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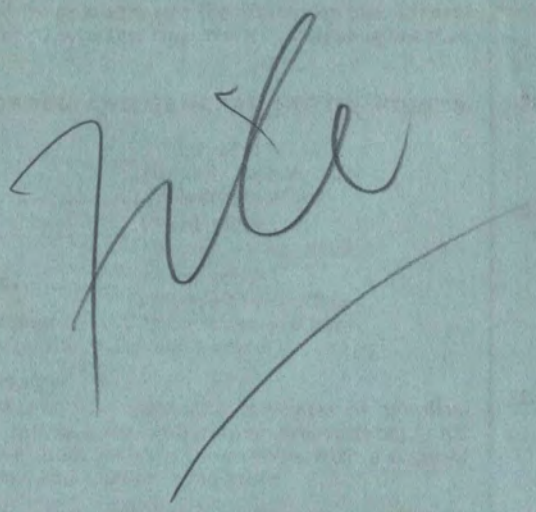

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The New York Central Railroad Company

SOUTHERN DIVISION

TIME TABLE No. 1

FOR EMPLOYEES ONLY

Effective 12:01 A. M.

Sunday, June 3, 1923

CENTRAL STANDARD TIME

Superseding Time Table No. 9 dated December 3, 1922.

STUDY THE SPECIAL INSTRUCTIONS AND NOTE ALL CHANGES

A. N. LYON,
Superintendent.

TRIBUNE PRINTING CO., Charleston, W. Va.

SPECIAL INSTRUCTIONS

Rules referred to by numbers are the Rules for the Government of the Operating Department, unless otherwise specified.

B. GENERAL ORDER AND GENERAL NOTICE POINTS.

Corning	Yard office Round house office
Armitage	Telegraph office
Hobson	Yard office Round house office
Charleston	Yard office Round house office
Bigley Avenue	Passenger station
Dickinson	Yard office

OTHER RAILROADS.

Train employes are subject to the rules of the division or railroad on which they are running. All concerned must provide themselves with a copy of such rules and current time-table.

Between Armitage and Athens, all regular passenger and local freight trains will run via Hocking Valley.

Between Hobson Junction and Kanauga all trains run via Hocking Valley.

Between Kanauga and Gallipolis trains No. 2, 31 & 32 run via Hocking Valley.

3. STANDARD CLOCKS.

Corning	Telegraph office Shop office
Chauncey	Telegraph office
Armitage	Telegraph office
Hobson	Dispatcher's office Yard office Round house office
Bigley Avenue	Passenger station
Charleston	Yard office Dispatcher's office
Dickinson	Telegraph office
Gauley Bridge	Telegraph office

5. TIME TABLES.

At all schedule meeting or passing points the number of the train or trains to be met or passed will be shown in small figures adjoining. Rule No. 5 is modified accordingly.

The schedule time at stations of first class trains or extra trains running on special schedule applies at the point designated for receiving or discharging passengers, except at meeting points designated by schedule or train order, in which case the time applies at the switch where the inferior train enters siding.

Chauncey—The time of No. 98 applies at the south wye switch.

Charleston—The time of third class trains applies at the switch leading to the East Main track at Morris Street.

6. SIGNS.

D—Day telegraph office.
N—Night telegraph office.
DN—Day and Night telegraph office.

14. WHISTLE SIGNALS.

Sound	Indication
—— o	Train approaching tunnel.

17. HEADLIGHTS.

When rules require the headlight to be displayed, electric headlights on engines will be dimmed:

(a) In yards where yard engines are employed.
(b) At meeting points.
(c) Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers.
(d) When standing.
(e) On two or more tracks when approaching trains running in the opposite direction.

19. MARKERS.

Trains with rear car not equipped to display markers, as per Rule 19, will display red flag by day and red light by night on rear of train.

19a. The normal color of cupola light on caboose cars of freight trains on East Main (or freight running track), between Charleston and Shorr, will be green to the rear, instead of red, to indicate to trains running in the same direction on the West Main track that train ahead is on the East Main track.

22. Pusher engine helping northward trains from Hobson over Noble Summit will be cut off without stopping trains. When the rear of the train passes the tipple at Maynard Mine No. 2, flagman will first close angle cock on the rear of caboose, or last car, then raise operating lever holding it in that position. Engineer on pusher, when nearing top of hill, will gradually close throttle down to drifting position and allow the slack in the train to be taken up by the engine on the head end. When the slack is taken up, pulling the train away from the pusher, air hose will be pulled apart applying the air on engine. After the pusher stops, the switchman, or fireman if necessary, will close angle cock on engine. The engineman will then open cut out cock beneath brake valve to release brake.

83. TRAIN REGISTERS.

Corning	Telegraph office.
Chauncey	Telegraph office.
Armitage	Telegraph office.
Hobson	Dispatcher's office.

Glouster and Doty for trains originating and terminating at these stations.

Kanauga	Telegraph office.
Charleston	Yard office.
Dickinson	Telegraph office.
Smithers	Telegraph office.
Gauley Bridge	Telegraph office.
Swiss	Passenger station.
Blakeley	Passenger station.
Bigley Avenue	Passenger station.

Boomer—First Class trains will leave register slip for the information of crews working on Boomer Branch.

Form 1087 will be filled out from train register, signed by conductor and delivered to engineman.

83. CLEARING OF TRAINS.

No second or inferior class train will leave a terminal without a running order except local freight trains.

Trains will not leave the following stations without a clearance card:

Corning.

Glouster—Northward freight trains originating at this station will not pass telegraph office when the semaphore is in stop position, even though clearance card has been issued.

Hobson—Northward freight trains will not pass Dispatcher's office when semaphore is in stop position, even though clearance card has been issued.

Charleston—All trains originating.

Dickinson.

Smithers—No. 334 and No. 336.

Gauley Bridge—All trains originating.

83a. DESIGNATION AND USE OF MAIN TRACKS.

The west main track between the switch connection with the drill track at Hobson and the switch connection with the main track at the south end of Meigs passing siding will be used as a running track for northward through freight trains unless otherwise instructed by train order. All other trains will use the east main track between Hobson and Meigs.

The east main track between Charleston and Shorr will be used as a running track for northward freight trains. Northward first and second class trains, trains running on special schedule and southward trains of whatever class will use the west main track.

Trains No. 12, No. 14 and No. 116 will use the east main track Capitol Street, Charleston, to Bigley Avenue.

85. EXTRA TRAINS.

Extra trains may pass and run ahead of third class trains.

90. SIDING SWITCHES.

Trains taking siding will take first switch except:

Glouster---------Trains will use the siding east of the main track south of the station.

Chauncey--------Southward trains, second.

Armitage--------Northward trains, second.

Albany----------Southward trains, fourth.
Northward trains, second.

When trains meet at this station the one having right to hold the main track will pull into clear, if the train to be met has not arrived, so train will be over the hill where it can be started.

Hobson--------Southward trains, third.

Black Betsey--Northward trains, third.

Nitro----------Southward trains, third.

Dunbar--------Southward trains, third.

Levi----------Southward trains, second.

Cedar Grove--Southward trains, third.
Northward trains, second.

90. SIDINGS.

Station Numbers	Stations	Capacity, based on 44-foot cars.
3198	Corning	
3202	Burr Oak	80
3203	Palos	11
3206	Glouster	60
3207	Trimble	
3208	Jacksonville	53
a3209	Doty	
3210	College Hill	
3211	Millfield	
3214	Chauncey	62
3217	Hocking	
3219	Armitage	145
3221	Grosvenor	
3225	Fisher	126
3227	Hebbardsville	
3230	Albany Northward	63
	Albany Southward	123
3235	Carpenter Northward	86
	Carpenter Southward	59
3239	Dyesville	60
3242	Dexter Northward	61
	Dexter Southward	74
3246	Langsville	
3247	Meigs	110
3249	Rutland	
3252	Rockville	
3254	Hobson	40
3255	Hobson Jct.	
3265	Kanauga Northward	96
	Kanauga Southward	95
3267	Pt. Pleasant	94
3272	Brosia	80
3275	Beech Hill	80
3278	Leon	
3281	Arbuckle Northward	80
	Arbuckle Southward	80
3283	Grim	
3284	Robertsburg	80
3287	Lyon	
3288	Buffalo Northward	80
	Buffalo Southward	80
3291	Woods	
3293	Rumer Northward	80
	Rumer Southward	80
3297	Red House	
3298	McGill	
3299	Courtney	80
3301	Plymouth	
3302	Black Betsey	80
3304	Raymond City	
3305	Poca	
3306	Putnam	80
3308	Nitro	90
3309	Lock Seven	
3311	Sattes	80
3314	Institute	80
3315	Farm	
3316	Dunbar	80
3319	Mound	
3321	West Charleston	
3322	Watts Street	
3323	Charleston	
	Elizabeth St.	77
3327	Snow Hill	
3328	Dana	
3329	Malden	
3331	Levi	80
3332	Piatt	
3334	Belle	
3335	Witcher	
3337	Dickinson	
3339	Shrewsbury	
3340	Monarch	
3341	Cedar Grove	35
3342	Glasgow	140
3344	Riverside	
3345	Hugheston	
3347	London	59
3349	Lock Two	72
3350	Cannelton	
a3350	Smithers	
3351	Longacre	
3352	Harewood	
3353	Boomer	
3355	Boncar	
3356	Fallsview	
3359	Glen Ferris	
3360	Gauley Bridge	
6005	Belva	
6008	Beech Glen	
6010	Swiss	
3951	Carbondale	
3955	Marting	
5001	Bigley Ave.	
5002	Wilson	
5004	Mink Shoals	
5005	Creed	
5006	Clyde	
5007	Big Chimney	
5008	Elrod	41
5009	Sandy	
5010	North Pinch	
5011	Elkview	
a5011	Colbon	
5013	Blue Creek	27
5014	Oil Siding	
5015	Three Mile	
5016	Victor	

5017	Shrader	
5018	Coco	
5020	Pentacre	
5021	Quick	20
5022	Coalridge	
5025	Sanderson	29
5026	Acup	
5028	Middle Fork	32
5030	Kendalia	
5032	Wills Hollow	
5034	Blakeley	
5035	Amelia	
5036	Hitop	

FIXED SIGNALS

Definitions

PROCEED WITH CAUTION—Proceed with such speed that stop can be made within the distance track is seen or known to be clear.

BLOCK SIGNAL—A signal controlling the use of a block.

BLOCK—A length of track of defined limits, the use of which by trains is controlled by block signals.

SWITCH INDICATOR—A miniature signal indicating by position of arm whether or not the block is occupied, or if a train is approaching.

SIGNAL INDICATION—The information conveyed by the position of the signal arm or disc and in addition at night by the color of the light displayed.

TARGET OR "T" SIGNAL—One giving indication by position of governing arm by day and night. By night the position of the arm is marked by two red lights.

COLOR LIGHT SIGNAL—One giving indication by color of light both day and night.

STOP SIGNAL—A signal indicating stop.

CAUTION SIGNAL—A signal indicating proceed with caution, continue with caution or proceed at low speed prepared to stop.

CLEAR SIGNAL—A signal indicating proceed or continue.

SIGNAL MAST—A mast to which one or more signals are attached.

FIXED ARM—A semaphore signal arm fixed in position.

IN THE REAR OF A SIGNAL—The section of track occupied by a train before it passes the signal.

IN ADVANCE OF A SIGNAL—The section of track occupied by a train that has passed the signal.

INTERLOCKING LIMITS—The track between extreme opposing home or dwarf signals controlled from the same tower.

SIGNAL RULES.

1. Movement over interlocked railroad crossings or junctions will be governed by interlocking signals. Movements over other crossings will be governed by signal indication. See Rule 98.

At all interlocking plants, the upper arm of home signal governs direct movements on the main track; the lower arm governs diverging movements. When a lower arm is fixed in position (not operative) it serves as a marker only and displays corresponding light by night.

2. Automatic signals, and home and distant signals at interlocking plants are located to the right of, and adjacent to the track governed.
3. Masts of automatic block signals are painted white.
4. Arms will not be put on semaphore signals until they are in service. After being so placed they must be regarded as in service whether bulletin has been seen or not.
5. All semaphore signal rules apply also to color light signals omitting reference to position of arms.
6. Trains stopped by a signal must stop at least ten (10) feet in "rear of signal."
7. Engineers will report signal failures or light out at first open telegraph office at which train stops, reporting automatic signals by number.

AUTOMATIC BLOCK SIGNALS.

8. (a) Arm horizontal by day with red light by night, "STOP"; trains stopped by such signals, will not proceed, except as follows:
   (1.) To enter siding switch located not more than one hundred feet in advance of the signal.
   (2.) To next signal under protection of flagman, keeping lookout for obstructions, open switches, fouling cars, and broken rails.
   (b) Arm inclined 45 degrees by day with yellow light by night, Block is clear, prepare to stop at next signal.
   (c) Arm vertical by day with green light by night, PROCEED.
9. Switches of a crossover, either or both of which are in automatic block signal territory, must not be closed while a train, an engine or a car occupies the connection between switches of such crossover.
10. Switch engines and extra trains, unless otherwise provided, must clear the block at least five (5) minutes in advance of regular scheduled trains.
11. Trainmen must be careful to set trains or cars on sidings beyond the insulated joints or fouling point markers which are placed at the fouling points, otherwise if set upon or over the fouling points toward the main track, the signal protecting the block will remain at stop and cause detention of trains.

SWITCH INDICATORS.

12. Switch indicators may be provided at switches in automatic block signal territory to show whether block is occupied or train is approaching the block.
13. At switches where indicators are not provided, or at switches where indicators are provided, but indicate "block is occupied," a train or engine or car must not enter a block except in accordance with rule 99, Book of Rules.
14. Where indicators are equipped with push buttons (located either on face or on bottom of indicator case) trainmen, in order to check the indicator as to the condition of the block before entering, must push the button, holding same depressed for three seconds, if necessary, to allow the indicator time to act.
15. **INDICATIONS.**

Indicator arm horizontal means—

BLOCK IS OCCUPIED

OR

TRAIN IS APPROACHING THE BLOCK

Indicator arm vertical means—

BLOCK IS UNOCCUPIED

OR

NO TRAIN IS APPROACHING THE BLOCK.

16. A train desiring to enter the block through a switch provided with an indicator must open the switch at once after indicator arm shows "Block is clear" provided engine is ready to move at that time, and must close the switch at once after movement for which the switch was opened, has been made. Precaution, however, must be taken to note if an approaching train is in sight or hearing; also, that the indicator arm remains at "Stop" with the switch open. If indicator fails to show "Block is occupied" after switch is opened, the main track must not be fouled except in accordance with Rule 99 Book of Rules.

17. While a trainman is checking the position of the indicator, his train must remain in the clear beyond the fouling point of the turnout or beyond the opposite switch of a crossover until the switch at the indicator has been opened.

TRAIN ORDER SIGNALS.

18. At stations where train order signals are used for both directions such signals will be displayed from the same mast; the governing blade extends to the right of the mast as seen from an approaching train.

Blade horizontal by day or red light by night indicates stop;

Blade vertical or inclined by day or green light by night indicates proceed.

19. RULE 10, BOOK OF RULES, IS HEREBY CORRECTED TO THE FOLLOWING:

COLOR SIGNALS.

COLOR	INDICATION.
(a) Red.....	Stop.
(b) Green	Proceed, and for other uses prescribed by the rules.
(c) Yellow.....	Proceed with caution, and for other uses prescribed by the rules.
(d) Green and White	Flag Stop. See Rule 28.
(e) Blue.....	See Rule 26.

20. RULE 601, BOOK OF RULES, IS HEREBY CORRECTED TO THE FOLLOWING:

HOME SIGNALS.

Signal	Occasion for use	Indication	Name
Color of Light Position	The signal will be displayed when	For Enginemen and Trainmen	As used in rules
(A) Red Arm horizontal	Route is not clear	Stop	Stop Signal
(B) Yellow Arm inclined 45 degrees	Route is set and switches are locked	Proceed with caution	Caution Signal
(C) Green Arm vertical	Route is set and switches are locked	Proceed	Clear Signal

DISTANT SIGNALS.

Signal	Occasion for use	Indication	Name
Color of Light Position	The signal will be displayed when	For Enginemen and Trainmen	As used in rules
(D) Yellow Arm inclined 45 degrees	Home signal At A	Proceed with caution to Home Signal	Caution Signal
(E) Green Arm vertical	Top arm on Home signal mast at B or C	Proceed	Clear Signal

"At interlocking plants where no distant signals are used or where distant signals are fixed in 'Caution' position, all trains will be governed by the indication of the home signal. When the home signal cannot be seen for braking distance, all trains will be governed in accordance with 'Indication' Rule 601-D."

91. SPACING OF TRAINS.

A freight train must not pull out of a siding to follow a passenger train until after the expiration of at least ten minutes.

93. YARDS. Limits defined by signs.

Corning	West Charleston to Elizabeth St.
Glouster to Doty	Dickinson
Chauncey	Cannelton to Boncar
Armitage to Grosvenor	Smithers to Marting
Hobson to Hobson Jct.	Glen Ferris to Gauley Bridge
Pt. Pleasant	Swiss
Nitro to Lock Seven	Bigley Avenue

Within yard limits the main track may be used clearing the time of first and second class trains and extra trains running on special schedule. All other trains and engines must move within yard limits prepared to stop, unless the main track is seen or known to be clear.

Corning yard—Trainmen will observe all rules and instructions issued by the Ohio Division.

Glouster and Doty—Ohio Division crews will report for orders before going out on main track.

98. RAILROAD GRADE CROSSINGS.

Location	Railroad	Signals	Position	Indication
AA&C Ry. X-ing	A. A. & C. Ry.	Target	Horizontal	Proceed
Armitage	H. V. Ry.	Target	Horizontal	Proceed
Grosvenor	B. & O. R. R.	Interlocking		
Black Betsey	B. B. C. & M. Co.	Target	Horizontal	Proceed
Raymond City	O. M. C. & M. Co.	Semaphore	Inclined	Proceed
Charleston	B. & O. R. R.	Target	Horizontal	Proceed on main line or move to or from passenger station.
			Vertical	Trains may cross both main tracks or move northward from either main track to B. & O. yard or vice-versa.
Dana	C. C. Ry.	Target	Horizontal	Proceed
Cedar Grove	K. C. R. R.	Target	Horizontal	Proceed
	K. C. & N. W. R. R.	Target	Horizontal	Proceed
Blue Creek	B. & O. R. R.	Derails with targets 500 ft. north and 300 ft. south.		Between 5:30 a. m. and 5:30 p. m. the derails are to be locked so as not to interfere with trains. Trains will be governed by signals given by the Crossing Watchman. Between 5:30 p. m. and 5:30 a. m. the derails are to be locked against trains. Trains using crossing during this time will protect against B. & O. trains.

104. NORMAL POSITION OF SPECIFIED SWITCHES.

Charleston—The normal position of the switch leading to the east main track at Morris Street will be for the east main track.

301. MANUEL BLOCK SIGNALS.

See signal Rules pages 3 and 4.

The main track between Kanauga and Pt. Pleasant is operated as a block under Rules 301 to 375 Incl.

Trains moving between Kanauga and Pt. Pleasant will be governed by semaphore signals instead of train orders or time table rights.

Semaphore signals are located 250 feet south of junction switch at Kanauga and at the Telegraph office at Pt. Pleasant.

Bigley Avenue—A semaphore signal located west of the main track about 200 feet north of the station is for the protection of K. & W. V. trains using main line.

A semaphore signal located east of the main tracks about 200 feet south of the K. & W. V. connecting switch is for the protection of trains or engines passing to or from the K. & W. V. against movements on northward freight running track. The signal is controlled by a lever equipped with switch lock and is located adjacent to the K. & W. V. switch. Trains or engines passing from the K. & W. V. to the main track or vice-versa will protect themselves against movements on the northward freight running track by first placing the signal at "STOP". After such train or engine is clear the signal must be restored to "PROCEED" position and the lever again locked.

Smithers—Signal located between Smithers and Carbondale is for information to trains using Smithers Branch and indicates by name on semaphore blade where trains are working on the Branch.

Other trains, except first class using the Branch beyond the signal must protect themselves.

AUTOMATIC BLOCK SIGNALS.

See signal Rules pages 3 and 4.

Corning—Between round house and a point 1500 feet south of the station.

Glouster—Southward from signal No. 2048 about 3300 feet north of the station to the station.

Langsville—Northward and Southward through the tunnel.

Meigs—The lower arm on train order signal governs northward trains on the west main track. Upper arm governs northward trains on east main track. Distant signal located at the right of the east main track, about 1750 feet south of office.

When signal displays caution it indicates that the corresponding train order signal may be at "STOP," or that switches are lined up for the west main track or passing siding. In such cases trains will not pass clearance point between east and west main track until receive signal to do so.

When signal displays proceed, it indicates all switches are set for east main track and that the train order is clear.

Rockville—Southward from signal No. 2414, about 1900 feet north of M. & N. E. Junction switch, to a point 1500 feet south of the switch.

Charleston—Signals located north and south of Elk River Bridge govern movements through gauntlet.

Signals will govern in accordance with Rule 601, Book of Rules, Home Signals (See Rule 20 Page 4).

A standard clearance marker, with a letter "C" on same, is located about 1500 feet south of insulated joint between Young and Court Streets. After northward trains or engines pass this marker the signal north of the gauntlet shows red.

719. TUNNELS AND OBSTRUCTIONS.

Location and length of tunnels between Corning and Hobson.

No. 1—Hatfield Tunnel, south of Corning——320 ft.
No. 2—Nichols Tunnel, north of Dyesville——277 ft.
No. 3—Dyesville Tunnel, south of Dyesville——279 ft.
No. 4—Dunbar Tunnel, north of Dexter——106 ft.
No. 5—Langsville Tunnel, north of Langsville—713 ft.

Between Charleston and Hitop.

No. 1—South of Oil Siding——321 ft.
No. 2—South of Coalridge——298 ft.
No. 3—North of Sanderson—— 66 ft.

Obstructions that will not clear a man on an engine or box car.

Hatfield Tunnel, Nichols Tunnel, Dyesville Tunnel, Dunbar Tunnel.

Overhead bridge north of Hebbardsville and one south of Albany.

Bridge No. 1071, just south of Raymond City.

Overhead bridge at Belva.

719. COUPLING ENGINES.

When an engine is to be coupled to a train, it must be stopped not further than three feet from it before coupling.

741. AIR BRAKES.

At least 85 per cent. of cars in freight trains must be equipped with air brakes in operation at all times.

909. SPEED OF TRAINS THROUGH SIDINGS.

Trains moving through passing sidings must be prepared to stop unless the track is seen or known to be clear.

1011. WATER STATIONS.

Corning	Charleston
Glouster	Dickinson
Chauncey	Glasgow
Armitage	Smithers
Dexter	Harewood
Hobson	Gauley Bridge
Brosia	Bigley Avenue
Rumer	Middle Fork
Sattes	

1115. COMPANY SURGEONS.

S. B. Taylor, Chief Surgeon, 70 S. Grant Ave.——Columbus
R. B. Smith, Oculist, 240 E. State St.——Columbus
H. J. Savage ——Corning
A. J. Crawford ——Glouster
H. G. Gibson, Asst. ——Glouster
J. L. Henry ——Athens
C. A. Poindexter ——Middleport
G. A. Mack ——Gallipolis
H. A. Barbee ——Point Pleasant
W. A. McMillan ——Charleston
W. W. Point, Asst. ——Charleston
W. P. Black, Asst. ——Charleston
J. E. Cannaday, Asst. ——Charleston
J. A. Work ——Blue Creek
W. B. Robertson ——Dickinson
A. E. Bayes ——Boomer
D. H. Crawford ——Smithers

SPEED RESTRICTIONS.

Speed restrictions apply to the entire train.

	Miles per hour.
Engines, except calumet type running backward	15
Engines, except calumet type running backward around curves	10
Engines, yard, outside of yard limits	15
Freight trains,	
Between Corning and Swiss	30
Between Smithers and Marting	15
Between Bigley Avenue and Blue Creek	20
Between Blue Creek and Hitop	15
Passenger trains,	
Between Corning and Armitage	50
Between Armitage and Dyesville	40
Between Dyesville and Noble Summit	50
Between Noble Summit and Hobson	40
Between Kanauga and Dickinson	55
Between Dickinson and Gauley Bridge	45
Between Gauley Bridge and Swiss	30
Between Bigley Ave. and Lilly Street	20
Between Lilly Street and Blue Creek	30
Between Blue Creek and Hitop	25
Between Smithers and Marting	15
Trains with Steam Crane C-86	20
Trains with Scale Test Car C-117	20
Between Corning and Hobson	
Glouster—On curve at south end of yard, third and inferior class trains	8
Armitage—All trains must be under control between the junction switch and a point 1000 feet north expecting to find trains using this track going to and from Athens. Trains to and from Athens may use this portion of track without protection.	
Between Kanauga and Swiss	
Kanauga—All trains moving over Ohio River Bridge and Approaches	12
Charleston—Trains or engines moving over turn out to and from passenger station	8
Charleston—Passenger trains between passenger station and Elizabeth Street	30
Between Charleston and Hitop	
All trains through tunnels	8
Cars handled ahead of engine	10

SLOW ORDER BOARDS.

At various points, permanent Slow Order Markers have been installed. These consist of white posts located at the right side of the track 500 feet in advance of the Slow Order section, at either end thereof, with white diagonal banners, on which the allowable speed in miles per hour is indicated in black figures, and white posts located on the right side of the track at either end of the Slow Order section, with vertical banners bearing the letters R. S. which stands for "Resume Speed." Enginemen must observe these markers and regulate speed in accordance therewith.

TELEPHONES

Conductor or engineman must use the telephone whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated and names and occupations of the employees exchanged to avoid misunderstanding.

A. N. LYON, Superintendent.

W. J. GALBRONER,
G. A. STUART, } **Train Masters.**

E. M. BROWN, Chief Train Dispatcher.

C. C. ATKINS, **C. R. DENT,**
J. G. THOMPKINS, **E. R. DENT,**
H. C. BRUNKER, **F. H. SHEERAN,**
J. E. FRENCH, **T. O. BISHOP,**

Train Dispatchers.

SPEED SCHEDULE.

Time per mile	Miles per hour
0 Min. 50 Sec.	72.0
0 " 55 "	65.4
1 " 0 "	60.0
1 " 5 "	55.4
1 " 10 "	51.4
1 " 15 "	48.0
1 " 20 "	45.0
1 " 25 "	42.3
1 " 30 "	40.0
1 " 35 "	38.0
1 " 40 "	36.0
1 " 45 "	34.3
1 " 50 "	32.7
1 " 55 "	31.3
2 " 0 "	30.0
2 " 5 "	28.8
2 " 10 "	27.7
2 " 15 "	26.6
2 " 20 "	25.7
2 " 25 "	24.8
2 " 30 "	24.0
2 " 35 "	23.2
2 " 40 "	22.5
2 " 45 "	21.8
2 " 50 "	21.1
2 " 55 "	20.6
3 " 0 "	20.0
3 " 5 "	19.4
3 " 10 "	18.9
3 " 15 "	18.4
3 " 20 "	18.0
3 " 25 "	17.5
3 " 30 "	17.1
3 " 35 "	16.7
3 " 40 "	16.3
3 " 45 "	16.0
3 " 50 "	15.6
3 " 55 "	15.3
4 " 0 "	15.0
4 " 17 "	14.0
4 " 36 "	13.0
5 " 0 "	12.0
5 " 27 "	11.0
6 " 0 "	10.0
6 " 40 "	9.0
7 " 30 "	8.0
8 " 34 "	7.0
10 " 0 "	6.0
12 " 0 "	5.0

TONNAGE RATING

Class of Engine	G-46J	G-46K	G-46L	Mallett	G-95 G-96	Engine	Class
Dickinson to Hobson	4400	4700	4700			510 and 512	G-95 A
						3	G-95 C
Hobson to Corning Helper to Albany	3500	3500	3500	4700		513 to 517	G-96 A
						518 to 522	G-96 B
Corning to Hobson	2300	2300	2300			523 to 527	G-96 C
Hobson to Dickinson	3500	3500	3500			528 to 535	G-46 J
						536 to 545	G-46 K
Charleston to Hitop					1600	546 to 552	G-46 L
Hitop to Charleston					2300		

Temperature reduction of 100 tons for each 5° or fraction thereof below 50°

CORNING TO HOBSON

SOUTHWARD		FIRST CLASS				SECOND CLASS		THIRD CLASS	
Miles from Corning	STATIONS	32	2	6	10	202		46	98
		Local Passenger	Through Passenger	Through Passenger	Through Passenger	Local Passenger		Local Freight	Through Freight
		Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily Except Sunday		Daily Except Sunday	Daily
	LEAVE	A. M.	A. M.	P. M.	P. M.	A. M.		A. M.	P. M.
0.0	Corning.....DN		10.15	3.45	7.05	5.40		**7.25** 1	
4.3	Burr Oak.....		10.23	3.52	f 7.13	f 5.51		f 7.35	
5.4	Palos.....		f 10.26	3.53	f 7.16	f 5.54		f 7.40	
8.0	Glouster.....DN		s**10.34** 3	s 3.59	s 7.22	s 6.01		s 8.00	
9.3	Trimble.....		s10.39	4.01	s 7.26	s 6.07		s 8.10	
10.4	Jacksonville.....D		s10.44	4.02	s 7.30	s 6.12		s 8.30	
11.2	Doty.....		10.46	4.03	7.32	6.14		8.32	
12.2	College Hill.....		10.48	4.04	7.34	A. M.		8.34	
13.9	Millfield.....		s10.53	4.07	s 7.37			f 8.45	P. M.
16.8	Chauncey.....DN		s**11.00** 45	4.11	s 7.43			s 9.05	3.20
19.6	Hocking.....		11.05	4.15	f 7.48			f 9.15	.....
20.4	A.A.&C. Ry. Crossing.		.....	.....	.....			.....	.....
21.3	Armitage.....DN		{**11.12** 83 s{11.33	{4.20 {4.38	{7.55 s{**8.10** 85			{**9.25** 3 {**10.00** 45	3.45
23.1	Grosvenor.....DN		11.41	4.41	8.15			f 10.20	4.15
27.3	Fisher.....		f 11.49	**4.47** 98	f 8.22			f **10.40** 83	**4.47** 6
29.7	Hebbardsville.....		f 11.54	4.52	f 8.27			f 10.45	5.05
32.6	Albany.....DN		s11.59 AM	4.57	s 8.33			s11.05	5.15
37.5	Carpenter.....DN		s12.10 PM	5.05	f 8.43			s11.25	5.25
41.1	Dyesville.....		s12.17	5.10	f 8.50			f 11.40	5.34
44.2	Dexter.....D		s12.25	5.15	f 8.57			s11.55 AM	5.49
47.8	Langsville.....D		s12.34	5.20	f 9.04			s12.05 PM	5.55
49.2	Meigs.....DN		**12.40** 5 46	5.22	9.07			**12.40** 2 5	**6.00** 85
50.9	Rutland.....D		s12.44	5.24	f 9.10			s 1.00	6.02
53.9	Rockville.....	A. M.	12.49	5.29	9.15			1.10	6.10
55.8	Hobson.....DN	5.20	s12.56	s 5.35	9.20			1.20	6.20
56.4	Hobson Jct.....	5.23	1.00	5.43	P. M.			P. M.	P. M.
	ARRIVE	A. M.	P. M.	P. M.	P. M.	A. M.		P. M.	P. M.

Northward trains are superior to southward trains of the same class, unless otherwise specified.

HOBSON TO CORNING

NORTHWARD		FIRST CLASS				SECOND CLASS	THIRD CLASS				
Miles from Swiss	STATIONS	1	3	5	31	205	81	99	45	83	85
		Through Passenger	Through Passenger	Through Passenger	Local Passenger	Local Passenger	Through Freight	Through Freight	Local Freight	Through Freight	Through Freight
		Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily
	LEAVE	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.
116.3	Hobson Jct.....	A. M.	8.20	12.18	5.07		A. M.	A. M.	A. M.	A. M.	P. M.
116.9	Hobson.....DN	5.10	s 8.31	s12.27	5.10		12.05	5.30	7.00	9.00	5.30
118.8	Rockville.....	5.14	8.35	12.30	P. M.		.....	.....	7.10	.....	.....
121.8	Rutland.....D	s 5.20	s 8.42	s12.37			.....	.....	s 7.25	.....	.....
123.5	Meigs.....DN	5.23	8.45	**12.40** 2 46			12.30	6.00	7.30	9.25	**6.00** 98
124.9	Langsville.....D	f 5.26	s 8.48	12.43			12.35	6.05	s 7.35	9.30	6.05
128.5	Dexter.....D	s 5.33	s 8.56	s12.49			12.45	6.20	s 7.50	9.40	6.15
131.6	Dyesville.....	f 5.39	s 9.03	12.55			12.55	6.30	f 8.00	9.50	6.25
135.2	Carpenter.....DN	s 5.46	s 9.12	s 1.01			1.05	6.55	s 8.15	10.00	6.45
140.1	Albany.....DN	s 5.56	s 9.23	s 1.11			1.25	7.20	s 8.45	10.20	7.10
143.0	Hebbardsville.....	f 6.01	9.28	1.16			1.35	7.30	f 8.53	10.30	7.20
145.4	Fisher.....	f 6.06	9.32	1.21			1.45	7.40	9.03	**10.40** 46	7.30
149.6	Grosvenor.....DN	6.12	9.39	1.28			1.55	7.55	f 9.15	10.55	7.45
151.5	Armitage.....DN	s 6.16 6.32	s **9.43** 45 **10.00** 46	s 1.31 1.48			2.05	8.10	**9.20** 3 **10.20** 46	**11.12** 2	**8.10** 10
152.3	A.A.&C. Ry. Crossing.	.....	.....	.....			.....	.....	.....	.....	.....
153.1	Hocking.....	f 6.37	f 10.05	1.53			.....	.....	f 10.25	.....	.....
155.9	Chauncey.....DN	s 6.44	s10.12	s 1.59			2.25	8.35	s**11.00** 2	11.35	8.35
158.8	Millfield.....	s 6.50	s10.18	s 2.05			A. M.	A. M.	f 11.15	A. M.	P. M.
160.5	College Hill.....	6.52	10.20	2.07		P. M.			11.20		
161.5	Doty.....	6.54	10.22	2.09		4.45			11.25		
162.3	Jacksonville.....D	s 6.58	s10.26	s 2.13		s 4.48			s11.45 AM		
163.4	Trimble.....	s 7.03	s10.30	s 2.17		s 4.52			s12.05 PM		
164.7	Glouster.....DN	s 7.07	s**10.34** 2	s 2.24		s 4.59			s12.35		
167.3	Palos.....	f 7.13	f 10.43	2.28		f 5.06			f 12.50		
168.4	Burr Oak.....	f 7.16	10.49	2.31		f 5.09			f 1.00		
172.7	Corning.....DN	**7.25** 46	11.00	2.40		5.20			1.10		
	ARRIVE	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	P. M.

Northward trains are superior to southward trains of the same class, unless otherwise specified.

HOBSON TO DICKINSON

Miles from Corning	SOUTHWARD — FIRST CLASS — STATIONS	34	32	36	2	6	42	44	98
		Local Passenger	Local Passenger	Local Passenger	Through Passenger	Through Passenger	Local Freight	Local Freight	Through Freight
		Daily	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily
	LEAVE	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.
56.4	Hobson Jct.....DN		5.24		1.01	5.44		6.00	9.15
66.1	Kanauga.....DN		s 6.09		s 1.52	s 6.01		f 6.25	9.50
68.7	Pt. Pleasant.....DN		s 6.20		s 2.08	s 6.13		s 6.50	10.00
74.0	Brosia.....		f 6.30		f **2.21** 73	6.21		f 7.15	10.20
77.5	Beech Hill.....		s 6.36		f 2.28	6.26		f **7.33** 3	10.30
80.4	Leon.....D		s 6.42		s 2.35	s 6.32		f 7.50	10.38
82.9	Arbuckle.....DN		s 6.50		s 2.42	f 6.37		f 8.05	10.46
85.6	Grim.....		f.....		f.....	.....		f 8.15	.....
86.9	Robertsburg.....		f 6.57		2.51	6.42		8.18	10.56
89.1	Lyon.....		f 7.01		f 2.53	6.45		f 8.23	.....
90.2	Buffalo.....D		s **7.06** 3		s 2.58	s 6.48		s 8.45	**11.10** 99
93.6	Woods.....		s 7.15		f 3.05	6.53		.....	.....
95.8	Rumer.....N		f 7.22		f **3.08** 31	6.55		f 9.05	11.35
99.6	Red House.....D		s 7.32		s 3.19	s 7.02		s 9.20	11.45
100.8	Courtney.....		7.35		3.22	7.04		**9.25** 13	11.50
103.4	Plymouth.....		s 7.40		s 3.27	7.07		f 9.35	.....
104.6	Black Betsey.....D		s 7.46		s 3.32	s 7.10		s 9.45	11.59 PM
106.6	Raymond City.....D		s 7.52		s 3.38	7.14		s 9.50	12.05 AM
107.8	Putnam.....		7.55		3.41	7.16		10.00	12.10
110.1	Nitro.....		s **8.01** 13		s 3.47	s 7.21		s**10.34** 5	12.16
111.5	Lock Seven.....		s 8.05		s 3.52	7.23		f10.40	12.18
113.2	Sattes.....D		s 8.09		s 3.56	7.27		s10.50	12.30
116.5	Institute.....		f 8.18		f 4.03	7.32		f11.00	12.40
117.0	Farm.....		f.....		.....	.....		f11.02	.....
118.7	Dunbar.....N		s 8.28		s 4.10	7.37		s**11.35** 73	12.50
121.9	Shorr.....		8.33		4.14	7.40		11.40	**12.57**
122.9	W. Charleston.....D		s 8.36		s 4.19	7.42		f11.50 AM	 71
124.4	Watts Street.....	A. M.	s 8.41	P. M.	s 4.24	7.45		f12.05 PM	.....
125.7	Charleston.....DN	4.30	s **9.20** 33	1.05	4.30	7.50		12.15	**1.10**
							A. M.		
126.6	Elizabeth St.....	s 4.32	9.22	f 1.07	P. M.	P. M.	6.00	P. M.	1.30
129.2	Snow Hill.....	f 4.36	f 9.26	f 1.11			.....		.....
130.7	Dana.....D	s 4.44	s 9.31	s 1.15			s 6.15		1.45
131.4	Malden.....	s 4.47	s 9.34	s 1.18			f 6.20		1.47
133.0	Levi.....	s 4.52	s 9.39	s **1.22** 31			f 6.25		1.52
134.9	Piatt.....	f.....	f.....	f.....			.....		.....
136.3	Belle.....	s 5.02	f 9.45	s 1.30			f 6.35		.....
137.7	Witcher.....	s 5.05	f 9.48	s 1.36			f 6.40		.....
139.5	Dickinson.....DN	5.10	9.53	1.42			6.45		2.20
	ARRIVE	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.

Northward trains are superior to southward trains of the same class, unless otherwise specified.

No. 34 has right over No. 33.

No. 36 has right over No. 35.

No. 2 and No. 6 will stop at stations south of Point Pleasant, where they are scheduled not to stop, to let off passengers with tickets from North of Hobson.

No. 6 will stop at Dunbar to let off passengers from Pt. Pleasant and beyond.

No. 6 on Sunday will stop on flag at all stations in West Virginia, except Robertsburg and Farm.

No. 32 will stop on flag at Government Lane, about one mile south of Robertsburg.

No. 34 and No. 36 will stop on flag at Road Crossing at the north end of Company Houses, Ohio Cities Gas Company's plant at Witcher.

No. 34, No. 36, and No. 42 will stop on flag at Diamond.

No. 44 will stop on flag at McGill and Mound.

DICKINSON TO HOBSON

NORTHWARD		FIRST CLASS					THIRD CLASS				
Miles from Swiss	STATIONS	3	33	5	31	35	71	43	73	41	99
		Through Passenger	Local Passenger	Through Passenger	Local Passenger	Local Passenger	Through Freight	Local Freight	Through Freight	Local Freight	Through Freight
		Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily
	LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.
33.2	Dickinson.....DN		8.41		1.05	5.11	12.05		10.00	10.45	7.30
35.0	Witcher.....		s 8.47		f 1.10	s 5.17	.....		.....	f10.55	.....
36.4	Belle.....		s 8.51		f 1.14	s 5.22	.....		.....	f11.05	.....
37.8	Piatt.....		f.....		f.....	f.....	.....		.....	.....	.....
39.7	Levi.....		f 8.59		f **1.22** 36	s 5.30	12.25		10.20	f11.25	7.50
41.3	Malden.....		s 9.03		s 1.25	s 5.33	12.27		10.22	f11.30	7.52
42.0	Dana.....D		s 9.07		s 1.28	s 5.36	12.30		10.25	s11.45 AM	7.55
43.5	Snow Hill.....		f 9.12		f 1.32	s 5.40	.....		.....	.....	.....
46.1	Elizabeth St.....		f 9.17		1.37	f 5.45	12.50		10.45	12.15 PM	8.10
		A. M.		A. M.				A. M.			
47.0	Charleston.....DN	5.40	**9.20** 32	10.05	s 1.50	5.50	**12.53**	6.20	10.48	P. M.	8.25
48.3	Watts Street.....	s 5.44	A. M.	10.09	s 1.55	P. M.	.....	f 6.25	.....		.....
49.8	W. Charleston.....D	s 5.49		10.12	s 1.59		 98	f 6.30	.....		.....
50.8	Shorr.....	5.50		10.13	2.00		**1.10**	6.33	11.15		8.57
54.0	Dunbar.....N	s 5.57		10.19	s 2.07		1.30	s 6.55	**11.35** 14		9.15
55.7	Farm.....	.....		.....	f.....		.....	f 7.00	.....		.....
56.2	Institute.....	f 6.02		10.23	s 2.14		1.40	f 7.05	11.40 AM		9.20
59.5	Sattes.....D	s 6.09		10.28	s 2.21		2.05	s 7.15	12.01 PM		9.45
61.2	Lock Seven.....	s 6.14		10.30	s 2.27		2.10	s 7.30	12.06		9.50
62.6	Nitro.....	s 6.18		s**10.34** 14	s 2.33		2.15	s **8.01** 32	12.10		9.55
64.9	Putnam.....	6.21		10.37	2.36		2.20	8.15	12.15		9.57
66.1	Raymond City.....D	s 6.26		s10.42	s 2.41		2.25	s 8.30	12.20		10.00
68.1	Black Betsey.....D	s 6.33		s10.48	s 2.46		2.35	s 8.50	12.30		10.10
69.3	Plymouth.....	s 6.37		10.51	s 2.50		.....	f 9.10	.....		.....
71.9	Courtney.....	6.41		10.54	2.54		2.50	**9.25** 14	12.40		10.20
73.1	Red House.....D	s 6.46		s10.58	s 2.59		2.55	s 9.35	12.45		10.23
76.9	Rumer.....N	f 6.54		11.06	f **3.08** 2		3.20	f 9.50	1.05		10.50
79.1	Woods.....	f 6.59		11.08	f 3.13		.....	.....	.....		.....
82.5	Buffalo.....D	s **7.06** 32		s11.15	s 3.20		3.40	s10.05	1.25		**11.10** 98
83.4	Lyon.....	f 7.08		11.17	f 3.23		.....	f10.15	.....		.....
85.8	Robertsburg.....	7.10		11.20	f 3.26		3.50	10.20	1.35		11.20
87.1	Grim.....	f.....		.....	f.....		.....	f10.25	.....		.....
89.8	Arbuckle.....DN	s 7.20		11.26	s 3.36		4.00	f10.35	1.45		11.30
92.3	Leon.....D	s 7.26		s11.31	s 3.42		4.10	f10.45	1.50		11.35
95.2	Beech Hill.....	f **7.33** 14		11.36	f 3.49		4.20	f10.55	1.57		11.45 PM
98.7	Brosia.....	f 7.38		11.41	f 3.56		4.45	f11.05	**2.21** 2		12.10 AM
104.0	Pt. Pleasant.....DN	s 7.52		s11.55 AM	s 4.09		5.10	s11.30	2.40		12.35
106.6	Kanauga.....DN	s 8.00		s12.03 PM	s 4.17		5.20	s11.40	2.50		12.45
116.3	Hobson Jct.....DN	8.19		12.18	5.06		6.45	12.30	3.40		1.35
	ARRIVE	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.

Northward trains are superior to southward trains of the same class, unless otherwise specified.

No. 34 has right over No. 33.

No. 36 has right over No. 35.

No. 5 will stop on flag at Dunbar for passengers for Point Pleasant or beyond.

No. 5 will stop on flag at all stations in West Virginia for passengers for Toledo or beyond.

No. 5 will stop at Plymouth on the 2nd and 4th Saturdays of each month, for the purpose of putting off pay-roll.

No. 31 will stop on flag at Government lane, about one mile south of Robertsburg.

Nos. 33 and 35 will stop on flag at Road Crossing at the north end of Company Houses, Ohio Cities Gas Company's plant at Witcher.

Nos. 33, 35 and 41 will stop on flag at Diamond.

No. 43 will stop on flag at McGill and Mound.

DICKINSON TO SWISS

Miles from Corning	SOUTHWARD — STATIONS	FIRST CLASS 34 Local Passenger Daily	32 Local Passenger Daily Except Sunday	36 Local Passenger Daily	SECOND CLASS 52 Through Freight Daily Except Sunday	54 Through Freight Daily Except Sunday	THIRD CLASS 98 Through Freight Daily	42 Local Freight Daily Except Sunday
	LEAVE	A. M.	A. M.	P. M.	A. M.	P. M.	A. M.	A. M.
139.5	Dickinson.....DN	5.12	9.54	1.43	4.45	2.10	6.30	7.20
141.6	Shrewsbury.....	s 5.17	s 9.59	s 1.48	4.50	2.20	6.35	f 7.29
142.7	Monarch.....	s 5.20	f10.03	f 1.51	4.52	2.23	6.38	f 7.39
144.0	Cedar Grove.....D	s 5.28	s**10.13** 41	s 1.59	4.55	2.27	6.45	s **8.29** 33
144.8	Glasgow.....	s 5.31	f10.16	f 2.02	5.00	2.30	6.50	f **9.15** 41
146.3	Riverside.....	s 5.34	s10.19	s 2.06	5.02	2.32	6.51	f 9.20
147.8	Hugheston.....	s 5.37	s10.22	s 2.09	5.09	2.36	6.55	f 9.30
149.0	London.....D	s 5.41	s10.29	s 2.13	5.12	2.39	7.20	f 9.45
150.3	Lock Two.....	5.44	10.30	2.16	5.16	2.43	7.25	9.55
152.0	Cannelton.....	s 5.48	s10.36	s 2.20	5.18	2.47	7.30	s10.00
152.8	Smithers.....D	s 5.58	s10.45	s 2.26	5.20	2.50	**8.02** 33 41	s10.05
					A. M.	P. M.		
153.6	Longacre.....	s 6.01	s10.48	s 2.29			8.04	s10.15
154.8	Harewood.....	s.....	.....	s.....			.....	f.....
155.2	Boomer.....D	s 6.08	s10.58	s 2.35			8.10	s10.25
156.5	Boncar.....	f.....	f.....	f.....			.....	f.....
157.9	Fallsview.....	f 6.15	f11.05	f 2.41			8.15	10.35
161.5	Glen Ferris.....	s 6.26	s11.15	s 2.49			8.25	s10.45
163.1	Gauley Bridge.....D	s 6.31	11.20	s 2.55			8.30	10.55
166.4	Humphries.....	f 6.38	A. M.	f 3.02			A. M.	A. M.
168.4	Belva.....	f 6.43		f 3.07				
170.8	Beech Glen.....	f 6.48		f 3.12				
172.7	Swiss.....	6.55		3.17				
	ARRIVE	A. M.	A. M.	P. M.	A. M.	P. M.	A. M.	A. M.

Northward trains are superior to southward trains of the same class, unless otherwise specified.

No. 34 has right over No. 33.
No. 36 has right over No. 35.

SMITHERS BRANCH

SMITHERS TO MARTING

Miles from Smithers	SOUTHWARD — STATIONS	FIRST CLASS 334 Local Passenger Daily Except Sunday	336 Local Passenger Daily Except Sunday
	LEAVE	A. M.	P. M.
0.0	Smithers.....D	6.05	3.05
0.5	Carbondale.....	s 6.08	s 3.10
4.3	Marting.....	6.23	3.25
	ARRIVE	A. M.	P. M.

No. 334 has right over No. 333.
No. 336 has right over No. 335.

SWISS TO DICKINSON

NORTHWARD — **FIRST CLASS** | **THIRD CLASS**

Miles from Swiss	STATIONS	33	31	35	41	99
		Local Passenger	Local Passenger	Local Passenger	Local Freight	Through Freight
		Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily
	LEAVE	A. M.	P. M.	P. M.	A. M.	A. M.
0.0	Swiss.....	6.56		3.18		
1.9	Beech Glen.....	f 7.16		f 3.38		
4.3	Belva.....	f 7.22		f 3.42		
6.3	Humphries.....	f 7.27		f 3.47		
			P. M.		A. M.	A. M.
9.6	Gauley Bridge.....D	s 7.34	12.01	s 3.55	6.55	11.30
11.2	Glen Ferris.....	s 7.37	s12.04	s 3.58	f 7.10	11.35
14.8	Fallsview.....	f 7.43	f12.10	f 4.04	7.20	11.45
16.2	Boncar.....	f.....	f.....	f.....	f.....	.....
17.5	Boomer.....D	s 7.50	s12.16	s 4.13	s 7.30	11.55 AM
17.9	Harewood.....	s.....	.....	s.....	f.....	.....
19.1	Longacre.....	s 7.56	s12.21	s 4.19	f 7.40	12.01 PM
19.9	Smithers.....D	s **8.02** 11	s12.25	s 4.26	s **8.02** 98	12.06
		98			33	
20.7	Cannelton.....	s 8.07	s12.32	s 4.32	f 8.30	12.11
22.4	Lock Two.....	8.10	12.35	4.35	8.35	12.21
23.7	London.....D	s 8.14	s12.38	s 4.40	f 9.00	12.26
24.9	Hugheston.....	s 8.17	s12.41	s 4.43	f 9.05	12.30
26.4	Riverside.....	s 8.20	s12.44	s 4.47	f 9.10	12.34
27.9	Glasgow.....	s 8.24	**f12.48** 99	s 4.52	f **9.15** 42	**12.48** 31
28.7	Cedar Grove.....D	s **8.29** 42	s12.53	s 4.58	s**10.13** 32	1.08
30.0	Monarch.....	s 8.32	f12.56	s 5.01	f10.20	1.12
31.1	Shrewsbury.....	s 8.35	s12.59	s 5.04	f10.25	1.17
33.2	Dickinson.....DN	8.40	1.04	5.09	10.35	1.25
	ARRIVE	A. M.	P. M.	P. M.	A. M.	P. M.

Northward trains are superior to southward trains of the same class, unless otherwise specified.

Nos. 33, 31, and 35 will wait at Cedar Grove ten (10) minutes for K. C. R. R. connections.
No. 34 has right over No. 33.
No. 36 has right over No. 35.

SMITHERS BRANCH

MARTING TO SMITHERS

NORTHWARD — **FIRST CLASS**

Miles from Marting	STATIONS	333	335
		Local Passenger	Local Passenger
		Daily Except Sunday	Daily Except Sunday
	LEAVE	A. M.	P. M.
0.0	Marting.....	6.25	3.26
3.8	Carbondale.....	s 6.40	s 3.41
4.3	Smithers.....D	6.43	3.45
	ARRIVE	A. M.	P. M.

No. 334 has right over No. 333.
No. 336 has right over No. 335.

CHARLESTON TO HITOP

Miles from Bigley Ave.	SOUTHWARD	FIRST CLASS			THIRD CLASS
	STATIONS	**12** Local Passenger	**14** Local Passenger	**116** Local Passenger	**20** Local Freight
		Daily Except Sunday	Daily	**Sunday Only**	Daily Except Sunday
	LEAVE	A. M.	P. M.	A. M.	A. M.
.....	Charleston.......DN	4.40	1.30	7.00	A. M.
0.0	Bigley Ave...........	s 4.46	s 1.36	s 7.06	6.30
2.8	Wilson...............	f 4.53	f 1.43	f 7.13	f.....
4.7	Mink Shoals..........	f 4.58	f 1.48	f 7.18	f.....
6.0	Creed................	f 5.02	f 1.52	f 7.22	f.....
7.3	Clyde................	f 5.06	f 1.56	f 7.26	f 6.55
7.7	Big Chimney..........	s 5.09	f 1.59	f 7.29	f.....
8.4	Elrod................	5.11	2.01	7.31	7.00
9.4	Sandy................	f 5.14	f 2.04	f 7.34	f.....
10.2	North Pinch..........	f 5.17	f 2.07	f 7.37	......
11.8	Elkview...........D	s 5.22	s 2.12	s 7.42	s 7.15
12.2	Colbon...............	f 5.24	f 2.14	f 7.44	f 7.17
13.4	Blue Creek.........D	s 5.29	s 2.19	s 7.49	s 7.52 11
14.6	Oil Siding...........	f 5.33	f 2.23	f 7.53	f 8.13
15.6	Three Mile...........	f 5.37	f 2.27	f 7.57	f.....
16.1	Victor...............	f 5.39	s 2.29	s 7.59	s 8.20
17.2	Shrader..............	f 5.43	f 2.33	f 8.03	f 8.25
18.5	Coco.................	s 5.47	f 2.37	f 8.07	f 8.30
19.4	Pentacre...........D	s 5.50	s 2.40	s 8.10	f 8.35
21.8	Quick................	s 5.57	f 2.47	f 8.17	f 8.45
22.5	Coalridge............	s 6.01	s 2.51	s 8.21	f 8.55
25.1	Sanderson............	s 6.09	s 2.59	s 8.29	f 9.05
26.8	Acup.................	s 6.14	f 3.04	f 8.34	f 9.10
28.2	Middle Fork..........	s 6.21	s 3.11	s 8.41	s 9.20
30.4	Kendalia.............	s 6.28	f 3.18	f 8.48	f 9.30
32.3	Wills Hollow.........	f 6.33	f 3.28	f 8.53	f 9.40
33.6	Blakeley...........D	s 6.38	s 3.33	s 8.58	s 9.45
34.3	Amelia...............	f 6.40	f 3.36	f 9.00	f 9.48
34.6	Hitop................	6.42	3.38	9.02	9.49
	ARRIVE	A. M.	P. M.	A. M.	A. M.

Northward trains are superior to southward trains of the same class, unless otherwise specified.

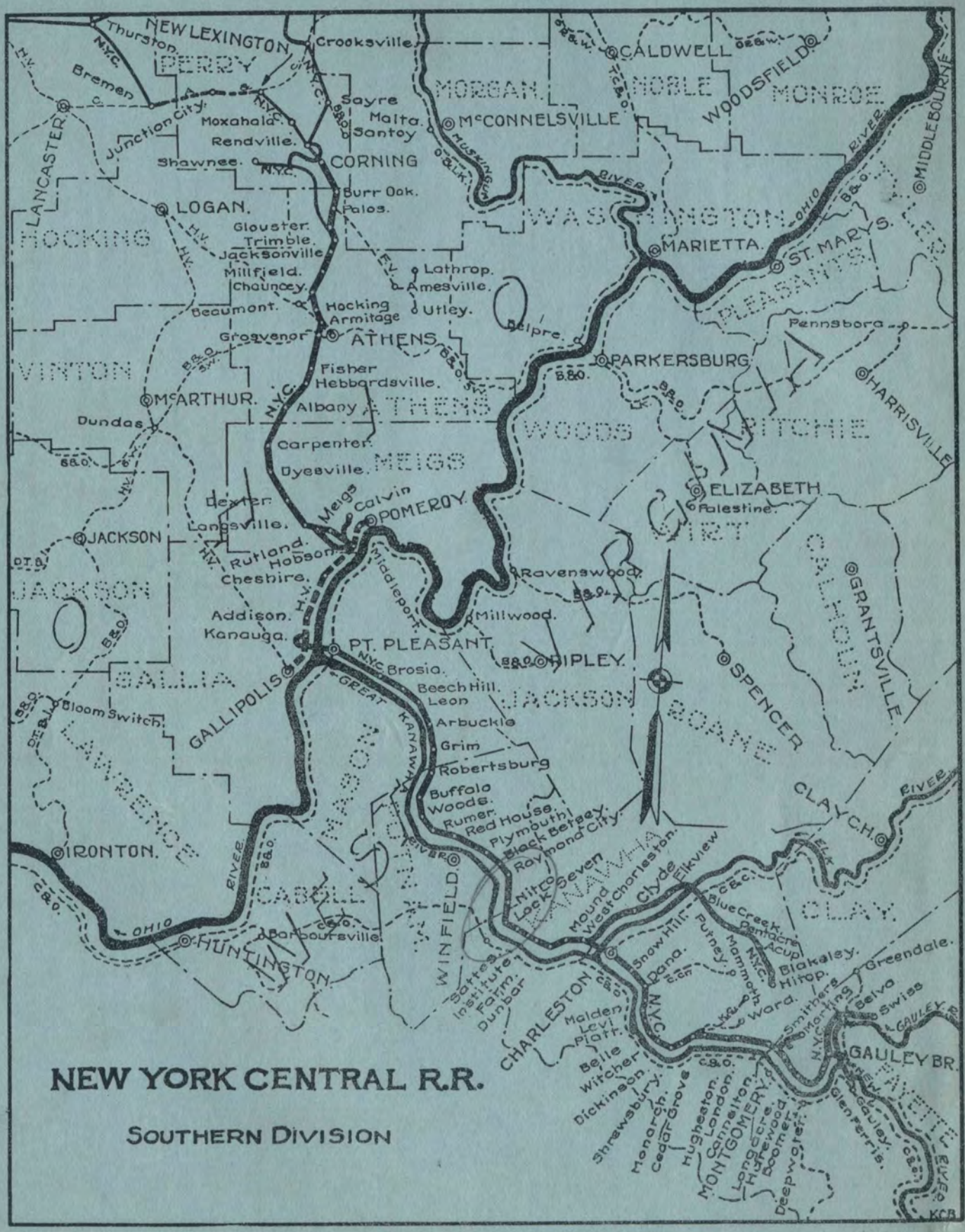
No. 12 will stop on flag at Lilly Street, about one mile south of Bigley Avenue.
No. 12 has right over No. 11.
No. 14 has right over No. 13.
No. 20 has right over No. 21.
No. 116 has right over No. 115.

HITOP TO CHARLESTON

NORTHWARD		FIRST CLASS			THIRD CLASS						
Miles from Hitop	STATIONS	11	13	115			21				
		Local Passenger	Local Passenger	Local Passenger			Local Freight				
		Daily Except Sunday	Daily	Sunday Only			Daily Except Sunday				
	LEAVE	A. M.	P. M.	A. M.			A. M.				
0.0	Hitop	6.43	3.45	9.03			9.50				
0.3	Amelia	f 6.45	f 3.46	f 9.05			f 9.51				
1.0	Blakeley D	s 6.49	s 3.50	s 9.09			s 9.55				
2.3	Wills Hollow	f 6.52	f 3.54	f 9.12			f10.05				
4.2	Kendalia	s 7.02	s 4.00	s 9.22			f10.13				
6.4	Middle Fork	s 7.07	s 4.07	s 9.27			s10.22				
7.8	Acup	f 7.10	s 4.12	s 9.30			f10.27				
9.5	Sanderson	s 7.14	s 4.17	s 9.34			f10.34				
12.1	Coalridge	s 7.21	s 4.25	s 9.41			f10.45				
12.8	Quick	f 7.24	s 4.29	s 9.44			f10.48				
15.2	Pentacre D	s 7.31	s 4.36	s 9.51			f10.58				
16.1	Coco	f 7.34	s 4.39	s 9.54			f11.02				
17.4	Shrader	f 7.38	f 4.43	f 9.58			f11.07				
18.5	Victor	s 7.42	s 4.47	s10.02			s11.12				
19.0	Three Mile	f 7.44	f 4.49	f10.04			.....				
20.0	Oil Siding	f 7.48	f 4.53	f10.08			f11.18				
21.2	Blue Creek D	s **7.52** 20	s 4.57	s10.12			s11.25				
22.4	Colbon	f 7.56	f 5.01	f10.16			f11.30				
22.8	Elkview D	s 7.59	s 5.03	s10.19			s11.35				
24.4	North Pinch	f 8.04	f 5.08	f10.24			.....				
25.2	Sandy	f 8.07	f 5.11	f10.27			.....				
26.2	Elrod	8.10	5.13	10.30			11.45				
26.9	Big Chimney	f 8.13	s 5.16	s10.33			.....				
27.3	Clyde	f 8.16	f 5.19	f10.36			f11.50 AM				
28.6	Creed	f 8.20	f 5.23	f10.40			.....				
29.9	Mink Shoals	f 8.24	f 5.27	f10.44			.....				
31.8	Wilson	f 8.29	f 5.32	f10.49			.....				
34.6	Bigley Ave	s 8.35	s 5.39	s10.55			12.15 PM				
.....	Charleston DN	8.40	5.45	11.00			P. M.				
	ARRIVE	A. M.	P. M.	A. M.			P. M.				

Northward trains are superior to southward trains of the same class, unless otherwise specified.

No. 13 will stop on flag at Lilly Street, about one mile south of Bigley Avenue.
No. 12 has right over No. 11.
No. 14 has right over No. 13.
No. 20 has right over No. 21.
No. 116 has right over No. 115.



NEW YORK CENTRAL R.R.

SOUTHERN DIVISION