

**THINK
SPEAK
ACT**

with caution!

Your life, as well as the lives of others, depends on **YOUR** attitude and action with regard to safety.

Safety is everybody's job on the B & O (from the President down) . . . but, it begins with

You

THE BALTIMORE AND OHIO RAILROAD COMPANY

EASTERN REGION

SAFETY ABOVE EVERYTHING



CUMBERLAND DIVISION

75

TIME-TABLE No. 75

EFFECTIVE 12.01 A. M., EASTERN STANDARD TIME

SUNDAY, OCTOBER 26, 1958

T. J. KLAUENBERG,

Superintendent

CUMBERLAND DIVISION

Superintendent
T. J. KLAUENBERG

EAST END
Train Master
J. A. GROSS

WEST END
Train Master
W. W. FREY

Assistant Train Master
J. W. BARTOCK

Terminal Train Master
R. W. PITCHER

Road Foreman of Engines
B. F. HOTCHKISS

Division Operator—Rules Examiner
J. T. MANUEL

Road Foreman of Engines
A. R. TENNEY

Division Engineer
F. F. SCHILT

Assistant Division Engineer
R. S. HENRY

Master Mechanic
A. E. BECKMAN

Captain of Police
B. JAMES

Chief Train Dispatchers
J. A. SMITH
J. H. MOORE
H. V. KESECKER
W. C. CLARK

Train Dispatchers
J. T. SHIRLEY
D. E. JEFFREYS
J. E. McFARLANE
W. V. KAYLOR
S. A. McCULLOUGH
J. T. STICKLEY
B. A. McCULLOUGH
J. E. GROSS
J. D. BODEN
W. M. KEEFAUVER
J. L. PHILLIPS
H. G. KNOTTS
S. E. HELMS
R. R. READD
C. R. KREIGER
J. R. SMITH

Division Claim Agent
L. R. MULLENDORE

General Safety Supervisor
R. L. WARD

Safety Supervisor
A. J. ARNOLD

THE BALTIMORE AND OHIO RAILROAD COMPANY

RELIEF DEPARTMENT

I. C. WHITE, Superintendent

MEDICAL AND SURGICAL SERVICE

COMPANY'S SURGEONS.

Brunswick, Md.....	{ DR. JOHN G. F. SMITH DR. CHARLES E. PRUITT
	{ DR. GEO. O. MARTIN DR. MAX O. OATES
Martinsburg, W. Va.....	{ DR. NEVINS B. HENDRIX DR. AUBREY W. ARMENTROUT DR. ARTHUR S. BAUER, Oculist
Hancock, Md.....	{ DR. HOMER E. TABLER
	{ DR. C. C. ZIMMERMANN DR. JAMES E. MCLEAN DR. R. J. WILLIAMS DR. WM. F. WILLIAMS, JR. DR. DONALD B. GROVE
Cumberland, Md.....	{ DR. L. BRINGS DR. LEO H. LEY, JR. DR. LESLIE E. DAUGHERTY, Oculist DR. EMMETT L. JONES, Oculist DR. DAVID H. MILLER, Oculist
Romney, W. Va.....	{ DR. ROBERT W. DAILEY
Frostburg, Md.....	{ DR. W. OLIVER McLANE, Jr. DR. THEODORE C. GIFFIN DR. PAUL T. HEALY
Keyser, W. Va.....	{ DR. THAD T. HUFFMAN, Jr. DR. ROBERT W. MCCOY, Jr. DR. ROBERT W. BESS, Oculist
Piedmont, W. Va.....	{ DR. JAMES H. WOLVERTON DR. JAMES H. WOLVERTON, Jr.
Oakland, Md.....	{ DR. E. IRVING BAUMGARTNER
Terra Alta, W. Va.....	{ DR. CHAS. E. SMITH DR. JOHN B. HARLEY
Rowlesburg, W. Va.....	{ DR. JEROME C. ARNETT DR. KARL H. TRIPPETT DR. PAUL P. WARDEN
Grafton, W. Va.....	{ DR. T. W. HEIRONIMUS, Jr. DR. CHARLES A. HAISLIP DR. HERBERT N. SHANES
Kingwood, W. Va.....	{ DR. J. J. LEHMAN
	{ DR. G. R. MAXWELL DR. E. F. HEISKELL, SR. DR. E. F. HEISKELL, JR. DR. JOHN H. TROTTER, Oculist
Morgantown, W. Va.....	{ DR. JOHN H. TROTTER, Oculist

HOSPITALS

Brunswick, Md.....	Emergency Room
Cumberland, Md.....	Sacred Heart and Memorial Hospitals
Frederick, Md.....	Frederick City Hospital
Hagerstown, Md.....	The Washington County Hospital
Keyser, W. Va.....	Potomac Valley Hospital
Kingwood, W. Va.....	{ Kerehival Clinic Hospital Preston Memorial Hospital.
Martinsburg, W. Va....	King's Daughters and City Hospitals
Morgantown, W. Va....	{ Vincent Pillotti Hospital Monongalia General Hospital

EXAMINING POINTS

Examiners' Office Days and Hours

Brunswick—Tuesday and Friday, 10.00 A. M. to 1.00 P. M.
Martinsburg—Thursday, 8.30 A. M. to 11.00 A. M.
Cumberland—Monday, Wednesday and Friday, 9.00 A. M. to 12.00 Noon.
Keyser—Tuesday, 9.00 A. M. to 12.00 Noon.
Grafton—Monday and Thursday, 9 00 A. M. to 12.00 Noon.

MEDICAL EXAMINERS' TERRITORIES.

Weverton to Green Spring..... Dr. T. B. Goldsmith,
Martinsburg, W. Va.
Cumberland and Green Spring, both
inclusive..... } Dr. Roy T. Agostini,
South Branch Sub-Division..... } Cumberland, Md.
Cumberland to Terra Alta, exclusive.. }
Terra Alta to Grafton, both inclusive. } Dr. Vernon E. Spitz-
M. & K. Junction to Morgantown, both } nagle,
inclusive..... } Grafton, W. Va.

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

INSTRUCTIONS COVERING SERVICES OF COMPANY'S SURGEONS.

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

I. KAPLAN, M. D.
Medical and Surgical Director

SPECIAL INSTRUCTIONS

1 SUPERIORITY OF TRAINS

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

Exception to No. 1

No. 87 is superior to No. 84, Green Spring to Petersburg.

2 LOCATION OF WATCH INSPECTORS

Hagerstown, Md.	Melart Jewelers
Brunswick, Md.	{ S. & N. Katz Wilson Jewelers
Martinsburg, W. Va.	Melart Jewelers
Hancock, Md.	H. F. Diehl
Berkeley Springs, W. Va.	H. C. Lawyer
Cumberland, Md.	{ S. T. Little Co. Ward N. Hauger
Romney, W. Va.	Abell and Son
Petersburg, W. Va.	Ernest Thrush
Keyser, W. Va.	G. H. Rinard
Piedmont, W. Va.	Charles R. Evans
Terra Alta, W. Va.	Sears & Helbig
Rowlesburg, W. Va.	Albert R. Wilson
Grafton, W. Va.	{ Skaggs & Co. Loar Jewelry Co.
Morgantown, W. Va.	Robt. A. Yagle

3 STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTERS

(Located as indicated by "x")

	Stand- ard Clock.	Bulle- tin Board.	Train Regis- ter.
Hagerstown			
Caller's Office	x	x	x
Brunswick			
Caller's Office	x	x	x
WB Tower	x		x
Martinsburg			
Yard Office	x	x	x
Telegraph Office	x		
Miller	x		
HO Tower	x	x	x
Green Spring			x-b
Cumberland			
Eviatts Creek Telegraph Office	x		
East Hump Yard Office	x	x	x
Caller's Office, Roundhouse	x	x	x
WC Telegraph Office	x		x
Caller's Office, Station		x	x
Williams St. Yard Office	x	x	x
Keyser			
Telegraph Office	x		
Caller's Office	x	x	x
Second Floor, Station			x
East Yard Office	x	x	x
Hump Yard Office	x	x	x
M. & K. Jct., Rest House	x		x
MK Tower	x		
Morgantown	x	x	x
Grafton			
Yard Office	x	x	x
GR Telegraph Office	x	x	x
Caller's Office	x	x	x

b—South Branch Sub-Div. only.

Last sentence of Rule 2 is amended to read as follows:

These employees must have their watches inspected annually, during the month of May, and cleaned every twenty-four months.

4 CLEARANCE CARD FORM A

It will not be necessary for trains to get Clearance Card Form A at Weverton; Bakerton; Berkeley Springs and Petersburg. Rule 111 modified.

Westward trains on No. 1 Track receiving permissive indication on home signal East end Harpers Ferry Tunnel will not pass Train Order Station Harpers Ferry without receiving Clearance Card, Form A. Rule 222 modified.

Westward trains authorized by signal indication to use No. 2 Track from East end Harpers Ferry Tunnel to interlocking limits at West end of Harpers Ferry Tunnel may proceed from interlocking limits to Train Order Station at Harpers Ferry by hand signal from the Operator where Clearance Card, Form A, will be delivered. Rule 222 modified.

4 CLEARANCE CARD FORM A

At following train order stations trains and engines will be governed by Clearance Card Form A in place of fixed signals. Rule 207 modified.

HO Tower	B. S. & P. Sub-Division.
Green Spring	South Branch Sub-Division.
WC Office Cumberland.	
MK Tower	M. & K. Sub-Division.
Morgantown	M. & K. Sub-Division.

Westward trains dispatched from Cumberland, will secure Clearance Card Form A from Operator, "WC" Office, Cumberland.

Westward trains turning at Tunnelton will secure Form A from Operator, West End.

5 SPEED RESTRICTIONS

LIMITS	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Maximum speed Class SA, SB, SE, SF, SG (Diesel Switchers) with cars.....	40	40	40
Except as noted below:			
Between Weverton and Cumberland, except as noted below:.....	60	50	45
Express trains handling freight equipment.....	60		
Miller's Bend.....	45	30	30
Curve, Harpers Ferry.....	50	30	30
Curves between Little Tunnel Cut and Island Park.....	45	30	30
Second curve East of Engle to second curve West of Engle.....	55	45	40
Curve, Shenandoah Jet.....	45	30	30
Rutherford Curve.....	50	50	40
Old House Curve.....	55	40	40
Martinsburg Station, No. 2 track.....	30	30	30
Curves between Rattling Bridge 48 and Dry Run.....	40	35	30
Curve, East of York Hill.....	55	50	40
Curve, West End West Cumbo Yard.....	55	50	40
Curves, East End North Mountain Cut to West End Paxton's Cut.....	45	35	35
Curve, Back Creek Bridge 53.....	45	35	35
Curve, Black Rock, one-half mile West of Back Creek Bridge 53.....	55	50	40
Miller, between Home Signals.....	55	45	40
Curve, Grasshopper Hollow.....	55	50	45
Through Spring Switch, West End Westward Passing Siding, HO Tower.....	25	25	25
Reverse movement over spring switch, West End Westward Passing Siding, HO Tower.....	20	20	20
Round Top Curve.....	45	35	30
Ambrose Curve.....	50	45	40
Turkey Foot Curve.....	50	35	30
Upper Turkey Foot Curve.....	50	45	30
Curve, Orleans Road.....	55	45	30
Curve, Rockwell's Run.....	55	50	40
Curve, Murray's Cut, No. 1 Track.....	45	35	35
Curve, Steer's Run, No. 1 Track.....	45	35	35
Kesler's Curve, No. 1 Track.....	45	35	35
Randolph Tunnel.....	55	50	45
Curve, West End Concrete Wall, Tracks 1, 2 and 3.....	50	45	40
Paw Paw Tunnel Cut, No. 1 Track.....	40	35	35
Curve, West of Paw Paw, No. 1 Track.....	50	45	40
Curves, South Branch Cut.....	45	35	35
Patterson Creek, between Home Signals, Straight Movement.....	45	30	30
Curve, Patterson Creek, No. 1 Track.....	45	30	30
Curve, Patterson Creek, No. 2 Track.....	30	30	30
Reverse movement over Spring Switch, North Branch.....	20	20	20
Through Spring Switch, North Branch.....	20	20	20
Between point 1.3 miles East and point 2.0 miles East of Eviatts Creek, Tracks Nos. 1 and 2.....	35	35	35

SPECIAL INSTRUCTIONS

5 SPEED RESTRICTIONS

LIMITS	CLASS OR SERVICE		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Curve east of Evitts Creek.....	50	..	..
Curves between Virginia Ave. and William Street, Cumberland.....	45	35	30
Street Crossings, Cumberland.....	15	15	15
Patterson Creek Sub-Division, except as noted below.....	55	40	35
Cut East of Knobley Tunnel.....	40	35	30
Eastward tonnage trains over summit East of Knobley Tunnel.....	..	..	15
Big Cut.....	45	35	30
Engle and Hobbs, No. 3 track.....	25	25	25
Martinsburg and Flagg's Crossing, No. 4 track.....	35	35	35
Flagg's Crossing and Hobbs No. 4 track	25	25	25
Miller and West Cumbo, No. 4 track..	40	40	40
Crossing frog, West End Cumbo Yard, No. 4 track.....	25	25	25
HO Tower and Sir Johns Run, No. 3 track	40	40	30
Sir Johns Run and Orleans Road, No. 3 track.....	45	35	35
Evitts Creek and North Branch, No. 4 track.....	20	20	20
Eastward freight running track, Viaduct Jct. and Virginia Ave.....	10	10	10
Westward freight running track, Evitts Creek and Williams St.....	10	10	10
Engine running tracks, Virginia Ave. and East End Ready Track, Cumberland.....	10	10	10
Diverging movements through Interlockings:			
Weverton, Harpers Ferry.....	15	15	15
Engle.....	25	25	25
Hobbs.....	30	30	25
Martinsburg, except No. 2 to No. 4 track.....	15	15	15
Martinsburg, No. 2 to No. 4 track..	30	30	30
West Cumbo.....	30	20	20
Miller, HO Tower, Orleans Road, Okonoko.....	30	30	25
Patterson Creek.....	25	25	20
Evitts Creek, Viaduct Junction.....	15	15	15
Diverging movements through hand operated Cross-overs and Turnouts..	15	15	15
Baker Sub-Division.....	15	15	15
Frog Hollow Branch.....	20	20	20
B. S. & P. Sub-Division.....	20	20	20
South Branch Sub-Division:			
Green Spring and Petersburg, except as noted below.....	25	25	25
Bridges 562 and 571.....	15	15	15
Curve, Cut East of Grace.....	15	15	15
Rocks and one-fourth mile East.....	10	10	10
Curve, road crossing West of Rocks..	15	15	15
First curves East and West of Vance..	15	15	15
Curve, Salt Peter Rock, West of Trough Club.....	15	15	15
First curve East, first and second curves West of Sycamore.....	15	15	15
Curves, between Brook Hill and Bridge 578.....	15	15	15
Curves, between Welton and Bridge 587.....	15	15	15
Between Cumberland and East Grafton, except as noted below.....	50	45	35
Express trains handling freight equipment.....	45	..	..
Between Piedmont and one mile West of Altamont.....	45	35	25

5 SPEED RESTRICTIONS

LIMITS	CLASS OR SERVICE		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Between one mile West of Altamont and Oakland Station.....	50	35	35
Between Oakland Station and East Grafton.....	45	35	25
Maximum speed for trains descending following grades:			
First curve West of Swanton to Piedmont.....	35	30	25
Overhead bridge 89½, West of Terra Alta, to McMillan.....	35	30	25
Blaser to MK Tower, No. 2 track..	35	30	25
Blaser to Cheat River Bridge No. 92, No. 1 track.....	35	30	25
West End to Independence.....	35	30	25
Curve, West of Fairgo Crossing....	45	45	35
Curve, West of Brady.....	45	45	35
Mile Posts 186 and 187, East of McKenzie.....	45	35	35
McKenzie, between Home Signals, except No. 2 to No. 4 track.....	25	25	25
McKenzie, No. 2 to No. 4 track...	35	35	35
Curves, between Mile Posts 193 and 194, West of Rawlings.....	45	35	30
Lynch's Curve, one mile West of Black Oak.....	45	40	30
First curve East of Dawson.....	45	35	30
Bull Neck Curves.....	40	30	25
Through Spring switch West end Westward Passing Siding, Piedmont.....	25	25	25
Reverse movement over Spring Switch, West End Westward Passing Siding, Piedmont.....	20	20	20
Kelley's Curve, W. Va. Cent. Jct..	30	25	25
First curves West and East of Bloomington.....	30	25	25
Bear Hollow Curve.....	30	25	25
Warnick's Curve.....	30	25	25
Everett Tunnel Cut.....	30	25	25
Big Curve.....	30	25	25
Eastward Approach Signal to Home Signal, Bond.....	15	15	15
First four curves East of Frankville.	30	25	25
Four curves, Mile Post 215.....	30	25	25
Curve, Jones' Cut, East of Hitchcock Tunnel.....	30	25	25
First curve East of Strecker.....	30	25	25
Eastward Approach Signal to Home Signal, Strecker.....	15	15	15
First curve West of Bridge 81.....	30	25	25
Cut East of Oakland Station and West end of Station platform....	30	30	25
Bridge 88 and one mile West.....	40	30	25
56 Curve, Mile Post 235.....	40	30	25
Snowy Creek Curve.....	35	30	25
McVickers Curve, Mile Post 249-30.	30	25	25
First curve East of Mile Post 252..	35	30	25
MK Tower and Cheat River Bridge 92, No. 1 track.....	30	30	25
Curve, Clements Fountain.....	30	25	25
Through Spring Switch, Tunnelton.	15	15	15
Reverse movement over Spring switch Tunnelton.....	15	15	15
First curve East Kingwood Tunnels	35	35	25
Kingwood Tunnels.....	35	35	25
Curve, 83 Fill.....	30	30	25
Austen Tunnel Cut.....	30	30	25
Three curves West of Newburg....	30	30	25
Curve, Independence.....	35	35	25
First curve East of Hardman Tower..	40	40	25
First curve West of Hardman.....	40	40	25
First curve West of Thornton.....	35	35	25
96 Curve.....	40	40	25
First curve East of Lesmalinston ..	35	35	25

SPECIAL INSTRUCTIONS

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SPEED RESTRICTIONS

LIMITS	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Trains using reverse tracks descending grades:			
Altamont to Piedmont.....	25	15	15
Terra Alta to MK Tower, No. 4 track.....	25	15	15
West End to Newburg, No. 2 track.....	25	15	15
Bond and Big Curve, No. 4 track.....	25	25	25
Strecker and Altamont, No. 3 track.....	25	25	25
Mountain Lake Park and Deer Park, No. 4 track.....	25	25	25
MK Tower and Terra Alta, No. 4 track.....	25	25	25
Diverging movements through Interlockings:			
Viaduct Junction.....	15	15	15
McKenzie, between No. 1 and No. 2 tracks.....	15	15	15
West Keyser.....	30	30	25
Piedmont.....	15	15	15
Big Curve, Bond, Strecker.....	30	30	25
Altamont, between No. 1 and No. 2 tracks.....	15	15	15
Altamont, between No. 3 and No. 1 tracks.....	30	30	25
Altamont, between Eastward Siding and No. 2 track.....	30	30	25
Mountain Lake Park.....	15	15	15
Terra Alta.....	30	30	25
MK Tower, except between No. 1 and No. 2 tracks.....	30	30	25
MK Tower, between No. 1 and No. 2 tracks.....	15	15	15
Blaser, West End, Newburg, Hardman and East Grafton.....	30	30	25
Diverging movements through hand operated Cross-overs and Turn-outs.....	15	15	15
Between M. & K. Junction and Manown, except as noted below.....	25	25	25
Between Manown and Morgantown, except as noted below.....	20	20	20
Engines in backward motion.....	15	15	15
Between Walnut St. Bridge OD and Morgantown.....	10	10	10
Curve, East of Walnut St. Crossing..	10	10	10
Hog Back Curve.....	10	10	10
Over sinks Furnace Hill, one-half mile West of Dellslow.....	10	10	10
Over sinks West of Rock Forge and Molisess Curves.....	10	10	10
Between West portal old Elkins Tunnel and 800 feet West.....	10	10	10
Over cinder fill one-half mile West of old Elkins Tunnel.....	10	10	10
Around wye Kingwood.....	10	10	10

Following trains will not exceed 30 miles per hour at locations shown, to discharge U. S. Mail:

No. 26—Hancock.

No. 23—Tunnelton.

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

Trains handling cranes, locomotives cranes, pile drivers, ditchers and similar equipment will not exceed 30 miles per hour.

Dead steam engines moving in a train shall be headed in the direction of the train movement and trains handling such engines are not to exceed speed of 25 miles per hour.

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SPEED RESTRICTIONS

Diesel engines moving dead in a train may be moved at authorized speed in the Time Table, unless special instructions to govern otherwise, and/or, the speed provided for in shipper's endorsement on bill of lading.

Engines with broken or bent crank pins, main or side rods, moved without side rods; also engines with excessive flat spots on driving tires, bent axles, and where excessive weight is placed on drivers due to engine being jacked up for a broken axle or having truck removed will not exceed 15 miles per hour.

Westward stone and ore trains will not exceed speed of thirty (30) miles per hour between Hobbs and Martinsburg and between North Mountain and Cherry Run.

Time Saver Trains will be governed by speed restrictions for express trains handling freight equipment.

Unless otherwise instructed, freight trains will observe fast freight train speed and minimum time restrictions, except that trains having 25 per cent. or more of cars in train loaded with sand, coal, ore or stone will observe slow freight train speed and minimum time restrictions.

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

Westward:

Between Kearneysville and Vanclavesville.

Between McKenzie and Rawlings.

Between Deer Park and Mountain Lake Park.

Eastward:

Between Thornton and Irontown.

Between Patterson Creek and Green Spring.

MAXIMUM SPEED OF LIGHT ENGINES

(Unless Otherwise Specified)

	Sub-Division			
	East End		West End	
	For-ward.	Back-ward.	For-ward.	Back-ward.
Diesel Engines in				
Multiple Units.....	60	45	45	30
Diesel (single unit)....	30	30	30	30
Budd Car (single unit)..	30	30	30	30
Yard Diesels.....	30	30	30	30
Steam (except as noted)	50	40	35	25
Simple Mallets.....	35	20	35	20
Class E27 and lighter..	40	30	35	25
Class S-1.....	35	25	30	20
All engines without engine or pony trucks..	20	20	20	20

MAXIMUM SPEED RELIEF TRAIN

	Sub-Division	
	East End	West End
Engine forward motion.....	35	30
Engine backward motion.....	25	20
Crane ahead of engine.....	20	20

MINIMUM TIME RESTRICTIONS

Limits	Passenger and Express Trains.	Fast Freight Trains, and Locals.	Slow Freight Trains.
	Minimum time Minutes.	Minimum time Minutes.	Minimum time Minutes.
Hobbs to Harpers Ferry.....	..	15	18
Knobley Summit to Patterson Creek...	..	..	12
Bond to Piedmont.....	12	15	20
Strecker to Bond.....	9	14	19
Wilson to Strecker.....	10	16	21
Terra Alta to McMillan.....	18	26	30
Blaser to MK Tower.....	10	14	16
West End to Newburg.....	10	14	16
Kingwood to Albright.....	9	..	23
Manown to Kingwood.....	12	..	25
Manown to Arthurdale Mine.....	10	..	18
Cascade to Sabraton.....	19	..	43

SPECIAL INSTRUCTIONS

5. SPEED RESTRICTIONS

MINIMUM TIME RESTRICTIONS

Light steam engines and trains handling dead steam engines will observe the minimum time restrictions for slow freight trains.

Light Diesel (more than one unit) engines equipped with dynamic brakes will observe minimum time restrictions for passenger and express trains; otherwise will observe minimum time restrictions for slow freight trains.

6 TRAIN ORDERS

7 EXTRA TRAINS

8 OPERATING TRAINS BY SIGNAL INDICATION

Rules 251 to 254, inclusive, are in effect between Weverton and East Grafton, including Patterson Creek Sub-Division, except as noted below:

No. 2 track between Crossover East of Williams Street and ETC Sign, West of Baltimore Street, Cumberland.

Rules 261 to 264, inclusive, are in effect between:

Miller and Patterson Creek, No. 3 track.

North Branch and Evitts Creek, No. 4 track.

Evitts Creek and Crossover East of Williams Street, Cumberland, No. 2 track.

Big Curve and Bond, No. 4 track.

Terra Alta and MK Tower, No. 2 track.

MK Tower and Blaser, No. 1 track.

Blaser and Hardman, No. 4 track.

Operators controlling traffic where Rules 261 to 264, inclusive, are in effect, may, if traffic is clear, authorize cross-over movements between block stations, but train order will be required to use the traffic track in either direction from that point.

Trains entering No. 2 track at Virginia Avenue will not require train orders to move in either direction on that track except when signals are inoperative. Rule 509 (B) modified.

9 SPACING TRAINS

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

Weverton and East Grafton, including Patterson Creek Sub-Division, except No. 2 track between cross-over East of Williams Street and ETC sign West of Baltimore Street, Cumberland.

Trains, after opening switch, will wait five (5) minutes before fouling main track, or crossing from one main track to another, between Weverton and Cumberland.

Freight trains will not be permitted in Randolph, Stuart, Graham, Carothers, Knobley and Kingwood Tunnels at same time passenger train is moving through these tunnels.

Trains detoured on No. 4 track, Patterson Creek to McKenzie, under occupied block, will stop at East portal of Knobley Tunnel and get permission from operator at Patterson Creek over telephone before passing through tunnel.

Trainmen handling switch from Pittsburgh Plate Lead into No. 4 track, North Branch, must obtain permission from Operator Evitts Creek before opening switch or fouling No. 4 track.

Trains not carrying passengers descending Seventeen Mile, Cranberry, Cheat River and Newburg Grades must be spaced ten (10) minutes, except light engines may follow any train not carrying passengers by block signal.

Absolute block must be maintained both ahead and behind trains carrying passengers descending Seventeen Mile, Cranberry, Cheat River and Newburg Grades

Trainmen handling West wye switch, Terra Alta, will get permission from operator before opening switch, and, after switch has been opened, will notify operator promptly. Dwarf signal will then be given authorizing movement.

10 FIXED SIGNALS

Square end blades may be used in place of round end blades as illustrated in Rules 281-H, 289-E and 292-G.

When hand operated signal, located 200 feet east of Shenandoah Jet., displays red light, trains on No. 3 track will not proceed until light is extinguished.

When dwarf signal on No. 4 track West of Mexico Farms highway crossing is displaying either Permissive, or Stop and Proceed, trains will not proceed east of highway crossing until authorized by Train Dispatcher

11 HAND SIGNALS AND FLAGGING

Flag protection must be provided in all passing sidings. Rule 59 must be complied with at all times.

Use of red electric lanterns for flagging purposes is permitted. Rule 11 (A) modified.

Location of switch tenders who handle main track switches:

Williams Street, Cumberland.

Harrison Street, Cumberland.

Baltimore Street, Cumberland.

Station, Keyser.

At Baltimore and Harrison Streets, Cumberland, blue signal will govern Eastward movement instead of green. Rule 13(A) modified.

Engines will not foul fire track switches, Cumberland, without first receiving signal from switchtender.

Light engines, without flagman, operating on running tracks between Ready Track and Williams Street, Cumberland, will be protected by Firemen when operating in either direction, in accordance with Rule 99.

Trains and engines, using other than tracks Nos. 1 and 2, will stop before fouling switches at Virginia Avenue, Cumberland, unless proceed signal is received from Operator.

Westward trains and engines on Tracks Nos. 1 and 2 and Westward freight track will stop East of all switches at Williams Street, Cumberland, unless proceed signal is received from Switchtender.

Eastward trains and engines on Tracks Nos. 1 and 2 and Passenger Siding will stop West of all switches at Williams Street, Cumberland, unless proceed signal is received from Switchtender.

Trains and engines on Tracks Nos. 1 and 2 and Eastward freight track will stop clear of all switches at Baltimore Street, Cumberland, unless proceed signal is received from Switchtender.

Eastward passenger trains will receive proceed signal from Switchtender at Harrison Street, Cumberland, before proceeding to passenger station.

Eastward trains pulling into Yard E, Cumberland, will receive proceed signal from Switchtender before fouling crossover West of Yard E office.

Third class trains on South Branch Sub-Division, and extra trains on Baker Sub-Division are relieved from protecting rear of train. When other trains are operated on these sub-divisions, third class and extra trains will be notified to protect against other trains in accordance with Rule 99. Rule 99 modified.

Westward freight trains terminating or having cars to pick up or set off at Keyser will not foul Main Street crossing without receiving hand signal from Switchtender, unless otherwise instructed.

11-A MARKERS AND CLASSIFICATION SIGNALS

Two red roundels on rear RDC cars (Budd) when lighted are markers. Rule 28 modified.

Diesel engines running light or at rear of train may use classification signals showing red to the rear as markers. Rule 28 modified.

Rules 21 and 22 are not in effect on Baker, B.S.& P., and M.& K. Sub-Divisions.

12 JOINT OR SPECIAL USE OF TRACKS

Main track of Norfolk and Western Railway, Shenandoah Junction, must not be used beyond clearance point of East end of their delivery track without permission from Agent, Shenandoah Junction. First class Norfolk and Western Railway trains must be cleared on time and protection afforded in accordance with Rule 99.

Trains using depressed track, West Cumbo, will report clear at East end and will secure permission from Operator at West Cumbo before making Westward movement.

Western Maryland Railway operating rules are in effect on all tracks North of No. 4 track from Miller East to Western Maryland Railway.

When cars are set off in Eastward Passing Siding, Hobbs, Storage Track Martinsburg, Connection track Hansrote, Westward Passing Siding, Green Ridge, Storage Tracks Green Spring, Rawlings and Newburg, Train Dispatcher must be notified.

West extension No. 2 transfer track, Tunnelton, will be considered part of West Virginia Northern Railway main track. Normal position of switch will be set for West Virginia Northern Railway tracks.

SPECIAL INSTRUCTIONS

13 OPERATION OF AIR BRAKES

When trains stop on descending grades and Flagman is recalled, proceed signal will not be given until brake pipe is properly charged.

When necessary to set cars off on grade, air brakes will be applied, hand brakes set on all cars, then air brakes released.

Engineer requesting assistance on line of road will take charge of lead engine and handle air.

Trains on Baker Sub-Division will stop at summit, test air brakes and turn up retainers in high pressure position on all cars before descending grade which starts 1.5 miles West of Engle. Conductor will be on opposite end of train from engine when test is made. Conductors and Trainmen will know that air and hand brakes are in proper working order before starting down grade. Retainers will be turned down at Engle.

Not less than 25 retainers, in high pressure position, or as many more as the Engineer may deem necessary, will be set on head end of Eastward tonnage trains before descending Nine Mile Grade, and, short cycle method of braking will be used. Unless otherwise instructed, Eastward tonnage trains requiring use of retainers descending Nine Mile Grade will stop West of Stewart Crossing to turn up retainers and get Helper. Retainers on Eastward tonnage trains descending Nine Mile Grade will not be turned down until train clears at Weverton unless necessary to stop after passing Eastward approach signal Harpers Ferry.

Retainers will not be used on Eastward tonnage trains on Patterson Creek Sub-division when dynamic brake is operative. If dynamic brake is in-operative, or Diesel locomotive is not equipped with dynamic brake, not less than 25 retainers in high pressure position, or as many more as the Engineer may deem necessary, will be set on head end.

Dynamic brake will be used to assist in controlling speed of passenger trains descending Seventeen Mile, Cranberry, Cheat River and Newburg Grades. Dynamic brake will not be applied until automatic brake has been set with reductions totaling at least ten (10) pounds. Dynamic brake must not be released unless automatic brakes are set. In applying and releasing dynamic brake, extreme care must be used to avoid harsh slack action. Rule 4(b), Form 1118-D-Rev. 4, modified.

At Fairmont and Grafton, Eastward tonnage, local, pick-up and work trains will be prepared for power brake operation and will be handled by power brake operation descending Cheat River and Seventeen Mile Grades. Retainer valve test will be made on such trains before leaving Fairmont or Grafton. Train crew is relieved of making retainer valve test before leaving Fairmont or Grafton when such test has been made by carmen.

Eastward and Westward fast freight, Westward tonnage, local, pick-up and work trains will be handled by power brake operation descending Seventeen Mile, Cranberry, Cheat River and Newburg Grades. Retainer valve test will not be necessary on such trains. Terminal air brake test and road test prescribed by the rules must be given these trains.

Trains picked up on line of road, or dispatched from terminal or assembling point where air line is not provided for testing air brakes, will be retainer tested by engine and train crew at some convenient point before descending grade.

On Seventeen Mile, Cranberry, Cheat River and Newburg Grades the standard air pressure will be:

Loaded Trains.

Main Reservoir.....130 pounds
Brake Pipe..... 90 pounds

Empty Trains.

Main reservoir.....130 pounds
Brake pipe..... 70 pounds

On Westward loaded trains approaching Oakland, Engineer will set up brake pipe pressure to 90 pounds, which pressure will be carried through to Grafton.

On Eastward loaded trains approaching Newburg, Engineer will set up brake pipe pressure to 90 pounds, which pressure will be carried through to final terminal.

Eastward loaded trains will not be required to stop at Blaser or Altamont to test brakes provided the required minimum brake pipe pressure of 80 pounds is shown on caboose gauge.

Following instructions will govern handling of retainers descending grades on West End Sub-Division:

13 OPERATION OF AIR BRAKES

All retainers which are to be used will be placed in holding position before descending grade.

Seventeen Mile and Cheat River Grades.

High pressure position on all loaded cars, and low pressure position on all empty cars, except 5 rear cars in train.

Retainer valves will be turned down on Eastward trains at MK Tower, on Cheat River Grade, and after passing Bloomington, on Seventeen Mile Grade.

Cranberry and Newburg Grades.

High pressure position on all loaded cars.

Low pressure position on 50 per cent. of all empty cars beginning with car nearest to engine.

Retainer valves will not be turned down until Westward train is approaching Signal 2515 or 2515-F East of Mc-Millan on Cranberry Grade, and, Raccoon Valley Junction on Newburg Grade.

Slow direct exhaust position on 50 per cent. of cars in trains consisting entirely of empty open top cars, beginning with car nearest to engine, retainers to be set at originating terminal and turned down at bottom of Newburg Grade.

When retainers are used on Time Saver Trains descending Seventeen Mile, Cranberry, Cheat River and Newburg Grades, all retainers will be turned up to slow direct exhaust position before leaving Cumberland and Grafton and turned down before arrival in Grafton and Cumberland.

When retainers are used, short cycle method of braking will be used descending Seventeen Mile, Cranberry, Cheat River and Newburg Grades

Tonnage trains, descending Seventeen Mile, Cranberry, Cheat River and Newburg Grades, that stop for any reason, will wait five minutes before attempting to proceed.

Following instructions will govern handling of retainers on M. & K. Sub-Division.

High pressure position on all loaded cars descending grades Eastward Manown to one mile West of Kingwood, and, Kingwood to one mile East of Albright; Westward Manown to Arthurdale Mine and Cascade to Sabraton.

Low pressure position on two-thirds of empty cars starting with car nearest engine, descending grades Eastward Manown to one mile West of Kingwood, and, Kingwood to one mile East of Albright; Westward Manown to Arthurdale Mine, and, Cascade to Sabraton.

Trainmen will not turn down retainers on grades Manown to one mile West of Kingwood until train arrives at bottom of grade West of Kingwood; Kingwood to one mile East of Albright until train arrives at bottom of grade East of Albright; Manown to Arthurdale Mine until train arrives Arthurdale Mine switch; Cascade to Sabraton until train arrives Sabraton.

Eastward freight trains will make road test of air brakes before descending grades at Manown and Kingwood; Westward freight trains before descending grades at Manown and Cascade.

Flat Maintaining Feature.

Freight trains handled with Diesel Engines equipped with flat maintaining feature, which is cut in, dynamic brake operative on all units, and, Engineer has been properly qualified on manipulation of flat maintaining feature, may be operated down Nine Mile—Seventeen Mile—Cranberry—Cheat River—Newburg Grades and grades on M. & K. Sub-Division without the use of retainers.

Exception—Time Saver Trains may be operated with flat maintaining between Grafton and Cumberland with dynamic brake operative on Two lead Diesel units provided third unit on which there is no dynamic brake is operated at all times next to train.

Diesel engines consisting of more than five units in multiple will not have dynamic braking cable connected between fifth and sixth units. Under these conditions flat maintaining feature may be used when dynamic brake is operative on five lead units. Rule 416 Form 1118-D Rev. 4 modified.

In descending heavy grades with flat maintaining cut in, the initial reduction must not be less than 6 pounds (on tonnage

SPECIAL INSTRUCTIONS

13 OPERATION OF AIR BRAKES

Flat Maintaining Feature.

trains down Cheat River and Seventeen Mile Grades 8 pounds). The endeavor should be to control the speed by use of flat maintaining and the dynamic brake so that it is uniform. If a train stops on descending grade, sufficient number of hand brakes, starting at the engine, must be applied promptly to secure it before air is released, if the independent brake on the engine will not hold train while brakes are being released and brake system recharged or retainers turned up. Should train part, sufficient number of hand brakes must be applied promptly to anchor both portions. A partial release of the brake during flat maintaining must never be attempted. If necessary to release on descending grade where retainers are otherwise required, stop will be made and brake system recharged before train proceeds.

Otherwise, retainers as specified must be used.

14 SPRING SWITCHES

HO Tower, Westward Passing Siding to No. 1 Track.

North Branch, No. 4 to No. 2 Track.

West of Piedmont, Westward Passing Siding to No. 1 track, and push button will be operated in accordance Rule 105 after permission is received from Operator, West Keyser.

Tunnelton Siding to No. 1 Track.

Hardman, Pocket Track.

14(a) DUAL CONTROL SWITCHES

Interlocking rules apply at Dual Control Switch locations, as follows:

Harpers Ferry, switch leading from No. 2 track to Shenandoah Sub-Division, and cross-over East of tunnel, controlled from Harpers Ferry.

Engle, East end Track No. 3, controlled from Harpers Ferry.

Hobbs, controlled from Martinsburg.

Okonoko, controlled from Patterson Creek.

McKenzie, controlled from Patterson Creek.

Piedmont, controlled from West Keyser.

Big Curve, controlled from Bond.

Wilson, East end Eastward Passing Siding, controlled from Altamont.

Deer Park, East end track No. 4, and, West end of Westward Passing Siding, controlled from Mountain Lake Park.

Rinard, East end of Westward Passing Siding and East end of Eastward Passing Siding, controlled from Terra Alta.

McMillan, East end of Westward Passing Siding, controlled from MK Tower.

Blaser, controlled from West End.

Newburg, controlled from Hardman.

15 RAILROAD CROSSINGS AND DRAWBRIDGES

16 YARDS

Cumberland:

The following employes are authorized to issue written instructions in accordance with Rule 93 for movements against the current of traffic:

Between Williams Street and Baltimore Street under flag protection:

Yard Master at Williams Street.

The following tracks are yard running tracks:

Eastward freight track between Viaduct Junction and Virginia Avenue.

Westward freight track between Evitts Creek and Williams Street.

Westward running track between Virginia Avenue and Baltimore Street.

16 YARDS

Cumberland—Concluded:

Movements against current of traffic on Eastward freight track and Westward running track will be made on written instructions of Yardmaster at Williams Street.

Movements against current of traffic on Westward freight track will be made on written instructions of Yardmaster at Westbound Hump.

Permission will be secured from Operator Virginia Avenue or Evitts Creek before using cross-overs leading to Westward freight running track between Evitts Creek and Virginia Avenue, and from the Operator Virginia Avenue or Baltimore Street before using cross-overs to Eastward freight track between Baltimore Street and Virginia Avenue.

Engines using Westward engine lead from Evitts Creek to fire track switches will look out for yard engines using the lead.

Keyser:

The following tracks are yard running tracks:

Eastward running track (Track No. 8) between West Keyser and Ready Track.

Westward running track (Track No. 9) between Ready Track and West Keyser.

Reverse movements on Tracks Nos. 8 and 9 will be made on written instructions from Yard Master at East Hump.

Eastward running track between Ready Track and East Yard Office. Reverse movements may be made on this track under flag protection.

17 HELPER ENGINES

Helper engines will not be detached from Eastward freight trains until rear of train has reached West portal of Kingwood Tunnel and East portal Knobley Tunnel unless train is stopped and helper engineer fully understands the move.

When detaching a helper engine from a passenger train after stop is made, angle cock on road engine will be closed. Engineer on helper engine will then reduce brake pipe pressure to 10 pounds with service application after which angle cock on rear of helper will be closed and air hose disconnected. There must be a thorough understanding between helper engineer and person disconnecting the hose in order that this person will wait until brake pipe pressure has been reduced to 10 pounds before hose is disconnected.

If the helper is detached in this manner there will be no pressure in hose and no liability of employees being injured by hose flying out of their hands.

When stop is made to detach helpers from rear of passenger trains Engineer will hold air brakes applied until helper is detached. After helper is detached, Flagman will then give signal to proceed.

18 MAIL

Nos. 1, 2, 5, 6 and 25 moving on other than their regular track, will not stop to exchange mail. Rule 44 modified.

19 WATER AND FUEL

20 WHISTLE SIGNALS

The following whistle signals will be used to recall Flagman on passing siding: From South or West one short and four long; from North or East one short and five long. Rules 14(d) and 14(e) modified.

When passenger trains carry postal cars, engineers will sound one long blast of engine whistle approaching mail cranes. Rule 14 amended.

Trains descending Seventeen Mile Grade desiring to use safety spur track at Bond will sound a continuous blast of whistle.

SPECIAL INSTRUCTIONS

21 HIGHWAY CROSSING PROTECTION

Train and engine movements over Burke Street Crossing, No. 751, Frog Hollow Branch, Martinsburg, must be preceded by flagman.

Push buttons installed at flashing light signals and automatic short arm gates at following grade crossings:

- Reedson: Crossing No. 703; State Route 23.
- Duffields: Crossing No. 704; State Route 27.
- Paw Paw: Crossing No. 735; State Route 9.
- Keyser: Crossing No. 815; Main Street.
- Oakland: Crossing No. 827; Second Street.

Operation governed by Rule 109(A).

If necessary to handle retainers Eastward trains on No. 1 or No. 2 track will stop West of overhead bridge West of Piedmont, to keep from operating automatic gates and flash lights at Piedmont crossing.

All trains will stop before passing over highway crossing, Route 50, West Romney, and flag over crossing.

22 TRAIN ORDER STATIONS

Open less than 24 hours

*Green Spring.....	6.30 A. M. to 3.30 P. M.
Mt. Lake Park.....	7.00 A. M. to 3.00 P. M.
*Manheim.....	7.30 A. M. to 4.30 P. M.
*Albright.....	7.30 A. M. to 4.30 P. M.
*Kingwood.....	7.30 A. M. to 4.30 P. M.
*Reedsville.....	7.30 A. M. to 4.30 P. M.
*Masontown.....	8.00 A. M. to 5.00 P. M.

* Closed 12.01 P. M. to 1.01 P. M., Lunch.

23 RESTRICTIONS ON STRUCTURES AND TRACKS

MAXIMUM WEIGHT LIMITS	Heaviest class of engine permitted.	Cars Gross Weight in Pounds.
East End Sub-Division.....	FS6E-4	240,000
Baker Sub-Division.....	FS6E-4	240,000
Frog Hollow Branch.....	FS6E-4	240,000
Berkeley Springs and Potomac Sub-Division	PE-6	200,000
South Branch Sub-Division:		
Green Spring and West Romney.....	FS6E-4	240,000
West Romney and Petersburg.....	PE-4	190,000
Patterson Creek Sub-Division.....	FS6E-4	240,000
West End Sub-Division.....	FS6E-4	240,000
Raccoon Valley Branch.....	FS6E-4	240,000
M. & K. Junction and Morgantown.....	FS6E-4	240,000

Mallet and S type engines will not clear each other on adjacent tracks in the Westbound classification yard at Cumberland.

S type engines will not use Tracks 14 and 15, Yard C, Cumberland.

Account limited track centers between tracks 4 to 10, inclusive, Yard E, Cumberland, Mallet and S type engines will not pass each other on adjacent tracks.

Account of limited track centers in Yard A, Eastward Receiving Yard, Cumberland, Mallet and S type engines will not pass each other on adjacent tracks.

Engines will not clear under coal chute, Magic Mine, Deer Park.

Corinth Mine, Lindsay Coal Company, Hutton will not be switched if loading device is not clear of the track.

Bridge No. 1, Raccoon Valley Branch, out of service.

Scotch Hill Mine Siding, Newburg, out of service.

Account insufficient clearance, engines must not operate under coal chute, Sandy Creek Coal Company, Caddell.

River track siding, Albright, serving Ruthbell Coal Company, out of service from point 165 feet West of tipple to end of track.

Engines must not pass tipple, Arthurdale Mine.

Engines must not pass coal tipple, Carolyn No. 5 Mine, Bretz.

Coal chute on coal tipple, Sunnyhill No. 6-B Mine Siding, Masontown, will not clear engine or box car.

Engines will not clear under stone tipple, Greer.

Engines must not operate over bridge, new loading track serving Lambert Bros., Greer.

24 CLEARANCES

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

EAST END SUB-DIVISION

- Harpers Ferry Tunnel.
- Overhead wire at MP 82 plus 19 poles, West of Harpers Ferry.
- Bridge 45-N, Shenandoah Junction.
- High tension line at Burke Street, Martinsburg.
- Overhead bridge 51-1/2-A, Pennsylvania R. R.
- Overhead bridge 51 1/2-C, Cumbo Yard (Depressed Track).
- Overhead bridge 57-11, Kessler's Curve.
- Western Maryland overhead bridge, Green Ridge.
- Randolph Tunnel.
- Stuart Tunnel.
- Graham Tunnel.
- Carothers Tunnel.
- Western Maryland overhead bridge, North Branch.
- Wm. Hiser siding, Cumberland (Old Maryland Glass Co.).
- Wire crossing at Turntable, Cumberland.
- Coal tipple, Cumberland.

SOUTH BRANCH SUB-DIVISION

- High tension line, West Romney.
- Bridge 562, Sycamore.
- High tension line, Cheese Plant, Moorefield.
- Bridge 571, Moorefield.
- Electric line at Standard Oil Company, Petersburg.
- Electric line at American Oil Company, Petersburg.

PATTERSON CREEK SUB-DIVISION

- Wire crossing, MP 3 plus 34 poles.
- Knobley Tunnel.
- Wire crossing, MP 6 plus 5 poles.

WEST END SUB-DIVISION

- Bridge 68-B, Fayette Street, Cumberland.
- Bridge 69-A, Washington Street, Cumberland.
- Bridge 71-B, overhead at McKenzie.
- Western Maryland overhead bridge at 21st Bridge.
- Overhead wires, at Main Street Crossing, Keyser.
- Bridge 78-A, overhead, West End Piedmont Yard.
- Hitchcock Tunnel.
- Overhead wire at pull out switch, Deer Park.
- Coal Tipple, Magic Mine, Deer Park.
- Coal loading ramp, Mt. Lake Park.
- Overhead bridge 87-A, Oakland.
- Overhead bridge 87-B, Oakland.
- Coal tipple, Taylor Mine.
- Overhead high tension wire just West of Hopemont.
- Overhead bridge 94-F (No. 1 Track), Tunnelton.
- Telephone wires, East end Kingwood Tunnel.
- Kingwood Tunnel.
- Telephone wires West of Kingwood Tunnel.
- Coal chute, Gorman No. 3 Mine.
- Coal tipple, Monitor No. 2 Mine.
- Coal tipple, Louis Mine.
- Coal tipple, Agents Siding, Newburg.
- High tension wire at Independence crossing.
- High tension wire, MP 273 plus 25 poles East of Irontown.

M. & K. SUB-DIVISION

- Cement loader, Manheim.
- Coal tipple, Reedsville Agents Siding.
- Coal tipple, Sandy Creek, Burk.
- Coal tipple, Omega Mine, Masontown.

SPECIAL INSTRUCTIONS

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CLEARANCES M. & K. SUB-DIVISION

Coal chute Mine No. 95.
 High tension line, MP 12, plus 4 poles, Cascade.
 High tension line, Barclay Sand Plant.
 High tension line, Greer M. P. 10, plus 4 poles.
 High tension line, Rock Forge, M. P. 3, plus 27 poles.
 High tension line, Rock Forge, M. P. 3, plus 24 poles.
 High tension line, Sabraton, M. P. 2, plus 3 poles.
 High tension line at Shirt Factory West of Sabraton, M. P. 1, plus 15 poles.
 High tension line at Valley Street bridge, Morgantown.
 High tension line at Walnut Street bridge, Morgantown.

25 CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS

Limits	Track	Current of Traffic	No.
Weverton to Engle	North track.....	Westward....	1
	South track.....	Eastward....	2
Engle to Hobbs...	North track.....	Westward....	3
	Middle track.....	Westward....	1
	South track.....	Eastward....	2
Hobbs to Burke St., Martinsburg	North track.....	Westward....	1
	Middle track.....	Eastward....	2
	South track.....	Eastward....	4
Martinsburg to West Cumbo...	North track.....	Westward....	1
	South track.....	Eastward....	2
West Cumbo to Miller.....	North track.....	Eastward....	4
	Middle track.....	Westward....	1
	South track.....	Eastward....	2
Miller to Patterson Creek.....	North track.....	Westward....	1
	Middle track.....	Both directions.....	3
	South track.....	Eastward....	2
Patterson Creek to North Branch...	North track.....	Westward....	1
	South track.....	Eastward....	2
North Branch to Evitts Creek....	North track.....	Westward....	1
	Middle track.....	Eastward....	2
	South track.....	Both directions.....	4
Evitts Creek to Viaduct Jet.....	North track.....	Westward....	1
	Second track.....	Both directions.....	2
Cross-over East of Williams Street to Viaduct Jet...	Second track.....	Eastward....	2
	North track.....	Westward....	3
Patterson Creek to McKenzie.....	South track.....	Eastward....	4
	North track.....	Westward....	1
Viaduct Junction to Big Curve....	South track.....	Eastward....	2
	North track.....	Westward....	1
Big Curve to Bond	Middle track.....	Both directions.....	4
	South track.....	Eastward....	2
	North track.....	Westward....	1
Bond to Strecker..	South track.....	Eastward....	2
	North track.....	Westward....	1

25 CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS

Limits	Track	Current of Traffic	No.
Strecker to Altamont.....	North track.....	Westward....	3
	Middle track.....	Westward....	1
	South track.....	Eastward....	2
Altamont to Deer Park.....	North track.....	Westward....	1
	South track.....	Eastward....	2
Deer Park to Mountain Lake Park.....	North track.....	Westward....	1
	Middle track.....	Eastward....	2
	South track.....	Eastward....	4
Mountain Lake Park to Terra Alta.....	North track.....	Westward....	1
	South track.....	Eastward....	2
Terra Alta to MK Tower.....	North track.....	Westward....	1
	Middle track.....	Both directions.....	2
	South track.....	Eastward....	4
MK Tower to Blaser.....	North track.....	Both directions.....	1
	South track.....	Eastward....	2
Blaser to Hardman.....	North track.....	Westward....	1
	Middle track.....	Both directions.....	4
Hardman to East Grafton.....	South track.....	Eastward....	2
	North track.....	Westward....	1
	South track.....	Eastward....	2

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TELEPHONES

Conductors and Engineers of trains meeting with accident or unusual delay will call nearest open office or train order station by telephone, or if conditions warrant, call Chief Train Dispatcher, Cumberland, Parkview 4-3000, Extension 61. When using public telephone instruct Exchange to reverse charges.

Location	Connected With	Location	Connected With
East and West Ends, Harpers Ferry Tunnel	Harpers Ferry and Weverton.	York Hill.....	
Peschers Mill.....		West Cumbo: Westward Home Signal.....	Martinsburg and West Cumbo.
Switch, East of Engle, East of Reedson, M. P. 86 plus 7 poles.....		Eastward Home Signal.....	West Cumbo and Miller.
Duffields.....		Yard A West End.....	West Cumbo and Yard Office.
Shenandoah Junction: East end interchange track.....		Yard E, West end.....	Yard Office.
Cross-over Switch.....		Yard B, East end.....	Yard Office.
Station.....		North Mountain: Station.....	
First signal West.....		West end Brick Plant.....	
Bardane.....		Low Grade: East of North Mountain Road Crossing, M. P. 10 plus 3 poles.....	
Hobbs: Westward and Eastward Home Signals.....	Harpers Ferry and Martinsburg	North Mountain Road Crossing.....	
Relay Box.....		East End New Kirk Fill.....	West Cumbo and Miller.
Rutherford Crossing, Kearneysville.....		Half Way Siding.....	
Hospital Siding.....		McCoy's Ferry.....	
Couchmans Curve.....		Second Watch Box, East Cherry Run.....	
Blairton.....		West Beard's Crossing, Pole 113-02, East Cherry Run.....	
West Flagg's Crossing.....		Cherry Run.....	
Westward Approach Signal Martinsburg.....		Miller, Westward Home Signal.....	
Kelly Island switch..		Miller, Eastward Home Signal.....	
Martinsburg: West End No. 4 Track.....	Martinsburg	Pole 115-20.....	
Queen Street.....		Pole 115-51.....	Miller and HO Tower
East End Storage Track.....		Sleepy Creek.....	
Stewart Crossing.....		Opposite West Siding	
Eastward Approach Signal.....	Martinsburg and West Cumbo.	Westward approach Signal to HO Tower	
Fawers.....			

SPECIAL INSTRUCTIONS

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TELEPHONES

Location	Connected With	Location	Connected With
Hancock Station.....		Westward Home Signal, Keyser.....	Keyser.
East End Platform, Berkeley Springs....		West End Eastward receiving yard Keyser. Red Rock.....	
Sand Plant.....	HO Tower.	Piedmont, Street Crossing.....	
West End Hancock Yard.....		West End Westward Passing Siding.....	
Eastward Home Signal.....		Bloomington Tool House.....	West Keyser and Bond.
Signal Grasshopper Hollow.....	HO Tower and Orleans Road.	Empire.....	
St. John's Run.....		West End Everett Tunnel Cut.....	
Great Cacapon.....		Big Curve.....	
Lineburg.....		Eastward Approach Signal, Bond.....	
Orleans Road, Eastward Home Signal.		Frankville.....	
Rockwell's Run Siding		East of Hitchcock Tunnel.....	
East end Doe Gully Cut.....		Eastward Approach Signal Strecker..	Bond, Strecker and Altamont.
Signal East of Randolph Tunnel.....		Swanton.....	
Freestone.....		Wilson, East End Eastward Passing Siding.	
East and West Ends Connection Track, Hansrote.....		Altamont, East and West Legs, Wye....	
East and West Ends Stuart Tunnel.....		Deer Park Station... East End No. 4 Track, Deer Park.....	Altamont and Mountain Lake Park.
Green Ridge.....		Old Tipple Track.....	
Magnolia.....		Mountain Lake Park, West End Siding....	
West End Kessler Bridge.....		Oakland: Station Platform.... Tool House..... West End Agent's Siding.....	
West End Concrete Wall.....	Orleans Road and Patterson Creek.	Taylor Siding.....	Mountain Lake Park and Terra Alta.
Signal West of Carothers Tunnel.....		Hutton Station.....	
Paw Paw Stations....		Rinard, East End Eastward Passing Siding.	
Little Cacapon.....		Rinard, East End Westward Passing Siding.	
Okonoko Westward and Eastward Home Signals.....		Riggs Crossing.....	
Okonoko Mountain... Green Spring: Crossovers..... Eastward Signal Bridge..... Station..... East and West Ends Storage track.... Middle Switch.... Patterson Creek Westward Home Signal.		Terra Alta, Westward Home signal.....	
East End No. 4 Track, North Branch.....	Patterson Creek and Evitts Creek.	Eastward Home Signal, Salt Lick.....	Terra Alta and MK Tower.
Cross-overs, Mexico Farms Crossing....		Bishop's Farm.....	
Mexico Farms Crossing.		Rodemer.....	
Pump Station, Evitts Creek.....	Evitts Creek.	No. 42 Water Station. McVickers Curve. McMillan.....	
Springfield.....		M. & K. Junction: Coal Tipple Track.. Station..... Shop Office..... Rowlesburg Station. Tool House.....	MK Tower.
Bridge 14.....	Green Spring Station.		
Romney Station.....		76 Fill.....	
Romney Junction....	Bell Exchange, Moorefield.	East End Tray Run Bridge..... Signal 2556.....	
McNeill.....		MP 255-20.....	
Road Crossing—Patterson Creek—		Clement's Fountain. Blaser, East and West Home Signals.....	MK Tower and West End.
Half mile east of Big Cut.....		Tunnelton Crossover. Tunnelton Outlet Switch, Tunnelton. West End: East and West Ends Single Track Tunnel.....	
West of Eastward approach signal to Patterson Creek....		Eastward Home Signal, West End....	
East End Moreland's Curve.....		53 Fill.....	
East and West Ends Knobley Tunnel....	Patterson Creek Viaduct Junction and Keyser.	Hiorra Road Crossing. East End Brain's Curve.....	
Avirett Avenue.....		Raccoon Valley Junction.....	
Approach Signal, Viaduct Jct.....		Newburg: Westward Home Signal..... Agent's Siding.... 30 Car Siding.... West End Passing Siding.....	West End and Hardman.
Kelly-Springfield Tire Plant Siding.....		Independence Station. Signal East Hardman.	
Fairgo Crossing.....			
Amcelle Station.....			
Bradsy.....			
McKensie: Westward and Eastward Home Signals..... Eastward Approach Signal.....			
Rawlings: East End Eastward Storage Tracks... Tool House..... West End Westward Storage Track.... Dawson.....			

26

TELEPHONES

Location	Connected With	Location	Connected With
Hardman: Westward Home Signal..... Eastward Home Signal.....	Hardman and East Grafton.	Manheim.....	
Irontown.....		Caddell.....	
Thornton Station....		Albright.....	
Thornton Siding.....		Kingwood.....	
Lesmalinston.....		Arthurdale Mine....	
		Reedsville.....	B&O Exchange, Cumberland.
		Burk.....	
		Bretz Wye.....	
		Oak Park.....	
		Masontown.....	
		Cascade.....	
		Greer.....	
		Rock Forge.....	
		Sabraton.....	

27

UNCLASSIFIED

Not more than four dead steam engines or four dead Diesel units will be hauled in one train. The first dead engine will be spaced five cars behind hauling engine, with five cars between it and other dead engines. Four dead Diesel units may be coupled together, if they are equipped with brake pipe vent valves. If four dead Diesel units are coupled together, they will be spaced five cars behind hauling engine. If dead engines of unusual weight and construction are to be moved, Mechanical Department will inspect them and advise Superintendent where engines are to be placed in train and speed to be operated. When dead engines are handled in trains performing work, they will be placed in train back of all set-offs. Where Time-Table instructions provide for use of retainers, the flat maintaining feature will not be used unless a Supervisor is on dead engine to prevent overheating of tires. Rule 930 Modified.

Freight trains will be cut while standing in front of passenger station when passenger train is due on opposite track to receive or discharge passengers.

Trains having chained cars on the rear on ascending grades engine will use only sufficient power to keep engine against train.

Bell will be rung by engines moving between Virginia Avenue and Williams Street, Cumberland.

When physically able to do so, employes sustaining injury, no matter how minor, will report it to supervisor before leaving company premises.

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

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

Holidays

New Years, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day.

28 ADDITIONAL REGULAR AND FLAG STOPS

No. 30 will stop on flag at Hopemont, Potomac, Amcelle.

29 EXPLANATION OF LETTERS

- E Stop, Monday through Friday, to load water. Flag stop Saturday and Sunday.
- G Stop to discharge passengers from Garrett and West thereof.
- H Stop, daily except Sunday.
- R Stop to discharge passengers from Washington and East thereof.
- T Stop, Monday through Saturday, to handle U. S. Mail. Flag stop Sunday.
- W Stop to receive passengers for Martinsburg and East thereof.
- X Train order station open Monday through Friday.
- Z Train order station open daily except Sunday.

WESTWARD

*Distance from Weverton.	Train Order Stations.	East End Sub-Division TIME-TABLE No. 75 October 26, 1958.	Passing Sidings. Capacity 46-foot cars including engine and caboose.	FIRST CLASS												
				7	11	21	9	25	5	1	3	17				
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			
				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
2.8	DN	WEVERTON 2.8		12.17	8.54	11.25	3.47	6.17	6.35	7.35	10.07	10.36	.....	.....
6.0	DN	HARPERS FERRY 3.2		12.21	9.01	11.29	3.52	6.23	6.39	7.39	10.10	10.40	.....	.....
10.1		ENGLE 4.1											.....	.....
11.9		SHENANDOAH JCT 1.8		\$12.30	\$ 9.12	.....	\$ 4.02	.....	.....	.....	.....	\$10.51	.....	.....
13.5		HOBBS 1.6		12.35	9.17	11.40	4.06	6.36	6.51	7.51	10.21	10.56	.....	.....
16.5		KEARNEYSVILLE 3.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21.1	DN	VANCLEVESVILLE 4.6		\$12.50	\$ 9.40	\$11.51	\$ 4.21	\$ 6.50	\$ 7.04	\$ 8.02	\$10.33	\$11.17	.....	.....
23.4		MARTINSBURG 2.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26.4	DN	FAWVER 3.0		12.57	9.48	11.57	4.29	6.58	7.13	8.10	10.40	11.25	.....	.....
28.7		WEST CUMBO 2.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.8		NORTH MOUNTAIN 6.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36.6	DN	CHERRY RUN 0.8		1.07	9.58	12.07	4.39	7.09	7.24	8.20	10.50	11.35	.....	.....
38.7		MILLER 3.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
44.2		SLEEPY CREEK 5.5		.....	\$10.10	.....	\$ 4.51	.....	.....	.....	.....	.....	.....	.....
44.3	DN	HANCOCK 0.1	210	1.15	10.11	12.16	4.52	7.18	7.33	8.28	10.59	11.44	.....	.....
49.8		HO TOWER 5.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
53.9		SIR JOHN'S RUN 4.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
60.6	DN	GREAT CACAPON 6.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
64.7		ORLEANS ROAD 4.1		1.32	10.29	12.34	5.10	7.36	7.52	8.45	11.16	12.02	.....	.....
66.7		HANSROTE 2.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
70.3		GREEN RIDGE 3.6	220	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
75.8		MAGNOLIA 5.0		.....	\$10.47	.....	\$ 5.28	.....	.....	.....	.....	.....	.....	.....
78.8		PAW PAW 3.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
79.5		LITTLE CACAPON 1.2		1.53	10.52	12.55	5.33	7.57	8.13	9.07	11.37	12.24	.....	.....
85.4		OKONOKO 5.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
92.0	DN	GREEN SPRING 6.6		2.05	11.05	1.08	5.47	8.10	8.27	9.20	11.49	12.37	.....	.....
93.8		PATTERSON CREEK 1.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
97.1	DN	NORTH BRANCH 3.3		2.12	11.12	1.15	5.54	8.17	8.34	.....	.....	12.44	.....	.....
99.5	DN	EVITTS CREEK 2.4		\$ 2.17	\$11.17	\$ 1.20	\$ 6.02	\$ 8.22	\$ 8.40	.....	.....	\$12.50	.....	.....
100.1	DN	CUMBERLAND 0.6		2.22	11.32	1.23	6.12	8.30	8.45	.....	.....	1.05	.....	.....
		VIADUCT JCT.		2.24	11.34	1.25	6.14	8.32	8.47	.....	.....	1.07	.....	.....
				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.			
		Time over Sub-Division.....		2.07	2.40	2.00	2.27	2.15	2.12	1.45	1.42	2.31				
		Average speed per hour.....		47.3	37.5	50.0	40.9	44.5	45.5	52.6	54.1	39.7				

Passenger trains will not exceed 60 miles per hour.

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

* Via Old Line.

Mileage via Magnolia Cut Off 94.3.

EASTWARD

Distance from Viaduct Jct.	Train Order Stations.	East End Sub-Division TIME-TABLE No. 75 October 26, 1958.	Passing Slidings. Capacity 48-foot cars including engine and cabooses.	FIRST CLASS											
				2	10	6	26	4	8	22	32	12			
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		
				A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
0.6	DN	VIADUCT JCT. 0.6	18	.....	4.03	5.08	5.24	.....	12.58	2.45	5.43	7.42	.....	.....
	DN	CUMBERLAND 2.4		.....	\$ 4.05 4.10	\$ 5.10 5.15	\$ 5.26 5.31	.....	\$ 1.00 1.05	\$ 2.47 2.50	\$ 5.45 6.25	\$ 7.45 7.50	.....	.....
3.0	DN	EVITTS CREEK 3.3		.....	4.15	5.20	5.36	.....	1.10	2.55	6.30	7.54	.....	.....
6.3		NORTH BRANCH 1.8	
8.1	DN	PATTERSON CREEK 6.6		4.15	4.23	5.27	5.43	8.13	1.17	3.02	6.37	8.01
14.7		GREEN SPRING 5.9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20.6		OKONOKO 1.2	.....	4.28	4.36	5.40	5.56	8.26	1.30	3.15	6.50	8.13	.....	.....
21.8		LITTLE CACAPON 2.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24.6		PAW PAW 2.9	.....	.....	.....	.....	.....	.....	.....	.....	.....	F 8.20	.....	.....
27.5		MAGNOLIA 1.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29.2		HANSROTE 4.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33.7	DN	ORLEANS ROAD 6.7	.....	4.42	4.52	5.57	6.12	8.42	1.44	3.31	7.06	8.31	.....	.....
40.4		GREAT CACAPON 4.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
44.5		SIR JOHN'S RUN 5.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
50.0	DN	HO TOWER 0.1	.....	5.00	5.11	6.15	6.30	9.00	2.02	3.49	7.22	8.47	.....	.....
50.1		HANCOCK 5.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$ 8.50	.....	.....
55.6		SLEEPY CREEK 3.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.7	DN	MILLER 0.8	.....	5.09	5.20	6.24	6.39	9.09	2.11	3.58	7.31	8.59	.....	.....
59.5		CHERRY RUN 6.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
65.6		NORTH MOUNTAIN 2.3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
67.9	DN	WEST CUMBO 3.0	.....	5.20	5.30	6.34	6.49	9.19	2.21	4.08	7.41	9.10	.....	.....
70.9		FAWVER 2.3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
73.2	DN	MARTINSBURG 4.6	.....	\$ 5.30	\$ 5.45	\$ 6.44	\$ 6.59	\$ 9.31	\$ 2.32	\$ 4.17	\$ 7.55	\$ 9.25	.....	.....
77.8		VANOLEVESVILLE 3.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
80.8		KEARNEYSVILLE 1.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
82.4		HOBBS 1.8	163	5.47	5.58	6.57	7.12	9.43	2.44	4.29	8.07	9.37	.....	.....
84.2		SHENANDOAH JCT. 4.1	.....	\$ 6.04	.....	.....	.....	.....	\$ 2.48	.....	\$ 8.15	H 9.40	.....	.....
88.3		ENGLE 3.2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
91.5	DN	HARPER'S FERRY 2.8	.....	6.03	\$ 6.19	7.10	\$ 7.26	\$ 9.56	\$ 3.00	\$ 4.41	8.27	\$ 9.55	.....	.....
94.3	DN	WEVERTON	.....	6.10	6.25	7.15	7.31	10.01	3.04	4.45	8.35	10.00	.....	.....
				A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.			
		Time over Sub-Division.....		1.55	2.22	2.07	2.07	1.48	2.06	2.00	2.52	2.18			
		Average speed per hour.....		44.9	39.8	44.6	44.6	47.8	34.9	47.1	32.9	41.0			

Passenger trains will not exceed 60 miles per hour.

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

* Via Magnolia Cut Off.

Mileage via Old Line 100.1.

WESTWARD

Distance from Cumberland.	Train Order Stations.	West End Sub-Division TIME-TABLE No. 75 October 26, 1958.	Passing Sidings. Capacity 48 foot cars including engine and caboose.	FIRST CLASS																
				3	23	11	1													
				DAILY	DAILY	DAILY	DAILY													
				P. M.	A. M.	A. M.	P. M.													
	DN	CUMBERLAND		.....	\$ 1.40	\$11.32	.....												
0.6	DN	0.6 VIADUCT JCT.		.....	1.42	11.34	.....												
9.2		8.6 MCKENZIE		.....	11.58	1.53	11.45	9.30												
13.2		4.0 RAWLINGS		.....															
23.3	DN	10.1 KEYSER		.....	\$12.21	\$ 2.12	\$12.04	\$ 9.58												
24.8	DN	1.5 WEST KEYSER		.....	12.23	2.15	12.07	10.00												
28.3		3.5 PIEDMONT	93	.....	12.27	\$ 2.23	\$12.14	R10.07												
29.5		1.2 W. VA. C. JCT.		.....															
30.3		0.8 BLOOMINGTON		.....															
32.8		2.5 BIG CURVE		.....															
34.3	DN	1.5 BOND		.....	12.39	2.38	12.27	10.22												
39.0	DN	4.7 STRECKER		.....	12.50	2.50	12.39	10.34												
41.3		2.3 SWANTON		.....															
44.2		2.9 WILSON		.....															
45.1	DN	0.9 ALTAMONT		.....	1.03	3.04	12.53	10.49												
47.9		2.8 DEER PARK		.....															
51.3	D	3.4 MOUNTAIN LAKE PARK	109	.....	1.10	3.13	\$ 1.00	10.57												
53.9		2.6 OAKLAND		.....	\$ 3.21	\$ 1.10	R11.00													
59.3		5.4 HUTTON		.....															
59.9		0.6 CORINTH		.....															
62.7		2.8 RINARD	86	.....															
63.7	DN	1.0 TERRA ALTA		.....	1.28	\$ 3.46	\$ 1.29	11.17												
74.2		10.5 MCMILLAN	138	.....															
75.6	DN	1.4 MK TOWER		.....	1.49	4.07	1.49	11.38												
76.1		0.5 ROWLESBURG		.....	\$ 4.11	\$ 1.51														
80.6		4.5 BLASER	121	.....	2.04	4.25	2.04	11.53												
82.0		1.4 TUNNELTON		.....	F 4.29	\$ 2.07														
83.7	DN	1.7 WEST END		.....	2.09	4.32	2.12	11.59												
88.9		5.2 NEWBURG		.....	F 4.42	F 2.23														
90.1		1.2 INDEPENDENCE		.....															
91.5	DN	1.4 HARDMAN		.....	2.24	4.47	2.28	12.13												
96.1		4.6 THORNTON		.....															
99.2	DN	3.1 EAST GRAFTON		.....	2.34	5.00	2.42	12.25												
101.4	DN	2.2 GRAFTON		.....	A 2.39	A 5.05	A 2.47	A12.30												
				.....	A. M.	A. M.	P. M.	A. M.												
		Time over Sub-Division.....		.....	2.41	3.25	3.15	3.00												
		Average speed per hour.....		.....	34.3	29.6	31.2	30.7												

Passenger trains will not exceed 50 miles per hour between Cumberland and Piedmont, 45 miles per hour between Piedmont and one mile west of Altamont, 50 miles per hour between one mile west of Altamont and Oakland Station, 45 miles per hour between Oakland Station and East Grafton.

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

EASTWARD

Distance from Grafton.	Train Order Stations.	West End Sub-Division TIME-TABLE No. 75 October 26, 1958.	Passing Stitings. Capacity 46-foot cars including engine and caboose.	FIRST CLASS															
				2	4	30	12												
				DAILY	DAILY	DAILY	DAILY												
				A. M.	A. M.	A. M.	P. M.												
2.2	DN	GRAFTON 2.2		\$ 1.22	\$ 5.25	\$ 7.55	\$ 4.43												
5.3		EAST GRAFTON 3.1		1.27	5.30	8.00	4.48												
9.9	DN	THORNTON 4.6				F 8.04													
11.3		HARDMAN 1.4		1.37	5.39	8.11	4.58												
12.5		INDEPENDENCE 1.2				F 8.13													
17.7	DN	NEWBURG 5.2		1.51	5.51	8.29	5.15												
19.4		WEST END 1.7				F 8.16	F 5.03												
20.8		TUNNELTON 1.4				\$ 8.33	T 5.18												
20.8		BLASER 4.5		1.55	5.55	8.36	5.20												
25.3		ROWLESBURG 0.5				\$ 8.46	\$ 5.30												
25.8	DN	MK TOWER 1.4		2.06	6.05	8.47	5.31												
27.2		MCMILLAN 10.5																	
37.7	DN	TERRA ALTA 1.0	113	2.32	\$ 6.29	\$ 9.19	\$ 5.59												
38.7		RINARD 2.8																	
41.5		CORINTH 0.6				F 9.24													
42.1		HUTTON 5.4				F 9.26													
47.5		OAKLAND 2.6			W 6.45	\$ 9.38	\$ 6.15												
50.1	D	MOUNTAIN LAKE PARK 3.4		2.50	6.49	\$ 9.43	6.19												
53.5		DEER PARK 2.8				E 9.53													
56.3	DN	ALTAMONT 0.9	112	2.59	6.57	9.59	6.27												
57.2		WILSON 2.9																	
60.1		SWANTON 2.3				F 10.06													
62.4	DN	STRECKER 4.7		3.11	7.09	10.13	6.39												
67.1	DN	BOND 1.5		3.21	7.19	10.23	6.49												
68.6		BIG CURVE 2.5																	
71.1		BLOOMINGTON 0.8				F 10.30													
71.9		W. VA. C. JOT. 1.2																	
73.1		PIEDMONT 3.5	360	3.33	\$ 7.32	\$ 10.38	\$ 7.02												
76.6	DN	WEST KEYSER 1.5		3.37	7.37	10.43	7.07												
78.1	DN	KEYSER 10.1		\$ 3.45	\$ 7.43	\$ 10.50	\$ 7.12												
88.2		RAWLINGS 4.0				F 11.03													
92.2		MCKENZIE 8.6		4.05	8.03	11.11	7.30												
100.8	DN	VIADUCT JOT. 0.6				11.22	7.42												
101.4	DN	CUMBERLAND				A 11.25	A 7.45												
				A. M.	A. M.	A. M.	P. M.												
		Time over Sub-Division.....		2.43	2.38	3.30	3.02												
		Average speed per hour.....		33.9	35.0	28.9	33.4												

Passenger trains will not exceed 45 miles per hour between East Grafton and Oakland Station, 50 miles per hour between Oakland Station and one mile west of Altamont, 45 miles per hour between one mile west of Altamont and Piedmont, 50 miles per hour between Piedmont and Cumberland.

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

WESTWARD

EASTWARD

FIRST CLASS					Distance from Patterson Creek	Train Order Stations.	Patterson Creek Sub-Division TIME-TABLE No. 75 October 26, 1958.	Passing Sidings. Capacity 45-foot cars including engine and cabooses.	FIRST CLASS					
		3	1						2	4				
		DAILY	DAILY						DAILY	DAILY				
		P. M.	P. M.						A. M.	A. M.				
.....	11.49	9.20	DN	PATTERSON CREEK		4.15	8.13	.....	.....	.....	.....
.....	11.58	9.30	6.2	6.2 McKENZIE		4.05	8.03	.....	.....	.....	.....
				P. M.	P. M.				A. M.	A. M.				
				0.09	0.10		Time over Sub-Division.....		0.10	0.10				
				41.3	37.2		Average speed per hour.....		37.2	37.2				

Passenger trains will not exceed 55 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

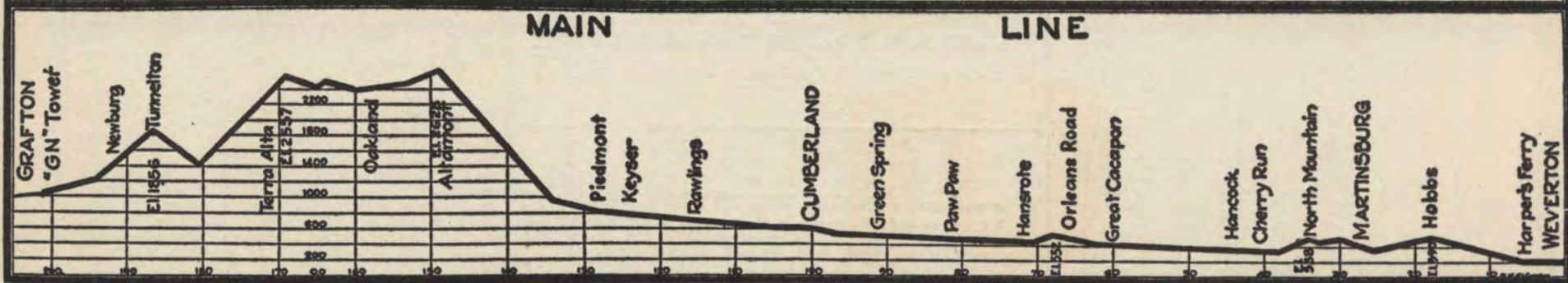
EASTWARD

					Distance from M & K Junction.	Train Order Stations.	M. & K. Sub-Division TIME-TABLE No. 75 October 26, 1958.	Passing Sidings. Capacity 45-foot cars including engine and cabooses.									
.....	0.5					DN	M. & K. JUNCTION							
.....	2.2					D-Z	0.5 ROWLESBURG							
.....	.....	.....	.....	11.6		1.7 MANHEIM								
.....	.....	.....	.....	14.0	D-X	9.4		40						
.....	.....	.....	.....	18.4	D-X	CADDELL								
.....	.....	.....	.....	22.5		2.4 ALBRIGHT								
.....	.....	.....	.....	24.9		4.4 KINGWOOD								
.....	.....	.....	.....	26.7		4.1								
.....	.....	.....	.....	29.5		SUTHERLAND								
.....	.....	.....	.....	30.1	D-X	2.4 MANOWN								
.....	.....	.....	.....	31.5		1.8 KANES CREEK								
.....	.....	.....	.....	33.0		2.8 ARTHURDALE MINE								
.....	.....	.....	.....	33.6		0.6 REEDSVILLE								
.....	.....	.....	.....	34.4	D-X	1.4		35						
.....	.....	.....	.....	35.4		BURK								
.....	.....	.....	.....	37.5		1.5 BRETZ								
.....	.....	.....	.....	44.0		0.6 OAK PARK								
.....	.....	.....	.....	45.8		0.8 MASONTOWN								
.....	.....	.....	.....	47.9	DN	1.0		16						
						CASCADE											
						2.1 GREER											
						6.5 ROCK FORGE											
						1.8 SABRATON											
						2.1 MORGANTOWN											
						Time over Sub-Division.....											
						Average speed per hour.....											

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

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 Min. 45 Sec.	80.0	1 Min. 10 Sec.	51.0	2 Min. 10 Sec.	27.0
0 " 46 "	78.0	1 " 11 "	50.0	2 " 15 "	26.0
0 " 47 "	77.0	1 " 12 "	50.0	2 " 20 "	25.0
0 " 48 "	75.0	1 " 13 "	49.0	2 " 24 "	25.0
0 " 49 "	73.0	1 " 14 "	48.0	2 " 30 "	24.0
0 " 50 "	72.0	1 " 15 "	48.0	2 " 40 "	22.0
0 " 51 "	70.0	1 " 16 "	47.0	2 " 50 "	21.0
0 " 52 "	69.0	1 " 18 "	46.0	3 " 0 "	20.0
0 " 53 "	67.0	1 " 20 "	45.0	3 " 10 "	18.0
0 " 54 "	66.0	1 " 22 "	43.0	3 " 15 "	18.0
0 " 55 "	65.0	1 " 24 "	42.0	3 " 20 "	18.0
0 " 56 "	64.0	1 " 26 "	41.0	3 " 30 "	17.0
0 " 57 "	63.0	1 " 28 "	40.0	3 " 45 "	16.0
0 " 58 "	62.0	1 " 30 "	40.0	4 " 0 "	15.0
0 " 59 "	61.0	1 " 32 "	39.0	4 " 17 "	14.0
1 " 0 "	60.0	1 " 34 "	38.0	4 " 36 "	13.0
1 " 1 "	59.0	1 " 36 "	37.0	5 " 0 "	12.0
1 " 2 "	58.0	1 " 38 "	36.0	5 " 27 "	11.0
1 " 3 "	57.0	1 " 40 "	36.0	6 " 0 "	10.0
1 " 4 "	56.0	1 " 42 "	35.0	6 " 40 "	9.0
1 " 5 "	55.0	1 " 45 "	34.0	7 " 30 "	8.0
1 " 6 "	54.0	1 " 50 "	32.0	8 " 34 "	7.0
1 " 7 "	53.0	1 " 55 "	31.0	10 " 0 "	6.0
1 " 8 "	52.0	2 " 0 "	30.0	12 " 0 "	5.0
1 " 9 "	52.0	2 " 5 "	28.0		



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