

WESTERN MARYLAND RAILWAY CO.

ELKINS DIVISION

TIME-TABLE No. 1

EFFECTIVE 12.01 A. M., EASTERN STANDARD TIME

SUNDAY, JUNE 20, 1920.

E. R. ROUZER,

Superintendent of Transportation

A. WILLIAMSON,

Superintendent

E. R.

SAFETY FIRST

Safety means conservation of human life.

Always be on the alert to avoid accidents.

Foggy and stormy weather requires special attention to the speed of
[your train.]

Exercise precaution and regularity in your work.

Take no chances.

You should always look before stepping on a track.

Furnish your train proper protection at all times.

Injuries often result by depending upon others to protect you.

Review from time to time your Book of Rules.

Study your time-table carefully.

Think of those dependent upon you before taking a chance and you will

ALWAYS BE CAREFUL

(See Special Instruction No. 31.)

SURGICAL DEPARTMENT.

COMPANY'S SURGEONS.

Dr. DANIEL Z. DUNOTT, Chief Surgeon, 906 N. Charles Street, Baltimore, Md., C. & P. Phone, Mt. Vernon 1700. Residence: 1005 N. Calvert Street, Baltimore, Md., C. & P. Phone, Mt. Vernon 5407.

Cumberland, Md.—	Dr. E. B. CLAYBROOK, Ranking Surgeon.
“ “	Dr. C. H. BRACE.
“ “	Dr. J. R. LITTLEFIELD.
“ “	Dr. J. K. COWHERD.
“ “	Dr. P. S. KEIM.
“ “	Dr. F. P. O'NEIL, Oculist.
“ “	Dr. G. O. SHARRETT, Oculist.
“ “	Dr. F. G. COWHERD.
Keyser, W. Va.—	Dr. C. S. HOFFMAN.
“ “	Dr. M. H. MAXWELL.
Westernport, Md.—	Dr. E. H. PARSONS.
“ “	Dr. Z. T. KALBAUGH.
“ “	Dr. A. B. KALBAUGH.
Blaine, W. Va.—	Dr. G. L. COPELAND.
Gorman, Md.—	Dr. W. G. DRINKWATER.
Henry, W. Va.—	Dr. N. R. DAVIS.
Thomas, W. Va.—	Dr. J. L. MILLER.
Coketon, W. Va.—	Dr. L. J. LANICH.
Davis, W. Va.—	Dr. A. P. BUTT.
“ “	Dr. C. A. GROOMES, Assistant.
Hendricks, W. Va.—	Dr. U. M. CARWELL.
Elkins, W. Va.—	Dr. A. M. FREDLOCK.
“ “	Dr. W. W. GOLDEN.
“ “	Dr. H. K. OWENS.
Beverly, W. Va.—	Dr. H. YOKUM.
Mill Creek, W. Va.—	Dr. B. L. LIGGETT.
Bemis, W. Va.—	Dr. W. H. WALCOTT.
Durbin, W. Va.—	Dr. A. E. BURNER.
Belington, W. Va.—	Dr. E. M. HAMILTON.
Dartmoor, W. Va.—	Dr. J. C. IRONS.
Lonaconing, Md.—	Dr. W. Q. SKILLING.
Mt. Savage, Md.—	Dr. H. J. BOSTETTER.
Frostburg, Md.—	Dr. J. MARSHALL PRICE.
“ “	Dr. W. OLIVER McLANE.
“ “	Dr. A. R. WALKER.
Meyersdale, Pa.—	Dr. C. P. LARGE.
“ “	Dr. BRUCE LIGHTY.
Rockwood, Pa.—	Dr. G. F. SPEICHER.
Confluence, Pa.—	Dr. C. W. FRANTZ.
Ohio Pyle, Pa.—	Dr. L. DALE JOHNSON.
Connellsville, Pa.—	Dr. G. W. GALLAGHER.
“ “	Dr. H. C. HOFFMAN.
“ “	Dr. L. P. McCORMACK.
“ “	Dr. THOS. B. ECHARD.
Dickerson Run, Pa.—	Dr. HARRY J. BELL.
Somerset, Pa.—	Dr. F. B. SHAFFER.

HOSPITALS.

Cumberland, Md.—Allegany Hospital, Western Maryland Hospital.
 Keyser, W. Va.—The Hoffman Hospital.
 Davis, W. Va.—Allegheny Heights Hospital.
 Elkins, W. Va.—Davis Memorial Hospital, City Hospital.
 Confluence, Pa.—Frantz Hospital.
 Connellsville, Pa.—Cottage State Hospital.

RULES.

1. In all cases of injuries to passengers or employes requiring surgical aid, the Company's Surgeon must be called without delay by the officer of highest rank present, and the case put in his exclusive charge. If no Company's Surgeon is located at or near the place of accident, the nearest competent Surgeon must be called.
2. In cases of emergency, where the passenger or employe has been so injured as to require immediate surgical aid, and the attendance of the Company's Surgeon cannot be had at once, then proper surgical aid should be procured to attend until his arrival. There must be no delay, however, in sending for the Company's Surgeon, when one is located at or near the place of accident, notwithstanding the called Surgeon is in attendance.
3. Employes injured in service and who call upon physician other than Company's Surgeon for attention, will be expected to assume the expense for such attention, except under circumstances as provided in Rule 2.
4. Employes, injured in the service, will be expected, whenever able, to visit the Company's Surgeon's office for treatment, except where their residence is remote therefrom.
5. In case of a serious accident, where a number of persons are injured, the services of competent Surgeons in the vicinity should at once be secured, and every attention given to the wounded. Company's Surgeons must be immediately notified by telegraph, giving particulars of the accident, number of persons injured, and what will probably be required for their relief.
6. In all cases of serious accident, whether to an employe, employes or to passengers, the ranking officer at scene of accident and also Company's Surgeon, upon his arrival, will immediately inform the Chief Surgeon by wire of said accident and extent of injuries, and will ask for further instructions as to the care and disposition of injured.
7. When it becomes necessary for an employe on duty, or a passenger, to obtain the services of a physician, on account of disability from sickness, and such physician is called by an officer or employe of this Company, the physician should be notified at the time he is called that the case is one of sickness and that the Western Maryland Railroad Company in calling the physician is acting at the request of the disabled person, and that therefore it cannot assume any liability for any medical charges that might be created.
8. Any member of crew being injured, no matter how slight, will immediately report same to Conductor, who will make a wire report to Superintendent from first open telegraph office. Each member of crew will then make out personal injury report, Form CT-11 in duplicate, giving all information in the case, mailing one copy to Superintendent and one copy to Chief Surgeon. When an employe is injured he must secure return to duty card from the attending Company Surgeon, in addition to the return to duty card from Medical Examiner.

FIRST AID OUTFIT.

Baggage cars, cabooses and agency stations have been furnished a First Aid Outfit consisting of First Aid packets carried in tin container. In each container will also be found Form C. S. 12, which is self explanatory.
 When one or more packets are used the container with remaining contents should be forwarded to Division Storekeeper at Cumberland, sending him notice in order that he will know from what point container is shipped, and to what point it should be returned.

RELIEF DEPARTMENT.

MEDICAL EXAMINERS.

Dr. J. A. PALMER.....Cumberland, Md.
 Dr. R. W. DUNHAM.....Elkins, W. Va.

W. T. STRINGER, Superintendent,
 Hillen Station, Baltimore, Md.

SPECIAL INSTRUCTIONS.

SPECIAL INSTRUCTIONS.

Note.—When a rule is referred to by Number, unless otherwise specified, it is a Rule in the Book of Rules.

Employes whose duties are affected by this Time-Table must have a copy with them while on duty.

1. SUPERIORITY OF TRAINS.

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

EXCEPTION TO SPECIAL INSTRUCTION No. 1.

Time-Table superiority of trains is superseded between MY-Block Station and North Branch Block Station, Georges Creek Sub-Division and on Elk Garden Sub-Division. Note further exceptions on pages 21, 24, 25, 26, 27, 28, 29, 33 and 34.

2. LOCATION OF STANDARD CLOCKS.

Dickerson Run Telegraph Office.
 Dickerson Run Round House.
 Bowest Round House.
 Chiefton Round House.
 Cumberland, Telegraph Office.
 Knobmount, Telegraph Office.
 W. Va. C. Junction, Telegraph Office.
 Harrison, Telegraph Office.
 Thomas, Telegraph Office.
 Elkins, Train Dispatcher's Office.

LOCATION OF WATCH INSPECTORS.

Webb C. Ball, General Time Inspector, 1110 Euclid Ave., Cleveland, Ohio.
 S. T. Little Jewelry Co., Cumberland, Md.
 G. W. Berisford, Piedmont, W. Va.
 Erhard Brothers, Thomas, W. Va.
 J. E. Poling, Hendricks, W. Va.
 A. I. Polan, Elkins, W. Va.
 A. W. Bishop, Connellsville, Penna.

3. REGISTER STATIONS.

Cumberland Telegraph Office,	Belington,
State Line,	Durbin,
Knobmount, Yard Master's Office,	Dickerson Run,
Harrison (for Elk Garden Sub-Division trains),	Colmar,
Fairfax,	Bowest Yard,
Thomas,	Chiefton,
Davis,	Helens Run Jct.,
Elkins,	Hutchinson,
	MY-Block Station (for Eastward first-class and extra passenger trains).

BULLETIN BOARDS ARE LOCATED.

Cumberland (Conductors' Room),	W. Va. Cent. Jct. (Telegraph Office),
Md. Jct. (Caller's Office),	Harrison (Telegraph Office),
Knobmount (Yard Master's Office),	Thomas (Telegraph Office),
Elkins (Train Dispatcher's Office),	State Line
	Bowest Yard Office and Round House,
	Chiefton,

Conductors and Enginemen of all trains or engines, each day, before going on duty, must examine the Bulletin Book and sign for all Bulletins, showing date of signature.

4. TRAIN RULES.

All trains must be cleared at the initial station and at Thomas by Clearance Card C. T. 20. C. T. 20 will be issued on authority of Train Dispatchers only, except when means of communication is inoperative, in which case operator may issue them, providing they have no orders affecting the movement of the train they release.

5. Exceptions to Special Instruction No. 4.

Weaver, Huttonsville, Gray, Bowest Yard, Pierce, Chiefton.

6. EXCEPTIONS TO RULE 5.

The time of trains will apply at the points mentioned below, as follows:

Thomas—Passenger station for first-class trains.
 Rule No. 10, Book of Rules, is amended to read:

Color Signals.

COLORS.	INDICATIONS.
(a) Red.....	Stop.
(b) Green.....	Proceed, and for other uses prescribed by the rules.
(c) Yellow.....	Proceed with caution, and for other uses prescribed by the rules.
(d) Green and White.	Flag stop, see Rule 28.
(e) Blue.....	See Rule 26.
(f) Purple.....	Stop (Night indication for dwarf signals and derails).

Yard Conductors must comply with the provisions of Rule 3, 83 and 83(B) and Special Instruction No. 3 before going on duty.

7. SPEED RESTRICTIONS.

Note—Meaning of Full Control:

Running at a speed that the Engineman can stop within half the distance he can see.

The following speed restrictions must not be exceeded and further reduced when not consistent with safety:

LIMITS.	MILES PER HOUR.		
	CLASS OF SERVICE.		
	Passenger and Express Trains.	Second class, light engines with or without cabooses.	Third class, extras, slow freight, local, pick-ups and work trains.
Maximum speed.....	40	30	30
Between Fairfax and W. Va. C. Jct. (Eastward)	30	15	15
Between W. Va. C. Jct. and Knobmount.....	40	20	20
Elk Garden Sub-Division.....	12	12	12
Between W. Va. C. Jct. and Fairfax (Westward)	30	20	20
Davis and Pierce Sub-Division.....	15	15	15
State Line Sub-Division.....	25	15	15
Georges Creek Sub-Division.....	15	15	15
Durbin Sub-Division.....	30	20	20
Belington Sub-Division.....	30	20	20
Weaver Sub-Division.....	15	12	12
Huttonsville Sub-Division.....	30	20	20
Cumberland, Baltimore St. Crossing.....	10	10	10
Copperas Rock ½ mile west of Hubbard.....	10	10	10
Mouth Stony River 1-½ miles west of Schell..	15	15	15
Between Kempton and Kempton Jct.....	15	15	15
Between Thomas and Hendricks.....	22	15	15
Between Hendricks and Elkins.....	40	20	20
Big Run Curve 4 miles east of Hendricks...	15	10	10
City Jct., Cumberland, C. & P. Crossing ...	10	10	10
Between G. C. Jct. and Connellsville.....	35	30	30
Colmar to G. C. Junction (Eastward).....	35	20	20
Third Curve 1.5 miles west of G. C. Jct....	35	20	20
Second curve 0.25 miles east of Brush Tunnel.	35	20	20
First curve 0.9 miles west of Lap.....	30	15	15
Third curve 1.75 miles west of Lap.....	30	15	15
Through Big Savage Tunnel.....	10	10	10
Grade Crossing, Meyersdale.....	10	10	10
All Districts.			
Engines running backwards.....	15	15	15
End of double track, through cross over switches, Junction points and pulling in and out of sidings.....	10	10	10

8. RAILROAD CROSSING.

All trains and yard engines will stop at C. & P. Crossings at City Junction and Westernport and not cross it until is known that the crossing is clear. All trains will approach Norton under full control.

SPECIAL INSTRUCTIONS—CONTINUED.

9. INSPECTION.

Eastward tonnage trains will stop at Bayard 10 minutes and at Mt. Savage 20 minutes to cool off wheels and for trainmen's inspection of train.

10. BRAKEMEN, FLAGMEN AND FLAGGING.

When flagging, in addition to other signals, Flagmen will at all times take fuseses with them. When called in during the night, or unfavorable weather conditions, will leave a lighted fusee in addition to torpedoes.

When a stop signal is displayed by a Flagman the Engineman will bring his train down to slow speed, and unless he receives definite instructions, either oral or written, as to the cause of his being flagged, he will bring his train to a stop and not proceed until he gets such information from the Flagman.

When a broken rail is discovered or dangerous conditions of track the Flagman will remain on the ground and protect until relieved by section men or other competent employe.

When switching over a street car crossing, street or road crossings not protected by gates or crossing watchman, a trainman will be stationed at such crossing to give proper signals so as to prevent accident.

Switching or work of any kind on the next track paralleling a track used by passenger trains will stop while passenger trains are passing.

Red and white lanterns on all engines and rear of all trains, will be lighted passing through all tunnels.

Employes must not stand along side a switch when a train is passing over it on the main track or is entering or leaving the siding, but under such conditions will stand on opposite side of track from the switch stand, or when that is impracticable, at least two car lengths from the switch.

Trains and engines using crossovers must have switches at both ends of crossover thrown before crossover is used.

While a train or engine is waiting at a crossover switch and during the passage of another train on any main track, both switches of the crossover leading to such track must be secured in the normal position.

A switch will not be closed for main track while a train, engine or car is outside of clearance point of siding.

A train entering a siding or moving through crossover between main tracks will not stop to pick up man at switch while any part of train is between switch and clearance point of siding, or between switches of crossover.

Trainmen should be very careful in handling switches to see that points fit up properly and that they are properly locked and in normal position after using.

Trains with engine detached or drafts of cars standing must have sufficient handbrakes set to secure them without depending upon air brakes and the brakes must be set on the down grade end of the draft.

Conductors of work trains will issue flagging instructions in writing. The Flagman will deliver a copy to each train flagged and ascertain that they are understood.

When a train makes a stop, other than passenger trains making regular station stops, Engineman will immediately give signal 14 (c), and before starting will recall Flagman by 14 (d) or (e) and receive a proceed signal from the rear before proceeding. When trains having helper engine on the rear are ready to proceed, the Engineman of leading engine will recall the Flagman. When Flagman gives proceed signal, Engineman of helper engine will give the proper whistle signal to proceed. Failure of Engineman to give signal 14 (c) does not relieve Flagman from protecting train in accordance with Rule 99.

On passenger trains provided with a Flagman in addition to regular Brakeman, the Flagman must take a position on the ground to the rear of trains, as soon as the train stops, with danger signals, so as to be in position to afford adequate protection as circumstances may require.

11. YARDS, YARD RESTRICTIONS, YARD LIMITS.

Train Rules Nos. 93 and D-93 will apply within the limits of the following designated yards:

Cumberland Terminal,	Hendricks,	Durbin,
W. Va. Cent. Junction,	Parsons,	Bowest,
Thomas,	Elkins,	Chiefton.
Davis,	Belington,	

If necessary to occupy the main track in the above mentioned yards all trains and yard engines must protect against first and second class trains. It will not be necessary to protect against third class, extra trains and yard engines which are required to move within these designated yards under full control and to stop if main track or sidings which they are using are occupied by another train, yard engine or cars, except that all trains will be protected by their Flagman, as per Rule 99, between the yard limit board just west of Hampshire and W. Va. Cent. Junction Coal Tipple and between first crossover east of Thomas Coal Tipple and yard limit board just east of Fairfax Station. This will not relieve Enginemen from running under full control.

Rule D-151 applies to all engines within the limits of designated yards.

12. TELEPHONES.

A train arriving at a passing siding or junction point to meet or permit another train to pass if the train restricting its rights has not yet arrived conductor will immediately call dispatcher on telephone and if taking siding will get in touch with dispatcher before pulling in.

In case of accident, slide, fire, washout or any trouble, employes will proceed to the nearest telephone and report to Superintendent, giving full particulars.

Location	Connected with
Cumberland.....	GM Office.
Ridgely.....	Yard Office.
Maryland Junction.....	Caller's Office.
	General Foreman's Office.
	East End of Double Track.
Knobmount.....	Knobmount Yard Office.
	West End of Yard A.
	East End of Passing Siding.
Seymour.....	West End of Passing Siding.
Ackerman.....	Section Foreman's Residence.
Pinto.....	East End of Commercial Siding.
Rawlings.....	East End of Passing Siding.
	B. & O. Telegraph Office.
	East End of Passing Siding.
Black Oak.....	West End of Passing Siding.
Gerstell.....	Opposite Water Tank.
Green.....	East End of Passing Siding.
Twenty-first.....	East End of Passing Siding.
Keyser Junction.....	Spur.
Keyser Junction.....	Telegraph Office.
Poland.....	East End of Passing Siding.
	West End of Passing Siding.
	East End of Yard.
Westernport.....	Telegraph Office.
Luke.....	Tower at C. & P. Crossing.
	Agent's Office.
W. Va. Central Junction.....	Telegraph Office.
	West End of Yard.
	East End of Passing Siding.
Warnocks.....	West End of Passing Siding.
Barnum.....	Agent's Office.
Shaw.....	West End of Passing Siding.
	Telegraph Office.
Neffs.....	East End of Passing Siding.
	West End of Passing Siding.
Peerless.....	Opposite Coal Tipple
Blaine.....	Telegraph Office.
Potomac Manor.....	Crossover.
Harrison.....	Telegraph Office.
Dodson.....	Main Track Switch.
Hubbard.....	East Switch.
	East End of Passing Siding.
Schell.....	Telegraph Office.
	Section Foreman's Residence.
	West End of Passing Siding.
	East End of Passing Siding.
Wallman.....	West End of Passing Siding.
Steyer.....	Opposite Water Tank.
	East End of Passing Siding.
Gorman.....	West End of Passing Siding.
	Telegraph Office.
Bayard.....	Telegraph Office.
	West End of Passing Siding.

SPECIAL INSTRUCTIONS—CONTINUED.

TELEPHONES—CONTINUED.

Location	Connected with
Dobbin.....	{ East End of Passing Siding. West End of Passing Siding. Telegraph Office.
Henry.....	{ East End of Passing Siding. At Switch.
Kempton Junction.....	{ West End of Henry Passing Siding. Telegraph Office.
Wilsonia.....	{ West Wye Switch. At Tool House.
Fairfax.....	{ Telegraph Office.
Sand Run Junction.....	{ Car Inspector's Shanty, East End Yard. Round House. End of Double Track.
Thomas.....	{ No. 37 Mine. Old Telegraph Office. Point of Switch.
Coketon.....	{ Water Station. East End of Cut. At Switch.
Mountain Switch.....	{ West End of Passing Siding. Telegraph Office. Agent's Office.
Tub Run.....	{ West End of Passing Siding. Telegraph Office.
Big Run.....	{ West End of Passing Siding. Agent's Office in Store.
Lime Rock.....	{ East End of Passing Siding. Near Water Tank.
Hendricks.....	{ East End of Passing Siding. Telegraph Office.
Hambleton.....	{ East End of Station. East End of Passing Siding.
Parsons.....	{ Switch to Siding. East End of Yard. Telegraph Office.
Porterwood.....	
Moore.....	
Haddix.....	
Montrose.....	
Kerens.....	
Gilman.....	
Elkins.....	
Elk Garden Sub-Division.	
Elk Garden.....	Telegraph Office.
Davis Sub-Division.	
Francis.....	West Switch of Mine Siding.
Davis.....	Telegraph Office.
Belington Sub-Division.	
Elkins.....	Telegraph Office.
Elkins Junction.....	{ At Switch. East Leg of Wye. Telegraph Office.
Norton.....	{ West End of Station. East Switch.
Harding.....	{ East Switch. Telegraph Office.
Gage.....	{ East Switch. Telegraph Office.
Junior.....	{ East Switch. East End of Yard Tracks. Telegraph Office.
Dartmoor.....	
Belington.....	
Connellsville Sub-Division.	
City Junction.....	Telegraph Office.
G. C. Junction.....	Interlocking Tower.
West End of Rock Cut.....	In Watch Box.
East End of Brush Tunnel.....	At Crossover.
Lap.....	Telegraph Office.
Mt. Savage.....	Telegraph Office.
East of Frostburg.....	Watch Box.
Frostburg.....	Telegraph Office.
West of Frostburg.....	Crossover.
Borden Tunnel.....	Crossover East of Tunnel.

TELEPHONES—CONCLUDED.

Location	Connected with
CONNELLSVILLE SUB-DIVISION—CON.	
Colmar.....	{ East End of Passing Siding. Interlocking Tower.
Big Savage Tunnel.....	{ West End Tunnel. East End of Passing Siding.
Deal.....	{ West End of Passing Siding. East End of Passing Siding.
Sand Patch.....	{ West End of Passing Siding. East End of Passing Siding. Telegraph Office.
Meyersdale.....	{ Crossing Watchman's Shanty. Section Foreman's Residence. Signal A-1986.
East of Garrett.....	{ East End of Passing Siding. West End of Passing Siding.
Garrett.....	{ Swanson. B. & O. Telegraph Office.
1 Mile East Rockwood.....	{ East End of Passing Siding. Telegraph Office.
Wilson Creek Junction.....	{ Coaling Station. Station.
Rockwood.....	{ East End of Passing Siding. Old Telegraph Office.
Casselman.....	{ East End of Tunnel. East End of Passing Siding.
Markleton.....	{ West End of Passing Siding. Water Tank.
Pinkerton Tunnel.....	{ East End Passing Siding. Telegraph Office.
Fort Hill.....	{ Supervisor's Residence. One-quarter mile west of Shipley. Water Tank.
Deeter.....	{ East End of Passing Siding. West End of Passing Siding. East End of Passing Siding. Telegraph Office.
Confluence.....	{ Section Foreman's Residence. B. & O. Connection. East End of Passing Siding. West End of Passing Siding.
Between Confluence and Bidwell	
Bidwell.....	
Ohio Pyle.....	
Stewarton.....	
Between Stewarton & Indian Creek.....	
Indian Creek.....	{ Two Miles East of Indian Creek. East End of Passing Siding. Old Telegraph Office.
Bluestone.....	{ Section Foreman's Residence. East End of Passing Siding. Signal A-2494.
Friend.....	{ Watch Box 2525. Telegraph Office.
Between Friend and Bowest.....	
Bowest.....	{ Yardmaster's Office. General Foreman's Office.
Bowest Yard.....	{ End of Double Track. Section Foreman's Residence.
Greenwood.....	{ B. & O. Dispatcher's Office. Passenger Station. Telegraph Office.
Connellsville.....	{ General Yardmaster's Office.
Dickerson Run.....	
State Line Sub-Division.	
G. C. Junction.....	{ Interlocking Tower. West End of Bridge.
Husband.....	{ At East Switch. Telegraph Office.
State Line.....	

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

The following regulations will govern the testing and operation of air brakes and other movements relating thereto:

APPLICABLE TO ALL TRAINS.

Trains originating at terminals must have air brakes operative on all cars in train. Trains originating at other points or

SPECIAL INSTRUCTIONS—CONTINUED.

while moving upon the Division must have the air brakes operative on not less than eighty-five per cent. of the cars in the train. Air brakes will be tested as follows at the starting point or where the train is picked up:—After the locomotive is coupled to the train and the pressure equalized throughout the train the Engineer, upon notice or signal from one of the Trainmen or Air Inspector, will make a service application of the air brakes (twenty-five (25) pounds reduction of train line pressure) and hold thus until the Engineer has examined the brakes on the engine and the tender and Trainmen or Air Inspector know that air is fully operative from head to rear of train and have notified Engineer that they have performed this duty. The Engineer will then release the air brakes and will again examine the brakes on the engine and the tender and Trainmen or Air Inspector know that brakes have properly released and have notified Engineer they have performed this duty. Should any defect be discovered either when the brakes are applied or released these defects must be corrected or the car with defective brake set out and the test or examination prescribed herein must again be made.

The Engineer must be notified when air brakes are cut out on one or more cars for any cause so that he will understand what braking power he has.

Applicable to Freight Trains between Cumberland and Thomas.

When cars are picked up on line of road air hose must be coupled through to engine and the air turned in the train line on such cars before moving, and after they have been coupled to the train and the pressure equalized throughout the train line air brakes must be tested on the cars picked up by the Engineer making twenty-five (25) pounds reduction train line pressure and give whistle signal as per Rule 14-A, a member of the crew being stationed at the rear of the train to see that air brakes apply and release on the last car in train when this test is made. At any place where train line is parted for any cause, except westward, after train line is coupled up and the pressure equalized throughout the train line air brakes will be tested by Engineer making twenty-five (25) pounds reduction of train line pressure and give whistle signal as per Rule 14-A, a member of the train crew being stationed at the rear of the train to see that the brakes apply and release on the last car. This test will also be made at Fairfax. The speed of freight trains must be controlled by use of air brakes. All pressure retaining valves must be set in service position at the top of grade and manipulated by Trainmen during the descent so as to assist the Engineer in controlling and regulating the speed. In all cases the Conductor, or in absence of the Conductor, the Flagman will note whether air gauge in caboose is registering proper amount of train line pressure. If not, train must be stopped and train line recharged. The Engineer will sound whistle signal 14-A as a notice to the train crew to apply hand brakes when he has any reason to believe that air brakes are not effectively controlling the speed of the train.

Hand brakes will be applied to control speed of train only when this signal is given or when in the judgment of the Conductor or his crew it is necessary to apply them to keep the train under control or stop it. When it is necessary to use hand brakes the Conductor will make a telegraphic report to the Superintendent from the first open telegraph office. Should air brakes become inoperative the train will be set off on the first siding available except on the long descending grades when the train will be stopped as quickly as possible and the Conductor will promptly get in communication with the Superintendent. The Conductor will be held responsible for instructing the Brakemen and seeing that they are located on their appropriate portions of the trains and properly perform their duties in accordance with Rule 712. The Conductor will ride out on train unless duties of more importance require his presence on the engine or caboose. The following portions of the track will be considered long descending grades, where, in addition to the other places mentioned herein, Rule 712 requires Brakemen to ride out on the train: Fairfax to Poland.

Applicable to Freight Trains.

Except Between Cumberland and Thomas.

When cars are picked up on line of road air hose must be coupled through to engine and the air turned in the train line of such cars before moving and after they have been coupled to the train and the pressure equalized throughout the train line air brakes must be tested on the cars picked up by the

Engineer making twenty-five (25) pounds reduction of the train line pressure and give whistle signal as per Rule 14-A, a member of the train crew being stationed at the rear of the train to see that air brakes apply and release on the last car in train when the test is made. At any place where a train line is parted for any cause after train line is coupled up and the pressure equalized throughout the train line air brakes will be tested by the Engineer making twenty-five (25) pounds reduction of train line pressure and give whistle signal as per Rule 14-A, a member of the train crew being stationed at the rear of the train to see that brakes apply and release on the last car. This test will also be made at the summits of descending grades in order to know before starting that brakes are in good condition. In all cases the Conductor or in the absence of the Conductor the Flagman will note whether air gauge in caboose is registering proper amount of train line pressure.

Sufficient hand brakes must be applied and pressure retaining valves turned up at top of grade and so manipulated on the descending grade that in controlling the speed of the train by the air brakes a full application will not be necessary, thus leaving some reserve power within control of the Engineer. When hand brakes are set on descending grades they must be alternated during the descent to avoid overheating wheels. The Engineer will sound whistle signal 14-A as a notice to the train crew to further apply hand brakes when he has any reason to believe that air brakes are not effectively controlling the speed of the train. Should the air brakes become inoperative the train will be set off on the first siding available except on the long descending grades when the train will be stopped as quickly as possible and the Conductor will get in communication with the Superintendent. The Conductor will be held responsible for instructing his brakemen and seeing that they are located on their appropriate portions of the train and properly perform their duties in accordance with Rule 712. The Conductor will ride out on the train unless duties of more importance require his presence on the engine or caboose. The following portions of track will be considered long descending grades, where in addition to other places mentioned therein Rule 712 requires Brakemen to ride out on the train.

Thomas to Hendricks.
Elk Garden to Harrison.
Davis to Thomas.
Haddix to Porterwood.
Haddix to Montrose.
Tunnel to Elkins.
Deal to Cumberland.

Applicable to Freight Trains between Deal and Cumberland.

Upon arrival at Deal, the Engineer will make a 25 pounds reduction of air in stopping at that point, before engine is cut off for water, and leave the brakes set until inspection of entire train is completed.

Trainmen will not turn angle cock until full reduction is made, and will not couple engine to train until inspection has been completed.

One trainman will start from rear of train and one from front end of train on opposite sides and inspect entire train. In the event of any train not having proper percentage of air brakes, sufficient cars will be set off to insure the required 85 per cent. of cars with brakes operative.

Trainmen will set sufficient hand brakes on every other car to regulate the speed of train between Deal and Mt. Savage, and upon arrival at Mt. Savage will release these brakes and then set sufficient hand brakes on the alternate cars to regulate the speed of the train, Mt. Savage to City Junction.

Conductors will see that front brakeman is stationed near middle and rear brakeman at rear of train approaching G. C. Junction and when rear of train passes G. C. Junction Tower, rear brakeman will start toward engine, releasing hand brakes and turning retainers down, and the front brakeman will start towards engine, releasing hand brakes and turning retainers down, except that the front brakeman will have ten retainers turned up until engine passes the Tannery, when all retainers will be turned down.

Following is time Eastward tonnage trains must consume between stations Deal and G. C. Junction.

Deal to Colmar.....	11 minutes.
Colmar to Frostburg.....	19 minutes.
Frostburg to Mt. Savage.....	11 minutes.
Mt. Savage to Lap.....	9 minutes.
Lap to G. C. Junction.....	20 minutes.

SPECIAL INSTRUCTIONS—CONTINUED.

Applicable to Passenger Trains.

Air brakes on two consecutive cars must not be cut out. When one or more cars are picked up on line of road air brakes on such cars must be tested before moving and when coupled to the train air brakes must then be tested on the entire train. When the train line is parted for any cause after it is recoupled a test of the air brakes must be made. These tests will be made after the train line pressure is equalized, the Engineer making twenty-five (25) pounds reduction of train line pressure and the Trainmen examining the brakes on each car to see that they properly apply and release except on such cars as have the air brakes cut out, which must not exceed fifteen per cent. of the total number of cars in the train. Running test of air must be made according to the requirements of Rule 507, page 213 Book of Rules. The speed of passenger trains must be controlled by air brakes. In any case of the air brakes not holding the Engineer must at once signal for brakes as per Rule 14-A, when train will be stopped by hand brakes, the air brakes inspected, and if found to be inoperative the train will very carefully proceed with use of hand brakes to the next passing siding when the Conductor will advise the Superintendent and be instructed as to further procedure. If a telephone or telegraph office is reached before the passing siding the train must be stopped and report made from there. Pressure retaining valves will be turned up descending grade Douglas to Hendricks and Colmar to G. C. Jet.

Applicable to All Freight Trains.

On freight trains consisting of 30 cars or more, the automatic air brake, having been applied, must not be released after speed of train is reduced to 10 miles per hour or less, until train comes to full stop.

Trains having 100 per cent. air and air line through caboose, will couple the air through to all helping engines.

When cars are set off where there is a grade, air brakes must first be applied, then hand brakes set and air released, and a trial made to see if hand brakes hold properly—all of which should be done before the engine is cut off from the cars.

Hand brakes must be set on cars on sidings whether on grades or not. A sufficient number of hand brakes must be set on each end of the draft and other cars throughout the draft to properly secure the cars.

Trains or cars standing on sidings or main tracks on grades, or cars standing by themselves while switching is being done, must also be secured by hand brakes. The setting of air brakes on cars or trains in cases referred to above must never be depended on to hold such cars or trains, even for a short period.

If the brakes apply in the emergency from a service application due to defective triple valves or a burst air hose, the train must be brought to a STOP before the brake valve is placed in release position, and the adjoining tracks immediately protected in both directions until it is ascertained no serious accident has occurred to the train.

When undesired quick action of the air brake develops on a freight train every effort must be made by test to locate car or cars causing the trouble.

Conductors must see that this rule is complied with.

Number of Cars in Trains.	Maximum Number of Cars Allowed Without Effective Air Brakes.
6 cars or less	0 cars.
7 " to 13 cars inclusive	1 "
14 " to 19 " "	2 "
20 " to 26 " "	3 "
27 " to 33 " "	4 "
34 " to 39 " "	5 "
40 " to 46 " "	6 "
47 " to 53 " "	7 "
54 " to 59 " "	8 "
60 " to 66 " "	9 "
67 " to 73 " "	10 "
74 " to 79 " "	11 "
80 " to 86 " "	12 "
87 " to 93 " "	13 "
94 " to 99 " "	14 "
100 " to 106 " "	15 "
107 " to 113 " "	16 "
114 " to 119 " "	17 "
120 " to 126 " "	18 "

NOTE—Locomotive and its tender will be counted as two cars. A caboose will be counted as a car.

14. NORMAL POSITION OF SWITCHES.

The normal position of switches at end of double track at Greenwood, Colmar, Knobmount, Blaine, Harrison, Fairfax, Coketon, Elkins Junction and Elkins "Y" and Norton, is for the eastward track.

Normal position of switch at MY-Block Station is for Ridgely. Operator will handle switch for trains using Departure tracks.

15. WEIGHT RESTRICTIONS, Etc.

H-8 class engines must not be taken in on Keyser freight station siding. Coal chute over No. 2 Tipple track at Peerless will not clear a 400 class or larger engine and will not clear a box car. Engines must not doublehead over bridges between Elkins and Belington and between Parsons and Hendricks. Engines heavier than 401 to 416, inclusive, must not cross Potomac River bridge between Ridgely and incline leading to freight house at Cumberland, and engines heavier than Engine 458 must not cross over bridge over Wills Creek between G. C. Junction and State Line Sub-Division.

Engines heavier than 600 class cannot be used on Strathmore Coal Siding.

Engines must not go beyond point where track is tie plated on Hamill Coal Siding.

Engines must not go in on Steyer Coal Siding east of hump on west end or west of water tub on east end.

Overhead bridge on back coke track at Thomas will not clear man on car or engine.

Screen platform under tipple at Hubbard will not clear man on a car.

Side and overhead clearances at bridges between City Junction and Cumberland are very close.

Overhead side clearance at Shed at the Cumberland Brewing Company's plant City Junction are very close.

Cars of greater width than 9 feet 6 inches at a height of 12 feet 6 inches above top of rail must not be taken through tunnels one and two on George's Creek Sub-Division.

Sand bin over siding used by Builders Supply Company on State Line Sub-Division will not clear man on top of box car.

Coal chute on coal siding at Davis Coal & Coke No. 10 at Windom will not clear man on top of box car.

Ballast plant at Bidwell will not clear any engine under tipple, and will not clear man on top of box car.

Coal tipple over siding of Wilmoth Coal Co. at Meyersdale will not clear man on top of box car.

Building on north side of track just west of Bell coal tipple will not clear man on side of car or engine.

16. TRAIN ORDERS.

Train orders must be numbered consecutively each day, beginning at midnight.

Where more than one Dispatcher's district is operated on a Division, train order numbers on each district should differ, for example, one district beginning with No. 1, another district No. 201, etc.

When a train is directed by train order to take siding for another train such instructions apply only at the point named in that order.

On portions of the line not protected by automatic block signals, "31" orders must be issued to trains whose right or superiority is restricted by the order.

Conductors must read aloud "31" orders to Operator and Engineman must read all orders to Conductor when practicable. All train orders must be read aloud by Fireman and Trainmen to Engineman or Conductor. Copies of "19" orders must be handed Flagman on rear of freight train. Operators will send office copies of all train orders and clearance cards to Chief Train Dispatcher each week.

Form A will be issued by Supt. originating trains between G. C. Jet and Colmar, in place of "19" order.

17. SIGNAL RULES.

When an Engineman, signalled as per Rule 14-k, fails to respond as per Rule 14-g, the Engineman carrying signals for a following section must stop and personally call attention to the signals.

Conductors of passenger trains must give five short blasts of the communicating air signal at meeting points made by rule with superior trains, and at all points at which they have orders to meet trains.

This signal must be given one mile distant from meeting points and must be acknowledged by the Engineman as per Rule 14-p.

SPECIAL INSTRUCTIONS—CONTINUED.

Before accepting a "Proceed" train order fixed signal the Engineman must see the signal change from its normal indication.

One long blast of engine whistle will be used by westward trains approaching G. C. Junction to designate route to Connellsville.

Exceptions to Rule 221(A).

First class trains may pass a train order fixed signal while stop is displayed to spot train at station platform. The train must be cleared in accordance with Rule 221(B).

Westward tonnage trains when pulling in on the westbound passing siding at West Virginia Central Junction may pass the train order signal while stop is indicated to proceed to west end of passing siding. Conductors must go immediately to telegraph office to secure orders or clearance card and Engineer will be governed accordingly.

"19" form train order will be used exclusively between Colmar and Connellsville, except that when automatic signals are inoperative the "31" form will be issued to trains whose rights are restricted by the order, and also that "31" form will be used for restricting the superiority of a train when the order is placed for delivery at the point where the restriction applies.

Operators may deliver "19" train orders (with Clearance Cards Form CT-20) to Conductors and Enginemen without stopping the train.

To indicate to Conductors and Enginemen that train order signal is set at stop for the delivery of "19" form order a yellow flag by day and a yellow light by night will be placed on train order signal mast in the place provided for that purpose.

Red flag by day and red light by night will be used to signal trains for orders at Elk Garden, Davis, Junior, Huttonsville and Belington.

Train Signals.

Rules 19, 19(A) and D-19, Book of Rules, are amended to read:
Yellow instead of Green.

Block Signals.

Manual—Automatic and Interlocking.

Rules 301, 501 and 601, Book of Rules, are amended to read:
Yellow instead of Green.
Green instead of White.

Signal aspects and diagrams of train signals are modified accordingly.

Automatic Block Signals.

Automatic Signals are in operation between Seymour and Knobmount and between Colmar and Connellsville. Rules 501 to 516, inclusive (except Rule 504B), govern.

Signals.

Signals are of the Absolute and Permissive type; Absolute for opposing movements from siding to siding, and Permissive for following movements from signal to signal.

Indications.

The automatic signals between stations and at the entrance to sidings are of the "Permissive" type, with pointed blades and by night display a red marked light diagonally below the light indicating the position of the semaphore arm.

The block signals just beyond the leaving end of sidings are of the "Absolute" type, with square end blades and by night display a red marker light vertically below the light indicating the position of the semaphore arm.

Automatic Block Signal Rules.

When any Permissive Signal on single track indicates "Stop," trains or engines must stop before reaching the signal, and after having stopped and being unable to communicate with the Dispatcher, may proceed under protection of a Flagman to the first signal in proceed or caution position in direction they are

moving (or to a telephone, where instructions will be secured from the Superintendent), expecting to find a train, an open switch, a broken rail or some other obstruction in the block.

A semaphore arm having a square end is called an "Absolute Arm" and when in "Stop" position indicates that the stop must be made before reaching the signal, and that it must not be passed in "Stop" position without authority by train order to do so.

If unable to communicate with the Superintendent by telephone or telegraph to secure authority to pass the signal, the train or engine may proceed under the protection of a Flagman to next block signal in proceed or caution position.

On single track the stop must be made at the clearance point of siding before reaching the Absolute block signal.

A train authorized by train order to pass automatic signals while stop is indicated, must run with caution, not exceeding one mile in five minutes, look for broken rail or other track obstruction, flag sharp curves, stop and examine main track switches and bonded switches or derails which protect the main track, proceed thus to point indicated or to the first automatic signal giving proceed or permissive indication.

Where derailing switches are not provided, cars must be kept clear of fouling and insulated joints.

The location of each signal is shown by its number, the first three figures denoting miles and fourth figure tenths of miles from Baltimore.

When stopped by red automatic signal, Conductor or Engineer will report same by signal number and location from first open telegraph office on Form CT-102.

Signals are numbered as follows:

	Elkins Division.	
Westward.		Eastward.
A-1634	Virginia Avenue	A-1635
.....	Knobley Tunnel	A-1639
CA-1850	"MY" Block Office	.....
CA-1852	Knobmount	.....
.....	Colmar	CA-1853
A-1856	Big Savage Tunnel	.....
A-1874	Deal	CA-1865
A-1880	Warren's Mills	A-1875
A-1892	.....	A-1881
A-1904	Sand Patch	A-1893
A-1914	Meyersdale	.....
A-1926	Garrett	A-1905
A-1934	Swanson	A-1915
A-1948	Rockwood Junction	A-1927
A-1956	B. & O. Track	.....
A-1972	W. M. Main Track	A-1937
A-1986	W. M. Passing Track	A-1949
A-2002	Rockwood	A-1957
A-2010	.....	.....
A-2022	.....	A-1977
A-2034	.....	A-1987
RJ-2052	.....	A-2003
RJ-2064	.....	A-2011
.....	.....	A-2023
.....	.....	A-2035
A-2072	.....	A-2055
A-2078	.....	.....
A-2092	.....	.....
.....	.....	A-2079
.....	.....	A-2095

SPECIAL INSTRUCTIONS—CONTINUED.

Westward.

A-2106	Casselman
A-2116	
A-2128	
A-2134	
A-2144	Markleton
A-2162	Pinkerton Tunnel
A-2172	
A-2182	Fort Hill
A-2194	
.....	
A-2206	Deeter
.....	
A-2220	
.....	
A-2236	Harnedsville
A-2242	
A-2256	Confluence
A-2272	
A-2288	
A-2298	
A-2306	Bidwell
A-2320	
A-2332	
A-2346	
A-2354	
A-2364	Ohio Pyle
.....	
A-2386	
A-2398	
A-2408	Stewarton
A-2426	
.....	
A-2444	
A-2452	Indian Creek
A-2462	
.....	
A-2476	
A-2482	Blue Stone
A-2494	
.....	
A-2512	Friend
.....	
A-2512	Bowest
.....	
.....	Greenwood
.....	
.....	Connellsville

Eastward.

A-2107
A-2117
A-2129
A-2135
.....
A-2147
A-2163
A-2173
A-2183
.....
A-2197
.....
A-2211
.....
A-2223
A-2237
A-2243
A-2257
A-2273
A-2289
A-2299
A-2307
A-2321
A-2333
A-2347
A-2355
.....
A-2371
A-2387
A-2399
A-2409
.....
A-2431
A-2445
A-2453
.....
A-2467
A-2477
A-2483
.....
A-2501
.....
A-2513
A-2525

18. MOVEMENT OF TRAINS.

Passenger trains will await arrival of connecting trains at Elkins, Thomas and Harrison, and will wait ten minutes at other Junctions or connecting points.

Flying switches will be permitted only when the engine holds the main track, and then only in emergency.

Telephone is located in room adjoining caller's office at Maryland Junction where Train and Enginemen will communicate with the Operator at MY-Block Station to get register information as to the arrival and departure of all superior trains before leaving the engine terminal.

All trains, engines and yard engines will approach Sand Run Junction under full control, looking out for trains 21, 22, 25, 26, crossing over. While these trains are between Sand Run Junction and Pierce, Flagman will be left at Sand Run Junction to protect return movement. In the absence of Flagman, all trains and yard engines westward may run ahead of these trains.

When instructed to do so trains will go to Kempton without train orders leaving Trainman at main track switch to protect return movement and to notify other trains of the location of their train.

19. HELPER ENGINES.

On trains having two or more engines the air brakes will be operated from the leading engine.

Helper engines on freight trains will be operated ordinarily on the rear except that helper engines may be double-headed with pulling engines when train consists of less than fifty (50) empties or thirty loads.

While the train is standing the pusher Engineman will assist in charging train line but will cut out his brake valve when his gauge shows within ten pounds of the standard train line pressure.

The pusher Engineman must not assist in charging train line while train is in motion.

In stopping for water or coal, the air hose coupling will be cut between the pusher engine and train after the leading engine makes the first stop.

In approaching slow points, in drifting or in stopping, the Engineman of the pulling engine must aid in keeping the slack bunched. Pusher Engineman will keep the slack in train pushed up at all times.

The pusher engine will be cut in train from Knobmount to Fairfax and will be cut in train and put on rear between Hendricks and Thomas.

The air hose will be coupled up to and including the caboose or last car or engine in train, and the air cut through so that all brakes will be under the control of the Engineman of the pulling engine.

Pusher engines must not be cut off at any time while the train is in motion, except in yard movements, when the air hose is not connected between the pusher and the train.

The caboose must be placed behind the pusher engine, when practicable.

To assist a train ahead, the engine of a following train must be detached from its own cars or train.

When helpers are used on rear of trains, the slack at all times must be taken by helping engine.

Helper engine on all Eastward freight trains will assist train to a point ten car lengths east of overhead bridge east of Deal, before cutting off, and will exercise great care in cutting off train to prevent damage by slack running out.

20. EXPLOSIVES.

Cars containing Naphtha, Gasoline or other highly inflammable or explosive commodities, when being shifted in yards or set off on line, must not be detached from the engine or other cars while in motion or allowed to drift.

21. GRADE CROSSINGS.

Trains or yard engines will not obstruct road crossings. Whenever the delay will exceed five minutes the train will be cut and the crossing left clear ten feet.

22. WATER TANKS AND APPLIANCES.

Engines need not be detached from trains to take coal or water when in the judgment of the Conductor and Engineman they can make the stop safely and advantageously without cutting off; otherwise the engine must be detached before the spot stop is made.

After taking coal or water, Engineman and Firemen are required to know that the apparatus used is clear of all tracks and secured in the place provided.

The water and coal appliances must not be moved until the engine is properly placed and the engine must not be moved until the water and coal appliances are returned to their proper position.

Borden, Gerstell and W. Va. Central Junction water stations will be used in emergency cases only.

Additional Water Tanks.

Maple Run,	Borden,
Tub Run,	Bowest Yard,
Roaring Run,	1 mile west of Bingamon Jct.

23. The following are points designated, where ash pans on engines may be cleaned.

WESTWARD.

Passenger trains—	Freight trains—
Steyer,	Poland,
Thomas passenger station,	Harrison,
Durbin wye,	Dobbin,
Belington, ash track.	Thomas yard west end
	tracks Nos. 1 and 2,
	Hendricks on main track
	just west of west switch,
	Porterwood passing sidin,g
	Bemis water tank,
	Belington, ash track.

SPECIAL INSTRUCTIONS—CONTINUED.

EASTWARD.

Passenger trains—
Steyer.

Freight trains—
Durbin wye,
Bemis water tank,
Belington, ash track,
Hendricks on east end pass-
ing siding,
Harrison.

ELK GARDEN BRANCH.

Ash pit, Elk Garden.

Traveling switch engine at W. Va. C. Jet., on ash pit old shop, W. Va. C. Jct.

Lap.....At penstock.
Deal.....At water tub or east end of
 passing siding.
Rockwood.....At water tub.
Bidwell.....At water tub.

24. No employee will load tank of any engine at any coaling station, so that coal will fall off tank while being coaled, also after engine moves from the coaling station.

Ash pan slides must be closed when leaving engine house and must be kept closed at all times except when cleaning ash pans at designated points.

Helper engines will clean ash pan when lead engines stop for water at Bidwell and Rockwood.

25. DOUBLE TRACK.

Between Colmar and East End Yard "B" Knobmount.
Between Blaine and Harrison.
Between Fairfax and Coketon.
Between Norton and C. & C. Junction.
Between Greenwood and Connellsville.

26. MANUAL BLOCK SYSTEM.

BETWEEN MY-BLOCK STATION AND NORTH BRANCH BLOCK STATION.

Manual Block Stations and signals are in operation as follows, and Manual Block Rules 301 to 379 inclusive (except Rules 308, 332 and 377), are in effect between North Branch Block Station and MY-Block Station.

Trains will not have superiority by class or direction between MY-Block Station and North Branch Block Station. Rule 71 is modified accordingly.

Location of Block Stations and Signals:

North Branch Block Station and Signal, north side of main track, west end of Passing Siding. MY-Block Station and Signal, east end of departure tracks.

All signals used in Manual Block service will be known as home signals, and will govern trains moving on main track only.

The standard two-arm semaphore will be used at Block Stations.

The governing arm is displayed to the right of the signal mast as seen from an approaching train and the indications are given by positions:

Blade horizontal, red light, Stop.
Blade vertical, green light, Proceed.

The above block will be operated Absolute for opposing, and Permissive for following movements. See Rules 317 and 317 (B)

Unless a Manual Block Signal is seen to change from "Stop" to "Proceed" by the Engineman, Fireman or Conductor, it will be regarded as a stop signal.

All trains will move between North Branch Block Station and MY-Block Station on block signal indications. Rule 97 is modified accordingly.

The Signalman at MY-Block Station will block with the Signalman at North Branch Block Station for Eastward movements and the Signalman at North Branch Block Station will block with Signalman at MY-Block Station for Westward movements.

The Signalman at MY-Block Station must secure complete register information affecting the rights of Westward trains from Hagerstown Division.

A proceed block signal at MY-Block Station will indicate to Westward trains via Ridgely leg of Wye that Signalman has checked train register and that Elkins Division trains Nos. 1, 4, 9 and 10 if over due have arrived and departed.

Trains from Hagerstown Division using departure tracks Nos. 33, 34, 35, 36 or 37, or using Knobley leg of Wye must receive abstract of train register, Form C. T. 208, or train orders from Signalman at MY-Block Station, showing movement of Elkins Division trains Nos. 1, 4, 9 and 10 as may be required before using Elkins Division main track, Signalman at MY-Block Station will fill out train register abstract. Form C. T. 208, and deliver copy to Engineer and to Conductor or Flagman without stopping the train, and at the same time deliver train orders if they are required.

Block signal at MY Station only governs trains from and to Ridgely leg of Wye.

A "Proceed" Block Signal at MY-Block Station for Westward trains does not supersede the superiority of trains between MY-Block Station and Knobmount and between MY-Block Station and Ridgely. Westward trains will move between these points as provided by Rules 93, D-93 and Special Rule 11.

Yard engines and work trains will occupy the block between MY-Block Station and North Branch Block Station as authorized by the Superintendent of the Hagerstown Division.

Yard engines or work trains desiring to use either leg of the Wye must secure authority to do so on Form CT-20. Permission to issue Form CT-20 must be secured from the Signalman at MY-Block Station.

By permission from the Train Dispatcher at Hagerstown, and from the Signalman at MY-Block Station, the Operator at Ridgely will issue Form CT-20 to Hagerstown Division trains originating at his station, showing the schedule to be represented and whether signals are to be displayed, which will authorize such trains to proceed to MY-Block Station without train orders, but this authorization will not supersede the superiority of trains between Ridgely and MY-Block Station.

By permission from the Superintendent at Hagerstown the Operator at MY-Block Station will issue Form C. T. 20 to Hagerstown Division trains originating at his station, showing the schedule to be represented and whether signals are to be displayed.

Eastward trains or engines entering block at MY-Block Station from departure tracks must obtain Block Form A from Signalman with authority to do so.

Eastward trains or engines entering block from Ridgely leg of Wye will be governed by block signal indications at MY-Block Station.

The automatic signals between North Branch and MY-Block Station will continue to be operated as at present. Block signals do not dispense with the use or observance of other signals.

Westward trains will not pass the clearance at West end of North Branch Passing Siding until the North Branch Block Signal is changed to "Proceed," or until authority is given on Block Form A.

Should a train have to clear at Virginia Avenue, the Conductor will report to the Block Signalman at MY-Block Station and North Branch Block Station when train is clear and switch locked, and will not permit train to again enter the block until he has secured permission from the Block Signalman at North Branch Block Station for an Eastward movement, and from the Block Signalman at MY-Block Station for a Westward movement, filling out Block Form "A" as instructed by the Signalman.

Eastward first class and extra passenger trains passing MY-Block Station will leave register ticket (Form CT-12) with Signalman, who will enter therefrom proper information on the Train Register. Rule 83 (B) is modified accordingly.

The Operator at Knobmount and Cumberland will telephone the Signalman at MY-Block Station all register information for first class, second class and extra passenger trains via Elkins Division, but must not give this information until outbound trains pass Ridgely end Md. Jet. Wye.

When helper engine is coupled to a train and so run past any block station it will be permitted to uncouple and return to the Block Station when authorized to do so by Signalman on Block Form A. Rule 364 is modified accordingly.

MANUAL BLOCK BETWEEN ELKINS AND ELKINS JCT.

Single track between Elkins and C. & C. Jct. and Eastward track between C. & C. Jct. and Elkins Jct. will be operated as manual block as follows: Absolute for opposing movements and Permissive for following movements as per Rule 317 and 317-B. Trains will not have superiority by class or direction between Elkins and C. & C. Jct., and will not have superiority by class on Eastward track between C. & C. Jct. and Elkins

SPECIAL INSTRUCTIONS—CONTINUED.

Jct. Westward trains instead of C. T. 20 must obtain block Form A from Train Dispatcher at Elkins as authority to use the block and must report by telephone to Train Dispatcher as soon as train is clear of block. Block Form A will be authority for Durbin Sub-Division and Huttonsville Sub-Division trains to run against current of traffic on Eastward track between C. & C. Jct. and Elkins Jct. without train orders. Eastward trains before entering block must obtain Block Form A by telephone from Train Dispatcher at Elkins as authority to do so. All trains and engines may use the block between Elkins and C. & C. Jct. without Block Form A in accordance with special instructions No. 11.

27. **SPEED TABLE.**

Time per Mile.		Miles per Hour.		Time per Mile.		Miles per Hour.		Time per Mile.		Miles per Hour.	
Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.
0.40	90.00	1.18	46.15	1.56	31.04	2.34	23.38				
0.41	87.80	1.19	45.57	1.57	30.77	2.35	23.23				
0.42	84.71	1.20	45.00	1.58	30.51	2.36	23.08				
0.43	83.72	1.21	44.44	1.59	30.25	2.37	22.93				
0.44	81.82	1.22	43.90	2.00	30.00	2.38	22.78				
0.45	80.00	1.23	43.37	2.01	29.75	2.39	22.64				
0.46	78.26	1.24	42.86	2.02	29.50	2.40	22.50				
0.47	76.59	1.25	42.35	2.03	29.27	2.41	22.36				
0.48	75.00	1.26	41.86	2.04	29.03	2.42	22.22				
0.49	73.47	1.27	41.38	2.05	28.80	2.43	22.08				
0.50	72.00	1.28	40.90	2.06	28.57	2.44	21.95				
0.51	70.59	1.29	40.45	2.07	28.34	2.45	21.82				
0.52	69.23	1.30	40.00	2.08	28.12	2.46	21.69				
0.53	67.92	1.31	39.56	2.09	27.91	2.47	21.56				
0.54	66.66	1.32	39.13	2.10	27.69	2.48	21.43				
0.55	65.45	1.33	38.71	2.11	27.48	2.49	21.30				
0.56	64.29	1.34	38.29	2.12	27.27	2.50	21.17				
0.57	63.16	1.35	37.89	2.13	27.09	2.51	21.05				
0.58	62.07	1.36	37.50	2.14	26.87	2.52	20.93				
0.59	61.02	1.37	37.11	2.15	26.67	2.53	20.82				
1.00	60.00	1.38	36.73	2.16	26.47	2.54	20.70				
1.01	59.02	1.39	36.39	2.17	26.28	2.55	20.57				
1.02	58.06	1.40	36.00	2.18	26.09	2.56	20.45				
1.03	57.14	1.41	35.64	2.19	25.90	2.57	20.34				
1.04	56.25	1.42	35.29	2.20	25.71	2.58	20.22				
1.05	55.38	1.43	34.95	2.21	25.53	2.59	20.11				
1.06	54.55	1.44	34.61	2.22	25.35	3.00	20.00				
1.07	53.73	1.45	34.28	2.23	25.17	3.15	18.46				
1.08	52.94	1.46	33.96	2.24	25.00	3.30	17.14				
1.09	52.17	1.47	33.64	2.25	24.83	3.45	16.00				
1.10	51.43	1.48	33.33	2.26	24.66	4.00	15.00				
1.11	50.70	1.49	33.03	2.27	24.49	5.00	12.00				
1.12	50.00	1.50	32.72	2.28	24.32	6.00	10.00				
1.13	49.31	1.51	32.43	2.29	24.16	6.40	9.00				
1.14	48.65	1.52	32.14	2.30	24.00	7.30	8.00				
1.15	48.00	1.53	31.86	2.31	23.83	8.34	7.00				
1.16	47.37	1.54	31.58	2.32	23.64	10.00	6.00				
1.17	46.74	1.55	31.30	2.33	23.53	12.00	5.00				

28. **SAFETY FIRST.**

- (a) Don't go between moving cars to couple or uncouple them, or to connect or disconnect the hose.
 - (b) Don't disarrange bridge warnings so that they fail to serve their purpose.
 - (c) Don't kick a sticking brake shoe while train is in motion.
 - (d) Don't go between cars in a train to do work until some member of the crew is made aware of the fact, and the necessary precautions are taken to prevent the train being moved while you are between the cars.
 - (e) Don't sit on brake wheels of cars.
 - (f) Don't place yourself in a dangerous position to bleed air off a moving car or to adjust knuckles.
- Lock in both directions before alighting from a train or crossing the tracks.

While inspecting trains or working about cars or engines, a sharp lookout must be kept for approaching trains on adjacent tracks.

Trainmen while working at points where there are track fences, or where the roofs of buildings extend over the track, or the clearance is not sufficient, should be particularly careful to avoid personal injury.

When newly employed or inexperienced trainmen are working on a crew, the older members should call the attention of the new men to possible danger.

The practice of helper engine crews changing markers while engine is in motion, is prohibited.

Employees are prohibited from stepping on the foot boards of engines either on the pilot or tender while engine is moving toward them.

Don't use your hands or feet to adjust couplers while cars are moving or about to couple.

Riding pilot of engines not equipped with foot boards is forbidden.

MISCELLANEOUS.

29. The unnecessary use of electric light and fans in passenger coaches is prohibited. Lights should be turned on by night thirty minutes before starting time.

Alternate lights in passenger cars will be lowered after 11.00 P. M., except when making station stops.

Sufficient lights will be used through tunnels and when weather conditions require lights by day.

30. During freezing weather trainmen will open the valve of steam line on rear car of train when entering terminals at which equipment is to lay over, so that steam line may be properly drained to avoid freezing.

31. Train Order Telegraph Offices must be provided with three (3) fuses, six (6) torpedoes, a yellow and a red flag and a yellow and a red lantern, for use in accordance with Rule 221 (A).

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

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

A report must be made to the Train Master at least two hours in advance of the expiration of the time on duty permitted by the Hours-of-Service law and without regard to exceptions as specified above. The Conductor must make this report for each member of the crew. When there is no Conductor, the Engineman will make the report.

When Trainmen or Enginemen are relieved from duty account of Hours-of-Service law, they will show on back of time card time and place relieved and by whom.

At all points where crews are handled rest register forms will be provided, Form C. T. 117, in which the Conductor will register upon arrival at terminal for himself and members of the train crew completing the run at the same time, and Form C. T.-116, in which the Engineman will register upon arrival at terminal for himself and Fireman, if the Fireman completes the run with the Engineman.

If all members of the train crew were not relieved from duty on the same date and hour on previous or present trip, the Conductor will first enter his name and those of his crew who were relieved from duty at the same time and enter on subsequent lines names of other members of his crew. The Engineman will follow same method for himself and Fireman.

Where any member of the crew does not reach the terminal with the Engineman or Conductor, such employe will register for himself upon reaching the terminal.

All information called for on Form C. T.-117 and C. T.-116 will be filled in by the Conductor and Engineman, except as noted above.

33. On trains with vestibule cars, the side and trap doors must be kept closed. At stations they must be opened only on the station platform side. When it is necessary to open the doors before the train comes to a stop, they must be guarded by trainmen and porters. Upon leaving stations, the side and trap doors must be closed on each car, as soon as the train is started.

SPECIAL INSTRUCTIONS—CONTINUED.

34. In case of injury to passengers, employes, or trespassers, Conductor in charge of train must report promptly full details, including initial and number, height above rail, width, length of car or cars causing the injury, height of obstruction above rail, side distance from nearest rail, whether or not warning guards are placed near the obstruction, weather conditions, etc.

35. Western Maryland trains will operate over tracks of P. & L. E. R. R. between Connellsville and Dickerson Run, and will be governed by instructions and rules of that company, while on their tracks, and must have copy of their time-table and book of rules.

P. R. R. crews operating over Western Maryland tracks between State Line and Knobmount will be governed by instructions and rules of this Company while on our tracks and must have copy of current time-table and book of rules.

B. & O. crews operating between Elkins and Norton will be governed by instructions and rules of this Company while in the above territory and must have copy of current time-table and book of rules.

36. Until further notice steel or steel underframe equipment must be hauled ahead of wooden equipment in passenger trains, except that a wooden baggage car may be run on the head end of a train when there is no all-steel or steel underframe baggage car available.

Unauthorized persons will not be permitted to ride in any mail, baggage or express car, except that sick or injured persons on cots or stretchers who declare themselves unable to travel in any other manner, will be carried in baggage cars, with one or more attendants. Persons will not be accepted for transportation who are ill of diseases considered contagious under the laws of the State, or persons whose illness is of such a character that their transportation would be, under the laws of the State, a menace to the public health.

37. All flat cars must be placed on the rear of freight trains just ahead of caboose. Where pusher engines are used flat cars must be placed behind the pusher.

Cars seventy (70) feet or more in length and which are not equipped with pivoted head couplers must not be coupled to caboose cars in road movement.

38. Parcel post mail must not be thrown from cars, wagons or trucks, but must be lifted therefrom, and it must be lifted into cars and wagons.

Agents and local freight trainmen will use every precaution in handling freight which is in their charge to prevent loss or damage, and they will be held responsible for rough handling of same.

39. On trains having business cars, observation cars, or cars with observation platforms, on rear of train, Flagman will keep his flagging supplies and appliances at the front end of the car, and in performing his duties as Flagman, will leave and re-enter such car at the front end.

40. Eastward trains when stopping at Deal will stop clear of switches at east end of passing sidings.

41. Road Foreman and Assistant Road Foreman of Engines will have the authority of Train Masters.

42. When it is necessary to chain cars, the chain should not be attached to any part of the trucks, safety appliances, side or end ladders.

43. Passenger trainmen will prohibit the placing of any articles in coach racks of such dimensions that they will extend beyond the edge of the racks. This will apply to suit cases, satchels or anything other than wearing apparel, such as overcoats, ladies' cloaks, etc., also placing of suit cases, satchels and any other articles in the aisles of the coaches in such a manner that passengers will stumble or fall over them. They will not permit passengers to turn seats or place their feet thereon.

44. CABIN CAR EQUIPMENT.

- 3 Air hose.
- 12 Air hose gaskets.
- 1 Dummy air hose.
- 1 Broom.
- 1 Cake Bon Ami.
- 1 Bucket, packing. (Local freight cabooses, 2 packing buckets.)
- 1 Bucket, water.
- 6 Bolts, carrier iron $\frac{3}{4}$ x 4".
- 1 Chisel, flat, 12" long.

- 1 Chain, 16 ft. long.
- 1 Cutter bar, $1\frac{1}{8}$ " x 4'.
- 1 Set cushions.
- 2 Flags, red.
- 2 Flags, green.
- 1 Flag, large white.
- 24 Fuses.
- 1 First aid kit.
- 1 Globe, lantern, red.
- 2 Globes, lantern, white.
- 1 Grease, 10 pound bucket, hard.
- 1 Hammer, hand, weight 2 pounds.
- 1 Hammer, sledge, weight 10 pounds.
- 1 Hook, packing.
- 1 Knife, packing.
- 2 Knuckles, emergency.
- 3 Knuckles, assorted.
- 6 Knuckle pins.
- 2 Lamps, marker.
- 2 Lanterns, red.
- 1 Oil, carbon, gallon can.
- 1 Oil, signal, gallon can.
- 1 Pin lever $\frac{7}{8}$ " x 5'.
- 2 Soap, cakes.
- 36 Torpedoes.
- $\frac{1}{2}$ pound cotton waste.
- 1 Water cooler.
- 1 Wrench, pipe, 18".
- 1 Wrench, monkey, 12".
- 6 Lantern wicks.
- 2 Lamp globes.
- 2 Extra marker lamp burners.

45. LOCOMOTIVE EQUIPMENT.

When a locomotive arrives at a terminal, the engine crew must place all tools and supplies in the places provided for them on the locomotive and tender, except where otherwise provided in these instructions. The Engineman is responsible for these articles, and must see that the tool box or closet is locked.

Flags must be taken down at terminals and secured in the place provided for them in the locomotive cab.

Engine inspectors and hostlers at inspection pits must see that all tool boxes and closets are securely locked, and that no tools or supplies that should be locked up are allowed to lie around on the locomotives. When tools or supplies are not in their proper places, the engine inspector or hostler will at once notify the Engine House Foreman, who will arrange either to remove them or to see that they are properly put away. Report of this neglect on the part of the engineman will be made to the Road Foreman of Engines for attention.

The engineman must make an inspection of the entire equipment of tools and supplies previous to departing, and when any of the equipment is found missing or defective it must be reported at once in detail to the Engine House Foreman or his representative, who will arrange to replace such articles. The engineman is responsible for detention on the road due to missing or defective tools.

At all points, hand and cab lamps, torches, classification lamps, rear end markers and headlights, will be filled by the engine house force.

Only such tools as are designated below will be permitted to remain on the locomotive.

- | | |
|------------------------------|------------------------------|
| 1 cold chisel, sharp. | 1 engine oil can. |
| 1 cold chisel set. | 2 shovels. |
| 1 12" and 18" monkey wrench. | 2 fuses. |
| 1 Spanner wrench. | 6 torpedoes. |
| 1 Engineer's hammer. | 1 emergency knuckle. |
| 1 No. 3 alligator wrench. | 1 water cooler. |
| 1 white lantern. | 1 torch. |
| 1 red lantern. | 1 tallow pot. |
| 2 white flags. | 1 slash bar. |
| 1 red flag. | 2 yellow flags. |
| 1 push pole. | 2 green flags. |
| 2 car replacers. | 1 shaker grate lever. |
| 1 drag chain. | Electric lamps No. 10 Watt. |
| 1 long fire hook. | Electric lamps No. 15 Watt. |
| 1 short fire hook. | Electric lamps No. 100 Watt. |
| 1 ashpan scraper. | Electric lamps No. 250 Watt. |

Cabin cars in regular service must be furnished with a complement of tools and other supplies, as herein outlined.

When tools and supplies are obtained for replacement, all worn, damaged and defective lamps, lanterns, wrenches,

SPECIAL INSTRUCTIONS—CONTINUED.

buckets, cans, etc., unfit for further service, must be returned to the store room or place designated.

All tools and supplies must be obtained on order S. D. 15 from the Train Master or from his authorized representative. These orders must not be honored by the store room attendant unless they are endorsed across the back by the trainman drawing the material. The orders must also state clearly whether the trainmen will or will not return the old or damaged articles.

A written report must be obtained from the trainman losing or bringing in tools damaged by carelessness. When investigation shows that trainmen are responsible for the loss or damage to the tool equipment, discipline will be imposed.

46. CONNECTIONS WITH OTHER LINES AS FOLLOWS:

B. & O. R. R., W. Va. C., Central Junction, Keyser, Rawlings, Cumberland, City Junction, Sand Patch, Garrett, Rockwood, Confluence, Ohio Pyle, Coal Junction, Bowest Junction, Chief-ton, Hutchinson, Elkins, Norton, and Belington.
P. R. R., State Line.
C. & O. R. R., Durbin.
C. W. V. & S. R'y, Hendricks.
P. & L. E., Connellsville.
C. & P., City Junction Westernport, Lonaconing Junction.
M. V. T. Co., Helens Run Junction, Hutchinson.
W. P. T. Co., Connellsville.
G. C. & E., Cheat Junction.

47. TRACKS AND STATIONS NOT OTHERWISE SHOWN.

Cumberland to Belington

NAME.	Station Number.	Distance from Cumberland.	Car Capacity.
Ridgely Yard.....	166	.....	589
Maryland Junction.....	165A	.....	584
Knobmount Yard.....	165	.....	1340
Ackerman Cement.....	G5	6.4	47
Pinto.....	G7	8.5	6
Bier.....	G9A	10.7	3
Rawlings—B. & O. Conn.....	G10	11.8	2
Rawlings.....	G10	11.9	2
Gerstell.....	G15	16.7	4
Dawson.....	G16	17.5	10
Twenty-first.....	G18	19.9	8
Keyser Junction.....	G20	21.5	8
Patchett Woolen Mills.....	G21	21.6	12
Keyser—Freight House.....	G21	21.7	7
Keyser—Team Track.....	G21	21.8	6
Keyser—B. & O. Conn.....	G21	21.8	6
Westernport—Interchange.....	G25	26.2	113
Westernport—Freight House.....	G25	26.7	5
Westernport—C. & P. Conn.....	G25	26.8	.....
Westernport—Old Conn.....	G25	26.9	.....
Foundry.....	G25A	27.4	17
Luke—Mill Yard.....	G26	27.7	.....
Luke—Wood and Mine Yard.....	G26	27.9	.....
W. Va. Central Junction Yard.....	G27	28.3	248
Franklin Mine.....	G27A	28.6	.....
Hampshire Mine.....	G28B	29.2	74
Warnocks Mine.....	G31A	32.6	8
Windom Mine.....	G32	33.6	8
Barnum Mine.....	G33A	34.6	37
Kalbaugh Mine.....	G33B	35.1	10
Big Vein Mine.....	G34	35.9	28
Shaw—River Siding.....	G36	37.2	41
Shaw—Lantz Mine.....	G36A	37.5	20
Chaffee Mine.....	G40	41.3	47
Ott Mine.....	G41	42.9	22
Peerless Mine.....	G41A	43.5	21
Hamill Mine.....	G41B	44.2	58
Blaine Mine.....	G43A	44.5	45
Blaine Team Track.....	G43	44.7	11
Potomac Manor No. 3 Mine.....	G44B	45.3	11
Potomac Manor No. 1 Mine.....	G44A	45.4	49
Potomac Manor No. 2.....	G44	45.5	11
Dodson.....	G45A	47.2	30
Dodson Mine.....	G45B	47.4	30

Cumberland to Belington—Continued.

NAME.	Station Number.	Distance from Cumberland.	Car Capacity.
Wolf Den.....	G45C	48.3	25
Gleason Mine.....	G46A	47.8	25
Hubbard Mine.....	G48A	49.3	23
Schell—Spur.....	G50	51.4	5
Sarah Mine.....	G50A	52.2	5
Wallman Lumber.....	G54	54.8	10
Steyer Mine.....	G56A	56.9	21
Jordan Mine.....	G56C	57.9	31
Strathmore Mine.....	G56B	58.0	9
Gorman—Freight House.....	G58A	59.0	12
Gorman Tannery.....	G58B	59.5	21
Althouse Mine.....	G58C	60.3	12
Nethkin Mine.....	G59	61.1	12
Bayard—Buffalo Cr.....	G60	61.5	25
Bayard—Culpeper Mine.....	G61	62.8	25
Bayard—Cottage St. Mine.....	G60	61.7	11
Bayard Lumber Spur.....	G60	61.7	.....
Wilson.....	G62	63.9	7
Dobbin Lumber.....	G64	65.3	8
Henry Mine.....	G65A	66.6	40
Henry Freight.....	G65	66.7	3
Kempton Junction.....	G66	68.1	.....
Kempton Mine.....	G66A	70.1	41
Wilsonia Lumber.....	G67	68.7	5
Fairfax Yard.....	G71	73.1	100
Fairfax Mine.....	G71B	73.3	35
William Freight.....	G73	74.9	6
Sand Run Junction.....	G74A	75.3	45
Pierce Mines No. 39.....	G74B	75.9	65
Pierce Mine No. 40.....	G74B	76.7	39
Pierce Mine No. 43.....	G74B	77.1	30
Thomas Yard.....	G75	77.0	325
Thomas Mines Nos. 23 and 25.....	G75B	75.8	118
Snyders Run Junction.....	G75A	77.5	.....
Benbush Mine No. 26.....	G75D	77.7	20
Benbush Mine No. 28.....	G75D	78.2	23
Benbush Mine No. 38.....	G75 D	78.8	41
Coketon Mines Nos. 35-36-37.....	G76A	77.9	25
Douglas Mine.....	G76B	78.7	12
Hendricks Yard.....	G85	86.9	70
Hendricks—C. W. V. & S. Conn.....	G85	86.9	.....
Parsons Excelsior.....	G88	89.8	6
Gould—Tannery.....	G88	89.8	35
Parsons—Old Mill.....	G88	90.1	12
Parsons Team Track.....	G89	90.3	17
Parsons Pulp Mill Yard.....	G89	90.5	70
Loam.....	G89A	92.1	22
Porterwood.....	G90	93.0	8
Moore.....	G93	94.1	6
Montrose—Freight.....	G99	100.3	21
Montrose—Lumber.....	G99	100.5	3
Kerens.....	G103	104.6	9
Whyte.....	G105	106.8	10
Gilman.....	G107	108.2	7
Leadville.....	G109	110.6	6
Elkins Yard.....	G110	112.1	545
Wees.....	G112	114.0	8
Pearson.....	G114	115.9	3
Harding—Mine and Coke Yard.....	G119	119.8	85
Harding.....	G119	120.4	6
Laurel.....	G121	123.1	5
Coffman.....	G122	124.1	9
Gage—Mine.....	G123	124.8	21
Gage—Coke.....	G123	125.2	20
Junior—Mine.....	G124	125.7	96
Dartmoor—Mine.....	G125	126.5	59
Dartmoor—Branch Conn.....	G125	127.1	.....
Weaver Branch Conn.....	G128	129.2	.....
Belington Yard.....	G128	129.6	200
Gahan hurst Planing Mill.....	P1A	131.1	34
Brickton.....	P2A	132.0	14
Tighview Mine.....	P4	134.1	6
Bickett Mine.....	P5	134.7	24
Williette Mine.....	P5A	135.1	12
Weaver Yard.....	P6	135.6	50

SPECIAL INSTRUCTIONS—CONTINUED.

Elkins to Durbin.

NAME.	Station Number.	Distance from Elkins.	Car Capacity.
Byers—Lumber.....	M2	2.2	8
Yothers Lumber.....	M3	2.9	10
Lumber.....	M6	6.1	4
Meadows.....	M8	7.6	11
Faulkner.....	M9A	9.4	5
Nydegger Stone.....	M10A	9.7	10
Bowden.....	M10	10.1	5
Bowden Stone.....	M10	10.3	6
Bowden—Bemis Lumber Conn.....	M10	10.6	14
Kight.....	M11	11.2	9
Wees Crossing—Logton Lumber.....	M13A	13.0	4
Flint Lumber.....	M15	15.6	3
Montes.....	M16	16.2	4
Bemis Lumber Yard.....	M19	18.6	7
Cheat Jct.—G. C. & E. Conn.....	M22	21.8	15
Beulah.....	M28	27.8	9
Beulah No. 2.....	M28	28.3	2
Wildell.....	M31	31.3	7
Gertrude.....	M34	34.3	5
Hontas.....	M40	40.1	11
Olive Lumber.....	M45	44.7	9
West Durbin.....	M47	46.5	27
West Durbin Lumber.....	M47	46.7	6

Elkins to Huttonsville.

NAME.	Station Number.	Distance from Elkins.	Car Capacity.
Ward.....	O-2	2.5	2
Todd Lumber.....	O-3	2.7	7
Arnold Hill.....	O-4	3.3	2
Tygart.....	O-5	5.2	4
Beverly—Lumber.....	O-7	6.6	22
Beverly Mill.....	O-7	6.7	7
Beverly Freight House.....	O-7	6.8	8
Hutson.....	O-8	8.2	4
Dailey.....	O-10	9.8	8
Steiner.....	O-11	11.3	3
Valley Bend.....	O-13	12.8	7
Crawford.....	O-14	13.8	2
Mill Creek—Alton Lumber.....	O-16	16.4	32
Mill Creek Pulp.....	O-16	16.4	10
Mill Creek—Tygarts River.....	O-16	16.4	50
Mill Creek—Wilson Lumber.....	O-16	16.7	83
Huttonsville Team Track.....	O-18	17.5	11
Huttonsville—Freight House.....	O-18	17.7	7
Huttonsville—Darden.....	O-18	17.8	8
Huttonsville—Piedmont.....	O-18	17.9	4
Huttonsville—Stock Pen.....	O-18	17.9	3

Harrison to Elk Garden and Hartmansville.

NAME.	Station Number.	Distance from Harrison.	Car Capacity.
Harrison Empty Storage.....	G45	0.0	26
Old Siding.....	G45	0.1	20
New Siding.....	G45	0.4	31
Kittaning Mine.....	H1	0.8	19
Oakmont Mine.....	H1A	1.2	21
Taylor Mine.....	H2	1.7	12
Mapleville Mine.....	H2A	1.8	5
Imperial Mine.....	H2B	2.2	10
Hartmansville Junction.....	H2C	2.9	.....
Browning—Lumber.....	J5	3.9	2
Wabash Mine.....	J6	5.6	14
Angle.....	H3A	3.2	5
Emory Run Mine.....	H3B	3.5	5
Ajax Mine.....	H3C	3.5	5
Switchback Passing Siding.....	.....	3.7	10
Dixon Mine.....	H5	5.4	6
No. 6 Mine.....	H6	6.0	6
Elk Garden Freight.....	H7	6.9	7
Elk Garden Mine.....	H7	7.2	4

Thomas to Davis.

NAME.	Station Number.	Distance from Davis.	Car Capacity.
No. 24 Mine.....	L4	1.3	22
Cooper Mine.....	L6	5.4	6
Union Tannery.....	L6	.....	20
Babcock Lumber.....	L6	.....	35
Davis Supply.....	L6	.....	4
Davis Freight House.....	L6	.....	6
Davis Pulp Mill Yard.....	L6	.....	50
No. 29 Mine.....	L6	6.6	8

G. C. Junction to State Line.

NAME.	Station Number.	Distance from G. C. Junc.	Car Capacity.
Narrows Bridge Storage.....	169	0.2	75
Box and Crate.....	S2	0.7	12
Builders Supply.....	S2	1.2	10
Husband.....	S2	1.5	15
Kings Grove.....	S4	3.7	100

Georges Creek Branch.

NAME.	Station Number.	Distance from G. C. Junc.	Car Capacity.
Indian Refining.....	168	0.3	15
Bessemer Stone.....	168	0.3	10
Gulf Refining.....	168	0.4	2
Mertens Mine.....	K9	8.6	40
Vale Summit.....	K10	9.7	50
Midland Freight.....	K14	14.0	6
G. C. No. 9 Mine.....	K14A	14.2	24
Midland Junction.....	K15	14.5	.....
Pine Hill Mine.....	K15A	15.4	4
G. C. No. 2 Mine.....	K15B	16.2	22
Jackson Wye.....	K20	16.6	.....
Big Vein Mine.....	K15C	17.3	18
C. & P. Connection (Lonaconing Jct.)..	K15A	15.3	18
G. C. No. 1 Mine.....	K16	15.6	28
Reppold.....	K16A	15.9	15
G. C. No. 3 Mine.....	K16B	16.3	20
G. C. No. 4 Mine.....	K18A	18.0	11
McKee No. 2.....	K18B	18.1	10
Md. Clay Products.....	K18C	18.3	10
Kingsland Mine.....	K18D	17.7	50

Cumberland to Connellsville.

NAME.	Station Number.	Distance from Cumberland.	Car Capacity.
AU Crossover.....	.....	5.7	.....
Lap Mines and Backoff.....	.....	8.2	8
Lap Crossover.....	175	8.6	.....
Lap Spur W. B.....	175	9.0	6
Mt. Savage Crossover.....	.....	11.6	.....
Sheridan.....	180	14.1	12
Frostburg—Freight House.....	181	15.2	8
Borden Crossover.....	.....	17.3	.....
Deal—Backoff.....	190	23.7	10
Deal—Team.....	190	24.7	10
Warren's Mill.....	192	26.6	2
Sand Patch.....	195	28.0	5
Keystone Jct.—B. & O. Connection.....	196	28.9	.....
Meyersdale—Backoff Spur.....	198	31.3	10
Meyersdale—Berkley Mine.....	198	31.6	11
Meyersdale—Station Siding.....	198	31.9	9
Meyersdale—Team Track.....	198	31.9	6
Statler Mine.....	198A	32.4	13
Schell Mine.....	199	32.7	10
Garrett—Station Siding.....	202	36.4	4
Garrett Jct.—B. & O. Connection.....	202	37.3	.....
Rockwood Jct.—B. & O. Connection.....	209	43.0	.....
Rockwood Jct.—Backoff Spur.....	209	43.0	8
Penn. Electric.....	210	43.4	12

SPECIAL INSTRUCTIONS—CONTINUED.

Cumberland to Connellsville—Continued.

NAME.	Station Number.	Distance from Cumberland.	Car Capacity.
Rockwood—Freight Station.....	210	43.8	4
Rockwood Team Track.....	210	43.8	10
Rockwood Coaling Station.....	210A	44.2	35
Ralphton No. 10 Mine.....	210A	44.3	20
Puro Mine.....	211	44.7	12
Casselman—Freight.....	213	46.7	4
Marine Mine.....	213A	47.7	16
Markleton Mine.....	215	49.0	10
Darby—Casselman Mine.....	215A	49.5	8
Snyder Mine.....	215A	49.5	12
Markleton—Freight Spur.....	215	49.7	37
Fort Hill—Backoff Spur.....	220	53.4	8
Fort Hill Team Track.....	220	54.2	9
Deeter Lumber.....	223	56.8	6
Harnedsville.....	225	58.9	.....
Confluence—B. & O. Connection.....	227	59.7	50
Confluence—Material Tracks.....	227	59.7	22
Confluence—Freight.....	227	60.6	10
Shipley—Reid Mine.....	229	62.8	30
Bidwell Lumber.....	233	65.1	17
Bidwell Crusher.....	232	66.9	16
Ohio Pyle Lumber.....	238A	71.4	20
Ohio Pyle Freight.....	238	71.6	6
Ohio Pyle—B. & O. East Connection..	238	71.8	22
Ohio Pyle—B. & O. West Connection..	238	72.0	14
Torrence Mine.....	239	72.4	20
Bruner Run Lumber.....	244	78.0	5
Indian Creek Backoff Spur.....	247	80.6	10
Friend Sand.....	252	85.8	11
Bowest Yard.....	253	88.0	447
Bowest Jct.—B. & O. Connection.....	253	88.1	.....
West Penn Connection.....	254A	87.8	20

Somerset Coal Railway.

NAME.	Station Number.	Distance from Coal Junction.	Car Capacity.
Coal Junction—Backoff Spurs.....	R22	0.0	17
Alex. Mine (Smokeless Q. C. C.).....	R23	0.5	9
Gray Mine Yard (Consolidation Nos. 123 and 124).....	R24	2.0	74
Ankeney Mine (Ralphton No. 14).....	R24A	3.2	16
Bell Mine (Consolidation Nos. 125, 126 and 127).....	R26A	3.9	60
Antoinette Mine.....	R28	5.3	12
Berkey Mine.....	R28A	5.3	10

Fairmont Helens Run Railway.

NAME.	Station Number.	Distance from Chilton.	Car Capacity.
Helens Run Jct.—M. V. T. Connection.	T1	0.3	.....
Consolidation No. 92 Mine.....	T1A	0.4	14
Greigg Mine (Salvatore Coal Co.).....	T2	1.0	8
Chiefton Scales.....	.....	1.1	37
Bethlehem No. 1 Mine.....	T2A	1.2	9
Bethlehem No. 3 Mine.....	T2B	1.6	11
Vincent Mine.....	T3A	1.9	10
Carolina Junction.....	T3	2.7	.....
Consolidation No. 87 Mine (Ida May).....	T4	3.8	70
Consolidation No. 86 Mine (Carolina).....	T5	4.2	65

Fairmont Bingamon Railway.

NAME.	Station Number.	Distance from Hutchinson.	Car Capacity.
Bingamon Jct.—M. V. T. Connection...	W2	0.3	5
Hutchinson Scales.....	.....	0.9	15
Bice Mine.....	W5	3.6	9
Shady Brook Mine.....	W5A	3.7	6
Pine Bluff Mine.....	W6	4.4	11
Josephine Mine.....	W6A	4.6	14
Van Gilder.....	W7A	5.3	9
Louise Mine.....	W8C	5.4	13
Frederick Mine.....	W8C	5.7	9
Peora Mine.....	W8B	6.4	14
Wyatt.....	W9	6.9	.....
Consolidation Nos. 88, 89 and 90 (Wyatt Yard).....	W9A	7.6	90

47. TELEGRAPH AND TELEPHONE OFFICES NOT OPEN CONTINUOUSLY—

Weekday Hours.

Westernport.....	7.45 A. M. to 6.55 P. M.
Shaw.....	8.20 A. M. to 6.25 P. M.
Blaine.....	8.35 A. M. to 6.15 P. M.
Elk Garden.....	8.00 A. M. to 5.00 P. M.
Schell.....	9.00 A. M. to 6.50 P. M.
Henry.....	8.35 A. M. to 6.10 P. M.
Davis.....	8.30 A. M. to 5.30 P. M.
Parsons.....	7.05 A. M. to 4.05 P. M.
Montrose.....	6.45 A. M. to 10.45 P. M.
Bowden.....	8.00 A. M. to 5.00 P. M.
Bemis.....	8.00 A. M. to 5.00 P. M.
Glady.....	8.00 A. M. to 5.00 P. M.
Durbin.....	8.00 A. M. to 5.00 P. M.
Beverly.....	6.00 A. M. to 3.00 P. M.
Mill Creek.....	10.00 A. M. to 7.00 P. M.
Huttonsville.....	6.35 A. M. to 3.35 P. M.
Norton.....	9.00 A. M. to 6.00 P. M.
Junior.....	5.30 A. M. to 3.00 P. M.
Belington.....	6.00 A. M. to 10.59 P. M.
Frostburg.....	8.30 A. M. to 5.30 P. M.
Meyersdale.....	8.30 A. M. to 5.30 P. M.
Ohio Pyle.....	8.00 A. M. to 6.20 P. M.

Sunday Hours.

Frostburg.....	8.30 A. M. to 5.30 P. M.
Meyersdale.....	8.30 A. M. to 5.30 P. M.
Ohio Pyle.....	8.00 A. M. to 5.00 P. M.
Westernport.....	7.35 A. M. to 11.15 A. M. 3.35 P. M. to 6.55 P. M.
Shaw.....	8.10 A. M. to 10.45 A. M. 4.10 P. M. to 6.25 P. M.
Blaine.....	8.30 A. M. to 10.30 A. M. 4.30 P. M. to 6.30 P. M.
Schell.....	8.50 A. M. to 10.50 A. M. 4.50 P. M. to 5.50 P. M.
Bayard.....	9.05 A. M. to 11.05 A. M. 4.45 P. M. to 6.45 P. M.
Henry.....	8.50 A. M. to 10.50 A. M. 4.30 P. M. to 6.30 P. M.
Hendricks.....	7.40 A. M. to 11.15 A. M. 3.20 P. M. to 7.15 P. M.
Montrose.....	6.45 A. M. to 10.45 P. M.
Norton—Closed.	.....
Belington.....	6.00 A. M. to 10.59 P. M.
Beverly.....	12.30 P. M. to 2.30 P. M.
Mill Creek.....	1.00 P. M. to 3.00 P. M.
Huttonsville.....	1.00 P. M. to 3.00 P. M.

SPECIAL INSTRUCTIONS—CONCLUDED.

APPLICABLE TO CUMBERLAND TERMINAL TIME-TABLE ONLY.

NOTE—Special instructions on Hagerstown Division and Elkins Division, Cumberland Terminal Time-Table governing the operation of Manual Block System between North Branch Block Station and MY-Block Station and movement of trains between MY-Block Station and Ridgely.

Hagerstown Division first class trains will receive train orders from the Superintendent Hagerstown Division, governing movements with respect to each other between Ridgely End of "Y" and MY-Block Station and with respect to displaying signals or running late between Cumberland Passenger Station and MY-Block Station.

Nos. 6371 and 6373 and No. 7 will depart from siding on south side of Eastward track at Cumberland, and use Eastward track to first crossover west of Baltimore Street under protection.

Normal position of switch at MY-Block Station is for Ridgely leg of "Y." Operator at MY-Block Station will handle switch for trains using Departure tracks.

Train registers for Hagerstown Division trains will be located in Cumberland Terminals, as follows:

Telegraph Office, Passenger Station Cumberland.

MY-Block Station for Eastward first class, and extra passenger trains passing MY-Block Station.

The operator at Knobmount and Cumberland will telephone the signalman at MY-Block Station all register information for first class and extra passenger trains to and from Elkins Division.

Eastward first class, and extra passenger trains passing MY-Block Station will leave register ticket (Form C. T. 12) with signalman, who will enter therefrom proper information on the train register. Rule 83 (B) is modified accordingly. The signalman at MY-Block Station will telephone the information shown on the register ticket to Trainmen at Knobmount Tower, or Ridgely End of Maryland Jet. "Y."

No. 2 is Westward from Cumberland to MY-Block Station.

No. 3 is Eastward from MY-Block Station to Cumberland.

Yard engine handling coaches occupied by employes, will run daily on the following schedule, between West end of Yard A, Knobmount and Passenger Station, Cumberland, and must not be delayed by second, third class, extra trains or yard engines. This does not relieve yard engine hauling coaches from complying with Rule 11, Current Time-Table.

In all cases coaches must be hauled behind engine, except when preceded by a flagman.

FROM CUMBERLAND

	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
Lv. Cumberland Station..	5.40	6.40	7.40	3.40	5.40	11.40
Ridgely.....	5.45	6.45	7.45	3.45	5.45	11.45
Ridgely Yard Office..	5.47	6.47	7.47	3.47	5.47	11.47
Maryland Junction..	5.50	6.50	7.50	3.50	5.50	11.50
West end Double Track..	5.52	6.52	7.52	3.52	5.52	11.52
Ar. West end Yard A....	5.57	6.57	7.57	3.57	5.57	11.57

TO CUMBERLAND

	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
Lv. West end Yard A....	12.01	6.00	7.00	8.00	4.00	6.00
West end Double Track..	12.06	6.05	7.05	8.05	4.05	6.05
Maryland Junction..	12.08	6.07	7.07	8.07	4.07	6.07
Ridgely Yard Office..	12.11	6.09	7.09	8.09	4.09	6.09
Ridgely Station.....	12.13	6.11	7.12	8.12	4.12	6.12
Ar. Cumberland Station..	12.21	6.20	7.20	8.20	4.20	6.20

WESTWARD.

Distance from Cumberland.	Station Nos.	Train Order Stations.	Elkins Division. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.	FIRST CLASS.				THIRD CLASS.								
					21	1	25	9	81	13	83	85	87	89			
					DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY			
					A. M.	A. M.	P. M.	P. M.		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.		
0.0	167	N	CUMBERLAND. 2.4 End Double Track.			\$ 7.00		\$ 3.00									
2.4	165	N	KNOB MOUNT-W. 3.3			7.10		3.10		3.00	5.45	9.00	12.35	4.30	9.00		
5.7	G 4		SEYMOUR. 5.8	82		F 7.17		F 3.15		3.10	5.55	9.12	12.47 ¹⁴	4.40	9.10		
11.5	G10	N	RAWLINGS. 3.5	E96 W121		\$ 7.31		\$ 3.32		3.40	6.20	9.45	1.12	5.00	9.30		
15.0	G14		BLACK OAK. 3.4	119		F 7.36		F 3.37		3.53	6.35	10.04	1.25	5.15	9.42		
18.4	G17		GREEN. 1.5	60		7.44		3.45		4.08	6.48	10.20	1.39	5.28	9.52		
19.9	G18		TWENTY-FIRST. 1.5	24		F 7.46		3.48		4.15	6.55	10.30	1.45	5.33	9.57		
21.4	G20		KEYSER JCT. 3.5			\$ 7.49		\$ 3.51		4.21	7.02	10.39	1.50	5.38	10.02		
25.0	G23		POLAND-W. 1.3	77		7.58		4.00		4.38	7.22	11.12 ¹⁰	2.09	5.55	10.15		
26.8	G25	D	WESTERNPORT. 0.9			\$ 8.04		\$ 4.05		4.45	7.29	11.20	2.17	6.02	10.22		
27.7	G26		LUKE. 0.8	42		\$ 8.09		\$ 4.10		4.50	7.34	11.24	2.22	6.07	10.26		
28.5	G27	N	W. V. O. JCT-WCY. 4.2	E65 W81 E55 W51		\$ 8.12		\$ 4.12		5.00	7.42	11.26 ¹⁴	2.25	6.12	10.36		
32.7	G31		WARNOCKS. 2.1			F 8.25		F 4.26		5.20	7.58	11.44	2.47	6.29 ⁴	10.50		
34.8	G33		BARNUM. 2.5			\$ 8.32		\$ 4.31		5.32	8.07	11.53	2.55	6.39	10.57		
37.3	G36	D	SHAW-W. 3.1	66		\$ 8.39		\$ 4.38		5.45	8.17	12.03	3.05	6.50	11.07		
40.4	G38		NEFFS. 4.3	E56 W76		8.46		4.44		5.58	8.30	12.15	3.18	7.08	11.20		
44.7	G43	D	East End Double Track. BLAINE. 1.7			\$ 8.57		\$ 4.56		6.15	8.47 ¹⁻¹⁴	12.33	3.37	7.29	11.36		
46.4	G45	N	West End Double Track. HARRISON-WY. 5.0			\$ 9.05 ¹³⁻¹⁴		\$ 5.04		6.25	9.16 ¹⁻¹⁴	12.40	3.46	7.40	11.44		
51.4	G50	D	SCHELL. 3.7	56		\$ 9.19		\$ 5.19		6.43	10.00 ¹⁰	1.00	4.12	8.02	12.04		
55.1	G54		WALLMAN. 3.6	63		F 9.28		F 5.28		6.55	10.15	1.15	4.25	8.20	12.17		
58.7	G58		GORMAN. 3.3	80		\$ 9.40 ¹⁰		\$ 5.40		7.15	10.30	1.30	4.39	8.38	12.32		
62.0	G60	N	BAYARD. 3.1	96		\$ 9.46		\$ 5.46		7.25	10.45	1.43	4.51	8.53	12.47		
65.1	G64		DOBBIN-W. 1.5	62		\$ 9.53		\$ 5.53		7.42 ¹⁴	11.00	1.55	5.02 ⁴	9.12	1.00		
66.6	G65	D	HENRY. 2.1	261		\$ 9.56		\$ 5.56		7.48	11.05	2.00	5.13	9.20	1.05		
68.7	G67		WILSONIA. 4.4			F10.01		F 6.01		7.57	11.12	2.08	5.23	9.30	1.12		
73.1	G71		East End Double Track. FAIRFAX-Y. 2.2			F10.20		F 6.20		8.20 ¹⁰	11.35	2.26	5.45	9.55	1.30		
75.3	G74A		SAND RUN JCT. 1.7		8.30	10.25	4.03	6.25		8.30	11.47	2.35	5.55	10.05	1.40		
77.0	G75	N	THOMAS-WC. 0.8		\$ 8.35	\$10.31 ¹⁰	\$ 4.08	\$ 6.32 ⁴ 6.37		8.40 ¹⁰	11.55	2.45	6.05	10.15	1.50		
77.8	G76		COKETON-Y. West End Double Track.			10.38		6.39									
79.6	G78		MOUNTAIN SWITCH. 5.2	7		10.43		6.44									
84.8	G83		LIME ROCK. 2.1	9		11.05		7.05									
86.9	G85	N	HENDRICKS-WY. 1.1	43		\$11.11		\$ 7.11									
88.0	G86		HAMBLETON. 2.3	34		\$11.15		\$ 7.15									
90.3	G89	D	PARSONS. 2.7	49		\$11.25		\$ 7.25									
93.0	G90		PORTERWOOD. 5.5	49		F11.31		F 7.31									
98.5	G98		HADDIX. 2.0	28		11.46		7.46									
100.5	G99	N	MONTROSE-W. 4.0	36		\$11.51		\$ 7.51									
104.5	G103		KERENS. 7.6	49		\$12.02		\$ 8.02									
112.1	G110	N	ELKINS-WCY.			\$12.20		\$ 8.20									
						A. M.	P. M.	P. M.	P. M.		A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	
			Time over Division.....			5.20		5.20		5.40	6.10	5.45	5.30	5.45	4.50		
			Average speed per hour.....			20.9		20.9		12.6	12.0	13.5	13.9	13.2	15.7		

EASTWARD.

Distance from Elkins.	Station Nos.	Train Order Stations.	Elkins Division. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.	FIRST CLASS.				THIRD CLASS.				
					22	10	26	4		90	14		
					DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY		DAILY Ex. Sunday	DAILY Ex. Sunday		
					A. M.	A. M.	P. M.	P. M.		A. M.	A. M.		
0.0	G110	N	ELKINS-WCY. 7.6		.....	\$ 7.00	.....	\$ 2.40	.....	.....	7.10	.....	.....
7.6	G103		KERENS. 4.0	49	.....	\$ 7.17	.....	\$ 2.57	.....	.....	7.35	.....	.....
11.6	G 99	N	MONTROSE-W. 2.0	36	.....	\$ 7.27	.....	\$ 3.07	.....	.....	8.03	.....	.....
13.6	G 98		HADDIX. 5.5	28	.....	7.32	.....	3.12	.....	.....	8.25	.....	.....
19.1	G 90		PORTERWOOD. 2.7	49	.....	F 7.45	.....	F 3.25	.....	.....	8.55	.....	.....
21.8	G 89	D	PARSONS. 2.3	49	.....	\$ 7.50	.....	\$ 3.32	.....	.....	9.12	.....	.....
24.1	G 86		HAMBLETON. 1.1	34	.....	\$ 8.00	.....	\$ 3.41	.....	.....	9.33	.....	.....
25.2	G 85	N	HENDRICKS-WY. 2.1	43	.....	\$ 8.06	.....	\$ 3.47	.....	.....	9.45	.....	.....
27.3	G 83		LIME ROCK 5.2	9	.....	8.11	.....	3.52	.....	.....	.....	.....	.....
32.5	G 78		MOUNTAIN SWITCH 1.3	7	.....	8.31	.....	4.11	.....	.....	.....	.....	.....
34.8	G 76		West End Double Track. COKSTON-Y. 0.8		.....	8.42	.....	4.22	.....	.....	.....	.....	.....
35.1	G 75	N	THOMAS-WC. 1.7		\$ 8.00	\$ 3.45 5.50 81	\$ 3.40	\$ 4.25 4.30	.....	.....	6.45	.....	.....
36.8	G 74A		SAND RUN JCT. 2.2		8.05	8.54	3.46	4.34	.....	.....	6.52	.....	.....
39.0	G 71		FAIRFAX-Y. East End Double Track. 4.4		.....	F 9.00 81	.....	F 4.40	.....	.....	7.00	.....	.....
43.4	G 67		WILSONIA 2.1		.....	F 9.14	.....	F 4.53	.....	.....	7.23	.....	.....
45.5	G 65	D	HENRY. 1.5	261	.....	\$ 9.19	.....	\$ 4.58	.....	.....	7.35	.....	.....
47.0	G 64		DOBBIN-W. 3.1	62	.....	\$ 9.23	.....	\$ 5.02 85	.....	.....	7.42 81	.....	.....
50.1	G 60	N	BAYARD. 3.3	96	.....	\$ 9.32	.....	\$ 5.11	.....	.....	7.55	.....	.....
53.4	G 58		GORMAN. 3.6	80	.....	\$ 9.40	.....	\$ 5.19	.....	.....	8.08	.....	.....
57.0	G 54		WALLMAN. 3.7	63	.....	F 9.51	.....	F 5.28	.....	.....	8.23	.....	.....
60.7	G 50	D	SCHELL. 5.0	56	.....	\$10.00 13	.....	\$ 5.38	.....	.....	8.37	.....	.....
65.7	G 45	N	West End Double Track. HARRISON-WY. 1.7		.....	\$10.14	.....	\$ 5.56	.....	.....	9.00 1-13	.....	.....
67.4	G 43	D	East End Double Track. BLAINE. 4.3		.....	\$11.20	.....	\$ 6.02	.....	.....	9.15 1-13	.....	.....
71.7	G 38		NEFFS. 3.1	E56 W76	.....	10.31	.....	6.12	.....	.....	9.40	.....	.....
74.8	G 36	D	SHAW-W. 2.5	66	.....	\$10.37	.....	\$ 6.18	.....	.....	10.05	.....	.....
77.3	G 33		BARNUM. 2.1		.....	\$10.43	.....	\$ 6.24	.....	.....	10.23	.....	.....
79.4	G 31		WARNOCKS. 4.2	E55 W51	.....	F10.48 14	.....	F 6.29 87	.....	.....	10.43 10	.....	.....
85.6	G 27	N	W. V. C. JCT.-WCY. 0.8	E65 W81	.....	\$11.01	.....	\$ 6.42	.....	.....	11.26 83	.....	.....
84.4	G 26		LUKE. 0.9	42	.....	\$11.03	.....	\$ 6.44	.....	.....	11.29	.....	.....
85.3	G 25	D	WESTERNPORT. 1.8		.....	\$11.08	.....	\$ 6.49	.....	.....	11.34	.....	.....
87.1	G 23		POLAND-W. 3.6	77	.....	11.12 83	.....	6.52	.....	.....	11.39	.....	.....
90.7	G 20		KEYSER JCT. 1.5		.....	\$11.19	.....	\$ 6.59	.....	.....	11.55	.....	.....
92.2	G 18		TWENTY-FIRST. 1.5	24	.....	11.22	.....	F 7.02	.....	.....	11.59	.....	.....
93.7	G 17		GREEN. 3.4	60	.....	11.25	.....	7.05	.....	.....	12.02	.....	.....
97.1	G 14		BLACK OAK 3.5	119	.....	F11.33	.....	F 7.15	.....	.....	12.13	.....	.....
100.6	G 10	N	RAWLINGS. 5.8	E96 W121	.....	\$11.41	.....	\$ 7.22	.....	.....	12.25	.....	.....
106.4	G 4		SEYMOUR. 3.3	82	.....	F11.55	.....	F 7.38	.....	.....	12.47 85	.....	.....
109.7	165	N	End Double Track. KNOB MOUNT-W. 2.4		.....	12.02	.....	7.45	.....	.....	1.00	.....	.....
112.1	167	N	CUMBERLAND.		.....	\$12.15	.....	\$ 7.55	.....	.....	.....	.....	.....
					A. M.	P. M.	P. M.	P. M.					
Time over Division .....					.....	5.15	.....	5.15	.....	2.35	6.15	.....	.....
Average speed per hour .....					.....	21.3	.....	21.3	.....	10.4	12.3	.....	.....

WESTWARD.

Distance from Harrison.	Station Nos.	Train Order Stations.	Elk Garden Sub-Division. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.	FIRST CLASS.														
					15	17													
					DAILY Ex. Sunday	DAILY Ex. Sunday													
					A. M.	P. M.													
0.0	G45	N	HARRISON—WY.		\$ 9.25	\$ 6.05	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.3	H 3		^{3.3} EMORYVILLE—W.	10	\$ 9.45	\$ 6.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7.0	H 7	D	^{3.7} ELK GARDEN.		\$10.05	\$ 6.45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					A. M.	P. M.													
			Time over Sub-Division.....		0.40	0.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			Average speed per hour.....		10.0	10.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

EASTWARD.

Distance from Elk Garden.	Station Nos.	Train Order Stations.	Elk Garden Sub-Division. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.	FIRST CLASS.														
					16	18													
					DAILY Ex. Sunday	DAILY Ex. Sunday													
					A. M.	P. M.													
0.0	H 7	D	ELK GARDEN.		\$ 8.20	\$ 4.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.7	H 3		^{3.7} EMORYVILLE—W.	10	\$ 8.40	\$ 4.35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7.0	G45	N	^{3.3} HARRISON—WY.		\$ 9.00	\$ 4.55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					A. M.	P. M.													
			Time over Sub-Division.....		0.40	0.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			Average speed per hour.....		10.0	10.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Between Harrison and Elk Garden trains will not have superiority by Class or direction. The Engine assigned to regular service between Harrison and Elk Garden will fill schedules Nos. 15, 16, 17 and 18 and make as many additional trips as may be necessary, running extra without train orders, rules 71 and 97 are modified accordingly.

WESTWARD.

Distance from Pierce.	Station Nos.	Train Order Stations.	Davis and Pierce Sub-Division.	Passing Siding. Capacity in Cars.	FIRST CLASS.															
					21	23	25													
					DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday													
					A. M.	A. M.	P. M.													
0.0	G74		PIERCE. 1.2		\$ 8.20	.....	\$ 3.58	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.2	G74A		SAND RUN JCT. 1.7		8.30	.....	4.03	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.9	G75	N	THOMAS-WC. 1.7		\$ 8.35 8.55	\$10.40	\$ 4.08	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.6	L 2		CHILD. 2.1		F 9.03	F10.48	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6.7	L 4		FRANCIS. 2.2		F 9.12	F10.58	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8.9	L 6	D	DAVIS-WY.		\$ 9.25	\$11.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					A. M.	A. M.	P. M.													
			Time over Sub-Division.....		1.5	0.30	0.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			Average speed per hour.....		8.9	14.0	10.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

No. 21 is superior to No. 24.

EASTWARD.

Distance from Davis.	Station Nos.	Train Order Stations.	Davis and Pierce Sub-Division.	Passing Siding. Capacity in Cars.	FIRST CLASS.															
					22	24	26													
					DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday													
					A. M.	A. M.	P. M.													
0.0	L 6	D	DAVIS-WY. 2.2		.....	\$ 9.45	\$ 3.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.2	L 4		FRANCIS. 2.1		.....	F 9.50	F 3.20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.3	L 2		CHILD. 1.7		.....	F10.03	F 3.28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6.0	G75	N	THOMAS-WC. 1.7		\$ 8.00	\$10.10	\$ 3.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7.7	G74A		SAND RUN JCT. 1.2		8.05	.....	3.46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8.9	G74		PIERCE.		\$ 8.15	.....	\$ 3.53	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					A. M.	A. M.	P. M.													
			Time over Sub-Division.....		0.15	0.25	0.43	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			Average speed per hour.....		12.8	14.0	13.9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

No. 21 is superior to No. 24.

CUMBERLAND TERMINAL
BETWEEN
MY-BLOCK STATION, KNOBMOUNT, CUMBERLAND AND CITY JCT.

Distance from MY Block Station.	Station Nos.	Train Order Stations.	Cumberland Terminal. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.	FIRST CLASS.					
					P. R. R. 6371	10	P. R. R. 6373	3	7	4
					DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY
					A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
...	164	N	MY-BLOCK STATION. 1.0	.....	.....	.....	2.31	.....	.....	.....
0.0	165	N	KNOBMOUNT-W. End Double Track. 0.7	.....	12.02	.....	.....	.....	7.45	.....
0.7	165A		W. E. MARYLAND JCT. WYE. 0.0	.....	12.04	.....	2.33	.....	7.47	.....
...	165A		E. E. MARYLAND JCT. WYE. 0.2	.....	12.07	.....	.....	.....	.....	.....
0.9	165A		RIDGELY END OF MARYLAND JCT. WYE. 1.1	.....	12.10	.....	2.36	.....	7.49	.....
2.0	166		RIDGELY-W. 0.4	.....	\$12.13	.....	2.38	.....	\$ 7.52	.....
2.4	167	N	CUMBERLAND. 1.0	\$ 7.23	\$12.15	\$ 2.50	\$ 2.40	\$ 3.30	\$ 7.55	.....
3.4	168		CITY JCT.	7.25	.....	2.52	.....	3.33	.....	.....
				A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
			Time over District.....	.....	.....	.....	.....	.....	.....	.....
			Average speed per hour.....	.....	.....	.....	.....	.....	.....	.....

Nos. 10 and 3 will head around West Leg Maryland Jct. Wye and back into Cumberland passenger station.

Distance from City Junction.	Station Nos.	Train Order Stations.	Cumberland Terminal. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.	FIRST CLASS.					
					1	P. R. R. 6372	8	2	9	P. R. R. 6374
					DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY
					A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
0.0	168		CITY JCT. 1.0	.....	11.14	11.42	.....	.....	7.08	.....
1.0	167	N	CUMBERLAND. 0.4	\$ 7.00	\$11.17	\$11.45	\$12.35	\$ 3.00	\$ 7.11	.....
1.4	166		RIDGELY-W. 1.1	\$ 7.03	.....	.....	12.37	3.02	.....	.....
2.5	165A		RIDGELY END OF MARYLAND JCT. WYE. 0.2	7.06	.....	.....	12.41	3.05	.....	.....
2.6	165A		E. E. MARYLAND JCT. WYE. 0.0	.....	.....	.....	.....	.....	.....	.....
2.7	165A		W. E. MARYLAND JCT. WYE. 0.7	7.08	.....	.....	.....	3.07	.....	.....
3.4	165	N	End Double Track. KNOBMOUNT-W. 1.0	7.10	.....	.....	.....	3.10	.....	.....
...	164	N	MY-BLOCK STATION	.....	.....	.....	12.42	.....	.....	.....
				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
			Time over District.....	.....	.....	.....	.....	.....	.....	.....
			Average speed per hour.....	.....	.....	.....	.....	.....	.....	.....

Nos. 2 and 9 will start from eastward main track Cumberland passenger station and will use eastward main track to first cross-over west of Potomac River Bridge, just west of Cumberland passenger station, under protection.

WESTWARD.

Distance from Cumberland.	Station Nos.	Train Order Stations.	State Line Sub-Division. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.	FIRST CLASS.									
					P. R. R.	P. R. R.								
					6371	6373								
					DAILY	DAILY								
					A. M.	P. M.								
0.0	167	N	Double Track. CUMBERLAND.		\$ 7.23	\$ 2.50	.....	.....	.....	.....	.....	.....	.....	.....
1.0	168		^{1.0} CITY JCT.		7.25	2.52	.....	.....	.....	.....	.....	.....	.....	.....
1.9	169	N	^{0.9} G. C. JCT. Double Track.		7.28	2.55	.....	.....	.....	.....	.....	.....	.....	.....
4.1	S 2		^{2.2} ROCK CUT.		7.34	3.01	.....	.....	.....	.....	.....	.....	.....	.....
6.5	S 4	N	^{2.4} STATE LINE.		\$ 7.40	\$ 3.07	.....	.....	.....	.....	.....	.....	.....	.....
					A. M.	P. M.								
			Time over Sub-Division.....		0.17	0.17	.....	.....	.....	.....	.....	.....	.....	.....
			Average speed per hour.....		25.1	25.1	.....	.....	.....	.....	.....	.....	.....	.....

EASTWARD.

Distance from State Line.	Station Nos.	Train Order Stations.	State Line Sub-Division. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.	FIRST CLASS.									
					P. R. R.	P. R. R.								
					6372	6374								
					DAILY	DAILY								
					A. M.	P. M.								
0.0	S 4	N	STATE LINE.		\$11.00	\$ 6.54	.....	.....	.....	.....	.....	.....	.....	.....
2.4	S 2		^{2.4} ROCK CUT.		11.06	7.00	.....	.....	.....	.....	.....	.....	.....	.....
4.6	169	N	^{2.2} G. C. JCT. Double Track.		11.12	7.06	.....	.....	.....	.....	.....	.....	.....	.....
5.5	168		^{0.9} CITY JCT.		11.14	7.08	.....	.....	.....	.....	.....	.....	.....	.....
6.5	167	N	^{1.0} CUMBERLAND. Double Track.		\$11.17	\$ 7.11	.....	.....	.....	.....	.....	.....	.....	.....
					A. M.	P. M.								
			Time over Sub-Division.....		0.17	0.17	.....	.....	.....	.....	.....	.....	.....	.....
			Average speed per hour.....		25.1	25.1	.....	.....	.....	.....	.....	.....	.....	.....

WESTWARD.

Distance from Cumberland.	Station Numbers.	Train Order Stations.	Georges Creek Sub-Division. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.												
1.9	169	N	G. C. JCT. 0.7													
2.6	K 1		NARROWS PARK. 2.7													
5.3	K 3A		PERCY SIDING. 1.1	40												
6.4	K 4		WINCHESTER ROAD. 3.2													
9.6	K 7		CLARYSVILLE. 1.0													
10.6	K 9		MERTENS-W. 1.1													
11.7	K10		VALE SUMMIT. 1.3	40												
13.0	K11		CABIN RUN. 1.3													
14.3	K12		UPPER OCEAN. 0.7													
15.0	K13		LOWER OCEAN. 0.5													
15.5	K14		MIDLAND. 0.9													
16.4	K15		MIDLAND JCT.-WY. 4.8	40												
21.2	K20		JACKSON. 2.5													
18.9	K17		LONACONING. 0.9	13												
19.3	K18		KOONTZ. 0.4													
20.2	K18D		KINGSLAND.													
				Time over Sub-Division.....												
				Average speed per hour.....												

EASTWARD.

Distance from Cumberland.	Station Numbers.	Train Order Stations.	Georges Creek Sub-Division. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.												
20.2	K18D		KINGSLAND. 0.4													
19.3	K18		KOONTZ. 0.9													
18.9	K17		LONACONING. 2.5	13												
21.2	K20		JACKSON. 4.8													
16.4	K15		MIDLAND JCT.-WY. 0.9	40												
15.5	K14		MIDLAND. 0.5													
15.0	K13		LOWER OCEAN. 0.7													
14.3	K12		UPPER OCEAN. 1.3													
13.0	K11		CABIN RUN. 1.3													
11.7	K10		VALE SUMMIT. 1.1	40												
10.6	K 9		MERTENS-W. 1.0													
9.6	K 7		CLARYSVILLE. 3.2													
6.4	K 4		WINCHESTER ROAD. 1.1													
5.3	K 3A		PERCY SIDING. 2.7	40												
2.6	K 1		NARROWS PARK. 0.7													
1.9	169	N	G. C. JCT.													
				Time over Sub-Division.....												
				Average speed per hour.....												

Engines assigned to regular service on the G. C. & C. Sub-Division will run extra between Mertens and Kingsland without train orders and will make as many trips as necessary. Conductors and Engineers will be held responsible for all movements made by all engines under their charge. Rule No. 97, Book of Rules is modified accordingly.

WESTWARD.

Distance from Elkins.	Station Nos.	Train Order Stations.	Huttonsville Sub-Division. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.	FIRST CLASS.			THIRD CLASS.					
					61	63	65				97		
					DAILY Ex. Sunday	DAILY Ex. Sunday	Sunday ONLY				DAILY Ex. Sunday		
					A. M.	P. M.	P. M.				A. M.		
0.0	G110	N	ELKINS-WCY.		S 6.45	S 5.15	S 12.35	.....	.....	.....	9.30	.....	.....
1.2	G110A		1.2 ELKINS JCT.		F 6.49	F 5.22	F 12.38	.....	.....	.....	9.35	.....	.....
2.7	O 3		1.5 TODD.		F 6.53	F 5.26	F 12.41	.....	.....	.....	9.39	.....	.....
3.3	O 4		0.6 ARNOLD HILL.		F 6.55	F 5.27	F 12.42	.....	.....	.....	9.40	.....	.....
5.2	O 5		1.9 TYGARTS.		F 7.00	F 5.33	F 12.46	.....	.....	.....	9.45	.....	.....
6.7	O 7	D	1.5 BEVERLY.		S 7.06	S 5.36	S 12.49	.....	.....	.....	9.55	.....	.....
			3.2										
9.9	O 10		DAILEY.		F 7.15	F 5.43	F 12.56	.....	.....	.....	10.10	.....	.....
11.2	O 11		1.3 STEINER.		F 7.18	F 5.46	F 12.59	.....	.....	.....	10.15	.....	.....
12.8	O 13		1.6 VALLEY BEND.		F 7.22	F 5.50	F 1.02	.....	.....	.....	10.21	.....	.....
13.8	O 14		1.0 CRAWFORD.		F 7.24	F 5.53	F 1.05	.....	.....	.....	10.25	.....	.....
16.4	O 16	D	2.6 MILL CREEK.	25	S 7.31	S 5.59	S 1.10	.....	.....	.....	10.40	.....	.....
17.6	O 18	D	1.2 HUTTONSVILLE-WY.		S 7.35	S 6.05	S 1.15	.....	.....	.....	10.45	.....	.....
					A. M.	P. M.	P. M.				A. M.		
			Time over Sub-Division.....		0.50	0.50	0.40	.....	.....	.....	1.15	.....	.....
			Average speed per hour.....		21.1	21.1	24.0	.....	.....	.....	14.0	.....	.....

EASTWARD.

Distance from Huttonsville.	Station Nos.	Train Order Stations.	Huttonsville Sub-Division. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.	FIRST CLASS.			THIRD CLASS.					
					62	64	66				98		
					DAILY Ex. Sunday	DAILY Ex. Sunday	Sunday ONLY				DAILY Ex. Sunday		
					A. M.	P. M.	P. M.				A. M.		
0.0	O 18	D	HUTTONSVILLE-WY.		S 7.40	S 6.10	S 1.20	.....	.....	.....	11.05	.....	.....
1.2	O 16	D	1.2 MILL CREEK.	25	S 7.44	S 6.15	S 1.24	.....	.....	.....	11.15	.....	.....
3.8	O 14		2.6 CRAWFORD.		F 7.50	F 6.20	F 1.29	.....	.....	.....	11.25	.....	.....
4.8	O 13		1.0 VALLEY BEND.		F 7.52	F 6.23	F 1.31	.....	.....	.....	11.30	.....	.....
6.4	O 11		1.6 STEINER.		F 7.55	F 6.27	F 1.35	.....	.....	.....	11.36	.....	.....
7.7	O 10		1.3 DAILEY.		F 7.58	F 6.31	F 1.38	.....	.....	.....	11.41	.....	.....
			3.2										
10.9	O 7	D	BEVERLY.		S 8.08	S 6.40	S 1.46	.....	.....	.....	11.56	.....	.....
12.4	O 5		1.5 TYGARTS.		F 8.11	F 6.44	F 1.49	.....	.....	.....	12.02	.....	.....
14.3	O 4		1.9 ARNOLD HILL.		F 8.15	F 6.50	F 1.53	.....	.....	.....	12.11	.....	.....
14.9	O 3		0.6 TODD.		F 8.17	F 6.51	F 1.54	.....	.....	.....	12.14	.....	.....
16.4	G110A		1.5 ELKINS JCT.		F 8.22	F 6.54	F 1.57	.....	.....	.....	12.19	.....	.....
17.6	G110	N	1.2 ELKINS-WCY.		S 8.30	S 7.00	S 2.00	.....	.....	.....	12.25	.....	.....
					A. M.	P. M.	P. M.				P. M.		
			Time over Sub-Division.....		0.50	0.50	0.40	.....	.....	.....	1.20	.....	.....
			Average speed per hour.....		21.1	21.1	24.0	.....	.....	.....	14.5	.....	.....

Nos. 42, 54, 62, 64, 66, 36 and 736 will head through west leg of Elkins Wye and back into Elkins Station.
 Normal position of switches at Elkins Junction and Elkins "Y" are for Eastward main track.
 No. 61 is superior to No. 62.
 No. 63 is superior to No. 64.
 No. 65 is superior to No. 66.
 No. 97 is superior to No. 98.
 Note—Special Instruction No. 26, page 11, relative to Manual Block between Elkins and Elkins Junction.

WESTWARD.

Distance from Cumberland.	Station Nos.	Train Order Stations.	Durbin Sub-Division. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.	FIRST CLASS.			THIRD CLASS.					
					53			95					
					DAILY Ex. Sunday			DAILY Ex. Sunday					
					P. M.			A. M.					
112.1	G110	N	ELKINS-WCY. 2.8		\$12.30	.....	.....	.....	6.35	.....	.....	.....	.....
114.9	M 3A		CANFIELD. 2.0		F12.40	.....	.....	.....	6.50	.....	.....	.....	.....
116.9	M 5		TUNNEL. 1.3	19	F12.45	.....	.....	.....	6.58	.....	.....	.....	.....
118.2	M 6		LUMBER. 1.5		F12.49	.....	.....	.....	7.06	.....	.....	.....	.....
119.7	M 8		MEADOWS. 1.8		F12.53	.....	.....	.....	7.13	.....	.....	.....	.....
121.5	M 9A		FAULKNER-W. 1.0		F12.57	.....	.....	.....	7.21	.....	.....	.....	.....
122.5	M10	D	BOWDEN. 1.6	41	S 1.00	.....	.....	.....	7.25	.....	.....	.....	.....
125.1	M13A		WEESE CROSSING. 1.6		F 1.05	.....	.....	.....	7.35	.....	.....	.....	.....
126.7	M14		WOODROW. 1.0	35	1.09	.....	.....	.....	7.50	.....	.....	.....	.....
127.7	M15		FLINT. 3.1		S 1.11	.....	.....	.....	7.56	.....	.....	.....	.....
130.8	M19	D	BEMIS-W. 0.4	20	S 1.20	.....	.....	.....	8.15	.....	.....	.....	.....
131.2	M19B		CARL. 2.6	16	1.21	.....	.....	.....	8.20	.....	.....	.....	.....
133.8	M22		CHEAT JCT. 2.7	8	F 1.31	.....	.....	.....	8.30	.....	.....	.....	.....
136.5	M24	D	GLADY. 0.6	12	S 1.40	.....	.....	.....	8.50	.....	.....	.....	.....
137.1	M25		CAMP SIDING. 2.9	11	1.41	.....	.....	.....	8.55	.....	.....	.....	.....
140.0	M28		BEULAH. 2.6		F 1.47	.....	.....	.....	9.10	.....	.....	.....	.....
142.6	M30		OXLEY-W. 0.7	15	1.53	.....	.....	.....	9.22	.....	.....	.....	.....
143.3	M31		WILDELL. 5.1		F 1.55	.....	.....	.....	9.26	.....	.....	.....	.....
148.4	M36		MAY. 3.1	25	F 2.05	.....	.....	.....	9.47	.....	.....	.....	.....
151.5	M39		BURNER. 2.0		S 2.13	.....	.....	.....	10.03	.....	.....	.....	.....
153.5	M41		BRAUCHER. 3.4	8	2.18	.....	.....	.....	10.15	.....	.....	.....	.....
156.9	M45		OLIVE. 2.3		F 2.27	.....	.....	.....	10.26	.....	.....	.....	.....
159.2	M47	D	DURBIN-WY.		S 2.35	.....	.....	.....	10.35	.....	.....	.....	.....
					P. M.				A. M.				
			Time over Sub-Division.....		2.05	.....	.....	.....	4.0	.....	.....	.....	.....
			Average speed per hour.....		22.6	.....	.....	.....	12.0	.....	.....	.....	.....

Nos. 42, 54, 62, 64, 66, 36 and 736 will head through west leg of Elkins Wye and back into Elkins Station.
 Normal position of switches at Elkins Jct. and Elkins "Y" are for Eastward Main Track.
 No. 53 is superior to No. 54.
 No. 95 is superior to No. 96.
 Note—Special Instruction No. 26, page 11, relative Manual Block between Elkins and Elkins Junction.

EASTWARD.

Distance from Durbin.	Station Nos.	Train Order Stations.	Durbin Sub-Division. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.	FIRST CLASS.				THIRD CLASS.					
					54				96					
					DAILY Ex. Sunday				DAILY Ex. Sunday					
					P. M.				A. M.					
0.0	M47	D	DURBIN WY.		S 3.00	.....	.....	.....	.....	11.00	.....	.....	.....	.....
2.3	M45		2.3 OLIVE.		F 3.07	.....	.....	.....	.....	11.10	.....	.....	.....	.....
5.7	M41		3.4 BRAUCHER.	8	3.15	.....	.....	.....	.....	11.25	.....	.....	.....	.....
7.7	M39		2.0 BURNER.		S 3.20	.....	.....	.....	.....	11.33	.....	.....	.....	.....
10.8	M36		3.1 MAY.	25	F 3.28	.....	.....	.....	.....	11.44	.....	.....	.....	.....
			5.1											
15.9	M31		WILDELL.		F 3.38	.....	.....	.....	.....	12.01	.....	.....	.....	.....
16.6	M30		0.7 OXLEY W.	15	3.40	.....	.....	.....	.....	12.05	.....	.....	.....	.....
19.2	M28		2.6 BEULAH.		F 3.45	.....	.....	.....	.....	12.15	.....	.....	.....	.....
22.1	M25		2.9 CAMP SIDING.	11	3.52	.....	.....	.....	.....	12.30	.....	.....	.....	.....
22.7	M24	D	0.6 GLADY.	12	S 3.55	.....	.....	.....	.....	12.32	.....	.....	.....	.....
			2.7											
25.4	M22		CHEAT JCT.	8	F 4.01	.....	.....	.....	.....	12.47	.....	.....	.....	.....
28.0	M19B		2.6 CARL.	16	4.08	.....	.....	.....	.....	1.07	.....	.....	.....	.....
28.4	M19	D	0.4 BEMIS W.	20	S 4.10	.....	.....	.....	.....	1.20	.....	.....	.....	.....
31.5	M15		3.1 FLINT.		S 4.17	.....	.....	.....	.....	1.31	.....	.....	.....	.....
32.5	M14		1.0 WOODROW.	35	4.20	.....	.....	.....	.....	1.35	.....	.....	.....	.....
34.1	M13A		1.6 WEESE CROSSING.		F 4.24	.....	.....	.....	.....	1.40	.....	.....	.....	.....
			2.6											
36.7	M10	D	BOWDEN.	41	S 4.31	.....	.....	.....	.....	1.55	.....	.....	.....	.....
37.7	M 9A		1.0 FAULKNER W.		F 4.34	.....	.....	.....	.....	2.00	.....	.....	.....	.....
39.5	M 8		1.8 MEADOWS.		F 4.37	.....	.....	.....	.....	2.10	.....	.....	.....	.....
41.0	M 6		1.5 LUMBER.		F 4.40	.....	.....	.....	.....	2.17	.....	.....	.....	.....
42.8	M 5		1.3 TUNNEL.	19	F 4.43	.....	.....	.....	.....	2.27	.....	.....	.....	.....
44.3	M 3A		2.0 CANFIELD.		F 4.48	.....	.....	.....	.....	2.37	.....	.....	.....	.....
47.1	G110	N	2.8 ELKINS WCY.		S 5.00	.....	.....	.....	.....	2.50	.....	.....	.....	.....
					P. M.					P. M.				
			Time over Sub-Division.....		2.0	.....	.....	.....	.....	3.55	.....	.....	.....	.....
			Average speed per hour.....		23.0	.....	.....	.....	.....	11.5	.....	.....	.....	.....

Nos. 42, 54, 62, 64, 66, 36 and 736 will head though west leg of Elkins Wye and back into Elkins Station.
 Normal positions of switches at Elkins Jct. and Elkins "Y" are for Eastward Main Track.
 No. 53 is superior to No. 54.
 No. 95 is superior to No. 96.
 Note—Special Instruction No. 26, page 11, relative Manual Block between Elkins and Elkins Junction.

WESTWARD.

Distance from Cumberland.	Station Nos.	Train Order Station.	Belington Sub-Division. TIME-TABLE No. 1. June 20, 1920.	Passing Sidings. Capacity in Cars.	FIRST CLASS.						THIRD CLASS.	
					41	73	B. & O. 75	B. & O. 35	B. & O. 735	43	93	
					DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	Sunday ONLY	DAILY	DAILY Ex. Sunday	
					A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	
112.1	G110	N	ELKINS-WYC. 0.2		\$ 5.20	.....	\$ 8.00	\$ 8.35 ⁶²	\$ 9.00	\$ 2.10 ⁶⁶	.....	.....
112.3	G110		C. & C. JCT. East End Double Track. 1.0		5.21	.....	8.02	8.36	9.01	2.11 ³⁶	.....	6.32
113.3	G110A		ELKINS JCT. 0.2		.....	.....	.....	.....	.....	.....	.....	.....
113.5	G110B		HOME. 0.0		.....	.....	.....	.....	.....	.....	.....	.....
113.6			HOMEWOOD. 1.4		5.24	.....	F 8.05	F 8.40	F 9.04	F 2.14	.....	.....
115.0	G113		BUXTON. 1.2		F 5.28	.....	.....	.....	.....	F 2.18	.....	.....
116.2			SMITH 3.2		F 5.31	.....	.....	.....	.....	F 2.21	.....	.....
119.4	G118	D	NORTON. West End Double Track.	27	\$ 5.40	.....	\$ 8.25 ^{9.00}	\$ 8.57	\$ 9.18	\$ 2.30	.....	7.10
120.3	G119		HARDING-W. 2.7		F 5.43	.....	.....	.....	.....	F 2.33	.....	7.32
123.0	G121		LAUREL. 2.0	3	F 5.50	.....	.....	.....	.....	F 2.40	.....	7.52
125.0	G123		GAGE. 0.8		F 5.54	.....	.....	.....	.....	F 2.44	.....	8.07
125.3	G124	D	JUNIOR. 1.3		\$ 5.58	.....	.....	.....	.....	\$ 2.48	.....	8.22
127.1	G125		DARTMOOR. 2.5		F 6.02	.....	.....	.....	.....	F 2.52	.....	8.40
129.6	G128	N	BELINGTON-WY. 1.5		\$ 6.10	\$ 7.00	.....	.....	.....	\$ 3.00	.....	9.00
131.1	P 1A		GAHANHURST. 0.2		.....	F 7.05	.....	.....	.....	.....	.....	9.15
131.3	P 2		JONESBORO. 0.7		.....	7.06	.....	.....	.....	.....	.....	9.17
132.0	P 2A		BRICKTON. 1.1		.....	F 7.09	.....	.....	.....	.....	.....	9.24
133.1	P 3A		HARTS SUMMIT. 1.1		.....	F 7.12	.....	.....	.....	.....	.....	9.30
134.2	P 4		TIGHVIEW. 0.6		.....	F 7.15	.....	.....	.....	.....	.....	9.35
134.8	P 5		BICKETT. 0.8		.....	7.17	.....	.....	.....	.....	.....	9.38
135.6	P 6		WEAVER-WY.		.....	\$ 7.20	.....	.....	.....	.....	.....	9.40
					A. M.	A. M.	A. M.	A. M.	A. M.	P. M.		A. M.
			Time over Sub-Division.....		.50	.20	1.00	.22	.18	.50	.....	3.08
			Average speed per hour.....		21.1	18.5	7.3	20.2	22.0	21.1	.....	9.5

Nos. 42, 54, 62, 64, 66, 36 and 736 will head through West leg of Elkins Wye and back into Elkins Station.
Normal position of switches at Elkins Jct. and Elkins "Y" are for Eastward main tracks.

No. 93 is superior to No. 94.

No. 73 is superior to No. 74.

Nos. 75 and 78 will carry passengers.

Note—Special Instructions No. 26, page 11, relative Manual Block between Elkins and Elkins Junction.

EASTWARD.

Distance from Cumberland.	Station Nos.	Train Order Stations.	Belington Sub-Division.	Passing Sidings. Capacity in Cars.	FIRST CLASS.							THIRD CLASS.				
					74	42	B.&O. 36	B.&O. 78	B.&O. 736	44			94			
					DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	Sunday ONLY	DAILY			DAILY Ex. Sunday			
					A. M.	A. M.	P. M.	P. M.	P. M.	P. M.			A. M.			
135.6	P 6		WEAVER—WY. 0.8		S 7.45	.....	.....	.....	.....	.....	.....	.....	10.00	.....	.....
134.8	P 5		BICKETT. 0.6		7.48	.....	.....	.....	.....	.....	.....	.....	10.03	.....	.....
134.2	P 4		TIGHVIEW. 1.1		F 7.50	.....	.....	.....	.....	.....	.....	.....	10.07	.....	.....
133.1	P 3A		HART SUMMIT. 1.1		F 7.53	.....	.....	.....	.....	.....	.....	.....	10.13	.....	.....
132.0	P 2A		BRICKTON. 0.7		F 7.55	.....	.....	.....	.....	.....	.....	.....	10.20	.....	.....
131.3	P 2		JONESBORO. 0.2		7.58	.....	.....	.....	.....	.....	.....	.....	10.30	.....	.....
131.1	P 1A		GAHANHURST. 1.5		F 7.59	.....	.....	.....	.....	.....	.....	.....	10.32	.....	.....
129.6	G128	N	BELINGTON—WY. 2.5		S 8.05	S 9.35	.....	.....	.....	S 8.55	.....	.....	11.30	.....	.....
127.1	G125		DARTMOOR. 1.3		.....	F 9.41	.....	.....	.....	F 9.01	.....	.....	11.45	.....	.....
126.8	G124	D	JUNIOR. 0.8		.....	S 9.46	.....	.....	.....	S 9.05	.....	.....	11.50	.....	.....
125.0	G123		GAGE. 2.0		.....	F 9.48	.....	.....	.....	F 9.08	.....	.....	12.00	.....	.....
123.0	G121		LAUREL. 2.7	3	.....	F 9.52	.....	.....	.....	F 9.12	.....	.....	12.10	.....	.....
120.3	G119		HARDING—WY. 0.9		.....	F 9.59	.....	.....	.....	F 9.19	.....	.....	12.50	.....	.....
119.4	G118	D	West End Double Track. NORTON. 3.2	27	.....	S10.03	S 1.54	S 4.00 4.15	S 4.37	S 9.23	.....	.....	1.00	.....	.....
116.2	.....		SMITH. 1.2		.....	F10.12	.....	.....	.....	F 9.32	.....	.....	1.20	.....	.....
115.0	G113		BUXTON. 1.5		.....	F10.15	2.05	.....	4.48	F 9.36	.....	.....	1.25	.....	.....
.....	.....		HOMWOOD. 0.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
113.5	G110B		HOME. 0.2		.....	F10.18	F 2.07	.....	F 4.50	F 9.38	.....	.....	1.35	.....	.....
113.3	G110A		ELKINS JCT. 1.0		.....	10.20	2.09	4.35	.....	9.40	.....	.....	1.40	.....	.....
112.3	G110		C. & C. JCT. East End Double Track. 0.2		.....	10.24	2.12 43	4.40	.....	9.43	.....	.....	1.48	.....	.....
112.1	G110	N	ELKINS—WYC. 0.2		.....	S10.25	S 2.15	S 4.45	S 4.56	S 9.45	.....	.....	1.50	.....	.....
						A. M.	A. M.	P. M.	P. M.	P. M.	P. M.			P. M.		
			Time over Sub-Division.....		0.20	0.50	0.21	0.45	0.19	0.50	.....	.....	3.50	.....	.....
			Average speed per hour.....		18.5	21.1	20.0	8.4	21.5	21.1	.....	.....	8.0	.....	.....

Nos. 42, 54, 62, 64, 66, 36 and 736 will head through west leg Elkins Wye and back into Elkins Station.
 Normal position of switches at Elkins Jct. and Elkins "Y" are for Eastward main track.
 No. 93 is superior to No. 94.
 No. 73 is superior to No. 74.
 Nos. 75 and 78 will carry passengers.
 Note—Special Instruction No. 26, page 11, relative Manual Block between Elkins and Elkins Junction.

WESTWARD.

Distance from Cumberland.	Station Nos.	Train Order Stations.	Elkins Division. TIME-TABLE No. 1. June 20, 1920.	Passing Sidings, Capacity in Cars.	FIRST CLASS.						THIRD CLASS.		
					P. R. R. 6371		P. R. R. 6373		7		123		
					DAILY	DAILY	DAILY Ex. Sunday		DAILY Ex. Sunday				
					A. M.	P. M.	P. M.		A. M.				
	167	N	CUMBERLAND.		\$ 7.23	\$ 2.50	\$ 3.30						
1.0	168		1.0 CITY JCT.		7.25	2.52	3.33						
1.9	169	N	0.9 G. C. JCT.		7.28	2.55	3.36						
8.6	175		6.7 LAP-W.	E61			3.36					7.10	
11.6	177	N	3.0 MOUNT SAVAGE.	W60			F 3.52					204 7.45	
15.4	181	D	3.8 FROSTBURG, MD.				\$ 4.00					8.00	
							\$ 4.10					8.20	
21.7	187	N	6.3 COLMAR, PA. (West End Double Track.)	E45 W52			F 4.25					204 8.55	
24.5	190	N	2.8 DEAL-WY.	E100 W100			\$ 4.31					9.10	
28.7	195		4.2 SAND PATCH.	104			F 4.38					9.30	
31.9	198	D	3.2 MEYERSDALE.	71			\$ 4.45					9.50	
37.3	202		5.4 GARRETT-W.	100			\$ 4.56					10.15	
												8-206	
43.7	210	N	6.4 ROCKWOOD-WC.	100			\$ 5.12					10.40	
47.4	213		3.7 CASSELMAN.				F 5.21					122	
49.9	216		2.5 MARKLETON.	63			\$ 5.27					11.05	
54.3	220		4.4 FORT HILL.	130			F 5.36					11.25	
57.2	223		2.9 DEETER-W.				5.45						
59.2	225		2.0 HARNEDSVILLE.				F 5.49						
60.7	227	N	1.5 CONFLUENCE.	110			\$ 5.52					11.55	
67.0	233		6.3 BIDWELL-W.	100			F 6.04					208 12.23	
71.9	238	D	4.9 OHIO PYLE.	90			\$ 6.15					208 12.44	
77.1	243		5.2 STEWARTON.	100			F 6.27					1.08	
78.2	244		1.2 BRUNER RUN.				F 6.29						
81.5	247		3.2 INDIAN CREEK-W.	100			F 6.39					1.29	
84.6	250		3.1 BLUESTONE.	90			6.48					1.43	
87.3	253	N	2.7 BOWEST.				F 6.54					1.54	
88.0	254		0.7 (East End Double Track.) GREENWOOD.				6.56					1.56	
89.0	256		1.0 CONNELLSVILLE, PA.				\$ 7.00					2.00	
					A. M.	P. M.	P. M.					P. M.	
			Time over District .....		.05	.05	3.30					6.50	
			Average speed per hour		24.0	24.0	25.3					15.5	

EASTWARD.

Distance from Connellsville.	Station Nos.	Train Order Stations.	Elkins Division. TIME-TABLE No. 1. June 20, 1920.	Passing Sidings. Capacity in Cars.	FIRST CLASS.			THIRD CLASS.								
					8	PRR 6372	PRR 6374	204	206	122	208	210	212			
					DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY			
					A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.			
0.0	256		CONNELLSVILLE, PA. 1.0		S	8.15	.....	.....	12.25	6.00	7.15	10.30	3.30	8.00	.....	.....
1.0	254		GREENWOOD. East End Double Track. 0.7			8.17	.....	.....	12.27	6.03	7.18	10.35	3.35	8.05	.....	.....
1.7	253	N	BOWEST. 2.7		F	8.19	.....	.....	12.31	6.06	7.20	10.38	3.38	8.08	.....	.....
4.4	250		BLUESTONE. 3.1	90		8.25	.....	.....	12.45	6.18	7.30	10.50	3.48	8.18	.....	.....
7.5	247		INDIAN CREEK-W. 3.2	100	F	8.33	.....	.....	1.00	6.30	7.43	11.03	4.05	8.37	.....	.....
10.7	244		BRUNER RUN. 1.2		F	8.41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.9	243		STEWARTON. 5.2	100	F	8.43	.....	.....	1.22	6.50	8.04	11.32	4.28	9.00	.....	.....
17.1	238	D	OHIO PYLE. 4.9	90	S	8.56	.....	.....	1.45	7.13	8.25	11.57	4.53	9.25	.....	.....
22.0	233		BIDWELL-W. 6.3	100	F	9.08	.....	.....	2.10	7.31	8.45	12.23 ¹²³	5.12	9.45	.....	.....
28.3	227	N	CONFLUENCE. 1.5	110	S	9.21	.....	.....	2.48	8.07	9.21 ⁸	12.55	5.52 ⁷	10.15	.....	.....
29.8	225		HARNEDSVILLE. 2.0		F	9.24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
51.8	223		DEETER-W. 2.9			9.28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
54.7	220		FORT HILL. 4.4	130	F	9.37	.....	.....	3.14	8.45	9.47	1.26	6.20	10.45	.....	.....
59.1	216		MARKLETON. 2.5	63	S	9.47	.....	.....	3.35	9.10	10.09	1.45	6.40	11.05	.....	.....
41.6	213		CASSELMAN. 3.7		F	9.52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45.3	210	N	ROCKWOOD-WC. 6.4	100	S	10.02	.....	.....	4.07	9.44	10.40 ¹²³	2.20	7.12	11.40	.....	.....
51.7	202		GARRETT-W. 5.4	100	S	10.15	.....	.....	4.37	10.15 ⁸⁻¹²³	11.13	2.50	7.41	12.00	.....	.....
57.1	198	D	MEYERSDALE. 3.2	71	S	10.28	.....	.....	5.04	10.40	11.40	3.15	8.07	12.27	.....	.....
60.3	195		SAND PATCH. 4.2	104	F	10.35	.....	.....	5.18	10.54	11.56	3.35	8.25	12.43	.....	.....
64.5	190	N	DEAL-WY. 2.8	E100 W100	S	10.44	.....	.....	5.37	11.13	12.17	3.53	8.43	1.00	.....	.....
67.3	187	N	West End Double Track. COLMAR, PA. 6.3	E45 W52	F	10.50	.....	.....	5.52 ¹²³	11.25	12.35	4.04 ⁷	8.55	1.11	.....	.....
73.6	181	D	FROSTBURG, MD. 3.8		S	11.04	.....	.....	6.11	11.44	1.04	4.23	9.14	1.30	.....	.....
77.4	177	N	MOUNT SAVAGE. 3.0		S	11.13	.....	.....	6.40	12.15	1.20	4.54	9.45	2.01	.....	.....
80.4	175		LAP-W. 6.7	E61 W60	F	11.23	.....	.....	6.51	12.24	1.37	5.03	9.54	2.10	.....	.....
87.1	169	N	G. C. JCT. 0.9			11.39	11.12	7.06	7.20 ¹²³	1.00	2.15	5.30 ⁷	10.30	3.00	.....	.....
88.0	168		CITY JCT. 1.0			11.42	11.14	7.08	.....	.....	.....	.....	.....	.....	.....	.....
89.0	167	N	CUMBERLAND.		S	11.45	11.17	7.11	.....	.....	.....	.....	.....	.....	.....	.....
						A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.		
			Time over District.....			3.30	0.5	0.5	6.55	7.00	7.00	7.00	7.00	7.00		
			Average speed per hour.....			25.3	24.0	24.0	14.0	12.5	12.5	12.5	12.5	12.5		

WESTWARD.

Distance from Coal Junction.	Station Nos.	Train Order Stations.	Somerset Coal R. R. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.									
0.0	R 22		COAL JUNCTION-Y	32	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.0	R 24		2.0 GRAY-WC		.....	.....	.....	.....	.....	.....	.....	.....	.....
4.0	R 26		2.0 BELL		.....	.....	.....	.....	.....	.....	.....	.....	.....
			Time over Sub-Division.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
			Average speed per hour.....		.....	.....	.....	.....	.....	.....	.....	.....	.....

EASTWARD.

Distance from Bell.	Station Nos.	Train Order Stations.	Somerset Coal R. R. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.									
0.0	R 26		BELL		.....	.....	.....	.....	.....	.....	.....	.....	.....
2.0	R 24		2.0 GRAY-WC		.....	.....	.....	.....	.....	.....	.....	.....	.....
4.0	R 22		2.0 COAL JUNCTION-Y	32	.....	.....	.....	.....	.....	.....	.....	.....	.....
			Time over Sub-Division.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
			Average speed per hour.....		.....	.....	.....	.....	.....	.....	.....	.....	.....

Eastward trains are superior to westward trains between Gray and Coal Junction.

Westward trains will be notified at Rockwood engine numbers of any engines west of Rockwood and if these engines are not passed between Rockwood and Coal Junction, westward crews will then flag from Coal Junction to Gray.

WESTWARD.

Distance from Ida May.	Station Nos.	Train Order Stations.	Fairmont Helens Run R. R. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.	FIRST CLASS.								Sat'day ONLY	Sat'day ONLY	
					223	227	229	233	235	239	241	245			247
					DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			DAILY
					A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.			P. M.
0.0	T4		IDA MAY-W. 1.1		\$ 7.00	\$ 8.00	\$ 9.00	\$10.00	\$ 4.00	\$ 5.00	\$ 6.00	\$ 7.00	\$ 7.55	\$ 9.55	\$10.55
1.1	T3		CAROLINA JCT. 1.5		\$ 7.05	\$ 8.05	\$ 9.05	\$10.05	\$ 4.05	\$ 5.05	\$ 6.05	\$ 7.05	\$ 8.00	\$10.00	\$11.00
2.6	T2A		BETHLEHEM. 1.2		.....	\$ 8.10	.....	\$10.10	.....	\$ 5.10	.....	\$ 7.10	.....	.....	.....
3.8	T1		HELEN RUN JCT. 0.5		.....	\$ 8.20	.....	\$10.20	.....	\$ 5.20	.....	\$ 7.20	\$ 8.25	\$10.30	\$11.30
4.3			CHIEFTON-T.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

EASTWARD.

Distance from Carolina Jct.	Station Nos.	Train Order Stations.	Fairmont Helens Run R. R. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.	FIRST CLASS.								✓	✓	✓	✓
					224	230	236	242	248	254	262					
					DAILY	DAILY	DAILY	DAILY	DAILY	Sat'day ONLY	Sat'day ONLY					
					A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.					
0.0	T3		CAROLINA JCT. 1.5		\$ 7.05	\$ 9.05	\$ 4.05	\$ 6.05	\$ 8.00	\$10.00	\$11.00	.....	.....	.....	.....
1.5	T5		CAROLINA		\$ 7.15	\$ 9.15	\$ 4.15	\$ 6.15	\$ 8.10	\$10.10	\$11.10	.....	.....	.....	.....
					A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.					

WESTWARD.

Distance from Carolina.	Station Nos.	Train Order Stations.	Fairmont Helens Run R. R. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.	FIRST CLASS.								✓	✓	✓	✓
					225	231	237	243	249	257	261					
					DAILY	DAILY	DAILY	DAILY	DAILY	Sat day ONLY	Sat'day ONLY					
					A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.					
0.0	T5		CAROLINA 1.5		\$ 7.40	\$ 9.40	\$ 4.40	\$ 6.40	\$ 8.10	\$10.10	\$11.10	.....	.....	.....	.....
1.5	T3		CAROLINA JCT.		\$ 7.50	\$ 9.50	\$ 4.50	\$ 6.50	\$ 8.16	\$10.20	\$11.20	.....	.....	.....	.....
					A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.					

EASTWARD.

Distance from Chiefton.	Station Nos.	Train Order Stations.	Fairmont Helens Run R. R. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.	FIRST CLASS.								Sat'day ONLY	Sat'day ONLY	
					222	226	228	232	234	238	240	244			246
					DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			DAILY
					A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.			P. M.
0.0			CHIEFTON-T. 0.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.5	T1		HELEN RUN JCT. 1.2		\$ 6.35	.....	\$ 8.35	.....	\$ 3.35	.....	\$ 5.35	.....	\$ 7.35	\$ 9.35	\$10.35
1.7	T2A		BETHLEHEM. 1.5		\$ 6.45	.....	\$ 8.45	.....	\$ 3.45	.....	\$ 5.45	.....	\$ 7.45	\$ 9.45	\$10.45
3.2	T3		CAROLINA JCT. 1.1		\$ 6.50	\$ 7.50	\$ 8.50	\$ 9.50	\$ 3.50	\$ 4.50	\$ 5.50	\$ 6.50	\$ 7.50	\$ 9.50	\$10.50
4.3	T4		IDA MAY-W.		\$ 7.00	\$ 7.55	\$ 9.00	\$ 9.55	\$ 4.00	\$ 4.55	\$ 6.00	\$ 6.55	\$ 7.55	\$ 9.55	\$10.55
					A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

When a schedule on Helens Run Branch becomes 30 minutes late it will be void and trains will proceed accordingly.
 Engine assigned to Helens Run Branch will run Extra and make as many trips as necessary between Chiefton, Carolina and Ida May.

WESTWARD.

Distance from Bingamon Jct.	Station Numbers.	Train Order Stations.	Fairmont Bingamon R. R. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.	FIRST CLASS.											
					211	213	215	217	219	221						
					DAILY	DAILY	DAILY	DAILY	DAILY	Sat'day ONLY						
					A. M.	A. M.	P. M.	P. M.	P. M.	P. M.						
0.0	W2		BINGAMON JCT.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.2			0.2 BINGAMON.		\$ 7.45	\$ 9.45	\$ 2.45	\$ 4.45	\$ 6.45	\$ 9.45	.....	.....	.....	.....	.....
0.9			0.7 SCALES.		\$ 7.49	\$ 9.49	\$ 2.49	\$ 4.49	\$ 6.49	\$ 9.49	.....	.....	.....	.....	.....
3.3			2.4 HENSHAW.		\$ 7.58	\$ 9.58	\$ 2.58	\$ 4.58	\$ 6.58	\$ 9.58	.....	.....	.....	.....	.....
4.3			1.0 JAMISON.		\$ 8.03	\$10.03	\$ 3.03	\$ 5.03	\$ 7.03	\$10.03	.....	.....	.....	.....	.....
5.8			1.5 SCOTTS.		\$ 8.09	\$10.09	\$ 3.09	\$ 5.09	\$ 7.09	\$10.09	.....	.....	.....	.....	.....
6.9	W9		1.1 WYATT.		\$ 8.15	\$10.15	\$ 3.15	\$ 5.15	\$ 7.15	\$10.15	.....	.....	.....	.....	.....
					A. M.	A. M.	P. M.	P. M.	P. M.	P. M.						
			Time over Sub-division.....		0.30	0.30	0.30	0.30	0.30	0.30						
			Average speed per hour.....		14.0	14.0	14.0	14.0	14.0	14.0						

When a schedule on Bingamon Branch becomes 30 minutes late it will be void, and trains will proceed accordingly.
Engine assigned to the Bingamon Branch will run extra and make as many trips as necessary between Hutchinson and Wyatt.

EASTWARD.

Distance from Wyatt.	Station Numbers.	Train Order Stations.	Fairmont Bingamon R. R. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.	FIRST CLASS.											
					210	212	214	216	218	220						
					DAILY	DAILY	DAILY	DAILY	DAILY	Sat'day ONLY						
					A. M.	A. M.	P. M.	P. M.	P. M.	P. M.						
0.0	W9		WYATT.		\$ 8.45	\$10.45	\$ 3.45	\$ 5.45	\$ 7.15	\$10.15	.....	.....	.....	.....	.....
1.1			1.1 SCOTT.		\$ 8.51	\$10.51	\$ 3.51	\$ 5.51	\$ 7.21	\$10.21	.....	.....	.....	.....	.....
2.6			1.5 JAMISON.		\$ 8.57	\$10.57	\$ 3.57	\$ 5.57	\$ 7.27	\$10.27	.....	.....	.....	.....	.....
3.6			1.0 HENSHAW.		\$ 9.02	\$11.02	\$ 4.02	\$ 6.02	\$ 7.32	\$10.32	.....	.....	.....	.....	.....
6.0			2.4 SCALES.		\$ 9.11	\$11.11	\$ 4.11	\$ 6.11	\$ 7.41	\$10.41	.....	.....	.....	.....	.....
6.7			0.7 BINGAMON.		\$ 9.15	\$11.15	\$ 4.15	\$ 6.15	\$ 7.45	\$10.45	.....	.....	.....	.....	.....
6.9	W2		0.2 BINGAMON JCT.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					A. M.	A. M.	P. M.	P. M.	P. M.	P. M.						
			Time over Sub-division.....		0.30	0.30	0.30	0.30	0.30	0.30						
			Average speed per hour.....		14.0	14.0	14.0	14.0	14.0	14.0						

When a schedule on Bingamon Branch becomes 30 minutes late it will be void, and trains will proceed accordingly.
Engine assigned to the Bingamon Branch will run extra and make as many trips as necessary between Hutchinson and Wyatt.

ADDITIONAL REGULAR AND FLAG STOPS. WESTWARD.

Distance from Cumberland.	Station Nos.	Train Order Stations.	Elkins Division. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.	FIRST CLASS.															
					1	9														
					DAILY	DAILY														
					A. M.	P. M.														
6.4	G 5		ACKERMAN.		F 7.19	F 3.16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8.6	G 7		PINTO.		F 7.24	F 3.22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10.8	G 9		LOWNDES.		F 7.29	F 3.27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.7	G 15		GERSTELL-W.		F 7.39	F 3.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17.4	G 16		DAWSON.		F 7.42	F 3.42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.7	G 27A		FRANKLIN.		F 8.14	F 4.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29.6	G 28		HAMPSHIRE.		S 8.16	F 4.19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41.3	G 40		CHAFFEE.		S 8.49	S 4.46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45.6	G 44		POTOMAC MANOR.		F 9.00	F 4.59	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
47.9	G 46		GLEASON.		F 9.09	F 5.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
49.4	G 48		HUBBARD.		F 9.14	F 5.14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
57.0	G 56		STEYER-W.		F 9.34	F 5.35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
63.9	G 62		WILSON.		F 9.49	F 5.49	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
71.0	G 70		BEECHWOOD.		F10.13	F 6.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
74.9	G 73		WILLIAM.		F10.23	F 6.23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
78.7	G 77		DOUGLAS.		S10.40	S 6.42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
94.1	G 93		MOORE-W.		F11.35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
106.7	G105		WHYTE.		F12.08	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
108.2	G107		GILMAN.		F12.12	F 8.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					P. M.	P. M.														
			Time over Division.....		5.20	5.20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			Average speed per hour.....		20.9	20.9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

**ADDITIONAL REGULAR AND FLAG STOPS.
EASTWARD.**

Distance from Elkins	Station Nos.	Train Order Stations.	Elkins Division. TIME-TABLE No. 1. June 20, 1920.	Passing Siding. Capacity in Cars.	FIRST CLASS.															
					10	4														
					DAILY	DAILY														
					A. M.	P. M.														
8.9	G107		GILMAN.		F 7.09	F 2.49
5.4	G105		WHYTE.		F 7.13	F 2.53	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18.0	G 93		MOORE-W.		F 7.42	F 3.21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33.4	G 77		DOUGLAS.		S 8.38	S 4.18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
37.2	G 73		WILLIAM.		F 8.56	F 4.36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41.1	G 70		BEECHWOOD.		F 9.06	F 4.46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
48.2	G 62		WILSON.		F 9.27	F 5.06	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
55.1	G 56		STEYER-W.		F 9.46	F 5.23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
62.7	G 48		HUBBARD.		F10.06	F 5.45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
64.2	G 46		GLEASON.		F10.09	F 5.51	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
66.5	G 44		POTOMAC MANOR.		F10.17	F 5.58	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
70.8	G 40		CHAFFEE.		S10.28	S 6.08	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
82.5	G 28		HAMPSHIRE.		F10.57	F 6.36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
83.4	G 27A		FRANKLIN.		F10.59	F 6.39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
94.7	G 16		DAWSON.		F11.28	F 7.08	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
95.4	G 15		GERSTELL-W.		F11.31	F 7.11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
101.8	G 9		LOWNDES.		F11.44	F 7.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
103.6	G 7		PINTO.		F11.49	F 7.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
105.7	G 5		ACKERMAN.		F11.53	F 7.35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					A. M.	P. M.														
			Time over Division.....		5.15	5.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			Average speed per hour.....		21.3	21.3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

ELKINS DIVISION.

DIVISIONAL STAFF.

Superintendent:
A. WILLIAMSON.

Train Masters:
R. J. PAYNE, Cumberland.
E. H. HARRISON, Cumberland.
G. E. SMITH (Cumberland Terminal).
W. V. McINTIRE, Elkins, W. Va.

Assistant Train Master:
J. A. ABBOTT, Cumberland.

Chief Train Dispatchers:
W. E. DORSEY, Cumberland.

Assistant Chief Dispatchers:
H. W. SHANK, Cumberland.
H. M. SMITH, Cumberland.
E. F. EVERHART, Elkins.

Relief Dispatcher:
J. L. SIEBERT.

Train Dispatchers, Cumberland:
E. M. HEBER.
W. BABST.
R. T. RYAN.

Train Dispatchers, Cumberland:
R. L. CRITCHFIELD.
C. F. ARNOLD.
W. C. WEITSGARVER.

Train Dispatchers, Elkins:
R. JONES.
W. C. BOHER.
F. SHAFFER.

Extra Train Dispatchers:
A. T. MINKE, Cumberland.
E. F. LOVING, Elkins.

Division Agent:
D. M. SILFIES.

Road Foreman of Engines:
F. R. DOTSON.

Asst. Road Foreman of Engines:
W. W. RAYBURN.

Division Engineer:
G. H. HORNBAKER.

Master Mechanic:
H. K. RIGHT.

SYMBOLS

- C- COALING STATION
- E- ENGINE HOUSE
- S- TRACK SCALE
- T- TURNTABLE
- W- WATER STATION
- Y- WYE TRACK

