

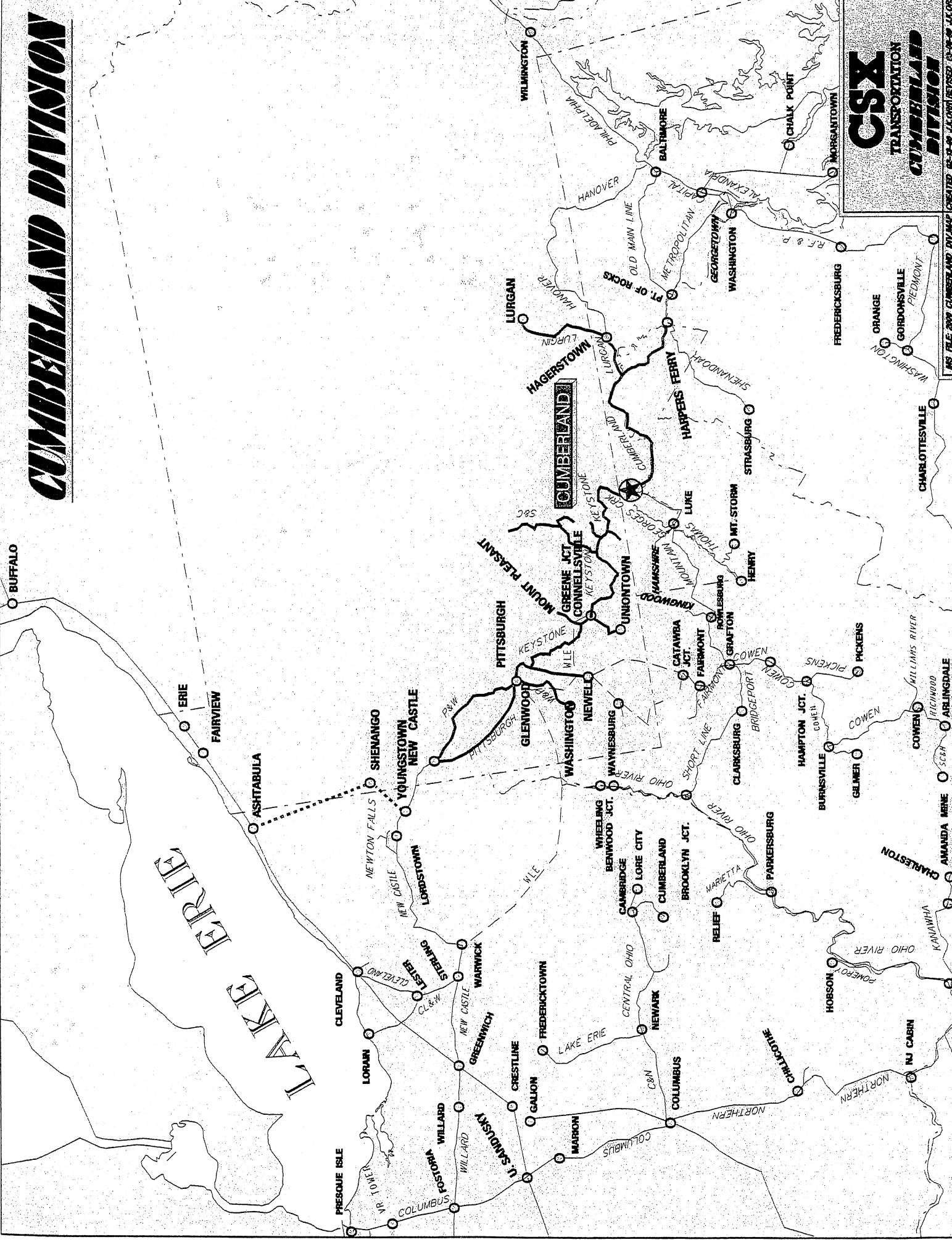
CSX TRANSPORTATION

NORTHEAST REGION CUMBERLAND DIVISION TIMETABLE NO. 1

**EFFECTIVE
SATURDAY, APRIL 1, 2000
AT 0001 HOURS
CSX STANDARD TIME**

**Jim Newell
General Manager**

BUFFALO



30.0 KEYSTONE SUBDIVISION – MH

31.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ WEST ↓	STATIONS	SDG CAP (Ft)
BF178.9	CUMBERLAND SD	Viaduct Jct. 2.5	
BF181.4		Mt. Savage Jct. 5.4	
BF186.8	No. 1	Cooks Mill 3.4	
BF190.2		Hyndman 8.5	
BF199.5		FO TOWER 1.8	
BF201.3		Glencoe 7.7	
BF209.0	No. 2	Otters 0.5	
BF209.5		Manila 1.7	
BF211.2		Sand Patch 3.8	
BF215.0		Meyersdale 1.3	
BF216.3	SALISBURY INDUSTRIAL TRACK	Salisbury Jct. 3.6	
BF219.9		Garrett 6.9	
BF226.8	S&C SD	Rockwood 3.1	
BF233.9		Markleton 1.4	
BF235.3		Pinkerton 1.7	
5144		Shoo Fly 1.7	
BF237.0		Shoo Fly 1.7	
5143		Brook 5.6	
BF238.7		Brook 5.6	
5142		Draketown 4.0	
BF244.3		Draketown 4.0	
5141		Bidwell 3.5	
BF248.3	No. 1	Bidwell 3.5	
BF251.8		HK Tower 7.0	
BF258.8	No. 2	Stewarton 4.1	

MP/ Ctr Pt	↓ WEST ↓	STATIONS	SDG CAP (Ft)
BF262.9		Indian Creek 3.2	
BF266.1		Casparis 2.5	11,000
BF268.6	No. 4	Greene Jct. 1.7	
BF269.7	SW P RR	Connellsville 0.6	
BF270.3		Sodem 1.2	
BF271.5	W & L E RR	West Yough 8.9	
BF272.7		Broadford 7.1	
BF279.8	SW P RR	Lavenia 8.9	
BF288.7		Smithton 4.1	
BF292.8		Reduction 2.2	
BF295.0		West Newton 4.9	
BF299.9	No. 1	Scott Haven 2.3	
BF302.2		Vista 7.6	
BF309.8	No. 2	Ellrod 0.6	
BF311.7		Sinns 1.3	
PITTSBURGH SD			
132.8 MILES			
VIADUCT JCT. TO SINNS			

31.1 DIAGRAM CROSS-REFERENCE

Table 1. Diagram Cross-Reference

Subdivision	Division	Page
Cumberland	Cumberland	1
S&C	Cumberland	45
Pittsburgh	Cumberland	39
Mountain	Allegheny	Allegheny TT

32.0 METHOD OF OPERATION

32.1 AUTHORITY FOR MOVEMENT

Table 2. Authority for Movement

Between Location/Mile Post	Auth. For Movement Rules	Signal Rules
Viaduct JCT MP BF178.9 and MP BF191.9	265-271	281 – 298
BF191.9 and BF211.2	265-271	C-281 – C-298
Sand Patch	255-259	C-281 – C-298
Sand Patch BF211.2 and BF235.3	D-251	C-281 – C-298
BF235.3 and BF244.3	265-271	C-281 – C-298
BF244.3 and BF266.0	D-251	C-281 – C-298
BF266.0 and BF268.6	D-251(93)	C-281 – C-298
Green Jct.	255-259(93)	C-281 – C-298
BF268.6 and BF272.7	265-271	C-281 – C-298
BF272.7 and BF273.0	D-251(93)	C-281 – C-298
BF273.0 and BF309.9	D-251	C-281 – C-298
BF309.9 and BF311.7 Sinns	D-251(93)	C-281 – C-298

Note:

- The eastward and westward intermediate signals No. 1 track only at MP BF194.4 have been changed to color light signals. Rules C281-C298 are in effect.
- The westward absolute signal for No. 1 and No. 2 tracks at CP Broadford Ave. color light signal, Rule 281-298 apply,

32.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 3. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
BF178.9 E. A. S. Viaduct Jct. and BF184.0 Ellerslie	Savage
BF184.0 Ellerslie and BF190.2 W. A. S. Hyndman	Cook
BF190.2 Hyndman and BF199.5 Foley	Hynd
BF199.5 Foley and BF211.2 Sand Patch	FO
BF211.2 Sand Patch and BF219.9 Garrett	Patch
BF219.9 Garrett and BF226.8 Rockwood	Sali
BF226.8 Rockwood and BF235.3 Pinkerton	Pink
BF235.3 Pinkerton and BF237.0 Shoo Fly	Shoo
BF237.0 Shoo Fly and BF244.3 Draketown	Brook
BF244.3 Draketown and BF251.8 HK Tower	Bid
BF251.8 HK Tower and BF258.8 Stewarton	Ohio
BF258.8 Stewarton and BF266.0 Yard limit	Pyle
BF268.5 Greene Jct. and BF270.3 Connellsville	Green
BF270.3 and BF272.7	Sodom
BF273.0 and BF279.8	Lava
BF279.8 and BF283.0	Lay
BF283.0 and BF288.7	Young
BF288.7 and BF292.8	Jacob
BF292.8 and BF299.9	Scott
BF299.9 and BF309.9	Vista

Note: The track number will be added to the block name designated.

33.0 SPEEDS

33.1 MAXIMUM AUTHORIZED SPEED

Table 4. Maximum Authorized Speed

Between Location/Mile Post	MPH
Viaduct Jct. and Sinns	79

33.2 SPEED RESTRICTIONS

Table 5. (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Viaduct Jct. and Sinns	79	50
BF178.9 and BF180.7	35	25
BF180.7 and BF182.3	40	35
BF183.4 and BF183.9	75	---
BF183.9 and BF184.4	60	---
BF185.2 and BF186.2	55	---
BF190.8 and BF191.4	55	---
BF191.4 and BF192.6	60	---
BF192.6 and BF194.6	35	30
BF194.6 and BF195.3	30	30
BF195.3 and BF197.5	35	30
BF197.5 and BF199.3	30	30
BF199.3 and 199.4, No. 1 track	25	25
BF199.4 and BF199.6	30	30
FO Tower, Diverging Movements	20	20
BF199.6 and BF201.7	35	30
BF201.7 and BF202.1	35	35
BF202.1 and BF205.6	50	35
BF205.6 and BF206.9	40	35
BF206.9 and BF209.0	35	30
BF209.1, East Crossovers, Diverging	10	10
BF209.0 and BF209.6	40	30
Manila, Diverging Movements	20	20
BF209.6 and BF211.1	45	30
BF211.1 and BF212.7	45	35
BF212.7 and BF213.7	40	35
BF213.7 and BF216.4	45	35
BF216.4 and BF217.7	40	35
BF217.7 and BF219.2	35	35
BF219.2 and BF220.9	40	35
BF220.9 and BF221.7	45	35
BF221.7 and BF223.1	40	35
BF223.1 and BF225.6, No. 1 Track	50	45
BF225.6 and BF227.0, No. 1 Track	45	40
BF227.0 and BF230.2, No. 1 Track	55	45
BF230.2 and BF232.2, No. 1 Track	45	45
BF232.2 and BF235.2, No. 1 Track	50	45
BF223.1 and BF225.4, No. 2 Track	50	45
BF225.4 and BF227.0, No. 2 Track	45	40
BF227.0 and BF228.4, No. 2 Track	55	40
BF228.4 and BF230.2, No. 2 Track	50	40
BF230.2 and BF232.2, No. 2 Track	45	40

Table 5. (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psg. MPH	Other MPH
BF232.2 and BF234.1, No. 2 Track	50	40
BF234.1 and BF235.2, No. 2 Track	45	40
BF235.2 and BF237.0, Single Track	35	30
BF237.0 and BF239.0, No. 1 Track	40	30
BF239.0 and BF239.6, No. 1 Track	30	30
BF239.6 and BF241.4, No. 1 Track	50	40
BF241.4 and BF242.9, No. 1 Track	40	35
BF237.0 and BF239.0 (6.0), No. 2 Track	40	30
BFJ6.0 and BFJ5.2, No. 2 Track (Low Grade)	35	30
BFJ5.3 and BFJ4.4, No. 2 Track (Low Grade)	30	30
BFJ4.4 and BFJ1.0, No. 2 Track (Low Grade)	40	30
BFJ1.0 and BF242.9, No. 2 Track	35	30
BF242.9 and BF245.6 No. 1 & 2 Track	40	35
BF245.6 and BF247.8	55	40
BF247.8 and BF250.1	45	40
BF250.1 and BF251.5	40	35
BF251.5 and BF253.0	45	40
BF253.0 and BF253.7	30	30
BF253.7 and BF256.5	40	30
BF256.5 and BF257.4	30	30
BF257.4 and BF258.4	35	30
BF258.4 and BF259.1	40	30
BF259.1 and BF259.4	30	30
BF259.4 and BF263.0	40	30
BF263.0 and BF265.4	55	45
BF265.4 and BF266.2	50	45
BF266.2 and BF267.2	45	40
BF267.2 and BF269.7	55	45
No. 4 Track BF266.2 and BF268.5	10	10
BF269.7 and BF270.1	50	45
BF270.1 and BF270.5	35	25
BF270.5 and BF271.2	45	40
BF271.2 and BF272.8	45	45
BF272.8 and BF273.6	60	45
BF273.6 and BF275.7	50	45
BF275.7 and BF276.2	30	30
BF276.2 and BF282.0	40	35
BF282.0 and BF282.4	35	30
BF282.4 and BF285.0	50	45
BF285.0 and BF286.0	55	45
BF286.0 and BF288.8	60	45
BF288.8 and BF289.5	45	40
BF289.5 and BF291.1	50	45
BF291.1 and BF293.5	45	40
BF293.5 and BF294.6	55	45
BF294.6 and BF295.2	30	30
BF295.2 and BF296.4	45	45
BF296.4 and BF300.3	55	45
BF300.3 and BF300.7	45	45
BF300.7 and BF301.8	55	45
BF301.8 and BF303.2	40	40
BF303.2 and BF303.8	40	35
BF303.8 and BF305.4	50	45
BF305.4 and BF307.0	55	45
BF307.0 and BF307.3	50	45
BF307.3 and BF309.7	60	45
BF309.7 and BF311.7 (Sinns)	45	40

33.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers, and RDU equipment must be checked between the first encountered mile post location listed below:

BF185.5 and BF186.5 No. 1 & 2 Track.

BF263.5 and BF264.5 No. 2 Track.

BF262.0 and BF261.0 No. 1 & 2 Track.

BF274.0 and BF275.0 No. 1 Track.

BF286.1 and BF287.1 No. 1 Track.

BF307.1 and BF306.1 No. 2 Track.

34.0 EQUIPMENT RESTRICTIONS

Table 6. Equipment Restrictions

Location	Equipment	Restriction
Salisbury Industrial Track	6-axle	Must not operate

- Between the locations specified below, trains must comply with Restricted Equipment Rule 7.

Shoo Fly BF237.0 and Pinkerton BF235.3.

- Train Classification Instructions: Empty cars 80 feet and longer (other than box cars) must be placed in the train in such a location that the trailing tonnage behind these empty cars does not exceed the amount listed below. In territory where helper locomotives are used on the rear of the train, their tonnage rating should be added to the trailing tonnage listed on this chart when determining the location for the restricted car(s).

Between	Safe Trailing	
	Direction	Tonnage
Hyndman and Sand Patch	Westbound	3500
Connellsville and Sand Patch	Eastbound	5100
Connellsville and New Castle	East & West	13,300

35.0 INSTRUCTIONS RELATING TO OPERATING RULES**35.1 STANDARD CLOCKS**

Table 8. Standard Clocks

Station	Location
Sand Patch	Operator Office
Connellsville	VI Office

35.14 ENGINE HORN

Engineers must not sound horn except in case of emergency at the following road crossings:

Franklin Street
Pear Street
Valley Street
Knox Street
Baltimore Street

35.RE-83 THRU-TRUSS BRIDGES

Table 9. Thru-Truss Bridges

Bridge Number	Location	Mile Post
10	Hyndman	BF192.1

35.36 SPRING SWITCHES

Table 10. Spring Switches

Location	Designated Speed in Normal Position		
	Normal Position for Movement on	Facing Movement	When Springing
Casparis – East End No. 4 Track	No. 2 Track	20 MPH	10 MPH

35.58 DEFECT DETECTORS

Table 11. Defect Detectors

Mile Post/Location	Type	Location of Indicators
Cooks Mills BF187.0	AD	No. 1 and No. 2 Mains
Yoder BF218.2	AD	No. 1 and No. 2 Mains
Brook BF239.8	AD	No. 1 (Dragging Equipment only)
Jenkins BF3.5	AD	No. 2 (Dragging Equipment only)
HK BF252.1	AD	No. 1 and No. 2 Mains (See Note 1)
Casparis BF266.2	AD	No. 1
Dawson BF275.3	AD	No. 2
Fitz Henry BF290.8	AD	No. 1 and No. 2 Mains

Note:

1. HK. Westward trains must clear Ohio Plye Road Crossing when inspecting their train for defects.

35.100 ROAD CROSSINGS AT GRADE

Road Crossings – Every reasonable effort must be made to not block any road crossing in the city of Cumberland, Maryland. Cumberland city code states that no train will prevent the use of any street for the purpose of travel for a period of time longer than five (5) minutes.

35.105 USE OF SPECIFIED TRACKS

The following tracks are designated as other than main tracks and Rule 105 will govern movement.

1. Salisbury Industrial Track – Former Salisbury Subdivision

2. CSX-W&LE Connection Track

That portion of CSX owned track from the EAS Sodern to W&LE Railroad ownership, a distance of 5,478 feet is renamed the W&LE Connection Track.

Operating Rule 105 will apply, with maximum authorized speed of 10 MPH.

35.255 INTERLOCKING OFFICES

Station	Hours Office Open
Sand Patch (SA)	Continuous
Connellsville (VI)	Continuous

35.285-C APPROACH ASPECT

Versailles BF309.8 – Westward freight trains on No. 1 Main Track will not pass Center St. Versailles unless train receives more favorable signal aspect than Approach or permission from the Pittsburgh Subdivision Train Dispatcher.

Westward trains on No. 2 Main Track will not pass Center St. Versailles without permission from the Keystone Subdivision Train Dispatcher and the Pittsburgh Subdivision Train Dispatcher.

35.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 13. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Sand Patch-OP	Continuous	08	Wayside
Connellsville-OP	Continuous	08	Terminal
Dispatcher(CM)	Continuous	94	Wayside

Note: CM Train Dispatcher call-in No. is 2.

CM Train Dispatcher Bell Telephone No. is 904-381-2649.

CM Train Dispatcher Telephone No. is 1-800-854-5688

Handling And Safeguarding Radios

Location	Control Point	Control Point Employee
Connellsville	Central Yard Office	Operator

36.0 MISCELLANEOUS INSTRUCTIONS

A. Engineers Responsibilities:

The Maximum number of units on line will be limited to the locomotives required to maintain speed, (unless required to protect diesel engine from freezing). The total number of axles for the headend power must not exceed 24 axles, 15 axles when operating locomotives are shoving a train or a cut of

cars totaling more than 50 cars (back-up movement) and 12 axles on a helper locomotive when the helper locomotive is shoving a train.

To prevent freeze damage, when the ambient temperature is below 40 degrees Fahrenheit all engines not needed for power must be isolated and left running. If the temperature is less than 25 degrees Fahrenheit the following classes of locomotives must be kept on line with diesel engines running even if not needed:

SW-15, MP-15, MP-15-15T, U18B, B30-7

Other classes in the CSXT fleet have been equipped with an automatic rev-up feature to prevent damage and can remain isolated.

At locations where mechanical forces, are responsible for preparing locomotive consist. The engineer is not responsible for ensuring the dynamic brake axle value for the locomotive consist. The maximum dynamic brake axle value for the locomotive consist must not exceed 24 when all units are equipped with alignment control couplers, and 20 axles when any unit is equipped with coupler limiting blocks. Do not use dynamic braking when any unit in the locomotive consist does not have alignment control couplers or coupling limiting blocks.

Use of Pressure Retaining Valves

Retainers will be used by freight trains descending the following grades:

Grade	Min. % Retainers
Sand Patch to Hyndman (Note)	100

Note: East Portal Sand Patch Tunnel and Hyndman – Eastward Trains Only.

Eastward freight trains requiring retainers will stop at the east end Eastward Siding Garrett or at Sand Patch for adjustment of retainers and will stop east of Hyndman and place all retainers in release position.

The use of retaining valves will not be required on eastward trains when:

- The controlling unit of the lead locomotive consist is equipped with an operative pressure maintaining feature ;
- The lead locomotive consist has a minimum of eight (8) traction motors operating in dynamic braking

Exceptions:

Grain Trains – The use of retaining valves will be required on eastward grain trains with over 100 cars unless:

- The controlling unit of the lead locomotive consist is equipped with an operative pressure maintaining feature and;
- The lead locomotive consist has a minimum of twelve (12) traction motors operating in dynamic braking.

Empty Trains – The use of retaining valves will not be required on eastward trains that consist entirely of empty cars when the controlling of the lead locomotive consist is equipped with an operative pressure maintaining feature.

The use of retaining valves will not be required in Eastward Freight Trains consisting of not more than thirty-six (36) cars when the controlling locomotive is equipped with an operative pressure maintaining feature and controlling locomotive has a minimum of four (4) traction motors operating in dynamic

braking, or not more than forty eight (48) cars with six (6) traction motors operating in dynamic brake.

2 Way EOT Grade Reference.

1% and greater grade for three 3 continuous miles or more on Keystone Subdivision:

1. Between Mile Post

BF191.8 to BF195.3

BF196.2 to BF200.5

BF203.1 to BF209.8

BF239.4 to BF242.9

AIR BRAKE INSTRUCTIONS FOR DECENDING SANDPATCH

(a) Brake Pipe Pressure

The Brake Pipe Pressure on the rear of eastward loaded trains must be 70 lbs. or higher prior to passing over summit at Sand Patch.

(b) A running release of the train brake will not be made on eastward freight trains operating in this territory.

When the total brake pipe reduction exceeds eighteen (18) pounds on any eastward freight train operating in this territory, train will be stopped and sufficient hand brakes applied to the head end of the train to hold it on the grade during the recharging procedure. Three (3) hand brakes for each ten (10) cars in train will be sufficient.

(c) Sand Patch Tower is equipped with a receiver display unit (R.D.U.) identical to R.D.U. mounted on the controlling unit of trains with E.O.T. device. Engineers on eastward trains, who receive a FR-"NO COM" or RF-"NO-COM" on the "HPD". monitor when stopped at Manila or in the tunnel, can confirm brake pipe pressure and operability of rear end marker by contacting operator at Sand Patch and informing him/she of the unit number of the E.O.T. transmitter on the rear of their train.

Train Handling

Stretch braking is permitted for Eastward Trains between Mance and Hyndman.

Cresting Grade At Sand Patch

(a). Stopping And Starting Train

When eastward train will be stopped between East Portal and West Portal Sand Patch tunnel and Manila to cut off helper or for any other reason, crest the grade at Sand Patch at a speed not exceeding ten (10) MPH. Have dynamic brake fully applied in order to bunch slack and complete stop using as small a total reduction as possible.

After stopping, all trains except grain trains will release train brakes and then wait a minimum of 10 minutes to recharge train brake system before proceeding. Trains will be started by placing dynamic brake in full application and gradually reducing the independent brake, until the train begins to move. The independent brake should be fully released when speed reaches 5 MPH.

Grain trains will be started by using power without releasing the train brakes when possible to do so. When grain trains cannot be started in this manner, release train brakes and

recharge for a minimum of 20 minutes, after which following the same starting procedure outlined for other trains.

As speed increases to 15-17 MPH with dynamic brake fully applied, make an initial brake pipe application of 5 to 7 PSI with all trains except those trains exceeding an average of 100 tons per car. With these trains, make an initial brake application of 5 to 7 PSI before speed exceeds 12 MPH.

Closely monitor acceleration rate and if necessary, modulate dynamic brake, and/or make additional light reductions in order to keep speed between 25 to 30 MPH passing BF208.

(b). Continuous Movement

As train crests grade continue to use power and make an initial application of 5-7 PSI between 20 to 22 MPH. Then gradually reduce throttle and apply dynamic brake in such a manner to have speed between 25 and 30 MPH, passing BF208.

MP BF208.0 to BF202.1 – In the vicinity of MP BF207, train speed will gradually increase due to the heavier grade. When this occurs make additional light brake applications if necessary, modulating the dynamic brake to hold speed between 32 and 34 MPH, between MP BF207 and BF202.1.

MP BF202.0 to 191.1 – Approaching MP BF202 the grade becomes less severe and the speed restriction at BF202.1 is reduced from 35 MPH to 30 MPH. Therefore, watch deceleration rate very closely, and apply power if necessary to keep speed between 20 and 30 MPH between MP BF202 and MP BF198.0. In the vicinity of MP BF197.0, grade again increases and train speed will generally begin to increase. If this occurs, it may be necessary to apply dynamic brake, or to make an additional light brake application in order to maintain speed at 30 MPH. This speed should then be maintained by modulating the dynamic brake or throttle to Hyndman MP BF191.0. Then if conditions permit, release train brakes and handle train in accordance with good train handling.

NOTES

NOTES

BALTIMORE AND OHIO RAILROAD CO.

MAIN LINE SUB-DIVISION

BY BERNIE BEAVERS

THIS MAP IS DEDICATED TO
THE MEMORY OF

ROBERT LEONBURGER

RAILROAD TOWER OPERATOR

- MAIN LINE SUB-DIVISION PAGES 1-24
- BERLIN SUB-DIVISION - PAGES B1 & B2
- BLUE LICK INDUSTRIAL TRACK-PGS. BL-1 & BL-2
- SALISBURY SUB-DIVISION - PAGE S-1

FEB 1989

Connellsville	270/14
Switches	270/06
Greene Jct. - TO	268/20
S. C'ville (Anchor Hocking Sw)	267/39
Blue Stone	267/10
Blue Stone Absolute Signal	266/31
East End #4	266/07
Casparis	265/32
Yard Limit Board	264/26
Speed Check Sign	264/21
" " "	263/20
Indian Creek x-over	262/40
Rellwood	262/05
No. 1 Cut	261/01
Workman Run	260/12
Amhelsite	259/35
Rock Cut (Signal #2 Track)	259/16
Stewarton Spur	258/31
Stewarton Crossover	258/20
West End Bailey Point	257/00
East End Bailey Point	256/18
Kaufman	255/36
Stull Run	255/03
Jim Run	254/10
Ohio Pyle	253/18
HK Tower TO	251/34
Victoria	251/05
Victoria Spur	250/35
Sipee Whirly Bird	250/01
Idwell Spur	248/09
Draketown Run	245/35
Huston	245/00
Draketown Road Crossing	244/24
Confluence W.E. W.B. Siding	244/17
Confluence E.E. W.B. Siding	243/16
Confluence - TO	243/08
Ursina	241/16
WE Brook Tunnel	239/16

LOW GRADE:

WM Transfer Spur	1/12
Harnedsville Road Crossing	2/18
Jenkins Signal	3/16
Colflesh Road Crossing	4/06
Benford Tunnel	5/00
Benford Signal	5/12
Coldflesh Private Crossing	5/19
WE Brooks (x-over)	238/30
EE Brooks (x-over)	238/22
Fort Hill Spur	237/34
Shoo Flv EE DT	237/01
Pinkerton WE DT	235/10
Markleton Road Crossing	233/35
Markleton Spur	232/21
Casselman	231/00
Middle Creek	230/04

Rockwood EE of WB Siding	228/05
Rockwood Station TO	226/30
EE Eastbound Siding Rockwood	225/25
Atlantic (Phone Box)	222/10
Piney Run	220/26
Garrett Station	219/37
Garrett WE EB Siding	219/27
Casselman's Spur	219/26
Yoder	218/14
Salisbury Jct.	218/09
Meversdale Station	214/38
Sand Patch Pull in switch	213/30
Glade City	213/14
Keystone	212/12
Sand Patch TO	210/33
Manila	209/13
Mance Road Crossing	207/37
N. A.	207/05
Sanner Road Crossing	206/08
Snort Run Crossing	205/11
Philson Crossing	204/32
Philson (Phone Box)	204/10
Rodds Spur	203/07
Glencoe	201/14
Glencoe Spur	201/08
Southampton Road Crossing	200/25
Foley TEMP OFFICE	199/20
WE Falls Cut Tunnel	198/20
Fairhope Road Crossing	197/23
Fairhope	197/15
Fairhope Spur	197/07
Maxwell	196/16
Williams	195/07
Bracken WE	194/37
Bracken EE	194/25
Hoblitzell	193/30
Hyndman WE WB Siding	192/28
Hogback Signal	192/19
Hyndman Station	191/22
Hyndman Tower TO	191/0
Wittmer Road Crossing	190/29
Slip Rock	189/21
Cooks Mill	186/35
Cooks Mill Speed Check	186/33
Cooks Mill Speed Check	185/33
State Line	184/12
Ellerslie Road Crossing	183/39
Ellerslie Spur	183/32
Corriganville Road Crossing	182/04
Mt. Savage Spur	182/29
Mt. Savage Jct.	181/22
O. D. Bridge	181/00
Echard Jct.	180/10
EE Red Rock Curve	179/11
Viaduct Jct.	178/20

MILE POSTS

- 178 Old Rolling Mill
- 179 Franklin Street
- 180 Stone Switch
- 181 West of OD Bridge
- 182 Curve west of Mt. Savage Jct.
- 183 Curve west of Mt. Savage Spur
- 184 West of Ellerslie Crossing
- 185 Curve west of Ellerslie
- 186 East End Cooks Curve
- 187 Cooks Mill Bridge #8
- 188 Pleasant Valley Signal
- 189 Curve East Slip Rock
- 190 East of Eastbound Siding Hyndman
- 191 West end of Bridge Hyndman Tower
- 192 West of Hyndman Main Street Crossing
- 193 West of Red Curve
- 194 Goat Farm
- 195 Red House Curve
- 196 East Maxwell
- 197 3 Poles west of eastbound Signal Maxwell
- 198 Curve west of Fair Hope
- 199 #18 Bridge
- 200 Curve west of FO Tower
- 201 East of Glenco Spur
- 202 West of Glenco
- 203 Roddys
- 204 East of Philson
- 205 West Philson Crossing

- 206 Sanner Road Crossing
- 207 Old NA
- 208 West of Mance Crossing
- 209 Otter Spur
- 210 Sand Patch Tunnell
- 211 Westend Sand Patch
- 212 Blue Lick Crossovers
- 213 4 Poles West of Western Maryland Overhead Bridge
- 214 Pull in eastbound Siding Sandpatch
- 215 Eastbound Signal Meyersdale
- 216 Salisbury Jct.
- 217 Pony Farm
- 218 Coal Cut
- 219 Westbound Signal Garrett
- 220 West end of Overhead Bridge Garrett
- 221 Piney Run
- 222 11 Poles East of Phone at Atlantic
- 223 14 Poles West of Atlantic
- 224 24 Poles East of Eastbound Signal Wimer Run
- 225 16 Poles West Wimer Run
- 226 16 Poles West of East End Rockwood Eastbound Siding
- 227 Rockwood West of Crossovers
- 228 West end of Rockwood Westbound Siding
- 229 14 Poles West of Sand Spring
- 230 10 Poles West of Middle Creek Curve
- 231 Castleman
- 232 19 Poles west of Westbound Signal Castleman
- 233 West end of Markelton Spur
- 234 5 Poles West of Markelton Road Crossing
- 235 7 Poles East of Pinkerton Signal

- 236 8 Poles West of Pinkerton Tunnell
- 237 Shoo Fly Switch
- 238 6 poles West of Fort Hill Spur Switch
- 239 East End Brook Tunnell at the "Y"
- 240 24 poles west of Brook Tunnell
- 241 Ursina Signal
- 242 22 Poles West of Ursina Crossing
- 243 Signal West End High Lime
- 244 4 Poles East of Westbound Signal Draketown
- 245 West of Draketown Crossing
- 246 4 Poles west of Draketown Run
- 247 3 Poles west of Marble Hill Eastbound Signal
- 248 8 Poles East of Hot Box Indicator at Bidwell
- 249 6 Poles west of Eastbound Signal Bidwell
- 250 Sipes Curve Signal
- 251 West end Victoria Spur
- 252 2 Poles West of HK Eastbound Signal
- 253 HK Spur
- 254 15 Poles west of Ohiopyle Eastbound Signal
- 255 3 Poles East of Stahl Run Westbound Signal
- 256 Kaufman Run
- 257 1st. Curve East of Baily Point
- 258 23 Poles West of Bailey Point Eastbound Signal
- 259 Westbound Signal at Stewarton
- 260 24 Poles West of Eastbound Signal Stewarton
- 261 8 Poles east of #1 cut Eastbound Signal
- 262 Curve east of Indian Creek
- 263 West end Indian Creek Curve
- 264 20 Poles East of Eastbound Signal Casparis
- 265 Westbound Signal at Casparis

- 266 8 Poles East #4 Outlet Switch
- 267 3 Poles West of Westbound Signal Blue Stone
- 268 Anchor Hocking Switch
- 269 Gibson Avenue
- 270 Hump

LOW GRADE

- 0 West end of Low Grade
- 1 4 Poles west of VFW Crossing
- 2 Curve west of Western Maryland Transfer Signal
- 3 12 Poles west of Harnetsville Crossing
- 4 2 Poles West of Colflesh Crossing
- 5 East End of Benford Tunnell
- 6 20 Poles East of Benford Signal