

J.P. Campbell

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# THE BALTIMORE & OHIO RAILROAD COMPANY

## EASTERN LINES

**"SAFETY ABOVE EVERYTHING"**



### CUMBERLAND DIVISION

# TIME-TABLE No. 29

EFFECTIVE 12.01 A. M., EASTERN STANDARD TIME

**SUNDAY, APRIL 28, 1935**

**H. R. LAUGHLIN,**  
*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*

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All Officers and Employees:

No matter how hard we try, we cannot make the Baltimore and Ohio Railroad the greatest railroad in the world, or the straightest or the richest railroad, but we can, if we will only try hard enough, create for it the reputation of being the best railroad in the world in point of service. That we can do. I cannot do it alone, you cannot do it alone, but all of us working together can do it, and I earnestly desire your cooperation in this way.

*Samuel William*

*President*

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# 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.
Keedysville, Md.....	DR. ROBERT McDOWELL.
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.
Martinsburg, W. Va.....	DR. GEO. O. MARTIN. DR. CLAUDE A. THOMAS. DR. NEVINS B. HENDRIK. DR. G. P. MORISON, Oculist.
Berkeley Springs, W. Va.	DR. E. D. WEEMS.
Great Cacapon, W. Va...	DR. EDGAR H. WILLARD. DR. THOMAS W. KOON. DR. WILLIAM A. GRACIE. DR. EARL E. BROADRUP. DR. F. H. CHARLES.
Cumberland, Md.....	DR. L. H. CORSON. DR. C. C. ZIMMERMAN. DR. CLAY E. DURRETT. DR. H. T. ROBINSON, Oculist. DR. GEORGE O. SHERRETT, Oculist.
Romney, W. Va.....	DR. J. W. SHULL. 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. M. H. MAXWELL. DR. E. A. COURRIER.
Piedmont, W. Va.....	DR. JAMES H. WOLVERTON.
Oakland, Md.....	DR. N. I. BROADWATER. DR. H. W. MCCOMAS. DR. H. N. MOSER.
Terra Alta, W. Va.....	DR. W. F. DAILEY. DR. M. H. PROUDFOOT.
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. A. R. WARDEN. DR. PAUL P. WARDEN.
Grafton, W. Va.....	DR. E. E. WATSON.
Albright, W. Va.....	DR. R. D. HARMAN. DR. B. S. RANKIN.
Kingwood, W. Va.....	DR. W. H. POST. DR. C. H. MAXWELL. DR. G. R. MAXWELL.
Masontown, W. Va.....	DR. E. F. HEISKELL.
Morgantown, W. Va.....	DR. FRANKLIN T. SCANLON, Oculist.

#### HOSPITALS.

Brunswick, Md.....	Emergency Room.
Cumberland, Md.....	Allegany 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, directions for the use of which are pasted on the inside cover, 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.....	
Romney Branch.....	Dr. B. H. Guistwhite, Cumberland, Md.
Cumberland to Terra Alta.....	
Terra Alta to Grafton, both inclusive..	Dr. Ira A. Stine, Grafton, W. Va.
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.
- 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.
3. 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.
4. 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.
5. 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.
6. 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.
7. 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.
8. Employees will be expected, whenever able, to visit the Company's Surgeon's office for treatment.
9. 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, Weverton Tower, Harper's Ferry Tower, Martinsburg Telegraph Office and Caller's Office. West Cumbo Tower, Miller Tower, Hancock Tower, Berkeley Springs, Green Spring Station, 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.
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.
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.	*Mt. Lake Park Rest House.
Brunswick, Caller's Office.	*M. & K. Jet., Round House Office.
Westbound Yard Office.	Grafton—
Martinsburg, Yard Master's Office.	Depot Telegraph Office (passenger
Cumbo, Caller's Office and Westbound	conductors).
Yard Office.	Caller's Office (passenger enginemen,
Cumberland—	freight conductors and enginemen),
Depot Telegraph Office (passenger	General Yardmaster's Office, East
and freight).	Yard.
Caller's Office (passenger enginemen	
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.	

### 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, 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 Brunswick and Cumberland except as noted below .....	60	40	30
Passenger trains with helper 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		
Maximum speed for box car and empty trains ..		35	35
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
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		
Curve, west end Harper's Ferry Bridge ..	45	30	25
Curves Little Tunnel Cut and Island Park,			
West Harper's Ferry.....	45		
Curves just west of Engle .....	50		
Shenandoah Jct. (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 .....	50		
Trains passing Martinsburg Station .....	20	20	20
Around curves between Dry Run, west of			
Martinsburg, and Bull Eye 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.....	45	35	30
Curve over Back Creek Bridge.....	45	35	30
Between westward and eastward home			
signal bridge Miller (No. 1 Track) .....	50	40	30
Between Millers and Hancock .....			
(No. 3 track) .....	45	30	30
Round Top Curve.....	45	35	30

## 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.
Between Sir Johns Run and East end Round Top Curve (No. 4 track) .....	45	30	30
Ambrose Curve, east of Sir Johns Run ...	50		
Between Sir Johns Run and West end Upper Turkey Foot Curve (No. 3 track).....	45	30	30
Turkey Foot Curve.....	45	35	30
Curve through Murray's Cut, west of Doe Gully.....	45	35	30
Curve at Steers Run, west of Magnolia...	45	35	30
Keelers Curve.....	40	35	30
Curve west end of Concrete Wall, east of Paw Paw (Old Line).....	50		
Paw Paw Tunnel Cut.....	35	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.....	40	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.....	40	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
Martinsburg to Shenandoah Jet. (No. 4 track) ..	25	25	25
Miller to West Cumbo (No. 4 track).....	25	25	25
Hancock to Sir Johns Run (No. 3 track)...	35	35	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
Patterson Creek.....	25	25	20
Hobbs, West Cumbo, Miller, Sleepy Creek, 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 4, 5, 14, 14-A, 20 and 552 ..	15	15	15
Curve through cut east of Grace.....	20	20	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 ..	20	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.....	20	15	15
On curves between Welton and Mill Creek Bridge.....	20	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. Relief Train, engine forward motion.....	25	30	30
Relief Train, steam crane ahead of engine..		20	20
Relief Train, engine backward motion.....		20	20
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 tipple 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, Rodemer, M. & K. Junction, Blaser, West End, Newburg, Hardman, East Grafton...	30	30	25
Slow Speed Points:			
Mile Posts 186 and 187, just east McKenzie ..	40		
McKenzie between eastward and westward home signals.....	25	25	25
First curve east of Dawson.....	45		
Bull neck curves east of Keyser.....	40		
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
Around curves between west end Oakland station platform and bridge 88.....	40		
88 Bridge to point one mile west.....	35		
Mackins Hollow (Mile Post 235).....	35		
Snowy Creek Curve.....	35	20	20
Around curves between Riggs Crossing and Main Street Terra Alta.....	40		
McVicker's Curve (Mile Post 249-30).....	30		
First curve east Wright Siding.....	30		
Curve Clements Fountain.....	30		

**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.
Reverse movements over Spring Switch westward Outlet Switch, Tunnelton . . .	15	15	15
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 . . . . .	35		
Curve Independence Station . . . . .	35		
Curve Hardman Shop . . . . .	40		
First curve east of Irontown . . . . .	40		
First curve west of Thornton Station . . . . .	35		
96 Curve . . . . .	40		
First curve east of Lesmalinston . . . . .	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 . . . . .	15	12	12
50			
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. Trains handling steam cranes, locomotive cranes, pile drivers, ditchers and similar equipment . . . . .	40		
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 fifteen (15) 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
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 Mollissees 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 Vanlevesville.
- 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 Patter-son Creek . . . . .					12	23		
Blaser to M. & K. Jct. . . . .	10	35	16	15	16	15		
Altamont to Strecker . . . . .	11	35	21	17	23	15	18	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 ¾ mile east Reedsville . . . . .	10	35			18	15		
Cascade to Sabraton . . . . .	19	35			43	15		

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.

Rule 501-AA and Aspects 2 and 7, (Diagram 190-Q) are modified so that trains with 80% or more of their tonnage rating will not be required to stop at signals displaying a stop and proceed indication where circular disk with the letter "P" is attached. It should be understood that the disk with the letter "P" thereon has no significance except in combination with a stop and proceed indication.

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) 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.

During the hours interlocking block offices at Engle, 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.

### 9. FIXED SIGNALS—Concluded.

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.

### 10. SPACING TRAINS.

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

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 slow speed.....	3
Hancock and Sir John's Run..	Eastward high speed.....	4
Orleans Road and Okonoko..	Westward High Line.....	3
	Eastward High Line.....	4
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.....	4
	Westward slow speed.....	3
Strecker and Altamont.....	Eastward slow speed.....	4
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.

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.

**SPECIAL INSTRUCTIONS—Continued.**

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.
Engle Tower . . . . .	Harper's Ferry and Hobbs Tower.
Potomac Crusher . . . . .	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.
Blairton . . . . .	Martinsburg Telegraph Office.
West of Flagg's Crossing . . . . .	Hobbs Tower and Martinsburg Telegraph Office.
Kelly Island Limestone Co. Switch . . .	Martinsburg Telegraph Office.
Switch, Old Dispatcher's 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 and East Cumbo Yard Office.
Caller's Office . . . . .	East Cumbo Yard Office.
Yard B, Cumbo, east end . . . . .	East and West Yard Offices.
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 . . .	West Cumbo and Miller Towers.
Cherry Run Station . . . . .	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.
Spur Siding West—Sleepy Creek . . . . .	Hancock and Miller Towers.
Hancock Station . . . . .	Hancock Tower.
East End Platform—Berkeley Springs . .	Hancock Tower.
Outlet switch, west end of Hancock Yard . . . . .	Hancock Tower.
Coal Tipple Sir John's Run . . . . .	Sir John's Run Tower.
Great Cacapon Station . . . . .	Orleans Road and Sir John's Run Towers.
Lineburg . . . . .	Orleans Road and Sir John's Run Towers.
Rockwell's Run Siding . . . . .	Orleans Road and Okonoko Towers.
East end connection track switch, Hansrote . . . . .	Orleans Road and Okonoko Towers.
Green Ridge . . . . .	Train Dispatcher, Cumberland.
Magnolia:—	
Outlet switch, Westward Siding . . . . .	Okonoko and Orleans Road Towers.
East End, " " " " . . . . .	" " " "
High Line:—	
West end Graham Tunnel . . . . .	Okonoko and Orleans Road Towers.
West end connection track . . . . .	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.

12.

**TELEPHONES—Continued.**

Location.	Connected with
Green Spring—	
Westward signal bridge . . . . .	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.
Romney Station . . . . .	Evitts Creek Tower.
Romney Junction . . . . .	Green Spring Station.
Springfield . . . . .	Romney Station and Green Spring Station.
Big Curve, West Patterson Creek, on Cut-off . . . . .	Romney Station and Green Spring Station.
East and west end Knobley Tunnel . . .	Patterson Creek and McKenzie.
West end platform, freight depot, Cumberland . . . . .	McKenzie and Patterson Creek Towers.
Beall Street, Cumberland . . . . .	Viaduct Junction Tower.
Kelly-Springfield Tire Plant Siding . . .	Viaduct Junction Tower.
Ancelle Station . . . . .	Private Branch Ex., Cumberland.
Bradys . . . . .	Train Dispatcher.
Rawlings:—	
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.



## SPECIAL INSTRUCTIONS—Continued.

### 12. TELEPHONES—Concluded.

Location.	Connected with
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.
Newburg agents siding.....	Hardman Tower.
Newburg 30-car siding.....	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.

### 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.

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. If necessary to cut helper engine off without stopping train, the angle cock will be closed on rear end of the last car or caboose, the uncoupling lever raised and signal given to helper engine to stop helping. When the helper engine drops back far enough to pull the hose apart the brakes on helper engine will act and stop the engine, so that the helper engine will not collide with the train should there be an air hose burst just after cutting off.

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 1½ 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 instructions in Form 1118-D-Revised, and as soon as the helper

### 13. AIR BRAKES, HAND BRAKES, TESTING, ETC.—Concluded.

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.

Unless otherwise instructed, engines on trains 11, 29 and 3, will take coal at Sir Johns Run.

Eastward freight trains consisting of more than 90 cars taking water at Miller, will do so west of tower.

### 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. 4 track between Hancock and Sir Johns Run, No. 3 track between Sir Johns Run and Orleans Road, and 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, and Sir Johns Run and Orleans Road, and Okonoko and Patterson Creek, and westward on No. 4 track between Hancock and Sir Johns Run, 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.

No. three (3) track between Hancock and Sir Johns Run out of service and blocked with cars.

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

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

No. four (4) track between McKenzie and Patterson Creek has been removed from service and No. three (3) track between Patterson Creek and McKenzie used for operation of trains in both directions on signal indication. Manual block rules 301 to

### 16. JOINT OR SPECIAL USE OF TRACKS—Concluded.

377, inclusive, in effect on this track. All trains will be handled by absolute block.

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.

Eastward trains routed via Patterson Creek Cut Off at McKenzie receiving slow route clear home signal (green without marker) will proceed at not exceeding 15 miles per hour until the rear of train has passed over all switches after which it may proceed at normal speed.

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.

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.

Eastward siding Rawlings blocked with cars. 1400 feet of the west end of this track must be kept clear.

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

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.

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

Richard Branch will not be used beyond twenty-car lengths from clearance point.

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. 32 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. 3 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.

### 18. TRAIN ORDER STATIONS—IRREGULAR HOURS.

Hours of train order stations open less than 24 hours:

*Engle.....	8.01 A. M. to 4.01 P. M.
	8.00 A. M. to 12.00 Noon.
*Berkeley Springs.....	1.00 P. M. to 5.00 P. M.
	8.00 A. M. to 12.00 Noon.
*Romney.....	1.00 P. M. to 5.00 P. M.
McKenzie (Daily).....	7.01 P. M. to 11.01 A. M.
Keyser (Daily).....	7.15 A. M. to 3.15 P. M.
	7.20 P. M. to 4.05 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.
*Sturgison.....	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.....	220,000
Bakerton Branch.....	200,000
Frog Hollow Branch.....	200,000
Berkeley Springs & Potomac Sub-Division.....	160,000
South Branch Sub-Division:	
Green Spring and Romney.....	110,000
Romney and Petersburg.....	120,000
Patterson Creek to McKenzie.....	200,000
Main Line—Cumberland and Grafton.....	200,000
Raccoon Valley Branch.....	170,000
Hardman Branch.....	200,000
M. & K. Sub-Division, M. & K. Junction and Morgantown.....	200,000
For operation of engines, see Booklet Form 1594, Special No. 9, January 1, 1935.	

### 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 14-1 is amended as follows:

Sound	Indication
(14-1 — — 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, -----.

### 22. MARKERS.

Westward trains using No. 4 track, Hancock to Sir John's Run, will display markers to the rear of their train as follows: Red to the north side and Green to the south side.

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.

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

### 23. TRAIN ORDERS—Concluded.

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.

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 engineman 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 engineman 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 engineman 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.

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.

## SPECIAL INSTRUCTIONS—Continued.

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

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 an 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 1118-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.

It is permissible to operate Class L-2 engines on the coal tipple at Cumbo, up to and including Bent No. 46, which is marked by white painted board on both sides of track.

Engines or cars must not pass or be shoved over bridge Lindsey Coal Co. siding (Lima Koontz Mine), Corinth, W. Va.

Bridge located on tail of wye, M. & K. Sub-Division at Rowlesburg out of service.

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.

After permission is obtained for a train to pass from a siding to the main track, or cross from one main track to another in automatic block signal territory, train and enginemen will be governed by the following:

At points where switches are hand operated they will be opened three minutes before fouling the main track or starting crossover movements. To expedite the movement the switch should be thrown immediately after the train to be followed has passed the switch.

At points where spring switches are in service and switch foulings protected by automatic block signals (equipped with number boards), conductor or engineman will push a button located at the fouling point of siding immediately after the train to be followed has passed the switch and be governed by the indication shown on leave siding signal, then wait three minutes before fouling the main track.

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

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.

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

## SPECIAL INSTRUCTIONS—Continued.

### 31. INSPECTION OF PASSING TRAINS.

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 engine-men 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 engine-man 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.

Employees operating motor cars must not pass an open telegraph or block station without asking the operator for information as to train movement, 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.

Telegraph operators in furnishing information and instructions to motor car operators, will furnish same in writing, except where it 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 will repeat same to the telegraph operator. Telegraph operator also will keep copy of all information and instructions given with motor car operator's name on file.

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.

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.

### UNCLASSIFIED—Continued.

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 for inspection, when starting will not exceed speed of six (6) miles per hour until after caboose has passed point at which engine was stopped.

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.

Employees 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, employees or others, no information is to be given by employees 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 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 wyes at Piedmont, Altamont and Terra Alta.

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.

## SPECIAL INSTRUCTIONS—Concluded.

### UNCLASSIFIED—Continued.

When such inspection by the enginemen 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). The announcement should be made facing the rear of the train, and sufficiently in advance of arrival at

### UNCLASSIFIED—Concluded.

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 4 will be operated via Patterson Creek Cut-Off. Nos. 31 and 32 will stop on flag at Bardane, Blairton, Sleepy Creek Station and Dans Run.

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

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

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

### 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 The second track.... The third track.....	Westward slow speed track.	3
		Westward high speed track.	1
		Eastward high speed track.	2
Hobbs to Burke St., Martinsburg.....	North or outside track Middle track.....	Westward high speed track.	1
		Eastward high speed track.	2
Martinsburg to West Cumbo.....	South or outside track .....	Eastward slow speed track.	4
		Westward high speed track.	1
West Cumbo Tower to west end of Yard A, West Cumbo.	North or outside track Middle track..... South or outside track	Eastward high speed track.	2
		Eastward high speed track.	2
		Westward high speed track.	1
		Eastward high speed track.	2
Miller to west end of Yard A, West Cumbo.....	South or outside track Low grade line.....	Eastward slow speed track.	4
		Westward high speed track.	1
		Eastward high speed track.	2
		Eastward high speed track.	2
Miller to Hancock...	North or outside track Middle track..... South or outside track	Westward high speed track.	1
		Slow speed in either direction governed by signal indication.....	3
		Eastward high speed track.	2
Hancock to Sir John's Run.....	North or outside track The second track.... The third track.....	Westward high speed track.	1
		Westward slow speed track.	3
		High speed in either direction governed by signal indication.....	4
		Eastward high speed track.	2
Sir John's Run to Orleans Road....	North or outside track Middle track.....	Westward high speed track.	1
		Slow speed in either direction governed by signal indication.....	3
Orleans Road to West End Doe Gully Cut	South or outside track .....	Eastward high speed track.	2
		Westward high speed track.	1
		Eastward high speed track.	2
West End Cut, west Paw Paw to Okonoko.....	The second track.... The third track..... (High Line).	Westward high speed track.	2
		Westward high speed track.	3
		Westward high speed track.	3
Okonoko to Patterson Creek.....	South or outside track (High Line).	Eastward high speed track.	4
		Westward high speed track.	1
		Eastward high speed track.	2
Patterson Creek to North Branch....	The second track.... The third track..... (High Line).	Westward high speed track.	1
		Eastward high speed track.	2
		Westward high speed track.	3
North Branch to Evitts Creek....	Middle track..... South or outside track	Eastward high speed track.	2
		Eastward slow speed track.	4
Evitts Creek to Williams Street...	North or outside track The second track....	Westward high speed track.	1
		Eastward high speed track.	2
Patterson Creek to McKenzie.....	Patterson Creek.... Cut-Off.....	Westward high speed track.	3
		Eastward high speed track.	4
Viaduct Junction to West Keyser Tower	.....	Westward high speed track.	1
		Eastward high speed track.	2

### CLASSIFICATION WHERE THERE ARE TWO OR MORE TRACKS—Concluded.

LIMITS.	LOCATION.	CLASSIFICATION.	Track No.
West Keyser Tower to Piedmont Tower..	North or outside track The second track.... The third track.....	Westward slow speed track.	3
		Westward high speed track.	1
		Eastward high speed track.	2
Piedmont Tower to Kelly's Curve....	South or outside track North or outside track The second track.... South or outside track.	Eastward slow speed track.	4
		Westward slow speed track.	3
		Westward high speed track.	1
Kelly's Curve to Big Curve.....	.....	Eastward high speed track.	2
		Westward high speed track.	1
Big Curve to Bond..	North or outside track Middle track..... South or outside track	Eastward high speed track.	1
		For operation in both directions under signal indication.....	.....
		Eastward high speed track.	2
Bond to Strecker....	.....	Westward high speed track.	1
		Eastward high speed track.	2
Strecker to Wilson..	North or outside track Middle track..... South or outside track	Westward slow speed track.	3
		Westward high speed track.	1
		Eastward high speed track.	2
Wilson to Altamont.	North or outside track The second track.... The third track.... South or outside track	Westward slow speed track.	3
		Westward high speed track.	1
		Eastward high speed track.	2
Altamont to Deer Park Hotel.....	.....	Eastward slow speed track.	4
		Westward high speed track.	1
		Eastward high speed track.	2
		Eastward high speed track.	2
Deer Park Hotel to Mountain Lake Park.....	North or outside track Middle track..... South or outside track	Eastward high speed track.	1
		Eastward Slow Speed track.	4
Mountain Lake Park to Rinard...	.....	Westward high speed track.	1
		Eastward high speed track.	2
Rinard to Terra Alta.	North or outside track The second track.... The third track.... South or outside track	Westward siding.....	.....
		Westward high speed track.	1
		Eastward high speed track.	2
Terra Alta to McMillan.....	Middle track..... South or outside track	Eastward high speed track.	2
		High speed for operation in both directions under signal indication.....	.....
		Eastward slow speed track.	4
McMillan to M. & K. Junction.....	North or outside track The second track....	Westward high speed track.	1
		Westward siding.....	.....
		High speed for operation in both directions under signal indication.....	.....
M. & K. Junction to Blaser.....	The third track.... South or outside track	Eastward high speed track.	2
		Eastward slow speed track.	4
Blaser to Tunnelton.	North or outside track The second track.... The third track.....	Westward high speed track.	1
		Westward siding.....	.....
		High speed for operation in both directions under signal indication.....	.....
Tunnelton to Hardman.....	Middle track..... South or outside track	Eastward high speed track.	1
		Eastward high speed track.	2
Hardman to 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.  
 B—Stops to discharge passengers from Washington and points east and receive passengers for Cincinnati and points west.  
 E—Flag Stop, Saturday only.  
 G—Stops to discharge passengers from Chicago and west thereof.  
 H—Stops on signal to receive passengers from N. & W. R. R. for Washington and points east.  
 J—Stops to discharge passengers from Cumberland and East, or receive passengers for Grafton and West.  
 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.  
 M—Stops to discharge passengers from Washington and points east and receive passengers from N. & W. points for points west of Cumberland where train No. 15 is scheduled to stop.  
 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.  
 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:

H. R. LAUGHLIN.

#### EAST END.

Trainmaster:

E. C. GROVES.

Road Foreman of Engines:

W. N. FOSTER.

Division Claim Agent:

J. H. WORKMEISTER.

Division Engineer:

A. R. CARVER.

Assistant Division Engineer:

M. B. JONES.

Division Master Mechanic:

T. E. MEWSHAW.

Terminal Train Masters:

W. D. STROUSE,

J. H. READ.

Chief Train Dispatchers:

E. G. SHIRLEY,

J. A. MILLER,

V. N. CARRICO.

Train Dispatchers:

W. M. RICKEY,

J. L. MATHEWS,

C. F. W. BELL,

C. F. BURKE.

Relief Dispatcher:

P. J. SHIPLEY.

Extra Train Dispatchers:

H. E. FLOOK,

J. C. KENNEDY.

J. H. MOORE,

S. B. MOSER,

J. T. SHIRLEY.

#### WEST END.

Trainmaster:

E. P. WELSHONCE.

Road Foreman of Engines:

C. SCHUH.

# WESTWARD.

Distance from Weverton.	Train Order Stations.	East End Cumberland Division.  TIME-TABLE No. 29.  April 28, 1935.	Passing Siding Capacity in Cars.	FIRST CLASS.												
				3	7	25	29	11	*55	15	31	5	19	1	9	
				DAILY	DAILY	DAILY	DAILY Ex. Monday	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
1.8	DN	WEVERTON. 1.8 SANDY HOOK.		12.21	1.08	1.14	5.40	9.55	\$10.20	2.32	\$ 3.53	5.39	6.10	7.40	9.29	.....
2.8	DN	HARPER'S FERRY. 1.0		12.25	1.13	1.18	5.44	\$10.00	\$10.27	\$ 2.37	\$ 3.59	5.43	\$ 6.15	7.44	\$ 9.33	.....
3.0	D	ENGLE. 3.2		12.29	1.18	1.22	5.48	10.05	.....	2.42	F 4.05	5.47	6.20	7.48	9.39	.....
3.2		DUFFIELDS. 3.2		.....	.....	.....	.....	.....	.....	.....	F 4.09	.....	.....	.....	.....	.....
10.1		SHENANDOAH JCT. 0.9		.....	.....	\$ 1.37	.....	\$10.14	.....	M 2.47	\$ 4.15	.....	.....	.....	.....	.....
11.9	DN	HOBBS. 1.8		12.37	1.27	1.42	5.58	10.18	.....	2.51	4.19	5.54	6.28	7.57	9.48	.....
15.6		KEARNEYSVILLE. 1.6 3.0		.....	.....	.....	.....	.....	.....	.....	F 4.22	.....	.....	.....	.....	.....
16.6		VANCLEVESVILLE. 4.6		.....	.....	.....	.....	.....	.....	.....	F 4.26	.....	.....	.....	.....	.....
21.1	DN	MARTINSBURG. 2.3	194	\$12.55	\$ 1.43	\$ 1.58	\$ 6.14	\$10.33	.....	\$ 3.07	\$ 4.37	\$ 6.07	\$ 6.43	\$ 8.11	\$10.04	.....
23.4		FAWVER. 3.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26.4	DN	WEST CUMBO. 2.3		1.04	1.53	2.07	6.23	10.41	.....	3.17	F 4.45	6.15	6.51	8.19	10.13	.....
28.7		NORTH MOUNTAIN. 6.1		.....	.....	.....	.....	U10.44	.....	.....	F 4.49	.....	.....	.....	.....	.....
34.8		CHERRY RUN. 0.8		.....	.....	.....	.....	.....	.....	.....	F 4.58	.....	.....	.....	.....	.....
35.8	DN	MILLER. 8.6		1.15	2.05	2.19	6.35	10.53	.....	3.28	5.00	6.26	7.03	8.31	10.24	.....
44.8	DN	HANCOCK. 3.1		1.25	2.15	2.29	6.45	\$11.05	.....	3.37	\$ 5.14	6.35	7.13	8.41	10.34	.....
47.3		ROUND TOP. 2.5		.....	.....	.....	.....	.....	.....	.....	F 5.18	.....	.....	.....	.....	.....
49.8	DN	SIR JOHN'S RUN. 4.1		1.36	2.22	2.36	6.56	11.16	.....	3.44	F 5.23	6.41	7.20	8.48	10.41	.....
53.9		GREAT CACAPON. 1.1		.....	.....	.....	.....	.....	.....	.....	\$ 5.29	.....	.....	.....	.....	.....
55.0		WOODMONT. 2.1		.....	.....	.....	.....	.....	.....	.....	F 5.31	.....	.....	.....	.....	.....
57.1		LINEBURG. 3.1		.....	.....	.....	.....	.....	.....	.....	F 5.34	.....	.....	.....	.....	.....
60.2	DN	ORLEANS ROAD. 1.8		1.49	2.35	2.49	7.09	11.29	.....	3.57	F 5.40	6.53	7.33	9.00	10.53	.....
62.0		DOE GULLY. 2.7		.....	.....	.....	.....	.....	.....	.....	F 5.44	.....	.....	.....	.....	.....
64.7		HANSROTE. 4.5		.....	.....	.....	.....	.....	.....	.....	F 5.48	.....	.....	.....	.....	.....
69.2		GREEN RIDGE. MAGNOLIA. 4.5	116	.....	.....	.....	.....	.....	.....	.....	F 5.51	.....	.....	.....	.....	.....
72.1		PAW PAW. 2.9		.....	.....	.....	.....	\$11.46	.....	.....	F 5.57	.....	.....	.....	.....	.....
72.1		LITTLE CACAPON. 1.4		.....	.....	.....	.....	.....	.....	.....	F 6.06	.....	.....	.....	.....	.....
73.6	DN	OKONOKO. 2.8		2.08	2.54	3.07	7.26	11.53	.....	4.15	F 6.11	7.11	7.51	9.17	11.11	.....
76.3		FRENCH. 2.6		.....	.....	.....	.....	.....	.....	.....	F 6.15	7.11	7.51	9.17	11.11	.....
78.9		GREEN SPRING. 6.6	158	.....	.....	.....	.....	E11.59	.....	.....	\$ 6.20	.....	.....	.....	.....	.....
85.5	DN	PATTERSON CREEK. 1.8		2.24	3.09	3.23	7.43	12.11	.....	4.32	F 6.27	7.27	8.07	9.34	11.26	.....
87.3		NORTH BRANCH. 3.3		.....	.....	.....	.....	.....	.....	.....	F 6.39	.....	.....	.....	.....	.....
90.6	DN	EVITTS CREEK. 2.4		2.31	3.16	3.30	7.50	12.19	.....	4.39	F 6.42	7.34	8.14	.....	11.33	.....
93.0	DN	CUMBERLAND.		A 2.37	A 3.23	A 3.37	A 7.56	A12.25	.....	A 4.45	A 6.48	A 7.39	A 8.20	.....	A11.40	.....
				A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
		Time over Division.....		2.16	2.15	2.23	2.16	2.30	.07	2.13	3.00	2.00	2.10	1.54	2.11	
		Average speed per hour.....		41.0	41.3	39.0	41.0	37.2	24.0	41.9	33.2	46.5	42.9	45.0	42.6	

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.  
 \* Operated by gas-electric motor car.



# EASTWARD.

Distance from Cumberland.	Train Order Stations.	East End Cumberland Division.  TIME-TABLE No. 29.  April 28, 1935.	Passing Sidings. Capacity in Cars.	FIRST CLASS.											
				10	18	2	20	6	32	4	8	16	*54	26	12
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DN	<b>CUMBERLAND.</b> 2.4		\$ 2.43	\$ 3.45	.....	\$ 5.17	\$ 5.31	\$ 6.25	.....	\$ 1.06	\$ 3.52	.....	\$ 6.37	\$ 8.12
2.4	DN	EVITS CREEK. 3.3		2.48	3.50	.....	5.22	5.36	6.30	.....	1.11	3.57	.....	6.42	8.17
5.7		NORTH BRANCH. 1.8		.....	.....	.....	.....	F 6.35	.....	.....	.....	.....	.....	.....	.....
7.6	DN	PATTERSON CREEK. 6.6		2.55	3.57	4.32	5.29	5.43	F 6.39	8.17	1.18	4.04	.....	6.49	8.24
14.1		GREEN SPRING. 2.6		.....	.....	.....	.....	S 6.51	.....	.....	.....	.....	.....	E 6.56	.....
16.7		FRENCH. 2.8		.....	.....	.....	.....	F 6.58	.....	.....	.....	.....	.....	.....	.....
19.6	DN	<b>OKONOKO.</b> 1.4		3.10	4.13	4.47	5.44	5.57	S 7.04	8.32	1.33	4.19	.....	7.04	8.39
20.9		LITTLE CACAPON. 2.9		.....	.....	.....	.....	F 7.08	.....	.....	.....	.....	.....	.....	.....
23.8		PAW PAW. MAGNOLIA. GREEN RIDGE. 4.5		.....	.....	.....	.....	F 7.24	.....	.....	.....	.....	.....	F 7.10	.....
28.3		HANSROTE. 2.7		.....	.....	.....	.....	F 7.33	.....	.....	.....	.....	.....	.....	.....
31.0		DOE GULLY. 1.8		.....	.....	.....	.....	F 7.39	.....	.....	.....	.....	.....	.....	.....
33.8	DN	ORLEANS ROAD. 3.1		3.27	4.30	5.04	6.01	6.14	F 7.44	8.49	1.49	4.36	.....	7.28	8.56
35.9		LINEBURG. 2.1		.....	.....	.....	.....	F 7.49	.....	.....	.....	.....	.....	.....	.....
38.0		WOODMONT. 1.1		.....	.....	.....	.....	F 7.52	.....	.....	.....	.....	.....	.....	.....
39.1		GREAT CACAPON. 4.1		.....	.....	.....	.....	S 7.55	.....	.....	.....	.....	.....	.....	.....
43.3	DN	SIR JOHN'S RUN. 2.5		3.39	4.43	5.16	6.13	6.26	F 8.02	9.01	2.01	4.48	.....	7.40	9.09
45.7		ROUND TOP. 3.1		.....	.....	.....	.....	F 8.05	.....	.....	.....	.....	.....	.....	.....
48.8	DN	HANCOCK. 8.6		3.46	4.51	5.23	6.20	6.33	S 8.13	9.07	2.08	4.54	.....	\$ 7.50	9.16
67.4	DN	MILLER. 0.8		3.56	5.01	5.33	6.30	6.42	8.26	9.17	2.17	5.03	.....	8.02	9.26
68.2		CHERRY RUN. 6.1		.....	.....	.....	.....	F 8.28	.....	.....	.....	.....	.....	.....	.....
64.3		NORTH MOUNTAIN. 2.3		.....	.....	.....	.....	S 8.38	.....	.....	.....	.....	.....	.....	.....
66.6	DN	WEST CUMBO. 3.0		4.08	5.13	5.45	6.42	6.54	S 8.43	9.28	2.29	5.15	.....	8.14	9.38
69.6		FAWVER. 2.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
71.9	DN	MARTINSBURG. 4.6		\$ 4.20	\$ 5.26	\$ 5.56	\$ 6.53	G 7.04	S 8.56	S 9.38	S 2.40	S 5.27	.....	\$ 8.27	\$ 9.49
76.5		VANCLEVESVILLE. 3.0		.....	.....	.....	.....	F 9.03	.....	.....	.....	.....	.....	.....	.....
79.5		KEARNEYSVILLE. 1.6		.....	.....	.....	.....	F 9.09	.....	.....	.....	.....	.....	.....	.....
81.1	DN	HOBBS. 1.8	168	4.33	5.41	6.10	7.05	7.17	9.13	9.50	2.54	5.39	.....	8.40	10.02
82.9		SHENANDOAH JCT. 0.9		\$ 4.36	.....	.....	.....	S 9.20	.....	S 2.57	.....	.....	.....	\$ 8.45	\$10.06
83.8		DUFFIELDS. 3.2		.....	.....	.....	.....	F 9.22	.....	.....	.....	.....	.....	.....	.....
87.0	D	ENGLE. 3.2		4.43	5.48	6.17	7.13	7.24	S 9.28	9.57	3.05	5.47	.....	8.52	10.13
90.2	DN	HARPER'S FERRY. 1.0		4.48	\$ 5.55	6.22	F 7.18	7.28	S 9.36	V10.02	S 3.10	S 5.52	S 7.25	\$ 8.58	10.18
91.2		SANDY HOOK. 1.8		.....	.....	.....	.....	K 9.38	.....	.....	.....	F 7.28	.....	.....	.....
93.0	DN	WEVERTON.		4.53	6.02	6.27	7.23	7.32	S 9.42	10.07	3.15	5.57	F 7.32	9.04	10.23
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		Time over Division.....		2.10	2.17	1.55	2.06	2.01	3.17	1.50	2.09	2.05	.07	2.27	2.11
		Average speed per hour.....		42.9	40.7	44.6	44.2	46.1	29.0	46.6	43.1	44.6	24.0	37.9	42.6

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. 29.  April 28, 1935.	Passing Sidings. Capacity in Cars.	FIRST CLASS.								SECOND CLASS.						
				3	29	11	1					97	97	97				
				DAILY	DAILY	DAILY	DAILY					Colo. DAILY	St. L. DAILY	Ch. DAILY				
				A. M.	A. M.	P. M.	P. M.					P. M.	P. M.	P. M.				
	DN	<b>CUMBERLAND.</b>		\$ 2.47	\$ 8.08	\$12.33												
0.6	DN	0.6 VIADUCT JCT.		2.49	8.11	12.35							5.55	6.10	6.30			
6.9		6.3 BRADY.																
9.3	NPD	2.3 McKENZIE.		3.01	8.23	12.46	9.44											
13.3		4.0 RAWLINGS.	118		F 8.31													
18.3		5.6 DAWSON.																
23.3	PDPN	4.5 KEYSER.		\$ 3.22	\$ 8.47	\$ 1.05	\$10.00											
24.8		1.5 WEST KEYSER TOWER.																
28.8	DN	3.5 PIEDMONT.	85	\$ 3.35	\$ 9.00	\$ 1.16	10.16											
		1.2																
29.8		0.8 W. VA. C. JCT.																
30.3		2.5 BLOOMINGTON.			F 9.05													
32.8		1.5 BIG CURVE.																
34.3	DN	1.8 BOND.		3.52	F 9.23	1.33	10.31											
36.1		2.9 FRANKVILLE.			F 9.30													
39.6	DN	2.3 STRECKER.		4.07	F 9.43	1.48	10.43											
41.3		3.8 SWANTON.			\$ 9.49													
45.1	DN	2.8 ALTAMONT.		4.26	F10.00	2.05	10.59											
47.9		0.4 DEER PARK.			\$10.05													
48.3		3.0 DEER PARK HOTEL.				2.11												
51.3	DN	2.6 M'TN LAKE PARK.	110	J 4.34	\$10.15	F 2.14	11.08											
53.9		4.2 OAKLAND.		\$ 4.42	\$10.22	\$ 2.21	11.11											
58.1		1.2 EDGEWOOD.																
59.3		0.6 HUTTON.			\$10.31													
59.9		2.3 CORINTH.																
62.7		1.0 RINARD TOWER.	92															
63.7	DN	5.5 TERRA ALTA.		\$ 4.59	\$10.44	\$ 2.40	11.26											
69.0		3.3 RODEMER.		5.09	F10.54	2.50	11.36											
72.3		1.9 AMBLERSBURG.			F11.00													
74.2		1.3 McMILLAN.	120															
75.4	DN	0.7 M. & K. JCT.		5.21	11.08	F 3.01	11.47											
76.1		4.5 ROWLESBURG.			\$11.11													
80.6	DN	1.4 BLASER.	130	5.40	F11.23	3.15	12.02											
82.0		1.7 TUNNELTON.		5.43	\$11.27	F 3.17	12.04											
83.7	DN	1.5 WEST END.		5.46	F11.31	3.21	12.07											
85.2		3.7 AUSTEN.			F11.34													
88.9		1.2 NEWBURG.	82	F 5.57	\$11.46	F 3.32	12.17											
90.1		1.4 INDEPENDENCE.			\$11.49													
91.5	DN	4.6 HARDMAN.		6.02	F11.52	3.37	12.22											
96.1		3.1 THORNTON.			\$12.02													
99.3	DN	2.2 EAST GRAFTON.		6.15	12.08	3.50	12.32						10.35	11.05	12.15			
101.4	DN			A 6.20	A12.13	A 3.55	A12.37											
				A. M.	P. M.	P. M.	A. M.						P. M.	P. M.	A. M.			
		Time over Division.....		3.33	4.05	3.22	2.53						4.40	4.55	5.45			
		Average speed per hour.....		28.5	24.8	30.1	31.9						21.1	20.0	17.2			

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.



# WESTWARD.

# EASTWARD.

THIRD CLASS.			FIRST CLASS.			Distance from Green Spring.	Train Order Stations.	South Branch—Sub-Division.			Length of Sidings in Cars.	FIRST CLASS.			THIRD CLASS.		
61			67					TIME-TABLE No. 29.				64			66		
DAILY Ex. Sunday		P. M.	DAILY Ex. Sunday		A. M.			April 28, 1935.				DAILY Ex. Sunday		P. M.	DAILY Ex. Sunday		A. M.
		7.40			S 7.05		D	GREEN SPRING.			A 4.55			A 6.42			
		7.44			F 7.10	1.3		MILLEN.	1		F 4.50			6.35			
		7.49			F 7.16	3.8		DONALDSON.	3		F 4.45			6.30			
		8.04			F 7.31	7.5		SPRINGFIELD.	5		S 4.32			6.20			
		8.09			F 7.36	9.3		GRACE.	10		F 4.22			6.10			
		8.11			F 7.38	10.0		RITTER.			F 4.20			6.08			
		8.13			F 7.41	10.9		RIDGE DALE.	4		F 4.17			6.06			
		8.18			F 7.50	12.5		ROCKS.	3		F 4.11			5.59			
		8.20			F 7.53	13.3		VANCE.	1		F 4.08			5.57			
		8.25			F 7.58	15.3		WAPOCOMO.			F 4.03			5.53			
		8.26			7.59 8.25	15.4		ROMNEY JCT.	38		4.02 3.34			5.52			
					F 8.40	17.5		WEST ROMNEY.	28		F 3.19						
					F 8.50	20.7		HAMPSHIRE CLUB.			F 3.09						
					F 8.55	22.5		JOHNSON.	3		F 3.03						
					F 8.59	23.8		PANCAKE.	2		F 2.59						
					F 9.08	26.3		GLEBE.	19		F 2.50						
					F 9.11	27.5		CAMP WICKHAM.			F 2.46						
					F 9.13	28.4		TROUGH CLUB.			F 2.43						
					F 9.27	32.5		SYCAMORE.			F 2.30						
					F 9.31	33.5		McNEILL.	15		F 2.27						
					F 9.37	35.4		MAPLETON.			F 2.23						
					F 9.42	36.9		CUNNINGHAM.	18		F 2.19						
					F 9.45	37.9		MEADOW.			F 2.15						
					S 10.00	39.4		MOOREFIELD.	27		S 2.10						
					F 10.30	41.5		TAYLOR.			F 1.33						
					F 10.37	43.5		BROOK HILL.			F 1.27						
					F 10.42	45.1		SPRING BROOK.			F 1.23						
					F 10.46	46.8		DURGON.	5		F 1.19						
					F 10.51	48.7		WELTON.	2		F 1.14						
					A 11.05	51.8		PETERSBURG.	48		S 1.05						
		P. M.			A. M.						P. M.			A. M.			
		.46 20.1			4.00 12.9			Time over Division.....			3.50			.50 18.5			
								Average speed per hour.....			13.6						

# WESTWARD.

# EASTWARD.

THIRD CLASS.			FIRST CLASS.			Distance from Romney Junction.	Train Order Stations.	Romney and Romney Junction Sub-Division.			Length of Sidings in Cars.	FIRST CLASS.			THIRD CLASS.		
361			369 367					TIME-TABLE No. 29.				368 364			366		
DAILY Ex. Sunday		P. M.	DAILY Ex. Sunday	DAILY Ex. Sunday	A. M.			April 28, 1935.				DAILY Ex. Sunday	DAILY Ex. Sunday		DAILY Ex. Sunday		A. M.
		8.27			3.36 8.00		D	ROMNEY JUNCTION.			8.13 3.57			5.47			
		A 8.30			A 3.39 A 8.03	0.7		ROMNEY.	75		S 8.10 S 3.54			S 5.45			
		P. M.			P. M. A. M.						A. M. P. M.			A. M.			
		.03 14.0			.03 14.0 .03 14.0			Time over Sub-Division.....			.03 14.0 .03 14.0			.02 21.0			
								Average speed per hour.....									

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.

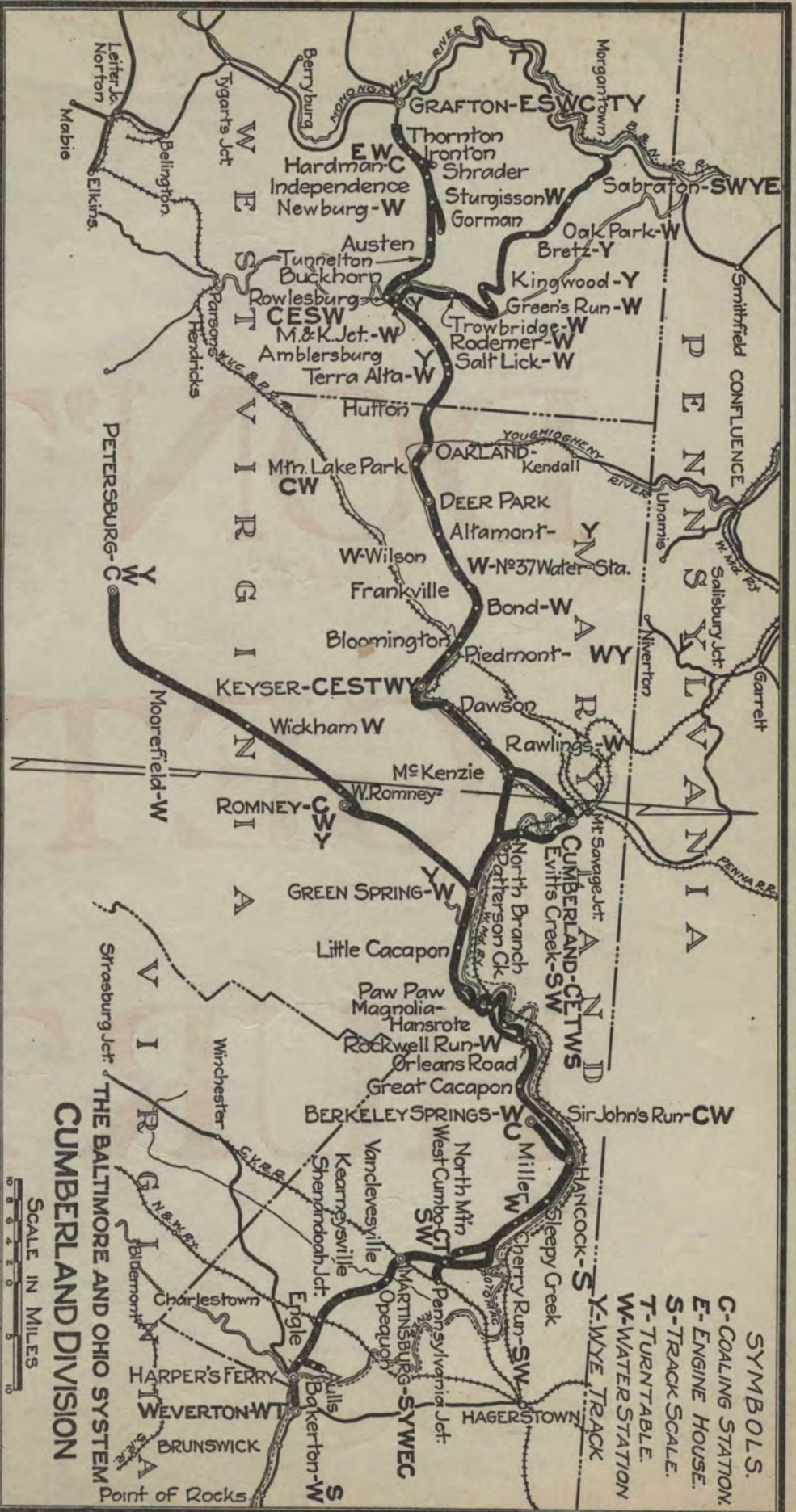


# WESTWARD.

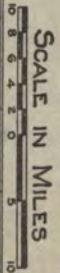
# EASTWARD.

Distance from M. & K. Junction.	Train Order Stations.	M. & K. Sub-Division.		Length of Sidings in Cars.			Distance from Morgantown.	Train Order Stations.	M. & K. Sub-Division.		Length of Sidings in Cars.		
		TIME-TABLE No. 29.							TIME-TABLE No. 29.				
		April 28, 1935.						April 28, 1935.					
	DN	M. & K. JUNCTION.	Yard	.....				DN	MORGANTOWN.				
0.5		0.5 ROWLESBURG.	19	.....			1.1		1.1 VALLEY CROSSING.	30	.....		
2.3	D	1.7 MANHEIM.	44	.....			3.1	D	1.0 SABRATON.	Yard	.....		
3.2		0.0 TROWBRIDGE.	14	.....			3.9		1.8 ROCK FORGE.		.....		
		1.4					4.6		0.7 RICHARD.		.....		
9.8		MORGANS RUN.		.....			5.8		1.2 DELLSLOW.	4	.....		
11.6		2.0 CADDELL.	63	.....			8.9	D	0.1 STURGISSON.	7	.....		
14.0	D	1.7 ALBRIGHT.	11	.....			10.4		1.5 GREER.	51	.....		
18.9		4.2 KINGWOOD PASS. SDG.	12	.....			13.5		2.1 CASCADE.	57	.....		
18.4	D	0.2 KINGWOOD.	9	.....			13.5	D	1.0 MASONTOWN.	15	.....		
21.2		1.3 PLEASANTDALE.	11	.....			14.3		0.8 OAK PARK.	19	.....		
22.5		2.4 SUTHERLAND.		.....			15.3		0.8 BRETZ.	35	.....		
24.9		1.8 MANOWN.	31	.....			16.4		1.2 BURK.	60	.....		
26.7		3.4 KANES CREEK.		.....			17.0		0.6 GUSEMAN.		.....		
30.1		0.8 REEDSVILLE	15	.....			17.8		0.8 REEDSVILLE.	15	.....		
30.9		0.6 GUSEMAN.		.....			21.3		3.4 KANES CREEK.		.....		
31.5		1.2 BURK.	60	.....			23.0		1.8 MANOWN.	31	.....		
33.7		0.9 BRETZ.	35	.....			25.4		2.4 SUTHERLAND.		.....		
33.8		0.8 OAK PARK.	19	.....			26.7		1.3 PLEASANTDALE.	11	.....		
34.4	D	1.0 MASONTOWN.	15	.....			29.5	D	2.8 KINGWOOD.	9	.....		
35.4		2.1 CASCADE.	57	.....			29.7		0.2 KINGWOOD PASS. SDG.	12	.....		
37.5		1.5 GREER.	51	.....			33.3	D	4.2 ALBRIGHT.	11	.....		
39.0	D	3.1 STURGISSON.	7	.....			36.3		2.4 CADDELL.	63	.....		
40.1		1.2 DELLSLOW.	4	.....			38.3		2.0 MORGANS RUN.		.....		
43.3		0.7 RICHARD.		.....									
44.0		1.8 ROCK FORGE.		.....			39.7		1.4 TROWBRIDGE.	14	.....		
45.8	D	6.0 SABRATON.	Yard	.....			45.7	D	6.0 MANHEIM.	44	.....		
46.8		1.0 VALLEY CROSSING.	30	.....			47.4		1.7 ROWLESBURG.	19	.....		
47.9	DN	1.1 MORGANTOWN.		.....			47.9	DN	0.5 M. & K. JUNCTION.	Yard	.....		
		Time over Sub-Division.....							Time over Sub-Division.....				
		Average speed per hour.....							Average speed per hour.....				

Passenger trains will not exceed 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.




MAIN LINE



THE BALTIMORE AND OHIO SYSTEM CUMBERLAND DIVISION

- SYMBOLS.**
- C-COALING STATION.
  - E-ENGINE HOUSE.
  - S-TRACK SCALE.
  - T-TURNABLE.
  - W-WATER STATION.
  - Y-WYE TRACK.



**DON'T  
GET  
HURT**