

WEST VIRGINIA AND OHIO RAMBLES.

By E. L. Thompson

This is a brief account of my vacation trip over the Baltimore & Ohio during the period July 7-15, 1945. It primarily deals with other trains and engines seen. No effort is made to set forth the actual operation in detail, as that is covered in a separate report. Nor is any effort made to list dimensions of any of the locomotives seen, as that information is otherwise available. Around the larger cities, no effort has been made to give a complete list of motive power, but in the smaller towns, notation has been made of just what was seen. A record of other trains on the road is included within.

Saturday, July 7, 1945.

No. 3 arrived Washington 7.58 $\frac{1}{2}$ PM (1 $\frac{1}{2}$ mins. ahead) with 9 cars and diesel "59". Train left Washington at 8.20 $\frac{3}{4}$ with 11 cars and diesel "54". This was just about ontime. Two light engines were standing at QN Tower - "4441" and "5060". A steady run was made, and the Baltimore Division was cleared at Weverton nearly 2 minutes ahead. In the meantime, passed #40 near Dickerson at 9.04, (about 22 mins. late). Two light engines were laying on the Old Main Line at Point of Rocks - "4622" and "4611". An extra eastbound freight was standing at the Point of Rocks distant signal. There was an extra west on #3 track at Weverton, waiting to follow No. 3. Eastbound light engine passed just above Engle at 9.31, to be followed by No. 32 at 9.40, just past Hobbs (1 min. late). Had to make two stops at Martinsburg account unloading a military hospital litter patient, and the platform not taking the entire train. Nevertheless got away only 2 minutes late. An eastbound was standing just west of the station, waiting to come by. The next eastbound was passed at Sir Johns Run coal tipple at 10.27, to be followed 7 minutes later by one on the middle track near Lineburg. It was 11.05 before any further activity, when an eastbound light engine passed near Green Spring. There were no other trains to Keyser, and arrival at that point was 1 $\frac{1}{2}$ minutes ahead. Picked up the "4463" for a double-headed through to Blaser, and left at 11.47, 2 mins. late for a quick run over to Piedmont, where the "6154" was picked up on the rear, making three engines for the climb to Altamont. Midnight found us just starting 17-Mile Grade.

Sunday, July 8, 1945.

Made a steady run up the hill, remaining a couple of minutes off schedule. Passed in succession a helper at 12.05, a train at 12.16, another helper at 12.18, another train at 12.21. At 12.26, we overtook an westbound freight on #3 track. No. 24 passed right at Altamont at 12.34, 7 mins. late. Passed an eastbound extra near Deer Park at 12.38, had a pusher on rear; another similar train at Mountain Lake Park at 12.43. Saw a light engine east at Hutton at 12.53. Ran middle track from Terra Alta to MAK Jot. Eastbound "7616" with 2 pushers passed at 1.03 - about midway to Rodemon. Extra eastbound coal at MAK Jot. at 1.21. Light engine east at 1.28. First 94 just east of Tunnelton at 1.36. Light engines "7212" and "7118" west on track #3 on Newburg grade at 1.43. The "4456" waiting at Hardman - presumably for No. 22. No. 2 passed west of Hardman at 1.54, about 6 minutes late, with diesel and Q-4 doubleheaded. No. 122 just east of Grafton at 2.06, ontime. Arrived Grafton at 2.08 - 2 mins. ahead, and departed ontime at 2.15. Extra east west of Webster at 2.24, followed by light engine east at Brydon 2.26. Overtook two westbound extras (could have been sections of No. 97) at 2.39 (Bridgeport) and 2.44 (MO Tower). Extra east just before Clarksburg at 2.46. Clarksburg at 2.46 $\frac{3}{4}$ and 2.50 $\frac{3}{4}$ - ontime.

St. Louis 94 with diesel in siding at Salem at 3.11 - this made it about 4 hrs. and 20 mins. late. A short eastbound extra in at Smithburg at 3.26. Extra east "4202" in east end of Duckworth at 3.40. Went in siding there for No. 4, which passed at 3.48 (8 mins. late) with diesel "55" and 12 cars. Extra west (could be Cincinnati #97) in Cornwallis at 4.04. Delayed slightly at Petroleum at 4.30 waiting on No. 88 (freight) to clear - made it 10 mins. late. No. 30 was in at Jackson at 4.55 - 36 mins. late. In spite of the delays, went into Parkersburg at 5.03 $\frac{1}{2}$ - only $\frac{1}{2}$ min. late; departed 5.08 $\frac{1}{2}$ - $1\frac{1}{2}$ mins. late. One engine of some kind in Belpre stock yard. Eastbound oil train at 5.41 in Canaanville - presumably running as 1st 96. "2717" in yard at Athens. Extra east in at Zaleski at 6.14. N&W northbound freight stopped clear of crossing at Chillicothe - with mallet road engine. In Chillicothe 7.02 (3 mins. ahead) and out 7.12 $\frac{1}{2}$ - $\frac{1}{2}$ min. late. Extra east in at East Monroe at 7.53, and again at Farmers at 8.07. There were three small engines tied up at Midland City. Extra east at 8.22 - west of Blanchester. Westbound extra "4300" in at O'Bannon at 8.37. Passed No. 12 at Bond Hill at 9.04 - 3 mins. late - with 11 cars. 2nd No. 12 was d.h. equipment, passed at 9.07 with "5214" and 6 cars. PRR No. 206 leaving Winton Place at 9.07 with "5224" and 6 cars, followed at 9.10 by their No. 215 with "5495" and 10 cars. Next came two NYC trains - No. 426 with 11 cars at 9.11, and just outside of Cincinnati No. 312 with "5387" and 10 cars at 9.18. B&O "4092W" standing on freight track at RH Tower at 9.13. C&O "301" and N&W "605" between roundhouse and station at Cincinnati. Arrived Cincinnati 9.19 $\frac{1}{2}$ - due 9.20. Train departed 9.46 with 12 cars (1 min. late). No. 121 departed 9.50 (ontime) with "5221" and 9 cars. Left the station for awhile, and returned at 12.30. NYC 404 departed 12.31 with "5322" and 11 cars; PRR No. 222 departed 12.46 with "358" and 10 cars; L&N No. 104 arrived 12.53 with "257" - cars unknown; and B&O No. 54 arrived 12.54 (24 mins. late) with "5203" and cars unknown. Rode No. 54 from Cincinnati (not same equipment as comes in from Louisville) and departed 1.21 $\frac{1}{2}$ - 26 $\frac{1}{2}$ mins. late, with double-header engines "5009" and "5004" and 10 cars. Saw St. Louis No. 97 with diesel engine "11" in Hopple St. yard at 1.26. Engine "4092" still working around Ivorydale at 1.36. "2732" switching at Lindenwald (near Hamilton), while engine "177" went through Dayton light at 2.50. Arrived Dayton 2.46 - 24 mins. late, and picked up extra pullman next ahead of rear car, departing with 11 cars at 3.00 $\frac{1}{2}$ - 35 $\frac{1}{2}$ mins. late. It is of interest that no freights were passed between Winton Jct. and Dayton. No. 92 (freight) ready to leave North Dayton at 3.07, while an extra south with "4612" was standing in Needmore passing siding at 3.10. With the crossing stop before Troy, and delay in watering 2 engines, finally left that point almost 52 mins. late. Another relatively quiet stretch, and then saw "6165" light just north of Lima at 5.05. "2738" switching in Lima yard. Passed an extra south with Spl engine at 5.24, followed immediately by a QD train at 5.25. No. 53 was in siding south of Deshler at 5.40 (about 8 mins. late) with 9 cars. An eastbound Chicago division extra "5559" waiting to cross-over at Deshler. Arrived Toledo 6.29 $\frac{1}{2}$, or 44 $\frac{1}{2}$ mins. off the advertised. NYC 28 was in station, and 66 arrived shortly. Missed a little activity then going in to dinner. NYC 2 had the "5413" and arrived ontime. PM No. 22 (Ambassador) arrived 6.58 - 2 mins. ahead - with B&O diesel "61" and 11 cars. Boarded this train - operating as No. 21 to North Baltimore, thence No. 20 - departing 7.05 $\frac{1}{2}$ - just $\frac{1}{2}$ min. late. No trains passed on main line to Tentogony, or on North Baltimore branch. Extra west on Chicago division with S-1 engine at 8.15. Saw Nickel Plate "727" waiting to cross-over at Postoria at 8.18. Westbound extra passed near Scipio at 8.44 - looked like a Q-4. Arrived Willard 8.54 $\frac{1}{2}$ - 4 $\frac{1}{2}$ mins. ahead, and departed 9.04 - ontime. No. 6 arrived 9.40 - 2 mins. ahead. Kind-of tired, so after trying to get a room at the Hotel Willard (they wouldn't promise an early call), rolled into the Railroad YMCA and to bed at 9.45.

Monday, July 9, 1945.

Up "dark" and early in time to see No. 46 arrived Willard at 3.52 (5 mins. ahead) with "5230" and 5 cars. Boarded this train, and it departed 4.12, right on the advertised, with the "5135" and still 5 cars. First No. 93 (freight) was in clear at Plymouth at 4.23 with the "4201". No other activity, and arrived Newark at 6.37 $\frac{1}{2}$ - 4 $\frac{1}{2}$ mins. early. Changed engines, and picked up the "5139", to leave 6.52 $\frac{1}{2}$ - $\frac{1}{2}$ min. late. Extra west in at Pleasant Valley at 7.20. The "2801" and "2853" standing around Zanesville, while the "6044" stood on passenger No. 56. Westbound double-header (two 4100's) in clear at New Concord at 8.18. "2209" switching at Cambridge, pointed west. Extra west "4065" in siding at Lore City and also eastbound light engine "4156" at 8.50. Incidentally we were delayed 7 minutes at this point inspecting train, account having message to look for broken wheel. Westbound local (No. 89) in at Bethesda at 9.41, and the work train was also at this point. Work extra west in at Glencoe at 10.00, while the "2258" was switching in Schick yard at 10.12. Arrived Benwood Jct. at 10.19 $\frac{1}{2}$ but due to conflicting movements on the loop, didn't leave until 10.25 $\frac{3}{4}$ - due at 10.18. I got off here, and waited for No. 33, which arrived at 10.48 with the "5137" and 5 cars, and departed 10.49 - 4 mins. late. Just as we left, No. 73 arrived on the river line at 10.49 $\frac{1}{2}$ with 6 cars - due to leave 10.51. Met No. 104 (freight) at Glencoe, doubleheaded. Way or work train in at Barnesville at 11.42. Eastbound freight in at Dillon at 1.16. No other activity, and in spite of several slow orders, arrived Newark 1.43 $\frac{1}{2}$ - 1 $\frac{1}{2}$ mins. to the good. While standing in station, PRR eastbound freight with "6436" - one of the new 2-10-4's, got under way, to be followed by a westbound "6721" which pulled up to the junction switch and stopped. Changed to the "5136" and left Newark 1.50 - ontime. PRR Passenger train east at 1.53 - might be $\frac{1}{2}$ hr. late. B&O eastbound freight at Outville at 2.04, and PRR eastbound double-headed oil right behind at 2.07. Several slow orders and crossing over for an opposing movement at Summit resulted in some delay. Work train on eastbound slow speed near Summit at 2.20 - looked like a B&O "5100"-class. Eastbound freight (don't know whose - this is joint track between Newark and Columbus) at 2.29 near Alum Creek. B&O "4241" waiting to pull east from Alum Creek, followed by a double-headed PRR train at 2.30, with engines "2" and "6965". PRR "6478" was standing near Columbus, while C&O No. 35 was made up in the station with "462" and 6 cars. Arrived Columbus 2.36 $\frac{3}{4}$ - 3 $\frac{1}{2}$ mins. off, and departed 2.48 - 1 min. late. Eastbound freight in Grove City at 3.01 - probably No. 102. Westbound train - probably No. 85, the "Southwest Steel" - with "4569" and 30 cars in at Washington C. H. at 3.40. Engines "2725" and "2921" in yard at this point. Supposed to meet No. 38 at Glendon, but finally did at Sabina at 4.04 - 14 mins late - with "5133" and 6. PRR "2954" west with 3 cars standing at the crossing. B&O "2904" in clear at Wilmington at 4.21 with work train. The "4087" and another Mikado in Midland City at 4.37. Eastbound extra running backwards (probably work train) at 4.54 at Pleasant Plain. Eastbound - probably No. 88 - doubleheaded at Cozaddale at 4.57 (due there 5.23). Followed PRR No. 267 from East Norwood, and went into Cincinnati at 5.48 - 8 minutes late - amidst a terrific cloudburst. PRR No. 40 passed near Winton Place with "5497" and one other engine and 14 cars. B&O eastbound freight at Winton Place at 5.37 - this could also have been No. 88. A quick change put me on C&O No. 2, with their engine 493 and 9 cars, leaving at 6.01 $\frac{1}{2}$ - $\frac{1}{2}$ min. late. Some delay right out of the terminal. B&O light engine "6004" at KC Jct., below Covington. Passed following trains: No. 7 at 6.36; westbound freights 6.51 and 6.53; No. 103 at 7.20; and westbound freight 7.30. Arrived South Portsmouth at 8.10 $\frac{1}{2}$ and train departed 8.13 $\frac{1}{2}$ - due 8.11. Took a jitney over to Portsmouth, and got a room at the Harth Hotel. So endeth another long day.

Tuesday, July 10, 1945.

Over to Portsmouth station bright and early, and found Gas-Electric 6031 and one trailer ready to operate No. 44. Spare gas-electric 6040 was in the yard, and at the round-house there were the "2786" and "594". Left at 7.40 $\frac{1}{2}$ - only $\frac{1}{2}$ off, and at Gallia Street saw quite a few M&W engines including the "1142", "1321" and "1107". This is rugged, sparsely settled country, and there was little of interest until reaching Jackson, where the O&O "161" was working - this engine ties up in the B&O roundhouse at Wellston. Incidentally, between Bloom Jct. and DT&I Jct., at Jackson, the DT&I takes trackage over the B&O. Next came Meadow Run Wye, and here there were the "599", "2253", "4533", and the "4153" on No. 59, the westbound local freight. There was also eastbound No. 84 ready to leave the yard, but the engine number was not secured. Arrived Hamden at 9.49 $\frac{1}{2}$, just $\frac{1}{2}$ min. to the good. Left there at 9.54, right ontime, but had to open main-line switch and then wait 5 minutes because of being in automatic block territory. Once out on the main, we were soon flagged down by track work at Dundas. Saw the O&O "705" and B&O "4539" at that point at 10.12. Went in the siding at Hope to let westbound extra "4507" and "4522" doubleheaded go by at 10.40 - had 68 cars. The "2717" was switching at Grosvenor, and just as we pulled into Athens, NYC No. 3 departed at 11.13 with the "4755" and 4 cars, - that made it 7 mins. late. Work train "2894" was in the siding at Torch Hill at 12.01, and while we were standing at Belpre at 12.25, a westbound extra "4545" with 55 cars went through the siding. Pulled by Parkersburg station and backed in at 12.32 $\frac{1}{2}$, even though not due until 12.45. No. 23 arrived 12.36 $\frac{1}{2}$ (11 $\frac{1}{2}$ mins. late) with the "5229" and 10. Then went over to Ann Street Station. No. 82, the mixed train, arrived at 1.03 (due 1.10) and then pulled on towards the yard at 1.07. Had the "1395", with 2 pasagr and 2 freight cars. No. 73 arrived SE Tower, just north of Parkersburg, at 1.27, changed engines and departed 1.31, arriving the station at 1.33 (2 mins. ahead). Coming in, it had the "5082" and this engine, together with the "1395" and "4863" passed under the viaduct to go to the roundhouse. No. 73 itself left Parkersburg at 1.45 $\frac{1}{2}$ ($\frac{1}{2}$ min. late) with the "1385" and 4 cars, including business car with the Engineer Maintenance of Way. Went in the siding at Belleville to let No. 72 pass at 2.23 (6 mins. late) with the "1362" and 4. Engine "1525" was on No. 67 at Ravenswood, waiting to leave for Spencer. An eastbound stock train was in siding at Millwood at 3.20, with 2 a "1300" class engine and about 6 cars. Another eastbound extra was in at Hallwood at 3.57, also having about 6 cars. This was supposed to be a "mine" run. As we left Ft. Pleasant to go over the "world-famous" bridge, a NYC freight was approaching from Charleston. No. 92 (freight) was in at Cox Landing at 5.10 (ontime) with 25-27 cars, one "1300" class on front and one out in the body. Approaching Huntington, the O&O shops were seen, and while there were many locomotives there, two stood out - the AGL "1501" and a freshly painted O&O "3025". Delayed with several bridge slow-orders, but nevertheless arrived Huntington 5.27, and departed 5.39 (due to leave 5.35). The 4 mins. delay was in icing the private car. Another slow order near Ceredo kept the arrival at Kenova to 6.02 $\frac{1}{2}$ - 2 $\frac{1}{2}$ mins. late. As I walked to the center of town (the B&O uses their freight station as a terminus), a M&W drag of empty hoppers passed over the long trestle - had the "1231" and a very long train; time 6.09. Soon a short train of 2 cars with the "452" also passed at 6.15 - both going east. Before leaving the B&O, the following engines were at Kenova: "241", "245" and "1376.". Caught a City bus back at 6.27, arriving Huntington 6.56. This is the "back yard" of the B&O, and they have a nice station and layout. While waiting for my train the "1522" went by light west at 8.41, and at 9:03 a train of empties passed with the "1524". O&O No. 2 arrived 9.24 $\frac{1}{2}$ (due 9.20) and left

at 9.30 $\frac{3}{4}$ (3 $\frac{3}{4}$ min. late) with the "490" and 10 cars. No. 42 was reported 45 mins. late. Passed a light engine west at 9.50, and No. 47 at 10.21. Arrived Charleston at 10.26 $\frac{1}{2}$ and departed 10.32 (scheduled 10.27). I walked across the bridge to Charleston proper, and honored the Kanawha Hotel with my presence. Before retiring, I heard No. 42 depart at 11.45 (54 mins. late) and No. 5 depart 11.46 (ontime.)

Wednesday, July 11, 1945.

Back on B&O. While waiting for No. 36, NYC "2102" went west with 82 cars (about 50 of them coal) at 7.16. No. 36 departed at 7.40 (ontime) with the "5133" and 2 cars. Passing the roundhouse, saw Virginian "211" waiting for its eastbound run and B&O "2912". An eastbound mine run was in the clear at Turner at 8.34 with the "1216" and 8. At Dandon, saw Buffalo Creek & Gauley engine No. 5, an Alco job of 1904; it had one wooden combine car - quite an antique. Back in the clear at Dandon to let No. 85 (freight) pass at 9.48 with the "2878" and 49 cars, including 40 loads of coal. The "3139" was working in Cassaway yard. At Gilmer mine lead at 11.54, westbound doubleheader "2753" and "2730" had a train of loads waiting to pull out. Stopped short of Burnsville Jct. to pick up a baggage car off No. 62, then took water, and finally stopped at station from 12.11 $\frac{1}{2}$ to 12.18 (due 11.53). Numerous slow orders account bridge repairs, and meeting No. 85, resulted in most of the delay. While at Burnsville Jct., No. 85 was by at 12.37 and 12.44 (due 12.17) with the 5120, 3 cars in, 2 cars out. No. 65 departed at 1.10 $\frac{1}{2}$ - $\frac{1}{2}$ min. late with the "5107" and 2 cars. The railroad from here to Richwood is something worth seeing, with some real curves - many of 14° and one of 15°. Speed limit is but 20 m.p.h. for more than 1/3d of the way, and only 30 over the remainder. Backed in siding at Heaters for 2nd No. 804 (freight) with "4132", 40 loads - mostly coal - and pushers "4088" and "4113". At WN Tower, where the new roundhouse (Cowen) has been built, the #1393 and a baboose pulled out on the main and went east at 3.32. Extra east in clear at Gauley Mills at 4.00 with "4270" and 27 loads, all coal, and pusher "4085". Arrived Richwood at 4.51 $\frac{1}{2}$ - 6 $\frac{1}{2}$ mins. late - due to long station stops at Cowen, Camden-on-Gauley and Allingdale, and no opportunity to recover. Cherry River Boom & Lumber engine "9" (a 2-8-0) was switching in their plant, and their "26" running on the B&D from WN Tower as No. 91 arrived at 6.47 with 12 loads of lumber. This was a 2-8-2. In the meantime, B&O No. 67 arrived at 5.39 (19 mins. late) with gas-electric car "6039" and 1 trailer. Stayed at the "New" Northern Hotel.

Thursday, July 12, 1945.

ORB&L Engine "26" left at 7.05 as B&O No. 92 with 17 empties for WN Tower. No. 62 departed 7.40 $\frac{1}{2}$ ($\frac{1}{2}$ min. late) with the "5107" and 2 cars. No. 70-65 was standing at Gauley Jct. at 8.03 - gas-electric "6039" and one trailer. Couldn't identify numbers on any engines in at Cowen-WN Tower. No. 99 (freight) was in the clear at Centralia at 9.50 with the "4832" and 7. Eastbound helper waiting for No. 104 in siding at Holly at 10.02 - "4088". Arrived Burnsville Jct. at 11.05, right on the button. No. 36 arrived to pick up the car at 11.52, and swapped engines with No. 2 65 - brought in the "5120". Left therefore with the "5107" and 3 cars at 12.04 $\frac{1}{2}$ (11 $\frac{1}{2}$ mins. late) and went over to Orlando to wait on the main for No. 35 to pass at 12.26 (17 mins. late) with the "5106" and 3. Westbound light helpers "4854" and "4125" in clear Frenshoton at 1.02. Extra "2026" work train in clear at Adrian at 1.15. At Buckhannon, saw the "4113", "4853" and "2858", also the "1214" switching. Two trains were in at Berryburg Jct. - east the "2771" and "2902" coupled with 40 loads, and west about the same number of empties with a Mike - number unknown. After coming out on the main line at Berkeley Run Jct., westbound extra "4003" passed at 3.02. Arrived

Grafton at 3.05, right on time, with 4 cars - picked up the last one at Buckhannon. No. 11 arrived at 3.28 (2 mins. ahead) and left at 3.38 $\frac{1}{2}$ (1 $\frac{1}{2}$ mins. late) waiting on engine from roundhouse. Had the "5059" in and the "5215" out. No. 65 got away at 3.43 (3 mins. late) with the "5140" and 5 cars, including the General Manager's business car. Passed an eastbound coal drag at 4.00 with a Mallet, and westbound extra "7167" had a train at the end of double-track at CY Tower at 4.03. A westbound extra was in the clear at Colfax at 4.10 - had a Mallet, and then came Fairmont at 4.25 $\frac{1}{2}$ and 4.32, where one car was dropped. At 4.34, ^{762 d} saw an eastbound coal drag "7613" ready to pull out, and at ³⁷ WD Tower, light ^{Roundhouse} engine "4843" was coming in off the Moundsville line. A double-header coal train was coming off the Paw-Paw branch at 4.34 with the "4173" and "4248". W.B. Western Maryland "916" and 82 loads of coal all clear at Decker Siding at 5.34. (W.M. has trackage rights from Chiefton - below Fairmont - to Bowest Jct. - near Connellsville). Westbound extrawith Mallet in at Milan at 6.04, and then there were four "7500's" (helpers) at Cheat River at 6.08. Also ~~was~~ an eastbound load of coal empties with the "7111" at the same point, who had to "saw" his train by No. 65, account siding only holding 61 cars. Eastbound Western Maryland "921" with from 60 to 62 coal empties in clear at Outcrop at 6.25. PRR "9366" was paralleling the B&O between Brownfield and Leith (about 6.46). B&O westbound coal drag with mallet road engines and 2 helpers in clear at Leith at 6.48. The "2866" switching at Uniontown, with a caboose. Mallet east with coal empties at 7.10 - had pusher on rear. PRR again, also going west, with a Mike and 21 cars at 7.15 - number too dirty to be read. Saw P&WVa "1100" in the W.M. yards at Bowest. While waiting at O&B Jct. to re-align the switches, No. 9 passed Greene Jct. at 7.25 (5 mins. ahead) with the "5510" and 10 cars. No. 65 used the opposite track from Greene Jct. in to Connellsville, and arrived at 7.29 $\frac{1}{2}$ - due 7.15 - after a hard run. Both the "6125" and "6195" were lined up at Connellsville with trains, waiting to head west. No. 9 picked up the 11th car, and departed at 7.39 - 1 minute ahead. No. 158 passed at 7.41 with 9 cars (about 27 mins. late). Saw three eastbound freights at 7.49, 8.07 and 8.20. The "1137" was switching the National Tube plant at Christy Park, and the "351" was switching at McKeesport. Went on the P&LE tracks at MK Tower. NYC "8507" east at 8.41 with coal. "29" of McKeesport Connecting Railway at Denaler. Eastbound NYC "201" at Lucas. Drifted into Pittsburgh easily at 9.08 $\frac{1}{2}$ - 1 $\frac{1}{2}$ minutes ahead of the advertised. Stayed with Dick Ferkler for the night.

Friday, July 13, 1945.

No. 150 departed ontime from B&O station Pittsburgh at 8.10 with the "2026" and 3. No. 147 arrived 8.15 (ontime) with the "5058" and 7, and No. 35 finally got under way at 8.17 $\frac{1}{2}$ (2 $\frac{1}{2}$ mins. late) with the "5072" and 7. No. 36 was at the end of double track west of the Monongahela River at 8.28 with the "5139" and "5077" and 9 cars. Work train in at Wade at 9.15 - had a Mike. The "1071" was switching at Washington. PRR "7374" in their roundhouse yard. Lost some time at Washington with head end work, but still went to Wheeling at 10.25 $\frac{1}{2}$ - due 10.25. At Elm Grove, the "4146" was switching the mine cars. No. 33 left Wheeling with the "5130" and 5 at 10.40 $\frac{1}{2}$ (5 $\frac{1}{2}$ mins. late), and No. 46 arrived 10.42 $\frac{1}{2}$ (7 $\frac{1}{2}$ mins. late) with the "5132" and 6. No. 73 departed at 10.45 $\frac{1}{2}$ (5 $\frac{1}{2}$ mins. late) with the "5072" and 4. an eastbound engine and caboose at 10.51. Saw No. 33 leaving Benwood Jct. on the upper line at 10.55 (9 mins. late). The "4877" and "7168" were both standing at Benwood roundhouse with auxiliary tenders. Switching at Moundsville was the "4196" at 11.12. Some engine switching at Natrium at 11.41. An eastbound freight was also in the clear at this same point. The "4863" and "4259" were laying at Brooklyn Jct. at 11.59 - presumably out off their train for water. They were headed east. Way train No. 86 with the "4021" in clear at St. Marys at 12.45. The "3131" switching at SX Tower-Parkersburg. Stopped at

SX Tower 1.28½ to 1.32½ to change engines, picking up the "1383" (due there 1.30. Then pulled up into Parkersburg, arriving right ontime at 1.35. Left at 1.45 (ontime) with 3 cars. Got over to Sixth St. Station intime to see No. 12 leave at 2.03½ (due 2.02) with 10 cars, but didn't get the engine. Back to Ann St. again, and No. 72 arrived at 2.48 (2 mins. ahead) with the "1362" and 4. Normally stop down at SX Tower to pick up car, but account special movement, it was added at Parkersburg, thus delaying departure. Left at 3.03½ (5½ late) with the same "5072" and 6 cars. Automatically got back all of our time passing SX Tower account not stopping. No trains until a westbound load of coal empties in the siding at Moundsville, with a mallet, followed by "4144" with the same kind of train. Eastbound "4186" with a train was on the main track at Mallechen at 5.41, so ran opposite track from Slag Works to Benwood Jct. Westbound drag from Pittsburgh arrived Benwood at 5.44 with the "7104". Arrived Wheeling 5.54½, which is 5½ mins. to the good. Later No. 75 arrived 6.49 (1 min. ahead) with the "5092" or "5192" and 2 cars. Still later, and eastbound started for Pittsburgh at 8.36 with the "7131" and 42 cars. Subsequently were down at Moundsville, and saw No. 44 there with the "5114" and 5 cars at 10.20 and 10.22 (8 minutes late). Tied up at the Rogers.

Saturday, July 14, 1945.

Really up early this morning. Left on No. 59 at 5.55 with the "5079" and 5 cars. The average lateness at Warwick is from 25-35 minutes, I am warned in advance. And how they wrecked this schedule before the trip was over. Passed No. 36 at 5.57, and No. 78 at 6.01 - both ontime. Eastbound "7100" and "4146" standing at the end of double track Bellaire at 6.16. Passed 2 helpers coupled to coal empties with road engine reversed at 6.45. Westbound extra in siding at Fairpoint at 7.05, and also at this point light engine "4026" headed west. Didn't see many trains for awhile, but certainly became acquainted with slow orders and diverse movements. At Uhrisville at 8.35, a FRR westbound freight crossed the diamond, and as we crossed, an eastbound was waiting. Ran the opposite track from GI Tower to Dover around a westbound doubleheaded "Mike" freight at 9.01. The "3106" was switching at Dover, and there were also two "2300's" and one "3100" class. Wheeling & Lake Erie freight just sneaked across the crossing north of Justus at 9.35 ahead of No. 59. The "2200" was switching at OO Tower at 9.45, and there was also extra east "4244" at this point. FRR eastbound freight waiting to cross the diamond at M&O Jct. at 9.57. They didn't lie - passed off the Wheeling division at Warwick at 10.16½ - 26½ mins. late. Passed No. 7 at 10.33 (3 mins. late) with diesel and 13 cars. Then saw ~~2042~~ straight Erie trains - eastbound freight "3155" at 10.36; westbound passenger extra "Main" train with "2914" and 13 at 10.43; westbound freight "3404" at 10.47. Looped-the-loop at Akron Jct., and then started down for Cleveland. Picked up no less than 12 minutes dead time at Akron account not having to wait for No. 7. Eastbound "2430" in clear at Howard Street at 10.53. Took siding at Betsum to let 64 car ore train (59 car siding) pass at 11.08 with "4161" and "4278" on front, and "4737" pushing. No other trains seen, although Nickel Plate "663" was headed east with train waiting for us to clear Broadway. The routine going into Cleveland consists of pulling by Nickel Plate Jct., backing up the incline to Broadway, pulling forward to East 9th St., where the road engine cuts off. Cleveland Union Terminal engine "209" coupled up and took the train in to Cleveland, arriving 12.15, or an even 25 minutes late. Wandered here and there in the "lake city", and saw two Pennsy trains at Harvard Avenue - No. 332 with the "3841" and 5 at 2.40, and also No. 605 with the "5335" and 5 at the same time. Later at QD (near Linwood) on the NYC, saw No. 244 arrive at 4.27 with "212" (electric) and departed 4.33, having 9 cars. A driving rain prohibited learning more of this operation.

