

THE BALTIMORE & OHIO RAILROAD COMPANY.
EASTERN LINES

“SAFETY ABOVE EVERYTHING”



CUMBERLAND DIVISION

TIME-TABLE No. 36

EFFECTIVE 12.01 A. M., EASTERN STANDARD TIME

SUNDAY SEPTEMBER 25, 1938

C. M. SHRIVER,

Superintendent

F. G. HOSKINS,

General Superintendent

J. D. CLARKE,

Sup't Freight Transportation

J. A. LATCHFORD,

Sup't Passenger Transportation

C. W. VAN HORN,

General Manager

D. F. STEVENS,

Gen'l Sup't Transportation

Here's the only way in America not financed by tax money

THE people of the United States use four "ways" of transportation—waterway, airway, roadway and railway.

Of these four, the railroads alone now build and maintain their own "ways" without the aid of the money we all pay in taxes. More than that, they *pay taxes* on their "ways" which help to support schools and other functions of government.

These facts have an important bearing on any discussion of the "railroad problem" for two reasons:

First, people who talk of "putting the railroads through the wringer" overlook the fact that approximately 55% of railroad investment is in their "ways."

Second, railroads must compete with carriers which use ways largely provided for them by taxation.

Take the inland waterways, for example. The construction cost of digging canals or deepening rivers—all paid by the *taxpayers*—is far more than the cost of building railroad tracks. For instance, it is \$142,000 per mile on the Ohio River and \$235,000 per mile on the upper Mississippi. And even the annual maintenance per mile, *also paid wholly by the taxpayers*, is much higher than the annual maintenance costs of the railroads, paid wholly by the railroads.

Aviation benefits by a nationwide system of beacons, emergency landing fields, radio beams, weather reports and the like furnished by the U. S. Government, and airports built by U. S. Government funds or municipalities.

Roads, *not* including city streets, have cost more than \$25,000,000,000—almost twice the investment in railroad tracks and yards.

Looking at these figures, you can see that it costs money to furnish any kind of transportation "way"—and the marvel is that railroads, paying the whole bill themselves, are able to transport commodities of all sorts over all the country at rates averaging well below those of any of our other ways of transportation.

This is no time for snap judgment on the railroads' problems. What's needed is a sensible program.

The railroads have such a program today. It is based on the principle that *the most important transportation system in America should be given a chance to run as a business* under fair and equal conditions of competition.

This program is simply stated in a little pamphlet of vital interest to you. Please write for your copy.

STRAIGHT
THINKING
About the Railroads

What about "Land Grants"?

These two words have confused fair discussion of railroad problems for more than fifty years. Let us present three little-known facts which go far toward clearing the air:

First, less than 10% of the railroads ever received "land grants."

Second, the land "granted" was virtually worthless until the building of the railroads made settlement possible.

Third, "land grants" were not gifts. They were trades. Roads receiving these grants were required to give the government reduced rates on all its business, a concession which has long since returned to the government far more than the original value of the lands granted.

SAFETY FIRST—
friendliness too!

ASSOCIATION OF
AMERICAN RAILROADS

WASHINGTON, D. C.

THE BALTIMORE AND OHIO RAILROAD COMPANY

RELIEF DEPARTMENT, W. M. KENNEDY, Superintendent.

MEDICAL AND SURGICAL SERVICE.

COMPANY'S SURGEONS.

Brunswick, Md.....	DR. LEVIN WEST. DR. JOHN G. F. SMITH. DR. WM. SCHNAUFFER.
Hagerstown, Md.....	DR. VICTOR D. MILLER, 131 West Washington Street.
Harper's Ferry, W. Va...	DR. C. C. JOHNSON. DR. T. K. OATES. DR. A. BRUCE EAGLE. DR. GEO. O. MARTIN.
Martinsburg, W. Va.....	DR. CLAUDE A. THOMAS. DR. NEVINS B. HENDRIE. DR. AUBREY W. ARMENTROUT. DR. G. P. MORISON, Oculist.
Hancock, Md.....	DR. HOMER E. TABLER.
Great Cacapon, W. Va...	DR. EDGAR H. WILLARD.
Paw Paw, W. Va.....	DR. W. E. HANNUM. DR. THOMAS W. KOON. DR. WILLIAM A. GRACIE. DR. EARL E. BROADRUP.
Cumberland, Md.....	DR. C. C. ZIMMERMAN. DR. CLAY E. DURRETT. DR. RALIEGH M. MOLER. DR. H. T. ROBINSON, Oculist. DR. FRANCIS P. O'NEIL.
Romney, W. Va.....	DR. ROBERT W. DAILEY.
Moorefield, W. Va.....	DR. OMER V. BROOKS.
Petersburg, W. Va.....	DR. JOHN B. GROVE.
Frostburg, Md.....	DR. J. C. COBEY. DR. THOMAS BESS. DR. ROBERT W. BESS.
Keyser, W. Va.....	DR. THEODORE C. GIFFIN. DR. E. A. COURRIER.
Piedmont, W. Va.....	DR. JAMES H. WOLVERTON.
Oakland, Md.....	DR. N. I. BROADWATER. DR. H. W. MCCOMAS.
Terra Alta, W. Va.....	DR. H. N. MOSER.
Rowlesburg, W. Va.....	DR. SEWARD W. JABAUT.
Tunnelton, W. Va.....	DR. CHARLES R. MCGUFFIE.
Newburg, W. Va.....	DR. F. D. FORTNEY. DR. D. C. PECK. DR. C. F. SHAFER. DR. H. L. NOBLE. DR. TERRING W. HEIRONIMUS. DR. PAUL P. WARDEN.
Grafton, W. Va.....	DR. E. E. WATSON.
Albright, W. Va.....	DR. R. D. HARMAN.
Kingwood, W. Va.....	DR. B. S. RANKIN.
Masontown, W. Va.....	DR. W. H. POST. DR. C. H. MAXWELL. DR. G. R. MAXWELL.
Morgantown W. Va....	DR. E. F. HEISKELL. DR. DORSEY BRENNAN. DR. FRANKLIN T. SCANLON, Oculist.

HOSPITALS.

Brunswick, Md.....	Emergency Room.
Cumberland, Md.....	Alleghany and Memorial Hospitals.
Frederick, Md.....	Frederick City Hospital.
Hagerstown, Md.....	The Washington County Hospital.
Keyser, W. Va.....	Potomac Valley Hospital.
Kingwood, W. Va.....	Strickler Hospital.
Martinsburg, W. Va....	King's Daughters and City Hospitals.
Morgantown, W. Va....	City Hospital.

FIRST AID EMERGENCY CASES.

First Aid emergency cases, with a booklet of instructions enclosed, will be carried on trains and located at every important shop and station. They shall be in direct charge of conductors of freight trains, baggagemen of passenger trains, or conductor if no baggageman, engineman of helpers, agents at stations and master mechanic at shops, who are responsible for the compliance with the General Notice in reference thereto.

EXAMINING POINTS.

Examiners' Office Days and Hours.

Brunswick—Tuesdays and Fridays, 10.00 A. M. to 1.00 P. M.
Martinsburg—Thursdays, 8.30 A. M. to 11.00 A. M.
Cumberland—Mondays, Wednesdays and Fridays, 9.00 A. M. to 12.00 M.
Keyser—Tuesdays, 9.00 A. M. to 12.00 M.
Grafton—Mondays and Thursdays, 9.00 A. M. to 12.00 M.

MEDICAL EXAMINERS' TERRITORIES.

Gaithersburg and Green Spring, both exclusive.....	} Dr. J. H. Hodges, Martinsburg, W. Va.
Lucketts and Taylorsville, Va., The Valley, Hagerstown and Berkeley Springs Branches.....	
Cumberland and Green Spring, both inclusive.....	} Dr. B. H. Guistwhite, Cumberland, Md.
Romney Branch.....	
Cumberland to Terra Alta, exclusive..	} Dr. Ira A. Stine, Grafton, W. Va.
Terra Alta to Grafton, both inclusive..	
M. & K. Junction to Morgantown, both inclusive.....	

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

RULES GOVERNING SERVICE OF COMPANY'S SURGEONS.

1. Telegraphic calls for surgeons will have precedence over all other business, except train orders.
2. In cases of injuries to passengers or employees requiring surgical aid, the Surgeon of the Company who can reach the point the quickest must be immediately called by the officer in charge and the case put in his exclusive control. If impossible to secure immediate attendance of Company's Surgeon, other surgical aid should be promptly secured to attend until the arrival of the Company's Surgeon.
3. Upon the arrival of the Company's Surgeon he shall assume charge of the situation, making proper arrangement with the surgeon already in attendance for continuance or discontinuance of services.
4. When a number of persons are injured the services of competent surgeons in the vicinity should at once be secured and every attention given the injured. Company's Surgeons should be immediately notified, giving number of persons injured and what will probably be required for their relief.
5. The Company will not be responsible for the employment of other surgeons than those above named, and no obligation of any kind, beyond the services required while awaiting the arrival of the Company's Surgeon, or subsequently arranged for by him, must be assumed for the Company.
6. The officer in charge will arrange to have the injured persons removed from the scene of the accident as promptly as possible, providing an ambulance or other conveyance, and sending a man, or men, with the injured persons, when necessary; any expense incurred to be billed direct to the Company, or paid by the person in charge, who will present a statement and receive voucher.
7. No important surgical operation should be performed previous to the arrival of the Company's Surgeon, except such as may be required for the immediate safety of the patient.
8. While the Company's Surgeons will be assigned to duty within prescribed limits, they will be expected to go out of such limits whenever required.
9. Employees will be expected, whenever able, to visit the Company's Surgeon's office for treatment.
10. When an injured employee selects a surgeon other than the one appointed, the Company will be relieved of any obligation to pay for his service, and such surgeon will look to the employee for his compensation.

E. V. MILHOLLAND, 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. 369 is superior to No. 364, Romney Junction to Romney.
- No. 367 is superior to No. 368, Romney Junction to Romney.
- No. 67 is superior to No. 64, Romney Junction to Petersburg.

2. LOCATION OF STANDARD CLOCKS.

Brunswick Shops, W. B. Tower, Martinsburg Telegraph Office and Caller's Office. West Cumbo Tower, Miller Tower, Hancock Tower, Berkeley Springs, Romney, Evitts Creek Tower, Sabraton, Agent's Office,	Cumberland— Train Dispatcher's Office, Caller's Office, Round House, Eastbound Hump Office, Depot Telegraph Office, Keyser— Telegraph Office, Caller's Office, Mt. Lake Tower, M. & K. Jet. Tower, Grafton— East End Yard Office, Depot Telegraph Office.
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LOCATION OF WATCH INSPECTORS.

Hagerstown, Md.....	G. T. Baker.
Brunswick, Md.....	J. E. Moore.
Martinsburg, W. Va.....	H. M. Fisher.
Hancock, Md.....	H. F. Diehl.
Berkeley Springs, W. Va.....	H. C. Lawyer.
Cumberland, Md.....	S. T. Little Co.
Romney, W. Va.....	W. E. Beaty.
Petersburg, W. Va.....	Ernest Thrush.
Keyser, W. Va.....	G. H. Rinard.
".....	Floyd R. Frazee.
Piedmont, W. Va.....	G. W. Berisford.
Terra Alta, W. Va.....	Frank Zeller.
Grafton, W. Va.....	G. W. Loar & Co.
Morgantown, W. Va.....	Osborne & Co.

3. REGISTER AND BULLETIN BOARD STATIONS.

Main Line.

Hagerstown, Caller's Office. Brunswick, Caller's Office. Westbound Yard Office. Martinsburg, Yard Master's Office Cumbo, Westbound Yard Office. Cumberland— Depot Telegraph Office (passenger and freight). Caller's Office (passenger enginesmen and freight conductors and engine- men), Yard E. Keyser— Caller's Office and East Yard Office (Enginemen and Conductors). *Helper engines and other trains originating and terminating at these points.	*Mt. Lake Park Rest House. *M. & K. Jet., Round House Office. Grafton— Depot Telegraph Office (passenger conductors). Caller's Office (passenger enginesmen, freight conductors and enginesmen), General Yardmaster's Office, East Yard.
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M. & K. Sub-Division.

Morgantown, Sabraton, M. & K. Junction.

B. S. & P. Sub-Division.

Hancock Tower, Berkeley Springs.

South Branch Sub-Division.

Green Spring, Romney, Romney Junction, Petersburg.

4. FORM A.

Rule 83-C is modified to the extent it will not be necessary for trains to get Form A at Petersburg, Weverton or helpers returning to helping station from Hobbs, Altamont, Terra Alta, Blaser and West End.

Westward freight trains dispatched from any yard track east of Virginia Avenue, Cumberland, will obtain Form A and orders from operator, Viaduct Jct., through lever-switchman located at Virginia Avenue.

Engines helping trains to Altamont will not return to Y without obtaining Form A from operator, who will not issue the form until necessary arrangements have been made to insure protection for the movement against current of traffic.

5. SPEED RESTRICTIONS.

The following definitions must be observed:

Normal Speed.....The maximum speed permitted by timetable for main track movements.

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

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

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

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

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains handled by freight engines and fast freight trains.	Slow freight, local, pickup and work trains.
Between Weverton and Cumberland except as noted below.....	60	40	30
Passenger trains with halper coupled to rear.....	25		
Relief Trains—Engine in forward motion.....		35	35
Relief Trains—Engine in backward motion.....		25	25
Relief Trains—With crane ahead of engine.....		20	20
Trains backing.....	25		
Engine Restrictions:			
Class S-1 engines, forward motion.....	45		
Class S-1 engines, backward motion.....	25	25	25
Class S engines, forward motion.....	25	25	25
Class S engines, backward motion.....	25	25	25
Compound Mallet engines with pony truck:			
Forward motion.....	25	25	25
Backward motion.....	18	18	18
Simplified Mallets:			
Forward motion.....	45	35	30
Backward motion.....	20	20	20
Mallet engines without pony truck:			
Forward motion.....	18	18	18
Mikado class engines.....	45		
Engines not shown above:			
Backward motion.....	25	25	25
Bridge Restrictions:			
Bridge No. 1, Bakerton Branch, Engle....		10	10
Bridge 63-A, Patterson Creek Cut-off....			
Mallet and Class S, S-1, S-1A, Relief cranes X-45, X-46 and X-47.....	10	10	10
Classes T, T-A, T-1, T-2 and P-1D.....	15	15	15
Bridge 64-A, Patterson Creek Cut-off....	15	10	10
Slow Speed Points:			
Millers Bend, East Sandy Hook.....	45	30	30
Curve, west end Harper's Ferry Bridge ..	50	30	25
Curves Little Tunnel Cut and Island Park, West Harper's Ferry.....	45	30	30
Curves just west of Engle.....	55		
Curve Shen. Jct. Station (No. 1 track)...	45	30	30
Curve Shen. Jct. Station (No. 2 track)...	40	30	30
Westward freight trains, all tracks east end Couchman's Curve to 500 feet west Opequon Bridge.....		20	20
Old House Curve—East of Blairton.....	55		
Trains passing Martinsburg Station.....	20	20	20
Around curves between Dry Run, west of Martinsburg, and Rattleing Bridge just east of Martinsburg.....	40	35	30
Subway at West Cumbo to County Bridge over depressed track at Cumbo.....	6	6	6
Curves, west end of Paxton's Cut to east end of North Mountain Cut.....	50	35	30
Curve over Back Creek Bridge.....	50	35	30
Round Top Curve.....	45	35	30
Between Sir Johns Run and East end Round Top Curve (No. 4 track).....	45	30	30
Ambrose Curve, east of Sir Johns Run...	50		

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains handled by freight engines, and fast freight trains.	Slow freight, local, pickup and work trains.
Turkey Foot Curve.....	50	35	30
Curve through Murray's Cut, west of Doe Gully.....	50	35	30
Curve at Steers Run, west of Magnolia...	45	35	30
Keslers Curve.....	45	35	30
Curve west end of Concrete Wall, east of Paw Paw (Old Line).....	50		
Paw Paw Tunnel Cut.....	40	35	30
Curve west end Concrete Wall (High Line)	50		
Curve through Cut west of PawPaw station	50		
Around Curves South Branch Cut, east of Green Spring.....	50	35	30
Between eastward and westward home signals at Patterson Creek (Straight Movement).....	35	30	25
Patterson Creek Cut Off.....	55	40	30
Big Cut Patterson Creek Cut Off 1½ miles west of Patterson Creek.....	45	35	30
Through Cut east of Knobley Tunnel...	40	35	30
Reverse movement over Spring Switch, North Branch.....	15	15	15
Trains moving from siding through Spring Switch, North Branch.....	15	15	15
Springs Curve, east of Evitts Creek.....	50		
Curve between Virginia Avenue Subway and Silk Mill, Cumberland.....	45	35	30
All street crossings city limits:			
Cumberland.....	15	15	15
Slow Speed Tracks:			
Engle to Hobbs (No. 3 track).....	25	25	25
Hobbs to Shen. Jct. (Eastward Siding)...	25	25	25
Martins'g to Hobbs (No. 4 track).....	25	25	25
Miller to West Cumbo (No. 4 track).....	25	25	25
Miller to Hancock (No. 3 track).....	40	40	30
Hancock to Sir Johns Run (Westward Passing Siding).....	35	35	30
Between West end Upper Turkey Foot Curve and Sir Johns Run (No. 4 track)...	30	30	30
Evitts Creek to North Br. (No. 4 track)...	25	20	15
Eastward freight running track, Viaduct Junction to Va. Lane.....	10	10	10
Westward Freight Running Track, Virginia Avenue to Williams Street.....		10	10
Engine running tracks between Virginia Avenue and Switchman's Box, East End Ready track Cumberland.....		10	10
Diverging Movements Through Crossovers:			
Weverton, Harper's Ferry, Engle, Blairton, Burke and Queen Sts., Martinsburg, Hansrote (1 and 2, 3 and 4 tracks), Green Ridge, Paw Paw, Evitts Creek, Williams, Harrison and Baltimore Sts., Cumberland, and Viaduct Junction.....	15	15	15
Martinsburg (No. 2 to 4 track).....	25	25	25
Patterson Creek.....	25	25	20
Hobbs, West Cumbo, Miller, Hancock, Sir Johns Run, Great Cacapon, Orleans Road, Okonoko and Green Spring....	30	30	25
B. S. & P. Sub-Division.....	18	18	18
South Branch Sub-Division:			
Green Spring to Petersburg.....	25	25	25
(Exceptions) Bridges 14, 14-A, 20 and 552	15	15	15
Curve through out east of Grace.....	15	15	15
Rocks to one-fourth mile east.....	10	10	10
Curve at Road Crossing east of Rocks....	15	15	15
First curve east and first curve west of Vance	15	15	15
Curve at Salt Peter Rock west of Trough Club	15	15	15
First curve east, first and second curve west of Sycamore.....	15	15	15
On curves between Brook Hill and first bridge west.....	15	15	15
On curves between Welton and Mill Creek Bridge.....	15	15	15

5. SPEED RESTRICTIONS—Continued

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains handled by freight engines, and fast freight trains.	Slow freight, local, pickup and work trains.
Between Cumberland and Piedmont, except as noted below.....	50	35	25
Between Piedmont and Grafton, except as noted below.....	45	35	25
Passenger Trains with helper coupled to rear.	25		
Relief Train, engine forward motion.....		30	30
Relief Train, steam crane ahead of engine..		20	20
Relief Train, engine backward motion.....		20	20
Class S-1 engines equipped with lateral device between Keyser and Grafton.....	45	35	25
Class S-1 engines, forward motion.....	40	35	25
Class S-1 engines, backward motion.....	25	25	25
Class S engines, forward motion.....	25	25	25
Class S engines, backward motion.....	15	15	15
Mallet Engines, with Pony Truck:			
Forward motion.....	25	25	20
Backward motion.....	18	18	18
Mallet engines without pony truck.....	18	18	18
Simplified Mallets:			
Forward motion.....	45	35	25
Backward motion.....	20	20	20
All other class engines, backward motion....	25	25	25
Slow Speed Tracks:			
West Keyser and Piedmont (No. 3 and 4 tracks).....	25	25	25
Between Bond and Big Curve—Middle track	25	25	25
Strecker to Altamont (No. 3 track).....	25	25	25
Mountain Lake Park to Deer Park (No. 4 track).....	25	25	25
M. & K. Junction to Rinard (No. 4 track)	25	25	25
Diverging Movements Through Crossovers:			
McKenzie.....	25	25	25
McKenzie Movements between Nos. 2 and 3 tracks.....	15	15	15
Kelly Springfield, Amcelle, Keyser Station, Piedmont, Empire, Middle switch east of Bond, Altamont (between 1 and 2 tracks), Mt. Lake Park, Oakland, Hutton, McMullan, Tunnelton (coal tippie and station), Thornton.....	15	15	15
Rawlings, West Keyser Tower, Big Curve, Bond, Strecker, Altamont, 3 to 1 and 2 to 4 tracks, west of Deer Park Hotel, Terra Alta, M. & K. Junction, Blaser, West End, Newburg, Hardman, East Grafton.....	30	30	25
Rodemer (between tracks 2 and 4 East of Tower).....	10	10	10
Rodemer (all other movements).....	30	30	25
Slow Speed Points:			
Mile Posts 186 and 187, just east McKenzie	45		
McKenzie between eastward and westward home signals.....	25	25	25
Bull neck curves east of Keyser.....	40	30	25
Kelley's Curve West Va. Junction.....	30		
First curve west of Bloomington.....	30		
Bear Hollow curve.....	30		
Warnicks curve.....	30		
Everett tunnel cut.....	30		
Big Curve.....	30		
First four curves east of Frankville Station.	30		
Three curves Mile Post 215.....	30		
Curve Jones' Cut—east of Hitchcock tunnel	30		
First curve east of Strecker.....	30		
First curve West Bridge 81.....	30		
From cut east of Oakland station to west end of station platform.....	30	30	25
88 Bridge to point one mile west.....	40	30	25
Mackins Hollow (Mile Post 235).....	40		
Snowy Creek Curve.....	35	20	20
McVicker's Curve (Mile Post 249-30)....	30		
First curve east Wright Siding.....	30		
Curve Clements Fountain.....	30		
Reverse movements over Spring Switch westward Outlet Switch, Tunnelton....	15	15	15

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains handled by freight engines, and fast freight trains.	Slow freight, local, pickup and work trains.
Trains moving from westward siding through Spring Switch, Tunnelton.	15	15	15
First Curve East Kingwood Tunnel (No. 1 track).	35	35	25
Kingwood Tunnel—No. 1 track.	35		
Kingwood Tunnel on Nos. 2 and 4 tracks passing through timbered section.	15	15	15
First three curves west of Newburg.	40		
Curve Independence Station.	35		
Curve Hardman Shop.	40		
First curve west of Thornton Station.	35		
96 Curve.	40		
First curve east of Lismalinston.	35		
Trains using reverse tracks descending grades:			
Altamont to Piedmont.	25	15	15
Terra Alta to M. & K. Junction No. 4 track.	25	15	15
Blaser to Rowlesburg.	25	15	15
West End to Newburg No. 2 track.	25	15	15
Eastward approach Signal to Home Signal at Strecker.	15	12	12
East'd approach Signal to Home Signal at Bond Mikado class engines.	50	12	12
Trains backing.	25		
Maximum speed descending following grades:			
Between Altamont and Piedmont.	35		
Between Terra Alta and McMillan.	35		
Between Blaser and Rowlesburg.	35		
Between West End and Newburg.	35		
Applicable between Weverton and Grafton. When other than passenger trains are run on first class schedules the train orders will specify the maximum speeds. Speed limit of excursion and special trains with open-end equipment is restricted to 10 miles per hour less than the maximum of other trains carrying passengers in the territory over which such special trains are operated. Express trains handling freight equipment.	40		
Trains handling steam cranes, locomotive cranes, pile drivers, ditchers and similar equipment.		30	30
Trains, the make-up of which includes dead engines.		25	25
Freight trains that run as Q D extras may make same speed as scheduled second class trains. Speed restriction of forty (40) miles per hour will be observed by light engines over all main highway crossings and through all stations and towns. Between M. & K. Jct., and Morgantown, except as noted below.	35	20*	20
Engines running backward.	15	15	15
Between Walnut Street Bridge and Morgantown Station.	10	10	10
Curve at dam opposite power house east of Walnut Street Crossing.	10	10	10
Trains backing between Morgantown and Sabraton.	12	10	10
Hog Back Curve.	10	10	10
Over Sinks Furnace Hill, one-half mile west of Dellslow.	10	10	10
Over frog east leg of Kingwood Wye.	6	6	6
Over sinks west of Rock Forge and Mollissee curves.	10	10	10
Over cinder fill east of Swartzwelder's Siding.	25	10	10
Around Wyes, M. & K. Jct., Kingwood, Bretz and Sabraton.	8	8	8

*Passenger trains handled by steam locomotives 35 miles per hour, unless otherwise restricted.

5. SPEED RESTRICTIONS—Concluded.

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

Westward:
Between Kearneysville and Vanclevesville.
Between Deer Park Hotel and Mt. Lake Park.

Eastward:
Between Thornton and Irontown.
Between Dans Run and Green Spring.

MINIMUM TIME AND MAXIMUM SPEED RESTRICTIONS.

Limits.	Passenger and Express Trains.		Quick Dispatch and Stock Trains.		Slow Freight Trains.		Exceptions Nos. 94, 96 & 98 Helpers and Package Locals.	
	Minimum time minutes.	Maximum speed miles per hour.	Minimum time minutes.	Maximum speed miles per hour.	Minimum time minutes.	Maximum speed miles per hour.	Minimum time minutes.	Maximum speed miles per hour.
Hobbs to Engle.	13	27	16	22				
Engle to Harper's Ferry.	7	29	9	22				
Knobley Summit to Patterson Creek.			12	23				
Blaser to M. & K. Jct.	10	35	16	16	16	15		
Altamont to Strecker.	11	35	21	17	23	15	16	20
Strecker to Bond.	9	35	17	17	20	15	15	20
Bond to Piedmont.	12	35	22	17	22	15	17	20
Terra Alta to Rodemer.	10	35	16	15	16	15		
Rodemer to McMillan.	8	35	14	15	14	15		
West End to Newburg.	10	35	16	15	16	15		
Manown to Kingwood.	12	35			25	15		
Kingwood to Albright.	9	35			23	12		
Manown to foot of grade ¼ mile east Reedsville.	10	35			18	15		
Cascade to Sabraton.	19	35			43	16		

Maximum speed for package locals thirty-five (35) miles an hour. Rule 105-A is modified to read:

"Not to exceed thirty (30) miles per hour" instead of ten.

6. BRAKEMEN, FLAGMEN AND FLAGGING.

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

Green Signal—For eastward movement,
Yellow Signal—For westward movement,

with the exception at Baltimore and Williams Streets, Cumberland, Md., blue signals will govern eastward movement instead of green.

Engines will not foul fire track switches, Cumberland, without first receiving signal from switchman on ground.

Light engines operating on running tracks between Suman Switch Box and Williams Street, will be protected by firemen when operating in either direction, in accordance with Rule 99, except when stopped behind a train that is being protected by a flagman.

Trains and engines, east and west, using tracks other than high speed, will stop before fouling switches just west of Virginia Avenue Subway, Cumberland, unless signal is received from switchman on ground to proceed.

Westward trains and engines on high speed tracks and yard track adjoining eastward high speed track will stop east of all switches at Williams Street, Cumberland, unless signal is received from switchman on ground.

Eastward trains and engines on high speed tracks will stop west of all switches at Williams Street, Cumberland, unless signal is received from switchman on ground.

Trains and engines will not move from passenger siding to eastward high speed track east of Williams Street, Cumberland, unless signal is received from switchtender.

Trains and engines on high speed tracks and yard track will stop clear of all switches at Baltimore Street, Cumberland, unless they receive proper signal from switchman to proceed.

SPECIAL INSTRUCTIONS—Continued.

6. BRAKEMEN, FLAGMEN AND FLAGGING —Concluded.

Eastward passenger trains will receive signal from Switchman or Station Master at Union St., Cumberland, before proceeding to passenger depot.

Eastward trains pulling into Yard "E," Cumberland, will call for and receive hand signal before fouling cross over just west of Yard "E" office.

7. EXPLOSIVES.

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

8. EXTRA TRAINS.

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

Rules 85 and 86 are modified to the extent that extra trains may run ahead of and between Sections of Second Class trains.

9. FIXED SIGNALS.

Rule 27 is modified to the extent that at an interlocking station where a train is stopped due to the imperfect display of the home signal, and the day signal is plainly seen to indicate "Proceed," the train will be governed by the day indication displayed. When sufficient lights in a color position-light signal are displayed to determine correct indication of signal, such indication will govern and fact reported to the train dispatcher.

Rules 27 and 27-C are modified as follows:

Lights in main track switch lamps in automatic signal territory will be discontinued except through terminal yards. Lights in lamps on derails on passing sidings will be kept burning.

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

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

Name— Approach signal.

After securing permission from the operator, trains entering the main track in automatic signal territory, at locations where an automatic signal in advance is not in view, will proceed at slow speed to the next automatic signal.

Whenever home signal governing movement of trains from Shenandoah Sub-Division to main track at Harper's Ferry is inoperative, and it is necessary to furnish Form A to pass same, no part of the engine or train will go beyond clearance point or occupy eastward main track until a member of the crew has examined all switches and knows that they are properly lined up.

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

In color position light automatic block signal territory, where a track is signaled in one direction only, when a train is stopped by an automatic signal indicating "STOP" (Diagram 190-Q revised August 31, 1936) a member of the crew will examine switches, if any, including both ends of cross-over between main tracks in the immediate vicinity of the signal involved, and if such switches are found in proper position, train will proceed in accordance with Paragraph B, Rule 509.

Trains finding signals displaying Stop and Proceed indication on No. 3 track between Patterson Creek and Okonoko will be governed by Rule 509-B.

During the hours interlocking block offices at McKenzie and Keyser are closed the Home Signals will be observed as automatic signals, and if found in stop position, when office is closed switch points will be examined and train proceed under automatic signal rules.

Hand operated signals are located 200 feet east of Shenandoah Junction, governing No. 3 track, and 500 feet west of Kearneysville, governing No. 4 track, for the purpose of protecting trains discharging passengers and mail at these points. Trains operated on Nos. 3 and 4 tracks, finding these signals in stop position, will not proceed until proceed indication is displayed.

9. FIXED SIGNALS—Continued.

Operating Rules 501-AA, 509-A, and 509-B are modified to permit tonnage freight trains to pass a stop and proceed signal having a circular disc bearing the letter "P" attached, at a speed not exceeding fifteen miles per hour, expecting to find a train in the block, broken rail, obstruction or a switch not properly set.

It must be understood that the circular disc with the letter "P" has no significance except in combination with a stop and proceed indication as shown in Rules 501-AA and figures 3 and 10, File 190-Q, revised August 31st, 1936.

A tonnage train as mentioned above is defined as one having 80% or more of the standard slow freight engine rating or having in excess of 90 cars including the caboose.

Before entering territory where tonnage signals are in use, the conductor will notify the engineman as to the gross tonnage and the number of cars there will be in the train within such territory.

Tonnage signals are located as follows:

WESTWARD.

At or Between.	Track Nos.	Signal Nos.
Island Park.....	1	W-82-26
Pitchers Mill.....	1	W-83-31
Potomac Crusher.....	1	W-85-37
Potomac Crusher.....	3	W-85-37-F
West of Pikes Crossing.....	1	W-86-35
West of Pikes Crossing.....	3	W-86-35-F
East of Duffields.....	1	W-87-28
East of Duffields.....	3	W-87-28-F
West of Duffields.....	1	W-88-16
West of Duffields.....	3	W-88-16-F
West of Shenandoah Junction.....	1	W-89-10
West of Shenandoah Junction.....	3	W-89-10-F
Bardane.....	1	W-89-48
Bardane.....	3	W-89-48-F
No. 3 Ball.....	1	W-100-36
Tabbs Grade.....	1	W-102-50
West End Advance Track Cumbo...	1	W-106-34
West End Turkey Foot Curve.....	1	W-137-03
East of North Branch.....	1	W-172-02
East of Amcelle.....	1	1829
East of Rawlings.....	1	1905
Between Keyser and Piedmont.....	1	2023
Between Keyser and Piedmont.....	1	2053
Between Keyser and Piedmont.....	3	2053-F
Bloomington.....	1	2085
Bloomington and Big Curve.....	1	2097
Frankville.....	1	2135
Frankville and Strecker.....	1	2147
Frankville and Strecker.....	1	2159
West of Strecker.....	1	2177
West of Strecker.....	1	2177-F
Swanton.....	1	2189
Swanton.....	3	2189-F
Swanton and Altamont.....	1	2201
Swanton and Altamont.....	3	2201-F
Swanton and Altamont.....	1	2213
Swanton and Altamont.....	3	2213-F
Swanton and Altamont.....	1	2225
Swanton and Altamont.....	3	2225-F
Holmes and Hopemont.....	1	2401
Rowlesburg and Blaser.....	1	2551
Rowlesburg and Blaser.....	1	2565
Rowlesburg and Blaser.....	1	2579

EASTWARD.

West of Irontown.....	2	2726
East of Irontown.....	2	2712
Independence.....	2	2688
Independence.....	4	2688-F
West of Hiorra.....	2	2658
West of Hiorra.....	4	2658-F
East of Hiorra.....	2	2646
East of Hiorra.....	4	2646-F

SPECIAL INSTRUCTIONS—Continued.

9. FIXED SIGNALS—Concluded. EASTWARD.

At or Between.	Track Nos.	Signal Nos.
East of Austin.....	2	2634
East of Austin.....	4	2634-F
West of Tunnelton.....	2	No number.
West of Tunnelton.....	4	No number.
East of Tunnelton.....	2	2598
East of Tunnelton.....	4	2598-F
McMillan.....	2	2524
McMillan.....	4	2524-F
East of McMillan.....	2	2516
East of McMillan.....	4	2516-F
Amblersburg.....	2	2502
Amblersburg.....	4	2502-F
West of Rodemer.....	2	2486
West of Rodemer.....	4	2486-F
Rodemer and Terra Alta.....	2	2466
Rodemer and Terra Alta.....	4	2466-F
Rodemer and Terra Alta.....	2	2452
Rodemer and Terra Alta.....	4	2452-F
Rodemer and Terra Alta.....	2	2442
Rodemer and Terra Alta.....	4	2442-F
Rodemer and Terra Alta.....	2	2428
Rodemer and Terra Alta.....	4	2428-F
Deer Park Hotel and Altamont.....	2	2256
Deer Park Hotel and Altamont.....	4	2224
Shantytown.....	East Freight Running Track.	E-177-39-F
Kuykendall's Grade.....	2	E-174-02
Kuykendall's Grade.....	4	E-174-02-F
West of Round Top.....	2	E-126-40
West of Round Top.....	4	126-40
West of Paxtons Cut.....	2	E-110-03
East of Paxtons Cut.....	2	E-108-52
Brick Plant North Mountain.....	2	E-108-06
Blairton.....	2	E-97-15
Blairton.....	4	E-97-15-F
Couchman Curve.....	2	E-96-19
Couchman Curve.....	4	E-96-19-F
West of Vanlevesville.....	2	E-95-22
West of Vanlevesville.....	4	E-95-22-F
West End Butlers Flat.....	2	E-94-23
West End Butlers Flat.....	4	E-94-23-F
East End Butlers Flat.....	2	E-93-24
East End Butlers Flat.....	4	E-93-24-F
West of Kearneysville.....	2	E-92-25
West of Kearneysville.....	4	E-92-25-F
Distant Signal to Hobbs.....	2	E-91-25
Distant Signal to Hobbs.....	4	E-91-25-F

10. SPACING TRAINS.

Rules 301 to 377, inclusive, are in effect when trains are operated against the current of traffic, also between M. & K. Junction and Morgantown, on No. 4 track Miller to West Cumbo, No. 4 track Orleans Road to Sir Johns Run, and No. 3 track Patterson Creek to McKenzie.

Rules 501 to 515 inclusive are in effect as follows:

BETWEEN.	TRACK.	No.
Weverton and William Street, Cumberland.....	Westward high speed.....	1
Williams Street, Cumberland and Weverton.....	Eastward high speed.....	2
Engle and Hobbs.....	Westward slow speed.....	3
Martinsburg and Hobbs.....	Eastward slow speed.....	4
Hancock and Sir John's Run.....	Westward passing siding.....	4
Sir Johns Run and Hancock.....	Eastward slow speed.....	4
Orleans Road and Okonoko.....	Westward High Line.....	3
	Eastward High Line.....	4
	Middle High Speed for operation in both directions under signal indication.....	3

10. SPACING TRAINS—Concluded.

BETWEEN.	TRACK,	No.	
Cumberland and East Grafton.	Westward high speed.....	1	
	East Grafton and M. & K. Jct.	Eastward high speed.....	2
	M. & K. Jct. and Terra Alta...	High speed, for operation in both directions under signal indications.....	2
Terra Alta and Cumberland...	Eastward high speed.....	2	
	West Keyser Tower and Piedmont.....	Westward slow speed.....	3
Eastward slow speed.....		4	
Bond and Big Curve.....	Middle, for operation in both directions under signal indication.....	3	
Strecker and Altamont.....	Westward slow speed.....	3	
Altamont and Wilson.....	Eastward slow speed.....	4	
Mountain Lake Park and Deer Park.....	Eastward slow speed.....	4	
	M. & K. Jct. and Rinard.....	Eastward slow speed.....	4
Blaser and Hardman.....		High speed, for operation in both directions under signal indication.....	4

Rule 91-A is not in effect.

Freight trains descending Newburg, Cheat River, Cranberry and Seventeen Mile Grades, will be spaced 10 minutes behind light engines and other freight trains. Absolute block will be maintained for passenger trains descending these grades.

Tonnage trains descending Cheat River, Seventeen Mile, Cranberry and Newburg Grades that stop for any reason, will wait 5 minutes before attempting to proceed.

Trains operating on South Branch Sub-Division will be governed by Rule 91.

Freight trains will clear trains 1, 2, 5 and 6 twenty minutes.

11. HELPER, SWITCH AND YARD ENGINES.

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

In yards where switching is performed at both ends, or in any yard where tracks are shoved, the following rule will govern movements:

When a track is shoved a yard man will be stationed at the head end of the leading car to govern the movement and see that cars are stopped where they will not foul other tracks or be shoved over the ends of tracks or derails. When cars are ridden over a hump or kicked into tracks that are clear, a sufficient number of hand brakes will be applied to prevent movement to foul any other tracks or be shoved over the ends of tracks or derails when struck by other cars.

When road crews request helper to assist them down descending grades, the road engineman will take charge of the lead engine in all such cases, placing the engineman running the helper on the engine next to the train.

Not more than two helpers will be permitted to couple together descending grades.

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 engineman fully understands the move.

12. TELEPHONES.

Location.	Connected with.
East End, Harper's Ferry Tunnel ..	Harper's Ferry Tower.
West End, Harper's Ferry Tunnel....	Harper's Ferry and Weverton Towers.
Peachers Mill.....	Harper's Ferry and Hobbs Tower.
Pull in switch, Engle.....	Harper's Ferry and Hobbs Tower.
Shenandoah Junction:—	
Yard Outlet switch.....	Hobbs Tower.
Station.....	Hobbs Tower.
Eastward pull-out switch.....	Hobbs Tower.
Bardane.....	Hobbs Tower.
Kearneysville Station.....	Hobbs Tower.
Old House Curve.....	Hobbs Tower and Martinsburg Telegraph Office.

SPECIAL INSTRUCTIONS—Continued.

12. TELEPHONES—Continued.	
Location.	Connected with
Blairton.....	Martinsburg Telegraph Office.
West of Flagg's Crossing.....	Hobbs Tower and Martinsburg Telegraph Office.
Kelly Island Limestone Co. Switch... Switch, Old Dispatcher's Office.....	Martinsburg Telegraph Office. Martinsburg Telegraph Office.
Martinsburg— Yard Office.....	West Cumbo Tower.
Queen Street.....	Martinsburg Telegraph Office.
Pump House.....	Martinsburg Telegraph Office.
No. 3 Ball.....	West Cumbo Tower.
Fawvers.....	Martinsburg Telegraph Office and West Cumbo Tower.
West Cumbo— Westward Home signal.....	West Cumbo Tower.
Eastward Home signal.....	West Cumbo Tower.
West End Yard A.....	West Cumbo Tower and West Cumbo Yard Office.
Yard E, Cumbo, west end.....	West Cumbo Tower.
Yard B, Cumbo, east end.....	West Yard Office.
Outlet switch, advance siding.....	West Cumbo Tower.
North Mountain Station.....	West Cumbo and Miller Towers.
Low Grade:— North Mountain Road Crossing....	West Cumbo and Miller Towers.
Half Way Siding.....	West Cumbo and Miller Towers.
Second Watch Box, East Cherry Run.	West Cumbo and Miller Towers.
Black Rock.....	West Cumbo and Miller Towers.
Just west of west end Paxton's Cut... Cherry Run Station.....	West Cumbo and Miller Towers. West Cumbo and Miller Towers.
Westward Home signal, Miller.....	West Cumbo and Miller Towers.
Eastward Home signal, Miller.....	West Cumbo and Miller Towers.
Sleepy Creek Station.....	Miller Tower.
Hancock Station.....	Hancock Tower.
East End Platform—Berkeley Springs. Outlet switch, west end of Hancock Yard.....	Hancock Tower. Hancock Tower.
Coal Tipple Sir John's Run.....	Orleans Road and Hancock Towers.
Westward pull-out switch, Sir Johns Run.....	Orleans Road and Hancock Towers.
Great Cacapon Station.....	Orleans Road and Hancock Towers.
Lineburg.....	Orleans Road and Hancock Towers.
Rockwell's Run Siding.....	Orleans Road and Okonoko Towers.
East end connection track switch, Hansrote.....	Orleans Road and Okonoko Towers.
Green Ridge.....	Orleans Road and Okonoko Towers.
Magnolia:— East End, Westward Siding.....	Okonoko and Orleans Road Towers.
High Line:— East End Doe Gully Cut.....	Okonoko and Orleans Road Towers.
West end Graham Tunnel.....	Okonoko and Orleans Road Towers.
West end connection track.....	Okonoko and Orleans Road Towers.
West End Concrete Wall.....	Okonoko and Orleans Road Towers.
Paw Paw Station (Old Line).....	Okonoko Tower.
Paw Paw Station (High Line).....	Okonoko and Orleans Road Towers.
Little Cacapon.....	Okonoko and Orleans Road Towers.
Agent's Office, French.....	Okonoko Tower.
Green Spring— Opposite of Tower.....	Patterson Creek and Okonoko Towers.
Eastward signal bridge.....	Patterson Creek and Okonoko Towers.
Station.....	Patterson Creek and Okonoko Towers.
Westward pull-in switch.....	Patterson Creek and Okonoko Towers.
Middle pull-out switch.....	Patterson Creek and Okonoko Towers.
Westward pull-out switch.....	Patterson Creek and Okonoko Towers.
Tie Treating Plant.....	Patterson Creek and Okonoko Towers.
Eastward outlet switch, North Branch Pump Station, Evitts Creek.....	Patterson Creek and Evitts Creek Towers. Evitts Creek Tower.
Romney Station.....	Green Spring Station.
Romney Junction.....	Romney Station and Green Spring Station.
Springfield.....	Romney Station and Green Spring Station.
Big Curve, West Patterson Creek, on Cut-off.....	Patterson Creek and McKenzie.

12. TELEPHONES—Concluded.	
Location.	Connected with
East and west end Knobley Tunnel..	McKenzie and Patterson Creek Towers.
West end platform, freight depot, Cumberland.....	Viaduct Junction Tower.
Green Street Subway.....	Viaduct Junction Tower.
Kelly Boulevard.....	Viaduct Junction Tower.
Beall Street, Cumberland.....	Viaduct Junction Tower.
Kelly-Springfield Tire Plant Siding....	Viaduct Junction Tower.
Amcelle Station.....	Private Branch Ex., Cumberland.
Bradys.....	Train Dispatcher.
Rawlins:— Tool House.....	Train Dispatcher.
Outlet switch, Eastward Siding....	Train Dispatcher.
Dawson.....	Train Dispatcher.
Westward home signal, Keyser.....	Depot Telegraph Office, Keyser.
Keyser Main St. Crossing.....	Train Dispatcher.
West Keyser Tower.....	Train Dispatcher.
Outlet switch, No. 3 Track.....	Piedmont Tower.
Bloomington tool house west of road crossing.....	Piedmont Tower.
Empire.....	Piedmont Tower, and Train Dispatcher.
Big Curve.....	Bond Tower.
Big Curve.....	Train Dispatcher.
East Inspector's box.....	Bond Tower.
West Inspector's box.....	Bond Tower.
Eastward approach signal, Bond....	Bond Tower.
Frankville.....	Train Dispatcher.
Strecker:— Eastward approach signal.....	Strecker Tower.
Swanton.....	Train Dispatcher.
At crossover between westward high and slow speed tracks, Altamont Wye	Altamont Tower.
Eastward outlet switch, Wilson.....	Altamont Tower.
Deer Park Station.....	Mt. Lake Park Tower.
Eastward outlet switch, Deer Park....	Mountain Lake Park Tower.
Main track crossover, west Deer Park Hotel.....	Mt. Lake Park Tower.
Mountain Lake Pump House.....	Mountain Lake Park Tower.
Westward outlet switch, Mountain Lake Park.....	Mountain Lake Park Tower.
Oakland Station platform.....	Train Dispatcher.
Hutton Station platform.....	Train Dispatcher and Terra Alta Tower.
Eastward outlet switch, No. 4 track, Rinard.....	Terra Alta Tower.
Westward pull-in switch, Rinard.....	Terra Alta Tower.
Terra Alta, Westward Home Signal....	Terra Alta Tower.
Terra Alta, Eastward Home Signal....	Terra Alta Tower.
Bishop's Farm.....	Train Dispatcher.
Eastward and Westward automatic signals—Rodemer.....	Train Dispatcher.
McVickers Curve.....	Train Dispatcher.
Old Quarry Cheat River.....	Train Dispatcher.
McMillan pull-in switch.....	M. & K. Junction Tower.
M. & K. Junction:— M. & K. Coal Tipple.....	M. & K. Junction Tower.
M. & K. Station.....	M. & K. Junction Tower.
Shop Foreman's Office.....	M. & K. Junction Tower.
Caller's Office, west of River.....	M. & K. Junction Tower.
Rowlesburg Station.....	M. & K. Junction Tower.
Rowlesburg Station Siding.....	M. & K. Junction Tower.
Tunnelton Crossover.....	Blaser and West End Towers.
Westward outlet switch, Tunnelton.	Blaser and West End Towers.
West End:— East end single track tunnel.....	West End Tower.
West end single track tunnel.....	West End Tower.
Eastward Home Signal Bridge.....	West End Tower.
Three-Fourth mile west Austen Station	Train Dispatcher.
Raccoon Valley Junction.....	Hardman Tower.
Westward Home Signal, Newburg....	Hardman Tower.
Newburg agents siding.....	Hardman Tower.
Newburg 30-car siding.....	Hardman Tower.
Hardman Bunk House East End.....	Hardman Tower.
Outlet switch, Independence.....	Hardman Tower.
Hardman:— Eastward Home Signal.....	Hardman Tower.
Thornton Station.....	East Grafton Tower.
Thornton—Middle Switches.....	East Grafton Tower.
Thornton, East End Passing Siding...	East Grafton Tower.

SPECIAL INSTRUCTIONS—Continued.

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

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

Rule 159, Form 1118-D Revised, is modified to the extent that where the tonnage per good mountain brake exceeds 95 tons, all cars in such trains must possess good mountain brakes, as determined by Rule 157, Form 1118-D Revised.

Enginemen of passenger trains will make running test of air brakes before descending grades.

When trains are double headed, the engineman on leading engine will in every case handle the air. This does not apply to passenger helpers on head end when not going beyond regular helper territory. Passenger helper engines on head end operating from Keyser to Altamont, Grafton to Terra Alta and Hardman to Terra Alta will have the air cut through and the engineman on leading engine will handle the air.

When helper engine is used on rear end of freight trains, the air brakes must be coupled up to helper engine and operated from leading engine. When helper engine is to be cut off without stopping train, the angle cock will be closed on rear end of caboose, the uncoupling lever raised and signal given to helper engineer to stop helping. When the slack of the train is stretched and the helper engine starts to drop back, the air hose will be separated by means of the cutting chain. The angle cock on the helper will be left open so that as soon as the hose are parted, the brakes will apply on helper engine, stopping it, so that should the train be brought to a sudden stop, the helper will not collide with the train.

When detaching a helper engine from a passenger train on which the road engine has brake pipe cut-out cock located in cab, instead of an angle cock on the pilot, the engineer on road engine will close his brake pipe cut-out cock first. When this is done engineer on helper engine will make a ten pound brake pipe reduction and then place automatic brake valve handle in "emergency" position to empty all compressed air in air hoses between helper and road engine. Employee disconnecting hose will then close angle cock on rear of tender of helper engine and disconnect hose.

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

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 engineman to apply brake. Engineer on helper engine will 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.

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

When trains stop on descending grade and flagman is recalled, proceed signal will not be given until it is known brake pipe is properly charged.

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

When stop is made to cut off helpers from rear of passenger trains, engineman will hold air brakes applied until helper is cut off. After helper is cut off, flagman will give signal to release brakes, and after it has been noted by the train crew that the brakes have been released properly, the train will proceed.

A head end of not less than 25 retainers, or as many more as the engineman may deem necessary, will be set on eastward tonnage trains descending following grades: Patterson Creek Cut-off, Tabbs Grade and Nine Mile Grade.

All trains on Bakerton Branch will, before starting down the grade, which starts $1\frac{1}{2}$ miles east of Engle, stop at summit, test air brakes and turn up retainers. Conductor will be on the opposite end of train from engine when this test is made. Conductor and train crew will know that both air and hand brakes are in good working order before starting down the grade.

When freight trains take helpers on the rear, the stop will be made with the automatic brake, and the brakes will not be released after the stop is made until after the helper has been coupled to the train, angle cocks opened, cut out cock underneath the brake valve closed, and the proceed signal has been given by the whistle from the helper engine, and hand or lamp signal by the train crew. After the lead engineman receives the proper signal, he will release the automatic brakes, as per

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

—Concluded.

instructions in Form 1118-D-Revised, and as soon as the helper engineman notes by the No. 2 air gauge that train brakes have been released, he will use steam lightly by using the drifting valve or throttle to keep the train bunched while it is being started.

Freight trains will be checked at foot of ascending grade for brakes which may be sticking leaving these points.

Westward freight trains will stop at westward home signal at Terra Alta and summit of grade at Tunnelton, and make careful examination of train and test of air brakes will be made before starting down grade. This air brake test will be made immediately before starting down grade.

The following instructions will govern the handling of Air Brake Trains over the West End of the Cumberland Division.

In connection with Rule 100, Form 1118-D-Revised on West End, Cumberland Division, all eastbound freight trains, while stopped at Bond for inspection, will have hand brakes set on head end on twenty-five per cent. of cars in train.

Freight trains of loads, or mixed loads and empties, descending grades on which retainers are used to assist in holding train, should they be stopped for a period of ten minutes, or if when stopped it is likely they will be standing for ten minutes or longer, hand brakes will be set on head end on twenty-five per cent. of cars in train.

Whistle signal to call in flag will be signal to front brakeman to start releasing hand brakes.

At Fairmont and Grafton all tonnage freight, local, pickup or way freight trains will be prepared to be handled with power brakes on descending grades. Crews will be required to make a retaining valve test on these trains before leaving Fairmont or Grafton yards under the supervision of the conductor in accordance with instructions in Form 1118-D-Revised. It will be permissible for conductors to use air brake repairmen to assist in making the retaining valve test.

All retaining valves will be placed in holding position before reaching the summit of grades and while the train is in motion.

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 the gauge in the caboose.

Conductors on eastbound Fairmont trains that they have tested and set off part of same at Thornton will leave a note with the bills with signature of conductor making test, stating that retaining valves have been tested, giving the number of retaining valves not holding, if any; conductors picking up trains at Thornton will only be required to make a road test when note from conductor setting off cars is attached to bills.

These instructions supersede all conflicting instructions in Circular, dated February 9, 1920; also in Form 1118-D-Revised.

Quick dispatch trains east and west, also westbound tonnage trains, locals, pickups and work trains, will be handled on Cheat River Grade, Seventeen Mile Grade, Cranberry Grade and Newburg Grade by power brake operation. Retaining valve test will not be necessary on such trains. The terminal air-brake test and road test prescribed by the rules must be given these trains. All the retainers will be set up in the highest holding position on loaded trains. On empty and mixed trains, as many retainers will be set up as in the judgment of the engineman may be necessary.

Enginemen of eastward freight trains will not change feed valve adjustment after descending Seventeen Mile Grade.

Eastbound freight trains will make road test of air leaving Sabraton yard and at last stop before descending grade at Manown and Kingwood, and westward freight trains will make road test of air leaving M. & K. Junction yard and at last stop before descending grade at Manown and Cascade.

Trainmen will accept car inspector's report as to the number of air cars in trains that have been tested by them.

All tonnage freight, local, mine run and work trains, will be handled with power brakes on the descending grades from Manown and Kingwood eastward, and from Manown and Cascade westward. Trains picked up on line of road or dispatched from terminal or assembling point where there is no air line for testing trains, such trains will be tested by the engine and train crews at some convenient point, before starting down grade, in accordance with instructions provided in Form 1118-D-Revised. On loaded trains the retaining valves will be placed in the high pressure position while descending the grade. On trains of empty cars, as many retainers will be placed in the low pressure position as in the judgment of the engineman are necessary to properly control the speed of the train.

SPECIAL INSTRUCTIONS—Continued.

14. WATER AND FUEL.

Rule 115 is modified to the extent that it will not be necessary to detach engine to take water or fuel, unless in the judgment of the engineman it is necessary, except double-headed freight trains, from which engines will be detached, in all cases, to take water or fuel.

Eastward and Westward freight trains between Cumberland and Brunswick will not take coal at Sir Johns Run except in case of emergency, and then only sufficient coal to enable them to reach destination.

15. OPERATING TRAINS BY SIGNAL INDICATION.

Rules D-251 to D-254, inclusive, are in effect between Weverton and Grafton.

When the telegraph line fails or it is impossible for Operator to communicate with train dispatcher, inferior class and extra trains may be permitted to proceed on main track ahead of superior class trains when they have the minimum time and clearance, as provided by rule No. 86.

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

No. 3 track between Miller and Hancock, No. 3 track between Okonoko and Patterson Creek, middle track between Bond and Big Curve; No. 2 track between Terra Alta and M. & K. Jct. and No. 4 track between Blaser and Hardman will be used for traffic in either direction. Passenger and Express trains using No. 3 track between Miller and Hancock, will be handled by absolute block in accordance with Book of Rules.

Following will govern the operation of tracks used in both directions by signal indication. Operators controlling traffic on such tracks, if traffic track is clear, may authorize cross-over movements between the block stations by use of Form A, but train order will be required to use the traffic track in either direction from that point.

Form A is not authority to use a traffic track. If interlocking signals cannot be given to enter the block, train order is required authorizing the movement.

MOVEMENT OF A TRAIN OR ENGINE OVER A DUAL CONTROL SWITCH AT TIMES WHEN THE GOVERNING SIGNAL CANNOT BE CLEARED.

In centralized traffic and other remote control territory certain switches, including the entrance and exits of passing sidings, ends of double track and junction, switches are handled by dual control switch machines that are arranged for operation either by motor and controlled by train dispatcher, operator or by a hand-throw lever.

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

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

16. JOINT OR SPECIAL USE OF TRACKS.

Cars will not be set on connection between No. 3 and No. 2 tracks at Hanarote without first obtaining authority from the train dispatcher.

Westward passing siding, Green Spring, will not be used without instructions from train dispatcher.

No. 4 track from a point 500 feet west of Bridge 64-A at the west end of Knobley Tunnel to Patterson Creek, and No. 3 track from McKenzie to a point one-half mile east have been removed from service. Nos. 3 and 4 tracks, Patterson Creek Cut Off, have been cut 500 feet west of Bridge 64-A, one-half mile east of McKenzie, No. 3 track being connected to No. 4 tracks at that point, and will be used for operation of trains in both directions between Patterson Creek and McKenzie on signal indication. Manual Block Rules 301 to 377, inclusive, are in effect on this track. Westward trains will approach McKenzie on No. 4 track and be governed by dwarf signal located between tracks 300 feet east of tower. All trains will be handled by absolute block.

16. JOINT OR SPECIAL USE OF TRACKS—Continued.

Automatic block signals are inoperative, excepting westward tunnel signal No. 47, which governs condition between that point and home signal at McKenzie, and eastward tunnel signal No. 54, which governs condition between that point and end of Track Circuit sign 3375 feet east of tunnel.

Color position light dwarf signal located between No. 3 and 4 tracks, east of Patterson Creek bridge governs eastward movement from Patterson Creek.

Cars will not be set off in the yard connected with the Tie Treating Plant at Green Spring unless intended for the Tie Treating Plant.

Account of limited track centers between No. two (2) track, Yard B, and westward freight track from Evitts Creek to cross-over switch, eastbound hump, East Yard, Cumberland, Mallet and Santa Fe type engines will not be permitted to pass each other on adjacent tracks.

Mallets and Santa Fe type engines will not clear each other on adjacent tracks in the westbound classification yard at Cumberland, Md.

Santa Fe type engines will not be permitted to use Nos. 12, 13, 14 or 15 tracks, Yard B, nor tracks 14, 15, 22 and 23, Yard C, Cumberland. Tracks 18 and 19, Yard C can be used by this class engines at speed not to exceed ten miles per hour.

Account limited track centers between tracks 2, 3 and 4, Yard B, and tracks 4 to 10, inclusive, Yard E, Cumberland, Mallets and Santa Fe type engines will not be permitted to pass one another on adjacent tracks.

Account of limited track centers in Yard A, eastbound receiving yard, Cumberland, Mallet and Santa Fe type engines will not be permitted to pass each other on adjacent tracks.

No. 3 and 4 tracks between West Keyser Tower and Piedmont blocked with cars.

Hunt Siding at Blaser cannot be used beyond two car lengths back of main track clearance point.

Hill track at Tunnelton will be considered part of West Virginia Northern R'y main track. Normal position of switch will be set for West Virginia Northern R'y tracks.

Track serving Bethlehem Mine No. 22, Oak Park, Miller Mine No. 2 on tail of wye, Bretz; Bethlehem Mine No. 22, Burk, Morgan Coal Co., Lyons; Kingswood Lumber Co.; Kingwood, and Preston Mine No. 2, Preston out of service.

Tracks beyond switch, Bethlehem Mine 24, stem of Y, Kingwood, cannot be used.

Q-4 type engine cannot operate over 25 degree curve leading to Oven track, Bethlehem Mine No. 22, M. & K. Sub-Division.

Cars will not be set off on the passing sidings at Kingwood, Manown or Albright unless by specific instructions from train dispatcher.

Passing sidings Manown and Cadell blocked with cars.

17. MAIL.

Trains handling postal cars must not pass stations where mail is taken in advance of schedule time.

No. 34 will stop at Bardane to handle Parcel Post.

No. 29 will stop daily except Sunday at Brady and Wilson to exchange mail, and on signal at Corinth to receive U. S. mail.

No. 23 will reduce speed to 25 miles through Tunnelton to dispatch U. S. mail.

Rule 114 is modified to the extent that trains 1, 2, 5 and 6 moving on other than their regular track, will not stop to exchange mail.

Rule No. 43 of Safety Rules is modified to permit the dispatchment of newspapers at proper destinations where trains do not stop. However, due care must be exercised to avoid accidents.

18. TRAIN ORDER STATIONS—IRREGULAR HOURS.

Hours of train order stations open less than 24 hours:

*Berkeley Springs.....	8.00 A. M. to 12.00 Noon, 1.00 P. M. to 5.00 P. M.
*Romney.....	8.00 A. M. to 12.00 Noon, 1.00 P. M. to 5.00 P. M.
McKenzie (Daily).....	9.05 P. M. to 5.05 A. M.
Keyser (Daily).....	7.15 A. M. to 3.15 P. M., 7.30 P. M. to 4.30 A. M.
*Manheim.....	8.00 A. M. to 5.00 P. M.
*Albright.....	7.30 A. M. to 4.30 P. M.
*Kingwood.....	8.00 A. M. to 5.00 P. M.
*Masontown.....	7.15 A. M. to 4.15 P. M.
*Sturgisston.....	7.00 A. M. to 4.00 P. M.
*Sabraton.....	8.00 A. M. to 5.00 P. M.

*Daily, except Sunday.

SPECIAL INSTRUCTIONS—Continued.

19. MAXIMUM WEIGHT LIMITS.	Cars Gross Weight.
Main Line—Weverton and Cumberland.....	240,000
Bakerton Branch.....	210,000
Frog Hollow Branch.....	240,000
Berkeley Springs & Potomac Sub-Division.....	160,000
South Branch Sub-Division:	
Green Spring and West Romney.....	240,000
West Romney and Petersburg.....	120,000
Patterson Creek to McKenzie.....	240,000
Main Line—Cumberland and Grafton.....	240,000
Raccoon Valley Branch.....	170,000
Hardman Branch.....	240,000
M. & K. Sub-Division, M. & K. Junction and Morgantown.....	240,000
For operation of engines, see Booklet Form 1594, Special No. 10, January 1, 1937.	

20. RESTRICTIONS AT RAILROAD CROSSINGS AND DRAWBRIDGES.

All trains on South Branch Sub-Division will stop at signal located east and west of crossing of the Moorefield Southern R. R., before proceeding over this crossing.

21. WHISTLE SIGNALS.

Operating Rule 14-l is amended as follows:

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

The following steam whistle signals will be used to recall flagmen by trains running against current of traffic:

----- o o from the west.
----- o o from the east.

Westward trains using No. 4 track, Hancock to Sir John's Run ----- o o o.

Eastward trains using No. 3 track between Patterson Creek and Okonoko will display markers as per second paragraph, Rule F-273, and whistle signals as prescribed by Rule F-274-D.

Eastward trains using No. 2 track, Patterson Creek to Okonoko, will use whistle signals as prescribed by Rule 274-B and display markers as per diagram on page 89.

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

Trains using No. 2 track between M. & K. Jct. and Terra Alta and No. 4 track between Hardman and Blaser will use the following whistle signals to recall flagman:

----- o from the east.
----- o from the west.

Eastward trains using No. 4 track between M. & K. Jct. and Terra Alta will use the following whistle signals to recall flagman from the west, -----.

As an additional precaution for the safety of trackmen working on or near important running tracks, and particularly where the view is obstructed from any cause, track gangs will be provided with portable "W" banner and will display this banner in both directions where protection is required. Where these portable posts are displayed engine man will sound proper signal to warn trackmen of approaching trains. This banner must not be used to reduce speed of trains, which will continue to be governed by standard speed posts.

Should the engine man of a passenger train on which the engine is scheduled to run through the next terminal in advance find, after leaving the last stop that a relief engine will be required at the terminal, they will sound two short blasts of the whistle three times with a short pause between each of the two blasts; thus oo oo oo. This signal is to be given when approaching and passing the first open office after it is known that a relief engine will be required. Operators hearing this signal will at once order relief engine from the terminal or station in advance where relief engines are provided and will then notify the Train Dispatcher.

22. MARKERS.

Eastward and Westward trains using No. 2 track between Terra Alta and M. & K. Jct. and No. 4 track between Hardman and Blaser will display markers as per last paragraph of Rule 19, illustrated by Diagram on page 88.

Eastward trains using No. 4 track between M. & K. Jct. and Terra Alta will display markers according to Rule F-273, illustrated by diagram on page 89.

23. TRAIN ORDERS.

Operating Rule No. 221 (A) is modified as follows:
At all train order stations in automatic block signal territory, while an operator is on duty, the train order signal shall indicate "stop" when trains are to be stopped for train orders. When there are no train orders, the signal must indicate "proceed."

23. TRAIN ORDERS—Concluded.

When a train order is received, the operator must, before repetition, display the signal to indicate "stop," and reply to the train dispatcher, stop displayed.

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

"No. engine..... take siding and meet
No. engine..... at"

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

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

A work extra, working within a manual block, single track, is an opposing train as it is liable to move in either direction, and trains carrying passengers, will not be admitted to the block unless it is clear or a 31 train order Form A making a definite meeting point with the work extra authorizes the movement. Rule 317 is hereby modified to the extent that train order Form T will be used for following movements only.

Operating Rules 209, 210 and 211 are modified to permit the use of typewriters by operators in copying train orders, CAPITAL letters to be used in forming words, and all orders signed by operator with stylus.

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

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

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

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

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

AUTOMATIC BLOCK SIGNAL TERRITORY.

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

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

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

NON-AUTOMATIC BLOCK SIGNAL TERRITORY.

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

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

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

The use of a 19 train order restricting the superiority of a train is permissible, except when moving against the current of traffic.

Rule 97 applicable only to B. S. & P., South Branch, and M. & K. Sub-Divisions.

24. PROTECTION OF MOVEMENTS OVER HIGHWAYS AT GRADE.

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

SPECIAL INSTRUCTIONS—Continued.

24. PROTECTION OF MOVEMENTS OVER HIGHWAYS AT GRADE—Concluded.

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

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

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

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

25. INTERLOCKING.

Rule 684 is revised to read:

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

The following standard code will be followed in use of emergency whistle or siren at interlocking plants:

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

"o" for short sounds. "—" for longer sounds.

26. OPERATION OF SPRING SWITCHES.

If for any reason leave siding movement is not made after pressing button, main track switch must be opened and closed by hand, in order to restore proper indication on high signal located at clearance.

Entering siding from main, the spring switch must be opened and closed by hand.

Caution must be taken to prevent back-up-movements, slack running out of train or taking slack over the spring switches before forward movement out of the siding is completed. If necessary to make such movement, switch must be handled by hand.

In operating switches by hand, men will stand clear of lever in order to prevent possible personal injury as there is considerable tension on switch points.

27. HOURS OF SERVICE LAW.

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

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

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

28. ELECTRIC HEADLIGHTS.

Headlight will be turned on while operating through tunnels. For further instructions, see Form I118-D-Revised.

29. BRIDGE AND TRESTLE PROTECTION.

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

Sprinkling device on engines operating on B. S. & P. and South Branch Sub-Divisions will be used passing over bridges and trestles.

Maintenance of Way employees doing work on bridges, culverts or openings, which in any way affect their stability, flagman will, in addition to handing enginemen look-out order, deliver copy of order to member of train crew on rear of train.

Class E-L engines (mallet) will not be operated over bridges on mine tracks between M. & K. Junction, and Morgantown, except Bethlehem Mine No. 22.

Bridge Mine No. 27, Burk, out of service.

Bridge, Bethlehem Mine No. 26, Masontown out of service.

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

When a train takes a siding at a point where switches are hand operated and Signal Indication Rules D-251 to D-254, inclusive, are in effect, the Conductor or Engineman will, when communication is available, report the train into clear and will receive permission from the Train Dispatcher before again fouling the main track.

At points where communication is not available trains that have taken siding may re-enter the main track when their superiority permits.

When a train takes siding to be passed by another train moving in the same direction, or is delayed in siding doing station work, or when making a crossover movement from one main track to another at a point where switches are hand operated and either or both Signal Indication Rules D-251 to D-254, inclusive, or Automatic Signal Rules 501 to 515, inclusive, are in effect, then switches to be used in leaving siding or crossing from one track to another must be thrown three minutes before fouling the main or crossover tracks. To expedite their own movement when being passed by a train the outlet switch should be opened as soon as the train to be followed has passed the switch.

When trains meet at passing sidings on single track, hand operated switch will be thrown as soon as the rear of train to be met has passed the signal located at the fouling point of the siding. Movement from siding to main track will be governed by the indication displayed by the leave siding signal.

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

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

Trainmen handling west Wye switch at Terra Alta, will get permission from operator before opening switch, and after switch has been opened, will notify operator promptly and dwarf signal will be given authorizing movement.

30-A. TRAINS OPERATING OVER SPRING SWITCHES.

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

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

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

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

31. INSPECTION OF PASSING TRAINS.

Attention of all concerned is called to the importance of observing the condition of loading, particularly long timber, telegraph poles, pipe, ect., which may shift in transit, and where there is any indication of shifting load, the train should be signaled to stop and the most available means should be made to communicate to the crew the reason for stopping.

SPECIAL INSTRUCTIONS—Continued.

31. INSPECTION OF PASSING TRAINS.

Rule 117 is supplemented as follows:

If no indication of conditions endangering the train is seen, employes will give proceed signal to rear of passing train.

Train and enginemen on moving trains will be on the lookout for signals, when passing stations, sidings, water stations, points where trackmen are working and other places where employes are stationed along track and, when possible, will exchange signals with men on ground. When other duties permit, trainmen will be stationed at rear of both passenger and freight trains to exchange signals when passing stations and sidings. On trains having official, or other cars to which trainmen do not have access, on rear of train, signals will be exchanged from rear of car first ahead of such car or cars.

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

(a) CONNECTIONS DRAGGING—

By day or night—Give stop signal.

(b) HOT JOURNALS—

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

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

(c) CAR DOOR SWINGING—

By day—Hold hand horizontal above head.

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

(d) BRAKES STICKING OR WHEELS SLIDING—

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

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

UNCLASSIFIED.

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

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

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

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

Employes operating motor cars must not pass an open telegraph or block station nor leave a point where company's telephone service to an open office is available without receiving from the operator information as to train movements, also movements of other motor cars in the same or opposing direction of which he is informed. They should state the direction in which they are to move, and the Operator to whom this information is given, will notify the Operator at the station in advance and proper record be made by these Operators on their block sheets or train register, so that in the event a motor car is to be operated within these limits, the Operator will be in position to give information as to movements of other cars within the same limits.

Except when telegraph or telephone service fails, operators must receive information as to the location of trains from the train dispatcher.

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

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

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

UNCLASSIFIED—Continued.

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

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

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

In connection with Rule 113, trainmen will ride out on trains when retaining valves are used.

Proceed signal from the rear will be given by white flag or light, and stop signal by red flag, red light or red fusee. Application of air from the rear will only be made in cases of extraordinary emergency.

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

Freight trains that have been stopped a sufficient time to permit inspection will not, when starting exceed a speed of 8 miles per hour until the caboose has passed the point at which the engine stood, unless a proceed signal is given from the rear end before the caboose reaches that point.

During storms and bad weather, trains will be handled under control without regard to making schedule time, at all points where slides or washouts are liable to be encountered.

Rule 2 is modified as follows:

Watches that have been examined and certified to by a designated inspector will be used by trainmasters, assistant trainmasters, road foremen of engines, assistant road foremen of engines, conductors, enginemen, firemen, main track hostlers, trainmen, yardmasters, assistant yardmasters, bridge, track and signal foremen, and such other employes as may be from time to time designated. The certificate in prescribed form will be renewed and filed with superintendent each April and October.

Employes mentioned in preceding paragraph, except bridge, track and signal foremen who are located at points where they are inaccessible to inspector, will report to an inspector once a month to have their watches inspected and the condition noted, and the record of its performance made on Employees' Card Certificate (Form C. T. 90-B) by the watch inspector, and will have this certificate at hand at all times for examination when called for by an officer.

Rules 980 and 1042 are modified as follows:

Trainmen will permit passengers to ride on the rear platform of the rear car when there are side doors and end gates in position. Chains will not be considered as a substitute for gates.

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

Trains having chained cars on the rear on ascending grades engine will be coupled to rear of same and engineman on this engine will only use sufficient steam to warrant his keeping engine against train.

Conductors of freight trains will notify their enginemen number of loads and empties in train before leaving terminals and fill out points, and where loads locate in train.

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

Freight trains will be inspected when stop is made for coal or water.

Eastward freight trains approaching Green Spring, if there is a passenger train at station, will stop twenty car lengths west of station to avoid blocking crossings and passengers to and from trains.

Passenger trains approaching Green Spring Station will, if there is another passenger train standing at this point, stop clear of station platform and remain there until other passenger train has departed.

Trains using depressed track, West Cumbo Tower to East Yard, Cumbo, will report clear over telephone to operator at West Cumbo Tower, when clear of depressed track.

Enginemen of all trains not stopping at the coaling stations at Sir John's Run and M. & K. Junction will sound whistles

SPECIAL INSTRUCTIONS—Concluded.

UNCLASSIFIED—Concluded.

approaching the station, as a warning to the men working about the station or ash track.

Bell will be rung by engines moving between Virginia Lane and Williams Street, Cumberland, as warning to car repairmen and others working along these tracks.

Eastward trains will not pass Piedmont Station while westward passenger trains are at station or moving away from station.

Simple engines, heavier than Mikado type, cannot turn on wye at Piedmont.

Rule No. 934 is augmented to read as follows:

At the end of each trip or other period of service, they will make the required inspection of their engines and report to the master mechanic or where there is none, to the foreman in charge, on the proper form, all defects discovered, or work found to be necessary.

When such inspection by the enginemmen would occasion service beyond sixteen (16) hours, the foreman in charge must make the inspection report under the proper form.

Paragraphs one and two of Rule 1040 of the Rules and Regulations of the Operating Department are modified to read as follows:

A few minutes before the arriving time of passenger trains at station, trainmen will announce in each coach in a clear and distinct voice, "Next Station Stop" (using the name of the next stop). Be sure you have all your belongings before getting off." The announcement should be made facing the rear of the train, and sufficiently in advance of arrival at station to permit passengers to get their effects together and thus avoid any delay after arrival of the train at the station.

Trains 1, 2 and 3 will be operated via Patterson Creek Cut-Off.

No. 34 will stop on flag at Bardane, Blairton, Sleepy Creek Station and Dans Run.

No. 29 will stop on flag at Amcelle, Potomac, Black Oak, Hopemont, Hiorra and Irontown.

No. 30 will stop on flag at Lesmalinston, Irontown, Hiorra, Hopemont, Wilson, Potomac, Amcelle.

Nos. 64 and 67 will stop on flag at Yellow Rock.

HOLIDAYS.

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

CLASSIFICATION WHERE THERE ARE TWO OR MORE TRACKS.

LIMITS.	LOCATION.	CLASSIFICATION.	Track No.
Weverton to Engle ..	.....	Westward high speed track.	1
	.....	Eastward high speed track.	2
Engle to Hobbs	North or outside track	Westward slow speed track.	3
	The second track	Westward high speed track.	1
	The third track	Eastward high speed track.	2
Hobbs to Burke St., Martinsburg	North or outside track	Westward high speed track.	1
	Middle track	Eastward high speed track.	2
	South or outside track	Eastward slow speed track.	4
Martinsburg to West Cumbo .....	.....	Westward high speed track.	1
	.....	Eastward high speed track.	2
West Cumbo Tower to west end of Yard A, West Cumbo.	North or outside track	Eastward slow speed track.	4
	Middle track	Westward high speed track.	1
	South or outside track	Eastward high speed track.	2
	North or outside track	Westward high speed track.	1
Miller to west end of Yard A, West Cumbo	South or outside track	Eastward high speed track.	2
	Low grade line	Eastward slow speed track.	4
	North or outside track	Westward high speed track.	1
Miller to Hancock ..	Middle track	Slow speed in either direction governed by signal indication	3
	South or outside track	Eastward high speed track.	2
	North or outside track	Westward high speed track.	1
Hancock to Sir John's Run	The second track	Westward passing siding . . . . .	...
	The third track	Eastward slow speed track.	4
	South or outside track	Eastward high speed track.	2
Sir John's Run to Orleans Road	North or outside track	Westward high speed track.	1
	Middle track	Eastward slow speed track.	4
	South or outside track	Eastward high speed track.	2
	North or outside track	Westward high speed track.	1
Orleans Road to West End Doe Gully Cut	The second track	Eastward high speed track.	2
	The third track	Westward high speed track.	3
	(High Line).	.....	.....
West End Cut, west Paw Paw to Okonoko	South or outside track (High Line).	Eastward high speed track.	4
	North or outside track	Westward high speed track.	1
	The second track	Eastward high speed track.	2
Paw Paw to Okonoko	The third track	Westward high speed track.	3
	(High Line).	.....	.....

CLASSIFICATION WHERE THERE ARE TWO OR MORE TRACKS—Concluded.

LIMITS.	LOCATION.	CLASSIFICATION.	Track No.
West End Cut, west Paw Paw to Okonoko—Con	South or outside track (High Line)	Eastward high speed track.	4

Okonoko to Patterson Creek	North or outside track	Westward high speed track.	1
	Middle track	High speed — for operation in both directions under signal indication	3

Patterson Creek to North Branch	South or outside track	Eastward high speed track.	2
	.....	Westward high speed track.	1
North Branch to Evitts Creek .....	.....	Eastward high speed track.	2
	North or outside track	Westward high speed track.	1
	Middle track	Eastward high speed track.	2
Evitts Creek to Williams Street ..	South or outside track	Westward slow speed track.	4
	North or outside track	Westward high speed track.	1
Williams Street to Patterson Creek ..	The second track	Eastward high speed track.	2
	Patterson Creek	Westward high speed track.	3
McKenzie .....	.....	Eastward high speed track.	4
	Cut-Off . . . . .	.....	.....
Viaduct Junction to West Keyser Tower .....	.....	Westward high speed track.	1
	.....	Eastward high speed track.	2
West Keyser Tower to Piedmont Tower ..	North or outside track	Westward slow speed track.	3
	The second track	Westward high speed track.	1
	The third track	Eastward high speed track.	2
	South or outside track	Eastward slow speed track.	4
Piedmont Tower to Kelly's Curve	North or outside track	Westward slow speed track.	3
	The second track	Westward high speed track.	1
	South or outside track	Eastward high speed track.	2
Kelly's Curve to Big Curve .....	.....	Westward high speed track.	1
	.....	Eastward high speed track.	2
Big Curve to Bond ..	North or outside track	Westward high speed track.	1

Bond to Strecker	Middle track	For operation in both directions under signal indication . . . . .	...

Strecker to Wilson ..	South or outside track	Eastward high speed track.	2
	.....	Westward high speed track.	1
Wilson to Altamont.	North or outside track	Westward slow speed track.	3
	Middle track	Westward high speed track.	1
	South or outside track	Eastward high speed track.	2
	North or outside track	Westward slow speed track.	3
Altamont to Deer Park Hotel	The second track	Westward high speed track.	1
	The third track	Eastward high speed track.	2
	.....	Eastward slow speed track.	4
	.....	Westward high speed track.	1
Deer Park Hotel to Mountain Lake Park	North or outside track	Westward high speed track.	1
	Middle track	Eastward high speed track.	2
Mountain Lake Park to Rinard	South or outside track	Eastward Slow Speed track.	4
	.....	Westward high speed track.	1
Rinard to Terra Alta.	.....	Eastward high speed track.	2
	North or outside track	Westward siding . . . . .	...
	The second track	Westward high speed track.	1
	The third track	Eastward high speed track.	2
Terra Alta to McMillan	South or outside track	Eastward slow speed track.	4
	North or outside track	Westward high speed track.	1
	The second track	Westward siding . . . . .	...
	.....	High speed for operation in both directions under signal indication	2
McMillan to M. & K. Junction	South or outside track	Eastward slow speed track.	4
	North or outside track	Westward high speed track.	1
	The second track	Westward siding . . . . .	...
M. & K. Junction to Blaser .....	.....	High speed for operation in both directions under signal indication	2
	South or outside track	Eastward slow speed track.	4
Blaser to Tunnelton.	.....	Westward high speed track.	1
	North or outside track	Westward high speed track.	2
	The second track	Westward high speed track.	2
Tunnelton to Hardman	North or outside track	Westward siding . . . . .	...
	The second track	Westward high speed track.	1
Hardman to East Grafton .....	.....	High speed for operation in both directions under signal indication	4
	South or outside track	Eastward high speed track.	2
East Grafton .....	.....	Westward high speed track.	1
	.....	Eastward high speed track.	2

EXPLANATION OF LETTERS.

- D—Day Train Order Station.
 DN—Day and Night Train Order Station.
 NPD—Night, Part Day, Train Order Station.
 DPN—Day, Part Night, Train Order Station.
 PDPN—Part Day, Part Night, Train Order Station.
 PN—Part of Night, Train Order Station.
 C—Stops daily except Sunday to handle U. S. Mail.
 E—Flag Stop, Saturday only.
 G—Stops to discharge passengers from Chicago and west thereof.
 H—Stops to discharge passengers from Washington and points east, and receive passengers for Cumberland and points west.
 J—Stops to receive revenue passengers for South Chicago, 63rd Street, Chicago and beyond.
 K—Stops on Monday to receive passengers for Washington and points east.
 R—Stops to discharge passengers from Grafton and West, or receive passengers for Cumberland and East.
 U—Flag stop. Sunday only.
 V—Stops to discharge passengers from points west of Parkersburg daily; or receive passengers, Sunday only, for Washington and points east.

SPEED SCHEDULE.

Time Per Mile.		Miles Per Hour.	Time Per Mile.		Miles Per Hour.
1	Min. 0	Sec. 60.0	3	Min. 0	Sec. 20.0
1	" 5	" 55.4	3	" 5	" 19.4
1	" 10	" 51.4	3	" 10	" 18.9
1	" 15	" 48.0	3	" 15	" 18.4
1	" 20	" 45.0	3	" 20	" 18.0
1	" 25	" 42.3	3	" 25	" 17.5
1	" 30	" 40.0	3	" 30	" 17.1
1	" 35	" 38.0	3	" 35	" 16.7
1	" 40	" 36.0	3	" 40	" 16.3
1	" 45	" 34.3	3	" 45	" 16.0
1	" 50	" 32.7	3	" 50	" 15.6
1	" 55	" 31.3	3	" 55	" 15.3
2	" 0	" 30.0	4	" 0	" 15.0
2	" 5	" 28.8	4	" 17	" 14.0
2	" 10	" 27.7	4	" 36	" 13.0
2	" 15	" 26.6	5	" 0	" 12.0
2	" 20	" 25.7	5	" 27	" 11.0
2	" 25	" 24.8	6	" 0	" 10.0
2	" 30	" 24.0	6	" 40	" 9.0
2	" 35	" 23.2	7	" 30	" 8.0
2	" 40	" 22.5	8	" 34	" 7.0
2	" 45	" 21.3	10	" 0	" 6.0
2	" 50	" 21.1	12	" 0	" 5.0
2	" 55	" 20.6			

CUMBERLAND DIVISION.

DIVISIONAL STAFF.

Superintendent:
C. M. SHRIVER.

EAST END.

Trainmaster:
E. C. GROVES.

Road Foreman of Engines:
W. N. FOSTER.

Division Claim Agent:
J. H. WORKMEISTER.

Division Engineer:
H. L. EXLEY.

Assistant Division Engineer:
J. H. LINDSAY.

Superintendent of Shops
J. HOWE.

Terminal Train Master:
J. H. READ.

Chief Train Dispatchers:
E. G. SHIRLEY,
J. A. MILLER,
P. J. SHIPLEY.

Train Dispatchers:
C. F. BURKE.
J. H. MOORE.
S. B. MOSER.

Relief Dispatcher:
C. F. W. BELL.

Extra Train Dispatchers:
H. E. FLOOK,
J. T. SHIRLEY.
J. E. CLARK.

WEST END.

Trainmaster:
E. P. WELSHONCE.

Road Foreman of Engines:
F. C. TURNLEY.

WESTWARD.

Distance from Weverton.	Train Order Stations.	East End Cumberland Division. TIME-TABLE No. 36. September 25, 1938.	Passing Siding Capacity in Cars.	FIRST CLASS.										
				23	7	117	29	11	55	13	65	9		
				DAILY	DAILY	DAILY Ex. Monday	DAILY Ex. Monday	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sun. and Hol'dys	DAILY		
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.		
1.8	DN	WEVERTON. 1.8		12.14	12.59	2.10	5.24	9.55	\$10.25	2.25	.....	5.18	.....	.....
		SANDY HOOK. 1.0							F10.28	.....	.....	.....	.....	.....
2.8	DN	HARPER'S FERRY 3.2		12.18	1.04	2.14	5.28	\$10.00	A10.32	\$ 2.30	.....	5.22	.....	.....
6.0		ENGLE. 3.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9.2		DUFFIELDS. 0.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10.1		SHENANDOAH JCT. 1.8		\$12.40	.....	.....	.....	\$10.15	.....	\$ 2.41	.....	.....	.....	.....
11.9	DN	HOBBS. 1.6		12.45	1.18	2.29	5.42	10.19	.....	2.46	.....	5.34	.....	.....
13.5		KEARNEYVILLE. 3.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.5		VANCLEVESVILLE. 4.6		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21.1	DN	MARTINSBURG. 2.3	194	\$ 1.01	\$ 1.34	2.44	\$ 5.59	\$10.35	.....	\$ 3.02	.....	\$ 5.48	.....	.....
23.4		FAWVER. 3.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26.4	DN	WEST CUMBO. 2.3		1.11	1.44	2.53	6.09	10.44	.....	3.11	.....	5.57	.....	.....
28.7		NORTH MOUNTAIN. 6.1		.....	.....	.....	.....	U10.47	.....	.....	.....	.....	.....	.....
34.8		CHERRY RUN. 0.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.6	DN	MILLER. 8.6		1.21	1.56	3.05	6.21	10.56	.....	3.21	.....	6.07	.....	.....
44.2	DN	HANCOCK. 3.1	590	1.31	2.06	3.16	6.31	\$11.08	.....	\$ 3.33	.....	6.16	.....	.....
47.3		ROUND TOP. 2.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
49.8		SIR JOHN'S RUN. 4.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
53.9		GREAT CACAPON. 1.1		.....	.....	.....	.....	.....	.....	F 3.46	.....	.....	.....	.....
55.0		WOODMONT. 2.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
57.1		LINEBURG. 3.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
60.2	DN	ORLEANS ROAD. 1.8		1.49	2.26	3.36	6.52	11.29	.....	F 3.56	.....	6.34	.....	.....
62.0		DOE GULLY. 2.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
64.7		HANSROTE. .....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		GREEN RIDGE. .....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		MAGNOLIA. 4.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
69.2		PAW PAW. 2.9		.....	.....	.....	.....	\$11.46	.....	F 4.09	.....	.....	.....	.....
72.1		LITTLE CACAPON. 1.4		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
73.5	DN	OKONOKO. 2.8		2.05	2.45	3.54	7.10	11.53	.....	4.15	.....	6.48	.....	.....
76.3		FRENCH. 2.6		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
78.9		GREEN SPRING. 6.6	158	.....	.....	.....	.....	E11.59	.....	.....	.....	\$ 5.15	.....	.....
85.5	DN	PATTERSON CREEK. 1.8		2.20	3.00	4.10	7.26	12.11	.....	4.32	F 5.24	7.02	.....	.....
87.3		NORTH BRANCH. 3.3		.....	.....	.....	.....	.....	.....	.....	F 5.27	.....	.....	.....
90.6	DN	EVITTS CREEK. 2.4		2.27	3.07	4.18	7.34	12.19	.....	4.39	5.32	7.09	.....	.....
93.0	DN	CUMBERLAND.		A 2.33	A 3.14	A 4.25	A 7.40	A12.25	.....	A 4.45	A 5.40	A 7.14	.....	.....
				A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.		
		Time over Division.....		2.19	2.15	2.15	2.16	2.30	.07	2.20	.25	1.56		
		Average speed per hour.....		40.1	41.3	41.3	41.0	37.2	24.0	39.9	33.8	48.1		

Passenger trains will not exceed a speed of 60 miles per hour.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from Weverton.	Train Order Stations.	East End Cumberland Division. TIME-TABLE No. 36. September 25, 1928.	Passing Siding Capacity in Cars.	FIRST CLASS.																
				5	19	1	3	15												
				DAILY	DAILY	DAILY	DAILY	DAILY												
				P. M.	P. M.	P. M.	P. M.	P. M.												
	DN	WEVERTON. 1.8		6.49	6.55	7.35	9.38	10.10												
1.8		SANDY HOOK. 1.0																		
2.8	DN	HARPER'S FERRY 3.2		6.53	6.59	7.39	9.42	10.15												
6.0		ENGLE. 3.2																		
9.2		DUFFIELDS. 0.9																		
10.1		SHENANDOAH JCT. 1.8																		
11.9	DN	HOBBS. 1.6		7.05	7.11	7.51	9.54	10.28												
13.5		KEARNEYSVILLE. 3.0																		
16.5		VANGLEVESVILLE. 4.6																		
21.1	DN	MARTINSBURG. 2.3	194	J 7.16	S 7.25	S 8.04	S 10.08	S 10.44												
23.4		FAWVER. 3.0																		
26.4	DN	WEST CUMBO. 2.3		7.24	7.34	8.12	10.16	10.53												
28.7		NORTH MOUNTAIN. 6.1																		
34.8		CHERRY RUN. 0.8																		
35.6	DN	MILLER. 8.6		7.34	7.44	8.22	10.27	11.04												
44.2	DN	HANCOCK. 3.1	590	7.44	7.53	8.31	10.35	11.13												
47.3		ROUND TOP. 2.5																		
49.8		SIR JOHN'S RUN. 4.1																		
53.9		GREAT CACAPON. 1.1																		
55.0		WOODMONT. 2.1																		
57.1		LINEBURG. 3.1																		
60.2	DN	ORLEANS ROAD. 1.8		8.02	8.13	8.49	10.56	11.32												
62.0		DOE GULLY. 2.7																		
64.7		HANSROTE. GREEN RIDGE. MAGNOLIA. 4.5																		
69.2		PAW PAW. 2.9																		
72.1		LITTLE CACAPON. 1.4																		
73.5	DN	OKONOKO. 2.8		8.17	8.28	9.04	11.13	11.48												
76.3		FRENCH. 2.6																		
78.9		GREEN SPRING. 6.6	158																	
85.5	DN	PATTERSON CREEK. 1.8		8.31	8.48	9.18	11.28	12.02												
87.3		NORTH BRANCH. 3.3																		
90.6	DN	EVITTS CREEK. 2.4		8.38	8.50			12.09												
98.0	DN	CUMBERLAND.		A 8.44	A 8.55			A 12.15												
				P. M.	P. M.	P. M.	P. M.	A. M.												
		Time over Division.....		1.55	2.00	1.43	1.50	2.05												
		Average speed per hour.....		48.5	46.5	49.8	46.6	44.6												

Passenger trains will not exceed a speed of 60 miles per hour.

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

EASTWARD.

Distance from Cumberland.	Train Order Stations.	East End Cumberland Division. TIME-TABLE No. 36. September 25, 1938.	Passing Sidings. Capacity in Cars.	FIRST CLASS.										
				10	14	2	20	6	34	4	8			
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY			
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.			
2.4	DN	CUMBERLAND. 2.4		\$12.31	\$ 2.53	.....	\$ 5.09	\$ 5.22	\$ 5.50	\$ 8.14	\$ 1.19	.....	.....	.....
	DN	EVITTS CREEK. 3.3		12.36	2.58	.....	5.14	5.27	5.55	8.19	1.24	.....	.....	.....
5.7		NORTH BRANCH. 1.8		.....	.....	.....	.....	F 6.00	.....	.....	.....	.....	.....	.....
7.5	DN	PATTERSON CREEK. 6.6		12.43	3.05	5.03	5.21	5.34	F 6.04	8.26	1.31	.....	.....	.....
14.1		GREEN SPRING. 2.6		.....	.....	.....	.....	S 6.16	.....	.....	.....	.....	.....	.....
16.7		FRENCH. 2.8		.....	.....	.....	.....	F 6.23	.....	.....	.....	.....	.....	.....
19.5	DN	OKONOKO. 1.4		12.57	3.19	5.18	5.35	5.48	\$ 6.29	8.41	1.45	.....	.....	.....
20.9		LITTLE CACAPON. 2.9		.....	.....	.....	.....	.....	F 6.33	.....	.....	.....	.....	.....
23.8		PAW PAW. MAGNOLIA. GREEN RIDGE. 4.5		.....	.....	.....	.....	.....	S 6.40	.....	.....	.....	.....	.....
28.3		HANSROTE. 2.7		.....	.....	.....	.....	.....	F 6.49	.....	.....	.....	.....	.....
31.0		DOE GULLY. 1.8		.....	.....	.....	.....	.....	F 6.55	.....	.....	.....	.....	.....
32.8	DN	ORLEANS ROAD. 3.1		1.12	3.35	5.35	5.50	6.03	F 6.58	8.56	2.00	.....	.....	.....
35.9		LINEBURG. 2.1		.....	.....	.....	.....	.....	F 7.03	.....	.....	.....	.....	.....
38.0		WOODMONT. 1.1		.....	.....	.....	.....	.....	F 7.13	.....	.....	.....	.....	.....
39.1		GREAT CACAPON. 4.1		.....	.....	.....	.....	.....	F 7.16	.....	.....	.....	.....	.....
43.2		SIR JOHN'S RUN. 2.5		.....	.....	.....	.....	.....	F 7.19	.....	.....	.....	.....	.....
45.7		ROUND TOP. 3.1		.....	.....	.....	.....	.....	F 7.26	.....	.....	.....	.....	.....
48.8	DN	HANCOCK. 8.6		1.31	3.54	5.55	6.08	6.22	F 7.29	9.15	2.19	.....	.....	.....
57.4	DN	MILLER. 0.8		1.40	4.04	6.05	6.17	6.31	F 7.37	9.24	2.23	.....	.....	.....
58.2		CHERRY RUN. 6.1		.....	.....	.....	.....	.....	F 7.29	.....	.....	.....	.....	.....
64.3		NORTH MOUNTAIN. 2.3		.....	.....	.....	.....	.....	F 7.52	.....	.....	.....	.....	.....
66.6	DN	WEST CUMBO. 3.0		1.51	4.16	6.18	6.29	6.42	S 8.02	9.35	2.40	.....	.....	.....
69.6		FAWVER. 2.3		.....	.....	.....	.....	.....	S 8.07	.....	.....	.....	.....	.....
71.9	DN	MARTINSBURG. 4.6		\$ 2.01	\$ 4.28	\$ 6.30	\$ 6.40	G 6.51	S 8.20	\$ 9.45	\$ 2.51	.....	.....	.....
76.5		VANCLEVESVILLE. 3.0		.....	.....	.....	.....	.....	S 9.45	.....	.....	.....	.....	.....
79.5		KEARNEYSVILLE. 1.6		.....	.....	.....	.....	.....	F 8.27	.....	.....	.....	.....	.....
81.1	DN	HOBBS. 1.8	168	2.14	4.42	6.44	6.52	7.04	F 8.32	9.58	3.05	.....	.....	.....
82.9		SHENANDOAH JCT. 0.9		.....	\$ 4.47	.....	.....	.....	.....	.....	.....	.....	.....	.....
83.8		DUFFIELDS. 3.2		.....	.....	.....	.....	.....	S 8.43	.....	\$ 3.08	.....	.....	.....
87.0		ENGLE. 3.2		.....	.....	.....	.....	.....	F 8.45	.....	.....	.....	.....	.....
90.2	DN	HARPER'S FERRY. 1.0		2.25	\$ 5.00	6.57	F 7.05	7.15	S 8.51	V10.10	\$ 3.22	.....	.....	.....
91.2		SANDY HOOK. 1.8		.....	.....	.....	.....	.....	S 8.59	.....	.....	.....	.....	.....
93.0	DN	WEVERTON. 1.8		2.29	5.05	7.02	7.10	7.19	K 9.01	10.16	3.27	.....	.....	.....
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.			
		Time over Division.....		1.58	2.12	1.59	2.01	1.57	3.15	2.02	2.08			
		Average speed per hour.....		47.2	42.2	43.0	46.1	47.6	28.6	45.7	43.6			

Passenger trains will not exceed a speed of 60 miles per hour.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Cumberland.	Train Order Stations.	East End Cumberland Division. TIME-TABLE No. 36. September 25, 1938.	Passing Sidings Capacity in Cars.	FIRST CLASS.																	
				54	16	32	12	118													
				DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY Ex. Sunday													
				P. M.	P. M.	P. M.	P. M.	P. M.													
2.4	DN	CUMBERLAND. 2.4		.....	\$ 5.55	\$ 7.10	\$ 8.20	\$10.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	DN	EVITT'S CREEK. 3.3		.....	6.00	7.15	8.25	10.55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.7		NORTH BRANCH. 1.8		.....					.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7.5	DN	PATTERSON CREEK. 6.6		.....	6.07	7.22	8.32	11.02	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14.1		GREEN SPRING. 2.6		.....	\$ 6.15				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.7		FRENCH. 2.8		.....					.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19.5	DN	OKONOKO. 1.4		.....	6.22	7.37	8.47	11.16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20.9		LITTLE CACAPON. 2.9		.....					.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.8		PAW PAW. MAGNOLIA.		.....	F 6.27				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		GREEN RIDGE. 4.5		.....					.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.3		HANSROTE. 2.7		.....					.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31.0		DOE GULLY. 1.8		.....					.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
32.8	DN	ORLEANS ROAD. 3.1		.....	6.39	7.53	9.03	11.33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.9		LINEBURG. 2.1		.....					.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
38.0		WOODMONT. 1.1		.....					.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39.1		GREAT CACAPON. 4.1		.....					.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
43.2		SIR JOHN'S RUN. 2.5		.....					.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45.7		ROUND TOP. 3.1		.....					.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
48.8	DN	HANCOCK. 8.6		.....	\$ 7.00	8.11	9.23	11.52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
57.4	DN	MILLER. 0.8		.....	7.11	8.21	9.33	12.02	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.2		CHERRY RUN. 6.1		.....					.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
64.3		NORTH MOUNTAIN. 2.3		.....					.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
66.6	DN	WEST CUMBO. 3.0		.....	7.22	8.32	9.45	12.14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
69.6		FAWVER. 2.3		.....					.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
71.9	DN	MARTINSBURG. 4.6		.....	\$ 7.31	\$ 8.43	\$ 9.56	12.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
76.5		VANCLEVESVILLE. 3.0		.....					.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
79.5		KEARNEYSVILLE. 1.6		.....	C 7.42				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
81.1	DN	HOBBS. 1.8	168	.....	7.47	8.59	10.09	12.39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
82.9		SHENANDOAH JCT. 0.9		.....		\$ 9.04			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
83.8		DUFFIELDS. 3.2		.....					.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
87.0		ENGLE. 3.2		.....					.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
90.2	DN	HARPER'S FERRY. 1.0		.....	\$ 7.37	\$ 8.04	9.17	\$10.25	12.51	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
91.2		SANDY HOOK. 1.8		.....	F 7.39				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
93.0	DN	WEVERTON.		.....	F 7.42	8.09	9.23	10.30	12.55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					P. M.	P. M.	P. M.	P. M.	A. M.												
		Time over Division.....			.05	2.14	2.13	2.10	2.05												
		Average speed per hour.....			33.6	41.6	41.9	42.9	44.6												

Passenger trains will not exceed a speed of 60 miles per hour.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from Cumberland.	Train Order Stations.	West End Cumberland Division. TIME-TABLE No. 36. September 25, 1938.	Passing Sidings. Capacity in Cars.	FIRST CLASS.					SECOND CLASS.					
				23	29	11	1	3	97	97	97			
				DAILY	DAILY	DAILY	DAILY	DAILY	Col. DAILY	St. L. DAILY	Cin. DAILY			
				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
0.6	DN	CUMBERLAND. 0.6		\$ 2.40	\$ 8.00	\$12.33								
6.9	DN	VIADUCT JCT. 6.3		2.42	8.03	12.35					5.55	6.10	6.30	
9.2	PN	BRADY. 2.3												
13.2		MCKENZIE. 4.0		2.53	8.15	12.46	9.27	11.37						
18.8		RAWLINGS. 5.6	118		F 8.23									
23.3	PDPN	DAWSON. 4.5												
24.8		KEYSER. 1.5		\$ 3.13	\$ 8.39	\$ 1.05	\$ 9.45	\$11.54						
28.3	DN	WEST KEYSER TOWER. 3.5												
29.5		PIEDMONT. 1.2	85	\$ 3.28	\$ 8.52	\$ 1.16	9.56	12.05						
30.3		W. VA. C. JCT. 0.8												
32.8		BLOOMINGTON. 2.5			F 8.55									
34.3	DN	BIG CURVE. 1.5												
36.1		BOND. 1.8		3.46	F 9.12	1.33	10.10	12.20						
39.0	DN	FRANKVILLE. 2.9			F 9.17									
41.3		STRECKER. 2.3		4.00	F 9.29	1.47	10.22	12.34						
45.1	DN	SWANTON. 3.8			F 9.35									
47.9		ALTAMONT. 2.8		4.16	F 9.46	2.03	10.36	12.50						
51.3	DN	DEER PARK. 3.4			F 9.52									
53.9		M'T'N LAKE PARK. 2.6	110	F 4.26	\$10.05	F 2.12	10.44	12.59						
58.1		OAKLAND. 4.2		\$ 4.35	\$10.15	\$ 2.19	10.47	1.02						
59.3		EDGEWOOD. 1.2												
59.9		HUTTON. 0.6			\$10.25									
62.7		CORINTH. 2.8												
63.7	DN	RINARD TOWER. 1.0	92											
69.0		TERRA ALTA. 5.3		\$ 4.55	\$10.41	\$ 2.38	11.02	1.17						
72.3		RODEMER. 3.3		5.05	F10.52	2.48	11.12	1.27						
74.2		AMBLERSBURG. 1.9			F10.58									
75.4	DN	McMILLAN. 1.2	120											
76.1		M. & K. JCT. 0.7		F 5.17	11.07	F 2.59	11.23	1.38						
80.6	DN	ROWLESBURG. 4.5			\$11.11									
82.0		BLASER. 1.4	130	5.31	F11.23	3.13	11.37	1.53						
83.7	DN	TUNNELTON. 1.7		5.33	\$11.27	\$ 3.15	11.39	1.55						
85.2		WEST END. 1.5		5.37	F11.31	3.19	11.42	1.58						
88.9		AUSTEN. 3.7			F11.34									
90.1		NEWBURG. 1.2	82	F 5.47	\$11.46	F 3.29	11.52	2.03						
91.5	DN	INDEPENDENCE. 1.4			\$11.49									
96.1		HARDMAN. 4.6		5.53	F11.52	3.34	11.56	2.12						
99.2	DN	THORNTON. 3.1			\$12.02									
101.4	DN	EAST GRAFTON. 2.2		6.05	12.08	3.48	12.06	2.22			10.35	10.50	11.10	
		GRAFTON. 1.5		A 6.10	A12.13	A 3.53	A12.11	A 2.27						
					A. M.	P. M.	P. M.	A. M.	A. M.		P. M.	P. M.	P. M.	
		Time over Division.....		3.30	4.13	3.20	2.44	2.50			4.40	4.40	4.40	
		Average speed per hour.....		28.9	24.0	30.9	33.7	32.5			21.1	21.1	21.1	

Passenger trains will not exceed a speed of 50 miles per hour between Cumberland and Piedmont and 45 miles per hour between Piedmont and 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 Cumberland Division. TIME-TABLE No. 36. September 25, 1938.	Passing Sidings. Capacity in Cars.	FIRST CLASS.					SECOND CLASS.						
				2	4	30	12	24	94	94	88	196	96		
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
				A. M.	A. M.	A. M.	P. M.	P. M.		DAILY Spr'feld	DAILY S. Louis	DAILY	DAILY	DAILY	
							A. M.	A. M.	A. M.	A. M.	P. M.				
2.2	DN	GRAFTON.		\$ 1.50	\$ 5.21	\$ 8.45	\$ 4.54	\$ 8.40							
	DN	2.2 EAST GRAFTON.		1.55	5.26	8.50	4.59	8.45			1.15	1.50	5.25	10.30	2.35
5.3		3.1 THORNTON.				F 8.56									
9.9	DN	4.6 HARDMAN.		2.08	5.36	F 9.04	5.09	8.55							
11.3		1.4 INDEPENDENCE.				F 9.07									
12.5		1.2 NEWBURG.		2.13	5.39	S 9.10	S 5.14	F 9.00							
16.2		3.7 AUSTEN.				F 9.19									
17.7	DN	1.5 WEST END.		2.29	5.50	F 9.24	5.28	9.14							
		1.7													
19.4		TUNNELTON.		2.32	5.53	S 9.29	S 5.33	F 9.17							
20.8	DN	1.4 BLASER.		2.34	5.55	F 9.32	5.37	9.22							
25.3		4.5 ROWLESBURG.				S 9.41									
26.0	DN	0.7 M. & K. JCT.		2.44	6.05	S 9.45	S 5.48	S 9.32							
27.2		1.2 McMILLAN.													
29.1		1.9 AMBLERSBURG.				F 9.56									
32.4		3.3 RODEMER.		2.58	6.18	F 10.06	6.02	9.46							
37.7	DN	5.3 TERRA ALTA.		3.15	6.31	S 10.24	S 6.20	S 10.03							
		1.0													
38.7		RINARD TOWER.													
41.5		2.8 CORINTH.				F 10.30									
42.1		0.6 HUTTON.				F 10.32									
43.3		1.2 EDGEWOOD.													
47.5		4.2 OAKLAND.		3.29	6.45	S 10.44	S 6.36	S 10.19							
50.1	DN	2.6 M'T'N LAKE PARK.		3.33	6.49	S 10.50	F 6.41	F 10.24							
53.5		3.4 DEER PARK.				F 10.58									
		2.8													
56.3	DN	ALTAMONT.	114	3.43	6.58	F 11.06	6.53	10.36							
60.1		3.8 SWANTON.				F 11.14									
62.4	DN	2.3 STRECKER.		3.56	7.09	F 11.20	7.05	10.48							
65.3		2.9 FRANKVILLE.				F 11.24									
67.1	DN	1.8 BOND.		4.05	7.18	F 11.30	7.15	10.57							
68.6		1.5 BIG CURVE.													
71.1		2.5 BLOOMINGTON.				F 11.36									
71.9		0.8 W. VA. C. JCT.													
		1.2													
73.1	DN	PIEDMONT.		4.18	7.30	S 11.42	S 7.28	S 11.10							
76.6		3.5 WEST KEYSER TOWER.													
78.1	PDPN	1.5 KEYSER.		\$ 4.28	\$ 7.38	S 11.52	S 7.37	S 11.20							
82.6		4.5 DAWSON.		4.33		F 11.59									
88.2		5.6 RAWLINGS.	111			F 12.07									
92.2	PN	4.0 McKENZIE.		4.53	7.55	12.13	7.54	11.39							
94.5		2.3 BRADY.													
100.8	DN	6.3 VIADUCT JCT.			8.07	12.29	8.10	11.55		6.25	7.20	10.30	4.30	8.00	
101.4	DN	0.6 CUMBERLAND.			A 8.09	A 12.33	A 8.14	A 11.58							
				A. M.	A. M.	P. M.	P. M.	P. M.		A. M.	A. M.	A. M.	P. M.	P. M.	
		Time over Division		3.03	2.48	3.48	3.20	3.18		5.10	5.30	5.05	6.00	5.25	
		Average speed per hour		29.7	36.2	26.2	30.4	30.7		19.1	18.1	19.8	16.8	18.3	

Passenger trains will not exceed a speed of 45 miles per hour between Grafton and Piedmont and 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 Green Spring.	Train Order Stations.	South Branch—Sub-Division.		Length of Sidings in Cars.	FIRST CLASS.				
67							64							
DAILY Ex. Sun. and Holid's A. M.							DAILY Ex. Sun. and Holid's P. M.							
				S 7.05		D	GREEN SPRING.			A 4.55				
				F 7.10	1.3			1.3 MILLEN.	1	F 4.50				
				F 7.16	3.3			2.0 DONALDSON.	3	F 4.45				
				F 7.31	7.5			4.2 SPRINGFIELD.	5	S 4.32				
				F 7.36	9.3			1.8 GRACE.	10	F 4.22				
				F 7.38	10.0			0.7 RITTER.		F 4.20				
				F 7.41	10.9			0.9 RIDGEDALE.	4	F 4.17				
				F 7.50	12.5			1.6 ROCKS.	3	F 4.11				
				F 7.53	13.3			0.8 VANCE.	1	F 4.08				
				F 7.58	15.2			1.9 WAPOCOMO.		F 4.03				
				7.59	15.4			0.2 ROMNEY JOT.	38	4.02				
				8.25				2.1 WEST ROMNEY.	28	3.34				
				F 8.40	17.5			3.2 HAMPSHIRE CLUB.		F 3.19				
				F 8.50	20.7			1.8 JOHNSON.	3	F 3.03				
				F 8.55	22.5			1.3 PANCAKE.	2	F 2.59				
				F 8.59	23.8			2.5 GLEBE.	19	F 2.50				
				F 9.08	26.3			1.2 CAMP WICKHAM.		F 2.46				
				F 9.11	27.5			0.9 TROUGH CLUB.		F 2.43				
				F 9.13	28.4			4.1 SYCAMORE.		F 2.30				
				F 9.27	32.5			1.0 McNEILL.	15	F 2.27				
				F 9.31	33.5			1.9 MAPLETON.		F 2.23				
				F 9.37	35.4			1.5 CUNNINGHAM.	18	F 2.19				
				F 9.42	36.9			1.0 MEADOW.		F 2.15				
				F 9.45	37.9			1.5 MOOREFIELD.	27	S 2.10				
				S10.00	39.4			2.1 TAYLOR.		F 1.33				
				F10.30	41.5			2.0 BROOK HILL.		F 1.27				
				F10.37	43.5			1.6 SPRING BROOK.		F 1.23				
				F10.42	45.1			1.7 DURGON.	5	F 1.19				
				F10.46	46.8			1.9 WELTON.	2	F 1.14				
				F10.51	48.7			3.1 PETERSBURG.	48	S 1.05				
				A11.05	51.8									
				A. M.						P. M.				
				4.00				Time over Sub-Division.....		8.50				
				12.9				Average speed per hour.....		13.6				

WESTWARD.

EASTWARD.

FIRST CLASS.					Distance from Romney Junction.	Train Order Stations.	Romney and Romney Junction Sub-Division.		Length of Sidings in Cars.	FIRST CLASS.				
369 367							368 364							
DAILY Ex. Sun. and Holid's P. M.							DAILY Ex. Sun. and Holid's P. M.							
				3.36		D	ROMNEY JUNCTION.			8.13	3.57			
				A 3.39	0.7		0.7 ROMNEY.		75	S 8.10	S 3.54			
				P. M.						A. M.	P. M.			
				.03				Time over Sub-Division.....		.03	.03			
				14.0				Average speed per hour.....		14.0	14.0			

No. 67 is superior to No. 64, Romney Junction to Petersburg.
 No. 369 is superior to No. 364, No. 367 is superior to No. 368, Romney Junction to Romney.
 Trains will not exceed a speed of 25 miles per hour between Green Spring and Petersburg.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from Hancock.	Train Order Stations.	B. S. & P.—Sub-Division.									
		TIME-TABLE No. 36.									
		September 25, 1938.									
	DN	HANCOCK.									
		4.0									
		FACTORY.									
		2.0									
6.0	D	BERKELEY SPRINGS.									
		Time over Division.....									
		Average speed per hour.....									

EASTWARD.

Distance from Berkeley Springs.	Train Order Stations.	B. S. & P.—Sub-Division.									
		TIME-TABLE No. 36.									
		September 25, 1938.									
		THIRD CLASS.									
		74									
		DAILY									
		Ex.									
		Sunday									
		A. M.									
	D	BERKELEY SPRINGS.									
		2.0									
		FACTORY.									
		4.0									
6.0	DN	HANCOCK.									
		6.15									
		6.21									
		6.37									
		A. M.									
		Time over Division.....									
		Average speed per hour.....									
		.22									
		16.3									

Trains will not exceed a speed of 18 miles per hour.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

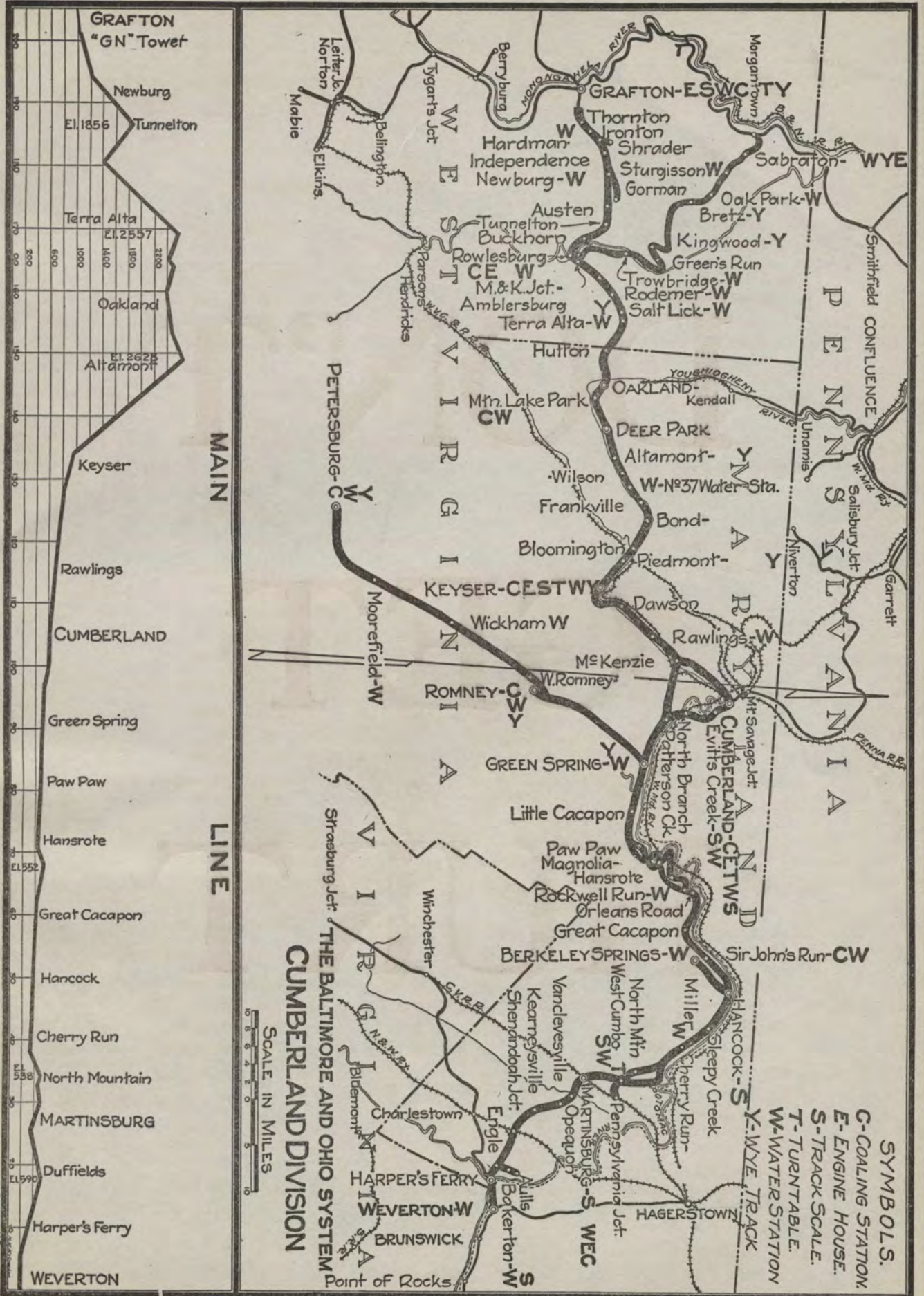
WESTWARD.

EASTWARD.

Distance from M. & K. Junction.	Train Order Stations.	M. & K. Sub-Division.	Length of Sidings in Cars.		
		TIME-TABLE No. 36.			
		September 25, 1938.			
	DN	M. & K. JUNCTION.	Yard	.....	.....
0.5		0.5 ROWLESBURG.	19	.....	.....
2.2	D	1.7 MANHEIM.	44	.....	.....
8.2		6.0 TROWBRIDGE.	14	.....	.....
		1.4			
9.6		MORGANS RUN.		.....	.....
		2.0			
11.6		CADDELL.	63	.....	.....
		2.4			
14.0	D	ALBRIGHT.	11	.....	.....
		4.2			
18.2		KINGWOOD PASS. SDG.	12	.....	.....
		0.2			
18.4	D	KINGWOOD.	9	.....	.....
		2.8			
21.2		PLEASANTDALE.	11	.....	.....
		1.3			
22.5		SUTHERLAND.		.....	.....
		2.4			
24.9		MANOWN.	31	.....	.....
		1.8			
26.7		KANES CREEK.		.....	.....
		3.4			
30.1		REEDSVILLE	15	.....	.....
		0.8			
30.9		GUSEMAN.		.....	.....
		0.6			
31.5		BURK.	60	.....	.....
		1.2			
32.7		BRETZ.	35	.....	.....
		0.9			
33.6		OAK PARK.	19	.....	.....
		0.8			
34.4	D	MASONTOWN.	15	.....	.....
		1.0			
35.4		CASCADE.	57	.....	.....
		2.1			
37.5		GREER.	51	.....	.....
		1.5			
39.0	D	STURGISSON.	7	.....	.....
		3.1			
42.1		DELLSLOW.	4	.....	.....
		1.2			
43.3		RICHARD.		.....	.....
		0.7			
44.0		ROCK FORGE.		.....	.....
		1.8			
45.8	D	SABRATON.	Yard	.....	.....
		1.0			
46.8		VALLEY CROSSING.	30	.....	.....
		1.1			
47.9	DN	MORGANTOWN.		.....	.....
		Time over Sub-Division.....			
		Average speed per hour.....			

Distance from Morgantown.	Train Order Stations.	M. & K. Sub-Division.	Length of Sidings in Cars.		
		TIME-TABLE No. 36.			
		September 25, 1938.			
	DN	MORGANTOWN.		.....	.....
		1.1			
1.1		VALLEY CROSSING.	30	.....	.....
		1.0			
2.1	D	SABRATON.	Yard	.....	.....
		1.8			
3.9		ROCK FORGE.		.....	.....
		0.7			
4.6		RICHARD.		.....	.....
5.8		DELLSLOW.	4	.....	.....
		3.1			
8.9	D	STURGISSON.	7	.....	.....
		1.5			
10.4		GREER.	51	.....	.....
		2.1			
12.5		CASCADE.	57	.....	.....
		1.0			
13.5	D	MASONTOWN.	15	.....	.....
14.3		OAK PARK.	19	.....	.....
		0.8			
15.2		BRETZ.	35	.....	.....
		1.2			
16.4		BURK.	60	.....	.....
		0.6			
17.0		GUSEMAN.		.....	.....
		0.8			
17.8		REEDSVILLE.	15	.....	.....
21.2		KANES CREEK.		.....	.....
		1.8			
23.0		MANOWN.	31	.....	.....
		2.4			
25.4		SUTHERLAND.		.....	.....
		1.3			
26.7		PLEASANTDALE.	11	.....	.....
		2.8			
29.5	D	KINGWOOD.	9	.....	.....
29.7		KINGWOOD PASS. SDG.	12	.....	.....
		4.2			
33.9	D	ALBRIGHT.	11	.....	.....
		2.4			
36.3		CADDELL.	63	.....	.....
		2.0			
38.3		MORGANS RUN.		.....	.....
39.7		TROWBRIDGE.	14	.....	.....
		6.0			
45.7	D	MANHEIM.	44	.....	.....
		1.7			
47.4		ROWLESBURG.	19	.....	.....
		0.5			
47.9	DN	M. & K. JUNCTION.	Yard	.....	.....
		Time over Sub-Division.....			
		Average speed per hour.....			

Passenger trains will not exceed a speed of 35 miles per hour.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.



GRAFTON
"GN" Tower

Newburg

El. 1856 Tunnelton

Terra Alta

El. 2557

Oakland

Altamont

Keyser

Rawlings

CUMBERLAND

Green Spring

Paw Paw

Hansrote

El. 552

Great Cacapon

Hancock

Cherry Run

El. 538

MARTINSBURG

Duffields

El. 590

Harper's Ferry

WEVERTON

MAIN

LINE

THE BALTIMORE AND OHIO SYSTEM
CUMBERLAND DIVISION

SCALE IN MILES

16336
34 G-4.

SYMBOLS.

C-COALING STATION.

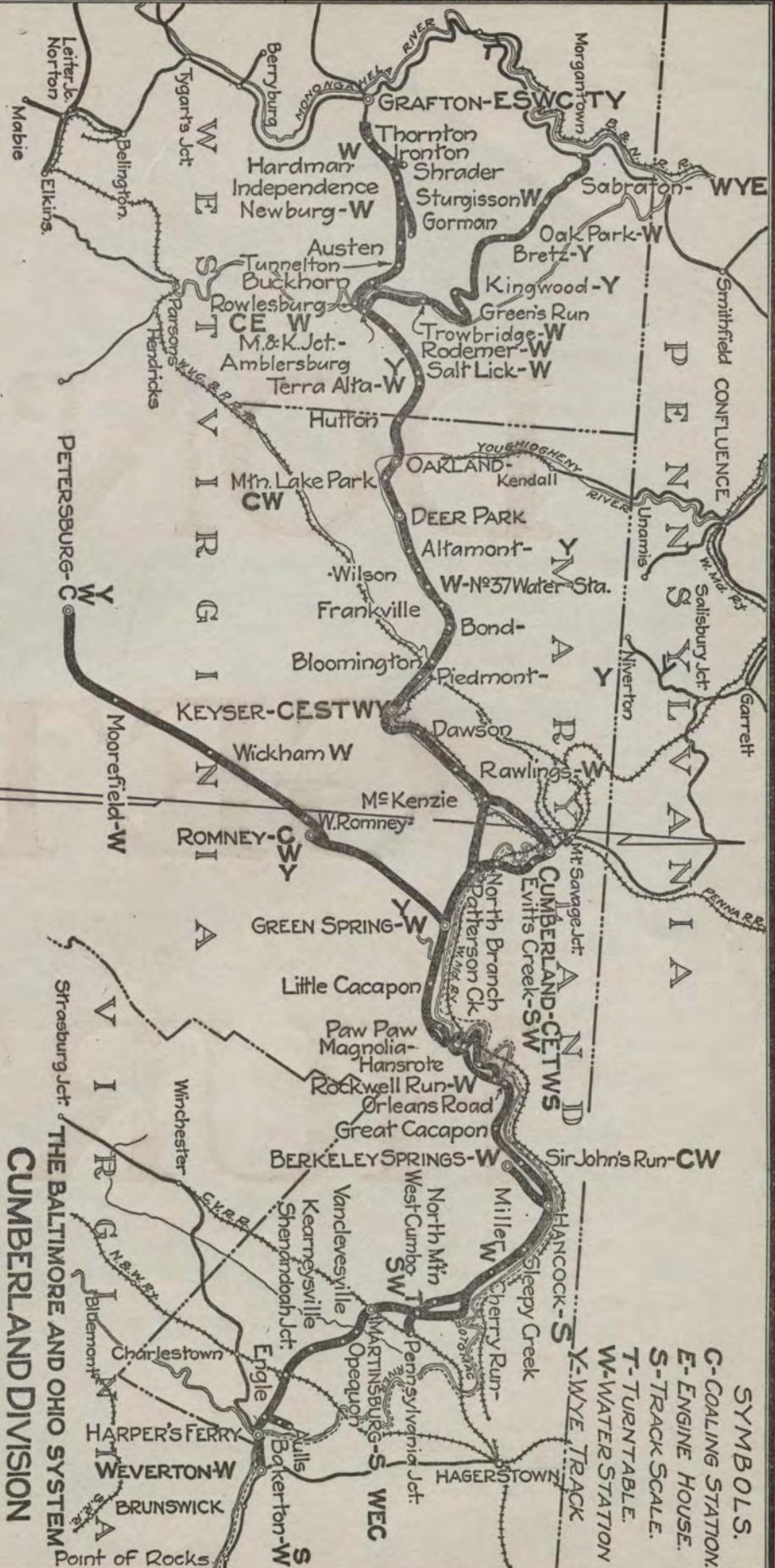
E-ENGINE HOUSE.

S-TRACK SCALE.

T-TURNTABLE.

W-WATER STATION

Y-WYE TRACK



PENNSYLVANIA

SMITHFIELD CONFLUENCE

UNION RIVER

YOUSHOGHENY RIVER

W. MAR. Jct.

PENNA. R.R.

MT. SAVAGE Jct.

EVITT'S CREEK-SW

CHERRY CREEK

JOHNS RIVER

W. MAR. Jct.

Garrett

Salisbury Jct.

Uranias

Niverton

Dawson

Rawlings-W

Wickham W

M-Kenzie

W. Romney

Romney-C

Green Spring-W

Little Cacapon

Paw Paw

Magnolia

Hansrote

Rockwell Run-W

Orleans Road

Great Cacapon

Berkeley Springs-W

Sir John's Run-CW

North Mtn

West Cumber-SW

Miller

Sleepy Creek

Cherry Run

Hagerstown

Martinsburg-S

Wec

Opequon

Engle

Aulis

Borkerton-W

Brunswick

Weverton-W

Point of Rocks

Harpers Ferry

Martinsburg

Duffields

North Mountain

Cherry Run

Hancock

Great Cacapon

Hansrote

Paw Paw

Green Spring

Cumberland

Rawlings

Keyser

Altamont

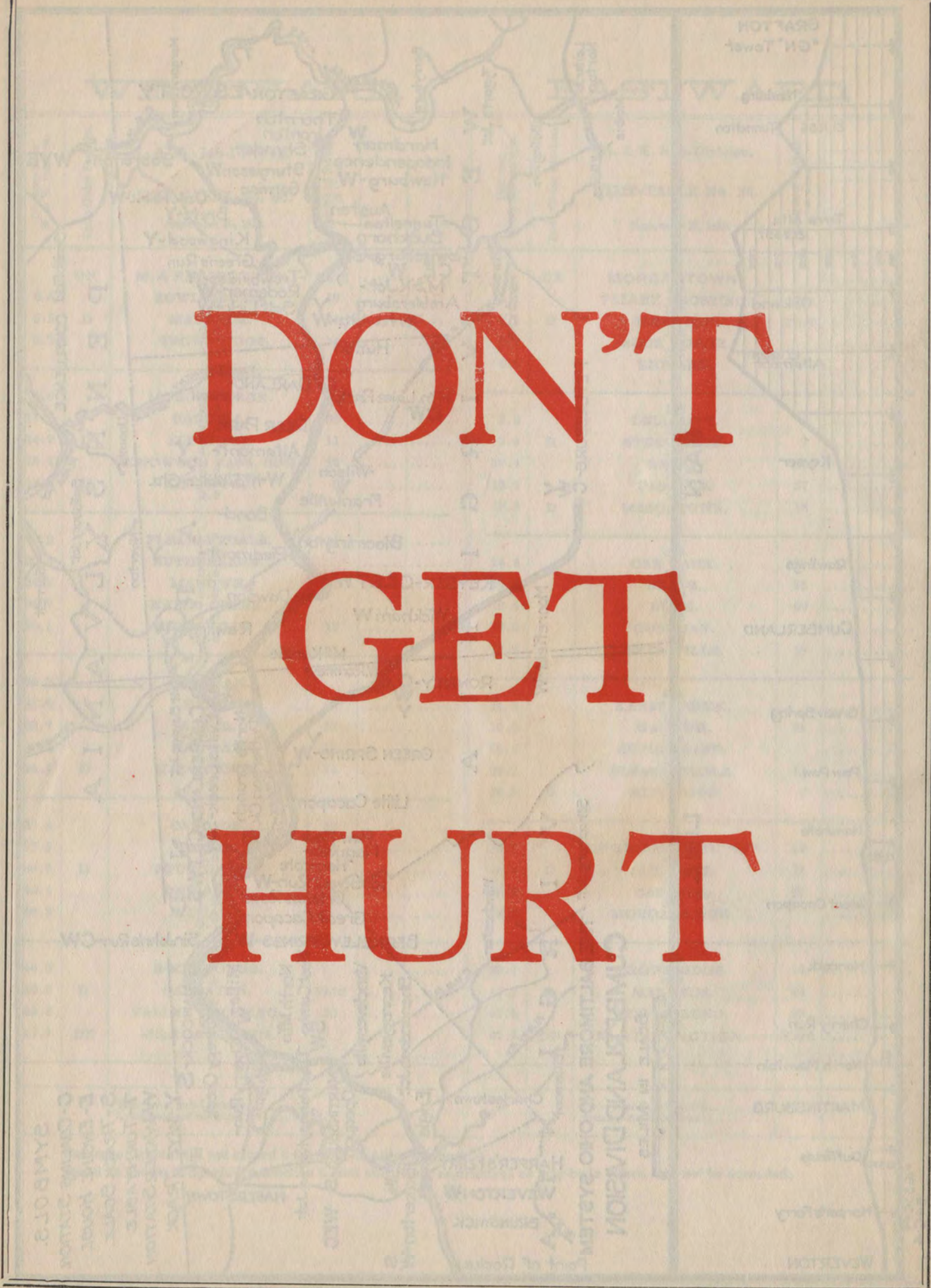
Oakland

Terra Alta

Tunnelton

Newburg

Grafton



DON'T GET HURT

SYMBOLS

- A. State Capitol
- B. State Government
- C. State Court
- D. State Prison
- E. State Hospital
- F. State University
- G. State Normal School
- H. State Normal School
- I. State Normal School
- J. State Normal School
- K. State Normal School
- L. State Normal School
- M. State Normal School
- N. State Normal School
- O. State Normal School
- P. State Normal School
- Q. State Normal School
- R. State Normal School
- S. State Normal School
- T. State Normal School
- U. State Normal School
- V. State Normal School
- W. State Normal School
- X. State Normal School
- Y. State Normal School
- Z. State Normal School

WEST VIRGINIA
MICHIGAN VIDEO SYSTEM