of New Lexington.....	20	20		40		20	X	X	20	15	10	20	20
<b>BRIDGE No. 41.76:</b> East of Junction City.....		40				40	X	X	40		40		40
<b>JUNCTION CITY:</b> Rush Creek Clay Co., track.....							X	X	X		X		X
<b>BRIDGE No. 49.66:</b> East of Bremen.....							X	X		30		X	30
<b>BREMEN:</b> All Industrial tracks.....			X	X		X	X	X	X	X	X	X	X



LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks	
	AS BS ES 6 GS 4 B	AS BS ES 10 E	AP BP EP FP G	AF BF EF FF FS H 8 9 10 6	BP 1 M I K	L	N.Y.C.R.R., Diesel 231,000 lbs.	N.Y.C.R.R., Class H-10	N.Y.C.R.R., Class K-3	B.&O.R.R., Class Q-1 McArthur			
<b>Morrow Secondary Track:</b> Between: Bremen and Circleville..... Circleville and Washington C.H. Washington C.H. and Morrow.													
<b>BREMEN:</b> All Industrial tracks.....			X	X		X	X	X	X	X	X	X	X
<b>NORTH BERNE:</b> Krystal Rock Gravel and Sand Co., track.....			X	X		X	X	X	X	X	X	X	X
<b>LANCASTER:</b> Columbus Oil and Grease, Carbon Works, C. & O. R. R. transfer, Car Shop yard and all other Industrial tracks.....		X	X	X		X	X	X	X	X	X	X	X
<b>BRIDGE No. 67.42:</b> West of Mile Post No. 67.....						X	X	20	X	X	X	X	20
<b>BRIDGE No. 70.78:</b> East of Mile Post No. 71.....	20	20				20	X	X	15	X	X	X	15
<b>STOUTSVILLE:</b> Smith Elevator track.....		X	X	X		X	X	X	X	X	X	X	X
<b>CIRCLEVILLE:</b> Cooper house track, Glass House track and Shell Oil Co., track..			X	X	X	X	X	X	X	X	X	X	X
<b>BRIDGE No. 87.88:</b> West of Kinderhook.....		20				20	X	X	15	X	X	X	X
<b>BRIDGE No. 90.56:</b> West of Williamsport.....		10				10	X	X	10	X	X	X	X
<b>BRIDGE No. 95.27:</b> West of Mile Post No. 95.....		20		20		20	X	X	20	X	X	X	X
<b>BRIDGE No. 111.89:</b> East of Jasper.....	10	X	10	X	10	X	X	X	X	X	X	X	X
<b>BRIDGE No. 114.30:</b> West of Jasper.....	10	X	10	X	10	X	X	X	X	X	X	X	X
<b>BRIDGE No. 131.59:</b> West of Mile Post No. 131.....	10	X	10	X	10	X	X	X	X	X	X	X	X
<b>BRIDGE No. 135.03:</b> West of Ogden.....	10	X	10	X	10	X	X	X	X	X	X	X	X

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

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

**1160-B1. Other equipment restrictions.**

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

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

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

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

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

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

**POINT BRIDGE:**

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

**Terminal Branch**

**MARTINS FERRY:**

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

## Powhatan Secondary Track

### AETNAVILLE:

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

## Zanesville Branch

### GOSTON:

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

### Overhead Clearance.

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

Location	Structure
<b>Main Line:</b> Pittsburgh..... Point Bridge..... Elliott..... Corliiss..... Mile Post 49 (west of)..... Fernwood (west of)..... Broadacre (west of)..... Mile Post 60 (west of)..... Bowerston.....	No. 1 Tunnel. Mt. Washington Incline. Signal Bridge No. 3.0. No. 2 Tunnel. No. 5 Tunnel. No. 6 Tunnel. No. 7 Tunnel. No. 8 Tunnel. No. 10 Tunnel.
<b>Scully Branch:</b> Esplen (west of).....	Overhead Bridges No. 1.34 and No. 1.49.
<b>Chartiers Branch:</b> Hills (west of).....	Bells Tunnel.
<b>Powhatan Secondary Track:</b> Rayland (east of)..... Bridgeport (east of).....	Bridge 30.88. Bridge 39.17.
<b>Terminal Branch:</b> Martins Ferry (west of)..... Ohio River Bridge (west of)....  Peninsula (east of)..... Chapline..... Chaplin (east of)..... Zane (east of)..... Zane (east of).....	Ohio River Bridge 1.75 Top Mill and Mount Wood Tunnels. Overhead Bridge 3.31 Chapline Hill Tunnel. Overhead Bridge 4.01. Overhead Bridge 5.09. Overhead Bridge L.O.07
<b>New Cumberland Secondary Track:</b> Chester..... Chester.....	Overhead Bridge 20.79. Overhead Bridge 20.91.
<b>Zanesville Branch:</b> Darlington (west of)..... Roseville (east of)..... Roseville (east of)..... Goston (east of).....	Bridge 22.81. Overhead Bridge 26.88. Overhead Bridge 27.27. No. 1 Tunnel.
<b>Morrow Secondary track:</b> Lancaster (east of)..... Circleville..... Jasper (east of)..... Jasper (west of).....	Bridge 58.36. Bridge 82.40. Bridge 111.60. Bridge 114.30.

## Overhead and Side Clearance.

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

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

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

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

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

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

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

Wegee Industrial track, Webb Mine under tippie.

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

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

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

Lancaster, On Loroco Industrial track, South Columbus Street.

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

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

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

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

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

LOCATION	CLEARANCE	
	Overhead	Side
<b>Main Line</b>		
<b>POINT BRIDGE:</b> The Campbell and Woods Co. Plant.....		X
<b>CRAFTON:</b> Crafton Lumber and Supply Co.....		X
<b>CARNEGIE:</b> Superior Mill, Pittsburgh Tube Co., and Viviano Macaroni Co.....		X
<b>NOBLESTOWN:</b> Oakdale Coal Co..... Sunny Hill Coal Co.....	X	X
<b>MIDWAY:</b> Primrose Mine.....		X
<b>BULGER:</b> Verner Mine..... Bulger Block Coal Co.....	X	X X
<b>HANLIN:</b> Jefferson Coal Co.....	X	X
<b>COLLIER:</b> Locust Grove Mine runaround track..... Collier Water Station, on south side No. 1 track and north side No. 4 track.....	X	X  X
<b>STEUBENVILLE:</b> Through City limits..... A. & P., warehouse, South Street..... A. Sprague and Turn Table, track, North Street..... Armour and Co., warehouse west of Adams Street..... Steel Service Incorporated warehouse, North Street.....	X	X X X X X
<b>MILE POST 49 (West of):</b> No. 5 Tunnel.....		X
<b>FERNWOOD, (West of):</b> No. 6 Tunnel..... R. P. G. Coal Co., tipple and loading ramp at east end of track.....		X  X
<b>BROADACRE, (West of):</b> No. 7 Tunnel.....		X
<b>MILE POST 60 (West of):</b> No. 8 Tunnel.....		X
<b>UNIONPORT:</b> Industrial track.....		X
<b>MILE POST 64 (West of):</b> Fulton No. 2 Mine.....	X	X
<b>JEWETT:</b> Brilliant No. 2 Mine.....	X	X
<b>CUSTER:</b> Fulton No. 1 Mine.....	X	X
<b>BOWERSTON:</b> No. 10 Tunnel.....		X
<b>MILE POST 88 (West of):</b> Meechan Mine tipple.....	X	X
<b>DYKE, (East of):</b> Plum Run Coal Co., track.....		X
<b>DENNISON:</b> Superior Clay Co., No. 2 plant..... Dennison Sewer Pipe Co., plant..... Ferguson-Edmondson tracks.....		X X X
<b>UHRICHSVILLE:</b> Farm Bureau Cooperative track..... Old Freight House loading platform..... American Vitrified Co., factory No. 18..... Superior Clay Co., No. 1 plant..... Universal Sewer Pipe Co.....	X	X X X X X
<b>MILE POST 98 (West of):</b> Ross Clay Co., plant No. 2.....		X
<b>PORT WASHINGTON:</b> Balden Brick Co., plant.....		X
<b>COSHOCTON, (West of):</b> Carnation Creamery Co., between tracks at east end of build- ing where car moving device is located.....		X

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

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

NOTE—X indicates kind of close clearance.

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

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

**1163-B2. Main Line**

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

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

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

## MOVEMENT BY TRAIN ORDERS

### 1201-A1. Location of Train Dispatchers—

#### Pittsburgh

Train Dispatchers in charge as follows:

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

#### Branches:

Scully  
Chartiers  
B. & M.  
Burgetts  
Wheeling  
New Cumberland  
Terminal

#### Secondary Tracks:

Powhatan  
New Cumberland  
Weirton.

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

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

#### Zanesville

Train Dispatchers in charge as follows:

#### Branches:

Zanesville

#### Secondary Tracks:

Zanesville  
Morrow

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

## SIGNAL RULES

### Movement of Trains in the same direction by Block Signals

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

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

**Opposing and following movement of trains by block signals.**

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

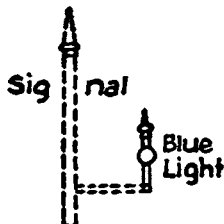
	Track	Between	And
Main Line	No. 4	CO	Weirton Jct.



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

### Wheeling Branch

On distant switch signal J-19 at East Steubenville.



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

**NAME** —Signal mast bracket marker.

**1285A-A1. Distant Switch Indicator.**

Note: Y-Yellow; G-Green



Indication—Switch open.  
Name—Caution Indicator.



Indication—Switch closed.  
Name—Clear Indicator.

**1285A-A2. Distant switch indicators in service:**

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

**CAB SIGNALS**

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

For movements with current of traffic.

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

For movements against current of traffic.

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

### MANUAL BLOCK SYSTEM

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

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

**1316-A1. Rule 316 will apply:**

**For Movements Against Current of Traffic**

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

**1317-A1. Rule 317 will apply:**

On Single track;

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

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

**For Movements Against Current of Traffic**

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

Scully Branch—Between all points.

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

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

### AUTOMATIC BLOCK SYSTEM

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

For movements with current of traffic.

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

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

For movements with current of traffic.

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

For movements against current of traffic.

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

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

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

**1515-A2. Cutting-in-Section Located:**

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

**1515-B1. Rule 515—following exceptions authorized:**

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

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

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

# INTERLOCKING

1605-A1. Rule 605—in effect:

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

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

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

Monon  
Esplen  
Scully  
Carnegie  
Weirton Jct.

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



Home Division

Name

Occupation

QUALIFIED FOR SERVICE

DIVISION

ZONE

PART OF ZONE QUALIFIED FOR



**THE PENNSYLVANIA RAILROAD  
PANHANDLE DIVISION**

Pittsburgh, Pa., April 25, 1950.

**GENERAL ORDER No. 1401**

**Effective 12.01 A. M. Sunday, April 30, 1950**

**Applies in All Zones**

- (a) Time-Table No. 14 in effect. It contains the necessary instructions issued in general orders up to and including No. 1325, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 14 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 13 to bulletin board attendant, after Time-Table No. 14 takes effect.

**Applies in Zone D**

- (b) ZANESVILLE BRANCH  
ROSEVILLE

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

Special Instruction 1157-F1, changed.

- (c) ZANESVILLE SECONDARY TRACK  
GILBERT

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

Special Instruction 1157-F1, changed.

**Applies in Zone E**

- (d) RIVER BRANCH  
STEUBENVILLE

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

Special Instruction 1157-F1, changed.

**Applies in Zone F**

- (e) POWHATAN SECONDARY TRACK  
WEGEE—WORKMAN

Trains and engines must not exceed a speed of 10 miles per hour between Wegee and Mile Post 50 west of Workman, account sink in track.

**STEWART**

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 57 at Stewart and a point one-half mile east thereof, account sink in track.

Special Instruction 1157-F1, changed.

This General Order is printed in Time-Table No. 14 and will not be issued in sticker form.

B. W. TYLER,  
Superintendent.

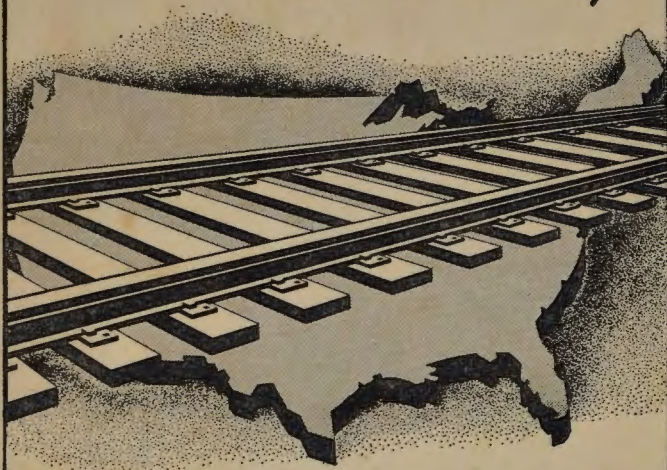






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