

FLOYD BRUNER  
East Marion, N. C.

**DON'T  
GET  
HURT**

THE BALTIMORE & OHIO RAILROAD COMPANY

EASTERN REGION

FLOYD BRUNER  
East Marion, N. C.

**SAFETY ABOVE EVERYTHING**



**CUMBERLAND DIVISION**

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**TIME-TABLE No. 47**

EFFECTIVE 12.01 A. M., EASTERN STANDARD  
TIME

**SUNDAY, APRIL 28, 1946**

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**H. F. WYATT,**

*Superintendent.*



## CUMBERLAND DIVISION.

### EAST END.

Trainmaster:  
R. P. BARTLETT,

Assistant Trainmasters:  
H. E. WRIGHT,  
J. C. TONRY.

Road Foreman of Engines:  
F. A. MURPHY.

Assistant Road Foreman of Engines:  
G. L. NICHOLAS,

Superintendent:  
H. F. WYATT.

Rules Examiner:  
E. C. GROVES.

Assistant Trainmasters:  
E. G. SHIRLEY,  
C. F. W. BELL.

Division Engineer:  
E. J. CLOPTON.

Assistant Division Engineer:  
F. W. BAILEY.

Master Mechanic.  
W. H. LONGWELL.

Assistant Master Mechanic:  
A. E. BECKMAN.

Terminal Train Master:  
R. W. PITCHER.

Chief Train Dispatchers:  
J. H. MOORE,  
W. C. CLARK,  
J. A. SMITH,

Train Dispatchers:  
C. F. BURKE,  
J. T. SHIRLEY,  
J. E. CLARK,  
D. E. JEFFREYS,  
J. E. McFARLANE,  
F. H. FISCHER,  
H. V. KESECKER.  
J. T. MANUEL,  
W. V. KAYLOR,  
S. A. McCULLOUGH.  
J. A. GROSS,

Division Claim Agent:  
J. H. WORKMEISTER.

### WEST END.

Trainmaster:  
C. F. THEIS.

Assistant Trainmaster:  
E. O. KEYSER.

Road Foreman of Engines:  
W. HENRY.

Assistant Road Foreman of Engines:  
O. McINTYRE.



# THE BALTIMORE AND OHIO RAILROAD COMPANY

RELIEF DEPARTMENT,  
W. M. KENNEDY, Superintendent.

## MEDICAL AND SURGICAL SERVICE.

### COMPANY'S SURGEONS.

Brunswick, Md.....	DR. JOHN G. F. SMITH. DR. LEO F. GAFFNEY. DR. WM. SCHNAUFFER.
Hagerstown, Md.....	DR. VICTOR D. MILLER, 131 West Washington Street.
Harper's Ferry, W. Va...	DR. S. G. MOORE. DR. T. K. OATES. DR. A. BRUCE EAGLE. DR. GEO. O. MARTIN.
Martinsburg, W. Va.....	DR. MAX O. OATES. DR. NEVINS B. HENDRIK. DR. AUBREY W. ARMENTROUT. DR. G. P. MORISON, Oculist.
Hancock, Md.....	DR. HOMER E. TABLER.
Paw Paw, W. Va.....	
	DR. THOMAS W. KOON. DR. WILLIAM A. GRACIE. DR. EARL E. BROADRUP. DR. C. C. ZIMMERMAN. DR. WM. F. WILLIAMS. DR. RALIEGH M. MOLER. DR. JAMES E. McLEAN. DR. FRANK M. WILSON. DR. LLOYD R. MYERS, Oculist. DR. FRANCIS P. O'NEIL, Oculist.
Cumberland, Md.....	
Romney, W. Va.....	DR. ROBERT W. DALEY.
Moorefield, W. Va.....	DR. OMER V. BROOKS.
Petersburg, W. Va.....	DR. JOHN B. GROVE.
Frostburg, Md.....	DR. OLIVER W. McLANE, Jr. DR. THOMAS BESS. DR. THEODORE C. GIFFIN. DR. THAD T. HUFFMAN. DR. E. A. COURRIER.
Keyser, W. Va.....	
Piedmont, W. Va.....	DR. JAMES H. WOLVERTON. DR. JAMES H. WOLVERTON, Jr.
Oakland, Md.....	DR. E. IRVING BAUMGARTNER.
Terra Alta, W. Va.....	DR. CHAS. E. SMITH.
Rowlesburg, W. Va.....	DR. JEROME C. ARNETT.
Tunnelton, W. Va.....	DR. CHARLES R. MCGUFFIE.
Newburg, W. Va.....	DR. F. D. FORTNEY. DR. EMMET R. BUCKLEW. DR. C. F. SHAFER.
Grafton, W. Va.....	DR. TERRING W. HEIRONIMUS. DR. PAUL P. WARDEN. DR. JOS. U. KIMBLE.
Albright, W. Va.....	DR. E. E. WATSON. DR. G. R. MAXWELL.
Morgantown, W. Va.....	DR. E. F. HEISKELL. DR. DORSEY BRANNAN. DR. CHARLES B. WYLIE, 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.....	Kerchival Clinic Hospital.
Martinsburg, W. Va.....	King's Daughters and City Hospitals.
Morgantown, W. Va....	City Hospital.

### EXAMINING POINTS.

#### Examiners' Office Days and Hours.

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

### MEDICAL EXAMINERS' TERRITORIES.

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

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

### RULES GOVERNING SERVICE OF COMPANY'S SURGEONS.

1. Telegraphic calls for surgeons will have precedence over all other business, except train orders.

2. In cases of injuries to passengers or employees requiring surgical aid, the Surgeon of the Company who can reach the point the quickest must be immediately called by the officer in charge and the case put in his exclusive control. If impossible to secure immediate attendance of Company's Surgeon, other surgical aid should be promptly secured to attend until the arrival of the Company's Surgeon.

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.

FULLER NANCE, 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 WATCH INSPECTORS.

Hagerstown, Md.	G. T. Baker
Brunswick, Md.	S. & N. Katz
Martinsburg, W. Va.	{H. M. Fisher
	{Wolfe & Litten
Hancock, Md.	H. F. Diehl
Berkeley Springs, W. Va.	H. C. Lawyer
Cumberland, Md.	{S. T. Little Co.
	{Ward N. Hauger
Romney, W. Va.	Abell and Son
Petersburg, W. Va.	Ernest Thrush
Keyser, W. Va.	G. H. Rinard
Piedmont, W. Va.	G. W. Berisford
Terra Alta, W. Va.	Frank Zeller
Grafton, W. Va.	{G. W. Loar & Co.
	{Skaggs & Co.
Morgantown, W. Va.	Robt. A. Yagle

## 3. STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTERS.

(Located as indicated by "x")

	Stand-ard Clock.	Bulle-tin Board.	Train Regis-ter.
<b>Hagerstown</b>			
Caller's Office.....	x	x	x-w
<b>Brunswick</b>			
Crew Dispatcher's Office.....	x	x	x-w
WB Tower.....	x		x-w
<b>Martinsburg</b>			
Yardmaster's Office.....	x	x	x-w
Telegraph Office.....	x		
<b>Cumbo</b>			
W Tower.....	x		
Yard Office.....	x	x	x-w
<b>Miller</b> .....	x		
<b>Hancock Tower</b> .....	x	x	x-aw
<b>Green Spring</b> .....			x-b
<b>Romney</b> .....			x
<b>Romney Junction</b> .....			x
<b>Petersburg</b> .....			x
<b>Cumberland</b>			
Evitts Creek Tower.....	x		
Eastbound Hump Office.....	x	x	x-w
Crew Dispatcher's Office-Roundhouse.....	x	x	x-w
Station Telegraph Office.....	x	x	x-w
Williams Street Yard Office.....	x	x	x-w
<b>Keyser</b>			
Telegraph Office.....	x		
Caller's Office.....	x	x	x-w
Scale House.....	x	x	x-w
East Yard Office.....	x	x	x-w
<b>Mt. Lake Park Tower</b> .....	x	x	x-w
<b>M. &amp; K. Junction</b>			
Tower.....	x		
Rest House.....	x	x	x-cw
<b>Sabraton</b> .....	x	x	x
<b>Morgantown</b> .....	x	x	x
<b>Hardman</b> .....	x	x	x-w
<b>Grafton</b>			
Yard Office.....	x	x	x-w
GR Telegraph Office.....	x	x	x-w
Caller's Office.....	x	x	x-w

- a—B. S. & P. Sub-Div. trains only.
- b—South Branch Sub-Div. only.
- c—M. & K. Sub-Div. trains only.
- w—Watch comparison only.

## 4. FORM A.

Rule 83-B is modified to the extent it will not be necessary for trains to get Form A at Romney Junction, Romney, Petersburg, Weverton or helpers returning to helping stations 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 from operator, Viaduct Junction, 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.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Between Weverton and Cumberland, except as noted below.....	60	45	45
Express trains handling freight equipment.....	60	..	..
Tonnage trains handling coal, ore, sand or stone.....	..	..	40
Passenger trains with helper coupled to rear.....	35	..	..
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
Engine Restrictions—			
Class P-1-aa engines.....	55	..	..
Class S-1 engines, forward motion...	45	45	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
Class EM-1 engines.....	45	45	45
Compound Mallet engines with pony truck, forward motion.....	25	25	25
Backward motion.....	20	20	20
Simplified Mallets—			
Forward motion.....	45	45	45
Backward Motion.....	20	20	20
Mallet engines without pony truck—			
Forward motion.....	20	20	20
MacArthur class engines.....	60	45	45
Engines not shown above—			
Backward motion.....	25	25	25
Bridge Restrictions—			
Bridge No 1, Bakerton Branch, Engle.	..	10	10
Bridge 64-A, Patterson Creek Cut-off.	..	..	..
Class S, S-1, S-1A, S-IS and EM-1 engines.....	25	25	25
Slow Speed Points—			
Millers Bend, East Sandy Hook.....	45	30	30
Curve, west end Harper's Ferry Bridge.....	50	30	30
Curves between Little Tunnel Cut and Island Park, West Harper's Ferry.	45	30	30
Curves just west of Engle.....	55	..	..
Curve Shenandoah Jct. Station (No. 1 track).....	45	30	30
Curve Shenandoah Jct. Station (No. 2 track).....	40	30	30
Westward freight trains, all tracks east end Couchman's Curve to 500 feet west Opequon Bridge.....	..	20	20
Old House Curve—East of Blairton..	55	..	..
Martinsburg Station No. 2 track....	20	20	20
Martinsburg Station No. 1 track....	35	35	35



**SPECIAL INSTRUCTIONS—Continued.**

**5. SPEED RESTRICTIONS—Continued.**

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Curves between Dry Run, west of Martinsburg, and Rattling Bridge just east of Martinsburg.....	40	35	30
Subway at West Cumbo to County Bridge over depressed track at Cumbo.....	6	6	6
First Curve east York Hill, No. 2 Track.....	55	.....	.....
Curves, west end of Paxton's Cut to east end of North Mountain Cut..	50	35	35
Curve over Back Creek Bridge.....	50	35	35
Round Top Curve.....	45	35	35
Ambrose Curve, east of Sir Johns Run	50	..	..
Turkey Foot Curve.....	50	35	30
Curve through Murray's Cut, west of Doe Gully.....	50	35	35
Curve at Steers Run, west of Magnolia.	45	35	35
Keslers Curve.....	45	35	35
Curve west end of Concrete Wall, east of Paw Paw (Old Line).....	50	..	..
Paw Paw Tunnel Cut.....	40	35	35
Curve west end Concrete Wall (High Line).....	50	..	..
Curve through Cut west of Paw Paw station (Old Line).....	50	..	..
Curves South Branch Cut, east of Green Spring.....	50	35	35
Between eastward and westward home signals at Patterson Creek (Straight Movement).....	35	30	25
Patterson Creek Cut-Off.....	55	40	30
Big Cut Patterson Creek Cut Off 1½ miles west of Patterson Creek....	45	35	30
Through Cut east of Knobley Tunnel.	40	35	30
Reverse movement over Spring Switch, North Branch.....	15	15	15
Trains moving from siding through Spring Switch, North Branch.....	15	15	15
Springs Curve, east of Evitts Creek..	50	..	..
Curves between Virginia Avenue Subway and Silk Mill, Cumberland...	45	35	30
Street Crossings city limits Cumberland.....	15	15	15
Slow Speed Tracks—			
Engle to Hobbs (No. 3 track).....	25	25	25
Hobbs to Shenandoah Jct. (Eastward Siding).....	25	25	25
Martinsburg to Hobbs (No. 4 track).	25	25	25
Miller to Back Creek Bridge (No. 4 track).....	40	40	40
Back Creek Bridge to West Cumbo (No. 4 track).....	25	25	25
Hancock to Sir Johns Run (No. 3 track).	35	35	30
Sir Johns Run to Hancock (No. 4 track).	40	40	30
Evitts Creek to North Branch (No. 4 track).....	25	20	15
Eastward freight running track, Viaduct Junction to Virginia 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 Cross-overs—			
Weverton, Harper's Ferry, Engle, Blairton, Burke and Queen Streets, Martinsburg, Hansrote (1 and 2, 3 and 4 tracks), Green Ridge, Magnolia, Paw Paw, Green Spring, Evitts Creek, Williams, Harrison and Baltimore Streets, Cumberland, and Viaduct Junction.....	15	15	15

**5. SPEED RESTRICTIONS—Continued.**

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Diverging Movements through Cross-overs—Conc.			
Martinsburg (No. 2 to 4 track).....	20	20	20
West Cumbo.....	30	20	20
Patterson Creek.....	25	25	20
Hobbs, Miller, Hancock, Sir Johns Run, Orleans Road and Okonoko..	30	30	25
B. S. & P. Sub-Division.....	18	18	18
South Branch Sub-Division—			
Green Spring to Petersburg.....	25	25	25
(Exceptions) Bridges 14, 14-A, 20 and 552.....	15	15	15
Bridges 562, 570, 571.....	10	10	10
Curve through cut east of Grace....	15	15	15
Rocks to one-fourth mile east.....	10	10	10
Curve at Road Crossing east of Rocks	15	15	15
First curve east and first curve west of Vance.....	15	15	15
Curve at Salt Peter Rock west of Trough Club.....	15	15	15
First curve east, first and second curve west of Sycamore.....	15	15	15
On curves between Brook Hill and first bridge west.....	15	15	15
On curves between Welton and Mill Creek Bridge.....	15	15	15
Between Cumberland and Piedmont, except as noted below.....	50	45	35
Between Piedmont and west end of curve West of Altamont, except as noted below.....	45	35	25
Between west end of curve west of Altamont to cut east of Oakland Station..	50	35	35
Between cut east of Oakland Station and Grafton, except as noted below..	45	35	25
Between Cumberland and Grafton express trains handling freight equipment, except as noted below.....	45	..	..
Passenger Trains with helper coupled to rear.....	25	..	..
Maximum speed for passenger and express trains descending following grades:			
First curve west of Swanton to Piedmont Tower.....	35	..	..
Overhead bridge west of Terra Alta to McMillan.....	35	..	..
Blaser Tower to bridge over Cheat River, M. & K. Junction.....	35	..	..
West End Tower to Newburg Station.....	35	..	..
Relief Train, engine forward motion...	..	30	30
Relief Train, steam crane ahead of engine.....	..	20	20
Relief Train, engine backward motion..	..	20	20
Engine Restrictions—			
Class EM-1 engines (7600).....	45	35	25
No. 2 Track:			
First curve west of Swanton....	30	30	25
Second curve west Bridge 81.....	30	25	25
Second curve west 37 Water Station	30	25	25
First curve west of Strecker....	25	25	25
Warnicks Curve.....	25	25	25
Bloomington Curve.....	30	25	25
Reverse movements, Blaser to M. & K. Junction and Altamont to Piedmont, including middle track Bond to Big Curve.....	20	15	15



**SPECIAL INSTRUCTIONS—Continued.**

**5. SPEED RESTRICTIONS—Continued.**

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Class EM-1 engines (7600)—Conc.			
Descending grades on No. 2 and No. 4 tracks, Terra Alta to M. & K. Junction and West End to Hardman.....	20	15	15
Salt Lick Curve.....	30	20	20
Brains curve east of R. V. Junction..	30	25	25
Ascending grades on No 2 track, Hardman to Blaser and M. & K. Junction to Terra Alta.....	25	25	25
Ascending grade, No. 4 track Hardman to Blaser.....	25	25	25
Ascending grade, No. 4 track M. & K. Junction to Terra Alta..	20	20	20
Ascending grades, No. 1 track Piedmont to Altamont and M. & K. Junction to Blaser.....	25	25	25
Class S-1 engines equipped with lateral device between Piedmont and Grafton.....	45	35	35
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
MacArthur class engines.....	50	35	35
Mallet engines, with Pony Truck—			
Forward motion.....	25	25	20
Backward motion.....	20	20	20
Mallet engines, without pony truck..	20	20	20
Simplified Mallets—			
Forward motion.....	45	45	35
Backward motion.....	20	20	20
All other class engines, backward motion.....	25	25	25
Slow Speed Tracks—			
West Keyser Tower and Piedmont (No. 4 track).....	25	25	25
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 Cross-overs—			
McKenzie.....	25	25	25
McKenzie—Movements between Nos. 2 and 3 tracks.....	15	15	15
Kelly Springfield, Amcelle, Keyser Station, Piedmont, Empire, Altamont (between 1 and 2 tracks), Mt. Lake Park, Oakland, Hutton, McMillan, Tunnelton (coal tipple and station), Thornton.....	15	15	15
Middle Switch—East of Bond.....	25	25	25
Rawlings, West Keyser Tower, Big Curve, Bond, Strecker, Altamont, 3 to 1 and 2 to 4 tracks, west of Deer Park Hotel, Terra Alta, M. & K. Junction, Blaser, West End Newburg, Hardman, East Grafton.....	30	30	25
Rodemer (between tracks 2 and 4 East of Tower).....	10	10	10
Rodemer, all other movements between home signals.....	30	30	25
Slow Speed Points—			
Mile Posts 186 and 187, just east of McKenzie.....	45	35	35
McKenzie between eastward and westward home signals.....	25	25	25

**5. SPEED RESTRICTIONS—Continued.**

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Slow Speed, Points—Conc.			
First curve east of Dawson.....	45	35	35
Curves between Miles Posts 193 and 194, 1½ miles west of Rawlings.....	45	35	35
Bull neck curves east of Keyser.....	40	30	25
Kelley's Curve, West Virginia Jct... First curve east and west of Bloomington.....	30	25	25
Bear Hollow curve.....	30	25	25
Warnicks curve.....	30	25	25
Everett tunnel cut.....	30	25	25
Big Curve.....	30	25	25
First four curves east of Frankville Station.....	30	25	25
Four curves Mile Post 215.....	30	25	25
Curve Jones' Cut—east of Hitchcock Tunnel.....	30	25	25
First curve east of Strecker.....	30	25	25
First curve West Bridge 81.....	30	25	25
From cut east of Oakland Station to west end of station platform.....	30	30	25
88 Bridge to one mile west.....	40	30	25
56 Curve (Mile Post 235).....	40	30	25
Snowy Creek Curve.....	35	20	20
McVicker's Curve (Mile Post 249-30). First curve west Wright Siding.....	30	25	..
Curve Clements Fountain.....	35	30	30
Reverse movements over Spring Switch westward Outlet Switch, Tunnelton.....	30	25	..
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	..	..
Curve 83 Fill.....	30	30	25
First three curves west of Newburg..	30	30	25
Curve Independence Station.....	35	..	..
Curve Hardman Shop.....	40	..	..
First curve west of Hardman Station..	40	..	..
First curve west of Thornton Station..	35	..	..
96 Curve.....	40	..	..
First curve east of Lesmalinston....	35	..	..
Trains using reverse tracks decending 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
Eastward approach Signal to Home Signal at Bond.....	15	12	12
Between M. & K. Junction and Morgantown, except as noted below.....	35	20	20
Engines running backward.....	15	15	15
Between Walnut Street Bridge and Morgantown Station.....	10	10	10
Curve at dam opposite power house east of Walnut Street Crossing..	10	10	10
Trains backing between Morgantown and Sabraton.....	10	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	10	10	10
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, Kingwood, Bretz and Sabraton.....	10	10	10



## SPECIAL INSTRUCTIONS—Continued.

### 5. SPEED RESTRICTIONS—Concluded.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
<b>General.</b>			
At speed posts on division where stated speed is lower than that shown above, it will govern.....	..	..	..
Light engines, with or without caboose, unless otherwise restricted, will be restricted to speed shown for slow freight trains.			
No. 12 will reduce speed to 25 miles per hour at Shenandoah Junction for dispatchment of U. S. mail.....	..	..	..
No. 15 will reduce speed to 25 miles per hour, Shenandoah Junction for dispatchment of U. S. mail.....	..	..	..
No. 20 will reduce speed to 30 miles per hour, Hancock Station for dispatchment of U. S. mail.....	..	..	..
No. 23 will reduce speed to 25 miles per hour through Tunnelton to dispatch U. S. mail.....	..	..	..
Trains handling scale-testing cars will not exceed a speed of thirty-five (35) miles per hour.....	..	..	..
Trains handling steam cranes, locomotive cranes, pile drivers, ditchers and similar equipment.....	..	30	30
Trains, the make-up of which includes dead engines.....	..	25	25
Freight trains that run as Q D extras may make same speed as scheduled second class trains.....	..	..	..
Speed restriction of forty (40) miles per hour will be observed by light engines over all main highway crossings and through all stations and towns.....	..	..	..
The maximum speed of excursion or other special trains made up of open platform equipment and passenger trains handling equipment with freight car trucks, will be 10 miles per hour less than the maximum speed of other passenger trains.			

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

**Westward—**

- Between Kearneysville and Vanclevesville.
- Between Deer Park Hotel and Mt. Lake Park.

**Eastward—**

- Between Thornton and Irontown.
- Between Dans Run and Green Spring.

### MINIMUM TIME RESTRICTIONS.

Limits.	Passenger and Express Trains.	Quick Dispatch Helpers and Locals.	Slow Freight Trains.
	Minimum time Minutes.	Minimum time minutes.	Minimum time minutes.
Hobbs to Harpers Ferry.....	..	15	18
Knobley Summit to Patterson Creek...	..	..	12
Blaser to M. & K. Junction.....	10	16	16
Altamont to Strecker.....	11	18	23
Strecker to Bond.....	9	15	20
Bond to Piedmont.....	12	17	22
Terra Alta to Rodemer.....	10	16	16
Rodemer to McMillan.....	8	14	14
West End to Newburg.....	10	16	16
Manown to Kingwood.....	12	..	25
Kingwood to Albright.....	9	..	23
Manown to foot of grade $\frac{3}{4}$ mile east of Reedsville.....	10	..	18
Cascade to Sabraton.....	19	..	43

### 6. TRAIN ORDERS.

#### 7. EXTRA TRAINS.

#### 8. OPERATING TRAINS BY SIGNAL INDICATION.

Rules 251 to 254, inclusive, are in effect between Weverton and Williams Street, Cumberland, and between Baltimore Street, Cumberland, and Grafton, including the Patterson Creek Cut Off, and excepting tracks signalled for traffic in either direction, and No. 4 track between Piedmont and West Keyser.

Rules 605 to 671, inclusive, are in effect within interlocking limits at Sir Johns Run on all tracks except No. two (2) track.

No. 3 track between Miller and Hancock, No. 3 track between Sir Johns Run and Orleans Road, No. 3 track between Okonoko and Patterson Creek, middle track between Bond and Big Curve, No. 2 track between Terra Alta and M. & K. Junction, and No. 4 track between Blaser and Hardman will be used for traffic in either direction. Rules 261 to 264, inclusive, are effective, and the following instructions will govern:

Operators controlling traffic where Rules 261 to 264, inclusive, are in effect, may, if traffic is clear, authorize crossover movements between 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 a block, train order is required authorizing the movement.

#### 9. SPACING TRAINS.

Rules 305 to 377, inclusive, are in effect between M. & K. Junction and Morgantown, and on No. 4 (four) track between Piedmont and West Keyser.

Rules 505 to 519, inclusive, are in effect between Weverton and Williams Street, Cumberland, and between Baltimore Street, Cumberland and Grafton, including the Patterson Creek cut-off.

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.

Freight trains will not be permitted in Knobley Tunnel (Patterson Creek Cut-Off) at same time passenger train is moving through this tunnel. Movement of freight trains will be controlled by operator at McKenzie by stop signals at East and West portals of tunnel.

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

#### 10. FIXED SIGNALS.

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.

Hand operated signal is located 200 feet east of Shenandoah Junction, governing No. 3 track for the purpose of protecting trains discharging passengers and mail. Trains operated on No. 3 track finding this signal in stop position will not proceed until light in signal is extinguished.

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.

Operating Rules 134 and 513 are modified to the effect that trains, after opening switch, will wait five (5) minutes before fouling main track, or crossing from one main track to another between Weverton and Cumberland.

When dwarf signal on No. 4 track just west of Mexico Farms highway crossing is displaying either Rule 239 (Permissive), or Rule 291 (Stop and Proceed), trains will not proceed east of highway crossing until authorized by Dispatcher.

Dual controlled switches will be operated by hand only on instructions of Train Dispatcher except when a train, otherwise having the right to proceed, is delayed by the protecting signal where communication is not available. When moving through dual controlled switches under a stop signal indication switches must first be placed on hand throw and restored to power throw after train passes through the switches. To place dual



## SPECIAL INSTRUCTIONS—Continued.

### 10. FIXED SIGNALS—Concluded.

controlled switches on hand operation, unlock both the selector and hand throw levers, throw the selector lever in hand throw position, operate hand throw lever back and forth until switch points are seen to move with the movement of lever and then set up route as desired. After using switches restore hand throw and selector levers to normal positions.

At points where dual controlled or spring switches are protected by semi-automatic signals governing movements to track signalled in one direction only, and signal and all means of communication fails, and no cause for detaining train be known, switch will be placed in hand throw operation, Rules 99 and 513 complied with, and train may then proceed at restricted speed with the current of traffic to the next signal. Rule 509 modified accordingly.

### 11. HAND SIGNALS AND FLAGGING.

Rule 28-A modified to extent at Baltimore and Williams Streets, Cumberland, blue signals will govern eastward movement instead of green.

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

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

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

Rule 99 is modified to this extent:

Third-class trains on South Branch, Romney and Romney Junction Sub-Division, are relieved from protecting rear of train. When other trains are operated in this territory, third class trains will be notified and protection afforded.

### 12. JOINT OR SPECIAL USE OF TRACKS.

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.

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.

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.

Engines or trains using sidings on M. & K. Sub-Division will proceed expecting to find same blocked with cars

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.

Trains 1, 2, 3, 4, 121 and 122 will be operated via Patterson Creek Cut-Off.

Westward passing siding Newburg and eastward passing siding Rawlings will not be used without instructions from Dispatcher.

### 13. OPERATION OF AIR BRAKES.

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

### 13. OPERATION OF AIR BRAKES—Con.

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

All retainers which are to be used will be placed in holding position before starting down descending grades.

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

Trainmen will not start to turn down retainers on Patterson Creek Cut-Off until train has reached Patterson Creek; on Tabbs Grade until train has reached Martinsburg; on Nine Mile Grade until train has reached eastward distant signal at Harpers Ferry.

All trains on Bakerton Branch will, before starting down the grade, which starts  $1\frac{1}{2}$  miles east of Engle, stop at summit, test air brakes, and turn up retainers in high pressure position on all cars. 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. Trainmen will not start to turn down retainers until train has reached Engle Station.

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

The following instructions will govern the handling of air brake trains over the West End of the Cumberland Division:

In connection with Rule 217, Form 1118-D-Rev.-1, all eastward freight trains while stopped at Bond for inspection, will have hand brakes set on head end of twenty-five (25) percent 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, pick-up or way freight trains will be prepared to be handled with power brakes on descending grades. Retaining valve test will be made on trains before leaving Fairmont or Grafton in accordance with instructions in Form 1118-D-Rev.-1. Train crew will be relieved of making retainer valve test before leaving Fairmont or Grafton when such test has been made by carmen.

Eastward loaded trains will not be required to stop at Blaser or Altamont to test brakes provided the required minimum brake pipe pressure of 80 pounds is shown on the gauge in the caboose. On Cranberry Grade, Newburg Grade, Cheat River Grade and Seventeen Mile Grade, the standard air pressure will be:

Trains of loads—Main Reservoir . . . . .	130 pounds.
Brake Pipe . . . . .	90 pounds.
Empty Trains —Main Reservoir . . . . .	100 pounds.
Brake Pipe . . . . .	70 pounds.

On westward trains approaching Hutton, enginemen of trains of loads will set up brake pipe pressure to 90 pounds which pressure will be carried through to Grafton.

On eastward trains approaching West End, enginemen of trains of loads will set up brake pipe pressure to 90 pounds, which pressure will be carried through to final terminal, Keyser or Cumberland.

On loaded cars all retainers must be placed in high pressure position descending Seventeen Mile, Cranberry, Cheat River and Newburg Grades.

Retainers will be placed in low pressure position on all empty cars descending Cheat River and Seventeen Mile Grades. On Newburg and Cranberry Grades, two-thirds of the retainers on empty cars will be turned up in low pressure position starting with the empty car nearest to the engine.

Short cycle method of braking will be used on these grades.

Trainmen will not start to turn down retainers on Seventeen Mile Grade until train has passed Bloomington; on Cranberry Grade until train is approaching automatic signal 2515 or 2515-F east of McMillan; on Cheat River Grade until train has passed automatic signal 2554 west of Rowlesburg; on Newburg Grade until engine of train has reached Raccoon Valley Switch.

Freight Road Diesel Locomotives are equipped with electric braking. Eastward freight trains propelled by these locomotives will not stop at Bond for inspection. Should electric brake become inoperative, trains will stop and receive usual inspection. Train crews will use the same number of retainers turned up to same position as covered by Time-table Special Instructions.

Carmen at Bond will make running inspection of these trains as they pass that point.



## SPECIAL INSTRUCTIONS—Continued.

### 13. OPERATION OF AIR BRAKES—Con.

On all loaded cars, all retainers will be placed in high pressure position on grades westward Manown to Fairfax; westward Cascade to Sabraton; eastward Manown to one mile west of Kingwood; eastward Kingwood to one mile east of Albright.

Two-thirds of retainers on empty cars will be turned up in low pressure position starting with the empty car nearest to the engine descending grade westward Manown to Fairfax; westward Cascade to Sabraton; eastward Manown to one mile west of Kingwood; eastward Kingwood to one mile east of Albright.

Trainmen will not start to turn down retainers on grade Manown to Fairfax until train has reached Fairfax Switch; on grade Cascade to Sabraton until train has reached Sabraton; on grade Manown to one mile west of Kingwood until train has reached foot of hill west of Kingwood; on grade Kingwood to one mile east of Albright until train has reached foot of hill east of Albright.

Quick dispatch trains, east and west, also westward tonnage train, locals, pick-ups 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.

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 retainer tested by the engine and train crew at some convenient point before starting down grade, in accordance with instructions provided in Form 1118-D-Rev.-1.

Eastward freight trains will make road test of air brakes before descending grade at Manown and Kingwood, and westward freight trains will make road test of air before descending grade at Manown and Cascade.

In connection with Rule 114, trainmen will ride out on trains when retaining valves are used.

Following instructions govern the handling of passenger trains, when make up consists of Troop kitchen and sleeping cars that are equipped with AB-1B brake equipment for descending grades, west end Cumberland Division:

Before leaving terminal, engineer will be advised of the number of cars equipped with AB-1B equipment, which is a direct release brake and cannot be graduated off.

If 25 per cent. or more of cars in train are equipped with this type brake, the handles of release control retaining valves will be turned up as far as they will go, to "slow direct" position before descending 17-mile, Cranberry, Cheat River and Newburg grades. Graduate release operation will not be used while retainers are being used.

#### Handling of Backup Hose.

At points where backup hose is used to control the movement of cars handled through city streets, or to control backup movement, trainmen will see that backup hose is coupled to the front of the leading car, that the air is coupled through from backup hose to engine, and that proper brake test is made by application of air through the backup hose before the movement of the train is begun. Where cars are set out or picked up involving a change in the make-up of the train, or where the engine is detached from the train and recoupled, similar brake test will be made by application of air brakes through the backup hose in each case.

When passenger trains are being backed into stations, trainmen in charge of the movement must know that air brake and train air signal equipment are coupled through from front of leading car to engine and are operative, that (except where car has backup valve) backup hose is coupled to front of leading car and angle cock open. Trainmen will test same and know that it is in proper working order before signalling Engineman.

Engineman will control speed of train and make all stops, except in an emergency of which he is not aware. Trainmen will then take position at backup hose or back-up valve and signal by communicating signals and hand signals. When communicating signal to stop is not acted on promptly by the Engineman, also in emergency cases, trainman in charge will be held responsible for stopping movement at once by the valve on the back-up hose or back-up valve.

Trains operating in territories where backup hose are required as covered by timetable instructions, and in Form 1118-D Rev. 1, will have backup hose applied by Car Inspectors (where they are available), after which they will be tested by the trainmen to know that they are in proper working order.

### 13. OPERATION OF AIR BRAKES—Conc.

#### Handling of Backup Hose—Conc.

At points where Car Inspectors are not available, trainmen will see that the backup hose is removed when train reaches destination or where it is interchanges to another railroad. Disposition for such hose removed will be furnished by the Trainmaster or Superintendent.

### 14. SPRING SWITCHES.

### 15. RAILROAD CROSSINGS AND DRAWBRIDGES.

### 16. YARDS.

On double track within yard limits when necessary for trains or engines to make movements against the current of traffic, the following employees are authorized to issue written instructions in accordance with Rule 93.

#### CUMBERLAND—

Eastward freight track between Virginia Lane and Viaduct Junction—Yard Master at Williams Street.

Westward freight track between Williams Street and Evitts Creek—Yard Master at Williams Street.

Main tracks Nos. 1 and 2 between Evitts Creek and Viaduct Junction—Yard Master at Williams Street (except that between Baltimore and Williams Streets, reverse movements will be made under flag protection arranged between the switchtender at Williams Street and Operator at Baltimore Street on instructions from Yard Master at Williams Street.

Permission will be secured from Operator, Virginia Lane or Evitts Creek before using crossovers leading to westward freight track between Evitts Creek and Virginia Lane, and from Operator Virginia Lane or Switchtender at Williams Street, between Virginia Lane and Williams Street, and from Operator Virginia Lane or Baltimore Street for crossovers to eastward freight track between Baltimore Street and Virginia Lane.

Engines using westward engine lead from Evitts Creek to fire track switches, Cumberland, will look out carefully for yard engine switching on this lead.

### 17. HELPER ENGINES.

The second paragraph of Rule 19(C) is modified to the extent that helper engines moving backward by night or during foggy or stormy weather may use classification lamps as markers. Markers will not be displayed on Baltimore and Ohio engines except for the purpose of designating the rear end of the train.

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.

When detaching a helper engine from a passenger train on which the road engine has a brake pipe cut-out cock located in the cab instead of an angle cock on the pilot, the engineer on road engine will close the brake pipe cut-out cock first.

When this is done engineer on helper engine will make a ten-pound brake pipe reduction and then place automatic brake valve handle in emergency position to empty all compressed air in air hose between helper engine and road engine. Employee disconnecting hose will then close angle cock on rear of tender of helper engine and disconnect hose.

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

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

When stop is made to cut off helpers from rear of passenger trains enginemen will hold air brakes applied until helper is cut off. After helper is cut off, flagman will then give signal to proceed.



## SPECIAL INSTRUCTIONS—Continued.

18.

### MAIL.

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

Rule 115 is modified to the extent that trains 1, 2, 5 and 6 moving on other than their regular track, will not stop to exchange mail.

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

19.

### WATER AND FUEL.

Engines will not take water at Terra Alta unless absolutely necessary.

20.

### WHISTLE SIGNALS.

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

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.

21.

### HIGHWAY CROSSING PROTECTION.

Mexico Farms highway crossing, east of Evitts Creek, must not be blocked by trains longer than 10 minutes.

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

Stations open less than 24 hours.

*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.
*Reedsville.....	8.00 A. M. to 5.00 P. M.
*Masontown.....	7.15 A. M. to 4.15 P. M.
*Sturgisson.....	7.00 A. M. to 4.00 P. M.
*Sabraton.....	8.00 A. M. to 5.00 P. M.

\*Daily, except Sunday.

### 23. RESTRICTIONS ON STRUCTURES AND TRACKS.

MAXIMUM WEIGHT LIMITS.	Heaviest class of engine permitted.	Cars Gross Weight in Pounds.
Main Line—Weverton and Cumberland.....	EM-1	240,000
Bakerton Branch.....	E-24A	210,000
Frog Hollow Branch.....	Q1C	240,000
Berkeley Springs and Potomac Sub-Division	E-60	200,000
South Branch Sub-Division:		
Green Spring and West Romney.....	Q-1C	240,000
West Romney and Petersburg.....	B-55	130,000
Patterson Creek to McKenzie.....	EM-1	240,000
Main Line—Cumberland and Grafton.....	EM-1	240,000
Raccoon Valley Branch.....	Q-1C	240,000
Hardman Branch.....	Q-1C	240,000
M. & K. Sub-Division, M. & K. Junction and Morgantown.....	EM-1	240,000

For exceptions, see Form 1594-Spl.

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

Santa Fe type engines will not be permitted to use Nos. 12, 13, 14 or 15 tracks, Yard B, nor tracks 14, 15, Yard C, Cumberland.

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 each other 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.

The two tracks at Fairfax Mine M. & K. Sub-Division may be used by locomotives as far as the tipple. Tipple will not clear an engine under it on either track.

Engines must not pass over bridges, Scotch Hill Mine Siding.

Class E-L engines (Mallet) will not be operated over bridges on mine tracks between M. & K. Junction, and Morgantown.

24.

### CLEARANCES.

Employees are required to familiarize themselves with all close clearances in territory in which they operate, both for their own protection and the protection of the Company.



**SPECIAL INSTRUCTIONS—Continued.**

**25. CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS.**

LIMITS.	TRACK.	CLASSIFICATION.	No.
Weverton to Engle.....		Westward high speed track.	1
		Eastward high speed track.	2
Engle to Hobbs.....	North or outside track	Westward slow speed track.	3
	The second track.....	Westward high speed track.	1
	The third track.....	Eastward high speed track.	2
Hobbs to Burke St., Martinsburg.....	North or outside track	Westward high speed track.	1
	Middle track.....	Eastward high speed track.	2
	South or outside track	Eastward slow speed track.	4
Martinsburg to West Cumbo.....		Westward high speed track.	1
		Eastward high speed track.	2
West Cumbo Tower to Miller.....	North or outside track	Eastward slow speed track.	4
	Middle track.....	Westward high speed track.	1
	South or outside track	Eastward high speed track.	2
	North or outside track	Westward high speed track.	1
Miller to Hancock.....	Middle track.....	High speed in either direction governed by signal indication.....	3
	South or outside track	Eastward high speed track.	2
	North or outside track	Westward high speed track.	1
	The second track.....	Westward slow speed track.	3
Hancock to Sir John's Run.....	The third track.....	Eastward slow speed track.	4
	South or outside track	Eastward high speed track.	2
	North or outside track	Westward high speed track.	1
	Middle track.....	High speed in either direction governed by signal indication.....	3
Sir John's Run to Orleans Road.....	South or outside track	Eastward high speed track.	2
	North or outside track	Westward high speed track.	1
	The second track.....	Eastward high speed track.	2
	The third track.....	Westward high speed track.	3
Orleans Road to Okonoko.....	(High Line.)	South or outside track	4
	(High Line.)	North or outside track	1
	Middle track.....	High speed — for operation in both directions under signal indication..	3
Okonoko to Patterson Creek.....	South or outside track	Eastward high speed track.	2
		Westward high speed track.	1
Patterson Creek to North Branch.....		Eastward high speed track.	2
	North or outside track	Westward high speed track.	1
North Branch to Evitts Creek.....	Middle track.....	Eastward high speed track.	2
	South or outside track	Eastward slow speed track.	4
	North or outside track	Westward high speed track.	1
Evitts Creek to Williams Street.....	The second track.....	Eastward high speed track.	2
	Patterson Creek.....	Westward high speed track.	3
Patterson Creek to McKenzie.....	Cut-Off.....	Eastward high speed track.	4
		Westward high speed track.	1
Viaduct Junction to West Keyser Tower.....		Eastward high speed track.	2
	North or outside track	Westward high speed track.	1
West Keyser Tower to Piedmont Tower..	Middle track.....	Eastward high speed track.	2
	South or outside track	Eastward slow speed track.	4
	North or outside track	Westward slow speed track.	3
Piedmont Tower to Kelly's Curve.....	The second track...	Westward high speed track.	1
	South or outside track.	Eastward high speed track.	2

**25. CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS—Concluded.**

LIMITS.	TRACK.	CLASSIFICATION.	No.
Kelly's Curve to Big Curve.....		Westward high speed track.	1
		Eastward high speed track.	2
Big Curve to Bond..	North or outside track	Westward high speed track.	1
	Middle track.....	For operation in both directions under signal indication.....	..
	South or outside track	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	Westward slow speed track.	3
	Middle track.....	Westward high speed track.	1
	South or outside track	Eastward high speed track.	2
	North or outside track	Westward slow speed track.	3
Wilson to Altamont..	The second track.....	Westward high speed track.	1
	The third track.....	Eastward high speed track.	2
	South or outside track	Eastward slow speed track.	4
		Westward high speed track.	1
Altamont to Deer Park Hotel.....		Eastward high speed track.	2
		Westward high speed track.	1
Deer Park Hotel to Mountain Lake Park.....	Middle track.....	Eastward high speed track.	2
	South or outside track	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	Westward siding.....	..
	The second track.....	Westward high speed track.	1
	The third track.....	Eastward high speed track.	2
	South or outside track	Eastward slow speed track.	4
Terra Alta to McMillan.....	North or outside track	Westward high speed track.	1
	Middle track.....	High speed for operation in both directions under signal indication.....	2
	South or outside track	Eastward slow speed track.	4
	North or outside track	Westward high speed track.	1
McMillan to M. & K. Junction.....	The second track.....	Westward siding.....	..
		High speed for operation in both directions under signal indication.....	2
	The third track.....	Eastward slow speed track.	4
	South or outside track	Westward high speed track.	1
M. & K. Junction to Blaser.....		Eastward high speed track.	2
	North or outside track	Westward siding.....	..
Blaser to Tunnelton.	The second track.....	Westward high speed track.	1
		High speed for operation in both directions under signal indication.....	4
	The third track.....	Eastward high speed track.	2
Tunnelton to Hardman.....	South or outside track	Eastward high speed track.	2
	North or outside track	Westward high speed track.	1
		High speed for operation in both directions under signal indication.....	4
Hardman to East Grafton.....	Middle track.....	Eastward high speed track.	2
	South or outside track	Westward high speed track.	1
		Eastward high speed track.	2



**SPECIAL INSTRUCTIONS—Continued.**

26.

**TELEPHONES.**

Where telegraph or telephone office is closed, Conductors of trains meeting with accident or unusual delay will arrange to call nearest open office by telephone, or if conditions warrant call Dispatcher's Office, Cumberland, 3000, Extension One, and in using public telephone instruct Exchange to reverse charges.

Location.	Connected With	Location	Connected With
East End, Harper's Ferry Tunnel.....	Harper's Ferry Tower.	Sleepy Creek Station..	Miller and Hancock Tower.
West End, Harper's Ferry Tunnel.....	Harper's Ferry and Weverton Towers.	Hancock Station.....	
Peachers Mill.....	Harper's Ferry and Hobbs Tower.	East End Platform—Berkeley Springs....	Hancock Tower.
Pull in Switch, Engle..		Outlet Switch, west end of Hancock Yard.	
Shenandoah Junction—Yard Outlet Switch..		Coal Tipple, Sir John's Run.	
Eastward pull-out Switch.....	Hobbs Tower.	Westward Pull-out Switch, Sir John's Run.....	Orleans Road and Hancock Towers.
Bardane.....		Great Cacapon Station Lineburg.	
Kearneysville Station.		Rockwell's Run Siding	
Old House Curve.....		East End Connection Track Switch, Hansrote.	
Blairton.....	Hobbs Tower and Martinsburg.	Green Ridge.....	
West of Flagg's Crossing.....		Magnolia.....	
Kelly Island Limestone Co., Switch.....	Martinsburg Telegraph Office.	High Line:—East End Doe Gully Cut.....	
Switch, Old Dispatcher's Office.....		West End Stewart Tunnel.....	Okonoko and Orleans Road Towers.
Martinsburg:—Yard Office.....	West Cumbo Tower.	West End Connection Track.....	
Queen Street.....	Martinsburg Telegraph Office.	West End Kessler Bridge.....	
No. 3 Ball.....	West Cumbo Tower.	West End Concrete Wall.....	
Fawvers.....	Martinsburg and West Cumbo.	Paw Paw Station (Old Line).....	
West Cumbo:—Westward Home Signal.....	West Cumbo Tower.	Paw Paw Station (High Line).....	
Eastward Home Signal.....		Little Cacapon.....	
West End Yard A..	West Cumbo Tower and West Cumbo Yard Office.	Agent's Office, French Green Spring:—Opposite of Tower..	
Yard E, Cumbo, west end.....	West Cumbo Tower.	Eastward Signal Bridge.....	Patterson Creek and Okonoko.
Yard B, Cumbo, east end.....	West Yard Office.	Station.....	
Outlet Switch, advance siding.....	West Cumbo Tower.	Westward Pull-in Switch.....	
North Mountain Station.....		Middle Pull-out Switch.....	
Low Grade:—North Mountain Road Crossing.....		Westward Pull-out Switch.....	
Half Way Siding.....		Tie Treating Plant...	
Second Watch Box, East Cherry Run..	West Cumbo and Miller Towers.	Eastward Outlet Switch, North Branch.....	Patterson Creek and Evitts Creek.
Black Rock.....		Mexico Farm Crossing	
Just west of west end Paxton's Cut.....		Pump Station, Evitts Creek.....	Evitts Creek Tower.
Cherry Run Station..		Romney Station.....	Green Spring Station.
Westward Home Signal, Miller.....		Romney Junction.....	
Eastward Home Signal, Miller.....		Springfield.....	
		Big Curve, West Patterson Creek, on Cut-off.....	McKenzie and Patterson Creek.
		East and West End Knobley Tunnel....	

26.

**TELEPHONES—Con.**

Location	Connected With	Location	Connected With
West End Platform, freight depot, Cumberland.....		Eastward Outlet Switch No. 4 Track, Rinard.....	
Green Street Subway.	Viaduct Junction Tower.	Westward Pull-in Switch, Rinard.....	Terra Alta Tower.
Kelly Boulevard.....		Terra Alta, Westward Home Signal.....	
Beall Street, Cumberland.....		Terra Alta, Eastward Home Signal.....	
Kelly-Springfield Tire Plant Siding.....		Salt Lick.....	
Ameelle Station.....	Private Branch Ex., Cumberland.	Bishop's Farm.....	Train Dispatcher.
Bradys.....		Eastward and Westward Automatic Signals—Rodemer..	
Rawlings:—Tool House.....	Train Dispatcher.	No. 42 Water Station, McVickers Curve..	
Outlet Switch, Eastward Siding.....		McMillan Pull-in Switch.....	
Dawson.....		M. & K. Junction—M. & K. Coal Tipple..	
Westward Home Signal, Keyser.....	Depot Telegraph Office, Keyser.	M. & K. Station.....	M. & K. Junction Tower.
Keyser Main Street Crossing.....	Train Dispatcher.	Shop Foreman's Office	
West Keyser Tower..		Callor's Office, west of River.....	
Outlet Switch, No. 3 Track.....		Rowlesburg Station..	
Bloomington Tool House west of road crossing.....	Piedmont Tower.	Rowlesburg Station Siding.....	
Empire.....	Piedmont Tower and Train Dispatcher.	76 Fill.....	
Big Curve.....	Bond Tower.	Old Quarry, Cheat River.....	Train Dispatcher.
Big Curve.....	Train Dispatcher.	Tunnelton Crossover..	Blaser and West End Towers.
East Inspector's Box..		Westward Outlet Switch Tunnelon..	
West Inspector's Box..		West End:—East End Single Track Tunnel.....	West End Tower.
Eastward Approach Signal, Bond.....	Bond Tower.	West End Single Track Tunnel.....	
Frankville.....	Train Dispatcher.	Eastward Home Signal Bridge.....	Train Dispatcher.
Strecker:—Eastward Approach Signal.....	Strecker Tower	Hiorra Road Crossing..	
Swanton.....	Train Dispatcher.	Raccoon Valley Junction.....	
At crossover between westward high and slow speed tracks, Altamont Wye.....	Altamont Tower.	Westward Home Signal, Newburg.....	
Eastward Outlet Switch, Wilson.....		Newburg Agents Siding.....	
Deer Park Station...	Mt. Lake Park Tower.	Newburg 30-Car Siding	Hardman Tower.
Eastward Outlet Switch, Deer Park..		Hardman Bunk House, East End.....	
Main Track Crossover, West Deer Park Hotel.....		West End Newburg Passing Siding.....	
Mountain Lake Pump House.....	Mt. Lake Park Tower.	Independence Station.	
Westward Outlet Switch, Mountain Lake Park.....		Hardman:—Eastward Home Signal.....	
Oakland Station Platform.....	Train Dispatcher.	Irontown.....	Dispatcher.
Oakland Tool House..		Thornton Station....	
Hutton Station Platform.....	Train Dispatcher and Terra Alta.	Thornton — Middle Switches.....	East Grafton Tower.
		Thornton, East End Passing Siding.....	
		M. & K. Sub-Division: Manheim.....	
		Caddell.....	
		Albright.....	
		Kingwood.....	
		Fairfax.....	M. & K. Junction and Morgantown.
		Reedsville.....	
		Bretz.....	
		Masontown.....	
		Cascade.....	
		Greer.....	
		Sabraton.....	



## SPECIAL INSTRUCTIONS—Concluded.

### 27. UNCLASSIFIED.

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

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.

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

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 Keyser or Piedmont Station while westward passenger trains are at station or moving away from station.

When engines are using sand, the rail washer should be used on engines so equipped. Rail washers should be used only by the second engine when doubleheading, and rear engine when two helpers are used on the rear of train.

Nos. 29, 31, 32 and 40 will not handle passengers.

#### Holidays.

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

### 28. ADDITIONAL REGULAR AND FLAG STOPS.

No. 34 will stop on flag at Blairton and Sleepy Creek.

No. 57 will stop on flag at Amcelle, Potomac, Black Oak, Hopemont, Hiorra and Irontown.

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

No. 58 will stop on flag at Bond (Carmen's Shanty) to pick up and let off Carmen.

No. 57 will stop at Deer Park Water Station to unload empty water bottles.

No. 34 will stop at Patterson Creek and Bardane to handle Parcel Post.

No. 57 will stop daily except Sunday at Brady, Potomac and Wilson to exchange mail, and on signal at Corinth to receive U. S. mail.

No. 9 will stop at Kearneysville daily except Sunday to handle U. S. mail.

☞ No. 34 will stop at Green Ridge on Monday only during school term to discharge passengers from Cumberland.

### 29. EXPLANATION OF LETTERS.

- D Day Train Order Station.
- DN Day and Night Train Order Station.
- NPD Night, Part Day, Train Order Station.
- DPN Day, Part Night, Train Order Station.
- PDPN Part Day, Part Night, Train Order Station.
- PN Part of Night, Train Order Station.
- B Stops to receive passengers for Washington and points east, and discharge passengers from west of Parkersburg.
- C Stops on Sunday to receive passengers.
- E Flag Stop, Saturday only.
- G Stops to discharge passengers from Chicago and west thereof.
- H Stops on flag to receive passengers for Cumberland and west.
- J Stops to discharge passengers from Clarksburg and west.
- R Stops to discharge passengers from Washington and east of Washington.
- 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 TABLE.

Time Per Mile.	Miles Per Hour.	Time Per Mile.	Miles Per Hour.
1 Min. 0 Sec.	60.0	3 " 0 "	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 "	28.6	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		



# WESTWARD.

Distance from Weverton.	Train Order Stations.	East End Cumberland Division.  TIME-TABLE No. 47.  April 28, 1946.	Passing Siding Capacity in Cars.	FIRST CLASS.										
				7	29	11	55	21	31	9				
				DAILY	DAILY Ex. Monday	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY				
				A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.				
1.8	DN	WEVERTON. 1.8		12.48	5.30	9.18	S 9.45	11.04	12.20	3.09				
		SANDY HOOK. 1.0					F 9.47							
2.8	DN	HARPER'S FERRY 3.2		12.52	5.34	S 9.24	A 9.50	S 11.09	12.24	S 3.13				
6.0		ENGLE. 3.2												
9.2		DUFFIELDS. 0.9												
10.1		SHENANDOAH JCT. 1.8		S 1.02		S 9.40				S 3.25				
11.9	DN	HOBBS. 1.6		1.06	5.48	9.45		11.21	12.37	3.29				
13.5		KEARNEYSVILLE. 3.0												
16.5		VANLEVESVILLE. 4.6												
21.1	DN	MARTINSBURG. 2.3	194	S 1.22	S 6.05	S 10.02		S 11.35	S 12.54	S 3.47				
23.4		FAWVER. 3.0												
26.4	DN	WEST CUMBO. 2.3		1.30	6.15	10.12		11.43	1.04	3.55				
28.7		NORTH MOUNTAIN. 6.1				U 10.15								
34.8		CHEERRY RUN. 0.8												
35.6	DN	MILLER. 8.6		1.41	6.26	10.24		11.54	1.16	4.06				
44.2	DN	HANCOCK. 8.1		1.50	6.35	S 10.36		12.03	1.25	S 4.17				
47.3		ROUND TOP. 2.5												
49.8		SIR JOHN'S RUN. 4.1												
53.9		GREAT CACAPON. 1.1								F 4.29				
55.0		WOODMONT. 2.1												
57.1		LINEBURG. 3.1												
60.2	DN	ORLEANS ROAD. 1.8		2.08	6.54	10.55		12.21	1.45	F 4.39				
62.0		DOE GULLY. 2.7												
64.7		HANSBOTE. 2.0												
66.7		GREEN RIDGE. 3.6												
70.3		MAGNOLIA. 5.0												
75.3		PAW PAW. 3.0				S 11.15				S 4.57				
78.3		LITTLE CACAPON. 1.7												
80.0	DN	OKONOKO. 2.3		2.30	7.17	11.21		12.43	2.08	5.03				
82.8		FRENCH. 2.6												
85.4		GREEN SPRING. 6.6	158			E 11.29								
92.0	DN	PATTERSON CREEK. 1.8		2.44	7.32	11.40		12.57	2.24	5.17				
93.8		NORTH BRANCH. 3.3												
97.1	DN	EVITTS CREEK. 2.4		2.51	7.40	11.47		1.04	2.32	5.24				
99.5	DN	CUMBERLAND.		A 2.57	A 7.48	A 11.55		A 1.10	A 2.40	A 5.31				
				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.				
		Time over Division.....		2.09	2.18	2.37	.05	2.06	2.20	2.22				
		Average speed per hour.....		46.3	43.3	38.0	33.6	47.4	42.6	42.4				

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

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



# WESTWARD.

Distance from Weverton.	Train Order Stations.	East End Cumberland Division.  TIME-TABLE No. 47.  April 28, 1946.	Passing Siding Capacity in Cars.	FIRST CLASS.											
				5	25	19	1	121	3	17	15	23			
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
1.8	DN	WEVERTON. 1.8		6.33	6.42	6.54	7.35	7.45	9.08	9.32	10.26	11.58			
2.8	DN	SANDY HOOK. 1.0													
6.0		HARPER'S FERRY 3.2		6.37	6.46	6.58	7.39	7.49	9.12	9.36	10.30	12.02			
9.2		ENGLE. 3.2													
10.1		DUFFIELDS. 0.9													
11.9	DN	SHENANDOAH JCT. 1.8										\$12.29			
13.5	DN	HOBBS. 1.6		6.49	6.58	7.10	7.51	8.01	9.24	9.48	10.42	12.35			
		KEARNEYSVILLE. 3.0													
16.5		VANOLEVESVILLE. 4.6													
21.1	DN	MARTINSBURG. 2.3	194	\$ 7.00	\$ 7.10	\$ 7.24	\$ 8.04	\$ 8.14	\$ 9.37	\$10.02	\$10.56	\$12.54			
23.4		FAWVER. 3.0													
26.4	DN	WEST CUMBO. 2.3		7.07	7.17	7.31	8.12	8.22	9.45	10.10	11.05	1.04			
28.7		NORTH MOUNTAIN. 6.1													
34.8		CHERRY RUN. 0.8													
35.6	DN	MILLER. 8.6		7.17	7.27	7.41	8.22	8.32	9.55	10.20	11.16	1.15			
44.2	DN	HANCOCK. 3.1		7.25	7.35	7.50	8.31	8.41	10.04	10.29	11.25	1.24			
47.3		ROUND TOP. 2.5													
49.8		SIR JOHN'S RUN. 4.1													
53.9		GREAT CACAPON. 1.1													
55.0		WOODMONT. 2.1													
57.1		LINEBURG. 3.1													
60.2	DN	ORLEANS ROAD. 1.8		7.42	7.53	8.08	8.49	8.59	10.22	10.47	11.44	1.43			
62.0		DOE GULLY. 2.7													
64.7		HANSROTE. 2.0													
66.7		GREEN RIDGE. 3.6													
70.3		MAGNOLIA. 5.0													
75.3		PAW PAW. 3.0													
78.3		LITTLE CACAPON. 1.7													
80.0	DN	OKONOKO. 2.8		8.04	8.15	8.30	9.11	9.21	10.44	11.09	12.07	2.06			
82.8		FRENCH. 2.6													
85.4		GREEN SPRING. 6.6	158												
92.0	DN	PATTERSON CREEK. 1.8		8.17	8.28	8.44	9.25	9.35	10.58	11.23	12.22	2.20			
93.8		NORTH BRANCH. 3.3													
97.1	DN	EVITTS CREEK. 2.4		8.24	8.35	8.51				11.30	12.30	2.28			
99.5	DN	CUMBERLAND.		A 8.31	A 8.42	A 8.58				A 11.37	A 12.38	A 2.37			
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.			
		Time over Division.....		1.58	2.00	2.04	1.50	1.50	1.50	2.05	2.12	2.39			
		Average speed per hour.....		50.6	49.8	48.1	50.2	50.2	50.2	47.8	45.2	37.5			

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

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



# EASTWARD.

Distance from Cumberland.	Train Order Stations.	East End Cumberland Division.  TIME-TABLE No. 47.  April 28, 1946.	Passing Sidings. Capacity in Cars.	FIRST CLASS.												
				10	18	2	122	20	26	6	34	734				
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Sunday	Sunday	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	Ex. Sunday	ONLY	
2.4	DN	CUMBERLAND. 2.4		\$ 3.40	\$ 4.03	.....	.....	\$ 5.10	\$ 5.41	\$ 5.54	\$ 6.00	\$ 7.30	.....	.....	.....	
5.7	DN	EVITTS CREEK. 3.3		3.45	4.08	.....	.....	5.15	5.45	5.58	6.05	7.35	.....	.....	.....	
7.5	DN	NORTH BRANCH. 1.8		.....	.....	.....	.....	.....	.....	.....	6.10	.....	.....	.....	.....	
14.1	DN	PATTERSON CREEK. 6.6		3.52	4.15	4.25	4.35	5.22	5.52	6.05	6.14	7.42	.....	.....	.....	
16.7		GREEN SPRING. 2.6		.....	.....	.....	.....	.....	.....	.....	\$ 6.23	.....	.....	.....	.....	
		FRENCH. 2.8		.....	.....	.....	.....	.....	.....	.....	F 6.28	.....	.....	.....	.....	
19.5	DN	OKONOKO. 1.7		4.06	4.29	4.40	4.50	5.36	6.05	6.18	\$ 6.34	7.56	.....	.....	.....	
21.2		LITTLE CACAPON. 3.0		.....	.....	.....	.....	.....	.....	.....	F 6.37	.....	.....	.....	.....	
24.2		PAW PAW. 5.0		.....	.....	.....	.....	.....	.....	.....	\$ 6.44	.....	.....	.....	.....	
29.2		MAGNOLIA. 3.6		.....	.....	.....	.....	.....	.....	.....	F 6.51	.....	.....	.....	.....	
32.8		GREEN RIDGE. 2.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
34.8		HANSROTE. 2.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
37.5		DOE GULLY. 1.8		.....	.....	.....	.....	.....	.....	.....	F 7.01	.....	.....	.....	.....	
39.3	DN	ORLEANS ROAD. 3.1		4.28	4.51	5.03	5.13	5.59	6.27	6.40	F 7.05	8.19	.....	.....	.....	
42.4		LINEBURG. 2.1		.....	.....	.....	.....	.....	.....	.....	F 7.09	.....	.....	.....	.....	
44.5		WOODMONT. 1.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
45.6		GREAT CACAPON. 4.1		.....	.....	.....	.....	.....	.....	.....	F 7.16	.....	.....	.....	.....	
49.7		SIR JOHN'S RUN. 2.5		.....	.....	.....	.....	.....	.....	.....	F 7.23	.....	.....	.....	.....	
52.2		ROUND TOP. 3.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
55.3	DN	HANCOCK. 8.6		4.46	5.09	5.22	5.32	6.18	6.44	6.58	\$ 7.35	\$ 8.40	.....	.....	.....	
63.9	DN	MILLER. 0.8		4.55	5.18	5.31	5.41	6.27	6.52	7.06	7.48	8.50	.....	.....	.....	
64.7		CHERRY RUN. 6.1		.....	.....	.....	.....	.....	.....	.....	F 7.50	.....	.....	.....	.....	
70.8		NORTH MOUNTAIN. 2.3		.....	.....	.....	.....	.....	.....	.....	\$ 8.01	.....	.....	.....	.....	
73.1	DN	WEST CUMBO. 3.0		5.06	5.29	5.42	5.52	6.38	7.02	7.16	F 8.05	9.01	.....	.....	.....	
76.1		FAWVER. 2.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
78.4	DN	MARTINSBURG. 4.6		\$ 5.19	\$ 5.40	\$ 5.55	\$ 6.05	\$ 6.50	\$ 7.11	\$ 7.25	\$ 8.19	\$ 9.12	.....	.....	.....	
83.0		VANCLEVESVILLE. 3.0		.....	.....	.....	.....	.....	.....	.....	F 8.26	.....	.....	.....	.....	
86.0		KEARNEYSVILLE. 1.6		.....	.....	.....	.....	.....	.....	.....	\$ 8.31	.....	.....	.....	.....	
87.6	DN	HOBBS. 1.8	168	5.32	5.53	6.08	6.18	7.02	7.23	7.38	8.35	9.25	.....	.....	.....	
89.4		SHENANDOAH JCT. 0.9		\$ 5.37	.....	.....	.....	.....	.....	.....	\$ 8.42	\$ 9.29	.....	.....	.....	
90.3		DUFFIELDS. 3.2		.....	.....	.....	.....	.....	.....	.....	\$ 8.50	.....	.....	.....	.....	
93.5		ENGLE. 3.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
96.7	DN	HARPER'S FERRY. 1.0		\$ 5.49	6.05	6.20	6.30	F 7.15	7.34	7.49	\$ 8.59	\$ 9.42	.....	.....	.....	
97.7		SANDY HOOK. 1.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
99.5	DN	WEVERTON.		5.55	6.10	6.25	6.35	7.21	7.39	7.54	\$ 9.05	9.48	.....	.....	.....	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.			
		Time over Division.....		2.15	2.07	2.00	2.00	2.11	1.58	2.00	3.05	2.18				
		Average speed per hour.....		44.2	47.0	46.0	46.0	45.6	50.6	49.8	32.3	43.3				

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



# EASTWARD.

Distance from Cumberland.	Train Order Stations.	East End Cumberland Division.  TIME-TABLE No. 47.  April 28, 1946.	Passing Sidings Capacity in Cars.	FIRST CLASS.										
				4	8	54	22	40	32	12				
				DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY				
				A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
2.4	DN	CUMBERLAND. 2.4		.....	\$ 1.12	.....	\$ 3.52	\$ 6.20	\$ 7.50	\$ 8.55	.....	.....	.....	.....
5.7	DN	EVITS CREEK. 3.3		.....	1.17	.....	3.57	6.25	7.55	9.00	.....	.....	.....	.....
7.5	DN	NORTH BRANCH. 1.8		.....		.....					.....	.....	.....	.....
14.1	DN	PATTERSON CREEK. 6.6		8.15	1.24	.....	4.04	6.32	8.02	9.07	.....	.....	.....	.....
16.7		GREEN SPRING. 2.6		.....		.....					.....	.....	.....	.....
		FRENCH. 2.8		.....		.....					.....	.....	.....	.....
19.5	DN	OKONOKO. 1.7		8.29	1.38	.....	4.17	6.46	8.16	9.21	.....	.....	.....	.....
21.2		LITTLE CACAPON. 3.0		.....		.....					.....	.....	.....	.....
24.2		PAW PAW. 5.0		.....		.....	F 4.23			F 9.27	.....	.....	.....	.....
29.2		MAGNOLIA. 3.6		.....		.....					.....	.....	.....	.....
32.8		GREEN RIDGE. 2.0		.....		.....					.....	.....	.....	.....
34.8		HANSROTE. 2.7		.....		.....					.....	.....	.....	.....
37.5		DOE GULLY. 1.8		.....		.....					.....	.....	.....	.....
39.3	DN	ORLEANS ROAD. 3.1		8.52	2.00	.....	4.41	7.08	8.38	9.46	.....	.....	.....	.....
42.4		LINEBURG. 2.1		.....		.....					.....	.....	.....	.....
44.5		WOODMONT. 1.1		.....		.....					.....	.....	.....	.....
45.6		GREAT CACAPON. 4.1		.....		.....					.....	.....	.....	.....
49.7		SIR JOHN'S RUN. 2.5		.....		.....					.....	.....	.....	.....
52.2		ROUND TOP. 3.1		.....		.....					.....	.....	.....	.....
55.3	DN	HANCOCK. 8.6		9.10	2.18	.....	\$ 5.00	7.27	8.56	\$10.08	.....	.....	.....	.....
63.9	DN	MILLER. 0.8		9.19	2.27	.....	5.09	7.36	9.05	10.18	.....	.....	.....	.....
64.7		CHERRY RUN. 6.1		.....		.....					.....	.....	.....	.....
70.8		NORTH MOUNTAIN. 2.3		.....		.....					.....	.....	.....	.....
73.1	DN	WEST CUMBO. 3.0		9.30	2.38	.....	5.20	7.47	9.16	10.29	.....	.....	.....	.....
76.1		FAWVER. 2.3		.....		.....					.....	.....	.....	.....
78.4	DN	MARTINSBURG. 4.6		\$ 9.40	\$ 2.50	.....	\$ 5.31	7.58	\$ 9.27	\$10.43	.....	.....	.....	.....
83.0		VANCLEVESVILLE. 3.0		.....		.....					.....	.....	.....	.....
86.0		KEARNEYSVILLE. 1.6		.....		.....					.....	.....	.....	.....
87.6	DN	HOBBS. 1.8	168	9.53	3.04	.....	5.44	8.12	9.41	10.58	.....	.....	.....	.....
89.4		SHENANDOAH JOT. 0.9		.....	\$ 3.09	.....					.....	.....	.....	.....
90.3		DUFFIELDS. 3.2		.....		.....					.....	.....	.....	.....
93.5		ENGLE. 3.2		.....		.....					.....	.....	.....	.....
96.7	DN	HARPER'S FERRY. 1.0		V10.06	\$ 3.23	\$ 6.44	\$ 5.57	8.25	9.56	\$11.12	.....	.....	.....	.....
97.7		SANDY HOOK. 1.8		.....		F 6.46	.....				.....	.....	.....	.....
99.5	DN	WEVERTON. 1.8		10.11	3.29	F 6.49	6.02	8.30	10.00	11.18	.....	.....	.....	.....
				A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
		Time over Division.....		1.56	2.17	.05	2.10	2.10	2.10	2.23				
		Average speed per hour.....		47.6	43.6	33.6	45.9	45.9	45.9	41.7				

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. 47.  April 28, 1946.	Passing Sidings. Capacity in Cars.	FIRST CLASS.							SECOND CLASS.				
				23	29	57	11	1	121	3	97	97	97	97	
				DAILY	DAILY Ex. Monday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Colus.	DAILY St. L.	DAILY Cin.	DAILY HIGH CARS.	
				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	DN	CUMBERLAND. 0.6		\$ 2.47	\$ 8.20	\$ 8.30	\$12.05	.....	.....	.....	.....	.....	.....	.....	
0.6	DN	VIADUCT JCT. 6.3		2.49	8.23	8.32	12.07	.....	.....	.....	.....	7.30	.....	9.30	
6.9		BRADY. 2.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
9.2	DN	McKENZIE. 4.0		3.00	8.34	8.42	12.18	9.35	9.45	11.08	.....	.....	.....	.....	
13.2		RAWLINGS. 5.6		.....	.....	F 8.47	.....	.....	.....	.....	.....	.....	.....	.....	
18.8		DAWSON. 4.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
23.3	DN	KEYSER. 1.5		\$ 3.21	8.53	\$ 9.02	\$12.37	\$ 9.54 9.57	\$10.03 10.07	\$11.26 11.29	.....	6.50	8.10	.....	
24.8	DN	WEST KEYSER TOWER. 3.5		3.23	8.56	9.04	12.39	9.59	10.14	11.31	.....	.....	.....	.....	
28.3	DN	PIEDMONT. 1.2		\$ 3.37	9.05	\$ 9.14	\$12.47	10.05	10.20	11.37	.....	.....	.....	.....	
29.5		W. VA. C. JCT. 0.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
30.3		BLOOMINGTON. 2.5		.....	.....	F 9.17	.....	.....	.....	.....	.....	.....	.....	.....	
32.8		BIG CURVE. 1.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
34.3	DN	BOND. 1.8		3.56	9.19	F 9.29	1.02	10.19	10.34	11.51	.....	.....	.....	.....	
36.1		FRANKVILLE. 2.9		.....	.....	F 9.32	.....	.....	.....	.....	.....	.....	.....	.....	
39.0	DN	STRECKER. 2.3		4.10	9.31	F 9.38	1.15	10.31	10.46	12.02	.....	.....	.....	.....	
41.3		SWANTON. 3.8		.....	.....	S 9.44	.....	.....	.....	.....	.....	.....	.....	.....	
45.1	DN	ALTAMONT. 2.8		4.27	9.44	F 9.53	1.29	10.46	10.59	12.16	.....	.....	.....	.....	
47.9		DEER PARK. 3.4		.....	.....	S 9.57	.....	.....	.....	.....	.....	.....	.....	.....	
51.3	DN	M'T'N LAKE PARK. 2.6	110	4.38	9.55	\$10.07	\$ 1.42	10.54	11.07	12.24	.....	.....	.....	.....	
53.9		OAKLAND. 4.2		\$ 4.48	.....	\$10.14	\$ 1.49	R10.57	R11.12	.....	.....	.....	.....	.....	
58.1		EDGEWOOD. 1.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
59.3		HUTTON. 0.6		.....	.....	\$10.23	.....	.....	.....	.....	.....	.....	.....	.....	
59.9		CORINTH. 2.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
62.7		RINARD TOWER. 1.0	92	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
63.7	DN	TERRA ALTA. 5.3		\$ 5.15	\$10.15 10.25	\$10.37	\$ 2.08	11.13	11.28	12.43	.....	.....	.....	.....	
69.0	DN	RODEMER. 3.3		5.25	10.35	F10.48	2.18	11.23	11.38	12.53	.....	.....	.....	.....	
72.3		AMBLERSBURG. 1.9		.....	.....	F10.54	.....	.....	.....	.....	.....	.....	.....	.....	
74.2		McMILLAN. 1.2	120	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
75.4	DN	M. & K. JCT. 0.7		F 5.37	10.46	11.02	F 2.29	11.34	11.49	1.04	.....	.....	.....	.....	
76.1		ROWLESBURG. 4.5		.....	.....	\$11.05	.....	.....	.....	.....	.....	.....	.....	.....	
80.6	DN	BLASER. 1.4	130	5.53	11.01	F11.16	2.43	11.48	12.03	1.18	.....	.....	.....	.....	
82.0		TUNNELTON. 1.7		.....	.....	\$11.20	\$ 2.45	.....	.....	.....	.....	.....	.....	.....	
83.7	DN	WEST END. 1.5		6.00	11.06	F11.24	2.49	11.53	12.08	1.23	.....	.....	.....	.....	
85.2		AUSTEN. 3.7		.....	.....	F11.27	.....	.....	.....	.....	.....	.....	.....	.....	
88.9		NEWBURG. 1.2	82	F 6.10	.....	\$11.39	F 2.59	.....	.....	.....	.....	.....	.....	.....	
90.1		INDEPENDENCE. 1.4		.....	.....	\$11.42	.....	.....	.....	.....	.....	.....	.....	.....	
91.5	DN	HARDMAN. 4.6		6.16	11.20	F11.45	3.04	12.07	12.22	1.37	.....	.....	.....	.....	
96.1		THORNTON. 3.1		.....	.....	\$11.54	.....	.....	.....	.....	.....	.....	.....	.....	
99.2	DN	EAST GRAFTON. 2.2		6.31	11.30	12.00	3.18	12.18	12.33	1.48	.....	1.15	10.50	12.10	
101.4	DN	GRAFTON.		A 6.36	A11.35	A12.05	A 3.23	A12.23	A12.38	A 1.53	.....	.....	.....	.....	
				A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.		A. M.	P. M.	A. M.	A. M.
		Time over Division.....		3.40	3.15	3.35	3.18	2.48	2.53	2.45		5.45	4.00	4.00	5.00
		Average speed per hour.....		26.6	31.2	23.3	30.7	32.9	32.0	33.5		17.1	19.0	19.0	19.7

Passenger trains will not exceed a speed of 50 miles per hour between Cumberland and Piedmont, 45 miles per hour between Piedmont and west end of curve west of Altamont, 50 miles per hour between west end of curve west of Altamont and cut east of Oakland station, 45 miles per hour between cut east of Oakland station and Grafton.

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



# EASTWARD.

Distance from Grafton.	Train Order Stations.	West End Cumberland Division.  TIME-TABLE No. 47.  April 28, 1946.	Passing Sidings. Capacity in Cars.	FIRST CLASS							SECOND CLASS				
				2	122	4	30	58	12	24	94	94	88	96	
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	
2.2	DN	<b>GRAFTON.</b> 2.2		\$ 1.22	\$ 1.40	\$ 5.20	\$ 8.57	\$12.35	\$ 5.20	\$11.45					
5.3	DN	<b>EAST GRAFTON.</b> 3.1		1.27	1.45	5.25	9.02	12.40	5.25	11.50	12.15	1.45	9.35	2.10	
9.9	DN	<b>THORNTON.</b> 4.6					F 9.08								
11.3	DN	<b>HARDMAN.</b> 1.4		1.38	1.55	5.36	F 9.16	12.50	5.35	12.00					
12.5		<b>INDEPENDENCE.</b> 1.2					F 9.19								
16.2		<b>NEWBURG.</b> 3.7					S 9.22	\$12.55	J 5.40	F12.05					
17.7	DN	<b>AUSTEN.</b> 1.5					F 9.31								
	DN	<b>WEST END.</b> 1.7		1.55	2.11	5.53	F 9.36	1.07	5.55	12.20					
19.4		<b>TUNNELTON.</b> 1.4					S 9.41	S 1.12	J 6.00	F12.25					
20.8	DN	<b>BLASER.</b> 4.5		2.00	2.15	5.58	F 9.44	1.15	6.04	12.29					
25.3		<b>ROWLESBURG.</b> 0.7					S 9.53	F 1.24		F12.37					
26.0	DN	<b>M. &amp; K. JCT.</b> 1.2		2.10	2.25	6.09	S 9.57	S 1.26	S 6.15	\$12.41					
27.2		<b>McMILLAN.</b> 1.9													
29.1		<b>AMBLERSBURG.</b> 3.3					F10.08								
32.4	DN	<b>RODEMER.</b> 5.3		2.25	2.39	6.22	F10.18	1.38	6.31	12.57					
37.7	DN	<b>TERRA ALTA.</b> 1.0		2.42	2.54	6.37	\$10.36	S 1.51	S 6.50	\$ 1.17					
38.7		<b>RINARD TOWER.</b> 2.8													
41.5		<b>CORINTH.</b> 0.6					F10.42								
42.1		<b>HUTTON.</b> 1.2					F10.44								
43.3		<b>EDGEWOOD.</b> 4.2													
47.5		<b>OAKLAND.</b> 2.6					\$10.56	S 2.06	S 7.07	\$ 1.34					
50.1	DN	<b>M'TN LAKE PARK.</b> 3.4		2.59	3.11	6.55	\$11.02	F 2.11	7.12	F 1.39					
53.5		<b>DEER PARK.</b> 2.8					F11.10	F 2.15							
56.3	DN	<b>ALTAMONT.</b> 3.8		3.08	3.19	7.04	F11.18	2.20	7.24	1.52					
60.1		<b>SWANTON.</b> 2.3					F11.26								
62.4	DN	<b>STRECKER.</b> 2.9		3.19	3.30	7.15	F11.32	2.31	7.35	2.04					
65.3		<b>FRANKVILLE.</b> 1.8					F11.36								
67.1	DN	<b>BOND.</b> 1.5		3.28	3.39	7.24	F11.42	2.40	7.44	2.14					
68.6		<b>BIG CURVE.</b> 2.5													
71.1		<b>BLOOMINGTON.</b> 0.8					F11.48								
71.9		<b>W. VA. C. JCT.</b> 1.2													
73.1	DN	<b>PIEDMONT.</b> 3.5		3.41	3.51	7.36	\$11.54	\$ 2.54	\$ 7.57	\$ 2.27					
76.6	DN	<b>WEST KEYSER TOWER.</b> 1.5		3.46	3.55	7.41	11.59	2.59	8.02	2.32					
78.1	DN	<b>KEYSER.</b> 4.5		\$ 3.51	\$ 4.03	\$ 7.47	\$12.04	\$ 3.05	\$ 8.08	\$ 2.38					
82.6		<b>DAWSON.</b> 5.8		3.56	4.06		F12.11								
88.2		<b>RAWLINGS.</b> 4.0	111				F12.19								
92.2	DN	<b>McKENZIE.</b> 2.3		4.16	4.25	8.05	12.25	3.23	8.27	2.57					
94.5		<b>BRADY.</b> 6.3													
100.8	DN	<b>VIADUCT JCT.</b> 0.6					12.41	3.36	8.40	3.12	5.15	7.00	4.35	7.30	
101.4	DN	<b>CUMBERLAND.</b>					A12.45	A 3.40	A 8.45	A 3.15					
				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.		
		Time over Division .....		2.54	2.45	2.45	3.48	3.05	3.25	3.30	5.00	5.15	7.00	5.20	
		Average speed per hour .....		31.8	33.5	33.5	26.7	32.9	29.7	29.0	19.7	18.8	14.1	18.5	

Passenger trains will not exceed a speed of 45 miles per hour between Grafton and cut east of Oakland station, 50 miles per hour between cut east of Oakland station, and west end of curve west of Altamont, 45 miles per hour between west end of curve west of Altamont and Piedmont, 50 miles per hour between Piedmont and Cumberland.

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



# WESTWARD.

# EASTWARD.

THIRD CLASS.				Distance from Green Spring.	Train Order Stations.	SouthBranch—Sub-Division.	Length of Sidings in Cars.	THIRD CLASS.						
								67	64					
				DAILY Ex. Sun. and Holid's		TIME-TABLE No. 47.		DAILY Ex. Sun. and Holid's						
				A. M.		April 28, 1946.		P. M.						
				8.25	D	GREEN SPRING.		A 4.38						
				1.3		1.3 MILLEN.								
				3.3		2.0 DONALDSON.	3							
				8.50		4.2 SPRINGFIELD.	5	4.11						
				9.8		1.3 GRACE.	10							
				10.0		0.7 RITTER.								
				10.9		0.9 RIDGEDALE.	4							
				12.5		1.6 ROCKS.	3							
				13.3		0.8 VANCE.	1							
				15.2		1.9 WAPOCOMO.								
				9.17		0.2 ROMNEY JOT.	38	3.49						
				9.43		2.1 WEST ROMNEY.	28	3.22						
				9.53		3.2 HAMPSHIRE CLUB.								
				20.7		1.8 JOHNSON.	3							
				22.5		1.3 PANCAKE.	2							
				23.8		2.5 GLEBE.	19	2.57						
				10.21		1.2 CAMP WICKHAM.								
				27.5		0.9 TROUGH CLUB.								
				28.4		4.1 SYCAMORE.								
				32.5		1.0 McNEILL.	15	2.37						
				10.44		1.9 MAPLETON.								
				35.4		1.5 CUNNINGHAM.	18							
				36.9		1.0 MEADOW.								
				37.9		1.5 MOOREFIELD.	27	3 2.21						
				S11.14		2.1 TAYLOR.								
				39.4		2.0 BROOK HILL.								
				41.5		1.6 SPRING BROOK.								
				43.5		1.7 DURGON.	5							
				45.1		1.9 WELTON.	2							
				46.8		3.1 PETERSBURG.	48	1.05						
				48.7										
				A12.10										
				P. M.				P. M.						
				3.45		Time over Sub-Division .....		3.33						
				13.8		Average speed per hour .....		14.6						

# WESTWARD.

# EASTWARD.

THIRD CLASS.				Distance from Romney Junction.	Train Order Stations.	Romney and Romney Junction Sub-Division.	Length of Sidings in Cars.	THIRD CLASS.						
								369	367	368	364			
				DAILY Ex. Sun. and Holid's	DAILY Ex. Sun. and Holid's	TIME-TABLE No. 47.		DAILY Ex. Sun. and Holid's	DAILY Ex. Sun. and Holid's					
				P. M.	A. M.	April 28, 1946.		A. M.	P. M.					
				3.30		ROMNEY JUNCTION.		9.38	3.48					
				A 3.33	A 9.21	0.7 ROMNEY.	75	3 9.35	3 3.45					
				P. M.	A. M.			A. M.	P. M.					
				.03	.03	Time over Sub-Division .....		.03	.03					
				14.0	14.0	Average speed per hour .....		14.0	14.0					

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



# WESTWARD.

Distance from Hancock.	Train Order Stations.	B. S. & P.—Sub-Division. TIME-TABLE No. 47. April 28, 1946.																		
6.0	DN	<b>HANCOCK.</b> 4.0 <b>FACTORY.</b> 2.0 <b>BERKELEY SPRINGS.</b>																		
		Time over Division.....																		
		Average speed per hour.....																		

# EASTWARD.

Distance from Berkeley Springs.	Train Order Stations.	B. S. & P.—Sub-Division. TIME-TABLE No. 47. April 28, 1946.																		
6.0	DN	<b>BERKELEY SPRINGS.</b> 2.0 <b>FACTORY.</b> 4.0 <b>HANCOCK.</b>																		
		Time over Division.....																		
		Average speed per hour.....																		

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



# WESTWARD.

# EASTWARD.

Distance from M. & K. Junction.	Train Order Stations.	M. & K. Sub-Division.	Passing Sidings. Capacity in Cars.	THIRD CLASS.			Distance from Morgantown.	Train Order Stations.	M. & K. Sub-Division.	Passing Sidings. Capacity in Cars.
				89	91	93				
				DAILY Ex. Sunday	Tuesd'y Thurs. & Sat. Only.	DAILY Ex. Sunday				
				A. M.	A. M.	A. M.				
		<b>TIME-TABLE No. 47.</b>							<b>TIME-TABLE No. 47.</b>	
		April 28, 1946.							April 28, 1946.	
	DN	M. & K. JUNCTION. 0.5	Yard					DN	MORGANTOWN. 1.1	
0.5		ROWLESBURG. 1.7					1.1		VALLEY CROSSING. 1.0	30
2.2	D	MANHEIM. 6.0	52				2.1	D	SABRATON. 1.8	Yard
8.2		TROWBRIDGE. 1.4					3.9		ROCK FORGE. 0.7	
							4.6		RICHARD.	
9.6		MORGANS RUN. 2.0								
11.6		CADDELL. 2.4	47				5.8		1.2 DELSLOW	
14.0	D	ALBRIGHT. 4.2	11				8.9	D	3.1 STURGISSON.	
18.2		KINGWOOD PASS. SDG. 0.2	12				10.4		1.5 GREER.	
18.4	D	KINGWOOD. 2.8					12.5		2.1 CASCADE.	
							13.5	D	1.0 MASONTOWN.	15
21.2		PLEASANTDALE. 1.3								
22.5		SUTHERLAND. 2.4					14.3		0.8 OAK PARK.	19
24.9		MANOWN. 1.8					15.2		0.8 BRETZ.	35
26.7		KANES CREEK. 3.4					16.4		1.2 BURK.	
30.1	D	REEDSVILLE 0.8					17.0		0.6 GUSEMAN.	
							17.8	D	0.8 REEDSVILLE.	
30.9		GUSEMAN. 0.6								
31.5		BURK. 1.2					21.2		3.4 KANES CREEK.	
32.7		BRETZ. 0.9	35				23.0		1.8 MANOWN.	
33.6		OAK PARK. 0.8	19				25.4		2.4 SUTHERLAND.	
34.4	D	MASONTOWN. 1.0	15				26.7		1.3 PLEASANTDALE.	
							29.5	D	2.8 KINGWOOD.	
35.4		CASCADE. 2.1								
37.5		GREER. 1.5					29.7		0.2 KINGWOOD PASS. SDG.	12
39.0	D	STURGISSON. 3.1					33.9	D	4.2 ALBRIGHT.	11
42.1		DELSLOW. 1.2					36.3		2.4 CADDELL.	47
43.8		RICHARD. 0.7					38.3		2.0 MORGANS RUN.	
44.0		ROCK FORGE. 1.8								
45.8	D	SABRATON. 1.0	Yard	4.20	6.30	7.00	39.7		1.4 TROWBRIDGE.	
46.8		VALLEY CROSSING. 1.1	30				45.7	D	6.0 MANHEIM.	52
47.9	DN	MORGANTOWN.		A 4.30	A 6.40	A 7.10	47.4		1.7 ROWLESBURG.	
							47.9	DN	0.5 M. & K. JUNCTION.	Yard
				A. M.	A. M.	A. M.				
		Time over Sub-Division.....		.10	.10	.10			Time over Sub-Division.....	
		Average speed per hour.....		12.6	12.6	12.6			Average speed per hour.....	

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



