THINK
SPEAK
ACT

with caution!

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

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

You

THE BALTIMORE AND OHIO RAILROAD COMPANY

EASTERN REGION

SAFETY ABOVE EVERYTHING

BALTIMORE & OHIO · SAFETY FIRST ·

CUMBERLAND DIVISION

73

TIME-TABLE No. 73

EFFECTIVE 12.01 A. M., EASTERN STANDARD TIME

SUNDAY, OCTOBER 27, 1957

T. J. KLAUENBERG,
Superintendent.

THE BALTIMORE AND OHIO RAILROAD COMPANY

RELIEF DEPARTMENT

I. C. WHITE, Superintendent

MEDICAL AND SURGICAL SERVICE

COMPANY'S SURGEONS.

Brunswick, Md.	Dr. John G. F. Smith Dr. Charles E. Pruitt
Martinsburg, W. Va.	Dr. Geo. O. Martin Dr. Max O. Oates Dr. Nevins B. Hendrix Dr. Aubrey W. Armentrout Dr. Arthur S. Bauer, Oculist
Hancock, Md.	Dr. Homer E. Tabler
Cumberland, Md.	Dr. C. C. Zimmermann Dr. James E. McLean Dr. R. J. Williams Dr. Wm. F. Williams, Jr. Dr. Donald B. Grove Dr. L. Brings Dr. Leo H. Ley, Jr. Dr. Leslie E. Daugherty, Oculist Dr. Emmett L. Jones, Oculist
Romney, W. Va.	Dr. Robert W. Dailey
Frostburg, Md.	Dr. W. Oliver McLane, Jr.
Keyser, W. Va.	Dr. Theodore C. Giffin Dr. Thad T. Huffman, Jr. Dr. Robert T. Coffman Dr. Robert W. Bess, Oculist
Piedmont, W. Va.	Dr. James H. Wolverton Dr. James H. Wolverton, Jr.
Oakland, Md.	Dr. E. Irving Baumgartner
Terra Alta, W. Va.	Dr. Chas. E. Smith Dr. John B. Harley
Rowlesburg, W. Va.	Dr. Jerome C. Arnett
Grafton, W. Va.	Dr. C. F. Shafer Dr. Karl H. Trippett Dr. Paul P. Warden Dr. T. W. Heironimus, Jr. Dr. Charles A. Haislip Dr. Herbert N. Shanes
Kingwood, W. Va.	Dr. J. L. Lehman
Morgantown, W. Va.	Dr. G. R. Maxwell Dr. E. F. Heiskell, Jr. Dr. John H. Trotter, Oculist

HOSPITALS

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

EXAMINING POINTS

Examiners' Office Days and Hours

Brunswick—Tuesday and Friday, 10.00 A. M. to 1.00 P. M.

Martinsburg—Thursday, 8.30 A. M. to 11.00 A. M.

Cumberland—Monday, Wednesday and Friday, 9.00 A. M. to 12.00 Noon.

Keyser—Tuesday, 9.00 A. M. to 12.00 Noon.

Grafton—Monday and Thursday, 9.00 A. M. to 12.00 Noon.

MEDICAL EXAMINERS' TERRITORIES.

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

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

INSTRUCTIONS COVERING SERVICES OF COMPANY'S SURGEONS.

1. When passengers or employees need surgical aid call the Company's surgeon who can reach them quickest. Put the case in his exclusive control.

If the Company's surgeon is not available immediately, then secure a local surgeon to attend until the Company's surgeon arrives.

2. Notify the Company's surgeon of the number of persons injured and the probable relief needed. When a number of persons are injured secure the services of competent local surgeons, and give every attention to the injured.

3. The Company will not be responsible for the employment of surgeons other than these, except as authorized by the Company's surgeon.

4. The officer in charge will provide a proper conveyance to remove the injured persons promptly, having someone accompany them when necessary. Such expense will be billed direct to the Company, or paid by the person in charge and bill submitted to the Company.

5. No major surgical operation shall be performed before arrival of the Company's surgeon unless required for the safety of the patient.

6. Company's surgeons will be expected to go outside of their assigned limits whenever required.

7. Employees will, when able, visit the Company's surgeon for treatment.

8. The Company will not be responsible when an injured employee selects other than a Company's surgeon.

S. M. ENGLISH, M. D.
Medical and Surgical Director

SPECIAL INSTRUCTIONS

1 SUPERIORITY OF TRAINS

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

Exceptions to No. 1

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

2 LOCATION OF WATCH INSPECTORS

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

3 STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTERS

(Located as indicated by "x")

	Standard Clock.	Bulletin Board.	Train Register.
Hagerstown			
Caller's Office	x	x	w
Brunswick			
Caller's Office	x	x	w
WB Tower	x	..	w
Martinsburg			
Yard Office	x	x	w
Telegraph Office	x	..	..
Miller	x	..	..
HO Tower	x	x	w
Green Spring	..	..	x-b
Cumberland			
Evitts Creek Telegraph Office	x	..	..
East Hump Yard Office	x	x	w
Caller's Office, Roundhouse	x	x	w
WC Telegraph Office	x	..	w
Caller's Office, Station	..	x	w
Williams St. Yard Office	x	x	w
Keyser			
Telegraph Office	x	..	..
Caller's Office	x	x	w
Second Floor, Station	..	..	w
East Yard Office	x	x	w
Hump Yard Office	x	x	w
West Yard Office	x	..	w
M. & K. Jct., Rest House	x	x	w
MK Tower	x	..	..
Sabraton	..	x	..
Morgantown	x	x	w
Grafton			
Yard Office	x	x	w
GR Telegraph Office	x	x	w
Caller's Office	x	x	w

b—South Branch Sub-Div. only.
w—Hours of service and watch comparison only.

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

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

4 CLEARANCE CARD FORM A

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

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

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

4 CLEARANCE CARD FORM A

At following train order stations trains and engines will be governed by Clearance Card Form A in lieu of fixed signals. Rules 207 and 221 modified.

Engle—Baker Sub-Division.
Green Spring—South Branch Sub-Division.
"WC" Office—Cumberland.
M&K Junction—M&K Sub-Division.

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

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

5 SPEED RESTRICTIONS

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

5 SPEED RESTRICTIONS

LIMITS	CLASS OR SERVICE. Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Curves between Virginia Ave. and William Street, Cumberland	45	35	30
Street Crossings, Cumberland	15	15	15
Patterson Creek Sub-Division, except as noted below	55	40	35
Cut East of Knobley Tunnel	40	35	30
Eastward tonnage trains over summit East of Knobley Tunnel	..	..	15
Big Cut	45	35	30
Bridge 64-A, Class S-1, S-1A and EM-1 engines	25	25	25
Engle and Hobbs, No. 3 track	25	25	25
Martinsburg and Flagg's Crossing, No. 4 track	35	35	35
Flagg's Crossing and Hobbs No. 4 track	25	25	25
Miller and West Cumbo, No. 4 track	40	40	40
Crossing frog, West End Cumbo Yard, No. 4 track	25	25	25
HO Tower and Sir Johns Run, No. 3 track	40	40	30
Sir Johns Run and Orleans Road, No. 3 track	45	35	35
Evitts Creek and North Branch, No. 4 track	20	20	20
Eastward freight running track, Viaduct Jct. and Virginia Ave	10	10	10
Westward freight running track, Evitts Creek and Williams St	10	10	10
Engine running tracks, Virginia Ave. and East End Ready Track, Cumberland	10	10	10
Diverging movements through Interlockings:			
Weverton, Harpers Ferry	15	15	15
Engle	25	25	25
Hobbs	30	30	25
Martinsburg, except No. 2 to No. 4 track	15	15	15
Martinsburg, No. 2 to No. 4 track	30	30	30
West Cumbo	30	20	20
Miller, HO Tower, Orleans Road, Okonoko	30	30	25
Patterson Creek	25	25	20
Evitts Creek, Viaduct Junction	15	15	15
Diverging movements through hand operated Cross-overs and Turnouts	15	15	15
Baker Sub-Division	15	15	15
B. S. & P. Sub-Division	20	20	20
South Branch Sub-Division:			
Green Spring and Petersburg, except as noted below	25	25	25
Bridges 562 and 571	15	15	15
Curve, Cut East of Grace	15	15	15
Rocks and one-fourth mile East	10	10	10
Curve, road crossing East of Rocks	15	15	15
First curves East and West of Vance	15	15	15
Curve, Salt Peter Rock, West of Trough Club	15	15	15
First curve East, first and second curves West of Sycamore	15	15	15
Curves, between Brook Hill and Bridge 578	15	15	15
Curves, between Welton and Bridge 587	15	15	15
Between Cumberland and East Grafton, except as noted below:	50	45	35
Express trains handling freight equipment	45	..	..
Between Piedmont and one mile West of Altamont	45	35	25

5 SPEED RESTRICTIONS

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

5 SPEED RESTRICTIONS

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

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

No. 18—Hancock.

No. 23—Tunnelton.

No. 734 will not exceed 30 miles per hour, Patterson Creek, Green Spring, Great Cacapon, Sir Johns Run, Cherry Run, to discharge newspapers.

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

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

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

5 SPEED RESTRICTIONS

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

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

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

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

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

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

Westward:
Between Kearneysville and Vanclevesville.
Between McKenzie and Rawlings.
Between Deer Park and Mountain Lake Park.

Eastward:
Between Thornton and Irontown.
Between Patterson Creek and Green Spring.

MAXIMUM SPEED OF LIGHT ENGINES

(Unless Otherwise Specified)

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

MAXIMUM SPEED RELIEF TRAIN

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

MINIMUM TIME RESTRICTIONS

Limits	Passenger and Express Trains.	Fast Freight Trains, and Locals.	Slow Freight Trains.
	Minimum time Minutes.	Minimum time Minutes.	Minimum time Minutes.
Hobbs to Harpers Ferry	..	15	18
Knobley Summit to Patterson Creek	..	..	12
Bond to Piedmont	12	15	20
Strecker to Bond	9	14	19
Wilson to Strecker	10	16	21
Terra Alta to Rodemer	10	14	16
Rodemer to McMillan	8	12	14
Blaser to MK Tower	10	14	16
West End to Newburg	10	14	16
Kingwood to Albright	9	..	23
Manown to Kingwood	12	..	25
Manown to Arthurdale Mine	10	..	18
Cascade to Sabraton	19	..	43

SPECIAL INSTRUCTIONS

5. SPEED RESTRICTIONS
MINIMUM TIME RESTRICTIONS

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

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

6 TRAIN ORDERS

7 EXTRA TRAINS

8 OPERATING TRAINS BY SIGNAL INDICATION

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

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

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

Miller and Patterson Creek, No. 3 track.
North Branch and Evitts Creek, No. 4 track.
Evitts Creek and Crossover East of Williams Street, Cumberland, No. 2 track.
Big Curve and Bond, No. 4 track.
Terra Alta and MK Tower, No. 2 track.
MK Tower and Blaser, No. 1 track.
Blaser and Hardman, No. 4 track.

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

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

9 SPACING TRAINS

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

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

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

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

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

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

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

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

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

10 FIXED SIGNALS

Hand operated signal, located 200 feet East of Shenandoah Junction, governs movements on No. 3 track for the purpose of protecting trains discharging passengers and mail on No. 1 track. Trains operated on No. 3 track finding this signal displaying red light will not proceed until light in signal is extinguished.

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

11 HAND SIGNALS AND FLAGGING

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

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

Location of switch tenders who handle main track switches:

Williams Street, Cumberland.
Harrison Street, Cumberland.
Baltimore Street, Cumberland.
Station, Keyser.

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

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

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

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

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

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

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

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

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

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

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

11-A MARKERS AND CLASSIFICATION SIGNALS

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

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

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

12 JOINT OR SPECIAL USE OF TRACKS

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

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

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

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

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

13 OPERATION OF AIR BRAKES

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

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

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

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

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

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

Dynamic brake will be used to assist in controlling speed of passenger trains descending Seventeen Mile, Cranberry, Cheat River and Newburg Grades. Dynamic brake will not be applied until automatic brake has been set with reductions totaling at least ten (10) pounds. Dynamic brake must not be released unless automatic brakes are set. In applying and releasing dynamic brake, extreme care must be used to avoid harsh slack action. Rule 4(b), Form 1118-D-Rev. 3, modified.

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

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

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

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

Loaded Trains.

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

Empty Trains.

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

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

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

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

13 OPERATION OF AIR BRAKES

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

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

Seventeen Mile and Cheat River Grades.

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

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

Cranberry and Newburg Grades.

High pressure position on all loaded cars.

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

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

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

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

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

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

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

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

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

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

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

Flat Maintaining Feature.

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

In descending heavy grades with flat maintaining cut in, the initial reduction must not be less than 6 pounds (on tonnage trains down Cheat River and Seventeen Mile Grades 8 pounds). The endeavor should be to control the speed by use of flat maintaining and the dynamic brake so that it is uniform. If a train stops on descending grade, sufficient number of hand brakes, starting at the engine, must be applied promptly to

SPECIAL INSTRUCTIONS

13 OPERATION OF AIR BRAKES

Flat Maintaining Feature.

secure it before air is released, if the independent brake on the engine will not hold train while brakes are being released and brake system recharged or retainers turned up. Should train part, sufficient number of hand brakes must be applied promptly to anchor both portions. A partial release of the brake during flat maintaining must never be attempted. If necessary to release on descending grade where retainers are otherwise required, stop will be made and brake system recharged before train proceeds.

Otherwise, retainers as specified must be used.

14 SPRING SWITCHES

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

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

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

Tunnelton Siding to No. 1 Track.

Hardman, Pocket Track.

14(a) DUAL CONTROL SWITCHES

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

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

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

Hobbs, controlled from Martinsburg.

Piedmont, controlled from West Keyser.

Big Curve, controlled from Bond.

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

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

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

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

Blaser, controlled from West End.

Newburg, controlled from Hardman.

15 RAILROAD CROSSINGS AND DRAWBRIDGES

16 YARDS

Cumberland:

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

Between Williams Street and Baltimore Street under flag protection:

Yard Master at Williams Street.

The following tracks are yard running tracks:

Eastward freight track between Viaduct Junction and Virginia Avenue.

Westward freight track between Evitts Creek and Williams Street.

Westward running track between Virginia Avenue and Baltimore Street.

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

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

16 YARDS

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

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

Keyser:

The following tracks are yard running tracks:

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

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

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

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

17 HELPER ENGINES

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

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

When detaching a helper engine, which has brake pipe cut-out cock located in the cab, from the rear of a passenger train, trainmen will close angle cock on rear of last passenger car, then signal helper engineer to apply brakes. Engineer on helper engine will then make a ten-pound brake pipe reduction and then place automatic brake valve handle in emergency position to empty all compressed air in air hose between helper engine and rear car. Air hose will then be disconnected between helper engine and rear car.

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

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

18 MAIL

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

19 WATER AND FUEL

20 WHISTLE SIGNALS

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

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

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

SPECIAL INSTRUCTIONS

21 HIGHWAY CROSSING PROTECTION

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

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

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

Operation governed by Rule 109(A).

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

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

22 TRAIN ORDER STATIONS

Open less than 24 hours

*Engle	7.30 A. M. to 4.30 P. M.
*Green Spring	6.30 A. M. to 3.30 P. M.
*Manheim	7.30 A. M. to 4.30 P. M.
*Albright	7.30 A. M. to 4.30 P. M.
*Kingwood	7.30 A. M. to 4.30 P. M.
*Reedsville	7.30 A. M. to 4.30 P. M.
*Masontown	7.30 A. M. to 4.30 P. M.

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

23 RESTRICTIONS ON STRUCTURES AND TRACKS

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

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

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

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

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

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

Scotch Hill Mine Siding, Newburg, out of service.

Engines must not go more than four car lengths beyond derail, East end Nancy Jane No. 4 Mine, Caddell.

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

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

Engines must not pass tipple, Arthurdale Mine.

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

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

Engines will not clear under stone tipple, Greer.

24 CLEARANCES

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

EAST END SUB-DIVISION

Harpers Ferry Tunnel.
Overhead wire at MP 82 plus 19 poles, West of Harpers Ferry.
Bridge 45-N, Shenandoah Junction.
High tension line at Burke Street, Martinsburg.
Overhead bridge 51-1/2-A, Pennsylvania R. R.
Overhead bridge 51½-C, Cumbo Yard (Depressed Track).
Overhead bridge 57-11, Kessler's Curve.
Western Maryland overhead bridge, Green Ridge.
Randolph Tunnel.
Stuart Tunnel.
Graham Tunnel.
Carothers Tunnel.
Signal bridge 167-17, Round Bottom.
Western Maryland overhead bridge, North Branch.
Wm. Hiser siding, Cumberland (Old Maryland Glass Co.).
Wire crossing at Turntable, Cumberland.
Coal tipple, Cumberland.

SOUTH BRANCH SUB-DIVISION

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

PATTERSON CREEK SUB-DIVISION

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

WEST END SUB-DIVISION

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

M. & K. SUB-DIVISION

Cement loader, Manheim.
Two coal tipples, Manown Siding.
Coal tipple, Reed Mine.
Coal tipple, Reedsville Agents Siding.
Coal tipple, Sandy Creek, Burk.
Coal tipple, Omega Mine, Masontown.

24 CLEARANCES

M. & K. SUB-DIVISION

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

25 CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS

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

25 CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS

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

26 TELEPHONES

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

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

CUMBERLAND DIVISION

Superintendent
T. J. KLAUENBERG

EAST END
Train Master
E. C. CAVEY

Assistant Train Master
J. A. GROSS

Road Foreman of Engines
B. F. HOTCHKISS

Assistant Road Foreman of Engines
H. A. SNOOTS

Terminal Train Master
R. W. PITCHER

Division Operator—Rules Examiner
J. T. MANUEL

Division Engineer
F. F. SCHILT

Assistant Division Engineer
R. S. HENRY

Master Mechanic
A. E. BECKMAN

Assistant Master Mechanic
J. F. PEACH, Jr.

Captain of Police
B. JAMES

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

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

Division Claim Agent
L. R. MULLENDORE

WEST END
Train Master
W. W. FREY

Assistant Train Master
_____

Road Foreman of Engines
A. R. TENNEY

General Safety Supervisor
R. L. WARD

Safety Supervisor
A. J. ARNOLD

26 TELEPHONES

Location	Connected With
Hancock Station	HO Tower.
East End Platform, Berkeley Springs	
Sand Plant	
West End Hancock Yard	
Eastward Home Signal	
Signal Grasshopper Hollow	Orleans Road and HO Tower.
Sir John's Run	
Great Cacapon Station	
Lineburg	
Orleans Road, Eastward Home Signal	Okonoko and Orleans Road.
Rockwell's Run Siding	
East end Doe Gully Cut	
Signal East of Randolph Tunnel	
Freestone	
East and West Ends Connection Track, Hansrote	
East and West Ends Stuart Tunnel	
Green Ridge	
Magnolia	
West End Kessler Bridge	
West End Concrete Wall	
Signal West of Carothers Tunnel	
Paw Paw Stations	
Little Cacapon	
Okonoko Mountain	Patterson Creek and Okonoko.
Green Spring:	
Crossovers	
Eastward Signal Bridge	
Station	
East and West Ends Storage track	
Middle Switch	
Round Bottom	
East End No. 4 Track, North Branch	Patterson Creek and Evitts Creek.
Cross-overs, Mexico Farms Crossing	
Mexico Farms Crossing.	
Pump Station, Evitts Creek	Evitts Creek.
Springfield	Green Spring Station.
Bridge 14	
Romney Station	
Romney Junction	
McNeill	Bell Exchange, Moorefield.
Road Crossing—Patterson Creek	McKenzie and Patterson Creek.
Half mile east of Big Cut	
West of Eastward approach signal to Patterson Creek	
East End Moreland's Curve	
East and West Ends Knobley Tunnel	
Avirett Avenue	Viaduct Junction and McKenzie.
Approach Signal, Viaduct Jct	
Kelly-Springfield Tire Plant Siding	
Fairgo Siding	
Fairgo Crossing	
Amcelle Station	
Bradys	
McKenzie:	McKenzie and Keyser.
Eastward Approach Signal	
Rawlings:	
East End Eastward Storage Tracks	
Tool House	
West End Westward Storage Track	
Dawson	
Westward Home Signal, Keyser	Keyser.
West End Eastward receiving yard Keyser.	
Red Rock	
Piedmont, Street Crossing	
West End Westward Passing Siding	
Bloomington Tool House	
Empire	West Keyser and Bond.
West End Everett Tunnel Cut	
Big Curve	
One Mile East of Bond	
East Inspector's Box	
West Inspector's Box	
Eastward Approach Signal, Bond	Bond, Strecker and Altamont.
Frankville	
East of Hitchcock Tunnel	
Eastward Approach Signal Strecker	
Swanton	
Wilson, East End Eastward Passing Siding.	
Altamont, East and West Legs, Wye	
Deer Park Station	Altamont and Mountain Lake Park.
East End No. 4 Track, Deer Park	
Old Tipple Track	
Mountain Lake Park, West End Siding	
Oakland:	
Station Platform	
Tool House	
West End Agent's Siding	
Taylor Siding	Mountain Lake Park and Terra Alta.
Hutton Station	
Rinard, East End Eastward Passing Siding.	
Rinard, East End Westward Passing Siding.	
Riggs Crossing	
Terra Alta, Westward Home signal	
Eastward Home Signal	
Salt Lick	Terra Alta and MK Tower.
Bishop's Farm	
Rodemer	
No. 42 Water Station	
McVickers Curve	
M. & K. Junction:	MK Tower.
Coal Tipple Track	
Station	
Shop Office	
Rowlesburg Station.	
Tool House	
76 Fill	MK Tower and West End.
East End Tray Run Bridge	
Signal 2556	
MP 256-20	
Clement's Fountain	
Blaser, East and West Home Signals	
Tunnelton Crossover	
Westward Outlet Switch, Tunnelton	
West End:	
East and West Ends Single Track Tunnel	
Eastward Home Signal, West End	West End and Hardman.
83 Fill	
Hiorra Road Crossing.	
East End Brain's Curve	
Raccoon Valley Junction	
Newburg:	
Westward Home Signal	
Agent's Siding	
30 Car Siding	
West End Passing Siding	
Independence Station.	
Signal East Hardman.	

26 TELEPHONES

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

27 UNCLASSIFIED

Not more than four dead engines (or four Diesel units) will be handled in one train. Diesel engines consisting of two to four units will have units coupled together. The first dead engine will be spaced five cars ahead of caboose, with five cars between each dead engine. When dead engines (steam or Diesel) are of light construction not more than three dead engines or Diesel units will be handled in a train. Where Time Table Special Instructions require the use of retainers, flat maintaining feature will not be used to avoid their use unless a supervisor is on dead engine to prevent overheating of tires or wheels and brake shoes. When dead engines are handled in local freight trains they will be placed back of all set-offs with five cars between each dead engine. Rule 930 modified.

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

Trains having chained cars on the rear on ascending grades engine will be coupled to rear of same and Engineer on this engine will use only sufficient power to keep engine against train.

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

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

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

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

Holidays

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

28 ADDITIONAL REGULAR AND FLAG STOPS

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

29 EXPLANATION OF LETTERS

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

WESTWARD — EASTWARD

Distance from Eagle.	Train Order Stations.	Baker Sub-Division TIME-TABLE No. 73 October 27, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.
	D-X	**ENGLE**	
2.3		2.3 **BAKERTON**	

Trains will not exceed 15 miles per hour. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD — EASTWARD

Distance from HO Tower.	Train Order Stations.	B. S. & P.—Sub-Division TIME-TABLE No. 73 October 27, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.
	DN	**HO TOWER**	
		4.0	
4.0		FACTORY	
		2.0	
6.0		**BERKELEY SPRINGS**	

Trains will not exceed 20 miles per hour. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect will not be exceeded.

WESTWARD — EASTWARD

THIRD CLASS 87 DAILY Ex. Sunday A. M.	Distance from Green Spring.	Train Order Stations.	South Branch—Sub-Division TIME-TABLE No. 73 October 27, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	THIRD CLASS 84 DAILY Ex. Sunday P. M.
7.30		D-X	**GREEN SPRING**		A 3.40
			3.3		
	3.3		DONALDSON		
			4.2		
7.50	7.5		SPRINGFIELD		3.20
			1.8		
7.57	9.3		GRACE	10	3.15
			1.6		
8.02	10.9		RIDGEDALE		3.10
			1.6		
	12.5		ROCKS		
			2.9		
8.20	15.4		ROMNEY JCT		2.47
			2.1		
8.30	17.5		WEST ROMNEY	10	2.40
			3.2		
	20.7		HAMPSHIRE CLUB		
			1.8		
	22.5		JOHNSON		
			3.8		
9.00	26.3		GLEBE		2.20
			2.1		
	28.4		TROUGH CLUB		
			4.1		
	32.5		SYCAMORE		
			1.0		
9.20	33.5		McNEILL	13	2.01
			3.4		
9.30	36.9		CUNNINGHAM		1.52
			2.5		
10.01	39.4		MOOREFIELD	25	1.45
			4.1		
	43.5		BROOK HILL		
			1.6		
	45.1		SPRING BROOK		
			1.7		
10.22	46.8		DURGON		1.13
			1.9		
	48.7		WELTON		
			3.1		
A10.45	51.8		**PETERSBURG**		1.00
A. M.					P. M.
3.15			Time over Sub-Division		2.40
15.9			Average speed per hour		19.4

Trains will not exceed 25 miles per hour. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded. No. 87 is superior to No. 84, Green Spring to Petersburg.

WESTWARD

*Distance from Weverton.	Train Order Stations.	East End Sub-Division TIME-TABLE No. 73 October 27, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	FIRST CLASS											
				7	31	29	11	21	9	5	25	1	3	17	
				DAILY	DAILY	DAILY Ex. Monday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
				A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	DN	**WEVERTON**		12.32	1.59	6.00	9.24	11.20	2.50	6.29	6.41	7.35	10.39	11.06	.....
		2.8													
2.8	DN	HARPERS FERRY		12.36	2.03	6.04	S 9.29	S11.24	S 2.55	6.33	S 6.45	7.39	10.42	F11.10	.....
		3.2													
6.0		ENGLE		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.1													
10.1		SHENANDOAH JCT		S12.45	S 2.17	.....	S 9.39	.....	S 3.05	.....	.....	.....	.....	S11.20	.....
		1.8													
11.9		HOBBS		12.50	2.22	6.18	9.43	11.35	3.09	6.45	6.58	7.51	10.54	11.25	.....
		1.6													
13.5		KEARNEYSVILLE		.....	.....	.....	.....	.....	M 3.10	.....	.....	.....	.....	.....	.....
		3.0													
16.5		VANCLEVESVILLE		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.6													
21.1	DN	MARTINSBURG		S 1.05	S 2.56	S 6.35	S10.00	S11.46	S 3.25	S 6.57	S 7.11	S 8.02	S11.05	S11.45	.....
		2.3													
23.4		FAWVER		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.0													
26.4	DN	WEST CUMBO		1.12	3.04	6.43	10.07	11.52	3.32	7.04	7.18	8.10	11.12	11.53	.....
		2.3													
28.7		NORTH MOUNTAIN		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.1													
34.8		CHERRY RUN		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.8													
35.6	DN	MILLER		1.22	3.14	6.53	10.17	12.02	3.42	7.14	7.28	8.20	11.22	12.03	.....
		3.1													
38.7		SLEEPY CREEK		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.5													
44.2		HANCOCK		.....	.....	.....	S10.27	.....	S 3.52	.....	.....	.....	.....	.....	.....
		0.1													
44.3	DN	HO TOWER	210	1.30	3.23	7.02	10.28	12.10	3.53	7.22	7.36	8.28	11.30	12.12	.....
		5.5													
49.8		SIR JOHN'S RUN		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.1													
53.9		GREAT CACAPON		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.7													
60.6	DN	ORLEANS ROAD		1.47	3.43	7.20	10.44	12.27	4.09	7.39	7.53	8.45	11.47	12.30	.....
		4.1													
64.7		HANSROTE		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.0													
66.7		GREEN RIDGE	220	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.6													
70.3		MAGNOLIA		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.0													
75.3		PAW PAW		.....	.....	.....	S11.08	.....	S 4.30	.....	.....	.....	.....	.....	.....
		3.0													
78.3		LITTLE CACAPON		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.2													
79.5	DN	OKONOKO		2.08	4.05	7.42	11.15	12.48	4.36	8.01	8.14	9.07	12.08	12.52	.....
		5.9													
85.4		GREEN SPRING		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.6													
92.0	DN	PATTERSON CREEK		2.20	4.18	7.56	11.28	1.00	4.50	8.13	8.26	9.20	12.20	1.05	.....
		1.8													
93.8		NORTH BRANCH		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.3													
97.1	DN	EVITTS CREEK		2.27	4.25	8.03	11.35	1.07	4.57	8.20	8.33	.....	.....	1.12	.....
		2.4													
99.5	DN	CUMBERLAND		S 2.32 2.37	S 4.32 5.15	S 8.12 8.50	S11.42 11.52	S 1.12 1.15	S 5.05 5.15	S 8.25 8.30	S 8.40 8.45	.....	.....	S 1.18 1.33	.....
		0.6													
100.1	DN	**VIADUCT JCT.**		2.39	5.17	8.52	11.54	1.17	5.17	8.32	8.47	.....	.....	1.35	.....
				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	
		Time over Sub-Division.....		2.07	3.18	2.52	2.30	1.57	2.27	2.03	2.06	1.45	1.41	2.29	
		Average speed per hour.....		47.3	30.3	34.9	40.0	51.3	40.9	48.8	47.6	52.6	54.6	40.3	

Passenger trains will not exceed 60 miles per hour.

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

*** Via Old Line.**

Mileage via Magnolia Cut Off 94.3.

EASTWARD

*Distance from Viaduct Jct.	Train Order Stations.	East End Sub-Division TIME-TABLE No. 73 October 27, 1957.	Passing Sidings. Capacity 45-foot cars Including engine and caboose.	FIRST CLASS											
				10	2	18	26	6	34	734	4	8	22	32	12
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday	Sunday Only	DAILY	DAILY	DAILY	DAILY	DAILY
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
	DN	**VIADUCT JCT.**		2.43	.....	4.18	5.19	5.34	.....	.....	.....	1.08	2.58	5.43	7.42
0.6		0.6													
0.6	DN	CUMBERLAND		S 2.45 2.50	.....	S 4.20 4.28	S 5.21 5.26	S 5.36 5.41	S 6.20	S 7.10	.....	S 1.10 1.15	S 3.00 3.03	S 5.45 6.25	S 7.45 7.50
3.0		2.4													
3.0	DN	EVITTS CREEK		2.55	.....	4.33	5.31	5.46	6.24	7.15	.....	1.20	3.07	6.30	7.54
6.3		3.3													
6.3		NORTH BRANCH		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8.1		1.8													
8.1	DN	PATTERSON CREEK		3.02	4.15	4.40	5.38	5.53	S 6.32	7.22	9.13	1.27	3.13	6.37	8.01
14.7		6.6													
14.7		GREEN SPRING		.....	.....	.....	.....	.....	S 6.41	.....	.....	.....	.....	.....	.....
20.6		5.9													
20.6	DN	OKONOKO		3.15	4.30	4.53	5.51	6.06	S 6.48	7.35	9.26	1.40	3.26	6.50	8.13
21.8		1.2													
21.8		LITTLE CACAPON		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24.6		2.8													
24.6		PAW PAW		.....	.....	.....	.....	.....	S 6.55	.....	.....	.....	.....	.....	F 8.20
27.5		2.9													
27.5		MAGNOLIA		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29.2		1.7													
29.2		HANSROTE		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33.7	DN	4.5													
33.7		ORLEANS ROAD		3.31	4.48	5.09	6.07	6.23	F 7.07	7.53	9.43	1.56	3.42	7.06	8.31
40.4		6.7													
40.4		GREAT CACAPON		.....	.....	.....	.....	.....	F 7.16	.....	.....	.....	.....	.....	.....
44.5		4.1													
44.5		SIR JOHN'S RUN		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
50.0	DN	5.5													
50.0		HO TOWER		3.50	5.08	5.28	6.25	6.41	7.26	8.10	10.01	2.14	4.01	7.22	8.47
50.1		0.1													
50.1		HANCOCK		.....	.....	.....	.....	.....	S 7.31	S 8.12	.....	.....	.....	.....	S 8.50
55.6		5.5													
55.6		SLEEPY CREEK		.....	.....	.....	.....	.....	S 7.39	.....	.....	.....	.....	.....	.....
58.7	DN	3.1													
58.7		MILLER		3.59	5.19	5.37	6.34	6.50	7.43	8.21	10.10	2.23	4.10	7.31	8.59
59.5		0.8													
59.5		CHERRY RUN		.....	.....	.....	.....	.....	F 7.46	.....	.....	.....	.....	.....	.....
65.6		6.1													
65.6		NORTH MOUNTAIN		.....	.....	.....	.....	.....	S 7.56	.....	.....	.....	.....	.....	.....
67.9	DN	2.3													
67.9		WEST CUMBO		4.10	5.30	5.48	6.44	7.00	J 8.00	8.32	10.21	2.34	4.20	7.41	9.10
70.9		3.0													
70.9		FAWVER		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
73.2	DN	2.3													
73.2		MARTINSBURG		S 4.23	S 5.45	S 5.58	S 6.54	G 7.10	S 8.17	S 8.43	S10.32	S 2.46	S 4.28	S 7.55	S 9.25
77.8		4.6													
77.8		VANCLEVESVILLE		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
80.8		3.0													
80.8		KEARNEYSVILLE		.....	.....	.....	.....	.....	S 8.28	.....	.....	.....	.....	.....	.....
82.4		1.6													
82.4		HOBBS	163	4.35	5.58	6.10	7.07	7.23	8.31	8.56	10.44	2.58	4.39	8.07	9.37
84.2		1.8													
84.2		SHENANDOAH JCT.		S 4.40	.....	.....	.....	.....	S 8.38	S 9.01	.....	S 3.03	.....	S 8.15	H 9.40
88.3		4.1													
88.3		ENGLE		.....	.....	.....	.....	.....	S 8.48	.....	.....	.....	.....	.....	.....
91.5	DN	3.2													
91.5		HARPER'S FERRY		S 4.54	6.11	K 6.23	S 7.21	7.36	S 9.01	S 9.12	F10.57	S 3.17	S 4.50	8.27	S 9.55
94.3	DN	2.8													
94.3		**WEVERTON**		5.00	6.15	6.28	7.26	7.41	F 9.07	9.18	11.02	3.22	4.55	8.35	10.00
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
		Time over Sub-Division.....		2.17	2.00	2.10	2.07	2.07	2.47	2.08	1.49	2.14	1.57	2.52	2.18
		Average speed per hour.....		41.3	43.1	43.5	44.6	44.6	33.7	43.9	47.4	42.2	48.4	32.9	41.0

Passenger trains will not exceed 60 miles per hour.

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

*** Via Magnolia Cut Off.**

Mileage via Old Line 100.1.

WESTWARD

Distance from Cumberland.	Train Order Stations.	West End Sub-Division TIME-TABLE No. 73 October 27, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	FIRST CLASS												
				3	23	29	11	1								
				DAILY	DAILY	DAILY Ex. Monday	DAILY	DAILY								
				A. M.	A. M.	A. M.	A. M.	P. M.								
	DN	**CUMBERLAND**		.....	S 1.40	S 8.50	S11.52	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.6														
0.6	DN	VIADUCT JCT.		.....	1.42	8.52	11.54	.....	.....	.....	.....	.....	.....	.....	.....	.....
		8.6														
9.2	DN	McKENZIE		12.29	1.53	9.03	12.05	9.30	.....	.....	.....	.....	.....	.....	.....	.....
		4.0														
13.2		RAWLINGS		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		10.1														
23.3	DN	KEYSER		S12.50	S 2.12	9.21	S12.24	S 9.55	.....	.....	.....	.....	.....	.....	.....	.....
		1.5														
24.8	DN	WEST KEYSER		12.52	2.15	9.24	12.26	9.57	.....	.....	.....	.....	.....	.....	.....	.....
		3.5														
28.3		PIEDMONT	93	12.56	S 2.23	9.30	S12.32	R10.04	.....	.....	.....	.....	.....	.....	.....	.....
		1.2														
29.5		W. VA. C. JCT.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.8														
30.3		BLOOMINGTON		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.5														
32.8		BIG CURVE		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.5														
34.3	DN	BOND		1.08	2.38	9.46	12.45	10.19	.....	.....	.....	.....	.....	.....	.....	.....
		4.7														
39.0	DN	STRECKER		1.19	2.50	10.00	12.57	10.31	.....	.....	.....	.....	.....	.....	.....	.....
		2.3														
41.3		SWANTON		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.9														
44.2		WILSON		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.9														
45.1	DN	ALTAMONT		1.32	3.04	10.20	1.11	10.46	.....	.....	.....	.....	.....	.....	.....	.....
		2.8														
47.9		DEER PARK		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.4														
51.3	DN	MOUNTAIN LAKE PARK	109	1.39	3.13	10.28	S 1.18	10.54	.....	.....	.....	.....	.....	.....	.....	.....
		2.6														
53.9		OAKLAND		.....	S 3.21	.....	S 1.26	R10.57	.....	.....	.....	.....	.....	.....	.....	.....
		5.4														
59.3		HUTTON		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.6														
59.9		CORINTH		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.8														
62.7		RINARD	86	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.0														
63.7	DN	TERRA ALTA		1.55	S 3.46	S10.46 10.56	S 1.43	11.13	.....	.....	.....	.....	.....	.....	.....	.....
		5.3														
69.0		RODEMER		2.05	3.56	11.06	1.53	11.23	.....	.....	.....	.....	.....	.....	.....	.....
		5.2														
74.2		McMILLAN	138	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.4														
75.6	DN	MK TOWER		2.16	4.07	11.18	2.03	11.34	.....	.....	.....	.....	.....	.....	.....	.....
		0.5														
76.1		ROWLESBURG		.....	S 4.11	.....	S 2.05	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.5														
80.6		BLASER	121	2.30	4.25	11.30	2.17	11.48	.....	.....	.....	.....	.....	.....	.....	.....
		1.4														
82.0		TUNNELTON		.....	F 4.29	.....	S 2.20	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.7														
83.7	DN	WEST END		2.35	4.32	11.34	2.24	11.53	.....	.....	.....	.....	.....	.....	.....	.....
		5.2														
88.9		NEWBURG		.....	F 4.42	.....	F 2.35	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.2														
90.1		INDEPENDENCE		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.4														
91.5	DN	HARDMAN		2.49	4.47	11.48	2.39	12.07	.....	.....	.....	.....	.....	.....	.....	.....
		4.6														
96.1		THORNTON		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.1														
99.2	DN	EAST GRAFTON		2.59	5.00	12.01	2.52	12.18	.....	.....	.....	.....	.....	.....	.....	.....
		2.2														
101.4	DN	**GRAFTON**		A 3.04	A 5.05	A12.05	A 2.57	A12.23	.....	.....	.....	.....	.....	.....	.....	.....
				A. M.	A. M.	P. M.	P. M.	A. M.								
		Time over Sub-Division.....		2.35	3.25	3.15	3.05	2.53								
		Average speed per hour.....		35.7	29.7	31.2	32.9	31.9								

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

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

EASTWARD

Distance from Grafton.	Train Order Stations.	West End Sub-Division TIME-TABLE No. 73 October 27, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	FIRST CLASS												
				24	2	4	30	12								
				DAILY	DAILY	DAILY	DAILY	DAILY								
				A. M.	A. M.	A. M.	A. M.	P. M.								
	DN	**GRAFTON**		S12.10	S 1.22	S 6.22	S 8.30	S 4.43	.....	.....	.....	.....	.....	.....	.....	.....
		2.2														
2.2	DN	EAST GRAFTON		12.15	1.27	6.27	8.35	4.48	.....	.....	.....	.....	.....	.....	.....	.....
		3.1														
5.3		THORNTON		.....	.....	.....	F 8.39	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.6														
9.9	DN	HARDMAN		12.24	1.37	6.36	8.46	4.58	.....	.....	.....	.....	.....	.....	.....	.....
		1.4														
11.3		INDEPENDENCE		.....	.....	.....	F 8.48	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.2														
12.5		NEWBURG		F12.28	.....	.....	S 8.51	F 5.03	.....	.....	.....	.....	.....	.....	.....	.....
		5.2														
17.7	DN	WEST END		12.40	1.51	6.49	9.04	5.15	.....	.....	.....	.....	.....	.....	.....	.....
		1.7														
19.4		TUNNELTON		F12.43	.....	.....	S 9.08	T 5.18	.....	.....	.....	.....	.....	.....	.....	.....
		1.4														
20.8		BLASER		12.46	1.55	6.53	9.11	5.20	.....	.....	.....	.....	.....	.....	.....	.....
		4.5														
25.3		ROWLESBURG		F12.56	.....	.....	S 9.21	S 5.30	.....	.....	.....	.....	.....	.....	.....	.....
		0.5														
25.8	DN	MK TOWER		12.57	2.06	7.03	9.22	5.31	.....	.....	.....	.....	.....	.....	.....	.....
		1.4														
27.2		McMILLAN		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.2														
32.4		RODEMER		1.12	2.19	7.15	9.36	5.44	.....	.....	.....	.....	.....	.....	.....	.....
		5.3														
37.7	DN	TERRA ALTA	113	S 1.27	2.32	S 7.29	S 9.54	S 5.59	.....	.....	.....	.....	.....	.....	.....	.....
		1.0														
38.7		RINARD		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.8														
41.5		CORINTH		.....	.....	.....	F 9.59	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.6														
42.1		HUTTON		.....	.....	.....	F10.01	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.4														
47.5		OAKLAND		S 1.43	.....	W 7.45	S10.13	S 6.15	.....	.....	.....	.....	.....	.....	.....	.....
		2.6														
50.1	DN	MOUNTAIN LAKE PARK		F 1.47	2.50	7.49	S10.18	6.19	.....	.....	.....	.....	.....	.....	.....	.....
		3.4														
53.5		DEER PARK		.....	.....	.....	E10.28	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.8														
56.3	DN	ALTAMONT	112	1.56	2.59	7.57	10.34	6.27	.....	.....	.....	.....	.....	.....	.....	.....
		0.9														
57.2		WILSON		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.9														
60.1		SWANTON		.....	.....	.....	F10.41	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.3														
62.4	DN	STRECKER		2.08	3.11	8.09	10.48	6.39	.....	.....	.....	.....	.....	.....	.....	.....
		4.7														
67.1	DN	BOND		2.18	3.21	8.19	10.58	6.49	.....	.....	.....	.....	.....	.....	.....	.....
		1.5														
68.6		BIG CURVE		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.5														
71.1		BLOOMINGTON		.....	.....	.....	F11.05	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.8														
71.9		W. VA. C. JCT.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.2														
73.1		PIEDMONT	360	S 2.30	3.33	S 8.32	S11.18	S 7.02	.....	.....	.....	.....	.....	.....	.....	.....
		3.5														
76.6	DN	WEST KEYSER		2.35	3.37	8.37	11.18	7.07	.....	.....	.....	.....	.....	.....	.....	.....
		1.5														
78.1	DN	KEYSER		S 2.38	S 3.45	S 8.43	S11.25	S 7.12	.....	.....	.....	.....	.....	.....	.....	.....
		10.1														
88.2		RAWLINGS		.....	.....	.....	F11.38	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.0														
92.2	DN	McKENZIE		2.57	4.05	9.03	11.46	7.30	.....	.....	.....	.....	.....	.....	.....	.....
		8.6														
100.8	DN	VIADUCT JCT.		3.10	.....	.....	11.57	7.42	.....	.....	.....	.....	.....	.....	.....	.....
		0.6														
101.4	DN	**CUMBERLAND**		A 3.20	.....	.....	A12.00	A 7.45	.....	.....	.....	.....	.....	.....	.....	.....
				A. M.	A. M.	A. M.	NOON	P. M.								
		Time over Sub-Division.....		3.10	2.43	2.41	3.30	3.02								
		Average speed per hour.....		32.0	33.9	34.4	28.9	33.4								

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

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

WESTWARD — EASTWARD

FIRST CLASS		Distance from Patterson Creek	Train Order Stations.	Patterson Creek Sub-Division TIME-TABLE No. 73 October 27, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	FIRST CLASS	
3	1					2	4
DAILY	DAILY					DAILY	DAILY
A. M.	P. M.					A. M.	A. M.
12.20	9.20		DN	**PATTERSON CREEK**		4.15	9.13
				6.2			
12.29	9.30	6.2	DN	**McKENZIE**		4.05	9.03
A. M.	P. M.					A. M.	A. M.
0.09	0.10			Time over Sub-Division		0.10	0.10
41.3	37.2			Average speed per hour		37.2	37.2

Passenger trains will not exceed 55 miles per hour.

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

WESTWARD — EASTWARD

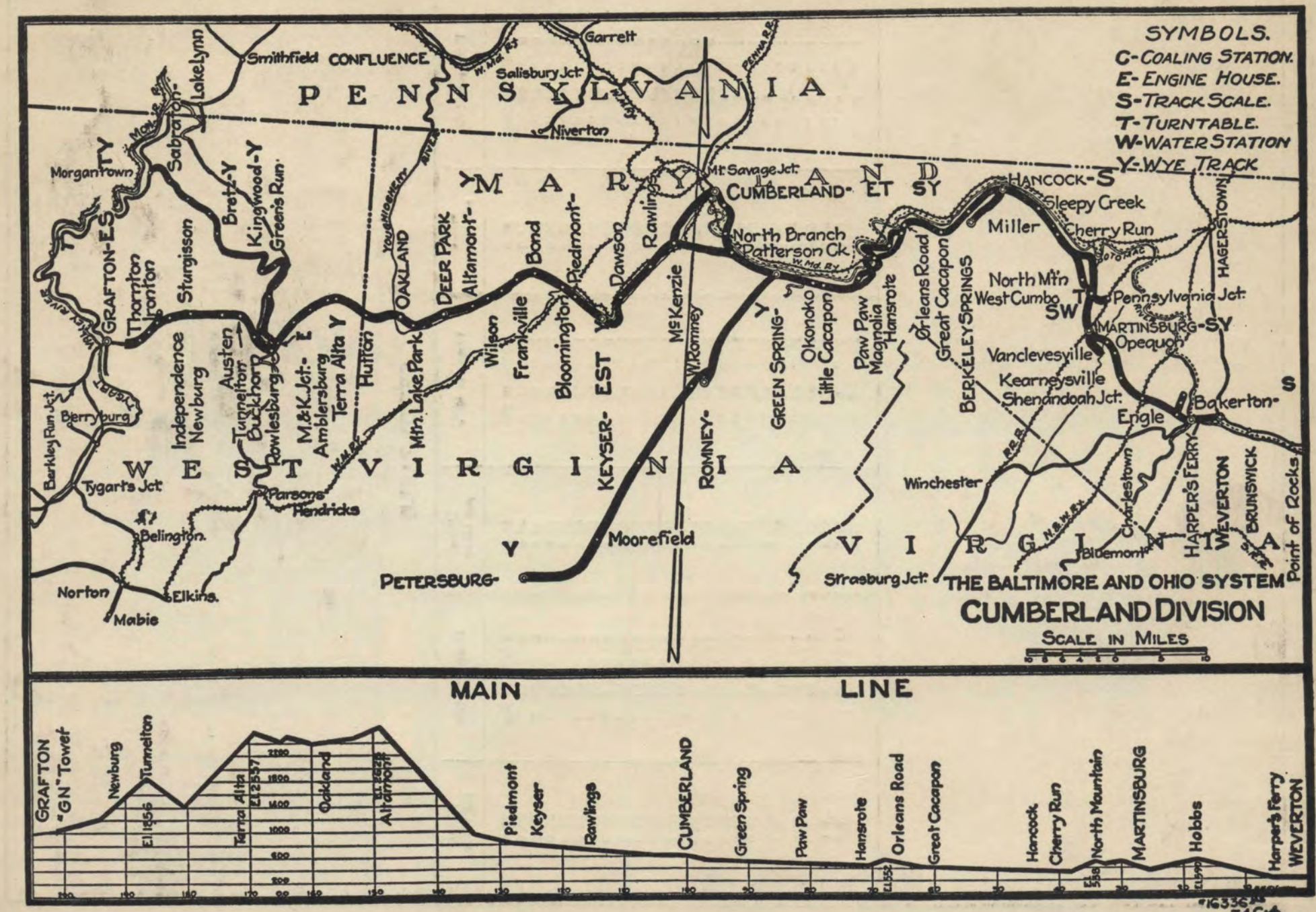
Distance from M & K Junction.	Train Order Stations.	M. & K. Sub-Division TIME-TABLE No. 73 October 27, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.
	DN	**M. & K. JUNCTION**	
		0.5	
0.5		ROWLESBURG	
		1.7	
2.2	D-Z	MANHEIM	
		9.4	
11.6		CADDELL	40
		2.4	
14.0	D-X	ALBRIGHT	
		4.4	
18.4	D-X	KINGWOOD	
		4.1	
22.5		SUTHERLAND	
		2.4	
24.9		MANOWN	
		1.8	
26.7		KANES CREEK	
		2.8	
29.5		ARTHURDALE MINE	
		0.6	
30.1	D-X	REEDSVILLE	
		1.4	
31.5		BURK	
		1.2	
32.7		BRETZ WYE	
		0.3	
33.0		BRETZ	35
		0.6	
33.6		OAK PARK	16
		0.8	
34.4	D-X	MASONTOWN	
		1.0	
35.4		CASCADE	
		2.1	
37.5		GREER	
		6.5	
44.0		ROCK FORGE	
		1.8	
45.8		SABRATON	
		2.1	
47.9	DN	**MORGANTOWN**	
		Time over Sub-Division	
		Average speed per hour	

Passenger trains will not exceed 25 miles per hour.

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

SPEED TABLE

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


SYMBOLS.
C-COALING STATION.
E-ENGINE HOUSE.
S-TRACK SCALE.
T-TURNTABLE.
W-WATER STATION
Y-WYE TRACK
PENNSYLVANIA
MARYLAND
WEST VIRGINIA
VIRGINIA
Smithfield
CONFLUENCE
Garrett
Salisbury Jct.
Niverton
Lake Lynn
Sabraton
Morgantown
Bretz-Y
Kingwood-Y
Greens Run
Thornton
Ironton
Sturgisson
GRAFTON-ES
Independence
Newburg
Austen
Tunnelton
Buckhorn
Rowlesburg
M.&K. Jct.
Amblersburg
Terra Alta Y
Hutton
OAKLAND
DEER PARK
Altamont
Mtn. Lake Park
Wilson
Frankville
Bond
Bloomington
Piedmont
Dawson
Rawlings
KEYSER-EST
McKenzie
W. Romney
ROMNEY-Y
Mt. Savage Jct.
CUMBERLAND-ET SY
North Branch
Patterson Ck.
GREEN SPRING-Y
Okonoko
Little Cacapon
Paw Paw
Magnolia
Hansrote
Orleans Road
Great Cacapon
BERKELEY SPRINGS
Miller
HANCOCK-S
Sleepy Creek
Cherry Run
North Mtn
West Cumbo
Pennsylvania Jct.
MARTINSBURG-SY
Opequon
Vanclevesville
Kearneysville
Shenandoah Jct.
Engle
Bakerton-S
HAGERSTOWN
Berkley Run Jct.
Berryburg
Tygarts Jct.
Parsons
Hendricks
Belington
Norton
Elkins
Mabie
PETERSBURG-Y
Moorefield
Winchester
Strasburg Jct.
Charlestown
Bluemont
HARPER'S FERRY
WEVERTON
BRUNSWICK
Point of Rocks
THE BALTIMORE AND OHIO SYSTEM
CUMBERLAND DIVISION
SCALE IN MILES
MAIN LINE
GRAFTON "GN" Tower
Newburg
Tunnelton
El. 1856
Terra Alta
El. 2557
Oakland
Altamont
Piedmont
Keyser
Rawlings
CUMBERLAND
Green Spring
Paw Paw
Hansrote
Orleans Road
Great Cacapon
Hancock
Cherry Run
North Mountain
MARTINSBURG
Hobbs
Harper's Ferry
WEVERTON
16336
34G-4.