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The Nicholas, Fayette and Greenbrier Railroad Company

Time Table No. 8

FOR EMPLOYES ONLY

Effective 12:01 A. M.

Sunday, September 26, 1948

EASTERN STANDARD TIME

K. R. KETCHAM
Superintendent, C. & O. Rwy.

L. W. FISHER,
Superintendent, N. Y. C. R. R.

A. S. GILMAN, INC., CLEVELAND

SPECIAL INSTRUCTIONS

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

A. RULES.

The Chesapeake and Ohio Railway Company's **Rules for the Government of the Operating Department,** dated October 18, 1931, govern.

Meadow River Lumber Company trains will be governed by rules and instructions of the N. F. & G. R. R., and their employes must have a copy of current time table and Book of Rules, while on duty.

B. DEFINITION.

Communicating Station: A station where an operator or signalman is on duty, or where a trainman may communicate by telephone with train dispatcher, signalman or operator.

C. DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

Between Meadow Creek and Swiss Jct.
Hawley and end of track.
Rainelle Jct. and Jeter
Rupert Jct. and Clearco
G. & E. Jct. and Johnstown
Hominy Creek Jct. and Lee
Peaser Jct. and Watts
Brushy Jct. and Petersen
Leivasy Jct. and Leivasy

D. TELEPHONES.

Conductor or engineman must use telephone whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated and name and occupation of the employes exchanged to avoid misunderstandings.

Train Dispatching Circuit between Rainelle and Meadow Creek indicated by "D" between wires on every fifth pole.

E. OBSERVANCE OF PASSING TRAINS.

When a freight train is standing, trainmen of that train must place themselves in best position on ground to observe running gear of passing trains.

Trainmen must observe each side of their train frequently.

If any indication of conditions endangering a train is observed, "Stop" signal must be given. If there are no apparent defects, employes, except crossing watchmen, must give "Proceed" signal.

All signals must be acknowledged.

Passenger trainmen will comply with the above as far as practicable.

F. SPEED RESTRICTIONS.

Speed restrictions are shown in miles per hour and apply to the entire train.

GENERAL

Passenger trains with steam engines, or freight equipped cars.....Same as freight train.
Engines under steam or being towed.....Same as freight train.
Motors operating under own power or being towed..35
Trains handling cranes, shovels, ditchers or scale cars.....15
Switches and crossovers when diverging.....10
Engines running backward with or without cars.....20
All movements over automatic safety switches.....10
Facing point movements over spring derails.....15

LOCAL

MEADOW CREEK—SWISS JUNCTION

Meadow Creek: All trains will move between east interchange track and a point 1000 feet west of west interchange track under full control expecting to find main track occupied.

Rainelle-G&E Junction: All trains will move between Farm Siding East switch Rainelle and water tank G&E Junction under full control expecting to find main track occupied.

Swiss Junction: All trains will move between Junction switch and 2,000 feet east of interchange track under full control expecting to find main track occupied.

	Motor Passenger Trains	Freight and Work Trains
Meadow Creek and Nallen.....	35	25
Nallen and Swiss.....	35	30
Except:		
Switch Backs—over switches..	10	10
Eastward trains handling loads:		
Springdale to mile post 9.5...	..	10
Meadow Bridge to Meadow Creek.....	..	10
Rainelle; 1200 feet east of mile post 19 to Rainelle Junction.....	20	10
Over bridges 303 and 371:		
Engines C&O H-3 and heavier	..	15
First curve east of mile post 45.....	..	20
Mile post 48 to mile post 50 on curves.....	..	20
Mile post 59 to mile post 60 on curves.....	..	20

RAINELLE JCT.—JETER

Rainelle Jct. to Rupert.....	35	25
Rupert to Jeter.....	15	15

RUPERT—CLEARCO

Rupert and Clearco.....	35	25
Except:		
Eastward trains handling loads:		
Clearco to Bridge 118.....	..	10
Mile Post 9 to Anjean.....	..	10
Duo: Raine Lumber and Coal Company tracks.....	..	10

G. & E. JCT.—JOHNSTOWN

G. &. E. Jct. to Johnstown.....	35	25

HOMINY CREEK JCT.—PETERSEN—LEIVASY

Hominy Creek Jct. to Lee.....	35	25
Peaser Jct. to Watts.....	35	25
Brushy Jct. to Petersen-Leivasy	35	25
Except:		
Eastward trains handling loads Watts to Brushy Jct.....		10

G. ENGINE AND CAR RESTRICTIONS.

Steam engines must not be coupled head on when double heading or running light. In case of emergency, instructions should be obtained from Assistant Superintendent.

Motors in damaged condition, making them unfit to be operated at speeds specified in special instruction must be hauled separately.

Passenger motors and loaded or empty cars only on temporary sidings installed to serve The Meadow River Lumber Company.

Heaviest Equipment Permissible:

Beelick Knob Mine, Century Mine, Bellwood Mine } Above drop in switch above tipple, loaded cars.

Hawley Mine:	Above ramp on supply track, loaded cars.
Charmco 2 Mine:	Bridge on supply track, loaded cars.
Crichton 2 Mine:	Short track next to hill, loaded cars.

H. LEAVING CARS ON SIDE TRACKS.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

I. TAKING WATER.

Engines of freight trains of more than 25 cars must be detached before taking water, unless, in the judgment of the engineman, it is unnecessary.

J. WATER STATIONS.

Meadow Creek	Carnifex
Saw Mill	G. & E. Jct.
Meadow Bridge	Johnstown
Rainelle	Anjean
Russellville	Peaser Jct.

K. HANDBRAKES.

A running test of hand brakes must be made on a rail motor car upon leaving initial terminal when operating as a single unit, as soon as speed permits, engineman to shut off power and signal for brakes. The conductor and engineman will then apply hand brakes to determine if same are operating properly. In case both hand brakes do not operate properly, proceed with caution to the nearest point at which repairs can be made.

L. DEFECTIVE ENGINE.

When it becomes apparent that something is wrong with the valve gear of engines handling a train, the train must be brought to a stop immediately, proper investigation made and necessary action taken.

3. STANDARD CLOCKS.

Rainelle.....Dispatcher's Office

12. HAND, FLAG AND LAMP SIGNALS.

The following will be used when giving signals in connection with Special Instruction E, where other signals are not required:

Manner of Using	Indication
By day: Raise and lower right hand slowly full length of body.....	Car door swinging or about to fall.
By night: Raise and lower lamp slowly full length of body and in addition give "Stop" signal.....	Car door swinging or about to fall.
By day: Hand raised and held stationary.....	All right.
By night: "Proceed" signal.....	All right.

21. EXTRA TRAINS—CLASSIFICATION SIGNALS.

Where freight trains are not scheduled in either direction, extras will not display classification signals in either direction.

34. COMMUNICATION OF SIGNAL INDICATIONS.

Indication of signals day and night will be communicated as follows: "red", "yellow" or "green."

Rule 34 is modified accordingly.

CLEARING OF TRAINS.

Trains will not leave Meadow Creek passenger station or points east thereof without receiving clearance form "A" from Operator at Meadow Creek Tower.

Trains will not leave Nallen when office is open, without receiving clearance form or train order.

Trains will not leave Rainelle without receiving clearance form "A", and when necessary clearance form "B (a)" and train orders from either Train Dispatcher or J D office.

S-88. SIDINGS.

		Capacity, based on 41 foot cars
Sawmill	Hill Track	20
	Creek track	25
Meadow Bridge		25
Hawley	Center Track	37
	South Track	50
Top Siding		24
Springdale		20
Griffith		21
Farm Siding		70
Rainelle	No. 1	68
	No. 2	62
	No. 3	62
	Repair	18
Burdetts Creek		15
Nallen		15
Deegans		115
Carnifex		107
Koontz		42
Swiss Jct.	North Track	85
	South Track	85
Rupert		30
Gumm		127
G. & E. Jct.	No. 1	32
	No. 2	36
	No. 3	4
	House	9
Hominy Creek Jct.	No. 1	40
	No. 2	40
Peaser Jct.	No. 1	40
	No. 2	40
Brushy Jct		55

S-90 (a). TRAINS TAKING SIDING.

Trains taking siding will take first switch.

S-97. TRAIN ORDERS FOR EXTRA TRAINS.

Extra trains may be run without orders, on instructions of Dispatcher, at restricted speed, expecting to find main track occupied:

Between east and west interchange tracks, Meadow Creek;

Between east switch Farm Siding, Rainelle and water tank G. & E. Jct.;

Between Rainelle Jct. and Charmco 1 Mine Siding switch;

Swiss Junction to East switch interchange track.

Rule S-97 is modified accordingly.

98. RAILROAD JUNCTIONS AT GRADE.

Location	Railroad	Signals
Meadow Creek	C. & O.	No signals
Swiss Jct.	N.Y.C.	No signals

103. PUBLIC GRADE CROSSINGS:

Trains will reduce speed to five miles per hour at the following public crossings:

Sewell Valley Sub Division:

Meadow Bridge—Passenger trains.
Hawley State Route 20—Passenger trains.
Top Siding—Eastward trains.
M. P. 12½ State Route 20—Eastward passenger trains.
Rainelle, U. S. Route 60—Passenger trains.

Rupert Sub Division:

McRoss—Passenger trains.

Big Clear Creek Sub Division:

M. P. ½ U. S. Route 60—Passenger Trains.
Anjean Water Station—Passenger Trains.
M. P. 11-¼—Eastward Trains.
Cobb—Eastward Passenger Trains.

G & E Sub Division:

Quinwood—Eastward passenger trains.

103(c)

On descending grades of one and one-half percent or more between G. & E. Jct. and Swiss Jct., on trains of forty cars or less, Engineman will designate how many retainers to turn up. On trains of over forty cars, retainers will be turned on all cars in excess of forty cars and as many more as Engineman may designate.

Second paragraph of Rule 103(c) will not apply to trains composed of empty cars.

Second paragraph of Rule 103(c) is modified accordingly.

104. NORMAL POSITION OF SPECIFIED SWITCHES.

Normal position of specified switches.
G. & E. Jct.: For movement to Johnstown.
Peaser Jct.: For movement to Brushy Jct.
Brushy Jct.: For movement to Leivasy Jct.
Rupert Jct.: For movement to Clearco.

104. AUTOMATIC SAFETY SWITCHES.

Saw Mill to Camp 7: Tail track switches on switch back.

Switches may be trailed through with points in either position.

104(b). SPRING DERAILS.

Saw Mill: In main track 1900 feet east of east siding switch.

Westward trains may trail derail.

Trainmen must operate derail for eastward train movements.

106. DOUBLING TRAINS

When necessary to cut trains to take to top of hill, or from one station to another in two or more cuts, Conductor will accompany each cut, except for movement through switch backs.

109. BULLETIN BOARDS AND BOOKS.

Rainelle.....Shop Crew Office

201. MOVEMENT OF TRAINS BY TRAIN ORDERS.

Train orders will be issued by authority and over the signature of the Assistant Superintendent.

Rule 201 is modified accordingly.

305. MANUAL BLOCK SYSTEM.

Between Meadow Creek and Swiss Jct.
Rainelle Jct. and Jeter
Rupert Jct. and Clearco
G. & E. Jct. and Johnstown
Hominy Creek Jct. and Lee
Peaser Jct. and Watts
Brushy Jct. and Petersen—Leivasy

K. R. KETCHAM, Superintendent, C. & O. Rwy.

L. W. FISHER, Superintendent, N. Y. C. R. R.

J. M. RAINE, Assistant Superintendent

J. N. WILLS, Trainmaster

L. W. PROBASCO, Assistant Trainmaster

H. H. BUSTER, Road Foreman of Engines

R. S. SHINN
R. B. GWINN
W. W. WICKLINE, Jr.
C. P. NEAL
G. G. GUTSHALL
J. R. GWINN
} **Train Dispatchers.**

MEADOW CREEK TO SWISS JUNCTION

WESTWARD - - SECOND CLASS

Miles from Meadow Creek	STATIONS	201	207	209	211
		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
	LEAVE	A. M.	P. M.	A. M.	P. M.
.0	Meadow Creek	8.35	2.25	.....	6.25
2.0	Dondale	f 8.41	f 2.31	.....	f 6.31
4.9	Saw Mill	8.53	2.43	.....	6.43
6.7	Meadow Creek Sw. Bk	9.00	2.49	.....	6.49
8.0	Meadow Bridge	s 9.07	s 2.55	.....	s 6.55
8.3	Hawley	f 9.08	f 2.56	.....	f 6.56
10.6	Top Siding	9.16	3.04	.....	7.04
11.3	Springdale	s 9.20	s 3.08	.....	s 7.07
14.7	Bellwood	s 9.28	s 3.17	.....	s 7.16
15.2	Griffith Siding	9.29	3.18	.....	7.17
17.0	Simms	f 9.32	f 3.21	A. M.	f 7.20
19.3	Rainelle	s 9.46	s 3.35	11.41	7.25
20.1	Rainelle Junction	9.49	3.37	11.44	P. M.
20.3	G. & E. Junction	A. M.	3.38	s11.46	.....
22.5	Green Siding	.....	P. M.	f 11.52	.....
26.8	Honeydew Siding	.....	.....	12.00	.....
30.3	Burdetts Creek	.....	.....	f 12.07	.....
36.6	Russellville	.....	.....	s12.21	.....
39.1	Nallen	.....	.....	12.30	.....
45.2	Deegans	.....	.....	P. M.	.....
52.6	Carnifex	.....	.....	.....	.....
59.0	Peters Junction	.....	.....	.....	.....
61.9	Koontz	.....	.....	.....	.....
67.2	Swiss Junction	.....	.....	.....	.....
	ARRIVE	A. M.	P. M.	P. M.	P. M.

Eastward trains are superior to westward trains of the same class, unless otherwise specified.

No. 201 has right over No. 204 Rainelle to Rainelle Jct.

No. 207 has right over No. 210 Rainelle to G & E Jct.

No. 209 has right over No. 208 Rainelle to Nallen.

Time shown at Meadow Creek and Rainelle applies at station.

Trains 201, 207 and 211 will stop on signal at Arthur's and Claypool.

Trains 201, 207 and 211 will stop on signal to discharge passengers at Sewell Valley Crossing east of Rainelle shop.

Train 209 will stop on signal at Dwyer, Surbaugh, Cruikshanks, Camp 20 and Dry Creek.

SWISS JUNCTION TO MEADOW CREEK

EASTWARD - - SECOND CLASS

Miles from Swiss Junction	STATIONS	202	204	206	208	210
		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
	LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.
.0	Swiss Junction	.....	.....	.....	.....	.....
5.3	Koontz	.....	.....	.....	.....	.....
8.2	Peters Junction	.....	.....	.....	.....	.....
14.6	Carnifex	.....	.....	.....	.....	.....
22.0	Deegans	.....	.....	.....	P. M.	.....
28.1	Nallen	.....	....	.....	1.02	.....
30.6	Russellville	.....	... ..	.....	s 1.07	.....
36.9	Burdetts Creek	.....	.....	.....	s 1.22	.....
40.4	Honeydew Siding	.....	.....	.....	1.30	.....
44.7	Green Siding	.....	.....	.....	f 1.40	P. M.
46.9	G. & E. Junction	.....	A. M.	.....	s 1.46	4.46
47.1	Rainelle Junction	A. M.	11.35	A. M.	1.47	4.49
47.9	Rainelle	6.15	11.39	11.43	1.50	s 4.59
50.2	Simms	f 6.20		f 11.48	P. M.	f 5.04
52.0	Griffith Siding	6.24	A. M.	11.52	.....	5.08
52.5	Bellwood	s 6.26	.....	s11.54	.....	s 5.10
55.9	Springdale	s 6.37	.....	s12.03	.....	s 5.21
56.6	Top Siding	6.38	.....	12.04	.....	5.22
58.9	Hawley	f 6.43	.....	f 12.09	.....	f 5.27
59.2	Meadow Bridge	s 6.46	.....	s12.12	.....	s 5.30
60.5	Meadow Creek Sw. Bk	6.49	.....	12.15	.....	5.33
62.3	Saw Mill	6.53	.....	12.18	.....	5.38
65.2	Dondale	f 6.59	.....	f 12.25	.....	f 5.44
67.2	Meadow Creek	7.05	.....	12.31	.....	5.50
	ARRIVE	A. M.	A. M.	P. M.	P. M.	P. M.

Eastward trains are superior to westward trains of the same class, unless otherwise specified.

No. 201 has right over No. 204 Rainelle to Rainelle Jct.

No. 207 has right over No. 210 Rainelle to G & E Jct.

No. 209 has right over No. 208 Rainelle to Nallen.

Time shown at Rainelle and Meadow Creek applies at Station.

Trains 202, 206 and 210 will stop on signal at Claypool and Arthur's.

Trains 202, 206 and 210 will stop on signal to receive passengers at Sewell Valley Crossing east of Rainelle Shop.

Train 208 will stop on signal at Dry Creek, Camp 20, Cruikshanks, Surbaugh and Dwyer.

HAWLEY TO END OF TRACK

WESTWARD

Miles from Hawley	STATIONS	
	LEAVE	
.0	Hawley	....
2.1	End of Track	....
	ARRIVE	

END OF TRACK TO HAWLEY

EASTWARD

Miles from End of Track	STATIONS	
	LEAVE	
.0	End of Track	....
2.1	Hawley	....
	ARRIVE	

G. & E. JUNCTION TO JOHNSTOWN

WESTWARD - SECOND CLASS

Miles from G. & E. Junction	STATIONS	207 Daily Except Sunday
	LEAVE	P. M.
.0	G. & E. Junction	3.40
3.0	Evelyn	f 3.46
4.7	Russellville Road	f 3.51
7.5	Bellburn	s 3.59
8.3	Leslie	s 4.02
8.9	Crichton	s 4.04
9.0	Hominy Creek Junction	4.05
9.8	Quinwood	s 4.09
10.6	Marfrance	4.12
11.1	Johnstown	.....
	ARRIVE	P. M.

JOHNSTOWN TO G. & E. JUNCTION

EASTWARD - SECOND CLASS

Miles from Johnstown	STATIONS	210 Daily Except Sunday
	LEAVE	P. M.
.0	Johnstown	.....
.5	Marfrance	4.15
1.3	Quinwood	s 4.18
2.1	Hominy Creek Junction	4.20
2.2	Crichton	f 4.21
2.8	Leslie	f 4.23
3.6	Bellburn	f 4.26
6.4	Russellville Road	f 4.33
8.1	Evelyn	f 4.38
11.1	G. & E. Junction	4.44
	ARRIVE	P. M.

Eastward trains are superior to westward trains of the same class, unless otherwise specified.
No. 207 has right over No. 210 G. & E. Junction to Marfrance.
Trains 207 and 210 will stop on signal at Foothill and Bryant.

HOMINY CREEK JUNCTION TO LEE

WESTWARD

Miles from Hominy Creek Junction	STATIONS	
	LEAVE	
.0	Hominy Creek Junction	....
4.2	Peaser Junction	....
5.1	Lee	....
	ARRIVE	

LEE TO HOMINY CREEK JUNCTION

EASTWARD

Miles from Lee	STATIONS	
	LEAVE	
.0	Lee	....
.9	Peaser Junction	....
5.1	Hominy Creek Junction	....
	ARRIVE	

PEASER JUNCTION TO WATTS

WESTWARD

Miles from Peaser Junction	STATIONS	
	LEAVE	
.0	Peaser Junction	....
1.7	Brushy Junction	....
3.9	Watts	....
	ARRIVE	

WATTS TO PEASER JUNCTION

EASTWARD

Miles from Watts	STATIONS	
	LEAVE	
.0	Watts	....
2.2	Brushy Junction	....
3.9	Peaser Junction	....
	ARRIVE	

BRUSHY JCT. TO PETERSEN

WESTWARD

Miles from Brushy Junction	STATIONS	
	LEAVE	
.0	Brushy Junction	....
4.5	Leivasy Junction	....
5.4	Petersen	....
	ARRIVE	

PETERSEN TO BRUSHY JCT.

EASTWARD

Miles from Petersen	STATIONS	
	LEAVE	
.0	Petersen	....
.9	Leivasy Junction	....
5.4	Brushy Junction	....
	ARRIVE	

LEIVASY JUNCTION TO LEIVASY

WESTWARD

Miles from Leivasy Junction	STATIONS	
	LEAVE	
.0	Leivasy Junction	....
.9	Leivasy	....
	ARRIVE	

LEIVASY TO LEIVASY JUNCTION

EASTWARD

Miles from Leivasy	STATIONS	
	LEAVE	
.0	Leivasy	....
.9	Leivasy Junction	....
	ARRIVE	

RAINELLE JUNCTION TO JETER

WESTWARD—SECOND CLASS

Miles from Rainelle Junction	STATIONS	201 Daily Except Sunday
	LEAVE	A. M.
.0	Rainelle Junction	9.50
.2	Wye Switch	9.51
1.0	McRoss	f 9.52
4.3	Mill Creek Road	f 9.59
7.1	Rupert	10.06
7.2	Rupert Junction	10.07
9.3	Shawvers Crossing	.....
11.1	Jeter	.....
	ARRIVE	A. M.

JETER TO RAINELLE JUNCTION

EASTWARD—SECOND CLASS

Miles from Jeter	STATIONS	204 Daily Except Sunday	210 Daily Except Sunday
	LEAVE	A. M.	P. M.
.0	Jeter	.....	.....
1.8	Shawvers Crossing	.....	.....
3.9	Rupert Junction	11.15	.....
4.0	Rupert	11.17	.....
6.8	Mill Creek Road	f 11.23	.....
10.1	McRoss	f 11.32	.....
10.9	Wye Switch	11.33	4.47
11.1	Rainelle Junction	11.34	4.48
	ARRIVE	A. M.	P. M.

Eastward trains are superior to westward of same class unless otherwise specified.
No. 201 has right over No. 204 Rainelle Junction to Rupert Junction.
No. 201 and No. 204 will stop on signal at Midland Mine.

RUPERT JUNCTION TO CLEARCO

WESTWARD—SECOND CLASS

Miles from Rupert Junction	STATIONS	201 Daily Except Sunday
	LEAVE	A. M.
.0	Rupert Junction	10.07
3.4	Gumm	10.15
5.9	Anjean	s10.21
10.0	Duo	f10.35
11.6	Cobb	.....
13.1	Clearco	10.42
	ARRIVE	A. M.

CLEARCO TO RUPERT JUNCTION

EASTWARD—SECOND CLASS

Miles from Clearco	STATIONS	204 Daily Except Sunday
	LEAVE	A. M.
.0	Clearco	10.45
1.3	Cobb	.....
3.1	Duo	f 10.52
7.2	Anjean	s11.03
9.7	Gumm	11.09
13.1	Rupert Junction	11.15
	ARRIVE	A. M.

Eastward trains are superior to westward trains of the same class unless otherwise specified.
No. 201 has right over No. 204 Rupert Junction to Clearco.
No. 201 and No. 204 will stop on signal at Kessler and Stoutco.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

STATIONS		Office Calls	Telephone Calls	Miles from Meadow Creek Jct.	SIGNALS Single Track		TELEPHONES		
					Eastward	Westward	LOCATION	Side of Track	Line
Meadow Creek Junction to Swiss Junction									
Meadow Creek	C.S.	MD	– – 0	.0			C. & O. Tower	S	T.D.-M
Meadow Creek	C.S.		0 0 0				Scale House	N	T.D.-M
Meadow Creek	C.S.			.3			Passenger Sta	N	T.D.-M
Meadow Creek	C.S.			.6			Booth West interchange track	S	T.D.-M
Dondale				2.3					
Claypool				4.2					
Saw Mill	C.S.			4.9			Booth East Switch	S	T.D.-M
Saw Mill	C.S.			5.2			Booth Switch Back	S	T.D.-M
Meadow Creek Sw. Bk.	C.S			7.0			Box Switch Back	N	T.D.-M
Meadow Bridge	C.S.						Booth east end siding	S	T.D.-M
Meadow Bridge Open day and night	C.S.	BD	0 0 0 –	8.3	M.B.T.O.	M.B.T.O.	Station	S	T.D.-M
Meadow Bridge	C.S.						Box on station	S	T.D.-M
Hawley	C.S.			8.6			Booth at switch	S	T.D.-M
Arthurs				10.3					
Top Siding	C.S.			10.9			Booth east end siding	S	T.D.-M
Springdale Open day and night except 7:00 a. m. Sunday to 7:00 a. m. Monday	C.S.	SG	0 0	11.6	M.B.T.O.	M.B.T.O.	Station	N	T.D.-M
Springdale	C.S.						Booth in station	N	T.D.-M
Springdale	C.S.		– – – – 0				Section Foreman's house	S	M
Bellwood	C.S.			15.0			Booth Mine switch	S	T.D.-M
Griffith Siding	C.S.			15.5			Booth Switch	S	T.D.-M
Simms	C.S.			17.3			Box Switch	N	T.D.-M
Rainelle	C.S.						Box East Switch Farm Siding	N	T.D.-M
Rainelle	C.S.						Booth Pole Yard Switch	N	T.D.-M
Rainelle	C.S.						Shop Crew Office	N	S.D.-S M
Rainelle	C.S.						Shop	N	S.D.-SM
Rainelle	C.S.		— —				General Foreman's Office	N	S.D.-S M
Rainelle	C.S.						Box Station Track Switch	S	T.D.-SD
Rainelle Open day and night.	C.S.	RA	——	19.6			Dispatcher's Office	S	T.D. S.D.
Rainelle	C.S.		0 –				Telephone Switch Board	S	M.-S.M.-T.D.M
Rainelle Open day and night.	C.S.	JD	0				J. D. office	N	T.D.-S.D.-T.D.M.
Rainelle	C.S.		– – –				Car Foreman's Office	N	S.M.
Rainelle Jct	C.S.			20.4			Booth Switch	N	T.D.
G. & E. Junction	C.S.			20.6			Booth Station	N	T.D.-T.D.M.
G & E Junction	C.S.						Booth water station	N	T.D.
Dwyer				21.8					
Green Siding	C.S.			22.8			Box at switch	N	T.D.M.
Surbaugh				24.7					
Cruikshanks				27.7					
Burdetts Creek	C.S.			30.6			Box at switch	S	T.D.M.
Camp 20				32.3					
Dry Creek				34.5					
Russellville	C.S.			36.9			Box at tool house	S	T.D.M.
Russellville	C.S.		00–00				Section Foreman's house	S	T.D.M.
Nallen	C.S.		– – –				Section Foreman's house	S	T.D.M.
Nallen Open week days 7:00 a. m. to 4:00 p. m.	C.S.	N	– – 0	39.4			Station	N	T.D.M.
Nallen	C.S.						Box on station	N	T.D.M.
Nallen	C.S.		0 0 0 –				Lumber Company's office	N	T.D.M.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

STATIONS		Office Calls	Telephone Calls	Miles from Meadow Creek Jct.	SIGNALS Single Track		TELEPHONES		
					Eastward	Westward	LOCATION	Side of Track	Line
Deegans	C.S.			45.5			Box Siding East End	N	T.D.M.
Deegans	C.S.						Box Siding West End	N	T.D.M.
Carnifex	C.S.			52.9			Box Siding East End	N	T.D.M.
Carnifex	C.S.						Box Siding West End	N	T.D.M.
Peters Junction	C.S.			59.0			Box at Switch	S	T.D.M.
Koontz	C.S.			62.2			Box Siding East End	S	T.D.M.
Swiss Junction	C.S.						Box east switch interchange track	S	T.D.M.
Swiss Junction	C.S.			67.5			Booth Jct.	N	T.D.M.
Swiss Junction	C.S.		00000				Section Foreman's house	N	T.D.M.
Rainelle to Johnstown				Miles from G. & E. Jct.					
Rainelle Open day and night	C.S.	RA	——				Dispatcher's Office	S	T.D.M.
Rainelle	C.S.		0 –				Telephone switch board.	S	T.D.M.
Rainelle Open day and night.	C.S.	JD	0				J. D. office	N	T.D.M.
Rainelle Jct.	C.S.			.0			Booth at Switch	N	T.D.M.
G. & E. Junction	C.S.		– – 0	.0			Section Foreman's House	N	T.D.M.
G. & E. Junction	C.S.						Box Section Tool House	N	T.D.M.
G. & E. Junction	C.S.			0.1			Booth Water Station	N	T.D.M.
Foothill	C.S.			2.2			Booth	N	T.D.M.
Evelyn				3.0					
Russellville Road	C.S.			4.7			Box at Switch	N	T.D.M.
Bellburn	C.S.			7.5			Box Mine Switch	N	T.D.M.
Leslie	C.S.			8.3			Booth Mine Switch	S	T.D.M.
Crichton	C.S.			8.6			Box Crossover Switch	N	T.D.M.
Hominy Creek Jct.	C.S.			9.0			Booth Switch	N	T.D.M.
Quinwood Open week days 8:00 a. m. to 5:00 p. m.	C.S.	Q	– 0 –	9.8	M.B.T.O.	M.B.T.O.	Station	N	T.D.M.
Quinwood	C.S.						Box on station	N	T.D.M.
Marfrance	C.S.			10.6			Booth Station	S	T.D.M.
Johnstown	C.S.			11.1			Box end of line	N	T.D.M.
Hominy Creek Junction to Lee				Miles from Hominy Creek Jct.					
Hominy Creek Jct.	C.S.			.0			Booth Switch	N	T.D.M.
Hominy Creek Jct.	C.S.		0 0 –	.3			Section Foreman's House	N	T.D.M.
Hominy Creek Jct.	C.S.						Box at Tool House	N	T.D.M.
Peaser Jct.	C.S.			3.8			Box East Switch	S	T.D.M.
Peaser Jct.	C.S.			4.2			Booth Switch	S	T.D.M.
Lee	C.S.			4.6			Box Mine Switch	S	T.D.M.
Peaser Junction to Watts				Miles from Peaser Jct.					
Peaser Junction	C.S.			.0			Booth Switch	S	T.D.M.
Peaser Junction	C.S.			.1			Box West Wye Switch	N	T.D.M.
Brushy Junction	C.S.			1.7			Booth Switch	N	T.D.M.
Watts	C.S.			3.8			Box Mine Switch	N	T.D.M.
Brushy Junction to Leivasy-Petersen				Miles from Brushy Jct.					
Brushy Junction	C.S.			.0			Booth Switch	N	T.D.M.
Brushy Junction	C.S.			.1			Box East End Siding	S	T.D.M.
Brushy Junction	C.S.			.6			Box West End Siding	S	T.D.M.
Leivasy Junction	C.S.			4.5			Booth Switch	N	T.D.M.
Leivasy	C.S.		0 0 0 0				Coal Company's office	N	T.D.M.
Leivasy	C.S.			5.4			Box Mine Switch	S	T.D.M.
Petersen	C.S.			5.3			Box Mine Switch	S	T.D.M.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

STATIONS		Office Calls	Telephone Calls	Miles from Rainelle Jct.	SIGNALS Single Track		TELEPHONES		
					Eastward	Westward	LOCATION	Side of Track	Line
Rainelle to Jeter									
Rainelle Open day and night	C.S.	RA	——				Dispatcher's Office	S	T.D.M.
Rainelle	C.S.		0 –				Telephone switch board.	S	T.D.M.
Rainelle Open day and night	C.S.	JD	0				J D office	N	T.D.M.
Rainelle	C.S.		– – –				Car Foreman's Office	N	T.D.M.
Rainelle Jct	C.S.			.0			Booth at switch	N	T.D.M.
Wye Switch				0.2					
McRoss				1.0			Box Mine Switch	S	T.D.M.
Reese	C.S.			1.7			Box Section Tool house.	S	T.D.M.
Midland Mine	C.S.			2.6			Box East Switch	S	T.D.M.
Rupert	C.S.						Box at station	S	T.D.M.
Rupert Open week days 7:30 a. m. to 4:30 p. m.	C.S.	RU	– – 0	7.1			Station	S	T.D.M.
Shawvers Crossing	C.S.			9.3			Box East Switch	N	T.D.M.
Jeter	C.S.			11.1			Booth End of Track	N	T.D.M.
Rupert Jct. to Clearco									
Rupert	C.S.	RU	– – 0	Miles from Rupert Jct.			Station	S	T.D.M.
Rupert Junction	C.S.			.0			Booth Junction Switch.	N	T.D.M.
Rupert	C.S.			0.6			Box West of Highway .	N	T.D.M.
Kessler	C.S.		– 0 –				Section Foreman's house	S	T.D.M.
Kessler	C.S.			2.2			Box Section Tool House	N	T.D.M.
Gumm	C.S.			3.4			Booth Switch East End	N	T.D.M.
Gumm	C.S.						Booth at switch west end	N	T.D.M.
Stoutco				4.7					
Anjean	C.S.			5.9			Booth at Water Station	N	T.D.M.
Anjean	C.S.						Box at tipple	N	T.D.M.
Anjean	C.S.		0000				Coal Company's office.	N	T.D.M.
Duo	C.S.			10.0			Booth at Station	S	T.D.M.
Clearco	C.S.			13.1			Booth Station	N	T.D.M.

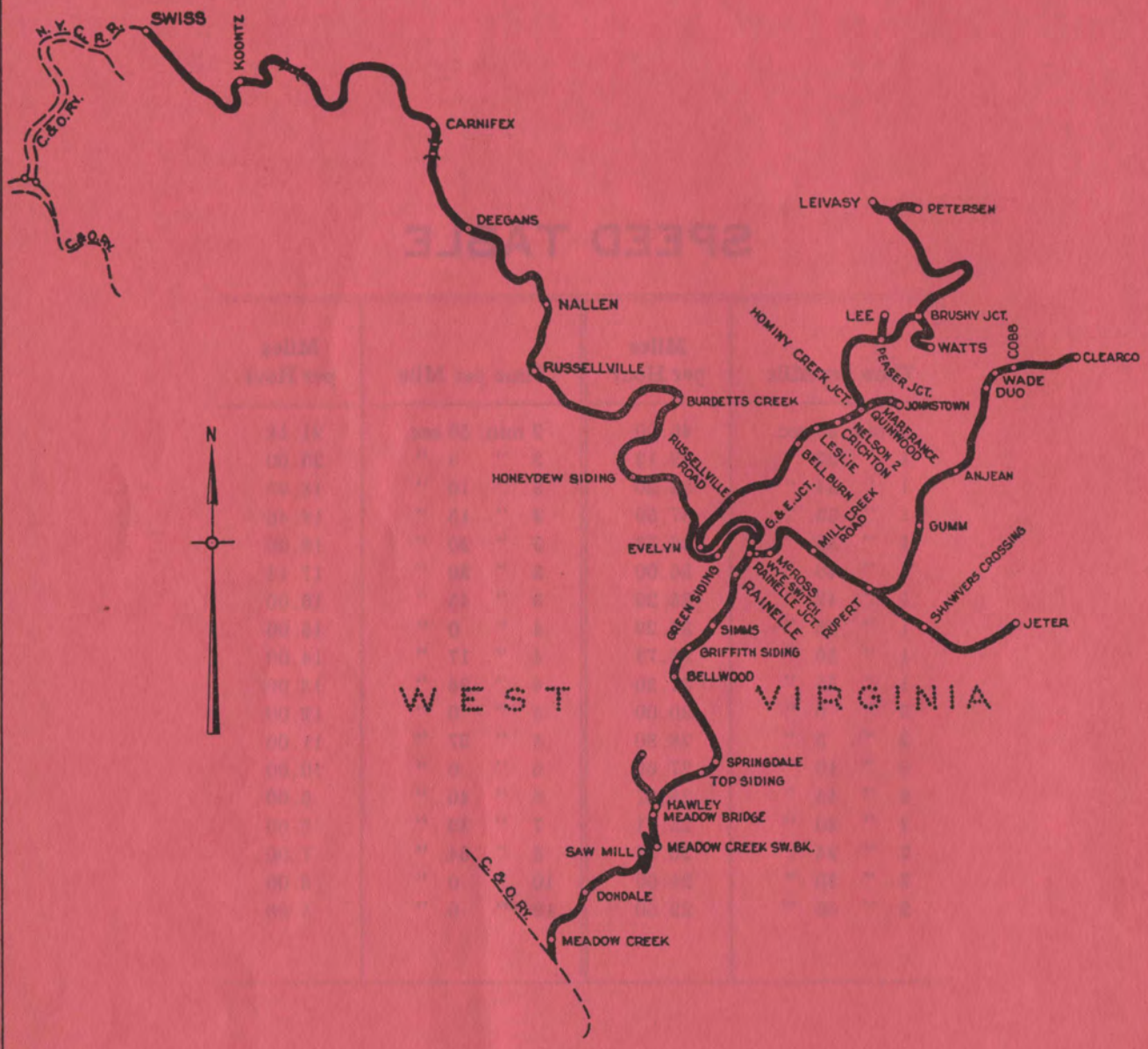
ABBREVIATIONS

Train Dispatching ..... T.D.
Message ..... M
Block ..... B
Shop Dispatching ..... S.D.
Combined Train Dispatching-Message ..... T.D.M.
Shop Message ..... S. M.

Communicating Station ..... C.S.
Manual Block ..... M.B.
Train Order ..... T.O.
North ..... N
South ..... S

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
1 min. 30 sec.	40.00	2 min. 50 sec.	21.18
1 " 32 "	39.13	3 " 0 "	20.00
1 " 34 "	38.30	3 " 10 "	18.95
1 " 36 "	37.50	3 " 15 "	18.46
1 " 38 "	36.73	3 " 20 "	18.00
1 " 40 "	36.00	3 " 30 "	17.14
1 " 42 "	35.29	3 " 45 "	16.00
1 " 45 "	34.29	4 " 0 "	15.00
1 " 50 "	32.73	4 " 17 "	14.00
1 " 55 "	31.30	4 " 36 "	13.00
2 " 0 "	30.00	5 " 0 "	12.00
2 " 5 "	28.80	5 " 27 "	11.00
2 " 10 "	27.69	6 " 0 "	10.00
2 " 15 "	26.67	6 " 40 "	9.00
2 " 20 "	25.71	7 " 30 "	8.00
2 " 24 "	25.00	8 " 34 "	7.00
2 " 30 "	24.00	10 " 0 "	6.00
2 " 40 "	22.50	12 " 0 "	5.00



NICHOLAS. FAYETTE. & GREENBRIER RAILROAD