

# Pennsylvania Railroad System

EASTERN REGION

Southern Division

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## BALTIMORE DIVISION

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### Time Table No. 2

In effect 12.01 A. M., Sunday, Sept. 27, 1925

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## FOR THE GOVERNMENT OF EMPLOYES ONLY

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### EASTERN STANDARD TIME

---

R. V. MASSEY,  
General Manager.

J. W. ROBERTS,  
General Supt. Transportation.

W. M. WARDROP,  
General Superintendent.

J. E. BURRELL,  
Supt. Passenger Transportation.

G. M. SMITH,  
Superintendent.

**Original timetable from the collection of Rob Schoenberg**

**scanned by Rob Schoenberg -- r08sch@gmail.com**

**<http://PRR.Railfan.net>**

**2025**

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## BACK RIVER TO WASHINGTON

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Back River.	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						N	S	Both
					BACK RIVER			
H	I	B	0.6	0.6	NORTH POINT			
	I	B	1.9	2.5	BAY VIEW			
H	I	B	0.7	3.2	CANTON JCT.			
H	I	B	1.6	4.8	BIDDLE STREET			
W	I	B	1.1	5.9	UNION JUNC.			
					BALTO. (Calvert Sta.)			
W	I	B			HILLEN JCT.			
					BALTO. (Union Sta.)			
W	I	B	0.1	6.1	B. & P. JUNCTION			
			0.2	6.3	PENNA. AVENUE			
H	I	B	0.9	8.1	FULTON JUNCTION			
			0.7	8.8	EDMONDSON			
H	I	B	0.6	9.4	GWYNNS RUN			
			0.8	10.2	FREDERICK ROAD			
	I	B	0.3	10.5	LOUDON PARK			
			2.1	12.6	ARBUTUS			
			0.7	13.3	HALETHORPE			
	I	B	0.6	13.9	WINANS			
			1.3	15.2	PATAPSCO			
			2.0	17.2	STONY RUN			
			1.8	19.0	HARMAN			
	I	B	1.4	20.4	SEVERN		68	57
			3.5	23.9	ODENTON			
			2.8	26.7	PATUXENT			
	I	B	0.8	27.5	ANDERSON			
			1.1	28.6	ARUNDEL			
	I	B	1.2	29.8	JERICHO PARK			
			1.1	30.9	BOWIE			
			1.3	32.2	SPRINGFIELD			
			1.2	33.4	GLENNDALE			
	I	B	1.6	35.0	SEABROOK		71	
			1.4	36.4	LANHAM			
			1.3	37.7	ARDWICK			
	I	B	1.4	39.1	LANDOVER			
			1.5	40.6	UXEDO			
	I	B	4.1	44.7	12th STREET (W. T.)			
	I	B	0.6	45.3	NEW YORK AVE.			
			0.9	46.2	WASHINGTON			

## SPARROW'S POINT TO CANTON JUNCTION

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Sparrow's Point	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						N	S	Both
					SPARROW'S POINT			
	I	B	0.6	0.6	CHESAPEAKE MILLS			
			0.0	0.0	SHIP YARD			
			0.4	1.0	N. E. BEAR CREEK BRIDGE			
		B	0.7	1.7	SOLLERS			
			0.7	2.4	TURNER			
			1.1	3.5	DUNDALK			
			0.7	4.2	ST. HELENA			
			0.4	4.6	SUTTON			
			0.3	4.9	COLGATE CREEK			
		B	0.6	5.5	16th STREET			
			0.4	5.9	FIFTH AVENUE			
			0.3	6.2	YD. MASTER'S OFFICE			
H	I	B	0.6	6.8	UNION CROSSING			
			0.2	7.0	HIGHLANDTOWN			
			0.9	7.9	ORANGEVILLE			
H	I		0.1	8.0	CANTON JUNCTION			

NOTE.—Block Stations are open continuously except:

Ship Yard...	Closed.....	Weekdays Except Saturday, 5.45 P. M. to 6.45 A. M. Saturday 12.15 P. M. to 6.45 A. M. Monday.
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## LANDOVER TO SOUTH END

				STATIONS		Sidings assigned direc'n Car capacity 45 ft. cars		
Emergency Whistle or Horn		Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Landover	N	S	Both
W	I	B		5.2	5.2			
	I	B		2.7	7.9			
W	I	B		0.4	8.3			
	I	B		0.6	8.9			
				1.2	10.1			
						LANDOVER		
						ANACOSTIA		
						VIRGINIA AVENUE		
						SEVENTH STREET		
						14th STREET		
						SOUTH END		

## BOWIE TO POPE'S CREEK

				STATIONS		Sidings assigned direc'n Car capacity 45 ft. cars		
Emergency Whistle or Horn		Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Bowie	N	S	Both
		B		3.1	3.1			
				3.1	6.2			
				1.7	7.9			
				2.1	10.0			
				1.7	11.7			
		#B		2.1	13.8			
				1.9	15.7			
				1.8	17.5			
				2.8	20.3			
				1.9	22.2			
				0.3	22.5			
		#B		2.5	25.0			
				2.4	27.4			
				1.1	28.5			
				2.6	31.1			
		#B		3.0	34.1			
				2.6	36.7			
				2.1	38.8			
		B		1.7	40.5			
				2.9	43.4			
				1.8	45.2			
		#B		3.5	48.7			
						BOWIE		
						COLLINGTON		
						MULLIKIN		
						HALL		
						LEELAND		
						HILL		
						MARLBORO		16
						CHEW		
						CROOME		
						DULEY		
						CHELTENHAM		
						TALBERT		
						BRANDYWINE		11
						OSBORNE		
						MATTAWOMAN		
						WALDORF		
						WHITE PLAIN		17
						ROSEWICK		
						LA PLATA		
						PORT TOBACCO		
						COX		
						LOTHAIR		
						POPE'S CREEK		

NOTE.—Block Stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations.

#Marlboro...	Unattended, controlled by Bowie.	Weekdays 6.18 P. M. to 8.54 A. M. Sunday 8.54 A. M. to 8.54 A. M. Monday.
#Brandywine.	Unattended, controlled by Bowie.	Weekdays 6.53 P. M. to 9.30 A. M. Sunday 9.30 A. M. to 9.30 A. M. Monday.
#White Plain.	Unattended, controlled by Bowie.	Weekdays 7.08 P. M. to 9.50 A. M. Sunday 9.50 A. M. to 9.50 A. M. Monday.
Cox.....	Closed.....	Weekdays 7.36 P. M. to 10.15 A. M. Sunday 10.15 A. M. to 10.15 A. M. Monday.
#Pope's Creek	Unattended, controlled by Bowie.	Weekdays 7.50 P. M. to 10.28 A. M. Sunday 10.28 A. M. to 10.28 A. M. Monday.

## BALTIMORE TO HARRISBURG

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Baltimore	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						W	E	Both
<b>W</b>	<b>I</b>		0.5	0.5	<b>BALTIMORE</b>			
<b>W</b>	<b>I</b>	<b>B</b>	0.3	0.8	HILLEN JCT.			
			0.2	1.0	UNION JCT.			
<b>W</b>	<b>I</b>	<b>B</b>	0.2	1.2	UNION STATION			
		<b>B</b>	0.9	2.1	B. & P. JUNCTION			
			1.2	3.3	MT. VERNON			
			1.0	4.3	WOODBERRY			88
			1.7	6.0	MELVALE			
			0.6	6.6	MT. WASHINGTON			
	<b>I</b>	<b>B</b>	0.5	7.1	BARE HILLS			
					HOLLINS			72
			2.2	9.3				
			0.9	10.2	ROCKLAND			
			1.1	11.3	BR. BROOKLANDVILLE			
			0.7	12.0	ROGERS			56
			0.7	12.7	LYSTRA			
			0.8	13.5	STEVENSON			
			0.9	14.4	ECCLESTON			
			0.5	14.9	CHATTOLANEE			
			0.4	15.3	GARRISON FOREST			
	<b>tB</b>		0.4	15.7	TURNPIKE			18
					GREEN SPRING JUNC.			
			0.3	7.4	<b>BRIGHTSIDE</b>			
			0.4	7.8	LAKE			
			0.6	8.4	RUXTON			84
			0.8	9.2	RIDERWOOD			
	<b>B</b>		1.3	10.5	LUTHERVILLE			
			1.2	11.7	TIMONIUM			244
			1.2	12.9	PADONIA			
			0.6	13.5	TEXAS			
	<b>B</b>		1.4	14.9	COCKEYSVILLE			
			0.9	15.8	ASHLAND			141
			2.0	17.8	PHOENIX			
			1.8	19.6	SPARKS			61
	<b>B</b>		0.9	20.5	GLENCOE			
			1.8	22.3	CORBETT			77
			0.7	23.0	MONKTON			
	<b>B</b>		2.0	25.0	BLUE MOUNT			
			1.5	26.5	WHITE HALL			
	<b>B</b>		0.7	27.2	GRAYSTONE			
			1.6	28.8	PARKTON			91
	<b>B</b>		1.3	30.1	WALKER			66
			1.4	31.5	BENTLEY SPRINGS			
	<b>B</b>		2.8	34.3	FREELAND			
	<b>I</b>	<b>B</b>	2.4	36.7	GROVE			
			0.4	37.1	NEW FREEDOM			95
			1.5	38.6	SHREWSBURY			95
	<b>B</b>		2.4	41.0	SEITZLAND			
			0.8	41.8	GLEN ROCK			
			2.4	44.2	LARUE			
			1.3	45.5	COAL YARD			
			0.7	46.2	HANOVER JUNCTION			129
			0.8	47.0	SMYSER			123
	<b>B</b>		2.0	49.0	GLATFELTER			
			3.3	52.3	BRILHART			
	<b>I</b>	<b>B</b>	3.4	55.7	GRANTLEY			
			1.5	57.2	YORK			
			1.3	58.5	LOUCKS			
			3.1	61.6	EMIGSVILLE			
	<b>B</b>		1.7	63.3	SUMMIT			
			1.6	64.9	MT. WOLF			
			1.6	66.5	WAGO			
			0.1	66.6	WAGO JUNCTION			
					YORK HAVEN (Phila. Div.)			
				84.4	CLY			
					HARRISBURG			

NOTE.—Block Stations are open continuously except—

Also unattended Block Station controlled by open Block Station.

†Green Spring Junction . . . . . Unattended, controlled by Hollins.

## COLUMBIA TO FREDERICK

Emergency whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Columbia	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						N	S	Both
			B		COLUMBIA (Phila. Div.)			
			B	1.2	WRIGHTSVILLE			
				1.2	EWING PASSING			47
				0.7	STRICKLER			
				1.4	STONER			
				1.6	HELLAM			
		B		1.2	CAMPBELL			26
				1.0	STONY BROOK			
				1.1	HIESTAND			20
				1.4	ROCKBURN			
		B		2.2	YORK			22
				0.8	WEST YORK			
				0.9	WEST YORK PASSING			70
		B		1.1	PALMERS			
				2.2	GRAYBILL			24
				2.0	BAIR			
				1.4	MARTIN			
		‡B		1.7	SPRING GROVE			50
				2.0	MENGES MILLS			
				1.9	IRON RIDGE			18
				1.0	JACOBS MILLS			
		B		1.5	GITTS RUN			
				2.2	HANOVER			50
				2.0	McSHERRY			
				2.0	SELL			
				1.3	LEFEVRE			
		‡B		1.8	LITTLESTOWN			29
				2.1	KINGSDALE			
				1.6	PINEY CREEK			
				1.1	GALT			
		‡B		2.9	TANEYTOWN			33
				2.1	CRABSTER			
				2.2	SHARRETT'S			
		‡B		1.1	KEYMAR			
				0.3	KEYMAR PASSING			32
				0.1	JUNC. UNION BRIDGE BR.			
				1.9	LADIESBURG			
				1.9	NEW MIDWAY			
				1.2	LeGORE			
		B		1.1	WOODSBORO			23
				2.5	MCALLEN			
		B		1.9	WALKERSVILLE			
				1.1	FOUNTAIN ROCK			
				0.6	RETREAT GROVE			
				1.6	HARMONY			
		‡B		2.2	NORTH "Y" CONN			
				0.5	FREDERICK			
				0.3	B. & O. JUNCTION			

NOTE.—Block Stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations:

Campbell....	Closed.....	Weekdays 5.55 P. M. to 8.55 A. M. Sunday 8.55 A. M. to 8.55 A. M. Monday
Palmers....	Closed.....	Weekdays 3.32 P. M. to 7.32 A. M. Sunday 7.32 A. M. to 7.32 A. M. Monday.
†Spring Grove	Unattended, controlled by Littlestown when attended, when un- attended, by York.	Weekdays 7.36 P. M. to 5.12 A. M. Sunday 5.12 A. M. to 8.12 A. M. and 7.22 P. M. to 5.12 A. M. Monday.
Hanover....	Closed.....	Weekdays 7.52 P. M. to 7.00 A. M. Sunday 7.00 A. M. to 8.45 A. M. and 6.58 P. M. to 7.00 A. M. Monday.
†Littlestown.	Unattended, controlled by York.	Weekdays 7.52 P. M. to 5.00 A. M. Sunday 5.00 A. M. to 9.00 A. M. and 6.41 P. M. to 5.00 A. M. Monday.
†Taneytown.	Unattended, controlled by Littlestown when attended, when un- attended, by York.	Weekdays 5.18 P. M. to 8.30 A. M. Sunday 8.30 A. M. to 8.45 A. M. and 6.13 P. M. to 8.30 A. M. Monday.
†Keymar....	Unattended, controlled by Littlestown when attended, when un- attended, by York.	Weekdays 5.35 P. M. to 8.16 A. M. Sunday 8.16 A. M. to 8.35 A. M. and 6.22 P. M. to 8.16 A. M. Monday.
Woodsboro..	Closed.....	Weekdays 5.43 P. M. to 8.07 A. M. Sunday 8.07 A. M. to 8.27 A. M. and 6.38 P. M. to 8.07 A. M. Monday.
Walkersville.	Closed.....	Weekdays 6.00 P. M. to 7.52 A. M. Sunday 7.02 A. M. to 8.12 A. M. and 6.53 P. M. to 7.02 A. M. Monday.
†Frederick...	Unattended, controlled by Littlestown when attended, when un- attended, by York.	Weekdays 6.00 P. M. to 7.35 A. M. (Sunday 8.00 A. M.) Sunday 6.55 P. M. to 7.35 A. M. Monday.

If the last train for which a Block Station is required to be open or attended should be late the Block Station will remain open or attended until such train has passed.

When Littlestown, Taneytown, Keymar and Frederick are unattended, the telephone for the use of trainmen is arranged so that calls may be made on either the Block Telephone Line or the York-Frederick Line by the use of a switch located in the telephone box.

## NORTH POINT TO WASHINGTON

STATIONS	FIRST CLASS			
	161	403	189	409
	DAILY	DAILY	DAILY	DAILY
Leave	A. M.	A. M.	A. M.	A. M.
SPARROW'S POINT				
CHESAPEAKE MILLS				
N. E. BEAR C'K B'DGE				
SOLLERS				
TURNER				
DUNDALK				
ST. HELENA				
SUTTON				
COLGATE CREEK				
16th STREET				
FIFTH AVENUE				
UNION CROSSING				
HIGHLANDTOWN				
ORANGEVILLE				
NORTH POINT	12.42	12.59	1.09	2.34
BAY VIEW	12.44	1.01	1.11	2.36
CANTON JUNCTION	12.45	1.02	1.12	2.37
BIDDLE STREET	12.48	1.05	1.15	2.40
UNION JUNCTION	12.51	1.09	1.19	2.44
BALTO. (Union Sta.)	\$ 12.52	\$ 1.10	\$ 1.20	\$ 2.45
BALTO. (Calvert Sta.)	\$ 12.57		\$ 1.27	\$ 2.55
B. & P. JUNCTION	12.58		1.28	2.56
PENNA. AVE				
FULTON JUNCTION	1.04		1.34	3.02
EDMONDSON				
FREDERICK ROAD				
LOUDON PARK	1.08		1.38	3.07
ARbutus				
HALETHORPE				
WINANS	1.12		1.42	3.11
PATAPSICO				
STONY RUN				
HARMAN				
SEVERN	1.20		1.50	3.20
ODENTON	1.25		1.55	3.25
PATUXENT				
ANDERSON	1.29		1.59	3.29
ARUNDEL				
JERICHO PARK				
BOWIE	1.33		2.03	3.34
SPRINGFIELD				
GLENNDALE				
SEABROOK	1.38		2.08	3.39
LANHAM				
ARDWICK				
LANDOVER	1.43		2.13	3.43
UXEDO				
12th STREET (W. T.)	1.50		2.20	3.50
NEW YORK AVE.	1.52		2.22	3.52
WASHINGTON	\$ 1.55		\$ 2.25	\$ 3.55
Arrive	A. M.	A. M.	A. M.	A. M.
	161	403	189	409

**FIRST CLASS**

STATIONS	FIRST CLASS			
	193	5103	105	
	DAILY	DAILY EX. SUN.	DAILY	
Leave	A. M.	A. M.	A. M.	
SPARROW'S POINT				
CHESAPEAKE MILLS				
N. E. BEAR C'K B'DGE				
SOLLERS				
TURNER				
DUNDALK				
ST. HELENA				
SUTTON				
COLGATE CREEK				
16th STREET				
FIFTH AVENUE				
UNION CROSSING				
HIGHLANDTOWN				
ORANGEVILLE				
NORTH POINT	6.10		6.32	
BAY VIEW	6.12		6.34	
CANTON JUNCTION	6.13		6.35	
BIDDLE STREET	6.16		U 6.38	
UNION JUNCTION	6.19		6.41	
BALTO. (Union Sta.)	\$ 6.20		E 6.42	
BALTO. (Calvert Sta.)	\$ 6.30	\$ 6.40	E 6.50	
B. & P. JUNCTION	6.31	6.41	6.51	
PENNA. AVE.				
FULTON JUNCTION	6.36	6.45	6.56	
EDMONDSON		\$ 6.47		
FREDERICK ROAD		F 6.50		
LOUDON PARK	6.40	F 6.51	7.00	
AR BUTUS		F 6.55		
HALETHORPE		F 6.57		
WINANS	6.44	F 6.59	7.04	
PATAPSCO		F 7.02		
STONY RUN		F 7.06		
HARMAN		F 7.10		
SEVERN	6.51	F 7.14	7.12	
ODENTON	6.55	\$ 7.20	7.17	
PATUXENT		F 7.26		
ANDERSON	7.00	Z 7.28	7.22	
ARUNDEL		F 7.30		
JERICHO PARK		F 7.32		
BOWIE	7.04	\$ 7.45	E 7.27	
SPRINGFIELD		F 7.48		
GLENNDALE		F 7.51		
SEABROOK	7.09	F 7.54	7.32	
LANHAM		F 7.57		
ARDWICK		F 8.00		
LANDOVER	7.13	F 8.03	7.37	
TUXEDO		F 8.06		
12th STREET (W. T.)	7.20	8.13	7.45	
NEW YORK AVE.	7.22	8.15	7.47	
WASHINGTON	\$ 7.25	\$ 8.18	E 7.50	
Arrive	A. M.	A. M.	A. M.	
	193	5103	105	

## FIRST CLASS

	5105 DAILY	5083 DAILY EX. SUN.	5107 DAILY EX. SUN.	171 DAILY	8073 DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
					\$ 7.15
					\$ 7.19
					<b>7.20</b>
					F 7.24
					F 7.25
					F 7.27
					F 7.28
					F 7.29
					F 7.30
					7.31
					\$ 7.32
					7.34
					\$ 7.35
					\$ 7.38
		6.59		7.10	
		Z 7.01		7.12	
		7.03		7.13	7.38
		\$ 7.07		7.16	\$ 7.42
		7.11		7.19	7.46
		\$ 7.12		\$ 7.20	\$ 7.47
		\$ 7.03		\$ 7.20	\$ 7.32
		7.04		7.21	7.33
				\$ 7.24	
		7.08		7.27	7.39
				\$ 7.30	
				\$ 7.33	
		7.12		7.34	7.43
				\$ 7.37	
		7.16		7.38	7.47
		7.23		7.45	7.55
		7.27		\$ 7.49	8.00
		7.31		7.55	8.04
		7.35		\$ 8.03	8.08
		7.39		8.09	8.13
		7.43		8.13	8.18
		7.50		8.20	8.25
		7.52		8.21	8.27
		\$ 7.55		\$ 8.24	\$ 8.30
		A. M.	A. M.	A. M.	A. M.
		<b>5105</b>	<b>5083</b>	<b>5107</b>	<b>171</b>
					<b>8073</b>

STATIONS	FIRST CLASS		
	5117	5111	5109
	DAILY	DAILY	DAILY
Leave	A. M.	A. M.	A. M.
SPARROW'S POINT...			
CHESAPEAKE MILLS...			
N. E. BEAR C'K B'DGE...			
SOLLERS...			
TURNER...			
DUNDALK...			
ST. HELENA...			
SUTTON...			
COLGATE CREEK...			
16th STREET...			
FIFTH AVENUE...			
UNION CROSSING...			
HIGHLANDTOWN...			
ORANGEVILLE...			
NORTH POINT...			
BAY VIEW...			
CANTON JUNCTION...			
BIDDLE STREET...			
UNION JUNCTION...			
BALTO. (Union Sta.)...			
BALTO. (Calvert Sta.)...			
BALTO. (Union Sta.)...	\$ 7.47	\$ 7.55	\$ 8.10
B. & P. JUNCTION...	7.48	7.56	8.11
PENNA. AVE...			
FULTON JUNCTION...	7.53	8.01	8.15
EDMONDSON...			
FREDERICK ROAD...			
LOUDON PARK...	7.57	8.05	8.19
ARUBUTUS...			
HALETHORPE...			
WINANS...	8.01	8.09	8.23
PATAPSCO...			
STONY RUN...			
HARMAN...			
SEVERN...	8.08	8.17	8.30
ODENTON...	8.12	8.21	8.34
PATUXENT...			
ANDERSON...	8.16	8.25	8.38
ARUNDEL...			
JERICHO PARK...			
BOWIE...	8.20	8.29	8.41
SPRINGFIELD...			
GLENNDALE...			
SEABROOK...	8.24	8.34	8.45
LANHAM...			
ARDWICK...			
LANDOVER...	8.28	8.38	8.49
TUXEDO...			
12th STREET... (W. T.)	8.35	8.45	8.56
NEW YORK AVE...	8.37	8.47	8.57
WASHINGTON...	\$ 8.40	\$ 8.50	\$ 9.00
Arrive	A. M.	A. M.	A. M.
	5117	5111	5109

## FIRST CLASS

	5243 SUNDAY ONLY	5085 DAILY EX. SUN.	5161 SUNDAY ONLY	8075 DAILY EX. SUN.	5115 DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
				\$ 8.08	
				\$ 8.10	
				F 8.14	
				F 8.15	
				F 8.17	
				F 8.18	
				F 8.19	
				F 8.20	
				8.21	
				\$ 8.22	
				8.24	
				\$ 8.26	
				\$ 8.28	
	7.59	8.01			
	Z 8.01	Z 8.04			
	8.03	8.06		8.28	
	\$ 8.07	\$ 8.10		\$ 8.33	
	8.11	8.14		8.37	
	\$ 8.12	\$ 8.15		\$ 8.38	
			\$ 8.15		\$ 9.25
			8.16		9.26
			8.20		9.32
			F 8.22		
			F 8.25		
			F 8.27		9.36
			F 8.30		
			F 8.32		
			F 8.34		9.40
			F 8.37		
			F 8.41		
			F 8.45		
			F 8.49		9.47
			\$ 8.53		9.51
			F 8.59		
			Z 9.00		9.55
			F 9.02		
			F 9.04		
			\$ 9.10		9.59
			F 9.14		
			F 9.18		
			F 9.22		10.04
			F 9.25		
			F 9.28		
			F 9.31		10.08
			F 9.34		
			9.40		10.15
			9.42		10.17
			\$ 9.45		\$ 10.20
	A. M.	A. M.	A. M.	A. M.	A. M.
	5243	5085	5161	8075	5115

STATIONS	FIRST CLASS			
	405		8077	
	DAILY		DAILY	
Leave	A. M.		A. M.	
SPARROW'S POINT			\$ 9.45	
CHESAPEAKE MILLS			\$ 9.47	
N. E. BEAR C'K B'DGE				
SOLLERS			F 9.51	
TURNER			F 9.52	
DUNDALK			F 9.54	
ST. HELENA			F 9.55	
SUTTON			F 9.56	
COLGATE CREEK			F 9.57	
16th STREET			9.58	
FIFTH AVENUE			\$ 9.59	
UNION CROSSING			10.01	
HIGHLANDTOWN			\$ 10.03	
ORANGEVILLE			\$ 10.06	
NORTH POINT	9.26			
BAY VIEW	9.28			
CANTON JUNCTION	9.29		10.06	
BIDDLE STREET	9.32		\$ 10.10	
UNION JUNCTION	9.35		10.14	
BALTO. (Union Sta.)	\$ 9.36		\$ 10.15	
BALTO. (Calvert Sta.)	\$ 9.40			
B. & P. JUNCTION	9.41			
PENNA. AVE.				
FULTON JUNCTION	9.45			
EDMONDSON				
FREDERICK ROAD				
LOUDON PARK	9.49			
ARbutus				
HALETHORPE				
WINANS	9.53			
PATAPS CO.				
STONY RUN				
HARMAN				
SEVERN	10.00			
ODENTON	10.04			
PATUXENT				
ANDERSON	10.08			
ARUNDEL				
JERICHO PARK				
BOWIE	10.11			
SPRINGFIELD				
GLENNDALE				
SEABROOK	10.15			
LANHAM				
ARDWICK				
LANDOVER	10.19			
UXEDO				
12th STREET (W. T.)	10.26			
NEW YORK AVE.	10.27			
WASHINGTON	\$ 10.30			
Arrive	A. M.		A. M.	
	405		8077	

**FIRST CLASS**

STATIONS	FIRST CLASS		
	5121	109	427
	DAILY	DAILY	DAILY EX. SUN.
Leave	P. M.	P. M.	P. M.
SPARROW'S POINT			
CHESAPEAKE MILLS			
N. E. BEAR C'K B'DGE			
SOLLERS			
TURNER			
DUNDALK			
ST. HELENA			
SUTTON			
COLGATE CREEK			
16th STREET			
FIFTH AVENUE			
UNION CROSSING			
HIGHLANDTOWN			
ORANGEVILLE			
NORTH POINT		12.16	12.31
BAY VIEW		12.17	12.33
CANTON JUNCTION		12.18	12.34
BIDDLE STREET		12.21	\$ 12.37
UNION JUNCTION		12.24	12.42
BALTO. (Union Sta.)		\$ 12.25	\$ 12.43
BALTO. (Calvert Sta.)			
BALTO. (Union Sta.)	\$ 12.08	\$ 12.30	
B. & P. JUNCTION	12.09	12.31	
PENNA. AVE.			
FULTON JUNCTION	12.14	12.36	
EDMONDSON			
FREDERICK ROAD			
LOUDON PARK	12.18	12.40	
AR BUTUS			
HALETHORPE			
WINANS	12.22	12.44	
PATAPSCO			
STONY RUN			
HARMAN			
SEVERN	12.29	12.51	
ODENTON	12.33	12.56	
PATUXENT			
ANDERSON	12.37	1.01	
ARUNDEL			
JERICHO PARK			
BOWIE	12.41	1.05	
SPRINGFIELD			
GLENNDALE			
SEABROOK	12.45	1.09	
LANHAM			
ARDWICK			
LANDOVER	12.49	1.13	
TUXEDO			
12th STREET (W. T.)	12.56	1.20	
NEW YORK AVE.	12.57	1.22	
WASHINGTON	\$ 1.00	\$ 1.25	
Arrive	P. M.	P. M.	P. M.
	5121	109	427

## FIRST CLASS

8079 SATURDAY ONLY	417 DAILY	5123 SUNDAY ONLY	181 DAILY	●185 DAILY	107 DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 12.20					
\$ 12.22					
F 12.26					
F 12.27					
F 12.29					
F 12.30					
F 12.31					
F 12.32					
12.33					
\$ 12.34					
12.36					
\$ 12.38					
\$ 12.41					
	12.43		1.08	1.30	1.36
	12.45		1.10	1.32	1.37
12.41	12.46		1.11	1.33	1.38
\$ 12.45	12.49		1.14	1.36	1.41
12.49	12.52		1.17	1.39	1.44
\$ 12.50	\$ 12.53		\$ 1.18	\$ 1.40	\$ 1.45
	\$ 12.58	\$ 1.05	\$ 1.23	\$ 1.44	\$ 1.50
	12.59	1.06	1.24	1.45	1.51
	1.04	1.11	1.29	1.49	1.55
	F 1.15				
	F 1.18				
	1.08	F 1.20	1.33	1.53	1.59
		F 1.23			
		F 1.25			
	1.12	F 1.27	1.37	1.57	R 7. 2.03
		F 1.30			
		F 1.34			
		F 1.38			
	1.19	F 1.46	1.44	2.04	2.10
	1.23	\$ 1.52	1.48	2.08	2.14
		F 1.58			
					P
	1.27	1.59	1.52	2.12	R 7. 2.18
	F 2.01				
	F 2.03				
	1.31	\$ 2.07	1.56	2.15	FIRST TRI 2.21
		F 2.10			
		F 2.13			
	1.35	F 2.19	2.00	2.20	2.25
		F 2.30			
		F 2.33			
	1.39	F 2.36	2.04	2.24	2.29
		F 2.39			
	1.46	2.45	2.11	2.31	2.36
	1.47	2.47	2.12	2.32	2.37
	\$ 1.50	\$ 2.50	\$ 2.15	\$ 2.35	\$ 2.40
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
8079	417	5123	181	●185	107

STATIONS	FIRST CLASS .			
	419	117	5119	
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
SPARROW'S POINT...				
CHESAPEAKE MILLS...				
N. E. BEAR C'K B'DGE...				
SOLLERS...				
TURNER...				
DUNDALK...				
ST. HELENA...				
SUTTON...				
COLGATE CREEK...				
16th STREET...				
FIFTH AVENUE...				
UNION CROSSING...				
HIGHLANDTOWN...				
ORANGEVILLE...				
NORTH POINT...	2.00	2.10		
BAY VIEW...	Z 2.02	2.12		
CANTON JUNCTION...	2.03	2.13		
BIDDLE STREET...	\$ 2.07	2.16		
UNION JUNCTION...	2.11	2.19		
BALTO. (Union Sta.)...	\$ 2.12	\$ 2.20		
BALTO. (Calvert Sta.)...		\$ 2.25	\$ 3.30	
B. & P. JUNCTION...		2.26	3.31	
PENNA. AVE...				
FULTON JUNCTION...		2.31	3.35	
EDMONDSON...				
FREDERICK ROAD...				
LOUDON PARK...		2.35	3.39	
ARbutus...				
HALETHORPE...				
WINANS...		2.39	3.43	
PATAPSco...				
STONY RUN...				
HARMAN...				
SEVERN...		2.47	3.50	
ODENTON...		2.51	3.54	
PATUXENT...				
ANDERSON...		2.55	3.58	
ARUNDEL...				
JERICHO PARK...				
BOWIE...		2.59	4.01	
SPRINGFIELD...				
GLENNDALE...				
SEABROOK...		3.04	4.05	
LANHAM...				
ARDWICK...				
LANDOVER...		3.08	4.09	
TUXEDO...				
12th STREET... (W. T.)		3.15	4.16	
NEW YORK AVE...		3.17	4.17	
WASHINGTON...	\$ 3.20	\$ 4.20		
Arrive	P. M.	P. M.	P. M.	
	419	117	5119	

## FIRST CLASS

	119 DAILY P. M.	●125 DAILY P. M.	8091 DAILY P. M.	5125 DAILY EX.SUN. P. M.	421 DAILY EX.SUN. P. M.
			\$ 3.45		
			\$ 3.48		
			F 3.52		
			F 3.54		
			F 3.56		
			F 3.57		
			F 3.58		
			F 4.00		
			4.01		
			\$ 4.03		
			4.05		
			\$ 4.06		
			\$ 4.09		
	3.20	4.06			4.41
	3.22	4.08			Z 4.43
	3.23	4.09	4.10		4.45
	3.26	4.12	\$ 4.14		\$ 4.50
	3.29	4.15	4.19		4.53
	\$ 3.30	\$ 4.16	\$ 4.20		\$ 4.54
	\$ 3.35	\$ 4.19		\$ 4.25	
	3.36	4.20			4.26
				\$ 4.28	
	3.41	4.24			4.31
				F 4.33	
				F 4.37	
	3.45	4.28		F 4.39	
				F 4.42	
				F 4.44	
	3.49	4.32		F 4.46	
				F 4.49	
				F 4.53	
				F 4.56	
	3.57	4.39		F 4.59	
	4.01	4.43		\$ 5.04	
				F 5.09	
	4.05	4.47			5.10
				F 5.12	
				F 5.15	
	4.09	\$ 4.50		\$ 5.22	
				F 5.25	
				F 5.27	
	4.14	4.55		F 5.30	
				F 5.33	
				F 5.36	
	4.18	4.59		F 5.39	
				F 5.42	
	4.25	5.06			5.50
	4.27	5.07			5.52
	\$ 4.30	\$ 5.10		\$ 5.55	
	P. M.	P. M.	P. M.	P. M.	P. M.
	119	●125	8091	5125	421

## NORTH POINT TO WASHINGTON

STATIONS	FIRST CLASS		
	113	121	8081
	DAILY	DAILY	DAILY EX. SUN.
Leave	P. M.	P. M.	P. M.
SPARROW'S POINT			\$ 5.08
CHESAPEAKE MILLS			\$ 5.10
N. E. BEAR C'K B'DGE			
SOLLERS			F 5.14
TURNER			F 5.15
DUNDALK			F 5.17
ST. HELENA			F 5.18
SUTTON			F 5.19
COLGATE CREEK			F 5.20
16th STREET			5.21
FIFTH AVENUE			\$ 5.23
UNION CROSSING			5.25
HIGHLANDTOWN			\$ 5.27
ORANGEVILLE			\$ 5.30
NORTH POINT	4.48	5.13	
BAY VIEW	4.50	5.15	
CANTON JUNCTION	4.51	5.16	5.31
BIDDLE STREET	4.54	5.19	\$ 5.34
UNION JUNCTION	4.57	5.22	5.38
BALTO. (Union Sta.)	\$ 4.58	\$ 5.23	\$ 5.39
BALTO. (Calvert Sta.)	\$ 5.03	\$ 5.27	
B. & P. JUNCTION	5.04	5.28	
PENNA. AVE.			
FULTON JUNCTION	5.09	5.33	
EDMONDSON			
FREDERICK ROAD			
LOUDON PARK	5.14	5.37	
ARbutus			
HALETHORPE			
WINANS	5.18	5.41	
PATAPSCO			
STONY RUN			
HARMAN			
SEVERN	5.26	5.48	
ODENTON	5.30	5.52	
PATUXENT			
ANDERSON	5.34	5.56	
ARUNDEL			
JERICHO PARK			
BOWIE	5.38	6.00	
SPRINGFIELD			
GLENNDALE			
SEABROOK	5.43	6.04	
LANHAM			
ARDWICK			
LANDOVER	5.47	6.08	
UXEDO			
12th STREET (W. T.)	5.55	6.15	
NEW YORK AVE.	5.57	6.17	
WASHINGTON	\$ 6.00	\$ 6.20	
Arrive	P. M.	P. M.	P. M.
	113	121	8081

**FIRST CLASS**

## NORTH POINT TO WASHINGTON

STATIONS	FIRST CLASS		
	8083	123	127
	DAILY	DAILY	DAILY
Leave	P. M.	P. M.	P. M.
SPARROW'S POINT...	\$ 5.50		
CHESAPEAKE MILLS...	\$ 5.52		
N. E. BEAR C'K B'DGE			
SOLLERS...	F 5.56		
SPARROW...	F 5.58		
DUNDALK...	F 6.00		
ST. HELENA...	F 6.01		
SUTTON...	F 6.02		
COLGATE CREEK...	F 6.03		
16th STREET...	F 6.04		
FIFTH AVENUE...	\$ 6.06		
ANCH.			
UNION CROSSING...	6.08		
HIGHLANDTOWN...	\$ 6.10		
ORANGEVILLE...	\$ 6.13		
NORTH POINT...		6.16	6.42
BAY VIEW...		6.18	6.44
CANTON JUNCTION...	6.14	6.19	6.45
BIDDLE STREET...	\$ 6.18	6.22	6.48
UNION JUNCTION...	6.21	6.25	6.51
BALTO. (Union Sta.)	\$ 6.22	\$ 6.26	\$ 6.52
BALTO. (Calvert Sta.)			
BALTO. (Union Sta.)		\$ 6.30	\$ 6.55
B. & P. JUNCTION...		6.31	6.56
PENNA. AVE...			
FULTON JUNCTION...		6.35	7.00
EDMONDSON...			
FREDERICK ROAD...			
LOUDON PARK...		6.40	7.04
ARBUS...			
HALETHORPE...			
WINANS...		6.44	7.08
PATAPSCO...			
STONY RUN...			
HARMAN...			
SEVERN...		6.52	7.15
ODENTON...		6.56	7.19
PATUXENT...			
ANDERSON...		7.00	7.23
ARUNDEL...			
JERICHO PARK...			
BOWIE...		7.04	7.26
SPRINGFIELD...			
GLENNDALE...			
SEABROOK...		7.09	7.30
LANHAM...			
ARDWICK...			
LANDOVER...		7.13	7.34
TUXEDO...			
12th STREET... (W. T.)		7.20	7.41
NEW YORK AVE...		7.22	7.42
WASHINGTON...	\$ 7.25	\$ 7.45	
Arrive	P. M.	P. M.	P. M.
	8083	123	127



STATIONS	FIRST CLASS		
	5135	133	183
	DAILY	DAILY	DAILY
Leave	P. M.	P. M.	P. M.
SPARROW'S POINT			
CHESAPEAKE MILLS			
N. E. BEAR C'K B'DGE			
SOLLERS			
TURNER			
DUNDALK			
ST. HELENA			
SUTTON			
COLGATE CREEK			
16th STREET			
FIFTH AVENUE			
UNION CROSSING			
HIGHLANDTOWN			
ORANGEVILLE			
NORTH POINT		7.55	8.05
BAY VIEW		7.57	8.07
CANTON JUNCTION		7.58	8.08
BIDDLE STREET		8.01	8.11
UNION JUNCTION		8.05	8.14
BALTO. (Union Sta.)	\$ 8.06	\$ 8.15	
BALTO. (Calvert Sta.)			
BALTO. (Union Sta.)	\$ 7.55	\$ 8.12	\$ 8.20
B. & P. JUNCTION	7.56	8.13	8.21
PENNA. AVE.			
FULTON JUNCTION	8.01	8.19	8.26
EDMONDSON			
FREDERICK ROAD			
LOUDON PARK	8.05	8.24	8.30
ARbutus			
HALETHORPE			
WINANS	8.09	8.28	8.34
PATAPSCO			
STONY RUN			
HARMAN			
SEVERN	8.17	8.37	8.42
ODENTON	8.21	8.41	8.46
PATUXENT			
ANDERSON	8.25	8.45	8.50
ARUNDEL			
JERICHO PARK			
BOWIE	8.29	8.49	8.54
SPRINGFIELD			
GLENNDALE			
SEABROOK	8.34	8.54	8.59
LANHAM			
ARDWICK			
LANDOVER	8.38	8.58	9.03
TUXEDO			
12th STREET (W. T.)	8.45	9.05	9.10
NEW YORK AVE.	8.47	9.07	9.12
WASHINGTON	\$ 8.50	\$ 9.10	\$ 9.15
Arrive	P. M.	P. M.	P. M.
	5135	133	183

## FIRST CLASS

	5271 SUNDAY ONLY		425 DAILY EX. SUN.	8177 SUNDAY ONLY	5127 DAILY
	P. M.		P. M.	P. M.	P. M.
				\$ 8.45	
				\$ 8.48	
				F 8.52	
				F 8.54	
				F 8.56	
				F 8.58	
				F 8.59	
				F 9.01	
				9.02	
				\$ 9.04	
				9.07	
				\$ 9.08	
				\$ 9.11	
	8.22		8.37		
	Z 8.24		Z 8.39		
	8.26		8.41	9.12	
	\$ 8.30		\$ 8.45	\$ 9.15	
	8.34		8.49	9.19	
	\$ 8.35		\$ 8.50	\$ 9.20	
					\$ 9.23
					9.24
					9.28
					9.32
					9.36
					9.43
					9.47
					9.51
					9.54
					9.58
					10.02
					10.09
					10.10
					\$ 10.13
	P. M.		P. M.	P. M.	P. M.
	5271		425	8177	5127

STATIONS	FIRST CLASS			
	129 DAILY	●415 SUNDAY ONLY	131 DAILY	199 DAILY
	Leave P. M.	P. M.	P. M.	P. M.
SPARROW'S POINT				
CHESAPEAKE MILLS				
N. E. BEAR C'K B'DGE				
SOLLERS				
TURNER				
DUNDALK				
ST. HELENA				
SUTTON				
COLGATE CREEK				
16th STREET				
FIFTH AVENUE				
UNION CROSSING				
HIGHLANDTOWN				
ORANGEVILLE				
NORTH POINT	9.15	9.35	9.46	10.33
BAY VIEW	9.17	9.37	9.48	10.35
CANTON JUNCTION	9.18	9.38	9.49	10.36
BIDDLE STREET	9.21	9.41	9.52	10.39
UNION JUNCTION	9.24	9.44	9.55	10.42
BALTO. (Union Sta.)	\$ 9.25	\$ 9.45	\$ 9.56	\$ 10.43
BALTO. (Calvert Sta.)	\$ 9.30	\$ 9.50	\$ 10.00	\$ 10.47
B. & P. JUNCTION	9.31	9.51	10.01	10.48
PENNA. AVE.				
FULTON JUNCTION	9.36	9.56	10.06	10.53
EDMONDSON				
FREDERICK ROAD				
LOUDON PARK	9.40	10.00	10.10	10.57
ARbutus				
HALETHORPE				
WINANS	9.44	10.04	10.14	11.01
PATAPS CO.				
STONY RUN				
HARMAN				
SEVERN	9.52	10.12	10.22	11.08
ODENTON	9.56	10.16	10.26	11.12
PATUXENT				
ANDERSON	10.00	10.20	10.30	11.16
ARUNDEL				
JERICHO PARK				
BOWIE	10.04	10.24	10.34	11.20
SPRINGFIELD				
GLENNDALE				
SEABROOK	10.09	10.29	10.39	11.24
LANHAM				
ARDWICK				
LANDOVER	10.13	10.33	10.43	11.28
TUXEDO				
12th STREET (W. T.)	10.20	10.40	10.50	11.35
NEW YORK AVE.	10.22	10.42	10.52	11.37
WASHINGTON	\$ 10.25	\$ 10.45	\$ 10.55	\$ 11.40
Arrive	P. M.	P. M.	P. M.	P. M.
	129	●415	131	199

## FIRST CLASS

187	137	111	163	8089	5137
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
P. M.	P. M.				
				\$ 11.20	
				\$ 11.23	
				F 11.27	
				F 11.28	
				F 11.30	
				F 11.31	
				F 11.32	
				F 11.33	
				Z 11.34	
				\$ 11.35	
				11.37	
				\$ 11.38	
				\$ 11.41	
10.41	10.55	11.13	11.22		
10.43	10.57	11.15	11.24		
10.44	10.58	11.16	11.25	11.41	
10.47	11.01	11.19	11.28	\$ 11.45	
10.50	11.04	11.22	11.31	11.49	
\$ 10.51	\$ 11.05	\$ 11.23	\$ 11.32	\$ 11.50	
\$ 10.55	\$ 11.08	\$ 11.26	\$ 11.37		\$ 11.50
10.56	11.09	11.27	11.38		11.51
11.01	11.14	11.32	11.43		11.56
					\$ 11.58
					F 12.00
11.05	11.18	11.36	11.47		F 12.02
7. 1925.	7. 1925.	14. 1925.	14. 1925.	14. 1925.	F 12.05
					F 12.07
11.09	11.22	11.40	11.51		F 12.09
					F 12.11
FIRST TRIP DECEMBER	F 12.15				
					F 12.18
					F 12.21
					\$ 12.26
					F 12.30
11.25	11.37	11.56	12.06		12.31
					F 12.34
					F 12.37
11.29	11.41	12.00	12.10		\$ 12.41
					F 12.44
					F 12.47
11.34	11.46	12.04	12.14		F 12.51
					F 12.54
					F 12.56
11.39	11.49	12.08	12.18		F 1.00
					F 1.03
11.45	11.56	12.15	12.25		1.09
11.48	11.58	12.17	12.27		1.12
\$ 11.50	\$ 12.01	\$ 12.20	\$ 12.30		\$ 1.15
P. M.	A. M.	A. M.	A. M.	P. M.	A. M.
187	137	111	163	8089	5137

## WASHINGTON TO NORTH POINT

STATIONS	FIRST CLASS		
	100	162	166
Arrive	A. M.	A. M.	A. M.
SPARROW'S POINT...			
CHESAPEAKE MILLS...			
N. E. BEAR C'K B'DGE...			
SOLLERS...			
TURNER...			
DUNDALK...			
ST. HELENA...			
SUTTON...			
COLGATE CREEK...			
16th STREET...			
FIFTH AVENUE...			
UNION CROSSING...			
HIGHLANDTOWN...			
ORANGEVILLE...			
NORTH POINT...	1.29	2.07	2.22
BAY VIEW...	1.27	2.05	2.20
CANTON JUNCTION...	1.26	2.03	2.18
BIDDLE STREET...	1.23	2.00	2.15
UNION JUNCTION...	1.19	1.56	2.11
BALTO. (Union Sta.)...	\$ 1.18	\$ 1.55	\$ 2.10
BALTO. (Calvert Sta.)...	\$ 1.09	\$ 1.50	\$ 1.55
B. & P. JUNCTION...	1.07	1.48	1.53
PENNA. AVE...			
FULTON JUNCTION...	1.03	1.43	1.49
EDMONDSON...			
FREDERICK ROAD...			
LOUDON PARK...	12.58	1.39	1.45
ARbutus...			
HALETHORPE...			
WINANS...	12.53	1.34	1.40
PATAPSCO...			
STONY RUN...			
HARMAN...			
SEVERN...	12.45	1.27	1.33
ODENTON...	12.41	1.22	1.29
PATUXENT...			
ANDERSON...	12.37	1.18	1.25
ARUNDEL...			
JERICHO PARK...			
BOWIE...	12.33	1.14	1.21
SPRINGFIELD...			
GLENNDALE...			
SEABROOK...	12.28	1.09	1.17
LANHAM...			
ARDWICK...			
LANDOVER...	12.23	1.04	1.12
TUXEDO...			
12th STREET... (W. T.)	12.16	12.56	1.05
NEW YORK AVE...	12.13	12.53	1.03
WASHINGTON...	\$ 12.10	\$ 12.50	\$ 1.00
Leave	A. M.	A. M.	A. M.
	100	162	166
	DAILY	DAILY	DAILY

## FIRST CLASS

422	168	400	144	8072	424
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
				\$ 6.38	
				\$ 6.34	
				F 6.30	
				F 6.27	
				F 6.24	
				F 6.21	
				F 6.19	
				F 6.18	
				6.16	
				\$ 6.15	
				6.12	
				\$ 6.11	
				\$ 6.08	
4.14	4.46	4.55	6.05		6.19
4.10	4.44	4.53	6.03		Z 6.15
4.08	4.43	4.52	6.02	6.07	6.13
\$ 4.05	4.40	4.49	5.59	\$ 6.05	\$ 6.10
4.01	4.37	4.46	5.56	6.01	6.06
\$ 4.00	\$ 4.36	\$ 4.45	\$ 5.55	\$ 6.00	\$ 6.05
	\$ 4.30	\$ 4.35	\$ 5.50		
	4.28	4.33	5.49		
	4.23	4.29	5.45		
	4.19	4.25	5.42		
	4.14	4.20	11, 1925.		
	4.07	4.13	5.31		
4.02	4.09	5.27			
	3.58	4.05	5.23		
	3.54	4.01	FIRST TRIP DECEMBER 11, 1925.		
	3.49	3.57	5.16		
	3.44	3.52	5.11		
	3.36	3.45	5.05		
	3.33	3.43	5.03		
\$ 3.30	\$ 3.40	\$ 5.00			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
422	168	400	144	8072	424
DAILY EX. SUN.	DAILY	DAILY	DAILY	DAILY	DAILY

STATIONS	FIRST CLASS		
	5100	8070	182
	Arrive	A. M.	A. M.
SPARROW'S POINT...			
CHESAPEAKE MILLS...			
N. E. BEAR C'K B'DGE	Sp	7.13	
SOLLERS...		7.09	
TURNER...			
DUNDALK...			
ST. HELENA...			
SUTTON...			
COLGATE CREEK...			
16th STREET...	Br	7.02	
FIFTH AVENUE...	anch.	\$ 7.01	
UNION CROSSING...		6.58	
HIGHLANDTOWN...		\$ 6.56	
ORANGEVILLE...		\$ 6.52	
NORTH POINT...			7.20
BAY VIEW...			7.18
CANTON JUNCTION...		6.51	7.17
BIDDLE STREET...		\$ 6.49	7.14
UNION JUNCTION...		6.46	7.11
BALTO. (Union Sta.)...		\$ 6.45	\$ 7.10
BALTO. (Calvert Sta.)...			
BALTO. (Union Sta.)...		\$ 6.40	\$ 7.05
B. & P. JUNCTION...		6.39	7.03
PENNA. AVE...			
FULTON JUNCTION...		6.34	6.59
EDMONDSON...	F	6.31	
FREDERICK ROAD...	F	6.27	
LOUDON PARK...	F	6.25	6.55
ARbutus...	F	6.21	
HALETHORPE...	F	6.18	
WINANS...	F	6.16	6.50
PATAPSCO...	F	6.13	
STONY RUN...	F	6.10	
HARMAN...	F	6.06	
SEVERN...	F	6.04	
ODENTON...	S	5.58	6.43
PATUXENT...	F	5.53	6.39
ANDERSON...		5.52	
ARUNDEL...	F	5.50	
JERICHO PARK...	F	5.48	
BOWIE...	S	5.41	6.31
SPRINGFIELD...	F	5.38	
GLENNDALE...	F	5.36	
SEABROOK...	F	5.33	6.27
LANHAM...	F	5.29	
ARDWICK...	F	5.27	
LANDOVER...	F	5.25	6.22
TUXEDO...	F	5.22	
12th STREET....(W. T.)		5.15	6.15
NEW YORK AVE...		5.13	6.13
WASHINGTON...	\$	5.10	\$ 6.10
Leave	A. M.	A. M.	A. M.
	5100	8070	182
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY

## FIRST CLASS

	8074	138	414	8076	
	A. M.	A. M.	A. M.	A. M.	
	\$ 7.55			\$ 8.43	
	\$ 7.52			\$ 8.40	
	F 7.48			F 8.36	
	F 7.46			F 8.34	
	F 7.44			F 8.32	
	F 7.42			F 8.30	
	F 7.40			F 8.28	
	\$ 7.39			F 8.27	
	7.37			8.25	
	\$ 7.36			\$ 8.24	
	7.33			8.22	
	\$ 7.32			\$ 8.21	
	\$ 7.29			\$ 8.18	
		7.48	8.05		
		7.46	8.03		
	7.28	7.45	8.02	8.18	
	\$ 7.25	7.42	7.59	\$ 8.15	
	7.21	7.39	7.56	8.11	
	\$ 7.20	\$ 7.38	\$ 7.55	\$ 8.10	
		\$ 7.35	\$ 7.49		
		7.33	7.47		
		7.29	7.43		
			\$ 7.40		
		7.25	7.37		
		7.20	7.33		
		7.13	\$ 7.25		
		7.09	\$ 7.20		
		7.05	7.15		
		7.01	\$ 7.11		
		6.57	7.06		
		6.52	7.01		
		6.45	6.55		
		6.43	6.53		
		\$ 6.40	\$ 6.50		
	A. M.	A. M.	A. M.	A. M.	
	<b>8074</b>	<b>138</b>	<b>414</b>	<b>8076</b>	
	DAILY EX SUN.	DAILY	DAILY	DAILY	

## WASHINGTON TO NORTH POINT

STATIONS	FIRST CLASS		
	5102	110	5240
Arrive	A. M.	A. M.	A. M.
SPARROW'S POINT			
CHESAPEAKE MILLS			
N. E. BEAR C'K B'DGE			
SOLLERS			
TURNER			
DUNDALK			
ST. HELENA			
SUTTON			
COLGATE CREEK			
16th STREET			
FIFTH AVENUE			
UNION CROSSING			
HIGHLANDTOWN			
ORANGEVILLE			
NORTH POINT		8.33	8.47
BAY VIEW		8.31	Z 8.44
CANTON JUNCTION		8.30	8.43
BIDDLE STREET		8.27	\$ 8.40
UNION JUNCTION		8.24	8.36
BALTO. (Union Sta.)		\$ 8.23	\$ 8.35
BALTO. (Calvert Sta.)		\$ 8.38	\$ 8.18
B. & P. JUNCTION	8.37	8.17	
PENNA. AVE.	\$ 8.34		
FULTON JUNCTION	8.32	8.13	
EDMONDSON	F 8.28		
FREDERICK ROAD	F 8.24		
LOUDON PARK	8.22	8.10	
ARUBUTUS	F 8.18		
HALETHORPE	F 8.16		
WINANS	F 8.14	8.06	
PATAPSCO	F 8.12		
STONY RUN	F 8.08		
HARMAN	F 8.04		
SEVERN	F 8.01	7.59	
ODENTON	S 7.56	7.55	
PATUXENT	F 7.51		
ANDERSON	Z 7.50	7.51	
ARUNDEL	F 7.47		
JERICHO PARK	F 7.45		
BOWIE	S 7.43	\$ 7.47	
SPRINGFIELD	F 7.39		
GLENNDALE	F 7.36		
SEABROOK	F 7.33	7.42	
LANHAM	F 7.30		
ARDWICK	F 7.27		
LANDOVER	F 7.24	7.37	
TUXEDO	F 7.21		
12th STREET (W. T.)	7.15	7.30	
NEW YORK AVE.	7.13	7.28	
WASHINGTON	S 7.10	\$ 7.25	
Leave	A. M.	A. M.	A. M.
	5102	110	5240
	DAILY	DAILY EX. SUN.	SUNDAY ONLY

## **FIRST CLASS**

## WASHINGTON TO NORTH POINT

STATIONS	FIRST CLASS		
	114	188	416
Arrive	A. M.	A. M.	A. M.
SPARROW'S POINT			
CHESAPEAKE MILLS			
N. E. BEAR C'K B'DGE			
SOLLERS			
TURNER			
DUNDALK			
ST. HELENA			
SUTTON			
COLGATE CREEK			
16th STREET			
FIFTH AVENUE			
UNION CROSSING			
HIGHLANDTOWN			
ORANGEVILLE			
NORTH POINT	10.05	10.25	10.30
BAY VIEW	10.03	10.23	10.28
CANTON JUNCTION	10.02	10.22	10.27
BIDDLE STREET	9.59	10.19	10.24
UNION JUNCTION	9.56	10.16	10.21
BALTO. (Union Sta.)	\$ 9.55	\$ 10.15	\$ 10.20
BALTO. (Calvert Sta.)			
BALTO. (Union Sta.)	\$ 9.52	\$ 10.10	
B. & P. JUNCTION	9.50	10.08	
PENNA. AVE.			
FULTON JUNCTION	9.46	10.04	
EDMONDSON			
FREDERICK ROAD			
LOUDON PARK	9.42	10.00	
ARUBUTUS			
HALETHORPE			
WINANS	9.38	9.55	
PATAPSCO			
STONY RUN			
HARMAN			
SEVERN	9.31	9.48	
ODENTON	9.27	9.44	
PATUXENT			
ANDERSON	9.24	9.40	
ARUNDEL			
JERICHO PARK			
BOWIE	9.20	9.36	
SPRINGFIELD			
GLENNDALE			
SEABROOK	9.16	9.32	
LANHAM			
ARDWICK			
LANDOVER	9.12	9.27	
TUXEDO			
12th STREET (W. T.)	9.05	9.20	
NEW YORK AVE.	9.03	9.18	
WASHINGTON	\$ 9.00	\$ 9.15	
Leave	A. M.	A. M.	A. M.
	114	188	416
	DAILY	DAILY	SUNDAY ONLY

## FIRST CLASS

	8078	●116	112	5110	118
	A. M.	A. M.	A. M.	A. M.	P. M.
	\$ 11.22				
	\$ 11.20				
	F 11.18				
	F 11.14				
	F 11.12				
	F 11.10				
	F 11.08				
	F 11.07				
	11.06				
	\$ 11.05				
	11.02				
	\$ 11.01				
	\$ 10.58				
		11.10	11.19		12.15
		11.08	11.17		12.13
	10.57	11.07	11.16		12.12
	\$ 10.54	11.04	11.13		12.09
	10.51	11.01	11.10		12.06
	\$ 10.50	\$ 11.00	\$ 11.09		\$ 12.05
		\$ 10.55	\$ 11.05	\$ 11.50	\$ 11.59
		10.53	11.03	11.48	11.57
		10.49	10.59	11.44	11.53
		10.45	10.55	11.39	11.48
		10.40	10.50	11.35	11.43
		10.33	10.43	11.28	11.35
		10.29	10.39	11.24	11.31
		10.25	10.35	11.20	11.27
		10.21	10.31	11.16	11.23
		10.17	10.27	11.12	11.18
		10.12	10.22	11.07	11.13
		10.05	10.15	11.00	11.06
		10.03	10.13	10.58	11.03
		\$ 10.00	\$ 10.10	\$ 10.55	\$ 11.00
	A. M.	A. M.	A. M.	A. M.	A. M.
	8078	●116	112	5110	118
	SATURDAY ONLY	DAILY EX. SUN.	DAILY	DAILY	DAILY

STATIONS	FIRST CLASS			
	406	8180	402	
	Arrive	P. M.	P. M.	P. M.
SPARROW'S POINT		\$ 2.05		
CHESAPEAKE MILLS		\$ 2.03		
N. E. BEAR C'K B'DGE				
SOLLERS		F 1.59		
TURNER		F 1.56		
DUNDALK		F 1.53		
ST. HELENA		F 1.51		
SUTTON		F 1.49		
COLGATE CREEK		F 1.47		
16th STREET		1.46		
FIFTH AVENUE		\$ 1.45		
UNION CROSSING		1.42		
HIGHLANDTOWN		\$ 1.41		
ORANGEVILLE		\$ 1.38		
NORTH POINT	1.00		1.55	
BAY VIEW	12.58		1.53	
CANTON JUNCTION	12.57	1.37	1.52	
BIDDLE STREET	K 12.54	\$ 1.34	1.49	
UNION JUNCTION	12.51	1.31	1.46	
BALTO. (Union Sta.)	\$ 12.50	\$ 1.30	\$ 1.45	
BALTO. (Calvert Sta.)				
BALTO. (Union Sta.)	\$ 12.40		\$ 1.40	
B. & P. JUNCTION	12.38		1.39	
PENNA. AVE.				
FULTON JUNCTION	12.33		1.35	
EDMONDSON			J 1.34	
FREDERICK ROAD				
LOUDON PARK	12.29		1.32	
ARBUS				
HALETHORPE				
WINANS	12.25		1.28	
PATAPSCO				
STONY RUN				
HARMAN				
SEVERN	12.18		1.21	
ODENTON	12.14		1.17	
PATUXENT				
ANDERSON	12.10		1.13	
ARUNDEL				
JERICHO PARK				
BOWIE	12.06		1.10	
SPRINGFIELD				
GLENNDALE				
SEABROOK	12.02		1.06	
LANHAM				
ARDWICK				
LANDOVER	11.57		1.01	
TUXEDO				
12th STREET (W. T.)	11.50		12.55	
NEW YORK AVE.	11.48		12.53	
WASHINGTON	\$ 11.45		\$ 12.50	
Leave	A. M.	P. M.	P. M.	
	406	8180	402	
	DAILY	SUNDAY ONLY	DAILY	

## FIRST CLASS

	<b>128</b>	<b>8080</b>		<b>5082</b>	<b>5114</b>
	P. M.	P. M.		P. M.	P. M.
		\$ 2.40			
		\$ 2.38			
		F 2.34			
		F 2.32			
		F 2.30			
		F 2.28			
		F 2.26			
		F 2.25			
		2.24			
		\$ 2.23			
		2.20			
		\$ 2.19			
		\$ 2.17			
	2.15			2.32	
	2.13			Z 2.30	
	2.12	2.17		2.28	
	2.09	\$ 2.14		\$ 2.25	
	2.08	2.11		2.21	
	\$ 2.05	\$ 2.10		\$ 2.20	
	\$ 2.00				\$ 2.43
	1.58				2.41
	1.53				2.37
				F 2.35	
				F 2.32	
	1.49				F 2.30
				F 2.26	
				F 2.24	
	1.45				F 2.22
				F 2.19	
				F 2.15	
				F 2.12	
	1.38				F 2.09
	1.34				\$ 2.04
				F 1.58	
	1.30				1.57
				F 1.54	
				F 1.52	
	1.26				\$ 1.50
				F 1.47	
				F 1.44	
	1.22				F 1.42
				F 1.39	
				F 1.36	
	1.17				F 1.33
				F 1.30	
	1.10				1.24
	1.08				1.21
	\$ 1.05				\$ 1.18
	P. M.	P. M.		P. M.	P. M.
	<b>128</b>	<b>8080</b>		<b>5082</b>	<b>5114</b>
	DAILY	DAILY EX. SUN.		DAILY EX. SUN.	DAILY

STATIONS	FIRST CLASS			
	●186	404		
Arrive	P. M.	P. M.		
SPARROW'S POINT...				
CHESAPEAKE MILLS...				
N. E. BEAR C'K B'DGE...				
SOLLERS...				
TURNER...				
DUNDALK...				
ST. HELENA...				
SUTTON...				
COLGATE CREEK...				
16th STREET...				
FIFTH AVENUE...				
UNION CROSSING...				
HIGHLANDTOWN...				
ORANGEVILLE...				
NORTH POINT...	3.05	3.17		
BAY VIEW...	3.03	3.14		
CANTON JUNCTION...	3.02	3.13		
BIDDLE STREET...	2.59	3.11		
UNION JUNCTION...	2.56	3.08		
BALTO. (Union Sta.)...	\$ 2.55	\$ 3.07		
BALTO. (Calvert Sta.)...				
BALTO. (Union Sta.)...	\$ 2.50	\$ 3.04		
B. & P. JUNCTION...	2.49	3.02		
PENNA. AVE...				
FULTON JUNCTION...	2.45	2.58		
EDMONDSON...		F 2.56		
FREDERICK ROAD...				
LOUDON PARK...	2.42	2.53		
ARUBUTUS...				
HALETHORPE...				
WINANS...	2.38	2.49		
PATAPSICO...				
STONY RUN...				
HARMAN...				
SEVERN...	2.31	2.42		
ODENTON...	2.27	F 2.37		
PATUXENT...				
ANDERSON...	2.23	2.33		
ARUNDEL...				
JERICHO PARK...				
BOWIE...	2.20	2.30		
SPRINGFIELD...		J 2.28		
GLENNDALE...				
SEABROOK...	2.16	L 2.25		
LANHAM...		J 2.23		
ARDWICK...				
LANDOVER...	2.11	2.19		
UXEDO...				
12th STREET...(W. T.)	2.05	2.13		
NEW YORK AVE...	2.03	2.11		
WASHINGTON...	\$ 2.00	\$ 2.08		
Leave	P. M.	P. M.		
	●186	404		
	DAILY	DAILY		

## FIRST CLASS

	<b>8186</b>	<b>180</b>	<b>124</b>	<b>8082</b>	<b>412</b>
	P. M.	P. M.	P. M.	P. M.	P. M.
				\$ 4.42	
				\$ 4.39	
	3.39				
	3.35			F 4.35	
				F 4.33	
				F 4.30	
				F 4.27	
	\$ 3.29			F 4.22	
				F 4.20	
	3.27				4.19
	\$ 3.26			\$ 4.18	
	3.23				4.15
	\$ 3.22			\$ 4.14	
	\$ 3.19			\$ 4.12	
		3.35	4.10		4.22
		3.33	4.07		4.19
		3.18	3.32	4.06	4.12
		\$ 3.15	3.29	4.04	\$ 4.09
		3.11	3.26	4.01	4.06
		\$ 3.10	\$ 3.25	\$ 4.00	\$ 4.05
					\$ 4.12
		\$ 3.20	\$ 3.56		\$ 4.01
		3.19	3.54		4.00
		3.15	3.49		3.56
		3.12	3.45		3.52
		3.08	3.40		3.48
		3.01	3.32		3.41
		2.57	3.28		3.37
		2.53	3.24		3.33
		2.50	3.21		\$ 3.29
		2.46	3.17		F 3.27
					F 3.25
		2.41	3.12		3.23
					F 3.19
		2.35	3.05		3.15
		2.33	3.03		
		\$ 2.30	\$ 3.00		\$ 3.08
					3.06
					\$ 3.03
	P. M.	P. M.	P. M.	P. M.	P. M.
	<b>8186</b>	<b>180</b>	<b>124</b>	<b>8082</b>	<b>412</b>
	DAILY EX. SAT. & SUN.	DAILY	DAILY	DAILY EX. SUN.	DAILY

## WASHINGTON TO NORTH POINT

STATIONS	FIRST CLASS			
	5088	5112	5116	
Arrive	P. M.	P. M.	P. M.	
SPARROW'S POINT				
CHESAPEAKE MILLS				
N. E. BEAR C'K B'DGE				
SOLLERS				
TURNER				
DUNDALK				
ST. HELENA				
SUTTON				
COLGATE CREEK				
16th STREET				
FIFTH AVENUE				
UNION CROSSING				
HIGHLANDTOWN				
ORANGEVILLE				
NORTH POINT	4.27			
BAY VIEW	Z 4.24			
CANTON JUNCTION	4.22			
BIDDLE STREET	\$ 4.20			
UNION JUNCTION	4.16			
BALTO. (Union Sta.)	\$ 4.15			
BALTO. (Calvert Sta.)				
BALTO. (Union Sta.)		\$ 4.20	\$ 4.30	
B. & P. JUNCTION		4.19	4.29	
PENNA. AVE.				
FULTON JUNCTION		4.15	4.25	
EDMONDSON				
FREDERICK ROAD				
LOUDON PARK		4.12	4.22	
ARBUSUS				
HALETHORPE				
WINANS		4.08	4.18	
PATAPSCO				
STONY RUN				
HARMAN				
SEVERN		4.01	4.11	
ODENTON		3.57	4.07	
PATUXENT				
ANDERSON		3.53	4.03	
ARUNDEL				
JERICHO PARK				
BOWIE		3.50	4.00	
SPRINGFIELD				
GLENNDALE				
SEABROOK		3.46	3.56	
LANHAM				
ARDWICK				
LANDOVER		3.41	3.51	
UXEDO				
12th STREET (W. T.)		3.35	3.45	
NEW YORK AVE.		3.33	3.43	
WASHINGTON		\$ 3.30	\$ 3.40	
Leave	P. M.	P. M.	P. M.	
	5088	5112	5116	
	DAILY EX. SUN.	DAILY	DAILY	

## FIRST CLASS

130	8084	132	108	5084	5128
P. M.					
	\$ 5.36				
	\$ 5.32				
	F 5.28				
	F 5.26				
	F 5.24				
	F 5.23				
	F 5.21				
	F 5.20				
	5.19				
	\$ 5.18				
	5.15				
	\$ 5.14				
	\$ 5.12				
5.10		5.40	5.50	5.57	
5.08		5.38	5.48	Z 5.54	
5.07	5.12	5.37	5.47	5.52	
5.04	\$ 5.09	5.34	5.44	\$ 5.50	
5.01	5.06	5.31	5.41	5.46	
\$ 5.00	\$ 5.05	\$ 5.30	\$ 5.40	\$ 5.45	
\$ 4.56		\$ 5.25	\$ 5.35		\$ 5.45
4.54		5.23	5.34		5.43
4.49		5.18	5.30		5.39
					\$ 5.36
4.45		5.14	5.27		5.33
4.40		5.10	5.23		5.29
4.32		5.03	5.16		5.22
4.28		4.59	5.12		5.18
4.24		4.55	5.08		5.14
4.21		4.51	5.05		\$ 5.10
4.17		4.47	5.01		5.05
4.12		4.42	4.56		5.01
4.05		4.35	4.50		4.55
4.03		4.33	4.48		4.53
\$ 4.00		\$ 4.30	\$ 4.45		\$ 4.50
P. M.					
130	8084	132	108	5084	5128
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY

## WASHINGTON TO NORTH POINT

STATIONS	FIRST CLASS			
	5118	5120	142	
	Arrive	P. M.	P. M.	P. M.
SPARROW'S POINT				
CHESAPEAKE MILLS				
N. E. BEAR C'K B'DGE				
SOLLERS				
TURNER				
DUNDALK				
ST. HELENA				
SUTTON				
COLGATE CREEK				
16th STREET				
FIFTH AVENUE				
UNION CROSSING				
HIGHLANDTOWN				
ORANGEVILLE				
NORTH POINT			6.44	
BAY VIEW			6.42	
CANTON JUNCTION			6.41	
BIDDLE STREET			6.38	
UNION JUNCTION			6.35	
BALTO. (Union Sta.)			\$ 6.34	
BALTO. (Calvert Sta.)	\$ 6.03	\$ 6.45	\$ 6.30	
B. & P. JUNCTION	6.02	6.43	6.28	
PENNA. AVE.	\$ 5.59			
FULTON JUNCTION	5.57	6.39	6.24	
EDMONDSON	\$ 5.54	F 6.36	\$ 6.21	
FREDERICK ROAD	\$ 5.50	F 6.33		
LOUDON PARK	5.48	6.31	6.18	
ARbutus				
HALETHORPE	F 5.44			
WINANS	5.42	F 6.26	6.13	
PATAPSCO		F 6.22		
STONY RUN		F 6.18		
HARMAN	F 5.37	F 6.15		
SEVERN	5.35	F 6.13	6.05	
ODENTON	\$ 5.30	\$ 6.08	6.00	
PATUXENT		F 6.03		
ANDERSON	5.26	6.02	5.56	
ARUNDEL		F 5.58		
JERICHO PARK		F 5.55		
BOWIE	\$ 5.21	\$ 5.46	K 5.52	
SPRINGFIELD		F 5.42		
GLENNDALE		F 5.38		
SEABROOK	5.15	F 5.35	5.47	
LANHAM		F 5.31		
ARDWICK		F 5.27		
LANDOVER	5.11	F 5.24	5.42	
TUXEDO		F 5.21		
12th STREET (W. T.)	5.05	5.15	5.35	
NEW YORK AVE.	5.03	5.13	5.33	
WASHINGTON	\$ 5.00	\$ 5.10	\$ 5.30	
Leave	P. M.	P. M.	P. M.	
	5118	5120	142	
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	

## FIRST CLASS

	<b>428</b>	<b>5126</b>	<b>8182</b>	<b>5124</b>	<b>5122</b>
	P. M.				
			\$ 8.30		
			\$ 8.28		
			F 8.24		
			F 8.21		
			F 8.18		
			F 8.16		
			F 8.15		
			F 8.14		
			8.13		
			\$ 8.12		
			8.09		
			\$ 8.08		
			\$ 8.06		
	<b>7.08</b>				
	<b>Z 7.05</b>				
	<b>7.03</b>		<b>8.06</b>		
	<b>\$ 7.00</b>		<b>\$ 8.04</b>		
	<b>6.56</b>		<b>8.01</b>		
	<b>\$ 6.55</b>		<b>\$ 8.00</b>		
		<b>\$ 7.22</b>		<b>\$ 8.05</b>	<b>\$ 7.43</b>
		<b>7.20</b>		<b>8.04</b>	<b>7.41</b>
		<b>7.16</b>		<b>7.59</b>	<b>7.37</b>
				<b>F 7.57</b>	
				<b>F 7.54</b>	
		<b>7.12</b>		<b>F 7.52</b>	<b>7.33</b>
				<b>F 7.48</b>	
				<b>F 7.46</b>	
		<b>7.08</b>		<b>F 7.44</b>	<b>7.29</b>
				<b>F 7.41</b>	
				<b>F 7.38</b>	
				<b>F 7.35</b>	
		<b>7.01</b>		<b>F 7.33</b>	<b>7.22</b>
		<b>6.57</b>		<b>\$ 7.29</b>	<b>7.18</b>
				<b>F 7.22</b>	
		<b>6.54</b>		<b>7.21</b>	<b>7.14</b>
				<b>F 7.17</b>	
				<b>F 7.13</b>	
		<b>6.50</b>		<b>\$ 7.08</b>	<b>7.10</b>
				<b>F 7.02</b>	
				<b>F 6.59</b>	
		<b>6.46</b>		<b>F 6.56</b>	<b>7.06</b>
				<b>F 6.53</b>	
				<b>F 6.50</b>	
		<b>6.42</b>		<b>F 6.48</b>	<b>7.02</b>
				<b>F 6.45</b>	
		<b>6.35</b>		<b>6.40</b>	<b>6.55</b>
		<b>6.33</b>		<b>6.38</b>	<b>6.53</b>
		<b>\$ 6.30</b>		<b>\$ 6.35</b>	<b>\$ 6.50</b>
	<b>P. M.</b>				
	<b>428</b>	<b>5126</b>	<b>8182</b>	<b>5124</b>	<b>5122</b>
	DAILY	DAILY	SUNDAY ONLY	DAILY	DAILY

## WASHINGTON TO NORTH POINT

STATIONS	FIRST CLASS			
	134	5130	172	
Arrive	P. M.	P. M.	P. M.	
SPARROW'S POINT				
CHESAPEAKE MILLS				
N. E. BEAR C'K B'DGE				
SOLLERS				
TURNER				
DUNDALK				
ST. HELENA				
SUTTON				
COLGATE CREEK				
16th STREET				
FIFTH AVENUE				
UNION CROSSING				
HIGHLANDTOWN				
ORANGEVILLE				
NORTH POINT	8.05		8.45	
BAY VIEW	8.03		8.43	
CANTON JUNCTION	8.02		8.42	
BIDDLE STREET	7.59		8.39	
UNION JUNCTION	7.56		8.36	
BALTO. (Union Sta.)	\$ 7.55		\$ 8.35	
BALTO. (Calvert Sta.)	\$ 7.50	\$ 8.20	\$ 8.28	
B. & P. JUNCTION	7.49	8.18	8.26	
PENNA. AVE.				
FULTON JUNCTION	7.45	8.14	8.22	
EDMONDSON				
FREDERICK ROAD				
LOUDON PARK	7.42	8.09	8.18	
ARUBUTUS				
HALETHORPE				
WINANS	7.38	8.05	8.13	
PATAPSCO				
STONY RUN				
HARMAN				
SEVERN	7.31	7.58	8.06	
ODENTON	7.27	7.54	8.02	
PATUXENT				
ANDERSON	7.23	7.50	7.58	
ARUNDEL				
JERICHO PARK				
BOWIE	7.20	7.46	7.54	
SPRINGFIELD				
GLENNDALE				
SEABROOK	7.16	7.42	7.49	
LANHAM				
ARDWICK				
LANDOVER	7.11	7.37	7.44	
TUXEDO				
12th STREET (W. T.)	7.05	7.30	7.36	
NEW YORK AVE.	7.03	7.28	7.33	
WASHINGTON	\$ 7.00	\$ 7.25	\$ 7.30	
Leave	P. M.	P. M.	P. M.	
	134	5130	172	
	DAILY	DAILY	DAILY	

## FIRST CLASS

	194	8088	140	5140	5132
	P. M.	P. M.	P. M.	P. M.	A. M.
		\$ 10.40			
		\$ 10.37			
		F 10.33			
		F 10.31			
		F 10.29			
		F 10.28			
		F 10.26			
		F 10.25			
		10.24			
		\$ 10.23			
		10.20			
		\$ 10.19			
		\$ 10.17			
	8.55		11.41		
	8.53		Z 11.38		
	8.52	10.17	11.37		
	8.49	\$ 10.14	11.34		
	8.46	10.11	11.31		
	\$ 8.45	\$ 10.10	\$ 11.30		
	\$ 8.35		\$ 10.40	\$ 11.23	\$ 1.03
	8.33		10.38	11.21	1.02
	8.28		10.34	11.17	12.57
		F 10.32		F 12.54	
				F 12.51	
	8.24		10.30	11.13	12.50
				F 12.47	
				F 12.46	
	8.19		10.25	11.09	12.44
TRIP NOVEMBER 5, 1925.					F 12.40
					F 12.37
					F 12.34
					\$ 12.29
	8.12		10.18	11.02	F 12.24
	8.07		10.14	10.58	
	8.03		10.10	10.54	Z 12.23
					F 12.21
					F 12.18
	7.59		\$ 10.05	10.50	\$ 12.15
			F 10.02		F 12.12
			F 9.59		F 12.09
	7.54		F 9.55	10.46	F 12.06
			F 9.51		F 12.02
					F 11.59
	7.49		9.47	10.42	F 11.56
					F 11.52
	7.41		9.40	10.35	11.45
	7.38		9.38	10.33	11.43
	\$ 7.35		\$ 9.35	\$ 10.30	\$ 11.40
	P. M.	P. M.	P. M.	P. M.	P. M.
	194	8088	140	5140	5132
	DAILY	DAILY	DAILY	DAILY	DAILY

## BOWIE TO POPE'S CREEK

STATIONS	FIRST CLASS			
	5181	5191	5183	
	DAILY EX. SUN.	SUNDAY ONLY	DAILY EX. SUN.	
Leave	A. M.	A. M.	P. M.	
BOWIE.....	\$ 8.25	\$ 9.15	\$ 5.47	.....
COLLINGTON.....	\$ 8.32	\$ 9.22	\$ 5.53	.....
MULLIKIN.....	\$ 8.39	\$ 9.29	\$ 6.00	.....
HALL.....	F 8.43	F 9.33	F 6.03	.....
LEELAND.....	F 8.48	F 9.38	F 6.08	.....
HILL.....	F 8.52	F 9.42	F 6.12	.....
MARLBORO.....	F 8.57	S 9.47	S 6.17	.....
CHEW.....	F 9.04	F 9.53	F 6.23	.....
CROOME.....	F 9.08	F 9.57	F 6.27	.....
DULEY.....	F 9.15	F 10.04	F 6.34	.....
CHELTENHAM.....	F 9.19	F 10.08	F 6.38	.....
TALBERT.....	F 9.21	F 10.10	F 6.40	.....
BRANDYWINE.....	S 9.33	S 10.15	S 6.47	.....
OSBORNE.....	F 9.38	F 10.20	F 6.52	.....
MATTAWOMAN.....	F 9.40	F 10.23	F 6.54	.....
WALDORF.....	F 9.46	F 10.28	F 7.00	.....
WHITE PLAIN.....	F 9.53	F 10.34	F 7.07	.....
ROSEWICK.....	F 9.58	F 10.39	F 7.12	.....
LA PLATA.....	F 10.05	F 10.43	F 7.18	.....
PORT TOBACCO.....	F 10.09	F 10.46	F 7.21	.....
COX.....	F 10.18	F 10.53	F 7.28	.....
LOTHAIR.....	F 10.23	F 10.57	F 7.34	.....
POPE'S CREEK.....	S 10.31	S 11.06	S 7.42	.....
Arrive	A. M.	A. M.	P. M.	
	5181	5191	5183	

## POPE'S CREEK TO BOWIE

STATIONS	FIRST CLASS			
	5180	5190	5182	
	Arrive	A. M.	A. M.	P. M.
BOWIE.....	\$ 7.40	\$ 8.40	\$ 4.42	.....
COLLINGTON.....	\$ 7.33	\$ 8.33	\$ 4.35	.....
MULLIKIN.....	\$ 7.26	\$ 8.26	\$ 4.28	.....
HALL.....	F 7.21	F 8.21	F 4.23	.....
LEELAND.....	F 7.16	F 8.16	F 4.18	.....
HILL.....	F 7.12	F 8.12	F 4.13	.....
MARLBORO.....	S 7.07	S 8.07	S 4.08	.....
CHEW.....	F 7.02	F 8.02	F 4.01	.....
CROOME.....	F 6.58	F 7.58	F 3.57	.....
DULEY.....	F 6.52	F 7.52	F 3.51	.....
CHELTENHAM.....	F 6.48	F 7.48	F 3.46	.....
TALBERT.....	F 6.46	F 7.46	F 3.44	.....
BRANDYWINE.....	S 6.41	S 7.41	S 3.40	.....
OSBORNE.....	F 6.35	F 7.35	F 3.32	.....
MATTAWOMAN.....	F 6.32	F 7.32	F 3.29	.....
WALDORF.....	F 6.27	F 7.27	F 3.24	.....
WHITE PLAIN.....	F 6.21	F 7.21	F 3.17	.....
ROSEWICK.....	F 6.16	F 7.16	F 3.11	.....
LA PLATA.....	F 6.13	F 7.13	F 3.07	.....
PORT TOBACCO.....	F 6.09	F 7.09	F 3.01	.....
COX.....	S 6.02	S 7.02	S 2.54	.....
LOTHAIR.....	F 5.58	F 6.58	F 2.50	.....
POPE'S CREEK.....	S 5.50	S 6.50	S 2.42	.....
Leave	A. M.	A. M.	P. M.	
	5180	5190	5182	
	DAILY EX. SUN.	SUNDAY ONLY	DAILY EX. SUN.	

## FIRST CLASS

	<b>5193</b>				
	SUNDAY ONLY				
	P. M.				
	<b>S 6.30</b>				
	<b>S 6.37</b>				
	<b>S 6.44</b>				
	<b>F 6.48</b>				
	<b>F 6.53</b>				
	<b>F 6.57</b>				
	<b>S 7.02</b>				
	<b>F 7.08</b>				
	<b>F 7.12</b>				
	<b>F 7.19</b>				
	<b>F 7.23</b>				
	<b>F 7.25</b>				
	<b>S 7.30</b>				
	<b>F 7.35</b>				
	<b>F 7.38</b>				
	<b>F 7.43</b>				
	<b>F 7.49</b>				
	<b>F 7.54</b>				
	<b>F 7.58</b>				
	<b>F 8.01</b>				
	<b>F 8.08</b>				
	<b>F 8.12</b>				
	<b>S 8.20</b>				
	P. M.				
	<b>5193</b>				

## NORTHWARD

## FIRST CLASS

	<b>5192</b>				
	P. M.				
	<b>S 5.45</b>				
	<b>S 5.38</b>				
	<b>S 5.31</b>				
	<b>F 5.26</b>				
	<b>F 5.21</b>				
	<b>F 5.17</b>				
	<b>S 5.12</b>				
	<b>F 5.07</b>				
	<b>F 5.03</b>				
	<b>F 4.57</b>				
	<b>F 4.53</b>				
	<b>F 4.51</b>				
	<b>S 4.48</b>				
	<b>F 4.40</b>				
	<b>F 4.37</b>				
	<b>F 4.32</b>				
	<b>F 4.26</b>				
	<b>F 4.21</b>				
	<b>F 4.18</b>				
	<b>F 4.14</b>				
	<b>S 4.07</b>				
	<b>F 4.03</b>				
	<b>S 3.55</b>				
	P. M.				
	<b>5192</b>				
	SUNDAY ONLY				

## WESTERN MARYLAND RAILWAY PASSENGER TRAINS

## HILLEN JCT. TO FULTON JCT.

STATIONS	FIRST CLASS			
	1 DAILY EX. SUN.	43 DAILY EX. SUN.	101 SUNDAY ONLY	3 DAILY
Leave	A. M.	A. M.	A. M.	A. M.
HILLEN JUNCTION-----	3.42	6.52	7.37	7.57
UNION STATION-----	\$ 3.48	\$ 6.55	\$ 7.42	\$ 8.02
B. & P. JUNCTION-----	3.49	6.57	7.43	8.03
PENNA. AVE.-----				
FULTON JUNCTION---	3.53	7.01	7.47	8.07
Arrive	A. M.	A. M.	A. M.	A. M.
	1	43	101	3

## WESTERN MARYLAND RAILWAY PASSENGER TRAINS

## FULTON JCT. TO HILLEN JCT.

STATIONS	FIRST CLASS		
	20	48	22
Arrive	A. M.	A. M.	A. M.
HILLEN JUNCTION-----	7.45	8.12	8.46
UNION STATION-----	\$ 7.43	\$ 8.10	\$ 8.44
B. & P. JUNCTION-----	7.41	8.09	8.43
PENNA. AVE.-----			
FULTON JUNCTION---	7.37	8.05	8.39
Leave	A. M.	A. M.	A. M.
	20	48	22
	DAILY EX. SUN.	DAILY	DAILY

**SOUTHWARD****FIRST CLASS**

		<b>17</b> DAILY P. M.		<b>5</b> DAILY EX. SUN. P. M.	<b>47</b> DAILY P. M.	<b>21</b> DAILY EX. SUN. P. M.	<b>105</b> SUNDAY ONLY P. M.
		1.52		4.32	5.32	5.52	5.52
		\$1.55		\$4.37	\$5.35	\$5.56	\$5.56
		1.56		4.38	5.37	5.58	5.58
		2.00		4.42	5.41	6.02	6.02
		P. M.		P. M.	P. M.	P. M.	P. M.
		<b>17</b>		<b>5</b>	<b>47</b>	<b>21</b>	<b>105</b>

**NORTHWARD****FIRST CLASS**

<b>6</b>	<b>2</b>	<b>44</b>	<b>4</b>		
A. M.	P. M.	P. M.	P. M.		
11.02	6.12	7.31	7.57		
\$ 11.00	\$ 6.09	\$ 7.29	\$ 7.55		
10.58	6.08	7.28	7.54		
10.54	6.04	7.24	7.50		
A. M.	P. M.	P. M.	P. M.		
<b>6</b>	<b>2</b>	<b>44</b>	<b>4</b>		
DAILY	DAILY	DAILY EX. SUN.	DAILY		

STATIONS	FIRST CLASS		
	541	8023	8001
	DAILY	DAILY EX. SUN.	DAILY EX. SUN.
Leave	A. M.	A. M.	A. M.
BALTIMORE			\$ 6.10
UNION STATION	\$ 4.15		\$ 6.14
MT. VERNON	4.18		6.17
WOODBERRY	F 4.21		F 6.20
MELVALE	F 4.23		F 6.22
MT. WASHINGTON	F 4.27		\$ 6.26
BARE HILLS	F 4.28		F 6.28
HOLLINS	F 4.30		\$ 6.30
ROCKLAND			
BROOKLANDVILLE			
ROGERS			
LYSTRA			
STEVENSON			
ECCLESTON			
CHATTOLANEE			
GARRISON FOREST			
TURNPIKE			
GREEN SPRING JCT.			
BRIGHTSIDE			F 6.32
LAKE			\$ 6.33
RUXTON	F 4.33		\$ 6.35
RIDERWOOD	F 4.35		\$ 6.37
LUTHERVILLE	S 4.38		\$ 6.41
TIMONIUM	F 4.41		\$ 6.44
PADONIA	F 4.43		F 6.47
TEXAS	F 4.45		S 6.50
COCKEYSVILLE	S 4.48		S 6.55
ASHLAND	F 4.50		
PHOENIX	S 4.54		
SPARKS	F 4.58		
GLENCOE	F 5.00		
CORBETT	F 5.04		
MONKTON	S 5.06		
BLUE MOUNT	F 5.10		
WHITE HALL	S 5.13		
GRAYSTONE	F 5.14		
PARKTON	S 5.19		
WALKER	F 5.22		
BENTLEY SPRINGS	F 5.26		
FREELAND	F 5.34		
GROVE	F 5.41		
NEW FREEDOM	S 5.43		
SHREWSBURY	S 5.46		
SEITZLAND	S 5.50		
GLEN ROCK	S 5.52		
LARUE	F 5.56		
HANOVER JCT.	S 6.01		
SMYSER	S 6.04		
GLATFELTER	S 6.09		
BRILHART	S 6.15		
GRANTLEY	S 6.22		
YORK	{ S 6.28	\$ 7.57	
	{ S 6.33		
LOUCKS	6.36	8.00	
EMIGSVILLE	S 6.42	\$ 8.06	
SUMMIT	6.45	8.09	
MT. WOLF	S 6.48	\$ 8.12	
WAGO	F 6.51		
YORK HAVEN (Phil. D.)	\$ 6.55	\$ 8.18	
CLY	S 6.58	\$ 8.21	
HARRISBURG	S 7.30	\$ 8.52	
Arrive	A. M.	A. M.	A. M.
	541	8023	8001

## FIRST CLASS

	8051 DAILY EX.SUN.	991 DAILY	8151 SUNDAY ONLY	971 DAILY	8101 SUNDAY ONLY
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 7.00		\$ 8.30		\$ 9.00
	\$ 7.04	\$ 7.35	\$ 8.34	\$ 8.57	\$ 9.04
	7.07	7.38	8.37	9.00	9.07
	F 7.10	S 7.41	F 8.40	9.03	F 9.10
	F 7.12	F 7.44	F 8.42		F 9.12
	\$ 7.16	\$ 7.48	\$ 8.46	9.07	\$ 9.16
	F 7.18	F 7.50	F 8.48		F 9.18
	S 7.20	S 7.52	S 8.50	9.09	\$ 9.20
	\$ 7.25		\$ 8.55		
	\$ 7.28		\$ 8.58		
	\$ 7.31		\$ 9.01		
	F 7.33		F 9.03		
	S 7.35		\$ 9.05		
	F 7.39		F 9.07		
	S 7.42		S 9.10		
	F 7.44		F 9.12		
	F 7.45		F 9.14		
	7.46		9.15		
		F 7.53			F 9.22
		S 7.55			S 9.23
		S 7.57			S 9.25
		S 7.59		9.12	S 9.27
		S 8.03			S 9.31
		S 8.06		9.17	S 9.34
		F 8.08			F 9.37
		S 8.10			S 9.40
		S 8.14		9.21	S 9.45
		S 8.16			
		S 8.21			
		S 8.25			
		S 8.28		9.29	
		S 8.32			
		S 8.35			
		F 8.39			
		S 8.43			
		F 8.45			
		S 8.49		9.42	
		F 8.52			
		S 8.55			
		S 9.01		9.51	
		9.07		9.58	
		S 9.10			
		S 9.13			
		S 9.17			
		S 9.21		10.05	
		F 9.25			
		S 9.30			
		S 9.33			
		S 9.36		10.15	
		S 9.42			
		F 9.48		10.25	
		S 9.54		\$ 10.30	
		10.00		10.35	
		10.03		10.38	
		S 10.09			
		10.12		10.44	
		S 10.15			
		F 10.17			
		S 10.22			
		S 10.26		10.53	
		S 11.00		\$ 11.15	
	A. M.	A. M.	A. M.	A. M.	A. M.
	8051	991	8151	971	8101

STATIONS	FIRST CLASS			
	8021	527	8025	
	DAILY	DAILY	DAILY	
Leave	A. M.	NOON	P. M.	
BALTIMORE	\$ 10.30			
UNION STATION	\$ 10.34	\$ 12.00		
MT. VERNON	10.37	12.04		
WOODBERRY	F 10.40	12.07		
MELVALE	F 10.42			
MT. WASHINGTON	\$ 10.46	12.11		
BARE HILLS	F 10.48			
HOLLINS	\$ 10.50	12.13		
ROCKLAND				
BROOKLANDVILLE				
ROGERS				
LYSTRA				
STEVENSON				
ECCLESTON				
CHATTOLANEE				
GARRISON FOREST				
TURNPIKE				
GREEN SPRING JCT.				
BRIGHTSIDE	F 10.52			
LAKE	\$ 10.53			
RUXTON	\$ 10.55			
RIDERWOOD	\$ 10.57	12.16		
LUTHERVILLE	\$ 11.01			
TIMONIUM	\$ 11.04	12.21		
PADONIA	F 11.06			
TEXAS	\$ 11.09			
COCKEYSVILLE	\$ 11.13	12.26		
ASHLAND	\$ 11.15			
PHOENIX	\$ 11.20			
SPARKS	\$ 11.25			
GLENCOE	\$ 11.27	12.34		
CORBETT	\$ 11.32			
MONKTON	\$ 11.35			
BLUE MOUNT	F 11.39			
WHITE HALL	\$ 11.45			
GRAYSTONE	F 11.47			
PARKTON	\$ 11.52	\$ 12.47		
WALKER	F 11.55			
BENTLEY SPRINGS	\$ 11.59			
FREELAND	\$ 12.07	12.56		
GROVE		12.12	1.08	
NEW FREEDOM	\$ 12.15	\$ 1.05		
SHREWSBURY	\$ 12.18			
SEITZLAND	\$ 12.23			
GLEN ROCK	\$ 12.27		1.12	
LARUE	F 12.32			
HANOVER JCT.	\$ 12.37			
SMYSER	\$ 12.41			
GLATFELTER	\$ 12.46		1.21	
BRILHART	\$ 12.53			
GRANTLEY	F 12.59		1.31	
YORK	{ \$ 1.05	\$ 1.35	\$ 1.47	
LOUCKS		1.43		1.50
EMIGSVILLE				\$ 1.56
SUMMIT		1.49		1.59
MT. WOLF				\$ 2.03
WAGO				F 2.05
YORK HAVEN (Phil. D.)				\$ 2.10
CLY		1.57		\$ 2.18
HARRISBURG		\$ 2.20		\$ 2.45
Arrive	P. M.	P. M.	P. M.	
	8021	527	8025	

## FIRST CLASS

	8055 DAILY EX. SUN.	8103 SUNDAY ONLY	8153 SUNDAY ONLY	8033 DAILY	505 DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 12.10	\$ 12.30	\$ 1.10	\$ 1.15	.....
	\$ 12.14	\$ 12.34	\$ 1.14	\$ 1.19	\$ 1.55
	12.17	12.37	1.17	1.22	1.59
	F 12.20	F 12.40	F 1.20	F 1.25	2.02
	F 12.22	F 12.42	F 1.22	F 1.27	.....
	\$ 12.26	\$ 12.46	\$ 1.26	\$ 1.31	2.06
	F 12.28	F 12.48	F 1.28	F 1.32	.....
	\$ 12.30	\$ 12.50	\$ 1.30	\$ 1.34	2.08
	\$ 12.35	.....	\$ 1.35	.....	.....
	\$ 12.38	.....	\$ 1.38	.....	.....
	\$ 12.41	.....	\$ 1.41	.....	.....
	F 12.43	.....	F 1.43	.....	.....
	\$ 12.45	.....	\$ 1.45	.....	.....
	F 12.47	.....	F 1.47	.....	.....
	\$ 12.50	.....	\$ 1.50	.....	.....
	F 12.52	.....	F 1.52	.....	.....
	F 12.54	.....	F 1.54	.....	.....
	12.55	.....	1.55	.....	.....
	F 12.52	.....	F 1.35	.....	.....
	\$ 12.53	.....	F 1.36	.....	.....
	\$ 12.55	.....	\$ 1.38	.....	.....
	\$ 12.57	.....	\$ 1.40	.....	2.11
	\$ 1.01	.....	\$ 1.44	.....	.....
	S 1.04	.....	S 1.47	.....	2.18
	F 1.07	.....	F 1.49	.....	.....
	S 1.10	.....	S 1.51	.....	.....
	S 1.15	.....	S 1.55	.....	2.21
	.....	.....	F 1.57	.....	.....
	.....	.....	S 2.02	.....	.....
	.....	.....	S 2.07	.....	.....
	.....	.....	S 2.09	.....	2.29
	.....	.....	S 2.14	.....	.....
	.....	.....	S 2.18	.....	.....
	.....	.....	F 2.20	.....	.....
	.....	.....	S 2.24	.....	.....
	.....	.....	F 2.26	.....	.....
	.....	.....	S 2.30	.....	2.42
	.....	.....	.....	.....	.....
	.....	.....	.....	.....	2.51
	.....	.....	.....	.....	2.58
	.....	.....	.....	.....	G 3.00
	.....	.....	.....	.....	.....
	.....	.....	.....	.....	3.07
	.....	.....	.....	.....	.....
	.....	.....	.....	.....	3.16
	.....	.....	.....	.....	.....
	.....	.....	.....	.....	3.26
	.....	.....	.....	.....	\$ 3.31
	.....	.....	.....	.....	3.36
	.....	.....	.....	.....	3.39
	.....	.....	.....	.....	.....
	.....	.....	.....	.....	3.45
	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....
	.....	.....	.....	.....	F 3.53
	.....	.....	.....	.....	3.56
	.....	.....	.....	.....	\$ 4.20
	P. M.	P. M.	P. M.	P. M.	P. M.
	8055	8103	8153	8033	505

STATIONS	FIRST CLASS			
	993 DAILY	8059 DAILY EX. SUN.		
Leave	P. M.	P. M.		
BALTIMORE.....	\$ 3.00	\$ 3.55		
UNION STATION.....	\$ 3.04	\$ 3.59		
MT. VERNON.....	3.07	4.02		
WOODBERRY.....	\$ 3.10	F 4.05		
MELVALE.....	F 3.13	F 4.07		
MT. WASHINGTON.....	\$ 3.17	\$ 4.11		
BARE HILLS.....	F 3.18	F 4.13		
HOLLINS.....	\$ 3.20	S 4.15		
ROCKLAND.....		\$ 4.20		
BROOKLANDVILLE.....		\$ 4.23		
ROGERS.....		\$ 4.26		
LYSTRA.....		F 4.28		
STEVENSON.....		S 4.30		
ECCLESTON.....		F 4.32		
CHATTOLANEE.....		S 4.35		
GARRISON FOREST.....		F 4.37		
TURNPIKE.....		F 4.39		
GREEN SPRING JCT.....		4.40		
BRIGHTSIDE.....	F 3.21			
LAKE.....	F 3.22			
RUXTON.....	S 3.24			
RIDERWOOD.....	S 3.27			
LUTHERVILLE.....	S 3.30			
TIMONIUM.....	S 3.33			
PADONIA.....	F 3.35			
TEXAS.....	S 3.37			
COCKEYSVILLE.....	S 3.42			
ASHLAND.....	S 3.44			
PHOENIX.....	S 3.49			
SPARKS.....	S 3.53			
GLENCOE.....	S 3.56			
CORBETT.....	S 4.00			
MONKTON.....	S 4.03			
BLUE MOUNT.....	F 4.08			
WHITE HALL.....	S 4.12			
GRAYSTONE.....	F 4.14			
PARKTON.....	S 4.18			
WALKER.....	F 4.21			
BENTLEY SPRINGS.....	S 4.25			
FREELAND.....	S 4.31			
GROVE.....	4.36			
NEW FREEDOM.....	S 4.40			
SHREWSBURY.....	S 4.43			
SEITZLAND.....	S 4.47			
GLEN ROCK.....	S 4.50			
LARUE.....	F 4.54			
HANOVER JCT.....	S 4.58			
SMYSER.....	S 5.01			
GLATFELTER.....	S 5.05			
BRILHART.....	S 5.11			
GRANTLEY.....	F 5.17			
YORK.....	S 5.22			
	5.31			
LOUCKS.....	5.34			
EMIGSVILLE.....	S 5.39			
SUMMIT.....	5.42			
MT. WOLF.....	S 5.45			
WAGO.....	F 5.48			
YORK HAVEN (Phil. D.).....	S 5.52			
CLY.....	S 5.55			
HARRISBURG.....	S 6.28			
Arrive	P. M.	P. M.		
	993	8059		

## FIRST CLASS

	59 DAILY P. M.	533 DAILY P. M.	8007 DAILY EX. SUN. P. M.	8035 DAILY EX. SUN. P. M.	8061 DAILY P. M.
	\$ 4.26	\$ 4.37	\$ 4.35 \$ 4.39	\$ 5.15 \$ 5.20	\$ 5.20 \$ 5.24
	4.29	4.40	4.42	5.23	5.27
	4.32	4.43	F 4.45 F 4.48		F 5.30 F 5.32
	4.36	4.47	\$ 4.51	\$ 5.30	\$ 5.36
	4.38	4.49	\$ 4.54	5.32	\$ 5.40
					\$ 5.45
					\$ 5.48
					\$ 5.51
					F 5.53
					\$ 5.55
					F 5.57
					\$ 6.00
					F 6.02
					F 6.04
					6.05
			F 4.55 \$ 4.56 \$ 4.58 \$ 5.00 \$ 5.04		
					\$ 5.34
					\$ 5.36
	4.41	4.52			
	4.45	4.56	\$ 5.07	\$ 5.45	
			F 5.09	F 5.48	
			\$ 5.11	\$ 5.50	
	4.49	5.00	\$ 5.15	\$ 5.53	
					\$ 5.55
					\$ 5.59
					\$ 6.03
	4.57	5.08			\$ 6.06
					\$ 6.10
					\$ 6.12
					F 6.17
					\$ 6.20
					F 6.22
	5.10	5.21			\$ 6.27
	5.19	5.30			
	5.25	5.36			
			\$ 5.38		
	5.32	\$ 5.46			
	5.41	5.55			
	5.51	6.05			
	\$ 5.56	\$ 6.10			
	6.00	6.15			
	6.03	6.18			
	6.09	6.24			
	6.18	6.33			
	\$ 6.39	\$ 6.54			
	P. M.	P. M.	P. M.	P. M.	P. M.
	59	533	8007	8035	8061

STATIONS	FIRST CLASS		
	8009 DAILY EX. SUN.	553 DAILY	995 DAILY
	Leave P. M.	P. M.	P. M.
BALTIMORE.....	\$ 5.30		\$ 6.15
UNION STATION.....	\$ 5.34	\$ 5.53	\$ 6.19
MT. VERNON.....	5.37	5.56	6.24
WOODBERRY.....	F 5.40	5.59	F 6.27
MELVALE.....	F 5.43		F 6.29
MT. WASHINGTON.....	\$ 6.46	6.03	\$ 6.33
BARE HILLS.....	F 5.47		F 6.34
HOLLINS.....	S 5.49	6.05	S 6.36
ROCKLAND.....			
BROOKLANDVILLE.....			
ROGERS.....			
LYSTRA.....			
STEVENSON.....			
ECCLESTON.....			
CHATTOLANEE.....			
GARRISON FOREST.....			
TURNPIKE.....			
GREEN SPRING JCT.....			
BRIGHTSIDE.....	F 5.50		F 6.37
LAKE.....	S 5.51		F 6.38
RUXTON.....	S 5.53		S 6.40
RIDERWOOD.....	S 5.55	6.08	S 6.42
LUTHERVILLE.....	S 5.59		S 6.45
TIMONIUM.....	S 6.02	6.12	S 6.48
PADONIA.....	F 6.04		F 6.50
TEXAS.....	S 6.06		S 6.52
COCKEYSVILLE.....	S 6.10	6.16	S 6.56
ASHLAND.....			S 6.58
PHOENIX.....			S 7.02
SPARKS.....			S 7.07
GLENCOE.....		6.24	S 7.09
CORBETT.....			S 7.14
MONKTON.....			S 7.16
BLUE MOUNT.....			F 7.20
WHITE HALL.....			S 7.23
GRAYSTONE.....			F 7.24
PARKTON.....		6.37	S 7.30
WALKER.....			F 7.33
BENTLEY SPRINGS.....			S 7.36
FREELAND.....		6.46	S 7.42
GROVE.....		6.52	7.47
NEW FREEDOM.....		F 6.53	S 7.48
SHREWSBURY.....			S 7.51
SEITZLAND.....			S 7.56
GLEN ROCK.....		6.69	S 7.59
LARUE.....			F 8.04
HANOVER JCT.....			S 8.07
SMYSER.....			S 8.10
GLATFELTER.....		7.08	S 8.14
BRILHART.....			S 8.20
GRANTLEY.....		7.18	F 8.26
YORK.....		\$ 7.23	S 8.31
		7.26	8.35
LOUCKS.....		7.29	8.38
EMIGSVILLE.....			F 8.43
SUMMIT.....		7.35	8.46
MT. WOLF.....			S 8.49
WAGO.....			F 8.52
YORK HAVEN (Phil. D.).....			S 8.56
CLY.....		7.44	S 8.59
HARRISBURG.....		\$ 8.05	S 9.30
Arrive	P. M.	P. M.	P. M.
	8009	553	995

**FIRST CLASS**

STATIONS	FIRST CLASS		
		503	535
	Leave	DAILY	DAILY
Arrive		P. M.	P. M.
BALTIMORE			
UNION STATION		\$ 10.50	\$ 11.30
MT. VERNON		10.53	11.34
WOODBERRY		10.56	11.37
MELVALE			
MT. WASHINGTON		11.00	11.41
BARE HILLS			
HOLLINS		11.02	11.43
ROCKLAND			
BROOKLANDVILLE	Green		
ROGERS			
LYSTRA			
STEVENSON	S		
ECCLESTON	Spring		
CHATTOLANEE			
GARRISON FOREST			
TURNPIKE	Br.		
GREEN SPRING JCT.			
BRIGHTSIDE			
LAKE		F 11.04	
RUXTON		F 11.06	
RIDERWOOD		F 11.08	11.46
LUTHERVILLE		F 11.11	
TIMONIUM		F 11.14	11.50
PADONIA			
TEXAS		F 11.17	
COCKEYSVILLE		F 11.20	11.54
ASHLAND			
PHOENIX		F 11.25	
SPARKS			
GLENCOE		F 11.30	12.02
CORBETT			
MONKTON		F 11.35	
BLUE MOUNT			
WHITE HALL		F 11.41	
GRAYSTONE			
PARKTON		S 11.46	12.15
WALKER			
BENTLEY SPRINGS		F 11.51	
FREELAND		F 11.56	12.24
GROVE		12.02	12.31
NEW FREEDOM		F 12.04	
SHREWSBURY		F 12.07	
SEITZLAND			
GLEN ROCK		F 12.14	12.38
LARUE			
HANOVER JCT.			
SMYSER			
GLATFELTER		12.24	12.48
BRILHART			
GRANTLEY		12.34	12.58
YORK	{	\$ 12.39	\$ 1.03
		12.45	1.06
LOUCKS		12.48	1.09
EMIGSVILLE			
SUMMIT		12.54	1.15
MT. WOLF		F 12.58	
WAGO		F 1.01	
YORK HAVEN (Phil. D.)		F 1.05	
CLY		F 1.08	1.24
HARRISBURG		S 1.35	\$ 1.45
Arrive		A. M.	A. M.
		503	535

**FIRST CLASS**

STATIONS	FIRST CLASS		
	8030	990	50
Arrive	A. M.	A. M.	A. M.
BALTIMORE	\$ 6.45	\$ 7.40	
UNION STATION	\$ 6.40	\$ 7.35	\$ 6.53
MT. VERNON	6.36	7.32	6.49
WOODBERRY	F 6.33	F 7.30	6.47
MELVALE	F 6.30	F 7.26	
MT. WASHINGTON	S 6.25	\$ 7.22	6.43
BARE HILLS	F 6.23	F 7.20	
HOLLINS	S 6.22	\$ 7.19	6.41
ROCKLAND			
BROOKLANDVILLE			
ROGERS			
LYSTRA			
STEVENSON			
ECCLESTON			
CHATTOLANEE			
GARRISON FOREST			
TURNPIKE			
GREEN SPRING JCT.			
BRIGHTSIDE	F 6.20	F 7.17	
LAKE	S 6.19	\$ 7.16	
RUXTON	S 6.17	\$ 7.14	
RIDERWOOD	S 6.15	\$ 7.12	
LUTHERVILLE	S 6.11	\$ 7.09	
TIMONIUM	S 6.08	\$ 7.06	6.34
PADONIA	F 6.05	F 7.03	
TEXAS	S 6.03	\$ 7.01	
COCKEYSVILLE	S 6.00	\$ 6.58	6.29
ASHLAND	F 5.57	\$ 6.56	
PHOENIX	F 5.53	\$ 6.52	
SPARKS	F 5.49	\$ 6.48	
GLENCOE	F 5.47	\$ 6.46	6.19
CORBETT	F 5.43	\$ 6.42	
MONKTON	F 5.41	\$ 6.40	
BLUE MOUNT	F 5.36	F 6.36	
WHITE HALL	F 5.33	\$ 6.33	
GRAYSTONE	F 5.32	F 6.31	
PARKTON	S 5.30	\$ 6.28	6.07
WALKER		F 6.24	
BENTLEY SPRINGS		S 6.21	
FREELAND		S 6.16	5.58
GROVE		6.12	5.55
NEW FREEDOM		S 6.10	
SHREWSBURY		S 6.06	
SEITZLAND		S 6.01	
GLEN ROCK		S 5.59	5.43
LARUE		F 5.55	
HANOVER JCT.		S 5.52	
SMYSER		S 5.49	
GLATFELTER		S 5.46	5.33
BRILHART		S 5.40	
GRANTLEY		F 5.35	5.23
YORK	{	5.30	5.18
		S 5.05	\$ 5.13
LOUCKS		5.02	5.10
EMIGSVILLE		F 4.57	
SUMMIT		4.53	5.04
MT. WOLF		F 4.50	
WAGO		F 4.47	
YORK HAVEN (Phil. D.)		F 4.44	
CLY		F 4.42	4.54
HARRISBURG		S 4.13	\$ 4.33
Leave	A. M.	A. M.	A. M.
	8030	990	50
	DAILY EX. SUN.	DAILY	DAILY

## FIRST CLASS

	<b>52</b>	<b>574</b>	<b>58</b>	<b>8034</b>	<b>8054</b>
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 7.40	\$ 7.45	\$ 8.03	\$ 8.40	\$ 8.45
	7.36	7.42	8.00	8.35	\$ 8.41
	7.33	7.40	7.58	F 8.30	8.38
				F 8.27	8.36
	7.29	7.37	7.55	\$ 8.22	\$ 8.32
	7.26	7.34	7.52	F 8.19	
				\$ 8.18	\$ 8.30
					\$ 8.24
					\$ 8.22
					\$ 8.19
					F 8.18
					\$ 8.16
					F 8.13
					\$ 8.11
					F 8.09
					F 8.08
					8.07
				F 8.16	
				F 8.15	
				\$ 8.13	
				\$ 8.11	
				\$ 8.08	
	7.20	7.28	7.45	\$ 8.05	
				F 8.01	
	7.11	7.23	7.39	\$ 8.00	
				F 7.57	
					\$ 7.54
					\$ 7.50
					\$ 7.46
	7.03	7.15	7.30	\$ 7.44	
					\$ 7.39
					\$ 7.37
					F 7.33
					\$ 7.30
					F 7.28
	6.51	7.03	7.17	\$ 7.25	
	6.42	6.55	7.08		
	6.39	6.52	7.05		
	6.27	6.41	6.54		
	6.17	6.31	6.44		
	6.07	6.20	6.34		
	6.02	6.15	6.29		
	\$ 5.58	\$ 6.10	\$ 6.26		
	5.55	6.07	6.23		
	5.49	6.01	6.17		
	5.39	5.51	6.09		
	\$ 5.18	\$ 5.30	\$ 5.48		
	A. M.	A. M.	A. M.	A. M.	A. M.
	<b>52</b>	<b>574</b>	<b>58</b>	<b>8034</b>	<b>8054</b>
	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.

## HARRISBURG TO BALTIMORE

STATIONS	FIRST CLASS		
	976	8002	8150
Arrive	A. M.	A. M.	A. M.
BALTIMORE.....		\$ 9.40	\$ 10.10
UNION STATION.....	\$ 9.15	\$ 9.36	\$ 10.06
MT. VERNON.....	9.11	9.32	10.02
WOODBERRY.....	9.09	F 9.30	F 10.00
MELVALE.....		F 9.27	F 9.57
MT. WASHINGTON.....	9.06	\$ 9.22	\$ 9.53
BARE HILLS.....		F 9.20	F 9.51
HOLLINS.....	9.04	\$ 9.19	\$ 9.50
ROCKLAND.....			\$ 9.45
BROOKLANDVILLE.....			\$ 9.42
ROGERS.....			\$ 9.39
LYSTRA.....			F 9.37
STEVENSON.....			\$ 9.35
ECCLESTON.....			F 9.32
CHATTOLANEE.....			\$ 9.30
GARRISON FOREST.....			F 9.28
TURNPIKE.....			F 9.26
GREEN SPRING JCT.....			9.25
BRIGHTSIDE.....		F 9.17	
LAKE.....		S 9.16	
RUXTON.....		S 9.14	
RIDERWOOD.....		S 9.12	
LUTHERVILLE.....		S 9.10	
TIMONIUM.....	8.57	\$ 9.07	
PADONIA.....		F 9.04	
TEXAS.....		S 9.03	
COCKEYSVILLE.....	8.52	\$ 9.00	
ASHLAND.....			
PHOENIX.....			
SPARKS.....			
GLENCOE.....	8.44		
CORBETT.....			
MONKTON.....			
BLUE MOUNT.....			
WHITE HALL.....			
GRAYSTONE.....			
PARKTON.....	8.32		
WALKER.....			
BENTLEY SPRINGS.....			
FREELAND.....	8.24		
GROVE.....	8.21		
NEW FREEDOM.....	\$ 8.19		
SHREWSBURY.....			
SEITZLAND.....			
GLEN ROCK.....	8.10		
LARUE.....			
HANOVER JCT.....			
SMYSER.....			
GLATFELTER.....	8.00		
BRILHART.....			
GRANTLEY.....	7.50		
YORK.....	{ 7.45		
	\$ 7.41		
LOUCKS.....	7.38		
EMIGSVILLE.....			
SUMMIT.....	7.32		
MT. WOLF.....			
WAGO.....			
YORK HAVEN (Phil. D.)	P 7.24		
CLY.....	7.22		
HARRISBURG.....	\$ 7.00		
Leave	A. M.	A. M.	A. M.
	976	8002	8150
	DAILY	DAILY EX. SUN.	SUNDAY ONLY

## FIRST CLASS

	996	992	8024	530	8102
	A. M.	A. M.	A. M.	NOON	P. M.
		\$ 11.20			\$ 1.05
	\$ 10.40	\$ 11.16		\$ 12.00	\$ 1.01
	10.36	11.12		11.56	12.57
	F 10.34	F 11.10		11.54	F 12.55
	F 10.31	F 11.07			F 12.52
	\$ 10.27	\$ 11.03		11.50	\$ 12.48
	F 10.25	F 11.01			F 12.46
	F 10.24	\$ 11.00		11.48	\$ 12.45
	F 10.23	F 10.58			F 12.44
	F 10.22	\$ 10.57			\$ 12.43
	\$ 10.20	\$ 10.55			\$ 12.41
	\$ 10.18	\$ 10.53			\$ 12.39
	\$ 10.15	\$ 10.50			\$ 12.36
	F 10.12	\$ 10.47		11.41	\$ 12.33
	F 10.08	F 10.44			F 12.30
	\$ 10.07	\$ 10.42			\$ 12.28
	\$ 10.04	\$ 10.38		11.35	\$ 12.25
	\$ 10.02	\$ 10.34			
	\$ 0.58	\$ 10.30			
	\$ 0.54	\$ 10.26			
	\$ 0.52	\$ 10.23		11.27	
	\$ 0.48	\$ 10.18			
	\$ 0.46	\$ 10.15			
	F 0.42	F 10.10			
	\$ 0.39	\$ 10.06			
	F 0.37	F 10.03			
	\$ 0.34	\$ 10.00		11.15	
	F 0.31	F 0.55			
	F 0.28	\$ 0.52			
	\$ 0.22	\$ 0.47		11.06	
	0.18	0.43		11.03	
	\$ 0.16	\$ 0.40		L 11.02	
	\$ 0.11	\$ 0.35			
	\$ 0.06	\$ 0.30			
	\$ 0.04	\$ 0.28		10.51	
	F 0.00	F 0.23			
	\$ 0.57	\$ 0.19			
	\$ 0.54	\$ 0.17			
	\$ 0.51	\$ 0.13		10.40	
	\$ 0.45	\$ 0.07			
	F 0.39	F 0.01		10.30	
	0.34	0.56	\$ 10.10	10.25	
	\$ 0.27	\$ 0.49		\$ 10.20	
	8.24	8.46	10.07	10.17	
	\$ 8.19	\$ 8.41	\$ 10.01		
	8.17	8.39	9.59	10.11	
	\$ 8.14	\$ 8.35	\$ 9.55		
	F 8.11	F 8.32	F 9.52		
	\$ 8.07	\$ 8.27	\$ 9.47		
	F 8.04	\$ 8.24	\$ 9.44	10.01	
	\$ 7.35	\$ 7.55	\$ 9.15	\$ 9.40	
	A. M.	A. M.	A. M.	A. M.	P. M.
	996	992	8024	530	8102
	SUNDAY ONLY	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	SUNDAY ONLY

STATIONS	FIRST CLASS		
	8036	8056	8130
Arrive	P. M.	P. M.	P. M.
BALTIMORE.....	\$ 1.15	\$ 2.15	\$ 3.15
UNION STATION.....	\$ 1.11	\$ 2.11	\$ 3.11
MT. VERNON.....	1.07	2.07	3.07
WOODBERRY.....	F 1.05	F 2.05	F 3.05
MELVALE.....	F 1.02	F 2.02	F 3.02
MT. WASHINGTON.....	\$ 12.57	\$ 1.58	\$ 2.58
BARE HILLS.....	F 12.54	F 1.56	F 2.56
HOLLINS.....	\$ 12.53	\$ 1.55	\$ 2.55
ROCKLAND.....		\$ 1.50	
BROOKLANDVILLE.....		\$ 1.47	
ROGERS.....		\$ 1.44	
LYSTRA.....		F 1.42	
STEVENSON.....		\$ 1.40	
ECCLESTON.....		F 1.37	
CHATTOLANEE.....		\$ 1.35	
GARRISON FOREST.....		F 1.33	
TURNPIKE.....		F 1.31	
GREEN SPRING JCT.....			1.30
BRIGHTSIDE.....	F 12.51		F 2.54
LAKE.....	\$ 12.50		\$ 2.58
RUXTON.....	\$ 12.48		\$ 2.51
RIDERWOOD.....	\$ 12.46		\$ 2.49
LUTHERVILLE.....	\$ 12.43		\$ 2.46
TIMONIUM.....	\$ 12.40		\$ 2.43
PADONIA.....	F 12.36		F 2.40
TEXAS.....	\$ 12.35		\$ 2.38
COCKEYSVILLE.....	\$ 12.32		\$ 2.35
ASHLAND.....	\$ 12.29		\$ 2.33
PHOENIX.....	\$ 12.25		\$ 2.28
SPARKS.....	\$ 12.21		\$ 2.23
GLENCOE.....	\$ 12.19		\$ 2.21
CORBETT.....	\$ 12.14		\$ 2.16
MONKTON.....	\$ 12.12		\$ 2.14
BLUE MOUNT.....	F 12.08		F 2.10
WHITE HALL.....	\$ 12.05		\$ 2.07
GRAYSTONE.....	F 12.03		F 2.05
PARKTON.....	\$ 12.00		\$ 2.03
WALKER.....			
BENTLEY SPRINGS.....			
FREELAND.....			
GROVE.....			
NEW FREEDOM.....			
SHREWSBURY.....			
SEITZLAND.....			
GLEN ROCK.....			
LARUE.....			
HANOVER JCT.....			
SMYSER.....			
GLATFELTER.....			
BRILHART.....			
GRANTLEY.....			
YORK.....			
LOUCKS.....			
EMIGSVILLE.....			
SUMMIT.....			
MT. WOLF.....			
WAGO.....			
YORK HAVEN (Phil. D.).....			
CLY.....			
HARRISBURG.....			
Leave	NOON	P. M.	P. M.
	8036	8056	8130
	DAILY EX. SUN.	DAILY EX. SUN.	SUNDAY ONLY

## FIRST CLASS

	500	502		8152	8038
	P. M.	P. M.		P. M.	P. M.
	\$ 3.16	\$ 3.20		\$ 4.35	\$ 5.15
	3.12	3.16		\$ 4.31	\$ 5.11
	F 3.10	3.14		4.27	5.07
	F 3.06			F 4.25	F 5.05
	\$ 3.02	3.10		\$ 4.18	\$ 4.57
	F 2.59			F 4.16	F 4.54
	\$ 2.58	3.08		\$ 4.15	\$ 4.53
				\$ 4.10	
				\$ 4.07	
				\$ 4.04	
				F 4.02	
				\$ 4.00	
				F 3.57	
				S 3.55	
				F 3.53	
				F 3.51	
				3.50	
	F 2.57				F 4.51
	F 2.56				F 4.50
	S 2.54				S 4.48
	S 2.52				S 4.46
	S 2.49				S 4.43
	F 2.46	3.01			S 4.40
	F 2.43				F 4.36
	S 2.41				S 4.35
	S 2.38	2.55			S 4.32
	F 2.36				F 4.29
	S 2.31				S 4.25
	F 2.27				S 4.21
	S 2.25	2.47			S 4.19
	S 2.21				S 4.14
	S 2.19				S 4.12
	F 2.15				F 4.08
	S 2.12				S 4.05
	F 2.09				F 4.03
	S 2.07	2.35			S 4.00
	F 2.03				
	S 2.00				
	S 1.55	2.26			
	1.51	2.23			
	S 1.48				
	S 1.44				
	S 1.38				
	S 1.36	2.11			
	F 1.32				
	S 1.28				
	S 1.25				
	S 1.21	2.00			
	S 1.15				
	F 1.08	1.50			
	1.02	1.45			
	S 12.57	\$ 1.40			
	12.54	1.37			
	S 12.47				
	12.45	1.31			
	S 12.41				
	F 12.38				
	S 12.33				
	S 12.30	1.21			
	S 12.01	\$ 1.00			
	P. M.	P. M.		P. M.	P. M.
	500	502		8152	8038
	DAILY EX.SUN.	DAILY		SUNDAY ONLY	DAILY EX.SUN.

STATIONS	FIRST CLASS		
	8104	8060	8008
Arrive	P. M.	P. M.	P. M.
BALTIMORE.....	\$ 5.15	\$ 5.30	\$ 6.00
UNION STATION.....	\$ 5.11	\$ 5.26	\$ 5.56
MT. VERNON.....	5.07	5.22	5.53
WOODBERRY.....	F 5.05	F 5.20	F 5.51
MELVALE.....	F 5.02	F 5.17	F 5.49
MT. WASHINGTON.....	S 4.58	S 5.13	S 5.46
BARE HILLS.....	F 4.56	F 5.11	F 5.44
HOLLINS.....	S 4.55	S 5.10	S 5.43
ROCKLAND.....		S 5.05	
BROOKLANDVILLE.....		S 5.02	
ROGERS.....		S 4.59	
LYSTRA.....		F 4.57	
STEVENSON.....	S	S 4.55	
ECCLESTON.....		F 4.52	
CHATTOLANEE.....		S 4.50	
GARRISON FOREST.....		F 4.48	
TURNPIKE.....		F 4.46	
GREEN SPRING JCT.....			4.45
BRIGHTSIDE.....	F 4.54		F 5.42
LAKE.....	S 4.53		S 5.41
RUXTON.....	S 4.51		S 5.39
RIDERWOOD.....	S 4.49		S 5.37
LUTHERVILLE.....	S 4.46		S 5.34
TIMONIUM.....	S 4.43		S 5.31
PADONIA.....	F 4.39		F 5.28
TEXAS.....	S 4.38		S 5.26
COCKEYSVILLE.....	S 4.35		S 5.23
ASHLAND.....			
PHOENIX.....			
SPARKS.....			
GLENCOE.....			
CORBETT.....			
MONKTON.....			
BLUE MOUNT.....			
WHITE HALL.....			
GRAYSTONE.....			
PARKTON.....			
WALKER.....			
BENTLEY SPRINGS.....			
FREELAND.....			
GROVE.....			
NEW FREEDOM.....			
SHREWSBURY.....			
SEITZLAND.....			
GLEN ROCK.....			
LARUE.....			
HANOVER JCT.....			
SMYSER.....			
GLATFELTER.....			
BRILHART.....			
GRANTLEY.....			
YORK.....	{		
LOUCKS.....			
EMIGSVILLE.....			
SUMMIT.....			
MT. WOLF.....			
WAGO.....			
YORK HAVEN (Phil. D.).....			
CLY.....			
HARRISBURG.....			
Leave	P. M.	P. M.	P. M.
	8104	8060	8008
	SUNDAY ONLY	DAILY EX.SUN.	DAILY EX.SUN.

## FIRST CLASS

	<b>544</b>	<b>8064</b>	<b>994</b>	<b>8026</b>	<b>970</b>
	P. M.				
		<b>\$ 6.55</b>			
	<b>\$ 6.04</b>	<b>\$ 6.51</b>	<b>\$ 7.40</b>		<b>\$ 7.45</b>
	<b>6.00</b>	<b>6.47</b>	<b>7.37</b>		<b>7.41</b>
	<b>5.58</b>	<b>F 6.45</b>	<b>F 7.34</b>		<b>7.39</b>
		<b>F 6.42</b>	<b>F 7.31</b>		
	<b>5.54</b>	<b>\$ 6.38</b>	<b>\$ 7.27</b>		<b>7.35</b>
		<b>F 6.36</b>	<b>F 7.25</b>		
	<b>5.52</b>	<b>\$ 6.34</b>	<b>\$ 7.24</b>		<b>7.33</b>
		<b>\$ 6.29</b>			
		<b>\$ 6.27</b>			
		<b>\$ 6.24</b>			
		<b>F 6.22</b>			
		<b>\$ 6.20</b>			
		<b>F 6.17</b>			
		<b>\$ 6.14</b>			
		<b>F 6.12</b>			
		<b>F 6.11</b>			
		<b>6.10</b>			
			<b>F 7.22</b>		
			<b>F 7.20</b>		
			<b>S 7.18</b>		
			<b>S 7.16</b>		
			<b>S 7.13</b>		
	<b>5.45</b>		<b>S 7.10</b>		<b>7.26</b>
			<b>F 7.07</b>		
			<b>S 7.05</b>		
	<b>5.39</b>		<b>S 7.02</b>		<b>7.21</b>
			<b>S 6.58</b>		
			<b>S 6.54</b>		
			<b>S 6.49</b>		
	<b>5.31</b>		<b>S 6.47</b>		<b>7.13</b>
			<b>S 6.42</b>		
			<b>S 6.40</b>		
			<b>F 6.36</b>		
			<b>S 6.33</b>		
			<b>F 6.30</b>		
	<b>5.19</b>		<b>S 6.28</b>		<b>7.01</b>
			<b>F 6.23</b>		
			<b>S 6.21</b>		
	<b>5.10</b>		<b>S 6.16</b>		<b>6.52</b>
	<b>5.07</b>		<b>6.12</b>		<b>6.49</b>
	<b>\$ 5.05</b>		<b>S 6.10</b>		
			<b>S 6.05</b>		
			<b>S 5.58</b>		
	<b>\$ 4.54</b>		<b>S 5.55</b>		<b>6.38</b>
			<b>S 5.48</b>		
			<b>S 5.45</b>		
	<b>\$ 4.45</b>		<b>S 5.42</b>		
	<b>4.43</b>		<b>S 5.38</b>		<b>6.28</b>
			<b>S 5.32</b>		
	<b>4.34</b>		<b>S 5.26</b>		<b>6.18</b>
	<b>4.29</b>		<b>5.21</b>	<b>\$ 5.59</b>	<b>6.13</b>
	<b>\$ 4.25</b>		<b>S 5.11</b>		<b>\$ 6.08</b>
	<b>4.22</b>		<b>5.08</b>	<b>5.57</b>	<b>6.05</b>
			<b>S 5.02</b>	<b>\$ 5.52</b>	
	<b>4.16</b>		<b>5.00</b>	<b>5.50</b>	<b>5.59</b>
			<b>S 4.56</b>	<b>\$ 5.47</b>	
			<b>F 4.53</b>		
			<b>S 4.48</b>	<b>\$ 5.41</b>	
	<b>4.06</b>		<b>S 4.45</b>	<b>\$ 5.38</b>	<b>5.51</b>
	<b>\$ 3.45</b>		<b>S 4.15</b>	<b>\$ 5.09</b>	<b>\$ 5.30</b>
	<b>P. M.</b>				
	<b>544</b>	<b>8064</b>	<b>994</b>	<b>8026</b>	<b>970</b>
	<b>DAILY</b>	<b>DAILY</b>	<b>DAILY</b>	<b>DAILY</b>	<b>DAILY</b>

## HARRISBURG TO BALTIMORE

STATIONS	FIRST CLASS		
	8010	8132	524
Arrive	P. M.	P. M.	P. M.
BALTIMORE	\$ 8.10	\$ 8.40	
UNION STATION	\$ 8.06	\$ 8.36	\$ 9.15
MT. VERNON	8.02	8.32	9.11
WOODBERRY	F 8.00	F 8.30	9.09
MELVALE	F 7.57	F 8.27	
MT. WASHINGTON	F 7.52	\$ 8.22	9.05
BARE HILLS	F 7.50	F 8.20	
HOLLINS	F 7.49	\$ 8.17	9.03
ROCKLAND			
BROOKLANDVILLE			
ROGERS			
LYSTRA			
STEVENSON			
ECCLESTON			
CHATTOLANEE			
GARRISON FOREST			
TURNPIKE			
GREEN SPRING JCT.			
BRIGHTSIDE	F 7.47	F 8.15	
LAKE	\$ 7.46	\$ 8.14	
RUXTON	\$ 7.44	\$ 8.12	
RIDERWOOD	\$ 7.42	\$ 8.10	
LUTHERVILLE	\$ 7.40	\$ 8.07	
TIMONIUM	\$ 7.37	\$ 8.05	8.56
PADONIA	F 7.34	F 8.00	
TEXAS	\$ 7.33	\$ 7.58	
COCKEYSVILLE	\$ 7.30	\$ 7.54	8.51
ASHLAND		\$ 7.48	
PHOENIX		\$ 7.45	
SPARKS		\$ 7.41	
GLENCOE		\$ 7.38	8.43
CORBETT		\$ 7.34	
MONKTON		\$ 7.32	
BLUE MOUNT		F 7.28	
WHITE HALL		\$ 7.25	
GRAYSTONE		F 7.23	
PARKTON		\$ 7.20	8.31
WALKER			
BENTLEY SPRINGS			
FREELAND			8.22
GROVE			8.19
NEW FREEDOM			
SHREWSBURY			
SEITZLAND			
GLEN ROCK			8.08
LARUE			
HANOVER JCT.			
SMYSER			
GLATFELTER			7.58
BRILHART			
GRANTLEY			7.48
YORK	{		7.43
			\$ 7.38
LOUCKS			7.35
EMIGSVILLE			
SUMMIT			7.29
MT. WOLF			
WAGO			
YORK HAVEN (Phil. D.)			
CLY			7.21
HARRISBURG			\$ 7.00
Leave	P. M.	P. M.	P. M.
	8010	8132	524
	DAILY EX. SUN.	SUNDAY ONLY	DAILY

## FIRST CLASS

		998	518		
		P. M.	A. M.		
		\$ 11.30	\$ 2.35		
		Z 11.27	2.31		
		F 11.25	2.29		
		F 11.22			
		F 11.18	2.25		
		F 11.15			
		F 11.14	2.23		
		F 11.12			
		F 11.11			
		F 11.09			
		F 11.07			
		F 11.04			
		F 11.01	2.16		
		F 10.58			
		F 10.56			
		F 10.53	2.11		
		F 10.51			
		F 10.47			
		F 10.43			
		F 10.41	2.03		
		F 10.37			
		F 10.35			
		F 10.31			
		F 10.28			
		F 10.25			
		S 10.22	F 1.51		
		F 10.18			
		F 10.16			
		F 10.11	1.42		
		10.07	1.39		
		S 10.05	F 1.38		
		S 10.01	F 1.33		
		F 9.56	F 1.28		
		S 9.53	F 1.26		
		F 9.49	F 1.22		
		S 9.45	F 1.19		
		S 9.42	F 1.16		
		S 9.38	F 1.13		
		S 9.32	F 1.07		
		F 9.27	F 1.01		
		9.22	12.56		
		S 9.15	S 12.50		
		9.12	12.47		
		S 9.07	F 12.42		
		9.05	12.40		
		S 9.01	F 12.36		
		F 8.57	F 12.32		
		S 8.52	F 12.27		
		S 8.49	F 12.24		
		S 8.20	S 11.54		
		P. M.	P. M.		
		998	518		
		DAILY	DAILY		

STATIONS	FIRST CLASS		
		8250 DAILY EX. SUN.	8290 SUNDAY ONLY
	Leave	A. M.	A. M.
COLUMBIA (Phila. Div.)		\$ 7.08	\$ 7.45
WRIGHTSVILLE		\$ 7.14	\$ 7.52
EWING PASSING			
STRICKLER		7.20	F 7.58
STONER		7.22	F 8.00
HELLAM		\$ 7.25	\$ 8.03
CAMPBELL		F 7.27	F 8.05
STONY BROOK		7.29	F 8.07
HIESTAND		7.31	F 8.09
ROCKBURN		7.33	F 8.11
YORK	{	S 7.37	\$ 8.15
		7.55	8.29
WEST YORK		S 8.00	\$ 8.33
WEST YORK PASSING		8.05	8.38
PALMERS		8.07	8.40
GRAYBILL		F 8.11	F 8.43
BAIR		F 8.14	F 8.46
MARTIN		F 8.16	F 8.48
SPRING GROVE		S 8.20	\$ 8.51
MENGES MILLS		F 8.24	F 8.54
IRON RIDGE		F 8.27	F 8.57
JACOBS MILLS		F 8.29	F 8.59
GITTS RUN		F 8.33	F 9.01
HANOVER	{	S 8.38	\$ 9.06
		8.43	
McSHERRY		F 8.47	F 9.12
SELL		F 8.50	F 9.17
LEFEVRE		F 8.53	F 9.19
LITTLESTOWN		S® 9.05	S 9.28
KINGSDALE		F 9.10	F 9.32
PINEY CREEK		F 9.13	F 9.36
GALT		F 9.17	F 9.38
TANEYTOWN		S 9.22	S 9.44
CRABSTER		F 9.26	F 9.48
SHARRETT'S		F 9.29	F 9.52
KEYMAR	{	S 9.32	\$ 9.54
			9.58
KEYMAR PASSING	{	9.33	9.59
JCT. UNION B'DGE BR.			
LADIESBURG		F 9.38	F 10.04
NEW MIDWAY		F 9.41	F 10.07
LeGORE		F 9.44	F 10.10
WOODSBORO		S 9.47	\$ 10.13
McALEER		F 9.51	F 10.18
WALKERSVILLE		S 9.55	\$ 10.22
FOUNTAIN ROCK		F 9.57	F 10.24
RETREAT GROVE		F 10.00	F 10.26
HARMONY GROVE		F 10.03	F 10.30
NORTH "Y" CONN.		10.07	10.35
FREDERICK		S 10.10	\$ 10.38
B. & O. JUNCTION			

Arrive	A. M.	A. M.	
	8250	8290	

## FIRST CLASS

		8260 DAILY EX. SUN.	8252 DAILY EX. SUN.	8292 SUNDAY ONLY	
		A. M.	P. M.	P. M.	
		\$ 11.15	\$ 3.05	\$ 3.50	
		\$ 11.21	\$ 3.12	\$ 3.56	
		F 11.27	F 3.18	F 4.02	
		F 11.30	F 3.21	F 4.04	
		S 11.33	S 3.24	S 4.07	
		F 11.37	F 3.26	F 4.09	
		F 11.40	F 3.28	F 4.11	
		F 11.42	F 3.30	F 4.13	
		F 11.44	F 3.32	F 4.15	
		S 11.50	S 3.36	S 4.20	
			3.42	4.31	
			\$ 3.46	\$ 4.36	
			3.51	4.40	
			3.53	4.42	
			F 3.57	F 4.45	
			F 4.00	F 4.48	
			F 4.02	F 4.50	
			S 4.06	S 4.53	
			F 4.09	F 4.57	
			F 4.12	F 5.00	
			F 4.14	F 5.02	
			F 4.16	F 5.05	
			S 4.22	S 5.10	
			® 4.26		
			F 4.30	F 5.14	
			F 4.33	F 5.18	
			F 4.35	F 5.20	
			S 4.43	S 5.27	
			F 4.48	F 5.32	
			F 4.51	F 5.36	
			F 4.54	F 5.38	
			S 5.00	S® 5.45	
			F 5.05	F 5.49	
			F 5.10	F 5.54	
			S 5.14	\$ 5.58	
				6.05	
			5.15	6.06	
			F 5.20	F 6.11	
			F 5.25	F 6.14	
			F 5.29	F 6.16	
			S 5.32	S 6.19	
			F 5.36	F 6.25	
			S 5.40	S 6.35	
			F 5.42	F 6.37	
			F 5.44	F 6.38	
			F 5.47	F 6.42	
			5.52	6.47	
			S 5.55	S 6.50	
			A. M.	P. M.	P. M.
			8260	8252	8292

## COLUMBIA TO FREDERICK

STATIONS	FIRST CLASS		
	8270	8294	8262
	DAILY EX.SUN.	SUNDAY ONLY	DAILY EX.SUN.
Leave	P. M.	P. M.	P. M.
COLUMBIA (Phila Div.)	\$ 6.12	\$ 8.02	\$ 8.09
WRIGHTSVILLE	\$ 6.18	\$ 8.08	\$ 8.14
EWING PASSING			
STRICKLER	F 6.24	F 8.14	
STONER	F 6.27	F 8.16	
HELLAM	S 6.30	S 8.19	F 8.23
CAMPBELL	F 6.33	F 8.21	8.25
STONY BROOK	F 6.35	F 8.23	
HIESTAND	F 6.37	F 8.25	
ROCKBURN	F 6.39	F 8.27	
YORK	{ S 6.43 6.48	S 8.30	\$ 8.35
WEST YORK	S 6.53		
WEST YORK PASSING	6.58		
PALMERS	7.00		
GRAYBILL	F 7.03		
BAIR	F 7.07		
MARTIN	F 7.10		
SPRING GROVE	S 7.13		
MENGES MILLS	F 7.17		
IRON RIDGE	F 7.21		
JACOBS MILLS	F 7.24		
GITTS RUN	F 7.28		
HANOVER	{ S 7.33		
McSHERRY	F 7.37		
SELL	F 7.40		
LEFEVRE	F 7.43		
LITTLESTOWN	S 7.47		
KINGSDALE			
PINEY CREEK			
GALT			
TANEYTOWN			
CRABSTER			
SHARRETT'S			
KEYMAR	{		
KEYMAR PASSING	{		
JCT. UNION B'DGE BR.			
LADIESBURG			
NEW MIDWAY			
LeGORE			
WOODSBORO			
McALEER			
WALKERSVILLE			
FOUNTAIN ROCK			
RETREAT GROVE			
HARMONY GROVE			
NORTH "Y" CONN.			
FREDERICK			
B. & O. JUNCTION			
Arrive	P. M.	P. M.	P. M.
	8270	8294	8262

## FIRST CLASS

**8264**DAILY  
EX. SUN.

P. M.

**\$ 11.34****\$ 11.40****F 11.46****F 11.48****F 11.51****F 11.53****F 11.55****F 11.57****F 11.59****\$ 12.03**

A. M.

**8264**

STATIONS	FIRST CLASS			
	8271		8261	
Arrive	A. M.		A. M.	
COLUMBIA (Phila Div.)	\$ 6.45		\$ 9.28	
WRIGHTSVILLE	\$ 6.39		\$ 9.22	
EWING PASSING				
STRICKLER	F 6.32		F 9.16	
STONER	F 6.30		F 9.14	
HELLAM	S 6.27		S 9.11	
CAMPBELL	F 6.24		F 9.09	
STONY BROOK	F 6.22		F 9.07	
HIESSTAND	F 6.20		F 9.05	
ROCKBURN	F 6.18		F 9.03	
YORK	{ 6.15 S 6.10		S 9.00	
WEST YORK	\$ 6.06			
WEST YORK PASSING	6.02			
PALMERS	6.00			
GRAYBILL	F 5.56			
BAIR	S 5.51			
MARTIN	F 5.48			
SPRING GROVE	S 5.45			
MENGES MILLS	F 5.41			
IRON RIDGE	F 5.37			
JACOBS MILLS	F 5.35			
GITTS RUN	F 5.32			
HANOVER	{ S 5.27			
McSHERRY	F 5.23			
SELL	F 5.20			
LEFEVRE	F 5.18			
LITTLESTOWN	S 5.15			
KINGSDALE				
PINEY CREEK				
GALT				
TANEYTOWN				
CRABSTER				
SHARRETT'S				
KEYMAR	{			
KEYMAR PASSING				
JCT. UNION B'DGE BR.				
LADIESBURG				
NEW MIDWAY				
LeGORE				
WOODSBORO				
McALEER				
WALKERSVILLE				
FOUNTAIN ROCK				
RETREAT GROVE				
HARMONY GROVE				
NORTH "Y" CONN.				
FREDERICK				
B. & O. JUNCTION				
Leave	A. M.		A. M.	
	8271		8261	
	DAILY EX. SUN.		DAILY	

## FIRST CLASS

	8251	8293		8263	8253
	A. M.	A. M.		P. M.	P. M.
	\$ 11.01	\$ 11.01		\$ 3.05	\$ 6.12
	\$ 10.55	\$ 10.55		\$ 2.59	\$ 6.05
	F 10.49	F 10.49		F 2.52	F 5.58
	F 10.47	F 10.47		F 2.50	F 5.55
	\$ 10.44	\$ 10.44		\$ 2.47	\$ 5.52
	F 10.42	F 10.42		F 2.45	F 5.49
	F 10.40	F 10.40		F 2.43	F 5.46
	F 10.38	F 10.38		F 2.41	F 5.44
	F 10.36	F 10.36		F 2.39	F 5.42
	10.33	10.33			5.38
	\$ 10.10	\$ 10.23		\$ 2.35	\$ 5.20
	\$ 10.05	\$ 10.18			\$ 5.16
	10.00	10.13			5.12
	9.59	10.12			5.10
	F 9.54	F 10.08			F 5.06
	F 9.50	F 10.04			F 5.02
	F 9.48	F 10.02			F 5.00
	\$ 9.45	\$ 10.00			\$ 4.57
	F 9.38	F 9.57			F 4.50
	F 9.35	F 9.54			F 4.47
	F 9.33	F 9.52			F 4.45
	F 9.30	F 9.50			F 4.42
	9.25				4.37
	\$ 9.20	\$ 9.45			\$ 4.26
	F 9.16	F 9.40			F 4.21
	F 9.13	F 9.36			F 4.17
	F 9.11	F 9.34			F 4.15
	\$ 9.05	\$ 9.28			\$ 4.07
	F 9.01	F 9.23			F 4.02
	F 8.56	F 9.20			F 3.57
	F 8.54	F 9.17			F 3.55
	\$ 8.48	\$ 9.11			\$ 3.48
	F 8.42	F 9.06			F 3.42
	F 8.38	F 9.01			F 3.38
	\$ 8.35	\$ 8.59			\$ 3.35
	8.33	8.53			3.32
	F 8.29	F 8.49			F 3.28
	F 8.25	F 8.44			F 3.23
	F 8.22	F 8.41			F 3.14
	\$ 8.19	\$ 8.38			\$ 3.11
	F 8.13	F 8.33			F 3.05
	\$ 8.10	\$ 8.30			\$ 2.58
	F 8.08	F 8.27			F 2.51
	F 8.06	F 8.25			F 2.49
	F 8.03	F 8.22			F 2.46
	7.58	8.18			2.42
	\$ 7.55	\$ 8.15			\$ 2.40
	A. M.	A. M.		P. M.	P. M.
	<b>8251</b>	<b>8293</b>		<b>8263</b>	<b>8253</b>
	DAILY EX. SUN.	SUNDAY ONLY		DAILY EX. SUN.	DAILY EX. SUN.

STATIONS	FIRST CLASS			
	8295		8265	
Arrive	P. M.		P. M.	
COLUMBIA (Phila. Div.)			\$ 9.35	
WRIGHTSVILLE			\$ 9.29	
EWING PASSING				
STRICKLER			L 9.23	
STONER			L 9.21	
HELLAM			F 9.18	
CAMPBELL			L 9.16	
STONY BROOK			F 9.14	
HIESTAND			L 9.12	
ROCKBURN			L 9.10	
YORK	{ \$ 7.20		\$ 9.07	
WEST YORK	\$ 7.15			
WEST YORK PASSING	7.10			
PALMERS	7.08			
GRAYBILL	F 7.04			
BAIR	F 7.00			
MARTIN	F 6.58			
SPRING GROVE	S 6.55			
MENGES MILLS	F 6.52			
IRON RIDGE	F 6.49			
JACOBS MILLS	F 6.47			
GITTS RUN	F 6.44			
HANOVER	{ S 6.38			
McSHERRY	F 6.28			
SELL	F 6.24			
LEFEVRE	F 6.20			
LITTLESTOWN	S 6.10			
KINGSDALE	F 6.02			
PINEY CREEK	F 5.57			
GALT	F 5.53			
TANEYTOWN	S® 5.45			
CRABSTER	F 5.41			
SHARRETT'S	F 5.36			
KEYMAR	{ S 5.32			
KEYMAR PASSING	{ 5.31			
JCT. UNION B'DGE BR.				
LADIESBURG	F 5.27			
NEW MIDWAY	F 5.22			
LeGORE	F 5.13			
WOODSBORO	S 5.10			
McALEER	F 5.04			
WALKERSVILLE	S 4.56			
FOUNTAIN ROCK	F 4.49			
RETREAT GROVE	F 4.47			
HARMONY GROVE	F 4.44			
NORTH "Y" CONN.	4.40			
FREDERICK	S 4.37			
B. & O. JUNCTION				
Leave	P. M.		P. M.	
	8295		8265	
	SUNDAY ONLY		DAILY	

## **FIRST CLASS**

**FIRST CLASS**

## ARRANGED AMERICAN RY. EXP. TRAIN SERVICE

## WASHINGTON TO NORTH POINT

STATIONS	THESE TRAINS RUN AS PASSENGER EXTRAS			
	MD 204		MD 180	
	Arrive	A. M.	P. M.	
NORTH POINT-----		3.20	9.10	
BAY VIEW-----				
CANTON JUNCTION-----				
BIDDLE STREET-----				
UNION JUNCTION-----				
BALTO. (Union Sta.)-----	E	3.10	E 9.00	
BALTO. (Calvert Sta.)-----	E	2.40	E 8.40	
B. & P. JUNCTION-----				
PENNA. AVE-----				
FULTON JUNCTION-----				
EDMONDSON-----				
FREDERICK ROAD-----				
LOUDON PARK-----				
ARbutus-----				
HALETHORPE-----				
WINANS-----				
PATAPSCO-----				
STONY RUN-----				
HARMAN-----				
SEVERN-----				
ODENTON-----				
PATUXENT-----				
ANDERSON-----				
ARUNDEL-----				
JERICHO PARK-----				
BOWIE-----				
SPRINGFIELD-----				
GLENDALE-----				
SEABROOK-----				
LANHAM-----				
ARDWICK-----				
LANDOVER-----				
TUXEDO-----				
12th STREET....(W. T.)-----				
NEW YORK AVE-----				
WASHINGTON-----	E	1.30	E 7.40	
Leave	A. M.	P. M.		
	DAILY	DAILY		
	MD 204	MD 180		

## **YORK-BALTIMORE MILK TRAIN.**

This train will be operated as a passenger extra.

### **MILK TRAIN.**

**DAILY.**

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<b>LEAVES</b>	<b>ARRIVES</b>
York.....6.35 AM	Baltimore—Calvert Sta. 9.08 AM

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This train will stop at all stations between York and Riderwood, inclusive, for milk.

## EXTRA STOPS BY PASSENGER TRAINS.

TRAIN No.	STOP AT	FOR
5101	New Round House, Washington . . . . .	Employees
5113	New Round House, Washington . . . . .	Employees
5125	New Round House, Washington . . . . .	Employees
5133	New Round House, Washington . . . . .	Employees
5161	New Round House, Washington . . . . .	Employees
5123	New Round House, Washington . . . . .	Employees
5100	New Round House, Washington . . . . .	Employees
5102	New Round House, Washington . . . . .	Employees
5114	New Round House, Washington . . . . .	Employees
5120	New Round House, Washington . . . . .	Employees
5124	New Round House, Washington . . . . .	Employees
5132	New Round House, Washington . . . . .	Employees
5160	New Round House, Washington . . . . .	Employees
422	Orangeville Oil House . . . . .	Employees
8072	Yardmaster's Office, Canton . . . . .	Employees
8074	Yardmaster's Office, Canton . . . . .	Employees
8076	Yardmaster's Office, Canton . . . . .	Employees
8080	Yardmaster's Office, Canton . . . . .	Employees
8186	Yardmaster's Office, Canton . . . . .	Employees
8084	Yardmaster's Office, Canton . . . . .	Employees
8088	Yardmaster's Office, Canton . . . . .	Employees
8091	Yardmaster's Office, Canton . . . . .	Employees
8083	Yardmaster's Office, Canton . . . . .	Employees
8089	Yardmaster's Office, Canton . . . . .	Employees
8180	Yardmaster's Office, Canton . . . . .	Employees
8072	Chesapeake Mills Block Station . . . . .	Employees
8088	Chesapeake Mills Block Station . . . . .	Employees
991	Yardmaster's Office, Mt. Vernon . . . . .	Employees
8001	Yardmaster's Office, Mt. Vernon . . . . .	Employees
8101	Yardmaster's Office, Mt. Vernon . . . . .	Employees
8007	Yardmaster's Office, Mt. Vernon . . . . .	Employees
8009	Yardmaster's Office, Mt. Vernon . . . . .	Employees
8033	Yardmaster's Office, Mt. Vernon . . . . .	Employees
8037	Yardmaster's Office, Mt. Vernon . . . . .	Employees
8039	Yardmaster's Office, Mt. Vernon . . . . .	Employees
8153	Yardmaster's Office, Mt. Vernon . . . . .	Employees
8055	Yardmaster's Office, Mt. Vernon . . . . .	Employees
8059	Yardmaster's Office, Mt. Vernon . . . . .	Employees
8061	Yardmaster's Office, Mt. Vernon . . . . .	Employees
990	Yardmaster's Office, Mt. Vernon (Sunday only) . . . . .	Employees
992	Yardmaster's Office, Mt. Vernon . . . . .	RRS Mail
8002	Yardmaster's Office, Mt. Vernon . . . . .	Employees
8030	Yardmaster's Office, Mt. Vernon . . . . .	Employees
8036	Yardmaster's Office, Mt. Vernon . . . . .	Employees
8038	Yardmaster's Office, Mt. Vernon . . . . .	Employees
8060	Yardmaster's Office, Mt. Vernon . . . . .	Employees
8064	Yardmaster's Office, Mt. Vernon . . . . .	Employees
8102	Yardmaster's Office, Mt. Vernon . . . . .	Employees
8104	Yardmaster's Office, Mt. Vernon . . . . .	Employees
8150	Yardmaster's Office, Mt. Vernon . . . . .	Employees
8152	Yardmaster's Office, Mt. Vernon . . . . .	Employees
8270	York Fair Ground (A Stop) . . . . .	Passengers
8271	York Fair Ground (B Stop) . . . . .	Passengers
8250	Sixth Street, Frederick (B Stop) . . . . .	Passengers
8252	Sixth Street, Frederick (B Stop) . . . . .	Passengers
8290	Sixth Street, Frederick (B Stop) . . . . .	Passengers
8292	Sixth Street, Frederick (B Stop) . . . . .	Passengers

Passenger Trains will stop at the cinder platform, located at a point 0.26 mile south of Sparrow's Point, to receive or discharge employees of the Bethlehem Steel Co.

The following trains will stop at the cinder platform, located at a point 0.7 mile south of Sparrow's Point to receive or discharge employees of the Bethlehem Steel Co.:

8072	8080	8073	8091	8083
8074	8082	8075	8081	8089

## TRAINS WAIT FOR CONNECTIONS.

Trains must wait for their connections unless otherwise ordered. When late, Conductors must telegraph Superintendent the number and destinations of passengers for connecting trains.

Train 8051 will wait at Hollins five (5) minutes to receive connection from Train 990.

Train 544 will wait at New Freedom five (5) minutes to receive connection from Stewartstown R. R. Train 7.

Train 8265 will wait at York ten (10) minutes to receive connection from Train 565.

Train 976 will wait at York ten (10) minutes to receive connection from Train 8250.

Train 541 will wait at York ten (10) minutes to receive connection from Train 8271.

## U. S. MAIL WORK ON THROUGH TRAINS.

STATIONS.	EASTWARD AND SOUTHWARD TRAINS.							
	189	518	139	101	105	574- 5111	109	183
Harrisburg.....	.....	E	.....	.....	.....	E	.....	.....
York.....	.....	E	.....	.....	.....	E	.....	.....
Baltimore.....	E	E	E	E	E	E	E	E
Frederick Road...	.....	.....	.....	D	D	.....	D	.....
Odenton.....	.....	.....	.....	.....	D	.....	.....	.....
Bowie.....	.....	.....	.....	.....	D	.....	.....	.....
Washington.....	E	E	E	E	E	E	E	E

STATIONS.	WESTWARD AND NORTHWARD TRAINS.								
	100	166	174	186	412	5122 -507	5140 -535	134	140
Harrisburg.....	.....	.....	.....	.....	.....	E	E	.....	.....
York.....	.....	.....	.....	.....	.....	E	E	.....	.....
Baltimore.....	E	E	E	E	E	E	E	E	E
Frederick Road...	.....	.....	.....	.....	.....	.....	.....	.....	.....
Odenton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bowie.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Washington.....	E	E	E	E	E	E	E	E	E

C—Mail caught from crane only.

D—Mail delivered only.

C & D—Mail caught and delivered.

E—Train stops, mail received or delivered, or both.

**ARRANGED FREIGHT TRAIN SERVICE.**  
**BETWEEN BAY VIEW AND POTOMAC YARD.**

**SOUTHWARD**

	TRAIN	LEAVE		ARRIVE		RUNNING TIME
②	MD 121	Baltimore	11.30 AM	Benning	3.00 PM	3 h, 30 m
③	MD 9	North Point	7.06 AM	Washington	9.30 AM	.....
③	MD 127	Bowie	8.50 AM	Potomac Yard	10.30 AM	3 h, 24 m
①	MD 5	(From Md. Div.)	—	Pope's Creek	1.00 PM	4 h, 10 m
				North Point	8.15 AM	.....
				President Sta.	10.15 AM	.....
*	MD 13	Union Yard	2.30 AM	Washington	5.30 AM	.....
φ	MD 13	Union Yard	1.30 PM	Potomac Yard	6.45 AM	4 h, 15 m
				Washington	4.30 PM	.....
③	MD 7	North Point	11.56 AM	Potomac Yard	6.00 PM	.....
①	MD 3	North Point	12.51 PM	Washington	4.00 PM	.....
①	MD 11	(From Md. Div.)	—	Potomac Yard	5.30 PM	5 h, 34 m
②	MD 111	(From Md. Div.)	—	Washington	4.50 PM	.....
③	MD 125	Union Yard	6.45 PM	Potomac Yard	5.50 PM	4 h, 59 m
②	MD 119	Bay View	8.45 PM	North Point	10.16 AM	.....
				President Sta.	12.01 PM	.....
				North Point	2.26 PM	.....
				Washington	9.10 PM	.....
				Potomac Yard	10.00 PM	.....
				Potomac Yard	4.15 AM	7 h, 30 m

**NORTHWARD**

	TRAIN	LEAVE		ARRIVE		RUNNING TIME
①	MD 12	Potomac Yard	3.30 AM	North Point	7.05 AM	3 h, 35 m
①	MD 2	Potomac Yard	4.30 AM	North Point	8.20 AM	3 h, 50 m
④	MD 6	Potomac Yard	6.00 AM	North Point	9.50 AM	3 h, 50 m
③	MD 114	North Point	6.46 AM	(To Maryland Div.)	.....	.....
①	MD 18	Potomac Yard	7.15 AM	Union Yard	10.00 AM	.....
①	MD 22	Potomac Yard	10.00 AM	Bolton Station	11.30 AM	2 h, 45 m
④	BP 2	Potomac Yard	11.00 AM	Union Yard	1.00 PM	3 h
③	MD 108	Benning	7.00 AM	North Point	2.50 PM	3 h, 50 m
①	AMD 4	Potomac Yard	2.30 PM	Baltimore	11.30 AM	4 h, 30 m
③	MD 110	Pope's Creek	1.15 PM	North Point	6.30 PM	4 h
②	MD 16	Bay View	2.30 PM	Bowie	5.05 PM	3 h, 50 m
③	MD 102	Potomac Yard	6.45 PM	North Point	2.35 PM	.....
①	BP 4	Potomac Yard	7.30 PM	Bay View	2.30 AM	7 h, 45 m
③	MD 4	Bay View	8.30 PM	North Point	10.45 PM	3 h, 15 m
②	MD 116	Bay View	10.35 PM	North Point	8.35 PM	.....
①	WB 2	Benning	3.30 AM	North Point	10.40 PM	.....
①	WB 4	Benning	4.30 PM	Baltimore	7.00 PM	.....
④	MD 20	Potomac Yard	10.30 PM	Baltimore	8.00 PM	.....
②	MD 106	Potomac Yard	11.15 PM	North Point	2.30 AM	4 h
				Union Yard	3.15 AM	4 h

These trains are run as extras:

- ① Daily.
- ② Daily, except Sunday.
- ③ Daily, except Monday.
- ④ Daily. Represented on special notice during perishable season.
- \* Summer schedule.
- φ Winter schedule.

## ARRANGED FREIGHT TRAIN SERVICE.

## BALTIMORE TO ENOLA AND FREDERICK BRANCH.

## WESTWARD AND NORTHWARD

	TRAIN	LEAVES		ARRIVES		RUNNING TIME
②	B 5	Canton	11.15 PM	North Point	11.55 PM	40 m
②	B 91	Mt. Vernon	7.30 AM	York	2.00 PM	6 h, 30 m
③	B 93	Cockeysville	1.00 PM	York	4.00 PM	3 h
④	B 93	Parkton	12.30 PM	York	4.00 PM	3 h, 30 m
③	B 425	Mt. Vernon	7.30 AM	Cockeysville	1.00 PM	5 h, 30 m
④	B 425	Mt. Vernon	7.30 AM	Parkton	12.30 PM	5 h
②	B 425	Hollins	9.50 AM	G. S. Junction	10.50 AM	1 h
①	EC 5	Mt. Vernon	3.15 PM	Cly	7.00 PM	.....
①	B 19	Canton	9.00 AM	Enola	8.00 PM	4 h, 45 m
②	EC 1	Mt. Vernon	5.47 PM	North Point	10.00 AM	1 h
②	B 1	Mt. Vernon	10.45 PM	Cly	9.00 PM	.....
				Enola	10.00 PM	4 h, 13 m
				Cly	4.45 AM	.....
				Enola	6.00 AM	7 h, 15 m
②	F 91	York	3.00 AM	Columbia	3.45 AM	45 m
②	B 97	York	7.00 AM	Lemoyne	12.30 PM	5 h, 30 m
②	F 93	York	12.00 NOON	Columbia	2.00 PM	2 h
②	F 95	Frederick	10.15 AM	Columbia	5.15 PM	7 h
②	F 97	Spring Grove	9.00 AM	York	10.00 AM	1 h
②	F 99	Frederick	12.01 PM	York	7.30 PM	7 h, 30 m
②	F 101	Hanover	12.01 PM	York	1.30 PM	1 h, 29 m
②	YE 1	York	11.00 PM	Cly	12.30 AM	.....
				Enola	2.00 AM	2 h

## EASTWARD AND SOUTHWARD

	TRAIN	LEAVES		ARRIVES		RUNNING TIME
①	B 2	Enola	6.00 AM	Cly	7.18 AM	.....
①	B 4	Enola	4.00 PM	Mt. Vernon	12.01 PM	6 h, 1 m
①	B 6	Enola	7.00 PM	Cly	5.00 PM	.....
①	B 8	Enola	11.45 PM	Mt. Vernon	11.00 PM	7 h
②	B 92	York	8.00 AM	Cly	8.00 PM	.....
②	B 92	York	8.00 AM	Mt. Vernon	1.00 AM	6 h
②	B 96	Lemoyne	12.30 PM	Cly	12.45 AM	.....
②	B 90	York	6.40 AM	Mt. Vernon	6.35 AM	6 h, 50 m
②	F 98	York	4.45 PM	Parkton	12.30 PM	4 h, 30 m
②	F 92	Columbia	4.30 AM	Cockeysville	1.00 PM	5 h
②	F 94	Columbia	9.30 AM	York	3.00 PM	2 h, 30 m
②	F 96	Columbia	3.00 PM	Mt. Vernon	1.00 PM	6 h, 20 m
②	B 426	Cockeysville	1.00 PM	Frederick	12.15 AM	7 h, 30 m
②	B 426	Parkton	12.30 PM	Spring Grove	7.00 AM	2 h, 30 m
②	B 426	Green Spring Jct.	10.50 AM	Frederick	5.30 PM	8 h
②	F 100	York	6.30 AM	York	5.00 PM	2 h
				Mt. Vernon	3.30 PM	2 h, 30 m
				Hollins	11.30 AM	40 m
				Hanover	9.00 AM	2 h, 30 m

These trains are run as extras:

- ① Daily.
- ② Daily, except Sunday.
- ③ Tuesdays, Thursdays and Saturdays.
- ④ Mondays, Wednesdays and Fridays.

**THE TICKET OFFICES OF STATIONS SHOWN  
BELOW WILL BE OPEN FOR SALE  
OF TICKETS AS FOLLOWS:—**

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
8072	5084	Biddle Street...	8072	5084
8051	995	Calvert Station...	8151	995
(All trains)		Union Station...	(All trains)	
5107	5125	Penna. Ave...		
101	5125	Edmondson...	414	404
5107	5125	Frederick Road...	5161	5114
5113	5125	Harman...		
5103	5120	Odenton...	414	404
5113	5120	Patuxent...		
5100	5183	Bowie...	{ 5101	5123
5113	5120	Glenndale...	142	5193
5113	5125	Lanham...		
5113	5125	Landover...		
5180	5182	Collington...		
5181	5183	Mullikin...		
5181	5183	Marlboro...		
5181	5183	Croome...		
5181	5183	Cheltenham...		
5181	5183	Brandywine...		
5181	5183	Waldorf...		
5181	5183	White Plain...		
5181	5182	La Plata...		
5181	5183	Cox...		
5181	5183	Lothair...		
5181	5183	Pope's Creek...		
991	8038	Woodberry...		
8051	995	Mt. Washington...	990	995
990	8059	Hollins...		
990	994	Ruxton...	990	994
990	994	Riderwood...	990	994
990	994	Lutherville...	990	994
990	993	Timonium...		
990	993	Texas...		
990	994	Cockeysville...	990	994
990	993	Phoenix...	8034	993
990	993	Sparks...		
990	993	Glencoe...		
990	993	Monkton...		
990	8035	White Hall...	8034	993
990	993	Parkton...	8034	8033
991	993	Bentley Springs...		
991	993	Freeland...	996	994
541	994	New Freedom...	{ 541	527
541	994		993	994
991	994	Shrewsbury...	{ Milk train	991
541	994	Glen Rock...	{ Milk train	991
990	500	Hanover Jct...	Milk train	Milk train
990	500	Smyser...	Milk train	Milk train
(All trains)		York...	(All trains)	
8023	994	Emigsville...		
8023	993	Mt. Wolf...		
8051	8059	Brooklandville...		
8054	8060	Stevenson...		
8054	8060	Chattolanee...		

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
8072	8075	...Highlandtown...	8072	8180
8078	8082	}...St. Helena....	8072	8091
8077	8082			
8072	8083	..Sparrows Point..		
8271	8270	....Wrightsville....	8290	8292
8261	8252	.....Hellam.....		
8271	8270	....Spring Grove....	8290	8295
8271	8270	....Hanover.....	8290	8295
8271	8270	....Littlestown.....	8293	8295
8250	8252	....Taneytown.....	8293	8292
8250	8252	....Keymar.....	8293	8292
8251	8252	....Woodsboro.....	8293	8292
8251	8252	....Walkersville.....	8293	8292
8251	8252	.....Frederick.....	8293	8292

When an unusual number of passengers are expected for any train not included in the foregoing list, Agents will open their respective ticket offices to meet the demand.

# SPECIAL INSTRUCTIONS.

**S1.** A Rule referred to by number, unless otherwise specified, is a rule in the Book of Rules.

Employes whose duties are affected by Time Tables must have with them while on duty a copy with all effective supplements properly inserted for all divisions or foreign railroads over which they are qualified to run.

## TRAIN RULES.

### **S2.** STANDARD TIME.

**S2A.** Eastern Standard Time applies on this division as indicated on the cover and title pages.

**D201.** Standard clocks are located as follows: Train Dispatchers' Offices, attended Block Stations, and at all points where Conductors or Enginemen report for duty.

## TIME TABLE.

### **S3.** SYMBOLS.

**S3A.** The following symbols will be used as indicated by Rule 5—Ⓐ Ⓛ Ⓜ Ⓝ, etc.

### **D301.**

- Ⓐ—No. 8251 take siding.
- Ⓑ—No. 8253 take siding.
- Ⓒ—No. 8295 take siding.

### **S4.** LETTERS AND CHARACTERS.

#### **S4A.** Rule 6 amplified:—

The following letters and characters indicate:—

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail, milk, newspapers or marketing.
- G**—Regular stop, Saturday only.
- H**—Regular stop to receive passengers, Saturday only.
- J**—Regular stop to discharge passengers, Saturday only.
- K**—Regular stop, Sunday only, to receive or discharge passengers.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- †**—Unattended Block Station.
- No baggage service.

**D401.**

**P**—Regular stop, daily except Sunday.

**U**—Regular stop, Sunday only, for express, mail, milk, newspapers or marketing.

**Z**—Stop on signal to receive or discharge employes.

**S5.****COLOR SIGNALS.**

**S5A.** At the end of double track where switches are not interlocked, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

**S6.****HAND, FLAG AND LAMP SIGNALS.****S7.****ENGINE WHISTLE SIGNALS.****S8.****EMERGENCY WHISTLE AND HORN SIGNALS  
AT INTERLOCKING PLANTS.****S9.****COMMUNICATING SIGNALS.****S10.****TRAIN SIGNALS.****D1001. ——.**

**D1002.** Rule 21 (a) will apply on double, three or more tracks. On the single track portions of this Division, the display of white flags and white lights as prescribed by Rule 21 will be omitted on all extra trains except passenger extras.

**D1003.** Engines without cars using the main tracks between Calvert Station and Mt. Vernon will not display markers, but at night or when weather conditions require the display of night signals, must display a red light on the rear.

## S11. USE OF SIGNALS.

**S11A.** When pusher engine is on the rear of the cabin car requirements as to use of fusees should be met by throwing the fusee off between cabin car and pusher engine, on the track the train is using and not dropping them between that track and an adjoining track.

**D1101.** Fusees must not be placed on bridges and must not be used at the following points:

In B. & P. and Union Railroad Tunnels, except in extreme emergency;

In Baltimore Yards, except on No. 2 and No. 4 tracks between Biddle Street and Bay View;

Between Grantley and Loucks.

**D1102.** The use of the engine whistle is prohibited as below, except in emergency cases:

On the freight line between Landover, Md., and all points in the District of Columbia;

Within the limits of Baltimore City, except to call in Flagman or to acknowledge train order signal, (The engine bell will be used to acknowledge a Flagman's Signal—Rule 29 is modified accordingly). Also within the limits of Baltimore City, Rule 14l at Interlocking Plants, Yards or other points where men may be at work;

Between Washington and Back River Rule 14h in answering Signal Rule 16d;

Approaching stations between Washington and Back River and between Baltimore and Ashland, Rule 14m;

Approaching all stations west of Ashland, including the Frederick Branch, where the train will not stop, Rule 14m.

**D1103.** Night signals will be displayed on rear of trains while passing through tunnels by day as follows:

Union Railroad Tunnel.

B. & P. Tunnel.

Virginia Avenue Tunnel.

**D1104.** Within the limits of Baltimore City, all unnecessary noises of engines must be avoided. Except as provided in Rule 30, or in cases of emergency, the engine bell must not be rung between the following points:

Between Maryland Avenue and Union Junction on tracks A, B, C and D, and on tracks E and F;

Between Union Junction and Madison Street.

All unnecessary ringing of the engine bell at other points within the City limits is strictly prohibited.

## S12. SUPERIORITY OF TRAINS.

**D1201.** Northward and westward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

**D1202.** On Pope's Creek Branch, a southward train, if delayed, will be superior by direction to a northward train which is to be run by the same engine and crew.

## S13.

## BULLETIN BOARDS.

**D1301.** Bulletin Boards are located as follows:

WASHINGTON . . . . .	{ General Yard Master's Office, Jersey Yard. P. R. R. Conductors' Work Room. Station Master's Office. Engine House.
POTOMAC YARD . . . . .	{ Yard Master's Office. Engine House.
BOWIE . . . . .	Agent's Office.
POPE'S CREEK . . . . .	Passenger Station.
LOUDON PARK . . . . .	Block Station.
GWYNNS RUN . . . . .	Yard Master's Office.  { Calvert Station, Trainmen's Room. Calvert, Yard Master's Office. Old Passenger Engine House, Guilford Ave. Canton, Yard Master's Office. Highland Yard, Yard Master's Office. Mt. Vernon, Yard Master's Office. Orangeville, Engine House. Bayview, Yardmaster's Office. President Station, Yard Master's Office. Union Station, Trainmen's Room. Union Yard, Yard Master's Office.
BALTIMORE . . . . .	
CHESAPEAKE MILLS . . . . .	{ Yard Master's Office (for Sparrow's Point Branch and Bethlehem Steel Co.'s Men.)
PARKTON . . . . .	Block Station.  { Engine House, Foreman's Office. Yard Master's Office.
YORK . . . . .	{ Assistant Train Master's Office, (for Philadelphia Division Men.)
HARRISBURG . . . . .	{ Passenger Station, Trainmen's Room. Yard Master's Office. Engine House.
ENOLA . . . . .	{ Asst. Train Master's Office. Engine House. Yard Master's Office. Asst. Yard Master's Office, East End Yard.
LANCASTER . . . . .	{ Yard Master's Office. Enginehouse.
COLUMBIA . . . . .	{ Yard Master's Office. Engine House.
LITTLESTOWN . . . . .	Agent's Office.
FREDERICK . . . . .	Agent's Office.

## S14.

## GENERAL ORDERS.

## S15.

## TRACK ASSIGNMENTS.

**D1501. Double Track.**

From switch 190 feet west of Centre Street, Calvert Station to Wago Junction.	Winans to Winans Arch. Severn to Odenton. Bowie to Seabrook.
Union Jct. to Biddle Street.	Landover to New York Ave.
Canton Jct. to Sollers.	Landover to Deanwood.
B. & P. Jct. to Fulton Jct.	Anacostia to Virginia Ave.
Gwynns Run to Loudon Park.	14th St. to South End.

**D1502. Track Assignment.** On three or more tracks the current of traffic is as follows:

**Southward Passenger.**

No. 4 track North Point to Biddle Street.  
No. 3 track Fulton Jct. to Gwynns Run.  
No. 3 track Loudon Park to Winans.  
No. 3 track Winans Arch to Severn.  
No. 3 track Odenton to Bowie.  
No. 3 track Seabrook to Landover.  
No. 3 track Virginia Ave. to 14th St.

**Northward Passenger.**

No. 2 track 14th St. to Virginia Ave.  
No. 2 track Landover to Seabrook.  
No. 2 track Bowie to Odenton.  
No. 2 track Severn to Winans Arch.  
No. 2 track Winans to Loudon Park.  
No. 2 track Gwynns Run to Fulton Jct.  
No. 2 track Biddle Street to North Point.

**Southward Freight.**

No. 3 track North Point to Biddle Street.  
No. 4 track Fulton Jct. to Gwynns Run.  
No. 4 track Loudon Park to Winans.  
No. 4 track Winans Arch to Severn.  
No. 4 track Anderson to Bowie.  
No. 3 track Deanwood to Anacostia.  
No. 4 track Virginia Ave. to 14th Street.

**Northward Freight.**

No. 1 track 14th St. to Virginia Ave.  
No. 2 track Anacostia to Deanwood.  
No. 1 track Landover to Seabrook.  
No. 1 track Bowie to Odenton.  
No. 1 track Winans to Loudon Park.  
No. 1 track Gwynns Run to Fulton Jct.  
No. 1 track Biddle Street to North Point.

Passenger trains as specified will use tracks as follows, unless interlocking signals otherwise indicate:

Train 5103 will use No. 4 track from Winans Arch to Severn to be passed by Train 105, and No. 4 track from Anderson to Bowie to be passed by Train 5105.

Train 5102 will use No. 1 track from Bowie to Odenton to be passed by Train 110.

Train 5120 will use No. 1 track from Bowie to Odenton to be passed by Train 142.

Train 5124 will use No. 1 track from Bowie to Odenton to be passed by Trains 5122 and 134.

Train 5123 will use No. 4 track from Winans Arch to Severn to be passed by Train 181, and southward passing siding at Seabrook to be passed by Trains 185 and 107.

Train 5133 will use No. 4 track from Anderson to Bowie to be passed by Train 123.

**D1503. ——.**

**D1504.** Passenger trains receiving signal to enter sidings named below will clear the main tracks but must not proceed through the siding without an understanding with the Signalman:

Severn—Northward and Southward middle sidings.  
Seabrook—Southward siding.

**D1505.** Tracks Nos. 1 and 4 between Anacostia and Deanwood will be operated as running sidings to be used by trains in both directions in accordance with Rule 90a. Yard engines will protect themselves against other trains and clear promptly to let them pass.

Southward trains having cars to set off at Benning will use No. 4 track from Deanwood to Anacostia, and southward trains using this track must report by telephone to the Signalman at Anacostia when clear of the southward main track, and northward trains using No. 1 track must obtain permission by telephone from the signalman at Anacostia before using northward main track at Deanwood.

**D1506.** Rule 90a will apply on tracks as follows:

Between Odenton and Camp Meade;

Connecting track between the Western Maryland Railway eastward main track and P. R. R. No. 4 track, south of Fulton Junction Interlocking Station;

Eastward passing siding at Parkton;

Shed track on south side of main tracks at York, between Queen Street and Y. H. & F. R. R. Junction.

## **S16. MOVEMENT OF TRAINS.**

**D1601.** Train Dispatchers in charge of train movements are located as follows:

Baltimore, B. & P. Junction—

Mt. Vernon to Calvert Station;  
Fulton Junction to North Point;  
Canton Junction to Sparrow's Point.

Baltimore, Union Station—

Washington to Fulton Junction;  
Mt. Vernon to Wago Junction;  
Green Spring Branch;  
Frederick Branch;  
Union Bridge Branch.

Jersey Yard, Washington—

Pope's Creek Branch;  
Freight Line, Landover to South End.

### **S16A. Rule 83.**

**D1602.** Clearance message Form C. T. 1246 will be sent by messenger to Columbia Station or Columbia Yard for southward trains.

**D1602B.** Northward regular trains may proceed at Sollers without stopping upon receiving proper signal indication, such indication not to be displayed by Signalman unless all trains due have arrived or left.

**D1602C.** Westward Green Spring Branch regular trains may proceed at Hollins without stopping upon receiving proper signal indication, such indication not to be displayed by Signalman unless all Green Spring Branch trains due have arrived or left.

### **S16B. Rule 98.**

**D1603.** All trains must stop at "Stop" boards located on each side of W. M. Ry. grade crossing at Hanover, and not proceed unless it is seen that no trains are approaching on the W. M. Ry. tracks that will interfere with their movement, except that northward passenger trains unable to make the station stop without passing the "Stop" board, will proceed without stopping, but the Fireman must be sent ahead and stationed on crossing to protect the movement and signal the Engineman ahead, and northward freight trains, to avoid delay, may proceed without stopping at "Stop" board, provided a competent man is sent ahead and stationed on the crossing to protect the movement and signal the Engineman ahead.

**D1603A.** All trains approaching the Hagerstown and Frederick Railroad crossing at Fifth Street, Frederick, must look out for cars using the crossing.

**D1603B.** In case of signal failures at drawbridges, trains will be permitted to pass the draw signal in stop position by hand signal given under the direction of the Bridge Watchman, by the Bridge Watchman or Trainman stationed on the track on which the movement is to be made, after ascertaining that the draw is locked for the movement.

The use of sand on main tracks is prohibited within 100 feet of the draw span of the Eastern Branch Bridge (Old Line).

**D1603C.** Engines and trains approaching Bear Creek Drawbridge must stop unless hand signal is given by the draw tender with green flag by day and green light by night to proceed if draw is right for passage of engine or train. This signal must be acknowledged as per Rule 14g. In the absence of this hand signal Enginemen must ascertain condition of draw before attempting to cross it.

**S16C.** Rules 106 and 106a.

**D1604.** Trains approaching Highlandtown on the freight track when a passenger train is receiving or discharging passengers, must stop.

**S16D.** Rules 251, 253, 254.

**D1605.** Rules 251, 253 and 254 are in effect as specified in the following paragraphs:

- (a) Between South End or New York Ave. and North Point.
- (b) Between B. & P. Jct. and Summit, (except for eastward trains between Glen Rock and Grove), trains to which "Take Siding Indicator" is displayed at Block Stations where located, will take next passing siding in advance except eastward trains at Loucks where trains will clear that point.

Stopping for water or hot box, will be considered as "work" under the provision of Rule 253.

**D1606.** Station Master at Manhattan Transfer, Broad Street, West Philadelphia, Wilmington, Atlantic City, Washington, Union and Calvert Stations, Baltimore, and Harrisburg, is authorized to verbally instruct Conductors to display signals for the following sections. Conductors must notify Enginemen.

**D1607.** On double, three or more tracks a passenger train not representing a schedule will run passenger extra, when proper signal is displayed or permission is given by the Signalman, Yard Master or Station Master. Circus Trains will be run as passenger extra. See Rule 97a.

**D1608.** When a train clears a track under conditions requiring the Conductor or Engineman to report clear to the Signalman, such report must be made to the Signalman in the rear.

A train must obtain permission to occupy a block from the Signalman in the rear of the block to be occupied.

**D1609.** Where track circuits are used, and trains or cars are placed on the sidings, trainmen must see that they are back of insulated rail joints at clearing point.

**D1610.** The switch at the end of double track at Sollers must be kept set and locked for the southward main track, and will be thrown by the signalman at Sollers for northward trains. When the switch is to be used for other than southward movements to the southward main track, the lock lever must be thrown to unlock the switch, and must be thrown back again when the switch is set for the southward main track.

**D1611.** Enginemen of trains approaching the switches in the vicinity of Cedar Avenue Bridge, Mt. Vernon, or the cross-over switches at B. & O. R. R. Crossing, Canton, must not proceed until they have received a hand signal from the switch tender, and this signal must be acknowledged at Canton as per Rule 14g, and at Mt. Vernon by the engine bell only. In acknowledging these hand signals the whistle should not be sounded more loudly than necessary.

**D1612.** When engines and crews of eastward freight trains are released at night on the Third Track between Woodberry and Mt. Vernon, all rear end train signals must be extinguished by the crew. Eastward trains will be notified by the Train Dispatcher in regard to cars standing on this track, but all trains using this track must invariably move with extreme caution, prepared to find the track obstructed.

**D1613.** The single track between Calvert Station and East End of Double Track will be controlled by the switch tender. Engines and trains must not use this single track in either direction until given proper signal to proceed by the switch tender, and they must run with the utmost caution on this track, prepared to stop short of any obstruction.

**D1614.** All engines and trains at Mt. Vernon Yard destined to Union Yard or beyond by way of freight track A or B must obtain permission from the Train Dispatcher at B. & P. Junction when ready to leave Mt. Vernon Yard by use of the telephone at east end of ladder track, giving number of engine and number of cars in train. Train Dispatcher will arrange with Signalman at B. & O. R. R. crossing to set the necessary signals for movement over the crossing.

**D1615.** Light engines departing for south of Canton Junction will leave the enginehouse yard at Orangeville via the interlocking switch at Philadelphia Pike, and move to Canton Junction against the current of traffic on track 1, upon receiving proper dwarf signal north of the switch. All other light engine movements to and from the enginehouse yard will be made via Bayview interlocking.

**D1616.** In cases of emergency, the Assistant Train Master on the ground, or the Yard Master may authorize trains to move against the current of traffic between Hillen Junction and Calvert Station, observing Manual Block Rule 317a, also may authorize engines and trains to move against the current of traffic on main yard tracks of the President Street Branch by properly protecting such movements.

**D1617.** Trains having one or more cars containing explosives will not be pushed by assisting engines, but will be double-headed. Yard Masters, in dispatching such trains, will advise the Superintendent, so that arrangements can be made to double-head them.

## **S17. MOVEMENT BY TRAIN ORDERS.**

**D1701.** Enginemen of helpers must be provided with a copy of orders pertaining to the movement of their trains.

Helpers on southward passenger trains scheduled to stop at Edmondson will not uncouple from such trains until after passing signal 983.

## **S18. YARDS AND YARD INSTRUCTIONS.**

### **S18A. Rule 97.**

**D1801.** Rule 97 modified. Movements on the main track within yard limits may be made without train orders.

**D1802.** Yards indicated by Yard Limit boards are located at:

Washington,  
Bowie,  
Pope's Creek,  
Baltimore and Sparrow's Point Branch,  
York,  
Wrightsville,  
Hanover,  
Union Bridge,  
Frederick.

**D1803.** Shifting engines of the Western Maryland Railway when using main track of Frederick Branch within York yard limits must not move north of York Gas Company siding nor south of north end West York Passing Siding.

## S19.

## 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.	
0.51	70.59	1.27	41.38	2.02	29.50	2.37	22.93
0.52	69.73	1.28	40.91	2.03	29.27	2.38	22.78
0.53	67.92	1.29	40.45	2.04	29.03	2.39	22.64
0.54	66.66	1.30	40.00	2.05	28.80	2.40	22.50
0.55	65.45	1.31	39.56	2.06	28.57	2.41	22.36
0.56	64.29	1.32	39.13	2.07	28.34	2.42	22.22
0.57	63.16	1.33	38.71	2.08	28.12	2.43	22.08
0.58	62.07	1.34	38.29	2.09	27.91	2.44	21.95
0.59	61.02	1.35	37.89	2.10	27.69	2.45	21.82
1.00	60.00	1.36	37.50	2.11	27.48	2.46	21.69
1.01	59.02	1.37	37.11	2.12	27.27	2.47	21.56
1.02	58.06	1.38	36.73	2.13	27.09	2.48	21.43
1.03	57.14	1.39	36.36	2.14	26.87	2.49	21.30
1.04	56.25	1.40	36.00	2.15	26.67	2.50	21.17
1.05	55.38	1.41	35.68	2.16	26.47	2.51	21.05
1.06	54.55	1.42	35.29	2.17	26.28	2.52	20.93
1.07	53.73	1.43	34.95	2.18	26.09	2.53	20.81
1.08	52.94	1.44	34.61	2.19	25.90	2.54	20.70
1.09	52.17	1.45	34.28	2.20	25.71	2.55	20.58
1.10	51.43	1.46	33.96	2.21	25.53	2.56	20.45
1.11	50.70	1.47	33.64	2.22	25.35	2.57	20.34
1.12	50.00	1.48	33.33	2.23	25.17	2.58	20.22
1.13	49.31	1.49	33.03	2.24	25.00	2.59	20.11
1.14	48.65	1.50	32.73	2.25	24.83	3.00	20.00
1.15	48.90	1.51	32.43	2.26	24.66	3.15	18.46
1.16	47.37	1.52	32.14	2.27	24.49	3.30	17.14
1.17	46.74	1.53	31.86	2.28	24.32	3.45	16.00
1.18	46.15	1.54	31.58	2.29	24.16	4.00	15.00
1.19	45.57	1.55	31.30	2.30	24.00	5.00	12.00
1.20	45.00	1.56	31.04	2.31	23.84	6.00	10.00
1.21	44.44	1.57	30.77	2.32	23.68	6.46	9.00
1.22	43.90	1.58	30.51	2.33	23.53	7.30	8.00
1.23	43.37	1.59	30.35	2.34	23.38	8.34	7.02
1.24	42.86	2.00	30.00	2.35	23.23	10.00	6.00
1.25	42.35	2.01	29.75	2.36	23.08	12.00	5.00
1.26	41.86						

## S20.

## SPEED RESTRICTIONS.

**S20A.** On account of braking arrangement, when passenger trains have class X-25, R-7, or other types of freight cars, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars operated, the lading of which is less than 25,000 pounds, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty freight car of the same type to equal 1 passenger car.

Otherwise the train must be operated under the highest speed restrictions which apply to freight trains.

The weight of lading in an express car loaded with mixed freight does not normally exceed 25,000 pounds. Occasional shipments in carload lots of castings, scenery, etc., do exceed 50,000 pounds. In the latter case the weight of lading may be ascertained from the Express Company.

Class R-7 milk cars average 215 cans, maximum 225 cans. A forty-quart can of milk weighs 100 pounds, a forty-six-quart can 125 pounds, ice 5 tons, so that the weight of lading would be less than 50,000 pounds. R-7 cars equipped with shelves will carry 400 cans of milk; if these are of forty-quart capacity, weight of lading and ice will be 50,000 pounds; forty-six-quart capacity, weight of lading and ice will be 60,000 pounds based on full load.

<b>D2001. Maximum Speed:</b>		<b>Miles per hour</b>
<b>Main Line:</b>		
Between Union Station, Baltimore, and New York Ave. or South End:		
With passenger engines.....		70
With freight engines.....		50
Between Union Station, Baltimore, and Bay View:		
With passenger engines.....		60
With freight engines.....		40
Between Bay View and Back River:		
With passenger engines.....		70
With freight engines.....		50
Between Union Station, Baltimore, and Wago Junction:		
With passenger engines.....		55
With freight engines.....		40
Pope's Creek Branch:		
Between Bowie and Brandywine:		
With passenger engines.....		45
With freight engines .....		35
Passenger trains. Between Brandywine and Pope's Creek:		
With passenger engines.....		40
With freight engines .....		30
Union R. R. and Sparrow's Point Branch:		
Between Canton Junction and Sparrow's Point:		
With passenger engines.....		45
With freight engines .....		35
Green Spring Branch:		
With passenger engines.....		40
With freight engines .....		25
Frederick Branch:		
With passenger engines.....		45
With freight engines .....		35
Union Bridge Branch:		
With passenger engines.....		20
With freight engines .....		20
Other Branches:		
With passenger engines.....		15
With freight engines .....		15

	Unless otherwise specified:	Miles per hour
	Main Line—	
	Between Union Station, Baltimore and New York Avenue or South End .....	50
	Between Union Station, Baltimore and Bay View.....	35
	Between Bay View and Back River.	50
	Between Union Station, Baltimore and Wago Jct.....	40
	Pope's Creek Branch:	
	Between Bowie and Duley.....	35
	Between Duley and Pope's Creek...	25
	Union Railroad and Sparrow's Point Branch:	
	Between Canton Junction and Sparrow's Point.....	30
	Green Spring Branch.....	20
	Frederick Branch.....	30
	Union Bridge Branch.....	20
	Other Branches.....	15
	Arranged Service:	
	Main Line—	
	Between Union Station, Baltimore and New York Avenue or South End .....	50
	Between Union Station, Baltimore and Bay View.....	35
	Between Bay View and Back River.	50
	Between Union Station, Baltimore and Wago Jct.....	40
	Pope's Creek Branch:	
	Between Bowie and Duley.....	35
	Between Duley and Pope's Creek...	25
	Green Spring Branch.....	20
	Frederick Branch.....	30
Freight trains	Circus trains.....	30
	Main Line:	
	Boom trailing.....	30
	Boom forward.....	20
	All Branches:	
	Boom trailing.....	20
	Boom forward.....	15
Wreck trains	Track Cars.....	20

**D2002.** Speed indicated below must not be exceeded between stations named; on curves and over bridges:

LOCATION	Miles per hour	Seconds
Main Line:		
Between Back River and New York Avenue or South End.		
Approaching automatic signal 983 at Edmondson Station. Tracks 3 and 4.....	50	
Approaching automatic signal 1008. Tracks 1 and 2 .....	50	
Approaching northward distant signal for Landover (Freight Line) Northward.....	50	
†Over Eastern Branch Bridge (Old Line).....	20	
†Over Long Bridge and Draw Span.....	20	
Through Virginia Ave. Tunnel.....	20	
Engines scooping water.....	45	
Passenger trains passing each other while scooping water.....	40	

† Speed boards located at each end of Long bridge and Eastern Branch bridge, (Old Line) indicate the number of seconds to be consumed over the bridge. The boards at Long Bridge apply to Class L-1-S and Sou. Ry. engines 5218 and 1476 to 1494, inclusive, which must not exceed a speed of 15 miles per hour.

LOCATION	Miles per hour	Seconds
Running from Loudon Park to Winans:		
Passenger trains.....		Schedule speed
Freight trains consume not less than five (5) minutes.		
Through B. & P. and Union R. R. Tunnels:		
Passenger trains.....	30	
Freight trains.....	20	
At the north portal of B. & P. Tunnel—Northward Freight trains.....	10	
Engines and trains moving through switches at Interlocking:		
At Union Jct. All movements.....	12	
At B. & P. Jct. After passing all diverging switches.....	18	
At B. & P. Jct. All other movements.....	12	
Bay View Interlocking, northward passenger trains.....	55	
Local trains with postal clerks handling U. S. mail passing stations at which they do not stop to allow mail to be thrown off.....	15	
Curves:		
Northward movements, north of Lafayette Avenue.....	20	
Tracks 1 and 2 south of Seventh Street Station, Washington.....	30	16
Tracks 3 and 4 south of Seventh Street Station, Washington.....	20	23
Curve at 14th Street.....	30	18
Between a point 300 feet north of Patterson Park Avenue and the bridge over Broadway on the Union Railroad.....	45	51
Main Line:		
Between Union Station, Baltimore and Wago Junction—		
At other than Interlocking points, in crossing from one track to another and in entering or leaving sidings.....	15	
Between Eager Street Bridge and Union Junction.....	12	
On Guilford Avenue.....	4	
Crossing from westward main track to Green Spring Branch main track at Hollins.....	10	
On Water Street, York.....	4	
Eastward passenger trains passing York Block Station.....	15	
Crossing Bridge 59.43, west of Loucks.....	15	
Minimum running time for passenger trains in either direction:		
Between North Point and Fulton Junction:.....		Minutes
With passenger engines.....	14	
With freight engines.....	18	
Between Fulton Junction and Winans:.....		
With passenger engines.....	7	
With freight engines.....	9	
Between Winans and New York Ave.:.....		
With passenger engines.....	30	
With freight engines.....	38	
Between Cly and York:.....		
With passenger engines.....	16	
With freight engines.....	18	
Between York and Union Station, Baltimore:.....		
With passenger engines.....	80	
With freight engines.....	86	

Minimum running time for passenger trains in either direction:

	Minutes
Between Grove and Parkton:	
With passenger engines.....	11
With freight engines.....	12
Between Parkton and Union Station, Baltimore:	
With passenger engines.....	39
With freight engines.....	43

In case of delay en-route, the number of minutes delayed must be added to the minimum time.

Minimum running time for freight trains descending New Freedom Hill:

	Arranged Service and Light Engines	Other Freight Trains and Work Trains
Grove to Parkton.....	20 Minutes	25 Minutes
Grove to Glen Rock.....	10 Minutes	12 Minutes

LOCATION		Miles per hour	Seconds
Curves:			
Reverse curves west of Mt. Vernon.....	40	35	
First curve east of Woodberry.....	40	35	
Reverse curve west of Woodberry.....	40	25	
Curve at Melvale.....	40	15	
First curve west of Bridge 4.43.....	40	15	
Reverse curve at Mile Post 5.....	40	20	
Curve east of Mt. Washington to 5th telegraph pole west of Mile Post 6.....	40	35	
Hollins curve (eastward).....	30	20	
"    " (westward).....	40	15	
Curve to left, west of Hollins.....	40	15	
Reverse curves east of Lake, to Ruxton.....	40	60	
Curve west of Lutherville.....	40	25	
Reverse curve, Mystic Quarry.....	40	40	
Reverse curve east of Mile Post 20 to Glencoe.	40	55	
Reverse curves west of Glencoe.....	40	80	
Second curve west of Monkton.....	40	40	
Reverse curve at Mile Post 24.....	40	30	
Curve east of Bluemount.....	40	30	
Graystone Curve.....	40	20	
Curves at Bridges 27.34 and 27.42.....	40	15	
Reverse curve east of Mile Post 28.....	40	15	
Curve east of Bridge 28.63.....	40	15	
Curve one half mile west of Mile Post 29.....	40	25	
Reverse curves between Walker and Bridge 30.75.....	40	60	
Curve east of Bentley Springs.....	40	20	
First curve west of Bentley Springs.....	40	20	
Mile Post 32 to Mile Post 34.....	40	190	
Between reverse curve east of Bridge 32.38 and reverse curve west of Bridge 32.57.....	30	40	
Curves from east of Shrewsbury to west of Mile Post 39.....	40	92	
First curve west of Mile Post 40.....	40	20	
Seitzland curve.....	40	25	
Reverse curve between Mile Posts 43 and 44..	40	45	
Reverse curve at Hanover Junction.....	40	43	
Curve west of Smyser.....	40	20	
Dipfers curve.....	40	40	
Curve east of Howard Tunnel.....	40	20	
Reverse curve west of Howard Tunnel.....	40	25	
Jaeders curve, east of Brilhart.....	40	25	

LOCATION	Miles per hour	Seconds
Curve at Brilhart.....	40	10
First curve west of Brilhart.....	40	38
Portion of curve from Mile Post 54 to Pole 54.13.....	40	27
Curve at Bridge 59.43.....	40	47

Speed boards at each end of Bridge 59.43 west of Loucks indicate the number of seconds to be consumed over bridge.

Freight trains must not exceed a speed of thirty (30) miles per hour on any of the above curves.

Claremont Branch: LOCATION	Miles per hour	Seconds
Over Bridge 0.60 Wilkins Avenue.....		10
Union Railroad and Sparrow's Point Branch:		
Over Bear Creek Bridge.....		15
Between Fifth Avenue Station and B. & O. R. R. Crossing, 2100 feet south of Fifth Avenue.....	40	36
First curve south of 16th Street.....	30	27
Passing over the Turnout at the north end of double track at Sollers. Northward trains.		30
On curves between F Street, Sparrow's Point and North End of Bear Creek Bridge.....		20
Crossing F Street, Sparrow's Point, or between that Street and Sparrow's Point Station.....		10
Green Spring Branch:		
Powder Mill curve.....	20	35
Rockland curve.....	20	30
Light passenger engines running backward.	20	

#### Frederick Branch:

The minimum time for crossing Columbia Bridge is five (5) minutes.		
On Front Street, Wrightsville.....		6
Between West York Station and West Market Street, West York.....		6
Between Middle and Spruce Streets, Hanover.	7	
Over Bridge 51.20.....	30	
Over Bridge 52.61.....	30	
Passenger trains approaching all distant switch signals on Frederick Branch unless signals are seen to be in clear position.		30

#### Curves:

North end Columbia Bridge.....	15	27
On Wrightsville Curve.....	4	
South end of reverse curve south of Ewing, to "reduce speed" board south of Front St., Wrightsville.....	30	125
Curve at Bridge 2.95.....	40	10
Curve at Bridge 13.52.....	30	9
Reverse curves at Mile Post 21.....	40	28
First curve north of Mile Post 22.....	40	19
Reverse curves at Mile Post 24.....	40	28
Reverse curves at Mile Post 26.....	40	47
Reverse curves at Iron Ridge.....	40	25
First curve north of Keymar.....	40	10
Curve at Bridge 68.92.....	10	50

Beginning and ending of curves mentioned are marked by white rings on telegraph poles, each ring indicating speed of 10 miles per hour, the minimum time to be consumed between the marked poles shown above. Speed boards at each end of Bear Creek Bridge and at Bridge 51.20 Frederick Branch indicate the number of seconds to be consumed over these bridges.

**D2003.** Snow plows must be brought to a stop before meeting or being passed by a passenger train. The speed must also be reduced to four (4) miles per hour while passing passenger stations.

On single track the speed must not exceed four (4) miles per hour when passing passenger stations and passenger trains on sidings.

Persons operating snow flangers must exercise care to avoid damage to signal equipment in the vicinity of signal bridges and ground signal posts, also within the limits of Interlockings, at hand switches in automatic signal limits, and at all other points where there is any interference by switches, frogs, guard rails, road crossings, station platforms or other obstructions.

MILES PER HOUR

PASSENGER FREIGHT

Engines pushing trains or running backward, light or with train:

Between Back River and South End.	30	30
On all other parts of the Division . . .	30	20

Engines running forward light:

Between Back River and South End.	50	40
On all other parts of the Division . . .	40	30

Where speed restrictions are lower, they must be conformed to.

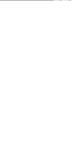
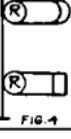
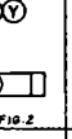
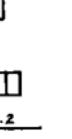
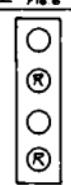
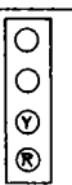
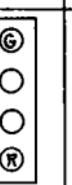
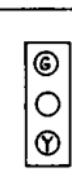
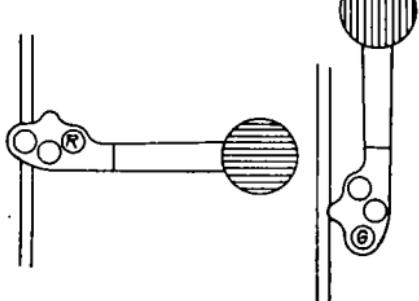
Maximum speed for following classes of engines:

BETWEEN BACK RIVER AND SOUTH END.		CLASS.	ON ALL OTHER PARTS OF THE MAIN LINE.		
MILES PER HOUR.			MILES PER HOUR.		
Forward.	Backward.		Forward.	Backward.	
15	15	.....A.....	15	15	
20	20	...{B except} B-7}...	20	20	
10	10	.....B-7.....	10	10	
50	25	.....F.....	50	20	
30	25	.....H-1.....	30	20	
30	25	.....H-3.....	30	20	
40	25	.....H-5.....	40	20	
50	25	.....H-6.....	50	20	
50	25	.....H-8.....	50	20	
50	25	.....H-9.....	50	20	
40	25	.....L-1-S.....	40	20	
25	25	.....HH-1.....	25	20	
25	25	.....CC-1.....	25	20	
70	30	.....Other.....	55	20	

## S21.

## SIGNAL ASPECTS.

**D2101.** The following Signal Aspects not standard in accordance with Rules 275 to 290 are in service on this Division.

POSITION LIGHT SIGNALS	NAME - STOP SIGNAL INDICATION - STOP RULE 275	 FIG.1	NAME - CAUTION SLOW SPEED SIGNAL INDICATION - PROCEED AT NOT EXCEEDING 15 MILES PER HOUR WITH CAUTION PREPARED TO STOP SHORT OF TRAIN OR OBSTRUCTION. RULE 278	 FIG.2	NAME - APPROACH SIGNAL INDICATION - APPROACH NEXT SIGNAL PREPARED TO STOP A TRAIN EXCEEDING ONE-HALF ITS MAXIMUM AUTHORIZED SPEED AT POINT INVOLVED MUST AT ONCE REDUCE TO NOT EXCEEDING THAT SPEED. RULE 283	 FIG.3	NAME - CLEAR SIGNAL INDICATION - PROCEED RULE 286	 FIG.4	NAME - CAUTION SIGNAL RULE 282 INDICATION - APPROACH NEAR SIGNAL PREPARED TO STOP WHERE A FACING SWITCH IS CONNECTED WITH THE SIGNAL, APPROACH THAT SWITCH PREPARED TO STOP A TRAIN EXCEEDING ONE-HALF ITS MAXIMUM AUTHORIZED SPEED AT POINT INVOLVED MUST AT ONCE REDUCE TO NOT EXCEEDING THAT SPEED.	 FIG.5
	 FIG.1	 FIG.2	 FIG.3	 FIG.4	 FIG.5					
	 FIG.6	 FIG.7	 FIG.8	 FIG.9	 FIG.10					
SEMAPHORE SIGNALS	SLOW BOARD									
	SLOW BOARDS MAY BE ERECTED HORIZONTAL OR VERTICAL									
TAKE SIDING INDICATOR	DAY - WHITE SQUARE BLACK CROSS NIGHT - DAY INDICATION REFLECTED BY LIGHT									
	DAY - WHITE SQUARE, BLACK CROSS NIGHT - LUNAR WHITE LIGHT									
SMASH BOARD	DOWN - BRIDGE UNLOCKED OR OPEN MAY OR MAY NOT HAVE LIGHT VERTICAL - BRIDGE CLOSED AND LOCKED									
										

## S22.

**BLOCK SIGNAL RULES.**

## S23.

**MANUAL BLOCK SYSTEM.**

**D2301.** Rules 301 to 375, inclusive, are in effect as follows, except that Rules 317a, 317b, 318a and 318b, will apply only on portions of the Division as specified:

Old Line between Landover and Virginia Ave.,  
 Pope's Creek Branch,  
 Main Line on westward track between Riderwood and Cly (Phila. Div.) and on eastward track between Cly (Phila. Div.) and Hollins,  
 Green Spring Branch,  
 Union Railroad and Sparrow's Point Branch between Canton Junction and Sparrow's Point,  
 Frederick Branch.

**D2302.** Rule 317a will apply:

Between Telephone Booth at Freight Office, Sparrow's Point and Sollers.

For movements against the current of traffic:

Between South End and Landover,  
 " New York Ave. and North Point,  
 " B. & P. Jct. and Hollins,  
 " Hollins and Cly (Phila. Div.) in territory where Rule 318a normally applies.

**D2303.** Rule 317b will apply:

On Frederick Branch,  
 On Pope's Creek Branch,  
 On Green Spring Branch.

For movements against the current of traffic:

Between Hollins and Cly (Phila. Div.) in territory where Rule 318b normally applies,  
 Between Sollers and Canton Jct.

**D2304.** Rule 318a will apply as follows:

Between Virginia Avenue and Anacostia,  
 Westward track, Grove to Glen Rock,  
 Westward track, Summit to Wago Jct. (Balto. Div.),  
 No. 2 track, Wago Jct. to Cly (Phila. Div.),  
 Eastward track, Summit to Loucks,  
 Eastward track, Grove to Parkton.

**D2305.** Rule 318b will apply as follows:

Between Anacostia and Landover,  
 " Sollers and Canton Jct.,  
 " Hollins and Cly (Phila. Div.) except where Rule 318a applies and except on westward track Hollins to Riderwood.

**S23A. UNATTENDED BLOCK STATIONS.**

An unattended block station is a point designated by a sign, indicating the limits of a block, the use of which is controlled by Manual Block System Rules, except as hereby modified.

**D2306.** Unattended block stations are controlled by the Signalman specified in time-table, or Special Instructions.

The sign indicating an unattended block station will display by day the station name, and, in addition, by night a red light and a yellow light horizontal; the yellow light next to the main track.

The Signalman may give a train oral permission to enter one block and by the use of Clearance Card (Form K) may authorize a train to pass one or more unattended block stations.

Unless otherwise provided, trains must stop at unattended block stations, and Conductor or Engineman must obtain permission from the Signalman to enter, and ascertain condition of the block, and report clear.

If from any cause, Conductor or Engineman is unable to communicate with the Signalman either by the usual means of communication or the use of commercial lines and should no cause for detaining the train be known, it may proceed through that block on its rights or time-table authority, preceded by a Flagman to the next point of communication and report to the Superintendent.

Conductors and Enginemen finding an unattended block station sign imperfectly displayed, or absent, must, if practicable, correct it or replace the light, and report the fact to the Superintendent.

FORM <b>K</b>	<b>PENNSYLVANIA RAILROAD SYSTEM CLEARANCE CARD</b>	FORM <b>K</b>
.....Block Station,.....M.....19.....		
To Conductor and Engineman: Train.....		
Proceed at.....as though.....signal was displayed.		
Report Clear at.....		
.....Signalman.		
<i>The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any, having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.</i>		
<i>The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.</i>		

**D2307.** A train receiving Clearance Card (Form K) to pass an unattended block station, and arriving at such block station after the time for it to become an open block station, must identify the train to the Signalman before accepting a signal to proceed at that station, as Clearance Card (Form K) is thereby annulled.

**D2307A.** During the periods that Marlboro, Brandywine, White Plain and Pope's Creek, are unattended, as shown on page 4 of this Time Table, the signals will be left in stop position, with lights burning as required by Rule 9, and the last three paragraphs of Rule 342 will not be observed. Each of these Block Stations, when unattended, will be controlled by the Signalman at Bowie, and trains, in addition to observing Rule 83, must obtain the block indication from Bowie before occupying any block, and must report promptly to Bowie after clearing a block. Trains must not pass the stop signal without orders from the Superintendent.

When the Signalmen at Marlboro, Brandywine, White Plain, and Pope's Creek, obtain permission from the Superintendent to leave their block stations, they must report the block conditions to the Signalman at Bowie, and must obtain the conditions from Bowie when taking charge of the block stations. The Signalmen at Bowie must keep a complete block record for each of these block stations when unattended, and report the trains to the Superintendent.

During the periods that Spring Grove, Littlestown, Taneytown, Keymar and Frederick are unattended, as shown on page 6 of this Time Table, the signals will be left in the stop position, with lights burning as required by Rule 9 and the last three paragraphs of Rule 342 will not be observed. These block stations will be controlled by the Signalman at Littlestown while that station is attended, and by Signalman at York when Littlestown is unattended, and trains, in addition to observing Rule 83, must obtain the block indication from Littlestown or York before occupying any block, and must report promptly to Littlestown or York after clearing a block. Trains must not pass a stop signal without orders from the Superintendent.

When the Signalmen at Spring Grove, Taneytown, Keymar and Frederick, obtain permission from the Superintendent to leave their block stations, they must report the block conditions to the Signalman at Littlestown and when the Signalman at Littlestown obtains permission to leave his block station he must report the block conditions between Spring Grove and Frederick to the Signalman at York. The Signalmen at Littlestown and York must keep a complete block record for each of these block stations when unattended and report the trains to the Superintendent.

**D2308.** On single track where manual block rules are in effect a work train will be given orders as prescribed by Form H, example (1) (Not to exceed the limits of a specified block).

All following and opposing trains, other than passenger trains, will be admitted to block under permissive block signal, after having received copies of the work train order, provided that the third paragraph of Rule 317b has been complied with.

**D2309.** A train stopped at Home or Block Signal at which a telephone is located, may fill out a clearance card, Form C or Form D, as authorized by the Signalman, and then proceed as prescribed by the card.

**D2310.** Between Hollins and Wago Jct. when a train other than a passenger train has been permitted to cross over, as provided in Rule 327, the Signalman, if the block is clear, may permit the train to run against the current of traffic to or from an adjacent siding, under protection, for the purpose of placing cars on or removing cars from such siding, but he must first display stop signal for the track on which the movement is to be made, or must arrange with the Signalman at the next block station to do so as the conditions may require.

**D2311.** The facing point switch in southward main track just south of Eastern Branch Drawbridge is equipped with an electric lock controlled from Anacostia, and the facing point switch at east end of Ashland passing siding is equipped with an electric lock controlled from Cockeysville. When Trainmen or others desire to use these switches, it will be necessary to call the Signalman at these locations and ask for an unlock. When southward trains desire to use switch at Anacostia, or westward trains desire to use switch at east end Ashland passing siding, Signalman may

restore southward block signal at Anacostia, or westward block signal at Cockeysville, to normal before rear of train has passed signal. Rule 319 modified accordingly.

After using these switches and reporting clear, Trainmen will remain at telephone until Signalman has tried signal lever and given an O. K.

**D2312.** Communication with the Signalman as prescribed by Rule 365 will be performed by the Switchmen at B. & O. Crossing, instead of by train crew, when trains enter or clear the block in leaving or arriving at Canton Yard via Yardmaster's office.

**D2313.** When necessary for a train to enter a block behind a train in order to return to the main track to proceed in the opposite direction it may do so under protection, after securing permission from the Signalman as prescribed by Rule 365. Signalman will observe Rule 326 and the train must only enter the block far enough to clear the main track switch.

**D2314.** The Signalman at York may permit shifting engines to occupy the block or to move against the current of traffic, between Queen Street crossing and Y. H. & F. Ry. Junction only, while a passenger train in the block is standing at York station, for the purpose of attaching cars to or detaching cars from such train, or in order to assist the train; and such shifting engines after getting this permission, may pass the eastward block signal at Queen Street in stop position. Permission for these movements must be secured by the Conductor. Rule 362 is modified accordingly.

**D2315.** The Signalman at Loucks may give permission to engines and trains to move on westward main track from the west end of Loucks westward siding to the cross-over switches east of Bridge 58.32 against the current of traffic, first protecting the movement and recording it on the block record as provided in Rule 327 for the protection of cross-over movements.

**D2316.** All southward trains on the Frederick Branch must stop at "End of Block Board" placed on west side of Frederick Branch main track 370 feet north of York Block Station and before proceeding receive proper hand signal from the switch tender. The switch tenders will give these trains proper hand signal as directed by the Signalman in York Block Station.

**D2317.** When trains of the Frederick Branch use the main line block between Queen Street crossing and Y. H. & F. Ry. Junction, communication with the Signalman, as prescribed in Rule 365, will be performed by the switch tenders at Queen Street, instead of by the Conductor or Engineman of such trains. The switch tenders will give these trains proper hand signal, as directed by the Signalman, and the trains must not proceed until given hand signal to do so.

**D2318.** At Y. H. & F. Ry. Junction, northward trains will proceed on hand signal given by the Switchman, and communication with the Signalman as prescribed in Rule 365 will be performed by the switch tender at Y. H. & F. Ry. Junction instead of by the Conductor or Engineman. Southward trains before entering the block between Y. H. & F. Ry. Junction and Palmers on the Frederick Branch must obtain condition of block from the Signalman at York. The switch tender at Y. H. & F. Ry. Junction will give proper hand signal for trains to proceed after switches are properly set. The switch tender will give these hand signals as directed by Signalman at York, and will report trains clear at Y. H. & F. Ry. Junction to Signalman at York.

**D2319.** The Yardmaster at York may arrange for assisting engines to push northward freight trains from York as far north as York East Passing Siding, on the Frederick Branch and to return on the main track, but must notify the Signalman at York, who will protect the return movement of the assisting engines. Rule 364 is modified accordingly.

## S24. CONTROLLED MANUAL BLOCK SYSTEM.

**D2401.** Rules 401 to 473, inclusive (except 417b and 432), are in effect between B. & P. Jct. and Fulton Jct. Rule 417a will apply.

The block indication for southward movements on the northward track in the B. & P. Tunnel is given by the top arm of the Interlocking signal on the first bridge south of B. & P. Jct. and southward movements through the tunnel on the northward track must not be made unless the top arm of this signal is in the clear position.

Distant dwarf signal governing northward movements on southward track, located south of John Street, B. & P. Tunnel, is numbered 964 but does not display marker light.

This signal will display aspects as shown in Rules 278 (Fig. 2), 279 (Fig. 2), and 281 (Fig. 1), and will amplify Rules 282, 283 and 286.

Rules 401 to 473, inclusive (except 417b and 432), are in effect between Biddle Street and the south end of the Union Railroad Tunnel, permitting movements on southward track in either direction and southward movements on the northward track on the proper signal. Rule 417a will apply.

For northward movements on northward track see D2501.

Engines assisting northward trains on the Union Railroad may be uncoupled from the train between the northward signals at Broadway and the northward signals at Biddle Street. Engines assisting southward trains through B. & P. Tunnel will not uncouple until after passing Lafayette Avenue Crossing. Rule 464 is modified accordingly.

## S25. AUTOMATIC BLOCK SYSTEM.

**D2501.** Rules 501 and 505, 505b to 514, inclusive, are in effect as follows:—

Between Virginia Ave. and South End; Fulton Jct. and New York Ave.; North Point and Biddle St., and for northward movements on the northward track between the south end of the Union Railroad Tunnel and Biddle St. (The signal at the south end of the Union Railroad Tunnel governing northward movements on the northward track shows the aspect of an interlocking stop signal and must not be passed when in the stop position without train order. Conductor and Engineman of a train stopped at this signal must immediately ascertain the cause.)

Between the East End of Double Track near Centre Street and Hollen Junction.

On westward and eastward tracks between B. & P. Junction and Hollins and on westward track, Hollins to Riderwood.

**D2501A. (DOUBLE, THREE, OR MORE TRACKS).** In Automatic Block System territory at interlockings where there is no Block-signal that governs the use of the block from the limits of the interlocking, the Home-signals governing routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next Block-signal beyond the interlocking.

**D2501B.** The Yard Master at Mt. Vernon may arrange for assisting engines to push westward freight trains from Mt. Vernon as far west as Automatic Signal N-29 west of Mt. Vernon, and to return on the same track, but must notify the Signalman who will protect the return movement of the assisting engine. Assisting engines returning to Mt. Vernon must in all cases run expecting to find engines using the crossing switches between the westward and eastward main tracks near Mt. Vernon. Note Rule 513.

**S25A.** Rule 505a.

**S25B.**

### GRADE SIGNALS.

**S26.**

### INTERLOCKING RULES.

**S27.** Non-interlocked switches connected with Manual and Controlled Manual Block Station Signals.

**D2701.**

BLOCK STATION	NON-INTERLOCKED SWITCHES CONNECTED
14th Street..	Switch to 14th Street Yard.
14th Street..	Switch to 9th Street Yard.
Anacostia....	Facing Point Switch south end of Eastern Branch Bridge.
Anderson....	Leonard's Siding.
Mt. Vernon..	Westward, all cross-overs and switches leading to westward main track between westward home signal and Automatic Signal N29.
Mt. Vernon..	Eastward, all cross-overs leading to eastward main track between eastward home signal and Automatic Signal N18.
Timonium...	Cross-over from eastward passing siding east of station.
Cockeysville.	West leg of wye and cross-over.
Cockeysville.	Ashland, east end passing siding.
White Hall..	Cross-over and station siding switch in eastward main track.
Parkton.....	East end westward passing siding and cross-overs.
Grove.....	Cross-overs between westward passing siding and westward main track, between eastward and westward main tracks and between eastward main track and eastward passing siding at New Freedom.
Grantley....	Water Co. siding.
York.....	All cross-over switches between main tracks or cross-overs leading to eastward or westward main tracks between home signal bridges and all switches between eastward block signal and Y. H. & F. Jct.
Loucks.....	East end westward passing siding.
Wrightsville..	All switches between the northward distant signal and the northward block signal.
Campbell....	North end passing siding.
Hollins.....	East end passing siding. Green Spring Branch.
Sollers.....	End double track.
Chesapeake Mills.....	Grade crossing with Bethlehem Steel Co.

S28.

**TRACK CARS, ETC.**

**D2801.** Track Cars are operated between the following points as prescribed by Rule 80:

Landover and Anacostia,  
Bowie and Pope's Creek,  
Brilhart and Wago Jct.,  
Columbia and Frederick.

**D2802.** Between Mt. Vernon and Calvert Station and between Biddle Street and Back River, Foremen must obtain from the Superintendent permission to use main tracks with the current of traffic only and will protect the track as prescribed by Rule 829. Hand cars and hand trucks must not be used between Union Junction and Biddle Street.

Between Landover and Anacostia, between Canton Junction and Sollers and between Mt. Vernon and Wago Junction, Foremen must obtain from the Signalman controlling the block to be used, permission to use their hand cars and hand trucks on main tracks with the current of traffic, and they must keep in communication with Signalman and must also report clear to the Signalman when they clear the main track. The Signalman will not give such permission if the block is not clear, except that a hand car or hand truck may be given permission to enter the block in advance of the point at which a train has been admitted under permissive signal, or may follow a train into the block. The Signalman must also inform the Foreman fully in regard to the location of trains in or approaching the block. A train must not be admitted to a block occupied by a hand car or hand truck, except that where Rule 318b is effective a train other than a passenger train may be admitted to the block under permissive signal.

On the Sparrow's Point Branch, between Sollers and telephone at Freight Office, Sparrow's Point, the Foreman before placing a hand car or hand truck on the main track must obtain permission from the Signalman and must keep in communication with Signalman and report clear when they clear the main track. The Signalman must not give such permission when the block is occupied by a train approaching in the direction of the hand car or hand truck, and he must inform the Foreman fully in regard to the location of trains in or approaching the block. A train must not be admitted to a block occupied by a hand car or hand truck.

On the Pope's Creek Branch, on the Frederick Branch, and on the Green Spring Branch, each Foreman before placing a hand car or hand truck on the main track must obtain permission from the Signalman at one of the block stations controlling the block to be used, and must report clear to the Signalman when they clear the main track. The Signalman must not give such permission when the block is occupied by a train approaching in the direction of the hand car or hand truck, and he must inform the Foreman fully in regard to the location of trains in or approaching the block.

A freight train may be admitted under permissive signal to a block occupied by a hand car or hand truck.

Attention is called to the fact that hand cars and hand trucks will not operate automatic or semi-automatic signals.

These instructions do not relieve Foremen from clearing trains and observing all precautions in regard to the protection of their hand cars and hand trucks as prescribed by Rule 829.

**D2803.** Pony trucks must be loaded so as to permit of prompt removal upon the approach of a train. They must be run on the rail next to the ditch whenever possible and, when the movement is made over bridges, or in tunnels, or where the approach of a train cannot be clearly seen in ample time to clear the track, protection must be provided as prescribed by Rules 99 and 829.

### **S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.**

**D2901.** Equipment as designated must not be permitted on tracks, bridges, etc., named:

Class E or K engines must not use the following tracks at Calvert Station:

Nos. 1, 2, 7, 8 and 11;

Track leading to coach yard, south side.

Class K engines must not use tracks Nos. 4 and 5 at Calvert Station.

Western Maryland Railway engines 150 to 160, inclusive, and in the 200, 600 and 700 series, light or with trains, must not be permitted to use the cross-over between tracks A and D at Calvert Street, nor to use track C or D west of Calvert Street.

Class K, E-6, G-5, H-8 and H-9 engines must not be operated in the following territory:

Over Wilkins Avenue Bridge—Claremont Branch,

On Pope's Creek Branch,

On Sparrow's Point Branch, north of Fifth Avenue,

On Frederick Branch, south of Littlestown,

Union Bridge Branch.

K engines must not be operated on Wrightsville curve.

L-1-S engines must not be operated on Frederick Branch or Rosslyn Branch.

Mt. Vernon and York wreck derricks when run south of Littlestown on the Frederick Branch must be separated by at least two light cars from the engine while moving over bridge 51.20.

Mt. Vernon wreck derrick or derricks of same or greater weight must not be operated over Bear Creek Bridge.

### **S30. ELECTRICAL OPERATION.**

### **S31. EMPLOYEE'S REGISTER.**

**S31A.** When reporting for duty, Trainmen, Enginemen and Firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Engine House Foreman or their representatives, or Operator, when register is signed at a Block Station, who will witness the signatures.

**D3101.** Registers for this purpose are located as follows:

Potomac Yard—Assistant Yard Master's Office—Engine House  
—Four Mile Run.  
Washington—Jersey Yard—General Yard Master's Office.  
Anacostia—Block Station.  
Benning—Assistant Yard Master's Office.  
Bowie—Agent's Office.  
Pope's Creek—Agent's Office.  
Loudon Park—Block Station.  
Gwynns Run—Yard Master's Office.  
Baltimore—Union Yard—Yard Master's Office.  
Baltimore—Union Station—Station Master's Office.  
Baltimore—Calvert Station—Station Master's Office.  
Madison Yard—Yard Master's Office.  
Baltimore—Passenger Engine House.  
Bayview—Yard Master's Office.  
Canton—Yard Master's Office.  
Canton No. 1 Yard—Assistant Yard Master's Office.  
Highland Yard—Yard Master's Office.  
President Station—Yard Master's Office.  
Orangeville Engine House—Engine Dispatcher's Office.  
Mt. Vernon—Yard Master's Office.  
Parkton—Block Station.  
York—Yard Master's Office—Engine House—Baggage Room.  
Littlestown—Block Station—Pump House.  
Frederick—Block Station—Water Tank.

**S32.**

**PERSONAL INJURIES.**

**S32A.** Emergency calls for Surgeons will have preference over other business, except train orders.

Employees injured on company property, or while on company business, will be treated by the nearest physician named below, without cost, throughout their disability. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals named below.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside Surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

## D3201. Railroad Physicians and Surgeons.

LOCATION.	NAME AND ADDRESS.	TELEPHONE NUMBER.
Baltimore, Md.....	R. W. LOCHER, M. D., 31 East North Avenue..... H. B. McELWAIN, M. D., 31 East North Avenue..... 221 W. 29th St..... DUDLEY WILLIAMS, M. D., Edmondson and Elsinor Avenues..... W. T. RILEY, M. D., 1639 N. Broadway..... W. J. SCHMITZ, M. D., 701 N. Kenwood Avenue..... OTTO M. REINHARDT, M. D., Cambridge Apts., Charles & 34th Sts.	Vernon 0418 Vernon 0418 (day). Homewood 3257 (after 9.00 P. M.) Gilmor 2062 Wolfe 0251 Wolfe 0207 Homewood 1708 Bowie 19 (C. & P. 20 (Residence) (C. & P. 35-K (Office)
Bowie, Md.....	G. E. LANCASTER, M. D.....	
Marlboro, Md.....	LEWIS A. GRIFFITH, M. D.....	
Washington, D. C....	J. B. GRIER, 321 Massachusetts Ave., N. E. J. W. MANKIN, The Farragut, 17th & I Sts., N. W..... G. C. MCCORMICK, M. D., 703 C Street..... W. J. TODD, M. D..... NATHAN R. SMITH, M. D..... B. R. BENSON, M. D..... E. W. HEYDE, M. D..... J. L. YAGLE, M. D..... G. M. FICKES, M. D..... W. F. BACON, M. D., 50 South George Street..... H. B. KING, M. D., 259 East Market Street..... E. C. WEIRICK, M. D..... H. B. WALTER, M. D., 1317 North 3rd Street..... G. B. KUNKEL, M. D., 118 Locust Street..... H. F. SMITH, M. D., 130 State Street..... C. S. REBUCK, M. D., 412 N. 3rd Street..... JOSEPH P. KENNEDY, M. D..... B. A. HOOVER, M. D.....	Lincoln 5113 Franklin 7010. Sparrow's Point 240 Tuxedo 1546 (Towson 312 (day) (Vernon 5067-W (night) Cockeysville 28-W Parkton 2 Glen Rock 11-R-14 County 69-6 Bell 490-J Bell 770-J Railroad Bell 1997 Bell 67 Bell 1853 Bell 2068 Independent 44 York 36-2
Sparrow's Point, Md..		
Mt. Washington, Md..		
Brooklandville, Md...		
Cockeysville, Md....		
Parkton, Md.....		
New Freedom, Pa.....		
Smyser, Pa.....		
York, Pa.....		
Enola, Pa.....		
Harrisburg, Pa.....		
Columbia, Pa.....		
Wrightsville, Pa.....		
Hanover, Pa.....		
Frederick, Md.....	E. P. THOMAS, M. D., 7 E. Church Street..... W. M. SMITH, M. D., 7 E. Church Street.....	Office, Bell 165 Residence, Bell 1036 Office, Bell 165 Residence, Bell 492

## D3202. Hospitals.

LOCATION.	NAME AND ADDRESS.	TELEPHONE NUMBER.
Baltimore, Md...	Mercy Hospital, Calvert and Saratoga Sts.. St. Joseph's Hospital, Caroline and Hoffman Sts.	Plaza 6120 Vernon 5800
Washington, D.C.	Emergency Hospital, 17th St. and N. Y. Ave., N. W.	Main 2734
York, Pa.....	York Hospital and Dispensary, W. College Ave. and Oak Lane.	Bell 643 (York 2405
Harrisburg, Pa...	Harrisburg Hospital, Front and Mulberry Streets.	Bell 210
Columbia, Pa....	Columbia Hospital, 7th and Poplar Streets....	Columbia 64
Frederick, Md...	Frederick City Hospital, Park and Prail Avenues...	Frederick 217

**D3203.** First Aid Boxes, location of, and Stretchers in cars:

## First Aid Boxes:

In baggage, combined, cabin cars and in Flagman's equipment box on trains not hauling such cars.

At each passenger and freight station.

At Yard Masters' and Car Inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops and engine-houses, camp cars, and on each track and hand car, and as provided by a state law.

## Stretchers:

One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.

**S33. USE OF TELEPHONES.**

**S33A.** Employes using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with proper persons.

Persons using telephones must yield the line promptly for train movements.

If telephone fails, Trainmen will use any means of communication to avoid delay.

When used for Block Operations, transmitting train orders or making any arrangement pertaining to the movement of trains by Trainmen, the Conductor or Engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine numbers, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

**D3301.** Telephones are located at or near all automatic signals, cross-overs and non-interlocked switches.

**S34. MISCELLANEOUS.**

**D3401.** Westward freight trains stopping at Parkton for water, need not detach engine from train.

Engines of eastward passenger trains consisting of 10 or more cars, must be uncoupled before taking water at York.

Rule 701 is amplified accordingly.

**D3402.** In the application of Rule 332 in the Virginia Avenue Tunnel, a Flagman must be kept 600 yards in advance of the train.

**D3403.** Baggage men must carry a red flag by day and a red lamp and white lamp lighted by night. On all trains, both day and night, they must have a red lamp and white lamp lighted and ready for immediate use in case of emergency while passing through tunnels.

Enginemen and Firemen on all locomotives, both day and night, must have a red lamp and a white lamp lighted and ready for immediate use in case of emergency while passing through tunnels.

Rule 723 is amplified accordingly.

**D3404.** All passenger trains while passing through tunnels must be lighted both day and night.

Passenger Trainmen, when approaching tunnels will see that the windows and end car doors are all closed. They will close the air dampers on both ends of cars equipped with the air intake ventilating system, and trailing or drop sash ventilators on cars so equipped.

Enginemen must close storm windows on locomotives while passing through tunnels.

**D3405.** All freight trains which are to be assisted through Union Railroad Tunnel must be pushed by an engine on the rear, and not double-headed, except such trains that have cars with explosives or with wooden flat cars or wooden cabin on the rear. Assisting Enginemen must not open the throttles of their engines after coupling to trains until they have received proper signal from the Conductor of the train indicating that it is ready. Enginemen and Conductors of freight trains which are to be assisted through the tunnel by a helper on the rear end must know that the helper engine is attached to their train before entering the tunnel.

**D3406.** Conductors and Enginemen of all freight trains which are to pass through a tunnel at Baltimore, and which contain open-top cars loaded so as to require standards, stakes or braces to keep the lading safe, must stop at Fulton Junction or Bay View and at Union Yard, and the Conductor assisted by the train crew must examine the standards, stakes, braces and lading and make sure that everything connected therewith is in proper and safe condition for movement before entering the tunnel.

**D3407.** Conductors of northward freight trains, before entering the south portal of the B. & P. Tunnel, must see that the front Brakeman turns the handles of the air pressure retaining valve to the horizontal position on front cars in train. This work to be performed by the Brakeman from the rear car, working towards the engine, and riding the engine through the tunnel, and when the stop is made at the north portal of the B. & P. Tunnel, the air pressure retaining valves on cars outside of tunnel to be turned down, allowing the rest of the retainers to remain up until the train has been pulled out of tunnel to permit all the retainers to be turned down so that the work can be performed outside of tunnel. In no case should the retainers be turned down inside the tunnel, except in cases of emergency, and then the Conductor will see that the Brakeman performing this work will be protected. Not less than one-third ( $\frac{1}{3}$ ) of the effective retaining valves of the entire train to be used. Engineman must operate the brakes in such a manner that speed of train will not exceed twenty (20) miles per hour, and will maintain the air pressure in the train (not less than a minimum of 50 pounds).

The Conductor will be held responsible for being on the front end of train and seeing that the pressure retaining valves are used in accordance with the above instructions.

**D3408.** A freight train pushed by an assisting engine must not be allowed to enter tunnels while a passenger train on the opposite track is in tunnel.

**D3409.** When northward freight trains need assistance through Union Tunnel, Conductors will notify Enginemen when they have

wooden flat cars in the train, and Conductors or Enginemen, when asking for assistance, will notify the Superintendent when they have wooden flat cars in the train.

**D3410.** On account of the close intertrack clearance in the Virginia Avenue Tunnel when two large locomotives such as the Mikado class engine of the B. & O. R. R. and the class H-9 of our own line are passing, Trainmen must exercise care.

**D3411.** In event of an accident or irregularity occurring to a train in the B. & P. Tunnel which endangers the safety of passengers or train, immediate action should be taken to get passengers to a place of safety. If it can be safely done, trains should be moved out of the tunnel. If this is not practicable, trains should proceed to the first tunnel exit.

When necessary to remove passengers from trains at tunnel exits, Trainmen will exercise the greatest care for their protection.

When necessary to transfer passengers from one train to another, Trainmen will endeavor to spot the platforms on the opposite track to facilitate transfer of passengers.

Engine crews will exercise particular care to prevent making unnecessary smoke while trains are tied up in the tunnel, and will not use the blower stronger than is necessary to take up smoke and gases. Blowing off steam should also be prevented.

It is of the utmost importance that Conductors should report promptly from the first available telephone any detentions or troubles to their trains in the tunnel, and when air brakes become inoperative comply with Rule 700.

**D3412.** Conductors of trains with cars containing explosives for movement through Union Railroad Tunnel or B. & P. Tunnel must send a message to the Train Dispatcher at B. & P. Junction from Loudon Park, Union Yard, Bay View or Canton, giving the engine number, number of cars and destination of explosives in the train. Conductors of southward trains which pick up cars of explosives between Bay View or Canton and Biddle Street, will notify the Train Dispatcher from Biddle Street and Conductors of northward trains which pick up cars of explosives between Loudon Park and Fulton Junction will notify the Train Dispatcher from Fulton Junction. Such trains must not enter these tunnels until the Conductor has received in writing an acknowledgment from the Train Dispatcher regarding cars containing explosives.

The Train Dispatcher will advise Signalmen at B. & P. Junction, Fulton Junction, Union Junction and Biddle Street of trains having explosives.

No train will be permitted to enter Union Railroad Tunnel or B. & P. Tunnel while a train with a car containing explosives is passing through the tunnel.

**D3413.** Northward trains that do not have occasion to use the air-brakes between Landover and Loudon Park will make a running test between Loudon Park and Gwynns Run and if it is found that air-brakes are not holding properly, Enginemen will immediately give whistle signal (Apply Brakes) and stop before passing Fulton Junction, inspection to be made as promptly as possible and trouble corrected before starting through B. & P. Tunnel.

**D3414.** When there are two or more engines hauling a train, the air-brakes will be operated from the leading engine, except

that when a helper is attached at Union Station or Union Yard, Baltimore, or on New Freedom Hill, the air-brakes will be operated from the leading through engine. Rule 11, page 23, Air-Brake and Train Air Signal Instructions No. 99A-1 modified accordingly.

**D3415.** When for any reason train and engine crews are relieved, even though engine is not detached or make up of train changed, a terminal air brake test must be made by the crew on resuming duty before train is moved.

**D3416.** When necessary for a freight train to set off a car with hot boxes or other defects, the Conductor will report to the Superintendent from the first point of communication, giving initial and number of car, lading, destination and capacity.

**D3417.** Enginemen and Conductors will arrange to get their train clear of main tracks when the engine is giving trouble or having trouble with hot boxes that are liable to detain them for any length of time. Whenever practicable, trains should endeavor to clear the main track at first passing siding or at an interlocking point, notifying the Signalman of his intention by giving four sounds of the whistle when approaching an interlocking station, and a sufficient distance therefrom to allow the Signalman to set up the route. This does not relieve Conductors or Enginemen from promptly communicating with the tower, if necessary, to avoid delay.

When an engine on a passenger train fails en-route and there is a freight engine in the vicinity of where the failure occurs, Conductor and Engineman will arrange to substitute the freight engine for the disabled passenger engine at once and report the facts by wire to the Superintendent from first telegraph office, and move to destination or to a point where suitable engine can be obtained.

Engines with tenders of 5500 gallons capacity, or larger, must not be run in passenger service, unless they are equipped with the equalizer pedestal type trucks.

Tenders of these capacities equipped with diamond trucks and elliptical springs may be used in passenger service.

Tenders of these capacities equipped with diamond trucks and helical (spiral shaped) springs are not to be run in passenger service under any circumstances.

**D3418.** When passenger trains are double-headed and one of the locomotives fail, and the failure is of a kind that will necessitate cutting the engine off or cause serious delay to make temporary repairs, Conductor and Engineman will arrange to set the disabled engine off on the first available siding and continue with the train with one engine and report from the first telegraph office to the Superintendent; but if the failure occurs at a block station, report to Superintendent at once. The engine crew that is regularly assigned to the train must take charge of the serviceable engine and continue to destination, the extra engine crew to remain with the disabled engine, and after they have made such repairs as necessary for movement, will report to the Superintendent for instructions.

**D3419.** Freight Trainmen will, as far as possible, avoid blocking road or street crossings with trains and delaying traffic; and when trains are stopped for more than five minutes will, at the expiration of that time, cut and clear the crossing.

**D3420.** Whenever it is necessary for road or yard engines, (except those with sloping tanks) in charge of train crews, to move backward through yards, except shifting movements, a Trainman must be stationed on the rear of the tender to observe any obstruction that may exist or warn employes who may be on or near the tracks and pass signals promptly to the Engineman.

Conductors will see that some one of their crew is designated to perform this service.

**D3421.** Buckets of sponging for journals of passenger cars are located at the following points:

Stony Run Water Station,  
Bowie Block Station.

Car Inspectors who can give attention to hot boxes on passenger trains, and boxes containing material with signs reading "Car Inspector," are located at the following points:

Bayview,  
Gwynns Run,  
Bowie.

At the two latter points, in case a Car Inspector is not on hand, Trainmen will find material in small box stencilled "Passenger Car Sponging."

**D3422.** The minimum clearance for trolley wires running across and over tracks is 20 feet and 3 inches above top of rail. A man standing on a high box car and in the act of giving a signal by swinging his arm or a lantern overhead would make contact with such wires, if he happened to give the signal at the time he was passing under the wire, and subject himself to serious danger, and Trainmen are warned against this danger at the following points where overhead trolley wires cross the tracks of this division:

W. B. & A. Crossing ..... Odenton, Md.  
Washington and Mt. Vernon

Electric Railway Crossing	.....	Rosslyn Branch.
Monument St. and Greenmount Ave.	.....	
Monument St. and Aisquith St.	.....	
Monument St. and Ensor St.	.....	
Monument St. and Gay St.	.....	
Monument St. and Central Ave.	.....	
Central Ave. and Orleans St.	.....	
Central Ave. and Lexington St.	.....	
Central Ave. and Baltimore St.	.....	
Central Ave. and Pratt St.	.....	
Central Ave. and Bank St.	.....	
Central Ave. and Gough St.	.....	
Eastern Ave. and Caroline St.	.....	
Wolfe St. and Thames St.	.....	
Wolfe St. and Aliceanna St.	.....	
Aliceanna St. and Ann St.	.....	Baltimore.
Aliceanna St. and Broadway	.....	
Aliceanna St. and Caroline St.	.....	
Aliceanna St. and Bond St.	.....	
Bond St. and Lancaster St.	.....	
Guilford Ave. and Pleasant St.	.....	
Eastern Ave. and President St. Branch	.....	
First St. and President St. Branch	.....	
Chester St. and Boston St.	.....	
Wolfe St. and Fleet St.	.....	
Ann St. and Fleet St.	.....	
Broadway and Fleet St.	.....	
Bond St. and Fleet St.	.....	
Caroline St. and Fleet St.	.....	
Aliceanna St. and Washington St.	.....	

Turnpike Crossing.....	Green Spring Branch.
A. B. Farquhar Siding, North St.....	York, Pa.
George St.....	York, Pa.
Market St.....	York, Pa.
West York Ave.....	York, Pa.
Market St.....	West York, Pa.
Carlisle St.....	Hanover, Pa.
Fifth St.....	Frederick, Md.
Patrick St.....	Frederick, Md.

**D3423.** Passenger Trainmen and employes of the Pullman Company must keep the doors of toilet rooms in passenger equipment locked between Bay View and Gwynns Run, between 12th Street and Washington, and between Grantley, York Block Station and Palmers.

**D3424.** Freight Conductors hauling stock for Rosslyn, and not having five (5) hours from Baltimore, to reach Rosslyn, within the time limit, will set such cars off at Loudon Park for feed, water and rest.

If any detention occurs, after passing Loudon Park to train having stock for Rosslyn, and they cannot reach Rosslyn within the time limit, such trains must stop at Benning and set the cars off for feed, water and rest.

**D3425.** Northward freight trains having work at M Street Siding, and southward freight trains having cars to set off at Washington, or held by signal at Virginia Avenue, will report to the Superintendent at Jersey Yard by telephone on arrival and advise if all of train is clear of tunnel.

## GENERAL ORDERS.

This Time Table must contain General Order No. 201 and General Orders issued after General Order No. 201.

### GENERAL ORDER No. 12.

#### LOUCKS

Effective 10.40 A. M., TUESDAY, SEPTEMBER 1, 1925, Loucks Block Station and signals controlled therefrom out of service, except "Take Siding" indicator, which will be connected to and operated from York Block Station.

Westward main track from a point 580 feet east to a point 755 feet west of center of Bridge 59.43, out of service, and Eastward Main Track operated as single track between these points.

AT THE SAME TIME a new Interlocking and Block Station located at the west end of Bridge 59.43 and designated as "Black Bridge," in service and the following signals and switches will be operated therefrom:

Westward home signal 630 feet EAST of center of Bridge.

Westward block signal 1155 feet WEST of center of Bridge.

Eastward home signal 855 feet WEST of center of Bridge.

Eastward block signal 640 feet EAST of center of Bridge.

Dwarf signals fixed in stop position will mark the clearance points for reverse direction movements from the eastward and the westward main tracks.

All signals position light.

Switch at end double track 350 feet EAST of center of bridge.

Crossover at end double track 657 feet WEST of center of bridge.

The section of former westward main track at WEST end of bridge will be used for construction purposes only and no movements made on this track except as directed by Foreman in charge of bridge construction. This section of track equipped with a hand-thrown derail bolt locked from Black Bridge interlocking.

Speed boards at each end of Bridge 59.43 removed. Page 101, Time Table No. 2, modified accordingly.

Trains must not exceed a speed of 15 miles per hour between Black Bridge interlocking home signals.

The following pages in Time Table No. 2 changed accordingly: Nos. 5, 50, 51, 52, 53, 54, 55, 56, 57, 58, 60, 61, 62, 63, 64, 65, 66, 67, 68 and 69.

First paragraph Special Instruction D-1501, page 90, Time Table No. 2, modified accordingly.

Special Instruction D-2002, page 99, changed to read "Crossing Bridge 59.43, Black Bridge, 15 miles per hour."

Special Instruction D-2304, Page 104, Line 5, changed to read "Eastward Track Summit to Black Bridge."

Special Instruction D-2315, changed to read "The Signalman at Black Bridge may give permission to engines and trains to move on westward main track from the west end of Loucks Westward Siding to the crossover switches east of Bridge 58.32 against the current of traffic, first protecting the movement and recording it on the block record as provided in Rule 327 for the protection of crossover movements."











