

**WESTERN MARYLAND
RAILWAY COMPANY**

ELKINS DIVISION

TIME-TABLE No. 7

For the Government of employes only

Effective 12.01 A. M., Eastern Standard Time

SUNDAY, SEPT. 28th, 1952

Superseding Conflicting Instructions.

DESTROY ALL PREVIOUS TIME-TABLES

J. M. MILLER,

Superintendent

G. R. HAWORTH,

Vice President and General Manager

**WESTERN MARYLAND
RAILWAY COMPANY**

ELKINS DIVISION

TIME-TABLE No. 7

Effective 12.01 A. M., Eastern Standard Time

SUNDAY, SEPT. 28th, 1952

J. M. MILLER,

Superintendent

G. R. HAWORTH,

Vice President and General Manager

TWO MAIN TRACES

Trains Order Offices	Station Numbers	STATIONS Connellsville Subdivision	Miles from Cumberland	Miles Between Stations	Passing Station Capacity in Cars	Coal—Water— Wye—Terminable	Other Tracks
TO	287	CUMBERLAND.....	0.0	0.0			Yard
	288	CITY JUNCTION.....	1.0	1.0		W	Yard
	289	G. C. JUNCTION.....	1.9	0.9			
		A. E. CROSSOVER.....	2.7	0.8			
		LAF. CROSSOVER.....	3.6	0.9		W	121
TO	177	MT. SAVAGE.....	11.9	1.0			4
	189	SHERIDAN.....	18.1	2.5			12
	184	F. B. CROSSOVER.....	14.8	0.8			
		FROTSBURG.....	15.7	0.4			
		FROTSBURG CROSSOVER.....	15.8	0.2		W	4
TO	187	BORDEN CROSSOVER.....	17.3	1.3			
		COLMAR.....	21.0	4.7			70
TO	190	DEAL East End.....	22.7	2.0			
	190	DEAL TOWER.....	22.7	0.0		W	5
	190	DEAL.....	24.0	0.8		Y	112
	190	DEAL West End.....	25.6	7.1			
TO	192	WARREN'S MILL.....	26.4	0.8			8
	198	SAND PATCH.....	28.4	0.0	118		8
	198	MEYERSDALE E.S.....	30.5	2.1			10
	198	MEYERSDALE.....	31.6	1.4	150		5
TO	201	BLUE LICK.....	33.2	1.4			
	201	BLUE LICK SIDINGS.....	33.4	0.3			70
	201	BLUE LICK MINE.....	39.3	3.4			68
	201	POPFELGE MINE.....	39.9	0.1			62
TO	202	GARRETT.....	36.9	3.7	108	W	
	207	SWANSON.....	41.1	4.2			3
	208	SJ TOWER.....	42.9	1.8			12
TO	209	ROCKWOOD East End.....	42.9	0.0			
	210	ROCKWOOD STATION No. 1 CROSSOVER.....	43.9	0.9			18
		No. 2 CROSSOVER.....	44.5	0.2			
	210a	COALINO STATION.....	44.1	0.1		WC	24
	210a	DELINGER MINE.....	44.3	0.3			24
		No. 3 CROSSOVER.....	44.8	0.1			
		STORAGE TRACK.....	44.5	0.3			28
		ROCKWOOD West End.....	45.3	0.8			
TO	212	CASSELLMAN.....	46.7	1.4			3
	216	MARLETON.....	49.5	2.8	109		
	220	FORT HILL.....	54.4	4.9	70		13
		DEETER.....	50.7	2.3		W	
TO	227	CONFLUENCE- B & O CONNECTION.....	59.7	0.0			30
	227	CONFLUENCE.....	60.0	0.0	174		30
	228	KEPHART.....	62.8	2.3			8
	234	WYVALL.....	66.4	3.7	07	W	
		MUELLER.....	67.0	1.3			3
TO	234a	OHIO PYLE.....	71.1	0.0	144		4
	239	TORRENCE.....	72.5	1.4			20
	243	STEWARTON.....	78.3	4.0	102		

TWO MAIN TRACES

TWO MAIN TRACES

Trains Order Offices	Station Numbers	STATIONS Connellsville Subdivision	Miles from Cumberland	Miles Between Stations	Passing Station Capacity in Cars	Coal—Water— Wye—Terminable	Other Tracks
TO	247	INDIAN CROSS East End.....	80.3	0.0		W	10
	247	INDIAN CROSS West End.....	82.3	2.0			
TO	252	BOWERY.....	86.7	4.4			
	253	BOWERY YARD.....	87.6	1.1		WCY	Yard
	253a	GREENWOOD HYDRANT TRACK.....	87.0	1.4			17
TO	254	GREENWOOD.....	87.3	0.3			
	254	E. B. B. CONNECTION WEST PENN CONNECTION.....	87.6	0.3			25
	254a	CONNEYSVILLE INTERCHANGE.....	87.6	0.2			11
	258	CONNEYSVILLE INTERCHANGE.....	88.0	0.2			
	258	CONNEYSVILLE.....	88.4	0.8			140

TWO MAIN TRACES

Trains Order Offices	Station Numbers	STATIONS State Line Subdivision	Miles from G. C. Jct.	Miles Between Stations	Passing Station Capacity in Cars	Coal—Water— Wye—Terminable	Other Tracks
TO	109	G. C. JCT.....	0.0	0.0			
	41	NARROWS.....	0.3	0.3			6
	41a	SCIAIDT.....	0.9	0.7			15
	43	ROCK CUT.....	2.0	1.1			20
	44	KING GROVE.....	4.0	2.0			1
	44	STATH LINE.....	4.5	0.5			

Trains Order Offices	Station Numbers	STATIONS Cumberland Terminal Subdivision	Miles from G. C. Jct.	Miles Between Stations	Passing Station Capacity in Cars	Coal—Water— Wye—Terminable	Other Tracks
TO	109	G. C. JCT.....	0.0	0.0			
	109	TEXSON.....	0.3	0.3			8
	109	CITIZEN SERVICE.....	0.3	0.0			8
	109	GULF ENTERING CO.....	0.4	0.1			8

F. E. R. crews operating between State Line and Ridgely will be governed by W. M. Ry. Time-Table and Rules.

Train Order Office	Station Numbers	STATIONS Thomas Subdivision	Miles From Cumberland	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water— Wyes—Turntables	Other Tracks
TO	187	CUMBERLAND	0.0	1.0		W	Yard
	188	RIDGELEY	0.7	0.7			Yard
	189a	MARYLAND JCT.	1.4	1.0		WCITY	Yard
		RIDGELEY END OF MD. JCT. WYE	1.8	0.4			
TO	184	MT.	1.7	0.2			Yard
	185	VIRGINIA AVE.	2.2	1.0			Yard
		W. E. MD. JCT. WTS KINGMOUNT END TWO MAIN TRACKS	2.5	1.0			Yard
	94	BEYMOUR	3.7	2.1	92		
	95a	PINTO ALLIANCE PLANT SIDING	3.2	0.2			80
	97	PINTO STA. BDO.	3.4	0.2			8
	910	RAWLINS	11.5	3.4	121		
	911	RAWLINS STA. BDO.	11.9	0.2			8
	914	BLACK OAK	15.9	3.1	117		
	917	GREEN	18.4	0.4	80		
	921	McCOOLE	21.0	0.4		W	7
	922	POLAND	21.3	0.3	145		118
	925	WESTERNPORT	26.7	1.4			17
	925a	FOUNDRY	27.4	0.7			
TO	926	LURE	37.7	0.3	124	Y	47
	927	W. VA. C. JCT.	38.5	0.8	W80		Yard
	929	HANSPRIDE	38.4	1.0			78
	931	WALDOCK	42.8	4.3	88		
	933	BARNUM	34.8	2.5		W	39
TO	935	SHAW	37.0	2.4	121		65
	939	SHAW LUMBER	37.8	0.8			12
	942	NEETS	40.4	2.6	82		
	941	CHAFFEE	42.5	2			47
		KARL MINE	43.3	1.0			18
		TROUT	43.8	.6			87
	941a	HAMIL MINE	43.9	2.8			78
TO	943	BLAIR	44.7	0.8			11
		POTOMAC MANOR CROSSOVER	46.3	0.6			
	944	POTOMAC MANOR	46.9	0.3			64
		HARRISON CROSSOVER	48.5	0.2			
	945	HARRISON	48.3	0.5		Y	
	946	WOLFEN MINE	47.1	0.8			38
	942a	WOLFEN No. 2	47.3	0.2			10
	948	HUBBARD	48.2	2.1		W	8
	949	SHELL	51.2	3.3	77		8
	954	WALLMAN	58.8	2.4	126		
	958	STEYS	57.0	0.7		W	6
	959	GORMAN	54.7	1.7	85		12
TO	960	BAYARD	53.0	3.2	124		142
	961	ARMSTRONG	62.6	1.2			161
	962	WILSON	63.8	1.2			8
	964	DOBBS	65.1	1.3	62	W	
	968	KENEY East End	66.7	1.9	249		
	969	MCKELVEY	67.0	0.3			10
	969	KEMPTON JCT.	66.1	1.1			
	969a	KEMPTON MINE	70.1	2.0			124
	969	HENRY West End	68.8	.3	340		
	970	BROOKWOOD	71.0	2.4			

CONTINUED ON PAGE 4

Train Order Office	Station Numbers	STATIONS Thomas Subdivision	Miles From Cumberland	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water— Wyes—Turntables	Other Tracks
	971	FAIRFAX	75.0	2.0		Y	100
	971a	FAIRFAX MINE	73.3	0.3			32
	974a	SAND RUN JCT.	75.5	2.0			
	974b	PIERCE No. 25-40	74.5	0.9			126
	974c	FAIRFAX SAND	77.3	1.4			18
TO	975a	THOMAS No. 25-24	79.8	1.5			148
	978	THOMAS	78.8	1		WC	Yard
	98	DAVIS No. 28	81.0	4.2			22
	98	FRANCIS MINE No. 41	81.4	0.4			34
		RENDERS	77.0	0.8		Y	
	979	BENBOW No. 28	78.2	0.7			70
	976a	CORLTON	79.5	1.0			
	976b	DOUGLAS MINE	79.8	0.0			87
	977	DOUGLAS	79.7	0.2			
	978	MOUNTAIN SWITCH	79.6	0.6			7
	982	TUB RUN	81.5	1.9			9
	983	LIME ROCK	81.8	0.2			9
TO	985	RENDERERS West End	80.1	1.3			
	985	RENDERERS West End	87.1	1.0		WY	45
	981	HAMBLETON	88.0	0.9		W	34
	988	PARSONS-EXCELSION	89.8	1.2			1
TO	989	GOULD-TANNERY	89.8	0.0			32
	989	PARSONS	90.8	1.0	118	Y	39
	992	MOORE	84.1	1.2			6
TO	998	HADDIX	98.5	4.4	38		
	999	MONTBONE	101.0	2.5	121	WY	21
	999	KIRKENS	101.5	0.7	40		8
	997	GILMAN	108.2	5.7			7
TO	998	LEADSVILLE	109.0	2.4			10
	999	ELKINS	112.1	1.9		WCITY	Yard

Train Order Office	Station Numbers	STATIONS Emoryville Subdivision	Miles From Martinsburg	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water— Wyes—Turntables	Other Tracks
	945	HARRISON	0.0	0.0		Y	
	945	NEW SIDING	0.0	0.4			21
	945	EDDY MINE	0.9	0.3			18
	946	OAKMONT	1.2	0.6			28

Train Order Office	Station Numbers	STATIONS Bellington Subdivision	Miles From Martinsburg	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water— Wyes—Turntables	Other Tracks
TO	9110	ELKINS	0.0	0.0		WCITY	Yard
	9110	C. & C. JCT.	3.4	0.4			
TO	9114	AGGREGATE	4.4	0.0			41
	9118	NORTON	7.3	2.9			66
		SWAMP RUN	7.6	0.3			26
	9119	HARDING	8.1	0.5			37
	9120	GAGE	12.5	4.7			99
	9124	JUNIOR	13.7	0.0			13
	9126	DARTMOOR	14.7	1.0			21
TO	9128	BELLINGTON	17.5	2.0		WY	Yard

B. & O. R. R. crews operating between Elkins, Norton and Bellington, will be governed by W. M. Ry. Time-Table and Rules.

Train Order Office	Station Numbers	STATIONS Huntsville Subdivision	Miles from Elkins	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water— Wyes—Terraces	Other Tracks
TO	0110	ELKINS.....	0.0	0.0		WCTY	Yard
	0110a	ELKINS JCT.....	1.2	1.2			
	04	ARNOLD HILL.....	2.5	2.1			3
TO	07	BEVERLY.....	4.7	3.4			27
	010	DAILEY.....	10.1	3.4			25
	010	KENWOOD.....	10.1	0.0			20

Train Order Office	Station Numbers	STATIONS Durbin Subdivision	Miles from Elkins	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water— Wyes—Terraces	Other Tracks
TO	0110	ELKINS.....	0.0	0.0		WCTY	Yard
	03	CANFIELD.....	2.0	2.0			10
	05	TUNNEL.....	4.3	1.9	31		
	06	LUMBER.....	6.2	1.9			4
	09a	PAULNER.....	9.4	3.2		W	2
	010a	NYERGER STONE.....	9.9	0.5			22
TO	010	BOWLES.....	12.4	0.8	41	Y	26
	012	BEVELLE.....	12.0	1.0			0
	013a	WEBB CROSSING.....	12.1	1.1			8
	014a	WOOD.....	14.5	1.4			1
	016	WOODROW.....	14.8	.2	106		
	017	WALKER.....	18.0	2.0			26
TO	019	BEND.....	18.8	1.0		W	12
	020	ELK RIVER JCT.....	20.2	2.0			
	021	CHEAT JCT.....	21.8	1.0			17
	023	HOLLAND.....	22.4	1.8			18
	024	GLADY.....	24.2	1.7			9
	026	BENLAN.....	27.8	3.6		W	
	030	OXLEY.....	30.7	2.9			
	031	WILDELL.....	31.3	0.6			7
	030	MAY.....	36.4	5.1	27		8
	041	BRAUGHN.....	41.4	5.0			8
	045	OLIVE.....	44.7	3.3			8
TO	047	DURBIN.....	46.0	2.2		WY	Yard

Train Order Office	Station Numbers	STATIONS G. C. & E. Subdivision	Miles from Elk River Jct.	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water— Wyes—Terraces	Other Tracks
	020	ELK RIVER JCT.....	0.0	0.0			
	022	CHEAT JCT. YARD.....	1.8	1.8			26
	023	GREENBRIER JCT.....	1.1	1.1			
	01	POINT.....	1.7	0.6			40
	04	HARPER.....	2.8	1.1		W	12
	06	TROPLETT.....	3.1	2.3			18
	012	HELMICK.....	12.1	4.0			27
	015	LINAN.....	14.0	2.6		W	0
	017	PLATT.....	15.6	1.7		W	8
	018	CROMER.....	23.8	8.2			12
	024	CHEAT BRIDGE.....	24.0	0.2			24
	025	RIVERS.....	28.8	4.8		W	
	029	HOPKINS.....	29.3	0.5			17
	030	SPRUCE.....	35.5	6.2	256	WY	8
	041	SUMMIT.....	41.8	2.0			7
	042	MT. AIRY.....	45.4	3.6			13
	046	DUNLAP.....	47.3	1.9			7
	049	WALNUT.....	49.7	1.0			11
TO	053	LAUREL BANK.....	51.7	2.0		CWT	Yard
	057	ELK RIVER BRIDGE.....	50.0	0.0			18
	060	HICKORY LICK.....	53.3	3.3	92	W	
	063	GOLDEN RIDGE No. 92.....	55.4	2.1			138
	060	BYERS.....	57.0	1.6	87	Y	
TO	060	MINE No. 4.....	57.0	0.1			226
	074	BERGOO.....	74.1	8.2		WY	Yard
	080	EAST BARTON.....	79.0	4.9			20
	081	BARTON.....	79.8	0.8			
	081a	MINE No. 2.....	80.3	0.5			198
TO	080	DEEP RUN.....	81.0	1.4		W	
	080	WEBSTER SPRINGS.....	85.1	4.1			Yard
	080a	BACK FORK JCT.....	88.4	3.3			Yard
	087	BACK FORK.....	91.4	1.0			Yard

Train Order Division	Station Numbers	STATIONS	Miles from Hutchinson	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water— Wye—Trestles	Other Tracks
		Fairmont Bingamon Subdivision					
W1		HUTCHINSON.....	0.0	0.0			
W2		BINGAMON JCT.....	0.8	0.8			40
		No. 1 STORAGE TRACK.....	1.1	0.3			25
W1A		WILLIAMS SIDE.....	2.7	1.6		W	570
W5		FINE BLUFF.....	4.8	2.1			44
W4		BEN AROUND.....	5.0	0.2			18
W6		FINE BLUFF TIPPLE.....	6.1	0.1			22

Train Order Division	Station Numbers	STATIONS	Miles from Chelton	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water— Wye—Trestles	Other Tracks
		Fairmont Helena Run Subdivision					
W1		CHELTON.....	0.0	0.0		CY	Yard
W2		BEYLERHEM.....	1.0	1.0			80
W3		EQUITY.....	2.5	1.5			5
W4		CAROLINA JCT.....	3.4	0.9			171
W5		CAROLINA.....	4.0	0.6		W	308
W6		IDA MAY.....	4.5	0.5			

Train Order Division	Station Numbers	STATIONS	Miles from Coal Junction	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water— Wye—Trestles	Other Tracks
		Somerset Subdivision					
W1		COAL JCT.....	0.0	0.0		Y	4
		CONSOL 134.....	0.8	0.8			18
W2		CHITCHFIELD.....	0.8	0.0			12
W3		ALEX MINE.....	0.8	0.0			28
W4		LONG SIDING.....	0.8	0.0			30
W5		FIFTEENOLF.....	0.8	0.0			32
W6		BAKMAN.....	1.9	0.9			27
W7		BERRY.....	1.9	0.0			18
W8		GRAY (No. 120).....	2.7	0.8		WC	115

Engines assigned to Fairmont Helena Run Subdivision or Fairmont Bingamon Subdivision will run extra without train orders between Chelton, Carolina and Ida May, or Hutchinson and Fine Bluff Tipple.

W. M. Ry. crews operating between De-west Junction and Chelton and Hutchinson, and R. J. Tower and Coal Junction will be governed by B. & O. R. R. Time-Table and Rules.

Engines running on Somerset Subdivision, will run extra without train orders between Coal Junction and Gray.

Train Order Division	Station Numbers	STATIONS	Miles from Lonsoring Jct.	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water— Wye—Trestles	Other Tracks
		Georges Creek Subdivision					
W1A		LONACONING JCT.....	0.0	0.0			
W1B		G. C. No. 4 MINE.....	0.8	0.8			12
W1C		LONACONING.....	1.3	0.5			16
W1D		KOONZE.....	2.4	0.1			20

Train Order Division	Station Numbers	STATIONS	Miles from Jackson Junction	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water— Wye—Trestles	Other Tracks
		Georges Creek Subdivision					
W1E		JACKSON JCT.....	0.0	0.0			44
W1F		MIDLAND JCT.....	1.5	1.5			40
		MARTINE RAMP.....	1.7	0.2			
W1G		G. C. No. 2 MINE.....	2.1	0.4			11
W1H		FINE HILL.....	2.6	0.5			20
W1I		BIG VEIN.....	3.2	0.6			12
W1J		DIVCOL.....	4.2	0.1			5

Distance from Westernport to Jackson Jct., Cumberland and Pennsylvania Subdivision 8.5 miles.

Distance from Westernport to Lonsoring Jct., Cumberland and Pennsylvania Subdivision 9.9 miles.

Engines operating on the Georges Creek Subdivision between Lonsoring Jct. and Koonze and Jackson Jct. and Rivercol will run extra without train orders.

Train Order Office	Station Numbers	STATIONS Cumbd. & Penna. Subdivision	Miles from Cumberland	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water— Wyes—Turntables	Other Tracks
	c80	CUMBERLAND.....	0.0	0.0			Yard
	c91	ECKHART JCT.....	2.3	2.3		W	10
	c92	MT. SAVAGE JCT.....	4.8	1.5			
	c93	KREIGBAUM.....	4.7	0.5			50
	c46	GEORGE'S CREEK.....	7.9	3.0			
	c59	MOUNT SAVAGE.....	9.4	1.5			Yard
	c62	ALLEDANY.....	10.1	0.7			20
	c65	UNION No. 1 JCT.....	12.2	0.1			
	c68	BORDEN YARD.....	12.7	0.5			
	c90	NUMBER NINE.....	13.7	1.0			30
	c74	FROSTBURG.....	15.0	1.3		W	Yard
	c82	GRAHAMTOWN.....	16.4	0.8			32
	c87	CONSOL No. 10.....	18.9	2.5			30
	c95	CARLOS JUNCTION.....	19.5	0.6		W	Yard
	c97	OCEAN.....	20.1	0.6			46
	c96	MIDLAND.....	20.8	0.7			
	c99	LONAONING JCT.....	21.4	0.6			
	c100	KNAPP'S MADOW.....	22.2	0.8	48		
	c102	JACKSON JUNCTION.....	22.7	0.5			Yard
	c107	LONAONING.....	23.7	1.0		W	Yard
	c112	DETMOLD.....	24.3	0.6	48		
	c114	ERKIN.....	25.2	0.9			
	c130	DAWSON.....	26.5	1.3			22
	c123	BARTON.....	27.0	0.5			
	c131	MORRISONS.....	29.6	1.6	31		
	c143	WESTERNPORT.....	31.3	2.1		Y	Yard
	c122	PIETMONT.....	31.8	0.2			Yard

Cumberland and Pennsylvania subdivision crews using Baltimore & Ohio Railroad Tracks between Cumberland and Eckhart Junction, Cumberland and Mount Savage Junction will be governed by B&O Time Table, Rules, and Special Instructions.

Train Order Office	Station Numbers	STATIONS Cumbd. & Penna. Subdivision State Line	Miles from Eckhart	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water— Wyes—Turntables	Other Tracks
	x300	KREIGBAUM.....	4.0	0.0			63
	x301	ELLERSLIE.....	3.0	2.0			13
	x304	STATE LINE.....	0.3	0.3			10

Train Order Office	Station Numbers	STATIONS Cumbd. & Penna. Subdivision Eckhart Branch	Miles from Eckhart Junction	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water— Wyes—Turntables	Other Tracks
	226	ECKHART JCT.....	0.0	0.0		W	Yard
	220	MIDDLE SIDING.....	3.3	3.3		W	21
	225	CLARYSVILLE.....	3.0	0.4			
	2215	ECKHART.....	3.0	0.4			Yard

Engines running on Cumberland and Pennsylvania, subdivision ECKHART BRANCH, will run Extra without train orders between, Eckhart Junction and Eckhart.

G. C. JUNCTION TO CONNELLSVILLE

WESTWARD

STATIONS Connellsville Subdivision	FIRST CLASS		THIRD CLASS	
G. C. JCT.				
LAF.				
MOUNT SAVAGE				
FROSTBURG, MD.				
COLMAR, PA.				
DEAL East End				
DEAL TOWER				
DEAL West End				
SAND PATCH				
MRYERSDALE				
GARRETT				
R. J. TOWER				
ROCKWOOD East End				
ROCKWOOD West End				
MARLETON				
FORT HILL				
CONFLUENCE				
BIDWELL				
OHIO PYLE				
STEWARTON				
INDIAN CREEK East End				
INDIAN CREEK West End				
BOWEST				
GREENWOOD				
CONNELLSVILLE				

CONNELLSVILLE TO G. C. JUNCTION

EASTWARD

STATIONS Connellsville Subdivision	THIRD CLASS			
	202	204	206	208
	DAILY	DAILY	DAILY	DAILY
CONNELLSVILLE	4.31	4.31	4.31	4.31
GREENWOOD	12.01	2.01	5.01	11.01
BOWEST	12.09	2.09	5.09	11.09
INDIAN CREEK West End	12.16	2.16	5.16	11.16
INDIAN CREEK East End	12.20	2.20	5.20	11.20
STEWARTON	12.26	2.26	5.26	11.26
OHIO PYLE	12.36	2.36	5.36	11.36
BIDWELL	12.44	2.44	5.44	11.44
CONFLUENCE	12.50	2.50	5.50	11.50
FORT HILL	1.00	3.00	6.00	12.00
MARLETON	1.14	3.14	6.14	12.14
ROCKWOOD West End	1.22	3.22	6.22	12.22
ROCKWOOD East End	1.32	3.32	6.32	12.32
R. J. TOWER				
GARRETT	1.42	3.42	6.42	12.42
MRYERSDALE	1.52	3.52	6.52	12.52
SAND PATCH	1.57	3.57	6.57	12.57
DEAL West End	2.05	4.05	7.05	1.05
DEAL TOWER				
DEAL East End	2.07	4.07	7.07	1.07
COLMAR, PA.	2.12	4.12	7.12	1.12
FROSTBURG, MD.	2.22	4.22	7.22	1.22
MOUNT SAVAGE	2.32	4.32	7.32	1.32
LAF.	2.47	4.47	7.47	1.47
G. C. JCT.	3.05	5.05	8.05	2.05

P. & W. Va. Ry. crews operating between Connellsville and Bowest will be governed by W. M. Ry. Time-Table and Rules.

W. M. Ry. crews operating between Connellsville and Dickerson Run will be governed by P. & L. E. R. R. Time-Table and Rules.

KNOB MOUNT TO ELKINS

WESTWARD

Time Table No. 7 Sept. 28, 1932	FIRST CLASS		THIRD CLASS	
	9		81	83
	DAILY EXCEPT SUNDAY		DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY
STATIONS				
Thomas Subdivision				
	P. M.		A. M.	P. M.
KNOBMOUNT END OF TWO MAIN TRACES	2.00		8.00	8.00
SEYMOUR	2.30		8.00	8.00
RAWLINS	3.00		8.31	8.31
BLACK OAK	3.14		8.38	8.38
GRISTELL	3.18			
GREEN	8.01		8.37	8.37
MC COOLE	8.37		8.45	8.45
POLAND	8.53		8.51	8.51
WESTERNPORT	8.58		8.54	8.54
LUKE	8.40			
W. VA. C. JCT.	8.43		9.00	9.00
WASNOCHE	8.45			
WASNOCHE	8.52		8.17	8.17
BARNUM	8.52			
BEAW	9.00		8.38	8.38
NEFFS	9.00		8.38	8.38
CHAFFER	9.10			
BLAINE	9.17		8.48	8.48
HARRISON	9.32		9.54	9.54
SCHILL	9.38		10.00	10.00
WALLMAN	9.38		10.18	10.18
STYER	9.44			
GORMAN	9.47		10.36	10.36
BAYARD	9.54		10.34	10.34
WILSON	9.58			
DOBBIN	9.01		10.44	10.44
HENRY East End	9.05		10.50	10.50
HENRY West End	9.09		10.55	10.55
BEACHWOOD	9.14			
FAIRFAX	9.18		11.10	11.10
WILLIAM				
THOMAS STATION	9.37			
CORSTON	9.39		11.28	11.28
DOUGLAS	9.34			
MOUNTAIN SWITCH	9.37		11.27	11.27
TUR SUN	9.43			
LINE ROCK	9.52		11.51	11.51
HENDRICKS East End	9.58		11.57	11.57
HENDRICKS West End	9.59		12.01	12.01
HAMBLETON	9.01			
FARSONS	9.06		12.07	12.07
FORTERWOOD	9.14			
MOORE	9.16			
HADGEE	9.34		12.34	12.34
MADYSCOE	9.35		12.38	12.38
ERBINE	9.35		12.36	12.36
WHITE				
ELKINS STATION	9.00		1.01	1.01
	P. M.		P. M.	A. M.

ELKINS TO KNOB MOUNT

EASTWARD

Time Table No. 7 Sept. 28, 1932	FIRST CLASS		THIRD CLASS	
	10			
	DAILY EXCEPT SUNDAY			
STATIONS				
Thomas Subdivision				
	A. M.			
ELKINS STATION	7.30			
WHITE	7.41			
ERBINE	7.48			
MADYSCOE	7.51			
HADGEE	7.57			
MOORE	8.05			
FORTERWOOD	8.08			
FARSONS	8.11			
HAMBLETON	8.16			
HENDRICKS West End	8.20			
HENDRICKS East End	8.20			
LINE ROCK	8.28			
TUR SUN	8.36			
MOUNTAIN SWITCH	8.40			
DOUGLAS	8.43			
CORSTON	8.44			
THOMAS STATION	8.48			
WILLIAM	8.54			
FAIRFAX	8.58			
BEACHWOOD	9.05			
HENRY West End	9.08			
HENRY East End	9.13			
DOBBIN	9.16			
WILSON	9.17			
BAYARD	9.30			
GORMAN	9.37			
STYER	9.38			
WALLMAN	9.39			
SCHILL	9.55			
HARRISON	9.51			
BLAINE	9.55			
CHAFFER	10.01			
NEFFS	10.03			
BEAW	10.06			
BARNUM	10.17			
WASNOCHE	10.21			
HAMPSTEAD	10.27			
W. VA. C. JCT.	10.55			
LUKE	10.51			
WESTERNPORT	10.54			
POLAND	10.57			
MC COOLE	10.45			
GREEN	10.61			
GRISTELL	10.66			
BLACK OAK	10.57			
RAWLINS	11.08			
SEYMOUR	11.18			
KNOBMOUNT END OF TWO MAIN TRACES	11.18			
	A. M.			

ELKINS TO DURBIN—WESTWARD

Time Table No. 7 Sept. 28, 1952	FIRST CLASS		THIRD CLASS	
			153	
STATIONS			DAILY EXCEPT SUNDAY	
Durbin Subdivision			A. M.	
ELKINS STATION.....			11:06	
CANFIELD.....			11:13	
TUNNEL.....			11:18	
LUMBER.....			11:23	
MEADOWS.....			11:27	
FAULKNER.....			11:30	
BOWDEN.....			11:34	
WEISS CROSSING.....			11:40	
WOODBROW.....			11:47	
FLINT.....			11:49	
WALKER.....			11:55	
REMS.....			11:59	
ELK RIVER JCT.....			12:06	
CHEAT JCT.....			12:09	
GLADY.....			12:18	
BEULAH.....			12:20	
WILDELL.....			12:28	
MAY.....			12:34	
BRAUCHER.....			1:11	
OLIVE.....			1:22	
DURBIN STATION.....			1:30	P. M.

DURBIN TO ELKINS—EASTWARD

STATIONS	FIRST CLASS		THIRD CLASS	
			154	
Durbin Subdivision			DAILY EXCEPT SUNDAY	
			P. M.	
DURBIN STATION.....			2:00	
OLIVE.....			2:06	
BRAUCHER.....			2:19	
MAY.....			2:26	
WILDELL.....			2:59	
BEULAH.....			3:02	
GLADY.....			3:12	
CHEAT JCT.....			3:21	
ELK RIVER JCT.....			3:26	
REMS.....			3:31	
WALKER.....			3:37	
FLINT.....			3:41	
WOODBROW.....			3:43	
WEISS CROSSING.....			3:48	
BOWDEN.....			3:50	
FAULKNER.....			4:00	
MEADOWS.....			4:03	
LUMBER.....			4:08	
TUNNEL.....			4:19	
CANFIELD.....			4:19	
ELKINS STATION.....			4:30	P. M.

Exception to Special Instructions No. 1:

No. 153 is superior to No. 154.

Nos. 153 and 154 are mixed trains and carry passengers.

CUMBERLAND TERMINAL

BETWEEN
MY, Knobmount and Cumberland
EASTWARD

Time Table No. 7 Sept. 28, 1952	FIRST CLASS			
		10	3	
STATIONS				
Cumberland Terminal		DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	
		A. M.	P. M.	
MY.....			2:21	
KNOBMOUNT END OF TWO MAIN TRACKS.....		11:18		
W. E. MARYLAND JCT. WYE.....		11:22	2:22	
U. S. MARYLAND JCT. WYE.....		11:25		
RIDGELEY END OF MARYLAND JCT. WYE.....		11:24	2:24	
RIDGELEY.....		11:28	2:27	
CUMBERLAND STATION.....		11:30	2:30	
		A. M.	P. M.	

WESTWARD

STATIONS	FIRST CLASS			
		2	9	
Cumberland Terminal		DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	
		A. M.	P. M.	
CUMBERLAND STATION.....		11:45	2:45	
RIDGELEY.....		11:47	2:47	
RIDGELEY END OF MARYLAND JCT. WYE.....		11:52	2:50	
W. E. MARYLAND JCT. WYE.....			2:51	
KNOBMOUNT END OF TWO MAIN TRACKS.....			2:56	
MY.....		11:54		
		A. M.	P. M.	

Nos. 2 and 9 will start from Eastward main track Cumberland Passenger Station and will use Eastward main track to first cross-over West of Potomac River Bridge, just West of Cumberland Passenger Station, under Flag protection.

No. 2 is Westward from Cumberland to MY.

No. 9 is Eastward from MY to Cumberland.

Nos. 10 and 3 will head through West leg Maryland Jct. Wye and back train into Cumberland Passenger Station.

SPECIAL INSTRUCTIONS

Dr. G. W. BENJAMIN, Baltimore-2, Md., Chief Medical Officer
Private Office: 506 Hillen St.—Phone: Lexington 3104.

Business Office: Hillen Station—Phone: Mulberry 1700.

Residence: 3741 Oak Ave.—Balto. 7, Md.—Phone: Gywn 8188.

Dr. WM. E. GILMORE, Baltimore-2, Md., Consulting Surgeon
Private Office: 108 East 33rd St.—Phone: Belmont 8079.

Business Office: Hillen Station—Phone: Mulberry 1700.

Residence: 30 Warrenton Road, Balto. 20, Md., Phone: Trade 9316.

Dr. E. E. JARRETT, Baltimore-2, Md., Consulting Internist.

CUMBERLAND DISTRICT.

Cumberland, Md.—	Dr. A. J. MORRIS, Resident Surgeon, office: Passenger Station—Phone: 2550, Res. 823 Mt. Royal Ave. Cumberland, Md., Phone: Cumberland 348W.
" "	Dr. D. B. GROVE, Staff Surgeon.
" "	Dr. J. K. COVINO.
" "	Dr. G. M. STONE.
" "	Dr. C. F. W. SYDNEY.
" "	Dr. L. E. DUNCANSON, Oculist.
" "	Dr. E. L. JONES, Oculist.
" "	Dr. K. P. HENRY, Dental Surgeon.
Keyser, W. Va.—	Dr. T. C. OWEN.
Westport, Md.—	Dr. J. H. WOLVERTON, D.D.
Blaine, W. Va.—	Dr. R. CALANCA, D.D.
Frostburg, Md.—	Dr. W. O. McLARE.
Confluence, Pa.—	Dr. E. M. PRICE.
Connellsville, Pa.—	Dr. F. L. NORTON.
Somerset, Pa.—	Dr. F. B. SHAFER.
Worthington, W. Va.—	Dr. J. M. BARR.

ELKINS DISTRICT.

Elkins, W. Va.—	Dr. H. J. CONROY, Resident Surgeon Office: Low Bldg., Phone: 763, Resi- dence: Taylor Ave., Phone: 703.
" "	Dr. H. K. OWENS.
" "	Dr. B. J. GOLDEN.
" "	Dr. A. P. BURT, Jr.
" "	Dr. F. D. BERTHOUD, Oculist.
Mill Creek, W. Va.—	Dr. B. L. LIGGERS.
Bergoo, W. Va.—	Dr. J. M. COOK.
Dublin, W. Va.—	Dr. A. E. BURTON.
Belington, W. Va.—	Dr. E. M. HAMILTON.

HOSPITALS.

Keyser, W. Va.—	Potomac Valley Hospital.
Confluence, Pa.—	Prize Hospital.
Connellsville, Pa.—	Cottage State Hospital.
Cumberland, Md.—	Memorial Hospital.
" "	Sacred Heart Hospital.
Elkins, W. Va.—	David Memorial Hospital.
" "	Memorial General Hospital.

SPECIAL INSTRUCTIONS—Continued

1. When a rule is referred to by number, unless otherwise specified, it is a rule in the Book of Rules.

SUPERIORITY OF TRAINS.

2. On single track Eastward trains are superior to Westward trains of the same class.

LOCATION OF STANDARD CLOCKS.

3. Cumberland.....	Telegraph Office.
Ridgely.....	Yard Office.
Md. Jet.....	Chief Caller's Office.
W. Va. C. Jet.....	Telegraph Office.
Thomas.....	Telegraph Office.
Elkins.....	Train Dispatcher's Office.
Laurel Bank.....	Telegraph Office.
Bowest.....	Yard Office and Round House.
Chifton.....	Agent's Office.

REGISTER STATIONS.

4. Cumberland.....	Telegraph Office (for first class trains).
MY.....	Telegraph Office.
Elkins.....	Dispatcher's Office.
Darbin.....	Agent's Office.

LOCATION OF GENERAL NOTICE BOOKS.

5. Cumberland Terminal.....	Conductors' Room in Passenger Station.
" "	Ridgely, Yard Office.
" "	Md. Jet, Caller's Office.
" "	State Line.
W. Va. C. Jet.....	Telegraph Office.
Elkins.....	Train Dispatcher's Office.
Laurel Bank.....	Telegraph Office.
Bowest.....	Yard Office and Round House.
Chifton.....	General Agent's Office.

TRAIN ORDER FIXED SIGNAL.

6. Train order fixed signal only governs movement on main track and movement with current of traffic.

6(a). To govern trains moving against current of traffic, or Westward trains, Connellsville Subdivision, using Meyersdale, Confluence or Ohio Pyle Passing Siding, or Eastward trains, Thomas Subdivision, using Bayard, Parsons or W. Va. C. Junction Passing Siding, Operator will give a proceed indication (Rule 12-c) and, in addition, will deliver Clearance Form A. Operator, in giving proceed indication, will use green flag by day and green light by night.

6(b). Where train order fixed signals are located between passing siding switches, train using siding may pass the train order fixed signal while in stop indication, but must not foul main track without obtaining Clearance Form A.

6(c). Trains approaching Train Order Stations which do not receive proceed indication, must stop before fouling clearance of main tracks or crossover.

6(d). Red flag by day and red light by night will be used to signal trains for train orders at Belington, Beverly, and Laurel Bank.

6(e). Lights in train order fixed signals will be extinguished when operators are not on duty.

6(f). First Class trains may pass train order fixed signals displaying stop indication in order to make station stop at Thomas and Hendricks Train Order Offices but must not proceed beyond such station stop without obtaining Clearance Form "A."

SPECIAL INSTRUCTIONS—Continued

SPEED RESTRICTIONS.

7. The following speed restrictions must not be exceeded and further reduced when not consistent with safety.

LIMITS	Miles Per Hour	
	Class of Service	
	First Class Trains	Third Class and Extra Trains
Cumterville Subdivision.		
Maximum Speed.....	45	35
Deal to G. C. Jet (Eastward).....	35	25
G. C. Jet to Deal (Westward).....	35	10
Blue-Link-Peebles Main.....		
Thomas Subdivision.		
Maximum Speed.....	40	30
Between W. Va. C. Jet and Thomas (Westward).....		30
Between Haddon and Moore (Eastward)		30
Between Fairfax and Henry West End Pass Sdg. (Eastward).....	30	30
Between Henry West End Pass Sdg. and W. Va. C. Jet (Eastward)		30
Between Douglas and Hendricks.....	25	15
Branches.....		10
Durbin Subdivision.		
Maximum Speed.....		35
Between Mile Post 33 and Durbin		30
Between Chest Jet and East End Chest Cut.....		10
From East End Tunnel No. 1 to Elkhorn Yard Limit (Eastward).....		15
G. C. & E. Subdivision.		
Maximum Speed.....		30
Between Elk River Jet and Laurel Bank		15
On Curves equipped with Guard Rail.....		10
Belington Subdivision.		
Maximum Speed.....		25
Huttonsville Subdivision.		
Maximum Speed.....		30
Cumberland Terminal.		
Cumberland, Baltimore St. Crossing.....		10
State Line Subdivision.		
Maximum Speed.....		15
Over Bridge G. C. Jet.....		10
Georgia Creek Subdivision.		
Maximum Speed.....		10
Fairmont Helena Run Subdivision.....		
		15
Fairmont Beganon Subdivision.		
Summers Subdivision.....		15
All Districts.		
Steam Engines running backwards		
Without trailer truck.....		15
With trailer truck.....		25
Engines pulling steam cranes.....		25
Engines pushing steam cranes ahead.....		15
Engines without engine truck.....		15
Cumberland & Pennsylvania Subdivision		
		20
Cumberland & Pennsylvania Eckart Br.		
		15
1 Mile East Allegany to Mt. Savage.....		
		15

SPECIAL INSTRUCTIONS—Continued

7(a). Speed Limit Boards are located at points where normal speed of trains is restricted.

Trains approaching restricted section must not exceed speed indicated on the Board, the first figure will indicate speed which must not be exceeded by first class trains, the second figure, speed which must not be exceeded by third class and extra trains.

Where trains leave the restricted section, Boards are marked (RS) which indicates that trains may resume normal speed.

Where Speed Limit Boards are located on two or more main tracks, the speed restrictions apply to movements against the current of traffic the same as with the current of traffic.

7(b). The running time for eastward freight trains between stations shown below, must not be less than that indicated.

Colmar to Frontburg.....	17 minutes
Frontburg to Lap.....	15 minutes
Lap to G. C. Junction.....	18 minutes

7(c). All trains will approach Norton at Reduced Speed.

7(d). First class trains running against the current of traffic within yard limits, or using yard tracks, must move at yard speed.

MOVEMENT OF TRAINS.

8. A train arriving at any point to meet or permit another train to pass, if the train affecting its movement has not arrived, conductor or engineer will call train dispatcher on telephone. If delay continues, some member of crew will stay on telephone. Freight conductors will ordinarily ride on head end of train except when complying with Rule 332.

Conductors of eastward trains will call Train Dispatcher upon arrival at Bowen.

When freight trains stop at Rockwood Coal Type, conductors will call train dispatcher on telephone.

8(a). At meeting points, when the train holding the main track arrives first, crew will handle switch for the opposing train so it can pull in siding without making stop.

8(b). Medium Speed must not be exceeded pulling in and out of sidings and through crossovers.

8(c). In stormy weather approach all fixed signals reporting to find them displaying most restrictive indication.

8(d). Conductors will make wire report to Train Master of all train delays including engines coming from ready track. Form C. T. 174 will be used in reporting delays caused by failure of engine. Form must be personally signed by conductor, engineer and fireman of engine that failed and delivered to first open telegraph office.

8(e). Helper Engines may run extra against the current of traffic from Deal Train Order Office to the west leg of Deal Wye and return to Deal Train Order Office when authorized by Clearance Form A and signal indication.

Operator Deal Train Order Office, will note Indicator and after advising train dispatcher of its indication, will secure permission from train dispatcher to issue Clearance Form A. After authority is given by Dispatcher, Operator must set semi-automatic Signal R-4, at West Leg Deal Wye, at stop indication and then deliver Clearance Form A to Engineman. Signal R-4, at West Leg Deal Wye, must be held at stop indication until Helper Engine returns from Wye to Deal Train Order Office.

Engines turning on Deal Wye will head in on Wye and back out. Engineman must observe switch indicator at either leg of Deal Wye before fouling main track or opening main track switch. Should this indicator display stop indication, engineman must call train dispatcher on telephone immediately and receive permission before fouling main track.

8(f). The Humping track between Bowen and Bowen Yard Office will be used only on instructions from yard master at Bowen.

SPECIAL INSTRUCTIONS—Continued

g). Westward trains enroute to State Line Subdivision must receive proceed indication (Rule 12c) from operator at G. C. Junction before passing automatic signal A-1676 in stop position.

Westward trains from State Line Subdivision must receive proceed indication (Rule 12c) from operator, G. C. Junction, before passing Westward main track.

Operator, in giving proceed indication, will use green flag by day and green light by night.

Conductor or engineer on Westward trains will report by telephone to train dispatcher at Cumberland, time their train arrives at State Line.

h). All Westward trains on Durbin Subdivision must stop at G. C. Junction and report clear of intersection to train dispatcher, unless otherwise instructed; and all Westward trains to G. C. & E. Junction must stop at Greenbrier Junction and report clear of intersection to train dispatcher, unless otherwise instructed.

i). All Eastward trains on Durbin Subdivision must stop at G. C. Junction and receive permission from train dispatcher before proceeding, and must report clear at Bemis when instructed to do so by train dispatcher. All Eastward trains from G. C. & E. Junction must stop at Greenbrier Junction and receive permission from train dispatcher before proceeding, and must report clear at Bemis when instructed to do so by train dispatcher.

j). All Eastward trains from Durbin, Belington and Huttonsville Subdivisions must secure permission from train dispatcher, in advance, before proceeding into Elkins yard.

Durbin Subdivision trains, call at Davis Avenue, Elkins.

Belington Subdivision trains, call at C. & C. Junction.

Huttonsville Subdivision trains, call at Elkins Junction.

All Westward trains and yard engines must secure permission from train dispatcher before crossing over Tygarts River Bridge West of passenger station Elkins, and all trains to Durbin, Belington and Huttonsville Subdivisions must report clear to train dispatcher at points indicated above.

HIGHWAY GRADE CROSSINGS.

Luke Road Crossing and Franklin Road Crossing, west and east of Va. C. Junction must not be blocked by standing train in excess of 10 minutes.

RAILROAD GRADE CROSSINGS.

Movement over C. & P. Subdivision crossing, Westernport, must be governed by Interlocking Signals. Interlocking Rules 605-671, apply, govern.

SPECIAL INSTRUCTIONS—Conti

FORM M. P. 128 A GOVERNS THE HANDLING OF FREIGHT TRAINS BY AIR BRAKES AND USE OF PRESSURE RETAINING VALVES.

II. On passenger trains retaining valves will be turned down on all cars on descending grades, Douglas to Lime Rock, and on all cars to G. C. Junction, except when train is hauled by Diesel locomotive with dynamic brake operative on all units. On freight trains the dynamic brake is inoperative, or becomes inoperative on any unit of the locomotive descending these grades, the train must not proceed until the retaining valves on all cars are in holding position.

Use of retaining valves on passenger trains will not be required when trains are being handled in graduated release.

II(a). Engineers on freight trains will adjust brake pipe pressure to 100 pounds between the following points:

Rockwood to Cumberland	Eastward
Elkins to W. Va. C. Junction	Eastward
Henry to Elkins	Westward
May to Elkins	Eastward
Laurel Bank to Elkins	Eastward
Cheat Bridge to Laurel Bank	Westward
Trout to Chaffee	Eastward

(Cumberland & Pennsylvania Subdivisions).

Frostburg to Westernport	Westward
Frostburg to Mt. Savage Junction	Eastward
Eckhart to Eckhart Junction	Eastward

On freight trains of empty cars between the points specified except between Henry and Elkins, and Cheat Bridge and Laurel Bank, the brake pipe pressure will be standard, 80 pounds.

Between Henry and Elkins, and between Cheat Bridge and Laurel Bank, the brake pipe pressure on freight trains of empty cars will be 90 pounds.

II(b). Pressure retaining valves on freight trains will be turned down on descending grades between the points shown below and held at the foot of these grades:

LOADED CARS, HIGH PRESSURE POSITION.

Deal to G. C. Junction	100%	of retaining valves
Thomas to Hendricks	100%	" "
Haddix to Porterwood	100%	" "
Glady Tunnel to Elk River Jet.	33%	" "
Pratt to Greenbrier Jet.	25%	" "
Greenbrier Jet. to Elk River Jet.	50%	" "
Elk River Jet. to Woodrow	50%	" "
Tunnel No. 1 to Elkins Wye	100%	" "
(Spruce) Summit to Laurel Bank	100%	" "
Trout to Chaffee	100%	" "

(Cumberland & Pennsylvania Subdivisions).

Frostburg to Westernport	75%	of retaining valves
Frostburg to Mt. Savage Junction	100%	" "
Eckhart to Eckhart Junction	100%	" "

LOADED CARS, LOW PRESSURE POSITION.

Fairfax to W. Va. C. Junction	100%	of retaining valves
-------------------------------	------	---------------------

EMPTY CARS, LOW PRESSURE POSITION.

Deal to G. C. Junction	25%	of retaining valves
Empty cars mixed	with loads	100%
	without loads	25%
Thomas to Hendricks	100%	" "
(Spruce) Summit to Laurel Bank	50%	" "

The number of retaining valves specified will be used in descending order from the locomotive rearward.

Rules 1650 to 1652, inclusive, Form MP-128A, will apply to double freight trains (i.e. trains originating with tonnage for one or more locomotives) dispatched over descending grade between Deal and G. C. Junction, and on all trains dispatched over descending grade between Thomas and Hendricks. On such trains retaining valves will be tested at Bowest for trains destined East of Deal and at Cumberland for all trains destined West of Thomas. Retaining valves will be tested at Cumberland and/or Rowest for cars dispatched to Somerset Subdivision.

SPECIAL INSTRUCTIONS—Continued

11(c). Retainer valves must not be turned up on Eastward freight trains until train has passed Rockwood West End, Thomas, Gladys, Paulsner, and Pratt.

Westward freight trains must have retainer valves turned up before leaving Thomas Passenger Station and (Spruce) Summit.

11(d). Eastward freight trains approaching Deal, Fairfax, Gladys Tunnel, Haddix, and leaving Spruce, and before Westward freight trains leave Thomas Passenger Station, and Spruce, ground signal will be given from rear of train to engineer, which will indicate air gauge registers the proper amount of air, which will be not less than (90) pounds pressure on caboose gauge.

11(e). Trainmen must have frones with them when patrolling freight trains, which must be promptly lighted when necessity requires train to be stopped.

NORMAL POSITION OF SWITCHES.

12. Switch at C. & C. Jct. and switches on the East leg of Elkins Wye are for Durham Subdivision.

12(a). Elk River Jct. switch is for G. C. & E. Subdivision.

12(b). Wye switch at MY is for Ridgely leg of Wye.

SWITCHES HANDLED BY OPERATORS.

13. Bowest—Main track switch for all trains moving to and from Bowest Yard.

13(a). R. J. Tower—Crossover.

13(b). G. C. Jct.—Switches at trailing point crossover and switch leading to State Line Subdivision.

13(c). Deal Tower—Spring Switch for movements against current of traffic.

13(d). MY—Operator will handle Wye switch for Hagerstown and Elkins Division trains using West leg of Wye and will also handle switches for Hagerstown Division trains using Nos. 1 and 2 Receiving Tracks.

13(e). W. Va. C. Jct.—Operator will handle switch at East and Westward passing siding.

14. TRAIN ORDER OFFICES.

Stations	Open Continuous	Open Daily Except Sunday	Open Daily Except Saturday & Sunday
MY	Continuous		
W. Va. C. Jct.		10:15 AM-7:15 PM	
Shaw			7:45 AM-4:45 PM
Halse			5:15 AM-5:15 PM
Bayard			5:30 AM-5:30 PM
Thomas		7:00 AM-11:00 PM	
Hendricks		8:00 AM- 3:00 PM	
Parsons			7:30 AM-5:30 PM
Montrose			10:00 AM-7:00 PM
Elkins	Continuous		
Bowest			8:00 AM-5:00 PM
Beckis			8:00 AM-5:00 PM
Durham		6:00 AM- 3:00 PM	
Beverly			8:00 AM-5:00 PM
Norton			8:00 AM-5:00 PM
Belington			8:00 AM-5:00 PM
Laurel Back			9:00 AM-1:00 AM
Bergoo			9:00 AM-5:00 PM
Webster Springs			9:00 AM-5:00 PM
G. C. Junction		12:01 PM- 9:01 PM	
Frostburg			8:00 AM-5:00 PM
Deal	Continuous		
Meyersdale			8:30 AM-5:30 PM
R. J. Tower	Continuous		
Confluence	Continuous		
Ohio Pyle			7:00 AM-4:00 PM
Bowest	Continuous		

SPECIAL INSTRUCTIONS—Continued

MAXIMUM WEIGHT ALLOWANCES OVER DIVISION.

15.

	Heaviest System Engines Allowable
	Class
Cumberland to Elkins	H-3-a,
C. & C. Jct. to Belington	H-3
Elk River Jct. to Bergoo	All Classes
Elkins to Scott Hill	H-3-c
Scott Hill to Keowood	H-3
Elkins to Durham	H-3-a
Berhush Wye to Berhush	H-3
Sand Run Jct. to Pierce	
Walden to Walden Mine	
Winooski Connection	
Cumberland Freight House	DS-3-H-4-b
Hay St. Trestle	
G. C. Jct. to State Line	
Cumberland to Conneville	All Classes
Chaffee to Trout	
Leaning Jct. to Roanoke	H-3
Jackson Jct. to Diweck	
Coal Jct. to Gray	All Classes
Chaffee to Pine Bluff Tipple	H-3-a
Chaffee to Carolina and Ida May	
Ma. Savage Jct. to Westport	H-3
Elkhorn Jct. to Eckhart	

When foreign engines are run over W. M. tracks, the weight restrictions in the above table must not be exceeded.

WEIGHTS, BRIDGES AND OTHER CLEARANCE RESTRICTIONS.

CONNELLSVILLE SUBDIVISION.

16. Engines heavier than 800 series must not be taken beyond a point 800 feet west of west end of Storage Track, Blue Lick Spur.

Clearance Restrictions.

16(a). Overhead Bridges between Cumberland and City Junction will not clear a man on top of car or engine and side clearances are very close.

16(b). Coal Tipple, Rockwood, will not clear man on top of car or engine and side clearances are very close.

16(c). Trolley wires over track on West Penn. Connection, Conneville, will not clear a man on top of car.

THOMAS SUBDIVISION.

16(d). 800 series, or heavier engines, must not be taken beyond clearance on Gould Siding at Parsons.

Clearance Restrictions.

16(e). Coal Tipple, Thomas, will not clear man on top of car or engine and side clearances are very close.

16(f). Particular attention is called to close clearances in yard of West Va. Pulp & Paper Co., Lake.

CUMBERLAND TERMINAL.

16(g). Diesel Engines classes DS-1, DS-2, DS-3, and P.R.K. Diesel Engines classes AS-4, BS-6 and DS-7 may be operated in single unit only over G. C. Junction Bridge—State Line Subdivision, and Potomac River Bridge, Winooski Street Connection.

SPECIAL INSTRUCTIONS—Continued

OVERHEAD CLEARANCE LIMITS.

17.

	Height	Width at That Height
Cumberland to Connellsville—Eastward Track	18'3"	2'
Cumberland to Connellsville—Westward Track	18'3"	2'
G. C. Jet. to State Line	30'	4'5"
Cumberland to Elkins	18'3"	6'10"
Elkins to Belington	20'	11'0"
Elkins to Kenwood	20'	11'6"
Elkins to Durbin	17'9"	8'6"

AUTOMATIC BLOCK SYSTEM.

18. Automatic Block Systems between the following points and Rules 505 to 513, inclusive, govern:

Between Wills Creek Bridge, Cumberland and a point 1.1 miles West of G. C. Junction.

A point 3 miles East of Colma Interlocking to Connellsville Interlocking limits.

18(a). Rules 261 to 264 inclusive are in effect between Colma Interlocking and Deal East End.

18(b). In automatic signal territory, trains running against the current of traffic and passing to single track, when diver or other signals are not installed to govern such movement, trains will be governed by automatic signal at clearance of end of two main tracks the same as if running with the current of traffic.

EXPLOSIVES AND DANGEROUS ARTICLES.

19. General yard masters and conductors must secure from Train Master, a copy of Bureau of Explosives pamphlet covering full instructions for handling cars placarded "EXPLOSIVE" or "DANGEROUS," and be governed thereby.

PUBLIC CROSSINGS.

20. Bell and/or flashing light signals protect a train movement on main tracks over public grade crossing in both directions, but do not protect a reverse movement on a main track unless engine and all cars on that track have been moved beyond the crossing signal circuit before returning on that track in the opposite direction towards the crossing.

20(a). Bell and/or flashing light signals do not protect train or switching movement on sidings.

20(b). Should Public Crossing Signals be found not operating properly, report must be made to train dispatcher from first point of communication, stating location and time signals were found inoperative. Train dispatcher will notify Signal Department and issue train order, notifying all trains that Crossing Signals are inoperative. Upon receipt of this order trains must move over such crossings carefully to avoid accident.

When Crossing Signals are restored to service, signal maintainers must make prompt report to train dispatcher by telephone from first point of communication, so train order can be lifted. This report must state location and time signals were restored to service.

20(c). All trains and engines using tracks crossing Franklin, Fair Valley and Knox Streets, Cumberland Terminal, must have a number of crew protecting the crossing before proceeding over it and comply with Rule 103 while switching.

SPECIAL INSTRUCTIONS—Continued

WATER AND COALING STATION APPLIANCES.

21. Water and coaling station appliances must not be operated until the engine is properly placed, and the engine must not be moved until water and coaling station appliances are returned to their proper position.

21(a). Deal and Frostburg water stations will be used in emergency only.

CLEANING ASH PANS

22. The following are points designated, where ash pans on engines will be cleaned when necessary.

Connellsville Subdivision.

Leg—At Fenwick.

Rockwood—At Fenwick.

Midway—At Water Tank.

Durbin Subdivision.

Chest Jet.

Durbin—On Wye.

G. C. & E. Subdivision.

Harper Water Tank.

Laurel Bank at Water Tanks.

Laurel Bank West end of Yard.

Hickory Lick—West end of Siding.

Thomas Subdivision.

Poland—At Water Tank.

Shaw—At Water Tank.

Harrison—End of two main tracks.

Steyer—At Water Tank.

Dublin—At Water Tank.

W. Va. C. Jet.—On East end No. 5 track.

Thomas—Westward Passenger train at Station.

Hendricks—At Water Tank, and extend between Wye & Dublin.

Montrose—West leg of Wye.

When ash pans are cleaned at other than designated points, a wire report must be made to Train Master giving location and cause.

FLAGGING.

23. Conductors of work trains will issue flagging instructions in writing.

23(a). All Eastward movements on Main Track must be protected as prescribed by Rule 90 between Yard Limit Board Hampshire and Sand Run W. Va. C. Jet.

23(b). All trains and engines (all classes) must be protected as prescribed by Rule 90, Block of Rules, between east yard limit board, Fairfax, and Sand Run Junction; also between west leg of Wye, Bushy, and west yard limit board, Douglas.

23(c). On Connellsville Subdivision trackmen will display a yellow flag one mile distant (instead of 900 yards) from the point at which they are repairing ties or raising track. Rule 740 is modified.

23(d). Ten minute fuses will be used in non-automatic signal territory.

HOURS OF SERVICE LAW.

24. 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 unusual, 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.

24(a). Any employe summoned who may be ordered for duty before his legal rest period has expired, must report the fact to the Train Master before going on duty.

24(b). A report must be made to the Train Master at least two hours in advance of the expiration of the time on duty permitted by the Hours-of-Service law and without regard to exceptions 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.

SPECIAL INSTRUCTIONS—Continued

24(c). When trainmen or engineers are relieved from duty account of Illness-of-Service law, they will show on back of time card, time and place relieved and by whom.

24(d). At all points where crews are handled, rest register forms will be provided, Form C. T. 151, in which the conductor will register upon arrival at terminal for himself and members of the train crew completing the run at the same time, and Form C. T. 160, in which the engineer will register upon arrival at terminal for himself and fireman, if the fireman completes the run with the engineer.

24(e). If all members of the train crew were not relieved from duty on the same date and hour on previous or present trip, the conductor will first enter his name and those of his crew who were relieved from duty at the same time and enter on subsequent lines names of other members of his crew. The engineer will follow same method for himself and fireman.

24(f). Where any member of the crew does not reach the terminal with the conductor or fireman, such employee will register for himself upon reaching the terminal. Information called for on Form C. T. 151 and C. T. 160 will be filled in by the conductor and fireman, except as noted above.

MISCELLANEOUS.

25. All Scale Test Cars must be hauled on the rear of freight trains ahead of caboose. When helper engines are used on rear of trains, these cars must be placed behind helper engines.

25(a). Conductors in placing refrigerator cars on sidings where there is no agent, will remove cards reading "CLEANED" Form C. T. 91, enter the car number thereon, and forward to agent having jurisdiction over siding.

25(b). White flags will not be used to designate extra trains. Extra trains will display two white lights by day and night in the places provided for that purpose on the front of the engine. Rule 21 is modified.

25(c). B. & O. and P. & W. Va. trains may use green lens in marker lamps instead of yellow lens. Rule 10 is modified.

25(d). B. & O., P. & W. Va., and P. E. E. trains may run extra without classification signals. Rule 23 is modified.

25(e). Positive Light Signal located SW E. east of Bowest Telegraph Office is for the purpose of transferring signals while doing switching in and from Bowest Yard. Following signal indications govern:

Three YELLOW lights in vertical row	— proceed	● ● ●
Three YELLOW lights in horizontal row	— stop	●●●
Three YELLOW lights in diagonal row to right	— back	● ● ●
Three YELLOW lights in diagonal row to left	— see text	● ● ●

25(f). Not more than five (5) persons, including the engineer, fireman and trainmen will be permitted to ride on engines in road service unless otherwise authorized by the Superintendent.

25(g). Train and engine crews operating with Diesel or Steam Locomotives in switching service, must see that air is coupled through sufficient number of cars to properly control speed at all times.

25(h). When helper engine is cut off without stopping train, close angle cock on rear end caboose, or car helper engine is being detached from, raise knuckle lock on engine, give reduced speed signal to Helper Engineer and when knuckle starts to open, when possible air hose must be separated by uncoupling device.

The angle cock on helper engine must be left open so that locomotive brake will apply in emergency to stop engine quickly.

SPECIAL INSTRUCTIONS—Continued

26(i). Engines must place brake cylinder release valve on cushion in open position upon arrival at terminal.

26(j). Carrying unclassified freight and commodities on freight trains is prohibited.

CONNECTIONS WITH OTHER LINES.

26.	
B. & O. R. R.	..... Cumberland, Rarings, W. Va. C. Jct., Elkins, Norton, Delmaron, City Junction, Sand Patch, R. J. Tower, Confluence, Ohio Pyle, Coal Junction, Bowest Junction, Chief ton and Hatchman.
Cumhd. & Penna. Subdivisions	{ City Junction, Westernport, Jackson Jct., Louisaing Jct. and Sheridan.
P. & E. R. R.	..... State Line and Greenwood.
P. & L. E. R. R.	..... Connellsville.
P. & W. Va. Ry.	..... Connellsville.
W. P. T. Co.	..... Connellsville.
C. & O. R. R.	..... Turley.

APPLICABLE TO CUMBERLAND TERMINAL.

27. Train order fixed signal at MY has two arms for Eastward movement. Top arm governs trains from track No. 38 and lower arm governs trains from Ridgely leg of Maryland Junction Wye.

27(a). Permission must be secured from operator at MY before yard and other engines will make any move between MY and West end of Knottley Tunnel, or on Ridgely leg of Maryland Junction Wye.

27(b). All movements between West end of Knottley Tunnel and Yard Limit Board, Virginia Avenue, must be authorized by train orders issued by Hagerstown Division train dispatcher.

27(c). Operator, MY, will enter on train register all Elkins Division first class trains, securing the register information from train dispatcher, Cumberland, and will register all trains passing MY (from or to Hagerstown Division), securing the register information from train dispatcher, Hagerstown.

27(d). Operator, MY, must deliver to Westward trains from Hagerstown Division, Clearance Form A, register information of Elkins Division superior trains affecting its movement.

27(e). When Hagerstown Division freight trains are ready to leave, conductor will call operator at MY for additional train orders or instructions.

27(f). Normal position of Wye switch at MY is for Ridgely leg of Maryland Junction Wye. Operator will handle Wye switch for Hagerstown and Elkins Division trains using West leg of Wye and will also handle switches for Hagerstown Division trains using Nos. 1 and 2 Receiving Tracks.

Switch Controlled Fixed Signals.

27(g). Fixed signal 16 located on North side of Westward main track 544 feet East of crossover at West end of West leg, Maryland Junction Wye gives two indications: Green (clear) when crossover switches are set for main tracks; and Red (stop) when crossover switches are set for crossover movement.

Fixed signal 15 located on South side of Eastward main track 455 feet West of crossover at East end Ridgely leg of Maryland Junction Wye gives two indications: Green (clear) when Wye and crossover switches are set for the main tracks; and Red (stop) when Wye switch is set for Wye or crossover switches are set for crossover movement and when trailing movement is being made through spring switch at Ridgely end of Wye.

LOCATION OF WATCH INSPECTORS.

28.	
Cumberland, Md.	..... Ward N. Hauger, Jeweler, & T. Little Jewelry Co.
Piedmont, W. Va.	..... C. R. Evans.
Elkins, W. Va.	..... The Stafford Jewelry Co.
Confluence, Pa.	..... J. M. Farney.
Connellsville, Pa.	..... J. M. Kurtz.
Shinnston, W. Va.	..... M. U. Swiger.

SPECIAL INSTRUCTIONS—Continued

DISPATCHERS TELEPHONES.

29. Telephones are located at Train Order Offices, ends of two or more main tracks, sidings, wyes and junctions.

Additional telephones are located as follows:

Connellsville Subdivision.

Between Hineston & Bowest..	Signal A-2516.
Hineston.....	Signal A-2494.
Between Bruner Run and Indian Creek.....	Signal A-2449.
East of Stewarton.....	In Watch Box No. 2400.
West of Ohio Pyle.....	In Watch Box No. 2400.
West of Bidwell.....	Signal A-2350.
Bidwell.....	Water Tank.
Bet. Confluence & Bidwell.....	Signal A-2292.
Dwyer.....	Water Tank.
Pickerton Tunnel.....	East Portal of Tunnel.
Casselman.....	At Switch.
Rockwood.....	Water Tanks.
Swanson.....	Signal A-2072.
One mile East of Swanson.....	Signal A-2058.
West of Garrett.....	Signal A-2044.
Black.....	Signal A-2006.
Keystone.....	Watch Box No. 1955.
Between Deal and Sandpatch.....	Signal A-1937.
Big Savage Tunnel.....	West Portal of Tunnel.
Colmar.....	Interlocking Home Signals.
Borden.....	At Crossover.
Frostburg.....	Frostburg & F. B. Crossovers.
Mt. Savage.....	At Crossover.
Lay.....	Opposite Water Tank.
A. U.....	At Crossover.
1/4 Mile West G. C. Jct.....	West End Rock Cut.

State Line Subdivision.

State Line.....	West End Kings Grove Siding.
Rock Cut.....	West End Siding.

Thomas Subdivision.

Twenty-First Bridge.....	West End of Bridge.
McCooles.....	At Switch.
Hampshire.....	At Bridge.
Barnum.....	Section Foreman's Residence.
Chaffee.....	Station Platform.
Steyer.....	At Water Tank.
Wilson.....	Station Platform.
Thomas.....	At Water Tank.
Beachwood.....	Station Platform.
2100 Feet East Mile Post 91.....	Findlay Run.
Tub Run.....	At Switch.
Hig Run.....	East End of Curve.
Between Moore and Haddix.....	At Mile Post 96.
Gilman.....	At Switch.
Leadville.....	East Switch.

Durtin Subdivision.

Bemis.....	Section Foreman's Residence.
Tunnel No. 1.....	East and West Portal of Tunnel.
Oxley.....	At Water Tank.

G. C. & E. Subdivision.

Harper.....	At Water Tank.
Linan.....	East Switch.

INDEX TO SPECIAL INSTRUCTIONS.

	Page No.
Applicable to Cumberland Terminal.....	29
Automatic Block System.....	26
Cleaning Ash Pans.....	27
Company Surgeons and Hospitals.....	18
Connections With Other Lines.....	29
Dispatchers Telephones.....	30
Explosives and Dangerous Articles.....	26
Flagging.....	27
Handling of Trains by Air Brakes and Use of Pressure Retaining Valves.....	22-24
Highway Grade Crossings.....	23
Hours of Service Law.....	27-28
Location of General Notice Books.....	18
Location of Standard Clocks.....	19
Location of Watch Inspectors.....	28
Maximum Weight Allowances Over Division.....	25
Miscellaneous.....	28-29
Movement of Trains.....	21-22
Normal Position of Switches.....	24
Overhead Clearance Limits.....	26
Public Crossings.....	26
Railroad Grade Crossings.....	22
Register Stations.....	19
Speed Restrictions.....	20-21
Superiority of Trains.....	19
Switches Handled by Operators.....	24
Train Order Offices.....	24
Train Order Fixed Signal.....	19
Water and Coaling Station Appliances.....	27
Weights, Bridges and Other Clearance Restrictions.....	26

ELKINS DIVISION

DIVISIONAL STAFF

SUPERINTENDENT

J. M. MILLER

TRAIN MASTERS

G. B. WHITE, Cumberland W. H. RAFFERTY, Cumberland
D. E. BOYER, Elkins

ASSISTANT TRAIN MASTERS

J. B. ROBINSON H. W. HOLGERTY R. L. POLING
H. L. WILLIAMS

ROAD FOREMAN OF ENGINES

H. DEBON

ASSISTANT ROAD FOREMAN OF ENGINES

E. C. OPEL H. L. POLING H. W. HOLGERTY

CHIEF TRAIN DISPATCHERS

W. H. DORRIS, Cumberland
F. J. CHONGAN, Cumberland W. C. WISELAVER, Cumberland
H. L. CRITCHFIELD, Elkins H. M. COFFMAN, Cumberland

TRAIN DISPATCHERS, CUMBERLAND

H. B. BITTNER M. C. WRIGHT S. H. BUTLER
D. W. ANDREWS H. T. RYAN A. C. EMERSON
R. L. HALL

TRAIN DISPATCHERS, ELKINS

F. H. MILLER J. W. GARRITY W. W. THOMAS J. J. MARR

RELIEF TRAIN DISPATCHER

R. B. YOUNG

MASTER MECHANIC

W. F. GILFORD

DIVISION ENGINEER

E. D. BELMETER

WESTERN MARYLAND
SAFETY

SAFETY
ALWAYS

WESTERN MARYLAND
SAFETY

SAFETY ALWAYS



Don't Trust To Luck