

SAFETY

IS

EVERYBODY'S JOB

ON THE

B&O

THE BALTIMORE & OHIO RAILROAD COMPANY

EASTERN REGION

SAFETY ABOVE EVERYTHING



MONONGAH DIVISION

67

TIME-TABLE No. 67

EFFECTIVE 12.01 A. M.
EASTERN STANDARD TIME

SUNDAY, APRIL 25, 1954

T. J. KLAUENBERG,

Superintendent

MONONGAH DIVISION.

DIVISION STAFF.

Superintendent:
T. J. KLAUENBERG.

Ass't Superintendent:
J. A. CURTIS.

A. N. PETERS.

Train Masters:
A. KIDDY,
J. H. McCLUNG (S. C. & M.)

E. C. KINCAID.

Ass't Train Masters:
GEORGE W. MORRISON,
C. E. GEORGE.

Terminal Train Masters:
H. R. HARPER,
H. F. LYDICK.

Road Foreman of Engines:
G. G. FREE,
G. L. NICHOLAS.

Ass't Road Foreman of Engines:
W. S. SNIDER,
E. H. WYATT.

Division Operator:
L. V. TAYLOR.

Division Engineer:
F. F. SCHILT.

General Safety Supervisor:
R. L. WARD,
Baltimore, Md.

Safety Supervisor:
R. B. KIMBLE,
Cumberland, Md.

Ass't Division Engineers:
R. G. RAYBURN.

L. L. KERNER.

Master Mechanic:
E. STIMSON, Jr.

Chief Train Dispatchers:
H. G. HUFFORD, C. M. BAKER, G. A. SHINGLETON, G. W. CROSS, H. A. MILLER, S. F. McKINNEY.

Train Dispatchers:
C. R. WOLFE,
R. A. MORGAN,
C. H. CARPENTER,
L. PLUM,
J. H. ROBINSON,

A. B. PEPPER,
J. Y. HENDERSON,
K. W. BOYLEN,
T. H. ROLLINS,
R. R. WOLFE,
H. L. WIANT,

W. F. SHAW,
J. M. BROWN,
L. E. LYNCH,
S. F. McKINNEY,
R. L. MARKS.

Claim Agents:

H. B. CARTER, Headquarters, Clarksburg, W. Va.
Territory:—Entire Monongah Division exclusive of Territory Moundsville to WD Tower, Hartzel to Brooklyn Jct. and Parkersburg Terminal.

G. L. WOLFORD, Headquarters, Wheeling, W. Va.
Territory:—Parkersburg Terminal—Hartzel to Brooklyn Jct. and Moundsville to WD Tower.

THE BALTIMORE AND OHIO RAILROAD COMPANY

RELIEF DEPARTMENT,
IRVING C. WHITE, Superintendent.

MEDICAL AND SURGICAL SERVICE.

COMPANY'S SURGEONS.

Grafton, W. Va. Dr. T. W. Helronimus.
Dr. O. F. Shafer.
Dr. Paul F. Warden.
Dr. Karl H. Trippett.
Dr. Charles A. Halslip.

Bridgeport, W. Va. Dr. Flavious C. Chandler.

Clarksburg, W. Va. Dr. C. R. Ogden.
Dr. Jas. G. Ralston.
Dr. J. E. Wilson.
Dr. Thomas V. Gocke.
Dr. Richard B. Linger, Oculist.
Dr. Andrew J. Weaver.

Salem, W. Va. Dr. E. E. Ritter

West Union, W. Va.

Pennsboro, W. Va. Dr. Latimer P. Jones.
Dr. Athey R. Lutz.
Dr. T. L. Harris.
Dr. Fay P. Greene.
Dr. R. H. Paden, Oculist.

Parkersburg, W. Va. Dr. Harry S. Keister.
Dr. Jos. S. Maxwell, Oculist.
Dr. Geo. H. Traugh, Oculist.
Dr. Philip Johnson.

Farmont, W. Va. Dr. Dorsey Brannan.
Dr. John H. Trotter.

Morgantown, W. Va. Dr. Jesse J. Jenkins.

Farmington, W. Va. Dr. D. D. Hamilton.

Mannington, W. Va. Dr. S. C. Dotson.

Cameron, W. Va. Dr. Robert A. Ashworth.
Dr. Harold B. Ashworth.
Dr. J. C. Peck.

Moundsville, W. Va.

McMechen, W. Va. Dr. Thomas O. Dickey.

Benwood, W. Va. Dr. C. B. Buffington.
Dr. C. J. Holley.
Dr. J. S. Meler.
Dr. E. M. Phillips.

Wheeling, W. Va. Dr. W. M. Sheppe.
Dr. Howard G. Weiler.
Dr. Ivan Fawcett, Oculist.
Dr. R. Alan Fawcett, Oculist.
Dr. R. A. Tomassene, Oculist.

New Martinsville, W. Va. Dr. John O. Theiss.
Dr. J. W. Marsh, Oculist.

Shinnston, W. Va. Dr. R. S. Coffindaffer.

Lumberport, W. Va. Dr. D. P. Cruikshank.

Philippi, W. Va. Dr. Hu. C. Myers.

Belington, W. Va. Dr. E. M. Hamilton.

Buckhannon, W. Va. Dr. J. C. Huffman.
Dr. Basil L. Page.
Dr. Ralph M. Fisher.

Weston, W. Va. Dr. W. P. King.
Dr. E. A. Trinkle.
Dr. C. R. Davison, Oculist.

Burnsville, W. Va. Dr. Staunton Trimble.

Pickens, W. Va. Dr. J. L. Cunningham.
Dr. James McClung.

Richwood, W. Va. Dr. William McClung.
Dr. J. L. Leef.

Sutton, W. Va. Dr. John C. Eakle.

Elkins, W. Va. Dr. Benjamin I. Golden.
Dr. T. M. Goodwin, Oculist.

Gassaway, W. Va. Dr. J. W. Smith.
Dr. Earl L. Fisher.

Charleston, W. Va. Dr. John E. Cannaday.
Dr. Wm. O. McMillan.
Dr. George R. Rosenbaum.

HOSPITALS—Concluded.

Parkersburg, W. Va. City Hospital.
St. Joseph's Hospital.

Philippi, W. Va. Myers Clinic 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.

EXAMINING POINTS.

Examiners Office Days and Hours.

Grafton—Mondays and Thursdays, 9.00 A. M. to 12.00 Noon.
Fairmont—Mondays and Thursdays, 9.00 A. M. to 12.00 Noon.
Clarksburg—Tuesdays, 8.00 A. M. to 11.00 A. M.
Weston—Wednesdays, 9.00 A. M. to 11.00 A. M.
Gassaway—First and third Friday, 9.00 A. M. to 11.00 A. M.
Cowen—Second Wednesday each month, 11.30 A. M. to 1.30 P. M.
Wheeling—Mondays and Thursdays, 9.00 A. M. to 12.00 Noon.
Benwood—Wednesdays, 9.00 A. M. to 11.00 A. M.
Parkersburg—Monday and Thursday, 9.00 A. M. to 12.00 Noon.

MEDICAL EXAMINERS TERRITORIES.

Terra Alta, inclusive, to Clarksburg, exclusive. Dr. W. D. McCollum, Grafton, W. Va.

Morgantown to Buckhannon, exclusive and excluding Fairmont.

Tygard Jct. to Elkins and Mable, all inclusive.

Farmont to Weston, both inclusive.

Clarksburg, inclusive, to Pennsboro, exclusive. Dr. Robt. McCune, Jr., Clarksburg, W. Va.

Clarksburg, inclusive, to Hartzel, exclusive.

Hampton Jct. to Pickens, both inclusive.

Burnsville Jct. to Charleston, both inclusive.

Buckhannon to Richwood, both inclusive.

Pennsboro to Parkersburg, both inclusive. Dr. H. W. Nimal, Parkersburg, W. Va.

Brooklyn Junction to Hartzel, both inclusive. Dr. A. R. Schmidt, Moundsville, inclusive, to Fairmont, exclusive. Wheeling, W. Va.

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

INSTRUCTIONS COVERING SERVICES OF COMPANY'S SURGEONS.

- When passengers or employees need surgical aid call the Company's surgeon who can reach them quickest. Put the case in his exclusive control.
If the Company's surgeon is not available immediately, then secure a local surgeon to attend until the Company's surgeon arrives.
- Notify the Company's surgeon of the number of persons injured and the probable relief needed. When a number of persons are injured secure the services of competent local surgeons, and give every attention to the injured.
- The Company will not be responsible for the employment of surgeons other than these, except as authorized by the Company's surgeon.
- The officer in charge will provide a proper conveyance to remove the injured persons promptly, having someone accompany them when necessary. Such expense will be billed direct to the Company, or paid by the person in charge and bill submitted to the Company.
- No major surgical operation shall be performed before arrival of the Company's surgeon unless required for the safety of the patient.
- Company's surgeons will be expected to go outside of their assigned limits whenever required.
- Employees will, when able, visit the Company's surgeon for treatment.
- The Company will not be responsible when an injured employee selects other than a Company's surgeon.

S. M. ENGLISH, M. D.
Medical and Surgical Director.

HOSPITALS.

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. Memorial General Hospital.

Farmont, W. Va. Farmont Emergency Hospital.
Fairmont General Hospital.

Glendale, W. Va. Reynolds Memorial Hospital.

Grafton, W. Va. City Hospital.

New Martinsville, W. Va. Wetzel County Hospital Assn.

SPECIAL INSTRUCTIONS.

1. SUPERIORITY OF TRAINS.

On single track, eastward trains are superior to westward trains of same class.

Exceptions to No. 1.

No. 175 is superior to No. 172, Tygart Junction to Belington.

2. LOCATION OF WATCH INSPECTORS.

Grafton.....	{Skaggs Jewelry Co. Loar Jewelry Co. (H. A. Caplan
Clarksburg.....	{Martins Jewelers
Pennsboro.....	Paul Barnes
Parkersburg.....	F. R. Frazee
Weston.....	S. Caplan
Fairmont.....	{Rogers Jewelers H. A. Dodge.
Shinnston.....	M. U. Swiger
Buckhannon.....	A. G. Shaffer
Philippi.....	C. B. Smith
Belington.....	W. T. Curry
New Martinsville.....	A. C. Duerr & Son
Wheeling.....	{Pugh Bros., Inc. Penn Jewelers
McMechen.....	Penn Jewelers
Charleston.....	A. I. Polan
Elkins.....	Stanford Jewelry Co.
Clay.....	Mark C. King
Gassaway.....	{Bronson F. Cross Garner W. Groves
Richwood.....	V. L. Smithson
Cowen.....	C. D. Giffen

3. STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTERS.

(Located as indicated by "x.")

	Stand-ard Clock.	Bulle-tin Board.	Train Regis-ter.
Grafton			
Dispatcher's Office.....	x	x	
Caller's Office.....	x	x	x-w
Yard Office.....	x	x	x-w
GR Telegraph Office.....	x	x	x-w
Clarksburg			
MO Tower.....	x		
MD Tower.....	x	x	x-g
Yard Office.....		x	x-w
J Tower.....	x	x	x-g
Caller's Office.....	x	x	x-w
Parkersburg			
Camden.....	x		
Yard Office (High Yard).....	x	x	x-w
OB Tower.....	x	x	x-b
Caller's Office.....	x	x	x-w
Fairmont			
Passenger Station.....		x	
WD Tower.....	x	x	x
General Yard Office.....	x	x	x-w
Caller's Office.....	x	x	x-w
Gaston Junction.....	x	x	x
Catawba Junction			x
Moundsville			
Monongah.....	x		x-w
Chiefton.....	x	x	x-c
Lumberport.....	x	x	x
Brooklyn Junction.....	x	x	x
Berryburg Junction.....		x	x
Tygart Junction.....			x-d

3. STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTERS—Concluded.

(Located as indicated by "x.")

	Stand-ard Clock.	Bulle-tin Board.	Train Regis-ter.
Belington	x	x	x
Buckhannon	x	x	x
Burnsville Junction	x		x
Pickens	x		x
WN Tower	x	x	x
Cowen Shop		x	
Richwood	x	x	x
Gassaway	x	x	x
Dundon	x		x-w-a
Charleston			
Shop.....	x	x	x-w
Yard Office.....	x	x	x

a—B. C. & G. Crews.

b—1st class trains.

c—Western Maryland trains.

d—Belington Sub-Division.

w—Watch comparison, General order and Qualifications.

g—W. Va. & P., M. R., Short Line Sub-Divisions.

Trains moving to Monongah Division, Moundsville, may register with Form C.

Short Line; W. Va. & P.; M. R. Sub-Division trains will register with Form C at J Tower.

Trains not otherwise required to stop at Burnsville Junction, Buckhannon, Berryburg Junction, Lumberport and Gaston Junction may register with Form C.

Rule 2 is amended to eliminate requirements that employes covered by this Rule must have their watches inspected monthly.

4. CLEARANCE CARD FORM A.

Cumberland Division Fairmont crews are not required to get Clearance Card Form A at Grafton. Cumberland Division extra trains originating at Grafton will get Clearance Card Form A from operator, East Grafton, over telephone located in Yard Office.

Eastward trains originating at Fairmont Yard or Fairmont Station and trains crossing from westward to eastward track will get Clearance Card Form A from operator at WD Tower. Westward trains originating at Fairmont Station and trains crossing from eastward to westward track, will get Clearance Card Form A from operator at Gaston Junction.

Trains originating or terminating at Haywood will comply with Rules 55 and 111 at Lumberport.

Nos. 453 and 454 not required to get Clearance Card Form A at Hampton Junction.

At Grafton, OB Tower, Belington, Alexander, Midvale, Pickens, Richwood, Gassaway and Charleston, trains and engines will be governed by Clearance Card Form A in lieu of fixed signal. Rule 221 modified. Exception: No. 136 not required to get Clearance Card Form A at Richwood, and 454 at Pickens on Saturday.

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Between East Grafton and East End Grafton Passenger Station Platform.	45	35	35
Eastward Freight Running Track No. 4 between D Tower and East Grafton.	15	15	15
Westward Freight Running Track No. 3 between East Grafton and D Tower.	15	15	15
Entering and leaving "Boot Jack" tracks east end passenger station, Grafton.	10	10	10
From East End Passenger Station platform to West End Bridge No. 1 and to overhead bridge west of freight station, Grafton.	15	15	15
Between Grafton and MO Tower, except as noted below.	50	35	35
Between MO Tower and Kanawha, except as noted below.	45	35	35
Between Kanawha and Camden, except as noted below.	50	35	35
MacArthur Engines.	35	35	35
Through crossovers, Berkeley Run Jct.	20	20	20
Sinsel's Curve, west of Webster.	45	35	35
Extension Bridgeport.	25	25	25
Through crossover, Lodgeville.	35	25	25
Tin Plate Curve east of MO Tower on No. 2 Track.	30	30	30
Through crossovers, MO Tower.	25	25	25
Trains entering double track at J Tower and leaving double track at RS Tower.	25	20	20
No. 1 and No. 2 tracks from east end passenger platform through interlocking at MD Tower.	20	20	15
Clarksburg and Grasselli Branches.			15
Over grade crossings, West Union.	25	25	25
Through Nos. 11, 15 and 16 Tunnels.	35	35	35
West end 18 Tunnel.	40	30	30
Between east and west switch, Petroleum.	35	25	25
West Switch, Petroleum, to Agent's Siding, Eaton.	40	30	30
Trains entering double track, Camden.	20	20	20
Between Camden and Harris Street, Parkersburg.	30	30	30
Between Harris Street, Parkersburg, and Ohio River Bridge.	10	10	10
East end Ohio River Bridge to Belpre.	30	20	20
Transfer track between YD Tower and SX Tower, Parkersburg.	15	15	15
Light engines over Green Street Crossing on transfer track, Parkersburg.			10
Between Grafton and Gaston Jct., except as noted below.	40	30	30
Between WD Tower and Roseby Rock, except as noted below.	35	25	25
Between Roseby Rock and Moundsville except as noted below.	40	30	30
Leaving double track at CY Tower.	25	20	20
From Poplar Island Station to four hundred (400) feet east.	20	15	15
Switches, BF Tower.	20	20	20
First Curve East of Gaston Jct.	25	25	25
Between Gaston Jct. and BF Tower on No. 2 track.	25	25	25
Between Gaston Jct. and Fairmont Station.	30	25	25
No. 1 track Fairmont Station to 1500 feet east.	30	15	15
Between Fairmont Station and WD Tower.	30	25	25
Trains leaving double track, WD Tower.	15	15	15
Over Market Street, Mannington.	8	8	8

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Bridge Street and Adaline Avenue Crossing, Cameron.	25	25	25
Pottery and Lough Hill Crossing, Cameron.	10	10	10
Between overhead bridge, 11th and 12th Streets, Moundsville.	25	15	15
Mile Post 307 Pole 9 to Mile Post 307 Pole 18.	30	20	20
Mile Post 312 Pole 39 to Mile Post 313 Pole 15.	30	20	20
Mile Post 323 Pole 1 to Mile Post 323 Pole 12.	30	20	20
Mile Post 334 Pole 17 to Mile Post 334 Pole 31.	30	20	20
Mile Post 335 Pole 9 to Mile Post 335 Pole 21.	30	20	20
Mile Post 337 Pole 10 to Mile Post 337 Pole 21.	30	20	20
Mile Post 341 Pole 30 to Mile Post 342 Pole 20.	30	20	20
Mile Post 345 Pole 7 to Mile Post 345 Pole 19.	30	20	20
Mile Post 359 Pole 8 to Mile Post 359 Pole 23.	30	20	20
Mile Post 362 Pole 15 to Mile Post 362 Pole 27.	30	20	20
Mile Post 365 Pole 2 to Mile Post 365 Pole 22.	30	20	20
Mile Post 365 Pole 30 to Mile Post 366 Pole 14.	30	20	20
Between Fairmont and Brooklyn Jct., except as noted below.	30	30	30
Mile Post 3, Pole 4 to Mile Post 3, Pole 16 (Jayenn).	10	10	10
Mile Post 4 Pole 21 to Mile Post 5 Pole 1 (White Rock Curve).	15	15	15
Mile Post 9 to Mile Post 9 Pole 23 (west of Chiefton Train Order Station).	15	15	15
Mile Post 10 Pole 7 to Mile Post 10 Pole 14 (East End Chiefton).	20	15	15
Mile Post 11 Pole 7 to Mile Post 11 Pole 18 (Worthington).	20	15	15
Mile Post 13 Pole 12 to Mile Post 15 (Willard).	15	15	15
Through City of Shinnston.	20	20	20
Entering and trailing through Spring switch, Haywood.	25	25	25
No. 1, West Siding, Haywood.	25	25	25
Haywood Cutoff.	15	15	15
Through Hartzel Tunnel.	20	20	20
Through City of Smithfield.	20	20	20
Mile Post 27, Pole 2 to Mile Post 27, Pole 28 (east of Smithfield).	25	20	20
Street Crossings, Brooklyn Junction.	20	20	20
Between Haywood and Clarksburg, except as noted below.	30	25	25
Mile Post 20 Pole 9 to Pole 24.	20	10	10
Mile Post 24 Pole 12 to Pole 21.	15	10	10
Mile Post 26 Pole 11 to Pole 29.	20	10	10
Mile Post 29 to Mile Post 29 Pole 30.	10	10	10
Curve at Bridge No. 11, J Tower.	10	10	10
Between Short Line Jct., and Lumberport, except as noted below.	30	30	30
Trains entering or leaving Short Line Jct.	10	10	10
Old Erie Station to East end Lambert Run Bridge.	15	15	15
Mallet engines, Bridge 489.	10	10	10
Bridge 489 and 576 for Q-4, Q-4a and Q-4b engines.	20	20	20

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS.	[CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Between WD Tower and Catawba Junction.....	10	10	10
Between Grafton and WN Tower except as noted below.....	35	25	25
Mile Post 13 Pole 18 to Mile Post 14 Pole 23.....	20	20	20
Mile Post 21 Pole 1 to Pole 14.....	20	20	20
Mile Post 21 Pole 31 to Mile Post 22 Pole 7.....	20	20	20
Mile Post 23 Pole 6 to Pole 17.....	20	20	20
Mile Post 26 Pole 13 to Pole 19.....	25	20	20
Mile Post 35 Pole 20 to Mile Post 36 Pole 20.....	15	15	15
Through switches, Hampton Jet.....	25	15	15
Mile Post 42 Pole 27 to Mile Post 43 Pole 8.....	20	20	20
Mile Post 53 Pole 30 to Mile Post 54... Bridge 594.....	25	20	20
Mile Post 61 Pole 31 to Mile Post 62 Pole 25.....	25	15	15
Mile Post 64 to Mile Post 64 Pole 25... Curve at Burnsville Junction.....	15	15	15
Burnsville Junction and Heaters.....	20	20	20
Mile Post 78 Pole 2 to Pole 27.....	20	10	10
Heaters and Centralia.....	30	20	20
Centralia and Halo.....	20	20	20
Halo and WN Tower.....	30	20	20
Relief train engine in forward motion..	..	..	20
Between WN Tower and Richwood....	30	25	25
Between Williams River Jct. and Williams River Mine No. 1.....	15	15	15
Between Gauley Jct. and Laurel Creek.	25	15	15
Between Tygart Jct. and Belington, except as noted below.....	35	25	25
Mile Post 1 Pole 37 to Mile Post 3 Pole 3.	20	10	10
Mile Post 4 Pole 18 to Pole 22.....	20	10	10
Mile Post 5 Pole 24 to Pole 32.....	20	10	10
Between Elkins and Midvale, except as noted below.....	25	25	25
MacArthur Class Engines Bridge 166-9	15	15	15
Mile Post 12 to West End Kingsville Tunnel.....	10	10	10
Through Orr Tunnel.....	20	10	10
Between Hampton Jet. and Pickens, except as noted below.....	30	20	20
Pickens to Alton eastward trains.....	15	15	15
E-60 Engines All Bridges between Arvondale and Pickens.....	15	15	15
Mile Post 1 Pole 12 to Pole 24.....	15	10	10
Mile Post 15 Pole 3 to Pole 8.....	15	10	10
Mile Post 16 Pole 4 to Mile Post 18 Pole 5.	15	10	10
Relief train engine in forward motion..	..	..	20
Between Clarksburg and Weston, except as noted below.....	30	20	20
Between Clarksburg and Mile Post 5... Owens and Hartland Bridges.....	15	15	15
Bridges 1A and 14A.....	10	10	10
Mile Post 6 Pole 23 to Mile Post 7 Pole 2.....	20	15	15
Mile Post 17 Pole 12 to Pole 26.....	15	10	10
Bridge 219.....	15	15	15
East end of Curve, Shadybrook, to Weston Yard.....	10	10	10
Deanville and Maxwell State Road Crossings.....	10	10	10
Relief train engine in forward motion..	..	..	20

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Between Burnsville Junction and Charleston, except as noted below.....	35	25	25
Mile Post 9 Pole 15 to Pole 26.....	20	10	10
Mile Post 13 Pole 14.....	10	10	10
Mile Post 20 Pole 26 to Pole 29.....	15	10	10
Mile Post 23 Pole 29 to Mile Post 24 Pole 16.....	15	10	10
Mile Post 50 Pole 7 to Pole 15.....	30	20	20
Mile Post 60 Pole 28 to Mile Post 61 Pole 11.....	15	10	10
Mile Post 62 Pole 5 to Pole 12.....	15	10	10
Mile Post 63 Pole 3 to Pole 14.....	30	20	20
Mile Post 70 Pole 30 to Mile Post 71 Pole 11.....	15	10	10
Mile Post 76 Pole 17 to Mile Post 77 Pole 1.....	15	10	10
Mile Post 78 Pole 22 to Mile Post 79 Pole 3.....	15	10	10
Mile Post 84 Pole 4 to Pole 16.....	15	15	15
Mile Post 105 Pole 23 to Mile Post 106 Pole 3.....	15	10	10
Mile Post 108 Pole 19 to Mile Post 109 Pole 23.....	15	10	10
Trains entering and leaving sidings, using crossovers or entering and leaving double track under reverse movement.....	10	10	10
Trains and Engines backing.....	15	15	15
Branch lines unless otherwise noted....	10	10	10
Relief train engine in forward motion..	..	..	25
Relief train with crane ahead of engine.	..	..	10
Relief train with rigid pedestal truck..	..	..	15
Trains handling steam cranes, locomotive cranes, pile drivers and similar equipment.....	..	..	25
Engines without engine or pony trucks, forward or backward, or being hauled dead in train.....	..	..	15

MAXIMUM SPEED OF LIGHT ENGINES.

Unless otherwise instructed, light engines with or without cabooses will not exceed a speed of 25 miles per hour and when speed for slow freight trains is less than 25 miles per hour they will be governed by speed of slow freight trains for that territory.

Trains, the make-up of which includes dead engines, will not exceed 25 miles per hour, except that Diesel engines may be handled at such speeds as are provided for in proper shipper's endorsement on bill of lading.

Engines with broken or bent crank pins, main or side rods, moved without side rods; also engines with excessive flat spots on driving tires, bent axles, and where excessive weight is placed on drivers due to engine being jacked up for a broken axle or having truck removed—15 miles per hour.

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

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

Trains and engines using Astor Sub-Division between Astor Junction and Fleming Siding will run at restricted speed.

Trains and engines will run at restricted speed, looking out for locomotives operating on main or plant tracks between Bridge 162 and end of tracks, National Carbon Plant, Grasselli Branch.

Trains and engines will approach Crossover at East Street, Parkersburg, expecting to find it occupied and will not pass until it is seen to be clear.

Trains and engines will approach crossovers east and west of SX Tower, Parkersburg, at restricted speed, expecting to find both crossovers occupied.

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Concluded.

Newark Division trains will approach Belpre at restricted speed, looking out for Monongah Division trains using O.&L.K. Sub-Division main track while turning on wye.

Trains and engines will approach crossovers at Gaston Junction expecting to find occupied and will not pass until seen to be clear.

Trains and engines will run at restricted speed between WD Tower and Gaston Junction. Rule 34 not in effect.

Eastward trains and engines will approach crossover switches east of yard office, Fairmont, at restricted speed, looking out for trains pulling out of yard.

Trains and engines will approach Catawba Junction at restricted speed, expecting to find trains using wye in both directions.

Trains and engines using Willard Sub-Division or turning on wye at Willard, will expect to find trains using wye in opposite direction.

Trains and engines on M. R. Sub-Division will approach wye west of J Tower at restricted speed, expecting to find engines turning on wye, entering or leaving fire track.

Trains and engines using wye at J Tower will do so at restricted speed, expecting to find trains using wye in the opposite direction.

Crews using Loveberry Connection and switching Keeley No. 1, Charleston Mine, Fuel City Box and adjacent industries, will operate at restricted speed.

Look out for rocks falling:

- Worthington Cut.
- Between east and west Switch, Storage Siding, Worthington.
- East Switch, Haywood.
- Meadowbrook Cut.
- North View Cut.
- West end Lambert Run Bridge.
- Anderson Cut.
- Steam Shovel Cut.
- Mile Post 8 east of Copen.
- West end Delta Tunnel.
- One-half mile east of Pembroke.

Engineers will test speed recorders between posts located one mile apart at following points:

- West of Rosemont, Mile Posts 293 to 294.
- West of Bristol, Mile Posts 314 to 315.
- From west end Davisville straight line, eastward one mile.
- West of Fetterman.
- Three-fourths mile east of Moundsville.
- East of Monongah Mile Posts 7 and 8.
- West of Roberts Mile Posts 3 and 4.
- East of Knight Mile Post 3 and 4.
- East of Cowen Mile Post 114 and 115.
- East of Richwood Mile Post 139 and 140.
- East of Charleston Mile Post 112 and 113.

Trains and engines will approach Donaldson Junction and east leg of wye at restricted speed, expecting to find engines of Cherry River Boom & Lumber Co. turning on wye.

Trains and engines will use Panther Creek Wye and lead track from Panther Creek Wye to Crichton Mine at restricted speed, expecting to find trains moving in opposite direction.

6. TRAIN ORDERS.

Permissive signal, per Rule 289, aspect A, displayed on home signal at J Tower, indicates that there are train orders for delivery at the train order station. Trains receiving this indication must get Clearance Card Form A before passing the train order station. Rule No. 222 modified.

7. EXTRA TRAINS.

8. OPERATING TRAINS BY SIGNAL INDICATION.

Rules 251 to 254, inclusive, are in effect between:

- East Grafton and D Tower.
- Berkeley Run Junction and RS Tower.
- MO Tower and MD Tower.
- MD Tower and J Tower, No. 1 and No. 2 Track.
- Camden and Harris Street, Parkersburg.
- D Tower and CY Tower.
- BF Tower and Gaston Junction.

Rules 261 to 264 are in effect between:

- D Tower and Berkeley Run Junction.
- MD Tower and J Tower on No. 3 Track.
- Market Street, Parkersburg and Belpre.
- CY Tower and BF Tower.
- Berkeley Run Junction and West Switch, Berryburg Junction.

8. OPERATING TRAINS BY SIGNAL INDICATION

—Concluded.

Between D Tower and Berkeley Run Junction the movement of trains and engines will be controlled by the operator, D Tower. Rule 262 modified.

Rule 676 in effect between RS Tower and MO Tower and between J Tower and Camden.

9. SPACING TRAINS.

Rules 505 to 519, inclusive, are in effect between:

- East Grafton and RS Tower.
- MO Tower and J Tower.
- Camden and Harris Streets, Parkersburg.
- Market Street, Parkersburg and Belpre.
- Berkeley Run Junction and West Switch, Berryburg Junction.

Rule 512 in effect between:

- D Tower and Signal E 282-20 west of Fetterman.
- Signal 100 west of 1-A Bridge and J Tower, W. Va. & P. Sub-Division.

Rules 305 to 330, inclusive, are in effect between:

- Grafton and Gaston Junction.
- Berryburg Junction and Tygart Junction.

Rule 304 is in effect on the following Sub-Divisions:

- Elk, W. Va. & P., Pickens, Cowen Sub-Division between Tygart Junction and Cowen, Richwood, Elkins, Belington, Hartzel, Short Line, M. R., Paw Paw; and Fairmont Sub-Division between Gaston Junction and Moundsville.

An eastward train or engine will not be given proceed signal at Belpre until preceding train or engine has cleared at Green Street, Parkersburg, except that a yard engine having cars to attach to the rear end of eastward passenger train, or except when track is occupied between Avery and Green Streets, by yard engines, cars or trains leaving station, an eastward train or engine may proceed to dwarf signal located on south side of bridge over Market Street, 1100 feet west of OB Tower.

Operator at OB Tower, will arrange with operator, Belpre, for all westward movements. A westward train or engine will not be given proceed signal at Market Street unless preceding train has cleared at Belpre. The operator at Belpre will notify the operator at OB Tower, of eastward movements so switch-tender can arrange their movement east of Market Street. Rule 262 modified.

Train movements between Market and Harris Streets will be controlled by switchtender using dwarf signal at Market Street for eastward movements and prescribed hand signals for westward movements. Rule 34 not in effect. Rule 93 modified.

Freight trains will not be permitted in No. 1 Tunnel while occupied by passenger train.

10. FIXED SIGNALS.

Grafton—Between D Tower and Berkeley Run Junction should a block signal be inoperative, the Operator at D Tower may direct movements to proceed by issuance of Clearance Card Form A, Part 8 and Part 3, provided the block is clear of both opposing and preceding movements. Part 3 will designate the track to be used. If communication with D Tower is lost the train may proceed only when preceded by a flagman to next signal. Rules 112 and 509(B) modified.

Flemington—Rule 272 modified.

11. HAND SIGNALS AND FLAGGING.

Location of switchtenders handling main track switches.

- Grafton—No. 3 Switch Box.
- BF Tower (Operator).
- Fairmont—General Yard Office.
- Lumberport (Operator).
- Berryburg Junction (Operator).
- Burnsville Junction (Operator).
- OB Tower.
- Belpre (Operator).

Trains and engines will approach No. 3 switch box, Grafton Terminal, at restricted speed. Movement over these switches other than from eastward freight running track No. 4 will be governed by hand signal from switchtender and movements from eastward freight running track No. 4 will be governed by dwarf signal controlled by switchtender.

SPECIAL INSTRUCTIONS—Continued.

11. HAND SIGNALS AND FLAGGING—Concluded.

Trains and engines on Eastward freight running track No. 4 will approach No. 4 switch box, Grafton Yard Office, at restricted speed, and must not foul switches until proceed signal is received from switchtender.

Trains using Eastward Passing Siding, Belpre, will not foul main track until permission is received from operator.

Eastward Ohio Division trains using Westward Siding will not foul Junction Switch Belpre Station unless hand signal is received from operator with green flag by day and green light by night.

Eastward Newark Division trains will not foul Junction Switch, Belpre, unless hand signal is received from operator with yellow flag by day and yellow light by night.

Engineers operating on the Fairmont Sub-Division will be required to see the eastward block signal at BF Tower change from stop before passing same and answer by Rule 14(G), unless cleared of such signal by Clearance Card Form A.

Eastward trains, before fouling single track at BF Tower, must receive hand signal from operator in accordance with Rule 13(A).

Fairmont and Hartzel Sub-Division trains, in addition to receiving fixed signal indication, will receive hand signal from operator in accordance with Rule 13(A) before fouling cross-overs Gaston Junction.

Derail and switch of Berryburg Sub-Division will be handled by operator, Berryburg Jct.

Trains will not foul or pass over junction switch, Burnsville Junction, until hand signal is received from operator in accordance with Rule 13(A). Operator will handle this switch.

First class trains, operating on Pickens Sub-Division are relieved from protecting rear of their train between Sago and Pickens. When more than one train operates in this territory at the same time they will be instructed by train order to protect against each other in accordance with Rule 99.

Flag protection will be provided in all passing sidings. Ten minute fuses will be used on Cowen, Elk, Hartzel and Short Line Sub-Divisions.

11-A. MARKERS AND CLASSIFICATION SIGNALS.

Helper engines and light Diesel engines when equipped with red lens may use classification lamps as markers. Rule 28 modified.

12. JOINT OR SPECIAL USE OF TRACKS.

Normal position of switches at BF Tower will be for movement from No. 2 track to siding, and from single track to No. 1 track. Switches will be handled by operator who will keep locked in normal position except when lined for movement of eastward trains to single track.

The normal position of spring switch at West End No. 1 West Siding, Haywood, is for siding. Eastward trains will pull in No. 1 West Siding, Haywood.

Westward trains will not use No. 1 West Siding, Haywood, except by written authority of Train Dispatcher.

The time of trains operating on Hartzel Sub-Division will apply at No. 1 West Siding, Haywood, and first crossover switch east of Train Order Station, Brooklyn Junction. Rule 4 modified.

Switch at Lumberport dividing the Hartzel and Short Line Sub-Divisions normal position is for Short Line Sub-Division. Operator at Lumberport will return this switch to normal position after it is used by Hartzel Sub-Division trains.

Time of trains on M. R. Sub-Division at Haywood applies at East End of No. 1 East Siding. Rule 4 modified.

The passing siding, Spelter, west of crossover will be used for meeting and passing trains. Capacity 27 cars. East end from east switch to crossover will be used as storage track.

Hydraulic lift bridge placed on No. 4 track, Hazel Atlas Glass Plant, Clarksburg, 115 feet east of gate. Signals indicating position of bridge are located at gate. Red indicates bridge obstructs No. 4 track. Green indicates bridge has been raised to permit switching on No. 4 track.

Before moving from Hazel Atlas Siding in Clarksburg and fouling main track of W. Va. & P. Sub-Division and before moving from engine shop track at Clarksburg and fouling main track of the M. R. Sub-Division, crews or hostlers will call the operator at J Tower to ascertain location of through trains to prevent unnecessary delay or stopping of trains on hill.

12. JOINT OR SPECIAL USE OF TRACKS—Concluded.

Trains and engines operating in low yard, Parkersburg, will be governed by schedules and special instructions in Time Table of Wheeling Division.

Normal position of switch from Newark Division east leg of wye, Belpre, to the westward passing siding, is for through movement on passing siding. The operator at Belpre will handle this switch.

W. Md. R'y at Elkins and the territory between Elkins and Belington, inclusive, will be used jointly with the Baltimore and Ohio Railroad. Crews will be governed by W. Md. R'y Time Table and rules.

Look out for Middle Fork R. R. engine on main track between east leg of wye and Midvale Station.

Normal position of west wye switch, Pickens, is for west leg of wye.

Baltimore and Ohio crews using Cherry River Boom and Lumber Co. track between Donaldson Connection and Donaldson Interchange track will, before entering Cherry River Boom and Lumber Co. tracks, call Dispatcher at Jerryville for permission, using telephone located at Donaldson. In event telephone is out of service, crews will operate in either direction under flag protection. Normal position of switch at Donaldson will be for Cherry River Boom and Lumber Co. R. R.

The time of trains at Charleston will apply at Water Works Siding. Rule 4 modified.

13. OPERATION OF AIR BRAKES.

Operation of Retainers in High and Low Pressure Position. GRADE.	Minimum percent of retainers to be used.	Maximum speed M. P. H.	Required brake pipe pressure.
Saxman Industrial Track.....	60	10	70
Cowen to Bridge 986.....	100	15	90
Pembroke to Copen.....	..	25	90

Operation of Retainers in Slow Direct Exhaust Position. GRADE.	Minimum percent of retainers to be used.	Maximum speed M. P. H.	Required brake pipe pressure.
Flatwoods to Heaters.....	75	20	90
Pleasant Creek to Berkeley Run Junction.....	75	25	90
Belington to Tygart Junction..	75	20	90
Hartzel to Smithfield.....	50	20	70
Frenchton to Chapman (on loaded trains or empty trains with more than 65 cars).....	33	20	70
McWhorter to Lost Creek....	100	10	90
Grafton to Parkersburg Ore trains.....	..	..	90

It is not necessary to use retainers from Hartzel to Smithfield on High Car 97 when that train is Diesel powered and all units have operative dynamic brake.

Where engineers deem additional retainers necessary, they will notify trainmen, who will comply with their request. Where brake pipe pressure is increased from 70 to 90 pounds, sufficient time must be allowed to charge entire train to 90 pounds and 90 pounds carried through to final terminal.

Where instructions call for their use, retainers will be placed in high pressure position on loaded cars and low pressure position on empty cars except when used in slow direct exhaust position. All retainers must be placed in operative position before leaving summit of grades and must not be turned down until reaching foot of grade or point where their use is no longer required, except when used in slow direct exhaust position. Where all retainers on a train are not required, retainers will be turned up consecutively from engine tender rearwards.

Where it is necessary to set hand brakes to hold cars on grade, and other cars or locomotive have been attached to the cars upon which the brakes are set, before releasing the hand brakes or depending upon the cars upon which brakes are set, to hold other cars, the slack will be stretched when the coupling has been made, to be sure that the coupler lock has properly seated.

SPECIAL INSTRUCTIONS—Continued.

14. SPRING SWITCHES.

Crews of trains trailing through spring switches at Knight, Berryburg Junction, Donaldson and Haywood are relieved from complying with provisions of eighth paragraph of Rule 105.

14-A. DUAL CONTROL SWITCHES.

Interlocking Rules apply at Dual Control Switch locations as follows:

- End of two tracks CY Tower controlled from CY Tower.
- East end Berryburg Jct. passing siding, controlled from Berryburg Jct.
- West end Knight passing siding, controlled from Berryburg Jct.
- Berkeley Run Jct. switches, controlled from D Tower.

The following switches are controlled from and included within interlocking limits:

- J Tower End of two tracks.
- Camden End of two tracks.

15. RAILROAD CROSSINGS AND DRAWBRIDGES.

Blue Creek—Trains will come to a stop. When target is in vertical position B. & O. R. R. trains will proceed; when target 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.

16. YARDS.

Grafton.

Engines arriving Grafton Yard on eastward freight trains will return to the Roundhouse via East Grafton and No. 1 Track unless otherwise instructed.

Westward trains and light engines entering Grafton Yard, unless receiving information displayed in window at East Grafton as to track to be used, will stop and call yard office from scale house for this information. Light engines using westward freight running track No. 3 will operate expecting to find cars standing on track unprotected.

Operators at East Grafton and D Tower are authorized to issue Form 1089-D for track car movements between East Grafton and Berkeley Run Junction. Rule 110 modified.

Between D Tower and East Grafton—the current of traffic on freight running track No. 3 is westward governed by switchtender at No. 3 switchbox. The current of traffic on freight running track No. 4 is eastward governed by switch tenders at No. 3 and No. 4 switchbox.

Engines and trains will be operated at restricted speed on freight running tracks No. 3 and No. 4. Movements against the current of traffic on these tracks will not be made except on written instructions of yardmaster.

Eastward freight running track No. 4, Grafton Terminal, will be used for movements in both directions between No. 17 switch and the fixed signal located approximately 35 car lengths westward thereof under the direction of the switchtender at No. 4 switch box, who will use hand signal to control westward movements and fixed signal for eastward movements.

Clarksburg.

Operators at MD Tower and J Tower are authorized to issue Form 1089-D for track car movements on No. 3 track between J Tower and MD Tower. Rule 110 modified.

Crews using Clarksburg Branch in westward direction must get permission from Operator, MO Tower, before entering branch and report their arrival at Grasselli Jct., advising operator which branch will be used beyond that point. Crews using Clarksburg Branch in an eastward direction must get permission from Operator, MO Tower, and report clear to him when clear of Branch.

Parkersburg.

Movements over transfer track between water tank, YD Tower and SX Tower, Parkersburg, will be authorized by Clearance Card Form A, part 3, issued by Operator at YD Tower, who will supervise all movements over transfer track. Trains having work to do in the block will make special arrangements with Operator. Trains clearing at intermediate points will not again enter block without Clearance Card Form A authority from Operator at YD Tower. Rule 112 modified.

16. YARDS—Concluded.

Operator at YD Tower, Parkersburg, will handle Ohio River ready track and fire track switches.

Movements from Transfer Track requiring use of main track will comply with Rules 6 and 55.

Operators at SX Tower, Parkersburg, will handle switches for all crossover movements. If there is a train crew on duty at SX Tower waiting for their engine to come off transfer, a member of the crew will let the engine out when authorized by the operator to do so.

All crews not regularly assigned on Little Kanawha Branch territory, using this track from OR Jct., will do so only after receiving written instructions from the yardmaster in Low Yard. These instructions must be specific as to type of protection required.

Operators at OB Tower and Belpre are authorized to issue Form 1089-D for track car movements between OB Tower and Telegraph Office at Belpre. Absolute block will be maintained with respect to such movements. Rule 110 modified.

Fairmont.

Westward trains, except first class, will stop to clear crossover, east of Fairmont Station and report by telephone to the Yard Office for information as to further movement, unless advice as to further movement is given them by Station flagman.

The normal position of switches from No. 1 receiving yard to hump, Fairmont Yard, is for lead and No. 2 receiving yard. These switches when set for normal route will display green indication, and after use will be left in normal position.

17. HELPER ENGINES.

18. MAIL.

No. 30 will stop at Reynoldsville, No. 11 at Ellenboro and No. 136 at Gauley Mills daily, except Sunday, to receive or dispatch Parcel Post.

19. WATER AND FUEL.

Water at Flemington for mine run and helper engines only. Water at Irving, Winona, Adrian, Rock Run and Lost Creek for emergency use only.

20. WHISTLE SIGNALS.

Whistle signals Rules 14(da) and 14(ea) will be used between Short Line Junction and Lumberport, Bard and Brooklyn Junction, Tygart Junction and Belington, Hampton Junction and Ten Mile, Norton and Mabie, Burnsville Junction and Gilmer, Fetterman and Grafton, and on Gauley River Sub-Division.

Engine whistle will not be sounded to call in flagman between Pike Street Crossing and North View. This will not relieve crews from properly protecting their trains.

o ———— from East } whistle signals to recall flagman on
o ———— from West }
passing sidings and on Paw Paw Sub-division.

Engineer of passenger trains handling mail cars will sound one long blast of whistle approaching mail cranes.

21. HIGHWAY CROSSING PROTECTION.

Account of short approach circuit on flashlight signals at Florida Street, Buckhannon, westward trains and engines will consume a minimum of 20 seconds between water tank and Florida Street Crossing.

Trains and engines using tracks over following crossings will have a member of crew precede movement to see that crossings are clear of vehicles and pedestrians, unless watchman is provided:

- Pike Street (1181) Clarksburg.
- Milford Road (1182) Clarksburg.
- Philippi Crossing (1169) Clarksburg Branch.
- Broadway Crossing (1177) Grasselli Branch.
- Route No. 20 (1179) Norwood Branch.
- Transfer track at Ann (1137), Julianna (1135), Market (1133), and Avery (1130) Street Crossings, Parkersburg.
- Bridge Street (1544) Belington.
- Route No. 20 (1450) Buckhannon.
- Route No. 30 (1466) Adrian Mine.
- Bullitt Street (1734) Charleston.

SPECIAL INSTRUCTIONS—Continued.

22. TRAIN ORDER STATIONS.

Open less than 24 hours:

*Belington.....	7.00 A. M. to	4.00 P. M.
*Jane Lew.....	7.00 A. M. to	4.00 P. M.
*Lost Creek.....	7.59 A. M. to	11.59 P. M.
*Meadowbrook.....	7.00 A. M. to	4.00 P. M.
Willard, continuous, except closed 7.00 A. M. Saturdays to 7.00 A. M. Mondays.		
Monongah, continuous, except closed 7.00 A. M. Saturdays to 7.00 A. M. Mondays.		
*Barrackville.....	6.30 A. M. to	3.30 P. M.
*Littleton.....	7.00 A. M. to	4.00 P. M.
*Cameron.....	7.00 A. M. to	4.00 P. M.
Dola, continuous, except closed 8.00 A. M. Saturday to 8.00 A. M. Monday.		
*Smithfield.....	7.00 A. M. to	4.00 P. M.
*Reader.....	7.00 A. M. to	4.00 P. M.
*Blue Creek.....	7.00 A. M. to	4.00 P. M.
*Falling Rock.....	7.00 A. M. to	4.00 P. M.
*Clendennin.....	7.00 A. M. to	4.00 P. M.
*Clay.....	7.00 A. M. to	4.00 P. M.
*Dundon.....	7.00 A. M. to	4.00 P. M.
*Otter.....	7.00 A. M. to	4.00 P. M.
*Frametown.....	7.00 A. M. to	4.00 P. M.
Gassaway, 8.00 A. M. to 4.00 P. M. Daily except Sunday, 12.01 A. M. to 8.00 A. M. daily except Monday.		
*Walkersville.....	7.00 A. M. to	4.00 P. M.
Frenchton.....	7.00 A. M. to	11.00 P. M.
*Midvale.....	10.00 A. M. to	7.00 P. M.
*Norton.....	8.00 A. M. to	5.00 P. M.
*Heaters.....	7.00 A. M. to	4.00 P. M.
†Flatwoods.....	7.00 A. M. to	4.00 P. M.
*Centralia.....	7.00 A. M. to	4.00 P. M.
*Camden on Gauley.....	7.00 A. M. to	4.00 P. M.
*Allingdale.....	8.00 A. M. to	5.00 P. M.
†Richwood.....	7.20 A. M. to	4.20 P. M.
*Pickens.....	7.30 A. M. to	4.30 P. M.
*Alexander.....	7.30 A. M. to	4.30 P. M.

* Daily except Saturday and Sunday. † Daily except Sunday.
 ‡ On Good Hope Spur.

23. RESTRICTIONS ON STRUCTURES AND TRACKS.

MAXIMUM WEIGHT LIMITS.	Heaviest class of engine permitted.	Cars Gross Weight in Pounds.
Parkersburg Sub-Division.		
Grafton to Bridgeport.....	EM-1	240,000
Bridgeport to Belpre.....	Q-4	240,000
Transfer Track, Parkersburg.....	Q-3	240,000
Viscose Co. Siding, Parkersburg.....	E-27CA	220,000
Sand Lick Sub-Division.		
Astor Sub-Division.....	Q-3	240,000
Bear Mountain Sub-Division.		
Clarksburg Branch.....	Q-3	240,000
Grasselli Branch.....	Q-3	240,000
Fairmont Sub-Division.		
Grafton to Fairmont.....	EM-1	240,000
Fairmont to Moundsville.....	EL-5A	240,000
Bethlehem Mine 41.....	Q-4	240,000
Jamison No. 9 Sub-Division.....	Q-4	240,000
Fairmont Terminal.		
Fairmont Belt Line.....	Q-3	240,000
Palatine Branch.....	Q-3	240,000
Hickman Run Branch.....	Q-3	240,000
Paw Paw Sub-Division.....	Q-3	240,000
W. Va. & P. Sub-Division.		
Loveberry Connection.....	E-27CA	220,000
Clarksburg to Good Hope Mine.....	Q-3	240,000
Righter Branch.....	Q-3	240,000
Good Hope Junction to Bendale.....	E-27CA	220,000
Hartzel Sub-Division.		
Fairmont to Brooklyn Junction.....	EL-5A	240,000
Kilarm Sub-Division.....	Q-3	240,000
Annabelle Sub-Division.....	Q-4	240,000
Willard Sub-Division.....	Q-4	240,000

23. RESTRICTIONS ON STRUCTURES AND TRACKS—Continued.

MAXIMUM WEIGHT LIMITS.	Heaviest class of engine permitted.	Cars Gross Weight in Pounds.
Short Line Sub-Division.		
M R Sub-Division.....	EM-1	240,000
Elk Sub-Division.		
Burnsville Junction to Gassaway.....	Q-3	240,000
Middle Creek Branch, Hartland.....	Q-3	240,000
Gassaway to Charleston.....	Q-3	240,000
Gassaway to Sutton.....	Q-3	240,000
Cowen Sub-Division.		
Berkeley Run Junction to Adrian.....	EM-1	240,000
Adrian to Burnsville Junction.....	EL-5A	240,000
Burnsville Junction to WN Tower.....	Q-3	240,000
Berryburg Sub-Division.....	EM-1	240,000
Century Sub-Division.....	Q-3	240,000
Richwood Sub-Division.....	Q-3	240,000
Richwood Bridge on wye tail track.....	B-38	120,000
Gauley River Sub-Division.....	Q-3	240,000
Saxman Industrial Track.....	Q-3	240,000
Williams River Sub-Division.....	Q-3	240,000
Pickens Sub-Division.		
Craddock to Pickens.....	E-60	180,000
Hampton Junction to Craddock.....	Q-3	240,000
Belington Sub-Division.		
Tygart Junction to Belington.....	EM-1	240,000
Elkins Sub-Division.		
Elkins to Norton.....	EM-1	240,000
Norton to Midvale.....	Q-3	240,000
Coalton Sub-Division.....	Q-3	240,000
Belington to Norton (W. Md. R'y).....	EM-1	240,000

Mallet engines will not use main track crossover, Astor Junction or College Switch, Flemington, while backing.

MacArthur engines cannot be used:

- Beyond derail, Wendel No. 1 Mine.
- Above drop in switch, Delmar No. 1 Mine.
- Slack track, Henshaw Mine.
- Lewis Mine Siding beyond clearance point east end and beyond point 350 feet east of derail at west end.
- New loading track, Chieftain No. 1 Mine, beyond tipple.
- Numbers 3 and 4 empty tracks above the crossing, Gregory Mine.
- Cars must not be placed on Wendel No. 1 track.
- Renwick Mine siding out of service, except one car length beyond derail.

Mallet engines cannot be used on sidings between Grafton and Fairmont except passing siding, BF Tower and Colfax. Do not place cars or engines over Bridge 108½, East Siding, Colfax.

Engines will not be used Fairmont City Pump Station Trestle. Cars must not be placed above main road crossing on No. 4 empty track, Bethlehem No. 41. Engines will not pass over bridge run around track or go beyond one car length west of road crossing on load track, Jo Anne Mine.

Mallet engines cannot be used on mine sidings at Woodford No. 1, Jay Arr and Berryburg No. 1.

Engines will not be used on following tracks:
 Load track, Rex Mine.
 Empty slack track leading to run around track, Volga Mine.
 Beyond clearance point new track, Lawbar Mine.
 Switches above tipple, Lona Mine.

Engines will not be used on following tracks:
 No. 2 track, Ravenwood Mine, beyond frog.
 Engines will not use load tracks Scott Mine above road crossing.
 No. 2 track above tipple and Nos. 2 and 4 tracks below tipple, Francis Mine.
 No. 4 track below tipple, Katherine Mine No. 3.
 Crossovers to empty track above tipple, McCandlish Mine.
 Q-4 class engines cannot be used on McCandlish Branch or Spelter Hill.

SPECIAL INSTRUCTIONS—Continued.

23. RESTRICTIONS ON STRUCTURES AND TRACKS—Concluded.

Engines will not use Holly Spur beyond 585 feet from point of switch.

Do not take engines in Nos. 4 and 5 tracks, Crichton Mine. MacArthur engines cannot be used at Richwood on Cherry River Boom and Lumber Co., No. 2 and 3 yard tracks and clothespin track.

Engines will not go beyond clearance point load track, LeMoyné Mine.

Engines cannot use Martha Mine beyond frog, either end of No. 2 track.

Old City Lines, Hartland, cannot be used beyond a point 25 cars east of overhead bridge.

Main track and siding at Goff cannot be used beyond clearance point at west end.

Engines must not use tracks above tipple, Ronay Mine.

Engines will not use No. 4 track, Norton Mine, beyond 12 rail lengths from derail on west end and No. 1 load track one car length beyond clearance point.

Engines will not use load tracks, Williams Mine.

Parkersburg:—

Engines will not be operated on:
 Trestles of Monongahela Power House, Low Yard.

Clarksburg:—

Engines will not be operated on:
 Brewery siding.
 No. 1 Track, Hazel Atlas, beyond No. 8 door.
 Over pit and retaining wall of Consolidated Supply Company.
 No. 2 Track behind the house Clarksburg Wholesale Company building beyond straight line.

Fairmont:—

Engines will not be operated on:
 May Bros. trestle.
 L-1 and L-2 Class engines cannot be used beyond clearance point at the following sidings:
 Brewery siding.
 Fairmont Mining and Machine Company siding.
 Fleming siding.
 Must not enter buildings Owens Illinois Glass Co.

24. CLEARANCES.

Tracks in westbound yard, Grafton, do not provide sufficient clearance for passing Mallet engines or Mallet and MacArthur.

Westward freight running track and No. 1 Track westbound yard, Grafton, do not provide sufficient clearance for passing Mallet engines or Mallet and MacArthur.

MacArthur or larger class engines will not clear abutment of overhead bridge, Hammond Brick Yard Siding.

Mallet Engines or a Mallet and MacArthur, cannot pass on 2, 3 and 4 Tracks, Receiving Yard, Fairmont.

Crews operating between Jane Lew and Weston will not ride out on engine or train while in motion.

Engines or high cars cannot pass ramp at Meriden Mine.

Engines cannot pass ramp, Lawbar Mine.

Engines cannot pass loading boom, Silvester Mine.

EL-5A Mallets cannot operate through Frenchton Tunnel No. 9.

Engines will not be operated alongside cracking plant, Station siding, Falling Rock.

Engines cannot go into buildings on Viking Siding and Atlas Storage Siding, Charleston.

Engines cannot pass concrete pulley blocks east of tipple, Williams River No. 1 Mine.

Employees are prohibited from riding on the top of engines, tenders, high box cars, and other high equipment when passing under wires and overhead structures.

The following overhead structures and wire crossings have less than 22 feet vertical clearance, and the high tension lines shown have less than 27 feet, and employees should not stand on the top of engines, tenders, cars or other equipment while passing under these overhead structures or wire crossings.

24. CLEARANCES—Continued.

SAND LICK, ASTOR, BEAR MOUNTAIN AND PARKERSBURG SUB-DIVISIONS.

Mines—		
Arnold,	Hartley Spur,	Erie No. 2,
Webster,	Marra,	Hebb,
Wendel No. 2,	Henshaw,	Bridgeport,
Kern No. 1,	Renwick,	Fairmore,
Delmar No. 2,	Delmar No. 1,	Chieftain No. 1,
Wendel No. 3,	Delmar No. 3,	Lewis,
Galloway No. 3,	Ashcraft No. 3,	Sycamore,
Glen Cambria No. 1,	Delmar No. 4,	Gregory.
Kern No. 2,		

Tunnels—						
2,	5,	8,	11,	14,	17,	20,
3,	6,	9,	12,	15,	18,	21,
4,	7,	10,	13,	16,	19,	22.

Bridges—	
2-A, Mile Post 287+00,	MR Bridge at J Tower, Mile
7-B, Mile Post 301+38,	Post 303+8,
7-C, Mile Post 302+20,	25-A, Mile Post 335+36.

Wire Crossings—	
None.	
High Tension Lines—	
Mile Post 382+30,	Mile Post 383+7.

GRAFTON TERMINAL.

Mines—		
Sandor,	Ridge,	Team Track Fetterman
Tunnels—None.		

Bridges—	
100-A, Mile Post 278+18,	100-C, Mile Post 280+17,
100-B, Mile Post 279+41,	South Grafton Overhead.

Wire Crossings—None.	
High Tension Lines—	
Storekeepers Siding.	
West Leg of Wye.	
East End No. 1 Bridge, Mile Post 280+12.	

M. R. SUB-DIVISION.

Mines—	
Farnum,	Lambert Run,
Cliff,	Gypsy,
McCandlish,	Penn No. 1,
Meadowbrook,	Ott No. 1.

Tunnels—None.	
Bridges—None.	
Wire Crossings—	
Mile Post 20+30.	
High Tension Lines—	
Mile Post 19+30,	Mile Post 28+4.
Mile Post 24+30,	

SHORT LINE SUB-DIVISION.

Mines—		
Dawson, Corona, Erie No. 1.		
Tunnels—None.		
Bridges—		
No. 536, Mile Post 53+19.		
Wire Crossings—None.		
High Tension Lines—		
Mile Post 50+0.	Mile Post 56+11.	Mile Post 56+18.

HARTZEL, KILARM, ANNABELLE AND WILLARD SUB-DIVISIONS.

Mines—		
Consol. No. 63,	Riley,	Penn No. 2,
Junior No. 4,	Hood,	Ravenwood,
Junior No. 1,	Ehlen,	Linda,
Vincent,	Robert,	Chieftain No. 2,
Francis,	Martin,	Dola,
Blaine,	Katherine No. 3,	Ruby,
O'Donnell,	Laura Lee,	Newman,
Scott,	Hilltop No. 1,	Ten Mile.
Owings,	Piggott,	
Tunnels—		
1,	2,	3.

Figure following plus sign indicates the number of poles from the mile post.

SPECIAL INSTRUCTIONS—Continued.

24. CLEARANCES—Continued.

HARTZEL, KILARM, ANNABELLE AND WILLARD SUB-DIVISIONS.

Bridges—
 No. 1, Mile Post 3+8. No. 1, Haywood Cutoff.
 No. 63, Mine, Tramway. No. 404-A, Mile Post 40+12.
 728-A (Willard Sub-Division). No. 404-B, Mile Post 40+13.

Wire Crossings—
 None.

High Tension Lines—
 East and west switch, Allen, East Switch, Agent Siding, Mile Post 16+28, Dola, Pine Grove, Mile Post 18+0, Mile Post 18+20, Mile Post 19+10, Bridge 195, Hastings No. 4, Mile Post 20+31, Bridge 260, Mile Post 27+15, Bridge 282, Mile Post 29+05, Smithfield, Mile Post 31+27, Mile Post 36+10, Bridge 389, Irving Road Crossing, Bridge 418, Mile Post 42+23.

FAIRMONT AND JAMISON No. 9 SUB-DIVISIONS.

Mines—
 Colfax, Kingmont Jr., Jamison No. 9,
 Clelland, Kingmont Ramp, Jo Anne.
 Kingmont Mine, Bethlehem No. 41,

Tunnels—
 Glover Gap, Marshall, Boardtree, Shepherds,
 Soles, Martin, Welling,

Bridges—
 100-A, Curve Bridge, 110½-A, Mile Post 296+20,
 100-B, Mile Post 279+41, 113-A, Mile Post 302+2,
 100-C, Mile Post 280+17, 118-A, Mile Post 316+30,
 100-D, Mile Post 280+19, 118-B, Mile Post 318+0,
 104½, Mile Post 288+0, 123-A, Mile Post 323+5.

Wire Crossings—
 Mile Post 320+37, Mile Post 325+22.

High Tension Lines—
 West of Bridge 100-C, Mile Post 280+18,
 East of Bridge 100-D, Mile Post 280+19,
 ½ mile west No. 4 Bridge, Jamison No. 9 Sub-Division,
 Mile Post 294+22, Mile Post 305+15,
 Mile Post 301+16, Mile Post 307+17,
 Mile Post 303+14, Mile Post 307+30,
 Mile Post 303+26, Mile Post 335+08,
 Run-around track, Jo Anne Mine.

BERRYBURG, CENTURY, WILLIAMS RIVER AND COWEN SUB-DIVISIONS.

Mines—
 Woodford No. 1, Volga, Veltas,
 Jay Arr, Shamrock, Climax,
 Berryburg, Roberta, Scott No. 4,
 Compass, Lawbar, Marga,
 Pepper No. 2, Century No. 101, Buck,
 Hill Top No. 3, Lona No. 1, Capitol,
 Meriden, Kano, Minear,
 Jenkins, Queen No. 1, Adrian,
 Mt. Tabor, Electro, Erie No. 5,
 Rex, Mary Ann, Foster,
 Tuckahoe, Ralph, Williams River Mine No. 1.

Tunnels—
 Knight, Hampton, French Hill,
 Lane, Abbott, Jacksonville,
 Lough, Jones, Morrison.

Bridges—
 632-A, Mile Post 63+7.

24. CLEARANCES—Continued.

BERRYBURG, CENTURY, WILLIAMS RIVER AND COWEN SUB-DIVISIONS—Concluded.

Wire Crossings—
 660 feet east of overhead bridge, Williams River Sub-Division.

High Tension Lines—
 30 feet west of Pleasant Creek Station,
 0.2 miles west of Philippi Station,
 30 Feet west of Corders Crossing, Berryburg Sub-Division,
 330 Feet west of East Switch, Barbour Mine, Berryburg Sub-Division,
 Mt. Tabor Siding,
 Rex Mine, Century Sub-Division,
 Century Mine Tipple,
 Mile Post 57+13,
 Mile Post 91+4, Gillepsie,
 Williams River Mine No. 1,
 Overhead Wires, Coal Tipple, Engine House, Cowen Engine Terminal Tracks.

RICHWOOD AND GAULEY RIVER SUB-DIVISION.

Mines—
 Sewell Chief, Donegan No. 1, Crichton,
 Panther, Team Track, Sterling-Sewell.
 Burton, Holcomb,
 Royal No. 5,

Tunnels—
 Cherry.

Bridges—
 144/1, Mile Post 144+15.

Wire Crossings—
 Donegan Mine Coke Oven Track on Saxman Industrial Spur,
 Panther Coal Company on Gauley River Sub-Division.

High Tension Lines—
 None.

ELKINS AND COALTON SUB-DIVISIONS.

Mines—
 Norton, Silvester, Hart, Randolph, Williams.
 Elkins Limestone Tipple.

Tunnels—
 Orr, Kingville.

Bridges—
 8-A, Mabie.

Wire Crossings—
 Norton: West end No. 2 track, Monroe.
 Coalton Wye, 380 feet west of Tail Switch,
 Coalton Wye, North Leg,
 100 Feet west of Road Crossing, West Switch of Wye,
 100 Feet east of Bridge 8-A, Mabie.

High Tension Lines—
 Tail End of Wye, Norton,
 East and West Leg of Wye, Norton,
 Norton Mine No. 2 Track,
 Norton Mine No. 3 Track,
 Norton Mine, 50 feet above Tipple.

W. Va. & P. SUB-DIVISION.

Mines—
 Keeley No. 1, Ronay, McCanns Run,
 Charleston, Cleghorn, Good Hope,
 Joyce No. 2, Milford, Jackson Mill,
 Keeley No. 2, Tasa No. 7, Weston No. 1,
 Two Lick, Righter, McWhorter No. 2,
 Alpha, Arthur, Murphy,
 Quinn, McWhorter, No. 1

Tunnels—
 Loveberry.

Bridges—
 2 Overhead Bridges west and 1 Overhead Bridge east of Fuel City Box on City Lines Tracks.

Wire Crossings—
 Macpelah Junction.

High Tension Lines—
 None.

Figure following plus sign indicates the number of poles from the mile post.

SPECIAL INSTRUCTIONS—Continued.

24. CLEARANCES—Concluded.

CLARKSBURG TERMINAL.

Mines—
 Columbia, Nutter Fort, Elk Hill,
 Dicks Auto, Hill Top, Glenview,
 Black Rock, Glen Cambria No. 2, Wendel No. 4,
 Burke No. 2, Consol. No. 25, Donna.

Tunnels—
 None.

Bridges—
 Hartland Machine Co. No. 1 track,
 Pittsburgh Plate Glass No. 2 track.

Wire Crossings—
 None.

High Tension Lines—
 None.

BELINGTON SUB-DIVISION.

Mines—
 Empire, Tunnels—None, Bridges—None.

Wire Crossings—
 None.

High Tension Lines—
 None.

PICKENS SUB-DIVISION.

Mines—
 Pickens, Tunnels—None, Bridges—None.
 Benson.

Wire Crossings—
 None.

High Tension Lines—
 None.

ELK SUB-DIVISION.

Mines—
 Gilmer, Bower, Irish Ridge, Martha,
 Jon Tee, Exchange, Le Moyne,

Tunnels—
 Delta, Pembroke.

Bridges—
 51/8-A, Mile Post 62+5,
 51/8, Mile Post 62+7,
 47/3-A, Mile Post 66+28,
 Overhead Coaling Station, Queens Shoals, Mile Post 89+20,
 Pipe Line Bridge, Mile Post 97+12, Car Repair Shop, Elk Refining Company Siding, Falling Rock.

Wire Crossings—
 Mile Post 4+20 at Rawson, Sutton Branch,
 Guy Wires over Hope Natural Gas Company Siding, Cornwell, Mile Post 87+20,
 Mile Post 103+1.

High Tension Lines—
 Mile Post 5+0,
 Over Gassaway Yard Tracks, east of Station and over Engine Terminal Tracks,
 Mile Post 66+28, 160 Feet West of Bridge 47/3-A,
 Over Engine Terminal Tracks, Charleston Round House.

FAIRMONT TERMINAL-PAW PAW SUB-DIVISION.

Mines—
 None.

Tunnels—
 None.

Bridges—
 113-A Mile Post 302+2.

Wire Crossings—
 None.

High Tension Lines—
 Fairmont Belt Line: 7th Street, 8th Street, 10th Street, 12th Street and 13th Street.
 West of Yard Office over "C" Lead,
 West End Yard,
 Trolley Wire, Morgantown Avenue, Hickman Run Branch,
 Owens-Illinois Glass Company, Second Gate,
 Palatine Branch: Sinclair Siding,
 Holt Crossing,
 Domestic Coke Pump House,
 Church Street Crossing, Domestic Coke,
 A and P Warehouse,
 Turn Table, Fairmont Shop,
 Fairmont Lumber Co., Rivesville.

Figure following plus sign indicates the number of poles from the mile post.

25. CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS.

Limits	Track	Current of Traffic	No.
East Grafton to Beech St. Crossing, Grafton.....	North track...	Westward.....	1
	South track...	Eastward.....	2
Beech Street Crossing, Grafton to Berkeley Run Jet...	North track...	Both directions governed by signal indication.....	3
	Middle track...	Both directions governed by signal indication.....	1
	South track...	Both directions governed by signal indication.....	2
Berkeley Run Jet. to RS Tower.....	North track...	Westward.....	1
	South track...	Eastward.....	2
Lodgeville to MO Tower.....	North track...	Both directions governed by signal indication.....	1
	South track...	Both directions governed by signal indication.....	2
MO Tower to MD Tower.....	North track...	Westward.....	1
	South track...	Eastward.....	2
MD Tower to J Tower.....	North track...	Westward.....	1
	Middle track...	Eastward.....	2
Camden to Harris St., Parkersburg.....	North track...	Both directions governed by signal indication.....	3
	South track...	Westward.....	1
Grafton to CY Tower.	North track...	Westward.....	1
	South track...	Eastward.....	2
BF Tower to WD Tower.....	North track...	Westward.....	1
	South track...	Eastward.....	2

26. TELEPHONES.

Conductors and engineers of trains meeting with accident, or unusual delay, will call nearest open office or train order station by telephone, or if conditions warrant call Train Dispatcher's Office, Grafton 600, and in using public telephone instruct Exchange to reverse charges.

Location	Connected With	Location	Connected With
Penn Metal Switch...		Camden Westward	
East and West End, Vienna.....		Home Signal.....	
Hope Siding.....		Jackson—	
East End, No. 16 Track.....	SX Tower.	West Switch, North Siding.....	
East End, No. 14 Track.....		Lap Switches.....	
Yard Office, Low Yard.....		East Switch, South Siding.....	
O.R. Jet.....		Davisville Tool House.....	
Ann St. Station, Street Floor.....		Kanawha.....	
Second and Avery Street.....	Yard and SX Tower.	Walker—	
First Street Connection.....		West End, South Siding.....	Train Dispatcher.
Fourth Street.....		Lap Switches.....	
Eastbound Home Signal.....		East End, North Siding.....	
West End, Belpre Passing Siding.....	Belpre.	West of No. 21 Tunnel, Signal E-366-04.....	
West End, Stock Track.....		Eaton—	
East End, Eastbound Passing Siding.....		Tool House.....	
Watch Box West End OR Bridge.....		East Switch, Storage Siding.....	
Avery Street.....		Petroleum—	
Switch Box, OB Tower		West End and East End, Passing Siding.	
Car Inspector's Shanty, West End Westbound Yard.....	Belpre, OB Tower and Camden.	West of No. 19 Tunnel, Signal E-358-19.....	
East Street Switch Box.....		Silver Run—	
North of East Switch, East Street Crossover		West Switch, North Siding.....	
		Lap Switches.....	
		East Switch, South Siding.....	

SPECIAL INSTRUCTIONS—Continued.

26. TELEPHONES—Continued.		26. TELEPHONES—Continued.	
Location	Connected With	Location	Connected With
Cairo— Agent's Office..... No. 13 Tunnel, East End..... West of No. 14 Tunnel, Home Signal.....		Clarksburg Branch Jct.....	MO Tower.
Cornwallis— West Switch, North Siding..... Lap Switches..... East Switch, South Siding..... East of No. 13 Tunnel, Home Signal..... No. 10 Tunnel, West End.....		Grasselli Junction.....	MO Tower (Bell Phone No. 4-4931).
Ellenboro— West Switch, North Siding..... Lap Switches..... East Switch, South Siding..... No. 9 Tunnel, West End.....		No. 1 Tunnel, West End..... Lodgeville..... Bridgeport— West End, North Siding..... East End Extension.. East End, North Siding..... Hebb Mine..... Erie No. 2 Mine..... Delmar No. 4 Mine.. Rosemont..... Ashcraft No. 3 Mine.. Flemington— Station..... West End Wye..... Astor Jct..... Galloway Jct..... College Switch..... East End, Passing Siding..... Sand Lick Jct..... Brydon Storage, both ends..... Brydon Crossover.... Webster Station.... Berkeley Run Jct. (3 phones)..... Beech St. Crossing.... West End, Bridge No. 1.....	MO Tower and D Towers.
Pennsboro— West Switch and East Switch, Passing Siding..... Toll Gate, opposite Station Platform....		Monongah— West End No. 3 Coke Track..... Station..... Crossover, No. 63 Mine.....	Train Dis- patcher, MO and D Towers.
Duckworth— West Switch, North Siding..... Lap Switches..... East Switch, South Siding..... Central Station— Signal E 331-34 West of No. 6 Tunnel....		Everson, West End..	Monongah and Chiefton.
West Union— West End, Passing Siding..... East End, Passing Siding..... Freight Station..... Rock Run Pump House..... West End No. 5 Tunnel at East- ward Signal.....	Train Dis- patcher.	Killarm Junction.... Chiefton, East End.. Storage Siding..... Worthington, East End..... Hutchinson, East End. Enterprise, West End and East End..... Willard Storage, East End..... Shinnston Station and East Switch Storage. No. 1 West Siding, Haywood, West End.	Train Dis- patcher.
Smithsburg— West End, North Siding..... West End, South Siding..... East End, South Siding..... Morganville..... West of No. 4 Tunnel (Tool House).....		Haywood Water Tank	Train Dis- patcher and Lumberport.
Long Run— West End, Passing Siding..... East End, Passing Siding..... Long Run Grade Watchman's Box....		Bloom, West and East Switch..... Penn No. 2 Mine..... Ravenswood Mine.... Dola, West Switch and Station..... Irving, West and East Switch..... Wallace..... Rinehart..... Hartzel— West Switch..... Crossover..... East Switch..... Folsom Tool House.. Smithfield, West and East Switch..... Jacksonburg, West and East Switch..... Carbide Station..... Hastings Station.... Pine Grove, West and East Switch..... Allen, West and East Switch..... Flanagan, West End.. Bard, West and East Switch..... Roberts, West and East Switch.....	Train Dis- patcher.
Salem— West End, Passing Siding..... Highway Crossing east of Station..... East End, Passing Siding..... Bristol Tool House..		Gypsy..... Meadowbrook Station Meadowbrook Branch Switch..... Crossover Switch, Spelter..... Farmum Mine..... Rolland Glass.....	Train Dis- patcher.
Wolf Summit— West End, South Siding..... Lap Switches..... East End, North Siding..... Lewis Mine Siding, East End..... Chieftain Mine Siding		Short Line Junction..	J Tower.
Wilsonburg— West End, Storage Siding..... Station..... East End, Storage Siding..... Carnation Switch... Short Line Jct., West End.....		Limestone..... Dawson..... Hepzibah, West and East Switch..... Eagle Mine No. 1.. East End Bridge 518.	J Tower and Lumberport.
Short Line Jct., East End..... West Fork Shop, In- spector's Shanty.... Clarksburg— Yard Office..... East End, Tool House Scales, Crossover.... West Leg of Wye....	J, MD and MO Towers.		

SPECIAL INSTRUCTIONS—Concluded.

27. UNCLASSIFIED.

When an employee is injured on duty he must, if physically able, report the injury to his Foreman or other Supervising Officer before he leaves Company premises. This must be done even though the injury is slight.

The Supervisor should arrange prompt first aid for the injured; then, as soon as possible, place him under the care of a Company's Surgeon. He should also report the injury promptly on the prescribed forms however minor it may appear.

In case of fatal accident, trains will not be held awaiting Coroner. Bodies will be moved to nearest station or some other place where information can be given the Coroner, and trains will proceed without further delay.

Holidays: New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day.

28. ADDITIONAL REGULAR AND FLAG STOPS.

29. EXPLANATION OF LETTERS.

C Pick up passengers for Cincinnati and west and let off from Washington and east.

X Pick up passengers only.

SPEED TABLE.

Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.
0 Min. 45 Sec.	80.0	1 Min. 10 Sec.	51.0	2 Min. 10 Sec.	27.0
0 " 46 "	78.0	1 " 11 "	50.0	2 " 15 "	26.0
0 " 47 "	76.0	1 " 12 "	50.0	2 " 20 "	25.0
0 " 48 "	75.0	1 " 13 "	49.0	2 " 24 "	25.0
0 " 49 "	73.0	1 " 14 "	48.0	2 " 30 "	24.0
0 " 50 "	72.0	1 " 15 "	48.0	2 " 40 "	22.0
0 " 51 "	70.0	1 " 16 "	47.0	2 " 50 "	21.0
0 " 52 "	69.0	1 " 18 "	46.0	3 " 0 "	20.0
0 " 53 "	67.0	1 " 20 "	45.0	3 " 10 "	18.0
0 " 54 "	66.0	1 " 22 "	43.0	3 " 15 "	18.0
0 " 55 "	65.0	1 " 24 "	42.0	3 " 20 "	18.0
0 " 56 "	64.0	1 " 26 "	41.0	3 " 30 "	17.0
0 " 57 "	63.0	1 " 28 "	40.0	3 " 45 "	16.0
0 " 58 "	62.0	1 " 30 "	40.0	4 " 0 "	15.0
0 " 59 "	61.0	1 " 32 "	39.0	4 " 17 "	14.0
1 " 0 "	60.0	1 " 34 "	38.0	4 " 36 "	13.0
1 " 1 "	59.0	1 " 36 "	37.0	5 " 0 "	12.0
1 " 2 "	58.0	1 " 38 "	36.0	5 " 27 "	11.0
1 " 3 "	57.0	1 " 40 "	36.0	6 " 0 "	10.0
1 " 4 "	56.0	1 " 42 "	35.0	6 " 40 "	9.0
1 " 5 "	55.0	1 " 45 "	34.0	7 " 30 "	8.0
1 " 6 "	54.0	1 " 50 "	32.0	8 " 34 "	7.0
1 " 7 "	53.0	1 " 55 "	31.0	10 " 0 "	6.0
1 " 8 "	52.0	2 " 0 "	30.0	12 " 0 "	5.0
1 " 9 "	52.0	2 " 5 "	28.0		

WESTWARD.

Mile Post Locations.	Train Order Stations.	Parkersburg Sub-Division. TIME-TABLE No. 67. April 25, 1954.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	FIRST CLASS.													
				1	3	23	135	29	11								
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY								
				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.								
277.8	DN	EAST GRAFTON. 2.2		12.18	3.00	4.35	.....	12.01	2.47	.....	.....	.....	.....
280.0	DN	GRAFTON. 0.1		12.23 12.28	3.05 3.10	4.40 4.55	9.25	12.05 12.15	2.52 3.05	.....	.....	.....	.....
280.1	DN	D TOWER. 1.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
281.6		BERKELEY RUN JCT. 8.6		12.32	3.13	4.58	9.29	12.19	3.08	.....	.....	.....	.....
290.2		FLEMINGTON. 1.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
291.5		RS TOWER. 6.1 Double Track.	77	12.45	3.26	5.12	.....	12.33	3.21	.....	.....	.....	.....
297.6		BRIDGEPORT. 158		12.53	3.34	5.20	.....	12.41	3.29	.....	.....	.....	.....
298.9		LODGEVILLE. 2.6		12.56	3.37	5.23	.....	12.43	3.31	.....	.....	.....	.....
301.5	DN	MO TOWER. 1.2		1.00	3.41	5.27	.....	12.48	3.35	.....	.....	.....	.....
302.7		CLARKSBURG. 0.2		1.05	3.45	5.42	.....	1.06	3.43	.....	.....	.....	.....
302.9	DN	MD TOWER. 0.5		1.06	3.46	5.43	.....	1.07	3.44	.....	.....	.....	.....
303.4	DN	J TOWER. 2.8 Double Track.		1.07	3.47	5.44	.....	1.08	3.45	.....	.....	.....	.....
306.2		WILSONBURG. 3.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
309.9		WOLF SUMMIT. 6.1	90	1.17	3.56	5.53	.....	1.18	3.54	.....	.....	.....	.....
316.0		SALEM. 5.6	122	1.26	4.05	6.02	.....	1.27	4.04	.....	.....	.....	.....
321.6		LONG RUN. 5.2	59	1.34	4.13	6.10	.....	1.36	4.12	.....	.....	.....	.....
326.8		SMITHBURG. 3.1	43	1.42	4.20	6.19	.....	1.43	4.19	.....	.....	.....	.....
329.9		WEST UNION. 6.4	29	.....	.....	6.24	.....	.....	4.24	.....	.....	.....	.....
336.3		DUCKWORTH. 5.8	47	1.56	4.33	6.39	.....	1.57	4.36	.....	.....	.....	.....
342.1		PENNSBORO. 5.3	64	2.06	4.42	6.50	.....	2.06	4.46	.....	.....	.....	.....
347.4		ELLENBORO. 4.9	45	2.15	4.50	7.03	.....	2.15	4.56	.....	.....	.....	.....
352.3		CORNWALLIS. 2.6	48	2.24	4.58	7.12	.....	2.24	5.04	.....	.....	.....	.....
354.9		CAIRO. 2.0		.....	.....	7.17	.....	.....	.....	.....	.....	.....	.....
356.9		SILVER RUN. 5.0	51	2.32	5.06	7.22	.....	2.34	5.12	.....	.....	.....	.....
361.9		PETROLEUM. 6.9	60	2.39	5.15	7.32	.....	2.46	5.20	.....	.....	.....	.....
368.8		WALKER. 5.5	58	2.50	5.27	7.44	.....	2.57	5.30	.....	.....	.....	.....
374.3		KANAWHA. 4.6		.....	.....	7.53	.....	.....	.....	.....	.....	.....	.....
378.9		JACKSON. 3.4 Double Track.	46	3.03	5.42	8.02	.....	3.12	5.43	.....	.....	.....	.....
382.3	DN	CAMDEN. 1.1		3.08	5.48	8.10	.....	3.20	5.49	.....	.....	.....	.....
383.4		HARRIS STREET. 0.1 Double Track.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
383.5	DN	OB TOWER. 0.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
383.6		PARKERSBURG. 1.3		3.12 3.15	5.53 5.57	8.15	.....	3.25 3.45	5.52 6.05	.....	.....	.....	.....
384.9	DN	BELPRE. 155		3.19	6.01	.....	.....	3.50	6.09	.....	.....	.....	.....
				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.								
Time over Sub-Division.....				3.01	3.01	3.40	0.04	3.49	3.22								
Average speed per hour.....				35.5	35.5	28.8	24.0	28.6	31.8								

Passenger trains will not exceed 50 miles per hour between Grafton and MO Tower, 45 miles per hour between MO Tower and Kanawha, and 50 miles per hour between Kanawha and Camden.

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

EASTWARD.

Mile Post Locations.	Train Order Stations.	Parkersburg Sub-Division. TIME-TABLE No. 67. April 25, 1954.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	FIRST CLASS													
				4	*30	136	12	24	2								
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY								
				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.								
384.9	DN	BELPRE. 1.3	140	1.34	3.41	.....	1.29	.....	9.46	.....	.....	.....	.....
383.6		PARKERSBURG. 0.1		1.38 1.41	3.45 4.05	.....	1.33 1.40	9.00	9.50 9.59	.....	.....	.....	.....
383.5	DN	OB TOWER. 0.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
383.4		HARRIS STREET. 1.1 Double Track.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
382.3	DN	CAMDEN. 3.4 Double Track.		1.44	4.07	.....	1.43	9.03	10.02	.....	.....	.....	.....
378.9		JACKSON. 4.6	48	1.48	4.12	.....	1.47	9.08	10.06	.....	.....	.....	.....
374.3		KANAWHA. 5.5		.....	F 4.19	.....	.....	F 9.13	.....	.....	.....	.....	.....
368.8		WALKER. 6.9	54	2.00	4.27	.....	2.00	F 9.21	10.19	.....	.....	.....	.....
361.9		PETROLEUM. 5.0	60	2.10	4.41	.....	2.10	F 9.34	10.30	.....	.....	.....	.....
356.9		SILVER RUN. 2.0	54	2.17	4.49	.....	2.17	F 9.42	10.37	.....	.....	.....	.....
354.9		CAIRO. 2.6		.....	4.54	.....	.....	F 9.47	.....	.....	.....	.....	.....
352.3		CORNWALLIS. 4.9	22	2.24	4.58	.....	2.24	F 9.52	10.44	.....	.....	.....	.....
347.4		ELLENBORO. 5.3	55	2.31	5.12	.....	2.31	F 10.01	10.51	.....	.....	.....	.....
342.1		PENNSBORO. 5.8	64	2.38	5.26	.....	2.39	F 10.11	10.59	.....	.....	.....	.....
336.3		DUCKWORTH. 6.4	46	2.46	5.40	.....	2.48	10.21	11.07	.....	.....	.....	.....
329.9		WEST UNION. 3.1	29	.....	5.53	.....	2.57	10.32	.....	.....	.....	.....	.....
326.8		SMITHBURG. 5.2	72	3.00	6.00	.....	3.02	10.38	11.20	.....	.....	.....	.....
321.6		LONG RUN. 5.6	59	3.07	6.10	.....	3.09	F 10.46	11.27	.....	.....	.....	.....
316.0		SALEM. 6.1	122	3.15	6.20	.....	3.17	10.56	11.35	.....	.....	.....	.....
309.9		WOLF SUMMIT. 3.7	41	3.23	6.32	.....	3.26	11.05	11.43	.....	.....	.....	.....
306.2		WILSONBURG. 2.8		.....	F 6.40	.....	.....	.....	.....	.....	.....	.....	.....
303.4	DN	J TOWER. West end of Double Track.		3.32	6.50	.....	3.35	11.16	11.52	.....	.....	.....	.....
302.9	DN	MD TOWER. 0.5		3.33	6.51	.....	3.36	11.17	11.53	.....	.....	.....	.....
302.7		CLARKSBURG. 1.2		3.37	7.15	.....	3.45	11.27	11.57	.....	.....	.....	.....
301.5	DN	MO TOWER. 2.6		3.40	7.19	.....	3.48	11.30	12.01	.....	.....	.....	.....
298.9		LODGEVILLE. East end of 1.3 Double Track.		3.44	7.23	.....	3.53	11.34	12.05	.....	.....	.....	.....
297.6		BRIDGEPORT. 6.1	158	3.47	7.33	.....	3.56	11.37	12.08	.....	.....	.....	.....
291.5		RS TOWER. West end of 1.3 Double Track.		3.55	7.45	.....	4.05	11.45	12.16	.....	.....	.....	.....
290.2		FLEMINGTON. 8.6		.....	7.51	.....	.....	.....	.....	.....	.....	.....	.....
281.6		BERKELEY RUN JCT. 1.5		4.08	8.10	2.20	4.23	11.59	12.29	.....	.....	.....	.....
280.1	DN	D TOWER. 0.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
280.0	DN	GRAFTON. 2.2		4.19 4.26	8.30 8.45	A 2.35	4.35 4.43	12.05 12.10	12.36 12.41	.....	.....	.....	.....
277.8	DN	EAST GRAFTON. 155		4.31	8.50	.....	4.48	12.15	12.46	.....	.....	.....	.....
				A. M.	A. M.	P. M.	P. M.	A. M.	A. M.								
Time over Sub-Division.....				2.57	5.09	0.15	3.19	3.15	3.00								
Average speed per hour.....				36.3	20.8	6.4	32.3	32.6	35.7								

Passenger trains will not exceed 50 miles per hour between Camden and Kanawha, 45 miles per hour between Kanawha and MO Tower, and 50 miles per hour between MO Tower and Grafton.

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

* No. 30 Daily except Monday, West of Parkersburg.

WESTWARD.

Mile Post Locations.	Train Order Stations.	Cowen Sub-Division. TIME-TABLE No. 67. April 25, 1954.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	FIRST CLASS.		THIRD CLASS.								
				135	453	83	91	81	99					
				DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY					
				A. M.	P. M.	A. M.	A. M.	P. M.	P. M.					
0.0		BERKELEY RUN JCT. 5.0		9.29	4.28	11.05	6.30	10.15						
5.0		KNIGHT. 4.1	90	9.38	4.43	11.20	6.45	10.30						
9.1		PLEASANT CREEK. 2.0		F 9.46										
11.1	DN	BERRYBURG JCT. 3.1	94	F 9.50	4.58	11.40	7.00	10.50						
14.2		PHILIPPI. 5.4		S 10.00										
19.6	DN	TYGART JCT. 4.1	105	F 10.11	5.22	12.05	7.25	11.15						
23.7		CENTURY JCT. 2.7		F 10.21	5.32	12.15	7.35	11.25						
26.4		HALL. 2.4		F 10.27										
28.8		TETER. 2.4		F 10.32										
31.2		SMITH SUMMIT. 2.0	73	10.39	6.00	12.59	7.55	11.50						
33.2		POST MILL. 3.0		F 10.43										
36.2	DN	BUCKHANNON. 1.9	94	S 10.55	1.40	6.15	1.14	8.40	12.10					
38.1		UPSHUR. 3.8		11.07	1.46	6.30	1.24	8.55	12.20					
41.9		HAMPTON JCT. 3.6		11.15	1.55	6.42	1.34	9.09	12.32					
45.5		ADRIAN. 2.4		S 11.24		6.53	1.54	9.18	12.45					
47.9		ABBOTT. 4.5		F 11.28		6.59	2.00	9.24	12.51					
52.4	DPN	FRENCHTON. 5.5	63	S 11.36		7.20	2.11	9.55	1.04					
57.9		CRAWFORD. 1.0	97	F 11.55		7.35	2.27	10.10	1.29					
58.9	D	WALKERSVILLE. 6.6		S 12.01		7.38	2.30	10.13	1.32					
65.5		CHAPMAN. 3.3		F 12.13										
68.8		ORLANDO. 4.2		S 12.20		8.10	2.55	10.40	1.56					
73.0	DN	BURNSVILLE JCT. 0.7	105	S 12.35		8.30	3.06	11.00	2.07					
73.7		BURNSVILLE. 1.8		S 12.38			3.10		2.10					
75.5		COGER. 4.9		F 12.44										
80.4		ROLLYSON. 1.6		F 12.59										
82.0	D	HEATERS. 3.9	24	S 1.06			3.35		2.35					
85.9	D	FLATWOODS. 5.6	24	S 1.32			3.47		2.50					
91.5		GILLESPIE. 1.8	98	S 1.46			4.04		3.20					
93.3		HOLLY. 2.7		F 1.51			4.09		3.30					
96.0		BAKERS RUN. 2.0		F 1.57										
98.0	D	CENTRALIA. 3.0		S 2.03			4.24		3.50					
101.0		PRESTONIA. 5.0		F 2.14										
106.5		ERBACON. 5.4	68	S 2.33			4.56		4.22					
111.9		ARCOLA. 2.4		F 2.50										
114.3		HALO. 2.2		F 3.00										
116.5	DN	WN TOWER. 2.2		3.06			5.40		5.05					
				P. M.	P. M.	A. M.	P. M.	P. M.	A. M.					
		Time over Sub-Division.....		5.37	0.15	4.02	6.35	4.30	6.50					
		Average speed per hour.....		20.7	22.8	18.1	17.6	16.2	17.0					

Passenger trains will not exceed 35 miles per hour, Berkeley Run Jct. and Burnsville Junction; 20 miles per hour, Burnsville Junction and Heaters; 30 miles per hour, Heaters and Centralia; 20 miles per hour, Centralia and Halo; 30 miles per hour, Halo and WN Tower.

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

EASTWARD.

Mile Post Locations.	Train Order Stations.	Cowen Sub-Division. TIME-TABLE No. 67. April 25, 1954.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	FIRST CLASS.		THIRD CLASS.								
				454	136	82	86	80	92					
				DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY					
				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.					
116.5	DN	WN TOWER. 2.2		8.50				10.00		10.00				
114.3		HALO. 2.4		F 8.55										
111.9		ARCOLA. 5.4		F 9.04										
106.5		ERBACON. 5.0	68	S 9.22			10.42		10.42					
101.0		PRESTONIA. 3.0		F 9.38										
98.0	D	CENTRALIA. 2.0		S 9.50			11.25		11.15					
96.0		BAKERS RUN. 2.7		F 9.55										
93.3		HOLLY. 1.8		F 10.02										
91.5		GILLESPIE. 5.6	98	S 10.07			12.01		11.40					
85.9	D	FLATWOODS. 3.9	24	S 10.33			12.25		12.10					
82.0	D	HEATERS. 1.6	24	S 10.45			1.06		12.22					
80.4		ROLLYSON. 4.9		F 10.50										
75.5		COGER. 1.8		F 11.05										
73.7		BURNSVILLE. 0.7	105	S 11.12			1.35		12.47					
73.0	DN	BURNSVILLE JCT. 4.2		S 11.20			8.57	1.40	4.40	12.50				
68.8		ORLANDO. 3.3		S 11.30			9.20	1.50	4.51	1.01				
65.5		CHAPMAN. 6.6		F 11.36										
58.9	D	WALKERSVILLE. 1.0		S 11.48			9.50	2.24	5.17	1.26				
57.9		CRAWFORD. 5.5	97	F 11.55			9.53	2.27	5.20	1.29				
52.4	DPN	FRENCHTON. 4.5	63	S 12.10			10.30	2.40	5.46	1.55				
47.9		ABBOTT. 2.4		F 12.18			10.43	2.52	5.57	2.06				
45.5		ADRIAN. 3.6		S 12.23			10.49	2.58	6.03	2.12				
41.9		HAMPTON JCT. 3.8		10.00	12.29		10.58	3.15	6.23	2.32				
38.1		UPSHUR. 1.9	94	10.10	12.35		11.07	3.25	6.33	2.42				
36.2	DN	BUCKHANNON. 3.0		A 10.15	S 12.50		11.15	3.35	7.35	2.48				
33.2		POST MILL. 2.0		F 12.55										
31.2		SMITH SUMMIT. 2.0	73	S 12.59			11.33	3.50	7.55	3.08				
28.8		TETER. 2.4		F 1.06										
26.4		HALL. 2.7		F 1.13										
23.7		CENTURY JCT. 4.1		F 1.20			11.50	4.10	8.15	3.28				
19.6	DN	TYGART JCT. 5.4	105	F 1.30			12.05	4.20	8.25	3.40				
14.2		PHILIPPI. 3.1		S 1.43										
11.1	DN	BERRYBURG JCT. 2.0	94	F 1.55			12.40	4.45	8.50	4.01				
9.1		PLEASANT CREEK. 4.1		F 2.00										
5.0		KNIGHT. 5.0	90	2.10			1.00	5.00	9.10	4.16				
0.0		BERKELEY RUN JCT. 2.2		2.20			1.25	5.20	9.30	4.28				
				A. M.	P. M.		P. M.	P. M.	P. M.	A. M.				
		Time over Sub-Division.....		0.15	5.30	4.28	7.20	4.50	6.28					
		Average speed per hour.....		22.8	21.2	16.3	15.8	15.1	18.0					

Passenger trains will not exceed 30 miles per hour, WN Tower and Halo; 20 miles per hour, Halo and Centralia; 30 miles per hour, Centralia and Heaters; 20 miles per hour, Heaters and Burnsville Junction; 35 miles per hour, Burnsville Jct. and Berkeley Run Jct.

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

WESTWARD.

Mile Post Locations.	Train Order Stations.	Hartzel Sub-Division. TIME-TABLE No. 67. April 25, 1954.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	THIRD CLASS.								
				99	83	91	85	87	93	89		
				DAILY	DAILY	Tues., Thurs., Sat., Only.	DAILY	DAILY	DAILY	DAILY		
				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.		
0.0	DN	BROOKLYN JCT. 1.0		1.00	4.00	8.15	10.40	3.10	6.15	8.25		
1.0		ROBERTS. 3.7	105	1.07 ⁹⁰	4.03	8.20	10.45	3.13	6.20	8.30		
4.7		BARD. 9.1	80	1.17	4.15	8.30 ⁸⁰	10.55	3.23	6.29	8.40		
13.8	D	READER. 1.1		1.39	4.38	8.55	11.20	3.48	6.54	9.05		
14.9		ALLEN. 2.9	124	1.42	4.41	8.58 ¹⁰⁰	11.24 ⁹²	3.52 ⁸⁴	7.00 ⁸⁶	9.09		
17.8		PINE GROVE. 4.5	58	1.49	4.50	9.12	11.35	4.01	7.10	9.18		
22.3	DN	JACKSONBURG. 7.2	136	2.01	5.05	10.10	11.55 ⁸²	4.20	7.30	9.30		
29.5	D	SMITHFIELD. 4.8	61	2.20	5.25	10.30	12.20	4.40	8.00	9.50		
34.3		HARTZEL. 5.3	118	2.35	5.40	10.50	12.35	4.55	8.20	10.05		
39.6		IRVING. 3.4	118	2.50	5.55	11.05 ⁸²	12.50	5.10	8.35	10.35 ⁹⁸		
43.0	DN	DOLA. 4.2	56	3.00	6.05	11.45	1.05	5.35 ⁸⁸	8.45	10.45		
47.2		LAURA LEE MINE. 0.8										
48.0		BLOOM. 0.8	134	3.20	6.20 ⁸⁰	12.01	1.40 ⁸⁴	5.50	9.00	11.00 ⁹⁰		
48.8	DN	LUMBERPORT. 0.4		3.25	6.25 ¹⁰⁰	12.15	1.55	6.00	9.05	11.15		
19.2		HAYWOOD. 4.4			7.00		2.25	6.20		11.40		
14.8	DN	WILLARD. 1.5			7.15		2.43	6.35		11.54		
13.3		ENTERPRISE. 2.3	126		7.20		2.48	6.40		11.59		
11.0		ANNABELLE JUNCTION. 1.4			7.30		3.01	6.50		12.09		
9.6	DN	CHIEFTON. 1.3	67		7.35		3.05	6.54		12.13		
8.3		KILARM JUNCTION. 0.5			7.39		3.09	6.58		12.17		
7.8		EVERSON. 1.9	105		7.42		3.12	7.00		12.20		
5.9	DN	MONONGAH. 2.4			7.50		3.20	7.08		12.28		
3.5		WHITE ROCK. 2.3	134		8.00		3.35 ⁸⁸	7.15		12.35		
1.2	DN	GASTON JUNCTION. 1.2			8.20		3.45	7.30		12.50 ⁷⁴		
0.0		FAIRMONT.										
		Time over Sub-Division.....		2.25	4.20	4.00	5.05	4.20	2.50	4.25		
		Average speed per hour.....		20.2	15.4	12.2	13.1	15.4	17.2	15.1		

Passenger trains will not exceed 30 miles per hour between Brooklyn Junction and Gaston Junction. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Mile Post Locations.	Train Order Stations.	Hartzel Sub-Division. TIME-TABLE No. 67. April 25, 1954.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	THIRD CLASS.									
				74	80	100	92	82	84	86	98	90	
				DAILY Ex. Monday	DAILY	DAILY	Mon., Wed., Fri., Only.	DAILY	DAILY	DAILY	DAILY	DAILY	
				A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	
0.0		FAIRMONT. 1.2											
1.2	DN	GASTON JUNCTION. 2.3		12.50 ⁸⁰	4.30			8.30	12.01	3.20	8.00		
3.5		WHITE ROCK. 2.4	134	1.05	4.45			8.45	12.15	3.35 ⁸⁵	8.15		
5.9	DN	MONONGAH. 1.9		1.15	4.52			8.52	12.22	3.42 ⁸⁵	8.22		
7.8		EVERSON. 0.5	105	1.20	4.58			8.58	12.28	3.48	8.28		
8.3		KILARM JUNCTION. 1.3		1.22	5.00			9.00	12.30	3.50	8.30		
9.6	DN	CHIEFTON. 1.4	67	1.30	5.08			9.08	12.36	3.56	8.36		
11.0		ANNABELLE JUNCTION. 2.3		1.34	5.10			9.10	12.40	4.00	8.40		
13.3		ENTERPRISE. 1.5	126	1.45	5.20			9.20	12.50	4.10	8.50		
14.8	DN	WILLARD. 4.4		2.00	5.24			9.24	12.54	4.14	8.54		
19.2		HAYWOOD. 0.4		2.15	5.40			9.40	1.10	4.30	9.10		
48.8	DN	LUMBERPORT. 0.8			5.55	6.25 ⁸⁵	7.45	9.55	1.25	4.45	9.25	10.55	
48.0		BLOOM. 0.8	134		6.20 ⁸³	7.01	8.20	10.40	1.40 ⁸⁵	5.20	10.10	11.00 ⁸⁹	
47.2		LAURA LEE MINE. 4.2											
43.0	DN	DOLA. 3.4	56		6.48	7.20	8.45	10.55	2.00	5.35 ⁸⁷	10.25	11.15	
39.6		IRVING. 5.3	118		6.58	7.35	8.55	11.05 ⁶¹	2.15	5.45	10.35 ⁸⁹	11.25	
34.3		HARTZEL. 4.8	118		7.13	7.50	9.35	11.20	2.35	6.00	10.50	11.40	
29.5	D	SMITHFIELD. 7.2	61		7.28	8.05	9.50	11.35	2.50	6.15	11.05	11.55	
22.3	DN	JACKSONBURG. 4.5	136		7.46	8.37	10.10	11.55 ⁸⁵	3.15	6.35	11.23	12.13	
17.8		PINE GROVE. 2.9	58		7.57	8.50	11.10	12.11	3.30	6.52	11.34	12.24	
14.9		ALLEN. 1.1	124		8.05	8.59 ⁹¹	11.24 ⁸⁵	12.20	3.52 ⁸⁷	7.00 ⁹³	11.42	12.32	
13.8	D	READER. 9.1			8.08	9.03	11.30	12.23	3.55	7.05	11.45	12.35	
4.7		BARD. 3.7	80		8.30	9.28	11.55	12.46	4.20	7.30	12.10	12.57	
1.0		ROBERTS. 1.0	105		8.45	9.40	12.10	12.55	4.30	7.40	12.19	1.07 ⁹¹	
0.0	DN	BROOKLYN JCT.			8.55	9.55	12.15	1.00	4.35	7.50	12.25	1.10 ⁹⁹	
		Time over Sub-Division.....		1.25	4.25	3.30	4.30	4.30	4.34	4.30	4.25	2.15	
		Average speed per hour.....		12.7	15.1	13.9	10.8	14.8	14.6	14.8	15.1	21.6	

Passenger trains will not exceed 30 miles per hour between Gaston Junction and Brooklyn Junction. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Mile Post Locations.	Train Order Stations.	M. R. Sub-Division. TIME-TABLE No. 67. April 25, 1954.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	THIRD CLASS.	
				75	95
				DAILY Ex. Sunday	DAILY Ex. Sunday
				A. M.	P. M.
31.7	DN	MD TOWER. 0.5		10.30	9.00
31.2 ^{1/2}	DN	J TOWER. 7.5		10.35	9.05
23.7		SPELTER. 0.4	27	11.00	9.40
23.3	D	MEADOWBROOK. 2.6		11.05	9.45
20.7		GYPSEY. 1.5		11.15	9.55
19.2 ^{1/2}		HAYWOOD.		11.30	10.15
		Time over Sub-Division.....		1.00	1.15
		Average speed per hour.....		12.5	10.0

EASTWARD.

Mile Post Locations.	Train Order Stations.	M. R. Sub-Division. TIME-TABLE No. 67. April 25, 1954.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	THIRD CLASS.	
				174	76
				DAILY Ex. Monday	DAILY Ex. Sunday
				A. M.	P. M.
19.2		HAYWOOD. 1.5		2.30	4.00
20.7		GYPSEY. 2.6		2.40	4.10
23.3	D	MEADOWBROOK. 0.4		3.00	4.20
23.7		SPELTER. 7.5	27	3.05	4.25
31.2	DN	J TOWER. 0.5		3.50	4.55
31.7	DN	MD TOWER.		4.00	5.00
		Time over Sub-Division.....		1.30	1.00
		Average speed per hour.....		7.2	12.5

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

WESTWARD.

Mile Post Locations.	Train Order Stations.	Short Line Sub-Division. TIME-TABLE No. 67. April 25, 1954.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	THIRD CLASS.		
				199	191	193
				DAILY	Tues., Thurs., Sat., Only.	DAILY
				A. M.	P. M.	P. M.
48.8	DN	LUMBERPORT. 4.3		3.25	12.15	9.05
53.1		HEPZIBAH. 4.3	55	3.45	12.45	9.25
57.4		LIMESTONE. 0.6				
58.0		SHORT LINE JUNCTION. 0.2		4.15	1.05	9.55
58.2	DN	J TOWER.				
		Time over Sub-Division.....		0.50	0.50	0.50
		Average speed per hour.....		11.0	11.0	11.0

EASTWARD.

Mile Post Locations.	Train Order Stations.	Short Line Sub-Division. TIME-TABLE No. 67. April 25, 1954.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	THIRD CLASS.		
				194	192	190
				DAILY	Mon., Wed., Fri., Only.	DAILY
				A. M.	A. M.	P. M.
58.2	DN	J TOWER. 0.2				
58.0		SHORT LINE JUNCTION. 0.6		5.35	6.55	10.05
57.4		LIMESTONE. 4.3				
53.1		HEPZIBAH. 4.3	55	5.55	7.25	10.30
48.8	DN	LUMBERPORT.		6.25	7.45	10.55
		Time over Sub-Division.....		0.50	0.50	0.50
		Average speed per hour.....		11.0	11.0	11.0

Passenger trains will not exceed 30 miles per hour between Short Line Junction and Lumberport. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

EASTWARD.

Mile Post Locations.	Train Order Stations.	Richwood Sub-Division.	FIRST CLASS.		Mile Post Locations.	Train Order Stations.	Richwood Sub-Division.	FIRST CLASS.	
			135					136	
		TIME-TABLE No. 67.	DAILY Ex. Sunday				TIME-TABLE No. 67.	DAILY Ex. Sunday	
		April 25, 1954.	P. M.				April 25, 1954.	A. M.	
116.5	DN	WN TOWER. 1.0	3.06		144.6	D	RICHWOOD. 1.4	7.40	
117.5		COWEN 3.2	3.14		143.2		DAIN 2.0	7.45	
120.7		McCARTY SIDING 5.3	3.21		141.2		FENWICK 2.2	7.50	
126.0	D	CAMDEN-ON-GAULEY 1.0	3.33		139.0		HOLCOMB 2.2	7.55	
127.0	D	ALLINGDALE 8.1	3.36		136.8		COAL SIDING 1.7	8.00	
135.1		GAULEY JCT. 1.7	3.56		135.1		GAULEY JCT. 8.1	8.05	
136.8		COAL SIDING 2.2	4.00		127.0	D	ALLINGDALE 1.0	8.22	
139.0		HOLCOMB 2.2	4.06		126.0	D	CAMDEN-ON-GAULEY 5.3	8.26	
141.2		FENWICK 2.0	4.12		120.7		McCARTY SIDING 3.2	8.39	
143.2		DAIN 1.4	4.16		117.5		COWEN 1.0	8.48	
144.6	D	RICHWOOD. 1.4	4.20		116.5	DN	WN TOWER. 1.0	8.50	
			P. M.					A. M.	
		Time over Sub-Division	1.14				Time over Sub-Division	1.10	
		Average speed per hour	22.8				Average speed per hour	24.1	

Passenger Trains will not exceed 30 miles per hour, Richwood and WN Tower. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

EASTWARD.

Mile Post Locations.	Train Order Stations.	Gauley River Sub-Division.	Passing Sidings. Capacity in Cars.	Mile Post Locations.	Train Order Stations.	Gauley River Sub-Division.	Passing Sidings. Capacity in Cars.
		April 25, 1954.				April 25, 1954.	
0.0		GAULEY JCT. 2.6		5.6		LAUREL CREEK. 0.7	
2.6		WOOLRIDGE. 2.3		4.9		PANTHER CREEK. 2.3	
4.9		PANTHER CREEK 0.7		2.6		WOOLRIDGE. 2.6	
5.6		LAUREL CREEK.		0.0		GAULEY JCT.	
		Time over Sub-Division ...				Time over Sub-Division ...	
		Average speed per hour ...				Average speed per hour ...	

Passenger trains will not exceed 25 miles per hour between Gauley Junction and Laurel Creek. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

EASTWARD.

Mile Post Locations.	Train Order Stations.	Bellington Sub-Division.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	THIRD CLASS.		Mile Post Locations.	Train Order Stations.	Bellington Sub-Division.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	THIRD CLASS.	
				175						172	
		TIME-TABLE No. 67.		DAILY Ex. Sunday				TIME-TABLE No. 67.		DAILY Ex. Sunday	
		April 25, 1954.		A. M.				April 25, 1954.		P. M.	
0.0	DN	TYGART JUNCTION. 6.1		11.00		11.8	D	W. Md. BELINGTON. 5.7		12.40	
6.1		CLEMENTS. 5.7	42	11.25		6.1		CLEMENTS. 6.1	42	1.00	
11.8	D	BELINGTON. 5.7		11.45		0.0	DN	TYGART JUNCTION. 6.1		1.20	
				A. M.						P. M.	
		Time over Sub-Division		0.45				Time over Sub-Division		0.40	
		Average speed per hour		15.7				Average speed per hour		17.7	

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

WESTWARD.

EASTWARD.

Mile Post Locations.	Train Order Stations.	W. Va. & P. Sub-Division.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	Mile Post Locations.	Train Order Stations.	W. Va. & P. Sub-Division.	Passing Sidings. Capacity 45-foot cars including engine and caboose.
		April 25, 1954.				April 25, 1954.	
1.0	DN	MD TOWER. 0.5		26.4		WESTON. 4.4	
1.5	DN	J TOWER. 7.1	30	22.0		JACKSONS MILL. 4.1	
8.6		FREEMAN SIDING. 4.5	21	17.9		GOOD HOPE JCT. 4.8	
13.1	DPN	LOST CREEK. 4.8		13.1	DPN	LOST CREEK. 4.5	
17.9		GOOD HOPE JCT. 4.1		8.6		FREEMAN SIDING 7.1	21
22.0		JACKSONS MILL. 4.4		1.5	DN	J TOWER. 0.5	30
26.4		WESTON. 4.4		1.0	DN	MD TOWER. 0.5	
		Time over Sub-Division				Time over Sub-Division	
		Average speed per hour				Average speed per hour	

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

WESTWARD.

EASTWARD.

Mile Post Locations.	Train Order Stations.	Pickens Sub-Division.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	FIRST CLASS.		Mile Post Locations.	Train Order Stations.	Pickens Sub-Division.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	FIRST CLASS.	
				453						454	
		TIME-TABLE No. 67.		DAILY Ex. Sunday				TIME-TABLE No. 67.		DAILY Ex. Sunday	
		April 25, 1954.		P. M.				April 25, 1954.		A. M.	
0.0		HAMPTON JCT. 2.2		1.55		28.7	D	PICKENS. 9.2		8.00	
2.2		SAGO. 4.7	9	2.01		19.5		NEWLON. 0.6	7	8.36	
6.9		TEN MILE. 5.3	19	2.16		18.9		SELBYVILLE. 3.1		8.39	
12.2		ALTON. 3.6		2.33		15.8	D	ALEXANDER. 3.6		8.52	
15.8	D	ALEXANDER. 3.1		2.45		12.2		ALTON. 5.3		9.07	
18.9		SELBYVILLE. 0.6		3.00		6.9		TEN MILE. 4.7	19	9.30	
19.5		NEWLON. 9.2	7	3.03		2.2		SAGO. 2.2	9	9.50	
28.7	D	PICKENS. 9.2		3.35		0.0		HAMPTON JCT. 2.2		10.00	
				P. M.						A. M.	
		Time over Sub-Division		1.40				Time over Sub-Division		2.00	
		Average speed per hour		17.2				Average speed per hour		14.3	

Passenger trains will not exceed 30 miles per hour between Hampton Junction and Pickens. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Mile Post Locations.	Train Order Stations.	Elkins Sub-Division. TIME-TABLE No 67. April 25, 1954.	Passing Sidings. Capacity 45-foot cars including engine and caboose.
0.0	DN	ELKINS. 0.2	
0.2		C. & C. JCT. 6.7	
6.9	D	NORTON.	
Trains operating between Elkins and Norton will be governed by Western Maryland Railway Time-Table and Rules.			
6.9	D	NORTON. 7.8	
14.7		HIGHPOINT. 5.0	15
19.7	D	MIDVALE.	
Time over Sub-Division..... Average speed per hour.....			

EASTWARD.

Mile Post Locations.	Train Order Stations.	Elkins Sub-Division. TIME-TABLE No. 67. April 25, 1954.	Passing Sidings. Capacity 45-foot cars including engine and caboose.
19.7	D	MIDVALE. 5.0	
14.7		HIGHPOINT. 7.8	15
6.9	D	NORTON.	
Trains operating between Elkins and Norton will be governed by Western Maryland Railway Time-Table and Rules.			
6.9	D	NORTON. 6.7	
0.2		C. & C. JCT. 0.2	
0.0	DN	ELKINS.	
Time over Sub-Division..... Average speed per hour.....			

Passenger trains will not exceed 25 miles per hour between Elkins and Midvale.

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

WESTWARD.

Mile Post Locations.	Train Order Stations.	Paw Paw Sub-Division. TIME-TABLE No 67. April 25, 1954.	THIRD CLASS.	
			207	
			DAILY Ex. Sunday	
			P. M.	
0.0	DN	WD TOWER. 2.9		12.05
2.9		CATAWBA JUNCTION.		12.25
P. M.				
Time over Sub-Division..... Average speed per hour.....				

EASTWARD.

Mile Post Locations.	Train Order Stations.	Paw Paw Sub-Division. TIME-TABLE No. 67. April 25, 1954.
2.9		CATAWBA JUNCTION. 2.9
0.0	DN	WD TOWER.
Time over Sub-Division..... Average speed per hour.....		

Trains will not exceed 10 miles per hour between WD Tower and Catawba Junction.

SAND LICK SUB-DIVISION. EASTWARD. WESTWARD.

Mile Post Locations.	TIME-TABLE No. 67. April 25, 1954.
0.0	SAND LICK JCT.
2.2	WENDEL MINE.

ASTOR SUB-DIVISION. WESTWARD. EASTWARD.

0.0	ASTOR JCT.
2.8	GALLOWAY JCT.
3.8	GALLOWAY.

BEAR MOUNTAIN SUB-DIVISION. WESTWARD. EASTWARD.

0.0	GALLOWAY JCT.
2.6	HENSHAW MINE.

BERRYBURG SUB-DIVISION. WESTWARD. EASTWARD.

0.0	BERRYBURG JUNCTION.
3.8	LOUGH SIDING.
11.3	COMPASS MINE.
12.0	ELK WYE.
12.6	HILL TOP No. 3 MINE.

CENTURY SUB-DIVISION. WESTWARD. EASTWARD.

0.0	CENTURY JCT.
4.9	CENTURY.

COALTON SUB-DIVISION. EASTWARD. WESTWARD.

0.0	MONROE.
0.5	NORTON JCT.
7.5	MABIE.
7.9	WILLIAMS MINE.

WILLIAMS RIVER SUB-DIVISION. EASTWARD. WESTWARD.

0.0	WN TOWER.
0.7	WILLIAMS RIVER JCT.
3.7	DONALDSON JCT.
8.1	CARVER SIDING.
9.9	WILLIAMS RIVER MINE No. 1.

Trains will not exceed 10 miles per hour on Sand Lick, Astor, Bear Mountain, Berryburg, Century, Coalton, Kilarm, Annabelle, Willard and Jamison No. 9 Sub-Divisions.

KILARM SUB-DIVISION. WESTWARD. EASTWARD.

Mile Post Locations.	TIME-TABLE No. 67. April 25, 1954.
0.0	KILARM JCT.
3.5	FRANCIS MINE.

ANNABELLE SUB-DIVISION. EASTWARD. WESTWARD.

0.0	ANNABELLE JCT.
3.2	ANNABELLE MINE.

WILLARD SUB-DIVISION. EASTWARD. WESTWARD.

0.0	WILLARD JCT.
2.4	OWINGS MINE.

JAMISON No. 9 SUB-DIVISION. WESTWARD. EASTWARD.

0.0	JAMISON No. 9 JCT.
2.8	JAMISON No. 9 MINE.

ADDITIONAL FLAG STOPS, PARKERSBURG SUB-DIVISION. WESTWARD. EASTWARD.

Mile Post Locations.	TIME-TABLE No. 67. April 25, 1954.	
	23	30 24
A. M.	A. M.	P. M.
288.0	SIMPSON.	7.56
292.0	ROSEMONT.	7.40
314.0	BRISTOL.	6.25
317.0	INDUSTRIAL SCHOOL.	6.16
324.0	MORGANVILLE.	6.04
6.29 332.9	CENTRAL.	5.45 10.26
337.1	GREENWOOD.	5.34
338.7	TOLL GATE.	5.31
7.37 364.9	EATON.	4.33 9.26
377.2	DAVISVILLE.	4.15
8.00 378.1	NICOLETTE.	9.09
A. M.	A. M.	P. M.

ADDITIONAL FLAG STOPS, GRAFTON-RICHWOOD.

WESTWARD.

EASTWARD.

453		135		Mile Post Locations.	TIME-TABLE No. 67. April 25, 1954.	454		136	
P. M.	A. M.	P. M.	A. M.			A. M.	P. M.	P. M.	A. M.
			9.53	11.8	MERIDEN.			1.53	
			10.07	18.1	LILLIAN.			1.33	
			10.13	20.5	CARROLLTON.			1.26	
			10.23	24.8	BOULDER.			1.17	
			10.30	27.8	MURPHY.			1.09	
			10.35	30.1	PECKS RUN.			1.02	
			10.41	32.4	FISHING CAMP.			12.57	
		1.44		37.7	SOUTH BUCKHANNON.	10.11			
		1.48		38.8	TENNERTON.	10.08			
		1.53	11.14	41.4	HAMPTON.	10.02	12.30		
			12.23	70.0	ORLANDO JOT.		11.26		
			1.15	85.2	SHAVERSVILLE.		10.36		
			1.38	88.2	MORRISON.		10.16		
			2.09	99.4	CAMP RUN.		9.44		
			2.41	108.8	WAINVILLE.		9.13		
			3.49	133.6	WOODBINE.		8.07		
			3.57	135.2	CURTIN.		8.02		
				135.4	CHERRY RIVER No. 2.				
		P. M.	P. M.			A. M.	A. M.		

ADDITIONAL FLAG STOPS, FAIRMONT SUB-DIVISION.

343		Mile Post Locations.	TIME-TABLE No. 67. April 25, 1954.	344	
A. M.	P. M.			A. M.	P. M.
		6.14	291.1	POWELL.	
		6.17	292.8	POPLAR ISLAND.	
		7.39	324.2	METZ.	
		8.27	346.3	WOODRUFF.	9.38
		8.44	353.7	LOUDENVILLE.	9.20
		9.10	364.9	GRAVE CREEK.	
		A. M.			P. M.

ADDITIONAL FLAG STOPS, PICKENS SUB-DIVISION.

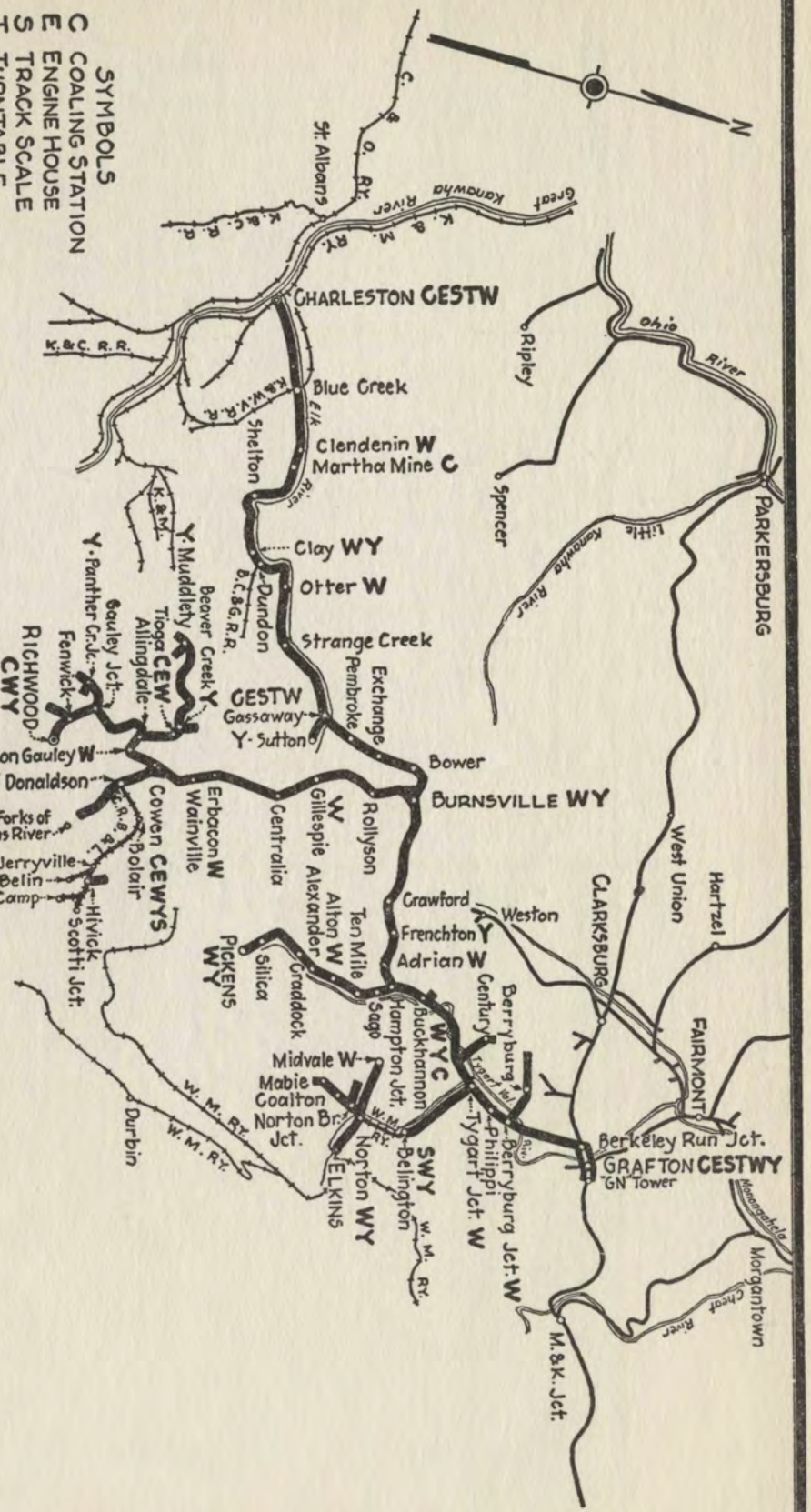
453		Mile Post Locations.	TIME-TABLE No. 67. April 25, 1954.	454	
P. M.	A. M.			A. M.	P. M.
		2.05	3.4	OURS MILLS.	9.45
		2.22	8.9	IMPERIAL.	9.21
		2.27	10.5	BEANS MILLS.	9.14
		2.37	13.2	TAYLOR AND GOULD.	9.03
		2.57	18.2	CHEMICAL.	8.42
		3.10	21.8	CRADDOCK.	8.26
		3.16	23.7	ARVONDALE.	8.18
		3.19	24.7	SUNCREST.	8.14
		3.22	25.5	SILICA.	8.10
		P. M.			A. M.



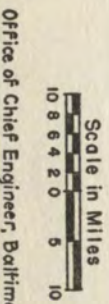
- C COALING STATION
- E ENGINE HOUSE
- S TRACK SCALE
- T TURNTABLE
- W WATER STATION
- Y WYE TRACK

WEST

VIRGINIA



THE BALTIMORE AND OHIO SYSTEM
MONONGAH DIVISION





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

