

12-22

# THE BALTIMORE & OHIO RAILROAD COMPANY

## EASTERN LINES

**"SAFETY ABOVE EVERYTHING"**



8-10-35

### WHEELING DIVISION

# 26

## TIME-TABLE No. 26

EFFECTIVE 12.01 A. M., EASTERN STANDARD TIME

### SUNDAY, APRIL 28, 1935

**C. B. GORSUCH,**

*Superintendent*

**J. M. SCOTT,**

*General Superintendent*

**J. D. CLARKE,**

*Superintendent Freight Transportation*

**J. A. LATCHFORD,**

*Sup't Passenger Transportation*

**C. W. VAN HORN,**

*General Manager*

**D. F. STEVENS,**

*Gen'l Sup't Transportation*

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All Officers and Employees:

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

*Samuel Wilson*

President

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# THE BALTIMORE AND OHIO RAILROAD COMPANY

## RELIEF DEPARTMENT,

W. M. KENNEDY, Superintendent.

### MEDICAL AND SURGICAL SERVICE.

#### COMPANY'S SURGEONS.

Kenova, W. Va. . . . . Dr. ROSCOE STOTTS.  
 { Dr. H. D. HATFIELD.  
 { Dr. A. K. KESSLER.  
 Huntington, W. Va. . . . . { Dr. H. A. BRANDEBURY.  
 { Dr. A. D. KESSLER.  
 { Dr. ISADORE I. HIRSCHMAN.  
 { Dr. CHAS. McVEA BUCKNER, Oculist.  
 Point Pleasant, W. Va. . . . . Dr. H. A. BARBEE, 1100 Sixth Avenue.  
 Hartford, W. Va. . . . . Dr. C. W. PETTY.  
 Letart, W. Va. . . . . Dr. D. V. SMITH.  
 Ravenswood, W. Va. . . . . Dr. PAUL C. STARKEY.  
 Spencer, W. Va. . . . . Dr. WM. C. CAMP.  
 Reedy, W. Va. . . . . Dr. U. L. DEARMAN.  
 Ripley, W. Va. . . . . Dr. THOS. E. RYMER.  
 { Dr. T. H. HARRIS, Residence, 1109  
 { Ann St.; Office, 600½ Market St.  
 { Dr. B. O. ROBINSON, Residence, 1315  
 { Avery St.; Office, 809 Market St.  
 Parkersburg, W. Va. . . . . Dr. O. J. CASTO.  
 { Dr. ROY B. MILLER.  
 { Dr. R. W. CORBETT.  
 { Dr. H. H. VEON.  
 { Oculist, 609½ Market Street.  
 Belpre, Ohio . . . . . Dr. WAYNE BRONAUGH.  
 Marietta, Ohio . . . . . Dr. A. HOWARD SMITH.  
 St. Marys, W. Va. . . . . { Dr. J. R. McCOLLUM.  
 { Dr. A. S. GRIMM.  
 Sistersville, W. Va. . . . . Dr. V. H. DYE.  
 { Dr. E. E. FANKHOUSER.  
 New Martinsville, W. Va. . . . . { Dr. F. E. MARTIN.  
 { Dr. J. D. SCHMED.  
 { Dr. C. E. HUTCHINSON.  
 Moundsville, W. Va. . . . . { Dr. ROBERT A. ASHWORTH.  
 { Dr. J. C. PECK.  
 Glendale, W. Va. . . . . Dr. M. A. DOWLER.  
 McMechen, W. Va. . . . . Dr. P. D. BARLOW.  
 Benwood, W. Va. . . . . { Dr. LEONARD ESKEY.  
 { Dr. WILLIAM B. HARTWIG.  
 { Dr. WILLIAM A. CRACRAFT, 310-312  
 { Riley Law Building.  
 { Dr. R. J. REED, 100 Twelfth Street.  
 { Dr. R. J. REED, JR., 100 Twelfth St.  
 Wheeling, W. Va. . . . . { Dr. M. B. WILLIAMS, 310 and 312  
 { Riley Law Building.  
 { Dr. THOS. R. HOGE, Oculist, Riley  
 { Law Building.  
 { Dr. I. FAWCETT, Oculist.  
 { 75 Twelfth Street.  
 Bellaire, Ohio . . . . . Dr. E. S. WRIGHT.  
 Bridgeport, Ohio . . . . . { Dr. JAMES O. HOWELLS.  
 { Dr. C. J. HOLLEY.  
 Martins Ferry, Ohio . . . . . Dr. R. H. WILSON.  
 Blaine, Ohio . . . . . Dr. G. M. BARGAR.  
 Barton, Ohio . . . . .  
 St. Clairsville, Ohio . . . . { Dr. LEWIS L. LIGGETT.  
 { Dr. C. V. PORTERFIELD.  
 Lafferty, Ohio . . . . . Dr. W. R. ALLISON.  
 Flushing, Ohio . . . . . Dr. P. H. PETTAY.  
 Freeport, Ohio . . . . . Dr. WM. A. ZELLARS.  
 Tippecanoe, Ohio . . . . .  
 Uhrichsville, Ohio . . . . . Dr. J. A. McCOLLAM.  
 New Philadelphia, Ohio . . . . Dr. C. D. KURTZ.  
 Dover, Ohio . . . . . Dr. D. W. SHUMAKER.  
 Massillon, Ohio . . . . . { Dr. R. J. PUMPHREY.  
 { Dr. MERLE E. SCOTT, Oculist.  
 Warwick, Ohio . . . . . Dr. H. N. NIPPLE.  
 Canal Fulton, Ohio . . . . . Dr. PAUL E. GILMOR.  
 Creston, Ohio . . . . . Dr. VAN INGERSOLL ALLEN.  
 Lodi, Ohio . . . . . Dr. E. L. CRUM.

#### COMPANY'S SURGEONS—Con.

Rittman, Ohio . . . . . Dr. O. J. SHONG.  
 Grafton, Ohio . . . . . Dr. J. A. SCHURGOT.  
 Elyria, Ohio . . . . . Dr. GEO. MYNCHENBERG.  
 { Dr. A. N. GARVER.  
 Lorain, Ohio . . . . . { Dr. B. E. GARVER.  
 { Dr. O. B. MONOSMITH, Oculist.  
 Valley City, Ohio . . . . . Dr. PHILIP KATZ.  
 Berea, Ohio . . . . . Dr. JOHN A. SHOEMAKER.  
 Medina, Ohio . . . . . Dr. H. P. H. ROBINSON.  
 South Brooklyn, Ohio . . . . . Dr. SAMUEL J. WEBSTER, Office and  
 Residence, 4235 Pearl Road.  
 { Dr. G. A. ALLISON, 10208 Euclid Ave.  
 { Dr. H. W. MASENHEIMER,  
 { 629 Guardian Building.  
 { Dr. C. E. WARD, Office, 517 United  
 { Bank Bldg., W. 25th St. and Lorain  
 { Ave.; Residence, 10102 Lake Ave.  
 Cleveland, Ohio . . . . . { Dr. WILBUR J. SAWYER, Office 3499  
 { Clark Ave., Corner Clark & Fulton;  
 { Residence, 208 Schaaf Road.  
 { Dr. C. F. NELSON, Oculist, 606 Scho-  
 { field Building.

#### HOSPITALS.

Huntington, W. Va. . . . . Kessler Hatfield Hospital.  
 Parkersburg, W. Va. . . . . { City Hospital.  
 { St. Joseph Hospital.  
 Sistersville, W. Va. . . . . Sistersville Hospital.  
 New Martinsville, W. Va. . . . . Wetzel County Hospital Asso.  
 Glendale, W. Va. . . . . Reynolds Memorial Hospital.  
 Benwood, W. Va. . . . . Emergency Hospital.  
 Wheeling, W. Va. . . . . { Wheeling Hospital.  
 { Ohio Valley General Hospital.  
 Bellaire, Ohio . . . . . City Hospital.  
 Martins Ferry, Ohio . . . . . Martins Ferry Hospital.  
 Dover, Ohio . . . . . Union Hospital.  
 Cleveland, Ohio . . . . . St. Vincent's Charity, St. Alexis and  
 Fairview Park Hospitals.  
 Lorain, Ohio . . . . . St. Joseph's Hospital.

#### FIRST AID EMERGENCY CASES.

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

#### EXAMINING POINTS.

##### Examiners' Office Days and Hours.

HUNTINGTON, W. VA.—2nd and 4th Wednesdays, 9.00 A. M. to 10.00 A. M.  
 PARKERSBURG, W. VA.—Tuesdays and Fridays, 9.00 A. M. to 12.00 Noon.  
 BENWOOD, W. VA.—Mondays and Fridays, 9.00 A. M. to 12.00 Noon.  
 WHEELING, W. VA.—Wednesdays, 9.00 A. M. to 12.00 Noon.  
 HOLLOWAY, OHIO—Thursdays, 8.45 A. M. to 9.45 A. M.  
 LORAIN, OHIO—Fridays, 9.00 A. M. to 12.00 Noon.  
 CLEVELAND, OHIO—Mondays, 9.00 A. M. to 12.00 Noon.



# SPECIAL INSTRUCTIONS.

## 1. SUPERIORITY OF TRAINS.

On single track Eastward trains are superior to Westward trains of the same class.

Exception: No. 61 is superior to No. 62 from Millwood to Ripley.

## 2. LOCATION OF STANDARD CLOCKS.

Kenova.	HN, Benwood.
Huntington.	Wheeling, Disprs. Office.
Spencer.	Wheeling, WR Tower.
Ravenswood.	Wheeling, Yard Office.
Parkersburg.	HA Tower.
SX Tower.	Dover, Telegraph Office.
MS Tower, Yard Office.	CO Tower.
Brooklyn Jct.	Warwick, Yard Office.
Narrows.	Clark Ave., Yard Office
Benwood Jct.	and Round House.
Benwood Jct., Callers Office.	Y. D. Tower.

## LOCATION OF WATCH INSPECTORS.

Kenova, W. Va.....	H. A. Poisson.
Huntington, W. Va.....	J. M. Derby, 1949 Third Avenue.
Ravenswood, W. Va.....	J. F. Brokow.
Spencer, W. Va.....	DeGruyter & Son.
Parkersburg, W. Va.....	J. Wetherel, 417 Market Street.
New Martinsville, W. Va.....	A. C. Duerr & Son.
Wheeling, W. Va.....	Penn Jewelry Co.
McMechen, W. Va.....	J. W. Weekly.
Bellaire, Ohio.....	Bryan Bros.
St. Clairsville, Ohio.....	J. R. Brokaw.
Bridgeport, Ohio.....	Henry P. Klemmer.
Flushing, Ohio.....	R. D. Judkins.
Dover, Ohio.....	G. Krebe.
Massillon, Ohio.....	G. P. Herkert, 220 West Main Street.
Lorain, Ohio.....	Geo. A. Clark, 7th and Broadway.
Cleveland, Ohio.....	W. A. Southam & Co., 161 The Arcade.

## 3. REGISTER AND BULLETIN BOARD STATIONS.

Kenova,	*Benwood Jct. (first class and all Newark Div. trains),
Huntington,	Wheeling,
*Millwood (trains to and from R. & M. C. V. Branch),	HA Tower,
*Ripley,	Dover (First Class Eastward and all trains Westward),
*R. S. & G. Jet. (trains to and from R. S. & G. Sub-Division),	*CO Tower (First Class Eastward and all trains Westward),
*Spencer,	*Sterling (Eastward trains from C. L. & W. Sub. Div.),
Ravenswood,	*Lester,
Parkersburg (first class trains),	YD Tower.
SX Tower,	Clark Avenue,
Brooklyn Jct.,	
*Moundsville (trains to and from Monongah Division).	
*Narrows,	

\* No Bulletin Boards.

First class trains will not be required to examine register at Huntington. Enginemen of first class trains, who examine register and bulletin boards at SX Tower in accordance with Rules 83, 83A and 83B, will not be required to examine register or bulletin boards at Parkersburg.

Second class, third class and extra trains, will not be required to examine register at Parkersburg.

## 3. REGISTER AND BULLETIN BOARD STATIONS—Concluded.

At register stations where it is otherwise not necessary to stop, trains will register with Form C.

Westward second class, third class and extra trains, dispatched from Low Yard, Parkersburg, will register with Form C at SX Tower upon departure.

Trains to and from Monongah Division will register with Form C at Moundsville.

First class trains will register at HA Tower by Form C to be thrown off at shop crossover.

P. R. R. Cleveland Divn. General Orders and Notices are posted at Dover Telegraph Office and following bulletin boards:

Clark Ave., Round House.	Lorain, Round House.
Clark Ave., Yard Office.	Massillon, Yard Office.
H. A. Tower.	Warwick, Yard Office.
Lorain, Y. D. Tower.	W. R. Tower, Wheeling.

## 4. FORM A.

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

Eastward second class, third class and extra trains will not be required to examine register and will register with Form C at SX Tower, provided they receive at that station Form A, part A, line 5, showing all superior trains have arrived and departed.

Rule 83-C is modified as follows: Trains will not get Form A at Ripley. All first class trains and westward second class trains will get Form A at Parkersburg.

All trains and engines moving from Benwood Junction or east end of Benwood Yard via the main track en route to HN Benwood or Narrows will secure Form A, part A, line 5, from operator. All trains or engines entering the main track at west end Benwood Yard will secure Form A, part A, line 5, from operator at Narrows by telephone.

Westward freight trains and yard engines will procure their Form A for the movement west of Bellaire on the CL&W from operator at J Tower, Bellaire. Trains moving from the Martins Ferry Branch must receive clearance from operator at J Tower by telephone.

Trains will receive Form A as designated below:

Clark Ave.—Third Class and Extra trains eastward.
Lester—All trains.
Warwick—Eastward trains to C. L. & W.
M. & C. Junction—Penna. trains westward.
Dover—All trains.
HA Tower—All trains.

Trains originating, or turning, at non-register stations are required to receive Form A, part A, line 5, authorized by train dispatcher or train order Form "U."

Trains en route, not originating at Sterling, will not require Form A. Proceed indication will be authorized by the train dispatcher. Eastward Extra trains to Wheeling Division from Penna. Warwick will secure Form A by telephone at Barborton from operator at Warwick unless released by train order Form U.

## SPECIAL INSTRUCTIONS—Continued.

### 5. SPEED RESTRICTIONS.

The following definitions must be observed:

Normal speed—The maximum speed permitted by time tables for main track movements.

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

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

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

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

LIMITS.	CLASS OF SERVICE		
	Passenger and express trains.	Passenger trains handled by freight engines, and fast freight trains.	Slow freight, local, pick-up and work trains.
<b>General.</b>			
Engines backing without cars on tangent.			25
Engines backing on curves without cars...	15	15	15
Trains backing.....	20	20	20
B-8 Engines are classed as passenger engines.			
Speed restrictions shown on triangular boards located on approach to sharp curves and other points will be properly observed.			
When other than passenger trains are run on first class schedules the train orders will specify the maximum speed.			
Trains handling steam cranes, locomotive cranes, pile drivers, ditchers and similar equipment will not exceed a speed of 30 miles per hour.			
Trains, the makeup of which includes dead engines, will not exceed a speed of 25 miles per hour.			
Trains handling foreign engines will be governed by speed restrictions on such engines.			
Relief trains, engine in forward motion....		25	25
Relief trains, engine in backward motion..		20	20
Relief trains, with crane ahead of engine..		10	10
Relief trains, with rigid pedestal truck....		15	15
Trains handling spreader car.....		15	15
Light engines, over all main highway grade crossings and through all stations and towns.....		15	15
Excursion and special trains with open platform equipment.....	35	30	

Trains entering or leaving sidings, using crossovers, entering or leaving double track under reverse movement, using sidings, yard tracks, branches, storage or mine tracks, will not exceed a speed of 10 miles per hour.

During wet weather trains will run carefully where landslides or washouts are liable to occur.

Rule 105A is modified as follows: When trains are moving against the current of traffic they must not exceed a speed of thirty (30) miles per hour while passing over facing point switches not interlocked.

### 5. SPEED RESTRICTIONS—Continued.

The speed of trains over spring switches not otherwise restricted will be as follows:

Main track trailing movement—maximum speed at point where switch is located.

Trailing movement through switch, springing it—30 miles per hour.

Facing switch on tangent—25 miles per hour.

Facing switch for turn out—20 miles per hour.

Freight trains that have stopped for inspection, when starting, will not exceed speed of six miles per hour until caboose has passed point at which engine was stopped.

LIMITS.	CLASS OF SERVICE		
	Passenger and express trains.	Passenger trains handled by freight engines, and fast freight trains.	Slow freight, local, pick-up and work trains.

#### Between Kenova and Parkersburg.

Between Kenova and Parkersburg.....	45	35	35
Except as noted below:			
All trains and engines will run at restricted speed between Ceredo depot and Kenova passenger station expecting to find main track occupied.			
Through Ceredo.....	20	10	10
Bridge 2207.....	20	20	20
Industrial Crossing at 15th St., West Huntington.....	15	15	15
Between 8th and 11th Sts., Huntington..	10	10	10
Street Car Crossing, 23rd Street, Huntington.....	15	15	15
Between First Road Crossing East Guyandotte Station and 31st Street Crossing, West of Bridge 2117.....	25	25	25
Big Kanawha River Bridge, Pt. Pleasant, including approaches.....	10	10	10
Through Mason City.....	20	10	10
Through Hartford.....	20	10	10
Through Hartford Narrows.....	30	25	25
Between Millwood and Ripley.....	20	15	15
Engines backing on R. S. & G. Sub-Division, and between Millwood and Ripley..	10	10	10
Through Barr Run Narrows.....	25	20	20
Between R. S. & G. Junction and Spencer.	20	15	15
Eastward trains on R. S. & G. Sub-Division will run at restricted speed from yard limit board to R. S. & G. Junction expecting to find other trains occupying main track.			
All trains will run at restricted speed between R. S. & G. Junction and Ravenswood.			
Through Ravenswood.....	20	10	10
Ravenswood to Portland.....	40	30	30
Murrayville Narrows.....	25	20	20
From mile 113-40 to Murrayville Narrows.....	25	20	20
Through Meldahls Narrows.....	30	25	25
Between Bridges 982 and 935.....	30	25	25
Between Parkersburg and Ohio River Junction.....	25	15	15

**SPECIAL INSTRUCTIONS—Continued.**

**5. SPEED RESTRICTIONS—Continued.**

LIMITS.	CLASS OF SERVICE		
	Passenger and express trains.	Passenger trains handled by freight engines, and fast freight trains.	Slow freight, local, pick-up and work trains.
<b>Between Parkersburg and Moundsville.</b>			
Between Parkersburg and Brooklyn Junction.....	45	30	30
Except as noted below:			
Between Parkersburg and Steel Plant Siding.....	25	15	15
Trains will approach crossover east and west of SX Tower at restricted speed expecting to find both crossovers occupied.			
Through Williamstown.....	20	10	10
Through St. Marys.....	20	10	10
From West Switch, Friendly Passing Siding, to Long Reach.....	40	25	25
From mile 48-31 to mile 49-20 Cochranville Narrows.....	35	20	20
Through Sistersville.....	20	10	10
Between mile 46-5 and mile 46-14.....	35	20	20
Between Brooklyn Junction and Moundsville, except as noted below.....	40	30	30
Through and over street crossings, New Martinsville and Brooklyn Junction.....	20	20	20
On freight running track between Brooklyn Junction and Hannibal.....	10	10	10
Over west switch Proctor.....	30	20	20
Between mile 19-15 and mile 19-30 west of Lang.....	30	20	20
Through Moundsville Narrows.....	30	20	20
Through and over street crossings Moundsville.....	8	8	8
<b>Wheeling Terminal.</b>			
Between Moundsville and Narrows.....	40	30	30
Between overhead bridge, 11th and 12th Streets, Moundsville.....	25	15	15
Through Glendale Narrows High and Low Line.....	30	20	20
Between Narrows, Wheeling and Schick....	35	30	25
Between DK Tower and Bridgeport.....	25	25	25
EL-1 to EL-6, S, S-1, S-1A, LL-1, T, TA class engines between Terminal Junction and Benwood Junction.....	10	10	10
Over slip switches and around Benwood Junction Loop.....	15	10	10
Through switch Eastward main track to westward hill track, Benwood Junction	25	25	25
Between West End O. R. Bridge Bellaire and West End Viaduct, Newark Division side.....	20	20	20
Over viaduct, Wheeling Passenger Station.	10	10	10
Between West End O. R. Bridge Bellaire and DK Tower, C. L. W. Side.....	10	10	10
Trains entering or leaving double track at Narrows, Benwood Junction, west end Bellaire viaduct.....	15	15	15
Over Ohio River Bridge, Bellaire.....	30	20	20
Eastward and Westward tracks, Lincoln Avenue Crossing, Bridgeport.....	10	10	10

**5. SPEED RESTRICTIONS—Concluded.**

LIMITS.	CLASS OF SERVICE		
	Passenger and express trains.	Passenger trains handled by freight engines, and fast freight trains.	Slow freight, local, pick-up and work trains.
<b>Between Bridgeport and Warwick.</b>			
Between Bridgeport and Holloway.....	40	25	25
On St. Clairsville Branch.....	15	10	10
Trains entering or leaving double track at Maynard and Fairpoint.....	15	15	15
Eastward and Westward tracks over sink opposite Dillon No. 5 Mine.....	10	10	10
Westward track over sink, 30 car lengths East RH Tower.....	20	10	10
Between Holloway and Warwick, except as noted below.....	45	35	30
Between poles 52-17 and 52-19, one-half mile east of Bridge 17, East of Stillwater.	25	20	20
On all curves between station Tippecanoe and a point ½ mile east of Freeport, and on first and second curves east of Stillwater, also on second and third curves west of Stillwater.....	35	30	
Leaving double track, Dover, and CO Tower.....	25	25	25
M. & C. Jet.—			
Through interlocking (Westward.....	25	25	25
Eastward.....	15	15	15
Canal Fulton, over Street Crossings.....	30	30	
No. 2 track between poles 100-12 and 100-21, ½ mile west of Crystal Springs...	35	35	
Penna. crossing at Warwick.....	20	20	20
Through Wye, Sterling.....	10	10	10
Through Wye, Warwick.....	15	15	15
<b>Between Sterling and Lorain.</b>			
Sterling, to and from Akron-Chicago Div.	20	20	20
Sterling and Benton.....	40	35	30
Benton and YD Tower.....	25	25	25
Entering double track, Seville.....	10	10	10
Seville, over Main Street.....	8	8	8
Using cut-off switch, Lake Junction.....	20	20	20
Leaving double track Lester.....	15	15	15
Elyria, over Lake Avenue.....	15	15	15
Receiving tracks, Lorain yard.....	10	10	10
<b>Cleveland Sub-Division.</b>			
Lake Junction to RD Tower except as noted below.....	40	35	30
Using cut-off switch, Lake Junction.....	10	10	10
Bridge 77 is O. K. for Q-1, Q-1A, Q-1B and Q-1C engines.....	15	15	15
Bridge 79, east of Valley City.....	20	10	10
Bridge 94, east of Berea.....	20	10	10
Liberty Street crossing, Medina.....	10	10	10
Trains will not exceed a speed of 20 miles per hour over first and second highway crossings east of Parma siding.			
Parma to RD Tower.....		20	20

**6. BRAKEMEN, FLAGMEN AND FLAGGING.**

Rule 99 is modified as follows:

On the R. S. & G. Sub-Division third class trains, and between Millwood and Ripley first class trains, will be relieved of protecting their rear against extra trains following. In these territories, when extra trains are run, train orders will specify the protection required.

Rule 93 is modified as follows:

## SPECIAL INSTRUCTIONS—Continued.

### 6. BRAKEMEN, FLAGMEN AND FLAGGING—Con.

Trains and engines occupying the main track in any yard between east end of steel plant siding Parkersburg and YD Tower Lorain and RD Tower Cleveland, will clear first class trains ten minutes and protect against all other trains.

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

Green signals for Eastward movements.

Yellow signals for Westward movements.

Trains will approach crossover switches HN Benwood, Benwood Junction Yard Office, East End Loop switches Benwood Junction, 23rd Street Wheeling, DK Tower, Junction Crossover Bridgeport, Freight House Bridgeport, East End Flushing Tunnel, Flushing Station, prepared to stop, expecting to find crossover switches occupied by other trains. This does not relieve crews from protecting their trains.

Trains will approach West Loop and crossover switches at Benwood Junction Yard Office prepared to stop and must not foul or pass over same until proper signal is received from switchtender. Movements over these switches other than from hill track or from West End of Loop will be governed by signals given by switchtender.

Trains and engines passing over Liberty Street, Medina, Ohio, between 7 A. M. and 4 P. M. will flag crossing.

### 7. EXPLOSIVES.

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

### 8. EXTRA TRAINS.

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

Route of extra trains between Lake Junction and Lester will be via Smith road unless otherwise specified by Train Order.

### 9. FIXED SIGNALS.

Rule 27 is modified to the extent that at an interlocking station where a train is stopped, due to the imperfect display of the home signal, and the day signal is plainly seen to indicate "Proceed," the train will be governed by the day indication displayed.

When sufficient lights in a color position-light signal are displayed to determine correct indication of signal, such indication will govern and the fact reported to the train dispatcher.

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

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

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

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

INDICATION—Prepare to stop at next signal. Trains exceeding medium speed must at once reduce to that speed.

NAME—Approach signal.

Rule 509 is modified to read—When a train is stopped by a stop signal it will stay until authorized to proceed or in case of failure of means of communication it may proceed when preceded by flagman to the next signal displaying a proceed indication. When a train is stopped by a stop and proceed signal it may proceed:

(b) At once at slow speed expecting to find a train in block, broken rail, obstruction or switch not properly set.

(c) At single track tunnels after five minutes have elapsed, preceded by a flagman a sufficient distance to insure protection.

### 9. FIXED SIGNALS—Continued.

Crossing signals at DK Tower and Bridgeport will be operated by trainmen as follows: If the signal is set for the Baltimore and Ohio movement and the crossing is clear, the train will proceed after stop has been made for crossing. If signal is set against the Baltimore and Ohio movement train will stop, trainman will proceed to crossing and if route is clear will set signal for movement of his train leaving signal set for Baltimore and Ohio movement. Levers for handling signal are located at bottom of signal masts.

#### Railroad Crossings.

Stations.	Railroads.	Position of Signal indicating Clear Route for Baltimore and Ohio Trains.
Huntington, 23rd Street..	C. & O. ....	Horizontal.
Huntington, 2nd Avenue and 3rd Street .....	C. & O. ....	Horizontal.
Zane Tower .....	Penna. ....	Interlocking.
DK Tower, Bellaire....	Penna. ....	Vertical.
Bridgeport .....	Penna. ....	Vertical.
Martins Ferry .....	W. & L. E....	Horizontal.
Urichsville .....	Penna. ....	Interlocking.
Dover .....	C. & M. ....	Diagonal.
Mile East of Justus....	W. & L. E....	Diagonal.
Mile West of Justus....	W. & L. E....	Diagonal.
Massillon (Russell's Switch) .....	W. & L. E....	Diagonal.
Massillon .....	W. & L. E....	Interlocked Signals.
M. & C. Junction .....	P. F. W. & C..	Interlocking.
Warwick .....	Penna. ....	Interlocking.
Sterling .....	Erie .....	Interlocking.
Grafton .....	C. C. C. & St. L.	Interlocking.
Elyria .....	N. Y. C. ....	Interlocking.
Lorain .....	N. Y. C. & St. L.	Horizontal.
Parma .....	C. S. L. ....	Interlocking.
RD Tower .....	C. B. & T....	Horizontal.

A fixed signal governs the movement of trains and engines at Industrial Crossing at Fifteenth Street, West Huntington. Lever operating signal is secured with B. & O. and C. & O. switch locks. Trains and engines will stop before passing over this crossing.

The normal position of the Crossing Signal at the C. & O. Belt Line Crossing, at Second Avenue and Third Street, Huntington, is for the C. & O. movement. Baltimore and Ohio trains before using this crossing, after coming to full stop, will have trainman see that the route is clear, set the signal for the Baltimore and Ohio movement, and when movement is completed, return the signal to the normal position.

All Baltimore and Ohio Freight trains will approach the single track Wheeling and Lake Erie Railway crossing, located one mile east of Justus, Ohio, at restricted speed and if the crossing is clear and signal set for Baltimore and Ohio movement they will proceed over the crossing without stopping, at a speed not to exceed 15 miles per hour. Third paragraph special instruction 20 is modified accordingly.

These instructions apply only to freight trains. Passenger trains will continue to make the regulation stop and proceed when crossing is seen to be clear and crossing signal set for Baltimore and Ohio movement.

Target at Russell's Switch, Massillon, will be handled by trainmen. When not in use will be set Vertical for Wheeling & Lake Erie trains.

When Eastward Distant Signal at Elyria displays a permissive indication, trains with 43 cars or less, may proceed to home signal; with more than 43 cars, stop west of Bond Street at telephone and confer with operator at N. Y. C. Tower as to time train will receive signal. One long and two short rings to call operator at N. Y. C. Tower.



## SPECIAL INSTRUCTIONS—Continued.

### 9. FIXED SIGNALS—Concluded.

In case of color position light signal failure at W. & L. E. crossing, Massillon, trains will be governed by hand signals; yellow flag or lamp signals to govern B. & O. trains, green flag or lamp signals to govern W. & L. E. trains. When hand signals are used trains and engines will make the statutory stop.

Westward high Home signal located just east of Main Street, Massillon, governing movement over W. & L. E. crossing, is connected with and operates as approach signal to Westward Home signal M. & C. Junction Interlocking plant. Unless otherwise instructed, westward trains on No. 1 track having more than forty cars, will stop east of Tremont Street until clear indication is displayed on westward high Home signal east of Main Street, Massillon.

At Parma westward derail and detector bar are 45 feet west of home signal, trains switching on main track will obtain permissive signal for each move.

Switches at RD Tower will be handled by trainmen. Normal position of double track switch to be for movement of Eastward C. T. & V. Sub-Division trains. Telephone is located in RD Tower where crews will call Clark Avenue for pull in track, unless instructed on line.

### 10. SPACING TRAINS.

Rule 109 is modified on Kenova and R. S. & G. Sub-Divisions to permit freight trains to follow trains carrying passengers after spacing time of fifteen minutes by running under permissive indication until Form A on train order signal at advance train order station indicates the train carrying passengers is clear of the advance block.

When a freight train is allowed to proceed under a clear signal indication and the conditions are such as it may reach the next advance train order station after the closing hour, the Form A should be sub-divided in order to have the train run under permissive indication beyond the closed train order station until it reaches an open train order station, and under such conditions operator will apply to train dispatcher for information.

Westward freight trains will not pass Baden until ascertaining from operator, Pt. Pleasant, that the preceding passenger train has cleared Pt. Pleasant, which will be handled with Form A, Part A, Line 4.

Rule 109C is in effect between Parkersburg and Benwood Jet., Bellaire and Maynard, Fairpoint Crossovers and Warwick, Sterling and Lorain, Lake Junction and RD Tower.

Rules 501 to 515, inclusive, are in effect between Wheeling and Benwood Junction and at tunnels protected by automatic signals.

Rules 301 to 377, inclusive, are in effect between Wall Plaster spur Bellaire westward on Newark Division.

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

Eastward passenger trains will not be blocked at No. 5 signal, Bellaire. If they cannot proceed to Bellaire passenger station they will be held at No. 4 signal.

The eastward color position light home signal, at end of double track, Maynard, governs movement into Rule 109C territory.

The westward color position light home signal, west end of passing siding, Fairpoint; the home signal governing westward movement on main track at the west end of passing siding, Fairpoint, and the home signal on signal bridge on eastward track east of crossovers governing westward movement to the westward track will govern the movement into Rule 109C territory.

All westward trains, except first class, will stop at the telephone located at the crossover, east portal, Flushing Tunnel, and secure by telephone, from the operator at HA Tower or Flushing, or in the absence of operator from the train dispatcher, permission to proceed and what track or tracks in the westward receiving yard at Holloway to deliver their train and what disposition to be made of Caboose. The information must be recorded in writing, making two copies.

Eastward third class and extra trains entering yard, Holloway at switch east of station will clear time of westward first class trains at HO Tower. This does not relieve westward first class trains from approaching at restricted speed, the pull-in switch east of and pull-out switch west of Holloway station.

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

Rule 91A is not in effect.

### 11. HELPER, SWITCH AND YARD ENGINES.

When helper engine is used on rear end of freight trains the air brakes must be coupled up to helper engine and operated from leading engine. If necessary to cut helper engine off without stopping train, the angle cock will be closed on rear end of the last car or caboose, the uncoupling lever raised and signal given to helper engine to stop helping. When the helper engine drops back far enough to pull the hose apart the brakes on helper engine will act and stop the engine, so that the helper engine will not collide with the train should there be an air hose burst just after cutting off.

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

Passenger engines en route to Wheeling to depart with trains are due to leave ready track, Benwood, not later than as shown below, and will not be delayed between ready track and Wheeling by freight trains or yard engines:

Engine for Train 59.....	5.45 A. M.
Engine for Train 561.....	7.20 A. M.
Engine for Train 33.....	9.55 A. M.
Engine for Train 441.....	6.40 P. M.
Engine for Train 45.....	6.10 P. M.

Yard engines desiring to use the main track west of J Tower in addition to securing permission from the operator to occupy block, Newark Division side, must get clearance on overdue trains, Form A, part A, line 5, from the Newark Division dispatcher through operator at J Tower. This information may be telephoned.

Yard engines desiring to use Schick Siding must get permission from operator at J Tower and must report clear of siding same as main track.

Trains using eastward main track will approach wye switches west of RH Tower at restricted speed expecting to find engines turning on wye.

Helper engines on westward trains which are to return east from RH Tower will be detached from train at crossover located east of Flushing Tunnel.

Trains will approach Lester at restricted speed, expecting to find engines turning on wye. This will not relieve trainmen from complying with Rule 99.

### 12. TELEPHONES.

At non-telegraph or telephone sidings, or at stations where telegraph or telephone office is closed, trains meeting with accident, or unusual delay, conductors will arrange to call the nearest open office by telephone, if possible, or if conditions warrant, call Dispatcher's Office, Wheeling, Bell telephone Nos. 3655 or 3656. In all cases of using commercial telephone instruct the exchange operator to reverse charges.

Location	Connected With
Baden.....	Pt. Pleasant.
Ravenswood.....	Sandyville, Liverpool, Reedy and Polk.
Ravenswood.....	R. S. & G. Junction.
Vienna.....	Steel plant booth, MS Tower, SX Tower, Parkersburg and Ohio River Junction.
Brooklyn Junction—	
West End.....	} Brooklyn Junction.
Shop Foreman's Office.....	
New Martinsville—	
East and West Ends.....	} Brooklyn Junction.
Ticket Office.....	
Glass House Crossover.....	
Hannibal.....	
Independent Sand Co.....	
Roberts East and West Ends...	

## SPECIAL INSTRUCTIONS—Continued.

### 12. TELEPHONES—Continued.

Location	Connected With
Proctor—	
East and West Ends.....	} Moundsville and Clarington.
Agent's Office.....	
Wells Pit—	
East and West End.....	
Clarington—	
East and West Ends.....	
Foster—	
Outlet Switches.....	
Lang.....	
Chestnut Hill—	
East and West Ends.....	
Moundsville (O. R. District)—	
Panama Mine.....	
Watch Box, Moundsville	
Narrows.....	
West End.....	
East End Main Line Con- nection.....	
Narrows—	
East End Glendale.....	} Narrows and Moundsville.
West End Glendale.....	
Narrows—	
East End Extension.....	Narrows and Moundsville.
Moundsville—	
East End, Middle Switch, Moundsville, East and West Ends Gravel Siding, East End Main Line Con- nection.....	Moundsville and Narrows.
Crossover, Standard Slag Co..	} Narrows, Benwood and Benwood Junction.
West Switch, Ice House.....	
Yard Office, HN Benwood.....	
West End Loop Switches.....	} Narrows, Benwood Junction, J Tower.
East End Loop Switches.....	
Watchman's Shanty—	
Bellaire Bridge.....	J Tower and Benwood.
East End Bellaire Bridge.....	} Benwood Junction, J Tower and DK Tower.
West End Bellaire Bridge.....	
33rd Street, Bellaire.....	
Boggs Run.....	} Benwood Junction and WR Tower.
Wheeling Tile Works.....	} WR Tower and Yard Office, 23rd Street.
West End Coach Yard.....	
Wagners.....	
Baltimore Street.....	WR Tower.
Stock Yard.....	} Schick, DK Tower and J Tower.
Bellaire Yard Office.....	
Junction Switch, Bellaire.....	
Schrams Crossover.....	} Train Dispatcher's Office, J Tower and Bridgeport.
Slack Track.....	J Tower and Bridgeport.
Stop Signal East of Bridgeport.	
Old Yard Office, at West End, Bridgeport.....	J Tower and Bridgeport.
Fairpoint—	
Wheeling Creek Crossover...	} Train Dispatcher's Office, Fairpoint.
Lincoln Crossover.....	
Blaine Crossover.....	
Stanley Crossover.....	
Barton.....	} Train Dispatcher's Office, Fairpoint.
Crescent.....	} Train Dispatcher's Office, Fairpoint.
East Wye Switch.....	} Fairpoint.
West Wye Switch.....	
Wabash Crossover.....	
Fairpoint—	
Bungalow at Fairpoint Cross- over.....	} Fairpoint.
Bungalow at West End pas- sing siding, Fairpoint.....	
Bungalow at East End of double track, Fairpoint.....	
Westward Signal, No. 193, McConnells Crossing.....	
Westward Signal No. 179.....	
Bungalow at Maynard.....	

### 12. TELEPHONES—Continued.

Location	Connected With
Fairpoint—	
Crabapple Crossover.....	} Train Dispatcher's Office and Fairpoint.
Taplin Crossover.....	
Bannock.....	} Train Dispatcher's Office, Fairpoint.
Alice Crossover.....	
Lafferty.....	
Belmont Central Junction...	
RH Tower—	
East Switch Flushing Wye...	} Flushing, HA Tower.
West Switch West Siding....	
Flushing.....	
Old FI Tower.....	} Flushing and HA Tower. Train Dispatcher's Office.
Kennon Crossover.....	
West Switch Flushing Wye..	} Holloway Yard Office and HA Tower.
Flushing Freight House.....	
Crossover Holloway Shop...	} Train Dispatcher's Office, HA Tower.
Holloway Yard Office.....	
Holloway Shop.....	} Crossover. A. Depot. A.
Holloway Station.....	
OM Tower.....	A.
Piedmont.....	
QD Tower.....	
Freeport.....	} West Switch, Crossover and Depot. A.
Tippecanoe.....	} West Switch and Depot. A. Telegraph Office and East Switch. A.
Stillwater.....	A.
Maple Leaf Mine Track.....	A.
Walnut Grove Mine Switch...	A.
Clay City Prod Co. Switch...	A.
Uhrichsville.....	East Switch. A.
Uhrichsville.....	Trenton Avenue. A.
Uhrichsville.....	Telegraph Office, A and E, and Agent's Office. E.
Uhrichsville.....	West End of West Side Storage. A.
Midvale.....	Depot. A and E.
GI Tower.....	Crossover, and in Bottom of Tower. E.
New Philadelphia.....	Opposite Wainwright, Switch. A.
Reeves Crossover.....	Freight House. A and E.
Depot.....	A.
Depot.....	A. S. & T. P. lead. A.
Dover.....	E.
Dover.....	Telegraph Office. A and E.
Dover.....	Roundhouse. E.
Dover.....	Old Yard Office. E.
Parral.....	West End of West Lap. A.
Columbia Brick Co.....	A.
National Brick Co.....	A.
Strasburg.....	Depot, A and E; West Switch, A; and Road Crossing, E.
Beach City.....	Agents' Office and East Switch. A.
Justus.....	Depot, East and West Switch. A.
CO Tower.....	East Switch. A and E.
CO Tower.....	Telegraph Office. A and E.
CO Tower.....	Wye Crossover. A.
Massillon.....	East of Tremont Street. E.
Massillon.....	Main Street Tower. E.
Massillon.....	Depot. A and E.
Massillon.....	Yard Office. A and E.
Massillon.....	Roundhouse. E.
M. & C. Junction.....	Telegraph Office. A and E.
Crossover Bridge 46.....	E.
Youngstown Road.....	E.
Greenville Gravel Co.....	Crossover. A and E.
Pauls.....	East and West Switch. A.
Canal Fulton.....	Depot E and West Switch. A.
Warwick.....	Telegraph Office.
Warwick.....	East of Wye Switch and Wye Switch.
Warwick.....	Telegraph Office. A.
Sterling.....	Wye Crossing to Sterling.
Sterling.....	West End C.L. & W. Siding. A.

## SPECIAL INSTRUCTIONS—Continued.

### 12. TELEPHONES—Concluded.

Location	Connected With
Seville.....	Waiting Room. A.
Lake Junction.....	Telegraph Office, East Switch and Loop Switch. A.
Smith Road.....	West Switch with Lester.
Lester.....	Telegraph Office. A and C.
Lester.....	Wye Switch. C.
Erhart.....	Depot. A.
Grafton.....	Telegraph. A and C.
Grafton.....	Car Inspectors Office. B.
Grafton.....	Depot. C.
Grafton.....	West Switch. A.
Patterson.....	West Switch. A.
Elyria.....	East and West Switch. A.
Elyria.....	Telegraph Office. A and D.
Elyria.....	Depot. D and C.
Elyria.....	West of Bond Street. D.
Benton.....	A and B.
Lorain.....	Wabash Overhead Bridge. 329-A. B.
Lorain.....	Sheffield Crossover. B.
Lorain.....	Roundhouse. B and C.
Lorain.....	Yard Office. A, B and C.
Lorain.....	Train Master's Office. A, B and C.
Lorain.....	Middle Yard. B and C.
Lorain.....	Depot. B and C.
<b>Cleveland Sub-Division.</b>	
Medina.....	Box east of Depot. A.
Valley City.....	Depot. A.
Strongsville.....	Agent's Office. A and C.
Berea.....	Depot. A and C.
Parma.....	Telegraph Office. A and C.
Parma.....	Swift and Co. A.
South Brooklyn.....	Depot. A.
RD Tower.....	C and Clark Avenue.

#### NOTES.

- A—Dispatchers Circuit.
- B—Lorain Yard Line.
- C—Lorain-Cleveland Short Line.
- D—Elyria Yard Line.
- E—Canal Fulton to Uhrichsville Short Line.

### 13. AIR BRAKES, HAND BRAKES, TESTING, ETC.

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

Westward freight trains will come to a stop with rear of train clear of West crossover switch RH Tower. Stop will be made with service application of the brakes, at which time the conductor will note if air brakes applies and releases on rear car in train. Not less than 85 per cent. of retaining valves will be turned to holding position, brake pipe pressure will be increased to 90 pounds, train will then proceed as per Rules 162 to 166, inclusive, pages 59 and 60, Form 1118-D Rev. If train is required to stop, the retaining valve will be immediately turned down to release the brakes; retaining valves will be turned up to holding position before train proceeds. When the helper engine is coupled to the head end of the train, the train may proceed to the crossover east of Flushing Tunnel, where the above instructions will be complied with.

Not less than 20 good hand brakes will be set on the west end of trains left in Holloway receiving yard. Conductor will know that trains have been properly secured by hand brakes.

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

Trains descending Belden Hill, Erhart to Grafton, will use at least three retaining valves on head end of train for each one thousand tons in train and will not exceed speed of twenty miles per hour between Erhart and Grafton.

### 14. WATER AND FUEL.

Rule 115 is modified to the extent that it will not be necessary for engines to be detached from freight trains while taking water or fuel unless, in the judgment of the engineman, it is necessary, except double headers on tonnage trains, engines will be detached.

Freight engines will not take water at Sterling or Warwick when passenger trains are taking water on other tracks. Eastward C. L. & W. Sub-Division trains taking water at Sterling will detach engine before passing signal governing the crossover and wye.

At Warwick—Unless otherwise instructed westward trains from C. L. & W. Sub-Division with more cars than will clear between coal tipple and interlocking plant will pull to second crossover west of coal tipple, cut engine off and return for coal and water.

### 15. OPERATING TRAINS BY SIGNAL INDICATION.

Rules 130 to 132, inclusive, are in effect between SX Tower and Ohio River Junction; East End Bellaire Bridge and Wall Plaster Switch, Bellaire, and between end double track, Maynard and Fairpoint.

Rules D-261 to D-264, inclusive, are in effect between end double track, Fairpoint and crossover located 1100 feet west of Bridge 132.

Rules D-251 to D-254, inclusive, are in effect between Wheeling and Benwood Junction.

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

### 16. JOINT OR SPECIAL USE OF TRACKS.

Mail Cars and other passenger equipment will be stored on main track in front of passenger station, Kenova. Trains and engines moving within Kenova Terminal will be governed accordingly.

Trains meeting at Huntington will use River Track west of crossover.

Both legs of wye at Baden are blocked with cars. Trains using wye will leave cars in same position as they found them.

The track above the tipple at Jackson Mine, Hartford, is not safe for the operation of engines.

The time of No. 62, Millwood applies between Main Line Passing Siding Switches, other trains will be governed accordingly.

Movements over transfer track between water tank DR Tower and SX Tower will be authorized by Form "A" issued by operator at DR Tower who will supervise all movements over transfer track.

Any engine having work to do in the block will make special arrangements with operator. Trains clearing at intermediate points will not again enter block without Form A authority from operator at DR Tower.

Movement between SX Tower and MS Tower will be governed by Rule 93, after complying with Rules 83, 83-B and 83-C.

Operator at SX Tower will handle switches of Sixth Street crossover for all movements.

Operator at DR Tower will handle Ohio River ready-track and south side fire track switches at High Yard Terminal.

Trains from the transfer track required to use Ohio River Sub-Division main track or Monongah Division main track will comply with Rules 83 and 83-B.

Eastward third class and extra trains terminating at MS Tower will head in at No. 6 switch on south side of main track; westward second, third class and extra trains will use main track to east end of No. 1 Track unless otherwise instructed.

Trains meeting at MS Tower will use No. 1 track extending from the east switch of No. 1 track at 19th Street to the crossover just west of MS Tower.

The time of first class trains will apply at these switches.

The time of trains operating between Brooklyn Junction and Hartzel will apply at first cross over switch East of telegraph office, Brooklyn Junction.

## SPECIAL INSTRUCTIONS—Continued.

### 16. JOINT OR SPECIAL USE OF TRACKS—Continued.

Eastward third class and extra trains whose superiority is restricted at Brooklyn Junction will use freight track, Brooklyn Junction to Hannibal. Westward trains except Nos. 41, 45 and 745 will not use this track without permission from the train dispatcher.

Schedule time of Trains Nos. 46, 42, 41, 45 and 745 will apply on freight track between Brooklyn Junction and New Martinsville. Track extending from first switch west of Bridge No. 378, Brooklyn Junction to Hannibal, will be known as freight track.

Trains will approach New Martinsville under control, expecting to find Trains Nos. 46, 42, 41, 45 and 745 doing station work.

Train orders and the time of trains will apply at the lap switches at Foster Tower.

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

Movements against current of traffic between East End Bellaire Bridge and Narrows will be handled by yardmaster, Benwood Junction, in accordance with Rule 93.

Double track between Schicks and west end of Bellaire Viaduct is discontinued.

The former westward main track will be operated as single track between J Tower and Schicks.

The former eastward main track will be used as passing siding and known as Schicks, capacity—118 forty-five foot cars—this siding will be used by trains in both directions.

Switch at Schicks will be handled by trainmen. Switch at Wall Plaster Spur is interlocked.

Dwarf signal located to the right of main track (between main track and siding at Wall Plaster Spur), governs eastward main track movement to the bridge.

Signal governing eastward movement from siding to main track at Wall Plaster Spur is inoperative. Eastward movement from siding to the bridge will be on authority of Form A, issued by operator at J Tower by telephone.

All crews operating west of J Tower on Newark Division side must have copies of Newark Division Time Table in their possession.

Movements against current of traffic at Zane Tower, Pennsylvania Railroad Crossing, will be made on written instruction from towerman on duty. If no towerman is on duty, crew will see derail is properly set and movement protected by flagman in both directions against Pennsylvania Railroad.

Jones' Siding, Wheeling, is only serviceable for one car length beyond clearance point of switch. No engine will be placed on this siding.

Hayes hand derail located on the south rail of main track 250 feet east of agent's siding switch at St. Clairsville. This derail will be restored to derail position immediately after trains or engines have passed.

Normal position for switches at HO Tower are as follows:

Switches on the crossover from the eastward lead to the main track.

From the main track to the eastward main track.

From the westward main to the westward receiving track lead.

The dividing switch between five and six tracks for No. 6 track.

Unless otherwise directed all switches for movement of trains from double track to single track and single track to double track at HO Tower and Holloway Station, also switches leading to westbound receiving yard at HO Tower will be handled by trainmen.

Running track between the penstock and west end Holloway Yard will be used as a westward running track; engines or trains desiring to use this track in opposite direction will do so only on authority of yardmaster.

Normal position at crossover switches, end of double track at Holloway Station will be from eastward main to single track, from yard to westward main track.

Trains to meet or pass at Midvale will do so at Midvale Branch switch.

Dover, double track switch will be handled by trainmen and left in position last used.

Siding east of CO Tower is an eastward siding.

Operator CO Tower will handle main track and cross-over switch at end of double track. When this office is closed, trainmen will handle the switches and leave set for westward movement.

### 16. JOINT OR SPECIAL USE OF TRACKS—Concluded.

Gauntlet at M. & C. Jet. is equipped with spring switches. Movement through gauntlet is authorized by signals located at clearance point end of double track, on each side of gauntlet, which work in conjunction with Home interlocking signals. Clear indication on Home interlocking signal and signal located at clearance point is authority to proceed through gauntlet.

Cross-over west of east switch, Greenville gravel pit west of M. & C. Jet. will be used by Penna. trains eastward, to enter their yard after receiving permission from operator at M. & C. Jet. to cross-over. When crossing over, trains will be protected by flagman as per Rule D-152 and will report when clear.

Connection track between east wye switch and Penna., Warwick, is main track for Trains 58, 59 and Penna. trains.

Operator, Lester, will handle switches at end of double track and crossovers between Cleveland and C. L. & W. Sub-Division. When office is closed trainmen will handle switches and leave switch at end of double track set for westward movement and crossover switches set for main track movement.

Westward trains via C. L. & W. Sub-Division, stopping at Lester, will clear east cross-over to Cleveland Sub-Division, unless given a proceed signal by operator.

At Grafton, Ohio, account curvature, engines Q class or larger, will not move directly from the siding to west wye or vice versa, but will make the move to or from the wye or siding from the main track.

**LORAIN YARD:** Reverse movements on double track between crossover 28th Street and crossover Sheffield, will be made under protection of flagman or written instructions from the yard master, and between cross-over Sheffield and Benton by train order.

Semaphore at 21st Street and 28th Street will govern movements of trains, engines, and caboose cars when eastward yard running track is blocked between these points. When stop indication is displayed, trains, engines and caboose cars stop to clear cross-over and be governed by operator's instructions. Conductors blocking eastward yard running track between these points, will lock semaphore at 21st Street in stop position and notify operator, and when clearing it, place semaphore in clear position and notify operator, except that yard master will arrange to handle when cleared by road crews. When this operation is used, trains and engines will be reported to operator when clear at 21st Street and 28th Street and caboose cars will be reported to operator when clear on caboose track.

Switches leading from end of siding to a storage or station track will be set for such tracks, serving as a derail.

### 17. MAIL.

#### 18. TRAIN ORDER STATIONS—IRREGULAR HOURS.

Kenova .....	{ 8.00 A. M. to 4.00 P. M.
	{ 11.00 P. M. to 7.00 A. M.
*Gallipolis .....	7.50 A. M. to 4.55 P. M.
*Mason City .....	8.00 A. M. to 5.00 P. M.
*Hartford .....	8.00 A. M. to 5.00 P. M.
*Letart .....	8.00 A. M. to 5.00 P. M.
*Millwood .....	7.30 A. M. to 4.30 P. M.
Ravenswood .....	{ 8.00 A. M. to 4.00 P. M.
	{ 8.30 P. M. to 4.30 A. M.
*Spencer .....	6.45 A. M. to 3.45 P. M.
*Belleville .....	7.00 A. M. to 4.00 P. M.
Williamstown .....	12.00 Mid. to 4.00 P. M.
*Waverly .....	8.00 A. M. to 5.00 P. M.
	{ 7.30 A. M. to 3.30 P. M.
St. Marys .....	{ 5.30 P. M. to 1.30 A. M.
Sistersville .....	11.30 P. M. to 3.30 P. M.
*Clarrington .....	7.00 A. M. to 4.00 P. M.
*Flushing .....	7.30 A. M. to 4.30 P. M.
*Freeport .....	8.00 A. M. to 5.00 P. M.
*Strasburg .....	8.00 A. M. to 5.00 P. M.
*Canal Fulton .....	8.00 A. M. to 5.00 P. M.
*Seville .....	7.00 A. M. to 4.00 P. M.
*Valley City .....	7.30 A. M. to 4.30 P. M.
*Strongsville .....	7.30 A. M. to 4.30 P. M.
*Berea .....	7.30 A. M. to 4.30 P. M.

\*Daily except Sunday.

## SPECIAL INSTRUCTIONS—Continued.

### 19. MAXIMUM WEIGHT LIMITS.

Between—	CARS GROSS WEIGHT. POUNDS.
Washington and New Haven.....	150,000
New Haven and East End Bridge 1730.....	160,000
East End Bridge 1730 and Guyandotte.....	130,000
Guyandotte and Kenova.....	160,000
R. S. & G. Junction and Spencer.....	130,000
Millwood and Ripley.....	150,000
Viscose Company Plant and Slate.....	160,000

Engines must not be double headed over any part of Bridge 1730 at Point Pleasant Two engines may be used in a train over this bridge, as follows: On passenger trains, the second engine must be at least 8 cars behind the first engine. On freight trains, the second engine must be at least 15 cars behind the first engine. Trains must be run at a uniform speed of 10 miles per hour until the entire train is off the bridge. No stopping or starting of trains on this bridge is permitted.

Engines may double head between Parkersburg and east end of Bridge 1730, and between west end of Bridge 1730 and Kenova, and between Millwood and Ripley.

Engines may double head between R. S. & G. Junction and Spencer, except over Bridges 1 and 54, but it will be permissible to put one engine on head end and the second engine on rear end over these two bridges.

TERRITORY	CARS GROSS WEIGHT.
MOUNDSVILLE BELT LINE.....	190,000
HITCHMAN MINE SIDING.....	130,000
SUBURBAN BRICK Co., Bellaire.....	150,000
Bridgeport to Martins Ferry.....	200,000
BARTON MINE TRACK.....	200,000
VIRGINIAN 44, MINE TRACK, Lafferty.....	200,000
VIRGINIAN 34, MINE TRACK, Flushing.....	200,000
Between Wheeling and Benwood O. R. Junction— (P. C. C. & St. L.).....	193,000
GATES SPUR (South Brooklyn).....	200,000
WAINWRIGHT MINE BRANCH.....	190,000
PARAL, on trestle Robinson Clay Products Co.....	190,000

S-1 and Mallet engines may be turned on wye at Lester, not to exceed a speed of 5 miles per hour over Bridges 76 and 76½.

Q-4, S-1, and Mallet engines are not permitted on Bridge 77, located on Cleveland Sub-Division, about 15-car lengths west of wye-switch Lester.

Cars not to exceed 140,000 pounds gross weight may be spotted but engines will not be operated upon the coal tipple of the Fox Furnace Co., Elyria.

It is not permissible to turn S-1 or Mallet type engines on wye at Dover or Massillon account curvature and strength of Bridge 43-1.

For operation of engines, see Booklet Form 1594, Spl.

### 20. RESTRICTIONS AT RAILROAD CROSSINGS AND DRAWBRIDGES.

Trains and engines will stop not less than 200 feet and not more than 400 feet from C. & O. Crossing at 23rd Street, Huntington, and at 2nd Avenue and 3rd Street, Huntington, and not proceed until the route is clear.

Trains and engines will stop before passing over street car crossing at First Street and Fourth Avenue, Huntington.

In the State of Ohio at railroad crossings not equipped with approved interlocking, all trains or engines will stop not less than 200 feet or more than 800 feet from crossing and will not proceed until the route is clear.

### 21. WHISTLE SIGNALS.

Operating Rule 14-1 is amended as follows:

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

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

— — — — 0 0 0	Flagman may return from west.
— — — — o o o	Flagman may return from east.

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

### 21. WHISTLE SIGNALS—Concluded.

Whistle signals, Rules 14 (da) and (ea) will apply at the following points: Between Kenova and Guyandotte; between Millwood and Ripley; between R. S. & G. Junction and Spencer; between Brooklyn Junction and Narrows via Low Line; between Benwood Junction and Schick; between BN Tower and St. Clairsville; at M. & C. Junction for Pennsylvania, eastward trains only; at Warwick westward on C. L. & W. Sub-division; at Sterling on C. L. & W. Sub-division; Cleveland Sub-division.

To avoid confusion in flagging signals at Narrows, westward trains on High Line will not sound whistle to call in flagman between Old Glendale Coal Tipple and Narrows. This will not relieve crews from protecting their train.

Trains will use the following whistle signals for recalling flagman between Narrows and Moundsville Passenger Station on High Line:

— — — — — o	Flagman return from east.
— — — — — o	Flagman return from west.

The following whistle signals may be used by enginemen at points specified, for routes desired, as follows:

Sterling, Erie Transfer Switch — — o o o o	
Movement to Wye — o o —	
Westward to C. L. & W. Sub-Div. — o o o o o	
Warwick, Penna., Northward track —	
C. L. & W. Sub-Div. tracks — o o o o o	
Passing sidings, Warwick and Sterling, controlled by interlocking — o o o o	

### 22. MARKERS.

Yard engines will display markers while crossing Bellaire bridge and between J Tower, Bellaire and Bridgeport, to indicate rear of train.

Penna. trains using Baltimore and Ohio tracks may display yellow flags or lights as markers, where rules require green.

### 23. TRAIN ORDERS.

To secure uniformity of train orders the following form of order has been adopted to notify certain trains to take siding in making a meeting point.

“No.....engine.....take siding and meet  
No.....engine.....at.....”

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

On single track where Rules 301 to 377, inclusive, are effective, to admit a train that is not carrying passengers into a block within which a work extra is working and is not clear of the block, a copy of the work extra's working order must be addressed and delivered to such trains at the entrance of the block and they may be admitted under permissive indication of the block signal.

A work extra, working within manual block, single track, is an opposing train, as it is liable to move in either direction, and trains carrying passengers will not be admitted to the block unless it is clear or a 31 train order, Form A, making a definite meeting point with the work extra, authorizes the movement.

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

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

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

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

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

## SPECIAL INSTRUCTIONS—Continued.

### 23. TRAIN ORDERS—Concluded.

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

#### AUTOMATIC BLOCK SIGNAL TERRITORY.

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

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

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

#### NON-AUTOMATIC BLOCK SIGNAL TERRITORY.

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

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

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

On C. L. & W., and Cleveland Sub-Divisions, Train Order Form 19, as provided by Rule 211 may be used to restrict the superiority of trains except that Form 31 will be used when an order is issued at the point where superiority is restricted, or when superiority is restricted at a siding between open train order stations.

### 24. PROTECTION OF MOVEMENTS OVER HIGHWAYS AT GRADE.

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

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

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

Trains and engines using industrial tracks at Essex Glass Company, Parkersburg Machine Company, Vitrolite Company, and transfer track at Ann, Juliana, Market and Avery Street Crossings, Parkersburg Low Yard, will have a trainman precede the movements to see that crossings are clear of vehicles, pedestriains and street cars, unless watchman is provided.

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

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

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

### 25. INTERLOCKING.

Interlocking station is located at Fairpoint, controlling the interlocking between end of double track, Maynard, and Fairpoint cross-overs located 1100 feet west of Bridge 132 and is equipped with dual control machines permitting the switches to be operated by trainmen when required, but will not be handled or operated by them without first securing permission from the operator at Fairpoint and he must be informed when they are returned to power operation.

All signals within these limits are of the color position light signals in accordance with diagram 190-Q, June 17, 1924.

A permission signal (lunar white with marker), figures 3 or 8, diagram 190-Q on westward home signal at Bridge 129, or at either of the eastward home signals at west end of interlocking Fairpoint, also indicates there are train orders. All trains receiving this indication must comply with the speed restrictions and secure Form A before passing telegraph office.

#### Movement of a train or engine over a dual control switch at times when the governing signal cannot be cleared.

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

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

Rule 684 is revised to read:

When necessary to disconnect a switch, derail or movable frog, they shall first be spiked and signal maintainer must give to the operator "Out of Service" form, in duplicate, specifying the part or parts affected. This form must be signed by each operator on duty, and one copy filed by the signal maintainer. The "Out of Service" form must in like manner be used when it is necessary to disconnect a detector bar, signal or circuit. Signals governing over routes affected shall be secured so as to display the most restrictive indication.

Whistle or siren has been installed at WR Tower, Wheeling. The following Code Signals will be observed within the interlocking limits:

Sound	Indications
(a) —————	All trains within interlocking limits stop immediately.
(b) 0 0	Resume normal movement after receiving the proper signal or permission from the signalman.
(c) 0 0 0	Whistle or siren test.
(d) 0 0 0 0	Call signal maintainer or repairman.

### 26. OPERATION OF SPRING SWITCHES.

Spring switches are located at the following points: End of double track, QD Tower, GI Tower, M. & C. Junct., Seville, Erhart and Benton. See special instructions 30-A.

### 27. HOURS OF SERVICE LAW.

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

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

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

## SPECIAL INSTRUCTIONS—Continued.

### 28. ELECTRIC HEADLIGHTS.

### 29. BRIDGE AND TRESTLE PROTECTION.

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

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

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

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

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

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

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

### 30-A. TRAINS OPERATING OVER SPRING SWITCHES.

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

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

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

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

### 31. INSPECTION OF PASSING TRAINS.

Rule 117 is supplemented as follows:

If no indication of conditions endangering the train is seen, employees will give proceed signal to rear of passing train. Train and enginemen on moving trains will be on the lookout for signals when passing stations, sidings, water stations, points where trackmen are working, and other places where employees are stationed along track and, when possible, will exchange signals with men on ground. When other duties permit, trainmen will be stationed at rear of both passenger and freight trains to exchange signals when passing stations and sidings. On trains having official or other cars to which trainmen do not have access, on rear of train, signals will be exchanged from rear of car first ahead of such car or cars.

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

#### (a) HOT JOURNALS—

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

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

### 31. INSPECTION OF PASSING TRAINS—Concluded.

#### (b) CONNECTIONS DRAGGING—

By day or night—Give stop signal.

#### (c) CAR DOOR SWINGING—

By day—Hold hand horizontal above head.

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

#### (d) BRAKES STICKING OR WHEELS SLIDING—

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

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

### UNCLASSIFIED.

Not more than four dead engines may be handled in one train, and when so handled, the first dead engine will be placed with five cars between it and the engine handling the train, and five cars will be placed between each dead engine, the purpose being to handle them near the head end.

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

Employees operating motor cars must not pass an open telegraph or block station without asking the operator for information as to train movements, also movement of other motor cars in the same or opposing direction of which he is informed. They should state the direction in which they are to move, and the operator to whom this information is given, will notify the operator at the station in advance and proper record be made by these operators on their block sheets or train register, so that in the event a motor car is to be operated within these limits, the operator will be in position to give information as to movements of other cars within the same limits.

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

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

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

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

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

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

In addition to the rules governing operation of motor cars, the following instructions will apply between signals at Bridge 129 and Fairpoint crossovers: Motor car operators will not pass these points until they have communicated with signalman by telephone and have received instructions which track to use. They will call signal man again after completing their move. Signalman will protect motor cars until move is completed. Operators of motor cars starting from Fairpoint station will have understanding with signalman as to which track they are to use and will report by telephone when they reach above points, signalman protecting the move.

## SPECIAL INSTRUCTIONS—Continued.

### UNCLASSIFIED—Continued.

Proceed signal from the rear will be given by white flag or light, and stop signal by red flag, red light or red fusee.

Do not apply brakes from the rear (conductor's valve, tail hose or angle cock), except to prevent damage, injury or loss of life—actual emergencies.

Rule 1040, Book of Operating Rules, is modified and trainmen will discontinue the practice of announcing the next station as soon as the train leaves the station, and instead, will make the announcement a few minutes before the train reaches the station where it is to stop. Of course, the announcement should be made sufficiently in advance of the arrival at station to permit passengers to get their belongings together and thereby avoid any unnecessary delay to the train after it arrives at the station.

Rules 980 and 1042 are modified as follows: Trainmen will permit passengers to ride on the rear platform of the rear car when there are side doors and end gates in position. Chains will not be considered as substitutes for end gates.

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

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

Between Dam 27 and Cox Landing mile posts 206 and 207.  
Bens Run, mile posts 55 and 56.

When running switches are made from or to main track the conductor will handle switch.

Freight trains stopping at Moundsville will clear station platform.

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

Freight trains will be cut while standing in front of passenger stations at all times when passenger train is due on opposite track. This also applies to trains using high grade, Benwood Junction, to and from Newark Division, while passenger train is at platform on low grade or is due on opposite track on high grade.

On account excessive curvature, Mallet engines must not be operated over the following tracks at Benwood:

- A—Outside Loop opposite yard office.
- B—Outbound Engine track No. 1.
- C—Outbound Engine track No. 2.
- D—Crossover from No. 8 to No. 7 track Eastbound yard.

On account of close clearance of umbrella shed in Track No. 4, Wheeling Passenger Station, any trains having cars of excessive dimensions will use Tracks 1, 2 or 3 through this station.

All light engines operating on main track in State of Ohio for more than three miles distant from original starting point must have one engineman, one fireman, one flagman or conductor to comply with Ohio State full crew law.

Engines operating on main track between sunset and sunrise in State of Ohio will be required to be equipped with head light on tank when running backwards.

Mallet engines cannot be turned at Crescent.

Westward freight trains entering Holloway receiving yard will not detach caboose from train until train is clear of public road crossing, east of reservoir.

Mallet engines equipped with three truck tanks must not be operated over the hump at Holloway.

Due to curvature, Mallet Engines 7121 and 7120 cannot be operated over the lap switches located at the east end of the coal tipple, Holloway, Ohio.

Mallet engines will not go in team track at Freeport and Tippecanoe. If work to do there they will hold onto enough cars and stay out of turnout.

Following close clearances exist and will not clear a man on top or side of car:

Retaining wall north side Canton Brick and Fire Proofing Co., on Midvale Branch.

Loading track passing under tipple Massillon Greenville Gravel Co. will not clear box car or engine.

Pans Warwick coal dock main or siding.

Following will govern handling of General Orders and Rules 83-D, and 220-A are modified accordingly.

### UNCLASSIFIED—Concluded.

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

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

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

Wheeling Division General Orders will be placed at the following points for distribution:

- KENOVA.....Agent's Office.
- HUNTINGTON,
- RAVENSWOOD,
- MILLWOOD,
- SPENCER,
- PARKERSBURG.....Yard Office—Low Yard.  
"SX" Office.  
"OB" Office.  
"RA" Office.  
Yard Office, Chief Caller's Office—  
High Yard.
- BROOKLYN JUNCTION..
- MOUNDSVILLE.....
- WHEELING....."WR" Tower.  
Yard Office.  
Station Master.
- BENWOOD.....Chief Callers' Office.  
"N" Office.  
Narrows Telegraph Office.
- BELLAIRE....."J" Office.
- HOLLOWAY....."HA" Office.
- DOVER.....Telegraph Office, Yard Office and  
Roundhouse.
- M. & C. JUNCTION.....Telegraph Office.
- MASSILLON.....Yard Master and Roundhouse  
Office.
- WARWICK.....Yard and Telegraph Offices.
- CLARK AVENUE,  
CLEVELAND.....Yard and Roundhouse Offices.
- LORAIN.....Roundhouse and Telegraph Office.

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

LIMITS.	LOCATION.	NUMBER AND USE
Narrows and Wheeling...	North track...	Westward—No. 1
	South track...	Eastward—No. 2
Benwood Junction and East End Bellaire Bridge	North track...	Westward—No. 1
	South track...	Eastward—No. 2
West End Bellaire Bridge	North track...	Westward—No. 1
	South track...	Eastward—No. 2
J Tower and Maynard...	North track...	Westward—No. 1
	South track...	Eastward—No. 2
Fairpoint and HO Tower.	North track...	Westward—No. 1
	South track...	Eastward—No. 2



## SPECIAL INSTRUCTIONS—Concluded.

### CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS—Concluded.

LIMITS.	LOCATION	NUMBER AND USE
Holloway and QD Tower	{ North track... South track...	Westward—No. 1 Eastward—No. 2
GI Tower and Dover....	{ North track... South track...	Westward—No. 1 Eastward—No. 2
CO Tower and M. & C. Junction.....	{ North track... South track...	Westward—No. 1 Eastward—No. 2
M. & C. Junction and Warwick.....	{ North track... South track...	Westward—No. 1 Eastward—No. 2
Sterling and Seville.....	{ North track... South track...	Westward—No. 1 Eastward—No. 2
Lester and Erhart.....	{ North track... South track...	Westward—No. 1 Eastward—No. 2
Benton and YD Tower...	{ North track... South track...	Westward—No. 1 Eastward—No. 2

### EXPLANATION OF LETTERS.

- D—Day Train Order Station.
- DN—Day and Night Train Order Station.
- DPN—Day and Part Night Train Order Station.
- J—Flag stop Sunday only.
- N—Night Train Order Station.
- PN—Part of Night Train Order Station.
- V—Stop at Blaine to discharge passengers from points west of Holloway.
- W—Stop on flag to discharge passengers from Parkersburg and beyond and pick up passengers for Ravenswood and beyond.
- ⊙—Stop at McMechen to discharge passengers from Parkersburg and beyond.

# WESTWARD.

Distance from Wheeling.	Train Order Stations.	Ohio River. West End. <b>TIME-TABLE No. 26.</b> April 28, 1935.	Passing Siding. Capacity in 45 foot Cars.	FIRST CLASS.				SECOND CLASS.		THIRD CLASS.	
				77	61	73	67	81	93		
				DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY		
				A. M.	A. M.	P. M.	P. M.	A. M.	P. M.		
98.8	DN	PARKERSBURG. 6.1		\$ 2.10	.....	\$ 2.10	.....	.....	\$ 6.20	.....	8.30
99.9		WASHINGTON. 7.5	43	2.20	.....	W 2.22	.....	.....	F 6.35	.....	8.50
107.4		HARRIS FERRY. 4.3	53	2.32	.....	2.37	.....	.....	F 6.55	.....	9.10
111.7	D	BELLEVILLE. 9.0	31	2.37	.....	F 2.45	.....	.....	S 7.10	.....	9.22
190.6		POLK. 7.7	35	2.52	.....	F 3.03	.....	.....	F 7.35	.....	9.50
198.4	DPN	RAVENSWOOD. 0.5	23	\$ 3.10	\$10.20	\$ 3.23	\$ 3.30	.....	\$ 8.00	.....	10.10
198.9		R. S. & G. JCT. 6.6		3.15	10.22	3.28	3.34	.....	8.10	.....	10.30
199.6		WILLOW GROVE. 3.9	15	3.25	F10.35	F 3.38	.....	.....	F 8.25	.....	10.45
199.4	D	MILLWOOD. 12.3	52	3.32	\$11.00	F 3.45	.....	.....	\$ 8.40	.....	10.55
151.7		RIPLEY. 5.0		.....	A11.55	.....	.....	.....	.....	.....	.....
144.4	D	LETART. 8.8	39	3.40	.....	J 3.54	.....	.....	\$ 8.50	.....	11.05
168.8		NEW HAVEN. 1.7	25	3.55	.....	J 4.06	.....	.....	\$ 9.15	.....	11.25
164.9	D	HARTFORD. 2.3	53	4.00	.....	J 4.09	.....	.....	\$ 9.30	.....	11.30
167.7	D	MASON CITY. 4.3	20	\$ 4.10	.....	\$ 4.15	.....	.....	\$ 9.45	.....	11.40
168.0		HALLWOOD. 6.2	42	4.18	.....	J 4.22	.....	.....	F10.00	.....	11.50
168.8		YORK. 3.3	16	4.28	.....	J 4.31	.....	.....	F10.15	.....	12.01
171.5		BADEN. 1.2	45	4.34	.....	4.36	.....	.....	10.30	.....	12.17
179.7	DN	POINT PLEASANT. 5.6	16	\$ 4.41	.....	\$ 4.39	.....	.....	\$10.55	.....	12.22
178.8	D	GALLIPOLIS. 5.9	34	4.58	.....	F 4.53	.....	.....	\$11.15	.....	1.09
184.8		BEN LOMOND. 3.4	9	5.08	.....	J 5.02	.....	.....	F11.25	.....	1.30
187.0		APPLE GROVE. 5.1	64	5.14	.....	J 5.07	.....	.....	F11.35	.....	1.37
198.7		GLENWOOD. 5.3	22	5.23	.....	J 5.13	.....	.....	F11.45	.....	1.47
198.0		CROWN CITY. 7.4	11	5.33	.....	J 5.20	.....	.....	F11.55	.....	2.03
206.4		COX LANDING. 5.9	41	5.48	.....	J 5.30	.....	.....	F12.15	.....	2.18
211.8		GUYANDOTTE. 3.4		5.57	.....	J 5.39	.....	.....	F 1.04	.....	2.30
214.7	DN	HUNTINGTON. 2.6		\$ 6.15	.....	\$ 5.55	.....	.....	\$ 1.20	.....	2.55
217.8		WEST HUNTINGTON. 5.8		6.25	.....	J 6.05	.....	.....	F 1.35	.....	3.10
229.9	DPN	KENOVA. 5.8		A 6.50	.....	A 6.25	.....	.....	A 2.00	.....	A 3.30
				A. M.	A. M.	P. M.	P. M.		P. M.		A. M.
		Time over Sub-Division.....		4.40	1.35	4.15	.04		7.40		7.00
		Average speed per hour.....		28.3	14.7	30.3	7.5		16.8		18.4

Distance from R. S. & G. Junction.	Train Order Stations.	R. S. & G. Sub-Division. <b>TIME-TABLE No. 26.</b> April 28, 1935.	Passing Siding. Capacity in 45 foot Cars.	FIRST CLASS—WESTWARD.				THIRD CLASS.	
				67	87				
				DAILY	DAILY				
				P. M.	A. M.				
0.0		R. S. & G. JCT. 5.8		3.34	.....	.....	.....	11.00	
5.8		CROW SUMMIT. 2.0	7	F 3.54	.....	.....	.....	11.22	
7.8		SANDYVILLE. 4.3		F 4.01	.....	.....	.....	11.35	
19.1		MEADOWDALE. 4.4	11	F 4.15	.....	.....	.....	11.57	
16.5		LIVERPOOL. 1.8	9	F 4.29	.....	.....	.....	12.25	
18.3		SANDY SUMMIT. 4.3	5	F 4.35	.....	.....	.....	12.40	
22.6		REEDY. 4.0	6	F 4.49	.....	.....	.....	1.05	
26.6		BILLINGS. 6.0	9	F 5.02	.....	.....	.....	1.30	
32.6	D	SPENCER. Yard.		A 5.20	.....	.....	.....	A 2.00	
				P. M.				P. M.	
		Time over Sub-Division.....		1.46				3.00	
		Average speed per hour.....		18.4				10.8	

Passenger trains will not exceed a speed of 45 miles per hour between Kenova and Parkersburg, and 20 miles per hour between Ripley and Millwood.  
 Passenger trains will not exceed a speed of 20 miles per hour between R. S. & G. Junction and Spencer.  
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.  
 Trains Nos. 81 and 82 will carry passengers.

# EASTWARD.

Distance from Kenova.	Train Order Stations.	Ohio River West End. TIME-TABLE No. 26. April 28, 1935.	Passing Sidings. Capacity in 45 foot Cars.	FIRST CLASS.				SECOND CLASS.		THIRD CLASS.	
				68	62	72	78		82		92
				DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY		DAILY Ex. Sunday		DAILY
				A. M.	P. M.	P. M.	P. M.		A. M.		P. M.
0.0	DPN	KENOVA.			\$12.30	\$11.80		\$ 5.40		4.00	
5.6		WEST HUNTINGTON			J 12.38	11.45		F 5.55		4.15	
8.8	DN	HUNTINGTON.			\$12.55	\$12.15		\$ 6.15		4.50	
11.6		GUYANDOTTE.			J 1.04	12.24		F 6.27		5.00	
17.5		COX LANDING.	41		J 1.12	12.32		F 6.42		5.30	
24.9		CROWN CITY.	11		J 1.23	12.42		F 7.00		5.50	
30.8		GLENWOOD.	22		J 1.31	12.49		F 7.15		6.05	
35.6		APPLE GROVE.	64		J 1.38	12.56		F 7.27		6.15	
38.7		BEN LOMOND.	9		J 1.43	1.01		F 7.35		6.22	
44.6	D	GALLIPOLIS.	34		F 1.52	1.09		\$ 7.50		6.34	
50.8	DN	POINT PLEASANT.	16		\$ 2.05	\$ 1.25		\$ 8.15		6.54	
51.4		BADEN.	45			2.08	1.28		8.35	7.04	
54.7		YORK.	16		J 2.13	1.33		F 8.45		7.12	
60.9		HALLWOOD.	42		J 2.22	1.42		F 9.00		7.25	
65.8	D	MASON CITY.	20		\$ 2.29	\$ 1.50		\$ 9.15		7.35	
68.0	D	HARTFORD.	53		J 2.36	1.57		\$ 9.30		7.42	
69.7		NEW HAVEN.	25		J 2.39	2.00		\$10.00		7.46	
78.5	D	LETART.	39		J 2.52	2.14		\$10.30		8.00	
85.8		RIPLEY.			\$12.40						
88.5	D	MILLWOOD.	52		\$ 1.35	F 3.00	2.21	\$11.00		8.10	
87.4		WILLOW GROVE.	15		F 1.59	J 3.05	2.26	F11.15		8.18	
94.0		R. S. & G. JCT.		8.56	2.11	3.15	2.35	11.40		8.34	
94.5	DPN	RAVENSWOOD.	23	\$ 9.00	A 2.15	\$ 3.23	\$ 2.40	\$12.15		8.40	
108.8		POLK.	35			F 3.35	2.52	F12.40		8.55	
111.8	D	BELLEVILLE.	31			F 3.53	3.06	\$ 1.15		9.22	
115.5		HARRIS FERRY.	53			J 3.59	3.12	F 1.35		9.35	
128.0		WASHINGTON.	43			J 4.11	3.23	F 2.22		9.55	
129.1	DN	PARKERSBURG.			A 4.25	A 3.35		\$ 2.40		A10.15	
					A. M.	P. M.	P. M.	A. M.		P. M.	
		Time over Sub-Division...		.04	1.35	3.55	4.05	9.00		6.10	
		Average speed per hour...		7.5	14.7	32.9	31.6	14.3		20.9	

Distance from Spencer.	Train Order Stations.	R. S. & G. Sub-Division. TIME-TABLE No. 26. April 28, 1935.	Passing Sidings. Capacity in 45 foot Cars.	FIRST CLASS—EASTWARD.				THIRD CLASS.	
				68				80	
				DAILY Ex. Sunday				DAILY Ex. Sunday	
A. M.				A. M.					
0.0	D	SPENCER.	Yard	\$ 7.10				7.35	
6.0		BILLINGS.	9	F 7.28				7.58	
10.0		REEDY.	6	\$ 7.41				8.15	
14.3		SANDY SUMMIT.	5	F 7.55				8.28	
16.1		LIVERPOOL.	9	\$ 8.01				8.40	
20.5		MEADOWDALE.	11	F 8.15				9.05	
24.8		SANDYVILLE.		\$ 8.29				9.35	
26.8		CROW SUMMIT.	7	F 8.36				9.47	
32.6		R. S. & G. JCT.		8.56				A10.15	
				A. M.				A. M.	
		Time over Sub-Division.....		1.46				2.40	
		Average speed per hour.....		18.4				12.1	

Passenger trains will not exceed a speed of 45 miles per hour between Kenova and Parkersburg, and 20 miles per hour between Ripley and Millwood.  
 Passenger trains will not exceed a speed of 20 miles per hour between R. S. & G. Junction and Spencer.  
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.  
 Trains Nos. 81 and 82 will carry passengers.

# WESTWARD.

Distance from Wheeling.	Train Order Stations.	Ohio River. East End.  TIME-TABLE No. 26.  April 28, 1935.	Passing Siding. Capacity in 48 foot Cars.	FIRST CLASS.					SECOND CLASS.		THIRD CLASS.				
				*41	73	*745	*45	77	81		85	93	197		
				DAILY Ex Sunday	DAILY	Sunday ONLY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday		DAILY Ex. Sunday	DAILY	DAILY		
				A. M.	A. M.	P. M.	P. M.	P. M.		A. M.		A. M.	P. M.	P. M.	
11.0	DN	MOUNDSVILLE. 5.3	37	.....	\$11.30	.....	.....	\$11.28	.....	.....	5.25	.....	10.25	.....	
16.3		CHESTNUT HILL. 2.9	127	.....	11.40	.....	.....	11.40	.....	.....	5.50 <sup>78</sup>	.....	10.40	.....	
19.8		LANG. 2.1		.....	F11.46	.....	.....	11.45	.....	.....	.....	.....	.....	.....	
21.8		FOSTER TOWER. 1.8	W132 E73	.....	11.50	.....	.....	11.49	.....	.....	6.01	.....	10.50	.....	
23.1		WOODLAND. 3.7		.....	F11.53	.....	.....	11.51	.....	.....	.....	.....	.....	.....	
26.8	D	CLARINGTON. 2.3	42	.....	F11.59	.....	.....	11.57	.....	.....	6.10	.....	10.59	.....	
29.1		WELLS PIT. 2.2	132	.....	12.03	.....	.....	12.01	.....	.....	6.15	.....	11.05	.....	
31.3		PROCTOR. 4.7	68	.....	12.07	.....	.....	12.05	.....	.....	6.20	.....	11.10	.....	
36.0		HANNIBAL. 1.4		.....	12.14	.....	.....	12.12	.....	.....	.....	.....	.....	.....	
37.4		NEW MARTINSVILLE. 0.6	46 Frt.232	\$10.30	\$12.17	\$12.45	\$ 6.35	\$12.14	.....	.....	.....	.....	.....	.....	
38.0	DN	BROOKLYN JCT. 4.8	95	10.33	12.19	12.48	6.38	12.17	.....	.....	6.35 <sup>198</sup>	.....	11.50	.....	
42.8		PADEN CITY. 4.5	72	.....	F12.26 <sup>86</sup>	.....	.....	\$12.25	.....	.....	7.15	.....	12.10	.....	
47.3	DPN	SISTERSVILLE. 4.6	73	.....	\$12.37	.....	.....	\$12.36 <sup>197</sup>	.....	.....	7.52	.....	12.36 <sup>77</sup>	.....	
51.9		FRIENDLY. 4.4	58	.....	F12.45	.....	.....	F12.44	.....	.....	9.10	.....	12.50	.....	
56.3		BENS RUN. 3.3	79	.....	F12.51	.....	.....	12.51	.....	.....	9.25	.....	1.00	.....	
59.6		RAVEN ROCK. 4.6		.....	12.56	.....	.....	12.56	.....	.....	9.35	.....	1.07	.....	
64.2	DPN	ST. MARYS. 4.6	73	.....	\$ 1.03	.....	.....	\$ 1.03	.....	.....	10.00 <sup>86</sup>	.....	1.20	.....	
68.8		EUREKA. 5.9	66	.....	1.10	.....	.....	1.11	.....	.....	10.20	.....	1.40	.....	
74.7	D	WAVERLY. 6.5	69	.....	F 1.22	.....	.....	1.20	.....	.....	10.35	.....	1.55	.....	
81.2	DPN	WILLIAMSTOWN. 7.8	87	.....	\$ 1.31	.....	.....	\$ 1.30	.....	.....	10.55	.....	2.10	.....	
89.0		VIENNA. 4.0	71	.....	1.45	.....	.....	1.45	.....	.....	11.20	.....	2.30	.....	
93.0		MS TOWER. 0.4		.....	1.51	.....	.....	1.50	.....	.....	11.35	.....	2.50 <sup>198</sup>	.....	
93.4	DN	SX TOWER. 0.4		.....	1.53	.....	.....	1.52	.....	5.50	A11.45	8.25	A 3.00	.....	
93.8	DN	PARKERSBURG.		.....	A 1.55	.....	.....	A 1.55	.....	6.20	.....	8.30	.....	.....	
					A. M.	P. M.	P. M.	P. M.	A. M.		A. M.		A. M.	P. M.	A. M.
		Time over Sub-Division.....		0.03	2.25	0.03	0.03	2.27		0.30		6.20	0.05	4.35	
		Average speed per hour.....		12.0	34.2	12.0	12.0	33.7		.8		13.0	4.8	18.0	

Passenger trains will not exceed a speed of 40 miles per hour between Narrows and Brooklyn Junction.  
 Passenger trains will not exceed a speed of 45 miles per hour between Parkersburg and Brooklyn Junction.  
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.  
 ★Indicates gas-electric train.



# WESTWARD.

## WHEELING TERMINAL

### TRAINS FROM

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

Distance from Wheeling.	Train Order Stations.	TIME-TABLE No. 26. April 28, 1935.	Passing Siding. Capacity in 45 foot Cars.	FIRST CLASS.										
				Pgh. Nwk. Div.	Whg. Div.	Mon. Whg. Div.	Pgh. Nwk. Div.	Whg. Div.	Nwk. Div.	Mon. Whg. Div.	Pgh. Nwk. Div.	Whg. Div.		
				35	59	561	33	73	45	441	77			
				DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			
A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.							
0.0	DN	WHEELING. (End of Double Track.) BENWOOD JCT.		\$12.30	\$ 6.25	\$ 8.00	\$10.33	\$10.55	\$ 6.50	\$ 7.20	\$10.35			
4.4	DN			\$12.52	\$ 6.40	\$ 8.15	\$10.54	\$11.10	\$ 7.05	\$ 7.35	\$11.05			
5.1			HN BENWOOD.											
5.4			McMECHEN.			F 8.17				F 7.37	11.13			
6.6	DN	NARROWS. (End of Double Track.) GLENDALE.	33 O. R. 126			8.19		11.17		7.39	11.15			
8.8						F 8.22		11.21		F 7.42	11.21			
9.5			PLAINFIELD.			F 8.23				F 7.43				
10.1			GRAVEL SIDING.											
11.0	DN	MOUNDSVILLE.	O. R. 37			\$ 8.28		\$11.30		\$ 7.47	\$11.28			
5.9	DN	BELLAIRE. (End of Double Track.) SCHICK.		\$12.59	\$ 6.45		\$11.01		\$ 7.14					
7.2					1.02		11.05		7.19					
8.7			DK TOWER.											
10.1			C. & P. BRIDGEPORT.			\$ 7.00								
				A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.			
		Time over Sub-Division.....		0.27	0.35	0.28	0.27	0.35	0.29	0.27	0.38			
		Average speed per hour.....		16.0	17.3	23.5	16.0	18.8	14.9	24.4	17.3			

Distance from Wheeling.	Train Order Stations.	TIME-TABLE No. 26. April 28, 1935.	Passing Siding. Capacity in 45 foot Cars.	THIRD CLASS.										
				Mon. Whg. Div.	Nwk. Div.	Nwk. Div.	Whg. Div.	Mon. Whg. Div.	Nwk. Div.	Nwk. Div.	Nwk. Div.	Whg. Div.		
				491	85	97	85	281	61	91	95	197		
				DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY	DAILY		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.						
0.0	DN	WHEELING. (End of Double Track.) BENWOOD JCT.												
4.4	DN			2.50	3.35			7.25	1.00	7.50				
5.1			HN BENWOOD.		12.30		5.00	6.55			10.05			
5.4			McMECHEN.											
6.6	DN	NARROWS. (End of Double Track.) GLENDALE.	33 O. R. 126	12.35			5.05	7.00			10.10			
8.8							5.12				10.17			
10.1			GRAVEL SIDING.											
11.0	DN		MOUNDSVILLE.	O. R. 37	12.50		5.25	7.20			10.25			
5.9	DN	BELLAIRE. (End of Double Track.) SCHICK.			2.55	3.40			7.30	1.05	7.55			
7.2					3.00	3.45			7.35	1.10	8.02			
8.7			DK TOWER.											
10.1			C. & P. BRIDGEPORT.											
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.		
		Time over Sub-Division.....		0.20	0.10	0.10	0.25	0.25	0.10	0.10	0.12	0.20		
		Average speed per hour.....		17.7	16.8	16.8	14.1	14.1	16.8	16.8	14.0	17.7		

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



# WESTWARD.

Distance from Bridgeport.	Train Order Stations.	C. L. & W. Sub-Division.  TIME-TABLE No. 26.  April 28, 1935.	Passing Sidings. Capacity in 45 ft. Cars.	FIRST CLASS				THIRD CLASS									
				59				81	85	73	87	83	89				
				DAILY Ex. Sunday				DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY				
				A. M.				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.				
0.0		<b>BRIDGEPORT.</b>	W145	S 7.00													
2.2		2.2 <b>WHEELING CREEK.</b>	E133	7.04													
4.8		2.6 3.5 <b>BLAINE.</b>		F 7.10													
8.3		0.4 <b>BARTON.</b>		S 7.17													
8.7		0.4 <b>BN TOWER.</b>	E142	7.18													
18.1		3.4 <b>ST. CLAIRSVILLE.</b>															
10.1		1.4 <b>CRESCENT.</b>		S 7.23													
12.4		2.3 <b>MAYNARD.</b> (End of Double Track.)	W41	S 7.27													
16.8	DN	4.4 <b>FAIRPOINT.</b> (End of Double Track.)	W136	S 7.37													
20.2		3.4 <b>BANNOCK.</b>		S 7.45													
22.6		2.4 <b>LAFFERTY.</b>		S 7.50													
24.7		2.1 <b>RH TOWER.</b>		7.54													
26.6	D	1.9 <b>FLUSHING.</b>		S 8.00													
29.3		2.7 <b>HO TOWER.</b> (End of Double Track.)		8.05													
29.8	DN	0.5 <b>HA TOWER.</b>		S 8.09													
30.8		1.0 <b>HOLLOWAY.</b> End of Double Track.		S 8.16				12.05	6.00	8.35	1.45	6.30	7.00				
36.0		4.2 <b>PIEDMONT.</b>		S 8.23				12.25	6.20	8.55	2.05	6.45	7.15				
36.5		1.5 <b>QD TOWER.</b>		8.25				12.30	6.25	9.00	2.10	6.57	7.25				
38.8	D	2.3 <b>FREEPORT.</b> West End Double Track	190	S 8.31				12.45	6.40	9.25	2.25	7.05	7.40				
45.1		6.3 <b>TIPPECANOE.</b>	145	S 8.44				1.00	6.55	9.45	2.40	7.20	7.55				
49.9		4.8 <b>STILLWATER.</b>	140	F 8.53				1.13	7.05	10.15	2.53	7.33	8.10				
56.2	DN	6.3 <b>UHRICHSVILLE.</b> P. R. R.	70	S 9.03				1.30	7.20	11.00	3.10	7.45	8.25				
59.3		3.1 <b>MIDVALE.</b>		F 9.10				1.37	7.29	11.10	3.17	7.50	8.35				
60.6		1.3 <b>GI TOWER.</b> (East End Double Track.)		9.13				1.43	7.34	11.15	3.22	7.52	8.45				
65.1		4.5 <b>NEW PHILADELPHIA.</b>		S 9.23				1.55	7.45	11.30	3.37	8.02	9.00				
68.0	DN	3.0 <b>DOVER.</b> (West End Double Track.)		S 9.28				2.20	8.00	12.15	4.05	8.45	9.25				
74.2	D	6.1 <b>STRASBURG.</b> C. & M.	149	S 9.40				2.40	8.25	12.35	4.25	9.05	9.45				
79.2		5.0 <b>BEACH CITY.</b>	85	S 9.49				2.55	8.45	12.50	4.40	9.25	10.00				
82.8		3.6 <b>JUSTUS.</b> W. & L. E.	200	F 9.59				3.15	9.10	1.15	4.55	9.40	10.20				
89.2	DN	6.4 <b>CO TOWER.</b> (East End Double Track.)		10.09				3.40	9.30	1.35	5.22	10.00	10.45				
91.1		1.9 <b>MASSILLON.</b>		S 10.18													
92.1	DN	1.0 <b>M. &amp; C. JUNCTION.</b> W. & L. E.		10.21				3.55	9.45	1.50	5.40	10.15	11.00				
96.1		4.0 <b>PAULS.</b> P. F. W. & C.	80	10.29				4.10	10.00	2.05	5.55	10.30	11.15				
100.2	D	4.1 <b>CANAL FULTON.</b>	71	S 10.38				4.25	10.15	2.20	6.10	10.45	11.30				
105.5	DN	3.3 <b>WARWICK.</b> C. A. & C.	183	S 10.47				A 4.40	A 10.30	A 2.35	A 6.25	A 11.00	A 11.45				
				A. M.				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.				
		Time over Sub-Division.....		3.47				4.35	4.30	6.00	4.40	4.30	4.45				
		Average speed per hour.....		27.4				15.8	16.1	12.1	15.5	16.1	15.3				

Passenger trains will not exceed a speed of 40 miles per hour between Bridgeport and Holloway, 15 miles per hour on St. Clairsville Branch, and 45 miles per hour, Holloway and Warwick.  
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.



# EASTWARD.

Distance from Lorain	Train Order Stations	C. L. & W. Sub-Division.  TIME-TABLE No. 26  April 28, 1935.	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS				THIRD CLASS					
				58									
				DAILY Ex. Sunday									
				P. M.									
51.8	DN	<b>WARWICK.</b>	170	S	4.54								
54.5	D	C. A. & C. 3.3 <b>CANAL FULTON.</b>	71	S	5.00								
58.0		4.1 <b>PAULS.</b>	80	S	5.06								
68.6	DN	4.0 <b>M. &amp; C. JUNCTION.</b> P. F. W. & C. 1.0		S	5.12								
68.6		W. & L. E. 1.9 <b>MASSILLON.</b> (East End Double Track.)		S	5.16								
68.5	DN	6.4 <b>CO TOWER.</b>	119	S	5.22								
71.9		W. & L. E. 3.6 <b>JUSTUS.</b>	200	F	5.31								
75.5		5.0 <b>BEACH CITY.</b>	85	S	5.38								
80.5	D	6.1 <b>STRASBURG.</b>	149	F	5.47								
86.1	DN	3.0 <b>DOVER.</b> (West End Double Track.)		S	6.02								
89.6		4.5 <b>NEW PHILADELPHIA.</b>		S	6.08								
94.1		(East End Double Track.) <b>GI TOWER.</b>			6.15								
95.4		1.3 <b>MIDVALE.</b>		F	6.17								
98.5	DN	3.1 <b>UHRICHSVILLE.</b>	70	S	6.26								
104.8		P. R. R. 6.3 <b>STILLWATER.</b>	140	F	6.36								
109.6		4.8 <b>TIPPECANOE.</b>	145	S	6.43								
115.9	D	6.3 <b>FREEPORT.</b>	190	S	6.53								
118.8		2.3 (West End Double Track.) <b>QD TOWER.</b>			6.57								
119.7		1.5 <b>PIEDMONT.</b>		S	7.01								
122.2		4.2 <b>HOLLOWAY.</b> (End of Double Track.)		S	7.08								
124.9	DN	1.0 <b>HA TOWER.</b>			7.12								
126.4		0.5 <b>HO TOWER.</b> (End of Double Track.)			7.14								
128.1	D	2.7 <b>FLUSHING.</b>		S	7.20								
130.0		1.9 <b>RH TOWER.</b>			7.23								
132.1		2.1 <b>LAFFERTY.</b>		F	7.27								
134.5		2.4 <b>BANNOCK.</b>		F	7.33								
137.9	DN	3.4 <b>FAIRPOINT.</b> (End of Double Track.)	W136	S	7.40								
142.8		4.4 <b>MAYNARD.</b> (End of Double Track.)	W41	S	7.49								
144.6		2.3 <b>CRESCENT.</b>		F	7.53								
149.4		1.4 <b>ST. CLAIRSVILLE.</b>											
148.0		3.4 <b>BN TOWER.</b>	E142		7.56								
146.4		0.4 <b>BARTON.</b>		F	7.57								
149.9		3.5 <b>BLAINE.</b>		V	8.02								
153.5		2.6 <b>WHEELING CREEK.</b>			8.07								
154.7		2.2 <b>BRIDGEPORT.</b>	E133 W145	A	8.15								
					P. M.								
		Time over Sub-Division.....			3.21								
		Average speed per hour.....			30.9								

Passenger trains will not exceed a speed of 40 miles per hour between Bridgeport and Holloway, 15 miles per hour on St. Clairsville Branch and 45 miles per hour between Holloway and Warwick.

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

# EASTWARD.

Distance from Lorain	Train Order Stations	C. L. & W. Sub-Division.	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS					THIRD CLASS								
									80	82	86	74	84				
									DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY				
					A. M.	A. M.	P. M.	P. M.	P. M.								
0.0		N. Y. C. & St. L. <b>LORAIN.</b> (West End Double Track.)															
1.4	DN	1.4 <b>YD TOWER.</b>					12.05	8.00	4.10	9.55							
4.7		3.3 <b>BENTON.</b> (East End Double Track.)					12.25	8.15	4.35	10.10							
6.8	DN	2.1 <b>ELYRIA.</b>	78				12.35	8.25	4.45	10.30							
11.8		4.4 <b>PATTERSON.</b>	79				12.47	8.38	4.58	10.40							
14.8	DN	3.4 <b>GRAFTON.</b> (West End Double Track.)	135				12.58	8.48	5.10	11.00							
21.0		7.0 <b>ERHART.</b>					1.20	9.10	5.35	11.20							
28.9	DN	2.3 <b>LESTER.</b> (East End Double Track.)					1.30	9.45	5.45	12.00	11.30						
36.0		3.0 <b>SMITH ROAD.</b> (West End Double Track.)	141				2.05	10.00	6.00	12.15	11.40						
51.0		4.6 <b>LAKE JUNCTION.</b> (West End Double Track.)	117				2.20	10.15	6.15	12.30	11.50						
58.8	D	2.8 <b>SEVILLE.</b>					2.35	10.30	6.30	12.50	12.00						
59.8	DN	2.8 <b>STERLING.</b> Erie	153				A 2.45	A 10.40	A 6.40	A 12.55	12.10						
							A. M.	A. M.	P. M.	A. M.	A. M.						
Time over Sub-Division.....							2.40	2.40	2.30	3.00	0.40						
Average speed per hour.....							14.2	14.2	15.1	12.6	23.2						

# WESTWARD.

Distance from Bridgeport.	Train Order Stations	C. L. & W. Sub-Division.	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS					THIRD CLASS								
115.4	DN	Erie <b>STERLING.</b> 2.8	142														
118.8	D	4.6 <b>SEVILLE.</b> (West End Double Track.)															
138.8		5.0 <b>LAKE JUNCTION.</b>	117														
137.8		3.0 <b>SMITH ROAD.</b> (East End Double Track.)	141														
180.8	DN	2.3 <b>LESTER.</b>															
133.1		7.0 <b>ERHART.</b> (West End Double Track.)															
140.1	DN	3.4 <b>GRAFTON.</b>	135														
148.6		4.4 <b>PATTERSON.</b>	79														
147.9	DN	2.1 <b>ELYRIA.</b> (East End Double Track.)	78														
180.0		3.3 <b>BENTON.</b>															
165.8	DN	1.4 <b>YD TOWER.</b> (West End Double Track.)															
164.7		<b>LORAIN.</b> N. Y. C. & St. L.															

Passenger trains will not exceed a speed of 45 miles per hour.  
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

# EASTWARD.

Distance from RD. Tower	Train Order Stations	Cleveland Sub-Division.  TIME-TABLE No. 26  April 28, 1935.	Passing Sidings Capacity in 45 ft. Cars	THIRD CLASS																		
				72	84																	
				DAILY Ex. Sunday	DAILY																	
				A. M.	P. M.																	
0.0		<b>RD TOWER.</b>		6.40	9.45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.2		C. B. & T. 1.2		6.48	9.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6.5		<b>SOUTH BROOKLYN.</b>				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		C. S. L. 5.3				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.4	D	<b>PARMA.</b>	29	7.13	10.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.9				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14.6	D	<b>BEREA.</b>	29	7.40	10.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.2				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20.7	D	<b>STRONGSVILLE.</b>		7.55	10.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.1				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26.4	DN	<b>VALLEY CITY.</b>	33	8.45	11.05	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.7				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30.1		<b>LESTER.</b>		A 9.00	11.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.7				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31.3		<b>MEDINA.</b>	31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.2				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.6		<b>CHAMBERLAIN.</b>		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.3				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.1		<b>CHIPPEWA LAKE.</b>		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.5				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		<b>LAKE JUNCTION.</b>	117	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
				A. M.	P. M.																	
		Time over Sub-Division.....		2.20	1.45																	
		Average speed per hour.....		10.8	14.8																	

# WESTWARD.

Distance from Lake Junction	Train Order Stations	Cleveland Sub-Division.  TIME-TABLE No. 26  April 28, 1935.	Passing Sidings Capacity in 45 ft. Cars	THIRD CLASS																		
				71																		
				DAILY Ex. Sunday																		
				A. M.																		
0.0		<b>LAKE JUNCTION.</b>	117	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.5		0.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.8		<b>CHIPPEWA LAKE.</b>		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.0		<b>CHAMBERLAIN.</b>		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9.7	DN	<b>MEDINA.</b>	31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14.4	D	<b>VALLEY CITY.</b>	33	11.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20.5	D	<b>STRONGSVILLE.</b>		12.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.7	D	<b>BEREA.</b>	29	12.20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.6		<b>PARMA.</b>	31	12.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33.9		<b>C. S. L.</b>		12.55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.1		<b>SOUTH BROOKLYN.</b>		A 1.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		<b>C. B. &amp; T.</b>		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		<b>RD TOWER.</b>		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
				P. M.																		
		Time over Sub-Division.....		1.30																		
		Average speed per hour.....		16.9																		

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

Westward

## ADDITIONAL, REGULAR AND FLAG STOPS.

Eastward

WHERE NO CHARACTER SHOWN IT DENOTES FLAG STOP.

	61	81	73	Distance from Wheeling.		72	62	82				
					Ohio River East End.							
			1.15	71.4	..... WILLOW ISLAND.....	5.11						
					Ohio River West End.							
		6.25		96.3	..... BLENNERHASSETT.....	J 4.16		2.29				
		6.37		101.1	..... TALLMANS.....	J 4.08		1.46				
		6.38		101.7	..... WALKERS.....	J 4.07		1.45				
		6.40		102.8	..... MELDAHLS.....	J 4.05		1.42				
		6.44	2.30	105.2	..... NEW ENGLAND.....	J 4.01		1.39				
		6.45		105.7	..... LAMPS.....	J 4.00		1.38				
		6.58		109.6	..... LEE CREEK.....	J 3.55		1.20				
		7.00		110.7	..... HUMPHREYS.....	J 3.54		1.18				
		7.13		113.6	..... POND CREEK.....	J 3.46		12.54				
		7.15	2.50	114.8	..... LONE CEDAR.....	3.45		12.52				
		7.18	2.52	116.1	..... NEPTUNE.....	J 3.43		12.48				
		7.21	2.54	117.8	..... MURRAYVILLE.....	3.41		12.45				
		7.26		120.0	..... BREWSTER.....	J 3.36		12.41				
		7.36		121.3	..... RUNKLE.....	J 3.32		12.30				
		7.39		122.5	..... MORGAN.....	J 3.31		12.28				
		7.42	3.08	124.0	..... PORTLAND.....	3.29		12.25				
		7.44		124.7	..... SHERMAN.....	J 3.27		12.22				
		7.47		126.9	..... TURKEY RUN.....	J 3.24		12.17				
	10.29	8.17	3.32	132.3	..... PLEASANT VIEW.....	J 3.09	2.03	11.22				
	10.32	8.20		134.1	..... HILLS CROSSING.....	J 3.07	2.00	11.18				
	10.40	8.29		138.7	..... RIPLEY LANDING.....	J 3.01	1.53	11.03				
		8.43		140.5	..... SCHOOL HOUSE.....			10.36				
		8.55		147.0	..... LONGDALE.....			10.13				
		9.02	J 4.01	150.0	..... GRAHAM.....	J 2.43		10.09				
		9.53	J 4.17	159.4	..... CLIFTON.....	J 2.25		9.05				
		9.57	J 4.19	161.3	..... WEST COLUMBIA.....	J 2.23		9.02				
		10.03	J 4.24	163.7	..... LAKIN.....	J 2.19		8.50				
		10.05	J 4.25	164.5	..... MAGGIE.....	J 2.18		8.49				
		10.18		169.8	..... NURSERY.....			8.39				
		10.20	J 4.34	171.2	..... HEIGHTS.....	J 2.09		8.36				
		11.01		174.0	..... HENDERSON.....	J 1.57		7.56				
		11.22		182.1	..... ELWELL.....			7.37				
		11.27	J 5.03	185.5	..... HOGSETT.....	J 1.41		7.32				
		11.37	J 5.08	188.5	..... MERCERS BOTTOM.....	J 1.36		7.23				
		11.40	J 5.10	190.1	..... ASHTON.....	J 1.34		7.20				
		11.50	J 5.15	195.0	..... CLOVER.....	J 1.27		7.06				
		11.51	J 5.16	196.3	..... HOMESTEAD.....	J 1.26		7.02				
		11.58	J 5.22	199.9	..... GREEN BOTTOM.....	J 1.18		6.52				
		12.00	J 5.24	201.1	..... MILLERSPORT.....	J 1.17		6.49				
		12.02	J 5.26	202.8	..... LESAGE.....	J 1.15		6.46				
		1.42		221.9	..... CEREDO.....			5.41				

Train No. 81 will stop at all flag stations, Elford and West Moreland for Parcel Post on request of Postal Clerks or Postmasters.  
Dam 27 is flag stop for Trains Nos. 81 and 82.

Westward

## ADDITIONAL, REGULAR AND FLAG STOPS.

Eastward

WHERE NO CHARACTER SHOWN IT DENOTES FLAG STOP.

				<b>61</b>	Distance from Millwood.		<b>R. &amp; M. C. V.</b>		<b>62</b>											
				11.07	1.9		CUSHINGS.....		1.26											
				11.12	2.7		COTTAGEVILLE.....		1.23											
				11.27	6.3		ANGERONA.....		1.08											
				11.31	6.9		EVANS FAIR GROUND .....		1.04											
				11.35	8.0		EVANS.....		1.00											
				11.40	9.0		WESLEY CHURCH.....		12.55											
				11.43	9.8		PARCHMENT.....		12.52											

				<b>67</b>	Distance from R. S. & G. Junction.		<b>R. S. &amp; G. Sub-Division.</b>		<b>68</b>											
				3.43	2.7		SILVERTON.....		8.47											
				3.47	3.9		NUZUMS.....		8.43											
				3.49	4.4		VARNERS.....		8.41											
				3.59	7.4		NEW ERA.....		8.31											
				4.07	9.5		MURRAY.....		8.23											
				4.10	10.5		JONES CROSSING.....		8.20											
				4.21	13.9		DUNCAN.....		8.09											
				4.26	15.3		LEROY.....		8.04											
				4.39	19.4		SUN FLOWER.....		7.51											
				4.42	20.5		SEAMAN.....		7.48											
				4.44	21.1		DUKES.....		7.46											
				4.55	24.4		MOORES.....		7.35											
				5.07	28.6		DEPUE.....		7.23											
				5.10	29.5		BARRS.....		7.20											
				5.16	31.3		NANCY RUN.....		7.14											

				<b>59</b>	Distance from Bridge-port.		<b>C. L. &amp; W. Sub-Division.</b>		<b>58</b>											
					18.5		TAYLORS CROSSING.....		7.35											
					7.52		CLELANDS MILLS.....													
					8.59		NEWPORT.....		6.30											
					10.25		CRYSTAL SPRINGS.....		5.09											

Train No. 59 will stop at Parral to receive passengers for Akron and beyond.  
 Train No. 58 will stop at Parral to discharge passengers from Akron and points east or west.  
 Train No. 58 will stop at Lafferty and Bannock for receipt and discharge of U. S. Mail.

### SPEED SCHEDULE.

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

**WHEELING DIVISION.**

**DIVISIONAL STAFF.**

**Superintendent:**

**C. B. GORSUCH.**

**Train Master:**

**C. C. PITCHER,  
J. W. ROOT,  
R. A. J. MORRISON.**

**Terminal Train Master:**

**B. NUZUM,  
A. W. CONLEY.**

**Chief Train Dispatchers:**

**F. C. MORAN,  
W. L. COCKRELL,  
J. E. RICKEY.**

**Train Dispatchers:**

**C. L. W.-Sub-Division.  
M. B. RICKEY,  
M. B. CRAIG,  
O. E. CORCORAN,  
O. B. CRAFT,**

**Train Dispatchers:**

**Ohio River.  
C. F. CASPER,  
J. N. JONES,  
R. A. SHIELDS.**

**Extra Train Dispatchers:**

**C. W. LINN,  
J. B. SPRINGER,  
H. L. BLACKWELL,  
B. N. KINKEAD,  
L. V. TAYLOR,  
M. L. BURKE,  
B. F. HALL.**

**Road Foreman of Engines:**

**C. R. RADCLIFFE.**

**Division Master Mechanic:**

**F. A. BALDINGER.**

**Division Engineer:**

**T. BLOECHER, Jr.**

**Assistant Division Engineer:**

**G. LONG,  
L. E. HAISLIP.**

**Divisional Claim Agents:**

**M. C. SMITH, Wheeling, W. Va.  
W. H. PREM, Akron, Ohio.**

**District Claim Agents:**

**W. E. KENNEDY, Parkersburg, W. Va.  
G. J. MAISCH, Cleveland, Ohio.**



# DON'T GET HURT

A - WEARBOX  
B - LIGHTHOUSE  
C - LLOYD'S CAVE  
E - EMERGENCY HOUSE  
C - CONCRETE STATION

HEELING DIVISION  
SUB-DIV