

J.P. Campbell

THE BALTIMORE & OHIO RAILROAD COMPANY.

EASTERN LINES

"SAFETY ABOVE EVERYTHING"



PITTSBURGH DIVISION

TIME-TABLE No. 32

EFFECTIVE 12.01 A. M., EASTERN STANDARD TIME

SUNDAY, APRIL 28, 1935

J. D. BELTZ,

Superintendent

E. A. PECK,

General Superintendent

J. D. CLARKE,

Sup't Freight Transportation

J. A. LATCHFORD,

Sup't Passenger Transportation

D. F. STEVENS,

Gen'l Sup't Transportation

C. W. VAN HORN,

General Manager

All Officers and Employees:

No matter how hard we try, we cannot make the Baltimore and Ohio Railroad the greatest railroad in the world, or the straightest or the richest railroad, but we can, if we will only try hard enough, create for it the reputation of being the best railroad in the world in point of service. That we can do. I cannot do it alone, you cannot do it alone, but all of us working together can do it, and I earnestly desire your cooperation in this way.

Samuel Willson

President

MEDICAL AND SURGICAL SERVICE

COMPANY'S SURGEONS.

Allison Park, Pa.....	Dr. GEORGE F. ROBERTS.
Berlin, Pa.....	Dr. IRVIN C. MILLER.
Boswell, Pa.....	Dr.
Braddock, Pa.....	{ Dr. I. C. HARRIS, 1015 Braddock Ave. Dr. JOS. B. SMITH, 855 Braddock Ave.
Broad Ford, Pa.....	Dr. EDGAR A. MCCOMBS.
Butler, Pa.....	{ Dr. W. L. DeWOLF. Dr. R. B. GREER. Dr. E. T. SIMPSON.
Claysville, Pa.....	Dr. JONATHAN R. DAY.
Confluence, Pa.....	{ Dr. CARL W. FRANTZ. Dr. H. P. MEYERS.
	Dr.
	Dr. FRANCIS J. KING.
Connellsville, Pa.....	Dr.
	Dr. DOMER S. NEWILL.
	Dr. W. J. BAILEY, Oculist.
	Dr. A. R. KIDD, Oculist.
Connellsville, West Side, Pa.....	Dr. R. S. McKEE
	Dr. EARL E. BROADRUP.
	Dr. F. HENRY CHARLES.
	Dr. LINNE H. CORSON.
Cumberland, Md.....	Dr. WILLIAM A. GRACE.
	Dr. THOMAS W. KOON.
	Dr. CHARLES C. ZIMMERMAN.
	Dr. H. T. ROBINSON, Oculist.
	Dr. GEORGE O. SHERRETT, Oculist.
Dawson, Pa.....	Dr. H. J. BELL.
Dunbar, Pa.....	Dr. DON C. FOSSELMAN.
Ellwood City, Pa.....	Dr. H. E. HELLING.
Elm Grove, W. Va....	Dr. T. K. SHIELDS.
Evans City, Pa.....	Dr. N. A. DOMBART.
Everson, Pa.....	Dr. JAMES P. STRICKLER.
	Dr. J. B. CLINTON.
	Dr. CHARLES O. HENRY.
	Dr. J. E. OFFNER.
Fairmont, W. Va.....	Dr. CHARLES W. WADDELL.
	Dr. WILLIAM A. WELTON.
	Dr.
	Dr. H. R. JOHNSON, Oculist.
Finleyville, Pa.....	Dr. WILLIAM S. STEWART.
Friendsville, Md.....	Dr. A. J. MASON.
Glenshaw, Pa.....	Dr. L. C. FAUSOLD.
Glenwood, Pa.....	{ Dr. MORTON McCAHILL, 5204 Second Ave. Dr. FRANK C. ROTE, 5303 Second Ave.
Hazelwood, Pa.....	Dr. C. L. CURLL, 99 Hazelwood Ave.
Holsopple, Pa.....	Dr. H. A. ZIMMERMAN.
Hyndman, Pa.....	Dr. A. M. MILLER.
Johnstown, Pa.....	{ Dr. ROBERT C. DAVIS. Dr. IRA E. SLOAN.
Melcroft, Pa.....	Dr. A. G. NEILL.
Meyersdale, Pa.....	{ Dr. C. C. GLASS. Dr. BRUCE LICHTY. Dr. E. F. HEISKELL. Dr. C. H. MAXWELL.
Morgantown, W. Va..	Dr. G. R. MAXWELL.
	Dr.
	Dr. F. T. SCANLON, Oculist.
	Dr. T. S. ARMSTRONG, 1400 Evans Ave.
McKeesport, Pa.....	Dr. W. M. WOODWARD, 607 Fifth Ave.
Mars, Pa.....	Dr. L. H. STEPP.
Mahoningtown, Pa...	Dr. CHARLES W. DAVIS.
Mt. Pleasant, Pa.....	Dr. FRANKLIN W. GUY.
	Dr. W. A. MARSH.
	Dr. JOHN FOSTER.
New Castle, Pa.....	Dr. D. C. LINDLEY, Oculist.
	Dr. A. R. CRATTY, 813 Wylie Ave.
	Dr. JAMES E. EISENHART, 1323 Federal St., N. S.
	Dr. A. L. LEWIN, 3703 Penn Ave.
	Dr. E. S. MONTGOMERY, Room 725, Jenkins Building.
Pittsburgh, Pa.....	Dr. C. J. STYBR, 865 Lockhart St., N. S.
	Dr. THOMAS L. WILSON, 940 Western Ave. N. S.
	Dr. HAROLD L. MITCHELL, Neurologist, 121 University Place.
	Dr. JAMES CLYDE MARKEL, Oculist, Room 1003 Westinghouse Building.

COMPANY'S SURGEONS—Concluded.

Point Marion, Pa.....	Dr. A. D. HUNGER.
Rockwood, Pa.....	Dr. GEORGE F. SPEICHER.
Smithfield, Pa.....	Dr. J. L. MCCRAKEN.
Smithton, Pa.....	Dr. McCLAIN POST.
Somerset, Pa.....	{ Dr. JACOB T. BOWMAN. Dr. CHARLES J. HEMMINGER. Dr. J. R. HEMMINGER. Dr. A. E. CROW.
Uniontown, Pa.....	Dr. W. A. McHUGH.
Valencia, Pa.....	Dr. L. L. STEPP.
	Dr. J. H. SHANNON.
Washington, Pa.....	Dr. A. E. THOMPSON.
	Dr. JOHN B. McMURRAY, Oculist.
West Newton, Pa....	Dr. J. Q. ROBINSON.
	Dr. WILLIAM A. CRACRAFT, Rooms 310, 311, 312, 313, Riley Law Building.
	Dr. R. J. REED, Jr., 100 Twelfth St.
	Dr. R. J. REED, 100 Twelfth St.
Wheeling, W. Va....	Dr. MAYES B. WILLIAMS, Rooms 310, 311, 312, 313, Riley Law Building.
	Dr. IVAN FAWCETT, Oculist, 75 Twelfth St.
	Dr. THOMAS R. HOGE, Oculist, 610-11-12-13, Riley Law Building.
	Dr. S. E. RALSTON.
Zelienople, Pa.....	Dr. A. E. WHITTAKER.

HOSPITALS.

Butler, Pa.—	Butler County General Hospital.
Confluence, Pa.—	Frantz Hospital.
Connellsville, Pa.—	Connellsville State Hospital.
	{ Alleghany Hospital. Memorial Hospital.
Cumberland, Md.—	{ Cook's Hospital. State Miners' Hospital.
Fairmont, W. Va.—	Conemaugh Valley Hospital.
Johnstown, Pa.—	McKeesport Hospital.
McKeesport, Pa.—	City Hospital and Training School.
Morgantown, W. Va.—	Mt. Pleasant Memorial Hospital.
Mt. Pleasant, Pa.—	New Castle Hospital—Jameson Memorial Hospital.
New Castle, Pa.—	Mercy Hospital.
Pittsburgh, Pa.—	Somerset Community Hospital.
Somerset, Pa.—	Uniontown Hospital.
Uniontown, Pa.—	Washington Hospital.
Washington, Pa.—	Wheeling Hospital—Ohio Valley General Hospital.
Wheeling, W. Va.—	

FIRST AID EMERGENCY CASES.

First Aid emergency cases, directions for the use of which are pasted on the inside cover, will be carried on trains and located at every important shop and station. They shall be in direct charge of conductors of freight trains, baggagemen of passenger trains, or conductors if no baggagemen, enginemen of helpers, agents at stations and master mechanic at shops, who are responsible for the compliance with the general notice in reference thereto.

EXAMINING POINTS.

Examiners' Office Days and Hours.

BENWOOD JCT.—	Mondays and Fridays, 9 A. M. to 12 Noon.
BUTLER—	By appointment.
CONNELLSVILLE—	Tuesdays, from 9 A. M. to 12 Noon.
CUMBERLAND—	Mondays, Wednesdays and Fridays, from 9 A. M. to 12 Noon.
FAIRMONT—	Tuesdays, from 9.00 A. M. to 1.00 P. M.
GLENWOOD—	Mondays and Thursdays, 9 A. M. to 12 Noon. Emergency Room, Mondays, Wednesdays and Fridays, 9 A. M. to 5 P. M.
NEW CASTLE JCT.—	Wednesdays, 9 A. M. to 12 Noon.
WHEELING—	Wednesdays 9 A. M. to 12 Noon.

RELIEF DEPARTMENT—Concluded.

MEDICAL EXAMINERS' TERRITORIES.

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

Callery to Mt. Jewett.....	} Dr. Frank Dorsey, New Castle Jct.
Callery to Youngstown, Newton Falls and Warren.....	
Cumberland to Rockwood.....	Dr. B. H. Guistwhite, Cumberland, Md.
Fairmont to Morgantown.....	Dr. I. A. Stine, Grafton, W. Va.
Rockwood to Connellsville.....	} Dr. H. H. McIntire, Connellsville, Pa.
Rockwood to Johnstown, Connellsville to Morgantown.....	
Broad Ford to Mt. Pleasant.....	
Connellsville to Versailles.....	
Washington, Pa., to Wheeling.....	Dr. W. P. Tinsley, Wheeling, W. Va.
Versailles to Pittsburgh.....	} Dr. J. E. Hurley, Glenwood, Pa.
Washington, Pa., to Callery.....	

RULES GOVERNING SERVICES OF COMPANY'S SURGEONS.

1. Telegraphic calls for surgeons will have precedence over all other business, except train orders.
2. In cases of injuries to passengers or employes 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.

Upon the arrival of the Company's Surgeon he shall assume charge of the situation, making proper arrangement with the surgeon already in attendance for continuance or discontinuance of services.

3. 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.

4. 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, must be assumed for the Company.

5. 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 voucher.

6. No important surgical operation should be performed previous to the arrival of the Company's Surgeon, except such as may be required for the immediate safety of the patient.

7. 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.

8. Employes will be expected, whenever able, to visit the Company's Surgeon's office for treatment.

9. When an injured employe 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 employe for his compensation.

E. V. MILHOLLAND, 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.

EXCEPTION TO NO. 1.

59 is superior to 60 between Confluence, Pa., and Kendall, Md.

2. LOCATION OF STANDARD CLOCKS.

Allegheny.....	Round House.
Allegheny.....	Yard office.
Butler.....	Telegraph office.
Callery.....	Telegraph office.
Confluence.....	Telegraph office.
Connellsville.....	Caller's office, Depot, Switches.
Cumberland.....	Telegraph office, Caller's office.
Ellwood City.....	Agent's office.
GA Tower.....	Telegraph office.
Glenwood.....	Caller's office, yard office.
Glenwood Junction.....	Telegraph office.
Greene Junction.....	Telegraph office.
Hyndman.....	Telegraph office.
Johnstown.....	Telegraph office.
Laughlin Junction.....	Telegraph office.
McKeesport.....	Telegraph office.
Morgantown.....	Telegraph office.
New Castle Junction.....	Caller's office, yard office.
Oliver.....	Telegraph office—E. D. T.
Pittsburgh.....	Dispatcher's office.
Pittsburgh.....	Telegraph office.
Pittsburgh.....	P. & L. E. Station Master's office.
Rockwood.....	Telegraph office.
Sand Patch.....	Telegraph office.
Smithfield.....	Telegraph office and General Fore- man's office.
Somerset.....	Telegraph office.
Uniontown.....	Ticket office.
Washington, Pa.....	Ticket office.
WD Tower.....	Telegraph office.

LOCATION OF WATCH INSPECTORS.

Berlin, Pa.....	E. R. Levy
Butler, Pa.....	R. L. Kirkpatrick
Confluence, Pa.....	Geo. F. Frazee
Connellsville, Pa.....	A. B. Norton
Cumberland, Md.....	S. T. Little Co.
Ellwood City, Pa.....	J. W. Kimpel
Fairmont, W. Va.....	Bruce H. Fanus, Inc.
Hyndman, Pa.....	A. G. Crabbe
Johnstown, Pa.....	Rothstein's
Mars, Pa.....	J. W. Allerton
Mahoningtown, Pa.....	T. C. Rainey
McKeesport, Pa.....	Alexander Rankin
Meyersdale, Pa.....	H. N. Cook
Millvale, Pa.....	Jos. S. Wellinger
Morgantown, W. Va.....	M. S. Slavin
Mt. Pleasant, Pa.....	C. H. Jacquette
Pittsburgh, Pa.....	Pugh Bros.
Rockwood, Pa.....	E. A. Malsberry
Somerset, Pa.....	H. E. Stahl
Uniontown, Pa.....	W. Miller
Washington, Pa.....	H. U. Seaman & Co.
West Newton, Pa.....	L. C. Brehm
Wheeling, W. Va.....	Penn Jewelry Co.

3. REGISTER AND BULLETIN BOARD STATIONS.

Register Stations.

Butler.....	Station.
Callery Junction.....	Telegraph office.
Confluence.....	Telegraph office (C. & O. Sub-Divi- sion trains).
Connellsville.....	Station, first class trains.
Cumberland.....	Station, first class trains.
Johnstown.....	Telegraph office.
Pittsburgh.....	Telegraph office
Pittsburgh.....	P. & L. E. Station Master's office.

SPECIAL INSTRUCTIONS—Continued.

3. REGISTER AND BULLETIN BOARD STATIONS—Con.

Register Stations—Concluded.

New Castle Junction..... Telegraph office.
 Rockwood..... Telegraph office (S. & C. Sub-Division
 first, second and third class trains).
 Somerset..... Telegraph office.
 Smithfield..... Telegraph office.
 WD Tower..... Telegraph office.

Bulletin Boards.

Benwood Junction..... Yard office.
 Butler..... Station.
 Callery..... Telegraph office.
 Connellsville..... Caller's office, telegraph office.
 Cumberland..... Yard, caller's office, and WC office.
 Demmler..... Yard office.
 Ellwood City..... Agent's office.
 Fairmont..... Caller's office.
 Glenwood..... Caller's office, yard office.
 Hyndman..... Caller's office.
 New Castle Junction... Yard office, caller's office.
 Pittsburgh..... Telegraph office, Pittsburgh yard
 office, 40th Street office, Willow
 Grove yard office, Allegheny yard
 office and P. & L. E. Stationmaster's
 office.
 Somerset..... Yard office.
 Uniontown..... Yard office.
 Versailles..... Hostler's room.
 Washington, Pa..... Trainmen's room
 Wheeling, W. Va..... WR Tower.

Conductors of passenger trains will use Form C at register stations where trains do not stop.

Trains entering double track may register with Form C.

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

Through passenger trains will not be required to register, compare time or sign for General Orders at New Castle Junction.

Westward extra trains to Butler Sub-Division may register with Form C at Callery.

4. FORM A.

Train dispatched east from Connellsville yard will, before starting, obtain Form A from Operator at Greene Junction, by telephone in yard office.

Eastward trains for River Sub-Division, and Westward Trains for W. & P. Sub-Division, out of Glenwood yard will receive Form A from Operator at Glenwood Junction by telephone.

Westward trains from Glenwood yard will receive Form A from Operator at Laughlin Junction by telephone.

Westward trains using No. 3 track, Connellsville to Broad Ford will receive Form A at Broad Ford.

Westward trains from Allegheny will receive Form A from Train Dispatcher by telephone.

Passenger crews starting from P. & L. E. Station, Pittsburgh, will call telegraph office, B. & O. Station by telephone to obtain Form A for B. & O. operation.

5. SPEED RESTRICTIONS.

The following definitions must be observed:

Normal Speed..... The maximum speed permitted by timetable for main track movements.

Medium Speed..... One-half the normal speed, not to exceed thirty (30) miles per hour.

Slow Speed..... One-quarter the normal speed, not to exceed fifteen (15) miles per hour.

Restricted Speed..... Proceed prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.

These definitions do not supersede nor modify the following speed restrictions:

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains handled by freight engines, second class, light engines, with or without caboose.	Extra, slow freight, local, pickup, and work trains.
Between Connellsville and Cumberland, except as noted below:			
Between Connellsville and Hyndman....	50	40	30
Between Hyndman and Cumberland....	55	40	30
No. 4 track, Greene Junction to East end Casparis.....	30	25	20
Around curve, Indian Creek.....	45	40	30
Around curve, Rock Cut.....	30	30	30
Through crossover switches, GU Tower...	30	20	20
Curve at GU Tower.....	35	30	30
Around curve, ¼ mile east of GU Tower...	30	30	30
Around curve, Bailey Point.....	30	30	30
Over sink, west of Bailey Point Clay siding	30	20	20
Around Jim Run curve, one mile west of Ohio Pyle.....	40	35	30
Around curve, Ohio Pyle Station.....	30	30	30
Around curve, Salt Spring, one mile east of HK Tower.....	40	35	30
Around Draketown curve, ½ mile west of Huston.....	40	35	30
Huston Curve.....	40	35	30
Through crossover from No. 2 to No. 1 track, Confluence.....	30	20	20
Low Grade Line, between Confluence and Brook.....	40	30	25
Through Benford Tunnel.....	25	25	25
Over sink, east of Bridge east of Benford Tunnel.....	25	15	10
First curve, west of Ursina Station.....	40	35	30
Around curve, west end of Brook Tunnel...	40	35	30
Around curve, east end of Brook Tunnel...	35	35	30
Over ash sink, just west of Shoo Fly Tunnel	30	15	15
Around curve, Shoo Fly Tunnel.....	30	30	30
Pinkerton tunnel.....	30	30	30
Pinkerton tunnel, Mallet engines.....	15	15	15
Rockwood Borough.....	8	8	8
Around curve, Atlantic Mine.....	40	35	30
Around Franks curve, ½ mile east of Atlantic	40	35	30
Around first curve, east of Yoder.....	40	35	30
First and second curve, west of Salisbury Jct	40	35	30
Meyersdale Borough.....	10	10	10
Between Sand Patch and Hyndman.....	40	Schedule	Schedule
Through Manila interlocking plant.....	30	30	30
Around curves, ½ mile west of Mance to ¼ mile east of Mance.....	35	25	20
Around Roddy's curve, ½ mile west of Glencoe	35	25	20
Around curves, FO Tower to Fairhope...	30	25	20
Around Bracken's curve, one mile west of Hoblitzell.....	30	25	20
Around curve, Hoblitzell.....	30	25	20
Hyndman Borough.....	10	10	10
Around curve, west of Bridge No. 1, west of Mt. Savage Jct.....	40	30	25
Around curve, Mt. Savage Jct.....	50	40	30
Around curve, overhead bridge, Eckhart Jct.	40	35	30
Around second curve, east of Eckhart Jct.	35	25	20
Viaduct Jct. to Queen City Passenger Station	10	10	10
No. 3 track between FO Tower and Manila.	25	20	15
No. 4 track, Mt. Savage Jct. to Viaduct Jct	25	20	15
Connellsville yard.....	10	10	10
Between Rockwood and Johnstown.....	40	30	25
Johnstown Borough.....	5	5	5
Through Hogback Tunnel.....	20	10	10
Third curve, west of Bridge 250.....	25	20	20
Curve, Border.....	25	20	20
Curves, east and west of Bridge No. 250 just west of Foustwell.....	20	20	20
Curve, west of Blough Station.....	25	20	20
Around curve, west end of HV Siding.....	25	20	20

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains handled by freight engines, second class, light engines with or without cabooses.	Extra, slow freight, local, pickup, and work trains.
Around curves between Hooversville Station and Bridge 230.....	25	20	20
Around curve, west end of Bridge 228.....	25	20	20
Curve, west of M. P. R-25.....	25	20	20
Swamp curve.....	25	20	20
Second curve, west of Mostoller.....	25	20	20
Curve, Coleman Station.....	25	20	20
Curve, west end of Bridge 218.....	25	20	20
First two curves east, and first three curves west of Bridge 217.....	25	20	20
Low Grade Line between Wilson Creek and GA Tower.....	25	25	25
Rockwood wye.....	10	5	5
Running track, Rockwood to Wilson Creek. Between Somerset and Quemahoning Jct. (via Boswell).....	20	15	15
Between Acosta and Boswell.....	25	20	15
Between Greene Jct., and Fairmont.....	10	10	10
Bridge 400A, Greene Junction.....	40	30	25
Dunbar Borough.....	20	20	20
Over sink at east end of cut, top of Hill at Mt. Braddock, No. 2 track.....	8	8	8
Uniontown city limits.....	15	10	10
Over switches, Oliver E. D. T., S. & M. Jct.....	4	4	4
Church Street crossing, Fairchance.....	30	25	20
Entering or leaving west end of Smithfield running track.....	5	5	5
Smithfield running track.....	10	10	10
Around curves between Atchison and Lake Lynn.....	30	20	20
Bridge 350—West of Atchison.....	30	15	15
Passing Eagle Mine tipple.....	15	15	15
Between Dewing switch and first street crossing east of Point Marion.....	25	15	15
Over sinks between Slow Signals, Point Marion and WD Tower.....	15	15	15
Between Decker Siding and Montana.....	25	20	20
Round Bottom Station.....	30	20	20
Bridge 362—East Morgantown Station.....	..	15	15
Bridge 363—East of Decker.....	..	15	15
Bridge 369.....	..	10	10
Over interlocking switches, WD Tower.....	15	15	15
S. & M. Sub-Division.....	15	15	15
C. & O. Sub-Division.....	20	20	15
Berlin and Salisbury Sub-Division.....	20	20	15
I. C. V. Sub-Division.....	25	15	15
I. C. V. Sub-Division—Bridge No. 4.....	5	5	5
Poplar Hollow.....	10	10	10
Bridges 501, 501-2, 501-3 and 502-A-1 on Salisbury Sub-Division.....	10	10	10
Jerome Sub-Division.....	15	15	15
Mt. Pleasant Sub-Division.....	15	15	15
Passing sidings and other Sub-Divisions.....	10	10	10
Using reverse track through tunnels.....	15	15	15
Class S Engines.....	20	20	20
Mallet Engines except EL 1-A, EL 2-A, EL 3-A, EL 5-A and EL 6-A.....	25	25	25
Trains or engines backing.....	25	20	20
When hauling an engine backwards.....	15	15	15
Relief Trains—Cumberland and New Castle Jct—			
Engine in forward motion.....	..	..	30
Engine in backward motion.....	..	..	20
With crane ahead of engine.....	..	..	15

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains handled by freight engines, second class, light engines, with or without cabooses.	Extra, slow freight, local, pickup, and work trains.
Relief Trains—Rockwood and Kimmelton—			
Engine in forward motion.....	..	..	20
Engine in backward motion.....	..	..	15
With crane ahead of engine.....	..	..	15
Relief Trains—Kimmelton and Johnstown—			
Engine in forward motion.....	..	..	15
Engine in backward motion.....	..	..	15
With crane ahead of engine.....	..	..	15
Relief Trains with crane X-56—			
All points.....	..	..	15
Relief Trains—Greene Jct. and Fairmont—			
Engine in forward motion.....	..	..	20
Engine in backward motion.....	..	..	15
With crane ahead of engine.....	..	..	15
Relief Trains—Glenwood Jct. and Wheeling—			
Engine in forward motion.....	..	..	30
Engine in backward motion.....	..	..	20
With crane ahead of engine.....	..	..	15
Relief Trains Branch Lines.....	..	..	15
Mallet engines backing up.....	..	..	15
Trains handling steam cranes, locomotive cranes, piledrivers, ditchers and similar equipment.....	..	..	30
Trains, the make-up of which includes dead engines.....	..	..	25
Light engines—over all main highway grade crossings and through all stations and towns.....	..	15	15
Between Connellsville and Glenwood Jct. except as noted below.....	55	40	35
Between Glenwood Jct. and Pittsburgh except as noted below.....	50	40	35
Tracks No. 1 and 2 through Glenwood Jct. and 1000 feet east.....	40	40	35
When handling freight car equipment.....	40	..	..
Into Eastward receiving yard, Connellsville Crossovers, East Connellsville Station.....	10	10	10
Tracks 3 and 4, Connellsville and Broad Ford	30	15	15
Broad Ford Wye.....	5	5	5
Through Dawson.....	15	15	15
Second curve, west of Florence Crossover..	50	35	30
Oakdale, Round Bottom and Youngs curves.....	40	35	30
First curve west of Smithton Station.....	50	35	30
Curve, west end of FitzHenry.....	50	35	30
Curve, east of Reduction Station.....	45	35	30
Through West Newton.....	15	15	15
Vista Tower to Vista Station.....	40	25	20
Curve at Shaner Station.....	50	35	30
Guffey curve.....	45	35	30
Coulter curve.....	50	35	30
Curve at Ellrod Station.....	50	35	30
15th Street, McKeesport to Riverton.....	12	12	12
Tracks 3 and 4, "MK" Tower and Glenwood Jct.....	20	15	15
Curve east of 13th Street, Braddock.....	45	35	30
Through Braddock.....	8	8	8
Through Rankin.....	10	10	10
Over switches to W & P Sub-Division, Glenwood Junction.....	10	10	10
Eastward trains to track 4, Glenwood Jct.	10	10	10
Over switches, Pittsburgh Depot.....	10	10	10

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains handled by freight engines, second class, light engines, with or without caboose.	Extra, slow freight, local, pickup, and work trains.
Between Laughlin Jct. and Bakerstown, except as noted below.....	40	25	25
Between Bakerstown and Goehring, except as noted below.....	45	30	30
Between Goehring and New Castle Junction, except as noted below.....	50	30	30
When handling freight car equipment....	40	..	..
To and from Junction R. R. at Laughlin Jct.	15	15	15
Through Schenley Tunnel.....	25	15	15
Over Bridge 251, leading to 36th Street....	10	10	10
Over Bridge 203, Allegheny River.....	30	25	25
Over Spang-Chalfant crossing.....	15	15	15
Both tracks, all curves between Wildwood and Allison Park.....	30	25	25
Freight trains, No. 2 track, Wildwood and Bryant.....	..	15	15
Eastward trains, Bakerstown to Wildwood, when using westward track on curves....	25	25	25
Westward trains, Bakerstown to Downieville, when using eastward track on curves.....	25	25	25
Valencia curve.....	35	25	25
Spring House curve to Evans City crossover.....	35	30	25
First curve, East Eidenau.....	35	30	25
First and second curves, west of Harmony.	35	25	25
Ben Venue curve.....	35	30	25
First curve, West Goehring.....	35	30	25
Over Fourth and Sixth street crossings, Ellwood City.....	25	25	25
Thru turnout and crossover, and single track to P. & L. E. Connection east of UN Tower	30	30	25
Between Glenwood Junction and Wheeling, except as noted below.....	40	30	25
Bridge 74, Glenwood Junction.....	15	15	15
From Double to Single track at west end of Bridge 74, Glenwood Jct. and Gilkeson.	25	25	25
Eastward trains, Whitehall to Rand when using westward track on curves.....	25	25	20
First curve, west of Bridge 82.....	30	30	25
First curve, west of Bridge 83.....	30	30	25
First curve, east of Willock Station.....	30	25	20
First curve, west of Bridge 96—Cochrane Mills.....	30	25	20
On curves between Bridge 103 to second curve west of Hackett.....	30	25	20
First curve, east of Gamble.....	30	25	20
Curve Eighty-four station.....	35	30	20
Over Main Street crossing—Washington... 10	10	10	10
Sink, east of M. P. 55.....	25	25	25
M. P. 55 to west end of 172 fill.....	25	10	10
Bridge 174, Valley Grove to 700 feet west.	25	15	15
Over streets, City of Wheeling.....	4	4	4
Between Callery and Butler, except as noted below.....	40	30	25
To and from single track, Callery.....	15	15	15
Marburger's Curves.....	30	25	25
Curve, east of Zeno Tunnel.....	30	25	25
Curve, west of Zeno Tunnel.....	30	25	25
Curve, west of Bridge 403.....	30	25	25
Curve, east of Bridge 405.....	30	25	25
Curve, east of Renfrew.....	30	25	25
Curve, west of Bridge 407.....	30	25	25
Second curve, east of Mackin.....	30	25	25
Second curve, west of Mackin.....	30	25	25
Eidenau to Ribold.....	30	25	20
Allegheny and Millvale.....	10	10	10

5. SPEED RESTRICTIONS—Continued.

Test Mile Markers, which are for the purpose of checking speed recorders on engines, have been placed along No. 1 track between a point 152 feet east of Cooks Mills station and just west of Bridge No. 7; and along No. 2 track, 59 feet east of Outlet No. 4 track, east end Casparis and one mile east thereof, and Enginemen in charge of engines equipped with speed recorders will check their accuracy at these and following points:

River District.

Westbound—From Signal W-286-23, Banning to Signal W-287-26, Jacobs Creek.

Eastbound—From Signal E-308-01, Ellrod to Signal E-307-01, Emblem.

P. & W. District.

Westbound—From Signal W-19-04 at Wilson's Curve West of Bakerstown to Signal W-20-04, Valencia.

Eastbound—From Signal E-51-03, Edgemore to Signal E-50-01, Johnsons.

W. & P. District.

Westbound—Mile Post 20, Anderson Station to Mile Post 21, Crouches.

Eastbound—Bridge 181, East End Triadelphia passing siding, Mile Post 60 to Bridge 179 west of Roney's Point, Mile Post 59.

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

Crossover switches west of Connellsville depot.

Crossover switches east of Connellsville depot.

Crossover switches GA Tower.

Yoder coaling station.

Crossover switches east and west end Mt. Braddock yard.

Bourne water tank.

Crossover switches west end Smithfield yard.

Eagle Mine tippie.

Roy No. 7 Mine tippie.

Switches east end Somerset Yard.

Switches west end Somerset Yard.

Crossover switches east and west of Somerset Tower.

West end scale track, Rockwood.

Pit track, Rockwood.

Maximum speed restriction of 40 miles per hour will be observed by stock trains between Connellsville and Cumberland.

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.		Steel Specials.		Slow Freight Trains.	
	Min. Time Minutes.	Max. Speed Miles per Hour.	Min. Time Minutes.	Max. Speed Miles per Hour.	Min. Time Minutes.	Max. Speed Miles per Hour.
Sand Patch to Manila.....	5	25	5	20	7	15
Manila to Philon.....	13	25	16	20	22	15
Philon 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.

Light engines running forward will not exceed speed of thirty miles per hour between Sand Patch, Pa., and Hyndman, Pa.

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

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

Eastward and westward trains will approach Wilson Creek Tower under full control expecting to find trains using crossover switches and pulling from there to Wilson Creek Passing Siding.

Trains will approach Rockwood platform under control, looking out for passengers crossing tracks.

Trains in both directions will run between Point Bridge, Allegheny and 30th Street Crossover, expecting to find main tracks occupied by other trains.

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Concluded.

Class P-1B, P-1C, P-1D, P-6, P-6A, P-7, P-9, Q-1, Q-1A, Q-1AA, Q-1B, Q-1BA, Q-1C, Q-3, Q-7F, D-30, L-1, L-1A, L-2A MK-1 and V-1 engines are restricted to 10 miles per hour over Bridge 72, Second Ave.

Class V-1 engines restricted to 10 miles per hour over Bridge 72 to Pittsburgh Yard.

Class Q1-X, Q-4, Q4-A, Q4-B, T, LL-1, EL-1 to EL-6, S, S-1 and S1-A engines are restricted to speed of ten (10) miles per hour over Bridge 66/1 over Hazelwood Ave. and Bridge 66/4 over M. C. R. R. on Glenwood R. R.

Engines rated over 210 are restricted to ten (10) miles per hour over Bridge 602, Ribold Cut Off.

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

The maximum speed of heavy tonnage freight trains while descending grades between Bakerstown and Downieville, Bakerstown and Wildwood, Whitehall Tunnel and Rand, will be 18 miles per hour, and as much less as may be necessary to insure the safe handling of trains with air brakes.

Rule 105-A, Book of Rules is modified as follows:

When trains are moving against the current of traffic they will not exceed a speed of thirty (30) miles per hour while passing over facing point switches not interlocked.

When other than passenger trains are run on First Class schedules, the train orders will specify the maximum speed.

IN WEATHER SO FOGGY OR STORMY AS TO OBSCURE IN ANY DEGREE THE CLEAR VIEW OF SIGNALS, ENGINEMEN WILL CAUSE THEIR TRAINS TO APPROACH THEM UNDER CONTROL.

6. BRAKEMEN, FLAGMEN AND FLAGGING.

At all points where movement of trains is governed by flag or light signals given by switch tenders the following indications will govern:

Green signals for eastward movements.

Yellow signals for westward movements.

Trains using reverse tracks at Etna will not pass over Spang-Chalfant crossing without hand signal from the Operator.

At Broad Ford, white signal will govern the movement of trains from No. 3 to No. 1 track.

Trains using west leg of wye at Rockwood will flag railroad crossings at east leg of wye and running track. Trains using east leg of wye and running track will approach crossings under control expecting to find crossings occupied.

Westward second, third class and extra trains using East leg of wye at Rockwood will be protected by flagman.

Mallet engines using running track, Rockwood, will protect against trains using east leg of wye account insufficient clearance.

Eastward trains or engines using east leg of wye at Rockwood when a westward passenger train is at the station or approaching will not pass telegraph office until a flagman is sent ahead to prevent possibility of injury to passengers or employees using the platform east of the telegraph office.

Telephones connected with Franklin and Pear Streets watch boxes, Cumberland, and with Viaduct Jet. train order station, are located in watch box at Red Rock, and at Eckhart Junction. Enginemen of Eastward trains stopped at Viaduct Jet. will, when ready to proceed, call their flagman by use of telephone, instead of whistle signal, the use of whistle in that vicinity being prohibited by City Ordinance. Flagmen will locate themselves in the vicinity of one of the above telephones in a position to answer the telephone when called by the engineman.

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

Trains on S. M. Branch moving over Charles Street Crossing and State Highway Route No. 53, in the Borough of Hooversville, Pa., will provide flag protection at these crossings.

7. EXPLOSIVES.

Cars loaded with inflammable articles, acid, dynamite, powder and other explosives, and oil tanks, loaded or empty, will be handled in accordance with instructions contained in Bureau of Explosives Pamphlet No. 9 and supplements thereto.

8. EXTRA TRAINS.

Rules 97 and 201 are modified to the extent that in double track territory extra trains may be dispatched without train orders.

9. FIXED SIGNALS.

Rule 27 is modified to the extent that at an interlocking station where a train is stopped due to the imperfect display of the home signal, and the day signal is plainly seen to indicate "Proceed," the train will be governed by the day indication displayed. When sufficient lights in a color position light signal are displayed to determine correct indication of signal, such indication will govern and the fact reported to the Train Dispatcher.

Automatic block signals are equipped with number boards, semi-automatic block signals are not equipped with number boards.

In color position light automatic block signal territory, where a track is signaled in one direction only, when a train is stopped by an automatic signal indicating 'STOP' (Diagram 190-Q) a member of the crew will examine switches, if any, including both ends of crossover between main tracks in the immediate vicinity of the signal involved, and if such switches are found in proper position, train will proceed in accordance with Paragraph B, Rule 509.

Lights in main track switch lamps in automatic signal territory are discontinued, except through terminal yards.

Lights in lamps on derrails on passing sidings will be left burning.

Rule 501-AA and Aspects 2 and 7, File 190-Q, are modified so that trains with 80% or more of their tonnage rating will not be required to stop at signals displaying a stop and proceed indication where circular disk with the letter "P" is attached. It should be understood that the disk with the letter "P" thereon has no significance except in combination with a stop and proceed indication.

Trains on No. 4 track stopped by signal RJ-2085, located at Rockwood Jet., 1.6 miles east of Wilson Creek will examine facing point crossover leading to Western Maryland Railroad and if found properly set for movement of Baltimore and Ohio trains, may proceed.

Rules 501-B and 601-B are revised to read as follows:

"INDICATION—Prepare to stop at next signal."

Train exceeding medium speed must at once reduce to that speed.

"NAME—Approach signal."

RAILROAD CROSSINGS.

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

The normal position of switch at O. & B. Jet., 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.

10. SPACING TRAINS.

All sections of Capitol Limited. Trains 5 and 6 will be spaced ten (10) minutes at all open telegraph offices.

Rules 301 to 377, inclusive, are effective between Greene Jet. and east end Casparis via No. 4 track, Confluence and Brook, via Low Grade, Mt. Savage Jet. and Viaduct Jet. via No. 4 track, and between Greene Jet. and S. & M. Jet.

Rules 301 to 377, inclusive, are effective between Callery and Butler—Ribold and Eidenau.

Rules 301 to 377, inclusive, are effective when trains are operating against the current of traffic.

Rules 501 to 515, inclusive, are effective between Connellsville and Cumberland, Connellsville and Pittsburgh—Laughlin Junction, New Castle Junction, Glenwood Junction and Gilkeson.

Rule 91 (a) is not in effect.

Rule 109 (c) is effective on F. M. & P. Sub-Division between S. & M. Jet. and WD Tower.

Rule 109 is effective between Wilson Creek and GA Tower on No. 4 track.

When freight trains are operated under manual block with or against the current of traffic between Manila and Mt. Savage Junction, eastward, spacing time of ten (10) minutes between such trains will be observed.

Westward C. & P. trains desiring to run engine around train at Mt. Savage Jet. after having secured permission from the Train Dispatcher will do so by shoving train on westward passing siding and move engine via No. 1 main track between

SPECIAL INSTRUCTIONS—Continued.

10. SPACING TRAINS—Continued.

Mt. Savage Jct. Tower and west end of passing siding and the Conductor or Engineman will report clear of No. 1 main track by telephone to Operator at Mt. Savage Jct.

Eastward trains from C. & P. Railroad must stop to clear connection switch and must not foul passing siding until permission is secured from Operator at Mt. Savage Jct. by telephone. In case of failure of means of communication movement will be made via passing siding only when preceded by a flagman a sufficient distance to insure protection.

When permission is requested by C. & P. Conductor or Engineman to use westward passing siding in easterly direction Operator at Mt. Savage Jct. will, after ascertaining that westward siding is clear of trains, report to Dispatcher, who will place Holding Order, Form J, at Mt. Savage Jct. for all westward trains entering westward siding. After order is made complete Operator will display train order signal (red flag by day and red light by night), place safety latch lock over lever governing switch leading to westward passing siding, after which he may authorize C. & P. train to use the siding. In any case where it might be considered necessary to detour a C. & P. train or engine from west end of westward passing siding at Mt. Savage Jct. to Mt. Savage Jct. Tower, via No. 1 main track, the move will be made only when authorized by train order, Form DR.

Except as affected by the above, all train rules, interlocking rules and block signal rules remain in force.

Trains using Sand Patch Eastward Siding will stop clear of Wye track at Sand Patch unless signal indicates proceed.

Eastward freight trains stopped by automatic signals between Manila and Hyndman will wait ten minutes before proceeding unless signal changes to proceed before expiration of that time.

Trains will use eastward main track east of switch leading into Connellsville yard east of Connellsville depot only on authority issued by Form A.

Eastward trains, other than first class, will stop at signal bridge west of Connellsville Depot 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 tracks.

Eastward trains pulling from Connellsville Yard to Main Line Sub-Division at Greene Jct. will proceed under caution until first automatic signal is reached.

Likewise trains crossing over at GA Tower and Salisbury Jct., or any other point on Main Line Sub-Division where the movement is not governed by a fixed signal, will proceed under caution until they arrive at first automatic signal.

Second, third class and extra trains, eastward, not receiving train order signal at Jerome Jct. train order station, will stop to clear switch leading into Jerome Jct. yard.

Conductor or engineman of eastward third-class and extra trains, when clear of single line at O. & B. Jct., E. D. T. will so report by telephone to Operator at Greene Jct.

Westward trains, including those from O. & B. Short Line, will stop at O. & B. Jct., E. D. T., and before fouling single line, will obtain Form A by telephone from Operator at Greene Jct., which will be authority to use the single track between O. & B. Jct., E. D. T., and Greene Jct. Should the telephone fail, or Conductor or Engineman be unable to communicate with the Operator, westward trains will use single line only by proper flag protection.

Block indication to westward trains at Oliver E. D. T. or intermediate points, will apply only to O. & B. Jct., E. D. T.

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

Eastward train not receiving train order signal at S. & M. Junction train order station, will stop to clear switch leading into Smithfield eastbound yard. Block indication to eastward trains will apply only to this point.

Switching 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 with caution expecting to find other trains moving against them.

All freight trains will clear the CAPITOL LIMITED trains 5 and 6, twenty (20) minutes at the last named station in the rear. Yard engines will clear trains 5 and 6 fifteen (15) minutes with the exception that the yard engine which does the Casparis

10. SPACING TRAINS—Concluded.

work will be considered a road crew and will be required to clear these trains twenty (20) minutes.

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

Extra trains using Ribold Cut-Off and Butler Sub-Division will approach wyes at Eidenau and Callery, looking out for trains occupying main track.

Trains will approach the following points prepared to stop and will not proceed without signal from the switch tender:

- Broad Ford.
- MK Tower, McKeesport.
- Panhandle Switches, Pittsburgh.

11. HELPER, SWITCH AND YARD ENGINES.

On passenger trains with more than one engine where helper is used over entire division or sub-division, the engineman regularly assigned to the run or the extra man holding the regular assignment will be placed on the leading engine.

Helper engines of eastward trains will be detached at Sand Patch after pushing trains over the Summit.

Westward passenger trains will detach helper engine west end of helper pocket, Sand Patch.

When passenger trains are passing through yards or stations, engines engaged in switching on next parallel track will stop.

When helper engines are attached to rear of trains the air must be coupled through, Enginemen on helper engine will cut their brake valve out.

On Schenley Hill stop will be made by eastward loaded trains to uncouple helper engines after passing through Schenley Tunnel. Helper engines pushing trains on any grade will not be detached until all of the train is over the summit, except on Eastward empty trains, helpers will be detached at West End Schenley Tunnel. But one helper engine should be placed on rear of train, consisting entirely of empty cars. If additional engines are required, they should be placed on head end.

Helping Engines pushing westward freight trains will be detached at eastward portal Sand Patch Tunnel.

Rule No. 18 is modified as follows:

"Yard engines running between block stations will display markers on rear of tender or last car of train."

Second and third paragraphs of Rule 93 are modified as follows:

"Within yard limits the main track may be used clearing the time of first class trains ten minutes and protecting against other trains.

12. TELEPHONES.

Location.	Connected with
East End—	
Franklin Street, Cumberland.....	Viaduct Junction Tower.
Watch Box Red Rock.....	Viaduct Junction Tower.
Crossover switches, Eckhart Junction..	Mt. Savage Junction Tower.
Westward outlet switch, Mt. Savage Junction.....	Mt. Savage Junction Tower.
Cooks Mills.....	Hyndman Tower.
Eastward outlet switch, Hyndman...	Hyndman Tower.
Shop Foreman's Office, Hyndman....	Hyndman Tower.
Hyndman Station.....	Hyndman Tower.
Westward outlet switch, Hyndman....	Hyndman Tower.
Brackens Curve.....	Hyndman Tower.
Crossover switches, Fairhope.....	FO Tower.
Car Inspector's Office, FO.....	FO Tower.
Eastward outlet switch, FO.....	FO Tower.
Glencoe Station.....	FO Tower.
First Floor, Philson Tower.....	FO Tower.
Eastward outlet switch, Philson.....	FO Tower.
Mance Station.....	Manila Tower.
Crossover switch east of Manila.....	Manila Tower.
Signal at West End, Sand Patch Tunnel	Manila Tower.
Signal at East End, Sand Patch Tunnel.	Sand Patch Tower.

SPECIAL INSTRUCTIONS—Continued.

12. TELEPHONES—Continued.

Location.	Connected with
Car Inspector's Office, Sand Patch....	Sand Patch Tower.
Westward home block signal, Sand Patch.....	Sand Patch Tower.
Westward outlet switch, Sand Patch....	Sand Patch Tower.
Eastward inlet switch, third track.....	Sand Patch Tower.
West Meyersdale.....	GA Tower.
Meyersdale Station.....	GA Tower.
Crossover switches, Meyersdale.....	GA Tower.
Salisbury Junction Station.....	GA Tower.
Crossover Switches, Salisbury Junction.	GA Tower.
Eastward outlet switch, Garrett.....	GA Tower.
Yoder Coal Tipple.....	GA Tower.
Garrett Station.....	GA Tower.
Roundhouse, Rockwood.....	Rockwood Tower.
Eastward outlet switch, Rockwood....	Rockwood Tower.
Westward outlet switch, Rockwood....	Rockwood Tower.
Eastward outlet switch, Markleton....	Brook and Rockwood Towers.
Westward outlet switch, Markleton....	Brook and Rockwood Towers.
First Floor Markleton Tower.....	Brook and Rockwood Towers.
Tool House east of Fort Hill.....	Brook and Rockwood Towers.
West End Brook Tunnel.....	Brook and Confluence Towers
Ursina Junction.....	Brook and Confluence Towers.
Upper water tank, Confluence.....	Confluence Towers.
Westward outlet switch, Confluence....	Confluence Towers.
Confluence Station.....	Confluence Towers.
Crossover HK Tower.....	Greene Jct. and Confluence Towers.
Eastward outlet switch, HK.....	Greene Jct. and Confluence Towers.
Westward outlet switch, HK.....	Greene Jct. and Confluence Towers.
Ohio Pyle Station.....	Greene Jct. and Confluence Towers.
Watch Box Jim Run.....	Greene Jct. and Confluence Towers.
Watch Box Bailey Point.....	Greene Jct. and Confluence Towers.
Eastward outlet switch, GU.....	Greene Jct. and Confluence Towers.
Crossover GU Tower.....	Greene Jct. and Confluence Towers.
Watch Box Wortman Run.....	Greene Jct. and Confluence Towers.
Indian Creek.....	Greene Junction Tower.
East End Casparis.....	Greene Junction Tower.
Crossover Switches, Casparis.....	Greene Junction Tower.
Crossover Switches, Bluestone.....	Greene Junction Tower.
West End Yard.....	Greene Junction Tower.
Central Yard Office.....	Greene Junction Tower.
Rockwood.....	Train Dispatcher.
Scale Track, Rockwood.....	Rockwood Tower.
Wilson Creek Tower.....	Rockwood Tower.
West End Wilson Creek.....	Rockwood Tower.
East End Roberts.....	Train Dispatcher.
East End Somerset Yard.....	Somerset Tower.
West End Somerset Yard.....	Somerset Tower.
Somerset Freight Station.....	{Somerset Tower and Train Dispatcher.
P. W. & S. Junction.....	Train Dispatcher.
East End Mukden.....	Somerset Tower.
West End Mukden.....	Train Dispatcher.
West End Geiger.....	Somerset Tower.
Quemahoning Junction.....	Train Dispatcher.
Friedens Station.....	Adams Tower.
West End Coleman.....	Adams Tower.
East End Coleman.....	Train Dispatcher.
Reading Junction.....	Train Dispatcher.
West End Stoyestown.....	Train Dispatcher.
East End Stoyestown.....	Train Dispatcher.
West End Rowena.....	Train Dispatcher.
East End Rowena.....	Train Dispatcher.
Hooversville Station.....	Train Dispatcher.
West End H. V. Siding.....	Train Dispatcher.
East End H. V. Siding.....	Train Dispatcher.
West End Jerome Junction.....	Jerome Junction Tower.
Holsopple.....	Jerome Junction Tower.
S. & C. Mine.....	Jerome Junction Tower.
Border.....	Jerome Junction Tower.
West End Walsall.....	Jerome Junction Tower.
East End Walsall.....	Train Dispatcher.
Sun Oil Spur.....	Jerome Junction.
Kelso.....	Jerome Junction.
Johnstown.....	Train Dispatcher.
Zimmerman.....	Somerset Tower.
Harrison Mine.....	Somerset Tower.

12. TELEPHONES—Continued.

Location.	Connected with
Acosta.....	Somerset Tower.
Coal Junction.....	Somerset Tower.
Boswell.....	Somerset Tower.
Ralphton No. 4 Junction.....	Adams Tower.
O. & B. Junction.....	Greene Junction Tower.
Fayette.....	Greene Junction Tower.
Bowest Junction.....	Greene Junction Tower.
Dunbar.....	Greene Junction Tower.
Westward outlet switch, Mt. Braddock	Oliver E. D. T. Tower.
East End Mt. Braddock Yard.....	Oliver E. D. T. Tower.
Mt. Braddock Tower.....	Oliver E. D. T. Tower.
Westward Outlet switch, Evans Storage	Oliver E. D. T. Tower.
Crossover switches, Evans.....	Oliver E. D. T. Tower.
Scale track, Uniontown.....	Oliver E. D. T. Tower.
Passenger Station, Uniontown.....	Oliver E. D. T. Tower.
Westward outlet switch, Leith.....	Oliver E. D. T. Tower.
Eastward outlet switch, Leith.....	Oliver E. D. T. Tower.
Crossover one-half mile east of Oriental.	S. & M. Junction Tower.
Westward outlet switch, Oriental.....	S. & M. Junction Tower.
Eastward outlet switch, Oriental.....	S. & M. Junction Tower.
Fairchance Station.....	S. & M. Junction Tower.
Fairchance crossover.....	S. & M. Junction Tower.
Westward outlet switch, Fairchance	S. & M. Junction Tower.
Transfer.....	S. & M. Junction Tower.
West end S. & M. Junction Yard.....	S. & M. Junction Tower.
West end Outcrop.....	S. & M. Junction Tower.
East end Outcrop.....	S. & M. Junction Tower.
Crystal.....	S. & M. Junction Tower.
C. H. & B. Junction.....	S. & M. Junction Tower.
West end Cheat River.....	S. & M. Junction Tower.
East end Cheat River Siding.....	S. & M. Junction Tower.
Nilan.....	S. & M. Junction Tower.
Dewings.....	S. & M. Junction Tower.
Point Marion Station.....	Train Dispatcher.
Westward outlet switch, Van Vorhis...	Train Dispatcher.
Eastward outlet switch, Van Vorhis...	Morgantown Tower.
Westward outlet switch, Seneca.....	Morgantown Tower.
Eastward outlet switch, Decker Siding.	Morgantown Tower.
Eastward outlet switch, Little Falls...	Train Dispatcher.
Westward outlet switch, Little Falls...	Opokiska Tower.
Westward outlet switch, Jordan Siding.	Train Dispatcher.
Eastward outlet switch, Jordan Siding.	Train Dispatcher.
Eastward outlet switch, Catawba.....	Train Dispatcher.
Montana Siding.....	WD Tower.
Hoult.....	WD Tower.
East leg of Wye, S. & M. Junction...	S. & M. Junction Tower.
York Run Junction.....	S. & M. Junction Tower.
High House.....	{S. & M. Junction Tower. & Leckrone.
Leckrone Yard.....	{S. & M. Junction Tower. & Leckrone.
Leckrone.....	S. & M. Junction Tower.
WEST END.	
West end Connellsville yard.....	Broad Ford and Layton Towers.
Everson.....	Broad Ford and Layton Towers.
Hickman Run crossover.....	Broad Ford and Layton Towers.
Dawson station.....	Broad Ford and Layton Towers.
Florence crossover.....	Broad Ford and Layton Towers.
East end Layton eastward passing	Broad Ford and Layton Towers.
siding.....	Broad Ford and Layton Towers.
Diamond crossover.....	Broad Ford and Layton Towers.
Layton crossover.....	Broad Ford and Layton Towers.
West end Layton westward passing	Broad Ford and Layton Towers.
siding.....	Broad Ford and Layton Towers.
Jacobs Creek crossover.....	Broad Ford and Layton Towers.
Smithton station.....	Broad Ford and Layton Towers.
Fitz Henry crossover.....	Vista Tower.
West end Fitz Henry.....	Vista Tower.
East end Reduction eastward passing	Vista Tower.
siding.....	Vista Tower.
Reduction crossover.....	Vista Tower.
West end Reduction westward passing	Vista Tower.
siding.....	Vista Tower.
West Newton station crossover.....	Vista Tower.
Agent's office West Newton.....	Vista Tower.
Sand House crossover, West Newton..	Vista Tower.

SPECIAL INSTRUCTIONS—Continued.

12. TELEPHONES—Continued.

Location.	Connected with
WEST END—Con.	
Gratztown crossover.....	Vista Tower.
West end Gratztown yard.....	Vista Tower.
Suter station.....	Vista Tower.
East end Vista eastward passing siding.....	Vista Tower.
Scott Haven crossover.....	Vista Tower.
West end Vista westward passing siding.....	Vista Tower.
Robbins crossover.....	Vista Tower.
East end Ellrod eastward passing siding.....	MK Tower.
Ellrod crossover.....	MK Tower.
Versailles crossover.....	MK Tower.
Hostler's building Versailles.....	MK Tower.
Long Run outlet switch.....	MK Tower.
Water Works crossover.....	MK Tower.
13th St. McKeesport.....	MK Tower.
Peters Packing Company outlet switch.....	MK Tower.
McKeesport Ticket Office.....	MK Tower.
Yard Master's office Demmler.....	MK and Bessemer Towers.
East end and West end Demmler yard.....	MK and Bessemer Towers.
Westbound approach signal at Bessemer.....	Bessemer Tower.
Mills crossover.....	Bessemer Tower.
Rankin station.....	Bessemer Tower.
Denniston yard office.....	Bessemer Tower.
Highland slag track outlet switch.....	Glenwood Junction Tower.
First signal bridge East of Glenwood Junction.....	Glenwood Junction Tower.
Glenwood yard office.....	Glenwood Junction Tower.
Hazelwood crossover.....	Glenwood Junction Tower.
End of double track west end of Bridge 74.....	Glenwood Junction Tower.
Streets Run Branch outlet switch.....	Glenwood Junction Tower.
Westbound home signal and Eastbound home signal River Line.....	Laughlin Junction Tower.
Eastbound signal scissors crossover and Sylvan Avenue signal bridge P.J.R.R.	Laughlin Junction Tower.
Sylvan Avenue signal bridge P. J. R. R.	Laughlin Jct., FY and Etna Towers.
West End Schenley tunnel.....	Laughlin Jct., FY and Etna Towers.
P. R. R. crossover.....	Laughlin Jct., FY and Etna Towers.
Brewery crossover.....	Laughlin Jct., FY and Etna Towers.
36th Street yard office.....	Laughlin Jct., FY and Etna Towers.
Willow Grove yard office.....	Laughlin Jct., FY and Etna Towers.
Millvale crossovers.....	Laughlin Jct., FY and Etna Towers.
Pine Creek crossover.....	Laughlin Jct., FY and Etna Towers.
East end and West end of Etna passing siding.....	Laughlin Jct., FY and Etna Towers.
Seylers outlet switch.....	Wildwood Tower.
East end and West end Wittmer siding.....	Wildwood Tower.
Glenshaw station.....	Wildwood Tower.
Glenshaw tool house.....	Wildwood Tower.
East end and West end Elfinwild passing siding.....	Wildwood Tower.
Allison Park station.....	Wildwood Tower.
Bryant crossover.....	Wildwood Tower.
East end Wildwood eastward siding.....	Wildwood Tower.
Helper siding Wildwood.....	Wildwood Tower.
West end Wildwood westward passing siding.....	Wildwood Tower.
Gibsonia outlet switch.....	Callery Tower.
East end Bakerstown passing siding.....	Callery Tower.
Bakerstown old main track.....	Callery Tower.
Valencia station.....	Callery Tower.
Downieville crossover.....	Callery Tower.
West end Downieville passing siding.....	Callery Tower.
Mars crossover.....	Callery Tower.
East end Callery eastward passing siding.....	Callery Tower.
Callery station.....	Callery Tower.
Crossover West leg Callery Wye.....	Callery Tower.
West end Callery westward passing siding.....	Callery Tower.
Evans City station.....	Callery Tower.
Maple Grove crossover.....	Callery Tower.

12. TELEPHONES—Concluded.

Location.	Connected with
Eidenau crossover.....	Callery Tower.
Harmony crossover.....	Callery Tower.
Zelienople crossover.....	Callery Tower.
East end Goehring eastward passing siding.....	UN Tower.
Fombell water station.....	UN Tower.
Goehring crossover.....	UN Tower.
West end Goehring westward passing siding.....	UN Tower.
Frisco crossover.....	UN Tower.
Ellwood scale house, ticket office and freight office.....	UN Tower.
East end and West end Rock Point passing siding and Edgemore crossover.....	UN Tower.
Zeno passing siding.....	Renfrew.
Ribold Cut-Off.....	Renfrew.
East end and West end Mackin passing siding.....	Butler.
Willock crossover.....	Train Dispatcher at Washington.
Signal East end Whitehall tunnel.....	Train Dispatcher at Washington.
Bruceston crossover.....	Train Dispatcher at Washington.
O'Herrons outlet switch.....	Train Dispatcher at Washington.
Montour Junction crossover.....	Train Dispatcher at Washington.
Finleyville crossover.....	Train Dispatcher at Washington.
Eclipse crossover.....	Train Dispatcher at Washington.
End of double track, Gilkeson.....	Train Dispatcher at Washington.
Wylandville Pump Station.....	Train Dispatcher at Washington.
East end, West end Clokey passing sidings and Clokey lap.....	Train Dispatcher at Washington.
East end Brady tunnel.....	Train Dispatcher at Washington.
East end and West end Wade passing siding.....	Train Dispatcher at Washington.
East end and West end Washington yard.....	Train Dispatcher at Washington.
Tylerdale Junction.....	Train Dispatcher at Washington.
Sugar Run Junction.....	Train Dispatcher at Washington.
East end and West end Sugar Hill siding.....	Train Dispatcher at Washington.
East end and West end Duvall passing siding.....	Train Dispatcher at Washington.
East end and West end Taylorstown passing siding.....	Train Dispatcher at Washington.
East end and West end Tunnel passing siding.....	Train Dispatcher at Washington.
East end and West end Claysville passing siding.....	Train Dispatcher at Washington.
East end and West end Bell passing siding.....	Train Dispatcher at Washington.
East end and West end West Alexander passing siding.....	Train Dispatcher at Washington.
East end and West end Point Mills passing siding.....	Train Dispatcher at Washington.
Boyd Mine outlet switch.....	Train Dispatcher at Washington.
East end and West end Triadelphia passing siding.....	Train Dispatcher at Washington.
East end House track Elm Grove.....	Train Dispatcher at Washington.
East end and West end Elm Grove passing siding.....	Train Dispatcher at Washington.
Turntable Elm Grove.....	Train Dispatcher at Washington.
East end Terminal Junction siding.....	Train Dispatcher at Washington.
Signal bridge Terminal Junction and 17th Street Wheeling.....	Train Dispatcher at Washington.

13. AIRBRAKES, HANDBRAKES, TESTING, ETC.

Instructions governing the operation and testing of air brakes, and train air signal equipment, and the operation of electric head lights and electric lighting of passenger cars are in Form 1118-D-Revised, which will govern.

When helper engine is used on rear of freight trains, the air brakes must be coupled up to helper engine and operated from leading engine. If necessary to cut helper engine off without stopping train the angle cook will be closed on rear end of the last car or caboose, the uncoupling lever raised and signal given to helper engine to stop helping. When the helper engine drops

SPECIAL INSTRUCTIONS—Continued.

13. AIRBRAKES, HANDBRAKES, TESTING, ETC.

—Continued.

back far enough to pull the hose apart the brakes on helper engine will act and stop the engine, so that the helper engine will not collide with the train should there be an air hose burst just after cutting off.

Air will be cut into helper engines used on rear of passenger train and train stopped to cut helper off.

Engineers and conductors will be required to test all trains before leaving terminals and on line of road per instructions contained in Form 1118-D revised.

When necessary to detach engine from train on a grade, sufficient number of hand brakes will be applied to hold train before engines are uncoupled.

When necessary to set cars off on a grade, the air will be applied, hand brakes set on all cars, then air released.

When a passenger train leaves a terminal station, or at any point enroute where a change is made in the train, the flagman will station himself on the rear car of the train and observe if the brakes apply and release on the rear car in the train when the engineman makes the running test of the brakes as provided by Rule 112. If the brakes on the rear car do not apply or release, the train must be stopped and the cause ascertained. If the brakes apply and release, the flagman will give the engineman a signal that brakes apply and release properly by one long and one short blast of the communicating signal. The engineman will acknowledge the signal by two blasts of the engine whistle. When the rear car is one to which the flagman does not have access, he will make the observation and give the signal from the forward platform of the rear car.

In yards where testing plants are maintained and trains can be prepared before crews report for duty, the retainer test will be made under the supervision of the yard forces who in turn will notify Conductor in writing before his train leaves the yard, the maximum tonnage per good mountain brake in train, and when test is made after train crew reports for duty, it will be done under the supervision of the Conductor.

Freight trains east, with the exception of trains 92, 94, 194 and stock trains, will stop at Yoder or before turning hill at Sand Patch and make piston travel test as follows: Before engine is cut from train Engineman will make a fifteen pound application of air and conductor will examine piston travel on each car in the train.

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

Passing Keystone engineman 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. Flagman will adjust retaining valves in holding position from rear end in order to have all retainers so adjusted before passing Sand Patch.

Descending grades each brakeman will patrol his portion of the 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 and crew will make careful inspection for heated or defective wheels, defective brake riggings, etc.

When trains stop at any point, and flagman is recalled, proceed signal will not be given until it is known brake pipe is properly charged.

Eastward freight trains to be handled on Eastern Slope, with the exception of trains 92, 94, 194 and stock trains, will make retainer test before leaving yard or point where train is picked up. If train is picked up at different places retainer test will be made at the most convenient point before passing Sand Patch. The retainer test will be made under the supervision of the Conductor.

Loaded trains east, with 25 or more cars, will use retaining valves in holding position on one-third of the cars in train between Somerset and Tates Curve east of Milford.

Loaded trains West, Oriental to Leith, Mt. Braddock to O. & B. Junction and East, Mt. Braddock to Evans and Morgan Tunnel to Lake Lynn will turn up not less than 75 per cent. of the retainers on the cars, beginning at the engine and working towards the rear of the train.

Retaining valves will be placed in holding position on forward portions of trains on descending grade between Bakerstown and Wildwood, and between Whitehall Tunnel and Rand on all loaded trains, and on empty trains if so required by engineer. The minimum number of retaining valves to be used on loaded

13. AIRBRAKES, HANDBRAKES, TESTING, ETC.

—Concluded.

trains on Whitehall Grade will be 15 on trains of 50 cars or less, and on Bakerstown grade, 12 on trains of 30 to 60 cars, and 15 on trains of 60 cars or more.

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

Main reservoir.....130 lbs.

Brake pipe..... 90 "

Empty trains will carry the prescribed standard pressure as follows:

Main reservoir.....100 Lbs.

Brake pipe..... 70 "

14. WATER AND FUEL.

Rule 115 is modified to the extent, that it will not be necessary to detach engines to take water or fuel, unless in judgment of enginemen it is necessary, except double headed freight trains, from which engines will be detached in all cases to take fuel and water.

15. OPERATING TRAINS BY SIGNAL INDICATION.

When the telegraph line fails, or it is impossible for operator to communicate with train dispatchers, inferior class and extra trains may be permitted to proceed on main track ahead of superior class trains when they have the minimum time and clearance as provided by rule No. 86.

When a train approaches an interlocking station or train order station where passing sidings are located, the operator will report the train approaching to the train dispatcher, giving his office call, train or engine number and direction, when practicable. This may be done as train strikes the distant indicator, whereupon train dispatcher will instruct whether train shall be permitted to keep main or take siding by using the word "Main" which is authority for trains to proceed on main track, and the word "Siding" which is authority to run the train on siding.

When interlocking or block stations are not equipped with indicators, operators will report to train dispatcher as soon as train enters the block in rear. At passing sidings where block station is so located that proper instructions cannot be given trains at that point to take siding, notice will be given at block station in advance. This will require operators at Etna to report the approach of westward trains.

Permission will be received from the train dispatcher before second and inferior class trains are allowed to proceed on main track. Should a train desire to enter a siding it may be permitted to do so, even though the train dispatcher may have instructed that it shall be allowed to proceed on the main track.

Before accepting a signal to proceed on the main track, the conductor and engineman will know that their train is in condition to make average speed.

Engineman will notify train dispatcher of the points it is anticipated that stop will be made for fuel and water.

Trains will approach signal stations prepared to enter the siding if signal so indicates, or operator so instructs.

When first class trains approach block stations they will be allowed to proceed on the main unless the train dispatcher has previously issued instructions to the contrary.

Operators are authorized to "Break in" on train orders when necessary in order to report the approach of trains.

Rules D-251 to D-254, inclusive, are effective between Connellsville and Confluence; Confluence and Brook via low grade; Brook and Cumberland, O. & B. Jet. E. D. T. and Oliver E. D. T. "UN" Tower and Laughlin Jct., Pittsburgh and Connellsville, Glenwood Jct. and Gilkeson.

Rules D-261 to D-264, inclusive, are effective between Sand Patch and Manila.

Rules 130 to 132, inclusive, are effective between Confluence and Brook, via High Line, UN Tower and B. & O. Junction (P. & L.E.) Greene Jet. and O. & B. Jet. E. D. T., Oliver E. D. T. and S. & M. Jet., and between Gilkeson and Wheeling.

Rules 508 to 515, inclusive, and 601 to 603K, inclusive, are effective between Gilkeson and Wheeling.

Operators at Greene Junction, FO Tower and Mt. Savage Jct., will, unless the train dispatcher has previously instructed to the contrary, operate first class trains as follows:

Eastward—Track No. 2, Greene Jct., to east end Casparis.

Westward—Track No. 1, FO Tower to Manila.

Eastward—Track No. 2, Mt. Savage Jct., to Viaduct Jct., and will report the approach of second and inferior class and extra trains to the train dispatcher, who will designate track to be used.

SPECIAL INSTRUCTIONS—Continued.

15. OPERATING TRAINS BY SIGNAL INDICATION —Concluded.

Operators at Connellsville, Broad Ford, "MK" Tower, Glenwood Junction and Laughlin Junction will, unless the train dispatcher has previously instructed to the contrary, operate first class trains as follows:

WESTWARD—Track No. 1. Connellsville to Broad Ford, "MK" Tower to Glenwood Junction and Sylvan Avenue to Schenley Tower.

EASTWARD—Track No. 2. Schenley Tower to Sylvan Avenue, Glenwood Junction to "MK" Tower and Broad Ford to Connellsville, and will report the approach of second class and extra trains to the train dispatcher, who will designate track to be used.

CENTRALIZED TRAFFIC CONTROL BETWEEN GILKESON AND WHEELING.

In centralized traffic and other remote control territory certain switches, including the entrance and exits of passing sidings, ends of double track and junction, switches are handled by dual control switch machines that are arranged for operation, either by motor and controlled by train dispatcher, operator or by a hand throw lever.

The operation of a selector lever, which forms a part of the switch machine, changes the gearing from power to hand operation, and vice versa.

Whenever a train or engine is required to move over a dual control switch under a "stop signal indication," the selector lever must first be thrown to "hand operation" to prevent the motor from operating the switch under the train or engine. The selector lever must be kept in "hand operation" position until the movement has been completed and thereafter be restored to power position.

In centralized traffic control territory, when a train is stopped by a stop signal, located to protect a dual control switch governed by the train dispatcher, the conductor will immediately report to the train dispatcher by Company's telephone situated near the switch.

If communication over Company's lines fails and a public telephone can be reached within ten minutes, the conductor will, by that means, report to the train dispatcher for instructions.

Should the signals and all means of communication fail, and no cause for detaining the train be known, the conductor, after having an understanding with the engineman, will be governed by the following instructions:

(1) Place and keep selector lever of all dual control switch machines in "hand throw" position until the last car of train has passed over same. Before leaving, place hand throw lever in normal position and selector lever in power position.

(2) Where signal protects facing switch at the entrance to a double track signaled for movements in one direction only, train will proceed with the current of traffic, expecting to find train in block, broken rail, or switch improperly set.

(3) Where signal governs the entrance to a passing siding, the train may, when preceded by a flagman, move either on the siding or main track to the exit end of passing siding, or to the next block signal displaying a more favorable indication than STOP.

(4) Where signal governs from the exit end of a passing siding or the end of double track and train is headed toward a single track section, after waiting ten minutes, computed from the time of its arrival, train will, when preceded by a flagman, move to the next point of communication or to the next block signal displaying a more favorable indication than STOP.

Rule 509 is modified to read, "When a train is stopped by a "STOP" signal it will stay until authorized to proceed, or in case of failure of means of communication it may proceed when preceded by a Flagman to the next signal displaying proceed indication.

When a train is stopped by a "Stop and proceed" signal it may proceed:

"B"—at once at slow speed expecting to find a train in the block, broken rail, obstruction or switch not properly set.

"C"—at single track tunnels after five (5) minutes have elapsed preceded by a flagman a sufficient distance to insure protection.

16. JOINT OR SPECIAL USE OF TRACKS.

Track paralleling main track between Rockwood and point west of Wilson Creek will be used as follows: between Rockwood and Wilson Creek crossover as running track for westward, third class and extra trains; between Wilson Creek crossover and west end, as passing siding.

Tracks at Adams Yard will be designated as follows:

First track from main track as storage track; second track from main track as eastward siding; third track from main track as westward siding.

Tracks at Roberts, Pa. will be designated as follows:

Track north of main track as Eastward running track.

Track south of main track connected at both ends as Roberts Storage No. 1.

Track leading off Roberts Storage No. 1 will be known as Roberts Storage No. 2.

Eastward running track will be used on authority of the Train Dispatcher only.

Track north of main track at Geiger, Pa. will be known as Geiger Storage Track.

Track south of main track at Summit, Boswell Sub-Division, will be known as Summit Storage Track.

Track south of main track between S. & M. Junction and Fairchance Transfer, will be known as Smithfield running track. Smithfield running track will be used on authority of Train Dispatcher only and crews leaving same will report clear.

Track south of main track at Catawba, W. Va. will be known as Catawba Storage Track.

Crews will not block that portion of North leg of wye, Leckrone, between straight track switch and M. R. R. main track switch and will not foul straight track on North leg of wye or at Diamond Crossover in front of B. & O. Agent's office. Crews will be required to afford protection against H. C. Frick Coke Company locomotive while performing service on north leg of wye, when crossing straight track at B. & O. Agent's office.

Trains and engines using running track between Salisbury Jct. and West Meyersdale will proceed with caution expecting to find trains or engines moving in opposite direction.

Baltimore & Ohio through passenger and freight trains will use P. & L. E. tracks between MK Tower, McKeesport, and P. & L. E. connection at West Pittsburgh.

Baltimore & Ohio trains operating over P. & L. E. tracks between MK Tower, McKeesport, and P. & L. E. connection, West Pittsburgh, will be governed by rules and time table of P. & L. E. R. R.

Trains for Pittsburgh yard, except those for passenger train shed, will pull in on track east of Second Avenue.

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 within range of vision, unless tracks are seen or known to be clear and switches properly set.

Trains will move ONLY under flag protection from the junction of the Youghiogheny Branch of the Pennsylvania Railroad with our line to GZ Block Station.

17. MAIL.

Rule 114 is modified to the extent that trains Nos. 5 and 6, when moving on other than their regular track, will not stop to exchange mail.

Trains handling postal cars must not pass stations where mail is taken in advance of schedule time.

Safety Rule No. 43 is modified to permit dispatchment of newspapers at proper destination where trains do not stop; however, due care must be exercised to avoid accidents.

18. TRAIN ORDER STATIONS IRREGULAR HOURS.

Stations open less than twenty-four hours, daily except Sunday:

Opekiska—8.00 A. M. to 12.00 P. M.; 1.00 P. M. to 5.00 P. M.

Friendsville—8.00 A. M. to 5.00 P. M.

Somerfield—7.30 A. M. to 4.30 P. M.

Stoyestown—8.00 A. M. to 12.00 M.; 1.00 P. M. to 5.00 P. M.

Adams—7.00 P. M. to 12.01 A. M.; 1.00 A. M. to 4.00 A. M.

Ribold—6.00 P. M. to 10.00 A. M.

Renfrew—8.00 A. M. to 5.00 P. M.

SPECIAL INSTRUCTIONS—Continued.

19. MAXIMUM WEIGHT LIMITS.	CARS GROSS WEIGHT IN POUNDS.
Cumberland to New Castle Junction.....	220,000
Wharf Branch.....	210,000
Salisbury Branch.....	220,000
Shaw Extension.....	220,000
Grassy Run Extension.....	220,000
Hocking Extension.....	220,000
Niverton Extension.....	220,000
Berlin Branch.....	220,000
Pine Hill Branch.....	220,000
Niver Branch.....	220,000
Garrett to Wilson Creek No. 4 Track.....	220,000
Rockwood to Somerset.....	220,000
Somerset to Walsall.....	220,000
Walsall to Johnstown.....	220,000
Wilson Creek Branch.....	220,000
Old Junction Siding.....	220,000
Stauffer Mine.....	220,000
Adams Mine Siding.....	220,000
End of Wye to Friedens.....	220,000
Siding at Kimmelton.....	220,000
Ralplton Mine No. 15.....	220,000
Knickerbocker Mine at Rowena.....	220,000
Knickerbocker Mine at Hooversville.....	220,000
Jerome Branch.....	220,000
P. W. & S. Junction to Coal Junction.....	220,000
Coal Junction to End of Wye.....	220,000
End of Wye to Quemahoning Junction.....	220,000
Ralplton Mines Nos. 4 and 5.....	180,000
Randolph Mine No. 1.....	220,000
Whites Creek Branch.....	170,000
C. & O. Branch Confluence to Somerfield.....	220,000
C. & O. Branch Somerfield to Kendall.....	170,000
Indian Creek Transfer Track.....	220,000
End of Indian Creek Transfer Track to Jones Mills.....	220,000
Mill Run Junction to Mill Run.....	220,000
Stadef Mine Siding.....	100,000
Clay Lick Mine Siding.....	220,000
Silcox Coal Co. Siding.....	170,000
Sparks Mine No. 1 Siding.....	120,000
Meleroft Branch.....	220,000
Wye track at Jones Mills.....	220,000
Greene Junction to F. M. & P. Junction.....	220,000
O. & B. Short Line.....	170,000
Eureka Fire Brick Co. Siding, Mt. Braddock.....	220,000
Youngstown Coke Works Branch.....	210,000
Oliver Coal and Coke Company Branch.....	170,000
Siding to Freight House, Uniontown.....	220,000
Crossland Ovens Branch.....	220,000
Marie Mine.....	110,000
E. I. DuPont Powder Company Siding.....	220,000
Planing Mill Siding, Fairchance.....	220,000
Fayette Mine Siding.....	220,000
S. & M. Branch.....	220,000
York Run Branch.....	220,000
Bowood Mine No. 1 Siding.....	220,000
Byrne Coal Company Siding.....	140,000
Gilmore Coke Company Siding.....	220,000
Shoaf Ovens.....	120,000
Emery Mine Siding.....	150,000
Dewing Mill Spur.....	220,000
Lake Lynn to Canyon Mine.....	220,000
Mt. Pleasant Branch.....	220,000
West Yough Bridge.....	200,000
P. R. R., Gratztown to Adamsburg Jet.....	180,000
P. R. R., Andrews Run Jet, to Oceano.....	180,000
Adamsburg and Wendel Mine Branches.....	220,000
Laughlin Jet. to Pittsburgh.....	200,000
Pittsburgh Train Shed.....	200,000
"FY" Tower to 43rd Street.....	220,000
Willow Grove Jet. to Herra Island.....	200,000
Willow Grove Jet. to Allegheny Shops.....	220,000
Allegheny Shop to Stieron Street.....	150,000
Glenwood Jet. to Wheeling.....	220,000
Tylerdale Connecting R. R.....	220,000
Sugar Run Branch.....	220,000
Velte Foundry and Machine Company Siding.....	220,000
Callery to Butler.....	220,000
Eidenau to Ribold.....	220,000
Wurtemberg Branch.....	160,000
22nd St. to 9th St., Pittsburgh.....	150,000

For exceptions refer to Form 1594.

20. RESTRICTIONS AT RAILROAD CROSSINGS AND DRAWBRIDGES.

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.

21. WHISTLE SIGNALS.

Whistle signals provided for by Rule 14 (da) and 14 (ea) will be effective on all Branch lines at Junction points with Main Line.

Before entering repair tracks, six long blasts of whistle will be sounded.

Operating Rule 14-l is amended as follows:

Sound	Indication
(14-l — — o o)	Approaching public crossings at grade to be prolonged or repeated until the crossing is reached.

When trains are running against current of traffic on double track, whistle signals will be sounded as shown below to cover recall of flagman:

— — — — o o o	Flagman may return from west or south.
— — — — — o o o	Flagman may return from east or north.

22. MARKERS.

23. TRAIN ORDERS.

The following form of order has been adopted to notify certain trains to take siding in making a meeting point.

"No.....Engine.....take siding and meet
No.....Engine.....at....."

On single track, whether manual block rules are in effect or not, when a "middle order" so called, is addressed to the Operator at the intermediate train order office, there will be a train order signal displayed at that office in every case and Rule 208 govern until the order has been delivered by the Operator to trains affected until all have arrived from one direction. The Operator is not relieved from such delivery, even though the time of a "wait" order has elapsed, unless the order addressed to the Operator has been annulled by the Train Dispatcher.

On single track, Rules 301 to 377 are in effect to admit a train that is not carrying passengers into a block within which a work extra is working and is not clear of the block, a copy of the work extra's working order will be addressed and delivered to such trains at the entrance of the block and they may be admitted under the caution indication of the block signal. A work extra working within a manual block, single track, is an opposing train as it is liable to move in either direction, and trains carrying passengers will not be admitted to the block, unless it is clear or a 31 train order Form A, making a definite meeting point with the work extra, authorizes the movement.

Rule 317 is hereby modified to the extent that train order Form T will be used for following movements only.

When a train order is to be delivered to a train at an interlocking station where the home signals are also used as block and train order signals, the signalman will:

A—Display the home signal at "stop" for the track and in the direction of the train to which the orders are addressed, and will also place reminders on the machine levers that control train movements into the block.

B—Display a red flag, and in addition, a red light at night, in the places provided for that purpose at the station to indicate that there are orders to be delivered.

C—When a train approaches for which there are no orders, these signals may be cleared or removed only in accordance with Operating Rule 36.

This combination of signals must be acknowledged by the engineman by one short and two long sounds of the engine or motor whistle.

Automatic Block Signal Territory.

In automatic block signal territory, the signalman, upon hearing the acknowledging whistle, will, if the rights of the train are not restricted at that station, cause the home signal to display the correct block indication.

SPECIAL INSTRUCTIONS—Continued.

23. TRAIN ORDERS—Concluded.

AUTOMATIC BLOCK SIGNAL TERRITORY—Concluded.

The engineman having acknowledged the display of the train order signal, will, upon proper observance of the home signal proceed at slow speed to the interlocking station only, unless there otherwise directed by train order or clearance card, Form A.

After receiving orders, the speed of the train will then be governed by the block indication received at the home signal.

Non-Automatic Block Signal Territory.

In non-automatic block signal territory, the signalman, upon hearing the acknowledging whistle, will, if the rights of the train are not restricted at that station, cause the home signal to display "permissive" indication.

The engineman having acknowledged the display of the train order signal will then proceed at slow speed to the interlocking station only, unless there otherwise directed by train order or clearance card, Form A.

After receiving orders, the speed of the train will be governed in accordance with the block indication shown on clearance card, Form A.

The Form A will not be delivered to a train other than one carrying passengers until the spacing time has elapsed.

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

24. SWITCHING OVER HIGHWAYS AT GRADE.

In the movement of engines with or without cars while switching over highway grade crossings within yard limits, also commercial and station sidings, mine, industrial (or passing sidings; unless there is a crossing watchman at his post or the gates are down, a member of the crew will protect highway traffic at crossings by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling the Engineman to proceed.

The same protection will be given whenever a light engine is making a movement either forward or backward over highway crossings at grade (except when running from one station to another as a straightaway movement), also whenever a train or engine takes a siding and obscures the view from highway of an approaching train.

When necessary to cut a train at a highway grade crossing, the ends of the cut, where practicable, shall be not less than 50 feet from the center-line of the crossing and a member of the crew will remain at the crossing to protect highway traffic as indicated above until the cars have again been coupled.

If necessary to cut a train at more than two highway crossings and there are not sufficient members of the crew available to protect highway traffic at each crossing, the ends of cuts at crossing which cannot be protected should, where practicable, be left standing not less than 150 feet from the center line of crossing. A member of the crew should station himself in position to insure that all highway traffic has been stopped before signaling the Engineman to make the movement.

When a car or cars are set off or placed on any track they must be left standing not less than 150 feet from the center line of the highway crossing when the space permits.

Train crews will protect each movement over Poplar Street, Locust Street, Railroad Street, and Main Street in the City of Johnstown, Pa.

By order of Public Service Commission of State of Pennsylvania, the hours of crossing watchman at Messenger Street in the City of Johnstown, Pa., will be from 7.00 a. m. to 12.30 p. m. and from 1.00 p. m. until 3.30 p. m.

All train movements over said crossing for the remainder of the twenty-four hour period will be protected by a member of the train crew stationed on the crossing.

The Commission has also restricted the speed of trains over this crossing to six miles per hour.

25. INTERLOCKING.

Rule 684 is revised to read:

"When necessary to disconnect a switch, derail or movable frog, they shall first be spiked and Signal Maintainer must give to the Operator 'Out of Service' form, in duplicate, specifying the part or parts affected. This form must be signed by each Operator on duty, and one copy filed by the Signal Maintainer. The 'Out of Service' form must in a like manner be used when it is necessary to disconnect a detector bar, signal or circuit.

25. INTERLOCKING—Concluded.

Signals governing over routes affected shall be secured so as to display the most restrictive indication."

The following code signals will be observed within interlocking limits:

Sound	Indication
o o	All trains within interlocking limits stop immediately.
o o o	Resume normal movement after receiving the proper signal or permission from the signalman.
o o o o	Whistle or siren test.
o o o o o	Call signal maintainer or repairman.

26. OPERATION OF SPRING SWITCHES.

On main track trailing movements there are no restrictions except speed restrictions governing the territory in which the switch is located.

Trailing movements through switch (springing it), thirty (30) miles per hour unless otherwise restricted.

Facing spring switch on tangent, twenty-five (25) miles per hour.

Facing spring switch for turnout with curvature of 10 degrees or under, twenty (20) miles per hour, above 10 degrees, fifteen (15) miles per hour.

27. HOURS OF SERVICE LAW.

The Hours-of-Service Law requires that no employee in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor permitted to be on duty more than sixteen hours in the aggregate in any twenty-four-hour period, except in case of casualty, unavoidable accident or Act of God. After being on duty sixteen consecutive hours, he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and, after being on duty sixteen hours in the aggregate in any twenty-four-hour period, he shall not be required or permitted to again go on duty without having had at least eight consecutive hours off duty.

Any employe concerned who may be ordered for duty before his legal rest period has expired, must report the fact to the proper officer before going on duty.

Train and engine crews after being on duty twelve hours will notify the dispatcher by telegraph from the first open telegraph office, the time they will be on duty fourteen hours.

28. ELECTRIC HEADLIGHTS.

HEADLIGHTS WILL BE DIMMED PROVIDING TRAINS ARE NOT NEAR A PUBLIC ROAD CROSSING ON GRADE WHEN:

Approaching block stations and train order offices, or other places indicated by train order, when signals are displayed indicating train orders or messages are to be handed on.

Headlights will be lighted in entering and passing through tunnels.

29. BRIDGE AND TRESTLE PROTECTION.

Conductor or Flagman will ride on rear of train when passing over bridges and trestles and observe if hot cinders have been dropped, and if so train will be stopped and fire extinguished.

30. TRAINS LEAVING A SIDING OR CROSSING FROM ONE TRACK TO ANOTHER IN AUTOMATIC BLOCK SIGNAL TERRITORY.

After permission is obtained for a train to pass from a siding to the main track, or cross from one main track to another in automatic block signal territory, train and enginemen will be governed by the following:

At points where switches are hand operated they will be opened three minutes before fouling the main track or starting crossover movements. To expedite the movement the switch should be thrown immediately after the train to be followed has passed the switch.

At points where spring switches are in service and switch foulings protected by automatic block signals (equipped with number boards), conductor or engineman will push a button located at the fouling point of siding immediately after the train to be followed has passed the switch and be governed by the indication shown on leave siding signal, then wait three minutes before fouling the main track.

Where spring switches are in service and switch foulings protected by semiautomatic signals (without number boards), train will be governed by signal indication.

This does not relieve crews from protecting their trains in accordance with Rule 99.

SPECIAL INSTRUCTIONS—Continued.

30A. TRAINS OPERATING OVER SPRING SWITCHES.

Trains moving through spring switches must not exceed the speed specified in timetable at the point involved.

Trains trailing through and stopping on a spring switch must not reverse movement or take slack until switch operating lever is set and latched for such movement.

When preparing to move a train in the facing direction over spring switch reversed, trainmen must first see that the switch operating lever is thrown to the reverse position and latched, and that the switch point is in proper position.

When a train or engine has been stopped by a signal which governs over a spring switch in a facing direction, trainmen must examine the spring switch points to know that they are fully closed before the movement is made over the switch.

31. INSPECTION OF PASSING TRAINS.

Rule 117, is supplemented as follows:

If no indication of conditions endangering the train is seen, employees will give proceed signal to rear of passing train.

Train and enginemen on moving trains will be on the lookout for signals, when passing stations, sidings, water stations, points where trackmen are working and other places where employees are stationed along track, and when possible, will exchange signals with men on ground. When other duties permit, trainmen will be stationed at rear of both passenger and freight trains to exchange signals when passing stations and sidings. On trains having official, or other cars to which trainmen do not have access, on rear of train, signals will be exchanged from rear of car first ahead of such car or cars.

The following code of signals will be used by employees for conveying information to train crews that defects are noted on passing trains:

CONNECTIONS DRAGGING—

By day or night—Give a stop signal.

HOT JOURNALS—

By day—Hold nose with thumb and finger of one hand, pointing to the train with the other.

By night—Hold the lamp by guard wires around the globe and swing it in a small vertical circle.

CAR DOOR SWINGING—

By day—Hold hand horizontal above the head.

By night—Hold lamp by guard wires around the globe, in vertical position and swing it across but not beyond the body, then hold it above the head.

BRAKES STICKING OR WHEELS SLIDING—

By day—Place palms of hands together in a horizontal position.

By night—Hold lamp by guard wires around globe in front of and close to body, and raise and lower it vertically a distance of 12 inches.

Section men will observe the passing of all trains and if everything is found all right section foreman will give a proceed signal with green flag to the rear of the train.

UNCLASSIFIED.

Following will govern handling of General Orders and Rules 83 (d) and 220 (A) are modified accordingly:

General Order will be issued by each division effective 12.01 A. M. of the 1st and 15th of each month, covering all matters requiring General Order Instructions, Conductor and Engineer must have a copy of the General Order in effect before starting trip or entering upon any division.

Form A required by Rule 83-C must show under Part A, Line 2, the number of the General Order in effect in addition to numbers of train orders, if any are delivered, and train will not leave initial station or enter upon another division until engineer and conductor have copy of the General Order bearing number shown on Form A.

Conductors and Engineers working only in yards will sign receipt for General Order affecting territory in which they will work, on time slip received when going on duty.

When an accident occurs involving personal injury or damage to property belonging to passengers, employes, or others, no information is to be given by employes concerning the accident excepting to duly authorized officers or representatives of this Company.

Employees operating motor cars must not pass an open telegraph or block station without asking the Operator for information as to train movements, also movements of other motor cars in the same or opposing direction of which he is informed. They should state the direction in which they are to move, and the Operator to whom this information is given, will

UNCLASSIFIED—Continued.

notify the Operator at the station in advance and proper record be made by these Operators on their block sheets or train register, so that in event a motor car is to be operated within these limits, the Operator will be in position to give information as to movements of other cars within the same limits.

Telegraph Operators in furnishing information and instructions to motor car Operators, will furnish same in writing except where it is given over telephone, in which case motor car operators will take the information and instructions in writing, using Form 1089-A for that purpose, and will repeat same to the Telegraph Operator. Telegraph Operator will also keep copy of all information and instructions given with motor car operator's name, on file.

The information received does not relieve those acting upon it from exercising proper precaution at all times.

In the operation of such cars, where there are three or more tracks, special effort will be made to confine the operation to outside tracks. When necessary to use other tracks, and a train is approaching from either direction on any track, the car must be stopped and the occupants stand clear of the running tracks.

When two or more motor cars are being operated within the same limits (or when those operating motor cars do not have access to telegraph office or telephone), all such cars must be so operated that they can be stopped within range of vision.

When there are section gangs located between telegraph stations without means of communication with one of such stations, the Operator should inform other cars of the fact that they may look for them.

Motor cars must not be operated in excess of twenty (20) miles per hour. During fog or storm the speed must not exceed ten (10) miles per hour.

Work train employes and others, except those in direct charge of steam ditchers, will not be permitted to occupy the flat cars on which steam ditchers are loaded while in operation, or ride on same when ditcher is being hauled in train. Ditcher should always be fastened securely to the flat car when train is in motion. Conductors receiving instructions to move cranes will personally examine same and know that both crane and boom are properly secured.

Class S and S-1 engines will not use crossover at west end of platform at Confluence, Pa.

Class S and S-1 engines will not be operated on any track in Salisbury Jet. Yard other than the running track and river track.

Class S, S-1, EL-6 and Simple Mallet engines will not use east leg of wye or running track at Rockwood.

Class S and S-1-A engines will not enter east end Nilan passing siding.

Two or more S type engines coupled will not be run on wye track at Smithfield.

Mallet or "S" type engines will not be operated over bridge at Uniontown Freight Station.

Engines larger than E-27 type will not be taken beyond point of switch on Armour Siding, Uniontown, Pa.

Class S, S-1-A and Mallet engines will not be operated over bridge in middle at Lemont No. 2.

No. 1 middle track at Leckrone, Pa. can only be used for distance of forty-five car lengths.

Engines will not be operated over bridge on Fairchance Lumber Company Siding, Fairchance, Pa.

Dewings Branch can only be used to east end of bridge Mikado and Class P-6, P-7, P-9, P-6A, P-1B, P-1C, P-1D, L-2, L-2A, MK-1 or two or more engines coupled, will not be permitted to enter Pittsburgh Train Shed.

Class Q-4, S, S-1, S-1-A, T, T-1, T-2, or Mallet engines cannot be operated over Bridge 72 to Pittsburgh Yard.

Class S, S-1, S-1-A, T, T-1, T-2 and Mallet engines cannot be turned on wye at Callery; Class Q-4, S, S-1, S-1A, T, T-1, T-2 and Mallet engines cannot be turned on wye at Eidenau.

Mallet engines are restricted from entering industrial sidings W. & P. District.

Employes on engines will not lean out cab windows passing through Pinkerton Tunnel and yard tracks.

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

Engines turning on the wye at Sand Patch will proceed around east leg first thence west leg, returning to initial point via straight track paralleling storage track. Trains or engines moving on these tracks in opposite direction will do so only under flag protection. No engine will be permitted to use the wye track at Sand Patch without first securing permission

SPECIAL INSTRUCTIONS—Concluded.

UNCLASSIFIED—Concluded.

from the Operator. When clearing the wye track the engineman will report clear to the Operator.

Engines using wye at Sand Patch will, before fouling the eastward passing siding, secure permission from Operator by telephone to proceed even though signal is set to proceed.

On trains entering west end of Connellsville Yard, some member of train crew will close all crossover switches. Conductors (and engineman of light engines or trains backing in the yard) will see that these instructions are carried out.

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 Jct.

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.

Trains will stop to clear crossover switches Greene Jct. unless signal is received from switchtender located on ground, in addition to fixed signals.

Rules 980 and 1042 are modified as follows:

Trainmen will permit passengers to ride on the rear platform of the rear car when there are side doors and end gates in position. Chains will not be considered as a substitute for gates.

Rule 41 is modified that it will be permissible to start train from cars other than baggage car at intermediate stations.

When backing passenger trains into Pittsburgh from Laughlin Junction, the following instructions will be complied with:

Conductor will make a test with Conductor's Brake Valve to assure he has proper brake pipe pressure before starting to back-up and will make running test of air brakes with Conductor's valve after entire train is on straight line, after which the brake will be handled exclusively by Engineman through the Engineman's brake valve except in case of emergency.

Speed will be regulated by the Engineman, but if in the Conductor's judgment excessive speed is being made, it will be reduced upon receiving proper communicating signal from the Conductor.

Trains will approach Pan Handle switches under control and will be brought to a stop by the Engineman unless he receives three blasts of the communicating signal from the Conductor, this signal only to be given in case a proceed signal is received from the switch tender.

When entering the train shed the final stop will be made by the Engineman upon receiving communicating signal from the Conductor, this signal to be given two car lengths from the point it is desired that the rear of train be stopped; the distance, however, should be regulated by the speed of the train when entering the train shed.

City Ordinance No. 566 prohibits locomotives emitting smoke while standing or passing through Pittsburgh for periods of more than one minute out of eight consecutive minutes. Fine of \$100 for each violation. Crews will comply with this Ordinance.

EXPLANATION OF LETTERS.

- A Arrive.
- 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 to discharge and receive passengers daily, except Saturday and Sunday.
- G Stop to discharge passengers from Gary, Ind., and points west, or to receive passengers for stations east of Baltimore.
- M Stop Monday to Friday, inclusive, to discharge passengers.
- N Night Train Order Station.
- P Stop discharge passengers from Detroit, Toledo, Gary, Ind., and points west.
- PN Part of Night Train Order Station.
- R Stop Sunday only.
- T Stop to discharge passengers from Washington, Pa., and points east.
- U Stop to discharge passengers from Washington, D. C., and points east and receive passengers for Toledo and Detroit.
- V Stop to discharge passengers from Baltimore and East and to receive passengers for Gary, Ind., and points west.
- W Flag stop daily except Sunday.
- X Stop to receive or deliver U. S. Mail, Milk or Perishable Express.
- Y Stop to discharge passengers from Pittsburgh and points beyond and receive passengers for points west of Wheeling.
- Z Stop to receive and discharge passengers from and to points east of Cumberland or west of Pittsburgh.

INSTRUCTIONS GOVERNING SAND PATCH TUNNEL.

Absolute block will govern movement in tunnel.

When helper engines are employed all engine numbers will be reported. Helper engines pushing westward trains will have the right to drop back to east portal of tunnel where permission for further movements will be obtained from the operator by telephone unless reported clear by operator at Sand Patch.

When helper engine is ahead of or in the middle of a train, engine will go through tunnel and engineman report clear.

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

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.

Trains finding the stop signals located at the east and west portals of tunnel in stop position will immediately communicate with operator by telephone located at the signal.

It will not be permissible to allow any freight train in either direction to enter tunnel while same is occupied by passenger train; likewise it will not be permissible to allow a passenger train to enter tunnel while same is occupied by a freight train, unless that freight train is being delayed in the tunnel and operator has clear understanding with conductor that track to be used by passenger train is clear and freight train will not move until the passenger train has cleared the tunnel.

WESTWARD.

Distance from Cumberland.	Train Order Stations.	Main Line Sub-Division. TIME-TABLE No. 32. April 28, 1935.	Length of Passing Sidings in 45 Foot Cars.	FIRST CLASS.											SECOND CLASS.			
				7	25	143	C & P 123	21	65	C & P 125	15	5	19	9	Clev'nd 97	Chicago 97	Pitts'gh 97	
				DAILY	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DN	CUMBERLAND. 0.6		3.28	3.42	5.20	8.20	12.45	.....	3.20	4.50	7.44	8.25	11.46	4.45	5.05	7.15
0.6	DN	VIADUCT JCT. 1.8		3.30	3.44	5.22	S 8.23	12.47	.....	S 3.23	4.52	7.46	8.27	11.48	4.50	5.10	7.20
3.4		ECKHART JCT. 1.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.6	DN	MT. SAVAGE JCT. 5.4	108	3.34	3.48	F 5.27	F 8.29	12.52	.....	F 3.29	4.56	7.50	8.31	11.52	5.08	5.20	7.26
9.0		COOK'S MILLS. 4.9		.....	.....	F 5.35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.9	DN	HYNDMAN. 4.1	175	3.49	4.03	S 5.44	.....	S 1.06	.....	.....	5.11	8.05 ₉₇	8.46	12.07	5.39	5.48	8.05 ₅
18.0		WILLIAMS. 3.7		.....	.....	F 5.53	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31.7	DN	"FO" TOWER.		4.05	4.19	F 6.02	.....	F 1.28	.....	.....	5.27	8.21	9.02	12.23	6.22	6.22	8.35
33.5		.....		.....	.....	S 6.07	.....	F 1.30	.....	.....	.....	.....	.....	.....	.....	.....	.....
36.3		.....		4.12	4.26	F 6.13	.....	F 1.40	.....	.....	5.34	8.28	9.09	12.30	.....	.....	.....
31.7	DN	MANILA. 1.7		4.21	4.35	F 6.26	.....	F 1.54	.....	.....	5.43	8.37	9.18	12.39	7.20	7.30	9.15
33.4	DN	SAND PATCH. 1.0	129	4.26	4.40	S 6.31	.....	F 1.59	.....	.....	5.48	8.42	9.23 ₉₇	12.44	7.25	7.35	9.23 ₁₉
34.4		KEYSTONE. 2.8		.....	.....	F 6.33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
37.3		MEYERSDALE. 1.3		4.32	F 4.46	S 6.41	.....	S 2.07	.....	.....	S 5.54	.....	12.50	.....	.....	.....	.....
38.6		SALISBURY JCT. 3.1		4.34	4.48	F 6.43	.....	2.09	.....	.....	5.56	8.49	9.29	12.52	.....	.....	.....
41.6	DN	"GA" TOWER. 0.5		4.42	4.56	6.49	.....	2.15	.....	.....	6.04	8.56	9.37	1.00	8.05	8.15	9.40
43.1		GARRETT. .....		.....	.....	S 6.51	.....	S 2.16	.....	.....	.....	.....	.....	.....	.....	.....	.....
44.9		.....		.....	.....	F 6.56	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
49.0	DN	ROCKWOOD. 4.3	138	4.52	S 5.07	S 7.05	.....	S 2.30	.....	.....	S 6.14	9.05	9.46	1.10	8.25	8.35	9.55
53.3		CASSELMAN. 2.7		.....	.....	S 7.13	.....	F 2.36	.....	.....	.....	.....	.....	.....	.....	.....	.....
56.0		MARKLETON. 4.8	136	5.01	5.17	S 7.18	.....	F 2.40	.....	.....	6.24	9.14	9.55	1.19	.....	.....	.....
60.8	DN	BROOK. 2.7		5.07	5.24	7.27	.....	2.49	.....	.....	6.31	9.20	10.01	1.25	8.55	9.20	10.21
63.6		URSINA. 1.9		.....	.....	S 7.32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
66.6	DN	CONFLUENCE. 5.0	98	5.13	F 5.32	S 7.38	.....	S 2.57	.....	.....	S 6.39	9.26	10.07	1.31	9.05	9.30	10.31
70.4		BIDWELL. .....		.....	.....	F 7.46	.....	F 3.05	.....	.....	.....	.....	.....	.....	.....	.....	.....
73.9		.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
75.6		"HK" TOWER. 1.7	110	5.23	5.43	7.51	.....	3.12	.....	.....	6.49	9.36	10.17	1.41	.....	.....	.....
75.6		OHIO PYLE. 2.6		.....	.....	S 7.53	.....	S 3.15	.....	.....	.....	.....	.....	.....	.....	.....	.....
78.3		KAUFMANN. 2.3		.....	.....	F 7.58	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
80.4		"GU" TOWER. 4.6		5.33	5.53	8.02	.....	3.26	.....	.....	6.59	9.45	10.26	1.51	.....	.....	.....
85.0		INDIAN CREEK. 3.3		.....	.....	S 8.11	.....	F 3.34	.....	.....	.....	.....	.....	.....	.....	.....	.....
88.3		CASPARIS. 2.5		.....	.....	F 8.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
90.7	DN	GREENE JCT. 1.7		5.48	6.10	8.20	.....	3.49	6.56	.....	7.15	9.59	10.41	2.06	.....	.....	.....
92.4	DN	CONNELLSVILLE.		A 5.53	A 6.15	A 8.25	.....	A 3.55	A 7.00	.....	A 7.20	A 10.03	A 10.45	A 2.11	A 10.10	A 10.30	A 11.45
				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	
		Time over Sub-Division....		2.25	2.33	3.05	0.9	3.10	.04	.09	2.30	2.19	2.20	2.25	5.25	5.25	4.30	
		Average speed per hour....		38.2	36.2	29.9	24.0	29.1	25.5	24.0	36.9	39.8	39.6	38.2	17.0	17.0	20.6	

Passenger trains will not exceed a speed of 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.

Main Line Sub-Division. TIME-TABLE No. 32. April 28, 1935.	Length of Pausing Slidings in 45 Foot Cars	FIRST CLASS.										SECOND CLASS.						
		10	18	20	6	C & P 122	142	C & P 124	8	66	16	26	94	194	Clev'nd 92	96	Adv. 94	
		DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	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.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
CONNELLSVILLE. 1.7		12.11	1.08	2.48	3.03	.....	8.40	.....	10.36	10.50	1.29	3.20	.....	.....	.....	.....
GREENE JCT. 2.5		12.14	1.11	2.51	3.06	.....	8.45	.....	10.39	10.54	1.32	3.24	12.05	12.40	12.45	1.30	10.45
CASPARIS. 3.2		.....	.....	.....	.....	.....	F 8.49	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
INDIAN CREEK. 4.0		.....	.....	.....	.....	.....	S 8.54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"GU" TOWER. 2.2	84	12.29	1.25	3.06	3.21	.....	9.03	.....	10.53	.....	1.46	3.41	.....	.....	.....	.....	.....
KAUFMANN. 2.6		.....	.....	.....	.....	.....	F 9.07	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
OHIO PYLE. 1.1		.....	.....	.....	.....	.....	S 9.14	.....	.....	.....	.....	S 3.51	.....	.....	.....	.....	.....
"HK" TOWER. 3.5	109	12.39	1.35	3.16	3.31	.....	9.17	.....	11.03	.....	1.56	3.56	.....	.....	.....	.....	.....
BIDWELL. 5.0		.....	.....	.....	.....	.....	F 9.23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
CONFLUENCE. 1.9		12.50	F 1.46	3.27	3.42	.....	S 9.33	.....	11.14	.....	2.06	S 4.08	1.00	1.50	1.40	.....	11.40
URSINA. 2.7		.....	.....	.....	.....	.....	S 9.37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
BROOK. 4.8		12.58	1.55	3.35	3.50	.....	9.43	.....	11.22	.....	2.14	4.19	1.34	2.09	2.00	.....	12.05
MARKLETON. 2.7	123	1.05	2.02	3.42	3.57	.....	S 9.51	.....	11.30	.....	2.21	E 4.27	.....	.....	.....	.....	.....
CASSELLMAN. 4.3		.....	.....	.....	.....	.....	S 9.56	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
ROCKWOOD. 4.1	91	1.17	S 2.16	3.52	4.07	.....	S10.06	.....	S11.42	.....	2.31	S 4.42	2.22	2.57	2.30	.....	12.35
ATLANTIC. 2.8		.....	.....	.....	.....	.....	F10.12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
GARRETT. 0.5		.....	.....	.....	.....	.....	S10.19	.....	.....	.....	.....	S 4.55	.....	.....	.....	.....	.....
"GA" TOWER. 3.1	92	1.27	2.26	4.03	4.17	.....	10.20	.....	11.52	.....	2.41	4.57	2.40	3.15	2.49	.....	12.50
SALISBURY JCT. 1.3		1.32	2.31	4.08	4.22	.....	10.25	.....	11.57	.....	2.46	5.02	.....	.....	.....	.....	.....
MEYERSDALE. 2.8		.....	F 2.36	.....	.....	.....	S10.29	.....	S12.02	.....	S 2.48	S 5.10	.....	.....	.....	.....	.....
KEYSTONE. 1.0		.....	.....	.....	.....	.....	F10.35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
SAND PATCH. 1.7	321	1.44	2.47	4.19	4.32	.....	S10.39	.....	12.12	.....	2.56	5.22	3.10	3.45	3.30	.....	1.44
MANILA. 5.4		1.47	2.50	4.22	4.35	.....	10.42	.....	12.15	.....	2.59	5.25	3.15	3.50	3.35	.....	1.49
PHILSON. 2.8	103	1.55	2.58	4.30	4.43	.....	F10.52	.....	12.23	.....	3.07	5.33	.....	.....	.....	.....	.....
GLENCOE. 1.8		.....	.....	.....	.....	.....	S10.57	.....	.....	.....	.....	F 5.39	.....	.....	.....	.....	.....
"FO" TOWER. 3.7	86	2.02	3.05	4.37 194	4.50 194	.....	11.01	.....	12.30	.....	3.14	5.43	3.45	4.50 6-20	4.10	.....	2.24
WILLIAMS. 4.1		.....	.....	.....	.....	.....	F11.09	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
HYNDMAN. 4.9	103	2.15	3.18	4.50 94	5.03 94	.....	S11.18	.....	12.43	.....	3.27	S 5.59	4.56 6-20	6.00	4.51	.....	3.04
COOK'S MILLS. 5.4		.....	.....	.....	.....	.....	F11.26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
MT. SAVAGE JCT. 1.2		2.29	3.31	5.03	5.16	F 7.41	F11.35	F11.51	12.54	.....	3.40	6.15	5.40	6.15	5.15	.....	3.25
ECKHART JCT. 1.3		S 7.47	11.40	S11.57	12.59	3.45	6.20	5.50	6.25	5.25	3.35
VIADUCT JCT. 0.6		A 2.38	A 3.38	A 5.12	A 5.25	A 7.50	A11.45	A12.01	A 1.01	.....	A 3.47	A 6.25	A 6.00	A 6.35	A 5.30	A 5.30	A 3.40
CUMBERLAND.		A 2.38	A 3.38	A 5.12	A 5.25	A 7.50	A11.45	A12.01	A 1.01	.....	A 3.47	A 6.25	A 6.00	A 6.35	A 5.30	A 5.30	A 3.40
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	
Time over Sub-Division.		2.27	2.30	2.24	2.22	.09	3.05	.10	2.25	.04	2.18	3.05	5.55	5.55	4.45	4.00	4.55	
Average speed per hour.		37.7	36.9	38.5	39.0	24.0	29.9	21.6	38.2	25.5	40.1	29.9	15.6	15.6	19.4	22.6	18.8	

Passenger trains will not exceed a speed of 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.

Distance from Connellsville.	Train Order Stations.	River Sub-Division. TIME-TABLE No. 32. April 28, 1935.	Length of Passing Sidings in 45 Foot Cars.	FIRST CLASS.											
				9	56	145	342	147	7	25	36	149	78	143	48
				DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	DN	CONNELLSVILLE. 2.4		2.15				5.20	5.58	6.20				8.45	
3.4	DN	BROAD FORD. 2.5		2.20			S 5.25	6.03	6.25					8.50	
4.0		HICKMAN RUN 0.5													
5.4		DAWSON. 4.1					F 5.30						S 8.55		
9.8		LAVENIA. 3.2													
12.7		LAYTON. 0.9					F 5.41						F 9.07		
13.0	DN	N. S. TOWER. 2.4	172	2.34			5.43	6.17	6.39				9.09		
16.0		BANNING. 0.9					F 5.47						F 9.12		
16.9		JACOBS CREEK. 1.9											F 9.14		
18.8		SMITHTON. 1.5					F 5.51						F 9.18		
20.3		FITZ HENRY. 1.9											F 9.20		
22.2		REDUCTION. 2.5	133	2.45			5.56	6.28	6.50				9.23		
24.7		WEST NEWTON. 2.2					S 6.01	6.31	S 6.53				S 9.28		
26.9		GRATZTOWN. 1.7					F 6.05						F 9.32		
28.6		SUTER. 1.4					F 6.08						F 9.35		
30.0		SCOTT HAVEN. 1.4					F 6.12						F 9.38		
31.4	DN	VISTA. 1.3	185	2.56			F 6.16	6.39	7.01				9.41		
32.7		SHANER. 0.5					F 6.19						F 9.44		
33.2		GUFFEY. 1.0					F 6.22						F 9.46		
34.2		ROBBINS. 1.2					F 6.25						F 9.49		
35.4		COULTER. 3.1					F 6.28						F 9.52		
38.6		ELLROD. 1.6	146	3.05			6.34	6.48	7.10				9.58		
40.1		VERSAILLES. 1.1		3.07		6.05	S 6.37	6.50	7.12		7.35		F10.02		
41.2		CHRISTY PARK. 1.8				F 6.08		F 6.40				F 7.38		F10.05	
43.0		McKEESPORT. 0.2		S 3.12		S 6.13		S 6.46	S 6.56	S 7.19		S 7.45		S10.10	
43.2	DN	MK TOWER. 1.5		3.13		6.14		6.47	6.58	7.20		7.46		10.11	
44.7		DEMMLER. 2.3				F 6.17							F10.15		
47.0	DN	BESSEMER. 1.2				F 6.21		6.54		7.25		F 7.53		F10.19	
48.2		BRADDOCK. 0.7				S 6.24		S 6.57		S 7.28		S 7.56		S10.21	
48.9		RANKIN. 3.9				S 6.27		F 7.00				F 7.58		F10.23	
52.8	DN	GLENWOOD JCT. 0.3				6.33		7.06		7.36	7.47	8.04	8.49	10.28	
53.1		GLENWOOD. 0.8				S 6.34								S10.29	
53.9		HAZELWOOD. 0.1				S 6.36		S 7.08				S 8.06		S10.31	
54.9	DN	LAUGHLIN JCT. 2.9	64		6.23	6.38	7.05	7.10		7.40	7.51	8.08	8.55	10.33	10.52
57.8	DN	PITTSBURGH.			A 6.35	A 6.45	A 7.15	A 7.20		A 7.50	A 8.00	A 8.15	A 9.05	A10.40	A11.05
					A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
		Time over Sub-Division.		.58	.12	.40	.10	2.00	1.00	1.30	.13	.40	.16	1.55	13
		Average speed per hour..		44.7	14.5	26.6	17.4	28.9	43.2	38.6	23.0	26.6	18.7	30.2	13.4

Passenger trains will not exceed a speed of 55 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

River Sub-Division. TIME-TABLE No. 32. April 28, 1935.	FIRST CLASS.														SECOND CLASS.		
	157	26	159	161	46	163	21	165	15	346	38	5	19		Pgh. 97	Cleve'd 97	Chicago 97
	DAILY Ex. Sunday	DAILY Ex. Monday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY	DAILY
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.
CONNELLVILLE 2.4							4.00		7.25			10.06	10.48		1.45	10.30	10.50
BROAD FORD. 2.5							4.05		7.30			10.10	10.52				
HICKMAN RUN 0.5																	
DAWSON. 4.1							F 4.10										
LAVENIA. 3.2																	
LAYTON. 0.9							F 4.21										
N. S. TOWER. 2.4							4.23		7.44			10.23	11.05		2.23	11.10	11.30
BANNING. 0.9							F 4.27										
JACOBS CREEK 1.9							F 4.30										
SMITHTON. 1.5							F 4.34										
FITZHENRY. 1.9							W 4.37										
REDUCTION. 2.5							4.41		7.55			10.32	11.15		2.40	11.25	11.45
WEST NEWTON 2.2							S 4.46										
GRATZTOWN. 1.7																	
SUTER. 1.4							F 4.52										
SCOTT HAVEN. 1.4																	
VISTA. 1.3							4.56		8.06			10.43	11.26		3.17	11.45	12.05
SHANER. 0.5							F 4.58										
GUFFEY. 1.0																	
ROBBINS. 1.2																	
COULTER. 3.1																	
ELLROD. 1.0							5.06		8.15			10.51	11.34		3.35		
VERSALLES. 1.1	11.50		1.35	3.05		4.45	5.08	6.00	8.17			10.52	11.36			12.03	12.23
CHRISTY PARK 1.8	F 11.53		F 1.38	F 3.08		F 4.48		F 6.03									
McKEESPORT. 0.2	S 11.58		S 1.44	S 3.13		S 4.53	S 5.18	S 6.09	S 8.22			V 10.57	S 11.40				
MK TOWER. 1.5	11.59		1.45	3.14		4.54	5.20	6.10	8.24			10.58	11.42		3.50	12.10	12.30
DEMMLER. 2.3	F 12.02		F 1.49			F 4.57		F 6.14									
BESSEMER. 1.2	F 12.06		F 1.53	F 3.20		F 5.01	5.25	F 6.18							4.15		
BRADDOCK. 0.7	S 12.09		S 1.55	S 3.23		S 5.04	S 5.29	S 6.21									
RANKIN. 3.9	F 12.11		F 1.57	F 3.25		F 5.06		F 6.23									
GLENW'D JCT. 0.3	12.17		2.03	3.31		5.12	5.38	6.29			9.54				A 4.30		
GLENWOOD. 0.8			S 2.04	S 3.32				S 6.30									
HAZELWOOD. 1.0	S 12.19		S 2.06	S 3.34		S 5.14		S 6.32									
LAUGH'N JCT. 2.9	12.21	1.05	2.08	3.36	5.12	5.16	5.43	6.34			8.45	10.00					
PITTSBURGH. 3.9	A 12.30	A 1.15	A 2.15	A 3.45	A 5.25	A 5.25	A 5.55	A 6.40			A 8.55	A 10.10					
	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.		A. M.	A. M.	A. M.
Time over Sub-Div.	.40	.10	.40	.40	.13	.40	1.55	.40	.59	.10	.16	.52	.54		2.45	1.40	1.40
Ave. speed per hour.	26.6	17.4	26.6	26.6	13.3	26.6	30.1	26.6	43.8	17.4	18.7	49.8	48.0		19.2	25.9	25.9

Passenger trains will not exceed a speed of 55 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.	FIRST CLASS.													
			TIME-TABLE No. 32.													
			April 28, 1935.													
			Length of Passing Sidings in 45 Foot Cars.													
			20	6	142	25	43	33	8	345	150	16	152	26	154	47
			DAILY	DAILY	DAILY Ex. Sunday	DAILY Ex. Monday	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday
			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DN	PITTSBURGH. 2.9	.....	.....	6.00	8.10	8.20	8.25	.....	9.20	10.40	.....	12.35	1.35	2.00	3.20
8.9	DN	LAUGHLIN JCT. 0.3	.....	.....	6.06	8.15	8.26	8.30	.....	9.26	10.45	.....	12.40	1.40	2.05	3.25
8.9		HAZELWOOD 0.8	.....	.....	\$ 6.08	.....	.....	.....	.....	.....	\$10.47	.....	\$12.42	.....	\$ 2.07	.....
4.7		GLENWOOD. 0.3	.....	.....	\$ 6.10	.....	.....	.....	.....	.....	\$10.49	.....	\$12.44	.....	\$ 2.09	.....
5.0	DN	GLENWOOD JCT. 3.9	.....	.....	6.12	.....	.....	8.34	.....	.....	10.50	.....	12.45	1.44	2.10	.....
8.9		RANKIN. 0.7	.....	.....	F 6.18	.....	.....	.....	.....	.....	F10.56	.....	F12.51	.....	\$ 2.16	.....
9.6		BRADDOCK. 1.2	.....	.....	\$ 6.22	.....	.....	.....	.....	.....	\$10.58	.....	\$12.53	\$ 1.51	\$ 2.18	.....
10.8	DN	BESSEMER. 2.3	.....	.....	F 6.25	.....	.....	.....	.....	.....	F11.01	.....	F12.56	1.54	F 2.21	.....
13.1		DEMMLER. 1.5	.....	.....	F 6.30	.....	.....	.....	.....	.....	F11.05	.....	.....	.....	F 2.25	.....
14.6	DN	MK TOWER. 0.2	1.46	2.04	6.35	.....	.....	9.30	.....	.....	11.09	12.28	1.02	2.00	2.29	.....
14.8		McKEESPORT. 1.8	.....	G 2.05	\$ 6.41	.....	.....	\$ 9.31	.....	.....	\$11.10	\$12.29	\$ 1.03	\$ 2.02	\$ 2.30	.....
16.6		CHRISTY PARK. 1.1	.....	.....	F 6.47	.....	.....	.....	.....	.....	C11.17	.....	C 1.08	.....	C 2.35	.....
17.7		VERSAILLES. 1.6	1.52	2.10	F 6.50	.....	.....	9.36	.....	A11.20	12.33	A 1.10	2.09	A 2.38	.....	.....
19.3		ELLROD 3.1	159	1.54	2.12	6.53	.....	9.38	.....	.....	12.35	.....	2.11	.....	.....	.....
22.4		COULTER. 1.2	.....	.....	F 6.59	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25.6		ROBBINS. 1.0	.....	.....	F 7.02	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24.6		GUFFEY. 0.5	.....	.....	F 7.04	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25.1		SHANER. 1.3	.....	.....	F 7.06	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29.4	DN	VISTA 1.4	298	2.03	2.20	7.09	.....	9.48	.....	.....	12.44	.....	2.21	.....	.....	.....
27.8		SCOTT HAVEN. 1.4	.....	.....	S 7.12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29.2		SUTER. 1.7	.....	.....	F 7.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30.9		GRATZTOWN. 2.2	.....	.....	F 7.18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33.1		WEST NEWTON. 2.5	.....	.....	S 7.25	.....	.....	9.57	.....	.....	12.51	.....	\$ 2.32	.....	.....	.....
35.6		REDUCTION. 1.9	182	2.14	2.31	7.29	.....	10.01	.....	.....	12.55	.....	2.35	.....	.....	.....
37.6		FITZ HENRY. 1.5	.....	.....	F 7.34	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39.6		SMITHTON. 1.9	.....	.....	S 7.38	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40.9		JACOBS CREEK. 0.9	.....	.....	F 7.41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41.6		BANNING. 2.4	.....	.....	F 7.43	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
44.8	DN	NS TOWER. 0.9	465	2.25	2.41	7.47	.....	10.12	.....	.....	1.06	.....	2.45	.....	.....	.....
46.1		LAYTON. 3.2	.....	.....	S 7.51	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
48.3		LAVENIA. 4.1	.....	2.30	2.45	7.56	.....	10.17	.....	.....	1.11	.....	2.50	.....	.....	.....
52.4		DAWSON. 0.5	.....	.....	\$ 8.02	.....	.....	.....	.....	.....	1.16	.....	\$ 2.55	.....	.....	.....
58.9		HICKMAN RUN. 2.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
55.4	DN	BROAD FORD. 2.4	.....	2.40	2.55	F 8.09	.....	10.26	.....	.....	1.21	.....	3.03	.....	.....	.....
67.6	DN	CONNELLSVILLE. 0.9	.....	A 2.45	A 3.00	A 8.15	.....	A10.31	.....	.....	A 1.26	.....	A 3.15	.....	.....	.....
			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Time over Sub-Division			.59	.56	2.15	.05	.06	.09	1.01	.06	.40	.58	.35	1.40	.38	.05
Average speed per hour			43.9	46.3	25.7	34.8	29.0	33.3	42.4	29.0	26.6	44.7	30.3	34.7	28.0	34.8

Passenger trains will not exceed a speed of 55 miles per hour.

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

EASTWARD.

River Sub-Division. TIME-TABLE No. 32. April 28, 1935.	FIRST CLASS.											SECOND CLASS.					
	156	158	55	160	162	77	164	35	341	10	18	Clevel'd 92	96	Adv. 94	94	194	
	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday	
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
PITTSBURGH. 2.9	3.40	4.20	4.25	5.00	5.30	8.20	9.15	10.30	10.30	.....	11.30	.....	.....	.....	.....	9.05
LAUGHLIN JCT. 1.0	3.45	4.26	4.32	5.05	5.35	8.25	9.20	10.35	10.36	.....	11.36	.....	.....	.....	.....	9.15
HAZELWOOD. 0.8	.....	S 4.28	.....	S 5.07	S 5.37	.....	S 9.22	.....	.....	.....	.....	.....	.....	.....	.....	.....
GLENWOOD. 0.3	.....	.....	.....	S 5.09	.....	.....	S 9.24	.....	.....	.....	.....	.....	.....	.....	.....	.....
GLENW'D JCT. 3.9	3.48	4.30	.....	5.10	5.39	8.29	9.25	10.39	.....	.....	11.39	.....	.....	.....	.....	9.20
RANKIN. 0.7	S 3.53	F 4.36	.....	F 5.16	S 5.45	.....	F 9.31	.....	.....	.....	.....	.....	.....	.....	.....	.....
BRADDOCK. 1.2	S 3.55	S 4.38	.....	S 5.18	S 5.47	.....	S 9.33	.....	.....	.....	S 11.45	.....	.....	.....	.....	.....
BESSEMER. 2.3	3.58	4.41	.....	F 5.21	F 5.50	.....	F 9.36	.....	.....	.....	11.49	.....	.....	.....	.....	9.35
DEMMLER. 1.5	.....	.....	.....	F 5.25	.....	.....	F 9.40	.....	.....	.....	.....	.....	.....	.....	.....	.....
MK TOWER. 0.2	4.03	4.47	5.28	5.57	9.44	11.05	11.55	9.40	11.35	8.05	9.15	9.45
McKEESPORT. 1.8	S 4.05	S 4.48	.....	S 5.30	S 5.58	.....	S 9.45	.....	.....	F 11.06	S 11.57	.....	.....	.....	.....	.....
CHRISTY P'K. 1.1	C 4.11	F 4.53	.....	C 5.36	C 6.04	.....	C 9.51	.....	.....	.....	.....	.....	.....	.....	.....	.....
VERSAILLES. 1.6	A 4.14	F 4.56	.....	A 5.38	A 6.07	.....	A 9.55	.....	.....	11.11	12.02	.....	.....	.....	.....	.....
ELLROD. 3.1	5.00	11.13	12.04	10.05	8.18	9.28	10.00
COULTER. 1.2	.....	F 5.05	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
ROBBINS. 1.0	.....	F 5.08	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
GUFFEY. 0.5	.....	F 5.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
SHANER. 1.3	.....	F 5.11	.....	.....	.....	.....	.....	.....	.....	.....	B 12.12	.....	.....	.....	.....	.....
VISTA TOWER. 1.4	5.14	11.23	12.15	10.25	8.35	9.45	10.20
SCOTT HAVEN. 1.4	.....	F 5.17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
SUTER. 1.7	.....	S 5.20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
GRATZTOWN. 2.2	.....	F 5.23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
W. NEWTON. 2.5	.....	S 5.29	.....	.....	.....	.....	.....	.....	.....	.....	F 12.25	.....	.....	.....	.....	.....
REDUCTION. 1.9	5.33	11.35	12.29	10.45	8.53	10.03	10.38
FITZ HENRY. 1.5	.....	F 5.38	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
SMITHTON. 1.9	.....	S 5.42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
JACOBS C'K. 0.9	.....	F 5.45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
BANNING. 2.4	.....	F 5.48	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
NS TOWER. 0.9	5.52	11.45	12.40	11.05	9.08	10.18	10.58
LAYTON. 3.2	.....	F 5.54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
LAVENIA. 4.1	.....	5.59	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DAWSON. 0.5	.....	S 6.05	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
HICKMAN R'N. 2.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
BROAD FORD. 2.4	F 6.10	12.01	12.57	11.25	9.28	10.38	11.20
CONNELLSV'E. 0.9	A 6.20	A 12.06	A 1.03	A 11.45	A 1.00	A 9.45	A 11.00	A 11.35
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
Time over Sub-Div. Av. speed per hour.	.34 31.3	2.00 28.9	.07 24.8	.38 28.0	.37 28.7	.09 33.3	.40 28.6	.09 33.3	.06 29.0	1.01 42.4	1.33 37.3	2.05 20.7	1.25 30.5	1.40 25.9	1.45 24.6	2.30 23.1

Passenger trains will not exceed a speed of 55 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. 32. April 28, 1935.	Length of Passing Sidings in 45 Foot Cars.	FIRST CLASS.										SECOND CLASS.		
				5	19	9	7	25	43	345	47	55	15	341	Clevel'd 97	Chicago. 97
				DAILY	DAILY	DAILY	DAILY	DAILY Ex. Monday	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	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.	A. M.	A. M.
2.7	DN	LAUGHLIN JUNCTION. 1.3						8.15	8.26	9.26	3.25	4.32		10.36		
4.0		SCHENLEY TOWER. 2.3						8.19	8.29	9.29	3.28	4.35		10.40		
4.9	DN	FY TOWER. 1.0						8.23	8.34	9.34	3.33	4.40		10.45		
		MILVALE. 2.0									F 3.35	F 4.42				
9.3	DN	(S. C. Co.) ETNA. 1.5						8.28	S 8.42	9.39	S 3.39	S 4.47		10.50		
10.8		UNDERCLIFF. 1.7							F 8.45		F 3.42	F 4.51				
12.6		GLENSHAW. 1.5							S 8.50		S 3.45	S 4.57				
14.0		ELFINWILD. 0.8	109					8.36	F 8.53	9.48	F 3.48	F 5.01		10.59		
14.8		ALLISON PARK. 2.1							S 8.55		S 3.50	S 5.03				
16.9		BRYANT. 1.8							F 9.00		F 3.55	F 5.09				
18.7	DN	WILDWOOD. 2.7	136					8.44	S 9.05	9.57	S 4.00	S 5.14		11.08		
21.4		GIBSONIA. 1.8							S 9.11		S 4.05	S 5.22				
23.4		BAKERSTOWN. 1.8						8.54	S 9.16	10.06	S 4.10	S 5.27		11.17		
25.0		VALENCIA. 0.9							S 9.21		S 4.14	S 5.30				
26.9		DOWNIEVILLE. 1.2						8.58	F 9.23	10.10	F 4.18	F 5.32		11.21		
27.1		MARS. 1.1							S 9.26		S 4.22	S 5.35		F 11.23		
28.2		MARSHALL. 1.4							9.28		F 4.25	F 5.37				
29.6		MYOMA. 0.7							F 9.29		F 4.28	F 5.39				
30.3	DN	CALLERY. 2.7	143					9.04	S 9.35	10.16	S 4.30	S 5.41		F 11.28		
33.0		EVANS CITY. 2.9						S 9.08				S 5.45				
35.9		EIDENAU. 1.4						9.13				5.49				
37.8		HARMONY. 1.4										F 5.52				
38.7		ZELIENOPLE. 3.7						S 9.18				S 5.55				
42.4		FOMBELL. 1.1										F 6.00				
43.6		GOEHRING. 2.3	110									F 6.02				
44.8		HAZEN. 2.2										F 6.06				
48.0		NORTH SEWICKLEY. 0.5										F 6.10				
48.6		FRISCO. 1.0										F 6.11				
49.6		ELLWOOD CITY. 1.9						S 9.36				S 6.14				
51.4		ROCK POINT. 1.7	100					9.38				6.17				
53.1		CHEWTON. 2.7										F 6.20				
		(P. & L. E.) 1.3		12.28	1.17	4.43	8.35						10.05		3.05	3.25
57.1	DN	UN TOWER. 1.9		12.31	1.19	4.45	8.37	9.50				6.26	10.07		3.10	3.30
59.0	DN	NEW CASTLE JUNCTION.		A 12.34	A 1.23	A 4.50	A 8.41	A 9.55				A 6.30	A 10.10			
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.
		Time over Sub-Division.....		.06	.06	.07	.06	1.40	1.09	.60	1.05	1.58	.05	.52	.05	.05
		Average speed per hour.....		32.0	32.0	27.4	32.0	33.8	24.0	33.1	25.9	28.6	38.4	31.8	14.4	14.4

Passenger trains will not exceed a speed of 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.

P. & W. Sub-Division. TIME-TABLE No. 32. April 23, 1935.	Length of Passing Sidings in 45 Foot Cars	FIRST CLASS.										SECOND CLASS.					
		20	6	56	342	8	48	16	26	46	346	10	PGH 94	Clevel'd 92	96	Adv. 94	94
		DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Monday	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.
NEW CASTLE JCT. 1.9		12.12	12.37	4.30	.....	7.40	.....	10.27	11.25	.....	.....	9.16	.....	.....	.....	.....
UN TOWER. 1.3 (P. & L. E.)		12.16	12.40	4.35	.....	7.43	.....	10.31	11.29	.....	.....	9.20	12.30	7.00	9.30	4.30 5.40
CHEWTON. 1.7		12.18	12.42	.....	.....	7.45	.....	10.33	.....	.....	.....	9.22	.....	7.05	9.35	4.35 5.45
ROCK POINT. 1.9	100	.....	.....	F 4.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
ELLWOOD CITY		.....	.....	S 4.43	.....	.....	.....	.....	11.36	.....	.....	.....	12.45	.....	.....	.....
NORTH SEWICKLEY. 1.5		.....	.....	F 4.49	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
HAZEN 2.2		.....	.....	F 4.52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
GOEHRING. 2.3	128	.....	.....	F 4.56	.....	.....	.....	11.47	.....	.....	.....	1.05	.....	.....	.....	.....
FOMBELL. 1.1		.....	.....	F 4.58	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
ZELIENOPLE. 2.7		.....	.....	S 5.03	.....	.....	.....	.....	\$11.52	.....	.....	.....	.....	.....	.....	.....
HARMONY. 1.4		.....	.....	F 5.08	.....	.....	.....	.....	F11.54	.....	.....	.....	.....	.....	.....	.....
BIDENAU. 1.4		.....	.....	5.09	.....	.....	.....	.....	11.56	.....	.....	.....	1.15	.....	.....	.....
EVANS CITY 2.9		.....	.....	S 5.14	.....	.....	.....	.....	\$12.00	.....	.....	.....	.....	.....	.....	.....
CALLERY. 2.7	141	.....	.....	S 5.18	6.22	.....	\$ 9.55	.....	\$12.05	F 4.06	8.02	.....	1.30	.....	.....	.....
MYOMA. 0.7		.....	.....	F 5.20	.....	.....	.....	.....	.....	F 4.08	.....	.....	.....	.....	.....	.....
MARSHALL. 1.4		.....	.....	F 5.23	.....	.....	.....	.....	.....	F 4.11	.....	.....	.....	.....	.....	.....
MARS. 1.1		.....	.....	S 5.25	F 6.26	.....	\$10.00	.....	R12.09	F 4.13	8.06	.....	.....	.....	.....	.....
DOWNVILLE. 1.2	94	.....	.....	F 5.27	6.28	.....	F10.03	.....	12.11	F 4.16	8.08	.....	1.50	.....	.....	.....
VALENCIA. 0.9		.....	.....	F 5.30	.....	.....	F10.05	.....	.....	S 4.19	.....	.....	.....	.....	.....	.....
BAKERSTOWN. 1.8	87	.....	.....	F 5.34	6.31	.....	F10.10	.....	12.19	S 4.23	8.11	.....	2.10	.....	.....	.....
GIBSONIA. 1.8		.....	.....	F 5.38	.....	.....	F10.13	.....	.....	S 4.27	.....	.....	.....	.....	.....	.....
WILDWOOD. 2.7		.....	.....	F 5.44	6.37	.....	F10.19	.....	12.28	S 4.32	8.17	.....	2.35	.....	.....	.....
BRYANT. 1.8		.....	.....	F 5.48	.....	.....	.....	.....	.....	F 4.37	.....	.....	.....	.....	.....	.....
ALLISON PARK. 2.1		.....	.....	S 5.53	6.43	.....	\$10.26	.....	.....	S 4.42	8.23	.....	.....	.....	.....	.....
ELFINWILD. 0.8	113	.....	.....	F 5.55	6.45	.....	F10.28	.....	12.37	4.44	8.25	.....	.....	.....	.....	.....
GLENSHAW. 1.5		.....	.....	F 5.59	.....	.....	F10.32	.....	.....	S 4.48	.....	.....	.....	.....	.....	.....
UNDERLOIFF 1.7		.....	.....	F 6.03	.....	.....	.....	.....	.....	F 4.52	.....	.....	.....	.....	.....	.....
ETNA. 1.5 (S.C.Co.)	84	.....	.....	S 6.08	6.51	.....	\$10.38	.....	12.48	S 4.56	8.31	.....	3.15	.....	.....	.....
MILLVALE. 2.0		.....	.....	F 6.11	.....	.....	.....	.....	.....	F 5.00	.....	.....	.....	.....	.....	.....
FY TOWER. 1.0		.....	.....	6.14	6.56	.....	10.43	.....	12.54	5.03	8.36	.....	.....	.....	.....	.....
SCHENLEY 2.3		.....	.....	6.19	7.01	.....	10.48	.....	1.00	5.08	8.41	.....	.....	.....	.....	.....
LAUGHLIN JCT. 1.3		.....	.....	6.23	7.05	.....	10.52	.....	1.05	5.12	8.45	.....	4.00	.....	.....	.....
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.
Time over Sub-Division		.06	.05	1.53	.43	.05	.57	.06	1.40	1.06	.43	.06	3.30	.05	.05	.05	.05
Average speed per hour.		32.0	38.4	29.8	38.5	38.4	29.0	32.0	33.8	25.1	38.5	32.0	16.0	15.6	15.6	15.6	15.6

Passenger trains will not exceed a speed of 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.			Length of Passing Sidings in 45 Foot Cars	Distances from Pittsburgh.	W. & P. Sub-Division. TIME-TABLE No. 32. April 28, 1935.	Train Order Stations.	FIRST CLASS.			THIRD CLASS.		
87	85	83	35	77	33					36	78	38	102	84	104
DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY					DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY
P. M.	P. M.	A. M.	P. M.	P. M.	A. M.					A. M.	A. M.	P. M.	A. M.	P. M.	P. M.
10.20	2.00	8.35	10.39	8.29	8.34		5.0	GLENWOOD JCT.	DN	7.47	8.49	9.54	A 3.50	A 12.10	A 4.35
							7.0	2.0 RAND.							
							8.8	2.8 WILLOCK.							
			10.51	F 8.42			12.1	2.8 BRUCETON.		7.33	F 8.34	9.40			
							18.8	1.2 EXPERIMENT.							
							18.9	0.6 COCHRAN'S MILL.							
							18.1	1.2 SNOWDEN.							
			11.01	F 8.52	S 8.56		17.9	2.8 FINLEYVILLE.		7.23	F 8.24	F 9.30			
							18.8	0.9 HACKETT.							
					X 8.59		20.0	1.2 ANDERSON.							
							21.1	1.1 CROUCHES.							
							22.8	1.7 THOMAS.			F 8.14				
			11.10	9.01	9.08		24.8	1.5 GILKESON, E. D. T.		7.13	8.10	9.19			
							30.0	1.7 GAMBLE.							
							27.4	1.4 WYLANDVILLE.			F 8.05				
					X 9.15		28.4	1.0 EIGHTY-FOUR.							
			11.17	9.10	9.17	82	29.0	0.6 CLOKEY.		7.05	8.02	9.10			
				38			34.8	5.2 WADE.		6.57	7.54	9.02			
			11.25	9.21	9.25	93	35.1	0.9 WASHINGTON.		S 6.55	S 7.52	S 9.00			
			S 11.32	S 9.31	S 9.32		36.8	1.1 WEST WASHINGTON.							
			11.35	9.35	9.35		38.7	0.5 TYLERDALE JCT.		6.48	7.46	8.52			
			11.37	9.39	9.37		39.5	1.8 SUGAR HILL.		6.45	7.43	8.49			
			11.38	9.41	9.38	68	39.4	0.9 DUVALL.		6.43	7.41	8.47			
			11.44	F 9.47	9.44	78	42.9	3.5 TAYLORSTOWN.		6.38	F 7.35	8.41			
			11.48	9.51	9.47	70	44.9	2.0 TUNNEL SIDING.		6.35	7.31	8.38			
			11.52	F 9.55	S 9.51	80	46.8	1.6 CLAYSVILLE.		6.32	F 7.27	S 8.35			
			12.01	10.04	9.59	66	51.5	5.0 BELL SIDING.		6.25	7.18	8.27			
			12.04	10.06	X 10.02	80	52.8	1.4 WEST ALEXANDER.		6.23	F 7.16	8.25			
			12.08	10.15	10.11	72	57.5	4.6 POINT MILLS.		6.15	7.05	8.16			
							55.8	0.8 RONEYS POINT.							
			12.14	10.21	10.16	64	60.8	2.5 TRIADALPHIA.		6.10	X 6.55	8.11			
			12.18	F 10.24	S 10.21	87	62.6	1.7 ELM GROVE.		6.07	F 6.49	8.08			
A 1.50	A 6.05	A 1.10	A 12.30	A 10.35	A 10.33		67.8	4.8 WHEELING.	DN	6.00	6.40	8.00	12.25	7.10	1.00
A. M.	P. M.	P. M.	A. M.	P. M.	A. M.					A. M.	A. M.	P. M.	A. M.	A. M.	P. M.
3.30	4.05	4.35	1.51	2.05	1.59			Time over Sub-Division.....		1.47	2.09	1.54	3.25	5.00	3.35
17.8	15.2	13.5	33.6	29.4	31.6			Average speed per hour.....		34.9	28.2	33.0	18.2	12.4	17.3

Passenger trains will not exceed a speed of 40 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. 32. April 28, 1935.	Length of Passing Sidings in 45 foot cars.	SECOND CLASS.				THIRD CLASS.					
				88				80	82	84	86		
				DAILY				DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday		
				P. M.				A. M.	A. M.	P. M.	P. M.		
1.8	DN	JOHNSTOWN, PA. 1.8		11.00				8.30	11.30	4.30	8.45		
2.9		OSBORN STREET. 1.1		11.24									
4.0		FERNDALE. 2.0											
4.4		KRINGS. 1.5	64	11.37				9.05	12.20	5.10	9.15		
7.0		WALSALL. 1.2		11.40									
8.5		PAINT CREEK. 1.1		11.48									
11.8		BORDER. 3.6		11.52					1.45	5.50			
		FOUSTWELL.											
18.1	DN	HOLSOPPLE. 0.9	80	11.56				9.40					
14.0		JEROME JCT. 1.2		12.00				9.59	2.30	6.30	10.55		
15.2		LANDSTREET. 1.4											
16.6		BLOUGH. 1.2	68	12.15				10.25	2.50	7.30	11.30		
16.9		HV SIDING. 0.3						10.55					
18.8		HOOVERSVILLE. 2.7	84	12.25				11.02	3.20	8.15	12.15		
21.5	D	ROWENA. 1.8	70	12.30				11.40	3.30	8.25	12.30		
25.8		STOYESTOWN. 2.3		12.30 ⁸⁶							12.30 ⁸⁸		
25.6		MOSTOLLER.											
26.6	PN	KIMMELTON. 1.0	70	12.55				11.55	3.45				
27.6		COLEMAN. 1.3		1.00				12.10	3.50	8.50	1.10		
28.9		FRIEDENS. 1.1	60	1.05				12.45					
30.0		ADAMS. 1.1						12.55	4.34	9.10	1.30		
31.1		LISTIE. 2.1		1.15									
33.8		GEIGER. 0.7	74	1.25				1.10	4.54	9.40	1.55		
35.9		MUKDEN.						1.15	5.01	9.55	2.05		
35.6	DN	P. W. & S. JCT. 0.4		1.32				1.25	5.06	10.05	2.15		
35.9		SOMERSET. 0.6						1.35					
36.6		SOMERSET TOWER. 1.7		1.40				A 1.40	A 5.30	A 10.15	A 2.25		
38.8		ROBERTS. 1.7		2.10									
39.9		MURDOCK. 2.1											
42.0		SHAMROCK. 1.8	99	2.30									
45.8	DN	WILSON CREEK. 1.3		A 2.35									
45.1		ROCKWOOD, PA.											
				A. M.				P. M.	P. M.	P. M.	A. M.		
		Time over Sub-Division.....		3.35				5.10	6.00	5.45	5.40		
		Average Speed per hour.....		12.1				8.4	7.2	7.5	7.8		

Passenger trains will not exceed a speed of 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.	Length of Passing Sidings in 45 foot Cars.	FIRST CLASS.				
75	73	71		65					66				
DAILY	DAILY	DAILY		DAILY Ex. Sunday			TIME-TABLE No. 32.		DAILY Ex. Sunday				
P. M.	A. M.	A. M.		P. M.			April 28, 1935.		P. M.				
.....	.....	.....	.....	.....	4.10		FAIRMONT, W. VA.		A 1.40	.....	.....	.....	.....
7.20	8.00	3.00	.....	.....	4.15	1.4	"WD" TOWER.		1.35	.....	.....	.....	.....
7.30	8.08	3.10	.....	.....	F 4.18	3.0	HOULT.		F 1.30	.....	.....	.....	.....
7.38	8.15	3.18	.....	.....	F 4.23	5.8	MONTANA.	123	F 1.22	.....	.....	.....	.....
7.45	8.23	3.25	.....	.....	F 4.27	7.1	CATAWBA.		F 1.16	.....	.....	.....	.....
7.53	8.30	3.33	.....	.....	F 4.32	9.8	JORDAN.	93	F 1.12	.....	.....	.....	.....
8.00	8.39	3.40	.....	.....	F 4.35	11.0	OPEKISKA.		S 1.07	.....	.....	.....	.....
8.07	8.49	3.47	.....	.....	F 4.40	13.1	BEECHWOOD.		F 1.02	.....	.....	.....	.....
8.25	8.59	3.59	.....	.....	F 4.47	16.3	LITTLE FALLS.	99	F 12.56	.....	.....	.....	.....
.....
8.42	9.17	4.17	.....	.....	F 4.56	22.0	UFFINGTON.		F 12.44	.....	.....	.....	.....
8.58	9.29	4.39	.....	.....	5.02	26.5	DECKER SIDING.	118	12.38	.....	.....	.....	.....
9.12	9.41	4.50	.....	.....	S 5.10	28.0	MORGANTOWN.		S 12.36	.....	.....	.....	.....
9.27	9.53	5.00	.....	.....	S 5.16	28.8	STAR CITY.		S 12.23	.....	.....	.....	.....
9.37	10.04	5.10	.....	.....	F 5.22	31.0	VAN VORHIS.	95	F 12.17	.....	.....	.....	.....
9.46	10.17	5.19	.....	.....	F 5.27	34.0	HOARD, W. VA.		F 12.14	.....	.....	.....	.....
9.56	10.29	5.29	.....	.....	S 5.35	36.0	POINT MARION, PA.	9	S 12.09	.....	.....	.....	.....
10.02	10.37	5.35	.....	.....	F 5.38	38.9	NILAN.	84	F 12.02	.....	.....	.....	.....
10.07	10.45	5.40	.....	.....	5.41	39.8	CHEAT RIVER.	61	12.00	.....	.....	.....	.....
.....	.....	.....	.....	.....	S 5.43	40.0	LAKE LYNN.		S 11.58	.....	.....	.....	.....
.....
10.27	11.05	6.00	.....	.....	F 5.48	43.0	GANS.		F 11.51	.....	.....	.....	.....
10.37	11.20	6.10	.....	.....	F 5.53	44.6	OUTCROP.	48	F 11.47	.....	.....	.....	.....
10.52	11.36	6.25	.....	.....	S 5.59	47.3	SMITHFIELD.		S 11.42	.....	.....	.....	.....
11.00	11.41 ⁶⁶	6.35	.....	.....	6.01	47.7	S. & M. JCT.		11.41	.....	.....	.....	.....
11.12	12.08	6.50	.....	.....	S 6.05	50.0	FAIRCHANCE.		S 11.35 ⁷³	.....	.....	.....	.....
11.22	12.23	7.00	.....	.....	6.10	51.8	ORIENTAL.	94	11.31	.....	.....	.....	.....
11.37	12.38	7.15	.....	.....	6.18	56.3	LEITH.	122	11.23	.....	.....	.....	.....
.....
11.47	12.48	7.24	.....	.....	S 6.26	57.6	UNIONTOWN.	9	S 11.19	.....	.....	.....	.....
11.57	12.58	7.35	.....	.....	6.29	59.3	OLIVER E. D. T.		11.12	.....	.....	.....	.....
.....	.....	.....	.....	.....	6.31	60.2	EVANS.		11.10	.....	.....	.....	.....
12.30	1.38	8.10	.....	.....	F 6.41	68.9	MT. BRADDOCK.	63	F 11.05	.....	.....	.....	.....
12.44	1.52	8.24	.....	.....	S 6.48	66.6	DUNBAR.		S 10.59	.....	.....	.....	.....
12.48	1.54	8.28	.....	.....	6.49	67.2	BOWEST JCT.		10.57	.....	.....	.....	.....
12.55	1.59	8.32	.....	.....	6.54	68.4	O. & B. JCT. E. D.T.		10.55	.....	.....	.....	.....
A 1.00	A 2.10	A 8.40	.....	.....	6.56	68.9	GREENE JCT., PA.		10.54	.....	.....	.....	.....
A. M.	P. M.	A. M.			P. M.				A. M.				
5.40	6.10	5.40			2.46		Time over Sub-Division.....		2.46				
11.9	10.9	11.9			24.9		Average speed per hour.....		24.9				

Passenger trains will not exceed a speed of 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 Station.	Butler Sub-Division. TIME-TABLE No. 32. April 28, 1935.	Length of Passing Sidings in 45 Foot Cars.	FIRST CLASS.				
341	47	345	43	342					48	46	346		
DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY					DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY		
P. M.	P. M.	A. M.	A. M.	A. M.					A. M.	P. M.	P. M.		
.....	F 11.28	S 4.30	10.16	S 9.35	30.8	DN	CALLERY. 1.0	6.22	S 9.55	F 4.06	8.02	.....
.....	.....	F 4.33	.....	F 9.40	31.9		WATERS. 1.8	.....	F 9.50	F 3.58	.....	.....
.....	F 11.33	F 4.38	10.21	F 9.46	33.7		ZENO. 2.3	29	F 6.16	F 9.46	F 3.55	7.56	.....
.....	11.38	F 4.43	10.25	F 9.50	36.0	N	RIBOLD. 2.0	31	F 6.11	F 9.41	F 3.51	7.52	.....
.....	11.42	S 4.47	10.28	S 9.55	38.0	D	RENFREW. 3.4		6.08	S 9.37	S 3.46	7.49	.....
.....	11.48	4.54	10.33	F 10.03	41.4		MACKIN. 2.8	66	6.03	9.31	3.42	7.44	.....
.....	A 11.55	A 5.00	A 10.40	A 10.15	44.8	DN	BUTLER.		5.58	9.25	3.35	7.40	.....
	P. M.	P. M.	A. M.	A. M.					A. M.	A. M.	P. M.	P. M.	
	.27	.30	.24	.40			Time over Sub-Division.....		.24	.30	.31	.22	
	30.9	27.8	34.7	20.8			Average speed per hour.....		34.7	27.8	26.9	37.9	

Passenger trains will not exceed a speed of 40 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect will not be exceeded.

Distance from Pittsburgh.

RIBOLD CUT-OFF.

Distance from Pittsburgh.	Station	Time	Speed	Restrictions
38.9	EIDENAU. 4.1	.....	.....	.....
40.0	BUHLS. 3.8	.....	.....	.....
43.8	RIBOLD.	.....	.....	.....

Passenger trains will not exceed a speed of 30 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from Wheeling.	Wheeling Terminal Trains. TIME-TABLE No. 32. April 28, 1935.	FIRST CLASS.								
		35	59	561	33	73	45	441	77	
		DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
0.0	WHEELING.	12.35	6.25	8.00	10.38	10.55	6.50	7.20	10.50	.....
4.0	BENWOOD JCT.	S 12.52	S 6.40	S 8.15	S 10.54	S 11.10	S 7.05	S 7.35	S 11.05	.....
		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
	Time over Sub-Division.....	.17	.15	.15	.16	.15	.15	.15	.15	
	Average speed per hour.....	16.2	18.4	18.4	17.2	18.4	18.4	18.4	18.4	

Passenger trains will not exceed a speed of 35 miles per hour between Wheeling and Benwood Junction.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Benwood Junction.	Wheeling Terminal Trains. TIME-TABLE No. 32. April 28, 1935.	FIRST CLASS.								
		36	78	430	46	510	72	38	58	
		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday	
		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	
0.0	BENWOOD JCT.	S 5.38	S 6.16	S 10.05	S 10.42	S 7.16	S 7.25	S 7.30	S 8.35	.....
4.0	WHEELING.	A 5.55	A 6.31	A 10.20	A 11.00	A 7.33	A 7.40	A 7.45	A 8.50	.....
		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	
	Time over Sub-Division.....	.17	.15	.15	.18	.17	.15	.15	.15	
	Average speed per hour.....	16.2	18.4	18.4	15.3	16.2	18.4	18.4	18.4	

Passenger trains will not exceed a speed of 35 miles per hour between Wheeling and Benwood Junction.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.		EASTWARD.		WESTWARD.		EASTWARD.	
	Distance from P. W. & S. Junction.	Boswell Sub-Division. TIME-TABLE No. 32. April 28, 1935.	Length of Passing Sidings in 45 Foot Cars.		Distance from Niverton.	Salisbury Sub-Division. TIME-TABLE No. 32. April 28, 1935.	
.....		P. W. & S. JCT., PA. 1.5		.....		NIVERTON, PA. 13.1	.....
.....	1.6	SUMMIT. 1.5		.....	18.1	SALISBURY JCT., PA.	.....
.....	3.0	HUSBAND. 1.2		Passenger trains will not exceed a speed of 15 miles per hour.			
.....	4.3	ZIMMERMAN. 2.5	70	WESTWARD. EASTWARD.			
.....	6.7	ENOCH. 1.0			Distance from Garrett.	Berlin Sub-Division. TIME TABLE No. 32. April 28, 1935.	
.....	7.7	SIPEVILLE. 0.7			Train Order Stations.		
.....	8.4	HARRISON. 1.5					
.....	9.9	ACOSTA. 2.5	68				
.....	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			DN	GARRETT, PA. 6.9	
.....	20.8	RALPHTON. 3.3			6.9	NIVER JOT. 1.1	
.....	23.0	TEXAS SIDING. 6.8			8.0	BERLIN, PA.	
.....	29.8	FRIEDENS, PA.		Passenger trains will not exceed a speed of 20 miles per hour.			

Passenger trains will not exceed a speed of 25 miles per hour.

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

WESTWARD.		EASTWARD.		WESTWARD.		EASTWARD.	
	Distance from Niver Junction	Niver Sub-Division. TIME TABLE No. 32. April 28, 1935.			Distance from Unamis.	Whites Creek Sub-Division. TIME TABLE No. 32. April 28, 1935.	
.....		NIVER JUNCTION, PA.		.....		UNAMIS, PA. 8.5	
.....	5.4	MacDONALDTON, PA.		.....	8.5	DN CONFLUENCE, PA.	
Passenger trains will not exceed a speed of 15 miles per hour.				Passenger trains will not exceed a speed of 15 miles per hour.			

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

WESTWARD.		EASTWARD.		WESTWARD.		EASTWARD.	
SECOND CLASS.		C. & O. Sub-Division. TIME-TABLE No. 32. April 28, 1935.		SECOND CLASS.		O. & B. Short Line Sub-Division. TIME TABLE No. 32. April 28, 1935.	
59	Distance from Confluence.			60	Distance from Bitner.		
Tuesday and Saturday only.				Tuesday and Saturday only.			
A. M.	Train Order Stations.			P. M.			
10.20	DN	CONFLUENCE, PA. 8.6		A 1.30		BITNER, PA. 7.3	
\$10.50	8.6	SOMERFIELD, PA. 7.8		\$12.40	7.3	O. & B. JUNCTION, PA.	
\$11.25	17.4	FRIENDSVILLE, MD. 2.3		\$12.10			
A11.35	19.7	KENDALL, MD.		11.40			
Passenger trains will not exceed a speed of 15 miles per hour.				Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.			
A. M.				A. M.			
1.15		Time over Sub-Division.....		1.50			
15.7		Average speed per hour.....		10.7			

Train 59 and 60 will carry passengers, and will stop on signal at Nedro & Horton Siding, Norris Siding, Charlestown, Horse Shoe Bottom, Rodahaver, Flanigan, Tub Run, Reason Run, Watson, Geices, Buffalo Run and Selbysport to receive of discharge passengers. Except to Instructions No. 1: Train 59 is superior to Train 60. Passenger trains will not exceed a speed of 20 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. WESTWARD.

EASTWARD.

Distance from Jones Mills.	I. C. V. Sub-Division.		Length of Passing Stidings in 45 foot Cars.	Distance from Broad Ford.	Train Order Stations.	Mt. Pleasant Sub-Division.	
	TIME-TABLE No. 32.					TIME-TABLE No. 32.	
	April 28, 1935.					April 28, 1935.	
					DN	BROAD FORD, PA.	
				9.7		MT. PLEASANT, PA.	
Passenger trains will not exceed a speed of 15 miles per hour.							
WESTWARD.				EASTWARD.			
Distance from Jones Mills.	I. C. V. Sub-Division.		Length of Passing Stidings in 45 foot Cars.	Distance from Leokrone.	Train Order Stations.	S. & M. Sub-Division.	
	TIME-TABLE No. 32.					TIME-TABLE No. 32.	
	April 28, 1935.					April 28, 1935.	
						LEOKRONE, PA.	
				8.6		SMITHFIELD, PA.	
Passenger trains will not exceed a speed of 15 miles per hour.							
Passenger trains will not exceed a speed of 20 miles per hour.							

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

ADDITIONAL FLAG STOPS.

WESTWARD.

EASTWARD. WESTWARD.

EASTWARD.

FIRST CLASS.		Main Line Sub-Division.	FIRST CLASS.		FIRST CLASS.		F. M. & P. Sub-Division.	FIRST CLASS.	
21	143		142	26		65		66	
DAILY	DAILY Ex. Sunday	TIME-TABLE No. 32.	DAILY Ex. Sunday	DAILY		DAILY Ex. Sunday	TIME-TABLE No. 32.	DAILY Ex. Sunday	
P. M.	A. M.	April 28, 1935.	A. M.	P. M.		P. M.	April 28, 1935.	A. M.	
F 8.21		GIBSON.	F 8.42				BROWNFIELD.	X11.25	
F 3.27	F 8.04	STEWARTON.	F 9.00		X 6.10		OLIPHANT.	X11.29	
F 3.09	F 7.50	VICTORIA.	F 9.18		F 5.45		ATCHISON.	F11.55	
	F 7.41	HUSTON.	F 9.28		F 5.12		SENECA.		
F 2.45	F 7.25	FORT HILL.	F 9.45		F 4.52		ROUND BOTTOM.	F12.49	
	F 7.21	PINKERTON.	F 9.49		F 4.48		OUTING.	F12.51	
	F 6.47	YODER.							
	F 6.20	MANCE.	F10.46						
F 1.22	F 5.57	FAIRHOPE.	F11.05	E 5.46					
	F 5.48	HOBLITZELL.	F11.13						
	F 5.30	ELLERSLIE.	F11.31						
P. M.	A. M.		A. M.	P. M.		P. M.		P. M.	

WESTWARD.

EASTWARD.

			55	47	43	Distance from Pittsburgh.	P. & W. Sub-Division.	Distance from New Castle Junction.	56	48	46		
			DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday				DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	
			P. M.	P. M.	A. M.		TIME-TABLE No. 32.		A. M.	A. M.	P. M.		
			April 28, 1935.					April 28, 1935.					
			F 4.49			10.0	WEST ETNA.	49.0	F 6.05				
			F 4.59		F 8.51	15.0	MT. ROYAL.	46.0	F 5.57		F 4.46		
			F 5.04	F 3.50		16.2	HEREON.	43.8	F 5.51				
			F 5.18	F 4.02	F 9.08	19.8	HARDIES.	39.2	F 5.41	F10.15	F 4.29		
			F 6.04			44.6	CELIA.	14.4	F 4.54				
			F 6.25			56.6	WEST PITTSBURGH.	2.4	F 4.36				
			P. M.	P. M.	A. M.				A. M.	A. M.	P. M.		

WESTWARD.

ADDITIONAL FLAG STOPS.

Distance from Connellsville.	River Sub-Division.	145	147	149	143	157	159	161	163	21	165				
	TIME-TABLE No. 32.	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday				
	April 28, 1935.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
33.1	REDUCTION STATION.	.....	.....	.....	.....	.....	.....	.....	.....	F 4.40	.....	.....	.....	.....	.....
36.4	ALPSVILLE.	.....	F 6.30	.....	F 9.54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
44.0	RIVERTON.	F 6.15	F 6.49	F 7.47	F 10.12	F 12.00	F 1.46	.....	F 4.55	.....	F 6.11	.....	.....	.....	.....
45.3	FIRTH STERLING.	.....	.....	.....	.....	.....	.....	F 3.16	.....	.....	.....	.....	.....	.....	.....
		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				

EASTWARD.

ADDITIONAL FLAG STOPS.

Distance from Pittsburgh.	River Sub-Division.	142	152	154	158	160	162	164							
	TIME-TABLE No. 32.	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday							
	April 28, 1935.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.							
13.0	RIVERTON.	F 6.32	F 1.01	F 2.27	F 4.45	F 5.27	F 5.55	F 9.43	.....	.....	.....	.....	.....	.....	.....
30.8	EMBLEM.	F 6.55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31.8	ALPSVILLE.	F 6.57	.....	.....	F 5.03	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36.8	REDUCTION STATION.	F 7.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.							

SPEED SCHEDULE.

Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.
1 Min. 0 Sec.	60.0	2 Min. 0 Sec.	30.0	3 Min. 0 Sec.	20.0	4 Min. 0 Sec.	15.0
1 " 5 "	55.4	2 " 5 "	28.8	3 " 5 "	19.4	4 " 17 "	14.0
1 " 10 "	51.4	2 " 10 "	27.7	3 " 10 "	18.9	4 " 36 "	13.0
1 " 15 "	48.0	2 " 15 "	26.6	3 " 15 "	18.4	5 " 0 "	12.0
1 " 20 "	45.0	2 " 20 "	25.7	3 " 20 "	18.0	5 " 27 "	11.0
1 " 25 "	42.3	2 " 25 "	24.8	3 " 25 "	17.5	6 " 0 "	10.0
1 " 30 "	40.0	2 " 30 "	24.0	3 " 30 "	17.1	6 " 40 "	9.0
1 " 35 "	38.0	2 " 35 "	23.2	3 " 35 "	16.7	7 " 30 "	8.0
1 " 40 "	36.0	2 " 40 "	22.5	3 " 40 "	16.3	8 " 34 "	7.0
1 " 45 "	34.3	2 " 45 "	21.8	3 " 45 "	16.0	10 " 0 "	6.0
1 " 50 "	32.7	2 " 50 "	21.1	3 " 50 "	15.6	12 " 0 "	5.0
1 " 55 "	31.3	2 " 55 "	20.6	3 " 55 "	15.3		

CLASSIFICATION OF TRACKS.

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

EAST END

Train Master
W. E. BOYLAND.

Road Foreman of Engines:
F. R. BROWNING.

Division Engineer:
J. L. MAHER,

Assistant Division Engineer
and Master Carpenter:
W. E. KEARFOTT.

Train Dispatchers:

Main Line East.
J. J. SMITH,
J. W. RYAN,
M. W. FITZPATRICK, J. J. DOWNS.

R. E. FULWIDER,

DIVISIONAL STAFF.

Superintendent.
J. D. BELTZ.

Assistant Superintendent:
W. F. BOOTH.

Terminal Train Masters:
C. L. SENHEISER,
B. Z. HOLVERSTOTT.

Claim Agent:
J. L. ALLEN.

Chief Train Dispatchers:
R. W. HOOVER,
M. J. KERRIGAN,
J. W. THORNTON.

Extra Train Dispatchers:
C. W. BROWN,
C. D. GATES.

WEST END

Train Master
W. J. CARROLL.

Assistant Train Master
W. R. GALLOWAY, Jr.
Road Foreman of Engines:
J. L. NORRIS.

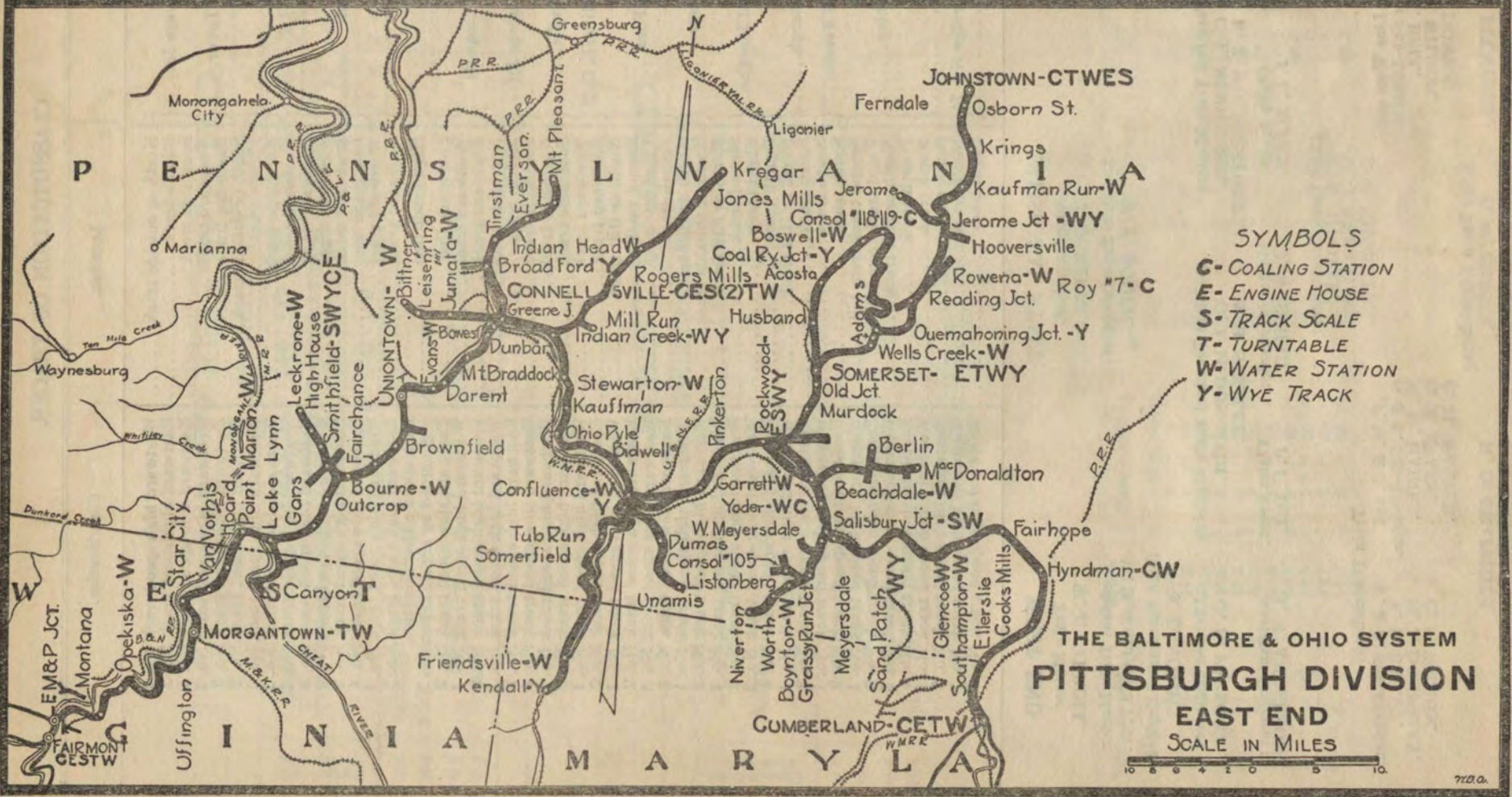
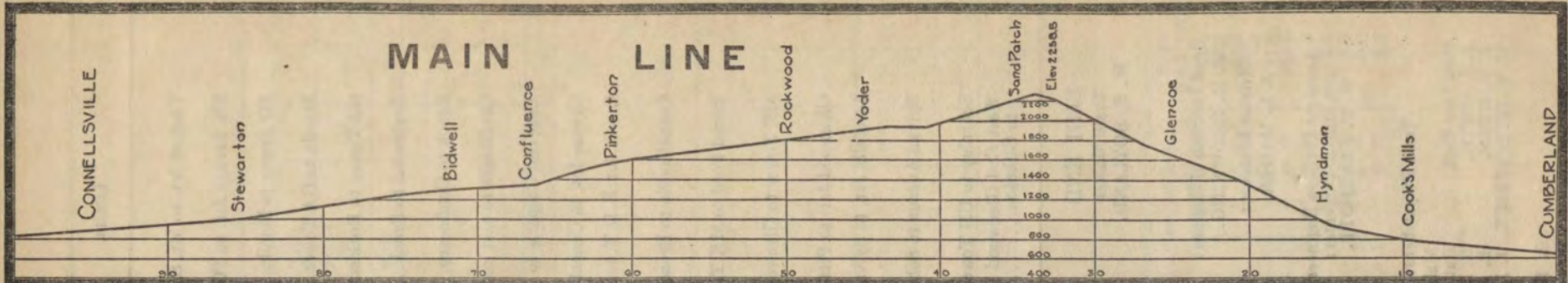
Division Engineer:
G. B. FARLOW.

Assistant Engineer:
H. N. ANDERSON.

Train Dispatchers:

F. M. & P. and
S. & C. Sub-Division.
W. W. HAINES,
E. E. EVANS,
C. H. WALTER,

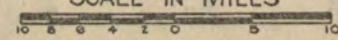
H. D. GRAFFIOUS,
L. J. LITTLE.

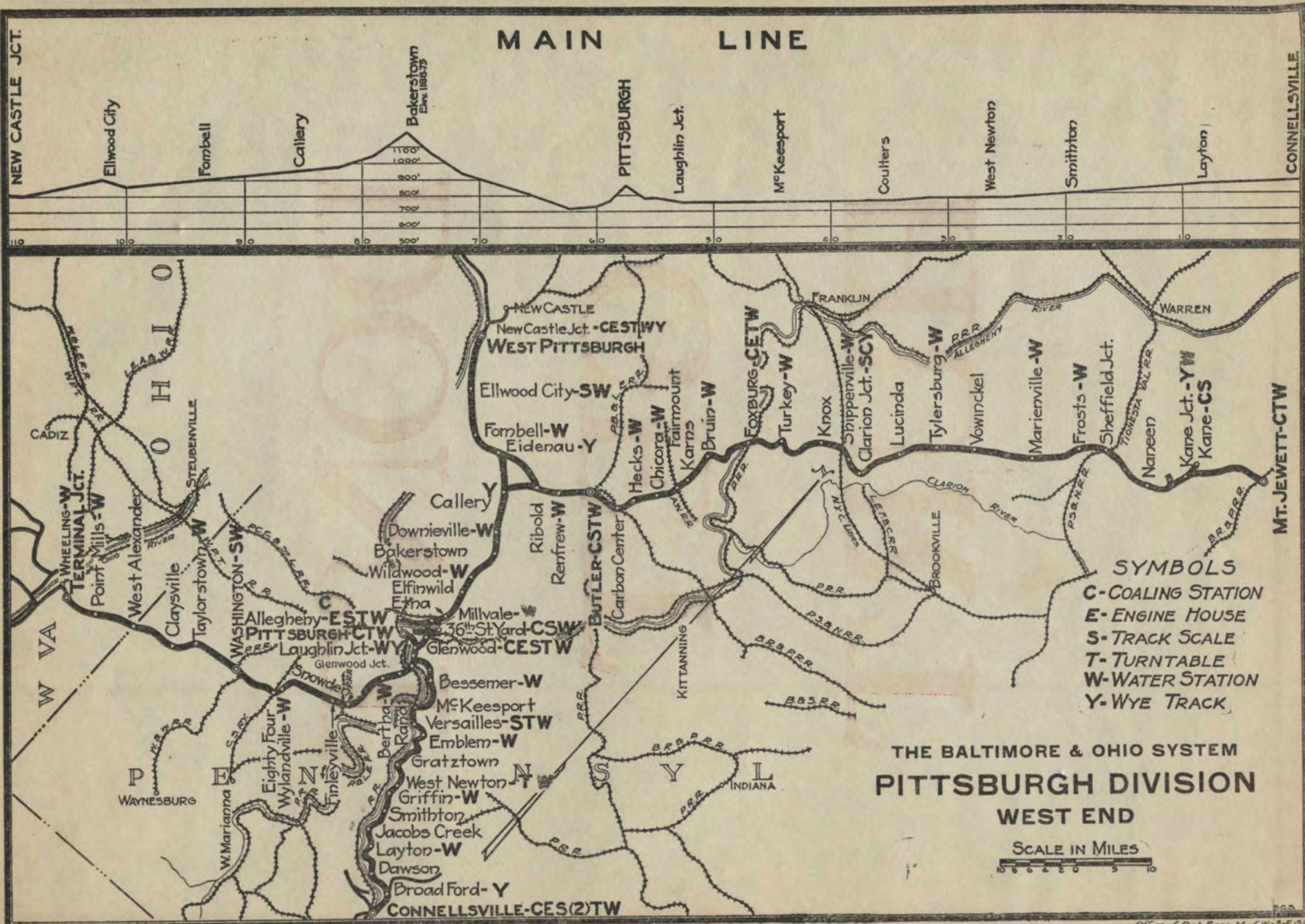


- SYMBOLS**
- C**- COALING STATION
 - E**- ENGINE HOUSE
 - S**- TRACK SCALE
 - T**- TURNTABLE
 - W**- WATER STATION
 - Y**- WYE TRACK

**THE BALTIMORE & OHIO SYSTEM
PITTSBURGH DIVISION**

EAST END
SCALE IN MILES







**DON'T
GET
HURT**