

SAFETY

IS

EVERYBODY'S JOB

ON THE

B&O

THE BALTIMORE & OHIO RAILROAD COMPANY

CENTRAL REGION

SAFETY ABOVE EVERYTHING



PITTSBURGH DIVISION

TIME-TABLE No. 61

EFFECTIVE 12.01 A. M., EASTERN
STANDARD TIME

SUNDAY, SEPTEMBER 25, 1949

C. T. WILLIAMS,
Superintendent.

PITTSBURGH DIVISION.

EAST END

WEST END

Superintendent:
C. T. WILLIAMS.

Assistant Superintendent:
C. H. RICHARDS.

Train Master:
J. L. LOWNEY.

Train Master:
O. H. FLETCHER.

Asst. Train Master:
E. E. ARMENTROUT.

Rules Examiner:
C. HIGINBOTHAM.

Asst. Train Master:
J. H. ATKINS.

Road Foreman of Engines:
G. M. SWARTZ.

Assistant Road Foreman of Engines:
R. O. TAYLOR.
C. J. HOLLEN.

Road Foreman of Engines:
F. R. BERG.

Division Engineer:
J. G. COLLINSON.

Terminal Train Master:
T. J. JOYCE.
P. V. COLBORN.

Assistant Terminal Train Master:
C. I. CLAY.
E. R. UMBARGER.

Division Engineer:
F. A. ERNST.

Assistant Division Engineer:
C. E. JACKMAN.

Claim Agent:
A. J. SPINELLI.

Master Mechanic:
W. J. BAUMILLER.

Claim Agent:
H. J. J. LENTZ.
G. L. WOLFORD.

Assistant Division Engineer:
C. G. CRAWFORD.

Division Operator:
E. A. MOUROT.

Chief Train Dispatchers:
J. W. THORNTON.
W. GAUMER.
T. Q. LAUGHLIN
H. S. METZ.

Train Dispatchers:

River and P. & W. Sub-Divisions:
R. O. MURRAY.
S. C. DOWNIN.
D. H. WYNN.

F. M. & P. and S. & C.
Sub-Divisions:
W. CARROLL.
E. C. KEEFER.

Main Line,
Sub-Division:
C. L. KEITH.
L. H. LONG.
W. D. DRUMM #1.
C. G. GUNDRUM.

W. & P. Sub-Division
C. H. BEAN.
W. E. STOLFIRE.
G. M. LEIF.
R. F. WALLACE.

Extra Train Dispatchers:
L. J. MUELLER.
P. G. KEIDEL.
E. F. McLAUGHLIN.
G. S. CUNNINGHAM.
V. J. CHRISTOPHER.

MEDICAL AND SURGICAL SERVICE

COMPANY'S SURGEONS.

Allison Park, Pa. Dr. J. J. Carman.
 Berlin, Pa. Dr. Irvin C. Miller.
 Braddock, Pa. Dr. I. C. Harris, 1015 Braddock Avenue.
 Butler, Pa. Dr. Carl Danielson.
 Claysville, Pa. Dr. Jonathan R. Day.
 Dr. Edwin M. Price.
 Confluence, Pa. Dr. Francis J. King.
 Dr. L. E. Schuster.
 Connellsville, Pa. Dr. Fred L. Norton.
 Dr. W. J. Bailey, Oculist.
 Dr. Thomas G. McLellan, Oculist.
 Dr. William K. Newill.
 Dr. Earl E. Broadrup.
 Dr. Jas. E. McLean.
 Dr. William A. Gracie.
 Dr. William F. Williams, Jr.
 Dr. Charles O. Zimmerman.
 Dr. R. J. Williams.
 Dr. Frank M. Wilson.
 Dr. L. R. Meyers, Oculist.
 Dr. Frank U. Davis, Oculist.
 Dawson, Pa. Dr.
 Dunbar, Pa. Dr.
 Ellwood City, Pa. Dr. H. E. Helling.
 Elm Grove, W. Va. Dr. R. H. Lewellyn.
 Evans City, Pa. Dr.
 Everson, Pa. Dr.
 Finleyville, Pa. Dr. Malcolm S. Stevenson.
 Dr. J. B. Clinton.
 Dr. Philip Johnson.
 Fairmont, W. Va. Dr. George H. Traugh, Oculist.
 Dr. William A. Welton.
 Dr. H. S. Keister.
 Dr. H. R. Johnson, Oculist.
 Glenshaw, Pa. Dr. James E. McMillan.
 Glenwood, Pa. Dr. Frank O. Rote, 5303 Second Avenue.
 Dr. Raymond Vecchio, 5110 Second Ave.
 Hazelwood, Pa. Dr. C. L. Ourl, 99 Hazelwood Avenue.
 Hooversville, Pa. Dr. J. M. James.
 Hyndman, Pa. Dr. John A. Topper.
 Dr. Richard P. Zimmerman.
 Johnstown, Pa. Dr. Leard R. Altemus.
 Mahoningtown, Pa. Dr.
 Mars, Pa. Dr.
 Meyersdale, Pa. Dr. O. C. Glass.
 Dr. Alexander Solosko (Salisbury, Pa.)
 Dr. E. F. Heiskell.
 Dr. G. R. Maxwell.
 Morgantown, W. Va. Dr. D. Brannan.
 Dr. Chas. B. Wylie, Oculist.
 Dr. O. B. Bryce, 1050 Lincoln Way.
 McKeesport, Pa. Dr. Frank R. Bondi, 208 Masonic Bldg.
 Mt. Pleasant, Pa. Dr. W. A. Marsh.
 Dr. John Foster.
 Dr. D. O. Lindley, Oculist.
 New Castle, Pa. Dr. Paul B. Wilson.
 Dr. Paris A. Shoaff.
 Dr. R. O. Campbell, Oculist.
 Dr. A. L. Lewin, 3703 Penn Avenue.
 Dr. O. J. Stybr, 865 Lockhart, St. N. S.
 Dr. Thomas L. Wilson, 940 Western Ave., N. S.
 Dr. F. J. Arch, 318 Chestnut Street.
 Pittsburgh Pa. Dr. Harold L. Mitchell, Neurologist, 121 University Place.
 Dr. James Clyde Markel, Oculist, 806 Pitt Bank Building.
 Dr. Louis W. Statti, Oculist, Jenkins Arcade Building.
 Dr. David H. Rhodes, Oculist, Mercy Hospital.
 Point Marion, Pa. Dr. A. D. Hunger.
 Rockwood, Pa. Dr. George F. Speicher.
 Smithfield, Pa. Dr. J. L. McCracken.
 Smithton, Pa. Dr. McClain Post.
 Dr. Jacob T. Bowman.
 Dr. Charles J. Hemminger.
 Somerset, Pa. Dr. J. R. Hemminger, Oculist.
 Dr. Violet M. Hemminger, Oculist.
 Dr. Chas. C. Barchfeld.
 Uniontown, Pa. Dr. Charles O. Hubbard.
 Dr. W. A. McHugh.
 Valencia, Pa. Dr. J. H. Shannon.
 Dr. Harold L. Noble.
 Washington, Pa. Dr. A. E. Thompson.
 Dr. John B. McMurray, Oculist.
 West Newton, Pa. Dr. A. H. King.
 Dr. Russel B. Bailey, 1600 Eoff Street.
 Dr. John S. Meier, 504 Central Union Bank Building.
 Dr. Ivan Fawcett, Oculist, 75 Twelfth St.
 Wheeling, W. Va. Dr. Raymond A. Tomassene, Oculist, 1114 Market Street.
 Dr. William M. Sheppe, 58 Sixteenth Street.
 Dr. Edward M. Phillips, 61 Fourteenth St.
 Dr. Philip L. Azar.
 Zellenople, Pa. Dr. Thomas W. Wilson.

HOSPITALS.

Butler, Pa. Butler County Memorial Hospital.
 Confluence, Pa. Price Hospital.
 Connellsville, Pa. Connellsville, State Hospital.
 Cumberland, Md. Allegheny Hospital.
 Memorial Hospital.
 Fairmont, W. Va. Cook's Hospital.
 Fairmont Emergency Hospital.
 Johnstown, Pa. Conemaugh Valley Hospital.
 McKeesport, Pa. McKeesport Hospital.
 Morgantown, W. Va. Heiskell Memorial Hospital.
 Mt. Pleasant, Pa. Mt. Pleasant Memorial Hospital.
 New Castle, Pa. New Castle Hospital—Jameson Memorial Hospital.
 Pittsburgh, Pa. Mercy Hospital.
 Somerset, Pa. Somerset Community Hospital.
 Uniontown, Pa. Uniontown Hospital.
 Washington, Pa. Washington Hospital.
 Wheeling, W. Va. Wheeling Hospital—Ohio Valley General Hospital.

EXAMINING POINTS.

Examiners' Office Days and Hours

BENWOOD JUNCTION—Wednesdays, 9 A. M. to 11.00 A. M.
 BUTLER—First and third Wednesdays of each month—3.00 P.M. to 4.00 P.M.
 CONNELLSVILLE—Mondays and Thursdays, from 9 A. M. to 12 Noon.
 CUMBERLAND—Mondays, Wednesdays and Fridays, from 9 A. M. to 12 Noon.
 FAIRMONT—Mondays and Thursdays, from 10 A. M. to 2 P. M.
 GLENWOOD—Mondays and Thursdays, 9 A. M. to 10 A. M. Emergency Room, Daily, except Saturdays and Sundays, 9 A. M. to 5.30 P. M.
 NEW CASTLE JUNCTION—Tuesdays and Fridays, 9 A. M. to 12 Noon.
 WHEELING—Mondays and Thursdays, 9 A. M. to 12 Noon.

MEDICAL EXAMINERS' TERRITORIES.

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

Gallery to Mt. Jewett. Dr. J. W. Post.
 Gallery, inclusive, to Newton Falls, and Warren, both exclusive. New Castle Jct.
 Cumberland to Hyndman, inclusive. Dr. Wm. B. Baker, Cumberland, Md.
 Fairmont, exclusive, to Morgantown, inclusive. Dr. D. P. Cruikshank III, Grafton, W. Va.
 Hyndman to Versailles, both exclusive.
 Rockwood to Johnstown, Connellsville to Morgantown, exclusive. Dr. H. H. McIntire, Connellsville, Pa.
 Broad Ford to Mt. Pleasant.
 Wheeling to Washington, exclusive. Dr. A. R. C. Schmidt, Wheeling, W. Va.
 Versailles, inclusive, to Gallery, exclusive. Dr. P. G. Holsinger, Glenwood, Pa.

RULES GOVERNING SERVICES OF COMPANY'S SURGEONS.

1. Telegraphic calls for surgeons will have precedence over other business, except train orders.
2. In all cases of injuries to passengers or employees requiring surgical aid, the surgeon of the Company who can reach the point the quickest must be immediately called by the officer in charge and the case put in his exclusive control. If impossible to secure immediate attendance of Company's surgeon, other surgical aid should be promptly secured to attend until the arrival of the Company's surgeon.
3. Upon the arrival of the Company's surgeon he shall assume charge of the situation, making proper arrangement with the surgeon in attendance for continuance, or discontinuance of services.
4. When a number of persons are injured the services of competent surgeons in the vicinity should at once be secured and every attention given the injured. Company's surgeons should be immediately notified, giving number of persons injured and what will probably be required for their relief.
5. The Company will not be responsible for the employment of other surgeons than those above named, and no obligation of any kind, beyond the services required while awaiting the arrival of the Company's surgeon, or subsequently arranged for by him, will be assumed for the Company.
6. The officer in charge will arrange to have the injured persons removed from the scene of the accident as promptly as possible, providing an ambulance or other conveyance, and sending a man, or men, with the injured persons, when necessary; any expense incurred to be billed direct to the Company, or paid by the person in charge, who will present a statement and receive a voucher.
7. No important surgical operation shall be performed previous to the arrival of the Company's surgeon, except such as may be required for the immediate safety of the patient.
8. While the Company's surgeons will be assigned to duty within prescribed limits, they will be expected to go out of such limits whenever required.
9. Employees will be expected, whenever able, to visit the Company's surgeon's office for treatment.
10. When an injured employee selects a surgeon other than the one appointed, the Company will be relieved of any obligation to pay for his service, and such surgeon will look to the employee for his compensation.

FULLER NANCE, M. D.
 Medical and Surgical Director.

SPECIAL INSTRUCTIONS.

1. SUPERIORITY OF TRAINS.

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

2. LOCATION OF WATCH INSPECTORS.

Butler, Pa.....	R. L. Kirkpatrick
Confluence, Pa.....	Irvin M. Fortney
Connellsville, Pa.....	J. M. Kurts
Connellsville, Pa.....	Clifton and Farmer
Cumberland, Md.....	S. T. Little Co.
Ellwood City, Pa.....	J. F. Kimpel
Fairmont, W. Va.....	Robinson Jewelry Co.
Fairmont, W. Va.....	H. A. Dodge
Glenwood, Pa.....	Pugh Brothers
Hyndman, Pa.....	H. Somers Fischer
Johnstown, Pa.....	Rothstein's
Mahoningtown, Pa.....	T. C. Rainey
McKeesport, Pa.....	Alexander Rankin
Meyersdale, Pa.....	F. C. Robertson
Millvale, Pa.....	Jos. S. Wellinger
Morgantown, W. Va.....	R. A. Yagle
Mt. Pleasant, Pa.....	C. H. Jacquette
New Castle, Pa.....	Mather Bros.
New Castle, Pa.....	Arthur W. Meek
Pittsburgh, Pa.....	Pugh's, Inc.
Pittsburgh, Pa.....	Pugh Brothers
Rockwood, Pa.....	Ward N. Hauger
Smithfield, Pa.....	Clifton and Farmer
Somerset, Pa.....	Stahl's Jewelers
Uniontown, Pa.....	W. Miller
Washington, Pa.....	H. U. Seaman & Co.
West Newton, Pa.....	L. C. Brehm
Wheeling, W. Va.....	Penn Jewelers
Wheeling, W. Va.....	Pugh's, Inc.

* Once a month.

† Every third Tuesday of month 12.01 PM to 6.00 PM.

3. STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTERS. (Located as indicated by letter "x")

LOCATION.	Stand-ard Clocks.	Train Regis-ters.	Bulle-tin Boards.
Allegheny			
Round House.....	x	x	x
Yard Office.....	x	x	x
Butler			
Telegraph Office.....	x		
Station.....		x	x
Confluence			
Telegraph Office.....	x		
Connellsville			
Callers' Office.....	x	x	x
Switches—Trainmen's Register Room...	x	x	x
Switches—Yardmaster's Office.....	x		
Telegraph Office.....	x	xa	x
Cumberland			
Telegraph Office—Depot.....	x	xw	x
Callers' Office.....	x	xw	x
Train Dispatchers' Office.....	x		
Williams Street Yard Office.....	x	xw	x
Demmler			
Yard Office.....	x	x	x
Eldena			
Telegraph Office.....	x		x
Ellwood City			
Agent's Office.....	x		x
GA Tower			
Telegraph Office.....	x		
Fairmont			
Callers' Office.....	x	x	x
"WD" Tower.....	x	x	
Passenger Station.....	x		
Yard Office.....	x		
Glenwood			
Callers' Office.....	x	x	x
Yard Office.....	x		x
Glenwood Junction			
Telegraph Office.....	x		
Greene Junction			
Telegraph Office.....	x		
Hazelwood			
Yard Office.....	x		
Hyndman			
Telegraph Office.....	x		
Callers' Office.....			x

3. STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTERS—Continued. (Located as indicated by letter "x")

LOCATION.	Stand-ard Clocks.	Train Regis-ters.	Bulle-tin Boards.
Johnstown			
Telegraph Office.....	x	x	x
Laughlin Junction			
Telegraph Office.....	x		
McKeesport			
Telegraph Office.....	x		
Morgantown			
Telegraph Office.....	x		x
New Castle Junction			
Callers' Office.....	x	x	x
Yard Office.....	x	x	x
"OA" Tower.....	x	x	x
Oliver			
Telegraph Office—E. D. T.....	x		
Pittsburgh			
Dispatcher's Office.....	x		
Telegraph Office.....	x	x	x
P. & L. E. Station Master's Office.....	x	xb	x
Yard Office.....	x	x	x
36th Street Yard Office.....	x		x
Rockwood			
Telegraph Office.....	x	xcd	x
Sand Patch			
Telegraph Office.....	x		
Smithfield			
Telegraph Office.....	x	x	x
Shop Office.....	x		x
Somerset			
Telegraph Office.....	x	x	
Yard Office.....			x
Uniontown			
Ticket Office.....	x		x
Versailles			
Hostler's Room.....	x	x	x
Washington, Pa.			
Ticket Office.....	x		
Trainmen's Room.....		x	x
Willow Grove			
Yard Office.....	x		
Wheeling, W. Va.			
"WR" Tower.....	x		x

(a) First class trains originating and terminating.

(b) First class trains only.

(c) S&C Sub-Division second and third class trains.

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

(w) Watch comparison only.

4. CLEARANCE CARD FORM A.

Trains will receive Form A, in lieu of fixed signals at: Cumberland, Connellsville, Johnstown, Pittsburgh, Butler and trains moving to S. & C. Sub-Division at Rockwood. Rule 221-A modified accordingly.

Westward trains will stop at O. & B. Junction, and before fouling single track will obtain Form A from Operator, Greene Junction, for authority to use single track O. & B. Junction, to Greene Junction. First class Westward trains using No. 2 track, Oliver to O. & B. Junction, may be given clearance at Oliver on Form A to occupy block between O. & B. Junction, and Greene Junction.

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

Connellsville Yard East—Greene Junction.

Connellsville Yard West—Broad Ford.

Glenwood East, River Sub-Division—Glenwood Junction.

Glenwood West, W. & P. Sub-Division—Glenwood Junction.

Glenwood West, P. & W. Sub-Division—Laughlin Junction.

Allegheny West—Train Dispatcher, B. & O. Station.

Passenger Trains, P. & L. E. Station, Pittsburgh, call Telegraph Office, B. & O. Station.

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Main Line Sub-Division.			
Between Cumberland and Connellsville, except as noted below.....	65	40	30
Between Viaduct Junction and Mt. Savage Junction.....	60	40	30
Viaduct Junction to Mt. Savage Junction, No. 4 track.....	25	20	15
2nd Curve East of Eckhart Junction.....	35	25	25
Curve at Overhead Bridge, Eckhart Junction.....	40	30	30
Curve, Mt. Savage Junction.....	45	40	30
Curve, West of Bridge No. 1, MP 182.1....	40	30	30
Curve over Bridge No. 6, MP 185.3.....	60	40	30
Between Sand Patch and Hyndman.....	40	(See Schedule)	
Through spring switch, west end westbound siding, Hyndman.....	25		25	25
1st curve west of west switch, Hyndman..	30	25	15
Hoblitzel curve, MP 193.7.....	30	25	15
Brackens curve, MP 194.8.....	25	25	15
3d and 4th curve east of Williams.....	35	25	15
2nd curve east of Fairhope, MP 197.....	30	25	15
Curves, MP 197.9 to MP 199.....	30	25	15
1st curve east of FO Tower.....	25	25	15
FO Tower and Manila, No. 3 track.....	25	20	15
1st curve west of Southampton water tank.	35	25	15
Glencoe Tool House to West End Roddy's curve.....	35	25	15
Curves, MP 207.1 to MP 208.1.....	30	25	15
Through Manila Interlocking.....	30	25	15
Between Sand Patch and GA Tower.....	50	40	30
Eastbound siding, Sand Patch.....	25	25	25
1st and 2nd curves west of Keystone Junction.....	40	35	30
1st and 2nd curves west of Salisbury Junction.....	40	35	30
1st curve east of Yoder.....	40	35	30
Through spring switch east end eastbound siding, GA Tower.....	25	25	25
1st curve east of GA Tower.....	40	35	30
GA Tower to west end westbound siding, Markleton.....	55	40	30
1st curve east of Bridge No. 30, MP 220.4.	45	35	30
1st curve west of Bridge No. 30, MP 220.7.	45	35	30
Frank's curve, 1/4 mile east of Atlantic....	40	35	30
Atlantic Mine curve, MP 222.1.....	40	35	30
McSpadden curve, MP 222.9.....	45	35	30
Rosensteel curve, MP 224.1.....	50	35	30
MP 226 to MP 226.2.....	45	35	30
Middle Creek curve, MP 230.....	45	35	30
Casselman curve, MP 231.....	50	35	30
2nd curve east of eastbound siding, Markleton.....	45	35	30
1st curve west of Markleton.....	50	35	30
Markleton to Brook Tower.....	50	40	30
Pinkerton Tunnel—Mallet engines.....	15	15	15
Curve, Pinkerton Tunnel.....	30	30	30
Curve, Shoofly Tunnel.....	30	30	30
Fort Hill curve.....	45	35	30
1st and 2nd curves east Brook Tower.....	45	35	30
Brook Tower to Connellsville.....	55	40	30
Curve, east end Brook Tunnel.....	35	35	30
Brook Tower to Confluence, No. 2 track..	50	40	30
Curve, west end Brook Tunnel.....	40	35	30
Curve, west of Ursina Station.....	40	35	30
Curve, east of Water Tank, Confluence...	40	35	30
Low Grade, 1st curve west Brook Tower..	35	35	30

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Main Line Sub-Division—Continued.			
Curve, east of Benford Tunnel.....	25	25	25
Curve through Benford Tunnel.....	25	25	25
Curve through Big Cut.....	30	30	30
Curve, Colflesh Crossing.....	45	40	30
Curves between water tanks, Low Grade..	35	30	30
Through Confluence Interlocking.....	45	40	30
Through Crossover No. 2 to No. 1 track, Confluence.....	30	20	20
Huston Curve, MP 245.....	40	35	30
Draketown curve, MP 245.5.....	40	35	30
1st curve east of Bidwell switch.....	50	40	30
2nd curve west of Bidwell Station.....	50	40	30
Sipes Curve, MP 250.....	45	40	30
Through spring switch east end eastbound siding, HK Tower.....	25	25	25
Curve at Salt Spring, MP 251.2.....	40	35	30
Through spring switch west end westbound siding, HK Tower.....	25	25	25
Curve, Ohio Pyle Station.....	30	30	30
Curve, one mile west of Ohio Pyle.....	40	35	30
2nd curve west of Stall Run Signal, MP 255.3.	50	40	30
Curve, Kaufman, MP 256.....	45	40	30
Curve, Bailey Point, MP 256.5.....	30	30	30
2nd curve west of Bailey Point, MP 257.3.	30	30	30
Curve, Stewarton.....	40	30	30
Curve, Rock Cut, MP 259.3.....	30	30	30
MP 260 to MP 260.5.....	45	40	30
No. 1 Cut, MP 261.....	45	40	30
Benton Curve, MP 261.6.....	50	40	30
Indian Creek Curve.....	45	40	30
No. 4 track east end Casparis to Greene Junction.....	30	25	20
Through spring switch, east end No. 4 track, Casparis.....	25	25	25
Casparis Curve.....	50	40	30
1st curve west of Casparis crossover.....	50	40	30
No. 1 and 2 tracks, crossovers east of Station to crossovers, Sodom.....	20	20	20
S. & C. Sub-Division.			
Rockwood to Johnstown, except as noted below.....	40	30	25
Rockwood Wye.....	10	5	5
Rockwood to Wilson Creek, running track.	20	15	15
2nd curve east of west switch, Mukden....	25	20	20
Coleman Branch.....	25	25	25
Curve, Coleman Station.....	25	25	25
Bridge 216 to Blough Station.....	25	20	20
Curves, east and west Bridge 250, Foustwell.....	20	20	20
3d curve west of Bridge 250, MP 35.....	25	20	20
Border curve, MP 36.4.....	25	20	20
Hogback Tunnel.....	20	10	10
Johnstown Borough.....	5	5	5
F. M. & P. Sub-Division.			
Greene Junction to Fairmont, except as noted below.....	40	30	25
Greene Junction, Bridge 300.....	30	20	20
No. 2 track, top of Mt. Braddock Hill....	15	10	10
Uniontown City limits.....	10	10	10
Smithfield Running Track.....	30	20	20

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
F. M. & P. Sub-Division—Concluded.			
Curve, Bourne Water Station.....	30	20	20
Atchison to Lake Lynn.....	30	15	15
Eagle Mine Tipple, MP 88.6.....	25	15	15
Point Marion, MP 90.9 to MP 91.3.....	15	15	15
Between slow signals Pt. Marion—WD Tower.....	25	20	20
Through WD Tower Interlocking.....	15	15	15
G. & W. Sub-Division.....	25	25	25
Berlin and Salisbury Sub-Divisions.....	20	20	15
Salisbury Sub-Division, Bridges 501, 501-2, 501-3 and 502-A-1.....	10	10	10
Boswell Sub-Division.....	20	20	15
Acosta to Boswell.....	10	10	10
Jerome Sub-Division.....	15	15	15
I. C. V. Sub-Division.....	20	15	15
Poplar Hollow.....	10	10	10
Mt. Pleasant Sub-Division.....	15	15	15
S. & M. Sub-Division.....	15	15	15
River Sub-Division.			
Between Connellsville and Pittsburgh, except as noted below.....	60	45	40
Tracks 3 and 4—Connellsville—Broad Ford	30	15	15
Broad Ford Wye.....	5	5	5
Curve MP 277 and Bridge 54—Laurel Run.	50	40	35
1st curve west of Laurel Run, MP 277.8....	50	35	30
Oakdale curve, MP 278.4.....	45	35	30
Round Bottom curve, MP 280.8.....	45	35	30
1st curve west of Round Bottom, MP 281.3.	45	35	30
Youngs curve, MP 282.....	40	35	30
1st curve west of Smithton Station.....	55	40	35
Curve, west end Fitz Henry, MP 291.....	55	40	35
Curve east of Reduction Station.....	45	35	30
1st curve west of MP 293.....	55	40	35
West Newton Station curve.....	35	30	25
Yough Slope curve, MP 296.....	55	40	35
Vista Sink and Vista curve, MP 301.9.....	40	25	20
Shaner Station curve.....	55	40	35
Guffey curve, MP 303.3.....	45	35	30
Coulter curve, MP 305.....	55	40	35
Through spring switch east end eastbound siding, Ellrod.....	25	25	25
Curve, Boston Bridge, MP 309.6.....	55	40	35
City of McKeesport.....	25	25	25
McKeesport, between Ninth and Huey Sts.	15	15	15
McKeesport to Bessemer.....	50	30	25
Tracks 3 and 4, MK Tower to Glenwood Junction.....	20	15	15
Curve east of 13th Street, Braddock.....	50	35	30
Curve, Bridge 66, Highland, MP 321.....	55	35	30
Through Glenwood Junction Interlocking.	40	40	35
Switches to W. & P. Sub-Division, Glenwood Junction.....	10	10	10
Eastward trains to Track 4, Glenwood Junction.....	10	10	10
Laughlin Junction to Brady Street Bridge.	50	30	25
Brady Street to P. R. R. Bridge.....	35	20	20

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
P. & W. Sub-Division.			
Between Laughlin Junction and Bakerstown, except as noted below.....	40	25	25
Between Bakerstown and New Castle Junction, except as noted below.....	50	35	30
To and from River Sub-Division, Laughlin Junction.....	15	15	15
Through Schenley Tunnel.....	25	15	15
Bridge 251, leading to 36th Street.....	10	10	10
Bridge 203, Allegheny River.....	30	25	25
Spang Chalfant Crossing.....	15	15	15
All curves, Allison Park to Bryant.....	30	25	25
All curves, Wildwood to Bryant.....	25	15	15
Eastward trains, Bakerstown to Wildwood using No. 1 track.....	25	25	25
Westward trains, Bakerstown to Downieville, using No. 2 track.....	25	25	25
Wilson curve, MP 19.....	40	30	25
Valencia curve, MP 20.3.....	40	30	25
1st curve east of Spring House curve.....	40	30	25
Spring House curve to Evans City X over.	35	30	25
2nd and 3rd curves west of Evans City....	45	30	25
2nd curve west of Eidenau.....	35	30	25
3rd curve west of Eidenau.....	40	30	25
1st and 2nd curves east of Harmony.....	45	30	25
1st and 2nd curves west of Harmony.....	35	30	25
2nd curve west of Zelenople.....	40	30	25
1st curve west of Fombell.....	45	30	25
1st curve west of Goehring.....	40	30	25
Over 4th and 6th Streets, Ellwood City...	25	25	25
Through spring switch EDT, Edgemore...	30	30	30
Eastward trains through turnouts and crossovers to P&LE connection east of UN Tower.....	30	30	25
Westward trains through turnouts and crossovers from P&LE connection east of UN Tower.....	30	20	20
Butler Sub-Division.			
Between Eidenau and Butler, except as noted below.....	50	35	30
East leg of Wye, Eidenau.....	25	25	25
West leg of Wye, Eidenau.....	15	15	15
Curve 1 mile east of Ribold, Bridge 608...	45	30	25
1st curve east of Bridge 405, MP 31.7.....	40	30	25
1st curve east of Bridge 406, MP 32.7.....	40	30	25
2nd and 3rd curves west of Renfrew.....	40	30	25
Curve west of Bridge 407, MP 35.4.....	40	30	25
2nd curve east of Mackin.....	35	30	25
2nd curve west of Mackin.....	40	30	25
1st and 2nd curves west of Lyndora.....	45	30	25
Yard Limit Board to Butler Station.....	35	30	25
Allegheny.....	10	10	10
W. & P. Sub-Division.			
Between Glenwood Junction and Wheeling, except as noted below.....	50	35	30
With Diesel power.....	50	40	35
Bridge 74, Glenwood Junction.....	15	15	15
Eastward trains, Whitehall to Rand, using No. 1 track.....	25	25	20
MP 6.3 to MP 8.2.....	40	30	25
1st curve east of Willock.....	30	25	20
1st and 2nd curves west of Bruceton.....	40	30	25
Experiment to MP 13.9.....	45	30	25
1st curve west of Bridge 96, MP 14.1.....	30	25	20

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
W. & P. Sub-Division—Concluded.			
2nd curve west of Bridge 96, MP 14.4.....	45	30	25
1st curve west of Snowden.....	40	30	25
Bridge 103 to 2nd curve west of Hackett..	30	25	20
3rd curve west of Hackett.....	45	30	25
From double to single track, Gilkeson....	25	25	25
2nd curve east of Gamble.....	45	30	25
1st curve east of Gamble.....	30	25	25
3rd, 4th and 5th curves west of Gamble...	45	30	25
Curve at Eighty-Four.....	35	30	20
1st curve west of Clokey.....	45	30	25
1st and 2nd curve west of Zediker.....	40	30	25
Main Street, Washington.....	10	10	10
Bridge 174, MP 56.....	35	30	25
2nd curve west of Bridge 174, MP 56.5....	45	30	25
Bridge 175, MP 57.7.....	45	30	25
Bridge 180, MP 59.5.....	45	30	25
Bridge 185, MP 62.3.....	45	30	25
1st curve west Mt. DeChantel, MP 65....	45	30	25
East Wheeling, MP 67 to Pole 66.4.....	25	25	25
Wheeling, through 17th Street and over Passenger Station Viaduct.....	10	10	10

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

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

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

MAXIMUM SPEED OF LIGHT ENGINES.

	For-ward.	Back-ward.
Diesel Engines.....	x60	x45
Note x —Where speed of division is less than indicated, it will be observed with a reduction of 15 M. P. H. in backward motion.		
All Steam Engines (except as noted below).	*50	*40
Class S-1 and S-1a.....	40	30
Compound Mallets.....	20	20
Simple Mallets.....	35	20
Class E-27.....	..	30
Class S.....	20	20
All Engines without Engine or Pony Trucks..	20	20

Note *—Where speed of division is less than 50 M. P. H. on light steam engines—10 M. P. H. less than maximum in forward motion and 20 M. P. H. less than maximum in backward motion.

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

At speed posts on division where stated speed is lower than that shown above, it will govern.

5. SPEED RESTRICTIONS—Continued.

GENERAL. SPEED OF RELIEF TRAINS.

	Eng. in For-ward Motion.	Eng. in Back-ward Motion.	Crane ahead of Eng.	With Crane X-56.
Cumberland-New Castle Junction..	30	20	15	15
Rockwood-Kimmelton.....	20	15	15	15
Kimmelton-Johnstown.....	15	15	15	15
Greene Junction-Fairmont.....	20	15	15	15
Glenwood Junction-Wheeling.....	30	20	15	15
Branch Lines.....	15	15	15	15

The maximum speed of excursion or other special trains made up of open platform equipment and passenger trains handling equipment with freight car trucks, will be 10 miles per hour less than the maximum speed of other passenger trains.

Trains, the makeup of which, includes dead engines, will be restricted to 25 M. P. H., except that Diesel engines may be handled at such speed as provided for in shippers' endorsement on bill of lading.

Passenger and express trains handling freight car equipment, 40 miles per hour.

Passenger and express trains handled by P-1AA engines, 55 miles per hour.

Mallet engines backing up with trains 15 miles per hour.

Trains handling Crane X-56, 15 miles per hour.

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

Mallet engines, except Class EL1A, 2-A, 3-A, 5-A and 6-A with trains, 25 miles per hour.

Class S engines with trains, 20 miles per hour.

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

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

Using reverse track through tunnels, 15 miles per hour.

Engines moving backward with cars, 25 miles per hour.

When hauling an engine backwards, 15 miles per hour.

Freight engines, other than Class S, used out of Cumberland on passenger or express trains, are restricted to 50 miles per hour between Cumberland and Hyndman.

Trains will approach Wilson Creek crossovers expecting to find them occupied.

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

Trains are restricted to 15 miles per hour over bridges, Duquesne Slag Products Co. Siding, Highland.

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

Class S, S1, S1a, L1, EL1 to EL6a, T and W. Cr. X-45 to X-48 are restricted to 20 miles per hour over Bridge 66/4 over M. C. R. R. on Glenwood R. R.

Trains handled by S, S1 and S1a engines are restricted to 10 miles per hour over Bridge 71, Brady Street, Pittsburgh.

Class P1AA, P1B, P1C, P1D, P1DA, P6A, P7, P9A, Q1, Q1A, Q1AA, Q1BA, Q1C, Q2, Q3, Q7F, Q10, Q10F, D30, all Class L, V1, V3 and V4 engines are restricted to 10 miles per hour over Bridge 72, Second Avenue, Pittsburgh, Pa.

Trains will run at restricted speed between Allegheny and Willow Grove Crossovers, expecting to find main tracks occupied.

Speed of tonnage trains descending grades between Bakerstown and Downieville, Bakerstown and Wildwood, Whitehall Tunnel and Rand will be 18 miles or less to insure safe handling of train with air brakes.

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

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

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

No. 1 Track—West of Banning to Signal W-287-26.

No. 2 Track—Ellrod to Signal E-307-19.

No. 1 Track—Wilson's Curve, west of Bakerstown, to Valencia.

No. 2 Track—Edgemore to Johnsons.

No. 2 Track—MP 20 Anderson to MP 21.

Eastward—MP 60 to MP 59, between Triadelphia and Roney's Point.

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Concluded.

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

Crossover switches east and west of Connellsville Depot.
Yoder coaling station.
West end scale track and pit track, Rockwood.
Switches east and west end, Somerset Yard.
Crossover switches east and west of Somerset Tower.
Crossover switches east and west end, Mt. Braddock Yard.
Crossover switches west end, Smithfield Yard.
Smithfield Station.
Bourne water tank.
Eagle mine tipple.

6. TRAIN ORDERS.

When crews of Western Maryland trains request permission to use westward siding at Mt. Savage Junction, in easterly direction, they will call Operator at Mt. Savage Junction, who will, after ascertaining siding is clear, request Dispatcher to place holding order, Form J, for all westward trains at Mt. Savage Junction, that may want to use westward siding. Operator will display proper train order signal, place safety lock over lever governing switch leading to westward siding, after which he may authorize W. M. train to use the siding. When necessary to detour W. M. trains from west end of westward siding at Mt. Savage Junction, to the Telegraph Office on No. 1 track, the move will be made on authority of the Train Dispatcher only, who will issue train order to cover. Except as affected by the above, all train, interlocking and block signal rules remain in force.

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

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

7. EXTRA TRAINS.

Rule 21 is not in effect on Butler Sub-Division. Extra trains will approach wye at Eidenau, looking out for trains occupying main track.

8. OPERATING TRAINS BY SIGNAL INDICATION.

Rules 251 to 254, inclusive, are in effect between Connellsville and Confluence; Confluence and Brook via No. 2 track; Brook and Sand Patch; Manila and Cumberland; O. & B. Junction and Oliver; UN Tower and Laughlin Junction; Pittsburgh and Connellsville; Glenwood Junction and Gilkeson.

Rules 261 to 264, inclusive, are in effect between Sand Patch and Manila; Confluence and Brook via No. 1 track; UN Tower and B. & O. Junction (P&LE); Greene Junction and O. & B. Junction; Oliver and Smithfield.

Unless Train Dispatcher has previously issued instructions to the contrary, first class trains will be operated via high speed tracks.

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

Rules 672 to 674, inclusive, are in effect over dual control switch, west end Sand Patch eastward siding.

Rules 672 to 676, inclusive, are in effect between Gilkeson and Wheeling.

9. SPACING TRAINS.

Rules 305 to 377, inclusive, are in effect between Greene Junction and east end Casparis via No. 4 track, and between Greene Junction and Smithfield and on Butler Sub-Division.

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

Rule 110-C is in effect on F. M. & P. Sub-Division between Smithfield and WD Tower.

9. SPACING TRAINS—Concluded.

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

Western Maryland trains desiring to run around train at Mt. Savage Junction, will do so by using the westward siding and No. 1 track between Mt. Savage Junction, Tower and the west end of siding and moves will be made on authority of the Train Dispatcher. Conductor or Engineer will report clear of No. 1 track to the Operator at Mt. Savage Junction.

Eastward trains from Western Maryland will stop clear of connection switch and will not foul siding until after receiving permission from Operator, Mt. Savage Junction. If telephone is out of order, move will be made via siding under flag protection.

Eastward trains not receiving train order signal at Jerome Junction will stop to clear switch leading into Jerome Junction, Yard.

Conductor or Engineer on eastward 3d class and extra trains will report to Operator, Greene Junction, when clear of single track at O. & B. Junction.

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

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

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

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

Sand Patch Tunnel.

Absolute block will govern movement in Sand Patch Tunnel.

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

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

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

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

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

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

10. FIXED SIGNALS.

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

Trains on G. & W. Sub-Division stopped by signal RJ-2085, located at Rockwood Junction, 1.6 miles east of Wilson Creek will examine facing point crossover leading to Western Maryland Railway and if set for movement of Baltimore and Ohio trains, may proceed.

Rule 513 is modified to the effect that trains, after opening switch, will wait five minutes before fouling main track, or crossing from one main track to another between Broad Ford and Pittsburgh, Laughlin Junction and UN Tower.

Rule 513 is not in effect at Connellsville for switching of passenger and express trains.

SPECIAL INSTRUCTIONS—Continued.

11. HAND SIGNALS AND FLAGGING.

Trains or engines occupying passing sidings will be protected in accordance with Rule 99 and Engineers will comply with Rule 105.

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

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

Engineers of eastward trains stopped at Viaduct Junction, will call flagman by use of telephone, instead of whistle signal, from watch box, Franklin or Pear Streets, or Viaduct Junction Tower. Flagman will locate in vicinity of watch box at Red Rock or Eckhart Junction, to answer telephone.

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

Greene Junction—Except trains moving with current of traffic on main tracks.

“MK” Tower.

Panhandle Switches, Pittsburgh.

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

Westward passenger trains at Connellsville passenger station will be protected by yard crews while at the station when yard crews perform switching on passenger trains.

12. JOINT OR SPECIAL USE OF TRACK.

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

Track paralleling main track between Rockwood and Wilson Creek crossover will be used as running track for westward, 3d class and extra trains. Between Wilson Creek crossover and west end as passing siding.

Tracks will be designated as follows:

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

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

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

Geiger, North of main track, GEIGER STORAGE TRACK.

Adams, from main track; 1st track—STORAGE TRACK; 2d—EASTWARD SIDING; 3d—WESTWARD SIDING.

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

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

Smithfield, between crossovers west end Smithfield Yard and Smithfield, YARD LEAD. May be used on permission of Operator or Yardmaster and be governed by Rule 105.

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

Trains and engines using running tracks between Salisbury Junction and West Meyersdale will proceed expecting to find trains or engines moving in opposite direction.

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

12. JOINT OR SPECIAL USE OF TRACKS—Concluded.

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

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

Baltimore and Ohio trains operating over P&LE tracks between “MK” Tower, McKeesport, and P&LE connection, West Pittsburgh, will be governed by rules and time-table of P&LEERR.

13. OPERATION OF AIR BRAKES.

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

Passing Yoder, Engineers will set up brake pipe pressure to 90 pounds, which pressure will be carried through to Cumberland. Front brakeman will adjust retaining valves in holding position from head end and flagman will adjust retaining valves in holding position from rear end in order to have retainers so adjusted before passing Sand Patch, and will not start to turn down retainers until engine passes Hyndman Station.

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

Eastward freight trains will stop at “FO” Tower for inspection except when handled by Diesels equipped with dynamic brake. In event dynamic brake becomes inoperative and is not used, train will stop at Foley for inspection.

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

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

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

GRADE.	Minimum percent of retainers to be used.
Sand Patch to Hyndman (Coal Trains).....	100
Sand Patch to Hyndman (All others).....	90
Sand Patch to Yoder (Loaded Tonnage Trains).....	33½
Brook to Confluence (Loaded Tonnage Trains).....	33½
Somerset to Tates Curve (25 or more cars).....	33½
Adams to Rowena (Loaded Tonnage Trains).....	50
Hiyasota to Jerome Junction (Loaded Tonnage Trains).....	33½
Oriental to Leith (Loaded Tonnage Trains).....	75
Mt. Braddock to O. & B. Junction (Loaded Tonnage Trains).....	75
Mt. Braddock to Evans (Loaded Tonnage Trains).....	75
Morgan Tunnel to Lake Lynn (Loaded Tonnage Trains).....	75
Whitehall Tunnel to Rand (Coal and Oil Trains).....	33½
Bakerstown to Wildwood (Loaded Tonnage Trains).....	15

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

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

Empty trains will carry the prescribed standard pressure as follows:

Main Reservoir..... 100 pounds.
Brake Pipe..... 70 pounds.

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

SPECIAL INSTRUCTIONS—Continued.

13. OPERATION OF AIR BRAKES—Concluded.

Passenger trains backing into Pittsburgh train shed will approach Panhandle switches at restricted speed and stop unless Engineer receives three blasts of communicating signal from Conductor, who must first get a proceed signal from switch-tender.

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

Handling of Backup Hose.

Where backup hose is used, trainmen will see that it is coupled to the leading car and brake test will be made through backup hose before train is started. When cars are set off or picked up, or engine is detached and recoupled, similar brake test will be made.

When backing passenger trains into stations, trainmen must know that brake and signal air equipment are properly coupled and operative, and backup hose coupled on leading car (except where car has backup valve). Test must be made before starting train.

Engineer will control speed and make all stops, except in an emergency. Trainmen handling backup valve will signal by communicating or hand signals. When signal to stop is not acted on promptly, trainmen will be held responsible for stopping movement at once by use of valve on backup hose or backup valve.

In territories where backup hose are required, they will be applied by car inspectors (if available). When train reaches destination or is interchanged to another railroad, trainmen or car inspector (if available) will remove backup hose. Disposition of such hose to be furnished by Train Master or Superintendent.

14. SPRING SWITCHES.

Engines must not use sand going through Spring Switches.

At spring switch located at Emblem, crew will operate push button for movement from Eastward Siding in accordance with Rule 127.

15. RAILROAD CROSSINGS AND DRAWBRIDGES.

STATIONS.	RAILROAD CROSSINGS.	Position of signal indicating clear route for Baltimore and Ohio trains.
Etna.....	Spang-Chalfant Co..	Interlocking.
Everson.....	Penna.....	No signal.
Ferndale.....	Johnstown Traction Co.....	No signal.
Mt. Braddock....	West Penn.....	No signal.

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

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

Trains using Liberty Explosive Siding, Mt. Braddock, will open switch and derail, wait three minutes and know crossing is clear before fouling it.

16. YARDS.

Eastward trains, other than 1st class, will stop at switchman's box at Sodom and obtain permission from the Yard Master at switches by telephone before proceeding unless signal is received from man on ground with a green flag or green light and written instructions are handed on governing movement through yard.

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

16. YARDS—Concluded.

Following employees are authorized to issue written instructions to yard engines and trains when necessary to make movements against the current of traffic in yards in accordance with Rule 93:

- Greene Junction and Broadford—All tracks—Yard Master—Connellsville Switches.
- "MK" Tower and Demmler Yard—No. 4 track—Yard Master—Demmler.
- Bessemer and Demmler Yard—No. 3 track—Yard Master—Demmler.
- Denniston and Glenwood Junction—No. 4 track—Yard Master—Glenwood.
- Laughlin Junction & Pittsburgh—All tracks—Yard Master—Pittsburgh.
- Willow Grove and Allegheny—All tracks—Yard Master—Willow Grove.

17. HELPER ENGINES.

Helper engines moving backwards by night or during foggy or stormy weather may use classification lamps as markers. Rule 19 modified accordingly.

Helpers to be detached as shown below:

- Sand Patch—
 - Eastward trains—After pushing trains over summit.
 - Westward passenger trains—West end, helper pocket.
 - Westward freight trains—East portal of tunnel.
 - Schenley Hill—
 - Eastward loaded trains—East of tunnel (stop to detach helper).
 - Eastward empty trains—West of tunnel.
- (Trains consisting of empty cars will have only one helper on rear.)

18. MAIL.

Trains 5 and 6, when moving on other than their regular track, will not stop to exchange mail. Rule 115 modified accordingly.

Newspapers may be dispatched where trains do not stop. Care must be exercised to avoid accident. Safety Rule 43 modified accordingly.

19. WATER AND FUEL.

Crews on eastward trains, observing the letter "W" in the window of the Tower at Confluence will stop on No. 2 track for water.

20. WHISTLE SIGNALS.

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

21. HIGHWAY CROSSING PROTECTION.

Trains moving over Charles Street, and State Highway No. 53, SM Branch, Hooversville will provide flag protection.

Crews will provide flag protection for all movements over Poplar, Locust, Railroad, Hickory and Main Streets, Johnstown, Pa.

Crews will provide flag protection at Messenger Street, Johnstown, Pa., except when Crossing Watchman is on duty from 7.00 A. M. to 12.30 P. M., and 1.00 P. M. to 3.30 P. M.

22. TRAIN ORDER STATIONS—IRREGULAR HOURS.

Stations open less than twenty-four hours:

- Bakerstown—8.00 A. M. to 4.00 P. M., except 4.00 P. M. Friday to 8.00 A. M. Monday.
- Renfrew—10.30 P. M. to 2.30 P. M., except 6.30 A. M. Saturday to 6.30 A. M. Monday.

Train Order Stations closed:

- Johnstown—7.01 A. M. to 11.01 P. M. Sundays.
- Jerome Junction—7.01 A. M. Sunday to 7.01 A. M. Monday.
- Stoyestown—8.01 A. M. Sunday to 8.01 A. M. Monday.

SPECIAL INSTRUCTIONS—Continued.

23. RESTRICTIONS ON STRUCTURES AND TRACKS.

MAXIMUM WEIGHT LIMITS.	Heaviest class of engine permitted.	Cars Gross Weight in Pounds.
Cumberland to New Castle Junction.....	S-1a	240,000
Salisbury Branch.....	P-17a	240,000
Berlin Branch.....	P1-aa	240,000
G. & W. Sub-Division.....	S-1a	240,000
Rockwood to Somerset.....	S-1a	240,000
Wilson Creek Branch.....	E-27	200,000
Old Junction Siding.....	Q1-aa	240,000
Wye Track, Somerset.....	S-1a	240,000
Somerset to Kelso Mine Siding.....	EL-2	240,000
Somerset County Fertilizer Co.....	Q1-aa	240,000
P. W. & S. Junction to Boswell.....	S-1a	240,000
Adams Mine Siding.....	Q1-aa	240,000
End of Wye to Friedens.....	EL-2	240,000
Coleman Branch.....	KK-2	240,000
Ralphton Mine No. 15.....	Q1-aa	240,000
Knickerbocker Mine at Rowena.....	S-1a	240,000
Jerome Branch.....	EL-2	240,000
Hiyasota Mine No. 1.....	Q1-aa	240,000
Walsall to Johnstown.....	Q1-aa	240,000
End of Indian Creek Transfer to Jones Mills.....	Q1-aa	240,000
Melcroft Branch.....	S-1a	240,000
Wye track at Jones Mills.....	Q1-aa	240,000
Greene Junction to F. M. & P. Junction.....	S-1a	240,000
Eureka Fire Brick Co. Siding, Mt. Braddock.....	Q1-aa	240,000
Lemont Ovens No. 2.....	E-27a	200,000
Siding to Freight House, Uniontown.....	Q1-aa	240,000
C. F. Eggers Siding.....	Q1-aa	240,000
Crossland Ovens Branch.....	Q1-aa	240,000
E. I. DuPont Powder Company Siding.....	Q1-aa	240,000
Planing Mill Siding, Fairchance.....	Q1-aa	230,000
S. & M. Branch.....	Q1-aa	240,000
York Run Branch.....	Q1-aa	240,000
Bowood Mine No. 1 Siding.....	Q1-aa	220,000
Gilmore Coke Company Siding.....	Q1-aa	220,000
H. C. Frick Coke Co., Leckrone.....	Q1-aa	240,000
Lake Lynn to Canyon Mine.....	Q1-aa	240,000
Dewing Mill Spur.....	Q1-aa	240,000
West Yough Bridge.....	E-27ca	200,000
Broad Ford to Everson.....	S-1a	240,000
Everson to Mt. Pleasant.....	E-27	220,000
Wilson Brick Co. Siding.....	E-27ca	220,000
Adamsburg Branch.....	Q1-aa	240,000
Rail to River Terminal, Glenwood.....	EL-6a	240,000
Glenwood Junction to Marion Junction on Glenwood R. R.....	S-1a	240,000
Laughlin Junction to Bridge No. 72.....	S-1a	240,000
Bridge No. 72 to Pittsburgh Train Shed.....	Q1-aa	220,000
Pittsburgh Train Shed.....	P-17a	210,000
"FY" Tower to 43 Street.....	Q1-aa	240,000
Willow Grove Junction to Herra Island.....	L-4	240,000
Willow Grove Junction to Stieren Street.....	S-1a	240,000
Glenwood Junction to Wheeling.....	EL-5	240,000
Tylerdale Connecting R. R.....	Q1-aa	240,000
Sugar Run Branch.....	Q1-aa	240,000
Penzoil Co. Siding, Mars.....	Q1-aa	240,000
Velte Foundry and Machine Company Siding.....	Q1-aa	240,000
Eidenau to Butler.....	Q1-aa	240,000
Wurtemberg Branch to Bridge No. 704.....	Q1-aa	240,000

Two or more S type or Mallet engines, coupled, will not be operated on Wye track, Rockwood, Sand Patch or Smithfield.

Class S and S1 engines will not be operated on any track in Salisbury Junction Yard other than the running track and river track.

Class S and S1a engines will not enter east end of first siding, Berlin Branch.

Class S and S1a engines will not be operated on No. 1 freight shed track, Connellsville.

Class S, S1 and S1a engines will not be headed in on the east end of pocket leading from F. M. & P. Bridge to F. M. & P. lead at Greene Junction.

Class S and S1a engines are restricted from entering Industrial Sidings between Greene Junction and Point Marion.

23. RESTRICTIONS ON STRUCTURES AND TRACKS—Concluded.

Mallet or S type engines are restricted over bridge at Uniontown Freight Station.

Engines larger than E27 type will not be taken beyond point of switch on Armour Siding, Uniontown.

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

Engines or loaded cars cannot be operated under tiple, Eagle Mine Track, F. M. & P. Sub-Division.

Mallet engines will not operate on platform track at Freight Station, Morgantown.

Operation Class S1 engines from EB Yard lead to W. & P. Sub-Division, through Slip Switch No. 17 at Glenwood Junction prohibited.

Class T-1 engine 5510 and Class T-2 engine 5550 are permitted to operate over Bridge No. 72 at Pittsburgh at speed of not to exceed 10 miles per hour.

Two or more engines coupled will not enter Pittsburgh Train Shed.

Bridge 202A/1 can be operated over for a distance of 125 feet, 10 spans, for cars only, Schenley, Pittsburgh.

Class N1, Q4, S, S1, S1a, T, T1, T2, T3, T4 and Mallet engines cannot be turned on Wye at Eidenau.

Operation of engines at the following locations is prohibited: Royal Mine empty track from switch above tiple to upper end, S. & C. Sub-Division.

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

Beyond a point 215 feet east of inside switch on siding, and 200 feet east of this switch on spur, Gilmore Coal Co. Siding, S. & M. Sub-Division.

Beyond derail, Hope Mine Siding, S. & M. Sub-Division.

Under tiple, Crawford No. 1 Mine, S. & M. Sub-Division.

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

Beyond first switch, Middle Track, east end of Leith Works or beyond Coke Ovens on front track.

Over bridge, Marie Mine Siding.

Beyond frog, Banner Flour Mill Siding, Fairchance.

Run-around track beyond tiple at Canyon Mine, C. H. & B. Branch.

Beyond frog on crane track, McClain Sand Co. Siding, Dewing Branch.

Beyond bridge, empty track, Hiwasota Mine Siding and not for more than two car lengths beyond bridge on loaded track.

Beyond ramp on empty track, Wilbur Mine.

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

Beyond clearance point of first mine track switch, east end Valley Camp No. 3 Mine, W. & P. Sub-Division.

Over T. E. Homan trestle, Bakerstown.

Over Shever Brothers trestle, Harmony.

Beyond road crossing, Knauf Mill Siding, Harmony.

Over Bridge No. 704, Wurtemberg Branch.

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

24. CLEARANCES.

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

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

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

Location	Main Line Sub-Division.
Cumberland	—200 feet from main track switch, Western Maryland connection at Pear Street.
Cumberland	—Bridge OC No. 4 track.

SPECIAL INSTRUCTIONS—Continued.

24. CLEARANCES—Continued.

Location	
Mt. Savage Jct.	—2200 feet west of Tower.
Ellerslie	—Maryland Potteries Corporation Siding.
Hyndman	—700 feet west of Bridge No. 10.
Falls Cut	—Tunnel.
Glencoe	—West end of spur track.
Sand Patch	—Wye tracks, 150 feet from main track switch.
Keystone	—Connection to Western Maryland R. R., 150 feet from main track switch.
Salisbury Jct	—Bridge No. 25-E.
"GA" Tower	—Over siding, G. & W. Sub-Division.
Garrett	—Overhead bridge.
Rockwood	—East leg of Wye, east side of overhead bridge.
Rockwood	—Running track, east side of overhead bridge.
Rockwood	—West leg of Wye at engine house.
Pinkerton	—Pinkerton Tunnel.
Pinkerton	—Shoo Fly Tunnel.
Fort Hill	—Along spur track.
Brook	—Brook Tunnel.
Low Grade	—Benford Tunnel.
Confluence	—Bark track, back of Confluence Tower.
Confluence	—Hole track, back of Confluence Tower.
Confluence	—No. 2 track, West Yard, back of Confluence Tower.
Greene Jct.	—Stock Yard tracks, west end of stock pens.
Gibson	—165 feet east of switch, Brewery Siding.
Connellsville	—Tail track, Anchor Hocking Glass Co.
Connellsville	—Bridge 50-A, Crawford Avenue.
Connellsville	—Bridge 50-B, P. R. R.

S. & C. Sub-Division.

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

F. M. & P. Sub-Division.

Bowest Jct.	—Bridge No. 302-B.
Mt. Braddock	—Over siding to Liberty Explosive Company, 160 feet from main track switch.
Uniontown	—Over Armour's Siding.
Uniontown	—Firestone Company Siding, 100 feet from main track switch.
Opekiska	—Over siding of Opekiska Stone Company.

River Sub-Division.

Ellrod	—Boston Bridge No. 60-B.
Versailles	—Railway Signal Company siding.
Versailles	—Hubbard Mine Siding—WE.
McKeesport	—15th Street Bridge No. 61-A.
McKeesport	—Stone Siding.
Bessemer	—P.R.R. Bridge No. 63-A (all tracks).
Bessemer	—Union R.R. Bridge No. 63-B (all tracks).
Bessemer	—Horn tracks—Union R. R. Bridge.
Bessemer	—Rail tracks—Edgar Thompson.
Bessemer	—Hot Metal Bridge No. 64-B.

24. CLEARANCES—Concluded.

River Sub-Division—Concluded.

Location	
Braddock	—Ohringer Furniture.
Braddock	—Walker siding.
Rankin	—Street Car Bridge No. 64-D.
Rankin	—Foot bridge at Wire Works—Bridge 64-F.
Highland	—Signal Bridge.
Glenwood Jct.	—Signal Bridge.
Glenwood Jct.	—Street Car Bridge No. 66-B.
Hazelwood	—Elizabeth Street Bridge No. 66-D.
Laughlin Jct.	—Foot bridge west of Tower No. 68-A.
Pittsburgh	—Brady Street Bridge No. 71-A.
Pittsburgh	—10th Street Bridge No. 72-A.
Pittsburgh	—P.R.R. bridge at Try Street, No. 72-C.
Pittsburgh	—Train Shed.
Pittsburgh	—Schenley Tunnel.
Pittsburgh	—P.R.R. Bridge—P.J.R.R. Bridge 202-E.
Pittsburgh	—Herron Avenue Bridge No. 202-F.

P. & W. Sub-Division.

Allegheny	—Federal Street Bridge No. 312-A.
Allegheny	—7th Street Bridge No. 312-B.
Allegheny	—9th Street Bridge No. 312-C.
Allegheny	—16th Street Bridge No. 312-F.
Allegheny	—P.R.R. Bridge No. 312-G.
Allegheny	—Herrs Island Bridge No. 312-H.
Allegheny	—Walkers Bridge No. 312-I.
33rd Street	—Bridge No. 203.
33rd Street	—Bridge No. 203—Stock Yard Lead.
Willow Grove	—Bridge 206—Stock Yard Lead.
Etna	—Hobart's Siding.
Etna	—Etna Tunnel.
Glenshaw	—Glenshaw Tunnel.
Eidenu	—West Leg of Wye.
Harmony	—Bridge No. 352-A.
Harmony	—Bridge No. 352-C.
Zelienople	—Lava Crucible Siding.
Zelienople	—DeWalt's Siding, New Castle Street.
Old Furnace	—Bridge No. 355-A.
Celia	—Mile Post No. 39-45.
Frisco	—Mile Post No. 43-30.
Ellwood City	—Ellwood Tunnel.
Ellwood City	—2nd Street Bridge No. 363-A.
Mackin	—Bridge No. 407-A.

W. & P. Sub-Division.

Glenwood Jct.	—River Bridge No. 74.
West Homestead	P.R.R. Bridge—Streets Run.
Willock	—Whitehall Tunnel.
Millers Grove	—Bridge No. 88-A.
Finleyville	—Street Car Bridge No. 106-A.
Thomas	—Thomas Tunnel.
Eighty-Four	—Highway Bridge No. 138-A.
Eighty-Four	—Old Highway Route.
Eighty-Four	—Chartiers Southern Railway Bridge No. 140-A.
Washington	—Brady Tunnel.
Washington	—Donley Brick Company Siding.
Washington	—LeMoyné Avenue Bridge No. 153½-A.
Washington	—Bridge No. 157.
Tylerdale	—No. 7 Track—Jessop Steel Company.
Duval	—Tunnel No. 6.
Taylorstown	—Tunnel No. 5.
Taylorstown	—Tunnel No. 4.
Claysville	—Tunnel No. 3.
West Alexander	—Tunnel No. 2.
Elm Grove	—Coal Chute No. 1 Tipple.
Elm Grove	—Bridge No. 184-A.

SPECIAL INSTRUCTIONS—Continued.

25.

CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS.

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

SPECIAL INSTRUCTIONS—Continued.

26. TELEPHONES.

In cases of emergency call Chief Dispatcher, Pittsburgh, Pa., Bell Telephone Court 1-6220, except between the hours of 3.30 A. M. and 4.15 A. M., call Court 1-6228. Request Operator to reverse charges.

Location.	Location.
Main Line Sub-Division.	Main Line Sub-Division—Con.
Cumberland, Franklin Street.....	Indian Creek.....
Red Rock, Watch Box.....	Casparis—
Eckhart Junction, Crossover.....	East End No. 4 Track.....
Mt. Savage Junction, Westward outlet switch.....	Crossover.....
Cooks Mills.....	Bluestone, Crossover.....
Hyndman—	Connellsville—
Eastward outlet switch.....	West End Yard.....
Shop Foreman's Office.....	Central Yard Office.....
Station.....	S. & C. Sub-Division.
Westward outlet switch.....	Rockwood—
Eastbound approach signal.....	Station.....
Brackens Curve.....	Scale Track.....
Fairhope, crossover.....	Wilson Creek—
Foley.....	Tower.....
Car Inspector's Office.....	West End of Siding.....
Eastward outlet switch.....	Murdock.....
Southampton.....	Roberts, East End Running Track.....
Glencoe, Station.....	Somerset—
Philson.....	East End of Yard.....
"NA" Tower, on pole.....	West End of Yard.....
Mance, Tool House.....	Freight Station.....
Manila, East crossover.....	P. W. & S. Junction.....
Sand Patch Tunnel—	Mukden.....
Signals, East and West End.....	Geiger, West End.....
Sand Patch—	Adams Yard, East End.....
Car Inspector's Office.....	Quemahoning Junction.....
Westward home signal.....	Friedens, Station.....
Westward outlet switch.....	Coleman, East and West End.....
Eastward inlet switch.....	Reading Junction.....
Meysersdale—	Stoyestown, East and West End.....
Rear of Station, West End.....	Rowena, East and West End.....
Crossover.....	Hooversville, Station.....
Salisbury Junction.....	H. V. Siding, West and East End.....
"GA" Tower—	Jerome Junction, West End.....
Eastward home signal No. 2 Track.....	Holsopple.....
Eastward home signal G. & W. Sub-Division.....	S. & C. Bridge No. 250.....
Eastward outlet switch.....	Walsall, West and East End.....
Yoder, coal tipple.....	Sun Oil Spur.....
Garrett, Station.....	Kelso.....
Atlantic.....	Johnstown.....
Rockwood—	Husband.....
Roundhouse.....	Harrison Mine.....
Eastward outlet switch.....	Acosta.....
West crossover.....	Coal Junction.....
Westward outlet switch.....	Boswell.....
Casselman, Tool House.....	F. M. & P. Sub-Division.
Markleton—	O. & B. Junction.....
Eastward outlet switch.....	Fayette.....
Westward outlet switch.....	Bowest Junction.....
Crossover.....	Dunbar.....
Fort Hill, Tool House.....	Pechin.....
Ursina, C. P. L. signal.....	Mt. Braddock—
Confluence—	Westward outlet switch.....
Upper Water Tank.....	East End of Yard.....
W. M. Transfer.....	Crossover.....
Water Tank East of Tower Station.....	Evans—
Wye.....	Westward outlet switch, Storage Track.....
Tool House, West End of Siding.....	Crossover.....
Bidwell.....	Uniontown—
"HK" Tower—	Scale Track.....
Eastward outlet switch.....	Passenger Station, Rear.....
Westward outlet switch.....	Leith, Westward outlet switch.....
Ohio Pyle, Station.....	Oriental, Powder Spur.....
Jim Run, Watch Box.....	Fairchance, Station.....
Stewarton, East Crossover.....	
Wortman Run, Watch Box.....	

26. TELEPHONES—Continued.

Location.	Location.
F. M. & P. Sub-Division—Con.	River Sub-Division—Con.
Smithfield—	Demmler—
West End Running Track.....	Yard Master's Office.....
West End Yard.....	East and West End Yard.....
Outerop, West and East End.....	Bessemer—
Crystal.....	Westward approach signal.....
C. H. & B. Junction.....	Westward home signal.....
Cheat River Siding, East End.....	Under steps, Tower.....
Nilan.....	Eastward home signal.....
Dewings.....	Rankin—
Point Marion, Station.....	Crossover.....
Van Vorhis, East & West End Siding.....	First Pole East of Station.....
Seneca, Westward outlet switch.....	Denniston, Yard Office.....
Decker Siding, Eastward outlet switch.....	Highland, slag switch.....
Little Falls, East and West End Siding.....	Glenwood Junction, 1st signal bridge East of.....
Opekiska.....	Glenwood, Yard Office.....
Catawba, East End Siding.....	Hazelwood, Crossover.....
Montana Siding.....	Elba Hill, East End.....
Hoult.....	Glenwood Railroad, home signal.....
S. & M. Sub-Division.	Laughlin Junction.....
S. & M. Junction, East Leg of Wye.....	Westward home signal.....
York Run Junction, "Bell Phone".....	Eastward home signal.....
High House, "Bell Phone".....	Pittsburgh, 2nd Avenue, Crossover.....
Leckrone Yard, "Bell Phone".....	P. & W. Sub-Division.
Leckrone, "Bell Phone".....	Laughlin Junction.....
Mt. Pleasant Sub-Division.	Scissors Crossover.....
Everson.....	Eastward Home Signal.....
River Sub-Division.	Sylvan Avenue Bridge.....
Connellsville Yard, West End.....	Schenley—
Hickman Run, Tool House.....	Crossover.....
Dawson, Station.....	East and West End Tunnel.....
Florence.....	P. R. R. Crossover.....
Layton—	Brewery Crossover.....
Eastward Siding, East End.....	36th Street, Yard Office.....
Diamond Crossover and Station.....	Willow Grove, Yard Office.....
Westward Siding, West End.....	Millvale, Crossovers.....
Banning, Station.....	Pine Creek, Crossover.....
Jacobs Creek, Crossover.....	Etna, East and West End Siding.....
Smithton, Station.....	Wittmer, East and West End Siding.....
Reduction—	Glenshaw—
Eastward Siding, East End.....	Station.....
Crossover.....	Tool House.....
Westward Siding, West End.....	Elfinwild, Crossover.....
West Newton—	Allison Park, Station.....
Station Crossover.....	Bryant, Crossover.....
Agent's Office.....	Wildwood—
Tool House.....	Eastward Siding, East End.....
Gratztown—	Helper Siding.....
Crossover.....	Westward Siding, West End.....
Yard, West End.....	Gibsonia, outlet switch.....
Vista—	Bakerstown—
Eastward Siding, East End.....	East End of Siding.....
Westward Siding, West End.....	Station.....
Scott Haven, Crossover.....	Basic Brick Works.....
Shaner, Tool House.....	Valencia, Station.....
Robbins, Crossover.....	Downieville, Crossover.....
Coulter.....	Pennzoil Spur.....
Ellrod—	Mars, Crossover.....
Eastward Siding, East End.....	Callery—
Crossover.....	Eastward Siding, East End.....
Versailles—	Station and Crossover.....
Station.....	Westward Siding, West End.....
Hostler's Building.....	Evans City, Station.....
Middle outlet switch.....	Eidenau—
Long Run outlet switch.....	Crossover, West Leg of Wye.....
Murphys Siding.....	West End, East Leg of Wye.....
Water Works Crossover.....	Harmony, Crossover.....
McKeesport—	Zelenople—
13th Street.....	Station.....
Peters Packing Co., outlet switch.....	Crossover.....
Ticket Office.....	Shirley Mine, Crossover.....
P. & L. E. Switchtender Building.....	Fombell, Water Station.....
Eastbound home signal, MK Tower.....	Goehring, Crossover.....
Cliff Street.....	

SPECIAL INSTRUCTIONS—Concluded.

26. TELEPHONES—Concluded.

Location.	Location.
P. & W. Sub-Division.	W. & P. Sub-Division—Con.
Frisco, Crossover.....	Gilkeson, E. D. T.....
Ellwood City—	Wylandville, Pump Station.....
Scale House.....	Clokey, East and West End Siding and Lap.....
Ticket Office.....	Brady Tunnel, East End.....
Freight Office.....	Wade, East and West End Siding.....
Edgemore, Crossover.....	Washington, East and West End Yard.
	Tylerdale Junction, East and West End
	Sugar Hill, East and West End Siding....
Butler Sub-Division.	Duvall, East and West End Siding....
Buhls, East and West End Siding.....	Taylorstown, East and West End Siding
Ribold.....	Claysville, East and West End Siding..
Renfrew.....	Vienna.....
Mackin, East and West End Siding...	Bell Siding, East and West End.....
	West Alexander, East and West End
	Siding.....
	Point Mills—
	East and West End Siding.....
	Water Tank.....
W. & P. Sub-Division.	No. 3 Mine Siding, East and West End.
E. D. T., West End Bridge 74.....	Triadelphia—
Streets Run Branch.....	West End Storage Track No. 3 Mine.
Willock, Crossover.....	East and West End Siding.....
Whitehall Tunnel—	Signal, West of.....
Signal East and West End.....	Elm Grove—
Bruceton, Crossover.....	House Track, East End.....
O'Herrons.....	East and West End Siding.....
Montour Junction, Crossover.....	Wheeling—
Finleyville, Crossover.....	Terminal Junction.....
Anderson, Station.....	17th Street.....
Eclipse, Crossover.....	

27. UNCLASSIFIED.

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

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

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

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

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

Main Line Sub-Division.

Sand Patch to Hyndman. Sand Patch to Yoder.

S. & C. Sub-Division.

Geiger to Rockwood. Geiger to Stoyestown.

F. M. & P. Sub-Division.

Outcrop to Cheat River. Oriental to Leith.
Mt. Braddock to Greene Junction.

27. UNCLASSIFIED—Concluded.

P. & W. Sub-Division.

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

W. & P. Sub-Division.

Rand and Bruceton, both directions.

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

Time shown in italics for information only and refers to P. & L. E. Station, Pittsburgh, Pa.

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

When physically able to do so, employees sustaining an injury of any kind while on duty, will report the injury and cause to Foremen or other Supervising officers under whom they are employed, before leaving the Company's premises.

The Supervisory Officer to whom the report is made will make a full and prompt report of such accidents on Form 790 and will, in addition, see that the injured employees receive prompt First Aid treatment and that they are placed under the care of a Company's Surgeon or Medical Examiner as promptly after the injury as circumstances permit.

The Management desires to have injured employees promptly and properly attended in order to prevent infection and prolonged periods of disability, and to obtain full particulars regarding the accident.

28. ADDITIONAL REGULAR AND FLAG STOPS.

29. EXPLANATION OF LETTERS.

- B Flag stop Saturday only.
- C Stop to discharge passengers.
- D Day Train Order Station.
- DN Day and Night Train Order Station.
- DPN Day and Part Night Train Order Station.
- E Stop daily except Sundays.
- G Stop to discharge passengers from Gary, Ind., and points west, or to receive passengers for stations east of Baltimore.
- H Stop to discharge passengers from Detroit and Toledo.
- J Stop daily except Saturday and Sunday.
- K Stop to discharge passengers from Cumberland and East.
- N Night Train Order Station.
- U Stop to handle U. S. Mail and pick up passengers for Chicago.
- W Stop to pick up or discharge passengers from or to Gary and West.
- X Stop to receive or deliver U. S. Mail, Milk or Perishable Express.
- Z Stop on flag to handle U. S. Mail.

WESTWARD.

Distance from Cumberland.	Train Order Stations.	Main Line Sub-Division. TIME-TABLE No. 61. September 25, 1949.	Length of Passing Sidings in 48-foot Cars.	FIRST CLASS.										SECOND CLASS	
				17	7	31	21	65	9	5	25	19	Chicago 97		
				DAILY	DAILY	DAILY Ex. Monday	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY		DAILY	
				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		P. M.
0.6	DN	CUMBERLAND.		12.20	3.00	4.25	1.15	.....	5.14	8.36	8.47	9.03	.....	4.10	.....
	DN	0.6 VIADUCT JOT.		12.22	3.02	4.27	1.17	.....	5.16	8.38	8.49	9.05	.....	
2.4		1.8 ECKHART JOT.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.6	DN	1.2 MT. SAVAGE JOT.	108	12.26	3.06	4.31	1.21	.....	5.20	8.42	8.53	9.09	.....	
9.0		5.4 COOK'S MILLS.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.9	DN	4.9 HYNDMAN.	170	12.40	3.19	4.43	1.34	.....	5.32	8.54	9.05	9.21	.....	
18.0		4.1 WILLIAMS.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21.7	DN	3.7 "FO" TOWER.		12.57	3.34	4.58	1.53	.....	5.47	9.09	9.22	9.37	.....	
23.5		1.8 GLENCOE.		.....	.....	.....	F 1.56	.....	.....	.....	.....	.....	.....
26.3		2.8 PHILSON.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31.7	DN	5.4 MANILA.		1.14	3.50	5.15	2.15	.....	6.03	9.25	9.37	9.52	.....	
33.4	DN	1.7 SAND PATCH.	128	1.19	3.55	5.20	F 2.20	.....	6.08	9.30	9.42	9.57	.....	
34.4		1.0 KEYSTONE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
37.2		2.8 MEYERSDALE.		.....	S 4.02	.....	S 2.30	.....	S 6.15	.....	.....	.....	.....
38.5		1.3 SALISBURY JOT.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41.6	DN	3.1 "GA" TOWER.		1.31	4.11	5.31	2.37	.....	6.24	9.41	9.55	10.09	.....	
42.1		0.5 GARRETT.		.....	.....	.....	F 2.40	.....	.....	.....	.....	.....	.....
44.9		2.8 ATLANTIC.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
49.0	DN	4.1 ROCKWOOD.	138	1.41	S 4.22	5.41	S 2.55	.....	S 6.35	9.51	10.05	10.19	.....	
53.3		4.3 CASSELMAN.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
56.0		2.7 MARKLETON.	136	1.50	4.32	5.50	3.07	.....	6.45	10.00	10.14	10.28	.....	
60.8	DN	4.8 BROOK.		1.56	4.39	5.58	3.14	.....	6.51	10.06	10.20	10.34	.....	
63.5		2.7 URSINA.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
65.5	DN	1.9 CONFLUENCE.	98	2.02	S 4.47	6.02	S 3.23	.....	F 7.00	10.12	10.26	10.40	.....	
70.4		5.0 BIDWELL.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
73.9	DN	3.5 "HK" TOWER.	107	2.13	4.59	6.13	3.35	.....	7.12	10.23	10.37	10.51	.....	
75.6		1.7 OHIO PYLE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
78.2		2.6 KAUFMANN.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
80.9		2.7 STEWARTON.		2.23	5.08	6.23	3.49	.....	7.21	10.33	10.47	11.05	.....	
85.0		4.1 INDIAN CREEK.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
88.9		3.2 CASPARIS.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
90.7	DN	2.5 GREENE JOT.		2.36	5.22	6.37	4.03	7.15	7.35	10.47	10.59	11.20	.....	
92.4		1.7 CONNELLSVILLE.		A 2.40	A 5.27	A 6.40	A 4.10	A 7.20	A 7.40	A 10.50	U 11.05	A 11.23	.....	A 8.10	.....
				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
		Time over Sub-Division.....		2.20	2.27	2.15	2.55	.05	2.26	2.14	2.18	2.20	4.00		
		Average speed per hour.....		39.6	37.7	41.1	31.7	20.4	37.9	41.4	40.2	39.6	23.1		

Passenger trains will not exceed 65 miles per hour.

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

EASTWARD.

Distance from Connellsville.	Train Order Stations.	Main Line Sub-Division. TIME-TABLE No. 61. September 25, 1949.	Length of Passing Sidings in 46-foot Cars.	FIRST CLASS.										SECOND CLASS	
				10	18	20	26	6	8	66	22	32		N. Y. 94	
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY		DAILY	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.		A. M.	
1.7	DN	CONNELLSVILLE.		12.30	1.38	2.35	3.20	3.30	10.47	11.00	1.13	3.40			
4.2		1.7 GREENE JCT.		12.34	1.41	2.38	3.23	3.33	10.50	11.04	1.16	3.44		1.50	
7.4		2.5 CASPARIS.													
11.6		3.2 INDIAN CREEK.													
14.2		4.1 STEWARTON.		12.47	1.53	2.50	3.34	3.44	11.02		1.27	3.58			
16.8		2.7 KAUFMANN.													
18.5	DN	2.6 OHIO PYLE.									F 1.33	E 4.08			
22.0		1.7 "HK" TOWER.	102	12.57	2.03	3.00	3.43	3.53	11.12		1.38	4.10			
27.0	DN	3.5 BIDWELL.													
28.9		5.0 CONFLUENCE.		1.08	2.13	3.10	3.53	4.03	11.22		S 1.50	E 4.22			
31.6	DN	1.9 URSINA.													
36.4		2.7 BROOK.		1.16	2.21	3.18	4.01	4.11	11.30		1.57	4.31			
39.1		4.8 MARKLETON.	123	1.22	2.28	3.25	4.07	4.18	11.37		2.03	E 4.40			
43.4	DN	2.7 CASSELMAN.													
47.5		4.3 ROCKWOOD.	89	S 1.38	2.39	3.36	4.16	4.27	S 11.48		S 2.18	S 4.55			
50.3		4.1 ATLANTIC.													
50.8	DN	2.8 GARRETT.									S 2.30	J 5.06			
53.9		0.5 "GA" TOWER.	130	1.50	2.49	3.46	4.26	4.37	11.59		2.32	5.07			
55.2		3.1 SALISBURY JCT.													
58.0		1.3 MEYERSDALE.		S 2.03					S 12.08		S 2.40	E 5.23			
59.0	DN	2.8 KEYSTONE.													
60.7	DN	1.0 SAND PATCH.	312	2.12	3.08	4.05	4.39	4.50	12.18		2.50	5.33			
66.1		1.7 MANILA.		2.15	3.12	4.09	4.42	4.53	12.21		2.53	5.36			
68.9		5.4 PHILSON.													
70.7	DN	2.8 GLENCOE.									F 3.05				
74.4		1.8 "FO" TOWER.	83	2.30	3.26	4.23	4.57	5.08	12.35		3.09	5.51			
78.5	DN	3.7 WILLIAMS.													
83.4		4.1 HYNDMAN.	103	S 2.45	3.41	4.38	5.11	5.22	12.50		3.22	E 6.06			
88.8	DN	4.8 COOK'S MILLS.													
90.0		5.4 MT. SAVAGE JCT.		2.58	3.55	4.52	5.25	5.36	1.04		3.35	6.20			
91.8	DN	1.2 ECKHART JCT.													
92.4	DN	1.8 VIADUCT JCT.		3.03	4.01	4.58	5.30	5.42	1.09		3.40	6.24			
		0.6 CUMBERLAND.		A 3.05	A 4.03	A 5.00	A 5.32	A 5.44	A 1.12		A 3.42	A 6.30		A 8.45	
				A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.		A. M.	
		Time over Sub-Division.....		2.35	2.25	2.25	2.12	2.14	2.25	.04	2.29	2.50		6.55	
		Average speed per hour.....		35.8	38.2	38.2	42.0	41.4	38.2	25.5	37.2	32.6		13.4	

Passenger trains will not exceed 65 miles per hour.

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

WESTWARD.

Distance from Connellsville.		Train Order Stations.		River Sub-Division.		TIME-TABLE No. 61. September 25, 1949.		Length of Passing Sidings in 45-foot Cars.		FIRST CLASS.													
										17	7	545	456	530	547	31	236	549	557	559	561		
										DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
										A. M.	A. M.	Ex. Sun. & Hol.	Ex. Sun. & Hol.	A. M.	Ex. Sun. & Hol.	Ex. Sun. & Hol.	A. M.	A. M.	Ex. Sun. & Hol.	Ex. Sun. & Hol.	Ex. Sun. & Hol.	Ex. Sun. & Hol.	
2.4	DN	CONNELLSVILLE.	2.4			2.45	5.33					6.00	6.50										
		BROAD FORD.	2.5			2.49	5.37					F 6.04	6.54										
4.9		HICKMAN RUN.	0.5																				
5.4		DAWSON.	4.1									F 6.09											
9.5		LAVENIA.	3.2																				
12.7		LAYTON.	0.9									F 6.21											
13.6	DN	"NS" TOWER.	2.4	169		3.03	5.51					6.23	7.08										
16.0		BANNING.	0.9									F 6.28											
16.9		JACOBS CREEK.	1.9									F 6.30											
18.8		SMITHTON.	1.5									F 6.35											
20.3		FITZ HENRY.	2.2									F 6.38											
22.5		REDUCTION.	2.2	181		3.13	6.00					6.43	7.18										
24.7		WEST NEWTON.	1.7									S 6.49											
26.9		GRATZTOWN.	1.7																				
28.6		SUTER.	1.4									F 6.57											
30.0		SCOTT HAVEN.	1.4									F 7.01											
31.4	DN	VISTA.	1.3	185		3.24	6.11					F 7.04	7.29										
32.7		SHANER.	0.5									F 7.07											
33.2		GUFFEY.	1.0									F 7.10											
34.2		ROBBINS.	1.2									F 7.13											
35.4		COULTER.	1.0									F 7.16											
36.4		ALPSVILLE.	2.1									F 7.19											
38.5		ELLROD.	1.6	143		3.32	6.20					7.23	7.39										
40.1		VERSAILLES.	1.1			3.34	6.22	7.00				S 7.29	7.41		8.15	10.05	12.40	2.35					
41.2		CHRISTY PARK.	1.8					F 7.03				F 7.32		F 8.18	F10.08	F12.43	F 2.38						
43.0		McKEESPORT.	0.2			S 3.42	S 6.28	S 7.10				S 7.39		S 8.25	S10.14	S12.48	S 2.44						
43.2	DN	"MK" TOWER.	0.8			3.44	6.30	7.11				7.40	7.50		8.26	10.15	12.49	2.45					
44.0		RIVERTON.	0.4					F 7.13				F 7.41		F 8.27	F10.16	F12.50	F 2.46						
44.4		FIRTH STERLING.	0.8																				
45.2		DEMMLER.	1.8					F 7.15						F 8.33	F10.19	F12.52	F 2.49						
47.0	DN	BESSEMER.	1.2					F 7.19				7.45			F10.23	F12.56	F 2.52						
48.2		BRADDOCK.	0.7					S 7.22				S 7.50		S 8.36	S10.25	S12.58	S 2.55						
48.9		RANKIN.	1.4					S 7.25				F 7.52		F 8.38	F10.27	F 1.00	F 2.57						
50.3		DENNISTON.	2.5												F10.29								
52.8	DN	GLENWOOD JCT.	0.3					7.31				7.57		8.38	8.44	10.33	1.06	3.03					
53.1		GLENWOOD.	0.8					S 7.32							S10.34	F 1.07	S 3.04						
53.9		HAZELWOOD.	1.0					S 7.34				S 8.00		S 8.46	S10.36	S 1.09	S 3.06						
54.9	DN	LAUGHLIN JCT.	2.9					7.36	7.37	7.55		8.04		8.42	8.48	10.38	1.11	3.08					
57.8	DN	PITTSBURGH.				A 4.10	A 7.00	A 7.45	A 7.50	A 8.05	A 8.15	A 8.15	A 8.55	A 8.55	A10.45	A 1.20	A 3.15						
						A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.					
		Time over Sub-Division ...				.50	.57	.45	.13	.10	2.15	1.00	.17	.40	.40	.40	.40						
		Average speed per hour.				43.9	45.5	23.6	13.4	17.4	26.7	43.2	17.6	26.5	26.5	26.5	26.5						

Passenger trains will not exceed 60 miles per hour.

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

WESTWARD.

Distance from Connellsville.	Train Order Stations.	River Sub-Division. TIME-TABLE No. 61. September 25, 1949.	Length of Passing Sidings in 45 foot Cars.	FIRST CLASS.											SEC'D CLASS.		
				563	21	565	541	567	518	72	9	238	5	25	19	Chicago 97	
				DAILY Ex. Sun. & Hol.	DAILY	DAILY Ex. Sun. & Hol.	DAILY Ex. Sunday	DAILY Ex. Sun. & Hol.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
2.4	DN	CONNELLSVILLE. 2.4		.....	4.15	.....	4.25	.....	.....	.....	7.45	.....	10.52	11.05	11.27	.....	8.40
		BROAD FORD. 2.5		.....	4.19	.....	S 4.29	.....	.....	.....	7.49	.....	10.55	11.08	11.31	.....
4.9		HICKMAN RUN. 0.5		.....		.....		.....	.....	.....		.....				.....
5.4		DAWSON. 4.1		.....		.....	F 4.34	.....	.....	.....		.....				.....
9.5		LAVENIA. 3.2		.....		.....		.....	.....	.....		.....				.....
12.7		LAYTON. 0.9		.....		.....	F 4.45	.....	.....	.....		.....				.....
13.6	DN	"NS" TOWER. 2.4	169	.....	4.32	.....	4.47	.....	.....	.....	8.03	.....	11.09	11.22	11.44	.....
16.0		BANNING. 0.9		.....		.....	F 4.52	.....	.....	.....		.....				.....
16.9		JACOBS CREEK. 1.9		.....		.....	F 4.55	.....	.....	.....		.....				.....
18.8		SMITHTON. 1.5		.....		.....	F 4.59	.....	.....	.....		.....				.....
20.3		FITZ HENRY. 2.2		.....		.....	F 5.02	.....	.....	.....		.....				.....
22.5		REDUCTION. 2.2	131	.....	4.42	.....	F 5.06	.....	.....	.....	8.13	.....	11.19	11.32	11.54	.....
24.7		WEST NEWTON. 2.2		.....	F 4.45	.....	S 5.12	.....	.....	.....		.....				.....
26.9		GRATZTOWN. 1.7		.....		.....	F 5.15	.....	.....	.....		.....				.....
28.6		SUTER. 1.4		.....		.....	F 5.19	.....	.....	.....		.....				.....
30.0		SCOTT HAVEN. 1.4		.....		.....	F 5.21	.....	.....	.....		.....				.....
31.4	DN	VISTA. 1.3	185	.....	4.55	.....	F 5.23	.....	.....	.....	8.24	.....	11.30	11.43	12.05	.....
32.7		SHANER. 0.5		.....		.....	F 5.25	.....	.....	.....		.....				.....
33.2		GUFFEY. 1.0		.....		.....		.....	.....	.....		.....				.....
34.2		ROBBINS. 1.2		.....		.....		.....	.....	.....		.....				.....
35.4		COULTER. 1.0		.....		.....	F 5.29	.....	.....	.....		.....				.....
36.4		ALPSVILLE. 2.1		.....		.....		.....	.....	.....		.....				.....
38.5		ELLROD. 1.6	143	.....	5.03	.....	5.34	.....	.....	.....	8.32	.....	11.37	11.51	12.14	.....
40.1		VERSAILLES. 1.1		.....	4.05	5.05	5.30	F 5.36	7.20	.....	8.34	.....	11.39	11.53	12.16	.....
41.2		CHRISTY PARK. 1.8		F 4.08	.....	F 5.33	F 5.38	F 7.23	.....	.....		.....				.....
43.0		McKEESPORT. 0.2		S 4.13	S 5.12	S 5.38	S 5.45	S 7.28	.....	S 8.40	.....	W 11.42	W 11.58	S 12.24	.....	.....
43.2	DN	"MK" TOWER. 0.8		.....	4.14	5.14	5.39	5.46	7.29	.....	8.42	.....	11.44	11.59	12.26	.....	10.20
44.0		RIVERTON. 0.4		.....		.....	F 5.40	F 5.48	S 7.30	.....		.....				.....
44.4		FIRTH STERLING. 0.8		F 4.16	.....	F 5.41	F 5.49	.....	.....	.....		.....				.....
45.2		DEMMLER. 1.8		F 4.18	.....	.....	F 5.51	F 7.32	.....	.....		.....				.....
47.0	DN	BESSEMER. 1.2		F 4.21	.....	F 5.46	F 5.54	F 7.35	.....	.....		.....				.....
48.2		BRADDOCK. 0.7		S 4.24	.....	S 5.49	S 5.58	S 7.38	.....	.....		.....				.....
48.9		RANKIN. 1.4		F 4.25	.....	F 5.50	F 6.00	F 7.40	.....	.....		.....				.....
50.3		DENNISTON. 2.5		.....		.....	.....	F 7.42	.....	.....		.....				.....
52.8		GLENWOOD JCT. 0.3		.....	4.31	.....	5.56	6.06	7.46	.....	8.13	.....	11.02	.....	.....	.....
53.1		GLENWOOD. 0.8		S 4.32	.....	F 5.57	.....	S 7.47	.....	.....		.....				.....
53.9		HAZELWOOD. 1.0		S 4.34	.....	S 5.59	S 6.08	S 7.49	.....	.....		.....				.....
54.9	DN	LAUGHLIN JCT. 2.9		.....	4.36	.....	6.01	6.10	7.51	8.15	8.19	.....	11.06	.....	.....	.....
57.8	DN	PITTSBURGH.		A 4.45	A 5.40	A 6.10	A 6.20	A 8.00	A 8.25	A 8.30	A 9.10	A 11.15	A 12.10	A 12.25	A 12.51	.....
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.		P. M.
		Time over Sub-Division...		.40	.59	.40	1.55	.40	.10	.17	.57	.13	.52	.54	.59		1.40
		Average speed per hour....		26.5	43.9	28.5	30.2	26.5	17.4	17.6	45.5	23.1	49.8	48.0	43.9		25.9

Passenger trains will not exceed 60 miles per hour.

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

EASTWARD.

Distance from Pittsburgh.	Train Order Stations.	River Sub-Division TIME-TABLE No. 61. September 25, 1949.	Length of Passing Sidings in 45-foot Cars.	FIRST CLASS.													
				18	20	26	6	540	548	233	521	8	550	22	552	32	
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
	DN	PITTSBURGH. 2.9		12.08	1.10	1.55	2.05	6.00	8.10	8.15	9.05	9.15	11.30	11.40	1.00	1.45	
2.9	DN	LAUGHLIN JCT. 1.0						6.06	8.15	8.20	9.10		11.35		1.05		
3.9		HAZELWOOD. 0.8						\$ 6.08	\$ 8.17				\$11.37		\$ 1.07		
4.7		GLENWOOD. 0.3						\$ 6.10	\$ 8.19				\$11.39		\$ 1.09		
5.0	DN	GLENWOOD JCT. 2.5						6.12	8.20	8.24			11.40		1.10		
7.5		DENNISTON. 1.4															
8.9		RANKIN. 0.7						F 6.18	F 8.26				F11.46		F 1.16		
9.6		BRADDOCK. 1.2						\$ 6.21	\$ 8.28				\$11.48		\$ 1.18		
10.8	DN	BESSEMER. 1.8						F 6.24	F 8.31				F11.51		F 1.21		
12.6		DEMMLER. 0.8						F 6.29	F 8.35				F11.55				
13.4		FIRTH STERLING. 0.4							C 8.37				C11.57				
13.8		RIVERTON. 0.8						F 6.31							F 1.26		
14.6	DN	"MK" TOWER. 0.2		12.33	1.35	2.20	2.31	6.34	8.39		9.43	11.59	12.08	1.27	2.10		
14.8		McKEESPORT. 1.8		\$12.34	H 1.36	W 2.22	G 2.33	\$ 6.38	\$ 8.40		\$ 9.45	\$12.00	\$12.10	\$ 1.28	\$ 2.12		
16.6		CHRISTY PARK. 1.1						F 6.44	C 8.47				C12.07		C 1.33		
17.7		VERSAILLES. 1.6		12.40	1.42	2.27	2.38	F 6.47	A 8.50		9.50	A12.10	12.15	A 1.35	2.21		
19.3		ELLROD. 1.5	156	12.42	1.44	2.29	2.40	6.49			9.52		12.17		2.23		
20.8		EMBLEM. 0.6						F 6.51									
21.4		ALPSVILLE. 1.0						F 6.53									
22.4		COULTER. 1.2						F 6.55									
23.6		ROBBINS. 1.0						F 6.58									
24.6		GUFFEY. 0.5						F 7.00									
25.1		SHANER. 1.3						F 7.02									
26.4	DN	VISTA. 1.4	294	12.51	1.53	2.38	2.49	F 7.05			10.01		12.26		2.33		
27.8		SCOTT HAVEN. 1.4						S 7.08									
29.2		SUTER. 1.7						F 7.11									
30.9		GRATZTOWN. 2.2						F 7.14									
33.1		WEST NEWTON. 2.2						S 7.20			F10.10		\$12.35		E 2.42		
35.3		REDUCTION. 2.2	131	1.03	2.05	2.50	3.01	F 7.24			10.13		12.38		2.46		
37.5		FITZ HENRY. 1.5						F 7.29									
39.0		SMITHTON. 1.9						S 7.33									
40.9		JACOBS CREEK. 0.9						F 7.36									
41.8		BANNING. 2.4						F 7.38									
44.2	DN	"NS" TOWER. 0.9	465	1.13	2.13	2.58	3.10	7.42			10.22		12.48		2.56		
45.1		LAYTON. 3.2						S 7.46									
48.3		LAVENIA. 4.1		1.18	2.18	3.03	3.15	7.51			10.27		12.53		3.01		
52.4		DAWSON. 0.5						S 7.57					\$12.59		E 3.07		
52.9		HICKMAN RUN. 2.5															
55.4	DN	BROAD FORD. 2.4		1.28	2.27	3.12	3.25	F 8.04			10.37		1.03		3.14		
57.8		CONNELLSVILLE.		A 1.33	A 2.32	A 3.17	3.30	A 8.10			A10.42		A 1.08		A 3.30		
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		
		Time over Sub-Division...		1.00	.57	.57	.58	2.10	.40	.09	.05	.59	.40	1.00	.35	1.20	
		Average speed per hour...		43.2	45.5	45.5	43.9	26.7	26.5	33.3	34.8	43.9	26.5	43.2	30.3	32.4	

Passenger trains will not exceed 60 miles per hour.

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

WESTWARD.

Distance from Pittsburgh.	Train Order Stations.	P. & W. Sub-Division. TIME-TABLE No. 61. September 25, 1949.	Length of Passing Sidings in 46-foot Cars.	FIRST CLASS.										SECOND CLASS.			
				5	25	19	17	7	31	521	455	9	501	Chicago 97			
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Ex. Monday	DAILY	DAILY Ex. Sun. & Hol.	DAILY	DAILY	DAILY			
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.			
	DN	PITTSBURGH. 2.9		12.20	12.35	12.54	4.20	7.20	8.35	9.05	5.25	9.30	10.00				
2.9	DN	LAUGHLIN JUNCTION. 1.3								9.10	5.31		10.05				
4.2		SCHENLEY. 2.3								9.13	5.34		10.08				
6.5	DN	"FY" TOWER. 1.0								9.17	5.38		10.12				
7.5		MILLVALE. 2.0									F 5.40						
9.5	DN	(S.C.Co.) HTNA. 0.7								9.22	S 5.44		10.17				
10.2		WEST HTNA. 2.5									S 5.46						
12.7		GLENSHAW. 1.5									S 5.50						
14.2		ELFINWILD. 0.8								9.30	F 5.53		10.25				
15.0		ALLISON PARK. 2.1									S 5.55						
17.1		SAMPLE. 1.8									F 5.59						
18.9	DN	WILDWOOD. 1.1	127							9.38	S 6.04		10.33				
20.0		HARDIES. 2.6									F 6.07						
21.6		GIBSONIA. 1.8									S 6.11						
23.4	D	BAKERSTOWN. 1.8								F 9.47	S 6.16		F10.42				
25.2		VALENCIA. 0.9									S 6.19						
26.1		DOWNIEVILLE. 1.2								9.51	F 6.21		10.46				
27.3		MARS. 2.5								F 9.53	S 6.25		F10.48				
29.8		MYOMA. 0.7									F 6.29						
30.5		CALLERY. 2.7	138							F 9.58	S 6.31		F10.53				
33.2		EVANS CITY. 2.5								F10.03	S 6.36		F10.58				
35.7	DN	EIDENAU. 1.8								10.07	6.40		11.02				
37.5		HARMONY. 1.4									F 6.43						
38.9		ZELIENOPE. 3.7									S 6.47						
42.6		FOMBELL. 1.1									F 6.52						
43.7		GOEHRING. 2.3									6.54						
46.0		HAZEN. 3.7									F 6.57						
49.7		ELLWOOD CITY. 6.3									S 7.05						
56.0		B.&O. JCT. (P.&L.E.) 1.3		1.10	1.25	1.44	5.10	8.17	9.25			10.25			12.55		
57.3	DN	"UN" TOWER		A 1.12	A 1.27	A 1.46	A 5.12	A 8.19	A 9.27		A 7.16	A10.27			A 1.00		
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.		A. M.		
		Time over Sub-Division...								.57	1.45		.57				
		Average speed per hour....								34.5	31.0		34.5				

Passenger trains will not exceed 50 miles per hour.

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

EASTWARD.

Distance from New Castle Junction.	Train Order Stations.	P. & W. Sub-Division. TIME-TABLE No. 61. September 25, 1949.	Length of Pausing Sidings in 46-foot Cars.	FIRST CLASS.										SECOND CLASS.				
				20	26	6	456	530	8	32	518	10	18	N. Y. 94				
				DAILY	DAILY	DAILY	DAILY Ex. Sun. & Hol.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
1.8	DN	"UN" TOWER. 1.3		12.05	12.59	1.11	5.48	.....	8.04	12.25	.....	9.35	11.03	.....	8.00	.....	.....
7.6		B.&O. JCT. (P.&L.E.) 6.3		12.07	1.01	1.13	.....	.....	8.06	12.27	.....	9.37	11.05	.....	8.05	.....	.....
11.3		ELLWOOD CITY. 3.7		.....	.....	.....	\$ 6.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.6		HAZEN. 2.3		.....	.....	.....	F 6.05	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14.7		GOEHRING. 1.1		.....	.....	.....	6.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18.4		FOMBELL. 3.7		.....	.....	.....	F 6.12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19.8		ZELIENOPLE. 1.4		.....	.....	.....	\$ 6.18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19.8		HARMONY. 1.8		.....	.....	.....	F 6.21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21.6	DN	EIDENAU. 2.5		.....	.....	.....	6.24	6.52	.....	.....	.....	7.07	.....	.....	.....	.....	.....
24.1		EVANS CITY. 2.7		.....	.....	.....	\$ 6.29	F 6.57	.....	.....	.....	\$ 7.11	.....	.....	.....	.....	.....
26.8		CALLERY. 0.7	137	.....	.....	.....	\$ 6.34	F 7.02	.....	.....	.....	\$ 7.16	.....	.....	.....	.....	.....
27.5		MYOMA. 2.5		.....	.....	.....	\$ 6.36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30.0		MARS. 1.2		.....	.....	.....	\$ 6.40	F 7.08	.....	.....	.....	\$ 7.22	.....	.....	.....	.....	.....
31.2		DOWNIEVILLE. 0.9		.....	.....	.....	F 6.42	7.10	.....	.....	.....	7.24	.....	.....	.....	.....	.....
32.1		VALENCIA. 1.8		.....	.....	.....	F 6.45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33.9	D	BAKERSTOWN. 1.8	82	.....	.....	.....	F 6.49	7.15	.....	.....	.....	F 7.30	.....	.....	.....	.....	.....
35.7		GIBSONIA. 1.6		.....	.....	.....	F 6.53	.....	.....	.....	.....	F 7.34	.....	.....	.....	.....	.....
37.3		HARDIES. 1.1		.....	.....	.....	F 6.56	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
38.4	DN	WILDWOOD. 1.8		.....	.....	.....	F 6.59	7.23	.....	.....	.....	F 7.40	.....	.....	.....	.....	.....
40.2		SAMPLE. 2.1		.....	.....	.....	F 7.03	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
42.3		ALLISON PARK. 0.8		.....	.....	.....	\$ 7.08	7.30	.....	.....	.....	F 7.48	.....	.....	.....	.....	.....
43.1		ELFINWILD. 1.5		.....	.....	.....	F 7.10	7.32	.....	.....	.....	7.49	.....	.....	.....	.....	.....
44.6		GLENSHAW. 2.5		.....	.....	.....	F 7.14	.....	.....	.....	.....	F 7.52	.....	.....	.....	.....	.....
47.1		WEST ETNA. 0.7		.....	.....	.....	\$ 7.19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
47.8	DN	(S.C.Co.) ETNA. 2.0	81	.....	.....	.....	\$ 7.21	7.40	.....	.....	.....	F 8.00	.....	.....	.....	.....	.....
49.8		MILLVALE. 1.0		.....	.....	.....	F 7.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
50.8	DN	"FY" TOWER. 2.3		.....	.....	.....	7.28	7.47	.....	.....	.....	8.06	.....	.....	.....	.....	.....
53.1		SCHENLEY. 1.3		.....	.....	.....	7.33	7.52	.....	.....	.....	8.11	.....	.....	.....	.....	.....
54.4	DN	LAUGHLIN JCT. 2.9		.....	.....	.....	7.37	7.55	.....	.....	.....	8.15	.....	.....	.....	.....	.....
57.3	DN	PITTSBURGH.		A 12.58	A 1.51	A 2.03	A 7.50	A 8.05	A 8.55	A 1.25	A 8.25	A 10.30	A 11.55	.....	.....	.....	.....
				A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.		P. M.			
		Time over Sub-Division...					1.49	1.03			1.08							
		Average speed per hour....					29.9	31.2			28.9							

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

WESTWARD.

EASTWARD.

THIRD CLASS.		FIRST CLASS.			Distance from Pittsburgh.	Train Order Stations.	W. & P. Sub-Division.	Length of Passing Sidings in 45-foot Cars.	FIRST CLASS.			THIRD CLASS.	
87	85	233	77	235					236	72	238	102	104
DAILY	DAILY	DAILY	DAILY	DAILY				DAILY	DAILY	DAILY	DAILY	DAILY	
P. M.	P. M.	A. M.	P. M.	P. M.				A. M.	P. M.	P. M.	A. M.	P. M.	
		8.15	8.35	9.25		DN	PITTSBURGH. 2.9		A 8.55	A 8.30	A 11.15		
		8.20	8.40	9.31	2.9	DN	LAUGHLIN JCT. 2.1		8.42	8.19	11.06		
10.20	2.00	8.24	8.43	9.34	5.0	DN	GLENWOOD JCT. 2.0		8.38	8.13	11.02	A 8.50	A 5.30
					7.0		RAND. 2.3						
					9.3		WILLOCK. 2.8						
		8.37	8.58	9.50	12.1		BRUCEYTON. 1.2		8.22	7.58	10.50		
					13.3		EXPERIMENT. 0.6						
					13.9		COCHRAN'S MILL. 1.2						
					15.1		SNOWDEN.						
		8.47	F 9.10	10.01	17.9		2.8 FINLEYVILLE. 0.9		F 8.13	F 7.50	10.41		
					18.8		HACKETT. 1.2						
					20.0		ANDERSON. 1.3						
					21.3		EOLIPSE. 1.5						
					22.8		THOMAS. 1.5						
		8.58	9.20	10.13	24.3		GILKESON, E. D. T. 1.7		8.00	7.37	10.29		
					26.0		GAMBLE. 1.4						
					27.4		WYLANDVILLE. 1.0						
					28.4		EIGHTY-FOUR. 0.6			X 7.30			
		9.05	9.27	10.21	29.0		CLOKEY. 5.2	82	7.52	7.28	10.21		
		9.13	9.37	10.27	34.2		WADE. 0.9	86	7.42	7.22	10.12		
		S 9.23	S 9.50	S 10.33	35.1		WASHINGTON. 0.5		S 7.40	S 7.20	S 10.10		
					35.6		C. T. C. TOWER.						
		9.27	9.55	10.36	36.7		1.1 TYLERDALE JCT. 1.8		7.29	7.13	10.08		
					38.5		SUGAR HILL. 0.9						
		9.31	10.00	10.40	39.4		DUVALL. 3.5	68	7.25	7.08	10.00		
		9.37	10.06	10.45	42.9		TAYLORSTOWN. 3.6	78	F 7.19	7.02	9.55		
		X 9.43	F 10.13	F 10.51	46.5		CLAYSVILLE. 5.0	80	F 7.11	F 6.55	9.50		
		9.53	10.24	10.59	51.5		BELL SIDING. 1.4	66	7.03	6.47	9.43		
		X 9.56	F 10.28	11.01	52.9		WEST ALEXANDER. 4.6	80	F 7.01	6.45	9.41		
		10.03	10.36	11.08	57.5		POINT MILLS. 0.8	72	6.52	6.36	9.32		
					58.3		RONEYS POINT. 0.9						
		10.06	10.39	11.11	59.2		VALLEY CAMP. 1.6		6.48				
		10.08	10.42	11.13	60.8		TRIADELPHIA. 1.7	64	6.45	6.31	9.27		
		F 10.12	F 10.47	11.16	62.5		ELM GROVE. 4.8	87	S 6.41	6.28	9.24		
A 1.50	A 6.05	A 10.25	A 11.00	A 11.25	67.3	DN	WHEELING.		6.32	6.20	9.15	12.25	1.10
A. M.	P. M.	A. M.	P. M.	P. M.					A. M.	P. M.	P. M.	A. M.	P. M.
3.30	4.05	2.01	2.17	1.51			Time over Sub-Division.....		2.06	1.53	1.47	3.25	4.20
17.8	15.8	30.9	27.3	33.7			Average speed per hour.....		29.7	33.1	34.9	18.2	14.4

Passenger trains will not exceed 50 miles per hour.

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

EASTWARD.

Distance from Johnstown.	Train Order Stations.	S. & C. Sub-Division. TIME-TABLE No. 61. September 25, 1949.	Length of Passing Sidings in 45-foot Cars.	SECOND CLASS.			THIRD CLASS.						
				88			80	84	86				
				DAILY			DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday				
				A. M.			A. M.	P. M.	P. M.				
1.8	DN	JOHNSTOWN, PA. 1.8 OSBORN STREET.		12.30			11.30	4.30	8.45				
2.9		1.1 FERNDALE.		12.35									
4.9		2.0 KRINGS.											
6.4		1.5 WALSALL.	81	12.55			12.20	5.10	9.15				
7.4		1.0 PAINT CREEK.		1.00									
8.5		1.1 BORDER.		1.03									
11.5		3.0 FOUSTWELL.		1.12			1.45	5.50					
13.1		1.6 HOLSOPPLE.		1.16									
14.0	DN	0.9 JEROME JCT.		1.20			2.30	6.30	10.55				
15.2		1.2 LANDSTREET.											
16.5		1.3 BLOUGH.											
18.4		1.9 "HV" SIDING.	84	1.35			2.50	7.30	11.30				
18.8		0.4 HOOVERSVILLE.											
21.5		2.7 ROWENA.	78	1.50			3.20	8.15	12.15				
23.3	DN	1.8 STOVESTOWN.	68	1.55			3.30	8.25	12.30				
25.7		2.4 MOSTOLLER.											
26.7		1.0 KIMMELTON.					3.45						
28.3		1.6 COLEMAN.	68	2.15			3.50	8.50	1.10				
28.9		0.6 FRIEDENS.		2.20									
29.9		1.0 ADAMS.	60	2.25			4.34	9.10	1.30				
31.1		1.2 LISTIE.											
33.2		2.1 GEIGER.		2.35			4.54	9.40	1.55				
34.1		0.9 MUKDEN.	71	2.45			5.01	9.55	2.05				
35.5		1.4 P. W. & S. JCT.		2.52			5.08	10.05	2.15				
35.9		0.4 SOMERSET.											
36.5	DN	0.6 SOMERSET TOWER.		3.00			A 5.30	A 10.15	A 2.25				
38.2		1.7 ROBERTS.		3.40									
39.9		1.7 MURDOCK.											
42.0		2.1 SHAMROCK.											
43.9		1.9 WILSON CREEK.	99	4.00									
45.1	DN	1.2 ROCKWOOD, PA.		A 4.05									
				A. M.			P. M.	P. M.	A. M.				
		Time over Sub-Division.....		3.35			6.00	5.45	5.40				
		Average speed per hour.....		12.6			6.1	6.3	6.4				

Passenger trains will not exceed 40 miles per hour.

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

WESTWARD.

EASTWARD.

THIRD CLASS.			FIRST CLASS.		Distance from Fairmont.	Train Order Stations.	F. M. & P. Sub-Division.	TIME-TABLE No. 61.	September 25, 1949.	Length of Passing Sidings in 45-foot Cars.	FIRST CLASS.				
91	93	95		65							66				
DAILY	DAILY	DAILY		DAILY Ex. Sunday						DAILY Ex. Sunday					
A. M.	A. M.	P. M.		P. M.						P. M.					
					4.30										
8.00	10.35	7.35			4.35	1.4	DN	FAIRMONT, W. VA.			A 1.55				
								1.4							
8.10	10.41	7.40		F 4.37	2.6			"WD" TOWER.			1.50				
								1.2							
8.18	10.49	7.48		F 4.41	5.2			HOULT.			F 1.47				
								2.6							
8.25	10.57	7.56		F 4.44	7.1			MONTANA.	123		F 1.41				
								1.9							
8.33	11.05	8.04		F 4.48	9.2			CATAWBA.			F 1.37				
								2.1							
8.40	11.12	8.11		F 4.52	11.0			JORDAN.			F 1.32				
								1.8							
8.47	11.19	8.18		F 4.56	13.1			OPEKISKA.			S 1.28				
								2.1							
8.59	11.31	8.30		F 5.02	16.8			BEECHWOOD.			F 1.22				
								3.7							
				F 5.04	18.0			LITTLE FALLS.	99		F 1.15				
								1.2							
								OUTING.							
				F 5.07	19.7			ROUNDBOTTOM.			F 1.08				
								2.3							
4.17	11.48	8.45		F 5.13	22.0			UFFINGTON.			F 1.03				
								3.3							
4.39	12.03	8.57			5.19	25.3		DECKER SIDING.	118		12.57				
								0.3							
4.50	12.08	9.02		S 5.25	25.6		DN	MORGANTOWN.			S 12.55				
								0.8							
4.53	12.11	9.07			5.27	26.4		SENECA.	27		12.38				
								2.5							
5.00	12.18	9.16		S 5.31	28.9			STAR CITY.			S 12.34				
								2.7							
5.10	12.28	9.26		F 5.37	31.6			VAN VORHIS.	114		F 12.28				
								2.4							
5.19	12.37	9.36		F 5.41	34.0			HOARD, W. VA.			F 12.24				
								2.9							
5.29	12.49	9.48		S 5.48	36.9			POINT MARION, PA.			S 12.19				
								1.3							
5.35	12.56	9.55		F 5.52	38.2			NILAN.	84		F 12.14				
								1.1							
5.40	1.01	10.00			5.54	39.3	DN	CHEAT RIVER.	60		12.12				
								0.7							
				S 5.55	40.0			LAKE LYNN.			F 12.10				
6.00	1.22	10.21		F 6.03	42.9			GANS.			F 12.04				
								1.7							
6.10	1.37	10.36		F 6.07	44.6			OUTCROP.	83		F 12.01				
								2.7							
6.25	1.51	10.50		S 6.12	47.3		DN	SMITHFIELD.			S 11.56				
								3.3							
6.50	2.05	11.04		S 6.19	50.6			FAIRCHANCE.			S 11.48				
								1.2							
7.00	2.15	11.14		F 6.24	51.8			OLIPHANT.			F 11.45				
								2.3							
								BROWNFIELD.			F 11.41				
								2.2							
7.15	2.30	11.29			6.29	56.3	DN	LEITH.	122		11.37				
7.24	2.40	11.39		S 6.45	57.5			UNIONTOWN.	9		S 11.34				
								1.8							
7.35	2.51	11.50			6.49	59.3	DN	OLIVER E. D. T.			11.27				
								0.9							
								6.50			11.25				
8.10	3.31	12.30		F 6.59	63.6			MT. BRADDOCK.	50		F 11.20				
								3.4							
8.24	3.45	12.44		S 7.04	66.6			DUNBAR.			S 11.12				
								0.6							
8.28	3.51	12.50			7.06	67.2		BOWEST JCT.			11.08				
								1.2							
8.32	3.59	12.58			7.12	68.4		O. & B. JCT. E. D. T.			11.05				
								0.5							
A 8.40	A 4.15	A 1.15			7.15	68.9	DN	GREENE JCT., PA.			11.04				
				A 7.20	70.6			CONNELLSVILLE			11.00				
A. M.	P. M.	A. M.		P. M.							A. M.				
5.40	5.40	5.40		2.45				Time over Sub-Division.....			2.51				
11.9	11.9	11.9		25.1				Average speed per hour.....			24.2				

Passenger trains will not exceed 40 miles per hour.

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

WESTWARD.

EASTWARD.

FIRST CLASS.				Distance from Pittsburgh	Train Order Stations.	Butler Sub-Division. TIME-TABLE No. 61. September 25, 1949.	Length of Pausing Sidings in 40-foot Cars.	FIRST CLASS.			
521		501						530	518		
DAILY		DAILY						DAILY	DAILY		
A. M.	P. M.	A. M.	P. M.					A. M.	P. M.		
	10.07	11.02		35.5	DN	EIDENAU. 5.0	57	6.52	7.07		
	F10.15	F11.10		40.5		BUHLS. 3.2		F 6.44	F 6.59		
	B10.21	11.16		43.7		RIBOLD. 2.0		F 6.39	B 6.54		
	F10.25	11.20		45.7	DPN	RENFREW. 3.4		F 6.35	F 6.50		
	10.31	11.26		49.1		MACKIN. 2.8	119	6.29	6.44		
	A10.40	A11.33		51.9	DN	BUTLER.		6.25	6.40		
	A. M.	P. M.						A. M.	P. M.		
	33	31				Time over Sub-Division.....		27	27		
	29.8	31.7				Average speed per hour.....		36.4	36.4		

Passenger trains will not exceed 50 miles per hour.

WESTWARD.		
Distance from Garrett.	Train Order Stations.	Berlin Sub-Division. TIME-TABLE No. 61. September 25, 1949.
	DN	GARRETT, PA. 6.9
6.9		NIVER JCT. 1.1
8.0		BERLIN, PA.

Passenger trains will not exceed 20 miles per hour.

WESTWARD.		
Distance from "G. A." Tower.	Train Order Stations.	G. & W. Sub-Division. TIME-TABLE No. 61. September 25, 1949.
	DN	"GA" TOWER. 7.0
7.0		ROCKWOOD JCT. 1.5
8.5		WILSON CREEK TOWER.

Passenger trains will not exceed 25 miles per hour.

WESTWARD.		
Distance from Broad Ford.	Train Order Stations.	Mt. Pleasant Sub-Division. TIME-TABLE No. 61 September 25, 1949.
.....	DN	BROAD FORD, PA. 9.7
9.7		MT. PLEASANT, PA.

Passenger trains will not exceed 15 miles per hour.

WESTWARD.		
Distance from P. W. & S. Junction.	Train Order Stations.	Boswell Sub-Division. TIME-TABLE No. 61. September 25, 1949.
		P. W. & S. JCT., PA. 1.5
1.5		SUMMIT. 1.5
3.0		HUSBAND. 3.7
6.7		ENOCH. 1.0
7.7		SIPESVILLE. 0.7
8.4		HARRISON. 1.5
9.9		ACOSTA. 2.5
12.4		COAL JCT. 1.3
13.7		FERRELTON. 1.3
15.0		BOSWELL. 1.6
16.6		RANDOLPH. 1.6
18.2		CRITCHFIELD. 2.6
20.8		RALPHTON.

Passenger trains will not exceed 25 miles per hour.

WESTWARD.		
Distance from Niverton.	Train Order Stations.	Salisbury Sub-Division. TIME-TABLE No. 61. September 25, 1949.
		NIVERTON, PA. 12.1
12.1		SALISBURY JCT., PA.

Passenger trains will not exceed 15 miles per hour.

WESTWARD.		
Distance from Jones Mills.	Train Order Stations.	I. C. V. Sub-Division. TIME-TABLE No. 61. September 25, 1949.
		JONES MILLS. 1.5
1.5		ROARING RUN. 2.8
4.3		MELCROFT. 0.8
5.1		DAVISTOWN. 1.3
6.4		INDIAN HEAD. 3.2
9.6		ROGERS MILLS. 4.9
14.5		MILL RUN JCT. 4.2
18.7		INDIAN CREEK.

Passenger trains will not exceed 20 miles per hour.

WESTWARD.		
Distance from Leckrone.	Train Order Stations.	S. & M. Sub-Division. TIME-TABLE No. 61. September 25, 1949.
.....		LECKRONE, PA. 8.6
8.6	DN	SMITHFIELD, PA.

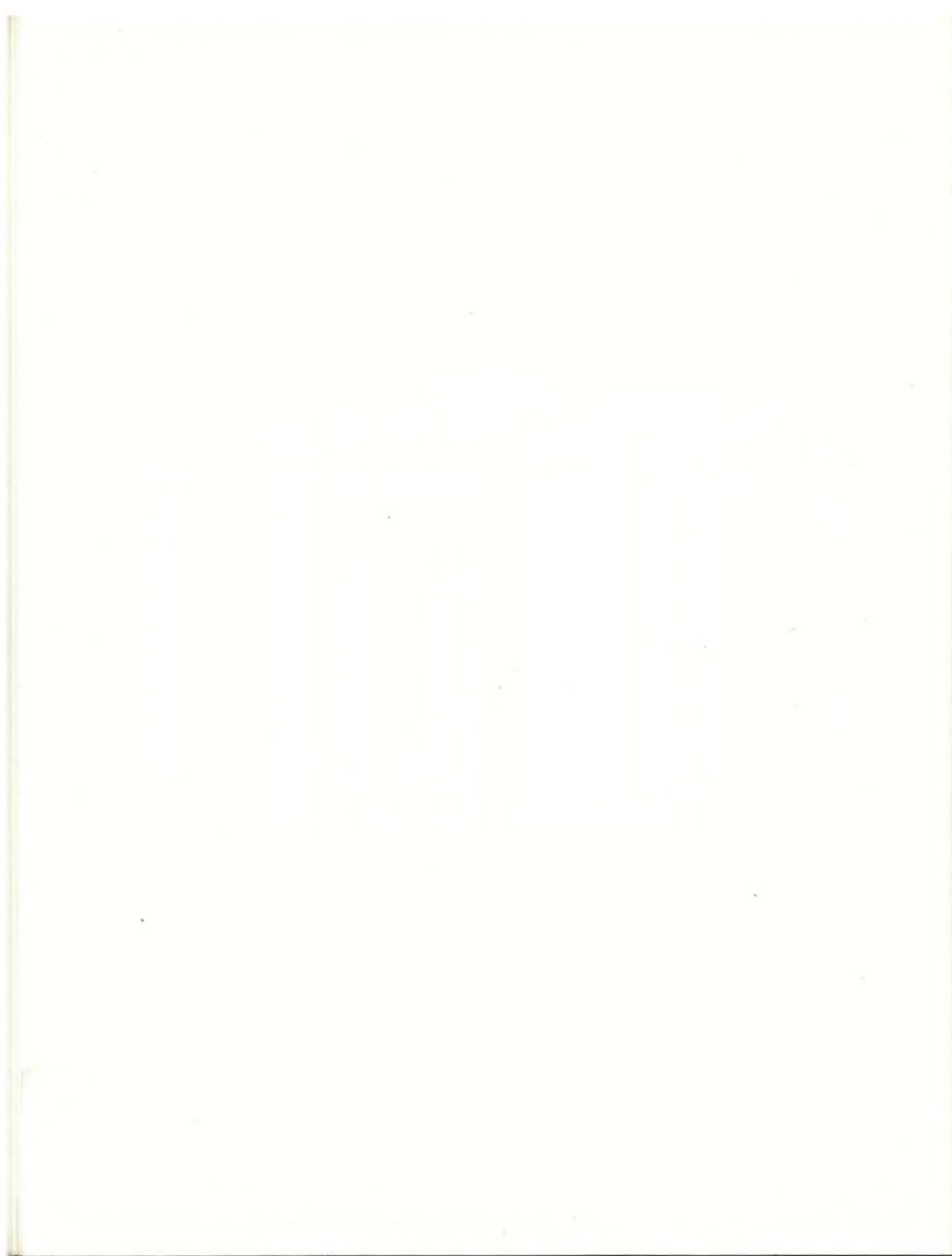
Passenger trains will not exceed 15 miles per hour.

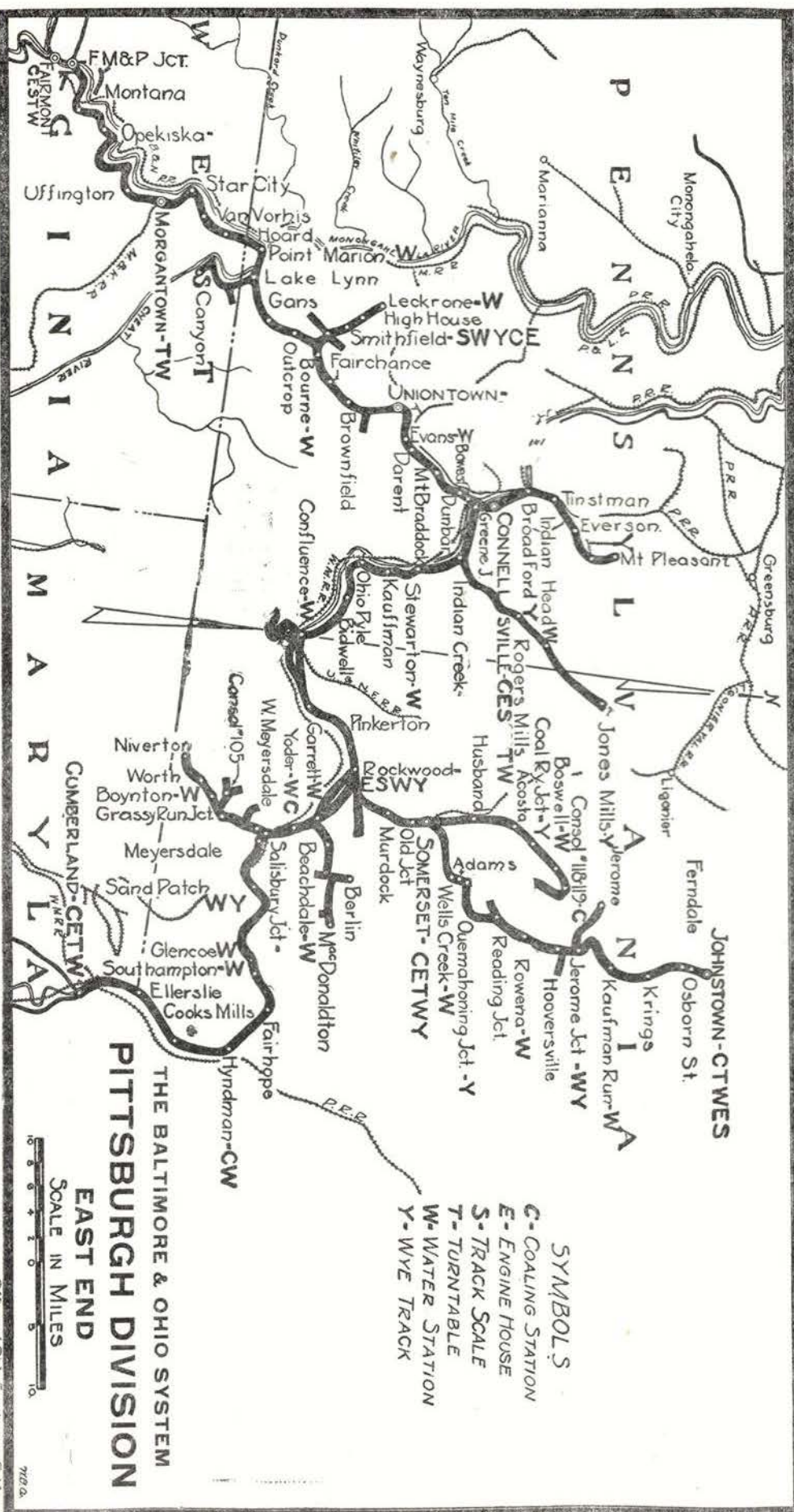
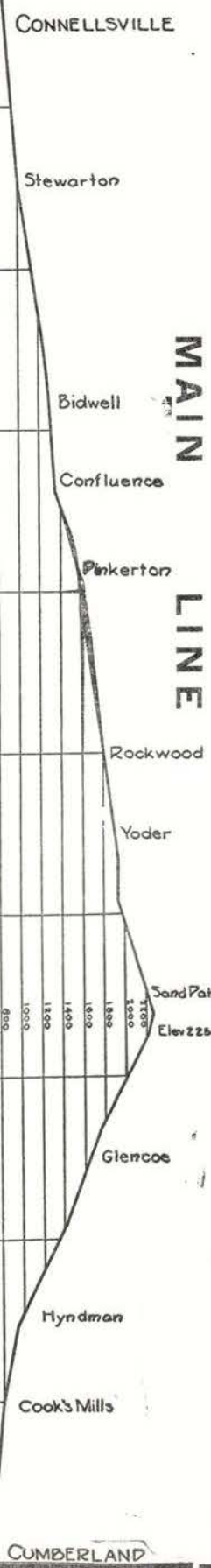
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

SPEED TABLE.

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





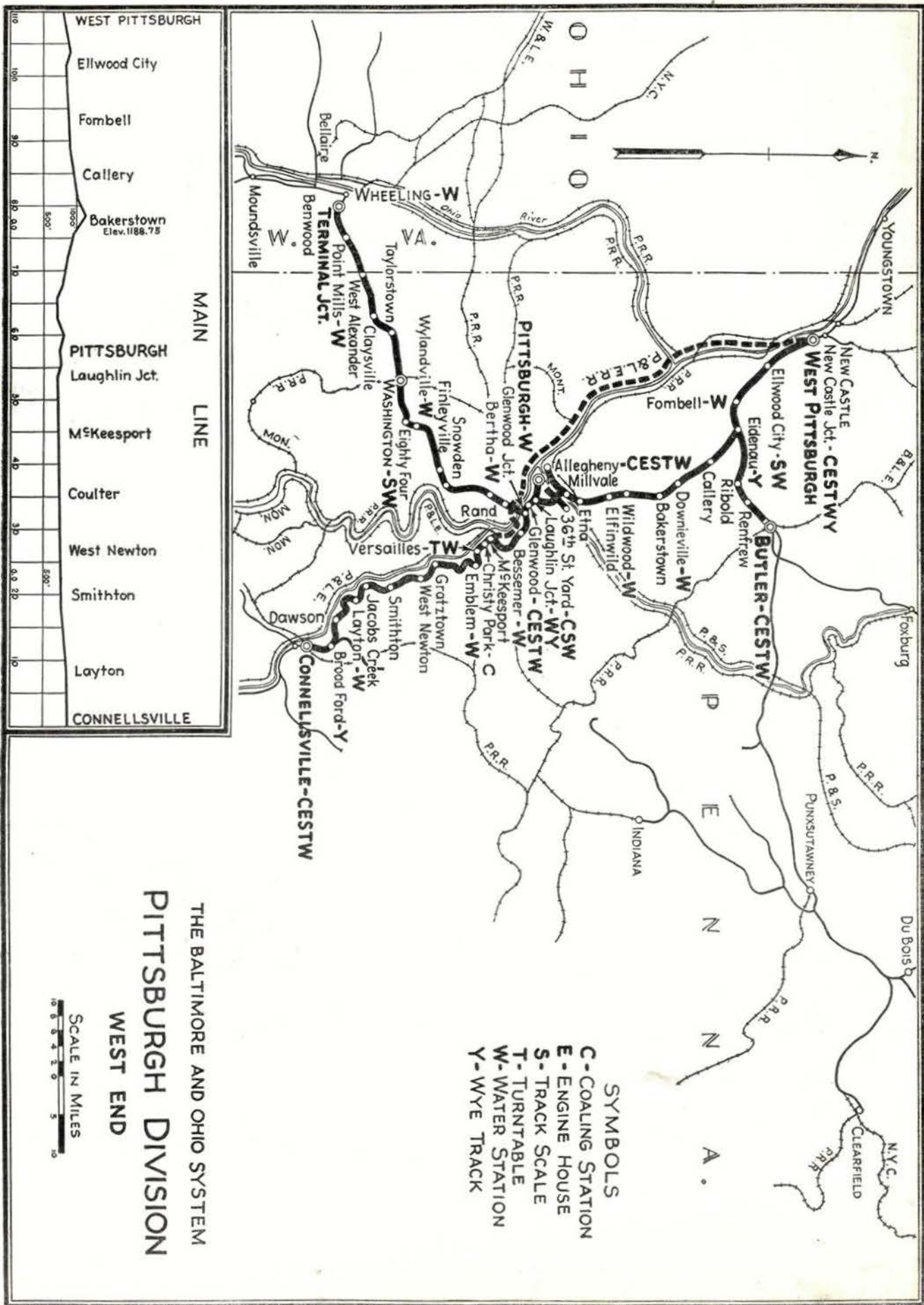


**THE BALTIMORE & OHIO SYSTEM
PITTSBURGH DIVISION
EAST END**

SCALE IN MILES



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



THE BALTIMORE AND OHIO SYSTEM
PITTSBURGH DIVISION
WEST END

SCALE IN MILES
 10 8 6 4 2 0 5 10

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