

Y.P. Campbell

THE BALTIMORE & OHIO RAILROAD COMPANY

EASTERN LINES

"SAFETY ABOVE EVERYTHING"



MONONGAH DIVISION

27
TIME-TABLE No. 27

EFFECTIVE 12.01 A. M., EASTERN STANDARD TIME

SUNDAY, APRIL 28, 1935

H. R. GIBSON,
Superintendent

J. M. SCOTT,
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 Wilson

President

THE BALTIMORE AND OHIO RAILROAD COMPANY

RELIEF DEPARTMENT,

W. M. KENNEDY, Superintendent.

MEDICAL AND SURGICAL SERVICE.

COMPANY'S SURGEONS.

Grafton, W. Va.....	{ Dr. DORSEY C. PECK. Dr. C. F. SHAFER. Dr. A. R. WARDEN. Dr. PAUL P. WARDEN.
Flemington, W. Va....	{ Dr. W. C. CURREY. Dr. H. H. HAYNES. Dr. C. R. OGDEN.
Clarksburg, W. Va....	{ Dr. J. E. WILSON. Dr. D. C. LOUCHERY, Oculist. Dr. RICHARD B. LINGER, Oculist.
Salem, W. Va.....	{ Dr. EDWARD DAVIS.
West Union, W. Va....	{ Dr. ANDREW M. MCGOVERN.
Pennsboro, W. Va....	{ Dr. J. B. WILSON.
Cairo, W. Va.....	{ Dr. E. D. MOYERS.
Petroleum, W. Va....	{ Dr. E. H. DOUGLASS. Dr. OKEY J. CASTO. Dr. T. A. HARRIS.
Parkersburg, W. Va....	{ Dr. ROY B. MILLER. Dr. B. O. ROBINSON. Dr. R. W. CORBITT. Dr. H. H. VEON, Oculist. Dr. CHARLES W. WADDELL. Dr. CHARLES O. HENRY.
Fairmont, W. Va.....	{ Dr. J. B. CLINTON. Dr. WILLIAM A. WELTON. Dr. HENRY R. JOHNSON, Oculist.
Farmington, W. Va....	{ Dr. JESSE J. JENKINS.
Mannington, W. Va....	{ Dr. D. D. HAMILTON.
Hundred, W. Va.....	{ Dr. ELI W. ROSE.
Cameron, W. Va.....	{ Dr. WILLIAM C. BOGGS. Dr. C. E. HUTCHINSON.
Moundsville, W. Va....	{ Dr. ROBERT A. ASHWORTH. Dr. J. C. PECK.
Glendale, W. Va.....	{ Dr. M. A. DOWLER.
McMechen, W. Va....	{ Dr. P. D. BARLOW.
Benwood, W. Va.....	{ Dr. LEONARD ESKEY. Dr. WILLIAM B. HARTWIG. Dr. WILLIAM A. CRACRAFT. Dr. R. J. REED.
Wheeling, W. Va.....	{ Dr. R. J. REED, JR. Dr. M. B. WILLIAMS, Dr. THOS. R. HOGE, Oculist. Dr. I. FAWCETT, Oculist. Dr. E. E. FANKHOUSER.
New Martinsville, W. Va.	{ Dr. F. E. MARTIN. Dr. J. D. SCHMIED.
Pine Grove, W. Va....	{ Dr. L. PHELPS STANLEY.
Smithfield, W. Va....	{ Dr. H. C. WHISLER.
Shinnston, W. Va....	{ Dr. J. S. MALOY
Lumberport, W. Va....	{ Dr. D. P. CRUIKSHANK. Dr. J. W. BOSWORTH.
Philippi, W. Va.....	{ Dr. C. B. WILLIAMS.
Volga, W. Va.....	{ Dr. W. W. KERR.
Belington, W. Va....	{ Dr. E. M. HAMILTON.
Buckhannon, W. Va....	{ Dr. L. W. DEEDS. Dr. L. H. TRIPPETT, JR. Dr. M. D. CURE. Dr. GEORGE SNYDER. Dr. O. L. HUDKINS. Dr. W. P. KING
Weston, W. Va.....	{ Dr. G. M. BURTON, Oculist. Dr. S. H. BURTON, Oculist. Dr. E. A. TRINKLE. Dr. E. T. W. HALL. Dr. J. E. OFFNER.
Flatwoods, W. Va....	{ Dr. L. MILLER.
Burnsville, W. Va....	{ Dr. STAUNTON TRIMBLE.
Camden-on-Gauley W. Va.	{ Dr. L. O. HILL.
Pickens, W. Va.....	{ Dr. J. L. CUNNINGHAM.
Richwood, W. Va....	{ Dr. JAMES McCLUNG.

COMPANY'S SURGEONS—Concluded.

Sutton, W. Va.....	{ Dr. W. H. McCAULEY. Dr. M. T. MORRISON. Dr. H. S. BROWN. Dr. BENJAMIN I. GOLDEN.
Elkins, W. Va.....	{ Dr. S. G. MOORE. Dr. A. P. BUTT. Dr. T. M. GOODWIN, Oculist.
Adrian, W. Va.....	{ Dr. EVERETT WALKER.
Gassaway, W. Va....	{ Dr. J. W. SMITH. Dr. C. C. CARSON.
Clay, W. Va.....	{ Dr. R. A. HAMRICK.
Otter, W. Va.....	{ Dr. T. D. NUTTER.
Blue Creek, W. Va....	{ Dr. J. A. WORK. Dr. WM. A. McMILLAN. Dr. JOHN E. CANNADAY.
Charleston, W. Va....	{ Dr. W. T. HENSHAW. Dr. ROME H. WALKER. Dr. S. H. PHILIPS, Oculist.

HOSPITALS.

Benwood, W. Va.....	Emergency Hospital.
Buckhannon, W. Va.....	{ Buckhannon Hospital. St. Joseph's Hospital.
Clarksburg, W. Va.....	St. Mary's Hospital.
Charleston, W. Va.....	{ Charleston General Hospital. McMillan's Sanitarium. Mountain State Hospital.
Elkins, W. Va.....	Davis Memorial Hospital.
Fairmont, W. Va.....	{ Cook's Hospital. Fairmont Hospital.
Glendale, W. Va.....	Reynolds Memorial Hospital.
Grafton, W. Va.....	City Hospital.
New Martinsville, W. Va.....	Wetzel County Hospital Asso.
Parkersburg, W. Va.....	{ City Hospital. St. Joseph's Hospital.
Richwood, W. Va.....	{ Dr. James McClung's Hospital. Sacred Heart Hospital.
Weston, W. Va.....	City Hospital.
Wheeling, W. Va.....	{ Ohio Valley General Hospital. Wheeling Hospital.

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; Baggage men of passenger trains, or Conductor if no Baggage man, 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.

Grafton—Mondays and Thursdays, 9.00 A. M. to 12.00 Noon.
 Clarksburg—Mondays and Thursdays, 9.00 A. M. to 11.30 A. M.
 Fairmont—Tuesdays, 11.00 A. M. to 2.00 P. M.
 Weston—Wednesdays, 11.00 A. M. to 1.00 P. M.
 Gassaway—First and third Friday, 11.30 A. M. to 1.00 P. M.
 Wheeling—Wednesdays 9.00 A. M. to 12.00 Noon.
 Benwood—Mondays and Fridays, 9.00 A. M. to 12.00 Noon.
 Parkersburg—Tuesdays and Fridays, 9.00 A. M. to 12.00 Noon.

RELIEF DEPARTMENT—Concluded.

MEDICAL EXAMINERS' TERRITORIES.

Terra Alta, inclusive, to Clarksburg, exclusive. Morgantown to Buckhannon, exclusive and excluding Fairmont. Tygart Jct. to Elkins and Mabie, all inclusive. Fairmont to Richwood, both inclusive. Clarksburg, inclusive, to Pennsboro, exclusive. Clarksburg, inclusive, to Hartzel, exclusive. Weston to Pickens, both inclusive. Leiter Jct. to Charleston, both inclusive. Pennsboro to Parkersburg, both inclusive. Brooklyn Junction to Hartzel, both inclusive. Moundsville, inclusive, to Fairmont, exclusive.	} Dr. I. A. Stine, Grafton, W. Va. } Dr. E. A. Fleetwood, Clarksburg, W. Va. } Dr. H. W. Nimal, Parkersburg, W. Va. } Dr. W. P. Tinsley, Wheeling, W. Va.
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Reports of disabilities or death should be forwarded to the respective Medical Examiners.

RULES GOVERNING SERVICE OF COMPANY'S SURGEONS.

1. Telegraphic calls for surgeons will have precedence over all other business, except train orders.
2. In case of injuries to passengers or employees requiring surgical aid, the Surgeon of the Company who can reach the point the quickest will 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 shall be performed previous to the arrival of the Company's Surgeon, except such as may be required for the immediate safety of the patient.

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

9. When an injured employee selects a surgeon other than the one appointed, the Company will be relieved of any obligation to pay for his service, and such surgeon will look to the employee for his compensation.

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 and Northward trains are superior to Southward trains of the same class.

Exceptions to No. 1.

No. 53 is superior to No. 102 Pickens to Buckhannon.
No. 65 is superior to No. 101 Weston to Macpelah Jct.

2. LOCATION OF STANDARD CLOCKS.

Grafton, Dispatchers' Office. Callers' Office. Yard Office. GR Telegraph Office.	Fairmont. WD Tower. General Yard Office. Callers' Office. Passenger Station. Gaston Junction.
Clarksburg, MO Tower. MD Tower. J Tower.	Monongah. Chiefton. Lumberport. Tygart Junction.
Camden. Parkersburg. Yard Office. OB Telegraph Office.	Belington. Buckhannon. Weston, Shop Office. Dispatchers' Office.
Narrows. Benwood Jct. Chief Callers' Office.	HN, Benwood. WR Tower, Wheeling. Yard Office, Wheeling.
Camden-on-Gauley. Richwood. Pickens. Elkins, Dispatchers' Office, W.M.R'y.	Dispatchers' Office, Wheeling. Brooklyn Jct. Gassaway. Charleston, Shop Office. Yard Office.

LOCATION OF WATCH INSPECTORS.

Grafton.....	G. W. Loar & Co.
Clarksburg.....	H. A. Caplan.
Pennsboro.....	Grant Luzadder.
Parkersburg.....	J. Weatherall & Son.
Weston.....	S. Caplan.
Fairmont.....	Fanus & Co.
Shinnston.....	M. U. Swiger.
Buckhannon.....	A. G. Shaffer.
Philippi.....	George L. Woodford.
New Martinsville.....	A. C. Duerr & Son.
Wheeling.....	Penn Jewelry Co.
McMechen.....	J. W. Weekly.
Camden-on-Gauley.....	M. C. Milan.
Charleston.....	A. I. Polan.
Elkins.....	G. W. Loar & Co.
Gassaway.....	League Jewelry Co.
Richwood.....	V. L. Smithon.

3. REGISTER AND BULLETIN BOARD STATIONS.

(Form "C.")

Grafton, GR Telegraph Office. Yard Office.	Chiefton, (W. Md. Trains.) *Haywood. *Lumberport.
Clarksburg, MD Tower. J Tower.	*Tygart Junction. Belington.
Parkersburg, Yard Office. OB Telegraph Office (First Class trains).	Buckhannon. Weston, *Dispatchers' Office (First Class Trains).
Camden. *Catawba Junction.	Shop Office. *Moundsville
Fairmont, WD Tower. Yard Office (for Freight Trains Terminating). Passenger Station (First Class Trains). Gaston Junction.	Wheeling. Brooklyn Jct.
*Benwood Jct. (first class and all Newark Div. trains). *Narrows.	

3. REGISTER AND BULLETIN BOARD STATIONS—Concluded.

*Adrian Junction. *Pickens. Camden-on-Gauley. Charleston, Yard Office. Elkins, Dispatchers Office W. M. R'y.	*Norton. Richwood. Gassaway. *Hampton Junction.
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Bulletin Board, also located at:

Grafton—Callers' Office. Clarksburg—MO Tower, Scale House and Callers' Office. Parkersburg—Callers' Office. Fairmont—West Yard and Callers' Office. Chief Callers' Office, Benwood Jct, H. N. Benwood, Charleston Shop.

* No Bulletin Boards.

Trains entering and First Class trains leaving double track will register with Form C, except at RS Tower, MO Tower, J Tower, and CY Tower.

First and second class trains will register with Form C at Gaston Junction.

First class eastward trains will not be required to examine register at WD Tower, but will register with Form C.

Trains moving to and from Monongah Division, Moundsville, will register with Form C and comply with Rule 83 at that point.

W. Va. Short Line, W. Va. & Pgh. and M. E. Sub-Div. trains will register with Form C at J Tower.

First class trains, Grafton and Parkersburg Subdivision, W. Va. Short Line Sub-Division, W. Va. & Pgh. Sub-Division and M. E. Sub-Division trains will register with Form C at MD Tower.

Trains originating at MD Tower and Yard engines working in the vicinity thereof will be required to examine register.

First class trains will not be required to examine register at Camden.

At registering stations trains receiving Form A, part A, line 5, or train order Form U, Rule 83-B, will not be required to examine register, and will register with Form C.

Yard engines at Charleston, Gassaway and Weston will be required to examine register.

4. FORM A.

Grafton and Moundsville Sub-Division trains are not required to procure Form A at Gaston Junction, except to comply with special instruction regard to General Orders.

Trains using "J. C." freight track will procure Form A from the operator at Gaston Junction before fouling main track.

Grafton and Moundsville Sub-Division trains originating at Grafton will procure a Form A at GR Telegraph office, Grafton. Cumberland and Fairmont crews are not required to procure Form A at GR Telegraph office, Grafton.

Trains originating at MD Tower, MO Tower, J Tower, Grafton and Parkersburg Sub-Division will procure Form A.

Eastward trains originating at Fairmont Yard or Fairmont Depot and trains crossing from westward to eastward track will procure Form A from operator at WD Tower. Westward trains originating at Fairmont Depot and trains crossing from eastward to westward track, and passenger engines going to shop, will procure Form A from operator at Gaston Junction.

Trains originating at Haywood will receive a Form A at Lumberport and not required to procure Form A at Haywood.

Information on Form A, part A, line 5, will be repeated by operator to train dispatcher, who will make record in train order book.

Trains originating at Norton and Gassaway will be required to procure a Form A.

G. & B. Sub-Division and Weston & Pickens Sub-Division trains will be required to procure a Form A at Buckhannon.

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS.

The following definitions must also 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 definition does not supersede nor modify the following speed restrictions.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains handled by freight engines and fast freight trains.	Slow freight, local, pickup and work trains.
General.			
Speed restrictions shown on triangular boards on approaching sharp curves will be observed.			
Trains handling foreign engines will be governed by speed restrictions on such engines. Dead engines will be separated from each other and from hauling engine by not less than five cars.			
Trains entering and leaving sidings, using crossovers or entering and leaving double track under reverse movement.....	10	10	10
Trains backing.....	15	15	15
When other than passenger trains are run on first class schedules, the train orders will specify the maximum speed.			
Light engines will not exceed a speed of fifteen (15) miles per hour over all main highway grade crossings and through all stations and towns.			
This does not change any instructions now in effect which require a slower speed than fifteen (15) miles per hour over certain crossings and through certain stations and towns.			
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 at restricted speed.			
Branch lines.....	10	10	10
E27B and E27C Engines backing.	15	15	15
Rule 105-A is modified as follows: when trains are moving against the current of traffic they must not exceed a speed of 30 miles per hour while passing over facing point switches not interlocked.			
Trains handling steam cranes, locomotive cranes, piledrivers, ditchers and similar equipment will not exceed a speed of 30 miles per hour.			
Trains, the makeup of which includes dead engines, will not exceed a speed of 25 miles per hour.			
Grafton and Parkersburg Sub-Division.			
Between Grafton and Clarksburg, and between No. 23 Tunnel and Camden, except as noted below...	45	35	30

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains handled by freight engines and fast freight trains.	Slow freight, local, pickup and work trains.
Grafton and Parkersburg Sub-Division—Continued.			
Between Clarksburg and No. 23 Tunnel, except as noted below....	40	35	30
Mikado Engines.....	30	30	25
Trains entering double track at J Tower and leaving double track at MO Tower and RS Tower.....	25	20	20
Over Bridge No. 1, Grafton Terminal. From East End Bridge No. 1 and from overhead Bridge west of freight station to passenger station, Grafton.....	15	15	15
Sinsel's Curve, west of Webster eastward track	10	10	10
Sink east of MO Tower.....	30	20	20
Crossover switches, MD Tower....	25	25	25
Account curvature in No. 2 track behind the house Clarksburg Wholesale Company Building, the operation of engines on this track beyond straight line is prohibited.	10	10	10
Over eastward and westward tracks from east end passenger platform Clarksburg to Barnes Crossing...	20	20	15
From east switch north siding Smithburg to Northwestern Turn Pike...	35	25	25
Over grade crossings, West Union...	25	25	25
Bridge No. 33.....	25	25	25
Between east and west switches Petroleum...	30	20	20
Between Camden and Parkersburg.	30	..	..
Relief train engine in forward motion	25	25	25
Relief train engine in backward motion.....	20	20	20
Relief train with crane ahead of engine	10	10	10
Mikado engines cannot be used at the following places on account of curvature of tracks:			
Delmar Mine No. 1.			
Harrison Mine Siding.			
Back of Station at Petroleum, on Agent's Siding.			
Rosemont Mine Siding, Sand Lick. Sub-Division and Reynolds Mine.			
U. S. Tile Company Siding east of Parkersburg restricted on account of curvature, and can only be used by small engines.			
Extension of roof at elevator, Adams-ton Flat Glass Company's Siding will not clear a man on top of car.			
Bridge No. 7C, Clarksburg Yard, does not afford proper clearance for a man riding on top of a car over Westward Main track and tracks 1, 2, 3, 4, 5, 6, 7, 8 and 9.			
Engines cannot be used in Nos. 2 and 3 tracks, Brown No. 2 Mine.			
The use of engines inside gate on No. 1 track, Hazel-Atlas Glass Company's siding, Clarksburg, is prohibited.			
Grafton Terminal.			
Mallet type locomotives class EL-6 are the only type Mallets permitted over Bridge No. 1, Grafton. No other engine or train to be permitted on bridge while Mallet is crossing.			

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains handled by freight engines and fast freight trains.	Slow freight, local, pickup and work trains.
Grafton Terminal—Continued.			
Yard tracks in the east and westward classification yard, Grafton Terminal, do not afford sufficient clearance for two Mallet engines to pass and neither do they afford proper clearance for a Mallet and a Mikado engine to pass.			
Through Switches at No. 3 Switch Box, east of Passenger Station, Grafton.....	10	10	10
Trains using high speed tracks passing passenger platform, Grafton...	10	10	10
Between GN Tower and Grafton Passenger Station.....	45	35	25
Trains entering and leaving "Boot Jack" tracks east end passenger station, Grafton.....	10	10	10
M. R. Sub-Division.			
Between Clarksburg and Haywood except as noted below.....	35	20	20
Gaston Jct. to Haywood except as noted below.....	35	25	25
Bridge No. 1 east of Jayenne.....	20	10	10
Over Norway sink west of east switch, Norway.....	20	15	15
West end White Rock Curve to 600 feet east.	20	15	15
Chiefton Curve.....	20	20	20
Between telegraph office, Willard and east switch, Enterprise.....	20	15	15
Over Bridge Street Crossing, Shinnston...	10	10	10
West switch, Monroe Mine to Mile Post 17	20	15	15
Between first and second road Crossings east of Glenn Falls.....	20	15	15
The operation of engines over cross-over from No. 1 track to No. 2 track above tipple, McCandlish Mine, is prohibited.			
Trains will approach Lumberport and Haywood at restricted speed looking out for trains entering and leaving Lumberport, Haywood Cut-Off and Robinson Run Branch. Trains using the Lumberport and Haywood Cut-Off will do so expecting to find it blocked or being used by trains in opposite direction.			
Eastward third-class and extra trains will pull in No. 1 West Siding, Haywood M. R. Sub-Division.			
The normal position of main track switch at west end, No. 1 West Siding, Haywood, M. R. Sub-Division has been changed from main track to siding. Westbound trains using main track between Haywood and Fairmont will stop and see that switch is properly set before passing over it and return it to normal position after using same.			

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains handled by freight engines and fast freight trains.	Slow freight, local, pickup and work trains.
M. R. Sub-Division—Continued.			
Eastward freight trains on M. R. Sub-Division will stop 1,000 feet west of water station at J Tower and send flagman ahead to protect against trains using wye west of "J" Tower, and engines entering or leaving fire track at west end of bridge. First-class trains will approach this point at restricted speed, expecting to find main track occupied by trains entering or leaving block and fire track.			
Engines and trains using Willard Sub-Division or turning on wye at Willard M. R. Sub-Division will use wye at restricted speed, expecting to find trains using wye in opposite direction.			
Eastward trains from either the Catawba or Paw Paw Sub-Division will approach Catawba Jct. at restricted speed, expecting to find trains moving from Catawba or Paw Paw Sub-Division.			
Operate no locomotive on storage siding, Mine No. 96, Consolidation Coal Company, Paw Paw Sub-Division, from east end of bridge located 476 feet from east connection to west switch connection.			
Trains will approach Grant Town, Paw Paw Sub-Division, at restricted speed, looking out for Coal Company engine, cars on main track or passing siding not protected.			
East Switch to west switch, Monongah Storage on main track.....	10	10	10
Relief train engine in forward motion	20	20	20
Relief train engine in backward motion.....	15	15	15
Relief train with crane ahead of engine.	10	10	10
Mikado Engines cannot be used at the following places on account of curvature of tracks: Consol Mine No. 43, beyond clearance point. Engines can only operate to first inside switch, each end of New Hutchinson Siding. Engines can only be used to clearance point in water-plug track, Jayenn.			
Paw Paw Sub-Div. chute on tipple. Consol Mines No. 96, also No. 1 Track No. 97, will not clear a man on side or brake platform of car.			
Track below tipple, at Dakota Mine, will not clear a man on side of car.			
Look out for rocks falling in North View cut, Meadowbrook cut and east switch at Haywood, and Worthington cut between east and west switch of Storage Siding, Worthington.			
Engines and trains using Wye at J Tower will do so at restricted speed, expecting to find trains using Wye in the opposite direction.			

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains with freight equipment or handled by freight engines, second class, light engines with or without ca-boose.	Slow freight, local, pickup and work trains.
Fairmont Terminal.			
Between Gaston Jct. and Fairmont Station	30	30	25
Westward track Fairmont Station to 1500 feet east	30	15	15
Between Fairmont Station and WD Tower. Trains will run under permissive indication between WD Tower and Gaston Jct.	30	25	25
Through crossover switches on eastward main track east of Yard Office, Fairmont	10	10	10
Through crossover switches Gaston Jct. and WD Tower	10	10	10
Eastward trains will approach crossover switches east of yard office, Fairmont, at restricted speed, looking out for trains pulling out of yard.			
Relief train engine in forward motion	20	20	20
Relief train engine in backward motion.	15	15	15
Relief train with crane ahead of engine.	10	10	10
Mallet Engines cannot pass on Nos. 2, 3 and 4 tracks, Receiving Yard, Fairmont.			
L-1 and L-2 class engines cannot be used beyond clearance point at the following Sidings: Brewery Siding. Fairmont Mining & Machine Company's Siding. Fleming Siding.			
Engines cannot be used on trestle, Fairmont Wall Plaster Company Siding, only three spans of trestle in service, Belt Line.			
Pittsburgh Division No. 66 will stop at platform, Fairmont Shop, on flag, to pick up material to be moved to Fairmont passenger station.			
Grafton and Moundsville Sub-Division.			
Between Grafton and Gaston Jct. except as noted below	40	35	30
Between WD Tower and Glover Gap	35	20	20
Between Glover Gap and Roseby Rock	35	30	25
Between Roseby Rock and Moundsville	40	30	25
Mikado Engines	30	30	25
Mallet Engines	25	25	25
Leaving double track at CY Tower..	25	20	20
Leaving double track 30 feet west of Gaston Jct.	10	10	10
Trains leaving double track WD Tower	15	15	15
From Poplar Island Station to four hundred (400) feet east	20	15	15
Over Kingmont Sink 600 feet east of Fairmont Brick Plant to Distant Signal west of Kingmont on "J. C." Freight Track	20	15	15
Westward trains from Monongah Division at Moundsville, will approach with restricted speed and not foul clearance point at West end of passing siding near water tub, until authority to do so, is received in accordance with Rule 83.			

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains with freight equipment or handled by freight engines, second class, light engines with or without ca-boose.	Slow freight, local, pickup and work trains.
Grafton and Moundsville Sub-Division—Continued.			
Eastward and westward freight trains on Grafton and Moundsville Sub-Division will approach Gaston Jct. at restricted speed, looking out for trains crossing from M. R. Sub-Division to westward main track.			
Normal position of cross-over switches located 39 feet west of Telegraph Office, Gaston Jct., will be for eastward movement.			
Trains using siding at Rachel, Grafton and Moundsville Sub-Division will do so at restrictive speed looking out for Coal Company's engine and cars stored on passing siding not protected.			
Engines will enter turn-table at Cameron at motor end.			
First Curve East of Gaston Jct. on "J. C." Freight Track	20	20	20
First Curve East of Gaston Jct.	25	25	25
Relief train engine in forward motion	25	25	25
Relief train engine in backward motion	20	20	20
Relief train with crane ahead of engine	10	10	10
Mallet Engines cannot be used on any siding between Grafton and Fairmont, except passing sidings.			
Extension at "BF" Tower cannot be used by Mallet Engines.			
Operation of engines on trestle, Fairmont City pump station, one mile west of Kingmont, is prohibited.			
Mikado engines can use agent siding Mannington, from point of switch to derail. Engine will not go beyond derail.			
Look out for rocks falling in first curve east of Barrackville.			
Bridge 117	20	20	20
Bridge 117 is not safe for Mallet engines.			
Trains will approach track at tipple, Jamison No. 9 Mine, and empty tracks above tipple at restricted speed, looking out for Coal Company Electric Lorry operating on these tracks, not protected; also look out for electric trolley wire overhead that will not clear a man on top of car or engine.			
Between overhead bridge, 11th and 12th Streets, Moundsville	15	15	15
Through and over street crossings, Moundsville, Market Street, Mannington, and Bridge Street, Cameron	8	8	8
Freight trains stopping at Moundsville will clear station platform.			

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains with freight equipment or handled by freight engines, second class, light engines with or without ca-boose.	Extra, slow freight, local, pickup and work trains.
W. Va. Short Line Sub-Division.			
Between Short Line Jct. and Brooklyn Jct., except as noted below.....	35	25	20
Trains entering and leaving W. Va. Short Line Sub-division at Short Line Jct.....	10	10	10
Look out for rocks falling on track between Gore Crossing and Vaughn Mine.			
Mile Post 48 plus 20 poles to 25 poles	10	10	10
Mile Post 49 plus 20 poles to Mile Post 50 plus 20 poles (Helen Mine).	20	15	15
Mile Post 52 plus 6 poles to 12 poles..	10	10	10
From east end 518 Bridge to east switch Erie Mine Siding.....	10	10	10
Trains will approach Lumberport and Haywood at restricted speed looking out for trains entering and leaving Lumberport, Haywood Cut-Off and Robinson Run Branch. Trains using the Lumberport and Haywood Cut-Off will do so expecting to find it blocked or being used by trains in opposite direction.			
Between Seminole Coal Company's Tipple and 5 poles east.....	20	10	10
Mallet engines, Bridges 382, 488, 489. Through and over street crossings Smithfield and Brooklyn Jct.....	8	8	8
Relief train engine in forward motion	20	20	20
Relief train engine in backward motion.....	15	15	15
Relief train with crane ahead of engine.....	10	10	10
Mikado Engines cannot go beyond clearance points at Katherine Mine.			
Look out for rocks falling at west switch, Archer, and at Tool House east of Folsom.			
Engines or trains using or turning on wye at Hartzel will enter wye from east leg.			
G. and B. Sub-Division.			
Between Grafton and Buckhannon, except as noted below.....	35	25	25
Between Tygart Jct. and Belington, except as noted below.....	35	25	20
Mile Post 11 plus 15 poles to 20 poles (west of Cove Run).....	20	20	15
First Curve East of Moatsville.....	25	25	15
Mile Post 19 plus 23 poles to 32 poles (Fox Hall).....	20	15	15
From Bridge No. 23 to west end of Agent's Siding, Philippi.....	20	10	10
First Curve East of Bridge 24-A.....	25	25	15
Mile Post 31 plus 21 poles to 25 poles (east of Adma).....	20	20	20
Through Tygart Jct.....	15	15	10
Trains entering Tygart Jct., Buckhannon and Belington, will approach at restricted speed, looking out for trains using wye and backing up to platform.			

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains with freight equipment or handled by freight engines, second class, light engines with or without ca-boose.	Extra, slow freight, local, pickup and work trains.
G. and B. Sub-Division—Con.			
Mile Post 34 plus 3 poles to 7 poles (east of O'Brien).....	20	20	20
Around all sharp curves between Buckhannon and Tygart Jct.....	20	20	15
Over Bridge 1, Tygart Jct., and Bridge 36, Buckhannon and Bridge No. 8-A Sandy Creek for Mikado engines.....	10	10	10
Relief train engine in forward motion between Grafton and Buckhannon.	25	25	25
Relief train engine in forward motion between Tygart Jct. and Belington.....	20	20	20
Relief train engine in backward motion.....	15	15	15
Relief train with crane ahead of engine.....	10	10	10
Park Station to Bridge 3A and look out for trucks crossing track west of City Pump Station account construction of Tygart's Valley Dam..	10	10	10
Engines cannot be used in agents siding, Moatsville, on account of curvature of track.			
Engines cannot be used beyond derail at Century No. 2 Mine Siding.			
W. Va. and P. Sub-Division.			
Between Clarksburg and Mile Post 5, except as noted below.....	20	20	15
Between Mile Post 5 and Weston, except as noted below.....	30	25	20
Between Weston and Arnold Water Station, except as noted below...	25	20	15
Between Arnold Water Station and Richwood.....	30	25	20
Milford Road and Pike Street Grade Crossings West Clarksburg.....	10	10	10
Mile Post 4 plus 3 poles to 15 poles..	10	10	10
Wagram, Bridge 6B to Bridge 7A, inclusive.....	15	15	15
Mile Post 17 plus 14 poles to 18 poles (west of Bridge 17-A).....	20	15	15
Mile Post 37 to Mile Post 37 plus 9 poles, westward freight trains handling lumber.....			10
Bridges 1-A, 14-A, 20-D, 21-B, 21-C, 27-A, 39-A, 39-B, 40-A, 40-B, 40-C, 40-D, 41-A, 56-A, 61-A, 62-B, 63-A, 63-C, 68-A, 70-A, 98-B, 98-C.....	20	15	15
Relief train engine in forward motion	20	20	20
Relief train engine in backward motion.....	15	15	15
Relief train with crane ahead of engine.....	10	10	10
Summit Arnold Hill.....			5
Passenger trains will not head in or back in the east end of Agent's Siding Flatwoods.			
West switch Flatwoods to Bridge 62-b, westward trains handling lumber.....			10
East switch Hopkins to east end Bridge 64-a.....	10	10	10
Trestle 67-b and first cut east.....	15	10	10
Mile Post 77 to Mile Post 77 plus 5 poles.....	10	10	10

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains with freight equipment or handled by freight engines, second class light engines with or without ca-boose.	Slow freight, local, pickup and work trains.
W. Va. and P. Sub-Division—Con.			
Cookman Siding to Wainville—Westward freight trains.....	..	..	15
New Siding to Centralia—Westward freight trains.....	..	..	15
Eastward trains over Switch McCarty.....	15	15	15
Mile Post 106 plus 15 poles to Armstrong.....	..	15	15
Second, third class and extra trains approach west yard limit Richwood at restricted speed, looking out for trains using wye and backing to platform.			
Second, third class and extra trains run at restricted speed from point 1500 feet west of Macpelah Jct., to State Street Crossing opposite State Hospital, Weston, expecting to find main track occupied.			
Engines and trains using wye at J Tower will do so at restricted speed expecting to find trains using wye in the opposite direction.			
Wye, Richwood.....	5	5	5
Charleston-Gassaway and Elkins Sub-Divisions.			
Between Charleston and Elkins except as noted below.....	35	25	25
Engines will not use South end of storage track leading off Clay Wye. Engines will not back out North Leg Clay Wye.			
Second, Third Class and Extra trains will run at restricted speed within yard limits at Dundon expecting to find tracks occupied by B. C. & G. R'y interchanging cars.			
Elk River Bridge, Gassaway.....	15	10	10
Bridge 147-4.....	15	15	15
Through Orr and Goodwin Tunnels.	20	15	10
Second, Third class and extra trains approach Orlando Jct., Hampton Jct. and Adrian Jct. at restricted speed.....	..	..	..
Relief train engine in forward motion	25	25	25
Relief train engine in backward motion	20	20	20
Relief train with crane ahead of engine.....	10	10	10
Bullitt St. Crossing, Charleston....	10	10	10
Look out for rocks falling one-fourth (¼) of mile south of Frenchton Tunnel, North end of Jacksonville Tunnel and first cut north of Goodwin.			
Second, third class and extra trains will run at restricted speed between Leiter Jct. and Norton, expecting to find tracks blocked or by trains using track in opposite direction.			
Crews will be governed by rules of N. Y. C. R. R. and W. Md. R'y while on their tracks..			
Weston and Pickens Sub-Division.			
Between Macpelah Jct. and Pickens, except as noted below.....	30	20	20

5. SPEED RESTRICTIONS—Concluded.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains with freight equipment or handled by freight engines, second class light engines with or without ca-boose.	Slow freight, local, pickup and work trains.
Weston and Pickens Sub-Division—Continued.			
Between Mile Post 28 and Hope Gas Co.'s plant, westward trains handling lumber.....	..	10	10
Mile Post 33 plus 21 to 25 poles, road bed sinking.....	20	10	10
Descending Buckhannon Mountain..	20	10	10
Between Hampton Jct. and Buckhannon.....	35	25	25
Hampton Jct. and Adrian Jct. on Hampton Cut-Off.....	35	15	15
Through switches Adrian Jct. and Hampton Jct.....	10	10	10
Summit Buckhannon Mountain....	..	5	5
Pickens to Alton, westward trains..	..	15	15
Westward trains over switch at Suncrest.....	15	10	10
Second, third class and extra trains run at restricted speed between west yard limit board and Pickens Station.			
Trains entering Buckhannon will approach at restricted speed, looking out for trains using wye and backing up to platform.			
Relief train engine in forward motion.....	20	20	20
Relief train engine in backward motion.....	15	15	15
Relief train with crane ahead of engine.....	10	10	10

Enginemen on passenger trains will test out their speed recorders between posts located one mile apart at following points:

- 1st Post—West of Rosemont.
- 2nd Post—West of No. 2 Tunnel.
- 3rd Post—West of Stewart,
- 4th Post—West of Fetterman.
- 5th Post—¾ mile east of Moundsville.

6. BRAKEMEN, FLAGMEN AND FLAGGING.

At all points where movement of trains is governed by flag or lamp signals given by switchtenders, the following indications will govern:

- Green signal for eastward movement.
- Yellow signal for westward movement.

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 Explosive's Pamphlet No. 9 and supplements thereto.

8. EXTRA TRAINS.

SPECIAL INSTRUCTIONS—Continued.

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.

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

Rule 27 and 27-C are modified as follows:

Lights in main track switch lamps in automatic signal territory will be discontinued except through terminal yards. Lights in lamps on derails on passing sidings will be left burning.

Rule 509 is hereby 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 a 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. Grafton and Parkersburg Sub-Division.

Tunnels Nos. 1, 2, 6, 19 and 21 are designated by Sign Boards.

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.

STATION.	RAILROADS.	Position of Signal Indicating Clear Route for Division Trains.
Grafton.	G. & B. Dist.	Interlocking.
Orlando	Charleston Sub-Division	Stop
Blue Creek.	N. Y. C. R'y. B. & O. R'y.	Horizontal Vertical.

10. SPACING TRAINS.

Rules 301 to 377, inclusive, are effective between Grafton and Gaston Jct.

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

Rule 109c is effective between Grafton, Belington and Buckingham, G. & B. Sub-Division; Clarksburg and Richwood, W. Va. and P. Sub-Division; Clarksburg and Brooklyn Jct., W. Va. Short Line Sub-Division; Clarksburg and Gaston Jct., M. R. Sub-Division, Gaston Jct. and Moundsville and between Gaston Jct. and BF Tower on "JC" Freight Track Grafton and Moundsville Sub-Division, Weston and Pickens Sub-Division, Charleston-Gassaway Sub-Division and Elkins Sub-Division.

Rules 130 and 132 are effective between CY Tower and Gaston Jct., Grafton and Moundsville Sub-Division and between RS Tower and MO Tower and between J Tower and Camden Grafton and Parkersburg Sub-Division.

Rules 130 to 132, inclusive, and Rules 601 to 603-K, inclusive, are in effect in "Block Track" between MD Tower and J Tower.

Rules D-251 to D-254, inclusive, are effective between Grafton and RS Tower, Grafton and Parkersburg Sub-Division, between Grafton and CY Tower, Grafton and Moundsville Sub-Division.

Rules D-251 to D-254, inclusive, and Rule 93 are effective between MO Tower and J Tower, Clarksburg Terminal.

Rules D-251 to D-254, inclusive, Rule 93 and Rules 601 to 603-K, inclusive, are effective between GN Tower and D Tower, Grafton Terminal.

10. SPACING TRAINS—Concluded.

Rule 91-A is not in effect.

Grafton and Parkersburg Sub-Division, in the event a Signalman is unable to communicate with either the Train Dispatcher or the next block station in advance, Rules 130 to 132, inclusive, and Rules 505 to 515, inclusive, are superseded, in which event train and time-table rules are effective, and scheduled trains having superiority may proceed thereunder until reaching a block station where means of communication are operative, and from there proceed under the superseded Rules 130 to 132, inclusive, and Rules 505 to 515, inclusive, as they are again effective so long as communication is had in accordance with these rules. As soon as communication between block offices is restored, the signalmen will report to each other the trains that have passed, and record the time upon their block sheets in accordance with the block rules.

Second, third class, extra trains and yard engines will clear Trains Nos. 1 and 2 twenty (20) minutes at the block station where they are taking siding.

Example: Train No. 1 due at RS Tower 1.03 A. M. A west-bound train in the same direction would clear RS Tower at 12.43 A. M.

On opposing movements trains will be in siding ten (10) minutes before Train No. 1 and Train No. 2 are due at the block station at point where siding is to be taken, or if taking siding at non-block station, must be on the siding ten (10) minutes before Trains No. 1 and No. 2 due at the block station in advance. Trains affected by these instructions will be governed by block signals in accordance with Rules 130, 131 and D-251 and D-252.

Before using crossover switches between MO Tower and MD Tower, Clarksburg Terminal, conductors will secure permission from operator at MO Tower by telephone before making such movement.

Westward first class trains terminating or taking siding at Fairmont Depot will report to operator at Gaston Jct. when clear.

Eastward first class trains terminating at Fairmont Depot or crossing over to westward track will report to operator at WD Tower when clear.

Eastward and Westward first class trains who stop at Fairmont Passenger Station will report the arrival of their train in accordance to Rule 109C to telegraph office, Gaston Jct. and WD Tower.

Express trains may be permitted to follow freight trains and freight trains follow express trains under permissive indication. It is understood, of course, that when any of these trains carry passengers they will be blocked in accordance with the rule.

Eastward trains at Gaston Jct., in addition to receiving proper block signal indication, will receive hand signal from Operator before fouling clearance point of single track which will indicate that switches are properly set for eastward movement.

Enginemen operating on the Grafton & Moundsville Sub-Division, will be required to see that the eastward block signal at Gaston Jct., end of double track, and Westward Block signal CY Tower, end of double track, change from stop to proceed position before passing same and answer by Rule 14G unless cleared of such signal by train order or Form A.

Westward trains receiving proceed block signal at Gaston Jct., will not proceed until they receive a hand signal from the operator on the ground that cross-over switches are lined up for westward track.

The present eastward main track from crossover switch located 39 feet west of Gaston Jct. train order and Block Office, and present end of double track BF Tower, will be known as JC Freight Track.

At points where crews cannot communicate with train order stations, they will obtain clearance direct from train dispatcher.

11. HELPER, SWITCH AND YARD ENGINES.

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

Helping engines, Grafton and Moundsville Sub-Division, will be coupled to head end of train in both directions between the following points:

WD Tower and Glover Gap.
Benwood Jct. and Cameron.

SPECIAL INSTRUCTIONS—Continued.

12. TELEPHONES.	12. TELEPHONES—Continued.
Location.	Connected With
Camden.....	Camden and Jackson.
Westward Home Signal.....	
Jackson—	Camden and Jackson. Walker and Jackson.
West Switch, North Siding.....	
East Switch, South Siding.....	
Kanawha—	Walker and Jackson.
Tool House.....	
Water Tank.....	
West End, Passing Siding.....	
East End, Passing Siding.....	
Walker—	Jackson and Walker. Walker and Petroleum.
West End, South Siding.....	
East End, North Siding.....	
Eaton—	Walker and Petroleum.
Fan House, West End Tunnel.....	
West Switch, Passing Siding.....	
East Switch, Passing Siding.....	
Petroleum—	Walker and Petroleum.
West End, Passing Siding.....	
Silver Run—	Petroleum and Silver Run. Silver Run and Cornwallis.
West of No. 19 Tunnel.....	
West Switch, North Siding.....	
East Switch, South Siding.....	
Cairo—	Cornwallis and Silver Run.
Agent's Office.....	
East End, No. 18 Tunnel.....	
Cornwallis—	Cornwallis and Silver Run.
West Switch, North Siding.....	
East Switch, South Siding.....	
West End, No. 10 Tunnel.....	Cornwallis and Ellenboro.
Home Signal, No. 13 Tunnel.....	
Home Signal, West of No. 14 Tunnel	Cornwallis and Silver Run.
Ellenboro—	Ellenboro and Cornwallis.
West Switch, North Siding.....	
East Switch, South Siding.....	Ellenboro and Pennsboro.
West End, No. 9 Tunnel.....	
Pennsboro—	Pennsboro and Duckworth. Pennsboro and Ellenboro.
East Switch, Passing Siding.....	
West Switch, Passing Siding.....	
Toll Gate—	Pennsboro and Duckworth.
Agent's Office.....	
East Switch, Passing Siding.....	
Duckworth—	Pennsboro and Duckworth. Duckworth and Smithburg.
West Switch, North Siding.....	
East Switch, South Siding.....	
Central—	Duckworth and Smithburg.
West End, Passing Siding and Station	
West End, No. 6 Tunnel, Fan House	
West Union—	Duckworth and Smithburg.
Agent's Office.....	
West End, Passing Siding.....	
East End, Passing Siding.....	
Rock Run (Pump House).....	
Smithburg—	Smithburg and Long Run.
East End, North Siding.....	
East End, South Siding.....	
West End, North Siding.....	
Eastward Signal, West End No. 5 Tunnel on Telegraph Pole.....	Duckworth and Smithburg.
Long Run—	Long Run and Smithburg.
West End, Passing Siding.....	
East End, Passing Siding.....	Long Run and Salem.
Watchman's Box.....	
Salem—	Salem and Long Run. Wolf Summit and Salem.
West End, North Siding.....	
East End, South Siding.....	
Bristol—	Wolf Summit and Salem.
Pump Station.....	
Wolf Summit—	Wolf Summit and Salem.
West End, South Siding.....	
East End, North Siding.....	
Reynoldsville.....	
Wilsonburg—	Wolf Summit and J Tower.
Station.....	
West End, South Siding.....	
East End, North Siding.....	
East End, Storage Siding.....	
Telegraph Office, Wilsonburg.....	
West End, Phelps Can Co. Siding.	
Short Line Junction—	J Tower.
West End, Storage Yard.....	
East End, Storage Yard.....	
Clarksburg—	J, MD and MO Towers.
Scale House.....	
East End, Passing Siding, MO Tower	MO Tower and Bridgeport.
Columbia Mine Switch.....	
Fan House, East End, No. 1 Tunnel	
Ocean Mine.....	MO Tower and Bridgeport.
East End, Cortright Mine.....	
Bridgeport—	MO Tower and Bridgeport.
West End, South Siding.....	
West End, North Siding.....	
East End, North Siding.....	
Oral.....	Bridgeport and RS Tower.
Harrison Mine Switch.....	
Rosemont.....	
Flemington—	RS Tower.
Astor Junction.....	
Flemington Depot.....	
College Switch.....	
East End, Passing Siding.....	
Sand Lick Junction.....	RS and D Towers.
Brydon Storage.....	
Webster Station.....	
Berkley Run Cross-Over.....	
Grafton Yard—	D Tower and RS Tower.
Beech Street Crossing.....	
West End, Bridge No. 1.....	
"Nigger Switch".....	
Tygart Valley Glass.....	
Cross-over, River Track.....	
Booth west of Rest House.....	
Pump House, South Grafton.....	
South End, Foot Bridge.....	
G & B Switch River Track.....	
East Yard Office.....	D Tower.
Home Signal, West End W279-16.....	GN Tower.
Boot Jack.....	D Tower.
West End, Station Platform.....	
Berryburg Junction.....	Freight and Pass. Stations, Philippi.
Century Junction.....	Tygart Junction.
Loveberry Siding.....	J Tower, Monticello.
Monticello.....	J Tower, Loveberry Siding.
Lost Creek.....	J Tower, Dispatcher's Office, Weston.
Jayenn Storage Crossover.....	
East End, White Rock.....	Train Dispatcher's Office.
West End, White Rock.....	
Monongah—	Telegraph Office, Monongah. Train Dispatcher's Office.
West End, No. 3 Coke Track.....	
Monongah Depot.....	
Cross-over, 63 Mine.....	Telegraph Office, Monongah, and Train Dispatcher's Office.
East End, Storage.....	Telegraph Offices, Monongah and Chiefton.
West End, Everson.....	
Kilarm Junction.....	
East End, Storage Siding, Worthington	
Hutchinson, East End.....	
Enterprise Station.....	
East End, Enterprise.....	Train Dispatcher's Office.
East End, Willard Storage.....	
Shinnston Station.....	
West End, Shinnston Storage Siding	
West End, No. 1 West Siding, Haywood	Train Dispatcher's Office & Lumberport
Haywood Depot.....	
Gypsy Depot.....	
Meadowbrook Depot.....	Train Dispatcher's Office.
Crossover, Switch Spelter.....	
Glen Falls Passing Siding.....	
Short Line Junction.....	J Tower.
Limestone.....	
Dawson.....	Train Dispatcher's Office.
Hepzibah.....	
Seminole.....	
Bloom Passing Siding.....	
Robey.....	
Dola Depot.....	Train Dispatcher's Office.
East End, Irving Siding.....	
Water Station, Irving.....	
West End, Irving Siding.....	
Wallace.....	Lumberport.
Rinehart Depot.....	Train Dispatcher's Office.

SPECIAL INSTRUCTIONS—Continued.

12. TELEPHONES—Continued.

Location	Connected With
West End, Hartzel.....	Train Dispatcher's Office.
Old Telegraph Office, Hartzel.....	
Folsom Station.....	
East and West Switches, Telegraph Office, Smithfield.....	
East and West Switches, Archer.....	
East and West Switches, Jacksonburg Carbide Station.....	
Hastings Station.....	
East and West Switches, Pine Grove.....	
East and West Switches, Reader Passing Siding.....	
Old Telegraph Office, Porters Falls and East Switch, Porters Falls.....		Brooklyn Junction.
East and West Switches, Bard.....	
East and West Switches, Roberts Yard Office, Brooklyn Junction.....	
Kingmont.....	
East End, J. C. Freight Track.....	Gaston Junction and CY Tower.
East End, "BF" Tower.....	
Colfax— East Switch.....	
West Switch.....	
US Tower.....	Cy Tower.
West Switch Extension.....	
Winona.....	Cy Tower and D Tower.
Fetterman.....	D Tower.
Hazel Atlas Siding.....	
Catawba Jct.....	C. & P. Telephone Co.
Fairmont Passenger Station.....	WD Tower and Gaston Junction.
Fairmont Yard Office.....	
Barnestown.....	WD Tower.
Barrackville— East and West Switches.....	Barrackville and WD Tower.
Penn Mary— East and West Switches.....	Barrackville. Farmington. WD Tower. Mannington.
Jamison No. 9 Junction.....	
Farmington— East and West Switches.....	Mannington. Farmington. WD Tower.
Passing Siding.....	
East Switch, Storage Siding.....	
Rachel— East and West Switches.....	Mannington.
Mannington— East and West Switches.....	Mannington.
Passing Siding.....	
East Switch, Storage Siding.....	
Metz.....	Mannington. Littleton.
Glover Gap— Outlet and Middle Switches.....	Littleton and Mannington.
Burton— Outlet Switches.....	Mannington and Littleton.
Agent's Offices, Burton and Hurdred.....	
Littleton— Outlet Switches.....	Littleton. Mannington. Cameron.
Stations.....	
Floyd— Outlet Switches.....	
Board Tree— Station.....	
Denver— Station.....	
East Switch.....	

12. TELEPHONES—Concluded.

Location	Connected With
Cogley— East and West Switches.....	Mannington. Littleton. Cameron. Train Dispatcher's Office. Cameron. Moundsville.
CX Tower.....	
East Switch, Cameron.....	Cameron. Moundsville.
Cameron— Factory Switch.....	
West Switch, Storage Siding.....	Cameron. Moundsville.
Glen Easton— Outlet Switches.....	
Roseby Rock— Outlet Switches.....	Cameron. Moundsville.
Moundsville— Crossover and East Switch, Passing Siding.....	
Adrian.....	Moundsville.
Adrian Junction.....	
Hampton Junction.....	Dispatcher's Office, Weston.
Buckhannon.....	
Macpelah Junction.....	Dispatcher's Office, Weston.
Erbacon.....	
Smoot Siding.....	Erbacon and Cowen.
Cowen.....	
Hardwood.....	Dispatcher's Office, Weston; Telegraph Office, Gassaway, through C. & P. Central at Sutton.
Flatwoods.....	
Burnsville.....	Dispatcher's Office, Weston.
Coalton.....	
Monroe.....	
Leiter Junction.....	
Highpoint.....	
Sand Run.....	
Goodwin.....	
Adrian Junction.....	
Adrian Mine.....	
Ward.....	
Frenehon Passing Siding.....	
Crawford.....	
McClellan.....	
Orlando Junction.....	
Burnsville.....	
Gilmer Mine.....	
Bower.....	
Delta.....	
Pembroke.....	
Groves Siding.....	
Spread.....	
South end No. 4 track, Dundon.....	
Hartland.....	
Elkhurst.....	
Rouzer.....	
Hart Branch.....	
Turner.....	
No. 4 Track, Blue Creek.....	
Etowah.....	
Sutton Wye.....	Dispatcher's Office, Weston and Telegraph Office, Gassaway through C. & P. Central at Sutton.

13. AIR BRAKE, HAND BRAKE, 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 1418-D-Rev., which will govern.

When helper engine is used on rear end 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 cock 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

SPECIAL INSTRUCTIONS—Continued.

13. AIR BRAKE, HAND BRAKE, TESTING, ETC —Concluded.

engine drops 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.

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 the judgment of enginemen it is necessary, except double-headers on tonnage trains, engines will be detached.

15. OPERATING TRAINS BY SIGNAL INDICATION.

GN Tower to D Tower, Rules D-251 to D-254, inc., Rule 93 and Rule 601 to 603-K.

Grafton and RS Tower, Rules D-251 to D-254, inc.
RS Tower to MO Tower, Rules 130 and 132, inc.
MO Tower to J Tower, Rules D-251 to D-254. Rule 93, inc.
MD Tower to J Tower (Block Track) Rules 130 and 132, inc.
J Tower to Camden, Rules 130 and 132, inc.
Grafton to CY Tower, Rules D-251 to D-254, inc.
CY Tower to Gaston Jct., Rules 130 and 132, inc.

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.

16. JOINT OR SPECIAL USE OF TRACKS.

Where lap sidings are located, train orders and the time of trains will apply at the lap switches.

Lap sidings will not be used in opposite direction without special instructions, or under protection of flagman.

The siding formerly designated as westward siding, CX Tower will be known as Storage Track, Cameron.

The siding formerly designated as eastward siding, CX Tower will be known as Cameron and the time of trains at Cameron will apply at this siding.

The siding formerly designated as eastward siding, Littleton will be known as Storage Track, Littleton.

The siding formerly designated as westward siding, Littleton, will be known as Littleton, and the time of trains at Littleton will apply at this siding.

The siding formerly designated as eastward siding, Mannington will be known as Storage Track, Mannington.

The siding formerly designated as westward siding, Mannington will be known as Mannington and the time of trains at Mannington will apply at this siding.

The siding at Farmington formerly designated as "Westward Siding" will be known as "Farmington" and the time of trains at Farmington will apply at this siding. The siding formerly designated as "Eastward Siding" will be known as "Storage Track, Farmington." The block signal for westward trains will be located at the passenger station. The block signal for eastward trains will be located at a point west of the old tower. Eastward trains receiving a stop signal at this signal must not foul the clearance point at east end of passing siding.

The time of trains operating on W. Va. Short Line Sub-Division will apply at first cross-over switch east of Telegraph Office, Brooklyn Jct.

Monongah Storage Siding will be used as the main track. Switches at the east end and west end will be set for normal movement through this main track. The present main track between the switches of the storage siding will be known and used as the storage siding.

16. JOINTS OR SPECIAL USE OF TRACKS—Concluded.

The passing siding, Spelter, west of cross-over will be used for meeting and passing trains. Capacity 30 cars. East end from east switch to cross-over will be used as storage siding.

N. Y. C. R. R. at Charleston and W. Md. R'y at Elkins and the territory between Elkins and Belington, inclusive, will be used jointly with the Baltimore & Ohio Railroad.

All passenger trains using N. Y. C. R. R. passenger station at Charleston will pull trains clear of Broad Street crossing, and must not block this crossing or any part of it.

Baltimore and Ohio Railroad Company crews, switching, The Cherry River Boom and Lumber Company Yard, at Armstrong, will operate, expecting to find Cherry River Boom Lumber Company's engines or cars at any point between The Armstrong Connection and the Lumber Yard.

Mine track switch leading to Berryburg Mine No. 1, Berryburg Sub-Division, normal position is set for Berryburg Mine No. 1.

17. MAIL.

Train 37 will stop at Reynoldsville on signal to receive or dispatch Parcel Post Mail.

Trains 41 and 42 will stop at Brown on signal to receive or dispatch Parcel Post Mail.

Trains Nos. 62 and 65 will stop at McWhorter, Bennetts, Custis, Harwood, Wainville and Dane on signal to receive or dispatch Parcel Post Mail.

Trains Nos. 53 and 54 will stop at Imperial, Beans Mills, Alton, Selbyville, Suncrest on signal to receive or dispatch Parcel Post Mail.

Train No. 35 will stop at Lantz on signal to receive or dispatch Parcel Post Mail.

Train 51 will stop at Barrackville on signal to receive or dispatch parcel post mail.

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

18. TRAIN ORDER STATIONS—IRREGULAR HOURS.

Stations open less than 24 hours:

*Philippi.....	7.15 A. M. to	4.15 P. M.
*Tygart Junction.....	8.00 A. M. to	5.00 P. M.
*Arden.....	8.00 A. M. to	5.00 P. M.
Belington.....	8.00 A. M. to	5.00 P. M.
*Jane Lew.....	7.00 A. M. to	4.00 P. M.
*Lost Creek.....	7.00 A. M. to	4.00 P. M.
*Dola.....	8.00 A. M. to	5.00 P. M.
*Willard.....	6.30 A. M. to	10.30 P. M.
*Chiefton.....	8.00 A. M. to	12.00 Midnight.
*Monongah.....	8.00 A. M. to	12.00 Midnight.
*Gypsy.....	7.00 A. M. to	4.00 P. M.
*Meadowbrook.....	7.00 A. M. to	4.00 P. M.
*Barrackville.....	7.30 A. M. to	4.30 P. M.
*Farmington.....	7.40 A. M. to	5.30 P. M.
*Littleton.....	8.00 A. M. to	5.00 P. M.
Cameron.....	7.30 A. M. to	4.30 P. M.
*Smithfield.....	8.00 A. M. to	5.00 P. M.
*Reader.....	7.00 A. M. to	4.00 P. M.
*Blue Creek.....	8.00 A. M. to	5.00 P. M.
*Falling Rock.....	8.00 A. M. to	5.00 P. M.
*Clendennin.....	6.50 A. M. to	4.00 P. M.
*Porters.....	7.05 A. M. to	4.05 P. M.
*Shelton.....	7.30 A. M. to	4.30 P. M.
*Clay.....	8.00 A. M. to	5.00 P. M.
*Dundon.....	7.30 A. M. to	4.30 P. M.
*Otter.....	8.00 A. M. to	5.00 P. M.
*Frametown.....	8.00 A. M. to	5.00 P. M.
*Exchange.....	7.30 A. M. to	4.30 P. M.
*Copen.....	8.00 A. M. to	5.00 P. M.
*Gilmer.....	8.00 A. M. to	5.00 P. M.
*Orlando.....	8.00 A. M. to	5.00 P. M.
*Walkersville.....	8.00 A. M. to	5.00 P. M.
*Frenchton.....	8.00 A. M. to	5.00 P. M.
*Adrian.....	8.00 A. M. to	5.00 P. M.
*Sago.....	8.00 A. M. to	5.00 P. M.
*Midvale.....	7.30 A. M. to	4.30 P. M.
*Norton.....	8.00 A. M. to	5.00 P. M.

*Daily except Sunday.

SPECIAL INSTRUCTIONS—Continued.

18. TRAIN ORDER STATIONS—IRREGULAR HOURS—Concluded.

Stations open less than 24 hours:

*Burnsville.....	8.00 A. M. to	5.00 P. M.
*Heaters.....	8.00 A. M. to	5.00 P. M.
*Flatwoods.....	8.00 A. M. to	5.00 P. M.
*Centralia.....	8.00 A. M. to	5.00 P. M.
*Erbacon.....	8.00 A. M. to	5.00 P. M.
*Cowen.....	8.00 A. M. to	5.00 P. M.
*Camden on Gauley.....	6.00 A. M. to	10.00 P. M.
*Allingdale.....	8.00 A. M. to	5.00 P. M.
*Richwood.....	6.00 A. M. to	10.00 P. M.
Pickens.....	7.00 A. M. to	4.00 P. M.
*Newlon.....	7.00 A. M. to	4.00 P. M.
*Alexander.....	7.30 A. M. to	4.30 P. M.
*Ten Mile.....	8.00 A. M. to	5.00 P. M.
Buckhannon.....	7.00 A. M. to	11.00 P. M.

*Daily except Sunday.

19. MAXIMUM WEIGHT LIMITS.

	Cars Gross Weight.
Grafton and Parkersburg Sub-Division.	
Grafton to Parkersburg.....	220,000
Sand Lick Sub-Division.....	220,000
Astor Sub-Division.....	220,000
Bear Mountain Sub-Division.....	220,000
Clarksburg Branch.....	220,000
Grasselli Branch.....	220,000
Grafton and Moundsville Sub-Division.	
Grafton to Moundsville.....	220,000
Bethlehem Mine No. 41.....	220,000
Jamison Plant No. 9 Siding.....	220,000
Moundsville Belt Line.....	190,000
Fairmont Terminal.	
Fairmont Belt Line.....	220,000
Palatine Branch.....	220,000
Hickman Run Branch.....	220,000
Paw Paw Sub-Division.....	220,000
M. R. Sub-Division.	
Gaston Jct. to Clarksburg.....	220,000
Annabelle Sub-Division.....	220,000
Willard Sub-Division.....	220,000
Kilarm Sub-Division.....	220,000
W. Va. Short Line Sub-Division.	
Short Line Jct. to Brooklyn Jct.....	220,000
Lumberport to Haywood.....	220,000
W. Va. and P. Sub-Division.	
Clarksburg to Lost Creek.....	220,000
Lost Creek to Macpelah Jct.....	210,000
Weston to Camden-on-Gauley.....	120,000
Camden-on-Gauley to Richwood.....	220,000
G. and B. Sub-Division.	
Grafton to Belington and Buckhannon.....	220,000
Berryburg Jct. to Berryburg.....	170,000
Century Branch.....	220,000
Belington and Northern Branch.....	210,000
Charleston Gassaway and Elkins Sub-Division.	
Charleston to Elkins.....	210,000
Belington to Mabie.....	210,000
Gassaway to Sutton.....	240,000
Bridge No. 4 Gassaway Sutton Branch.....	140,000
Bridge on Middle Creek Railroad, Hartland.....	140,000
Weston and Pickens Sub-Division.	
Weston to Buckhannon.....	210,000
Buckhannon to Adrian Jct.....	220,000
Hampton Jct. to Newlon.....	210,000
Newlon to Pickens.....	130,000

20. RESTRICTIONS AT RAILROAD CROSSINGS AND DRAWBRIDGES.

Trains will reduce speed to 10 miles per hour G. & B. Crossing, Grafton.

Trains will come to stop before reaching the grade crossing at Orlando, W. Va. & P. Sub-Division and Elkins Sub-Division must not go upon crossing until it is known to be clear.

Blue Creek—When semaphore is in vertical position, B. & O. R. R. trains will proceed; when semaphore is in horizontal position, N. Y. C. R. R. trains will proceed. The normal position of the signal will be for movement of B. & O. R. R. trains and must be left in that position after crossing is used by N. Y. C. R. R. trains.

Trains will come to stop before crossing Capitol Street to N. Y. C. R. R. at Charleston, and not proceed until receiving hand signal from switch tender.

21. WHISTLE SIGNALS.

Branch line whistle signals will be used between Gaston Jct. and Monongah, M. R. Sub-Division, W. Va. Short Line Sub-Division, and between Tygart Jct. and Buckhannon and between Fetterman and Grafton, between MD Tower and J Tower on Block Track, Clarksburg Terminal, Macpelah Jct. and Buckhannon, Hampton and Ten Mile, Hampton Cut-off and between Bennetts and Cogger, W. Va. & P. Sub-Division, between Leiter Jct. and Belington and between Norton and Mabie, Elkins Sub-Division.

To avoid confusion in flagging signals, at J Tower and Grafton M. R. and W. Va. and P. Sub-Division, trains will not sound whistle signals to call in flagman between Pike Street Crossing and North View. G. and B. trains will not sound whistle to call in flagman between Park and Grafton. Trains will not sound whistle to call in flagman between No. 3 Switch Box and Rest House. This will not relieve crews from properly protecting their trains.

Trains using J. C. Freight track, Gaston Junction and B. F. Tower and between WD Tower and Grant Town, Paw Paw Sub-Division will use the following whistle signals to recall flagman:

----- o from the east.
 ----- o from the west.

When trains are running against current of traffic on double track, whistle signals will be sounded to recall flagman.

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

Operating Rule 14-1 is amended as follows:

Sound	Indication
14-1 — — o o	Approaching public crossings at grade to be prolonged or repeated until the crossing is reached.

22. MARKERS.

23. TRAIN ORDERS.

Trains and engines will not use Willard Sub-Division, Astor and Bear Mountain Sub-Division, Sand Lick Sub-Division, Berryburg Sub-Division, Century Sub-Division and Kilarm Sub-Division JC Freight Track, Jamison No. 9 Branch, Grafton and Moundsville Sub-Division without train orders.

To secure uniformity of train orders 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, where 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 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.

SPECIAL INSTRUCTIONS—Continued.

23. TRAIN ORDERS—Concluded.

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.

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.

"Permissive signal, lunar white, indication with marker, Figure 3, Diagram 190-Q, displayed on home signal at the following telegraph offices:

Eastward.	Westward.
Cornwallis,	Petroleum,
Ellenboro,	Pennsboro,
Pennsboro,	Smithburg,
Smithburg,	Long Run,
Long Run,	J Tower,
Wolf Summit,	Bridgeport,
J Tower,	
Bridgeport,	

indicate that there are train orders for delivery at the station. All trains receiving this aspect at the above named stations, must procure Form A before passing the telegraph office."

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 then will be governed in accordance with the block indication shown on clearance card, Form A.

Train Order Form 19 as provided by Rule 211 may be used to restrict the superiority of trains except that Form 31 will be used when an order is issued at the point where superiority is restricted or where superiority is restricted at a siding between train order stations.

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 "wait" order has elapsed, unless the order addressed to the operator has been annulled by the train dispatcher.

When Orders are issued to a Schedule or extra train which is being represented by a Motor Car.

Example—Regular train:

"Conductor and Engineman, Train No. 49."

Example—Extra train:

"Conductor and Engineman, Motor Car No. 6001."

24. PROTECTION OF MOVEMENTS OVER HIGHWAYS AT GRADE.

At points where employees are required by rules and special instructions to protect highway crossings, red flag by day and red lantern by night will be used to stop highway traffic.

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 crossing 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 crossing at grade, except when running from one station to another as a straight away movement, also whenever a train or engine takes a siding and obscures the view from the highway of an approaching train.

When necessary to cut a train at a highway grade crossing the end of the cut, where practicable, shall be not less than fifty (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 the crossing which cannot be protected should, where practicable, be left standing not less than 150 feet from the center line of the crossing. A member of the crew should station himself in position to insure that all highway traffic has been stopped before signalling the engineman to make the movement.

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

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 hand throw lever. The operation of a selector lever, which forms a part of the switching 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" until the movement has been completed and thereafter be restored to power position.

Whistle or sirens have been installed at the following interlocking towers:

"D" Tower.

"WD" Tower.

The following code of signals will be observed within the interlocking limits:

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

26. OPERATION OF SPRING SWITCHES.

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

SPECIAL INSTRUCTIONS—Continued.

27. HOURS OF SERVICE LAW—Concluded.

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 employee 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 first open telegraph office, the time they will be on duty fourteen hours.

28. ELECTRIC HEADLIGHTS.

29. BRIDGE AND TRESTLE PROTECTION.

Conductor or Flagman will ride 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 SIDING IN AUTOMATIC SIGNAL TERRITORY.

In Automatic Signal Territory trains passing from side to main track will, as a protection against following trains, open the main track switch three minutes before fouling the main track.

In order to expedite their own movement the switch should be opened immediately after passage of any train they expect to follow. Both switches of a crossover must be open three minutes before a train or engine starts to make a crossover movement, and the movement must be completed before either switch is restored to normal position. This will not relieve flagman from protecting, as per Rule 99.

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 engineman 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:

Connection Dragging—By day or night give 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 the 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 and 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 the body and raise and lower it vertically a distance of 12 inches.

32. 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 Enginemen must have a copy of the General Order in effect before starting trip or entering upon any Division.

32. UNCLASSIFIED—Concluded.

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 Conductor and enginemen have copy of the General Order bearing number shown on Form A.

Conductors and Enginemen 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.

Employees operating motor cars must not pass an open telegraph or block station without asking the Operator for information as to train movement, 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 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 the 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 also will 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 the range of vision of the person operating the car.

Where 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 out for them.

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

Paragraphs one and two of Rule 1040 of the Rules and Regulations of the Operating Department are modified to read as follows: A few minutes before the arriving time of Passenger trains at station, trainmen will announce in each coach in a clear and distinct voice, "Next Station Stop _____" (using the name of the next stop). The announcement should be made facing the rear of the train, and sufficiently in advance of arrival at station to permit passengers to get their effects together and thus avoid any delay after arrival of the train at the station.

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.

Trainmen will ride out on trains when retaining valves are used.

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

SPECIAL INSTRUCTIONS—Concluded.

EXPLANATION OF LETTERS.

- A—Arrive.
- D—Day train order station.
- DN—Day and night train order station.
- N—Night train order station.
- PN—Part of night train order station.
- DPN—Day and part night train order station.
- C—Let off from Washington and east and pick-up for Cincinnati and west.
- Q—Flag stop, daily except Sunday.

SPEED SCHEDULE.

Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.
1 Min. 0 Sec.	60.0	3 Min. 0 Sec.	20.0
1 " 5 "	55.4	3 " 5 "	19.4
1 " 10 "	51.4	3 " 10 "	18.9
1 " 15 "	48.0	3 " 15 "	18.4
1 " 20 "	45.0	3 " 20 "	18.0
1 " 25 "	42.3	3 " 25 "	17.5
1 " 30 "	40.0	3 " 30 "	17.1
1 " 35 "	38.0	3 " 35 "	16.7
1 " 40 "	36.0	3 " 40 "	16.3
1 " 45 "	34.3	3 " 45 "	16.0
1 " 50 "	32.7	3 " 50 "	15.6
1 " 55 "	31.3	3 " 55 "	15.3
2 Min. 0 Sec.	30.0	4 Min. 0 Sec.	15.0
2 " 5 "	28.6	4 " 17 "	14.0
2 " 10 "	27.7	4 " 36 "	13.0
2 " 15 "	26.6	5 " 0 "	12.0
2 " 20 "	25.7	5 " 27 "	11.0
2 " 25 "	24.8	6 " 0 "	10.0
2 " 30 "	24.0	6 " 40 "	9.0
2 " 35 "	23.2	7 " 30 "	8.0
2 " 40 "	22.5	8 " 34 "	7.0
2 " 45 "	21.3	10 " 0 "	6.0
2 " 50 "	21.1	12 " 0 "	5.0
2 " 55 "	20.6		

WESTWARD.

Distance from Grafton.	Train Order Stations.	Grafton and Parkersburg Sub-Division. TIME-TABLE No. 27. April 28, 1935.	Passing Siding Capacity in Cars.	FIRST CLASS.							SECOND CLASS.					
				1	3	*37	*46	29	*42	11		97	95	93		
				DAILY	DAILY	DAILY	DAILY	DAILY Ex. Monday	DAILY Ex. Sunday	DAILY		DAILY	DAILY	DAILY		
				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.		P. M.	A. M.	A. M.		
0.0	DN	GRAFTON.		\$12.43	\$ 6.30	\$ 7.00	.....	\$12.23	.....	\$ 4.03	.....	.....	11.45	1.00	2.50	.....
0.5		0.5 BEECH STREET CROSSING.		.....	.....	F 7.02	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.9		3.4 WEBSTER.		.....	.....	F 7.06	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6.4		2.5 BRYDON.		.....	.....	F 7.11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8.0		1.6 SIMPSON.		.....	.....	S 7.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10.1		2.1 FLEMINGTON.		.....	.....	S 7.20	.....	.....	.....	F 4.18	.....	.....	.....	.....	.....	.....
11.4	DN	1.3 RS TOWER.	78	1.03	6.49	7.23	.....	12.41	.....	4.22	.....	.....	12.10	1.25	3.15	.....
12.0		0.6 End of Double Track. ROSEMONT.		.....	.....	S 7.24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.6		3.6 ORAL.		.....	.....	F 7.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17.6	DN	2.0 BRIDGEPORT.	58	1.12	6.58	\$ 7.37	.....	12.50	.....	4.32	.....	.....	12.23	1.39	3.28	.....
		1.6		.....	.....	30	.....	86	.....	.....	.....	.....	.....	.....	.....	.....
19.2		2.3 OCEAN.		.....	.....	F 7.42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21.5	DN	1.2 End of Double Track. MO TOWER.		1.19	7.05	7.47	.....	12.56	.....	4.38	.....	.....	12.33	1.49	3.40	.....
22.7		0.2 CLARKSBURG.		\$ 1.29	\$ 7.16	\$ 8.00	\$ 8.10	\$ 1.07	\$ 4.00	\$ 4.50	.....	.....	.....	.....	.....	.....
22.9	DN	0.5 MD TOWER.		1.30	7.17	8.01	8.11	1.08	4.01	4.51	.....	.....	12.40	2.09	3.50	.....
23.4	DN	0.2 End of Double Track. J TOWER.		1.31	7.18	8.02	8.13	1.09	4.03	4.52	.....	.....	12.42	2.11	3.55	.....
23.6		3.2 ADAMSTON.		.....	.....	8.04	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26.8		3.2 WILSONBURG.	58	.....	.....	\$ 8.08	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30.0	DN	3.2 WOLF SUMMIT.	90	1.42	7.29	\$ 8.15	.....	1.20	.....	5.03	.....	.....	1.02	2.31	4.22	.....
31.6		1.6 MAKEN.		.....	.....	8.18	.....	.....	.....	.....	.....	.....	.....	.....	4	.....
		2.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.1		2.0 BRISTOL.		.....	.....	F 8.22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36.1	DN	1.0 SALEM.	51	1.52	\$ 7.39	\$ 8.26	.....	1.30	.....	\$ 5.13	.....	.....	1.15	2.46	4.36	.....
37.1		4.6 INDUSTRIAL SCHOOL.		.....	.....	F 8.28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41.7	DN	2.4 LONG RUN.	57	2.01	7.49	\$ 8.36	.....	1.39	.....	5.22	.....	.....	1.28	3.02	4.50	.....
44.1		2.8 MORGANVILLE.		.....	.....	F 8.41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
46.9	DN	3.0 SMITHEBURG.	44	2.09	7.57	\$ 8.46	.....	1.47	.....	5.30	.....	.....	1.39	3.13	5.03	.....
49.9		3.0 WEST UNION.	28	.....	C 8.02	\$ 8.52	.....	.....	.....	\$ 5.35	.....	.....	.....	.....	.....	.....
52.9		3.4 CENTRAL.	51	.....	.....	\$ 8.58	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
56.3	DN	0.9 DUCKWORTH.	51	2.24	8.13	9.05	.....	2.02	.....	5.47	.....	.....	2.24	3.39	5.25	.....
57.2		1.5 GREENWOOD.		.....	.....	F 9.07	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.7		3.4 TOLL GATE.		.....	.....	F 9.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
62.1	DN	4.5 PENNSBORO.	62	2.33	C 8.23	\$ 9.18	.....	2.11	.....	\$ 5.57	.....	.....	2.39	3.54	5.45	.....
66.7		0.7 LAMBERTON.		.....	.....	9.26	.....	.....	.....	.....	.....	.....	.....	.....	6.59	.....
67.4	DN	4.8 ELLENBORO.	49	2.42	8.32	\$ 9.28	.....	2.26	.....	6.06	.....	.....	2.52	4.07	6.15	.....
72.2	DN	2.8 CORNWALLIS.	49	2.51	8.43	\$ 9.38	.....	2.36	.....	6.15	.....	.....	3.12	4.20	6.30	.....
74.8		2.1 CAIRO.		.....	.....	\$ 9.43	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
76.9	DN	4.9 SILVER RUN.	52	3.04	8.52	F 9.48	.....	2.46	.....	6.24	.....	.....	3.27	4.35	6.45	.....
81.8	DN	3.0 PETROLEUM.	47	3.12	9.02	\$ 9.58	.....	2.54	.....	6.33	.....	.....	3.40	5.01	6.59	.....
		3.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30-90	.....	.....
84.8		3.9 EATON.	44	.....	.....	F10.04	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
88.7	DN	5.5 WALKER.	59	3.23	9.14	\$10.11	.....	3.05	.....	6.45	.....	.....	3.57	5.27	7.16	.....
94.2		2.9 KANAWHA.	69	.....	.....	\$10.21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
97.1		1.0 DAVISVILLE.		.....	.....	F10.27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
98.1		0.7 NICOLETTE.		.....	.....	F10.29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
98.8	DN	1.5 JACKSON.	48	3.38	9.28	10.31	.....	3.19	.....	7.00	.....	.....	4.27	5.51	7.47	.....
100.3		1.9 End of Double Track. STEWART.		.....	.....	F10.34	.....	.....	.....	.....	.....	.....	4.31	.....	.....	.....
102.2	DN	1.2 End of Double Track. CAMDEN.		3.43	9.33	10.37	.....	3.24	.....	7.07	.....	.....	A 5.15	A 6.30	A 8.10	.....
103.4	DN	PARKERSBURG.		A 3.46	A 9.36	A10.40	.....	A 3.28	.....	A 7.11	.....	.....	.....	.....	.....	.....
				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.			A. M.	A. M.	A. M.	
		Time over Sub-Division.....		3.03	3.06	3.40	.03	3.05	.03	3.08			5.30	5.30	5.20	
		Average speed per hour.....		33.8	33.3	26.3	14.0	33.5	14.0	33.0			18.5	18.6	19.1	

Passenger trains will not exceed a speed of 45 miles per hour between Grafton and Clarksburg, 40 miles per hour between Clark s-
burg and No. 23 Tunnel, and 45 miles per hour between No. 23 Tunnel and Camden. *Operated by Gas-Electric Motor Car.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Parkersburg.	Train Order Stations.	Grafton and Parkersburg Sub-Division. TIME-TABLE No. 27. April 28, 1935.	Passing Siding. Capacity in Cars.	FIRST CLASS.										
				4	30	*41	*745	12	*22	*45	2			
				DAILY	DAILY	DAILY Ex. Sunday	Sunday ONLY	DAILY	DAILY	DAILY Ex. Sunday	DAILY			
				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
0.0	DN	PARKERSBURG. End of Double Track.		\$ 2.23	\$ 4.17			\$ 1.30	\$ 4.10		\$10.35			
1.2	DN	1.2 CAMDEN. End of Double Track.		2.26	4.22 ₉₀			1.32	4.13		10.37			
3.1		1.9 STEWART.							F 4.17					
4.6	DN	1.5 JACKSON.	48	2.31	4.27 ₉₇			1.37	4.20		10.42			
5.3		0.7 NICOLETTE.							F 4.22					
6.3		1.0 DAVISVILLE.			F 4.30				F 4.24					
9.2		2.9 KANAWHA.	69		F 4.35				F 4.28					
14.7	DN	5.5 WALKER.	53	2.45	\$ 4.46			1.51	F 4.36		10.56			
18.6		3.9 EATON.	44		F 4.52				F 4.43					
21.6	DN	4.9 PETROLEUM.	47	2.56	\$ 5.01 ₉₅			2.02	F 4.48		11.07			
26.5	DN	2.1 SILVER RUN.	60	3.04 ₁	F 5.09			2.10	F 4.57		11.15			
28.6		2.6 CAIRO.			\$ 5.14				F 5.02					
31.2	DN	4.8 CORNWALLIS.	23	3.12 ₉₇	\$ 5.22			2.18	F 5.07		11.23			
36.0	DN	5.3 ELLENBORO.	55	3.21	\$ 5.34			2.26 ₂₀	\$ 5.18		11.31			
41.3	DN	3.4 PENNSBORO.	62	3.30	\$ 5.45 ₉₃			\$ 2.36	\$ 5.28		11.40			
44.7		1.5 TOLL GATE.			\$ 5.52				F 5.35					
46.2		0.9 GREENWOOD.			F 5.57				F 5.39					
47.1	DN	3.4 DUCKWORTH.	51	3.39 ₆₅	6.01			2.46	5.47 ₁₁		11.49			
50.5		3.0 CENTRAL.	51		F 6.07				F 5.58					
53.5		3.0 WEST UNION.	28		\$ 6.17			\$ 2.58	\$ 5.59					
56.5	DN	2.8 SMITHEBURG.	72	3.54	F 6.23			3.03	F 6.05		12.04			
59.3		2.4 MORGANVILLE.			F 6.28				F 6.10					
61.7	DN	4.6 LONG RUN.	57	4.02	F 6.33			3.11	F 6.16		12.12			
66.3		1.0 INDUSTRIAL SCHOOL.			F 6.43				F 6.26					
67.3	DN	2.0 SALEM.	62	4.12	\$ 6.46			\$ 3.21	\$ 6.29		12.21			
69.3		4.1 BRISTOL.			F 6.51				F 6.34					
73.4	DN	3.2 WOLF SUMMIT.	36	4.22 ₉₃	F 7.00			3.31	F 6.43		12.31			
76.6		2.2 WILSONBURG.	83		F 7.07				F 6.49					
80.0	DN	0.5 J TOWER. End of Double Track.		4.33	7.15 ₃	12.42	2.57	3.41	6.55	8.47	12.42 ₉₇			
80.5	DN	0.2 MD TOWER.		4.34	7.16	12.44	2.59	3.42	6.56	8.49	12.43			
80.7		1.2 CLARKSBURG.		\$ 4.35	\$ 7.27	A 12.45	A 3.00	\$ 3.52	\$ 7.06	A 8.50	\$ 12.45			
81.9	DN	2.3 MO TOWER. End of Double Track.		4.40	7.30			3.56	7.10		12.48			
84.3		1.6 OCEAN.							F 7.14					
85.8	DN	2.0 BRIDGEPORT.	47	4.47	\$ 7.37 ₃₇			4.03	F 7.18		12.54			
87.8		3.6 ORAL.							F 7.21					
91.4		0.6 ROSEMONT.			F 7.46				F 7.27					
92.0	DN	1.3 ES TOWER. End of Double Track.		4.56	7.48			4.12	7.29		1.03 ₁			
93.3		2.1 FLEMINGTON.			\$ 7.50			F 4.15	F 7.32					
95.4		1.6 SIMPSON.			F 7.55				F 7.37					
97.0		2.5 BRYDON.							F 7.41					
99.5		3.9 WEBSTER.							F 7.45					
103.4	DN	GRAFTON.		A 5.16	A 8.15			A 4.35	A 7.51		A 1.26			

Time over Sub-Division.....	2.53	3.58	0.3	0.3	3.05	3.41	0.3	2.51
Average speed per hour.....	35.8	26.0	14.0	14.0	33.5	28.0	14.0	38.2

Passenger trains will not exceed a speed of 45 miles per hour between Camden and No. 23 Tunnel, 40 miles per hour between No. 23 Tunnel and Clarksburg, and 45 miles per hour between Clarksburg and Grafton.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.
 *Operated by Gas-Electric Motor Car.

EASTWARD.

Distance from Parkersburg.	Train Order Stations.	Grafton and Parkersburg Sub-Division. TIME-TABLE No. 27. April 28, 1935.	Passing Siding. Capacity in Cars.	SECOND CLASS.					THIRD CLASS.		
				90	96	98	92	94	86		
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Ex. Sunday	
				A. M.	A. M.	P. M.	P. M.	P. M.		A. M.	
0.0	DN	PARKERSBURG. End of Double Track.									
1.2	DN	1.2 CAMDEN. End of Double Track.		4.22 ₃₀	7.40	3.00	7.35	8.15			7.30
4.6	DN	3.4 JACKSON. 4.6	48	4.31 ₉₇	7.47 ₉₃₋₉₆	3.19 ₂₉	7.42	8.22			7.47 ₉₃₋₉₆
9.2		5.5 KANAWHA.	69								
14.7	DN	8.9 WALKER.	53	4.52	8.08	3.40	8.03	8.43			8.11
18.6		3.0 EATON.	44								
21.6	DN	4.9 PETROLEUM.	47	5.10 ₉₅	8.23	3.55	8.23	9.00			8.28
26.5	DN	4.7 SILVER RUN.	60	5.23	8.33	4.06	8.38	9.13			8.52 ₃
31.2	DN	4.8 CORNWALLIS.	23	5.34	8.43 ₃	4.16	8.48	9.23			9.10
36.0	DN	3.3 ELLENBORO.	55	5.46	8.58	4.26	8.58	9.33			9.28 ₃₇
41.3	DN	3.4 PENNSBORO.	62	5.59 ₉₃	9.18 ₃₇	4.38	9.09	9.44			10.00
44.7		3.4 TOLL GATE.									
47.1	DN	3.4 DUCKWORTH.	51	6.13	9.33	4.51	9.24	9.57			10.15
50.5		3.0 CENTRAL.	51								
53.5		2.0 WEST UNION.	28								
56.5	DN	5.2 SMITHBURG.	72	6.38	9.56	5.30 ₁₁	9.47	10.20			10.50
61.7	DN	5.6 LONG RUN.	57	6.49	10.08	5.43	9.58	10.31			11.02
67.3	DN	6.1 SALEM.	62	7.09	10.28	6.03	10.18	10.51			11.20
73.4	DN	3.2 WOLF SUMMIT.	36	7.29 ₃	10.43	6.18	10.33	11.06			11.36
76.6		3.4 WILSONBURG.	83								11.46
80.0	DN	0.5 J TOWER. End of Double Track.		7.45	11.02	6.36	10.48	11.25			11.56
80.5	DN	1.4 MD TOWER.		8.01 ₃₇	11.04	6.38	10.50	11.27			11.58
81.9	DN	3.9 MO TOWER. End of Double Track.		8.05	11.08	6.45	11.02	11.41			12.28
85.8	DN	6.2 BRIDGEPORT.	47	8.15	11.21	6.57	11.15	11.54			12.50 ₂₉
92.0	DN	1.3 RS TOWER. End of Double Track.		8.30	11.34	7.11	11.30	12.07			1.05
93.3		10.1 FLEMINGTON.									
103.4	DN	GRAFTON.		A 9.30	A 12.10	A 7.35	A 12.25	A 1.00			A 1.35
				A. M.	P. M.	P. M.	A. M.	A. M.			P. M.
		Time over Sub-Division.....		5.08	4.30	4.35	4.50	4.45			6.05
		Average speed per hour.....		19.9	23.0	22.2	21.4	21.0			17.3

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

WESTWARD.

Distance from Grafton.	Train Order Stations.	Grafton-Moundsville Sub-Division. TIME-TABLE No. 27. April 28, 1935.	Passing Siding. Capacity in Cars.	FIRST CLASS.			SECOND CLASS.		THIRD CLASS.				
				43	Pgh Div 65	51			81				
				DAILY	DAILY Ex. Sunday	DAILY			DAILY		DAILY Ex. Sunday		
				A. M.	P. M.	P. M.			P. M.		A. M.		
0.0	DN	GRAFTON. 1.8		S 6.37	.....	S 4.05	.....	11.05	.....	.....	.....
1.8		FETTERMAN. 2.5		F 6.40	.....		.....		.....		.....
4.3		COUNTRY CLUB 1.8			.....		.....		.....		.....
6.1		COFFMAN 0.3		F 6.47	.....	F 4.14	.....		.....		.....
6.4		WINONA. 1.6			.....		.....		.....		.....
8.0		VALLEY FALLS. 1.5		F 6.50	.....		.....		.....		.....
9.5		HAMMOND. 1.1		F 6.53	.....	F 4.20	.....		.....		.....
10.6	DN	OY TOWER. (End of 0.5 Double Track.)	67	6.56	.....	4.22	.....	11.27	.....		.....
11.1		POWELL 1.7		F 6.57	.....	F 4.23	.....		.....		.....
12.8		POPLAR ISLAND 1.1		F 7.00	.....	F 4.26	.....		.....		.....
13.9		US TOWER. 0.5	98		.....		.....		.....		.....
14.4		COLFAX 1.5		F 7.04	.....	F 4.29	.....		.....		.....
15.9		ANTIOCH 1.6		F 7.07	.....		.....		.....		.....
17.5		BENTON FERRY. 0.5		F 7.10	.....		.....		.....		.....
18.0		BF TOWER 0.6			.....		.....		.....		.....
18.6		KINGMONT. 2.3		F 7.12	.....	F 4.36	.....		.....		.....
20.9	DN	GASTON JUNCTION. (End of 1.2 Double Track.)		7.17	.....	4.40	.....	11.48	.....		.....
22.1		FAIRMONT. 1.3		S 7.29	S 4.10	S 4.48	.....		.....		.....
23.4	DN	WD TOWER. (End of 2.6 Double Track.)		7.33	4.15	4.52	.....	12.05	.....	8.00	.....	
26.0		CHESAPEAKE MINE. 1.4		Q 7.38	.....		.....		.....		.....
27.4	D	BARRACKVILLE 0.1	62	S 7.42	.....	F 4.59	.....	12.15	.....	8.15	.....	
27.5		PENN-MARY. 3.3	110	7.43	.....		.....	12.18	.....	8.18	.....	
30.8		JAMISON No. 9 JCT. 2.0			.....		.....		.....		.....
32.8	D	FARMINGTON. 3.8	118	S 7.52	.....	S 5.09	.....	12.31	.....	8.35	.....	
36.6		RACHEL. 3.4	70	F 7.59	.....		.....	12.41	.....	8.50	.....	
40.0	DN	MANNINGTON. 4.3	88	S 8.06	.....	S 5.23	.....	12.52	.....	9.05	.....	
44.3		METZ. 3.0		F 8.14	.....		.....		.....		.....
47.3		GLOVER GAP. 4.5	W81 E153	F 8.20	.....	F 5.37	.....	1.12	.....	9.27	.....	
51.8		BURTON. 2.1	94	S 8.29	.....	F 5.45	.....	1.26	.....	9.45	.....	
53.9		HUNDRED. 4.1		S 8.33	.....	S 5.49	.....		.....	9.55	.....	
58.0	D	LITTLETON. 1.9	44	S 8.43	.....	S 5.59	.....	1.38	.....	10.10	.....	
59.9		FLOYD. 1.2	61	8.48	.....	6.04	.....	1.44	.....	10.20	.....	
61.1		BOARD TREE. 3.2		F 8.51	.....		.....		.....		.....
64.3		DENVER. 2.1	91	F 8.58	.....	6.14	.....	1.59	.....	10.40	.....	
66.4		WOODRUFF. 1.5		F 9.03	.....	F 6.19	.....		.....	8.2	.....	
67.9		COGLEY. 3.9	106	9.09	.....	6.23	.....	2.10	.....	11.00	.....	
71.8	D	CAMERON. 2.0	109	S 9.18	.....	S 6.33	.....	2.24	.....	11.20	.....	
73.8		LOUDENVILLE. 2.6		F 9.22	.....	F 6.37	.....		.....		.....
76.4		GLEN EASTON. 5.6	74	F 9.27	.....	F 6.42	.....	2.36	.....	11.40	.....	
82.0		ROSEBY ROCK. 3.0	95	F 9.37	.....	F 6.52	.....	2.49	.....	12.05	.....	
85.0		GRAVE CREEK. 3.8		F 9.42	.....	F 6.57	.....		.....		.....
88.8	DN	MOUNDSVILLE.	102	A 9.51	.....	A 7.05	.....	A 3.08	.....	12.35	.....	
				A. M.	P. M.	P. M.		A. M.		P. M.			
		Time over Sub-Division.....		3.14	0.05	3.00		4.03		4.35			
		Average speed per hour.....		27.4	15.6	29.4		21.9		14.2			

Passenger trains will not exceed a speed of 40 miles per hour between Grafton and Gaston Jct., 30 miles per hour between Gaston Jct. and WD Tower, 35 miles per hour between WD Tower and Roseby Rock, and 40 miles per hour between Roseby Rock and Moundsville.

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

EASTWARD.

Distance from Moundsville.	Train Order Stations.	Grafton-Moundsville Sub-Division. TIME-TABLE No. 27. April 28, 1935.	Passing Siding Capacity in Cars.	FIRST CLASS.						THIRD CLASS.						
				56	Pgh Div 66	44				194	82					
				DAILY	DAILY Ex. Sunday	DAILY				DAILY	DAILY Ex. Sunday					
				A. M.	P. M.	P. M.				A. M.	A. M.					
0.0	DN	MOUNDSVILLE. 3.8	102	S 8.28	.....	S 7.47	.....	.....	.....	.....	12.50	7.20	.....	.....	.....	.....
3.8		GRAVE CREEK. 3.0		F 8.34	.....	F 7.54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6.8		ROSEBY ROCK. 5.6	95	F 8.39	.....	F 8.00	.....	.....	.....	.....	1.07	7.40	.....	.....	.....	.....
12.4		GLEN EASTON. 2.6	74	F 8.49	.....	F 8.11	.....	.....	.....	.....	1.20	8.00	.....	.....	.....	.....
15.0		LOUDENVILLE. 2.0		F 8.54	.....	F 8.16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17.0	D	CAMERON. 3.9	109	S 8.59	.....	S 8.23	.....	.....	.....	.....	1.40	8.59	.....	.....	.....	.....
20.9		COGLEY. 1.5	106	9.09	.....	8.31	.....	.....	.....	.....	2.10	9.18	.....	.....	.....	.....
22.4		WOODRUFF. 2.1		F 9.12	.....	F 8.34	.....	.....	.....	.....	97	10.10	.....	.....	.....	.....
24.5		DENVER. 3.3	91	F 9.16	.....	F 8.38	.....	.....	.....	.....	2.20	10.40	.....	.....	.....	.....
												81				
27.7		BOARD TREE. 1.2		F 9.23	.....	F 8.44	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.9		FLOYD. 1.9	61	9.26	.....	8.47	.....	.....	.....	.....	2.35	11.00	.....	.....	.....	.....
30.8	D	LITTLETON. 4.1	44	S 9.30	.....	S 8.52	.....	.....	.....	.....	2.45	11.10	.....	.....	.....	.....
34.9		HUNDRED. 2.1		S 9.40	.....	S 9.01	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
37.0		BURTON. 4.5	94	S 9.45	.....	F 9.06	.....	.....	.....	.....	2.59	11.30	.....	.....	.....	.....
41.5		GLOVER GAP. 3.0	E153 W81	F 9.55	.....	F 9.15	.....	.....	.....	.....	3.19	11.50	.....	.....	.....	.....
44.5		METZ. 4.3		F 10.01	.....	F 9.21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
48.8	DN	MANNINGTON. 3.4	88	S 10.11	.....	S 9.31	.....	.....	.....	.....	3.45	12.20	.....	.....	.....	.....
52.2		RACHEL. 3.8	70	F 10.17	.....	F 9.37	.....	.....	.....	.....	3.55	12.35	.....	.....	.....	.....
56.0	D	FARMINGTON. 0.2	118	S 10.24	.....	F 9.44	.....	.....	.....	.....	4.10	12.50	.....	.....	.....	.....
58.0		JAMISON No. 9 JCT. 3.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
61.3		PENN-MARY. 0.1	110	10.34	.....	9.54	.....	.....	.....	.....	4.29	1.10	.....	.....	.....	.....
61.4	D	BARRACKVILLE. 6.4	62	S 10.36	.....	F 9.56	.....	.....	.....	.....	4.32	1.15	.....	.....	.....	.....
62.8		CHESAPEAKE MINE. 2.6		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
65.4	DN	WD TOWER. (End of Double Track.) 1.3		10.44	1.35	10.03	.....	.....	.....	.....	5.00	A 1.30	.....	.....	.....	.....
66.7		FAIRMONT. 1.3		S 10.57	A 1.40	S 10.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
67.9	DN	GASTON JUNCTION. (End of 2.3 Double Track.)		11.02	.....	10.20	.....	.....	.....	.....	5.45	.....	.....	.....	.....	.....
70.2		KINGMONT. 0.6		F 11.07	.....	F 10.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
70.8		BF TOWER 0.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
71.3		BENTON FERRY. 1.6		F 11.09	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
72.9		ANTIOCH 1.5		F 11.12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
74.4		COLFAX 0.5		F 11.15	.....	F 10.32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
74.9		US TOWER. 1.1	104	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
76.0		POPLAR ISLAND 1.7		F 11.21	.....	F 10.36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
77.7		POWELL 0.5		F 11.24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
78.2	DN	CY TOWER. (End of 1.1 Double Track.)		11.25	.....	10.40	.....	.....	.....	.....	6.15	.....	.....	.....	.....	.....
79.3		HAMMOND. 1.5		F 11.28	.....	F 10.42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
80.8		VALLEY FALLS. 1.6		F 11.31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
82.4		WINONA. 0.3		.....	.....	.....	.....	.....	.....	.....	6.30	.....	.....	.....	.....	.....
82.7		COFFMAN 1.8		F 11.35	.....	F 10.48	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84.5		COUNTRY CLUB 2.5		F 11.39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
87.0		FETTERMAN. 1.8		F 11.44	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
88.8	DN	GRAFTON.		A 11.50	.....	A 11.00	.....	.....	.....	.....	A 8.30	.....	.....	.....	.....	.....
				A. M.	P. M.	P. M.					A. M.	P. M.				
		Time over Sub-Division.....		3.22	0.05	3.13					7.40	6.10				
		Average speed per hour.....		26.3	15.6	27.6					11.0	10.6				

Passenger trains will not exceed a speed of 40 miles per hour between Moundsville and Roseby Rock, 35 miles per hour between Roseby Rock and WD Tower, 30 miles per hour between WD Tower and Gaston Jct. and 40 miles per hour between Gaston Jct. and Grafton.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from Brooklyn Jct.	Train Order Stations.	W. Va. Short Line Sub-Division. TIME-TABLE No. 27. April 28, 1935.	Passing Siding. Capacity in Cars.	FIRST CLASS.			THIRD CLASS.						
				*41	*745	*45	83	79	99				
				DAILY Ex. Sunday	Sunday ONLY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY				
				A. M.	P. M.	P. M.	A. M.	P. M.	P. M.				
0.0	DN	BROOKLYN JCT.	95	\$10.33	\$12.48	\$ 6.38	.....	7.00	7.00	11.40	.....	.....	.....
1.0		1.0 ROBERTS	130	10.35	12.50	6.40	.....	7.05	7.15	11.45	.....	.....	.....
3.6		2.6 VETO.		F10.39	F12.54	F 6.44	.....	.....	.....	.....	.....	.....	.....
4.7		1.1 BARD.	85	10.42	12.57	6.47	.....	7.15	7.30	12.00	.....	.....	.....
7.4		2.7 MINNIE.		F10.47	F 1.02	F 6.52	.....	.....	.....	.....	.....	.....	.....
10.7		3.3 PORTERS FALLS.	78	F10.53	F 1.08	F 6.58	.....	7.50	7.50	12.15	.....	.....	.....
13.8	D	3.1 READER.		\$10.59	\$ 1.14	\$ 7.05	.....	.....	.....	.....	.....	.....	.....
14.9		1.1 READER PASSING SIDING.	126	11.01	1.16	7.07	.....	8.10	8.20	12.30	.....	.....	.....
16.0		1.1 GALMISH.		F11.03	F 1.18	F 7.09	.....	.....	80	100.....	.....	.....	.....
17.8		1.0 PINE GROVE.	63	\$11.07	\$ 1.22	\$ 7.13	.....	8.30	8.40	12.45	.....	.....	.....
18.8		1.1 HASTINGS.		\$11.10	\$ 1.25	\$ 7.16	.....	.....	.....	.....	.....	.....	.....
19.9		2.4 CARBIDE.		F11.13	F 1.28	F 7.19	.....	.....	.....	.....	.....	.....	.....
22.3	DN	4.2 JACKSONBURG.	140	\$11.17	\$ 1.32	\$ 7.23	.....	9.33	9.00	1.05	.....	.....	.....
26.5		1.5 ARCHEER.	69	F11.25	F 1.40	F 7.32	.....	46 9.50	9.15	1.20	.....	.....	.....
28.0		1.5 FALLEN TIMBER.		F11.28	F 1.43	F 7.35	.....	.....	.....	.....	.....	.....	.....
29.5	D	3.0 SMITHFIELD.	89	\$11.31	\$ 1.46	\$ 7.38	.....	10.05	9.30	2.00	.....	.....	.....
32.5		1.8 FOLSOM.		F11.40	\$ 1.55	F 7.47	.....	.....	.....	88.....	.....	.....	.....
34.3		2.0 HARTZEL.	130	F11.45	F 2.00	F 7.52	.....	10.55	9.55	2.30	.....	.....	.....
36.3		2.0 RINEHART.		F11.52	F 2.07	F 7.58	.....	108.....	.....	.....	.....	.....	.....
38.3		1.3 WALLACE.		\$11.57	\$ 2.12	\$ 8.02	.....	.....	.....	.....	.....	.....	.....
39.6		1.0 IRVING.	122	12.01	2.16	8.05	.....	11.20	10.15	2.50	.....	.....	.....
40.6		2.4 BROWN.		F12.03	F 2.18	F 8.07	.....	.....	.....	.....	.....	.....	.....
43.0	D	1.4 DOLA.	63	\$12.08	\$ 2.23	\$ 8.12	.....	11.35	10.35	3.05	.....	.....	.....
44.4		1.3 ROSEBUD.		F12.11	F 2.26	F 8.15	.....	.....	100.....	.....	.....	.....	.....
46.2		1.0 ROBBY.		F12.15	F 2.30	F 8.19	.....	.....	.....	.....	.....	.....	.....
47.2		0.3 LAURA LEE MINE.		F12.17	F 2.32	F 8.21	.....	.....	.....	.....	.....	.....	.....
48.0		0.8 BLOOM.	140	12.18	2.33	8.22	.....	12.00	10.50	3.20	.....	.....	.....
48.8	DN	1.2 LUMBERPORT.		\$12.19	\$ 2.34	\$ 8.24	.....	83 12.19	41 11.00	3.25	.....	.....	.....
50.0		2.5 SEMINOLE.		F12.22	F 2.37	F 8.27	.....	.....	.....	.....	.....	.....	.....
52.5		0.5 ERIE MINE.		F12.29	F 2.44	F 8.34	.....	.....	.....	.....	.....	.....	.....
53.1		4.3 HEPZIBAH.	67	12.30	2.45	8.35	.....	12.45	.....	3.45	.....	.....	.....
57.4		0.6 LIMESTONE.		12.38	2.53	8.43	.....	.....	.....	.....	.....	.....	.....
58.0		0.2 SHORT LINE JUNCTION.		F12.41	F 2.56	F 8.46	.....	A 1.10	.....	A 4.10	.....	.....	.....
58.2	DN	0.2 J TOWER. (End of Double Track.)		12.42	2.57	8.47	.....	.....	.....	.....	.....	.....	.....
				P. M.	P. M.	P. M.		P. M.	P. M.	A. M.			
		Time over Sub-Division.....		2.09	2.09	2.09		6.10	4.00	4.30			
		Average speed per hour.....		27.0	27.0	27.0		9.4	12.2	11.2			

Passenger trains will not exceed a speed of 35 miles per hour between Brooklyn Jct. and Short Line Jct.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.
 *Operated by Gas-Electric Motor Car.

EASTWARD.

Distance from J Tower.	Train Order Stations.	W. Va. Short Line Sub-Division. TIME-TABLE No. 27. April 28, 1935.	Passing Siding. Capacity in Cars.	FIRST CLASS.				THIRD CLASS.			
				*46	*42			88	108	80	100
				DAILY	DAILY Ex. Sunday			DAILY	DAILY Ex. Sunday	DAILY	DAILY
				A. M.	P. M.			A. M.	A. M.	P. M.	P. M.
0.0	DN	J TOWER. (End of Double Track.)		8.13	4.03						
0.2		0.2 SHORT LINE JUNCTION.		F 8.14	F 4.04			8.40		9.30	
0.8		0.6 LIMESTONE.		8.15	4.05						
5.1		4.3 HEPZIBAH.	67	8.23	4.13			9.00		9.50	
5.7		0.6 ERIE MINE.		F 8.24	F 4.14						
8.2		2.5 SEMINOLE.		F 8.31	F 4.21						
		1.2									
9.4	DN	LUMBERPORT.		S 8.34	S 4.24			12.30	9.40	5.30	10.05
10.2		0.8 BLOOM.	140	8.36	4.26			12.35	9.50	5.35	10.15
		0.8									
11.0		LAURA LEE MINE.		F 8.37	F 4.27						
12.0		1.0 ROBEY.		F 8.39	F 4.29						
13.8		1.8 ROSEBUD.		F 8.43	F 4.33						
15.2	D	1.4 DOLA.	63	S 8.46	S 4.36			12.50	10.10	5.50	10.35
17.6		2.4 BROWN.		F 8.51	F 4.41						79
18.6		1.0 IRVING.	122	8.53	4.43			1.10	10.30	6.10	10.50
19.9		1.3 WALLACE.		S 8.57	S 4.47						
21.9		2.0 RINEHART.		F 9.01	F 4.51						
		2.0									
23.9		HARTZEL	130	F 9.08	F 4.58			1.30	10.55	6.30	11.10
25.7		1.8 FOLSOM.		S 9.13	S 5.03				83		
28.7	D	3.0 SMITHFIELD.	69	S 9.19	S 5.09			2.00	11.31	7.00	11.25
30.2		1.5 FALLEN TIMBER		F 9.22	F 5.12			99	41		
31.7		1.5 ARCHER.	69	F 9.25	F 5.15			2.20	11.45	7.32	11.35
35.9	DN	4.2 JACKSONBURG.	140	S 9.33	S 5.23			2.40	12.05	7.50	11.50
38.3		2.4 CARBIDE		F 9.37	F 5.27						
39.4		1.1 HASTINGS.		S 9.40	S 5.30						
40.4		1.0 PINE GROVE.	63	S 9.44	S 5.34			3.00	12.40	8.10	12.10
42.2		1.8 GALMISH		F 9.48	F 5.37						
		1.1									
43.3		READER PASSING SIDING.	126	9.50	5.39			3.10	12.50	8.20	12.30
44.4	D	1.1 READER.		S 9.52	S 5.41					79	99
47.5		3.1 PORTERS FALLS.	78	F 9.59	F 5.48			3.25	1.10	8.35	12.40
50.8		3.3 MINNIE.		F 10.05	F 5.55						
53.5		2.7 BARD.	85	10.10	6.01			3.45	1.30	8.55	1.00
54.6		1.1 VETO		F 10.12	F 6.03						
57.2		2.6 ROBERTS	130	10.17	6.08						
58.2	DN	1.0 BROOKLYN JCT.	95	A 10.22	A 6.12			A 4.05	A 1.45	A 9.15	A 1.20
				A. M.	P. M.			A. M.	P. M.	P. M.	A. M.
		Time over Sub-Division.....		2.09	2.09			3.35	5.05	3.45	3.50
		Average speed per hour.....		27.0	27.0			13.6	11.0	13.0	15.1

Passenger trains will not exceed a speed of 35 miles per hour between Short Line Jct. and Brooklyn Jct.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.
 *Operated by Gas-Electric Motor Car.

WESTWARD.

EASTWARD.

Distance from Clarksburg.	Train Order Stations.	M. R. Sub-Division.	Passing Siding. Capacity in Cars.	THIRD CLASS.			Distance from Fairmont.	Train Order Stations.	M. R. Sub-Division.	Passing Siding. Capacity in Cars.	THIRD CLASS.		
				73	77	79					76	80	88
				DAILY Ex. Sunday	DAILY	DAILY					DAILY Ex. Sunday	DAILY	DAILY
				A. M.	P. M.	P. M.					A. M.	P. M.	P. M.
TIME-TABLE No. 27.													
April 28, 1935.													
0.0	DN	MD TOWER. Clarksburg.		8.10	.....	.....	0.0		FAIRMONT.		7.00	2.45	10.10
0.7	DN	J TOWER. 0.7	22	8.15	.....	.....	1.1	DN	GASTON JUNCTION. 1.1		7.15	3.15	10.25
3.9		GLEN FALLS. 3.2	35	8.30	.....	.....	3.5		WHITE ROCK. 2.4	140	7.30	3.25	10.35
8.2		SPELTER. 4.3	30	8.45	.....	.....	5.9	DPN	MONONGAH. 2.4		7.40	3.35	10.45
8.6	D	MEADOWBROOK. 0.4		8.50	.....	.....	7.8		EVERSON. 1.9	115	7.50	3.40	10.50
11.2	D	GYPSEY. 2.6		9.05	.....	.....	8.3		KILARM JUNCTION. 0.5		7.51	3.41	10.51
12.7		HAYWOOD. 1.5	45	9.10	7.00	11.40	9.6	DPN	CHIEFTON. 1.3	75	8.00	3.55	11.00
16.0		SHINNSTON. 3.3		9.25	.....	.....	11.1		WORTHINGTON. 1.5		8.10	4.00	11.05
17.1	DPN	WILLARD. 1.1		9.30	7.20	12.00	11.9		HUTCHINSON. 0.8		8.12	4.02	11.07
18.6		ENTERPRISE. 1.4	129	9.55	7.25	12.05	13.3		ENTERPRISE. 1.4	129	8.20	4.05	11.15
20.0		HUTCHINSON. 0.8		10.10	7.30	12.10	14.8	DPN	WILLARD. 1.1		8.30	4.15	11.20
20.8		WORTHINGTON. 1.5		10.15	7.35	12.15	15.9		SHINNSTON. 3.3		8.45	.....	.....
22.3	DPN	CHIEFTON. 1.3	75	10.20	7.40	12.20	19.2		HAYWOOD. 1.5	45	9.10	4.40	11.40
23.6		KILARM JUNCTION. 0.5		10.29	7.45	12.25	20.7	D	GYPSEY. 2.6		9.20	.....	.....
24.1		EVERSON. 1.9	115	10.30	7.47	12.27	23.3	D	MEADOWBROOK. 0.4		9.35	.....	.....
26.0	DPN	MONONGAH. 2.4		11.00	7.55	12.35	23.7		SPELTER. 4.3	30	9.45	.....	.....
28.4		WHITE ROCK. 2.4	140	11.15	8.05	12.45	28.0		GLEN FALLS. 3.2	35	10.05	.....	.....
30.8	DN	GASTON JUNCTION. 1.1		11.25	8.20	1.00	31.2	DN	J TOWER. 0.7	22	10.20	.....	.....
31.9		FAIRMONT.		11.35	8.25	1.05	31.9	DN	MD TOWER. Clarksburg.		10.30	.....	.....
				A. M.	P. M.	A. M.					A. M.	P. M.	P. M.
		Time over Sub-Division.....		3.25	1.25	1.25			Time over Sub-Division.....		3.30	1.55	1.30
		Average speed per hour.....		9.0	13.5	13.5			Average speed per hour.....		8.6	10.1	12.8

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

Distance from WD Tower.	Train Order Stations.	Paw Paw Sub-Division.	THIRD CLASS.			Distance From Grant Town.	Train Order Stations.	Paw Paw Sub-Division.			
			105	107	109						
			DAILY	DAILY	DAILY						
			A. M.	A. M.	P. M.						
TIME-TABLE No. 27.											
April 28, 1935.											
0.0	DN	WD TOWER.	1.00	11.30	1.00	0.0		GRANT TOWN.	.....	.....
1.3		BETHLEHEM No. 42. 1.3	.....	.....	.....	0.1		FEDERAL MINE No. 1. 0.1	.....	.....
2.9		CATAWBA JUNCTION. 1.6	A 1.20	A 11.50	A 1.20	2.3		BAXTER. 2.2	.....	.....
5.0		BAXTER. 2.1	.....	.....	.....	4.4		CATAWBA JUNCTION. 2.1	.....	.....
7.2		FEDERAL MINE No. 1. 2.2	.....	.....	.....	6.0		BETHLEHEM No. 42. 1.6	.....	.....
7.3		GRANT TOWN. 0.1	.....	.....	.....	7.3	DN	WD TOWER. 1.3	.....	.....
			A. M.	A. M.	P. M.						
		Time over Sub-Division.....	0.20	0.20	0.20			Time over Sub-Division.....			
		Average speed per hour.....	9.0	9.0	9.0			Average speed per hour.....			

Trains will not exceed a speed of 10 miles per hour between WD Tower and Grant Town.

EASTWARD.

WESTWARD.

Distance from Clarksburg.	Train Order Stations.	W. Va. & P. Sub-Division.			FIRST CLASS 62	THIRD CLASS 180	Distance from Richwood.	Train Order Stations.	W. Va. and P. Sub-Division.			FIRST CLASS 65	THIRD CLASS 179
		TIME-TABLE No. 27.							TIME-TABLE No. 27.				
		April 28, 1935.							April 28, 1935.				
0.0	DN	MD TOWER (Clarksburg).		S	8.00	.....	0.0	DPN	RICHWOOD.		S	7.45	.....
0.6	DN	J TOWER.	0.6	21	8.03	.....	1.4		DANE		F	7.48	.....
5.8		WAGRAM.	5.2	12	8.16	.....	3.2		FENWICK		F	7.52	.....
7.3		BYRON.	1.5	9	8.19	.....	5.5		HOLCOMB.		F	7.58	.....
12.3	D	LOST CREEK.	5.0	22	8.32	.....	9.1		CURTIN.	20	F	8.06	.....
17.6	D	JANE LEW.	5.3	18	8.45	.....	11.0		WOODBINE.	25	F	8.10	.....
20.5		FISHER SUMMIT.	2.9	25	8.53	.....	17.6	D	ALLINGDALE.		S	8.24	.....
24.0		MACPELAH JUNCTION.	3.5		9.03	.....	18.6	DPN	CAMDEN-ON-GAULEY.	13	S	8.27	6.20
24.7	DN	WESTON.	0.7	13	9.06	6.00	19.6		GAULEY MILLS		F	8.29	.....
27.8		BROWNSVILLE	3.2		9.13	.....	23.9		McCARTY SIDING.	11	8.39	6.40	
31.6		ROHRBOUGH.	3.7	42	9.21	.....	27.2	D	COWEN.	22	S	8.47	6.50
36.9		ROANVILLE.	5.3		9.33	6.28	30.4		HALO		F	8.54	.....
			2.0		9.49	6.50							
38.9		ARNOLD.		9	9.54	7.00	33.4		ARCOLA		F	9.00	.....
41.7		PETERSON.	2.8	17	10.04	7.10	33.7		HARDWOOD.	36	F	9.01	7.20
43.3		BENNETTS	1.6		10.07	.....	35.9		WAINVILLE		F	9.06	.....
45.7	D	ORLANDO.	2.4	7	10.12	7.25	38.2	D	ERBACON.	41	S	9.14	7.40
46.8		ORLANDO JCT.	1.1	36	10.15	7.30	43.7		PRESTONIA		F	9.26	.....
50.0	D	BURNSVILLE.	3.2	50	10.27	7.45	45.1		CAMP RUN		F	9.29	.....
52.1		COGER.	2.1	7	10.36	7.55	46.8	D	CENTRALIA.	12	S	9.34	8.12
56.9		ROLLYSON.	4.8	21	10.48	8.15	48.8		BAKERS RUN.	11	F	9.38	.....
58.5	D	HEATERS.	1.6	20	10.53	8.25	51.5		HOLLY JCT.	8	F	9.44	8.27
60.3		BERRY SIDING.	1.8	10	10.57	8.35	53.7		GILLESPIE	27	F	9.49	8.34
61.8		SHAVERSVILLE	1.5		11.02	.....	56.7		MORRISON		F	9.57	.....
62.4	D	FLATWOODS.	0.6	33	11.07	8.40	57.6		HOPKINS.	13	10.00	8.50	180
			1.5										
63.9		HOPKINS.	0.9	13	11.11	8.50	59.1	D	FLATWOODS.	33	10.10	9.00	
64.8		MORRISON	3.0		11.14	.....	59.7		SHAVERSVILLE		10.12	.....
67.8		GILLESPIE.	2.2	27	11.22	9.05	61.2		BERRY SIDING	10	10.15	9.07	
70.0		HOLLY JCT.	2.7	8	11.27	9.13	63.0	D	HEATERS.	20	10.19	9.15	
72.7		BAKERS RUN.	2.0	11	11.33	.....	64.6		ROLLYSON.	21	10.23	9.21	
74.7	D	CENTRALIA.	1.7	12	11.38	9.34	69.4		COGER.	7	10.36	9.40	
76.4		CAMP RUN	1.4		11.43	.....	71.5	D	BURNSVILLE.	50	10.43	9.50	
77.8		PRESTONIA	5.5		11.46	.....	74.7		ORLANDO JCT.	36	10.52	10.15	
83.3	D	ERBACON.	2.3	41	11.58	10.20	75.8	D	ORLANDO.	7	11.00	10.25	
85.6		WAINVILLE	2.2		12.03	.....	78.2		BENNETTS		11.15	.....
87.8		HARDWOOD.	0.3	36	12.14	11.15	79.8		PETERSON.	17	11.25	10.37	
88.1		ARCOLA	3.0		12.15	.....	82.6		ARNOLD.	9	11.35	10.55	
91.1		HALO	3.2		12.27	.....	84.6		ROANVILLE.		11.41	11.05	
94.3	D	COWEN.	3.3	22	12.39	12.00	89.9		ROHRBOUGH.	42	11.56	11.30	
97.6		McCARTY SIDING.	4.3	11	12.47	12.15	93.6		BROWNSVILLE		12.05	.....
101.9		GAULEY MILLS	1.0		12.57	.....	96.8	DN	WESTON.	13	12.15	12.20	12.00
102.9	DPN	CAMDEN-ON-GAULEY.	1.0	13	1.02	12.50	97.5		MACPELAH JUNCTION.		12.25	.....
103.9	D	ALLINGDALE.	6.6		1.05	.....	101.0		FISHERS SUMMIT.	25	12.35	.....
110.5		WOODBINE.	1.9	25	1.20	.....	103.9	D	JANE LEW.	18	12.41	.....
112.4		CURTIN.	3.6	20	1.25	.....	109.2	D	LOST CREEK.	22	12.55	.....
116.0		HOLCOMB.	1.5		1.35	.....	114.2		BYRON.	9	1.08	.....
118.3		FENWICK	1.8		1.40	.....	115.7		WAGRAM.	12	1.12	.....
120.1		DANE	1.4		1.45	.....	120.9	DN	J TOWER.	21	1.26	.....
121.5	DPN	RICHWOOD.			1.55	.....	121.5	DN	MD TOWER (Clarksburg).		1.35	.....
					P. M.	P. M.					P. M.	NOON	
		Time over Sub-Division.....			5.55	6.50			Time over Sub-Division.....		5.50	5.40	
		Average speed per hour.....			20.0	11.4			Average speed per hour.....		20.7	13.8	

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 Grafton.	Train Order Stations.	G. and B. Sub-Division. TIME-TABLE No. 27. April 23, 1935.	Passing Siding. Capacity in Cars.	FIRST CLASS.						THIRD CLASS.			
				*33	*47					87	81		
				DAILY	DAILY Ex. Sunday					DAILY P. M. Sunday	DAILY		
				A. M.	P. M.					A. M.	P. M.		
0.0	DN	GRAFTON.		S 8.25						9.15	3.20		
0.0		0.0 No. 3 SWITCH BOX GRAFTON		8.30							32		
1.2		1.2 SOUTH GRAFTON.	53	8.33						9.25	3.25		
2.5		1.3 PARK.	75	F 8.35						9.30	3.30		
4.1		1.6 YATES.		F 8.38									
5.8		1.7 STONEHOUSE.	64	F 8.42						9.40	3.45		
7.4		1.6 CECIL.		S 8.46									
9.3		1.9 SANDY.		F 8.50									
10.7		1.4 LUSK.	84	8.53						10.00	4.00		
11.5		0.8 COVE RUN.		F 8.55									
14.5		3.7 MOATSVILLE.		S 9.02									
18.2	D	1.1 ARDEN.	72	S 9.11						10.30	4.30		
19.3		1.3 FELTON.		F 9.14						84			
20.6		1.3 FOX HALL.		F 9.17									
22.1		1.5 BERRYBURG JUNCTION.	35	F 9.20						10.50	4.45		
23.2		1.5 MERIDEN.		F 9.23									
24.7	D	5.9 PHILIPPI.		S 9.29						11.10	4.55		
28.6		1.4 LILLIAN.		F 9.37									
30.0	D	2.9 TYGART JUNCTION.	42	S 9.41						84	11.45	5.25	
32.9		2.2 ADMA.		F 9.50									
35.1		1.0 O'BRIEN.		F 9.55									
36.1		2.2 CLEMENTS.	47	F 9.58						12.15			
38.3		1.5 WILMOTH.		F 10.01									
39.8		2.0 McLEAN.		F 10.05									
41.8	D	W. Md. BELINGTON.		A 10.15						A 1.00			
0.0	D	0.9 TYGART JUNCTION.	42	.....	S 2.10						5.25		
0.9		3.3 CARROLLTON.		.....	F 2.14								
4.2		1.0 CENTURY JCT.		.....	F 2.21						5.43		
5.2		0.7 BOULDER.		.....	F 2.24								
5.9		0.9 MARTENEY.		.....	2.26						5.50		
6.8		1.4 HALL.		.....	F 2.28								
8.2		1.0 MURPHY.		.....	F 2.30								
9.2		1.3 TETER.		.....	F 2.32								
10.5		1.1 PECKS RUN.		.....	F 2.35								
11.6		1.2 SMITH SUMMIT.	45	.....	2.37						6.10		
12.8		0.9 FISHING CAMP.		.....	F 2.41								
13.7		2.0 POST MILLS.		.....	F 2.43								
16.6	DPN	BUCKHANNON.		.....	A 2.50						A 6.25		
					A. M.	P. M.					P. M.	P. M.	
		Time over Sub-Division.....			1.50	0.40					3.45	3.05	
		Average speed per hour.....			22.6	24.7					11.5	15.1	

Passenger trains will not exceed a speed of 35 miles per hour between Grafton and Belington, Tygart Jct. and Buckhannon. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.
*Operated by Gas-Electric Motor Car.

EASTWARD.

Distance from Buckhannon and Belington.	Train Order Stations.	G. and B. Sub-Division. TIME-TABLE No. 27. April 28, 1935.	Passing Siding. Capacity in Cars.	FIRST CLASS.						THIRD CLASS.				
				*48	*32					80	84			
				DAILY Ex. Sunday	DAILY					DAILY	DAILY Ex. Sunday			
				P. M.	P. M.					A. M.	A. M.			
0.0	DPN	BUCKHANNON.		S 1.15						3.20				
2.9		2.9 POST MILLS.		F 1.21										
3.8		0.9 FISHING CAMP.		F 1.23										
5.0		1.2 SMITH SUMMIT.	45	1.27						3.45				
6.1		1.1 PEOKS RUN.		F 1.29										
7.4		1.3 TETER.		F 1.32										
		1.0												
8.4		MURPHY.		F 1.34										
9.8		1.4 HALL.		F 1.37										
10.7		0.9 MARTENEY.		1.39						4.03				
11.4		0.7 BOULDER.		F 1.41										
15.7		1.0 CENTURY JUNCTION.		F 1.45						4.10				
15.7		3.3 CARROLLTON.		F 1.51										
16.6	D	0.9 TYGART JUNCTION.	42	A 1.55						4.35				
0.0	D	W. Md. BELINGTON.			S 1.37						8.45			
2.0		2.0 MCLEAN.			F 1.40									
3.5		1.5 WILMOTH.			F 1.43									
5.7		2.2 CLEMENTS.	47		F 1.48					9.05				
6.7		1.0 O'BRIEN.			F 1.50									
8.9		2.2 ADMA.			F 1.54									
		2.9												
11.8	D	TYGART JUNCTION.	42		S 2.02					4.35	9.41			
13.2		1.4 LILLIAN.			F 2.05						33			
17.1	D	3.9 PHILIPPL.			S 2.15					5.05	9.59			
18.6		1.5 MERIDEN.			F 2.18									
		1.1												
19.7		BERRYBURG JUNCTION.	35		F 2.21					5.15	10.16			
21.2		1.5 FOX HALL.			F 2.24									
22.5		1.3 FELTON.			F 2.27									
23.6	D	1.1 ARDEN.	72		S 2.30					5.25	10.30			
27.3		3.7 MOATSVILLE.			S 2.38						87			
		3.0												
30.3		COVE RUN.			F 2.45									
31.1		0.8 LUSE.	84		2.47					5.55	10.55			
32.5		1.4 SANDY.			F 2.51									
34.4		1.9 CECIL.			S 2.55									
36.0		1.8 STONEHOUSE.	64		F 2.59					6.10	11.15			
37.7		1.7 YATES.			F 3.03									
39.3		1.6 PARK.	75		F 3.07					6.20	11.30			
40.6		1.3 SOUTH GRAFTON.	53		3.11					6.25	11.35			
41.8	DN	1.2 GRAFTON.			A 3.20					A 6.30	11.45			
					81									
				P. M.	P. M.					A. M.	A. M.			
		Time over Sub-Division.....		0.40	1.43					3.10	3.00			
		Average speed per hour.....		24.7	24.3					14.7	13.9			

Passenger trains will not exceed a speed of 35 miles per hour between Buckhannon and Tygart Jct. and Belington and Grafton. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

*Operated by Gas-Electric Motor Car.

SOUTHWARD.

Distance from Elkins.	Train Order Stations.	Elkins Sub-Division. TIME-TABLE No. 27. April 23, 1935.	Passing Sidings. Capacity in Cars.	FIRST CLASS.						THIRD CLASS.				
				B. & O. 35	W. Md. 43					B. & O. 81				
				DAILY Ex. Sunday	DAILY					DAILY				
				A. M.	P. M.					P. M.				
0.0	DN	ELKINS.		S 8.45	S 12.50									
0.2		0.2 C. & C. JCT.		8.46	12.51									
1.5		1.3 HOMEWOOD.		F 8.49	F 12.54									
6.9	D	5.4 NORTON.		S 9.02	S 1.10 ₃₆									

The time above for information only. Trains operating between Elkins and Norton will be governed by Western Maryland Railway Time-Table and Rules.

6.9	D	NORTON.		S 9.02										
8.4		1.5 LEITER JUNCTION.		9.06										
12.9		4.5 LOOP.		F 9.15										
14.7		1.8 HIGHPOINT.	35											
15.7		1.0 KINGSVILLE.		F 9.21										
19.7	D	4.0 MIDVALE.	17	S 9.30										
22.3		2.6 SAND RUN.	29	F 9.35										
25.0		1.4 GOODWIN.	32	F 9.41										
26.4		1.3 STRADER.		F 9.44										
27.7		2.3 HESPER.		F 9.47										
30.0	D	1.6 SAGO.	13	S 9.53										
31.6		1.5 ADRIAN JCT.		9.57								7.10		
33.1	D	2.5 ADRIAN.	15	S 10.01								7.15		
35.6		4.4 ABBOTT.		F 10.06										
40.0	D	5.3 FRENCHTON.	37	S 10.15								7.40		
45.3		1.2 CRAWFORD.	65	F 10.28								7.55		
46.5	D	1.5 WALKERSVILLE.		S 10.31								8.00		
48.0		1.3 EMMART.		F 10.34										
49.3		3.9 McCLELLAN.	27	10.37								8.10		
53.2		3.5 CHAPMAN.		F 10.45										
56.7	D	1.0 ORLANDO.	24	S 11.05 ₃₆								8.35		
57.7		3.1 ORLANDO JUNCTION.	36	11.10								8.40		
60.8		2.9 BURNSVILLE.	50	S 11.20								9.00		
63.7		1.9 HYERS.		F 11.25										
65.6	D	1.6 GILMER		S 11.30								9.18		
67.2		1.9 BOWER.	75	F 11.34								9.25		
69.1	D	2.5 COPEN.		S 11.40								9.40		
71.6		0.4 ARNETTE.		F 11.45										
72.0		1.0 DELTA.	34	11.47								9.55		
73.0		2.1 BRAXTON.		F 11.50										
75.1	D	1.8 EXCHANGE.	11	S 11.56								10.05		
76.9		1.7 CHAPELLE.		F 12.01										
78.6		4.5 PEMBROKE.	32	F 12.06								10.20		
83.1	DN	8.0 GASSAWAY.		A 12.20								A 10.45 ₈₀		
				P. M.	P. M.							P. M.		
		Time over Sub-Division.....		3.35	0.20							3.35		
		Average speed per hour.....		23.2	20.7							14.3		

Passenger trains will not exceed a speed of 35 miles per hour.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.
 Normal position of switch, East Leg, Elkin Wye for Durbin Branch.
 See Western Maryland Railway Time-Table for running time between Elkins and Norton.

NORTHWARD.

Distance from Charleston.	Train Order Stations.	Elkins Sub-Division. TIME-TABLE No. 27. April 28, 1935.	Passing Sidings. Capacity in Cars.	FIRST CLASS.							THIRD CLASS.		
				W. Md. B. & O.							80		
				42	36							DAILY	
				DAILY	DAILY Ex. Sunday								P. M.
				A. M.	A. M.								
91.8	DN	GASSAWAY. 4.5	32	.....	S 9.50	.....	.....	.....	.....	.....	.....	10.45	
96.3		PEMBROKE. 1.7		.....	F10.00	.....	.....	.....	.....	.....	.....	11.10	
98.0		CHAPELLE. 1.8		.....	F10.03	.....	.....	.....	.....	.....	.....	.....	.....
99.8	D	EXCHANGE 2.1	11	.....	S10.07	.....	.....	.....	.....	.....	.....	11.22	
101.9		BRAXTON. 1.0		.....	F10.12	.....	.....	.....	.....	.....	.....	.....	.....
102.9		DELTA. 0.4	34	.....	10.14	.....	.....	.....	.....	.....	.....	11.35	
103.3		ARNETTE. 2.5		.....	F10.15	.....	.....	.....	.....	.....	.....	.....	.....
105.8	D	COPEN. 1.9	75	.....	S10.20	.....	.....	.....	.....	.....	.....	11.43	
107.7		BOWER. 1.6		.....	F10.27	.....	.....	.....	.....	.....	.....	.....	11.57
109.3	D	GILMER. 1.9		.....	S10.32	.....	.....	.....	.....	.....	.....	.....	12.05
111.2		HYERS. 2.9	50	.....	F10.36	.....	.....	.....	.....	.....	.....	.....	.....
114.1		BURNSVILLE. 3.1		.....	S10.42	.....	.....	.....	.....	.....	.....	.....	12.15
117.2		ORLANDO JUNCTION. 1.0	36	.....	10.50	.....	.....	.....	.....	.....	.....	12.30	
118.2	D	ORLANDO. 3.5	24	.....	S11.00	.....	.....	.....	.....	.....	.....	12.40	
121.7		CHAPMAN. 3.9		.....	F11.05	.....	.....	.....	.....	.....	.....	.....	.....
125.6		McCLELLAN. 1.3	27	.....	11.21	.....	.....	.....	.....	.....	.....	1.10	
126.9		EMMART. 1.5	65	.....	F11.24	.....	.....	.....	.....	.....	.....	.....	.....
128.4	D	WALKERSVILLE. 1.2		.....	S11.27	.....	.....	.....	.....	.....	.....	.....	1.20
129.6		CRAWFORD. 5.3		.....	F11.30	.....	.....	.....	.....	.....	.....	.....	1.25
134.9	D	FRENCHTON. 4.4	37	.....	S11.43	.....	.....	.....	.....	.....	.....	1.55	
139.3		ABBOTT. 2.5		.....	F11.51	.....	.....	.....	.....	.....	.....	.....	.....
141.8	D	ADRIAN. 1.5	15	.....	S11.57	.....	.....	.....	.....	.....	.....	2.20	
143.3		ADRIAN JCT. 1.6		.....	12.00	.....	.....	.....	.....	.....	.....	.....	A 2.30
144.9	D	SAGO. 2.3	13	.....	S12.05	.....	.....	.....	.....	.....	.....	.....	.....
147.2		HESPER. 1.3		.....	F12.10	.....	.....	.....	.....	.....	.....	.....	.....
148.5		STRADER. 1.4		.....	F12.13	.....	.....	.....	.....	.....	.....	.....	.....
149.9		GOODWIN. 2.7	32	.....	F12.16	.....	.....	.....	.....	.....	.....	.....
152.6		SAND RUN. 2.6	29	.....	F12.22	.....	.....	.....	.....	.....	.....	.....
155.2	D	MIDVALE. 4.0	17	.....	S12.28	.....	.....	.....	.....	.....	.....	.....
159.2		KINGSVILLE. 1.0		.....	F12.37	.....	.....	.....	.....	.....	.....	.....	.....
160.2		HIGHPOINT. 1.8	35	.....	F12.43	.....	.....	.....	.....	.....	.....	.....
162.0		LOOP. 4.5		.....	12.56	.....	.....	.....	.....	.....	.....	.....	.....
166.5		LEITER JUNCTION. 1.5		.....	S 1.10	.....	.....	.....	.....	.....	.....	.....	.....
168.0	D	NORTON.		.....	43	.....	.....	.....	.....	.....	.....	.....

The time below for information only. Trains operating between Elkins and Norton will be governed by Western Maryland Railway Time-Table and Rules.

168.0	D	NORTON. 5.4		S10.40	S 1.10	.....	.....	.....	.....	.....	.....	.....
173.4		HOMEWOOD. 1.3		F10.51	F 1.27	.....	.....	.....	.....	.....	.....	.....
174.7		O. & C. JCT. 0.2		10.54	1.31	.....	.....	.....	.....	.....	.....	.....
174.9	DN	ELKINS.		A11.00	A 1.35	.....	.....	.....	.....	.....	.....	.....
				A. M.	P. M.							A. M.
		Time over Sub-Division.....		0.20	3.45							3.45
		Average speed per hour.....		20.7	21.7							13.7

Passenger trains will not exceed a speed of 35 miles per hour.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.
 Normal position of switch East Leg Elkins Wye is for Durbin Branch.
 See Western Maryland Railway Time-Table for running time between Elkins and Norton.

SOUTHWARD.

NORTHWARD.

Distance from Elkins,	Train Order Stations.	Charleston-Gassaway Sub-Division.	Passing Sidings. Capacity in Cars.	FIRST CLASS	THIRD CLASS	Distance from Charleston.	Train Order Stations.	Charleston-Gassaway Sub-Division.	Passing Sidings. Capacity in Cars.	FIRST CLASS	THIRD CLASS
				35	181					36	182
				DAILY Ex. Sunday	DAILY Ex. Sunday					DAILY Ex. Sunday	DAILY Ex. Sunday
				P. M.	A. M.					A. M.	A. M.
89.4		SUTTON.				0.0	DN	CHARLESTON.		S 6.15	8.20
91.8		BISON.				2.2		ETOWAH.	89	F 6.19	8.26
83.1	DN	GASSAWAY.		\$12.25	8.00	4.8		BARLOW.		F 6.23	.....
87.1		SHADY SIDE.		F12.33	.....	6.3		MILLIKEN.		F 6.27	.....
91.6	D	FRAMETOWN.	35	\$12.43	8.25	7.6		BREAM.		F 6.30	.....
93.0		ROCKTON.		F12.46	.....	10.2		PINCH.	16	F 6.35	8.50
95.6		GLENDON.		F12.53	.....	11.0		JARRETT'S FORD.	44	F 6.37	8.53
97.8		STRANGE CREEK.		\$12.59	8.47	13.3	D	BLUE CREEK.	31	S 6.40	8.59
101.1		VILLA NOVA.	16	\$ 1.07	8.59	14.8		WALGROVE.		F 6.44	.....
104.0		GROVES SIDING.	18	1.13	9.13	17.1	D	FALLING ROCK.	37	S 6.49	9.09
104.1		GROVES.		F 1.14	.....	18.8		REAMER		F 6.53	.....
111.2	D	OTTER.	30	S 1.28	9.33	20.4	D	CLENDENNIN.	41	S 6.58	9.18
117.5		SPREAD.	61	1.42	9.48	22.6		TURNER.	38	F 7.02	9.24
122.9	D	DUNDON.	25	S 1.57	10.10	24.5		QUEEN SHOALS		F 7.06	.....
124.0	D	CLAY.	50	S 2.01	10.15	24.7		HARTS BRANCH.	10	7.07	.....
127.5		HARTLAND.		F 2.10	10.28	25.3		BARREN CREEK.		F 7.08	.....
128.5		ELKLAND.		F 2.13	.....	26.6		CORNWELL.		F 7.11	.....
130.4		ELKHURST.	55	F 2.18	10.36	27.6	D	PORTERS.	31	S 7.13	9.39
132.0		DORFEE.		F 2.22	.....	30.3		APEX.		F 7.19	.....
134.9	D	SHELTON.	38	S 2.30	10.51	31.9		CAMP.		F 7.22	.....
136.6		BIRCH RUN.		F 2.34	.....	34.8		MARNE.		F 7.28	.....
138.9		ROUZER.	34	2.41	11.06	36.0		ROUZER.	34	7.31	10.02
140.1		MARNE.		F 2.44	.....	38.3		BIRCH RUN.		F 7.36	.....
143.0		CAMP.		F 2.51	.....	40.0	D	SHELTON.	38	S 7.39	10.12
144.6		APEX.		F 2.55	.....	42.9		DORFEE.		F 7.49	.....
147.3	D	PORTERS.	31	S 3.01	11.28	44.5		ELKHURST.	55	F 7.52	10.36
148.3		CORNWELL.		F 3.04	.....	46.4		ELKLAND.		F 7.56	.....
149.6		BARREN CREEK.		F 3.07	.....	47.4		HARTLAND.		F 7.58	11.00
150.2		HARTS BRANCH.	10	3.09	.....	50.9	D	CLAY.	50	S 8.10	11.40
150.4		QUEEN SHOALS		F 3.14	.....	52.0	D	DUNDON.	25	S 8.12	11.50
152.3		TURNER.	38	F 3.17	11.46	57.4		SPREAD.	61	8.25	12.15
154.5	D	CLENDENNIN.	41	S 3.23	11.53	63.7	D	OTTER.	30	S 8.37	12.35
156.1		REAMER		F 3.26	.....	70.8		GROVES.		F 8.52	.....
157.8	D	FALLING ROCK.	37	S 3.31	12.03	70.9		GROVES SIDING.	18	8.53	12.55
160.1		WALGROVE.		F 3.36	.....	73.8		VILLA NOVA.	16	S 8.59	1.07
161.6	D	BLUE CREEK.	31	S 3.39	12.18	77.1		STRANGE CREEK.		S 9.08	1.20
163.9		JARRETT'S FORD.	44	F 3.44	12.23	79.3		GLENDON.		F 9.13	.....
164.7		PINCH.	16	F 3.46	12.25	81.9		ROCKTON.		F 9.19	.....
167.3		BREAM.		F 3.53	.....	83.3	D	FRAMETOWN.	35	S 9.22	1.40
168.6		MILLIKEN.		F 3.57	.....	87.8		SHADY SIDE.		F 9.32	.....
170.6		BARLOW.		F 4.02	.....	91.8	DN	GASSAWAY.		A 9.45	A 2.05
172.7		ETOWAH.	89	4.08	12.45	95.7		BISON.		.....	.....
174.9	DN	CHARLESTON.		A 4.15	12.55	98.1		SUTTON.		.....	.....
				P. M.	P. M.					A. M.	P. M.
		Time over Sub-Division.....		3.50	4.55			Time over Sub-Division.....		3.30	5.45
		Average speed per hour.....		23.4	17.9			Average speed per hour.....		25.9	15.9

Passenger trains will not exceed a speed of 35 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 Weston.	Train Order Stations.	Weston and Pickens Sub-Division. TIME-TABLE No. 27. April 28, 1935.	Passing Sidings, Capacity in Cars.	FIRST CLASS.						THIRD CLASS.									
				102	*54	*752					88								
				DAILY Ex. Sunday	DAILY Ex. Sunday	Sunday ONLY					DAILY								
				A. M.	P. M.	P. M.					P. M.								
0.0	DN	WESTON. 0.7	13	S 9.20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.7		MACPELAH JCT. 7.3		9.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8.0		WILSON SIDING. 4.0	45	9.47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12.0		LORENTZ. 4.2	39	10.07	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.2	DPN	BUCKHANNON. 1.0	14	S10.22	S 3.35	S 4.00	.....	.....	.....	.....	.....	.....	.....	6.40	.....	.....	.....	.....	.....
17.9		SOUTH BUCKHANNON 1.0		F10.27	F 3.39	F 4.04	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18.8		TENNERTON. 2.6		F10.30	F 3.41	F 4.06	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21.4		HAMPTON. 0.5	16	F10.40	F 3.47	F 4.12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21.9		HAMPTON JCT. 2.1		10.45	3.48	4.13	.....	.....	.....	.....	.....	.....	.....	7.00	.....	.....	.....	.....	.....
		ADRIAN JCT. 2.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7.10	.....	.....	.....	.....	.....
24.1		SAGO. 1.3	15	F10.55	S 3.53	S 4.19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25.4		OURS MILLS. 3.5		F10.59	F 3.56	F 4.22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.9	D	TEN MILE. 1.9	25	F11.11	S 4.05	S 4.31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30.8		IMPERIAL. 1.6		F11.18	F 4.09	F 4.35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
32.4		BEANS MILLS. 1.8		F11.23	F 4.13	F 4.39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.2		ALTON. 1.6		F11.29	F 4.18	F 4.44	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.8		ROY. 2.9		F11.34	F 4.22	F 4.48	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
37.7	D	ALEXANDER. 2.5		F11.43	S 4.28	S 4.55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40.2		CHEMICAL. 1.2		F11.51	F 4.33	F 5.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41.4	D	NEWLON. 2.4	13	F11.55	S 4.36	S 5.04	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
43.8		CRADDOCK. 2.0		F12.03	F 4.41	F 5.09	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45.8		ARVONDALE. 0.8		F12.10	F 4.45	F 5.13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
46.6		SUNCREST. 0.8		F12.13	F 4.47	F 5.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
47.4		SILICA. 3.3		F12.16	F 4.49	F 5.17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
50.7	D	PICKENS. 3.3		A12.30	A 5.05	A 5.35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					P. M.	P. M.	P. M.							P. M.					
		Time over Sub-Division.....		3.10	1.30	1.35								0.30					
		Average speed per hour.....		16.0	23.0	21.8								15.6					

Passenger trains will not exceed a speed of 30 miles per hour between Weston and Buckhannon, 35 miles per hour between Buckhannon and Adrian Jct. and 30 miles per hour Hampton Jct. and Pickens.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.
 ★ Operated by Gas-Electric Motor Car.

WESTWARD.

Distance from Pickens.	Train Order Stations.	Weston and Pickens Sub-Division. TIME-TABLE No. 27. April 28, 1935.	Passing Siding. Capacity in Cars.	FIRST CLASS.						THIRD CLASS.			
				*53	*751	101					89		
				DAILY Ex. Sunday	Sunday ONLY	DAILY Ex. Sunday						DAILY	
				A. M.	A. M.	P. M.						A. M.	
0.0	D	PICKENS.		S 7.15	S 8.30	S 12.40	.....	.....	.....	.....	.....	.....	.....
3.3		3.3 SILICA.		F 7.22	F 8.37	F 12.49	.....	.....	.....	.....	.....	.....	.....
4.1		0.8 SUNCREST.		F 7.23	F 8.38	F 12.52	.....	.....	.....	.....	.....	.....	.....
4.9		0.8 ARVONDALE.		F 7.25	F 8.40	F 12.57	.....	.....	.....	.....	.....	.....	.....
6.9		2.0 CRADDOCK.		F 7.29	F 8.44	F 1.03	.....	.....	.....	.....	.....	.....	.....
9.3	D	2.4 NEWLON.	13	S 7.40	S 8.55	F 1.25	.....	.....	.....	.....	.....	.....	.....
10.5		1.2 CHEMICAL.		F 7.43	F 8.58	F 1.29	.....	.....	.....	.....	.....	.....	.....
13.0	D	2.5 ALEXANDER.		S 7.48	S 9.03	F 1.40	.....	.....	.....	.....	.....	.....	.....
		1.9											
14.9		ROY.		F 7.52	F 9.07	F 1.46	.....	.....	.....	.....	.....	.....	.....
16.5		1.6 ALTON.		F 7.56	F 9.11	F 1.53	.....	.....	.....	.....	.....	.....	.....
18.3		1.8 BEANS MILLS.		F 8.00	F 9.15	F 1.59	.....	.....	.....	.....	.....	.....	.....
19.9		1.6 IMPERIAL.		F 8.04	F 9.19	F 2.05	.....	.....	.....	.....	.....	.....	.....
21.8	D	1.9 TEN MILE.	25	S 8.11	S 9.26	F 2.15	.....	.....	.....	.....	.....	.....	.....
25.3		3.5 OURS MILLS.		F 8.18	F 9.32	F 2.25	.....	.....	.....	.....	.....	.....	.....
26.6		1.3 SAGO.	15	S 8.27	S 9.38	F 2.35	.....	.....	.....	.....	.....	.....	.....
		2.2											
28.8		ADRIAN JCT.		.....	.....	.....	.....	.....	.....	.....	.....	2.30	.....
		2.1 HAMPTON JCT.		8.32	9.44	2.45	.....	.....	.....	.....	.....	2.40	.....
		0.5											
29.3		HAMPTON.	16	S 8.33	F 9.45	F 2.50	.....	.....	.....	.....	.....	.....	.....
31.9		2.6 TENNERTON.		F 8.38	F 9.50	F 2.55	.....	.....	.....	.....	.....	.....	.....
32.9		1.0 SOUTH BUCKHANNON.		F 8.40	F 9.52	F 3.00	.....	.....	.....	.....	.....	.....	.....
34.5	DPN	1.6 BUCKHANNON.	14	A 8.45	A 10.00	S 3.15	.....	.....	.....	.....	.....	3.05	.....
38.7		4.2 LORENTZ.	39	.....	.....	3.30	.....	.....	.....	.....	.....	.....	.....
42.7		4.0 WILSON SIDING.	45	.....	.....	3.45	.....	.....	.....	.....	.....	.....	.....
50.0		7.3 MACPELAH JCT.		.....	.....	4.10	.....	.....	.....	.....	.....	.....	.....
50.7	DN	0.7 WESTON.	13	.....	.....	A 4.20	.....	.....	.....	.....	.....	.....	.....
				A. M.	A. M.	P. M.						A. M.	
		Time over Sub-Division.....		1.30	1.30	3.40						0.35	
		Average speed per hour.....		23.0	23.0	13.8						13.3	

Passenger trains will not exceed a speed of 30 miles per hour between Weston and Buckhannon, 35 miles per hour between Buckhannon and Adrian Jct. and 30 miles per hour Hampton Jct. and Pickens.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.
 *Operated by Gas-Electric Motor Car.

WESTWARD.

WHEELING TERMINAL

TRAINS FROM

WHEELING and BENWOOD JCT. to MOUNDSVILLE, SCHICK and BRIDGEPORT.

Distance from Wheeling.	Train Order Stations.	TIME-TABLE No. 27. April 28, 1935.	Passing Siding Capacity in 45 foot Cars.	FIRST CLASS.									
				Pgh. Nwk. Div.	Whg. Div.	Mon. Whg. Div.	Pgh. Nwk. Div.	Whg. Div.	Nwk. Div.	Mon. Whg. Div.	Pgh. Whg. Div.		
				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	DN	WHEELING. (End of Double Track.)		\$12.30	\$ 6.25	\$ 8.00	\$10.33	\$10.55	\$ 6.50	\$ 7.20	\$10.35		
4.4	DN	BENWOOD JCT.		\$12.35	\$ 6.40	\$ 8.15	\$10.38	\$11.10	\$ 7.05	\$ 7.35	\$10.50		
5.1		HN BENWOOD.											
5.2		McMECHEN.				F 8.17				F 7.37	11.13		
6.5	DN	NARROWS. (End of Double Track.)	33			8.19		11.17		7.39	11.15		
8.8		GLENDALE.	O. R. 126			F 8.22		11.21		F 7.42	11.21		
9.5		PLAINFIELD.				F 8.23				F 7.43			
10.1		GRAVEL SIDING.											
11.0	DN	MOUNDSVILLE.	O. R. 37			\$ 8.28		\$11.30		\$ 7.47	\$11.28		
5.9	DN	BELLAIRE. (End of Double Track.)		\$12.59	\$ 6.45		\$11.01		\$ 7.14				
7.2		SCHICK.		1.02			11.05		7.19				
6.7		DK TOWER											
10.1		BRIDGEPORT. C. & P.			\$ 7.00								
				A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.		
		Time over Sub-Division.....		0.27	0.35	0.28	0.27	0.35	0.29	0.27	0.38		
		Average speed per hour.....		16.0	17.3	23.5	16.0	18.8	14.9	24.4	17.3		

Distance from Wheeling.	Train Order Stations.	TIME-TABLE No. 27. April 28, 1935.	Passing Siding Capacity in 45 foot Cars.	THIRD CLASS.									
				Mon. Whg. Div.	Nwk. Div.	Nwk. Div.	Whg. Div.	Mon. Whg. Div.	Nwk. Div.	Nwk. Div.	Nwk. Div.	Whg. Div.	
				491	85	97	85	281	61	91	95	197	
				DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY	DAILY	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.					
0.0	DN	WHEELING. (End of Double Track.)											
4.4	DN	BENWOOD JCT.			2.50	3.35			7.25	1.00	7.50		
5.1		HN BENWOOD.			12.30		5.00	6.55			10.05		
5.4		McMECHEN.											
6.5	DN	NARROWS. (End of Double Track.)	33	12.35			5.05	7.00			10.10		
8.8		GLENDALE.	O. R. 126				5.12				10.17		
10.1		GRAVEL SIDING.											
11.0	DN	MOUNDSVILLE.	O. R. 37	12.50			5.25	7.20			10.25		
5.9	DN	BELLAIRE. (End of Double Track.)			2.55	3.40			7.30	1.05	7.55		
7.2		SCHICK.			3.00	3.45			7.35	1.10	8.02		
6.7		DK TOWER											
10.1		BRIDGEPORT. C. & P.											
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
		Time over Sub-Division.....		0.20	0.10	0.10	0.25	0.25	0.10	0.10	0.12	0.20	
		Average speed per hour.....		17.7	16.8	16.8	14.1	14.1	16.8	16.8	14.0	17.7	

Passenger trains will not exceed a speed of 40 miles per hour between Moundsville and Narrows, 35 miles per hour between Narrows, Wheeling and Schick, and 25 miles per hour between Bellaire and Bridgeport. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded. Eastward trains 78, 72, 88, 198 and 86 will operate on Low Line between Moundsville and Narrows. Westward trains 73, 77, 197 and 85 will operate on Low Line between Narrows and Moundsville. Eastward trains 430, 510, 970 and 810 will operate on High Line between Moundsville and Narrows. Westward trains 561, 441, 491 and 281 will operate on High Line between Narrows and Moundsville.

MONONGAH DIVISION.

DIVISIONAL STAFF.

Superintendent:

H. R. GIBSON,

Asst. Superintendent:

W. TRAPNELL.

Train Masters:

W. C. DEEGAN.

J. C. KINTON.

Road Foreman of Engines:

A. S. HEADLEY.

Ass't Train Master:

C. F. THEIS.

Terminal Trainmaster:

H. R. HARPER.

Division Engineer:

JOHN EDWARDS, Jr.

Ass't Division Engineers:

W. C. PEMBROKE,

C. E. NEWHOUSE.

Master Mechanic:

R. H. CLINE.

Chief Train Dispatchers:

W. G. ROBEY,

A. N. PETERS,

R. NESTOR.

Train Dispatchers:

A. P. LAVELLE,

J. T. DORSEY,

J. F. STAFFORD,

R. D. KELLY,

E. L. WILLEY,

C. P. CAMPBELL,

J. T. STAPLES,

J. P. DORSEY,

C. H. CARPENTER.

Relief Train Dispatchers:

J. F. FORDYCE,

J. S. COPP,

W. D. ROLLYSON.

Extra Train Dispatchers:

J. H. BRADFORD,

B. S. MARSHALL,

C. M. BAKER,

L. PLUM,

J. C. CARPENTER,

R. A. MORGAN,

H. G. HUFFORD,

W. W. YOUNG,

A. C. MASON,

C. R. WOLFE,

H. A. ROBB,

S. D. SUTHERLAND,

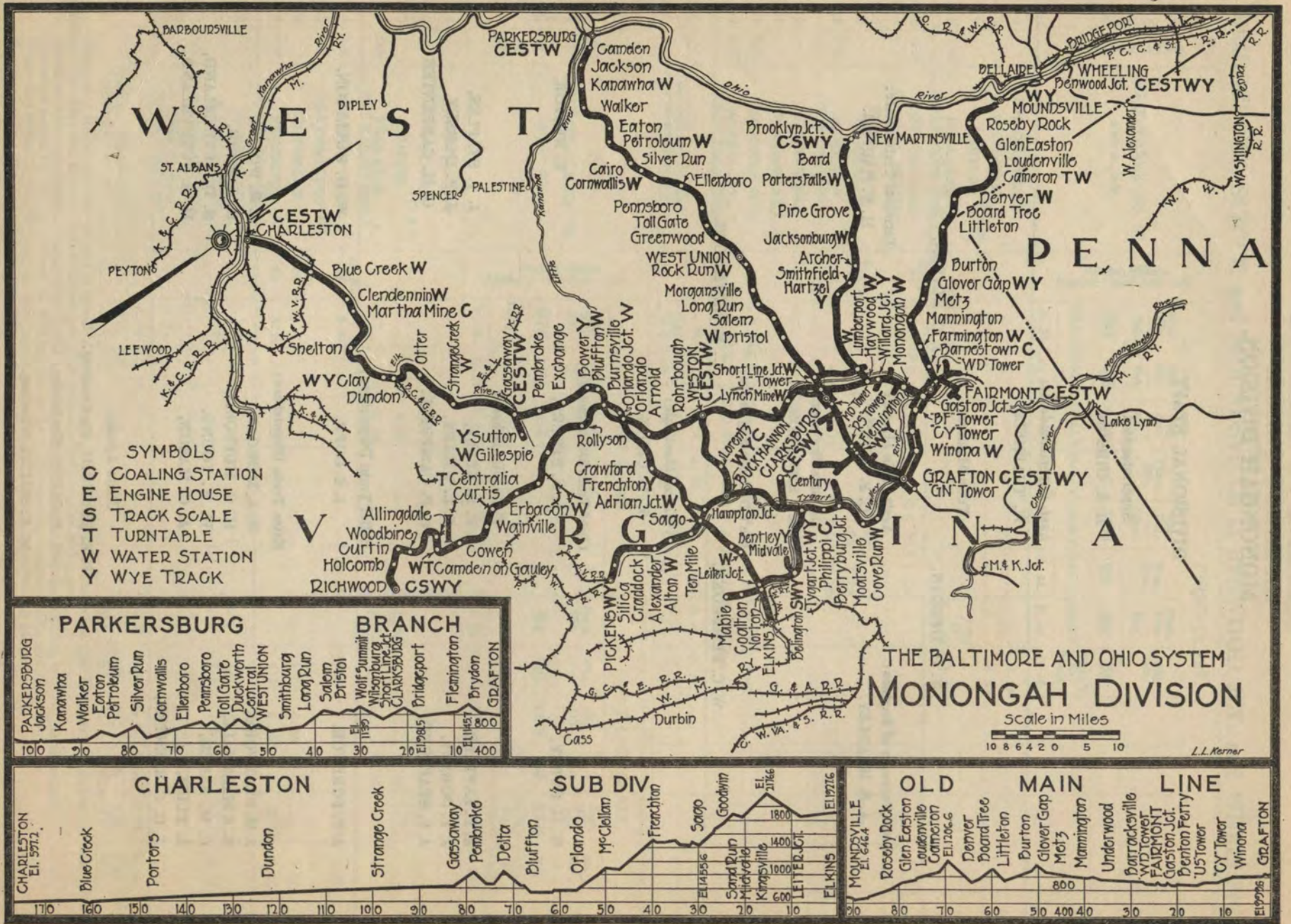
H. S. SUTHERLAND.

Claim Agents:

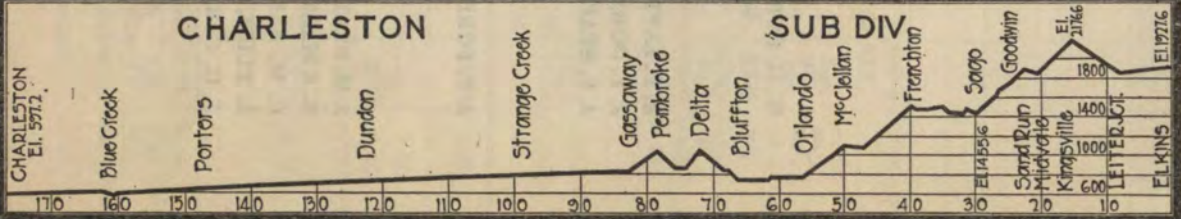
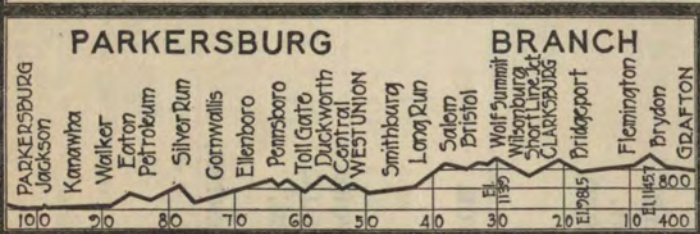
W. E. KENNEDY, Parkersburg.

K. P. CLINE, Clarksburg.

M. C. SMITH, Wheeling.



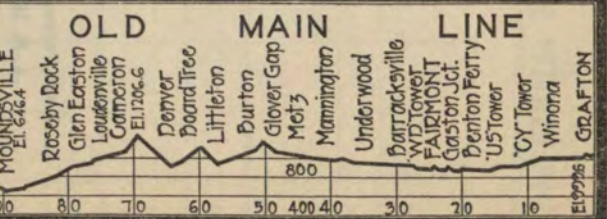
- SYMBOLS**
- G GOALING STATION
 - E ENGINE HOUSE
 - S TRACK SCALE
 - T TURNTABLE
 - W WATER STATION
 - Y WYE TRACK



**THE BALTIMORE AND OHIO SYSTEM
MONONGAH DIVISION**

Scale in Miles
10 8 6 4 2 0 5 10

L.L. Kerner



**DON'T
GET
HURT**