



THE
Western Maryland Railway Co.
WESTERN DIVISION

Time Table No. 6

IN EFFECT 12:01 A. M.

Sunday, June 18, 1916

EASTERN STANDARD TIME

FOR GOVERNMENT OF EMPLOYEES ONLY

**IMPORTANT CHANGES HAVE
BEEN MADE**

C. A. STEINER
Superintendent

S. ENNES
General Manager

TRAIN MASTERS

W. E. DORSEY J. W. GRIFFEY W. V. MCINTIRE

CHIEF TRAIN DISPATCHER

J. A. ABBOTT

ASST. CHIEF TRAIN DISPATCHERS

H. M. SMITH

E. F. EVERHART

ROAD FOREMAN OF ENGINES

C. M. RIDGELY

SPECIAL INSTRUCTIONS, SUPERSEDING CONFLICTING RULES.

Destroy all Time-Tables of Previous Date.

Eastward Trains are superior by direction to Westward Trains of the same class, except as otherwise specified.

Engine on Elk Garden Branch will make as many trips as may be necessary between Harrison and Elk Garden. If delayed will have right over figures on Time Table.

No. 31 is superior to No.	34.
No. 35 is superior to No.	38.
No. 61 is superior to No.	62.
No. 63 is superior to No.	64.
No. 65 is superior to No.	66.
No. 97 is superior to No.	98.
No. 51 is superior to No.	52.
No. 53 is superior to No.	54.
No. 95 is superior to No.	96.
No. 93 is superior to No.	94.

1. Eastward tonnage trains will stop ten minutes at following places to cool off wheels and look over running gear of train:

Frostburg
Winchester Road
Dobbin
Schell

and will stop at the following places to permit car inspectors' inspection:

Deal
Harrison
Vale Summit

All trains will be spaced 20 minutes at Vale Summit, eastward.

2. No train will leave its initial station or pass from one district to the other at Thomas without clearance card, C. T. 20, from the operator. The operator must obtain authority from the Train Dispatcher to issue such Clearance Card, except in case of wire trouble.

Yard conductors will report to telegraph office before going to work, and secure clearance card and make out abstract of train register for themselves and engineer, also secure any train orders there may be affecting their rights and deliver copy to their engineer. If any train orders are issued affecting their rights after they go to work, yardmaster will deliver such orders to yard conductor, taking his receipt for same.

3. Trains will await arrival of connecting trains at Elkins, Thomas and Harrison, and will wait ten minutes at other Junctions or connecting points.

4. Employees are warned against the unnecessary use of electric lights and fans in passenger coaches. Lights are to be turned on when necessary thirty minutes before starting time of a train at terminal. Lights in passenger cars will be lowered about 11:00 P. M., except at Cumberland. A good practice is to turn out each alternate light. Sufficient lights will be used in passing through tunnels and when weather conditions require lights in the day time, but will be turned out after the necessity for their use is over.

5. During freezing weather trainmen will open the valve of steam line on rear coach of train when entering terminals at which equipment is to lay over, so that steam line may be properly clear of water to avoid freezing.

6. Trainmen who are flagged will be responsible for securing a full understanding of the flagman's instructions. Conductors of work or wreck trains working under protection of flagman will be required to issue to flagman the flagging instructions in writing. Flagman will deliver a copy of the instructions to each engineman flagged and satisfy himself that such instructions are understood.

7. Train order telegraph or telephone offices must be provided with six (6) Torpedoes, a Green and a Red Flag, and a Green and a Red Lantern for use in accordance with Rule 221.

8. When Train Order Signal indicates stop, while train is at station, train must have Clearance Card before proceeding. This will not relieve operator from complying with Rule 219.

Passenger trains may pass a train order signal while stop is indicated, and proceed to a passenger platform to do its station work. Conductors must go immediately to telegraph office to secure orders or clearance card as provided in Rules 221a and 221b. Rule 221a is modified accordingly. When signaled by operator eastward tonnage trains may pass train order signal at Harrison while stop is indicated to pull down far enough on the eastward track to allow westward trains to proceed. Westward tonnage trains when pulling in on the westbound passing siding at West Virginia Central Junction may pass the train order signal while stop is indicated to proceed to coal tipple. Conductors must go immediately to telegraph office to secure orders or clearance card and engineer will be governed accordingly.

9. Red flag will be used by day and red light by night to signal trains for orders at Keyser, Westernport, Barnum, Elk Garden, Davis, Hambleton, Harding, Junior, Huttonsville and Belington.

10. The normal position of switches at end of double track at Blaine, Harrison, Fairfax, Coketon, and Greenwood, is for the eastward track. When no operator on duty at these places trainmen of westward trains will handle switches. Normal position of switches at Elkins Wye will be as follows:—Switch at east leg of wye for Durbin branch; switch at west leg of wye for Huttonsville branch; switches at crossover 1018 feet west of west end Elkins Wye for trains to and from Belington. The normal position of switch at end of double track, Knobmount Tower, is for westward track.

11. Western Maryland Railway Trains will operate over the tracks of the P. & L. E. R. R. between Connellsville and Dickerson Run and over the tracks of the B. & O. R. R. between Rockwood Jct. and Coal Jct. and will be governed by instructions and rules of these companies while on their respective tracks and must have copy of their time table.

12. APPLICABLE TO ALL TRAINS

Trains originating at terminals must have air brakes operative on all cars in train. Trains originating at other points or while moving upon the Division must have the air brakes operative on not less than eighty-five per cent of the cars in the train. Air brakes will be tested as follows at the starting point or where the train is picked up:—After the locomotive is coupled to the train and the pressure equalized throughout the train the Engineer, upon notice or signal from one of the trainmen or air Inspector, will make a service application of the air brakes (twenty-five (25) pounds reduction of train line pressure) and hold thus until the Engineer has examined the brakes on the engine and the tender and trainmen or Air Inspector know that air is fully operative from head to rear of train and have notified Engineer that they have performed this duty. The Engineer will then release the air brakes and will again examine the brakes on the engine and the tender and Trainmen or Air Inspector know that brakes have properly released and have notified Engineer they have performed this duty. Should any defect be discovered either when the brakes are applied or released these defects must be corrected or the car with defective brake set out and the test or examination prescribed herein must again be made.

The Engineer must be notified when air brakes are cut out on one or more cars for any cause so that he will understand what braking power he has.

Applicable to Freight Trains Between Cumberland and Thomas

When cars are picked up on line of road air hose must be coupled through to engine and the air turned in the train line on such cars before moving, and after

they have been coupled to the train and the pressure equalized throughout the train line air brakes must be tested on the cars picked up by the Engineer making twenty-five (25) pounds reduction train line pressure and give whistle signal as per Rule 14-A, a member of the crew being stationed at the rear of train to see that air brakes apply and release on the last car in train when this test is made. At any place where train line is parted for any cause, except westward, after train line is coupled up and the pressure equalized throughout the train line air brakes will be tested by Engineer making twenty-five (25) pounds reduction of train line pressure and give whistle signal as per Rule 14-A, a member of the train crew being stationed at the rear of the train to see that the brakes apply and release on the last car. This test will also be made at Harrison and Fairfax. The speed of freight trains must be controlled by use of air brakes. All pressure retaining valves must be set in service position at the top of grade and manipulated by trainmen during the descent so as to assist the Engineer in controlling and regulating the speed. In all cases the Conductor, or in absence of the Conductor, the Flagman will note whether air gauge in caboose is registering proper amount of train line pressure. If not, train must be stopped and train line recharged. The Engineer will sound whistle signal 14-A as a notice to the train crew to apply hand brakes when he has any reason to believe that air brakes are not effectively controlling the speed of the train.

Hand brakes will be applied to control speed of train only when this signal is given or when in the judgment of the Conductor or his crew it is necessary to apply them to keep the train under control or stop it. When it is necessary to use hand brakes the Conductor will make a telegraphic report to the Superintendent from the first open telegraph office. Should air brakes become inoperative the train will be set off on the first siding available except on the long descending grades when the train will be stopped as quickly as possible and the Conductor will promptly get in communication with the Superintendent. The Conductor will be held responsible for instructing the Brakemen and seeing that they are located on their appropriate portions of the trains and properly perform their duties in accordance with rule 712. The following portions of the track will be considered long descending grades, where, in addition to the other places mentioned herein rule 712 requires Brakemen to ride out on the train: Fairfax to Poland.

Applicable to Freight Trains Except Between Cumberland and Thomas

When cars are picked up on line of road air hose must be coupled through to engine and the air turned in the train line of such cars before moving and after they have been coupled to the train and the pressure equalized throughout the train line air brakes must be tested on the cars picked up by the Engineer making twenty-five (25) pounds reduction of the train line pressure and give whistle signal as per Rule 14-A, a member of the crew being stationed at the rear of the train to see that air brakes apply and release on the last car in train when the test is made. At any place where a train line is parted for any cause after train line is coupled up and the pressure equalized throughout the train line air brakes will be tested by the Engineer making twenty-five (25) pounds reduction of train line pressure and give whistle signal as per Rule 14-A, a member of the train crew being stationed at the rear of the train to see that brakes apply and release on the last car. This test will also be made at the summits of descending grades in order to know before starting that brakes are in good condition.

Sufficient hand brakes must be applied and pressure retaining valves turned up at top of grade and so manipulated on the descending grade that in controlling the speed of the train by the air brakes a full application will not be necessary, thus leaving some reserve power within control of the Engineer. When hand brakes are set on descending grades they must be alternated during the descent to avoid overheating wheels. The Engineer will sound whistle signal 14-A as a notice to the train crew to further apply hand brakes when he has any reason to believe that air brakes are not effectively controlling the

speed of the train. Should the air brakes become inoperative the train will be set off on the first siding available except on the long descending grades when the train will be stopped as quickly as possible and the Conductor will get in communication with the Superintendent. The Conductor will be held responsible for instructing his brakemen and seeing that they are located on their appropriate portions of the train and properly perform their duties in accordance with rule 712. The Conductor will ride out on the train unless duties of more importance require his presence on the engine or caboose. The following portions of track will be considered long descending grades, where in addition to other places mentioned therein rule 712 requires brakemen to ride out on the train.

Deal to Cumberland.
 Vale Summit to Cumberland.
 Thomas to Hendricks.
 Elk Garden to Harrison.
 Davis to Thomas.
 Haddix to Porterwood.
 Haddix to Montrose.
 Tunnel to Elkins.

Applicable to Passenger Trains

Air brakes on two consecutive cars must not be cut out. When one or more cars are picked up on line of road air brakes on such cars must be tested before moving and when coupled to the train air brakes must then be tested on the entire train. When the train line is parted for any cause after it is recoupled a test of the air brakes must be made. These tests will be made after the train line pressure is equalized, the Engineer making twenty-five (25) pounds reduction of train line pressure and the trainmen examining the brakes on each car to see that they properly apply and release except on such cars as have the air brakes cut out which must not exceed fifteen per cent. of the total number of cars in the train. Running test of air must be made according to the requirements of Rule 507, page 213 Book of Rules. The speed of passenger trains must be controlled by airbrakes. In any case of the airbrakes not holding the engineer must at once signal for brakes as per rule 14-A, when train will be stopped by hand brakes, the air brakes inspected, and if found to be inoperative the train will very carefully proceed with use of hand brakes to the next passing siding when the conductor will advise the Superintendent and be instructed as to further procedure. If a telephone or telegraph office is reached before the passing siding the train must be stopped and report made from there. Pressure retaining valves will be turned up descending grade Douglas to Hendricks.

13. Trains having helper engine on the rear when ready to proceed the engineman of leading engine will call the flagman, when flagman gives proceed signal engineman of helper engine will give the proper whistle signal to proceed. Steam should then be applied gradually to avoid rough handling of the train. When a train makes a stop other than passenger trains making regular station stops, engineman will immediately whistle flagman back as per Rule 14-C, except as provided by rule 25, and before starting will call him in as per Rule 14-D or E, and receive a signal from the rear end before proceeding. This does not relieve trainmen from complying with rule 99.

14. When there are two or more engines hauling a train, the air brakes will be operated from the leading engine. When helper is used on rear of train, air must be cut through helper engine.

15. Enginemen of helpers must be provided with a copy of orders pertaining to the movement of their train.

16. When engine hauling freight, wreck or work trains stop for coal or water the engine must be detached from the train, unless it consists of not more than 15 cars, and the front brakeman must promptly give necessary assistance. After taking coal or water, enginemen and firemen are required to know that the apparatus used is clear of all tracks and secured in the place provided. The water and coal appliances must not be moved until the engine is properly placed and the engine must not be moved until the water or coal appliances are returned to their proper position.

17. On trains with vestibule cars, the side and trap doors must be kept closed. At stations they must be opened only on the platform side. When it is necessary to open the doors before the train comes to a stop, they must be guarded by trainmen and porters. Upon leaving stations, the side and trap doors must be closed on each car, as soon as the train is started.

18. In case of injury to passengers, employees or trespassers, conductor in charge of train must report promptly full detail, including initial and number, height above rail, width, length of car or cars causing the injury, height of obstruction above rail, side distance from nearest rail, whether or not warning guards are placed near the obstruction, weather condition, etc.

19. At meeting points the first train arriving and holding the main track will have switches set for the opposing train so that they may be able to pull in the siding without making the stop to open the switch, except that in automatically blocked territory switches will not be opened until the expected train is in sight.

When a train is directed by train order to take siding for another train such instructions apply only at the point named in that order.

20. All Conductors and Enginemen using the tracks of this Company, must provide themselves with copies of the book of rules and current time table with all effective supplements properly inserted, and be governed by same.

21. When renewing ties on roadbed or raising track, trackmen will display the caution signal at a distance of 900 yards from point at which working. This caution signal does not protect against first or second class, but only against third class and extra trains. Upon the approach of a third class or extra train, foreman in charge will give hand signal promptly indicating at what speed train may proceed.

22. In the absence of the Train Master or other authorized transportation officer, the authority or instructions of the Road Foreman of Engines or his assistant will be respected by trainmen as necessity of circumstances may require from time to time.

23. Coal chute over No. 2 Tipple track at Peerless will not clear a 400 class or larger engine. Engines must not doublehead over bridges between Elkins and Belington and between Parsons and Hendricks. Engines exceeding a weight on drivers of 142,000 pounds must not cross Potomac river bridge between Ridgely and incline leading to freight house at Cumberland, or bridge over Wills Creek between G. C. Junction and State Line branch.

Engines weighing on drivers in excess of 216,000 pounds must not cross Will's Creek bridge between City Junction and Mechanic Street, Cumberland. This is double track bridge and only one engine at a time must be on either track.

Side and overhead clearances at Cement Mill Bridge between City Junction and B. & O. R. R. Viaduct Cumberland are very close.

The ballast plant at Bidwell will not clear any engine under tipple and will not clear a man on car.

24. Absolute manual block will be operated on Eastward trains between Colmar and G. C. Junction as follows:— Between the hours of 7:00 a. m. and 6:00 p. m. the operator at Colmar will block all Eastward trains with the operator at Frostburg. Operator at Frostburg will block all Eastward trains with the operator at G. C. Junction, except operator at Colmar will block all freight trains following passenger trains with the operator at G. C. Junction. Between 6:00 p. m. and 7:00 a. m. operator at Colmar will block all Eastward trains with the operator at G. C. Junction.

25. Train rules 93 and D-93 will apply within the limits of the following designated yards. If necessary to occupy the main track all trains and yard engines must protect against first and second class trains. It will not be necessary to protect against third class trains. Third class, extra trains and yard engines which are required to move within designated yards must do so under full control and able to stop when main track or siding which they are using is occupied by another train, yard engine or cars.

YARD LIMITS

CUMBERLAND TERMINAL—From yard limit boards on third district 2460 feet west of G. C. Tower, on fourth district 1941 feet west of Junction switch, and on fifth district at State Line, to yard limit boards 1000 feet east of east switch Virginia Avenue passing siding, and 2250 feet west of west switch Knobmount yard.

W. VA. C. JUNCTION—From yard limit board 125 feet east of east switch No. 1 track Westernport to yard limit board 1125 feet west of west switch at Hampshire.

HARRISON—From yard limit board 850 feet east of switch at west end double track, to yard limit boards 600 feet west of west switch at long siding, and 2870 feet west of station on Elk Garden Branch.

THOMAS—From yard limit board 600 feet east of Fairfax Station, to yard limit boards 600 feet west of Douglas Station, and 500 feet west of west switch at No. 24 Mine on Davis Branch.

HENDRICKS—From yard limit board 1300 feet east of Water tank to yard limit board 600 feet east of Hambleton Station.

PARSONS—From yard limit board 1650 feet east of station to yard limit board 3135 feet west of mile post 92.

ELKINS—From yard limit board at Leadsville, to yard limit boards just west of Home Station on Belington Branch, top of Scotts Hill on Huttonsville Branch, and 1300 feet west of Freight Station on Durbin Branch.

BELINGTON—From yard limit board at C. & C. overhead bridge on Main Line and Weaver Branch to Belington Station.

DAVIS—From yard limit board 3000 feet east of Davis Station to and including all tracks west thereof.

26. Passenger trains going into Keyser will leave flagman at Keyser Junction switch to protect return movement and to notify other trains that their train is at Keyser.

27. Sand Run and Snyder's Run Branches are under jurisdiction of Thomas Yard.

28. Third District engines assisting trains westward from Cumberland will assist to Deal unless otherwise instructed.

29. "19" form train order will be used exclusively between Colmar and Connellsville except that when automatic signals are inoperative the "31" form will be issued to trains whose rights are restricted by the order.

The object of the "19" form of train order is to keep trains moving. Operators will deliver this form of train order with clearance cards to conductors and engineers without stopping the train, except that when a "19" train order restricting the superiority of a train is issued for it at the point where such superiority is restricted the train must be brought to a stop before delivery of the order.

To indicate to conductors and engineers that the train order signal is set at stop for the delivery of a "19" order without requiring the train to stop a green flag by day and a green light by night will be placed on the train order signal pole in the place provided for that purpose.

If the engineer in charge of the air brake fails to receive the "19" form train orders and clearance card from the operator he will stop his train and secure them. If the engineer in charge of the air brakes receives them and the conductor or helper engineer fails to receive them the train will not be stopped unless the order so requires, but the conductor will immediately proceed to the engine from which the air brakes are operated and read the engineer's copies.

The man in charge of the train will read aloud to the operator all "31" form of train orders and the operator will check to see that they are read correctly.

Engineer in charge of air brakes will read all "31" form of train orders aloud to the conductor and all "19" forms when such orders restrict the rights and also all "19" form of train orders when the conductor is on the engine. Brakemen and firemen will read all "19" and "31" form of train orders aloud to the conductor or engineer. The flagman will read all "19" and "31"

form of train orders aloud to conductor or helper engineer when practicable.

In automatic or manual block territory operators will not be required to space trains ten minutes apart unless otherwise instructed by the dispatcher.

Saturday of each week operators will forward to the chief dispatcher their file copy of all train orders received at his office during the week and will also forward clearance cards covering such orders.

30. SPEED RESTRICTIONS

The Following Speed Restrictions must not be exceeded, and further reduced when not consistent with safety:

All trains will approach Roaring Creek Junction under full control. The track between main track switch east and west of station will be used jointly by this Company and the Coal and Coke Ry., and will be governed by switch and signal targets handled by the Operator at that point when on duty, and when not on duty, these switches will be thrown by C. & C. train crews. Normal position of switches will be for Western Maryland Ry. main track.

All trains will come to a full stop before crossing the C. & P. Railroad at Westernport.

At the crossing of the C. & P. Railroad at City Jct., and Lumber Co. at Bemis, trains will be governed by Rule 98.

MAXIMUM SPEED	Miles per Hour	
	Passenger	Other Trains
First District, except as noted below:	40	20
Elk Garden Branch.....	12	12
Sand Run Branch	15	15
Davis Branch	15	15
Curve at Franklin.....	25	15
Part of curve 0.26 miles east of Blaine	25	15
Second curve west of Mile Post 49	25	15
Copperas Rock 0.52 miles west of Hubbard	10	10
Mouth Stony River 1.88 miles west of Schell.....	10	10
Second curve west of Mile Post 64	25	15
Third curve west of Mile Post 71 .	25	15
Second Dist., except as noted below:	40	20
Curve at Mile Post 77	25	15
Coketon to Hendricks	22	15
Big Run Curve 4 miles east of Hendricks.....	15	10
Durbin Branch	30	20
Cheat Cut 2.3 miles west of Bemis	10	10
Belington Branch.	12	12
Huttonsville Branch.....	30	20
Between Elkins and Belington....	30	20
Third District, except as noted below:	50	30
Balto. St. Crossing, Cumberland..	8	8
Colmar to G. C. Junction.....	40	20
Third curve 1.5 miles west of G. C. Junction	30	20
Second curve 0.25 miles east of Brush Tunnel	30	20
First curve 0.9 miles west of Lap.	30	20
Third curve 1.75 miles west of Lap	30	20
Through Big Savage Tunnel	30	25
Grade Crossing, Meyersdale	10	10
Curve 1 mile east of Garrett.....	30	30
Fourth District	15	15
Fifth District	25	15
All Districts		
Engines running backwards	15	15

31. Employees are forbidden to stand along side of switch when a train is passing over it on the main track or is entering the siding, but under such conditions will stand on the opposite side of the track from the switch stand, or when that is impracticable at least two car lengths from the switch.

32. When cars are set out on sidings, whether on grades or not, sufficient number of hand brakes must be set on each end of draft, and others throughout the draft, to properly secure the cars. Trains standing on sidings or main tracks on grades or cars standing by themselves while switching is being done must be secured by hand brakes.

33. Trains will not obstruct road crossings. Whenever the delay will exceed five minutes the train will be cut and the crossing left clear forty feet.

34. The following whistle signal will be used by trains approaching G. C. Jct. to designate the desired route:

For Third District—one long; for Fourth District—two longs and one short; for Fifth District—one long, one short and one long.

The receipt of proceed signal at G. C. Jct. will be authority for second class, third class and extra trains to run ahead of trains 304, 6352 and 6354 G. C. Jct. to Cumberland without train orders. This does not relieve trainmen from complying with rule 99.

35. The normal position of water spouts at Shaw and Harrison will be eastward.

36. When instructed to do so trains will go to Kemton and Buffalo Creek without train orders leaving trainman at main track switch to protect return movement and to notify other trains of the location of their train.

37. The meaning of full control is to be able to stop within half the distance you can see.

38. Second and third class and extra trains eastward will get message clearance before passing G. C. Jct. as to departure of first class trains from Cumberland effecting their right unless they have ample time to make Ridgely and clear first class trains according to rule.

39. IRREGULAR STOPS NOT OTHERWISE INDICATED

Train No. 7 will stop at Agency Stations between Cumberland and Connellsville to take on passengers for points west of Connellsville and will stop at all stations between Cumberland and Connellsville to discharge passengers from Hagerstown and East of Hagerstown.

Train No. 8 will stop at Agency Stations between Connellsville and Cumberland to take on passengers for Hagerstown and beyond and will stop at all stations to discharge passengers from points West of Connellsville but not including Connellsville.

To secure the stopping of trains Nos. 7 and 8 to take on passengers as above, passenger must give agent sufficient advance notice so agent can make request on the Superintendent to stop train.

Trains Nos. 8 and 2 will stop at Woodmont on the Eastern Division to land passengers from Cumberland and points west of Cumberland and when signaled to receive passengers for stations at which those trains stop east of Hagerstown. Trains Nos. 7 and 3 will stop at Woodmont to land passengers from Baltimore and points beyond and when signaled to receive passengers for Cumberland and beyond.

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

in any twenty-four hour period, he shall not be required or permitted to again go on duty without having had at least eight consecutive hours off duty.

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

A report must be made to the Superintendent, at least two hours in advance of the expiration of the time on duty permitted by the Hour-of-Service law and without regard to exception as specified above. The conductor must make this report for each member of the crew. When there is no conductor, the engineer will make the report.

When trainmen or enginemen are relieved from duty account of Hours-of-Service law, they will show on back of time card time and place relieved.

Conductors, enginemen, firemen and trainmen when relieved at Terminals are required to personally register on Forms C. T. 116 and 117.

41. DOUBLE TRACK WILL BE USED AS FOLLOWS

Between Connellsville and Greenwood.
Between Colmar and Knobmount Tower.
Between Blaine and Harrison.
Between Fairfax and Coketon.

42. WATER STATIONS NOT OTHERWISE INDICATED

Maple Run—2.8 miles West of Harrison.
Tub Run—4.2 miles East of Lime Rock.
Roaring Run—0.5 miles West of Hambleton.
Sandy Gap—2.4 miles West of G. C. Jct.

43. LOCATION OF TRAIN REGISTERS

Dickerson Run, Colmar; Cumberland, Passenger Station; Ridgely, Knobmount Tower; Midland Jct. Harrison, for Elk Garden Branch trains; Fairfax, Thomas, Davis, Elkins, Belington, Durbin.

44. LOCATION OF BULLETIN BOOKS AND CLIP-BOARD BULLETINS

Bulletin Books

Dickerson Run, Yard Master's Office. City Junction, Yard Masters Office. Cumberland, Passenger Conductor's Room. Ridgely, Yard Master's Office, and MD. Jct. Caller's Office. Thomas, Telegraph Office. Hendricks, Telegraph Office. Elkins, Train Dispatchers Office.

Clip-Board Bulletins

W. Va. C. Jct., Telegraph Office.
Harrison, Telegraph Office.

45. LOCATION OF STANDARD TIME

Standard Clocks are located at: Train Dispatcher's Office, Cumberland. Yard Master's Office, Ridgely. W. Va. C. Junction. Knobmount Tower. Harrison. Thomas. Hendricks. Train Dispatcher's Office, Elkins.

46. LOCATION OF WATCH INSPECTORS

Webb C. Ball, General Time Inspector,
1110 Euclid Ave., Cleveland Ohio.
S. T. Little Jewelry Co., Cumberland, Md.
G. W. Berisford, Piedmont; W. Va.
Erhard Brothers, Thomas, W. Va.
J. E. Poling, Hendricks, W. Va.
P. H. Nefflin, Elkins, W. Va.
W. F. Curry, Belington W. Va.
H. M. Cook, Meyersdale, Pa.
J. C. Newcomer, Dawson, Pa.

47. CONNECTIONS WITH OTHER LINES AS FOLLOWS

B. & O. R. R. at Belington, W. Va. Central Junction, Keyser, Rawlings, Cumberland, City Junction, Sand Patch, Rockwood Junction, and Confluence.

P. R. R. at State Line.

C. & O. R. R. at Durbin.

C. W. V. & S. R. R. at Hendricks.

P. & L. E. R. R. at Connellsville.

C. & P. R. R. at Westernport and City Junction.

C. & C. Ry. at Elkins and R. C. Junction.

48. TRAIN ORDER TELEGRAPH OFFICES NOT OPENED CONTINUOUSLY.

Following is a list of train order Telegraph and Telephone Offices not open continuously day and night, and hours they are open.

FIRST DISTRICT

Blaine	7.00 a. m.	to	7.00 p. m.
Schell	8.00	" "	7.00
Gorman	8.00	" "	7.00
Dobbin	8.30	" "	7.30
Henry	8.00	" "	7.00

SECOND DISTRICT

Parsons	8.00 a. m.	to	7.00 p. m.
Beverly	8.00	" "	7.00
Mill Creek	8.00	" "	7.00
R. C. Jet.	5.40	" "	4.40
Bowden	7.30	" "	6.00
Bemis	8.00	" "	5.00
Wildell	8.00	" "	5.00
Burner	8.00	" "	5.00
Durbin	8.00	" "	5.00
Huttonsville	8.00	" "	7.00
Belington	6.00	" "	11.59

THIRD DISTRICT

Frostburg	7.00 a. m.	to	6.00 p. m.
Meyersdale	7.00	" "	6.00
Garrett	7.00	" "	6.00
Ohio Pyle	7.00	" "	6.00
Greenwood	7.00	" "	10.00

FOURTH DISTRICT

Vale Summit	7.00 a. m.	to	6.00 p. m.
Midland	7.00	" "	6.00
Lonaconing	7.00	" "	6.00

TELEGRAPH OFFICES NOT OPEN ON SUNDAY

Garrett, Westernport, Elk Garden, Davis, Parsons, Wildell, Bowden, Bemis, Burner, Durbin, Vale Summit, Midland, Lonaconing.

49. Following is list of Dispatchers' telephones and their location:

TELEPHONES ON FIRST DISTRICT

Knobmount	Yard office
Knobmount	West End Yard "A"
Seymour	East end siding
Pinto	Opposite Station
Rawlings	East end siding
Cookerly	Opposite Station
Gerstell Water Station	Opposite Water Tub
Green	East end siding
21st Siding	East end
Keyser Junction	At switch
Poland	East end siding
Westernport	East end No. 1 Track
Westernport	C. & P. Tower
W. Va. Central Junction	West switch
Hampshire	Just West of West Switch
Warnocks	East end siding
Neffs	East end siding
Ott	At Switch
Peerless	Opposite coal tipple
Potomac Manor	At crossover switch
Hubbard	At Switch
Schell	West end siding
Wallman	East end siding

Steyer.....	Opposite water station
Gorman.....	East end siding
Bayard.....	West end passing siding
Dobbin.....	East end passing siding
Henry.....	West end passing siding
Fairfax.....	West end yard
Thomas.....	East end yard

TELEPHONES ON SECOND DISTRICT

Francis, No. 41 Mine.
 West end westward track Coketon.
 Mountain Switch.
 Tub Run 4.2 miles east of Lime Rock.
 Big Run 2 miles east of Lime Rock.
 Lime Rock.
 West end Hambleton Siding.
 West end Parsons Siding.
 East end Porterwood Siding.
 Two miles west Moore Water Station.
 East end Haddix Siding.
 East end Kerens Siding.
 Gilman.
 East end Elkins Wye.
 Elkins west end Huttonsville Siding.
 East end Harding Mine Track.
 East end Gage.
 East end New Dartmoor.
 East end Belington Yard.
 East end Elkins Yard.

TELEPHONES ON THIRD DISTRICT

Watch Box 1 mile west of G. C. Jct.
 Cross-over switch 1½ mile east of Lap
 Lap Telegraph office
 Mount Savage..... Telegraph office
 Frostburg..... Cross Switch
 Two miles west of Frostburg..... Cross Switch
 Colmar East end siding
 Big Savage Tunnel West end
 East end Deal passing Siding Telegraph office
 Sand Patch East end siding
 Sand Patch..... West end siding
 Meyersdale..... East End Siding
 3 miles west of Meyersdale
 Garrett West end siding
 3 miles west of Garrett
 Rockwood East end siding
 Cassleman
 Markleton East end siding
 Pinkerton Tunnel East end
 Fort Hill..... East end siding
 Fort Hill..... West end siding
 Deeter Water station
 Confluence..... B. & O. Connection
 3 miles west of Confluence
 Bidwell Water station
 Bidwell..... East end siding
 Ohio Pyle..... East end siding
 Stewarton East end siding
 3 miles west of Stewarton
 Indian Creek Telegraph office
 Blue Stone..... East end siding
 Watch box..... 1¼ miles east of Greenwood

TELEPHONES ON FOURTH DISTRICT

Sandy Gap, Water station. Winchester station.
 Tool house between two tunnels. Clarysville station.
 Montell station. West end viaduct 1½ miles west Vale
 Summit. Midland Junction Station.

TELEPHONES ON FIFTH DISTRICT

Husband Sand Works. Clarks Mills. Kings Grove.

50. LIST OF ADDITIONAL SIDINGS
NOT OTHERWISE SHOWN.

BETWEEN CUMBERLAND AND THOMAS

NAME	Station Number	Distance from Cumb'd	Car Capacity
Bier	g 9	10.9	3
Rawlings, B. & O. Conn.....	g10	12.2	2
Keyser, B. & O. Conn	g20	22.1	15
Westernport, C. & P. Conn.....	g25	27.1	24
Foundry.....	g26a	27.7	10
Big Vein.....	g34	36.1	20
Ott	g41	43.2	20
Peerless	g42	43.8	14
Hamill	g42a	44.7	25
Dodson.....	g45a	47.4	25
Grant.....	g50a	52.0	2
Sarah.....	g51	52.5	2
Jordan	g56	58.8	8
Gorman Tannery.....	g58	59.6	21
Nethkin	g59	61.3	6
Buffalo Creek Mine.....	g60a	62.9	22
Scottdale.....	g61	62.9	2
Kempton Junction	g66	68.4	
Kempton.....	g66a	70.2	87

BETWEEN THOMAS AND BELINGTON

NAME	Station Number	Distance from Cumb'd	Car Capacity
Gould.....	g 88	90.0	30
Clover Run.....	g 89a	91.2	1
Loam.....	g 91	92.8	2
Purshall	g101	103.1	2
Leadsville.....	g109	110.9	4
Wees	g112	114.3	4
Pearson	g114a	116.2	2
Caslow	g114c	116.9	5
Ruby.....	g115	117.3	2
Keystone.....	g117	118.3	2
Coffman	g122	124.4	8

BETWEEN ELKINS AND HUTTONSVILLE

NAME	Station Number	Distance from Elkins	Car Capacity
Ward	4g 3	2.6	2
Hutson	4g 8	8.3	2

GEORGE'S CREEK JUNCTION TO STATE LINE

NAME	Station Number	Distance from G. C. Jct.	Car Capacity
Narrows Bridge Siding.....	h1	0.2	75
Granite Brick Siding.....	h1	1.1	3
Schaidt's Stone Siding.....	h1	1.3	10
Husband	h1a	1.5	14
Reeds.....	h1b	1.5	50
Clark's Mill.....	h2a	2.5	80
Swift.....	h3	3.2	50
Kings Grove.....	h3a	3.7	100

BETWEEN CUMBERLAND AND CONNELLSVILLE

NAME	Station Number	Distance from Cumb'd	Car Capacity
Sheridan	181	14.1	10
Warren's Mill.....	194	26.6	2
Stotler	199	32.5	10
Swanson	209	41.5	2
Shipley.....	230	63.4	5
Torrence	240	72.8	18
West Penn Conn., C'ville.....	255	88.2	

BETWEEN ELKINS AND DURBIN

NAME	Station Number	Distance from Elkins	Car Capacity
Byers	3g 2	2.0	7
Yothers	3g 3	2.9	5
Kendig	3g 5	4.9	2
Logton	3g13	13.1	2
Hontas	3g40	40.0	9
West Durbin	3g47	46.4	27

BETWEEN HARRISON AND ELK GARDEN

NAME	Station Number	Distance from Harrison	Car Capacity
Kittanning	1g1a	0.8	10
Oakmont	1g1	1.2	17
Davis Coal & Coke Co.	1g2	1.5	32
Taylor	1g2	1.7	2
Imperial	1g2a	2.2	10
Angle	1g3a	3.1	2
Browning	1g5b	3.9	3
Dennison	1g5a	4.7	4
Hartmansville	1g5	5.4	Yard

G. C. JCT. TO KOONTZ AND JACKSON

NAME	Station Number	Distance from G. C. Jct.	Car Capacity
Indian Refining Company	169	0.2	5
Laing's Sand Siding	k 2	2.7	2
Tunnel Siding	k 6	5.4	13
G. C. Coal Co., Mine No. 12	k15	14.6	28
Wiley	1k 2	17.1	12
Jackson Wye	1k 2a	17.3	18
G. C. Coal Co., Mine No. 13	1k 2b	17.5	13
Big Vein	1k 3	17.6	16
G. C. Coal Co., Mine No. 1	k16	15.8	35
Repold	k16	15.9	20
G. C. Coal Co., Mine No. 3	k17a	16.5	20
G. C. Coal Co., Mine No. 4	k19	18.4	10

51. AUTOMATIC SIGNALS

Automatic signals are in operation between Virginia Avenue and Knobley Wye and between Colmar and Connellsville. The following instructions governing:

When any permissive signal on single track indicates "Stop" trains or engines MUST stop at or before reaching the signal, and after having stopped and being unable to communicate with the dispatcher may proceed under protection of a flag to the first signal in the proceed or caution position in the direction they are moving, or to a telephone or telegraph office where instructions will be secured from the dispatcher, expecting to find a train, an open switch, a broken rail or some other obstruction on the block.

A Semaphore arm having a square end is called an "Absolute Arm" and when in the "Stop" position indicates that the stop must be made at or before reaching the signal and that it must not be passed in the

"Stop" position without authority to do so, either by special order, caution or clearance card. On single track the stop must be made not less than 300 feet before reaching the absolute signal so as to clear the passing siding.

If unable to communicate with the dispatcher by telephone or telegraph to secure authority to pass the signal the train or engine may proceed under protection of a flag to the next block signal in the proceed or caution position, or to a telephone or telegraph office where they can communicate with the dispatcher.

SIGNAL NUMBERS

Signal numbers are as follows and indicate miles and tenths from Baltimore and these numbers must be used in making reports. Westward signals have even numbers and eastward signals have odd numbers:

Westward		Eastward
	Virginia Avenue	
A-1632		A-1633
	Knobley Tunnel	
	Knobmount	A-1637
CA-1850		
CA-1852	Colmar	CA-1853
A-1856		
	Big Savage Tunnel	
		CA-1865
A-1874		A-1875
	Deal	
A-1880		A-1881
A-1892		A-1893
A-1904	Warren's Mills	
		A-1905
A-1914		A-1915
	Sand Patch	
A-1926		A-1927
A-1934		
		A-1937
A-1948		A-1949
A-1956		A-1957
	Meyersdale	
A-1972		
		A-1977
A-1986		A-1987
	Garrett	
A-2002		A-2003
A-2010		A-2011
A-2022		A-2023
A-2034		A-2035
	Swanson	
RJ-2052		
		A-2055
RJ-2064		
	Rockwood Junction	
	(B. & O. Track)	RJ-2065
	(W. M. Main Track)	RJ-2067
	(W. M. Passing Track)	RJ-2069
A-2072		RJ-2073
	Rockwood	
A-2078		A-2079
A-2092		
		A-2095
	Casselman	
A-2106		A-2107
A-2116		A-2117
A-2128		A-2129
A-2134		A-2135
	Markleton	
A-2144		
	Pinkerton Tunnel	
		A-2147
A-2162		A-2163
A-2172		A-2173
	Fort Hill	
A-2182		A-2183
A-2194		
		A-2197
A-2206		
		A-2211
A-2220		
		A-2223

SPEED TABLE

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
Min. Sec.		Min. Sec.		Min. Sec.		Min. Sec.	
0.39	92.31	1.17	46.74	1.55	31.30	2.33	23.53
0.40	90.00	1.18	46.15	1.56	31.04	2.34	23.38
0.41	87.80	1.19	45.57	1.57	30.77	2.35	23.23
0.42	84.71	1.20	45.00	1.58	30.51	2.36	23.08
0.43	83.72	1.21	44.44	1.59	30.25	2.37	22.93
0.44	81.82	1.22	43.90	2.00	30.00	2.38	22.78
0.45	80.00	1.23	43.37	2.01	29.75	2.39	22.64
0.46	78.26	1.24	42.86	2.02	29.50	2.40	22.50
0.47	76.59	1.25	42.35	2.03	29.27	2.41	22.36
0.48	75.00	1.26	41.86	2.04	29.03	2.42	22.22
0.49	73.47	1.27	41.38	2.05	28.80	2.43	22.08
0.50	72.00	1.28	40.90	2.06	28.57	2.44	21.95
0.51	70.59	1.29	40.45	2.07	28.34	2.45	21.82
0.52	69.23	1.30	40.00	2.08	28.12	2.46	21.69
0.53	67.92	1.31	39.56	2.09	27.91	2.47	21.56
0.54	66.66	1.32	39.13	2.10	27.69	2.48	21.43
0.55	65.45	1.33	38.71	2.11	27.48	2.49	21.30
0.56	64.29	1.34	38.29	2.12	27.27	2.50	21.17
0.57	63.16	1.35	37.89	2.13	27.09	2.51	21.05
0.58	62.07	1.36	37.50	2.14	26.87	2.52	20.93
0.59	61.02	1.37	37.11	2.15	26.67	2.53	20.81
1.00	60.00	1.38	36.73	2.16	26.47	2.54	20.70
1.01	59.02	1.39	36.39	2.17	26.28	2.55	20.57
1.02	58.06	1.40	36.00	2.18	26.09	2.56	20.45
1.03	57.14	1.41	35.64	2.19	25.90	2.57	20.34
1.04	56.25	1.42	35.29	2.20	25.71	2.58	20.22
1.05	55.38	1.43	34.95	2.21	25.53	2.59	20.11
1.06	54.55	1.44	34.61	2.22	25.35	3.00	20.00
1.07	53.73	1.45	34.28	2.23	25.17	3.15	18.46
1.08	52.94	1.46	33.96	2.24	25.00	3.30	17.14
1.09	52.17	1.47	33.64	2.25	24.83	3.45	16.00
1.10	51.43	1.48	33.33	2.26	24.66	4.00	15.00
1.11	50.70	1.49	33.03	2.27	24.49	5.00	12.00
1.12	50.00	1.50	32.73	2.28	24.32	6.00	10.00
1.13	49.31	1.51	32.43	2.29	24.16	6.40	9.00
1.14	48.65	1.52	32.14	2.30	24.00	7.30	8.00
1.15	48.00	1.53	31.86	2.31	23.83	8.34	7.00
1.16	47.37	1.54	31.58	2.32	23.68	10.00	6.00
						12.00	5.00

55.

COMPANY SURGEONS

DR. DANIEL Z. DUNOTT, Chief Surgeon,
Hillen Station, Baltimore, Md.
Residence Telephone Tuxedo 687.

Cumberland, Md.	}	Dr. W. A. Gracie
		Dr. C. H. Brace
	}	Dr. W. R. Hodges
		Dr. G. O. Sharrett, Oculist
Ridgely, W. Va.	}	Dr. R. Y. Fechtig, Oculist
		Dr. J. Kile Cowherd
Keyser, W. Va.	}	Dr. C. S. Hoffman
		Dr. M. H. Maxwell
Westernport, Md.	}	Dr. E. H. Parsons
		Dr. Z. T. Kalbaugh
		Dr. A. B. Kalbaugh
Blaine, W. Va.	}	Dr. H. B. Copeland
		Dr. G. L. Copeland, Asst
Gorman, Md.		Dr. W. G. Drinkwater
Henry, W. Va.		Dr. N. R. Davis
Thomas, W. Va.	}	Dr. O. H. Hoffman
		Dr. J. L. Miller, Asst,
Davis, W. Va.		Dr. A. P. Butt
Hendricks, W. Va.		Dr. U. M. Carwell
Elkins, W. Va.	}	Dr. A. M. Fredlock
		Dr. W. W. Golden
		Dr. G. C. Rogers
		Dr. H. K. Owens
Beverly, W. Va.		Dr. H. Yokum

Mill Creek, W. Va.	Dr. B. L. Liggett
Bemis, W. Va.	Dr. R. W. Dunham
Durbin, W. Va.	Dr. A. E. Burner
Belington, W. Va.	Dr. E. M. Hamilton
Weaver, W. Va.	Dr. W. D. Miller
Lonaconing, Md.	Dr. W. Q. Skilling
Frostburg, Md.	Dr. J. Marshall Price
Meyersdale, Pa.	Dr. Chas. P. Large
Rockwood, Pa.	Dr. G. F. Speicher
Confluence, Pa.	Dr. C. W. Frantz
Connellsville, Pa.	{ Dr. G. W. Gallagher Dr. H. D. Hoffman Dr. L. P. McCormack Dr. Thos. B. Echard
Dickerson Run, Pa.	Dr. Harry J. Bell

Medical Examiners may act as Company Surgeons.

HOSPITALS

Cumberland, Md.	{ Allegany Hospital Western Maryland Hospital
Keyser, W. Va.	The Hoffman Hospital
Davis, W. Va.	Davis Hospital
Elkins, W. Va.	{ Davis Memorial Hospital City Hospital

RULES GOVERNING THE EMPLOYMENT OF SURGEONS

In all cases of injuries to passengers or employees requiring surgical aid, the Company's Surgeon must be called without delay by the officer of highest rank present, and the case put in his exclusive charge. If no Company's Surgeon is located at or near the place of accident, the nearest competent Surgeon must be called.

In cases of emergency, where the passenger or employe has been so injured as to require immediate surgical aid, and the attendance of the Company's Surgeon cannot be had at once, then proper surgical aid should be procured to attend until his arrival. There must be no delay, however, in sending for the Company's Surgeon, when one is located at or near the place of accident, notwithstanding the called Surgeon is in attendance.

Employes, injured in the service, will be expected, whenever able, to visit the Company's Surgeon's office for treatment, except where their residence is remote therefrom.

In case of a serious accident, where a number of persons are injured, the services of competent Surgeons in the vicinity should at once be secured, and every attention given to the wounded. Company's Surgeons must be immediately notified by telegraph giving particulars of the accident, number of persons injured, and what will probably be required for their relief.

In all cases of serious accident, whether to an employe, employes or to passengers, the ranking officer at scene of accident, and also Company's Surgeon, upon his arrival, will immediately inform the Chief Surgeon by wire of said accident and extent of injuries, and will ask for further instructions as to the care and disposition of injured.

56. RELIEF DEPARTMENT

MEDICAL EXAMINERS

Cumberland, Md.	Dr. J. A. Palmer
Elkins, W. Va.	Dr. J. A. Arbuckle
	W. T. Stringer, Superintendent Hillen Sta., Baltimore, Maryland

WESTWARD

CUMBERLAND TERMINAL BETWEEN VIRGINIA AVENUE, KNOBMOUNT TOWER, AND G. C. JUNCTION

EASTWARD

Second Class.		FIRST CLASS									Station Nos.	STATIONS	Sdg. Cap'y in Cars		FIRST CLASS								Second Class.	
205 Daily WD. 1	203 Daily PC. 1	4-23 Daily	3 Daily	6353 Daily	10-21 Daily	1 Daily Ex. Sun.	6351 Daily	301 Daily Ex. Sun.	7 Daily	8			1-22 Daily	4 Daily Ex. Sun.	6352 Daily	2 Daily	9-24 Daily	304 Daily Ex. Sun.	6354 Daily	204 Daily WM. 2	206 Daily DW. 2			
P.M. 6.15	A.M. 7.50		P.M. 3.50		P.M. 10.15		A.M. 10.17		A.M. 3.07	163	D. VIRGINIA AVE... 0.6	64	40	A.M. 2.20	A.M. 7.27		P.M. 1.40				A.M. 10.35	P.M. 8.45		
			3.52		10.17				3.09		TUNNEL END OF KNOBLEY "Y"...	Yard		2.18	7.24		1.38							
			7.36		12.45					165	N KNOBM'T TOWER East End Double Track	Yard		7.12			4.26				10.25 7.50	8.30 4.30		
			7.38		12.47						MD. JUNCTION	Yard		7.09			4.23							
			7.39	3.55	12.48	10.20			3.12		RIDGELY END OF KNOBLEY "Y"...	Yard		2.15	7.07	7.21	1.35	4.20						
6.30	8.00		7.42	3.58	12.51	10.23			3.15	166	N RIDGELY	Yard		2.12	7.03	7.17	1.32	4.17			7.42	4.22		
8.45	10.00		7.45	4.00	3.00	12.55	10.25	7.25	7.05	167	N CUMBERLAND	Yard		2.10	7.00	7.15	11.15	1.30	4.15	6.00	7.10	7.40	4.20	
8.50	10.05		4.05	4.08	3.03		7.28	7.09	3.25	168	CITY JUNCTION	Yard		2.05			11.12	1.25		5.57	7.06			
9.00	10.15		4.10	3.05			7.30	7.12	3.27	169	N G. C. JUNCTION			2.02			11.10	1.21		5.54	7.04	7.30	4.00	
P.M.	A.M.		P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.					A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	
Daily 205	Daily 203		Daily 4-23	Daily 3	Daily 6353	Daily 10-21	Daily 1	Daily 6351	Daily 301	Daily 7				Daily 8	Daily 1-22	Daily 4	Daily 6352	Daily 2	Daily 9-24	Daily 304	Daily 6354	Daily 204	Daily 206	

Double Track
Keep to the Right

Double Track
Keep to the Right

NOTE:—Change in direction on First District, at Knobmount Tower. Trains 22 and 24 are eastward from Cumberland to Knobmount Tower, and will represent Nos. 1 and 9 respectively westward from Knobmount Tower. Trains Nos. 10 and 4 are eastward to Knobmount Tower, and will represent Nos. 21 and 23 respectively westward from Knobmount Tower to Cumberland.

Second and Third class and extra trains will operate through Knobley Tunnel as follows:

Eastward trains leaving Knobmount will get clearance card from operator at Knobmount Tower.

Eastward trains leaving Ridgely will get permission from operator at Knobmount Tower on Telephone.

Nos. 6351 and 6353 will depart from siding on south side of Eastward track at Cumberland, and use Eastward track to first crossover west of Baltimore street, under protection.

No. 204 will run Daily Except Monday between Knobmount Tower and Virginia Avenue.

Virginia Avenue telegraph office will be closed and no operator on duty between 5 p. m. and 7 a. m.

Train registers for Eastern Division trains will be located in Cumberland Terminals, as follows:

Telegraph Office, Passenger Station for first class trains.

Telegraph Office, Ridgely, for second, third class and extra trains originating and terminating there.

Knobmount Tower, for second, third class and extra trains originating and terminating there.

Westward first class trains will deliver register slip form C. T. 12 to Operator at Cumberland Passenger Station, who will promptly give the information contained therein to operators at Knobmount Tower and Ridgely to be entered by them in Train Register.

Eastward first class trains will throw off register slip form C. T. 12 to Operator Old Town who will promptly give the information contained therein to Operators at Knobmount Tower and Ridgely to be entered by them in Train Register.

Operator at Ridgely will promptly furnish registry information for second, third class and extra trains arriving at or departing from his station to Operator at Knobmount Tower for entry in Train Register.

All Westward second, third class and Extra trains and Yard Engines will stop at Virginia Avenue Station and get permission from Operator at Knobmount Tower by telephone to proceed through tunnel, but permission to proceed will not authorize trains to pass automatic signals in stop position. Permission to use block confers no right against first class trains.

Eastern Division first class trains will receive train orders from the Superintendent Eastern Division, governing movements with respect to each other between Ridgely End of "Y" and Virginia Avenue, and with respect to displaying signals or running late between Cumberland Passenger Station and Virginia Avenue.

Double Track
Keep to
the Right

Double Track
Keep to
the Right

Double Track
Keep to
the Right

STATIONS	Dist. from Cumberland	Sdg. In Cap'y Cars		First Class.	First Class.	First Class.
		Pas'ng Sidings	Other Tracks	10-21	4-23	32
				DAILY	DAILY	DAILY
N THOMAS 2 WTY	77.2		Yard	A.M. 9.30	P.M. 4.20	A.M. 8.40
1.0 SAND RUN JCT.	75.6			9.33	4.23	8.45
1.1 WILLIAM	75.1		6	F 9.36	F 4.26	
1.8 N FAIRFAX CY	73.3	105	8	F 9.42	F 4.32	
2.1 East End Double Track						
2.1 BEECHWOOD	70.9			F 9.48	F 4.38	
2.3						
WILSONIA	68.9		6	F 9.54	F 4.44	
2.0 D HENRY	66.9	261	30	S 9.59	S 4.49	
1.2 D DOBBIN W	65.7	61	49	S 10.04	S 4.53	
1.5 WILSON	64.2		3	F 10.08	F 4.57	
2.5						
N BAYARD	61.7	93	30	S 10.15	S 5.04	
2.4 D GORMAN	59.3	83	13	S 10.21	S 5.10	
2.1 STEYER W	57.2		13	F 10.27	F 5.16	
1.9 WALLMAN	55.3	63	11	F 10.33	5.21	
3.6						
D SCHELL	51.7	56	2	S 10.42	S 5.30	
2.2 HUBBARD	49.5		15	F 10.47	F 5.35	
1.4 GLEASON	48.1		15	F 10.49	F 5.39	
1.5 West End Double Track						
N HARRISON WY	46.6		Yard	S 10.55	S 5.42	
0.8						
POT'M'C MAN'R	45.8		40	F 10.57	F 5.45	
0.9 D BLAINE	44.9		15	S 11.01	S 5.49	
East End Double Track						
3.4 CHAFFEE	41.5		35	F 11.10	F 5.58	
1.7 NEFFS	39.8	E55 W75		11.13	6.02	
2.1						
N SHAW W	37.7	66	44	S 11.18	S 6.06	
2.7 BARNUM	35.0		36	S 11.25	S 6.12	
2.2 WARNOCKS	32.8	E55 W51		F 11.30	F 6.16	
3.3 HAMPSHIRE	29.5		30	F 11.38	F 6.23	
0.6						
FRANKLIN	28.9			F 11.41	F 6.25	
0.5 N W. VA. C. JCT. C	28.4	E63 W77	Yard	S 11.44	S 6.28	
0.5 LUKE	27.9	42	10	S 11.47	S 6.31	
0.9 WESTERNPORT	27.0		109	S 11.51	S 6.37	
2.1						
POLAND W	24.9	76		11.56	6.41	
1.3 ORCHARD	23.6		2	F 11.58	F 6.43	
1.9 KEYSER JCT	21.7		8	12.01	6.48	
1.7 TWENTY-FIRST	20.0	21	8	12.06	6.53	
1.2				12.09	F 6.57	
GREEN	18.8	60		12.11	7.00	
1.2 DAWSON	17.6		8	F 12.13	F 7.03	
0.7 GERSTELL W	16.9		4	F 12.15	F 7.05	
1.3 BLACK OAK	15.6		2	12.17	F 7.07	
1.8						
COOKERLY	13.8			12.20	F 7.10	
1.7 N RAWLINGS	12.1	E 94 W120	3	S 12.25	S 7.15	
1.5 LOWNDES	10.3			F 12.27	F 7.17	
1.8 PINTO	8.8		6	F 12.31	F 7.22	
2.2						
ACKERMAN	6.6		40	F 12.35	F 7.27	
1.0 SEYMOUR	5.6	83		F 12.39	F 7.29	
2.3 N Knob't Tower W	3.3		Yard	12.45	7.36	
3.3 N CUMBERLAND				12.55	7.45	
				P.M.	P.M.	A.M.

First Class.		Third Class		Station No.
36		14		
DAILY		DAILY EX. SUN.		
P.M. 3.30		A.M. 6.25		g75
3.35		6.30		g74
		6.39		g73
		6.45		g71
		6.52		
		7.05		g67
		7.14		g65
		7.23		g63
		7.33		g62
		7.40 ⁸¹		g60
		7.55		g57
		8.05		g55
		8.15		g53
		8.33		g50
		8.40		g48
		8.45		g46
		8.50 ¹³		g45
		8.56		g44
		9.04 ¹		g43
		9.18		g40
		9.23		g38
		9.35		g36
		9.50		g33
		10.01		g31
		10.11		g27
		10.13		g27
		10.16		g27
		10.20		g26
		10.25		g25
		10.30		g23
		10.34		g22
		10.40		g20 ^a
		10.46		g18
		10.50		
		10.53 ⁸³		g17
		10.56		g16
		10.58		g15
		11.02		g14
		11.07		
		11.13		g10
		11.16		
		11.23		g 7
		11.30		g 5
		11.37		g 4
		11.50		165
				167
P.M.		A.M.		
36		14		
DAILY		DAILY EX. SUN.		

10-21 4-23 32
DAILY DAILY DAILY

36 14
DAILY DAILY EX. SUN.

STATIONS	Dist. from Cumberland	Sid. Cap'y in Cars		First Class.		
		Pas'ng Sidings	Other Tracks	1-22	9-24	31
				DAILY	DAILY	DAILY
N CUMBERLAND				A.M. 7.00	P.M. 4.15 ²⁰⁶	A.M.
N Knobm't Tower 2W	3.3		Yard	F 7.12	4.26	
SEYMOUR	5.6	83		F 7.17	F 4.31	
ACKERMAN	6.6		40	F 7.19	F 4.33	
PINTO	8.8		6	F 7.24	F 4.38	
LOWNDES	10.3			F 7.26	4.40	
N RAWLINGS	12.1	E94 W120	3	S 7.30	S 4.47	
COOKERLY	13.8			F 7.33	4.50	
BLACK OAK	15.6		2	F 7.37	4.53	
GERSTELL W	16.9		4	F 7.40	F 4.56	
DAWSON	17.6		8	F 7.42	F 4.58	
GREEN	18.8	60		7.46	5.01	
TWENTY-FIRST	20.0	21	8	F 7.49	5.03	
KEYSER JCT	21.7		8	7.52	5.07	
ORCHARD	23.6		2	F 8.01	5.12	
POLAND W	24.9	76		8.07	5.22	
WESTERNPORT	27.0		109	S 8.13	S 5.27	
LUKE	27.9	42	10	S 8.18	S 5.32	
N W. V. C. JCT. W	28.4	E63 W77	Yard	S 8.21	S 5.34	
FRANKLIN	28.9			F 8.25	F 5.38	
HAMPSHIRE	29.5		30	F 8.28	5.40	
WARNOCKS	32.8	E55 W51		F 8.36	5.47	
BARNUM	35.0		36	S 8.41	S 5.52	
N SHAW W	37.7	66	44	S 8.47	S 5.58	
NEFFS	39.8	E55 W75		8.52	6.02 ⁴	
CHAFFEE	41.5		35	F 8.55	F 6.06	
East End Double Track D BLAINE	44.9		15	S 9.04 ¹⁴	S 6.15	
POT'M'C MAN'R	45.8		40	F 9.07	F 6.18	
N HARRISON W Y	46.6		Yard	S 9.13	S 6.21	
GLEASON	48.1		15	F 9.17	F 6.26	
HUBBARD	49.5		15	F 9.21	F 6.30	
D SCHELL	51.7	56	2	S 9.27 ¹³	S 6.37	
WALLMAN	55.3	63	11	9.36	F 6.46	
STEYER W	57.2		13	F 9.43	F 6.53	
D GORMAN	59.3	83	13	S 9.49	S 6.59	
N BAYARD	61.7	93	30	S 9.55	S 7.04	
WILSON	64.2		3	F 10.00	7.09	
D DOBBIN W	65.7	61	49	S 10.04 ¹⁰	S 7.14	
D HENRY	66.9	261	30	S 10.08	S 7.18 ⁹⁵	
WILSONIA	68.9		6	F 10.14	F 7.25 ⁸⁵	
BEECHWOOD	70.9			F 10.20	F 7.31	
East End Double Track N FAIRFAX CY	73.3	105	8	F 10.28	F 7.40	
WILLIAM	75.1		6	F 10.34	F 7.46	
SAND RUN JCT.	75.6			10.37	7.49	9.00
N THOMAS 2 WTY	77.2		Yard	S 10.42	S 7.55	9.05

STATIONS	Dist. from Cumberland	Pas'ng Sidings	Other Tracks	First Class.			Third Class			Station No.				
				1-22	9-24	31	35	81	13		83	85	89	
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.		DAILY	DAILY	DAILY	
N CUMBERLAND				A.M. 7.00	P.M. 4.15 ²⁰⁶	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	167		
N Knobm't Tower 2W	3.3		Yard	F 7.12	4.26			3.15	5.45	9.55	2.00	8.50	165	
SEYMOUR	5.6	83		F 7.17	F 4.31			3.25	5.53	10.05	2.20	9.00	g 4	
ACKERMAN	6.6		40	F 7.19	F 4.33			3.28	5.56	10.08	2.23	9.03	g 5	
PINTO	8.8		6	F 7.24	F 4.38			3.37	6.04	10.15	2.30	9.10	g 7	
LOWNDES	10.3			F 7.26	4.40									
N RAWLINGS	12.1	E94 W120	3	S 7.30	S 4.47			3.55	6.18	10.27	2.43	9.20	g10	
COOKERLY	13.8			F 7.33	4.50			4.01	6.23	10.32	2.48	9.25		
BLACK OAK	15.6		2	F 7.37	4.53			4.07	6.28	10.37	2.53	9.31	g14	
GERSTELL W	16.9		4	F 7.40	F 4.56			4.15	6.33	10.43	2.59	9.34	g15	
DAWSON	17.6		8	F 7.42	F 4.58			4.18	6.35	10.46	3.02	9.37	g16	
GREEN	18.8	60		7.46	5.01			4.23	6.40	10.53 ¹⁴	3.06	9.41	g17	
TWENTY-FIRST	20.0	21	8	F 7.49	5.03			4.30	6.44	10.58	3.11	9.45	g18	
KEYSER JCT	21.7		8	7.52	5.07			4.36	6.49	11.03	3.16	9.51	g20a	
ORCHARD	23.6		2	F 8.01	5.12			4.42	7.04	11.08	3.32	9.57	g22	
POLAND W	24.9	76		8.07	5.22			4.53	7.12	11.14	3.38	10.04	g23	
WESTERNPORT	27.0		109	S 8.13	S 5.27			5.00	7.18	11.21	3.45	10.11	g25	
LUKE	27.9	42	10	S 8.18	S 5.32			5.04	7.23	11.25	3.48	10.14	g26	
N W. V. C. JCT. W	28.4	E63 W77	Yard	S 8.21	S 5.34			5.25	7.33	11.44 ¹⁰	4.00	10.25	g27	
FRANKLIN	28.9			F 8.25	F 5.38			5.27	7.35	11.46	4.02	10.27	g27	
HAMPSHIRE	29.5		30	F 8.28	5.40			5.29	7.37	11.50	4.05	10.30	g27	
WARNOCKS	32.8	E55 W51		F 8.36	5.47			5.40	7.47	12.00	4.15	10.40	g31	
BARNUM	35.0		36	S 8.41	S 5.52			5.47	7.55	12.07	4.22	10.47	g33	
N SHAW W	37.7	66	44	S 8.47	S 5.58			6.00	8.06	12.15	4.32	10.57	g36	
NEFFS	39.8	E55 W75		8.52	6.02 ⁴			6.08	8.13	12.25	4.39	11.04	g38	
CHAFFEE	41.5		35	F 8.55	F 6.06			6.14	8.19	12.30	4.45	11.10	g40	
East End Double Track D BLAINE	44.9		15	S 9.04 ¹⁴	S 6.15			6.25	8.33	12.42	4.57	11.21	g43	
POT'M'C MAN'R	45.8		40	F 9.07	F 6.18			6.28	8.36	12.47	5.00	11.24	g44	
N HARRISON W Y	46.6		Yard	S 9.13	S 6.21			6.35	8.50 ¹⁴	1.00	5.06	11.35	g45	
GLEASON	48.1		15	F 9.17	F 6.26			6.41	8.57	1.05	5.13	11.40	g46	
HUBBARD	49.5		15	F 9.21	F 6.30			6.45	9.12	1.11	5.19	11.45	g48	
D SCHELL	51.7	56	2	S 9.27 ¹³	S 6.37			6.55	9.27 ¹	1.20	5.30 ⁴	11.52	g50	
WALLMAN	55.3	63	11	9.36	F 6.46			7.07	9.52	1.35	5.54	12.03	g53	
STEYER W	57.2		13	F 9.43	F 6.53			7.23	10.03	1.45	6.05	12.14	g55	
D GORMAN	59.3	83	13	S 9.49	S 6.59			7.29	10.21 ¹⁰	1.53	6.25	12.22	g57	
N BAYARD	61.7	93	30	S 9.55	S 7.04			7.40 ¹⁴	10.36	2.01	6.34	12.30	g60	
WILSON	64.2		3	F 10.00	7.09			7.48	10.46	2.08	6.42	12.37	g62	
D DOBBIN W	65.7	61	49	S 10.04 ¹⁰	S 7.14			7.55	10.56	2.18	6.51	12.46	g63	
D HENRY	66.9	261	30	S 10.08	S 7.18 ⁹⁵			8.00	11.05	2.23	7.18 ⁹	12.51	g65	
WILSONIA	68.9		6	F 10.14	F 7.25 ⁸⁵			8.05	11.13	2.28	7.25 ⁹	12.57	g67	
BEECHWOOD	70.9			F 10.20	F 7.31			8.15	11.20	2.35	7.42	1.04		
East End Double Track N FAIRFAX CY	73.3	105	8	F 10.28	F 7.40			8.25	11.35	2.45	7.52	1.12	g71	
WILLIAM	75.1		6	F 10.34	F 7.46			8.32	11.45	2.55	8.01	1.18	g73	
SAND RUN JCT.	75.6			10.37	7.49	9.00		3.50	8.38	11.50	3.01	8.07	1.23	g74
N THOMAS 2 WTY	77.2		Yard	S 10.42	S 7.55	9.05		3.55	8.50	11.55	3.10	8.15	1.30	g75

1-22 9-24 31
DAILY DAILY DAILY

35 81 13 83 85 89
DAILY DAILY DAILY EX. SUN. DAILY DAILY DAILY

SECOND DISTRICT—DAVIS

STATIONS	Distance from Davis	Siding Cap'y In Cars		First Class.	First Class.	Station Number
		Passing Sidings	Other Tracks	32	34	
				DAILY	DAILY	
				A.M.	A.M.	
D DAVIS.....WY	2.7	Yard		8.10	10.10	
FRANCIS.....	2.7	15	F	8.20	F 10.20	
CHILD.....	4.6		F	8.28	F 10.28	
N THOMAS. ½WY	6.3	Yard	S	8.35	10.35	
				A.M.	A.M.	
				32	34	
				DAILY	DAILY	

SECOND DISTRICT—THOMAS

STATIONS	Distance from Thomas	Siding Cap'y In Cars		First Class.	First Class.	Station Number
		Passing Sidings	Other Tracks	31	33	
				DAILY	DAILY	
				A.M.	A.M.	
N THOMAS. ½WY	6.3	Yard	S	9.30	10.45	
CHILD.....	4.6		F	9.37	F 10.52	
FRANCIS.....	2.7	15	F	9.45	F 11.00	
D DAVIS.....WY	2.7	Yard		9.55	11.10	
				A.M.	A.M.	
				31	33	
				DAILY	DAILY	

FIRST DISTRICT SAND RUN JUNCTION TO PIERCE—EASTWARD

STATIONS	Distance from Pierce	Siding Cap'y In Cars		First Class.	First Class.	Station Number
		Passing Sidings	Other Tracks	32	36	
				DAILY	DAILY	
				A.M.	P.M.	
SAND RUN JCT.	1.0			8.45	3.35	g74
PIERCE.....	0.0			8.50	3.40	g74a
				A.M.	P.M.	
				32	36	
				DAILY	DAILY	

SECOND DISTRICT—SNYDER'S RUN BRANCH

STATIONS	Distance from Thomas	Passing Sidings	Other Tracks	Station Number
N THOMAS.....			Yard	g75
MINE NO. 28.....	1.0			g75a
MINE NO. 38.....	2.0			g75b

First Class.	First Class.				Station Number
36	38				
DAILY	DAILY				
		P.M.	P.M.		
		3.00	7.00		2g6
F	F	3.10	7.10		2g4
F	F	3.18	7.18		2g3
S		3.25	7.25		g75
		P.M.	P.M.		
		36	38		
		DAILY	DAILY		

TO DAVIS WESTWARD

First Class.	First Class.				Station Number
35	37				
DAILY	DAILY				
		P.M.	P.M.		
S		4.20	8.00		g75
F	F	4.27	8.07		2g3
F	F	4.35	8.15		2g4
		4.45	8.25		2g6
		P.M.	P.M.		
		35	37		
		DAILY	DAILY		

FIRST DISTRICT PIERCE TO SAND RUN JUNCTION—WESTWARD

STATIONS	Distance from Pierce	Siding Cap'y In Cars		First Class.	First Class.	Station Number
		Passing Sidings	Other Tracks	31	35	
				DAILY	DAILY	
				A.M.	P.M.	
PIERCE.....	0.0			8.55	3.45	g74a
SAND RUN JCT.	1.0			9.00	3.50	g74
				A.M.	P.M.	
				31	35	
				DAILY	DAILY	

STATIONS	Distance from Cumberland	Siding Cap'y In Cars		First Class.	First Class.
		Passing Sidings	Other Tracks	10	42
				DAILY	DAILY
				A.M.	A.M.
D BELINGTON WY	129.9	Yard			11.20
2.5 DARTMOOR	127.4	10		F	11.26
1.4 JUNIOR	126.0	Yard		S	11.30
1.0 GAGE	125.0	8		F	11.33
1.7					
LAUREL	123.3	5		F	11.37
2.7 HARDING W	120.6	Yard		S	11.44
0.9 D R. C. JCT.	119.7	29		S	11.48
3.2 SMITH SIDING	116.5	3		F	11.57
1.3					
BUXTON	115.2			F	12.01
1.4 HOME	113.8			F	12.03
0.3 ELKINS JCT.	113.5				12.05
1.0 C. & C. JCT.	112.5	Yard			12.09
0.2					
N ELKINS WCTY	112.3	Yard	7.40		12 10
2.3 READ	110.0		7.45		
1.6 GILMAN	108.4	5	F 7.49		
1.4 WHYTE	107.0	10	F 7.53		
1.5					
KERENS	105.5	48	9 S 7.58		
4.9 N MONTROSE W	100.6	39	22 S 8.08 ^{9.0}		
1.5 HADDIX	99.1	26			8.13
4.7 MOORE W	94.4	6	F 8.25		
1.6					
PORTERWOOD	92.8	47	7 F 8.29		
2.3 D PARSONS	90.5	49	170 S 8.35		
2.5 HAMBLETON	88.0	35	60 S 8.41		
0.8 N HENDRICKS WY	87.2	42	99 S 8.45		
1.2					
LIME ROCK	86.0	9			8.50
6.1 MT'N SWITCH	79.9	6			9.14
0.9 DOUGLAS	79.0	Yard	S 9.18		
0.9 West End Double Track COKETON	78.1	Yard	9.22		
0.9 N THOMAS WTY	77.2	Yard	S 9.25		
				A.M.	P.M.
				10	42
				DAILY	DAILY

Dbl Track Keep to the Right

Nos. 42, 52, 54, 62 and 64 will head through west leg of Elkins Wye and back into Elkins Station.

First Class.	First Class.	First Class.	First Class.	Third Class	Thrd Class	Station Number
142	4	148	44	90	94	
DAILY EX. SUN.	DAILY	SUNDAY ONLY	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	
P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	
			8.45		1.20	g128
			F 8.51		1.32	g125
			S 8.55		1.42	g124
			F 8.58		1.47	g123
			F 9.02		1.55	g121
			S 9.09		2.07	g119
			S 9.13		2.35 ⁴³	g118
			F 9.22		3.00	g114b
			F 9.26		3.06	g113
			F 9.28		3.12	
			9.30		3.14	g110
2.18 ⁴³		4.48	9.33		3.18	g110
2.20 ⁴³	2.30	4.50	9.35	7.15	3.20	g110
F 2.36				7.24		g108
F 2.40				7.29		g106
F 2.44				7.34		g105
S 2.48				7.40		g103
S 2.58				8.08 ¹⁰		g99
3.03				8.30		g97
F 3.15				8.48		g92
F 3.19				8.55		g91
S 3.25				9.12		g89
S 3.31				9.30		g86
S 3.35				11.18 ¹		g85
3.40				11.25		g83
4.04				12.00		g78
S 4.08				12.10		g75
4.12				12.15		g75
S 4.15				12.20		g75
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
142	4	148	44	90	94	
DAILY EX. SUN.	DAILY	SUNDAY ONLY	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	

Dbl Track
 Keep to
 the Right

STATIONS	Distance from Cumberland	Siding Cap'y in Cars		First Class.	First Class.	First Class.
		Passing Sidings	Other Tracks	41	141	1
				DAILY	DAILY EX. SUN.	DAILY
				A.M.	A.M.	A.M.
N THOMAS 3/4 WTY	77.2	...	Yard			10.47
0.9 COKETON	78.1	...	Yard			10.49
West End Double Track						
0.9 DOUGLAS	79.0	...	Yard			S 10.52
0.9 MT'N SWITCH	79.9	6				10.55
6.1						
LIME ROCK	86.0	9				11.11
1.2 N HENDRICKS WY	87.2	42	99			S 11.18 ⁹⁰
0.8 HAMBLETON	88.0	35	60			S 11.22
2.5 D PARSONS	90.5	49	170			S 11.30
2.3						
PORTERWOOD	92.8	47	7			F 11.35
1.6 MOORE	94.4	...	6			F 11.39
4.7 HADDIX	99.1	26				11.52
1.5 N MONTROSE	100.6	39	22			S 11.58
4.9						
KERENS	105.5	48	9			S 12.07
1.5 WHYTE	107.0	...	10			F 12.10
1.4 GILMAN	108.4	...	5			F 12.14
1.6 READ	110.0	...				F 12.17
2.3						
N ELKINS 2/3 WCT Y	112.3	...	Yard	5.50	9.00	12.25 ⁶⁵
0.2 C. & C. JCT.	112.5	...	Yard	5.51	9.02	
1.0 ELKINS JCT.	113.5	...		5.53		
0.3 HOME	113.8	...	F	5.54		
1.4						
BUXTON	115.2	...	F	5.58		
1.3 SMITH SIDING	116.5	...	3 F	6.01		
3.2 D R. C. JCT.	119.7	29	S	6.10 ⁹³		
0.9 HARDING	120.6	...	Yard S	6.13		
2.7						
LAUREL	123.3	...	5 F	6.20		
1.7 GAGE	125.0	...	8 F	6.24		
1.0 JUNIOR	126.0	...	Yard S	6.28		
1.4 DARTMOOR	127.4	...	10 F	6.32		
2.5						
D BELINGTON WY	129.9	...	Yard	6.40		
				A.M.	A.M.	P.M.
				41	141	1
				DAILY	DAILY EX. SUN.	DAILY

	First Class.	First Class.	First Class.		Third Class	Station Number
	43	9	147		93	
	DAILY	DAILY	SUNDAY ONLY		DAILY EX. SUN.	
	P.M.	P.M.	A.M.		A.M.	
		8.00				g75
		8.03				g75
	S	8.08				g75
		8.11				g78
		8.28				g83
	S	8.35				g85
	S	8.39				g86
	S	8.47				g89
	F	8.53				g91
		8.56				g92
		9.10				g97
	S	9.16				g99
	S	9.26				g103
		9.29				g105
	F	9.34				g106
		9.37				g108
	2.15 ⁴²	9.45	9.20		5.15	g110
	2.16 ⁴²		9.22		5.17	g110
	2.18				5.20	g110
	F 2.19				5.33	
	F 2.23				5.38	g113
	F 2.26				5.44	g114b
	S 2.35 ⁹⁴				6.10 ⁴¹	g118
	S 2.38				6.25	g119
	F 2.45				6.40	g121
	F 2.49				6.48	g123
	S 2.53				6.54	g124
	F 2.57				7.05	g125
	3.05				7.15	g128
	P.M.	P.M.	A.M.		A.M.	
	43	9	147		93	
	DAILY	DAILY	SUNDAY ONLY		DAILY EX. SUN.	

Nos. 42, 52, 54, 62 and 64 will head through west leg of Elkins Wye and back into Elkins Station.

DURBIN TO ELKINS EASTWARD

STATIONS	Distance from Elkins	Siding Cap'y In Cars		First Class.	First Class.	Third Class
		Passing Sidings	Other Tracks	52	54	96
				DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.
				A.M.	P.M.	A.M.
D DURBIN.....WY	47.1	.....	Yard	10.50	2.50	11.05
2.6 OLIVE.....	44.5	.....	8	F 10.56	F 2.56	11.15
3.1 BRAUCHER.....	41.4	7	.....	F 11.04	F 3.05	11.30
2.2 D BURNER.....	39.2	.....	2	S 11.09	S 3.10	11.40
0.9 COVE.....	38.3	8	.....	11.12	3.13	11.45
2.4 MAY.....	35.9	26	.....	F 11.18	F 3.19	12.03
1.5 GERTRUDE.....	34.4	.....	.....	F 11.22	F 3.23	12.18
3.3 D WILDELL.....	31.1	.....	7	S 11.30	S 3.32	12.29
0.6 OXLEY.....W	30.5	10	.....	11.32	3.34	12.31
2.1 BEULAH.....	28.4	.....	21	F 11.37	F 3.39	12.40
3.4 CAMP SIDING..	25.0	8	.....	11.46	3.48	12.50
0.5 GLADY.....	24.5	12	34	S 11.48	S 3.49	12.53
2.4 MORRIBELL....	22.1	.....	.....	11.54	3.55	1.00
0.4 RIVER SIDING..	21.7	8	.....	11.55	3.56	1.09
2.6 CARL.....	19.1	16	.....	12.04	4.05	1.18 ⁵³
0.3 D BEMIS.....W	18.8	20	5	S 12.06	S 4.06	1.24
3.0 MONTES.....	15.8	.....	3	F 12.13	F 4.14	1.34
1.3 WOODROW.....	14.5	36	.....	F 12.17	S 4.17	1.44
1.5 WEESE CROSNQ	13.0	.....	.....	F 12.21	F 4.21	1.53
0.8 KIGHT.....	11.2	.....	6	F 12.23	F 4.24	1.56
1.1 D BOWDEN.....	10.1	32	5	S 12.26	S 4.28	2.01
0.6 FAULKNER...W	9.5	.....	5	F 12.28	F 4.31	2.05
1.9 MEADOWS.....	7.6	.....	3	F 12.33	F 4.35	2.14
1.5 LUMBER.....	6.1	.....	3	F 12.37	F 4.39	2.21
1.4 TUNNEL.....	4.7	19	7	F 12.43 ⁵³	F 4.43	2.31
1.8 CANFLD CRSNG	2.9	.....	.....	F 12.48	F 4.48	2.41
2.9 N ELKINS..WCTY	.....	Yard	.....	1.00	5.00	3.00
				P.M.	P.M.	P.M.
				52	54	96
				DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.

Nos. 42, 52, 54, 62 and 64 will head through west leg of Elkins Wye and back into Elkins Station.

ELKINS TO DURBIN WESTWARD

STATIONS	Distance from Elkins	First Class.	First Class.	Third Class	Station Number
		51	53	95	
		DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
		A.M.	P.M.	A.M.	
ELKINS.....	.....	8.00 ⁶¹	12.30 ¹	6.00	g110
2.9 CANFIELD CROSSING	2.9	F 8.10	F 12.37	6.15	.....
1.8 TUNNEL.....	4.7	F 8.16	F 12.43 ⁵²	6.23	3g5
1.4 LUMBER.....	6.1	F 8.21	F 12.48	6.31	3g6
1.5 MEADOWS.....	7.6	F 8.24	F 12.51	6.38	3g8
1.9 FAULKNER.....	9.5	F 8.29	F 12.55	6.46	3g10a
0.6 BOWDEN.....	10.1	S 8.31	S 12.57	6.50	3g10
1.1 KIGHT.....	11.2	8.34	1.00	6.55	3g11
0.8 WEESE CROSSING	13.0	F 8.36	F 1.02	7.00	.....
1.5 WOODROW.....	14.5	F 8.41	S 1.06	7.15	3g15
1.3 MONTES.....	15.8	F 8.45	1.10	7.25	3g16
3.0 BEMIS.....	18.8	S 8.52	S 1.17	7.40	3g19
0.3 CARL.....	19.1	8.53	1.18 ⁶⁶	7.45	3g19a
2.6 RIVER SIDING	21.7	9.01	1.26	7.55	3g22a
0.4 MORRIBELL.....	22.1	9.02	1.27	8.00	3g22
2.4 GLADY.....	24.5	S 9.10	S 1.35	8.15	3g25
0.5 CAMP SIDING.....	25.0	9.12	1.38	8.20	3g25a
3.4 BEULAH.....	28.4	F 9.20	F 1.45	8.35	3g28
2.1 OXLEY.....	30.5	9.26	1.51	8.46	3g31a
0.6 WILDELL.....	31.1	S 9.28	S 1.53	8.51	3g31
3.3 GERTRUDE.....	34.4	F 9.35	1.59	9.05	.....
1.5 MAY.....	35.9	F 9.40	F 2.03	9.12	3g36
2.4 COVE.....	38.3	9.46	2.08	9.23	3g38
0.9 BURNER.....	39.2	S 9.48	S 2.10	9.28	3g39
2.2 BRAUCHER.....	41.4	F 9.53	F 2.15	9.40	3g41
3.1 OLIVE.....	44.5	F 10.01	F 2.22	9.51	3g45
2.6 DURBIN.....	47.1	10.10 ⁶⁵	2.30	10.00 ⁶¹	3g47
		A.M.	P.M.	A.M.	
		51	53	95	
		DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	

Nos. 42, 52, 54, 62 and 64 will head through west leg of Elkins Wye and back into Elkins Station.

STATIONS	Distance from Elkins	Siding Cap'y in Cars		First Class.	First Class.	First Class.
		Passing Sidings	Other Tracks	62	64	66
				DAILY EX. SUN.	DAILY EX. SUN.	SUNDAY ONLY
				A.M.	P.M.	P.M.
D HUT'ONSV'L WY	17.6	...	Yard	9.00	6.10	1.20
D MILL CREEK	16.4	25	25	S 9.05	S 6.15	S 1.25
CRAWFORD	13.8	...	2	F 9.10	F 6.20	F 1.30
VALLEY BEND	12.8	...	10	F 9.13	F 6.23	F 1.33
STEINER	11.3	...	4	F 9.17	F 6.27	F 1.37
DAILEY	10.1	...	7	F 9.21	F 6.31	F 1.41
D BEVERLY	6.7	...	8	S 9.30	S 6.40	S 1.50
TYGARTS	5.2	...	4	F 9.34	F 6.44	F 1.54
ARNOLD HILL	3.1	...	2	F 9.40	F 6.50	F 2.00
TODD	2.7	...	6	F 9.41	F 6.51	F 2.01
ELKINS JCT	1.2	...	...	F 9.45	F 6.54	F 2.05
N ELKINS.. WCTY			Yard	9.50	7.00	2.10
				A.M.	P.M.	P.M.
				62	64	66
				DAILY EX. SUN.	DAILY EX. SUN.	SUNDAY ONLY

STATIONS	Distance from Elkins	Siding Cap'y in Cars		Third Class	Station Number
		Passing Sidings	Other Tracks	98	
				DAILY EX. SUN.	
				P.M.	
				12.05	4g18
				12.15	4g17
				12.25	4g14
				12.30	4g13
				12.36	4g11
				12.41	4g10
				12.56	4g7
				1.02	4g5
				1.11	4g4
				1.18	4g3a
				1.19	g110
				1.25	g110
				P.M.	
				98	
				DAILY EX. SUN.	

STATIONS	Distance from Elkins	Siding Cap'y in Cars		First Class.	First Class.	First Class.
		Passing Sidings	Other Tracks	61	63	65
				DAILY EX. SUN.	DAILY EX. SUN.	SUNDAY ONLY
				A.M.	P.M.	P.M.
N ELKINS.. CWTY			Yard	8.05 ⁵¹	5.15	12.25 ¹
ELKINS JCT	1.2	...	...	F 8.09	F 5.22	F 12.31
TODD	2.7	...	6	F 8.14	F 5.26	F 12.35
ARNOLD HILL	3.1	...	2	F 8.16	F 5.27	F 12.36
TYGARTS	5.2	...	4	F 8.22	F 5.32	F 12.42
D BEVERLY	6.7	...	8	S 8.26	S 5.36	S 12.46
DAILEY	10.1	...	7	F 8.34	F 5.43	F 12.54
STEINER	11.3	...	4	F 8.37	F 5.46	F 12.57
VALLEY BEND	12.8	...	10	F 8.40	F 5.50	F 1.01
CRAWFORD	13.8	...	2	F 8.43	F 5.53	F 1.04
D MILL CREEK	16.4	25	25	S 8.50	S 5.59	S 1.11
D HUT'ONSV'L WY	17.6	...	Yard	8.55	6.05	1.15
				A.M.	P.M.	P.M.
				61	63	65
				DAILY EX. SUN.	DAILY EX. SUN.	SUNDAY ONLY

STATIONS	Distance from Elkins	Siding Cap'y in Cars		Third Class	Station Number
		Passing Sidings	Other Tracks	97	
				DAILY EX. SUN.	
				A.M.	
				10.30	g110
				10.35	g110
				10.39	4g3a
				10.40	4g4
				10.45	4g5
				10.55	4g7
				11.10	4g10
				11.15	4g11
				11.21	4g13
				11.25	4g14
				11.40	4g17
				11.45	4g18
				A.M.	
				97	
				DAILY EX. SUN.	

Nos. 42, 52, 54, 62 and 64 will head through west leg of Elkins Wye and back into Elkins Station.

STATIONS	Distance from Cumberland	Siding Cap'y In Cars		First Class.	First Class.	
		Passing Sidings	Other Tracks	2	8	
				DAILY	DAILY	
				A.M.	P.M.	
D CONNELLSVILLE 1.0	89.0	.....	Yard	10.45	11.30	.....
D GREENWOOD 1.9 East End Double Track	88.0	.....	.....	10.47	11.32	.....
FRIEND 1.5	86.1	..	10	10.50	11.35	.....
BLUESTONE 3.1	84.6	90	.....	10.52	11.37	.....
INDIAN CR'K W 4.4	81.5	100	10	10.57	11.42	.....
STEWARTON 5.2	77.1	100	4	F 11.03	11.48	.....
D OHIO PYLE 4.9	71.9	90	20	S 11.11	S 11.55	.....
BIDWELL 6.3	67.0	100	30	F 11.18	12.03	.....
N CONFLUENCE 1.5	60.7	110	20	S 11.29 ²⁰⁶	F 12.14	.....
HARNEDSVILLE 2.0	59.2	.....	.....	11.31	12.16	.....
DEETER 2.9	57.2	.....	5	11.34	12.19	.....
FORT HILL 4.4	54.3	130	4	11.40	12.25	.....
MARKLETON 2.5	49.9	63	30	11.47 ¹²³	12.32	.....
CASSELLMAN 3.7	47.4	.....	2	11.51	12.36	.....
N ROCKWOOD WC 0.9	43.7	100	103	S 11.59	F 12.44 ^{126 205}	.....
ROCKWOOD JCT 5.5	42.8	.....	.....	12.01	12.46 ^{126 205}	.....
D GARRETT 5.4	37.3	100	12	F 12.11	12.55	.....
D MEYERSDALE 3.2	31.9	71	12	S 12.21 ¹²²	S 1.04	.....
SAND PATCH 4.2	28.7	104	30	12.26	1.09	.....
N DEAL 2.8	24.5	E100 W100	20	F 12.33 ²⁰³	1.16	.....
West End Double Track						
N COLMAR 6.3	21.7	E45 W52	.....	12.39	1.22	.....
D FROSTBURG 3.8	15.4	.....	8	S 12.52	S 1.34	.....
MOUNT SAVAGE 3.0	11.6	.....	.....	1.00	1.41	.....
LAP 6.7	8.6	E61 W60	.....	1.07	1.47	.....
N G. C. JCT. 0.9	1.9	.....	.....	1.19	2.00	.....
CITY JCT. 1.0	1.0	.....	.....	1.21	2.02	.....
N CUMBERLAND 1.0		.....	.....	1.25 1.30	2.05 2.10	.....
				P.M.	A.M.	
				2	8	
				DAILY	DAILY	

Second Class.	Second Class.	Third Class	Third Class	Third Class	Station Number
204 WM. 2	206 DW. 2	122 WAY FRT	124	126	
DAILY	DAILY	DAILY EX. SUN.	DAILY	DAILY	
A.M.	A.M.	A.M.	P.M.	P.M.	
12.25	9.25	6.55	3.00	8.30	256
12.30	9.30	7.00	3.05	8.35	254
		7.07	3.12	8.40	253
12.45	9.42	7.15	3.20	8.48	251
1.00	9.57	7.25	3.32	9.00	248
1.22	10.20	7.45	4.10 ²⁰³	9.30	244
1.45	10.40	8.10	4.40	9.50	239
2.10 ²⁰⁵	11.00	8.35	5.00	10.10	234
2.48	11.29 ²	9.15	6.02 ³	10.45	228
		9.25	6.10	10.50	.....
3.00	11.45	9.40	6.25	11.00	224
3.14	12.15 ¹²³	10.00	6.40	11.15	221
3.35	12.30	10.12	7.05	11.35	217
3.42	12.38	10.22	7.15	11.48	214
4.07	1.10	11.15 ¹²³	7.40	12.44 ²⁰⁵	211
4.15	1.15	11.20 ¹²³	7.45	12.50 ²⁰⁵	.....
4.37 ⁷	1.35 ²⁰³	11.45	8.30	1.25	204
5.04	1.57	12.21 ²	9.05	2.00	199
5.18	2.10	12.50 ²⁰³	9.20	2.15	196
5.37	2.35	1.15	9.45	2.45	192
5.52	2.50	1.25	10.05	3.05	189
6.22	3.15	2.00	10.30	3.29	182
6.37	3.28	2.12	10.45	3.40	.....
6.56	3.38	2.25	11.00	3.55	176
7.30	4.00	2.50	11.40	4.45	169
					168
7.40	4.20 ²⁴				167
A.M.	P.M.	P.M.	P.M.	A.M.	
204	206	122	124	126	
DAILY	DAILY	DAILY EX. SUN.	DAILY	DAILY	

STATIONS	Distance from Cumberland	Siding Cap'y In Cars		First Class.	First Class.	Station Number
		Passing Sidings	Other Tracks	6352	6354	
				DAILY	DAILY	
				A.M.	P.M.	
N STATE LINE..... 2.4	6.5			11.00	6.54	h 4
ROCK CUT..... 2.2	4.1	45		11.05	6.59	h 2
West End Double Track N G. C. JCT..... 1.9	1.9		Yard	11.10	7.04	169
N CUMBERLAND..... 1.9	1.9		Yard	11.15	7.10	167
				A.M.	P.M.	
				6352	6354	
				DAILY	DAILY	

Dbl Track Keep to the Right

FIFTH DISTRICT

CUMBERLAND

STATIONS	Distance from Cumberland	Siding Cap'y In Cars		First Class.	First Class.	Station Number
		Passing Sidings	Other Tracks	6351	6353	
				DAILY	DAILY	
				A.M.	P.M.	
N CUMBERLAND..... 1.9	1.9			7.25	3.00	167
N G. C. JCT..... West End Double Track 2.2	1.9		Yard	7.30	3.05	169
ROCK CUT..... 2.4	4.1	45		7.35	3.10	h 2
N STATE LINE.....	6.5		Yard	7.40	3.15	h 4
				A.M.	P.M.	
				6351	6353	
				DAILY	DAILY	

Dbl Track Keep to the Right

						Station Number
.....						h 4
.....						h 2
.....						169
.....						167
.....						
.....						
.....						

TO STATE LINE

WESTWARD

						Station Number
.....						167
.....						169
.....						h 2
.....						h 4
.....						
.....						
.....						

FOURTH DISTRICT—JACKSON BRANCH

STATIONS	Distance from Midland Jct.	Siding Cap'y In Cars		Station Number
		Passing Sidings	Other Tracks	
JACKSON..... 4.8	4.8		Yard	1k5
MIDLAND JCT..... 4.8	40	28		1k5
.....				
.....				

JACKSON TO MIDLAND JCT.

EASTWARD

						Station Number
.....						1k5
.....						1k5
.....						
.....						

FOURTH DISTRICT—JACKSON BRANCH

STATIONS	Distance from Midland Jct.	Siding Cap'y In Cars		Station Number
		Passing Sidings	Other Tracks	
MIDLAND JCT..... 4.8	40	28		1k5
JACKSON..... 4.8	4.8		Yard	1k5
.....				
.....				

MIDLAND JCT. TO JACKSON

WESTWARD

						Station Number
.....						1k5
.....						1k5
.....						
.....						

SOMERSET AND

STATIONS	Distance from Gray	Siding Cap'y In Cars				
		Passing Sidings	Other Tracks			
GRAY W	2.0		60			
COAL JCT Y	2.0					

SOMERSET AND

STATIONS	Distance from Coal Jct.	Siding Cap'y In Cars				
		Passing Sidings	Other Tracks			
COAL JCT Y						
GRAY W	2.0		60			

COAL RAILWAY

EASTWARD

COAL RAILWAY EASTWARD						Station Number
						r24
						r22

COAL RAILWAY

WESTWARD

COAL RAILWAY WESTWARD						Station Number
						r22
						r24