

Edw. C. Greene

**THINK
SPEAK
ACT**

with caution!

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

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

You

THE BALTIMORE & OHIO RAILROAD COMPANY

EASTERN REGION

SAFETY ABOVE EVERYTHING



CUMBERLAND DIVISION

83

TIME-TABLE No. 83

EFFECTIVE 12:01 A. M.; EASTERN STANDARD TIME

SUNDAY, OCTOBER 25, 1964

R. H. PRIDDY,
Superintendent

CUMBERLAND DIVISION

Superintendent

R. H. PRIDDY

Assistant Superintendent

W. W. FREY

EAST END

Trainmaster

H. A. SNOOTS

Terminal Trainmaster

C. W. CALHOUN

J. L. GRADY (Night)

Assistant Terminal Trainmaster

L. E. MADDEN

Assistant Trainmaster

H. M. RYAN

Assistant Trainmaster

~~W. M. KEEFAUVER~~ 7-17-65

WEST END

Trainmaster

C. B. WELCH, Jr.

Assistant Trainmaster

R. E. McGAUGHEY

Road Foreman of Engines

E. G. FLETCHER

Division Operator—Rules Examiner

~~T. S. GIFFORD~~

Road Foreman of Engines

B. F. HOTCHKISS, Sr.

Division Engineer

J. R. RYMER

Assistant Division Engineer

S. F. BAILEY

Chief Train Dispatchers

J. T. MANUEL

H. V. KESECKER

~~J. T. STICKLEY~~

J. E. GROSS

Train Dispatchers

W. V. KAYLOR 1

S. A. McCULLOUGH 3

B. A. McCULLOUGH 5

D. W. COURTNEY

C. R. KREIGER 2

J. R. SMITH 4

S. E. BUTTS 6

L. L. RIDGEWAY 8

~~R. R. READD~~

~~C. S. COURTNEY~~

F. A. GATES 7

E. C. GREENE 9

B. P. KENNEY

W. E. CLATTERBUCK

Master Mechanic

R. A. SHIELDS

General Supervisor—Locomotive Maintenance

C. E. HOWDYSHELL

General Supervisors—Car Maintenance

W. S. FURLOW—Weverton to Cumberland

K. F. MEWSHAW—Viaduct Jct. to Grafton

Captain of Police

C. A. HALL

District Claim Agent

C. R. MCLAUGHLIN

Claim Agent

C. F. BEEM

Claim Agent

L. R. MULLENDORE

Supervisor Safety and Fire Prevention

W. H. FLANAGAN

THE BALTIMORE AND OHIO RAILROAD COMPANY

Medical Department

I. KAPLAN, M. D., Medical and Surgical Director

COMPANY'S SURGEONS.

Brunswick, Md.	{ DR. CHARLES E. PRUITT DR. C. T. BYRON KAO
Martinsburg, W. Va.	{ DR. GEO. O. MARTIN DR. MAX O. OATES DR. E. A. ZEPP
Cumberland, Md.	{ DR. R. J. WILLIAMS DR. WM. F. WILLIAMS DR. DONALD B. GROVE DR. L. BRINGS DR. LEO H. LEY, JR. DR. THOMAS F. LEWIS DR. LESLEY E. DAUGHERTY, Oculist DR. DAVID H. MILLER, Oculist DR. ARTHUR S. BAUER, Aurist
Frostburg, Md.	DR. W. OLIVER MCLANE
Keyser, W. Va.	{ DR. THEODORE C. GIFFIN DR. PHILLIP G. STAGGERS DR. PAUL T. HEALY DR. THAD T. HUFFMAN DR. ROBERT W. MCCOY, JR.
Piedmont, W. Va.	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
Grafton, W. Va.	{ DR. PAUL P. WARDEN DR. CHARLES A. HAISLIP DR. HERBERT N. SHANES
Kingwood, W. Va.	DR. J. F. LEHMAN
Morgantown, W. Va.	{ DR. G. R. MAXWELL DR. E. F. HEISKELL, JR. DR. JOHN H. TROTTER, Oculist

HOSPITALS

Martinsburg, W. Va.	King's Daughters and City Hospitals
Cumberland, Md.	Sacred Heart and Memorial Hospitals
Keyser, W. Va.	Potomac Valley Hospital
Oakland, Md.	Garrett County Memorial Hospital
Kingwood, W. Va.	{ Kerchival Clinic Hospital Preston Memorial Hospital
Morgantown, W. Va.	{ Vincent Pillotti Hospital Monongalia General Hospital

FIRST AID CLINICS

Cumberland, Md.	(Medical Examiner's Office).
Grafton, W. Va.	(Medical Examiner's Office).

EXAMINING POINTS AND HOURS

Brunswick	—Second and fourth Thursday each month, 9:30 A.M. to 12:00 Noon and 1:00 P.M. to 4:00 P.M.
Martinsburg	—Mondays, 8:30 A.M. to 12:00 Noon and 12:30 P.M. to 3:00 P.M.
Cumberland	—Daily except Saturday and Sunday, 9:00 A.M. to 12:00 Noon and 1:00 P.M. to 4:00 P.M.
Keyser	—Thursday, 9:00 A.M. to 12:00 Noon.
Rowlesburg	—By appointment.
Grafton	—Wednesday and Thursday, 9:00 A.M. to 4:00 P.M. Friday, by appointment, 9:00 A.M. to 4:00 P.M.

MEDICAL EXAMINERS' TERRITORIES

Weverton to Terra Alta, both exclusive, including Shenandoah and South Branch Sub-Divisions	{ Dr. J. A. Ragione, Cumberland, Md.
Terra Alta to Grafton, including M&K Sub-Division	{ Dr. Robert McCune, Jr., Grafton, W. Va.

INSTRUCTIONS COVERING MEDICAL SERVICES

1. Employees seriously injured on duty or passengers, whose injuries require medical or surgical aid, should be promptly taken to the nearest listed Company's Surgeon or hospital emergency room, except in extreme emergency, when they should be transported to the closest medical facility.

Workers with minor injuries sustained on duty should be treated at the listed First Aid Clinics. Where these services are not readily available, such cases should be referred to the nearest listed Company's Surgeon or hospital emergency room.

2. Depending on severity of injury, the officer in charge will use discretion as to proper conveyance for removal of injured employee. Municipal or private ambulances, taxicabs, personal or Company's vehicles may be used for this purpose, and the Company may be billed for the service.

3. When a passenger becomes ill on a train and requests medical attention, any local physician (Company's Surgeon or otherwise) may be called. If the passenger cannot or will not pay the physician called, we shall pay for the first call, but both the patient and the physician should be told that all subsequent treatment shall be at the patient's expense.

Notice of disablement or death of a Relief Department member should be reported promptly.

SPECIAL INSTRUCTIONS

1 SUPERIORITY OF TRAINS

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

Exception to No. 1

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

2 LOCATION OF WATCH INSPECTORS

Hagerstown, Md.	Melart Jewelers
Brunswick, Md.	S. & N. Katz
Martinsburg, W. Va.	Melart Jewelers
Hancock, Md.	H. F. Diehl
Berkeley Springs, W. Va.	H. C. Lawyer
Cumberland, Md.	{S. T. Little Co. Ward N. Hauger
Romney, W. Va.	Abell and Son
Petersburg, W. Va.	Thrush Jewelry
Keyser, W. Va.	G. H. Rinard
Piedmont, W. Va.	Charles R. Evans
Terra Alta, W. Va.	Sears Jewelry
Rowlesburg, W. Va.	Albert R. Wilson
Grafton, W. Va.	{Skaggs & Co. Loar Jewelry 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.
Hagerstown			
Caller's Office	x	x	x
Brunswick			
Caller's Office	x	x	x
WB Tower	x	..	x
Martinsburg			
Yard Office	x	x	x
Telegraph Office	x	..	..
Miller	x	..	..
HO Tower	x	x	..
Green Spring .....	..	..	x-b
Cumberland			
East Hump Yard Office	x	x	x
Caller's Office, Roundhouse	x	x	x
WC Telegraph Office	x	..	x
Caller's Office, Station .....	..	x	x
Keyser			
Telegraph Office	x	..	..
Caller's Office	x	x	x
East Yard Office	x	x	x
Brakeman's Room Eastbound Hump	x	x	x
M. & K. Jet., Shop	x	x	x
MK Tower	x	..	..
Morgantown	x	x	x
Grafton			
Yard Office	x	x	x
GR Telegraph Office	x	x	x
Caller's Office	x	x	x

b—South Branch Sub-Div. only.

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

These employees must have their watches inspected annually, during the month of May.

4 CLEARANCE CARD FORM A

It will not be necessary for trains to get Clearance Card Form A at Weverton and Petersburg. Rule 111 modified.

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

Westward first class trains will approach Harpers Ferry expecting to find train order board displayed and be governed by the aspect displayed thereon.

Westward trains authorized by signal indication to use No. 2 Track from east end Harpers Ferry Tunnel to interlocking limits at west end of Harpers Ferry Tunnel may proceed from interlocking limits to Train Order Station at

4 CLEARANCE CARD FORM A

Harpers Ferry by hand signal from the Operator where Clearance Card, Form A, will be delivered. Rule 222 modified.

At following train order stations trains and engines will be governed by Clearance Card Form A in place of fixed signals.

Green Spring —————	South Branch Sub-Division.
WC Office Cumberland.—	
MK Tower —————	M. & K. Sub-Division.
Morgantown —————	M. & K. Sub-Division.

Westward trains, except light engines, dispatched from any track east of Virginia Avenue, Cumberland, will receive Clearance Card, Form A, at Viaduct Junction without stopping. Rule 111 modified.

All other westward trains, including light engines, will comply with Rule 111 at "WC" Office Cumberland.

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

5 SPEED RESTRICTIONS

LIMITS	CLASS OR SERVICE.		
	Pass-enger trains.	Fast freight trains.	Slow freight, local, pickup and work trains.
Maximum speed Class SA, SB, SE, SF, SG (Diesel Switchers) with cars.	40	40	40
Except as noted below:			
Between Weverton and Cumberland, except as noted below:	60	50	45
Miller's Bend	45	45	30
Curve, Harpers Ferry	50	50	30
Curves between Little Tunnel Cut and Island Park	45	45	30
First and Second Curves East of Engle	55	50	40
Curve Engle and First Curve West	50	50	40
Curve, Shenandoah Jet.	45	45	30
Rutherford Curve	50	50	40
Couchmans Curve	50	50	40
Old House Curve	55	50	40
Martinsburg Station, No. 2 track	30	30	30
Curves between Rattling Bridge 48 and Dry Run	40	40	30
Curve, East of York Hill	50	50	40
Curve, West End Cumbo Yard	55	50	40
Curves, East End North Mountain Cut to West End Paxton's Cut	45	45	35
Curve, Back Creek Bridge 53	45	45	35
Curve, Black Rock, one-half mile West of Back Creek Bridge 53	55	50	40
Miller and First Curve West	50	50	40
Curve, Grasshopper Hollow	50	50	40
Round Top Curve	45	45	30
Ambrose Curve	45	45	40
Dry Wall Curve	55	50	40
Turkey Foot Curve	45	45	35
Upper Turkey Foot Curve	50	50	35
Curve, Orleans Road	50	50	30
Curve, Rockwell's Run	55	50	40
Curve, East End Doe Gully Cut	50	50	40
Randolph Tunnel	55	50	45
Kesler's Curve	55	50	40
Curve, West End Concrete Wall	50	50	40
First and Second Curves East of Green Spring	45	45	35
Patterson Creek, between Home Signals, Straight Movement	40	40	30
Curve, Patterson Creek, No. 1 Track	45	45	30
Curve, Patterson Creek, No. 2 Track	30	30	30
Curve, Mexico	50

SPECIAL INSTRUCTIONS

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SPEED RESTRICTIONS

LIMITS	CLASS OR SERVICE		
	Passenger trains.	Fast freight trains.	Slow freight, local, pickup and work trains.
Between First Curve west of Mexico and Virginia Ave.....	50	50	45
Curves between Virginia Ave. and William Street, Cumberland.....	45	45	30
Street Crossings, Cumberland.....	25	25	25
Patterson Creek Sub-Division, except as noted below.....	35	35	35
Big Cut.....	35	35	30
Cut East of Knoblely Tunnel.....	35	35	30
Eastward tonnage trains over summit East of Knoblely Tunnel.....	..	..	15
Miller and West Cumbo, No. 4 track....	40	40	40
Crossing frog, West End Cumbo Yard, No. 4 track.....	25	25	25
Entering Yard tracks at Mexico.....	10	10	10
Engine running tracks, Virginia Ave. and East End Ready Track, Cumberland.....	10	10	10
Eastward freight running track, Viaduct Junction and Virginia Ave.....	10	10	10
Diverging movements through Interlockings:			
Harpers Ferry.....	15	15	15
Hobbs.....	30	30	25
Martinsburg.....	15	15	15
West Cumbo.....	30	30	20
Miller, HO Tower, Orleans Road, Okonoko.....	30	30	25
Patterson Creek, Mexico.....	25	25	20
Viaduct Junction.....	15	15	15
Diverging movements through hand operated Cross-overs and Turnouts....	15	15	15
Frog Hollow Branch.....	20	20	20
Berkeley Springs Industrial Track.....	20	20	20
South Branch Sub-Division:			
Green Spring and Petersburg, except as noted below.....	25	25	25
Bridges 562 and 571.....	10	10	10
Curve, Cut East of Grace.....	15	15	15
Rocks and one-fourth mile East....	10	10	10
Curve, road crossing West of Rocks..	15	15	15
First curves East and West of Vance..	15	15	15
Curve, Salt Peter Rock, West of Trough Club.....	15	15	15
First curve East, first and second curves West of Sycamore.....	15	15	15
Curves, between Brook Hill and Bridge 578.....	15	15	15
Curves, between Welton and Bridge 587.....	15	15	15
Between Cumberland and East Grafton, except as noted below.....	50	45	35
First Curve west of Swanton to one mile west of Altamont.....	45	45	30
Between one mile West of Altamont and Oakland Station.....	50	50	35
Between Oakland Station and Terra Alta.....	45	45	35
Between Terra Alta and Hardman....	45	45	25
Between Hardman and East Grafton ..	45	45	40

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SPEED RESTRICTIONS

LIMITS	CLASS OR SERVICE		
	Passenger trains.	Fast freight trains.	Slow freight, local, pickup and work trains.
Maximum speed for trains ascending and descending following grades:			
Between Piedmont and first curve west of Swanton.....	35	30	25
Between overhead bridge 89½, West of Terra Alta, and McMillan.....	35	30	25
Between MK Tower and Blaser.....	35	30	25
Between West End and Independence..	35	30	25
Curves between Viaduct Jet. and Kelly Springfield Tire Plant.....	30	30	25
Curve, West of Fairgo Crossing.....	45	45	35
Curve, West of Brady.....	45	45	35
Mile Posts 186 and 187, East of McKenzie.....	45	45	35
McKenzie, between Home Signals, except No. 2 to No. 3 track.....	25	25	25
McKenzie, No. 2 to No. 3 track.....	35	35	35
Curves, between Mile Posts 193 and 194, West of Rawlings.....	45	45	30
Lynch's Curve, one mile West of Black Oak.....	45	45	30
First curve East of Dawson.....	45	45	30
Bull Neck Curves.....	40	40	25
Curve, Mile Post 205.....	40	40	25
Curve, Piedmont Station.....	35	35	25
Through Spring switch West end Westward Storage Track, Piedmont.....	25	25	25
Reverse movement over Spring Switch, West End Westward Storage Track, Piedmont.....	20	20	20
Kelley's Curve, W.Va. Cent. Jet.....	30	30	25
First curves East and West of Bloomington.....	30	30	25
Bear Hollow Curve.....	30	30	25
Warnick's Curve.....	30	30	25
Everett Tunnel Cut.....	30	30	25
Big Curve.....	30	30	25
One mile west of Bond to Bond....	25	25	25
First four curves East of Frankville..	30	30	25
Four curves, Mile Post 215.....	30	30	25
Curve, Jones' Cut, East of Hitchcock Tunnel.....	30	30	25
First curve East of Strecker.....	30	30	25
One mile west of Strecker to Strecker..	25	25	25
First curve West of Bridge 81.....	30	30	30
First curve west of Swanton.....	30	30	25
Cut East of Oakland Station and West end of Station platform.....	30	30	30
Bridge 88 and First Curve west....	35	35	35
Curve Mackins Hollow.....	30	30	30
Curve ½ mile west to 1 mile west Bridge 88.....	35	35	35
56 Curve, Mile Post 235.....	40	40	35
Snowy Creek Curves.....	35	35	35
Salt Lick Curve Nos. 1 and 3 Tracks..	30	30	25
McVickers Curve, Mile Post 249-30..	30	30	25
First curve East of Mile Post 252....	35	35	25
MK Tower and Cheat River Bridge 92, No. 1 track.....	30	30	25
Curve, Clements Fountain.....	30	30	25
First curve East Kingwood Tunnel...	35	35	25
Kingwood Tunnel.....	35	35	25
Curve, 83 Fill.....	30	30	25
Austen Tunnel Cut.....	30	30	25
Three curves West of Newburg.....	30	30	25
First curve East of Hardman Tower..	30	30	25
First curve West of Hardman.....	40	40	30

SPECIAL INSTRUCTIONS

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SPEED RESTRICTIONS

LIMITS	CLASS OR SERVICE		
	Passenger trains.	Fast freight trains.	Slow freight, local, pickup and work trains.
First curve West of Thornton	35	35	25
96 Curve	40	40	25
First curve East of Lesmalinston	35	35	25
Trains using reverse tracks descending grades:			
Altamont to First curve west of Swanton	45	45	30
First Curve west of Swanton to Piedmont	25	15	15
Terra Alta to M&K Tower, No. 2 Track	20	20	20
West End to Newburg, No. 2 Track	25	15	15
Bond and Big Curve, No. 3 track	25	25	25
MP 251 and Terra Alta, No. 2 Track	20	20	20
One mile east of Newburg to eastward Home Signal West End, No. 2 Track	20	20	20
Diverging movements through Interlockings:			
Viaduct Junction	15	15	15
McKenzie, between No. 1 and No. 2 tracks	15	15	15
West Keyser	30	30	25
Piedmont	15	15	15
Big Curve, Bond	30	30	25
Altamont, between No. 1 and No. 2 tracks	15	15	15
Altamont, between Eastward Siding and No. 2 track	30	30	25
Terra Alta	30	30	25
MK Tower, except between No. 1 and No. 2 tracks	30	30	25
MK Tower, between No. 1 and No. 2 tracks	15	15	15
Blaser, West End, Newburg and Hardman	30	30	25
Diverging movements through hand operated Cross-overs and Turn-outs			
Between M. & K. Junction and Manown except as noted below	25	25	25
Between Manown and Morgantown, except as noted below	20	20	20
Engines in backward motion	15	15	15
Between Walnut St. Bridge OD and Morgantown	10	10	10
Curve, East of Walnut St. Crossing	10	10	10
Hog Back Curve	10	10	10
Over sinks Furnace Hill, one-half mile West of Dellslow	10	10	10
Over sinks West of Rock Forge and Molisess Curves	10	10	10
Between West portal old Elkins Tunnel and 800 feet West	10	10	10
Over cinder fill one-half mile West of old Elkins Tunnel	10	10	10
Around wye Kingwood	10	10	10

Following trains will not exceed 30 miles per hour at locations shown, to discharge U. S. Mail:
No. 10—Hancock, Monday only.

Passenger trains, the engine consist of which includes one or more freight diesel units, will not exceed 65 miles per hour and will be governed by speed restrictions applying to passenger trains where such restrictions are less than 65 miles per hour.

Exceptions:

- Class FSE-5 (Units 6900 to 6976)70 M.P.H.
- Class FE-4 and FE-4x (Units 4637, 4641, 4642, 4643 and 5521)80 M.P.H.

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SPEED RESTRICTIONS

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

Loaded welded rail trains will not exceed 30 miles per hour.

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

Diesel engines moving dead in a train may be moved at authorized speed in the Time Table unless otherwise provided.

Engines with excessive flat spots on wheels or bent axles must not exceed 15 miles per hour.

Six-unit light engines will not exceed 30 miles per hour descending grades.

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

Trains designated "Chicagoan", "St. Louisan", "Cincinnati", "First New Yorker", "Second New Yorker", "Advance Manhattan", and "Manhattan" will be governed by speed restrictions for passenger trains.

Trains having 25 per cent. or more of cars in train loaded with sand, coal, ore or stone will observe slow freight train speed and minimum time restrictions.

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

Westward:

- Between Kearneysville and Vanclevessville.
- Between McKenzie and Rawlings.
- Between Deer Park and Mountain Lake Park.

Eastward:

- Between Thornton and Irontown.
- Between Patterson Creek and Green Spring.

MAXIMUM SPEED OF LIGHT ENGINES (Unless Otherwise Specified)

	Sub-Division			
	East End		West End	
	For-ward.	Back-ward.	For-ward.	Back-ward.
Diesel Engines in Multiple Units	60	45	45	30
Diesel (single unit)	30	30	30	30
Budd Car (single unit)	30	30	30	30
Yard Diesels	30	30	30	30

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

MAXIMUM SPEED RELIEF TRAIN

	Sub-Division	
	East End	West End
Crane in back of engine	35	30
Crane ahead of engine	20	20

6

TRAIN ORDERS

7

EXTRA TRAINS

8 OPERATING TRAINS BY SIGNAL INDICATION

Rules 251 to 254, inclusive, in effect:

- Nos. 1 and 2 tracks, Harpers Ferry to West Cumbo.
- Nos. 1, 2, and 4 tracks, West Cumbo to Miller.
- Nos. 1 and 2 tracks, Okonoko to Patterson Creek.
- Nos. 1 and 2 tracks, ETC sign west of Baltimore Street, Cumberland to MK Tower.
- No. 2 track, MK Tower to West End.
- Nos. 1 and 2 tracks, West End to East Grafton.

Rule 676 in effect:

- Nos. 1 and 2 tracks, Weverton to Harpers Ferry.
- Nos. 1 and 2 tracks, Miller to Okonoko, including passing siding HO Tower to Grasshopper Hollow at Hancock.
- No. 3 track, Okonoko to Patterson Creek.

SPECIAL INSTRUCTIONS

8 OPERATING TRAINS BY SIGNAL INDICATION

No. 3 track, Patterson Creek to McKenzie.
Nos. 1 and 2 tracks, Patterson Creek to eastward signals east of Williams Street, Cumberland.
No. 3 track, Big Curve to Bond.
No. 3 track Terra Alta to MK Tower.
No. 1 track, MK Tower to West End.
No. 3 track, West End to Hardman.

Trains or Engines are not permitted to clear the main track at the following hand-operated switches:

Siding off No. 2 track, Sleepy Creek.
Siding off No. 2 track, Old Sand Works, Hancock.
Siding off No. 2 track, Sir Johns Run.
Siding off No. 2 track, Great Cacapon.
Siding off No. 2 track, Orleans Road.
Siding off No. 1 track, Hansrote.
Siding off No. 2 track, Little Cacapon.
Siding off No. 1 track, Macaroni Company, Cumberland.

Operators controlling traffic between Okonoko and Patterson Creek, where Rule 676 is in effect on No. 3 track, may authorize crossover movements at Green Spring. Trains entering No. 3 track at Green Spring must obtain train order to use that track in either direction.

9 SPACING TRAINS

Rules 505 to 519, inclusive, in effect:

Harpers Ferry to Miller
Okonoko to Patterson Creek.
Nos. 2 and 4 East Leads, Cumberland Yard.
ETC sign west of Baltimore Street, Cumberland to East Grafton.

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

Trains carrying passengers descending Seventeen Mile, Cranberry, Cheat River and Newburg Grades must be spaced ten (10) minutes behind trains not carrying passengers.

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

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

10 FIXED SIGNALS

Square end blades may be used in place of round end blades as illustrated in Rules 281-H, 289-E and 292-G.

11 HAND SIGNAL AND FLAGGING

Flag protection must be provided in all passing sidings. Use of red electric lanterns for flagging purposes is permitted.

Rule 11 (A) modified.

Location of switch tenders who handle main track switches:

Williams Street, Cumberland.
Baltimore Street, Cumberland.

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

Light engines, without flagman, operating on running tracks between Baltimore Street, and Virginia Avenue, Cumberland, will not require flag protection. Operators at Virginia Avenue and Baltimore Street will not permit following movements behind such light engines until engines are clear of track at either Baltimore Street or Virginia Avenue.

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

Westward Movements on Tracks Nos. 1 and 2 and No. 1 yard track will stop East of all switches at Williams Street, Cumberland, unless proceed signal is received from Switchtender.

11 HAND SIGNAL AND FLAGGING

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

Movements on Tracks Nos. 1 and 2 and Eastward freight track will stop clear of all switches at Baltimore Street, Cumberland, unless proceed signal is received from Switchtender.

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

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

When single unit Budd car is operated where Rules 505 to 519, inclusive, are in effect, the following will govern when car is stopped. It shall immediately be moved forward ten (10) feet and second stop made without the use of sand. If car cannot be moved forward immediately, flagman must go back a sufficient distance to stop a train moving at normal speed. Passengers will not be permitted to entrain or detrain until second stop is made.

In addition, it will be necessary that the following instructions be followed:

1. Rules 519 and 621 of Operating Rules and Rule 37 of Air Brake Rules rigidly enforced.
2. Mechanical Department will require rigid inspection of shunt shoes and connectors.
3. Dispatchers or operators controlling interlockings and traffic control systems will not operate switches in route taken by single unit Budd cars and single units or Diesel engines running light until it has been ascertained that movement through the route has been completed.

11-A MARKERS AND CLASSIFICATION SIGNALS

Rules 21 and 22 are not in effect on M.&K. Sub-Division.

12 JOINT OR SPECIAL USE OF TRACKS

When cars are set off in storage tracks, Train Dispatcher must be notified.

Main Track of Norfolk and Western Railway, Shenandoah Junction must not be used beyond clearance point of east end of their delivery track without permission from N&W Train Dispatcher at Roanoke. Telephone located in west end of new building at Shenandoah Junction has block wire to communicate with Operator at Martinsburg, wire to N&W Dispatcher and N&W block wire.

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

Western Maryland Railway operating rules are in effect on all tracks north of No. 4 track between Miller and Cherry Run.

Normal position of switches west end of Transfer Tracks Tunnelton lined for West Virginia Northern Railway.

13 OPERATION OF AIR BRAKES

The standard brake pipe pressure for freight service is 80 pounds, except where Special Instructions provide for a higher pressure. Engines charging the brake system on cars to be placed on rear will carry 65 pounds of brake pipe pressure to avoid over-charging car brakes. Rule 14, Form 1118-D-Rev. 4 modified.

After the brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but to not less than 65 pounds, as indicated by an accurate gauge at the rear end of train, and upon receiving signal to apply brakes for test, a 15 pound brake

SPECIAL INSTRUCTIONS

13 OPERATION OF AIR BRAKES

pipe service reduction must be made and brake valve lapped. Brake pipe leakage must not exceed 5 pounds per minute. After leakage test is completed, engineer will reduce brake pipe pressure to make full service application. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given, brakes released and each brake inspected to see that all have released. Rule 208(a), Form 1118-D-Rev. 4 modified.

Terminal test of air brakes will be made on freight trains when air gauge on rear indicates a pressure of 65 pounds. Engineer will set red hand over black hand on brake pipe flow indicator. It is not necessary that amber light be out when terminal test is made. Brake pipe leakage must not exceed 5 pounds per minute. Rule 200, Form 1118-D-Rev. 4 modified.

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

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

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

Regular sections of trains designated "Chicagoan", "New Yorker", "St. Louisan", "Cincinnati", "Advance Manhattan", "Manhattan" will carry 90 pounds brake pipe pressure.

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

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

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

Westward loaded trains will carry 90 pounds brake pipe pressure between Oakland and Grafton.

Eastward loaded trains will carry 90 pounds brake pipe pressure between Newburg and final terminal.

Loaded trains will carry 90 lb. brake pipe pressure descending all grades on M&K Sub-Division.

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

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

13 OPERATION OF AIR BRAKES

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

Seventeen Mile and Cheat River Grades.

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

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

Cranberry and Newburg Grades.

High pressure position on all loaded cars.

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

Retainer valves will not be turned down until Westward trains have passed McMillian on Cranberry Grade, and, Raccoon Valley Junction on Newburg Grade.

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

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

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

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

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

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

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

Trainmen will not turn down retainers on these grades until train arrives at bottom of grade.

Freight trains will make road test of air brakes before descending grades at Manown, Kingwood and Cascade.

Flat Maintaining Feature.

Freight Trains may be operated down Nine Mile, Seventeen Mile, Cranberry, Cheat River and Newburg grades and grades on M&K Sub-Division without use of retainers when flat maintaining is operative on control unit; and from the controlling unit, the engineer has three operative dynamic brake units on tonnage trains and two operative dynamic units on QD trains.

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

SPECIAL INSTRUCTIONS

13 OPERATION OF AIR BRAKES

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

Otherwise, retainers as specified must be used.

14 SPRING SWITCHES

West Yard Cumberland, Underpass Track to Open Track.
East Yard Keyser, No. 9 Yard Running Track to No. 8 Engine Lead.
Hardman, Pocket Track.

14(a) DUAL CONTROL SWITCHES

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

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

Hobbs, controlled from Martinsburg.

Grasshopper Hollow—Controlled from HO Tower.

Okonoko, controlled from Patterson Creek.

West Hump, two switches from No. 2 track to west-bound yard, controlled from Mexico.

McKenzie, controlled from Patterson Creek.

Piedmont, controlled from West Keyser.

Big Curve, controlled from Bond.

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

Rinard, East End of Eastward Passing Siding, controlled from Terra Alta.

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

Blaser, controlled from West End.

Newburg, controlled from Hardman.

15 RAILROAD CROSSINGS AND DRAWBRIDGES

16, YARDS

Cumberland:

Engines using engine leads between Evitts Creek and fire track switches will lookout for yard engines using the leads.

Permission must be secured from operator Virginia Avenue or Baltimore Street before using crossovers to eastward freight track.

Written instructions in accordance with Rule 93 for movements against the current of traffic between Williams Street and Baltimore Street will be issued by west yardmaster.

The following are yard running tracks:

Open track between Mexico and Air Compressor building east of Vine Street crossing. Movements in both directions made on authority of yardmaster at west hump.

Cumberland:

Engine Leads—Engines using engine leads between Evitts Creek and fire track switches will look out for yard engines using the leads.

Movements against current of traffic on westward engine lead between Virginia Avenue and Baltimore Street will be made on written instructions or under flag protection.

Eastward Freight Track—Permission must be secured from Operator at Virginia Avenue or Baltimore Street before using crossover to eastward freight track.

Movements against current of traffic on eastward freight track between Viaduct Junction and Virginia Avenue will be made on written instructions or under flag protection.

16 YARDS

Open Track—Movements in both directions will be made on open track between Mexico and air compressor building east of Vine Street crossing on authority of yardmaster at West Hump.

Westward movements on open track will not foul south lead at air compressor without permission from Operator at Virginia Avenue.

No. 1 Yard Track—Designated as westward running track between Virginia Avenue and Williams Street. Movement against current of traffic will be made on this track on written instructions or under flag protection.

No. 1 & No. 2 Main Tracks and Eastward Siding—Movements against the current of traffic on these tracks between Baltimore Street and Williams Street will be made on hand signal from Operator at Baltimore Street or switchtender at Williams Street. Trains or engines will run at restricted speed when using these tracks unless advised in writing that track to be used is clear.

Keyser:

Eastward Running Track—Movements against current of traffic may be made on this track under flag protection between Ready Track and East Yard Office.

No. 9 Track—Eastward movements will report clear at Hump. Westward movements will be made on permission of Operator at West Keyser before fouling switch at Hump.

17 HELPER ENGINES

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

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

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

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

All FSE-1, FSE-2, FSE-3, FSE-4, FS6E-1, FS6E-2, FS6E-3, FS6E-4, FS6E-5, class locomotives used in helper service must be equipped with limiting blocks. All FE-3 class locomotives used in helper service at M&K Junction will be equipped with limiting blocks. Engineers will see that locomotives requiring limiting blocks are so equipped and blocks in place.

18 MAIL

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

19 WATER AND FUEL

20 WHISTLE SIGNALS

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

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

SPECIAL INSTRUCTIONS

21 HIGHWAY CROSSING PROTECTION

Movements over Burke Street Crossing, No. 751, Frog Hollow Branch, Martinsburg, must be preceded by flagman.

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

- Reedson: Crossing No. 703.
- Duffields: Crossing No. 704.
- Shenandoah Jct.: Crossing No. 705.
- Blairton: Crossing No. 713.
- Keyser: Crossing No. 815.
- Piedmont: Crossing No. 816.
- Oakland: Crossing No. 827.
- Rinard, Crossing No. 833.

Operation governed by Rule 109(A).

Movements over highway crossing Paw Paw will be protected by member of crew.

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

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

22 TRAIN ORDER STATIONS

Train Order Stations closed:

- "X"—Green Spring4:30 P.M. to 7:30 A.M. and 12.01 P.M. to 1.01 P.M. Daily except Saturday and Sunday.
- "X"—Kingwood4.00 P.M. to 7.00 A.M. and 12.01 P.M. to 1.01 P.M. Daily except Saturday and Sunday.
- "X"—Morgantown7.30 A.M. Sunday to 7.30 A.M. Monday.

23 RESTRICTIONS ON STRUCTURES AND TRACKS

MAXIMUM WEIGHT LIMITS	Heaviest class of Diesel Power permitted.	Cars Gross Weight in Pounds.
East End Sub-Division	FS6E-4	263,000
Engle Industrial Track	FS6E-4	251,000
Frog Hollow Branch	FS6E-4	240,000
Berkeley Springs Industrial Track	FS6E-4	263,000
South Branch Sub-Division:		
Green Spring and West Romney	FS6E-4	251,000
West Romney and Petersburg	FSE-1	190,000
Patterson Creek Sub-Division	FS6E-4	263,000
West End Sub-Division	FS6E-4	263,000
Raccoon Valley Branch	FS6E-4	263,000
M. & K. Junction and Morgantown	FS6E-4	263,000

Engines, except assigned yard engines, must not operate over retarders in westbound yard Cumberland.

Engines must not operate under Caroline No. 3 tipple, Caddell.

Engines must not operate under Albright Preparation Plant tipple.

23 RESTRICTIONS ON STRUCTURES AND TRACKS

Engines must not pass tipple, Arthurdale Primo Mine.

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

Coal chute on coal tipple, Omega Mine Siding, Mason-town, will not clear engine or box car.

Engines will not clear under stone tipple, Greer.

Engines must not operate over bridge, new loading track Greer.

24 CLEARANCES

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

EAST END SUB-DIVISION

- Harpers Ferry Tunnel,
- Overhead wire at MP 82 plus 19 poles, West of Harpers Ferry.
- Bridge 45-N, Shenandoah Junction.
- High tension line at Burke Street, Martinsburg.
- Overhead bridge 51½-A, Pennsylvania R. R.
- Overhead bridge 51½-C, Cumbo Yard (Depressed Track).
- Randolph Tunnel.
- Stuart Tunnel.
- Graham Tunnel.
- Carothers Tunnel.
- Western Maryland overhead bridge, North Branch.
- Wm. Hiser siding, Cumberland (Old Maryland Glass Co.).
- Wire crossing at Turntable, Cumberland.

SOUTH BRANCH SUB-DIVISION

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

PATTERSON CREEK SUB-DIVISION

- Wire crossing, MP 8 plus 34 poles.
- Knobley Tunnel.
- Wire crossing, MP 3 plus 34 poles.

WEST END SUB-DIVISION

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

M. & K. SUB-DIVISION

- Coal tipple, Sandy Creek, Burk.
- Coal tipple, Omega Mine, Masontown.

SPECIAL INSTRUCTIONS

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CLEARANCES

M. & K. SUB-DIVISION

- Coal chute Sisler Mine.
- High tension line, M.P. 12, plus 4 poles, Cascade.
- High tension line, Barclay Sand Plant.
- High tension line, Greer M. P. 10, plus 4 poles.
- High tension line, Rock Forge, M. P. 3, plus 27 poles.
- High tension line, Rock Forge, M. P. 3, plus 24 poles.
- High tension line, Sabraton, M. P. 2, plus 3 poles.
- High tension line at Shirt Factory West of Sabraton, M. P. 1, plus 15 poles.
- High tension line at Valley Street bridge, Morgantown.
- High tension line at Walnut Street bridge, Morgantown.

25 CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS

Limits	Track	Current of Traffic	No.
Weverton to Harpers Ferry.....	{ North track.....	Both directions.....	{ 1
	{ South track.....		{ 2
Harpers Ferry to West Cumbo.....	{ North track.....	Westward... 1	2
	{ South track.....	Eastward... 2	
West Cumbo to Miller.....	{ North track.....	Eastward... 4	2
	{ Middle track.....	Westward... 1	
	{ South track.....	Eastward... 2	
Miller to Okonoko..	{ North track.....	Both directions.....	{ 1
	{ South track.....		{ 2
Okonoko to Patterson Creek.....	{ North track.....	Westward... 1	3
	{ Middle track.....	Both directions... 3	
	{ South track.....	Eastward... 2	
Patterson Creek to First Signal East of Williams Street Cumberland.....	{ North track.....	Both directions.....	{ 1
	{ South track.....		{ 2
First Signal East of Williams Street, Cumberland to Viaduct Junction.....	{ North track.....	Westward... 1	2
	{ Second track.....	Eastward... 2	
Patterson Creek to McKenzie.....	Single track.....	Both directions.....	3
Viaduct Junction to Big Curve.....	{ North track.....	Westward... 1	2
	{ South track.....	Eastward... 2	

25 CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS

Limits	Track	Current of Traffic	No.
Big Curve to Bond..	{ North track.....	Westward... 1	3
	{ Middle track.....	Both directions... 3	
	{ South track.....	Eastward... 2	
Bond to Terra Alta.	{ North track.....	Westward... 1	2
	{ South track.....	Eastward... 2	
Terra Alta to MK Tower.....	{ North track.....	Westward... 1	3
	{ Middle track.....	Both directions... 3	
	{ South track.....	Eastward... 2	
MK Tower to West End.....	{ North track.....	Both directions... 1	2
	{ South track.....	Eastward... 2	
West End to Hardman.....	{ North track.....	Westward... 1	3
	{ Middle track.....	Both directions... 3	
	{ South track.....	Eastward... 2	
Hardman to East Grafton.....	{ North track.....	Westward... 1	2
	{ South track.....	Eastward... 2	

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TELEPHONES

Conductors and Engineers of trains meeting with accident or unusual delay will call nearest open office or train order station by telephone, or if conditions warrant, call Chief Train Dispatcher, Cumberland, Area Code 301, 724-3000, Extension 61. When using public telephone instruct Exchange to reverse charges.

Location	Connected With	Location	Connected With	
East and West Ends, Harpers Ferry Tunnel..	Harpers Ferry and Weverton.	York Hill.....	Martinsburg and West Cumbo.	
		West Cumbo; Westward Home Signal.		
Peachers Mill.....	Harpers Ferry and Martinsburg	Eastward Home Signal.	West Cumbo and Miller.	
Switch, East of Engle....				
Mile Post 86-7.....				
Duffields.....				
Shenandoah Junction: East end interchange track.....			West End PRR Yard.	West Cumbo and Yard Office.
			West End Yard A.....	
Cross-over Switch.....			North Mountain: Station.....	West Cumbo and Miller.
Station.....			West end Brick Plant..	
First signal West.....			Low Grade:	
Bardane.....			Pole 10-3.....	
Hobbs: Westward and Eastward Home Signals..		North Mountain	West Cumbo and Miller.	
Relay Box.....		North Mountain Road Crossing.....		
Rutherford Crossing.....		East End New Kirk Fill.		
Kearneysville.....		Half Way Siding.....		
Hospital Siding.....		McCoys Ferry.....		
Couchmans Curve.....		Second Watch Box, East Cherry Run....		
Blairton.....		West Beard's Crossing..		
East Flagg's Crossing..		Pole 112-37.....		
Westward Approach Signal Martinsburg.....		Miller, Westward Home Signal.....		
Kelly Island switch.....	Martinsburg	Miller, Eastward Home Signal.....		Miller and HO Tower
Martinsburg: Westward Home Signal.				
Queen Street.....				
East End Storage Track.		Mile Post 115-20.....	Miller and HO Tower	
Stewart Crossing.....	Martinsburg and West Cumbo.	Mile Post 115-51.....		
Eastward Approach Signal Fawer.....		Sleepy Creek.....		
		Mile Post 121-39.....		

SPECIAL INSTRUCTIONS

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TELEPHONES

Location	Connected With	Location	Connected With
Hancock Station Sand Plant East End Platform, Berkeley Springs	HO Tower.	West End Eastward receiving yard Keyser Signal 2047 Piedmont	West Keyser and Bond.
Eastward Home Signal West End Hancock Yard Signal Grasshopper Hollow Round Top Sir John's Run Great Cacapon Lineburg		Westward Home Signal Street Crossing Bloomington Tool House Empire Big Curve	
Orleans Road, Eastward Home Signal Rockwell's Run Hansrote East End Stuart Tunnel Magnolia West End Kesler's Bridge West End Concrete Wall Paw Paw Station Paw Paw Siding Switch Little Cacapon Okonoko Westward and Eastward Home Signals Okonoko Mountain Green Spring Crossovers Eastward Signal Bridge Station East and West Ends Storage track Middle Switch Dans Run Patterson Creek Westward Home Signal	HO Tower and Orleans Road.	Eastward Approach Signal Bond Frankville East of Hitchcock Tunnel Mile Post 216-39 Mile Post 217-08 Signal 2178 Swanton Wilson, East End Eastward Passing Siding Altamont Siding	Bond and Altamont.
Eastward Approach Signal Mexico		Mexico and Viaduct Junction.		Mile Post 224-31 Frick's Crossing Mountain Lake Park Signal 2295 Signal 2298 Oakland: Station Platform West End Agent's Siding Hutton Station Rinard, East End Eastward Passing Siding Hospital Switch Riggs Crossing Terra Alta Westward Home Signal
Road Crossing Patterson Creek East End big Cut West of Eastward approach signal to Patterson Creek East End Moreland's Curve East and West Ends Knobley Tunnel Avirett Avenue Approach Signal, Viaduct Jct. Kelly-Springfield Tire Plant Siding Fairgo Crossing Amelle Station Bradys McKenzie: Westward and Eastward Home Signals Rawlings: East End Eastward Storage Track Tool House Mile Post 194-20 Dawson	Patterson Creek Viaduct Junction and Keyser.	Terra Alta, Eastward Home Signal Salt Lick Falls Signal 2439 Signal 2459 Rodemer No. 42 Water Station Amblersburg McMillan	Terra Alta and MK Tower.
Westward Home Signal, Keyser Main Street Crossing		Keyser	M. & K. Junction: Tipple Track Station Shop Office Rowlesburg Station Tool House	MK Tower.
		Signal 2556 East End Tray Run Bridge Mile Post 256-20 Clement's Fountain Blaser, East and West Home Signals Tunnelton Crossover West End: East and West Ends Tunnel	MK Tower and West End.
		West End, Eastward Home Signal 83 Fill Hiorra Road Crossing East End Brain's Curve Raccoon Valley Junction Newburg: Westward Home Signal 30 Car Siding Independence Signal East Hardman	West End and Hardman

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TELEPHONES

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

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UNCLASSIFIED

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

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

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

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

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

In case of fatal accident on line of road, the nearest state or local police should be promptly notified. If such police cannot be promptly contacted and brought to the scene within a short period of time, train will proceed without further delay, a member of the crew or other agent of the Company being left at the scene to notify the police and make sure that the body is placed in the hands of the proper authority.

Employees are prohibited from riding or walking on the roof of any moving car.

Holidays

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

28 ADDITIONAL REGULAR AND FLAG STOPS

29 EXPLANATION OF LETTERS

X Train order station open at irregular hours.

WESTWARD

EASTWARD

					Distance from Patterson Creek	Train Order Stations.	Patterson Creek Sub-Division	Passing Sidings. Capacity 45-foot cars including engine and caboose.						
							TIME-TABLE No. 83							
							October 25, 1964							
					6.2	DN	PATTERSON CREEK 6.2 McKenzie							
							Time over Sub-Division							
							Average speed per hour							

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

WESTWARD

EASTWARD

THIRD CLASS					Distance from Green Spring.	Train Order Stations.	South Branch—Sub-Division TIME-TABLE No. 83	Passing Sidings. Capacity 45-foot cars including engine and caboose.	THIRD CLASS					
87									84					
							October 25, 1964							
					DAILY Ex Sunday A. M.							DAILY Ex Sunday P. M.		
					7.30		GREEN SPRING 9.3					A 3.40		
					7.57	9.3	GRACE 6.1					3.15		
					8.20	15.4	ROMNEY JCT 2.1					2.47		
					8.30	17.5	WEST ROMNEY 19.4	10				2.40		
					9.30	36.9	CUNNINGHAM 2.5					1.52		
					10.01	39.4	MOOREFIELD 7.4	25				1.45		
					10.22	46.8	DURGON 5.0					1.13		
					A 10.45	51.8	PETERSBURG					1.00		
					A. M.							P. M.		
					3.15 15.9		Time over Sub-Division					2.40		
							Average speed per hour					19.4		

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

WESTWARD

Distance from Wetherton.	Train Order Stations.	East End Sub-Division TIME-TABLE No. 83 October 25, 1964	Passing Sidings. Capacity 45-foot cars including engine and caboose.	FIRST CLASS																		
				7	11	9	5	1														
				DAILY	DAILY	DAILY	DAILY	DAILY														
				A. M.	A. M.	P. M.	P. M.	P. M.														
2.8	DN	WEVERTON 2.8		12.19	8.34	2.04	6.03	7.25														
6.0		HARPERS FERRY 3.2		F 12.24	S 8.39	S 2.09	S 6.08	S 7.30														
10.1		ENGLÉ 4.1																				
11.9		SHENANDOAH JCT 1.8																				
21.1	DN	HOBBS 9.2																				
23.4		MARTINSBURG 2.3		S 12.55	S 9.18	S 2.40	S 6.34	S 7.55														
		FAWVER 3.0																				
26.4	DN	WEST CUMBO 2.3		1.04	9.26	2.48	6.42	8.02														
28.7		NORTH MOUNTAIN 6.1																				
34.8		CHERRY RUN 0.8																				
35.6	DN	MILLER 3.1		1.14	9.36	2.59	6.53	8.13														
38.7		SLEEPY CREEK 5.5																				
44.2		HANCOCK 0.1			S 9.48	S 3.13																
44.3	DN	HO TOWER 5.5	210	1.23	9.49	3.14	7.02	8.22														
49.8		SIR JOHN'S RUN 4.1																				
53.9		GREAT CACAPON 6.7																				
60.6	DN	ORLEANS ROAD 4.5		1.43	10.09	3.34	7.21	8.42														
65.1		HANSROTE 1.7																				
66.8		MAGNOLIA 2.9																				
69.7		PAW PAW 2.8			S 10.21	3.44																
72.5		LITTLE CACAPON 1.2																				
73.7		OKONOKO 5.9																				
79.6		GREEN SPRING 6.6																				
86.2	DN	PATTERSON CREEK 2.9		2.11	10.40	4.02	7.49	9.11														
89.1	DN	MEXICO 2.2		2.16	10.44	4.05	7.53	9.15														
91.3		WEST HUMP 2.6																				
93.9	DN	CUMBERLAND 0.6		S 2.26	S 10.53	S 4.15	S 8.03	S 9.25														
94.5	DN	VIADUCT JCT.		2.36	11.08	4.30	8.10	9.35														
				2.38	11.10	4.32	8.12	9.37														
				A. M.	A. M.	P. M.	P. M.	P. M.														
		Time over Sub-Division.....		2.19	2.36	2.28	2.09	2.12														
		Average speed per hour.....		40.8	36.3	38.3	43.9	42.9														

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

EASTWARD

Distance from Viaduct Jct.	Train Order Stations.	East End Sub-Division TIME-TABLE No. 83 October 25, 1964	Passing Sidings. Capacity 45-foot cars including engine and caboose.	FIRST CLASS																	
				10	2	6	8	12													
				DAILY	DAILY	DAILY	DAILY	DAILY													
				A. M.	A. M.	A. M.	P. M.	P. M.													
0.6	DN	VIADUCT JCT. 0.6	18	2.56	4.13	5.35	2.13	7.02													
3.2	DN	CUMBERLAND 2.6		S 2.58	S 4.15	S 5.37	S 2.15	S 7.04													
5.4	DN	WEST HUMP 2.2																			
8.3	DN	MEXICO 2.9																			
14.9	DN	PATTERSON CREEK 6.6																			
20.8		GREEN SPRING 5.9																			
22.0		OKONOKO 1.2																			
24.8		LITTLE CACAPON 2.8																			
27.7		PAW PAW 2.9							F 7.50												
29.4		MAGNOLIA 1.7																			
33.9	DN	HANSROTE 4.5																			
40.6		ORLEANS ROAD 6.7																			
44.7		GREAT CACAPON 4.1																			
50.2	DN	SIR JOHN'S RUN 5.5																			
50.3		HO TOWER 0.1	210	4.08	5.19	6.44	3.29	8.18													
55.8		HANCOCK 5.5							S 8.20												
58.9	DN	SLEEPY CREEK 3.1																			
59.7		MILLER 0.8																			
65.8		CHERRY RUN 6.1																			
68.1	DN	NORTH MOUNTAIN 2.3																			
71.1		WEST CUMBO 3.0																			
73.4	DN	FAWVER 2.3		S 4.46	S 5.52	S 7.16	S 4.03	S 9.05													
82.6		MARTINSBURG 9.2																			
84.4		HOBBS 1.8																			
88.5		SHENANDOAH JCT. 4.1																			
91.7	DN	ENGLE 3.2																			
94.5		HARPER'S FERRY 2.8																			
		WEVERTON																			
				A. M.	A. M.	A. M.	P. M.	P. M.													
		Time over Sub-Division		2.22	2.11	2.12	2.22	2.38													
		Average speed per hour		39.9	43.3	42.9	39.9	35.9													

Passenger trains will not exceed 60 miles per hour.

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

WESTWARD

Distance from Cumberland.	Train Order Stations.	West End Sub-Division TIME-TABLE No. 83 October 25, 1964	Passing Sidings. Capacity 48-foot cars including engine and caboose.	FIRST CLASS													
				II	I												
				DAILY	DAILY												
				A. M.	P. M.												
	DN	CUMBERLAND		S	11.08	S	9.35										
0.6	DN	VIADUCT JCT. 0.6			11.10	9.37											
9.2		McKENZIE 4.0															
13.2		RAWLINGS 10.1															
23.3	DN	KEYSER 1.5		S	11.40	S	10.07										
24.8	DN	WEST KEYSER 3.5			11.43	10.09											
28.3		PIEDMONT 1.2		S	11.49	10.14											
29.5		W. V.A.C. JCT. 0.8															
30.3		BLOOMINGTON 2.5															
32.8		BIG CURVE 1.5															
34.3	DN	BOND 4.7			12.02	10.29											
39.0		STRECKER 2.3															
41.8		SWANTON 2.9															
44.2		WILSON 0.9															
45.1	DN	ALTAMONT 2.8			12.28	10.54											
47.9		DEER PARK 3.4															
51.3		MOUNTAIN LAKE PARK 2.6															
53.9		OAKLAND 5.4		S	12.42	S	11.07										
59.3		HUTTON 0.6															
59.9		CORINTH 2.8															
62.7		RINARD 1.0															
63.7	DN	TERRA ALTA 10.5		S	1.02	11.21											
74.2		McMILLAN 1.4	138														
75.6	DN	MK TOWER 0.5			1.22	11.43											
76.1		ROWLESBURG 4.5		S	1.25												
80.6		BLASER 1.4															
82.0		TUNNELTON 1.7		S	1.41												
83.7	DN	WEST END 5.2			1.46	11.58											
88.9		NEWBURG 1.2		F	1.57												
90.1		INDEPENDENCE 1.4															
91.5	DN	HARDMAN 4.6			2.05	12.16											
96.1		THORNTON 3.1															
99.2	DN	EAST GRAFTON 2.2			2.15	12.26											
101.4	DN	GRAFTON		A	2.22	A 12.33											
					P. M.	A. M.											
		Time over Sub-Division.....			3.14	2.58											
		Average speed per hour.....			31.4	34.1											

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

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

EASTWARD

Distance from Grafton.	Train Order Stations.	West End Sub-Division TIME-TABLE No. 83 October 25, 1964	Passing Sidings. Capacity 45-foot cars including engine and caboose.	FIRST CLASS									
				2	12								
				DAILY	DAILY								
				A. M.	P. M.								
	DN	GRAFTON 2.2		S 1.12	S 3.55								
2.2	DN	EAST GRAFTON 3.1		1.19	4.02								
5.3		THORNTON 4.6											
9.9	DN	HARDMAN 1.4		1.32	4.13								
11.2		INDEPENDENCE 1.2											
12.5		NEWBURG 5.2			F 4.18								
17.7	DN	WEST END 1.7		1.48	4.30								
19.4		TUNNELTON 1.4			F 4.34								
20.8		BLASER 4.5											
25.3		ROWLESBURG 0.5			S 4.46								
25.8	DN	MK TOWER 1.4		2.04	4.48								
27.2		McMILLAN 10.5											
37.7	DN	TERRA ALTA 1.0	113	2.30	S 5.16								
38.7		RINARD 2.8											
41.5		CORINTH 0.6											
42.1		HUTTON 5.4											
47.5		OAKLAND 2.6		F 2.42	S 5.34								
50.1		MOUNTAIN LAKE PARK 3.4											
53.5		DEER PARK 2.8											
56.3	DN	ALTAMONT 0.9	112	2.55	5.46								
57.2		WILSON 2.9											
60.1		SWANTON 2.3											
62.4		STRECKER 4.7											
67.1	DN	BOND 1.5		3.17	6.06								
69.6		BIG CURVE 2.5											
71.1		BLOOMINGTON 0.6											
71.9		W. VA. C. JCT. 1.2											
73.1		PIEDMONT 3.5	360		S 6.19								
76.6	DN	WEST KEYSER 1.5		3.33	6.24								
78.1	DN	KEYSER 10.1		S 3.37	S 6.29								
88.2		RAWLINGS 4.0											
92.2		McKENZIE 8.6											
100.8	DN	VIADUCT JCT. 0.6		4.13	7.02								
101.4	DN	CUMBERLAND		A 4.15	A 7.04								
				A. M.	P. M.								
		Time over Sub-Division.....		3.03	3.09								
		Average speed per hour.....		33.2	32.1								

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

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

WESTWARD

EASTWARD

					Distance from M & K Junction.	Train Order Stations.	M. & K. Sub-Division TIME-TABLE No. 83 October 25, 1964	Passing Sidings. Capacity 45-foot cars including engine and caboose.						
					0.5	DN	M. & K. JUNCTION 0.5							
					11.6		ROWLESBURG 11.1	40						
							CADDELL 2.4							
					14.0		ALBRIGHT 4.4							
					18.4	D-X	KINGWOOD 6.5							
					24.9		MANOWN 1.8							
					26.7		KANES CREEK 2.8							
					29.5		ARTHURDALE MINE 0.6							
					30.1		REEDSVILLE 1.4							
					31.5		BURK 1.5	35						
					33.0		BRETZ 0.6	16						
					33.6		OAK PARK 0.8							
					34.4		MASONTOWN 1.0							
					35.4		CASCADE 2.1							
					37.5		GREER 6.5							
					44.0		ROCK FORGE 1.8							
					45.8		SABRATON 2.1							
					47.9	DN-X	MORGANTOWN							
							Time over Sub-Division							
							Average speed per hour							

Passenger trains will not exceed 25 miles per hour.

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

AVOID DAMAGE

SWITCH CUSTOMERS CARS CAREFULLY

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

Car Coupled at	Units of Destructive Force	
Safe {	1 mph	1
	2 "	4
	3 "	9
	4 "	16
Damaging {	5 "	25
	6 "	36
	7 "	49
	8 "	64
	9 "	81
	10 "	100

TABLE OF SPEEDS

(Minutes and seconds per mile, in terms of miles per hour.)

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 45	80.0	1 08	52.9	1 46	34.0
.. 46	78.3	1 10	51.4	1 48	33.3
.. 47	76.6	1 12	50.0	1 50	32.7
.. 48	75.0	1 14	48.6	1 52	32.1
.. 49	73.5	1 16	47.4	1 54	31.6
.. 50	72.0	1 18	46.1	1 56	31.0
.. 51	70.6	1 20	45.0	1 58	30.5
.. 52	69.2	1 22	43.9	2 ..	30.0
.. 53	67.9	1 24	42.9	2 05	28.8
.. 54	66.6	1 26	41.9	2 10	27.7
.. 55	65.6	1 28	40.9	2 15	26.7
.. 56	64.2	1 30	40.0	2 30	24.0
.. 57	63.2	1 32	39.1	2 45	21.8
.. 58	62.1	1 34	38.3	3 ..	20.0
.. 59	61.0	1 36	37.5	3 30	17.1
1 ..	60.0	1 38	36.9	4 ..	15.0
1 02	58.0	1 40	36.0	4 30	13.3
1 04	56.2	1 42	35.3	5 ..	12.0
1 06	54.5	1 44	34.6	6 ..	10.0

SPEED CARD

To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this card will be helpful in your efforts to prevent Rough Handling.

Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling—it can be done.

Sec- onds	40 Foot Car	50 Foot Car
	Miles Per Hour	Miles Per Hour
1	28	35
2	14	17.5
3	9.3	11.6
4	7	8.7
5	5.6	7
6	4.7	5.9
7	4	5
8	3.5	4.4
9	3.1	3.9
10	2.8	3.5
11	2.5	3.1
12	2.3	2.9
13	2.15	2.7
14	2	2.5

