

DIVISION

BAL.

Table No: 13

Time Tab.

SUPPLEMENT No. 1

M., Sunday, June 21, 1931

Original timetable from the collection of Rob Schoenberg

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INDEX—SPECIAL INSTRUCTIONS.

Arranged Freight Train Service	81 to 82
Automatic Block System	108
Automatic Train Control.....	110
Block Signal Rules.....	105
Bulletin Boards	88
Cab Signal Rules.....	108
Color Signals	86
Communicating Signals.....	87
Controlled Manual Block System.....	107
Distances.....	4 to 9
Electrical Operation.....	115
Emergency Whistle and Horn Signals at Interlocking Plants.....	87
Employees' Register.....	115
Engine and Other Equipment Restrictions.....	114
Engine Whistle Signals.....	86
Extra Stops by Passenger Trains.....	78
Grade Signals.....	112
General Orders.....	90
Hand, Flag and Lamp Signals.....	86
Hospitals.....	116
Inspection of Passing Trains	122
Interlocking Rules.....	112
Letters and Characters.....	85
Manual Block System.....	106
Miscellaneous.....	117
Movement of Trains.....	93
Movement by Train Orders.....	96
Personal Injuries.....	115
Signal Aspects.....	104
Speed Restrictions.....	97
Speed Table.....	97
Standard Time.....	85
Stations—Passenger, Block and Interlocking.....	4 to 9
Superiority of Trains	88
Surgeons.....	116
Symbols.....	85
Ticket Offices—Opening and Closing.....	83 to 84
Track Assignments.....	91
Track Cars, etc.....	113
Train Signals.....	87
Trains Wait for Connections.....	78
U. S. Mail Work	79 to 80
Unattended Block Stations.....	106
Use of Signals.....	87
Use of Telephones	117
Yards and Yard Instructions	96

SCHEDULE PAGES.

North Point to Washington.....	10 to 29
Washington to North Point.....	30 to 47
Bowie to Pope's Creek—Northward and Southward.....	48
Western Maryland Railway Trains	49
Washington to South End.....	50 and 51
South End to Washington.....	52 and 53
Baltimore to Harrisburg.....	54 to 63
Harrisburg to Baltimore.....	64 to 73
Columbia to Frederick.....	74 to 75
Frederick to Columbia.....	76 to 77

NORTH POINT TO WASHINGTON

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Dist. from North Point.	STATIONS	Sidings assigneddirec'n Car capacity 45 ft. cars		
							N	S	Both
I		B				NORTH POINT			
I		B		1.9	1.9	BAY VIEW			
I		B		0.7	2.6	CANTON JCT.			
I		B		1.6	4.2	BIDDLE STREET			
I		B		1.1	5.3	UNION JCT.			
I		B				HILLEN JCT.			
I		B		0.2	5.5	BALTIMORE			
I		B		0.2	5.7	B. & P. JUNCTION			
I		B		0.9	6.6	PENNA. AVENUE			
I		B		0.9	7.5	FULTON JUNCTION			
I		B		0.7	8.2	EDMONDSON			
I		B		0.6	8.8	GWYNNS RUN			
I		B		0.8	9.6	FREDERICK ROAD			
I		B		0.3	9.9	LOUDON PARK			
I		B		2.1	12.0	AR BUTUS			
I		B		0.7	12.7	HALETHORPE			
I		B		0.6	13.3	WINANS			
I		B		1.3	14.6	PATAPS CO			
I		B		2.0	16.6	STONY RUN			
I		B		1.8	18.4	HARMAN			
I		B		1.4	19.8	SEVERN	68	57	
I		B		3.5	23.3	ODENTON			
I		B		2.8	26.1	PATUXENT			
I		B		0.8	26.9	ANDERSON			
I		B		1.1	28.0	ARUNDEL			
I		B		1.2	29.2	JERICHO PARK			
I		B		1.1	30.3	BOWIE			
I		B		1.3	31.6	SPRINGFIELD			
I		B		1.2	32.8	GLENNDALE			
I	P			1.6	34.6	SEABROOK	71		
I		B		1.4	35.8	LANHAM			
I		B		2.7	38.5	LANDOVER	Magruder		
I		B		1.5	40.0	UXEDO	Branch		
I		B		4.1	44.1	12th STREET (W. T.)			
I		B		0.6	44.3	NEW YORK AVE.			
I		B		0.9	45.6	WASHINGTON			

SPARROW'S POINT TO CANTON JUNCTION

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Dist. from Sparrow's Point	STATIONS	Sidings assigneddirec'n Car capacity 45 ft. cars		
							N	S	Both
I		B		0.5	0.5	SPARROW'S POINT			
I		B		0.1	0.6	WIRE MILL			
I		B		0.1	0.7	CHESAPEAKE MILLS			
I		B		0.3	1.0	SHIP YARD			
I		B		0.7	1.7	N.E. BEAR CR'K BR'DGE			
I		B		0.7	2.4	SOLLERS			
I		B		1.1	3.5	TURNER			
I		B		0.7	4.2	DUNDALK			
I		B		0.4	4.6	ST. HELENA			
I		B		0.3	4.9	SUTTON			
I		B		0.6	5.5	POINT BREEZE			
I		B		0.4	5.9	16th STREET			
I		B		0.3	6.2	FIFTH AVENUE			
I		B		0.6	6.8	YD. MASTER'S OFFICE			
I		B		0.2	7.0	UNION CROSSING			
I		B		0.9	7.9	HIGHLANDTOWN			
I		B		0.1	8.0	ORANGEVILLE			
I		B				CANTON JUNCTION			

NOTE.—Block Stations are opened continuously except—
Also unattended Block Stations controlled by open Block Stations.

Ship Yard Interlocking...	Closed.....	Weekdays Except Saturday, 5.30 P. M. to 6.45 A. M. Saturday 4.30 P. M. to 6.45 A. M. Monday.
Sollers.....	Unattended, controlled by Chesapeake Mills.	Weekdays, 11.15 A. M. to 2.15 P. M. and 5.57 P. M. to 7.00 A. M. Sunday, 10.45 A. M. to 1.45 P. M. and 5.57 P. M. to 7.00 A. M.

LANDOVER TO SOUTH END

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

BOWIE TO POPE'S CREEK

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Dist. from Bowie	STATIONS	Sidings assigned direc'r Car capacity 45 ft. cars
I	B	†B					N S Both
				3.1	3.1	BOWIE	
				3.1	6.2	COLLINGTON	
				1.7	7.9	MULLIKIN	
				2.1	10.0	HALL	
				1.7	11.7	LEELAND	
				2.1	13.8	HILL	
				3.7	17.5	MARBORO	
				2.8	20.3	CROOME	
				1.9	22.2	DULEY	16
				2.8	25.0	CHELTENHAM	
				2.4	27.4	BRANDYWINE	
				3.7	31.1	OSBORNE	11
				3.0	34.1	WALDORF	
				4.7	38.8	WHITE PLAIN	
				1.7	40.5	LA PLATA	17
				2.9	43.4	PORT TOBACCO	
				1.8	45.2	COX	
				3.5	48.7	LOTHAIR	
						POPE'S CREEK	

NOTE.—Block Stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations.

†Collington . . .	Unattended, controlled by Bowie.	Continuously.
†Marlboro . . .	Unattended, controlled by Bowie.	Continuously.
†Brandywine.	Unattended, controlled by Bowie.	Continuously.
†White Plain.	Unattended, controlled by Bowie.	Continuously.
†Cox	Unattended, controlled by Bowie.	Continuously.
†Pope's Creek	Unattended, controlled by Bowie.	Continuously.

BALTIMORE TO HARRISBURG

Interlocking Stations,	Interlocking Plants,	Block Stations	Block Signals	Dist. between Stations	Dist. from Baltimore Calvert Station	STATIONS			Sidings assigned direc'n Car capacity 45 ft. cars
						W	E	Both	
I	B			0.5	0.5	CALVERT STATION			
I	B			0.3	0.8	HILLEN JUNCTION			
				0.2	1.0	UNION JUNCTION			
I	B			0.2	1.2	BALTIMORE			
	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			
I	B			0.5	7.1	BARE HILLS			
				0.3	7.4	HOLLINS			
				0.4	7.8	BRIGHTSIDE			
				0.6	8.4	LAKE			
				0.8	9.2	RUXTON		84	
				1.3	10.5	RIDERWOOD			
				1.2	11.7	LUTHERVILLE			
				1.2	12.9	TIMONIUM		244	
				0.6	13.5	PADONIA			
				1.4	14.9	TEXAS			
				0.9	15.8	COCKEYSVILLE			
				2.0	17.8	ASHLAND		141	
				1.8	19.6	PHOENIX			
				0.9	20.5	SPARKS			
				1.8	22.3	GLENCOE			
				0.7	23.0	CORBETT			
				2.0	25.0	MONKTON			
				1.5	26.5	BLUE MOUNT			
				0.7	27.2	WHITE HALL			
	B			1.6	28.8	GRAYSTONE			
				1.3	30.1	PARKTON		91	66
				1.4	31.5	WALKER			
				2.8	34.3	BENTLEY SPRINGS			
I	B			2.4	36.7	FREELAND			
				0.4	37.1	SUMMIT GROVE			
				1.5	38.6	NEW FREEDOM		95	95
				2.4	41.0	SHREWSBURY			
	B			0.8	41.8	SEITZLAND			
				2.4	44.2	GLEN ROCK			
				2.0	46.2	LARUE			
				0.8	47.0	HANOVER JUNCTION		129	123
				2.0	49.0	SMYSER			
				3.3	52.3	GLATFELTER			
I	B			3.4	55.7	BRILHART			
I	B			1.5	57.2	GRANTLEY			110
				1.3	58.5	YORK			
				3.1	61.6	LOUCKS			
				3.3	64.9	EMIGSVILLE			
				0.1	66.6	MT. WOLF			
						WAGO JUNCTION			
						YORK HAVEN (Phila. D.)			
						CLY			
						HARRISBURG			

NOTE.—Block Stations are open continuously.

GREEN SPRING BRANCH

Interlocking Stations.	Interlocking Plants.	Block Stations	Block Signals	Dist. between Stations	Dist. from Hollins	STATIONS			Sidings assigned direc'n Car capacity 45 ft. cars
						W	E	Both	
I	B			2.2	2.2	HOLLINS			62
				0.9	3.1	ROCKLAND			
				1.1	4.2	BROOKLANDVILLE			
				0.7	4.9	ROGERS			56
				0.7	5.6	LYSTRA			
				0.8	6.4	STEVENSON			
				0.9	7.3	ECCLESTON			
				0.5	7.8	CHATTOOLANEE			
				0.4	8.2	GARRISON FOREST			
	1B			0.4	8.6	TURNPIKE			18
						GREEN SPRING JCT.			

NOTE.—Block Stations are open continuously except—

Also unattended Block Station controlled by open Block Station.

Green Spring Junction...	Unattended, controlled by Hollins.	Continuously.
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CLAREMONT BRANCH

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Dist. from Loudon Park	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars
							N S Both
1.2	1.2	LOUDON PARK CLAREMONT					

CATONSVILLE BRANCH

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Dist. from Loudon Park	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars
							N S Both
3.7	3.7	LOUDON PARK CATONSVILLE					

FORT GEORGE G. MEADE BRANCH

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Dist. from Odenton	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars
							N S Both
1.6	1.6	ODENTON FT. GEORGE G. MEADE					

ROSSLYN BRANCH

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Dist. from Rosslyn Jct.	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars
							N S Both
2.7	2.7	ROSSLYN JUNCTION ROSSLYN					

PRESIDENT STREET BRANCH

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Dist. from Bay View	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars
							N S Both
1.2 2.6	1.2 3.8	BAYVIEW UNION CROSSING PRESIDENT STA.					

COLUMBIA TO FREDERICK

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Dist. from Columbia	STATIONS	Sidings assigneddirec'n Car capacity 45 ft. cars		
							N	S	Both
		B				COLUMBIA (Phila. Div.)			
				1.2	1.2	WRIGHTSVILLE			
				1.2	2.4	EWING PASSING		47	
				0.7	3.1	STRICKLER			
				3.0	6.1	HELLAM			
		†B		1.2	7.3	CAMPBELL		26	
		B		3.5	10.8	ROCKBURN			
I				2.2	13.0	YORK		22	
				1.7	14.7	WEST YORK PASSING		70	
		†B		1.6	16.3	PALMERS			
				1.7	18.0	GRAYBILL		24	
				2.0	20.0	BAIR			
		†B		3.1	23.1	SPRING GROVE		50	
				8.6	31.7	HANOVER		50	
		†B		0.4	32.1	FISHER			
				3.6	35.7	SELL			
		†B		3.1	38.8	LITTLESTOWN		29	
				2.1	40.9	KINGSDALE			
				2.7	43.6	GALT			
		†B		2.9	46.5	TANEYTOWN		33	
				5.4	51.9	KEYMAR			
				0.3	52.2	KEYMAR PASSING		32	
				0.1	52.3	JCT. UNION BRIDGE BR.			
				1.9	54.2	LADIESBURG			
				1.9	56.1	NEW MIDWAY			
				1.2	57.3	LeGORE			
		B		1.1	58.4	WOODSBORO		23	
		B		4.4	62.8	WALKERSVILLE			
		†B		1.1	63.9	FOUNTAIN ROCK			
				4.9	68.8	FREDERICK			
				0.3	69.1	B. & O. JUNCTION			

UNION BRIDGE BRANCH

Interlocking Stations	Interlocking Plants	Block Stations	Block Signals	Dist. between Stations	Dist. from Junction Union Bridge Branch	STATIONS	Sidings assigneddirec'n Car capacity 45 ft. cars		
							N	S	Both
				5.5	5.5	JCT. UNION BRIDGE BR. UNION BRIDGE			

NOTE.—Block Stations are open continuously except—
Also unattended Block Stations controlled by open Block Stations:

†Campbell...	Unattended, controlled by York	Daily 11.01 P. M. to 12.01 P. M.
†Palmers....	Unattended, controlled by York.	Continuously.
†Spring Grove	Unattended, controlled by York.	Weekdays 4.45 P. M. to 7.45 A. M. Sunday 12.01 A. M. to 11.59 P. M.
†Fisher.....	Unattended, controlled by York.	Continuously.
†Littlestown.	Unattended, controlled by York.	Weekdays 5.00 P. M. to 8.00 A. M. Sunday 12.01 A. M. to 11.59 P. M.
†Taneytown.	Unattended, controlled by York.	Weekdays 5.00 P. M. to 8.00 A. M. Sunday 12.01 A. M. to 11.59 P. M.
Woodshoro..	Closed.....	Weekdays 5.00 P. M. to 8.00 A. M. Sunday 12.01 A. M. to 11.59 P. M.
Walkersville.	Closed.....	Weekdays 5.00 P. M. to 8.00 A. M. Sunday 12.01 A. M. to 11.59 P. M.
†Frederick...	Unattended, controlled by York.	Weekdays 3.00 P. M. to 7.30 A. M. Sunday 12.01 A. M. to 11.59 P. M.

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 Spring Grove, Fisher, Littlestown, Taneytown 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.

STATIONS	FIRST CLASS			
	•5131		147	149
	DAILY		DAILY	DAILY
Leave	A. M.		P. M.	P. M.
WEST PHILA. (P. T.)			\$ 10.48	\$ 11.12
SPARROW'S POINT				
WIRE MILL				
N. E. BEAR C'K B'DGE				
SOLLERS				
TURNER				
DUNDALK				
ST. HELENA				
SUTTON				
POINT BREEZE				
16th STREET				
FIFTH AVENUE				
UNION CROSSING				
HIGHLANDTOWN				
ORANGEVILLE				
NORTH POINT			12.40	1.13
BAY VIEW			12.42	1.15
CANTON JUNCTION			12.43	1.16
BIDDLE STREET			12.46	1.19
UNION JUNCTION			12.49	1.22
BALTIMORE			\$ 12.50	
BALTIMORE	\$ 12.01		12.57	\$ 1.27
B. & P. JUNCTION	12.02		12.58	1.28
PENNA. AVE				
FULTON JUNCTION	12.06		1.03	1.32
EDMONDSON	\$ 12.08			
GWYNNS RUN	12.10		1.05	1.35
FREDERICK ROAD	\$ 12.12			
LOUDON PARK	12.14		1.07	1.37
ARBUTUS	F 12.16			
HALETHORPE	\$ 12.18			
WINANS	12.20		1.11	1.41
PATAPSCO	F 12.22			
STONY RUN	\$ 12.25			
HARMAN	\$ 12.29			
SEVERN	F 12.33		1.18	1.48
ODENTON	F 12.38		1.22	1.52
PATUXENT				
ANDERSON	12.43		1.26	1.57
ARUNDEL				
JERICHO PARK				
BOWIE	\$ 12.50		1.30	2.01
SPRINGFIELD				
GLENNDALE				
SEABROOK	F 12.59		1.34	2.05
LANHAM	F 1.02			
LANDOVER	1.07		1.38	2.09
TUXEDO				
12th STREET (W. T.)	1.14		1.45	2.16
NEW YORK AVE.	1.17		1.47	2.17
WASHINGTON	\$ 1.20		\$ 1.50	\$ 2.20
Arrive	A. M.		A. M.	A. M.
	5131		147	149

FIRST CLASS

FIRST CLASS

STATIONS	103	•5133		
	DAILY	DAILY EX. SUN.		
Leave	A. M.	A. M.		
WEST PHILA. (P. T.)	\$ 2.57			
SPARROW'S POINT				
WIRE MILL				
N. E. BEAR C'K B'DGE				
SOLLERS				
TURNER				
DUNDALK				
ST. HELENA				
SUTTON				
POINT BREEZE				
16th STREET				
FIFTH AVENUE				
UNION CROSSING				
HIGHLANDTOWN				
ORANGEVILLE				
NORTH POINT	4.50			
BAY VIEW	4.52			
CANTON JUNCTION	4.53			
BIDDLE STREET	4.56			
UNION JUNCTION	4.59			
BALTIMORE	\$ 5.00			
BALTIMORE	5.10	\$ 5.43		
B. & P. JUNCTION	5.11	5.44		
PENNA. AVE.				
FULTON JUNCTION	5.15	5.48		
EDMONDSON	.	\$ 5.50		
GWYNNS RUN	5.18	5.51		
FREDERICK ROAD		\$ 5.53		
LOUDON PARK	5.20	5.54		
ARBUTUS		\$ 5.56		
HALETHORPE		\$ 5.57		
WINANS	5.24	5.59		
PATAPSCO				
STONY RUN				
HARMAN		\$ 6.06		
SEVERN	5.31	\$ 6.09		
ODENTON	5.35	F 6.14		
PATUXENT				
ANDERSON	5.39	F 6.18		
ARUNDEL		F 6.20		
JERICHO PARK		F 6.22		
BOWIE	5.43	\$ 6.25		
SPRINGFIELD		\$ 6.28		
GLENNDALE		\$ 6.31		
SEABROOK	5.48	\$ 6.34		
LANHAM		\$ 6.37		
LANDOVER	5.53	\$ 6.42		
UXEDO				
12th STREET (W. T.)	6.00	6.50		
NEW YORK AVE.	6.02	6.52		
WASHINGTON	\$ 6.05	\$ 6.55		
Arrive	A. M.	A. M.		
	103	5133		

FIRST CLASS

(Supplement No. 1 affects pages 13, 15, 19, 23, 33, 34, 37, 39, 42, 48, 57 and 64.)

STATIONS	FIRST CLASS			
	5103	#5137	5105	
	DAILY	DAILY EX. SUN.	DAILY	
Leave	A. M.	A. M.	A. M.	
WEST PHILA. (P. T.)				
SPARROW'S POINT				
WIRE MILL				
N. E. BEAR C'K B'DGE				
SOLLERS				
TURNER				
DUNDALK				
ST. HELENA				
SUTTON				
POINT BREEZE				
16th STREET				
FIFTH AVENUE				
UNION CROSSING				
HIGHLANDTOWN				
ORANGEVILLE				
NORTH POINT				
BAY VIEW				
CANTON JUNCTION				
BIDDLE STREET				
UNION JUNCTION				
BALTIMORE				
BALTIMORE	\$ 7.14	\$ 7.20	\$ 7.47	
B. & P. JUNCTION	7.15	7.21	7.48	
PENNA. AVE.		\$ 7.24		
FULTON JUNCTION	7.19	7.27	7.53	
EDMONDSON		\$ 7.30		
GWYNNS RUN	7.21	7.31	7.55	
FREDERICK ROAD		\$ 7.33		
LOUDON PARK	7.22	7.34	7.57	
ARBUSUS				
HALETHORPE		\$ 7.37		
WINANS	7.26	7.38	8.02	
PATAPSCO				
STONY RUN				
HARMAN				
SEVERN	7.33	7.45	8.09	
ODENTON	7.36	\$ 7.49	8.13	
PATUXENT				
ANDERSON	7.40	7.55	8.17	
ARUNDEL				
JERICHO PARK				
BOWIE	7.43	\$ 8.03	8.20	
SPRINGFIELD				
GLENNDALE				
SEABROOK	7.47	8.09	8.24	
LANHAM				
LANDOVER	7.52	8.13	8.28	
TUXEDO				
12th STREET (W. T.)	8.00	8.20	8.35	
NEW YORK AVE.	8.02	8.21	8.37	
WASHINGTON	\$ 8.05	\$ 8.24	\$ 8.40	
Arrive	A. M.	A. M.	A. M.	
	5103	5137	5105	

SOUTHWARD

15

FIRST CLASS

	8073	◆ 5107	‡ 5181	5161	429
	DAILY	DAILY	DAILY EX. SUN.	SUNDAY ONLY	DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 7.15				
	\$ 7.19				
		7.24			
		F 7.25			
		F 7.28			
			WILL NOT RUN JULY 4, SEPT. 7, 1931		
		7.31			
	\$ 7.32				
	7.34				
	\$ 7.35				
	\$ 7.38				
					8.06
					Z 8.09
		7.38			8.11
	D 7.42				D 8.15
	7.46				8.19
	\$ 7.47				\$ 8.20
		\$ 7.54	\$ 8.05	\$ 8.15	
		7.55	8.06	8.16	
		8.00	8.10	8.20	
		8.02	8.12	8.23	
				\$ 8.25	
		8.04	8.14	8.27	
				F 8.31	
		8.08	8.18	8.33	
				F 8.36	
				\$ 8.40	
				F 8.44	
		8.15	8.25	\$ 8.47	
		8.19	\$ 8.31	\$ 8.52	
				F 8.57	
		8.23	8.36	8.58	
				F 9.02	
		8.26	\$ 8.40	\$ 9.07	
				\$ 9.13	
		8.30		\$ 9.17	
				\$ 9.20	
		8.34		Z 9.26	
				F 9.29	
			8.41		9.36
			8.42		9.37
			\$ 8.45		\$ 9.40
	A. M.	A. M.	A. M.	A. M.	A. M.
	8073	5107	5181	5161	429

(Supplement No. 1 affects pages 13, 15, 19, 23, 33, 34, 37, 39, 42, 48, 57 and 64.)

STATIONS	FIRST CLASS			
	401	#8075		
	DAILY EX. SUN.	DAILY EX. SUN.		
Leave	A. M.	A. M.		
WEST PHILA. (P. T.)	6.39			
SPARROW'S POINT...		\$ 8.08		
WIRE MILL.....		\$ 8.11		
N. E. BEAR C'K B'DGE				
SOLLERS.....		8.15		
TURNER.....				
DUNDALK.....				
ST. HELENA.....				
SUTTON.....				
POINT BREEZE.....				
16th STREET.....		8.22		
FIFTH AVENUE.....				
UNION CROSSING.....		8.26		
HIGHLANDTOWN.....		\$ 8.29		
ORANGEVILLE.....		\$ 8.31		
NORTH POINT.....	8.25			
BAY VIEW.....	8.27			
CANTON JUNCTION.....	8.28	8.32		
BIDDLE STREET.....	8.31	D 8.35		
UNION JUNCTION.....	8.34	8.39		
BALTIMORE.....		\$ 8.40		
BALTIMORE.....	\$ 8.38			
B. & P. JUNCTION.....	8.39			
PENNA. AVE.....			WILL NOT RUN	
FULTON JUNCTION.....	8.43		MAY 30, JULY 4, SEPT. 7, 1931	
EDMONDSON.....				
GWYNNS RUN.....	8.45			
FREDERICK ROAD.....				
LOUDON PARK.....	8.47			
ARBITUS.....				
HALETHORPE.....				
WINANS.....	8.51			
PATAPSCO.....				
STONY RUN.....				
HARMAN.....				
SEVERN.....	8.58			
ODENTON.....	9.02			
PATUXENT.....				
ANDERSON.....	9.06			
ARUNDEL.....				
JERICHO PARK.....				
BOWIE.....	9.09			
SPRINGFIELD.....				
GLENNDALE.....				
SEABROOK.....	9.14			
LANHAM.....				
LANDOVER.....	9.18			
TUXEDO.....				
12th STREET....(W. T.)	9.25			
NEW YORK AVE.....	9.27			
WASHINGTON.....	\$ 9.30			
Arrive	A. M.	A. M.		
	401	8075		

FIRST CLASS

STATIONS	FIRST CLASS		
	5111	5139	111
	DAILY	DAILY	DAILY
Leave	A. M.	A. M.	A. M.
WEST PHILA.....(P. T.)			\$ 9.17
SPARROW'S POINT			
WIRE MILL			
N. E. BEAR C'K B'DGE			
SOLLERS			
TURNER			
DUNDALK			
ST. HELENA			
SUTTON			
POINT BREEZE			
16th STREET			
FIFTH AVENUE			
UNION CROSSING			
HIGHLANDTOWN			
ORANGEVILLE			
NORTH POINT			11.01
BAY VIEW			11.03
CANTON JUNCTION			11.04
BIDDLE STREET			11.07
UNION JUNCTION			11.10
BALTIMORE			
BALTIMORE	\$ 10.25	\$ 10.40	\$ 11.15
B. & P. JUNCTION	10.26	10.41	11.16
PENNA. AVE.			
FULTON JUNCTION	10.30	10.45	11.20
EDMONDSON			
GWYNNS RUN	10.32	10.47	11.22
FREDERICK ROAD		\$ 10.49	
LOUDON PARK	10.34	10.50	11.24
ARBUSUS			
HALETHORPE			
WINANS	10.38	10.55	11.28
PATAPSCO			
STONY RUN			
HARMAN		W 11.02	
SEVERN	10.45	F 11.05	11.35
ODENTON	10.49	F 11.11	11.39
PATUXENT		P 11.15	
ANDERSON	10.53	11.16	11.43
ARUNDEL		F 11.18	
JERICHO PARK		S 11.21	
BOWIE	10.56	S 11.25	11.46
SPRINGFIELD			
GLENNDALE		F 11.32	
SEABROOK	11.00	F 11.35	11.50
LANHAM		F 11.38	
LANDOVER	11.04	\$ 11.43	11.54
TUXEDO			
12th STREET....(W. T.)	11.11	11.50	12.01
NEW YORK AVE.....	11.12	11.52	12.02
WASHINGTON	\$ 11.15	\$ 11.55	\$ 12.05
Arrive	A. M.	A. M.	P. M.
	5111	5139	111

SOUTHWARD

19

FIRST CLASS

5227	5113	169		#8079	
SUNDAY ONLY	DAILY	DAILY		SATURDAY ONLY	
A. M.	A. M.	A. M.		P. M.	
		\$ 10.14			
				\$ 12.20	
				\$ 12.22	
				12.26	
				F 12.27	
				F 12.30	
				12.33	
				\$ 12.34	
				12.36	
				\$ 12.38	
				\$ 12.40	
11.09		12.06			
11.11		12.08			
11.13		12.09		12.40	
D 11.16		12.12		D 12.43	
11.19		12.15		12.46	
\$ 11.20		\$ 12.16		\$ 12.47	
	\$ 11.57	12.22			
	11.58	12.23			
	12.02	12.27		WILL NOT RUN	
	12.04	12.29		JULY 4, 1931	
	12.06	12.31			
E 12.09					
	12.10	12.35			
	12.17	12.42			
	12.21	12.46			
	12.26	12.51			
	12.30	12.55			
	12.34	12.59			
	12.38	1.03			
	12.45	1.10			
	12.47	1.12			
	\$ 12.50	\$ 1.15			
P. M.	P. M.	P. M.		P. M.	
5227	5113	169		8079	

(Supplement No. 1 affects pages 13, 15, 19, 23, 33, 34, 37, 39, 42, 48, 57 and 64.)

STATIONS	FIRST CLASS			
	115 DAILY	#419 DAILY EX. SUN.	121 DAILY	
	Leave	A. M.	P. M.	P. M.
WEST PHILA. (P. T.)	\$ 11.08		\$ 12.10	
SPARROW'S POINT				
WIRE MILL				
N. E. BEAR C'K B'DGE	Sparrow's Point Branch			
SOLLERS				
TURNER				
DUNDALK				
ST. HELENA				
SUTTON				
POINT BREEZE				
16th STREET				
FIFTH AVENUE				
UNION CROSSING				
HIGHLANDTOWN				
ORANGEVILLE				
NORTH POINT	12.52	1.17	1.56	
BAY VIEW	12.54	1.19	1.58	
CANTON JUNCTION	12.55	1.20	1.59	
BIDDLE STREET	12.58	D 1.24	2.02	
UNION JUNCTION	1.01	1.28	2.05	
BALTIMORE	\$ 1.02	\$ 1.29		
BALTIMORE	1.07		\$ 2.10	
B. & P. JUNCTION	1.08		2.11	
PENNA. AVE				
FULTON JUNCTION	1.12		2.15	
EDMONDSON				
GWYNNS RUN	1.15		2.17	
FREDERICK ROAD				
LOUDON PARK	1.17		2.19	
ARBUS				
HALETHORPE				
WINANS	1.21		2.23	
PATAPSCO				
STONY RUN				
HARMAN				
SEVERN	1.28		2.30	
ODENTON	1.32		2.34	
PATUXENT				
ANDERSON	1.36		2.38	
ARUNDEL				
JERICHO PARK				
BOWIE	1.40		2.41	
SPRINGFIELD				
GLENNDALE				
SEABROOK	1.44		2.45	
LANHAM				
LANDOVER	1.48		2.49	
TUXEDO				
12th STREET (W. T.)	1.55		2.56	
NEW YORK AVE.	1.57		2.57	
WASHINGTON	\$ 2.00		\$ 3.00	
Arrive	P. M.	P. M.	P. M.	
	115	419	121	

FIRST CLASS

	5115	123	8091	#5141	125
	DAILY	DAILY	DAILY	DAILY EX. SUN.	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 1.18			\$ 2.13
			\$ 3.20		
			\$ 3.23		
			3.27		
			F 3.29		
			F 3.32	WILL NOT RUN	
			F 3.33	MAY 30, JULY 4, SEPT. 7, 1931	
			3.36		
			\$ 3.38		
			3.40		
			\$ 3.41		
			\$ 3.44		
		3.07			4.02
		3.09			4.04
		3.10	3.45		4.05
		3.13	\$ 3.49		4.08
		3.16	3.54		4.11
			\$ 3.55		
	\$ 2.24	\$ 3.20		\$ 4.07	\$ 4.15
	2.25	3.21		4.08	4.16
	2.29	3.25		\$ 4.10	
				4.13	4.20
	2.31	3.27		\$ 4.15	
				4.16	4.22
				\$ 4.19	
	2.33	3.29		4.20	4.24
				F 4.23	
	2.37	3.33		\$ 4.25	
				4.29	4.28
				F 4.31	
				F 4.34	
				\$ 4.37	
	2.44	3.40		\$ 4.40	4.35
	2.48	3.44		\$ 4.45	4.39
				F 4.50	
	2.52	3.48		4.51	4.43
				F 4.53	
	2.56	3.51		F 4.56	
				\$ 5.03	4.46
				\$ 5.08	
	3.00	3.55		F 5.11	4.50
				\$ 5.14	
	3.04	3.59		F 5.20	4.54
	3.11	4.06		5.30	5.01
	3.12	4.07		5.32	5.02
	\$ 3.15	\$ 4.10		F 5.35	\$ 5.05
	P. M.	P. M.	P. M.	P. M.	P. M.
	5115	123	8091	5141	125

FIRST CLASS

STATIONS

	#8085	#8087	431	
DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.		
Leave	P. M.	P. M.	P. M.	

WEST PHILA. (P. T.)

SPARROW'S POINT		\$ 4.20		
WIRE MILL		\$ 4.23		
N. E. BEAR C'K B'DGE	Spa tow	4.17		
SOLLERS		4.20	4.27	
TURNER			F 4.28	
DUNDALK				
ST. HELENA	Point	F 4.24	F 4.31	
SUTTON				
POINT BREEZE	Br	F 4.26		
16th STREET		4.27	4.35	
FIFTH AVENUE	anch	S 4.29	\$ 4.36	
UNION CROSSING		4.30	4.38	
HIGHLANDTOWN		S 4.32	\$ 4.39	
ORANGEVILLE		S 4.35	\$ 4.42	
NORTH POINT				4.41
BAY VIEW				4.43
CANTON JUNCTION		4.35	4.43	4.45
BIDDLE STREET		D 4.38	D 4.46	D 4.50
UNION JUNCTION		4.41	4.49	4.53
BALTIMORE		S 4.42	S 4.50	S 4.54
BALTIMORE				
B. & P. JUNCTION				
PENNA. AVE.		WILL NOT RUN	WILL NOT RUN	
FULTON JUNCTION		SEPT. 7, 1931	SEPT. 7, 1931	
EDMONDSON				
GWYNNS RUN				
FREDERICK ROAD				
LOUDON PARK				
ARBUTUS				
HALETHORPE				
WINANS				
PATAPSCO				
STONY RUN				
HARMAN				
SEVERN				
ODENTON				
PATUXENT				
ANDERSON				
ARUNDEL				
JERICHO PARK				
BOWIE				
SPRINGFIELD				
GLENNDALE				
SEABROOK				
LANHAM				
LANDOVER				
UXEDO				
12th STREET (W. T.)				
NEW YORK AVE.				
WASHINGTON				

Arrive	P. M.	P. M.	P. M.	
	8085	8087	431	

FIRST CLASS

	127 DAILY P. M.	1045 DAILY EX. SUN. P. M.		411 DAILY P. M.	#8081 DAILY EX. SUN. P. M.
	\$ 3.15	\$ 3.19		3.39	
					\$ 5.20
					\$ 5.24
					5.30
					F 5.31
					F 5.34
					F 5.35
					F 5.36
					5.38
					\$ 5.39
					5.41
					\$ 5.42
					\$ 5.45
	5.00	5.07		5.30	
	5.02	5.09		5.32	
	5.03	5.10		5.33	5.46
	5.06	5.13		D 5.37	D 5.49
	5.09	5.16		5.41	5.53
				\$ 5.42	\$ 5.54
	\$ 5.12	\$ 5.19		5.47	
	5.13	5.20		5.48	
	5.17	5.24		5.52	WILL NOT RUN JULY 4, SEPT. 7, 1931
	5.19	5.27		5.55	
	5.21	5.29		5.57	
	5.25	5.33		6.01	
	5.32	5.40		6.08	
	5.36	5.44		6.12	
	5.40	5.48		6.16	
	5.44	5.51		6.20	
	5.49	5.55		6.24	
	5.54	5.59		6.28	
	6.01	6.06		6.35	
	6.02	6.07		6.37	
	\$ 6.05	\$ 6.10		\$ 6.40	
	P. M.	P. M.		P. M.	P. M.
	127	1045		411	8081

No. 8081 is superior by direction to No. 8084.

(Supplement No. 1 affects pages 13, 15, 19, 23, 33, 34, 37, 39, 42, 48, 57 and 64.)

STATIONS	FIRST CLASS			
	129	•5143	8083	
	DAILY	DAILY	DAILY EX. SAT. & SUN.	
Leave	P. M.	P. M.	P. M.	
WEST PHILA.....(P. T.)	\$ 4.09			
SPARROW'S POINT			\$ 5.50	
WIRE MILL			\$ 5.52	
N. E. BEAR C'K B'DGE	SPATOW			
SOLLERS			5.56	
TURNER			F 5.58	
DUNDALK				
ST. HELENA	SPATOW		F 6.01	
SUTTON	Point Br		F 6.02	
POINT BREEZE				
16th STREET			6.04	
FIFTH AVENUE	SPATOW		F 6.06	
UNION CROSSING	SPATOW		6.08	
HIGHLANDTOWN			\$ 6.10	
ORANGEVILLE			\$ 6.13	
NORTH POINT		5.59		
BAY VIEW		6.01		
CANTON JUNCTION		6.02		6.14
BIDDLE STREET		6.05	D	6.18
UNION JUNCTION		6.08		6.21
BALTIMORE		\$ 6.09		\$ 6.22
BALTIMORE		6.14	\$ 6.20	
B. & P. JUNCTION		6.15	6.21	
PENNA. AVE.				
FULTON JUNCTION		6.19	6.25	
EDMONDSON			\$ 6.26	
GWYNNS RUN		6.21	6.27	
FREDERICK ROAD			\$ 6.29	
LOUDON PARK		6.22	6.30	
ARbutus			F 6.33	
HALETHORPE			\$ 6.35	
WINANS		6.26	F 6.37	
PATAPSCO			F 6.39	
STONY RUN			\$ 6.42	
HARMAN			\$ 6.45	
SEVERN		6.33	\$ 6.48	
ODENTON		6.37	\$ 6.53	
PATUXENT			F 6.57	
ANDERSON		6.41	6.58	
ARUNDEL			F 7.02	
JERICHO PARK			F 7.04	
BOWIE		6.45	\$ 7.13	
SPRINGFIELD				
GLENNDALE			\$ 7.18	
SEABROOK		6.49	F 7.21	
LANHAM			F 7.24	
LANDOVER		6.53	F 7.30	
UXEDO				
12th STREET.....(W. T.)		7.00	7.38	
NEW YORK AVE.		7.02	7.40	
WASHINGTON		\$ 7.05	\$ 7.43	
Arrive	P. M.	P. M.	P. M.	
	129	5143	8083	

FIRST CLASS

STATIONS	FIRST CLASS			
	5119	1049	133	
	DAILY	SUNDAY ONLY	DAILY	
Leave	P. M.	P. M.	P. M.	
WEST PHILA. (P. T.)		\$ 6.28	\$ 6.52	
SPARROW'S POINT				
WIRE MILL				
N. E. BEAR C'K B'DGE	Sparrow's Point Branch			
SOLLERS				
TURNER				
DUNDALK				
ST. HELENA				
SUTTON				
POINT BREEZE				
16th STREET				
FIFTH AVENUE				
UNION CROSSING				
HIGHLANDTOWN				
ORANGEVILLE				
NORTH POINT		8.18	8.51	
BAY VIEW		8.20	8.53	
CANTON JUNCTION		8.21	8.54	
BIDDLE STREET		8.24	8.57	
UNION JUNCTION		8.27	9.00	
BALTIMORE				
BALTIMORE	\$ 7.65	\$ 8.30	\$ 9.05	
B. & P. JUNCTION	7.56	8.31	9.06	
PENNA. AVE.				
FULTON JUNCTION	8.00	8.35	9.10	
EDMONDSON				
GWYNNS RUN	8.02	8.37	9.12	
FREDERICK ROAD				
LOUDON PARK	8.04	8.39	9.14	
ARBUSUS				
HALETHORPE				
WINANS	8.08	8.43	9.18	
PATAPSCO				
STONY RUN				
HARMAN				
SEVERN	8.16	8.50	9.26	
ODENTON	8.20	8.54	9.31	
PATUXENT				
ANDERSON	8.24	8.58	9.35	
ARUNDEL				
JERICHO PARK				
BOWIE	8.28	9.01	9.39	
SPRINGFIELD				
GLENNDALE				
SEABROOK	8.33	9.05	9.44	
LANHAM				
LANDOVER	8.37	9.09	9.48	
TUXEDO				
12th STREET (W.T.)	8.45	9.16	9.55	
NEW YORK AVE.	8.47	9.17	9.57	
WASHINGTON	\$ 8.50	\$ 9.20	\$ 10.00	
Arrive	P. M.	P. M.	P. M.	
	5119	1049	133	

FIRST CLASS

177

DAILEY

P. M.

\$ 7.23

9.01

9.03

9.04

9.07

9.10

\$ 9.13

9.14

9.18

9.20

9.22

9.26

9.34

9.38

9.42

9.45

9.49

9.53

10.00

10.02

\$ 10.05

P. M.

177

STATIONS	FIRST CLASS		
	5121	•415	135
	DAILY	SUNDAY ONLY	DAILY
Leave	P. M.	P. M.	P. M.
WEST PHILA. (P. T.)		7.19	\$ 7.49
SPARROW'S POINT			
WIRE MILL			
N. E. BEAR C'K B'DGE			
SOLLERS			
TURNER			
DUNDALK			
ST. HELENA			
SUTTON			
POINT BREEZE			
16th STREET			
FIFTH AVENUE			
UNION CROSSING			
HIGHLANDTOWN			
ORANGEVILLE			
NORTH POINT		9.29	9.37
BAY VIEW		9.31	9.39
CANTON JUNCTION		9.32	9.40
BIDDLE STREET		9.35	9.43
UNION JUNCTION		9.38	9.46
BALTIMORE	\$ 9.39		
BALTIMORE	\$ 9.24		\$ 9.50
B. & P. JUNCTION	9.25		9.51
PENNA. AVE			
FULTON JUNCTION	9.29		9.56
EDMONDSON			
GWYNNS RUN	9.31		9.58
FREDERICK ROAD			
LOUDON PARK	9.33		10.00
ARbutus			
HALETHORPE			
WINANS	9.37		10.04
PATAPSCO			
STONY RUN			
HARMAN			
SEVERN	9.44		10.12
ODENTON	9.48		10.16
PATUXENT			
ANDERSON	9.52		10.20
ARUNDEL			
JERICHO PARK			
BOWIE	F 9.56		10.24
SPRINGFIELD			
GLENNDALE			
SEABROOK	10.00		10.29
LANHAM			
LANDOVER	10.04		10.33
TUXEDO			
12th STREET (W. T.)	10.11		10.40
NEW YORK AVE.	10.12		10.42
WASHINGTON	\$ 10.15		\$ 10.45
Arrive	P. M.	P. M.	P. M.
	5121	415	135

FIRST CLASS

	●139		●8089	
	DAILY		DAILY	
	P. M.		P. M.	
	\$ 8.45			
			\$ 11.20	
			\$ 11.23	
			11.27	
			F 11.28	
			F 11.30	
			Z 11.33	
			F 11.34	
			11.36	
			\$ 11.37	
			\$ 11.40	
	10.30			
	10.32			
	10.33		11.40	
	10.36		D 11.43	
	10.39		11.46	
			\$ 11.47	
	\$ 10.43			
	10.44			
	10.49			
	10.52			
		10.54		
		10.58		
		11.06		
		11.10		
		11.14		
		11.18		
		11.22		
		11.26		
		11.33		
		11.35		
		\$ 11.38		
			P. M.	
		139	8089	

STATIONS	FIRST CLASS			
	102		•104	110
Arrive	A. M.	A. M.	A. M.	A. M.
WEST PHILA. (P. T.)	\$ 3.33		4.00	\$ 4.28
SPARROW'S POINT				
WIRE MILL				
N. E. BEAR C'K B'DGE	Sparrow			
SOLLERS				
TURNER				
DUNDALK				
ST. HELENA				
SUTTON				
POINT BREEZE				
16th STREET				
FIFTH AVENUE				
UNION CROSSING				
HIGHLANDTOWN				
ORANGEVILLE				
NORTH POINT	1.42		2.15	2.35
BAY VIEW	1.40		2.13	2.33
CANTON JUNCTION	1.39		2.12	2.32
BIDDLE STREET	1.36		2.09	2.29
UNION JUNCTION	1.33		2.06	2.26
BALTIMORE	1.32		2.05	\$ 2.25
BALTIMORE	\$ 1.18		\$ 1.55	
B. & P. JUNCTION	1.17		1.53	2.21
PENNA. AVE.				
FULTON JUNCTION	1.13		1.49	2.17
EDMONDSON				
GWYNNS RUN	1.10		1.46	2.14
FREDERICK ROAD				
LOUDON PARK	1.08		1.44	2.12
ARBUTUS				
HALETHORPE				
WINANS	1.04		1.40	2.08
PATAPSCO				
STONY RUN				
HARMAN				
SEVERN	12.57		1.33	2.01
ODENTON	12.53		1.29	1.57
PATUXENT				
ANDERSON	12.50		1.25	1.54
ARUNDEL				
JERICHO PARK				
BOWIE	12.47		1.21	1.51
SPRINGFIELD				
GLENNDALE				
SEABROOK	12.43		1.17	1.47
LANHAM				
LANDOVER	12.38		1.12	1.42
TUXEDO				
12th STREET (W. T.)	12.31		1.05	1.35
NEW YORK AVE.	12.28		1.03	1.33
WASHINGTON	\$ 12.25		\$ 1.00	\$ 1.30
Leave	A. M.		A. M.	A. M.
	DAILY		DAILY	DAILY
	102		104	110

FIRST CLASS

STATIONS	FIRST CLASS		
	8070	410	5130
	Arrive	A. M.	A. M.
WEST PHILA. (P. T.)			
SPARROW'S POINT	\$ 6.40		
WIRE MILL	\$ 6.35		
N. E. BEAR C'K B'DGE			
SOLLERS	6.31		
TURNER	\$ 6.28		
DUNDALK			
ST. HELENA	\$ 6.22		
SUTTON	F 6.20		
POINT BREEZE			
16th STREET	6.16		
FIFTH AVENUE	\$ 6.15		
UNION CROSSING	6.12		
HIGHLANDTOWN	\$ 6.11		
ORANGEVILLE	\$ 6.08		
NORTH POINT		6.34	
BAY VIEW		6.30	
CANTON JUNCTION	6.07	6.28	
BIDDLE STREET	\$ 6.05	\$ 6.25	
UNION JUNCTION	6.01	6.21	
BALTIMORE	\$ 6.00	\$ 6.20	
BALTIMORE			\$ 6.28
B. & P. JUNCTION			6.27
PENNA. AVE.			
FULTON JUNCTION			6.23
EDMONDSON			F 6.21
GWYNNS RUN			6.19
FREDERICK ROAD			\$ 6.17
LOUDON PARK			6.15
ARBUSUS			\$ 6.11
HALETHORPE			\$ 6.08
WINANS			\$ 6.06
PATAPSCO			\$ 6.03
STONY RUN			\$ 6.00
HARMAN			\$ 5.56
SEVERN			\$ 5.54
ODENTON			F 5.49
PATUXENT			
ANDERSON			5.43
ARUNDEL			
JERICHO PARK			F 5.39
BOWIE			\$ 5.36
SPRINGFIELD			
GLENNDALE			
SEABROOK			5.32
LANHAM			
LANDOVER			5.27
UXEDO			
12th STREET (W. T.)			5.20
NEW YORK AVE.			5.18
WASHINGTON			\$ 5.15
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY EX. SUN.	DAILY EX. SUN.
	8070	410	5130

NORTHWARD

FIRST CLASS

#8072	5240	#8074	402
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A. M.	A. M.	A. M.	A. M.
-------	-------	-------	-------

10.32

		\$ 7.56	
		\$ 7.51	
7.13			
7.09		7.47	
F 7.07			

		F 7.41	
		F 7.39	
F 7.03			
7.02		7.36	

\$ 7.01		\$ 7.35	
6.58		7.33	
\$ 6.56		\$ 7.32	
\$ 6.52		\$ 7.29	

		7.27		8.02
		7.25		8.00
6.51		7.24	7.28	7.59
\$ 6.49	\$ 7.20	\$ 7.25	\$ 7.55	
6.46		7.16	7.21	7.51
\$ 6.45	\$ 7.15	\$ 7.20	\$ 7.50	

WILL NOT RUN SEPT. 7, 1931	
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WILL NOT RUN JULY 4, SEPT. 7, 1931

A. M.	A. M.	A. M.	A. M.
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DAILY EX. SAT. & SUN. 8072	SUNDAY ONLY 5240	DAILY EX. SUN. 8074	DAILY EX. SUN. 402
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(Supplement No. 1 affects pages 13, 15, 19, 23, 33, 34, 37, 39, 42, 48, 57 and 64.)

WASHINGTON TO NORTH POINT

STATIONS	FIRST CLASS		
	Arrive		5132
WEST PHILA. (P. T.)		A. M.	
SPARROW'S POINT			
WIRE MILL			
N. E. BEAR C'K B'DGE	Spa trow		
SOLLERS			
TURNER			
DUNDALK	's Point		
ST. HELENA			
SUTTON			
POINT BREEZE	Branch		
16th STREET			
FIFTH AVENUE	Branch		
UNION CROSSING			
HIGHLANDTOWN			
ORANGEVILLE			
NORTH POINT			
BAY VIEW			
CANTON JUNCTION			
BIDDLE STREET			
UNION JUNCTION			
BALTIMORE			
BALTIMORE		\$ 7.57	
B. & P. JUNCTION		7.56	
PENNA. AVE.			
FULTON JUNCTION		7.52	
EDMONDSON		\$ 7.49	
GWYNNS RUN		7.47	
FREDERICK ROAD		\$ 7.46	
LOUDON PARK		7.45	
ARbutus		\$ 7.41	
HALETHORPE		\$ 7.39	
WINANS		7.37	
PATAPSCO		\$ 7.35	
STONY RUN		\$ 7.32	
HARMAN		\$ 7.29	
SEVERN		\$ 7.25	
ODENTON		\$ 7.20	
PATUXENT		F 7.17	
ANDERSON		Z 7.15	
ARUNDEL			
JERICHO PARK		F 7.10	
BOWIE		\$ 7.08	
SPRINGFIELD			
GLENNDALE		\$ 7.00	
SEABROOK		F 6.57	
LANHAM		E 6.53	
LANDOVER		F 6.49	
UXEDO			
12th STREET (W. T.)		6.41	
NEW YORK AVE.		6.38	
WASHINGTON		\$ 6.35	
Leave		A. M.	
		DAILY EX. SUN.	
		5132	

(Supplement No. 1 affects pages 13, 15, 19, 23, 33, 34, 37, 39, 42, 48, 57 and 64.)

FIRST CLASS

120

124

174

5102

A. M.

A. M.

A. M.

A. M.

\$ 10.06 \$ 10.16 \$ 11.07

8.22	8.32	9.20	
8.20	8.30	9.18	
8.19	8.29	9.17	
8.16	8.26	9.14	
8.13	8.23	9.11	
8.12	\$ 8.22	\$ 9.10	

\$ 8.07			\$ 9.35
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8.06	8.17	9.07	9.33
------	------	------	------

8.02	8.18	9.03	9.29
------	------	------	------

7.59	8.10	9.00	9.26
------	------	------	------

7.57	8.09	8.59	9.25
------	------	------	------

7.58	8.05	8.55	9.21
------	------	------	------

7.46	7.57	8.48	9.14
7.42	7.58	8.44	9.10

7.38	7.49	8.40	9.06
------	------	------	------

7.35	7.45	8.36	9.01
------	------	------	------

7.31	7.41	8.32	8.56
------	------	------	------

7.26	7.36	8.27	8.51
------	------	------	------

7.20	7.30	8.20	8.45
7.18	7.28	8.18	8.43
\$ 7.15	\$ 7.25	\$ 8.15	\$ 8.40

A. M.

A. M.

A. M.

A. M.

DAILY

DAILY

DAILY

DAILY

120

124

174

5102

STATIONS	FIRST CLASS			
	126			
	Arrive	A. M.		
WEST PHILA. (P. T.)	\$ 11.46			
SPARROW'S POINT				
WIRE MILL				
N. E. BEAR C'K B'DGE				
SOLLERS				
TURNER				
DUNDALK				
ST. HELENA				
SUTTON				
POINT BREEZE				
16th STREET				
FIFTH AVENUE				
UNION CROSSING				
HIGHLANDTOWN				
ORANGEVILLE				
NORTH POINT	10.02			
BAY VIEW	10.00			
CANTON JUNCTION	9.59			
BIDDLE STREET	9.56			
UNION JUNCTION	9.53			
BALTIMORE	\$ 9.52			
BALTIMORE				
B. & P. JUNCTION	9.49			
PENNA. AVE.				
FULTON JUNCTION	9.45			
EDMONDSON				
GWYNNS RUN	9.43			
FREDERICK ROAD				
LOUDON PARK	9.42			
AR BUTUS				
HALETHORPE				
WINANS	9.38			
PATAPSCO				
STONY RUN				
HARMAN				
SEVERN	9.31			
ODENTON	9.27			
PATUXENT				
ANDERSON	9.23			
ARUNDEL				
JERICHO PARK				
BOWIE	9.20			
SPRINGFIELD				
GLENNDALE				
SEABROOK	9.16			
LANHAM				
LANDOVER	9.11			
TUXEDO				
12th STREET (W. T.)	9.05			
NEW YORK AVE.	9.03			
WASHINGTON	\$ 9.00			
Leave	A. M.			
	DAILY			
	126			

NORTHWARD

3737

FIRST CLASS

#8078	♦128	130			
A. M.	P. M.	P. M.			
	\$ 12.47	\$ 1.49			
\$ 11.12					
\$ 11.10					
11.06					
F 11.04					
F 11.02					
F 11.00					
F 10.58					
F 10.57					
10.56					
\$ 10.55					
10.52					
\$ 10.51					
\$ 10.48					
	11.02	12.04			
	11.00	12.02			
	10.47	10.59	12.01		
	\$ 10.44	10.56	11.58		
	10.41	10.53	11.55		
	\$ 10.40	\$ 10.52	\$ 11.54		
	10.49	11.49			
	10.45	11.45			
	10.43	11.43			
	10.42	11.42			
	10.38	11.38			
	10.31	11.31			
	10.27	11.27			
	10.23	11.23			
	10.20	11.20			
	10.16	11.16			
	10.11	11.11			
	10.05	11.05			
	10.03	11.03			
	\$ 10.00	\$ 11.00			
	A. M.	A. M.	A. M.		
	SATURDAY ONLY	DAILY	DAILY		
	8078	128	130		

(Supplement No. 1 affects pages 13, 15, 19, 23, 33, 34, 37, 39, 42, 48, 57 and 64.)

STATIONS	FIRST CLASS			
	404	132	176	
	Arrive	P. M.	P. M.	
WEST PHILA. (P. T.)		\$ 2.49	\$ 3.08	
SPARROW'S POINT				
WIRE MILL				
N. E. BEAR C'K B'DGE				
SOLLERS				
TURNER				
DUNDALK				
ST. HELENA				
SUTTON				
POINT BREEZE				
16th STREET				
FIFTH AVENUE				
UNION CROSSING				
HIGHLANDTOWN				
ORANGEVILLE				
NORTH POINT	12.51	1.03	1.32	
BAY VIEW	12.49	1.01	1.30	
CANTON JUNCTION	12.48	1.00	1.29	
BIDDLE STREET	A 12.45	12.57	1.26	
UNION JUNCTION	12.41	12.54	1.23	
BALTIMORE	\$ 12.40	\$ 12.53	\$ 1.22	
BALTIMORE				
B. & P. JUNCTION		12.49	1.19	
PENNA. AVE.				
FULTON JUNCTION		12.45	1.15	
EDMONDSON				
GWYNNS RUN		12.43	1.13	
FREDERICK ROAD				
LOUDON PARK		12.42	1.12	
AR BUTUS				
HALETHORPE				
WINANS		12.38	1.08	
PATAPSCO				
STONY RUN				
HARMAN				
SEVERN		12.31	1.01	
ODENTON		12.28	12.58	
PATUXENT				
ANDERSON		12.24	12.54	
ARUNDEL				
JERICHO PARK				
BOWIE		12.20	12.50	
SPRINGFIELD				
GLENNDALE				
SEABROOK		12.16	12.46	
LANHAM				
LANDOVER		12.11	12.41	
TUXEDO				
12th STREET (W. T.)		12.05	12.35	
NEW YORK AVE.		12.03	12.33	
WASHINGTON		\$ 12.00	\$ 12.30	
Leave	P. M.	NOON	P. M.	
	DAILY EX SUN.	DAILY	DAILY	
	404	132	176	

NORTHWARD

FIRST CLASS					
#5146	134	8080	5134	1046	5106
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 3.50			\$ 4.17	
		\$ 2.38			
		\$ 2.34			
		2.30			
		F 2.28			
WILL NOT RUN JULY 4, 1931		F 2.24		FIRST TRIP JUNE 27, 1931	
		F 2.22			
		2.20			
		\$ 2.19			
		2.16			
		\$ 2.14			
		\$ 2.12			
		2.02		2.27	
		2.00		2.25	
		1.59	2.12	2.24	
		1.56	\$ 2.09	2.21	
		1.53	2.06	2.18	
	\$ 1.52	\$ 2.05		\$ 2.17	
\$ 1.31			\$ 2.35		\$ 2.15
1.30	1.48		2.34	2.14	2.14
\$ 1.27					
1.25	1.44		2.30	2.10	2.10
\$ 1.23			\$ 2.28	J 2.09	
1.21	1.42		2.26	2.08	2.08
\$ 1.19			\$ 2.25		
1.17	1.41		2.23	2.07	2.07
\$ 1.14			\$ 2.18		
1.12	1.37		2.16	2.03	2.03
F 1.10			F 2.13		
\$ 1.07			F 2.10		
1.05	1.30		F 2.07		
\$ 1.01	1.27		F 2.04	1.56	1.56
12.57	1.23		1.49	1.49	1.49
			F 1.47		
			F 1.45		
\$ 12.53	1.20		\$ 1.42	1.45	1.45
			\$ 1.38		
12.48	1.16		F 1.30	1.41	1.41
			\$ 1.26		
12.44	1.11		\$ 1.20	1.36	1.36
12.38	1.05		1.11	1.30	1.30
12.36	1.03		1.08	1.28	1.28
\$ 12.33	\$ 1.00		\$ 1.05	\$ 1.25	\$ 1.25
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SAT. ONLY	DAILY	DAILY	DAILY EX. SAT.	DAILY EX. SUN.	SUNDAY ONLY
5146	134	8080	5134	1046	5106

(Supplement No. 1 affects pages 13, 15, 19, 23, 33, 34, 37, 39, 42, 48, 57 and 64.)

STATIONS	FIRST CLASS		
	5144	142	412
	Arrive	P. M.	P. M.
WEST PHILA. (P. T.)		\$ 4.46	6.14
SPARROW'S POINT			
WIRE MILL			
N. E. BEAR C'K B'DGE	SPARROW		
SOLLERS			
TURNER			
DUNDALK	's Point		
ST. HELENA			
SUTTON			
POINT BREEZE			
16th STREET	Br		
FIFTH AVENUE	Anch.		
UNION CROSSING			
HIGHLANDTOWN			
ORANGEVILLE			
NORTH POINT		3.05	3.35
BAY VIEW		3.03	3.34
CANTON JUNCTION		3.02	3.32
BUDLE STREET		2.59	3.29
UNION JUNCTION		2.56	3.26
BALTIMORE		2.55	\$ 3.25
BALTIMORE	\$ 2.55	\$ 2.50	
B. & P. JUNCTION	2.54	2.49	
PENNA. AVE.			
FULTON JUNCTION	2.50	2.45	
EDMONDSON	\$ 2.48		
GWYNNS RUN	2.46	2.43	
FREDERICK ROAD	\$ 2.45		
LOUDON PARK	2.43	2.42	
ARBUSUS			
HALETHORPE	\$ 2.38		
WINANS	2.35	2.38	
PATAPS CO	F 2.33		
STONY RUN	F 2.30		
HARMAN	F 2.27		
SEVERN	\$ 2.24	2.31	
ODENTON	\$ 2.19	2.27	
PATUXENT	F 2.15		
ANDERSON		2.13	2.23
ARUNDEL	F 2.11		
JERICHO PARK	F 2.09		
BOWIE	\$ 2.06	2.20	
SPRINGFIELD			
GLENNDALE	\$ 2.00		
SEABROOK	F 1.57	2.16	
LANHAM	\$ 1.53		
LANDOVER	\$ 1.47	2.11	
TUXEDO			
12th STREET (W. T.)	1.39	2.05	
NEW YORK AVE.	1.36	2.03	
WASHINGTON	\$ 1.33	\$ 2.00	
Leave	P. M.	P. M.	P. M.
	SAT. ONLY	DAILY	DAILY EX. SUN.
	5144	142	412

FIRST CLASS

144	5108	414	#8082	5110	
P. M.	P. M.	P. M.	P. M.	P. M.	
\$ 5.51					
			\$ 4.42		
			\$ 4.38		
			4.34		
			F 4.30		
			F 4.28		
			F 4.24		
			4.23		
			\$ 4.22		
			4.20		
			\$ 4.19		
			\$ 4.17		
4.03		4.17			
4.01		4.15			
4.00		4.14	4.17		
3.57	\$ 4.10	\$ 4.14			
3.54		4.06	4.11		
\$ 3.53	\$ 4.05	\$ 4.10			
	\$ 3.55		\$ 4.15		
3.49	3.54		WILL NOT RUN	4.14	
3.45	3.50		MAY 30, JULY 4, SEPT 7, 1931	4.10	
3.43	3.48			4.08	
3.42	3.47			4.07	
3.38	3.43			4.03	
3.31	3.36			3.56	
3.27	3.32			3.52	
3.23	3.28			3.48	
3.20	3.25			3.45	
3.16	3.21			3.41	
3.11	3.16			3.36	
3.05	3.10			3.30	
3.03	3.08			3.28	
\$ 3.00	\$ 3.05			\$ 3.25	
P. M.	P. M.	P. M.	P. M.	P. M.	
DAILY	DAILY	DAILY	DAILY EX. SUN.	DAILY	
144	5108	414	8082	5110	

WASHINGTON TO NORTH POINT

STATIONS	FIRST CLASS		
	#5182	168	5112
Arrive	P. M.	P. M.	P. M.
WEST PHILA. (P.T.)		\$ 6.40	
SPARROW'S POINT			
WIRE MILL			
N. E. BEAR C'K B'DGE			
SOLLERS			
TURNER			
DUNDALK			
ST. HELENA			
SUTTON			
POINT BREEZE			
16th STREET			
D. Point Br	WILL NOT RUN JULY 4, SEPT. 7, 1931		
FIFTH AVENUE			
UNION CROSSING			
HIGHLANDTOWN			
ORANGEVILLE			
NORTH POINT		5.02	
BAY VIEW		5.00	
CANTON JUNCTION		4.59	
BIDDLE STREET		4.56	
UNION JUNCTION		4.53	
BALTIMORE		\$ 4.52	
BALTIMORE	\$ 4.40		\$ 4.55
B. & P. JUNCTION	4.39	4.48	4.53
PENNA. AVE.			
FULTON JUNCTION	4.35	4.44	4.49
EDMONDSON			
GWYNNS RUN	4.33	4.42	4.47
FREDERICK ROAD			
LOUDON PARK	4.32	4.41	4.46
ARbutus			
HALETHORPE			
WINANS	4.28	4.37	4.42
PATAPSCO			
STONY RUN			
HARMAN			
SEVERN	4.21	4.30	4.35
ODENTON	4.17	4.27	4.32
PATUXENT			
ANDERSON	4.13	4.23	4.28
ARUNDEL			
JERICHO PARK			
BOWIE	\$ 4.08	4.20	4.25
SPRINGFIELD			
GLENNDALE			
SEABROOK		4.16	4.21
LANHAM			
LANDOVER		4.11	4.16
UXEDO			
12th STREET (W. T.)		4.05	4.10
NEW YORK AVE.		4.03	4.08
WASHINGTON		\$ 4.00	\$ 4.05
Leave	P. M.	P. M.	P. M.
	DAILY EX. SUN.	DAILY	DAILY
	5182	168	5112

(Supplement No. 1 affects pages 13, 15, 19, 23, 33, 34, 37, 39, 42, 48, 57 and 64.)

FIRST CLASS				
8084	●152	154	‡●5084	
P. M.	P. M.	P. M.	P. M.	
	\$ 7.02	\$ 8.02		
\$ 5.40				
\$ 5.37				
5.33				
				WILL NOT RUN MAY 30, JULY 4, SEPT. 7, 1931
	5.22			
	5.18			
\$ 5.17				
\$ 5.15				
	5.27	6.06	6.11	
	5.25	6.04	6.08	
5.15	5.24	6.03	6.07	
\$ 5.12	5.21	6.00	\$ 6.04	
5.09	5.18	5.57	6.01	
\$ 5.08	\$ 5.17	\$ 5.56	\$ 6.00	
	5.14	5.50		
	5.10	5.46		
	R 5.08	5.43		
		5.42		
	5.07	5.41		
	5.03	5.37		
	4.56	5.30		
	4.52	5.27		
	4.48	5.23		
	4.45	5.20		
	4.41	5.16		
	4.36	5.11		
	4.30	5.05		
	4.28	5.03		
\$ 4.25	\$ 5.00			
P. M.	P. M.	P. M.	P. M.	
DAILY EX. SAT. & SUN. 8084	DAILY 152	DAILY 154	DAILY EX. SUN. 5084	

No. 8081 is superior by direction to No. 8084.

STATIONS	FIRST CLASS			
	#	5136	5138	
	Arrive	P. M.	P. M.	
WEST PHILA. (P. T.)				
SPARROW'S POINT				
WIRE MILL				
N. E. BEAR C'K B'DGE	Sparrow			
SOLLERS				
TURNER				
DUNDALK	s			
ST. HELENA	Point			
SUTTON				
POINT BREEZE	Branch	WILL NOT RUN SEPT. 7, 1931		
16th STREET				
FIFTH AVENUE	Branch			
UNION CROSSING				
HIGHLANDTOWN				
ORANGEVILLE				
NORTH POINT				
BAY VIEW				
CANTON JUNCTION				
BIDDLE STREET				
UNION JUNCTION				
BALTIMORE				
BALTIMORE	\$	6.10	\$	6.42
B. & P. JUNCTION		6.09		6.41
PENNA. AVE.	\$	6.06		
FULTON JUNCTION		6.04		6.37
EDMONDSON	\$	6.02	D	6.34
GWYNNS RUN		6.00		6.32
FREDERICK ROAD	\$	5.58	D	6.30
LOUDON PARK		5.56		6.29
AR BUTUS				
HALETHORPE	\$	5.53	F	6.26
WINANS		5.51		6.24
PATAPS CO.				
STONY RUN				
HARMAN	\$	5.46	\$	6.18
SEVERN		5.44	F	6.15
ODENTON	\$	5.40	\$	6.10
PATUXENT				
ANDERSON		5.36		6.05
ARUNDEL			\$	6.03
JERICHO PARK			F	6.01
BOWIE	\$	5.32	\$	5.57
SPRINGFIELD			\$	5.52
GLENNDALE	\$	5.27	\$	5.49
SEABROOK	\$	5.23	\$	5.46
LANHAM	\$	5.20	\$	5.43
LANDOVER	\$	5.15	\$	5.38
UXEDO			\$	5.35
12th STREET (W. T.)		5.08		5.30
NEW YORK AVE.		5.06		5.28
WASHINGTON	\$	5.03	\$	5.25
Leave	P. M.	P. M.		
	DAILY EX. SAT. & SUN.		DAILY EX. SUN.	
	5136		5138	

STATIONS	FIRST CLASS		
	158	5116	5118
	Arrive	P. M.	P. M.
WEST PHILA.....(P. T.)	\$ 10.06		
SPARROW'S POINT			
WIRE MILL			
N. E. BEAR C'K B'DGE			
SOLLERS			
TURNER			
DUNDALK			
ST. HELENA			
SUTTON			
POINT BREEZE			
16th STREET			
FIFTH AVENUE			
UNION CROSSING			
HIGHLANDTOWN			
ORANGEVILLE			
NORTH POINT.....	8.05		
BAY VIEW.....	8.03		
CANTON JUNCTION.....	8.02		
BIDDLE STREET.....	7.59		
UNION JUNCTION.....	7.56		
BALTIMORE.....	7.55		
BALTIMORE.....	\$ 7.50	\$ 7.55	\$ 8.10
B. & P. JUNCTION.....	7.48	7.54	8.09
PENNA. AVE.....			
FULTON JUNCTION.....	7.44	7.50	8.05
EDMONDSON.....			
GWYNNS RUN.....	7.42	7.48	8.03
FREDERICK ROAD.....			
LOUDON PARK.....	7.41	7.47	8.02
ARBUSUS.....			
HALETHORPE.....			
WINANS.....	7.37	7.43	7.58
PATAPSCO.....			
STONY RUN.....			
HARMAN.....			
SEVERN.....	7.30	7.36	7.51
ODENTON.....	7.27	7.32	7.47
PATUXENT.....			
ANDERSON.....	7.23	7.28	7.43
ARUNDEL.....			
JERICHO PARK.....			
BOWIE.....	7.20	7.25	7.40
SPRINGFIELD.....			
GLENNDALE.....			
SEABROOK.....	7.16	7.21	7.36
LANHAM.....			
LANDOVER.....	7.11	7.16	7.31
TUXEDO.....			
12th STREET.....(W. T.)	7.05	7.10	7.25
NEW YORK AVE.....	7.03	7.08	7.23
WASHINGTON.....	\$ 7.00	\$ 7.05	\$ 7.20
Leave	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY
	158	5116	5118

FIRST CLASS

	172	8088	162	5120	5142
	P. M.	P. M.	A. M.	P. M.	A. M.
	\$ 10.53		2.19		
		\$ 10.35			
		\$ 10.32			
		10.28			
		F 10.21			
		F 10.18			
		F 10.16			
		10.14			
		\$ 10.13			
		10.10			
		\$ 10.09			
		\$ 10.07			
	9.05		11.25		
	9.03		Z 11.23		
	9.02	10.07	11.22		
	8.59	\$ 10.04	11.19		
	8.56	10.01	11.16		
	8.55	\$ 10.00	11.15		
	\$ 8.50		\$ 10.37	\$ 11.30	\$ 1.00
	8.49		10.35	11.29	1.59
	8.45		10.31	11.25	12.55
			\$ 10.29		D 12.53
	8.43		10.28	11.23	12.51
	8.42		10.27	11.22	12.50
	8.38		10.22	11.18	12.46
					F 12.39
	8.31		10.15	11.11	F 12.37
	8.27		10.11	11.07	12.32
					Z 12.27
	8.23		10.07	11.03	Z 12.26
					F 12.22
	8.20		\$ 10.02	11.00	\$ 12.19
					\$ 12.14
			\$ 9.56		
	8.16		F 9.52	10.56	F 12.11
			\$ 9.48		\$ 12.08
	8.11		F 9.43	10.51	F 12.03
					F 12.00
	8.05		9.35	10.45	11.55
	8.03		9.33	10.43	11.53
	\$ 8.00		\$ 9.30	\$ 10.40	\$ 11.50
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	172	8088	162	5120	5142

STATIONS	FIRST CLASS			
	#5181	DAILY EX. SUN.		
Leave	A. M.			
BOWIE	\$ 8.45			
COLLINGTON	\$ 8.52			
MULLIKIN	\$ 9.01			
HALL	F 9.05			
LEELAND	F 9.10			
HILL	F 9.13			
MARLBORO	S 9.22			
CROOME	F 9.33			
DULEY	F 9.40			
CHELTENHAM	F 9.44			
BRANDYWINE	S 10.00			
OSBORNE	F 10.05			
WALDORF	F 10.15			
WHITE PLAIN	F 10.24			
LA PLATA	F 10.38			
PORT TOBACCO	F 10.42			
COX	F 10.51			
LOTHAIR	F 10.58			
POPE'S CREEK	S 11.05			
Arrive	A. M.			
	5181			

POPE'S CREEK TO BOWIE—NORTHWARD

STATIONS	FIRST CLASS			
	#5182	P. M.		
Arrive	P. M.			
BOWIE	\$ 4.05			
COLLINGTON	\$ 3.59			
MULLIKIN	\$ 3.52			
HALL	F 3.48			
LEELAND	F 3.43			
HILL	F 3.36			
MARLBORO	S 3.30			
CROOME	F 3.18			
DULEY	F 3.13			
CHELTENHAM	F 3.09			
BRANDYWINE	S 3.03			
OSBORNE	F 2.56			
WALDORF	F 2.48			
WHITE PLAIN	F 2.41			
LA PLATA	F 2.31			
PORT TOBACCO	F 2.25			
COX	S 2.17			
LOTHAIR	F 2.13			
POPE'S CREEK	S 2.05			
Leave	P. M.			
	DAILY EX. SUN.			
	5182			

Nos. 5181 and 5182 will not run July 4 and Sept. 7, 1931.

(Supplement No. 1 affects pages 13, 15, 19, 23, 33, 34, 37, 39, 42, 48, 57 and 64.)

WESTERN MARYLAND RAILWAY PASSENGER TRAINS—HILLEN JUNCTION TO FULTON JUNCTION
SOUTHWARD

STATIONS	FIRST CLASS			
	WM 1 DAILY EX. SUN.	WM 43 DAILY EX. SUN.	WM 3 DAILY EX. SUN.	WM 103 SATR. ONLY
Leave	A. M.	A. M.	P. M.	P. M.
HILLEN JUNCTION	3.22	7.02	8.22	1.20
BALTIMORE	\$ 3.28	\$ 7.06	\$ 8.25	\$ 3.05
B. & P. JUNCTION	3.29	7.08	8.26	1.24
PENNA. AVE.				3.06
FULTON JUNCTION	3.33	7.12	8.30	1.28
Arrive	A. M.	A. M.	P. M.	P. M.
	WM 1	WM 43	WM 3	WM 103

WESTERN MARYLAND RAILWAY PASSENGER TRAINS—FULTON JUNCTION TO HILLEN JUNCTION
NORTHWARD

STATIONS	FIRST CLASS			
	WM 20 A. M.	WM 48 A. M.	WM 6 A. M.	WM 22 A. M.
Arrive	A. M.	A. M.	P. M.	P. M.
HILLEN JUNCTION	7.42	8.05	9.37	11.28
BALTIMORE	\$ 7.40	\$ 8.02	\$ 9.35	\$ 11.25
B. & P. JUNCTION	7.39	8.01	9.34	11.24
PENNA. AVE.				5.47
FULTON JUNCTION	7.36	7.67	9.30	11.20
Leave	A. M.	A. M.	P. M.	P. M.
	DAILY EX. SUN. WM 20	DAILY EX. SUN. WM 48	DAILY EX. SUN. WM 6	DAILY EX. SUN. WM 22
			DAILY EX. SUN. WM 2	DAILY EX. SUN. WM 44

STATIONS	FIRST CLASS			
	Sou. Ry. 237 DAILY	Sou. Ry. 225 DAILY		
	Leave	A. M.	A. M.	
	Arrive	A. M.	A. M.	
WASHINGTON-----	\$ 2.10	\$ 2.40		
VIRGINIA AVE-----	2.14	2.44		
SEVENTH ST-----	2.15	2.45		
14th STREET-----	2.17	2.47		
SOUTH END-----	2.19	2.49		
Arrive	Sou. Ry. 237	Sou. Ry. 225		
STATIONS	FIRST CLASS			
	R. F. & P. 45 DAILY EX. MON.	R. F. & P. 3 DAILY EX. SUN.	C. & O. 101 DAILY	
	Leave	A. M.	A. M.	A. M.
	Arrive	A. M.	A. M.	A. M.
WASHINGTON-----	\$ 6.25	\$ 6.30	\$ 7.00	
VIRGINIA AVE-----	6.29	6.34	7.04	
SEVENTH ST-----	6.30	6.35	7.05	
14th STREET-----	6.32	6.37	7.07	
SOUTH END-----	6.34	6.39	7.09	
Arrive	R. F. & P. 45	R. F. & P. 3	C. & O. 101	
STATIONS	FIRST CLASS			
	Sou. Ry. 211 DAILY	R. F. & P. 81 DAILY	Sou. Ry. 235 DAILY	R. F. & P. 15 DAILY
	Leave	A. M.	A. M.	A. M.
	Arrive	A. M.	A. M.	P. M.
WASHINGTON-----	\$ 9.10	\$ 9.30	\$ 11.00	\$ 12.10
VIRGINIA AVE-----	9.14	9.34	11.04	12.14
SEVENTH ST-----	\$ 9.15	9.35	11.05	12.15
14th STREET-----	9.17	9.37	11.07	12.17
SOUTH END-----	9.19	9.39	11.09	12.19
Arrive	Sou. Ry. 211	R. F. & P. 81	Sou. Ry. 235	R. F. & P. 15
STATIONS	FIRST CLASS			
	Sou. Ry. 221 DAILY EX. SUN.	Sou. Ry. 229 DAILY	Sou. Ry. 215 DAILY EX. SAT.	
	Leave	P. M.	P. M.	P. M.
	Arrive	P. M.	P. M.	P. M.
WASHINGTON-----	\$ 3.55	\$ 4.45	\$ 5.05	
VIRGINIA AVE-----	3.59	4.49	5.09	
SEVENTH ST-----	\$ 4.00	4.50	\$ 5.10	
14th STREET-----	4.02	4.52	5.12	
SOUTH END-----	4.04	4.54	5.14	
Arrive	Sou. Ry. 221	Sou. Ry. 229	Sou. Ry. 215	
STATIONS	FIRST CLASS			
	R. F. & P. 41 DAILY	Sou. Ry. 239 DAILY	Sou. Ry. 241 DAILY	
	Leave	P. M.	P. M.	P. M.
	Arrive	P. M.	P. M.	P. M.
WASHINGTON-----	\$ 10.15	\$ 10.25	\$ 10.35	
VIRGINIA AVE-----	10.19	10.29	10.39	
SEVENTH ST-----	10.20	10.30	10.40	
14th STREET-----	10.22	10.32	10.42	
SOUTH END-----	10.24	10.34	10.44	
Arrive	R. F. & P. 41	Sou. Ry. 239	Sou. Ry. 241	

FIRST CLASS

	R. F. & P. 75		Sou. Ry. 245	R. F. & P. 5	R. F. & P. 23
	DAILY		DAILY EX. SUN.	DAILY	DAILY
	A. M.		A. M.	A. M.	A. M.
	\$ 3.10		\$ 4.00	\$ 4.05	\$ 6.20
	3.14		4.04	4.09	6.24
	3.15		4.05	4.10	6.25
	3.17		4.07	4.12	6.27
	3.19		4.09	4.14	6.29
	A. M.		A. M.	A. M.	A. M.
	R. F. & P. 75		Sou. Ry. 245	R. F. & P. 5	R. F. & P. 23

FIRST CLASS

	R. F. & P. 9		Sou. Ry. 209	Sou. Ry. 135	R. F. & P. 93
	SUNDAY ONLY		DAILY	DAILY	DAILY
	A. M.		A. M.	A. M.	A. M.
	\$ 7.15		\$ 8.15	\$ 9.00	\$ 9.05
	7.19		8.19	9.04	9.09
	\$ 7.20		\$ 8.20	9.05	9.10
	7.22		8.22	9.07	9.12
	7.24		8.24	9.04	9.14
	A. M.		A. M.	A. M.	A. M.
	R. F. & P. 9		Sou. Ry. 209	Sou. Ry. 135	R. F. & P. 93

FIRST CLASS

	Sou. Ry. 207	R. F. & P. 25	R. F. & P. 107	C. & O. 205	R. F. & P. 31
	SAT. ONLY	SAT. ONLY	DAILY	DAILY	DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 1.45	\$ 1.50	\$ 2.20	\$ 3.00	\$ 3.20
	1.49	1.54	2.24	3.04	3.24
	\$ 1.50	\$ 1.55	2.25	3.05	\$ 3.25
	1.52	1.57	2.27	3.07	3.27
	1.54	1.59	2.29	3.09	3.29
	P. M.	P. M.	P. M.	P. M.	P. M.
	Sou. Ry. 207	R. F. & P. 25	R. F. & P. 107	C. & O. 205	R. F. & P. 31

FIRST CLASS

	R. F. & P. 29	R. F. & P. 95	Sou. Ry. 231	R. F. & P. 83	C. & O. 201
	DAILY	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 5.10	\$ 6.30	\$ 6.50	\$ 7.25	\$ 7.50
	5.14	6.34	6.44	7.29	7.54
	\$ 5.15	6.35	6.45	7.30	7.55
	5.17	6.37	6.47	7.32	7.57
	5.19	6.39	6.49	7.34	7.59
	P. M.	P. M.	P. M.	P. M.	P. M.
	R. F. & P. 29	R. F. & P. 95	Sou. Ry. 231	R. F. & P. 83	C. & O. 201

FIRST CLASS

	C. & O. 203	Sou. Ry. 233	R. F. & P. 191		
	DAILY	DAILY	DAILY		
	P. M.	P. M.	P. M.		
	\$ 11.45	\$ 11.55	\$ 11.59		
	11.49	11.59	12.03		
	11.50	12.00	12.04		
	11.52	12.02	12.06		
	11.54	12.04	12.08		
	P. M.	A. M.	A. M.		
	C. & O. 203	Sou. Ry. 233	R. F. & P. 191		

STATIONS		FIRST CLASS		
		Sou. Ry. 226	R. F. & P. 76	Sou. Ry. 234
Arrive	A. M.	A. M.	A. M.	
WASHINGTON-----	\$ 1.00	\$ 1.10	\$ 1.35	
VIRGINIA AVE.-----	12.56	1.06	1.31	
SEVENTH ST.-----	12.55	1.05	1.30	
14th STREET-----	12.53	1.03	1.28	
SOUTH END-----	12.49	12.59	1.24	
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	Sou. Ry. 226	R. F. & P. 76	Sou. Ry. 234	

STATIONS		FIRST CLASS		
		R. F. & P. 42	Sou. Ry. 242	
Arrive	A. M.	A. M.	A. M.	
WASHINGTON-----	\$ 6.35	\$ 6.40		
VIRGINIA AVE.-----	6.31	6.36		
SEVENTH ST.-----	6.30	6.35		
14th STREET-----	6.28	6.33		
SOUTH END-----	6.24	6.29		
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	Sou. Ry. 242	
	R. F. & P. 42	Sou. Ry. 242		

STATIONS		FIRST CLASS		
		R. F. & P. 96	Sou. Ry. 214	
Arrive	A. M.	A. M.	A. M.	
WASHINGTON-----	\$ 10.20	\$ 10.50		
VIRGINIA AVE.-----	10.16	10.46		
SEVENTH ST.-----	10.15	\$ 10.45		
14th STREET-----	10.13	10.43		
SOUTH END-----	10.09	10.39		
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY EX. SUN.	Sou. Ry. 214	
	R. F. & P. 96	Sou. Ry. 214		

STATIONS		FIRST CLASS		
		C. & O. 204	Sou. Ry. 210	Sou. Ry. 136
Arrive	P. M.	P. M.	P. M.	
WASHINGTON-----	\$ 2.40	3.30	\$ 3.21	
VIRGINIA AVE.-----	2.36	3.26	3.21	
SEVENTH ST.-----	2.35	\$ 3.25	\$ 3.20	
14th STREET-----	2.33	3.23	3.18	
SOUTH END-----	2.29	3.19	3.10	
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	C. & O. 204	Sou. Ry. 210	Sou. Ry. 136	

STATIONS		FIRST CLASS		
		R. F. & P. 94	Sou. Ry. 246	R. F. & P. 80
Arrive	P. M.	P. M.	P. M.	
WASHINGTON-----	\$ 10.00	\$ 11.00	\$ 11.30	
VIRGINIA AVE.-----	9.56	10.56	11.26	
SEVENTH ST.-----	9.55	10.55	11.25	
14th STREET-----	9.53	10.53	11.23	
SOUTH END-----	9.49	10.49	11.19	
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY EX. SUN.	DAILY	
	R. F. & P. 94	Sou. Ry. 246	R. F. & P. 80	

FIRST CLASS

		C. & O. 206	R. F. & P. 192	Sou. Ry. 232	Sou. Ry. 238
		A. M.	A. M.	A. M.	A. M.
	\$	2.45	\$ 3.35	\$ 3.45	\$ 4.05
		2.41	3.31	3.41	4.01
		2.40	3.30	3.40	4.00
		2.38	3.28	3.38	3.58
		2.34	3.24	3.34	3.54
		A. M.	A. M.	A. M.	A. M.
		DAILY	DAILY	DAILY	DAILY
		C. & O. 206	R. F. & P. 192	Sou. Ry. 232	Sou. Ry. 238

FIRST CLASS

	R. F. & P. 82	Sou. Ry. 240	C. & O. 202	Sou. Ry. 216	R. F. & P. 2
	A. M.	A. M.	A. M.	A. M.	A. M.
\$	6.50	\$ 7.05	\$ 7.40	\$ 8.10	\$ 8.20
	6.46	7.01	7.36	8.06	8.16
	6.45	7.00	7.35	\$ 8.05	\$ 8.15
	6.43	6.58	7.33	8.03	8.13
	6.39	6.54	7.29	7.59	8.09
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.
	R. F. & P. 82	Sou. Ry. 240	C. & O. 202	Sou. Ry. 216	R. F. & P. 2

FIRST CLASS

	Sou. Ry. 230	R. F. & P. 10	R. F. & P. 46	R. F. & P. 108	R. F. & P. 14
	A. M.	P. M.	P. M.	P. M.	P. M.
	\$ 11. 80 11.81 11. 30 11.28 11. 40	\$ 12.15 12.11 12.10 12.08 12.04	\$ 12.35 12.31 12.30 12.28 12.24	\$ 2.20 2.16 2.15 2.13 2.09	\$ 2.30 2.26 2.25 2.23 2.19
	A. M.	P. M.	P. M.	P. M.	P. M.
	DAILY Sou. Ry. 230	DAILY R. F. & P. 10	DAILY EX. TUES. R. F. & P. 46	DAILY R. F. & P. 108	DAILY R. F. & P. 14

FIRST CLASS

	R. F. & P.	R. F. & P.	Sou. Ry.	Sou. Ry.	C. & O.
	84	18	1236	212	106
	P. M.	P. M.	P: M.	P. M.	P. M.
	\$ 5.35	\$ 8.20	\$ 7.30	\$ 8.40	\$ 9.20
	5.31	8.16	8.26	8.36	9.16
	5.30	\$ 8.15	8.25	\$ 8.35	9.15
	5.28	8.13	8.23	8.33	9.13
	5.24	8.09	8.17	8.29	9.09
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	R. F. & P.	R. F. & P.	Sou. Ry.	Sou. Ry.	C. & O.
	84	18	236	212	106

FIRST CLASS

STATIONS	FIRST CLASS			
	991	•#8023	#8001	
	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	
Lea	A. M.	A. M.	A. M.	
CALVERT STATION			\$ 6.15	
BALTIMORE	\$ 3.50		\$ 6.19	
MT. VERNON	3.53		6.22	
WOODBERRY			F 6.25	
MELVALE				
MT. WASHINGTON			\$ 6.30	
BARE HILLS			F 6.32	
HOLLINS	4.02		6.34	
ROCKLAND				
BROOKLANDVILLE	G			
ROGERS	Green			
LYSTRA				
STEVENSON	S			WILL NOT RUN MAY 30, JULY 4, SEPT. 7, 1931
ECCLESTON	Spring			
CHATTOLANEE	Br.			
GARRISON FOREST				
TURNPIKE				
GREEN SPRING JCT.				
BRIGHTSIDE				
LAKE				
RUXTON	F 4.04			
RIDERWOOD				
LUTHERVILLE	S 4.07			
TIMONIUM	U 4.10			
PADONIA				
TEXAS	L 4.14			
COCKEYSVILLE	F 4.17			
ASHLAND	U 4.19			
PHOENIX	F 4.22			
SPARKS	F 4.25			
GLENCOE				
CORBETT	U 4.29			
MONKTON	F 4.31			
BLUE MOUNT	U 4.34			
WHITE HALL	F 4.37			
GRAYSTONE				
PARKTON	S 4.45			
WALKER				
BENTLEY SPRINGS	F 4.51			
FREELAND	F 4.58			
SUMMIT GROVE	5.04			
NEW FREEDOM	S 5.06			
SHREWSBURY	S 5.09			
SEITZLAND	S 5.12			
GLEN ROCK	S 5.14			
LARUE	S 5.18			
HANOVER JCT.	S 5.23			
SMYSER	S 5.26			
GLATFELTER	S 5.30			
BRILHART	S 5.35			
GRANTLEY	S 5.42			
YORK	S 5.47			
YORK	5.53	\$ 7.53		
LOUCKS	5.56	7.56		
EMIGSVILLE	S 6.02	\$ 8.01		
MT. WOLF	S 6.08	\$ 8.07		
YORK HAVEN (Phil. D.)	\$ 6.15	\$ 8.13		
CLY	\$ 6.18	\$ 8.16		
HARRISBURG	\$ 6.50	\$ 8.47		
Arrive	A. M.	A. M.	A. M.	
	991	8023	8001	

FIRST CLASS

	8051 DAILY EX. SUN.	993 DAILY EX. SUN.	8131 SUNDAY ONLY	997 SUNDAY ONLY	
	A. M.	A. M.	A. M.	A. M.	
	\$ 7.05		\$ 7.55		
	\$ 7.09	\$ 7.35	\$ 8.00	\$ 9.00	
	7.12	7.38	8.03	9.03	
		\$ 7.41	\$ 8.06	F 9.06	
	F 7.19	\$ 7.48	\$ 8.11	\$ 9.11	
		F 7.50	F 8.12	F 9.12	
		\$ 7.23	7.52	\$ 8.14	\$ 9.14
	F 7.28				
	\$ 7.31				
	\$ 7.34				
	F 7.36				
	S 7.38				
	F 7.40				
	S 7.42				
	F 7.45				
	7.46				
		F 7.53	F 8.15		
		S 7.55	S 8.16	F 9.16	
		S 7.57	S 8.18	S 9.17	
		S 7.59	S 8.20	S 9.19	
		S 8.03	S 8.23	S 9.22	
		\$ 8.06	\$ 8.26	\$ 9.25	
		\$ 8.10	\$ 8.30	\$ 9.29	
		\$ 8.14	\$ 8.33	\$ 9.33	
			S 8.35	S 9.35	
			S 8.21	S 8.39	S 9.39
			S 8.25	S 8.43	S 9.43
			S 8.28	S 8.46	S 9.46
			S 8.32	S 8.50	S 9.49
		S 8.35	S 8.52	\$ 9.52	
		F 8.39	F 8.56	F 9.56	
		S 8.43	S 9.00	\$ 9.59	
		S 8.49	S 9.05	\$ 10.05	
			S 8.55		\$ 10.12
			S 9.01		\$ 10.18
			9.07		10.23
			S 9.10		\$ 10.25
			S 9.13		\$ 10.28
			F 9.17		F 10.31
			S 9.21		S 10.34
			F 9.25		F 10.38
			F 9.30		S 10.42
			S 9.33		\$ 10.45
			F 9.36		\$ 10.49
			F 9.42		\$ 10.54
			F 9.48		F 10.59
			S 9.54		\$ 11.05
			10.00		
			10.03		
			F 10.09		
			S 10.15		*
			S 10.22		
			S 10.26		
			S 11.00		
	A. M.	A. M.	A. M.	A. M.	
	8051	993	8131	997	

STATIONS	FIRST CLASS			
	525	DAILY	8021	DAILY EX SUN.
	Leave	A. M.	A. M.	
CALVERT STATION			\$ 10.30	
BALTIMORE	\$ 9.41		\$ 10.34	
MT. VERNON	9.44		10.37	
WOODBERRY			F 10.40	
MELVALE			F 10.42	
MT. WASHINGTON			\$ 10.46	
BARE HILLS			F 10.47	
HOLLINS	9.53		\$ 10.49	
ROCKLAND				
BROOKLANDVILLE				
ROGERS	Green			
LYSTRA				
STEVENSON	S			
ECCLESTON	Spring			
CHATTOLANEE				
GARRISON FOREST	Br.			
TURNPIKE				
GREEN SPRING JCT.				
BRIGHTSIDE				
LAKE			F 10.51	
RUXTON			\$ 10.53	
RIDERWOOD			\$ 10.55	
LUTHERVILLE			\$ 10.58	
TIMONIUM			\$ 11.01	
PADONIA			F 11.03	
TEXAS			\$ 11.05	
COCKEYSVILLE	10.04		\$ 11.08	
ASHLAND			F 11.10	
PHOENIX			F 11.13	
SPARKS			\$ 11.17	
GLENCOE			\$ 11.20	
CORBETT			F 11.23	
MONKTON			\$ 11.26	
BLUE MOUNT			F 11.30	
WHITE HALL			\$ 11.34	
GRAYSTONE			F 11.36	
PARKTON	10.25		\$ 11.40	
WALKER			F 11.43	
BENTLEY SPRINGS			\$ 11.47	
FREELAND			\$ 11.53	
SUMMIT GROVE	10.40		11.57	
NEW FREEDOM			\$ 11.59	
SHREWSBURY			\$ 12.02	
SEITZLAND			F 12.06	
GLEN ROCK	10.47		\$ 12.10	
LARUE			F 12.15	
HANOVER JCT.			\$ 12.19	
SMYSER			\$ 12.22	
GLATFELTER			\$ 12.26	
BRILHART			F 12.31	
GRANTLEY	11.06		F 12.35	
YORK			\$ 12.40	
YORK	\$ 11.16			
LOUCKS	11.19			
EMIGSVILLE				
MT. WOLF				
YORK HAVEN (Phil. D.)				
CLY	11.33			
HARRISBURG	\$ 11.55			
Arrive	A. M.		P. M.	
	525		8021	

FIRST CLASS

527 DAILY	8025 SUNDAY ONLY		8153 SUNDAY ONLY	8033 DAILY EX. SUN.	505 DAILY
A. M.	P. M.		P. M.	P. M.	P. M.
\$ 11.57	\$ 12.30		\$ 1.10	\$ 1.15	
12.00	\$ 12.34		\$ 1.14	\$ 1.19	\$ 2.23
	12.37		1.17	1.22	2.26
	F 12.40		F 1.20	F 1.25	
	F 12.42		F 1.22		
	\$ 12.46		S 1.26	\$ 1.31	
	F 12.47		F 1.28	F 1.32	
12.09	\$ 12.49		S 1.30	F 1.34	2.35
			S 1.35		
			S 1.38		
			S 1.41		
			F 1.43		
			S 1.45		
			F 1.47		
			S 1.50		
			F 1.52		
			F 1.54		
			1.55		
	F 12.51			F 1.36	
	S 12.53			S 1.38	
	S 12.55			S 1.40	
	S 12.58			S 1.44	
	\$ 1.01			S 1.47	
	F 1.03			F 1.49	
	S 1.05			S 1.51	
12.21	S 1.08			S 1.55	2.47
	F 1.10			F 1.57	
	F 1.13			F 2.02	
	S 1.17			S 2.07	
	S 1.20			S 2.09	
	F 1.23			F 2.14	
	S 1.26			S 2.16	
	F 1.30			F 2.20	
	S 1.34			S 2.24	
	F 1.36			F 2.26	
12.44	S 1.40			S 2.30	3.09
	F 1.43				
	S 1.47				
	S 1.53				
1.02	1.57				3.25
	S 1.59				
	S 2.02				
	F 2.06				
	S 2.10				
	F 2.15				
	S 2.19				
	S 2.22				
	S 2.26				
	F 2.31				
1.30	F 2.35				3.53
	S 2.40				
\$ 1.39					\$ 4.02
1.42					4.05
F 1.55					
1.57					4.22
\$ 2.20					\$ 4.43
P. M.	P. M.		P. M.	P. M.	P. M.
527	8025		8153	8033	505

(Supplement No. 1 affects pages 13, 15, 19, 23, 33, 34, 37, 39, 42, 48, 57 and 64.)

STATIONS	FIRST CLASS			
	8059	995	531	
	DAILY EX. SUN.	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
CALVERT STATION	\$ 2.55	\$ 3.00		
BALTIMORE	\$ 2.59	\$ 3.05	\$ 4.00	
MT. VERNON	3.02	3.08	4.03	
WOODBERRY				
MELVALE	F 3.07			
MT. WASHINGTON	\$ 3.10	\$ 3.14		
BARE HILLS	F 3.12			
HOLLINS	F 3.14	3.16	4.12	
ROCKLAND	F 3.20			
BROOKLANDVILLE	\$ 3.23			
ROGERS	S 3.26			
LYSTRA	F 3.28			
STEVENSON	S 3.30			
ECCLESTON	F 3.32			
CHATTOLANEE	S 3.35			
GARRISON FOREST				
TURNPIKE	F 3.39			
GREEN SPRING JCT.	3.40			
BRIGHTSIDE				
LAKE				
RUXTON		\$ 3.18		
RIDERWOOD		\$ 3.20		
LUTHERVILLE		\$ 3.22		
TIMONIUM		F 3.25		
PADONIA				
TEXAS		\$ 3.28		
COCKEYSVILLE		\$ 3.31	4.23	
ASHLAND				
PHOENIX		F 3.36		
SPARKS		S 3.40		
GLENCOE		F 3.43		
CORBETT		F 3.46		
MONKTON		S 3.49		
BLUE MOUNT		F 3.54		
WHITE HALL		S 3.58		
GRAYSTONE		F 4.00		
PARKTON		S 4.04	4.44	
WALKER		F 4.07		
BENTLEY SPRINGS		S 4.11		
FREELAND		S 4.17		
SUMMIT GROVE		4.22	4.59	
NEW FREEDOM		S 4.25	G 5.01	
SHREWSBURY		S 4.28		
SEITZLAND		F 4.32		
GLEN ROCK		S 4.36	5.08	
LARUE		F 4.40		
HANOVER JCT.		F 4.44		
SMYSER		S 4.47		
GLATFELTER		F 4.50		
BRILHART		F 4.55		
GRANTLEY		F 4.59	5.27	
YORK		S 5.04		
YORK		5.14	\$ 5.36	
LOUCKS		5.17	5.39	
EMIGSVILLE		F 5.22		
MT. WOLF		S 5.27		
YORK HAVEN (Phil. D.)		\$ 5.33		
CLY		\$ 5.35	5.55	
HARRISBURG		\$ 6.05	\$ 6.16	
Arrive	P. M.	P. M.	P. M.	
	8059	995	531	

FIRST CLASS

	59 DAILY P. M.	#8007 DAILY EX SUN. P. M.	569 DAILY P. M.	8061 DAILY P. M.	8035 DAILY EX SUN. P. M.
	\$ 4.20	\$ 4.34	\$ 5.00	\$ 5.15	\$ 5.22
	4.24	4.37	5.03	5.23	5.30
		F 4.40		F 5.26	
		\$ 4.45		\$ 5.31	\$ 5.37
		F 4.46			
	4.33	F 4.48	5.12	\$ 5.35	5.39
		WILL NOT RUN MAY 30, JULY 4, 1931		F 5.40	
				\$ 5.43	
				\$ 5.46	
				F 5.48	
				\$ 5.50	
				F 5.52	
				\$ 5.55	
				F 5.57	
				F 5.59	
				6.00	
		F 4.50			F 5.41
		\$ 4.52			\$ 5.42
		\$ 4.54			\$ 5.44
		\$ 4.58			\$ 5.47
		\$ 5.01			\$ 5.50
		F 5.03			F 5.52
		\$ 5.05			\$ 5.54
	4.45	\$ 5.08	5.24		\$ 5.57
					\$ 5.59
					\$ 6.03
					\$ 6.07
					\$ 6.10
					\$ 6.14
					\$ 6.17
					\$ 6.24
					F 6.26
	5.07		5.46		\$ 6.30
	5.22		6.01		
			\$ 6.03		
	5.29		\$ 6.12		
	5.48		6.32		
	\$ 5.56		\$ 6.40		
	5.59		6.43		
	6.16		6.59		
	\$ 6.36		\$ 7.20		
	P. M.	P. M.	P. M.	P. M.	P. M.
	59	8007	569	8061	8035

STATIONS	FIRST CLASS		
	Leave		8039
		DAILY	
CALVERT STATION			\$ 6.15
BALTIMORE			\$ 6.19
MT. VERNON			6.22
WOODBERRY			F 6.25
MELVALE			
MT. WASHINGTON			\$ 6.30
BARE HILLS			F 6.31
HOLLINS			6.33
ROCKLAND			
BROOKLANDVILLE			
ROGERS	Greens		
LYSTRA			
STEVENSON	S		
ECCLESTON	Pring		
CHATTOLANEE	Br.		
GARRISON FOREST			
TURNPIKE			
GREEN SPRING JCT.			
BRIGHTSIDE			
LAKE			F 6.35
RUXTON			S 6.37
RIDERWOOD			S 6.39
LUTHERVILLE			S 6.42
TIMONIUM			F 6.45
PADONIA			F 6.47
TEXAS			S 6.49
COCKEYSVILLE			S 6.52
ASHLAND			S 6.54
PHOENIX			S 6.57
SPARKS			S 7.01
GLENCOE			S 7.03
CORBETT			F 7.07
MONKTON			S 7.09
BLUE MOUNT			
WHITE HALL			S 7.16
GRAYSTONE			F 7.17
PARKTON			S 7.22
WALKER			
BENTLEY SPRINGS			
FREELAND			
SUMMIT GROVE			
NEW FREEDOM			
SHREWSBURY			
SEITZLAND			
GLEN ROCK			
LARUE			
HANOVER JCT.			
SMYSER			
GLATFELTER			
BRILHART			
GRANTLEY			
YORK			
YORK			
LOUCKS			
EMIGSVILLE			
MT. WOLF			
YORK HAVEN (Phil. D.)			
CLY			
HARRISBURG			
Arrive			P. M.
			8039

FIRST CLASS

STATIONS	FIRST CLASS			
	503	51	8041	
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
CALVERT STATION	\$ 10.20		\$ 11.45	
BALTIMORE	\$ 10.25	\$ 11.44	\$ 11.50	
MT. VERNON	10.29	11.48	11.53	
WOODBERRY				
MELVALE				
MT. WASHINGTON	F 10.36		F 12.01	
BARE HILLS	F 10.38		F 12.02	
HOLLINS	10.40	11.57	F 12.04	
ROCKLAND				
BROOKLANDVILLE				
ROGERS	Green			
LYSTRA				
STEVENSON	S			
ECCLESTON	Spring			
CHATTOLANEE				
GARRISON FOREST	Br.			
TURNPIKE				
GREEN SPRING JCT.				
BRIGHTSIDE				
LAKE	F 10.42		F 12.06	
RUXTON	F 10.44		F 12.08	
RIDERWOOD	F 10.45		F 12.10	
LUTHERVILLE	F 10.48		F 12.13	
TIMONIUM				
PADONIA				
TEXAS	F 10.56		F 12.20	
COCKEYSVILLE	F 10.59	12.08	\$ 12.23	
ASHLAND				
PHOENIX	F 11.05		F 12.29	
SPARKS	F 11.09		F 12.33	
GLENCOE	F 11.11		F 12.35	
CORBETT	F 11.16		F 12.39	
MONKTON	F 11.17		F 12.40	
BLUE MOUNT				
WHITE HALL	F 11.23		F 12.45	
GRAYSTONE				
PARKTON	\$ 11.30	12.31	\$ 12.50	
WALKER				
BENTLEY SPRINGS				
FREELAND	F 11.41			
SUMMIT GROVE	11.47	12.48		
NEW FREEDOM	F 11.49			
SHREWSBURY	F 11.52			
SEITZLAND				
GLEN ROCK	F 11.57	12.55		
LARUE				
HANOVER JCT.				
SMYSER	F 12.06			
GLATFELTER				
BRILHART				
GRANTLEY	12.19	1.15		
YORK	\$ 12.25			
YORK		\$ 1.25		
LOUCKS		1.28		
EMIGSVILLE				
MT. WOLF				
YORK HAVEN (Phil. D.)				
CLY		1.43		
HARRISBURG		\$ 2.04		
Arrive	A. M.	A. M.	A. M.	
	503	51	8041	

FIRST CLASS

HARRISBURG TO BALTIMORE

STATIONS	FIRST CLASS		
	518	8030	
	Arrive	A. M.	A. M.
CALVERT STATION		\$ 6.45	
BALTIMORE	\$ 2.40	\$ 6.40	
MT. VERNON	2.37	6.36	
WOODBERRY		F 6.33	
MELVALE		F 6.30	
MT. WASHINGTON		S 6.25	
BARE HILLS		F 6.23	
HOLLINS	2.28	F 6.22	
ROCKLAND			
BROOKLANDVILLE			
ROGERS	Green		
LYSTRA			
STEVENSON	S		
ECCLESTON	Spring		
CHATTOLANEE			
GARRISON FOREST			
TURNPIKE			
GREEN SPRING JCT.			
BRIGHTSIDE			
LAKE			
RUXTON		S 6.17	
RIDERWOOD		S 6.15	
LUTHERVILLE		S 6.11	
TIMONIUM		S 6.08	
PADONIA		F 6.05	
TEXAS		S 6.03	
COCKEYSVILLE	2.16	S 6.00	
ASHLAND		F 5.57	
PHOENIX		F 5.53	
SPARKS		F 5.49	
GLENCOE			
CORBETT		F 5.43	
MONKTON		F 5.41	
BLUE MOUNT			
WHITE HALL		F 5.33	
GRAYSTONE			
PARKTON	F 1.56	S 5.30	
WALKER			
BENTLEY SPRINGS			
FREELAND			
SUMMIT GROVE	1.44		
NEW FREEDOM	F 1.43		
SHREWSBURY	F 1.39		
SEITZLAND	F 1.34		
GLEN ROCK	F 1.32		
LARUE	F 1.28		
HANOVER JCT.	F 1.25		
SMYSER	F 1.22		
GLATFELTER	F 1.18		
BRILHART	F 1.13		
GRANTLEY	1.08		
YORK	1.03		
YORK	\$ 12.58		
LOUCKS	12.55		
EMIGSVILLE	F 12.50		
MT. WOLF	F 12.45		
YORK HAVEN (Phil. D.)	F 12.38		
CLY	F 12.35		
HARRISBURG	\$ 12.05		
Leave	A. M.	A. M.	
	DAILY	DAILY EX. SUN.	
	518	8030	

(Supplement No. 1 affects pages 13, 15, 19, 23, 33, 34, 37, 39, 42, 48, 57 and 64.)

FIRST CLASS

	58	+8034	8020	*8054	
	A. M.	A. M.	A. M.	A. M.	
		\$ 7.40	\$ 8.35	\$ 8.45	
	\$ 7.09	\$ 7.35	\$ 8.30	\$ 8.41	
	7.06	7.31	8.27	8.38	
		F 7.29	F 8.25		
		\$ 7.22	\$ 8.19	\$ 8.32	
	6.57	\$ 7.19	8.16	\$ 8.30	
				F 8.24	
				\$ 8.22	
				\$ 8.19	
				F 8.18	
				\$ 8.16	
				\$ 8.11	
				F 8.09	
				F 8.08	
				8.07	
		F 7.16	F 8.14		
		\$ 7.14	\$ 8.12		
		\$ 7.12	\$ 8.10		
		\$ 7.09	\$ 8.07		
		\$ 7.06	\$ 8.04		
		F 7.03	F 8.01		
		\$ 7.01	\$ 7.59		
	6.44	\$ 6.58	\$ 7.56		
		\$ 6.55	\$ 7.53		
		\$ 6.51	\$ 7.49		
		\$ 6.47	\$ 7.45		
		\$ 6.44	\$ 7.42		
		\$ 6.40	\$ 7.37		
		\$ 6.37	\$ 7.35		
			\$ 7.30		
		\$ 6.30	\$ 7.28		
	6.21	\$ 6.25	\$ 7.19		
			F 7.22		
			\$ 7.10		
			\$ 7.06		
			\$ 7.00		
	6.08		6.55		
			\$ 6.34		
			\$ 6.29		
			\$ 6.24		
	5.56		\$ 6.21		
			\$ 6.18		
			\$ 6.11		
			\$ 6.06		
			\$ 6.01		
	5.36		F 5.50		
	\$ 5.31		\$ 5.45		
	5.25				
	5.11				
	\$ 4.50				
	A. M.	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	DAILY	
	58	8034	8020	8054	

STATIONS	FIRST CLASS		
	574	◆368	978
Arrive	A. M.	A. M.	A. M.
CALVERT STATION			
BALTIMORE	\$ 7.40	\$ 7.48	\$ 9.05
MT. VERNON	7.37	7.45	9.02
WOODBERRY			
MELVALE			
MT. WASHINGTON			
BARE HILLS			
HOLLINS	7.28	7.36	8.54
ROCKLAND			
BROOKLANDVILLE			
ROGERS			
LYSTRA			
STEVENSON			
ECCLESTON			
CHATTOLANEE			
GARRISON FOREST			
TURNPIKE			
GREEN SPRING JCT.			
BRIGHTSIDE			
LAKE			
RUXTON			
RIDERWOOD			
LUTHERVILLE			
TIMONIUM			
PADONIA			
TEXAS			
COCKEYSVILLE	7.16	7.24	8.42
ASHLAND			
PHOENIX			
SPARKS			
GLENCOE			
CORBETT			
MONKTON			
BLUE MOUNT			
WHITE HALL			
GRAYSTONE			
PARKTON	6.55	7.02	8.22
WALKER			
BENTLEY SPRINGS			
FREELAND			
SUMMIT GROVE	6.43	6.50	8.10
NEW FREEDOM	6.42	6.49	\$ 8.08
SHEREWSBURY			
SEITZLAND			
GLEN ROCK	6.31	6.39	P 7.56
LARUE			
HANOVER JCT.			
SMYSER			M 7.47
GLATFELTER			
BRILHART			
GRANTLEY	6.11	6.19	7.35
YORK	6.06	\$ 6.14	\$ 7.30
YORK	\$ 6.00		
LOUCKS	5.57	6.08	7.28
EMIGSVILLE			
MT. WOLF			
YORK HAVEN (Phil. D.)			P 7.09
CLY	5.41	5.54	7.07
HARRISBURG	\$ 5.20	\$ 5.33	\$ 6.45
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY
	574	368	978

FIRST CLASS

	#8002		8130	990	530
	A. M.		A. M.	A. M.	A. M.
	\$ 9.40		\$ 10.30	\$ 11.05	\$ 10.19
	\$ 9.36		10.27	11.02	10.16
	9.32				
	F 9.30		F 10.24		
			F 10.21		
	\$ 9.22		\$ 10.17	\$ 10.53	
			F 10.15	F 10.50	
	9.19		F 10.14	F 10.48	10.08
	WILL NOT RUN MAY 30, JULY 4, SEPT. 7, 1931				
	F 9.16		F 10.13	F 10.47	
	S 9.14		F 10.12	F 10.46	
	S 9.12		S 10.10	\$ 10.44	
	S 9.10		S 10.08	\$ 10.42	
			S 10.05	\$ 10.39	
	\$ 9.07		F 10.02	\$ 10.36	10.01
			F 9.58	F 10.33	
	\$ 9.03		S 9.53	\$ 10.31	9.58
	\$ 9.00		S 9.50	\$ 10.28	9.55
			S 9.48	\$ 10.25	
			S 9.44	\$ 10.21	
			S 9.40	\$ 10.17	
			S 9.38	\$ 10.14	
			F 9.34	\$ 10.10	
			S 9.32	\$ 10.08	
			F 9.28	F 10.04	
			S 9.25	\$ 10.01	
			F 9.23		
			S 9.20	\$ 9.56	9.35
				F 9.52	
				S 9.49	
				S 9.44	
				9.39	9.23
				S 9.36	L 9.22
				S 9.31	
				F 9.25	
				S 9.23	L 9.12
				F 9.19	
				F 9.15	
				S 9.12	
				F 9.08	
				F 9.02	
				F 8.57	8.52
				8.52	\$ 8.47
				S 8.39	
					8.36 8.40
				F 8.31	
				S 8.25	
				S 8.17	L 8.28
				S 8.14	8.26
				S 7.45	\$ 8.05
	A. M.		A. M.	A. M.	A. M.
	DAILY EX. SUN.		SUNDAY ONLY	DAILY EX. SUN.	DAILY
	8002		8130	990	530

STATIONS	FIRST CLASS			
	♦542			
Arrive	A. M.			
CALVERT STATION				
BALTIMORE	\$ 11.51			
MT. VERNON	11.48			
WOODBERRY				
MELVALE				
MT. WASHINGTON				
BARE HILLS				
HOLLINS	11.40			
ROCKLAND				
BROOKLANDVILLE				
ROGERS				
LYSTRA				
STEVENSON				
ECCLESTON				
CHATTOLANEE				
GARRISON FOREST				
TURNPIKE				
GREEN SPRING JCT.				
BRIGHTSIDE				
LAKE				
RUXTON				
RIDERWOOD				
LUTHERVILLE				
TIMONIUM				
PADONIA				
TEXAS				
COCKEYSVILLE	11.28			
ASHLAND				
PHOENIX				
SPARKS				
GLENCOE				
CORBETT				
MONKTON				
BLUE MOUNT				
WHITE HALL				
GRAYSTONE				
PARKTON	11.06			
WALKER				
BENTLEY SPRINGS				
FREELAND				
SUMMIT GROVE	10.54			
NEW FREEDOM				
SHREWSBURY				
SEITZLAND				
GLEN ROCK	10.44			
LARUE				
HANOVER JCT.				
SMYSER				
GLATFELTER				
BRILHART				
GRANTLEY	10.24			
YORK	\$ 10.19			
YORK				
LOUCKS	10.13			
EMIGSVILLE				
MT. WOLF				
YORK HAVEN (Phil. D.)				
CLY	9.58			
HARRISBURG	\$ 9.37			
Leave	A. M.			
	DAILY			
	542			

FIRST CLASS

HARRISBURG TO BALTIMORE

STATIONS	FIRST CLASS			
	Arrive	P. M.	8060	8038
CALVERT STATION		S	4.30	4.55
BALTIMORE		S	4.26	4.51
MT. VERNON			4.23	4.48
WOODBERRY				F 4.46
MELVALE				F 4.43
MT. WASHINGTON		S	4.16	4.40
BARE HILLS		F	4.14	4.37
HOLLINS			4.13	S 4.36
ROCKLAND				
BROOKLANDVILLE	Green	S	4.06	
ROGERS		S	4.03	
LYSTRA	Green	F	4.01	
STEVENSON		S	3.59	
ECCLESTON	Br.	F	3.56	
CHATTOLANEE	Br.	S	3.54	
GARRISON FOREST	Br.			
TURNPIKE	Br.	F	3.51	
GREEN SPRING JCT.			3.50	
BRIGHTSIDE				F 4.34
LAKE				F 4.33
RUXTON				S 4.31
RIDERWOOD				S 4.29
LUTHERVILLE				S 4.26
TIMONIUM				S 4.23
PADONIA				F 4.19
TEXAS				S 4.18
COCKEYSVILLE				S 4.15
ASHLAND				F 4.12
PHOENIX				S 4.08
SPARKS				S 4.04
GLENCOE				S 4.02
CORBETT				S 3.57
MONKTON				S 3.55
BLUE MOUNT				F 3.52
WHITE HALL				S 3.49
GRAYSTONE				F 3.47
PARKTON				S 3.45
WALKER				
BENTLEY SPRINGS				
FREELAND				
SUMMIT GROVE				
NEW FREEDOM				
SHREWSBURY				
SEITZLAND				
GLEN ROCK				
LARUE				
HANOVER JCT.				
SMYSER				
GLATFELTER				
BRILHART				
GRANTLEY				
YORK				
YORK				
LOUCKS				
EMIGSVILLE				
MT. WOLF				
YORK HAVEN (Phil. D.)				
CLY				
HARRISBURG				
	Leave	P. M.		P. M.
		DAILY		DAILY
		8060		8038

FIRST CLASS

		544	#8008	8064	994
		P. M.	P. M.	P. M.	P. M.
		\$ 5.35	\$ 6.07 \$ 6.03	\$ 6.52 \$ 6.48	\$ 7.27
		5.32	6.00	6.45	7.24
			\$ 5.53 F 5.51	\$ 6.38 F 6.35	\$ 7.17 F 7.15
		5.23	5.50		F 7.14
				WILL NOT RUN MAY 30, JULY 4, 1931	F 6.30 F 6.28 F 6.25 F 6.23 S 6.21
					F 6.19
					F 6.17
					F 6.14 6.13
			F 5.48		F 7.11
			S 5.46		S 7.09
			S 5.44		S 7.07
			S 5.41		S 7.04
			F 5.38		
					S 6.57
			S 5.38 5.11		S 6.54
					F 6.51
					F 6.47
					S 6.43
					F 6.41
					F 6.36
					F 6.34
					S 6.28
			4.49		S 6.24
					F 6.19
					S 6.17
					S 6.12
			4.37		6.08
			S 4.35		S 6.06
					S 6.01
					F 5.55
			S 4.23		S 5.52
					S 5.47
					S 5.44
			S 4.14		S 5.41
					S 5.37
					S 5.31
			4.02		S 5.25
			S 3.57		S 5.20
					S 4.57
			3.50		4.55
					S 4.49
					S 4.43
					S 4.36
			3.36		S 4.34
			S 3.15		S 4.05
		P. M.	P. M.	P. M.	P. M.
		DAILY	DAILY EX SUN.	DAILY	DAILY EX SUN.
		544	8008	8064	994

STATIONS	FIRST CLASS			
	998		970	
	Arrive	P. M.	P. M.	
CALVERT STATION				
BALTIMORE	\$ 8.15		\$ 7.48	
MT. VERNON	8.12		7.45	
WOODBERRY				
MELVALE				
MT. WASHINGTON	\$ 8.04			
BARE HILLS	F 8.02			
HOLLINS	8.00		7.37	
ROCKLAND				
BROOKLANDVILLE				
ROGERS				
LYSTRA				
STEVENSON				
ECCLESTON				
CHATTOLANEE				
GARRISON FOREST				
TURNPIKE				
GREEN SPRING JCT.				
BRIGHTSIDE	F 7.59			
LAKE	F 7.58			
RUXTON	S 7.57			
RIDERWOOD	S 7.55			
LUTHERVILLE	S 7.52			
TIMONIUM	S 7.50			
PADONIA	F 7.47			
TEXAS	S 7.45			
COCKEYSVILLE	S 7.42		7.26	
ASHLAND	S 7.39			
PHOENIX	S 7.38			
SPARKS	S 7.32			
GLENCOE	S 7.29			
CORBETT	S 7.25			
MONKTON	S 7.23			
BLUE MOUNT				
WHITE HALL	S 7.17			
GRAYSTONE	F 7.15			
PARKTON	S 7.12		Z 7.04	
WALKER	F 7.07			
BENTLEY SPRINGS	F 7.04			
FREELAND	S 6.59			
SUMMIT GROVE	6.56		6.58	
NEW FREEDOM	S 6.46		6.52	
SHREWSBURY	S 6.40			
SEITZLAND	F 6.34			
GLEN ROOK	S 6.31		6.48	
LARUE	S 6.26			
HANOVER JCT.	F 6.23			
SMYSER	S 6.20			
GLATFELTER	F 6.16			
BRILHART				
GRANTLEY	6.05		6.28	
YORK	S 6.00		6.18	
YORK			\$ 6.18	
LOUCKS			6.09	
EMIGSVILLE				
MT. WOLF			\$ 5.57	
YORK HAVEN (Phil. D.)			F 5.50	
CLY			5.48	
HARRISBURG			\$ 5.25	
Leave	P. M.		P. M.	
	SUNDAY ONLY		DAILY	
	998		970	

FIRST CLASS

STATIONS	FIRST CLASS			
	5521	5641	5523	
	DAILY EX. SUN.	SUNDAY ONLY	DAILY	
Leave	A. M.	A. M.	A. M.	
COLUMBIA (Phila. Div.)	\$ 6.55		\$ 12.12	
WRIGHTSVILLE	\$ 7.00		\$ 11.49	
EWING PASSING				
STRICKLER			F 11.49	
HELLAM	F 7.09		S 11.49	
CAMPBELL	7.11		11.53	
ROCKBURN				
YORK	\$ 7.20		\$ 12.05	
YORK	7.50	\$ 9.00		
WEST YORK PASSING	8.00	9.10		
PALMERS	8.03	9.13		
GRAYBILL				
BAIR				
SPRING GROVE	\$ 8.17	\$ 9.27		
HANOVER	\$ 8.33	\$ 9.45		
HANOVER	8.40			
FISHER	8.42	9.47		
LITTLESTOWN	\$ 9.00	\$ 10.00		
KINGSDALE		F 10.04		
GALT				
TANEYTOWN	\$ 9.22	\$ 10.15		
KEYMAR	\$ 9.34	\$ 10.27		
KEYMAR PASSING	9.35	10.28		
JCT. UNION B'DGE BR.				
LADIESBURG	F 9.40			
NEW MIDWAY				
LEGORE	F 9.46			
WOODSBORO	\$ 9.50	F 10.40		
WALKERSVILLE	\$ 10.03	\$ 10.48		
FOUNTAIN ROCK	F 10.06			
FREDERICK	\$ 10.18	\$ 11.00		
B. & O. JUNCTION				
Arrive	A. M.	A. M.	P. M.	
	5521	5641	5523	

STATIONS	FIRST CLASS			
	5504	5640	5522	5524
Arrive	A. M.	A. M.	A. M.	A. M.
COLUMBIA (Phila Div.)	\$ 6.45	\$ 8.26	\$ 9.09	\$ 10.30
WRIGHTSVILLE	\$ 6.40	\$ 8.20	\$ 9.04	\$ 10.25
EWING PASSING				
STRICKLER	F 6.34		F 8.59	F 10.20
HELLAM	F 6.29		F 8.55	F 10.16
CAMPBELL	6.27	8.09	8.53	10.14
ROCKBURN				
YORK	\$ 6.18	\$ 8.00	\$ 8.44	\$ 10.05
YORK				
WEST YORK PASSING				
PALMERS				
GRAYBILL				
BAIR				
SPRING GROVE				
HANOVER				
HANOVER				
FISHER				
LITTLESTOWN				
KINGSDALE				
GALT				
TANEYTOWN				
KEYMAR				
KEYMAR PASSING				
JCT. UNION B'DGE BR.				
LADIESBURG			•	
NEW MIDWAY				
LEGORE				
WOODSBORO				
WALKERSVILLE				
FOUNTAIN ROCK				
FREDERICK				
B. & O. JUNCTION				
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SUN.	SUNDAY ONLY	DAILY EX. SUN.	DAILY EX. SUN.
	5504	5640	5522	5524

FIRST CLASS

	5526	5528		5530	
	P. M.	P. M.		P. M.	
	\$ 3.20	\$ 5.38		\$ 9.45	
	\$ 3.15	\$ 5.33		\$ 9.40	
	F 3.06	F 5.23			
	3.04	6.20		9.29	
	\$ 2.55	5.10		\$ 9.20	
	\$ 4.35				
	4.25				
	4.22				
	\$ 4.06				
	3.44				
	\$ 3.32				
	3.30				
	\$ 3.18				
	F 3.08				
	\$ 2.58				
	\$ 2.44				
		2.42			
		F 2.38			
		F 2.32			
		\$ 2.28			
		\$ 2.18			
		\$ 2.05			
	P. M.	P. M.		P. M.	
	DAILY EX. SUN.	DAILY		DAILY	
	5526	5528		5530	

EXTRA STOPS BY PASSENGER TRAINS.

TRAIN No.	STOP AT	FOR
5131	Ivy City Enginehouse.....	Employees
5133	Ivy City Enginehouse.....	Employees
5141	Ivy City Enginehouse.....	Employees
5143	Ivy City Enginehouse.....	Employees
5161	Ivy City Enginehouse.....	Employees
5130	Ivy City Enginehouse.....	Employees
5138	Ivy City Enginehouse.....	Employees
5140	Ivy City Enginehouse.....	Employees
162	Ivy City Enginehouse.....	Employees

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

Passenger trains will stop at the cinder platform known as "Tin Plate Jct.," located at a point 0.7 mile south of Sparrow's Point to receive or discharge employees of the Bethlehem Steel Co.

The following trains will stop on signal to receive or discharge passengers at Western Electric Plant located 300 feet south of Point Breeze:

NORTHWARD	SOUTHWARD
Nos. 8072	Nos. 8075
" 8074	" 8093
" 8076	" 8079
" 8080	" 8091
" 8082	" 8085
" 8084	" 8087
	" 8081
	" 8083

TRAIN 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 8034.

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

Train 978 will wait at York ten (10) minutes to receive connection from Train 5521.

Train 970 will wait at York five (5) minutes to receive connection from Train 5527.

Train 5524 will wait at York five (5) minutes to receive connection from Train 993.

Train 5530 will wait at York five (5) minutes to receive connection from Train 565.

Train 5504 will wait at York five (5) minutes for Train 991 when passengers are reported.

No. 5528 will wait at York five (5) minutes to receive connection from Train 995.

U. S. MAIL WORK ON THROUGH TRAINS.

STATIONS.	EASTWARD AND SOUTHWARD TRAINS.											
	147	518	151	103	107	574- 5105	990	169	421	994	133	974- 5121
Harrisburg.....		E	.....	.....		E	E	.....		E	.....	E
Mt. Wolf.....			.....	.....			E	.....		E	.....	.....
Emigsville.....			.....	.....			E	.....		E	.....	.....
York.....		E	.....	.....		E	E	.....		E	.....	E
Brilhart.....			.....	.....			E	.....		E	.....	.....
Glatfelter.....			.....	.....			E	.....		E	.....	.....
Smyser.....			.....	.....			E	.....		E	.....	.....
Hanover Jct.....			.....	.....			E	.....		E	.....	.....
Larue.....			.....	.....			C&D	.....		E	.....	.....
Glen Rock.....			.....	.....			E	.....		E	.....	.....
Shrewsbury.....			.....	.....			E	.....		E	.....	.....
New Freedom.....			.....	.....			E	.....		E	.....	E
Freeland.....			.....	.....			E	.....		E	.....	.....
Bentley Springs.....			.....	.....			E	.....		E	.....	.....
Walker.....			.....	.....			C&D	.....		C&D	.....	.....
Parkton.....			.....	.....			E	.....		E	.....	.....
White Hall.....			.....	.....			E	.....		E	.....	.....
Monkton.....			.....	.....			E	.....		E	.....	.....
Corbett.....			.....	.....			E	.....		E	.....	.....
Glencoe.....			.....	.....			E	.....		E	.....	.....
Sparks.....			.....	.....			E	.....		E	.....	.....
Phoenix.....			.....	.....			E	.....		E	.....	.....
Ashland.....			.....	.....			E	.....		E	.....	.....
Cockeysville.....			.....	.....			E	.....		E	.....	.....
Texas.....			.....	.....			E	.....		E	.....	.....
Timonium.....			.....	.....			E	.....		E	.....	.....
Lutherville.....			.....	.....			E	.....		E	.....	.....
Riderwood.....			.....	.....			E	.....		E	.....	.....
Ruxton.....			.....	.....			E	.....		E	.....	.....
Mt. Washington.....			.....	.....			E	.....		E	.....	.....
Baltimore.....	E	E	E	E	E	E	E	E	E	E	E	
Frederick Road.....				D	E			D				
Odenton.....					D							
Bowie.....					E							
Washington.....	E	.....	E	E	E	.....	E	.....		E	E	

D—Mail delivered only.

C & D—Mail caught and delivered.

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

U. S. MAIL WORK ON THROUGH TRAINS.

STATIONS.	WESTWARD AND NORTHWARD TRAINS.										
	102	110	991	402	174	5102 -525	995	142 -414	5116 -523	162	5120 -51
Harrisburg.....	E	....	....	E	E	....	E	....	....
Mt. Wolf.....	E	....	....	....	E	....	....	....	....
Emigsville.....	E	....	....	....	E	....	....	....	....
York.....	E	....	....	E	E	....	E	....	....
Brilhart.....	E	....	....	....	C&D	....	....	....	....
Glatfelter.....	E	....	....	....	E	....	....	....	....
Smyser.....	E	....	....	....	E	....	....	....	....
Hanover Jct.....	E	....	....	....	C&D	....	....	....	....
Larue.....	C&D	....	....	....	....
Glen Rock.....	E	....	....	....	E	....	....	....	....
Shrewsbury.....	E	....	....	....	E	....	....	....	....
New Freedom.....	E	....	....	....	E	....	....	....	....
Freeland.....	E	....	....	....	E	....	....	....	....
Bentley Springs.....	E	....	....	....	E	....	....	....	....
Walker.....	C&D	....	....	....	C&D	....	....	....	....
Parkton.....	E	....	....	....	E	....	....	....	....
White Hall.....	E	....	....	....	....
Monkton.....	E	....	....	....	....
Corbett.....	E	....	....	....	....
Glencoe.....	E	....	....	....	....
Sparks.....	E	....	....	....	....
Phoenix.....	E	....	....	....	....
Ashland.....	E	....	....	....	....
Cockeysville.....	E	....	....	....	....
Texas.....	E	....	....	....	....
Timonium.....	E	....	....	....	....
Lutherville.....	E	....	....	....	E	....	....	....	....
Riderwood.....	E	....	....	....	....
Ruxton.....	E	....	....	....	....
Mt. Washington.....	E	....	....	....	....
Baltimore.....	E	E	E	E	E	E	E	E	E	E	....
Frederick Road.....
Odenton.....
Bowie.....
Washington.....	E	E	....	....	E	E	....	E	E	E	....

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	LEAVES	ARRIVES	RUN'G TIME
②	MD 11	(From Md. Div.) North Point	Pass North Point 1.00 AM Washington 6.45 AM	.....
⑦	CS 1	Bay View	Potomac Yard 7.15 AM	3 h, 30 m
①	Md 5	North Point	Washington 11.45 AM	.....
①		Bay View	Potomac Yard 12.45 PM	4 h, 15 m
①	HPY 2	North Point	Potomac Yard 2.00 PM	6h
①		Bay View	10.00 AM	.....
①	B 10	(From Md. Div.)	Pass North Point 8.15 AM Washington 12.30 PM	.....
①	MD 7	North Point	Potomac Yard 1.30 PM	4 h, 14 m
①	MD 3	North Point	Potomac Yard 2.45 PM	4 h, 20 m
②	MD 111	(From Md. Div.)	Pass North Point 2.26 PM	.....
①	AB 6	North Point	Washington 10.15 PM	.....
①	BP 3	Bay View	Potomac Yard 11.15 PM	6 h
①	AC 10	North Point	Potomac Yard 1030 PM	4 h, 15 m
⑧	CS 1	(From Md. Div.) North Point	Pass North Point 7.00 PM Washington 4.00 AM	.....
		Bay View	Potomac Yard 5.00 AM	4 h
①	B 6	Balto. (Union Yd.)	Washington 3.00 AM Potomac Yard 4.00 AM	.....
			Washington 3.00 AM Potomac Yard 4.00 AM	2 h, 45 m
②	BP 125	Bay View	Washington 9.10 PM	.....
②	BP 119	Bay View	Potomac Yard 10.10 PM	2 h, 25 m
②	BP 127	Bowie	Potomac Yard 4.45 AM	8 h
			Pope's Creek 1.00 PM	4 h, 10 m

NORTHWARD

	TRAIN	LEAVES	ARRIVES	RUN'G TIME
②	BP 106	Potomac Yard	1.30 AM (Balto. (Union Yd.) 6.30 AM Bolton 7.30 AM	5 h
④	MD 6	Potomac Yard	7.00 AM North Point 10.10 AM	3 h, 10 m
①	EC 5	Potomac Yard	7.15 AM Balto. (Un. Yd.) 10.15 AM	3 h
①	MD 12	Potomac Yard	7.45 AM North Point 10.40 AM	2 h, 55 m
①	MD 2	Potomac Yard	8.15 AM North Point 11.10 AM	2 h, 55 m
①	BP 18	Potomac Yard	9.30 AM (Balto. (Un. Yd.) 12.30 PM Bolton 2.00 PM	3 h
①	MD 24	Potomac Yard	10.15 AM North Point 1.50 PM	3 h, 35 m
⑨	MD 20	Potomac Yard	11.00 AM North Point 2.10 PM	3 h, 10 m
④	BP 2	Potomac Yard	11.00 AM North Point 2.25 PM	3 h, 25 m
①	AMD 6	Potomac Yard	3.45 PM North Point 7.45 PM	4 h
③	WB 2	Wash. (Benning)	5.30 PM Canton 9.00 PM	3 h, 30 m
①	HPY 1	(Potomac Yard Bay View	6.00 PM 11.45 PM (Bay View 10.30 PM North Point 12.05 AM	4 h, 30 m
②	BP 102	Potomac Yard	7.30 PM Bay View 2.30 AM	7 h
①	AEC 5	Potomac Yard Bay View	9.30 PM 1.45 AM (Bay View 1.00 AM North Point 1.55 AM	3 h, 30 m
②	MD 116	Canton	12.15 AM	.....
		North Point	12.45 AM (To Maryland Div.)	.....
①	TRS 9	Canton	11.45 AM	.....
		North Point	12.15 PM (To Maryland Div.)	.....
②	B 5	Canton	11.35 PM	.....
		North Point	12.05 AM (To Maryland Div.)	.....
②	MD 114	Bay View	6.35 AM	.....
		North Point	6.46 AM (To Maryland Div.)	.....
⑧	CS 2	Highland Yard	3.00 PM	.....
⑦		North Point	3.15 PM (To Maryland Div.)	.....
⑦	CS 2	Highland Yard	7.20 PM	.....
⑦		North Point	7.35 PM (To Maryland Div.)	.....
②	MD 26	Highland Yard	9.15 PM	.....
		North Point	9.30 PM (To Maryland Div.)	.....
②	BP 110	Popes Creek	1.15 PM Bowie	5.05 PM 3 h, 50 m

These trains are run as extras:

- ① Daily.
- ⑤ Mondays, Wednesdays and Fridays.
- ② Daily, except Sunday.
- ⑥ Tuesdays, Thursdays and Saturdays.
- ③ Daily, except Monday.
- ⑦ Daily, except Saturday and Sunday.
- ④ Daily. Represented on special
notice during perishable season.
- ⑧ Sunday only.
- ⑨ Represented to cover strawberries and
peaches.

ARRANGED FREIGHT TRAIN SERVICE.
BALTIMORE TO ENOLA AND FREDERICK BRANCH.
WESTWARD AND NORTHWARD

	TRAIN	LEAVES	ARRIVES	RUNNING TIME
②	B 91	Highland Yard 7.00 AM Mt. Vernon 7.35 AM	York 3.00 PM	8 h
②	EC 1	Highland Yard 5.10 PM Mt. Vernon 6.10 PM	Cly 9.00 PM Enola 10.00 PM	.....
②	B 1	Canton 9.00 PM Mt. Vernon 10.00 PM	Cly 2.45 AM Enola 4.00 AM	4 h, 50 m
①	EC 5	Mt. Vernon 11.15 AM	Cly 2.15 PM Enola 3.15 PM	7 h
④	B 91	Hollins 8.50 AM	Green Spring Jct. 9.50 AM	1 h
③	YP 2	York 1.15 AM	Columbia 2.15 AM	1 h
②	P 21	York 2.30 PM	Cly 3.00 PM Enola 4.00 PM	1 h, 30 m
②	YE 1	York 11.00 PM	Cly 12.30 AM Enola 2.00 AM	3 h
②	F 95	Frederick 10.30 AM	York 3.45 PM	5 h, 15 m
②	F 101	Hanover 12.30 PM	York 2.30 PM	2 h
②	F 93	Spring Grove 11.30 AM	Columbia 2.30 PM	3 h
②	F 81	York 9.50 PM	Columbia 10.50 PM	1 h

SOUTHWARD AND EASTWARD

	TRAIN	LEAVES	ARRIVES	RUNNING TIME
②	P 20	Enola 8.00 AM Cly 10.30 AM	York 2.00 PM	6 h
①	APG 10	Enola 11.30 AM Cly 12.30 PM	Mt. Vernon 4.45 PM	5 h, 15 m
②	YE 2	Enola 5.30 PM Cly 7.15 PM	York 8.45 PM	3 h, 15 m
①	B 6	Enola 8.00 PM Cly 9.15 PM	Mt. Vernon 12.15 AM	4 h, 15 m
①	PG 10	Enola 9.00 PM Cly 10.00 PM	Mt. Vernon 4.00 AM	7 h
②	F 100	York 6.30 AM	Hanover 8.00 AM	1 h, 30 m
②	B 90	York 7.00 AM	Highland Yard 2.00 PM	7 h
②	F 94	York 12.01 PM	Frederick 8.00 PM	7 h, 59 m
②	F 92	York 8.45 AM	Spring Grove 9.30 AM	45 m
③	YP 1	Columbia 9.30 AM	York 10.30 AM	1 h
②	F 80	Columbia 12.01 AM	York 1.00 AM	59 m
②	F 96	Columbia 3.05 PM	York 4.00 PM	55 m
④	B 90	Green Spring Jct. 9.50 AM	Hollins 10.30 AM	40 m

These trains are run as extras:

① Daily.

③ Daily, except Monday.

② Daily, except Sunday.

④ Tuesdays, Thursdays and Saturdays.

**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.
8070	8080	... Biddle Street...	8070	5240
8034	8039	... Calvert Station...	8131	8153
(All trains)		... Baltimore...	(All trains)	
5137	5137	... Penna. Ave...		
107	5132	} ... Edmondson...		
5141	5141	} ... Frederick Road...		
5137	5141	... Odenton...		
5135	5138	... Bowie...		
5130	5138			
5181	5182	... Mullikin...		
5181	5182	... Marlboro...		
5181	5182	... Croome...		
5181	5182	... Cheltenham...		
5181	5182	... Brandywine...		
5181	5182	... Waldorf...		
5181	5182	... White Plain...		
5181	5182	... La Plata...		
5181	5182	... Lothair...		
5181	5182	... Pope's Creek...		
8020	8038	... Woodberry...		
8051	8061	... Mt. Washington...		
8034	8038	... Ruxton...		
8034	8038	... Riderwood...		
8034	8038	... Lutherville...		
8034	995	... Timonium...		
8034	995	... Texas...		
8034	8038	... Cockeysville...		
8034	995	... Sparks...		
8034	995	... Glencoe...		
8034	995	... Monkton...		
8020	995	... White Hall...	8020	8020
8034	8033	... Parkton...	8020	8020
993	995	... Freeland...		
991	994	... New Freedom...		
993	995	... Shrewsbury...		
993	995	... Glen Rock...		
991	8022	... Smyser...	8020	8020
(All trains)		... York...	(All trains)	
8023	994	... Emigsville...		
8023	994	... Mt. Wolf...		
8051	8060	... Brooklandville...		

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
8070	8075	...Highlandtown...		
8078	8082	...St. Helena...		
8078	8082	...Sparrows Point...	8070	8091
8070	8083			
5504	5527	.... Wrightsville...		
5522	5525	.... Hellam...		
5521	5528	.... Spring Grove...		
5521	5528	.... Hanover...	5641	5528
5521	5528	.... Littlestown...		
5521	5528	.... Taneytown...		
5521	5528	.... Keymar...		
5521	5528	.... Woodsboro...		
5521	5528	.... Walkersville...		
5521	5528	.... Frederick...		

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 Dispatcher's Office, 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.

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.
- t**—Unattended Block Station.
- No baggage service.
- ✗—Passenger train—schedule assigned to gas or gas electric rail car.
- ★—Passenger train—schedule assigned to handle passenger and freight equipment.
- ◆—Passenger train—no train baggageman.
- ‡—Indicates trains that will not be operated on New Year's, Washington's Birthday, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

D401.

M—Regular stop to receive passengers, daily except Saturday, Sunday and holidays, April 26th to June 15th, and from September 1st to September 26, 1931.

N—Regular stop to discharge passengers, daily except Sunday and holidays.

P—Regular stop, daily except Sunday.

Q—Regular stop to discharge passengers, daily except Saturday, Sunday and holidays.

R—Regular stop daily except Sunday and holidays.

T—Regular stop, weekdays only, for express, mail, milk, newspapers or marketing.

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

W—Stop on signal to receive or discharge revenue passengers only.

Z—Stop on signal to receive or discharge employees.

—No baggage service Sunday.

—No baggage service weekdays.

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).

D501. Track covered by a slow order, other than a train order or time table special instructions, will be indicated by yellow flag or light placed to the right of track a sufficient distance ahead of the obstruction to reduce from maximum authorized speed to the speed required at the point of obstruction. A green flag or light placed to the right of track marks the end of restricted territory.

S6. HAND, FLAG AND LAMP SIGNALS.**S7. ENGINE WHISTLE SIGNALS.**

D701. 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, except to call in Flagman between Landover and Anacostia.

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 North Point Rule 14h in answering Signal Rule 16d;

Approaching stations between Washington and North Point 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.

D702. Enginemen will not acknowledge a fusee as prescribed by Rule 14g, (two short blasts of the whistle), when fusee is placed on or near track as required by rule.

D703. Rule 14 amplified:—

SOUND

o

Indication: Approaching Interlocking Station, Block Station or siding switches, where switches are handled by signalman or switch tender, to indicate that train desires to enter siding.

D704. Rule 14l amplified:—

SOUND

o o

Indication: Approaching public crossings at grade, to be prolonged or repeated until crossing is reached, unless otherwise provided; also when view is obscured by weather and other conditions, approaching interlocking plants, stations, yards or other points where men may be at work on tracks.

D705. Approaching the public road crossings at Arbutus, Halethorpe and Timonium, two long and two short blasts of the engine whistle will be sounded but must not be prolonged or repeated, except in emergency cases.

S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.

S9. COMMUNICATING SIGNALS.

D901.

Rule 16 amplified:

SOUND	INDICATION
(ja) o o o o o	When standing—deplete brake pipe pressure.

S10. TRAIN SIGNALS.

D1001. ——.

D1002. Rule 21 (a) will apply on double, three or more tracks.

- (a) 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.
- (b) A regular train will be identified by its engine number.
- (c) A train must be informed by train order as to the number of the engine on an opposing superior regular train; however, if the engine number is not received by train order, the identification will be made by a personal conference between the conductors and enginemen of trains involved.
- (d) A train will obtain from the signalman the number of the engine on a superior regular train in the same direction it is moving.
- (e) When a regular train is named in a train order by its schedule number, the engine number must be stated in addition to the schedule number.
- (f) Signalman must observe and record the engine number on regular trains and when reporting them give the engine number in addition to the train number.

D1003. Rule 17a amplified:

- (g) Approaching a fixed signal affecting the movement of the train when the weather conditions are such that, in the judgment of the Engineman, his view of the signal will be thereby improved.

D1004. Rule 26 amplified:

When a blue flag or blue light is placed at one or both ends of an engine, or cars to which an engine is attached, the engineman and fireman must be notified; they must also be notified when the blue flag or blue light is removed.

S11. USE OF SIGNALS.

D1101. Rule 34—In calling signals, the name as it appears in the Book of Rules shall be used, omitting the word "signal," except Rule 275.

D1102. When a pusher engine is assisting a train, coupled behind the cabin car, and the Flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by throwing the fusees off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

D1103. Proper application of Rule 27 in connection with Figure 1, Rule 287:

The marker light out on signal as shown in Figure 1, Rule 287, does not prevent the correct reading of that signal, and, therefore, the marker light being out should be reported from the next point of communication, where this report can be made without serious delay to the train.

D1105. Distant Switch Indicators—

D1106. Night signals will be displayed on engines and on rear of trains while passing through tunnels by day as follows:
 Union Railroad Tunnel.
 B. & P. Tunnel.
 Virginia Avenue Tunnel.

D1107. Fusees must not be placed on bridges that do not have cinder or stone between the ties, nor in the following territory:
 Between Fulton Jct. and Biddle St.
 Between Union Jct. and Calvert Sta.
 Between Grantley and York Block Sta.

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.

D1203. No. 8081 is superior by direction to No. 8084.

S13. BULLETIN BOARDS.

D1301. Location of bulletin board points on this Division where all General Orders of this Division will be posted and delivered, also bulletin board points on W. M. R. R. where General Orders of this Division as indicated below will be posted and delivered.

General Orders of other Divisions will be posted and delivered at points on this Division as indicated below:

LOCATION.	OTHER DIVISIONS.	ZONES.
Washington...General Yardmaster's Office Jersey Yard	Maryland Phila. Terminal New York Wash. Terminal R. F. & P. R. R.	A.B.C. A.B.C. A.B.C.
Washington...P.R.R. Conductors' Work Room	Maryland Philadelphia Phila. Terminal New York Wash. Terminal	A.B.C. A.B. A.B.C. A.B.C.
Washington...Enginehouse	Maryland Philadelphia Phila. Terminal New York Wash. Terminal R. F. & P. R. R.	A.B.C. A.B. A.B.C. A.B.C.
Washington...Asst. Yardmaster's Office Benning	Wash. Terminal R. F. & P. R. R.	
Potomac Yard.Yardmaster's Office	Maryland Phila. Terminal Wash. Terminal R. F. & P. R. R.	A.B.C. A.B.C.
Potomac Yard.Enginehouse	Maryland Philadelphia Phila. Terminal New York R. F. & P. R. R.	A.B.C. A.B. A.B.C. A.B.C.
Bowie.....Agents' Office	Maryland Philadelphia Phila. Terminal New York Wash. Terminal R. F. & P. R. R.	A.B. A.B. A.B.C. A.B.C.

LOCATION.	OTHER DIVISIONS.	ZONES.
Gwynns Run.. Yardmaster's Office	Maryland Philadelphia Wash. Terminal R. F. & P. R. R.	A.B.C. A.B.
Baltimore.... Yardmaster's Office Madison Yard	Maryland Philadelphia Wash. Terminal	A.B.C. A.B.
Baltimore.... Yardmaster's Office Canton	Maryland Philadelphia Wash. Terminal	A.B.C. A.B.
Baltimore.... Asst. Yard Master's Office Canton, No. 1 Yard		
Baltimore.... Asst. Yard Master's Office, Canton, No. 3 Yard		
Baltimore.... Yardmaster's Office Highland Yard	Maryland Philadelphia	A.B.C. A.B.
Baltimore.... Weighmaster's Office Clinton St. Scales		
Baltimore.... Enginehouse, Orangeville	Maryland Philadelphia Phila. Terminal New York Wash. Terminal R. F. & P. R. R.	A.B.C. A.B. A.B.C. A.B.C.
Baltimore.... Yardmaster's Office Bay View	Maryland Philadelphia Phila. Terminal New York Wash. Terminal R. F. & P. R. R.	A.B.C. A.B. A.B.C. A.B.C.
Baltimore.... Agent's Yard Office President Station		
Baltimore.... Trainmen's Room Pennsylvania Station	Maryland Philadelphia Phila. Terminal New York Atlantic Wash. Terminal	A.B.C. A.B. A.B.C. A.B.C. A.B.C.D.
Baltimore.... Scale House, Bolton Yard	Maryland Philadelphia	A.B.C. A.B.
Parkton..... Passenger Station- Waiting Room	Philadelphia	A.B.
York..... Enginehouse Foreman's Office	Philadelphia Phila. Terminal	A.B.C.D. A.B.C.
York..... Yardmaster's Office	Philadelphia Wash. Terminal	A.B.C.D.
York..... Baggage Room	Philadelphia Phila. Terminal Wash. Terminal	A.B.C.D. A.B.C.
Frederick..... Agent's Office	Philadelphia Wash. Terminal	A.B.

Western Maryland Railway Bulletin Board Points.

Baltimore.... Telegraph Office, Hillen Station	A.B.
Baltimore.... Yardmaster's Office, Port Covington	A.B.
Emory Grove. Telegraph Office	A.B.
Union Bridge.. Passenger Station	A.B.
Hanover..... Telegraph Office	A.B.
Hagerstown... Chief Caller's Office.....	A.B.
York..... Telegraph Office.....	A.

S14. GENERAL ORDERS.**S14A. Rule 75 amplified.****D1401.**

1. Conductors and Enginemen must have a copy of all General Orders that pertain to any portion of a General Order Zone over which they are qualified to run either in part or as a whole. Conductors and Enginemen will not be required to understand a General Order pertaining to territory over which they are not qualified to run.

The qualification page following the instructions under caption "Miscellaneous" in each Conductor's and Engineman's Home Division time table must show their Home Division, Name, Occupation and all General Order Zones over which they are qualified to run either in part or as a whole. If a Conductor or Engineman is qualified to run over a Foreign Division, the qualification page in their time table for that Division must show General Order Zones of that Division over which they are qualified to run.

The Bulletin Board Attendant will be governed accordingly in checking time tables.

2. The Bulletin Board Attendant will supervise the handling of the employee's register, matters pertaining to General Orders and delivery of time slips to Conductors and Enginemen.

He must personally witness the signatures of Conductors and Enginemen on their register, personally inspect time tables to ascertain that they contain all General Orders as outlined in paragraph (1), punch and insert sticker copies of such General Orders in time tables, and, after each Conductor and Engineman has registered and had his time table verified as to containing all copies of General Orders required, he will cancel the figures on Form "Z" so as to indicate the date of reporting for duty and numbers of necessary General Orders, then deliver to the person presenting the time table and Form "Z" his time slip and Form "Z" properly prepared.

An additional form "Z" card or cards must be used if a Conductor or Engineman is qualified to run over more than eight (8) General Order Zones and a notation made following his name indicating the number of cards.

If a Conductor or Engineman reports for duty at a point where the General Orders received do not cover all the territory over which he is qualified to run, the General Order Clearance received there does not apply to territory not covered by General Orders sent there and he must not run over such territory until after having received General Order Clearance at a point to which General Orders covering it are sent, unless otherwise instructed by the Superintendent of that territory.

The use of a receipted card furnished by the Bulletin Board Attendant, and as referred to in the second paragraph of Rule 75, also the use of column with caption 'last General Order' on employees' register, will be discontinued.

The method of preparing Form "Z" is as follows: To indicate date of reporting for duty, cancel the star under proper date; however, if a Conductor or Engineman reports for duty twice on the same date, cancel the figure or figures of that date to indicate the second time reporting for duty. To indicate General Order information, cancel the star under proper number. The figures 1 to 9, inclusive, represent the last figure of numbers above an even hundred and from 10 on the last two figures above an even hundred. The use of this punch must be confined to the Bulletin Board Attendant.

When a new time table is effective, or, after a form "Z" card is used up, it must be turned in to the Bulletin Board Attendant, who will prepare a new card as follows:

At the end of a month, with no change in time table, prepare a new card in such a manner as to show the same General Order information as was shown on the old card, and proper information for first trip.

When a new time table is effective, the information shown on the old form "Z" card need not be shown on the new one, but proper information for first trip must be shown.

Cards turned in must be sent to the Superintendent by the Bulletin Board Attendant.

3. Before starting out on a run the Engineman must show his General Orders to his Fireman and when he has no Conductor he must also show his Form "Z" to his Fireman. The Conductor must show his General Orders to his Trainmen.

4. When Conductors and Enginemen compare time, as required by Regulations 803, 807 and 817, they must in addition be governed as follows:

- (a) Check the qualification page in each other's time tables to determine necessary qualification information for that trip.
- (b) Check the latest General Orders in each other's time tables.
- (c) Compare their Forms "Z" for that trip.

5. In the application of these instructions, a pilot will be regarded the same as a Conductor or Engineman.

6. The foregoing instructions apply to Conductors and Enginemen when serving in that capacity.

All qualified Conductors and Enginemen when not serving in that capacity must be provided with a Form Z, and when they register at the beginning of each day's work present to the bulletin board attendant their time tables and have necessary General Orders inserted, also present their Form Z to be punched as provided by instructions covering Conductors and Enginemen serving in that capacity.

D1402. General Order Zones of this Division are as follows:

ZONE A: Sparrow's Point to Canton Junction.
Bowie to Pope's Creek.
Calvert Station to Wago Junction.
Green Spring Branch.
Columbia to Frederick.
Union Bridge Branch.

ZONE B: Back River Bridge to New York Ave., Washington.

ZONE C: Landover to South End.
Rosslyn Connecting R. R.

General Orders for each Zone will be numbered consecutively followed by the proper Zone letter.

S15. TRACK ASSIGNMENTS.

D1501. Double Track.

Switch 190 feet west of Centre St., Calvert Station to Wago Junction.

Union Junction to Biddle Street.
Canton Junction to Sollers.
B. & P. Junction to Fulton Junction.
Gwynn's Run to Loudon Park.
Severn to Odenton.
Bowie to Seabrook.
Landover to New York Avenue.
Landover to Virginia Avenue.
14th Street to South End.

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

NORTH POINT TO WASHINGTON.
Numbering from East to West.

No. 1 Track.

14th Street to Virginia Avenue.....(Northward freight)
Landover to Seabrook.....(Northward freight)
Bowie to Odenton.....(Northward freight)
Winans to Loudon Park.....(Northward freight)
Gwynns Run to Fulton Junction.....(Northward freight)
Biddle Street to North Point.....(Northward freight)

No. 2 Track.

South End of Long Bridge to 14th Street.(Northward main)
14th Street to Virginia Avenue.....(Northward passenger)
Virginia Avenue to Landover.....(Northward freight)
New York Avenue, Washington, to B. & P.
Junetion.....(Northward passenger)
Union Junction to North Point.....(Northward passenger)

No. 3 Track.

North Point to Biddle Street.....(Southward freight)
Biddle Street to Union Junction.....(Southward passenger)
B. & P. Junction to New York Avenue,
Washington.....(Southward passenger)
Landover to Virginia Avenue.....(Southward freight)
Virginia Avenue to 14th Street.....(Southward passenger)
14th Street to South End of Long Bridge.(Southward main)

No. 4 Track.

North Point to Biddle Street.....(Southward passenger)
Fulton Junction to Gwynns Run.....(Southward freight)
Loudon Park to Winans.....(Southward freight)
Winans to Severn.....(Southward freight)
Anderson to Bowie.....(Southward freight)
Virginia Avenue to 14th Street.....(Southward freight)

BALTIMORE TO WAGO JUNCTION.
Numbering from South to North.

No. 1 Track.

Wago Jct. to B. & P. Jct.....(Eastward main)
Union Jct. to Switch 190 feet west of
Centre Street, Calvert Station.....(Eastward main)

No. 2 Track.

Switch 190 feet west of Centre Street,
Calvert Station to Union Junction....(Westward main)
B. & P. Junction to Wago Junction.....(Westward main)

CANTON JUNCTION TO SOLLERS.
Numbering from East to West.

No. 1 Track.

Canton Junction to Sollers.....(Northward main)

No. 2 Track.

Sollers to Canton Junction.....(Southward main)

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

Train 5135 will use No. 4 track from Winans to Severn to be passed by Train 107.

Train 5135 will use No. 4 track from Anderson to Bowie to be passed by Trains 173, 5101 and 5103.

Train 5141 will use No. 4 track from Loudon Park to Winans to be passed by Train 125.

Train 5143 will use No. 4 track from Anderson to Bowie to be passed by Train 131.

Train 5134 will use No. 1 track from Bowie to Odenton to be passed by Train 1046 and 5106.

Train 5140 will use No. 1 track from Winans to Loudon Park to be passed by Trains 158 and 5116.

Train 5144 will use No. 1 track from Winans to Loudon Park to be passed by Train 142.

D1503. —.

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.

Northward trains using track No. 1 must obtain permission by telephone from the signalman at Anacostia before using track No. 2 at Deanwood.

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

Union Bridge Branch;

Between Odenton and Fort George G. 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 interlocked switch leading thereto at Queen Street and southward block signal Y. H. & F. main track.

D1507. Engines and trains may use Westward passing siding at New Freedom in reverse direction on permission of Signalman at Summit Grove. Signalman will give this permission provided siding is clear of other trains, and will protect such movements. Note Rule 90-b.

S16. MOVEMENT OF TRAINS.

D1601. All Train Dispatchers in charge of train movements are located at Pennsylvania Station, Baltimore.

D1601A. Rosslyn Branch consists of yard tracks operated under the direction of Yardmaster at Jersey Yard.

D1601B. Catonsville Branch and Claremont Branch are yard tracks operated under the direction of Assistant Yardmaster at Gwynns Run.

D1601C. President Street Branch consists of yard tracks operated under the direction of the Yardmasters.

S16A. Rules 83 and 83A.

The information required by Rules 83 and 83a must be obtained as indicated below.

D1602. Rule 83. Written clearance, C. T. 1246, issued by signalman, or train order issued by Train Dispatcher.

Rule 83a. Verbal, written instructions or by signal.

D1602A. Clearance message Form C. T. 1246 will be sent by messenger to Columbia Station or Columbia Yard for southward trains.

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. Flashing-light or other type of apparatus protecting highway crossings, operate when trains approach crossing with or against the current of traffic on main tracks, except at Q Street, Freight Line, Washington.

If for any reason a train stops between the crossing and the end of operating track section, which extends approximately 2000 to 2500 feet on each side of the crossing, with the intention of making a reverse movement over the crossing, highway traffic must be protected by a member of crew before such movement is made.

Shifting or other movements on side tracks over crossings protected by Flashing-light or other type of apparatus must not be made until the crossing is protected by member of crew.

When running against the current of traffic, Enginemen must exercise care approaching Q Street crossing, Freight Line, Washington, as the alarm bells at this point do not operate on approach movements made against the current of traffic.

D1603C. Trains operated with gas-electric car will approach all public road crossings on the Green Spring Branch with care.

D1603D. 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 Tender, by the Bridge Tender 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).

D1603E. 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.

D1604A. Passengers using southward trains to or from the cinder platform at Western Electric Plant, located 1300 feet south of Point Breeze, will be handled on the left or fireman's side.

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 Cly, 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 Masters at Manhattan Transfer, Broad Street, West Philadelphia, Wilmington, Atlantic City, Washington, Calvert Station, Baltimore and Harrisburg, are authorized to verbally instruct Conductors to display signals for the following sections. Conductors must notify Enginemen.

D1607. Rule 97a amplified:

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 extras.

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.

(Note exception in Special Instruction D2507.)

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 end of double track at Sollers must be kept set for No. 2 track and will be thrown by Signalman during the time Sollers is attended.

D1611. Enginemen of trains approaching the crossover 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 as per Rule 14g, but engine whistle must not be sounded louder than necessary.

D1612. Unless otherwise notified, eastward freight trains, except B-6, must stop at Automatic Signal N 36, west of Woodberry, and ask Yardmaster at Mt. Vernon by telephone for instructions as to disposition of their trains. Engines and trains taking the third track at Woodberry, must both day and night, move with extreme caution prepared to find unprotected cars standing on this track between Woodberry and Mt. Vernon.

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, 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 confer with the Operator 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. The Operator 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.

D1617. Enginemen and Trainmen are relieved from observing Rule 152 when making a crossover movement between eastward and westward home signals at Parkton.

D1618. In cases where trains are doubleheaded the Engineman and Fireman of the second engine are not relieved from the responsibility for the proper observance of signals and must know that train is handled in a manner to avoid accident and violation of rules.

S17. MOVEMENT BY TRAIN ORDERS.

D1701. While a train order signal is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in the last paragraph of Rule 221A.

D1702. Enginemen of helpers must be provided with a copy of orders pertaining to the movement of their trains.

D1703. Employes receiving train orders must send them to the head of their department at end of day's work.

D1704. Crews of all Baltimore Division trains will be governed by the following instructions before leaving Washington:

Conductors of departing trains, when registering at Station Master's Office, Union Station, Washington, will inquire of Operator in "DC" Telegraph Office for any train orders or instructions for their trains.

If train orders or instructions are received, Conductors must personally deliver them to Enginemen and see that Enginemen properly understand them.

If no train orders or instructions are received, Conductors must personally advise Enginemen that they have no train orders or instructions for their trains and Enginemen must not proceed without having received this information from Conductors.

S18. YARDS AND YARD INSTRUCTIONS.

D1801. Rule 97 amplified:

Movements on the main track within yard limits may be made without train orders.

D1802. Rules 93 and 317d amplified:

The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by time-table schedule or train order to use the main track within yard limits, and they may do so without train orders. Under Manual Block operation, before entering the block, the conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of ten miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

Rules 19 and 21 will not apply to such yard movements, but by night at least one red light must be displayed on the rear, and if the movement is made past a block station by day at least one yellow flag must be displayed on the rear to indicate the rear.

Except as hereby provided, all Rules and Special Instructions applicable to trains must be observed.

D1803. Yards indicated by Yard Limit boards are located at:

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

D1804. R. F. & P. R. R. yard engines, Washington yard engines and other extras may use track between Rosslyn Junction and Capitol Refining Company Siding Relee without train orders, protecting themselves against all trains in both directions.

D1805. 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-29, or other types of freight cars equipped for passenger train service, 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, 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 not be operated exceeding the highest speed restrictions which apply to freight trains.

When freight cars not equipped for passenger train service are placed in a passenger train, the above speed restrictions apply, and the train must be operated with the air pressures 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 Agency.

Freight cars to comply with the above instructions must be equipped with steam heat line, air signal line, ten-inch air brake cylinder, three position retaining valve, E-7 safety valve and steel wheels.

D2001. Maximum Speed:

Miles
perhour

Main Line:

Between Baltimore and New York Ave.:	
With passenger engines.....	70
With freight engines.....	50
Between Landover and South End (Old Line):	
With passenger engines.....	50
With freight engines.....	50
Between Baltimore and Bay View:	
With passenger engines.....	60
With freight engines.....	50
Between Bay View and North Point (Northward):	
With passenger engines.....	65
With freight engines.....	50
Between Bay View and North Point (Southward):	
With passenger engines.....	70
With freight engines.....	50
Between North Point and Back River Bridge (Jct. Maryland Division):	
With passenger engines.....	70
With freight engines.....	50
Between Baltimore and Wago Junction:	
With passenger engines.....	55
With freight engines.....	40

Passenger trains..

Pope's Creek Branch:

With passenger engines.....	35
With freight engines	35

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:

Between Columbia and York:	
With passenger engines.....	45
With freight engines	35

Between York and Frederick:

With passenger engines.....	35
With freight engines.....	30

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 Baltimore and New York Avenue or South End.....	50
	Between Baltimore and Bay View.....	35
	Between Bay View and Back River Bridge.....	50
	Between Baltimore and Wago Jct.....	40
Freight trains	Pope's Creek Branch.....	35
	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
Circus trains	—Unless otherwise restricted.....	40
	Main Line:	
	Boom trailing.....	30
Wreck trains	Boom forward.....	20
	All Branches:	
	Boom trailing.....	20
	Boom forward.....	15
All Trains using passing sidings	.....	20
	Unless otherwise specified.....	20
Track cars	When hauling track cars or trailers.....	15
	Through turnouts and over switches, frogs, street and highway crossings.....	5
	Hand cars.....	10

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

LOCATION	Miles per hour	Seconds
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Main Line:

Between North Point 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

Through Virginia Ave. Tunnel..... 15 173

Engines scooping water— { Tracks 2 and 3 45 15
Stony Run Track Trough... { Track 4..... 45 18

Southward freight trains must consume not less than five (5) minutes from Loudon Park to Winans.

Through B. & P. and Union Tunnels:

Passenger trains..... 30
Freight trains..... 20

12th Street Interlocking..... 50

Fulton Junction Interlocking..... 30

While crossing over facing-point crossover between tracks Nos. 2 and 3 located 130 feet south of Fulton Junction tower..... 20

	LOCATION	Miles per hour	Seconds
B. & P. Jct.	After passing all diverging switches.....	18	
	All other movements.....	12	
Union Jct.	Northward trains crossing from No. 2 track to No. 3 track at South Portal of Union Tunnel..	6	
	Southward trains crossing from No. 3 track to No. 2 track at South Portal of Union Tunnel..	6	
	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:

Between a point 300 feet north of Patterson Park Avenue and the bridge over Broadway on the Union Railroad.....	45	51
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, Washington.....	30	18

Main Line:

Between 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 No. 2 track to Green Spring Branch main track at Hollins.....	10	
Using Eastward or Westward Passing Siding, New Freedom.....	4	
On Pershing Avenue, York.....	4	
Eastward trains passing York Block Station..	25	

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.....	30	35
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.....	30	27
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
Curve east of Glatfelter.....	40	48
Dipfers curve.....	30	52
Curve east of Howard Tunnel.....	40	20
Reverse curve west of Howard Tunnel.....	40	25
Jaegers curve, east of Brilhart.....	40	25
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

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

All Eastward Trains running No. 2 track from Mile Post 63 to Emigsville and from Summit Grove to Mt. Vernon, will reduce speed on curves to five miles less per hour than the authorized speed for normal movements.

All Westward Trains running No. 1 track from Mile Post 63 to Mile Post 66 and from Summit Grove to Glen Rock, will reduce speed on curves to five miles less per hour than the authorized speed for normal movements.

LOCATION	Miles per hour	Seconds
Pope's Creek Branch:		
Crossing Main Street, La Plata.....	6	
Over State Road Crossings at Lothair, Waldorf, Brandywine and Marlboro.....	6	
Union Railroad and Sparrow's Point Branch:		
Between Fifth Avenue Station and B. & O. R. R. Crossing, 2100 feet south of Fifth Avenue.....	40	36
Passing through facing point switch in north- ward track, 135 feet north of B. & O. R. R. crossing.....	15	
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.....	15	
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:		
Class E-6 engines between Columbia and York.....	40	
Class E-6 engines between York and Frederick.....	35	
Class E engines between North End of Colum- bia Bridge and Junction Phila. Div.	6	
On Front Street, Wrightsville.....	6	
Between Roosevelt Avenue, West York, and West Market Street, West York.....	6	
LEADING END of trains passing over Main Street Crossing, first crossing south of Spring Grove Station.....	5	
Between Middle and Spruce Streets, Hanover.....	4	
Crossing Baltimore Street, Littlestown.....	6	
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.....	35	32
First curve north of Mile Post 22.....	35	21
Reverse curves at Mile Post 24.....	35	32
Reverse curves at Mile Post 26.....	35	53
Reverse curves at Iron Ridge.....	35	28
First curve north of Keymar.....	35	11
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.		
Minimum running time for passenger trains in either direction:		Minutes
Between North Point and Baltimore.....		8
Between Baltimore and Fulton Jct.....		5
Between Fulton Junction and Winans.....		7
Between Winans and New York Avenue.....		28
Total.....		48
Between Cly and York.....		16
Between York and Summit Grove.....		30
Between Summit Grove and Parkton.....		11
Between Parkton and Baltimore.....		39
Total.....		96

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

BRIDGES.

Location.	Class of Engine.							
	D	E	F	G	H	I	K	L
MILES PER HOUR.								
North Point to Washington:								
1.89, Milton Ave., Union Railroad								35
104.36, Tracks 2 and 3, Patapsco River								45
116.04, Tracks 2 and 3, North of Patuxent								45
118.09, Tracks 2 and 3, North of Arundel								40
Landover to South End:								
134.35, Eastern Branch	20	20	20	20	20	20	20	20
134.35, when running opposite track over draw span	6	6	6	6	6	6	6	6
138.45, Potomac River	15	15	15	15	15	15	15	15
Columbia to Frederick:								
0.65, Columbia								30
41.58, South of Kingsdale	20			20	20		20	
65.20, South of Fountain Rock	20			20	20		20	
Sparrow's Point Branch:								
9.51, Bear Creek	15	15	15	15	15			
Claremont Branch:								
0.60, Wilkins Avenue	10	10	10	10	10			

Speed Boards at each end of the following bridges indicate the number of seconds to be consumed over them:

9.51, Bear Creek
134.35, Eastern Branch
138.45, Potomac River

D2003. Snow plows must be brought to a stop before meeting or being passed by a passenger train. The speed must not exceed four (4) miles per hour while passing passenger stations or 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 cars or running backward, light or with cars:			
Between North Point and South End.	30		25
On all other parts of the Division . . .	30		20
Engines running forward light:			
Between North Point 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 NORTH POINT AND NEW YORK AVE.		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.....	20	20
50	25	F.....	50	20
50	25	H.....	50	20
50	25	I. L. M...	40	20
70	30	D. E. G. K...	55	20

D2004. In conforming to the speed when operating under Rule 282 (caution signal) and Rule 283 (approach signal), the train must not exceed one-half its maximum authorized speed when passing the signal, but not necessarily before reaching it. However, where the signal cannot be seen a sufficient distance to reduce to not exceeding one-half its maximum authorized speed at the signal, the speed should be so reduced as soon as proper handling of the train will permit.

D2005. Rule 750 amplified:

When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:

CLASS OF ENGINES. MILES PER HOUR.

N-1-S	}	8
C-1		
I-1-S		
All others		15

If engines with any main or side rods disconnected while on the main track have interference between crosshead or guide and front crank pin, on account of front wheels getting out of register, engineman must notify the Superintendent and receive instructions for further movement.

When it is necessary to move a light engine with any main or side rods disconnected, from a terminal to another point, the Master Mechanic or Road Foreman of Engines will notify the Superintendent the speed permitted before the engine is dispatched and the latter will then issue the necessary instructions.

D2006. Dead locomotives of a design having two or three pairs of drivers and no trucks may be moved only at speeds not exceeding twenty miles per hour. Dead locomotives of a design having four or more pairs of drivers and no trucks shall be restricted to speeds not exceeding twenty-five miles per hour.

Two or more such dead locomotives in the same train shall be separated by one or more cars.

S21. SIGNAL ASPECTS.

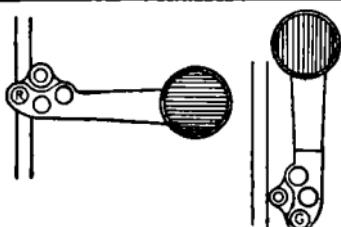
D2101. Signal Aspects Not Standard.



SLOW BOARD

May be erected horizontal or vertical.

WHEN USED AS A DISTANT SIGNAL, APPROACH HOME SIGNAL PREPARED TO STOP.



SMASH BOARD

Vertical - Draw set for traffic

Horizontal Draw not set for traffic

Smash boards may or may not have lights.

S22.

BLOCK SIGNAL RULES.

D2201. 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.

D2202. Four wheel cabin cars must not be allowed to stand in an Automatic Block unless the block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission from Signalman.

D2203. The first paragraph of Rule 362 amplified:

Trains must not pass a Stop signal without receiving a Caution Card (Form D), a Clearance Card (Form C), or a train order authorizing them to do so, nor must an engine returning to its train in the block pass a Stop signal without Clearance Card (Form C).

D2204. Rule 362, third paragraph of Form C Card amplified to read:

This card must be used only in case of failure of Block Signal, Interlocking Signal, or Home Signal referred to in Paragraph 3, or when signal cannot be displayed for an engine returning to its train.

D2205. Rule 319 modified:

The facing point switch in No. 3 track just south of Eastern Branch Drawbridge is equipped with an electric lock controlled from Anacostia. When Trainmen or others desire to use this switch, it will be necessary to call the Signalman and ask for an unlock. When southward trains desire to use switch at Anacostia, Signalman may restore southward block signal at Anacostia to normal before rear of train has passed signal.

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

D2206. 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.

D2207. Rules 317b and 318b amplified:

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.

D2208. Rule 318b modified:

The Signalman at York may permit shifting engines to occupy the block on No. 2 track, while a passenger train is standing at York Passenger Station, to move or assist, or for the purpose of switching such train.

D2209. When southward trains for the Frederick Branch are run on No. 1 track from York Block Station, the Conductor or Engineman, before entering the block at Frederick Branch Junction must ascertain from the Signalman at York the condition of the block and obtain permission from him to enter, in accordance with second paragraph, Rule 365. After obtaining permission to enter block trains will proceed on proper hand signal from switch tender at Beaver Street. Northward trains from the Frederick Branch approaching Frederick Branch Junction must not proceed without proper hand signal from switch tender. The switch tender must not give proceed signal until directed by the Signalman at York Block Station. Switch tender will communicate with Signalman as required by Rules 365 and 366 instead of Conductor or Engineman.

D2210. Rule 364 modified:

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.

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,

On No. 2 track between manual block signal 2540 feet west of Grantley tower and westward home signal on signal bridge 572 feet east of York tower, and on No. 1 track between manual block signal 2575 feet east of York tower and eastward home signal 600 feet west of Grantley tower,

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 Cly.

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 Sollers and Canton Jct.

D2304. Rule 318a will apply as follows:

Between Virginia Avenue and Anacostia.

D2305. Rule 318b will apply as follows:

Between Anacostia and Landover,

“ Sollers and Canton Jct..

“ Grantley Block Station and York Block Station where manual block rules apply.

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.

Where a block station is attended a portion of the time, and unattended the remainder of the time, during a 24 hour period, the light on unattended sign will be extinguished during the time the station is attended.

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.

(To be printed on green paper, size 5 $\frac{1}{8}$ x 3 $\frac{1}{2}$.)FORM
KPENNSYLVANIA RAILROAD SYSTEM
CLEARANCE CARDFORM
K

Block Station,.....M.....19.....

To Conductor and Engineman: Train.....

Proceed at.....as though.....signal was displayed.

Report Clear at.....

Signalman.

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.

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.

D2307.

Unattended Block Stations indicated by proper signs are located as follows:

Collington,
Marlboro,
Brandywine,
White Plain,
Cox,
Pope's Creek,
Sollers,
Green Spring Junction,

Campbell,
Palmers,
Spring Grove,
Fisher,
Littlestown,
Taneytown,
Frederick.

D2308. 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.

S24. CONTROLLED MANUAL BLOCK SYSTEM.

D2401. Rules 401 to 473, inclusive, except 417b, 431a and 432, are in effect as follows:

Between B. & P. Jct. and Fulton Jct.

Between Biddle Street and Union Jct.

Rule 417a will apply.

Southward movements on the northward track B & P. Jct. to Fulton Jct., will be governed by Rule 286, fig. 3, located on the first signal bridge south of B. & P. Jct. Rule 287 modified.

Dwarf signals are located at Pennsylvania Avenue opening of B. & P. Tunnel: No. 970 governing northward approach on the southward track to dwarf home signal located at the north portal of the B. & P. Tunnel, B. & P. Jct., No. 971 governing southward approach on the northward track to dwarf home signal located under Mount Street Bridge, Fulton Jct. They display aspects shown in Rules 278, Fig. 2, 279, Fig. 2, and 281, Fig. 1. Rules 282, 283 and 286 modified.

Movements between Union Jct. and Biddle Street are governed by Signal Aspects Rule 283, Fig. 1, and Rule 286, Fig. 1, located on signal bridges at the north and south portals of Union Tunnel: Rule 287 modified.

S25. AUTOMATIC BLOCK SYSTEM.

D2501. Except as otherwise provided by Automatic Train Control Special Instructions, Rules 501 and 505, 505b to 514, inclusive, are in effect as follows:

Between Virginia Ave. Block Station and South End Block Station,

Between New York Ave. and Fulton Jct.,

Between Biddle Street and North Point,

Between East End of Double Track near Center Street and Hillen Jct.,

On No. 2 track B. & P. Jct. to manual block signal 2540 feet west of Grantley Block Station,

On No. 2 track York Block Station to Wago Jct.,

On No. 1 track Wago Jct. to manual block signal 2575 feet east of York Block Station,

On No. 1 track Grantley Block Station to B. & P. Jct.

D2502. (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 the use of 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.

D2503. Unless it is known that gasoline motor cars, and cars of similar type or construction, will operate Automatic signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in Automatic Block signal territory unless special provision is made for Manual Block protection, and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from Signalman. Signalmen and Levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

D2504. In Automatic Block System territory, if, in connection with a train using hand operated main track switches, the entire movement clears a block and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the Signalman unless otherwise instructed by the Superintendent.

D2506. Rule 513 modified:

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.

D2507. Rules 505c and 505d modified:

Use of the No. 1 track from the first home signal to York Interlocking is under the direction of the Signalman at York Interlocking.

D2508. The eastward automatic signal located 450 feet east of Parkton Tower is connected with and operated from that tower and Rule 509 will apply; also Rule 509 will apply to the first eastward home signal to York Interlocking and Glen Rock.

S25A. Rule 505a.

S25B. CAB SIGNAL RULES.**D2509. Definitions.**

Cab Signal—Four-indication position light automatic signal located in engine cab indicating a condition affecting the movement of a train.

Cab Signal System—A series of consecutive blocks governed by cab signals operated by electric agency actuated by a train or by certain conditions affecting the use of a block, and used in conjunction with block and interlocking signals.

Equipped Engine—An engine equipped with cab signal apparatus, including whistle and acknowledger, in operative condition for the direction in which it is to move.

Note—An engine equipped with automatic train control in operative condition will be considered an equipped engine.

Equipped Train—A train operating under cab signal protection.

D2509A. Cab Signal System in service on main tracks operating

With Current of Traffic.

Southward—Between Division Post, 3410 feet north of North Point tower and Union Junction southward home signal, 85 feet south of south portal, Union Tunnel;

Between manual block signal, 83 feet north of north portal B. & P. Tunnel to signal bridge "N," 170 feet north of New York Avenue bridge, Washington.

Northward—Between signal bridge "N," 170 feet north of New York Avenue bridge, Washington, and northward home signal 380 feet south of B. & P. Junction tower.

Between signal governing northward movement through Union Tunnel, located on signal bridge, 90 feet south of south portal of Union Tunnel to Division Post, 3410 feet north of North Point tower.

Against Current of Traffic.

Southward—On track No. 2 between Biddle Street Interlocking Station and Union Junction southward home signal located 85 feet south of south portal, Union Tunnel:

On track No. 2, between home signals located on signal bridge 90 feet south of B. & P. Junction tower, governing southward movements through B. & P. Tunnel and position-light dwarf home signal located 740 feet north of Fulton Junction tower.

On track No. 2, between position-light dwarf home signal located 740 feet north of Fulton Junction tower, governing southward movement on No. 2 track and over facing-point crossover between tracks Nos. 2 and 3, located 130 feet south of Fulton Junction tower.

Northward—On track No. 3, between manual block signal, located 720 feet north of Fulton Junction tower, governing northward movements through B. & P. Tunnel and position-light dwarf home signal located 20 feet south of north portal of B. & P. Tunnel:

On track No. 3 between Union Junction northward signal, located on signal bridge 90 feet south of south portal Union Tunnel and Biddle Street Interlocking Station.

Cab Signals will not indicate conditions ahead when engine is—

- (a) Passing over cut-in or cut-out circuits.
- (b) Moving against the current of traffic (unless tracks are equipped for movements in both directions).
- (c) Pushing cars.
- (d) Not equipped for backward running and is running backward.

Cutting-in sections located

For southward trains: On all tracks leading to No. 3 track approaching manual block signal located 83 feet north of north portal, B. & P. tunnel.

On all tracks leading to No. 2 track approaching home signals, governing reverse direction movements on No. 2 track through B. & P. tunnel and located on signal bridge 90 feet south of B. & P. Junction tower.

For northward trains: On northward track approaching signal bridge "N," Washington, D. C.

Approaching northward distant signal to Landover on Freight Line.

On all tracks leading to track No. 2 approaching Union Junction signal governing movement through Union Tunnel and located on signal bridge 90 feet south of south portal.

On all tracks leading to track No. 3 approaching Union Junction signal governing movement through Union Tunnel and located on signal bridge 90 feet south of south portal.

The following rules are in effect:

1. A non-equipped engine or train must not be dispatched from any of the following terminals for movement in cab signal territory:

Potomac Yard
Washington
Baltimore
York
Harrisburg
Wilmington
West Philadelphia
2. At the terminals named in the preceding paragraph, the Engineman must make the required departure tests.
3. Unless authorized by the Superintendent, an equipped engine must not enter cab signal territory without having cut-out cock fixed in cut-in position.
4. When there is a defect in the cab signal apparatus which can not be repaired by the Engineman, he may cut out the warning whistle, (or the control of the air brake by the automatic train control apparatus on any engine equipped with automatic train control) and proceed as a non-equipped train, to the next point of communication, report, and be governed by instructions from the Superintendent.
5. Unless authorized by the Superintendent, a non-equipped train or engine moving with the current of traffic must not exceed speed as follows:

Trains other than passenger trains, 25 miles per hour.
Passenger Trains, 35 miles per hour.

Such movements must not be made except when authorized by the Superintendent.
- 5a. The following train and engine movements are authorized to operate as non-equipped trains:

Yard engines with or without cars.
Passenger or freight engines moving backward light.
Work, wire and wreck trains.
Engines and Gas-Electric cars not equipped with cab signal equipment moving light to or from shop.
Trains to or from the Sparrow's Point Branch originating or terminating at Baltimore..
Western Maryland Railway trains between Fulton Junction and B. & P. Junction.
6. Cab signal aspects, indications and names are shown in Rules 278, 283, 284, 286. Cab signal indications do not supersede fixed signal indications, except when cab signal changes to a more restrictive or a more favorable aspect after passing a fixed signal.
7. When cab signal and fixed signal aspects conflict, the more restrictive indication governs.
8. If, after passing a fixed signal, cab signal changes from Caution-Slow-Speed Signal, Rule 278, to a more favorable indication, speed should not be increased until train has run its length.
9. If cab signal aspect changes to Caution-Slow-Speed after a more favorable indication has been displayed by either the cab or fixed signal, observe Rule 276.

S25C. AUTOMATIC TRAIN CONTROL.

D2510.

1. Automatic Train Control is in effect:

No. 2 track from automatic signal N-11, 895 feet west of B. & P. Junction Block Station, to position-light manual block signal 2540 feet west of Grantley Block Station, and from westward position-light distant signal 2575 feet east of York Block Station to Wago Junction.

No. 1 track from Wago Junction to position-light manual block signal 2575 feet east of York Block Station, and from eastward position-light distant signal 2620 feet west of Grantley Block Station to eastward home signal at B. & P. Junction.

2. Definition:—Equipped engine. An engine equipped with the Automatic Train Control apparatus prescribed for use in Automatic Train Control territory where engine is to be used in operative condition for the direction in which it is to move.

3. Definition:—Equipped train. A train in Automatic Train Control territory under such conditions that it is given Automatic Train Control protection.

4. A non-equipped engine must not be dispatched from any of the following terminals for movement in Automatic Train Control territory unless an equipped engine is coupled ahead:

Baltimore,
York.

5. At York, Orangeville and Falls Enginehouses, the Engineman in charge of an equipped engine must make Automatic Train Control apparatus test before proceeding with train or engine into Automatic Train Control territory.

6. An equipped engine must not enter Automatic Train Control territory without having pneumatic cut-out cock sealed in cut-in position and the apparatus operative, except when authorized by the Superintendent.

7. When there is a defect in the Automatic Train Control apparatus preventing the release of the train brake which cannot be repaired by the Engineman, he may break the seal, cut out the control of the air brake by the Automatic Train Control apparatus and proceed at not exceeding one-half maximum authorized speed of the train to the next point of communication and then be governed by instructions from the Superintendent. Defects in wayside or cab signals or engine Automatic Train Control equipment or any irregularities in this equipment must be reported to the Superintendent from first available point of communication.

8. In Automatic Train Control territory unless otherwise instructed by the Superintendent, a non-equipped train or engine moving with the current of traffic must not exceed speeds as follows:

- (a) Trains other than passenger trains: 20 miles per hour.
- (b) Passenger trains: 28 miles per hour.

Such movements must not be made except when authorized by the Superintendent.

9. CAB AND FIXED (OR WAYSIDE) SIGNALS.

1	2
SIGNALS.	INDICATION FOR ENGINEMEN AND TRAINMEN.
(a) Clear cab signal, Rule 286 when passing fixed signal Rule 286	Observe Rule 286.
(b) Approach restricting cab signal, Rule 284 when passing fixed signal Rule 284 or 285.....	Observe Rule 284 or 285 as indicated by fixed signal.
(c) Approach cab signal, Rule 283 when passing fixed signal Rule 283.....	Observe Rule 283.
(d) Caution Slow Speed cab signal, Rule 278 when passing fixed signal Rule 276 or 277	Continue to observe Rule 276 or 277 as indicated by fixed signal.
(e) Caution Slow Speed cab signal, Rule 278 when passing fixed signal Rule 278, 279 or 281.....	Observe Rule 278.
(f) Within interlocking limits, if cab signal changes to caution slow speed, Rule 278 after entering such limits, except as authorized by fixed signal Rule 278, 279 or 281.....	Stop.
(g) Caution Slow Speed cab signal, Rule 278 that appears between fixed block signals.	Observe Rule 276 and notify the Superintendent from first available point of communication.

- (h) Order of restrictive indications of signals is as follows: Rules 275, 276, 277, 278, 279, 281, 282, 283, 285, 284, 286.
- (i) Signals prescribed by Rule 275 are not displayed in the cab, but nothing contained in these instructions makes any change in the requirements of that rule as applied to fixed signals.
- (j) When passing a fixed signal, if the indication of it and the cab signal conflict with what is prescribed in columns 1 and 2, also if they conflict when approaching a fixed signal and when both can be seen, the more restrictive indication must be observed.
- (k) If after passing a fixed signal, a cab signal indication appears that conflicts with that fixed signal, train will be governed as follows:
 - If running under Rule 276, 277, or 278, observe cab signal after having run the length of the train and until the next fixed signal can be seen.
 - If running under any other signal indication, observe cab signal at once and until the next fixed signal can be seen.
- (l) No change, however, in the requirements of paragraph (g).

10. Engines dispatched for movement which will not take them into Automatic Train Control territory must have main switch turned off and cut-out cock in cut-out position.

11. Cut-in circuits located as follows:

Approaching Automatic N-11, B. & P. Junction.

Mt. Vernon—when crossover between No. 1 and No. 2 tracks is reversed, on No. 2 track to Automatic Signal N-25.

Hollins—between Distant Signal 74 and first eastward home signal located on signal bridge, Green Spring Branch.

12. Gas-Electric Rail cars operating in Automatic Train Control territory between B. & P. Junction and Hollins are exempt from these special instructions.

S25D.

GRADE SIGNALS.

D2511. Grade Signals will display aspects shown in Fig. 1, Rule 277, and Rule 277 will govern their use. A tonnage freight train is one having 90% or more of authorized slow freight engine rating. Before entering territory where grade signals are in use Conductor must notify Engineman of authorized slow freight engine rating, exact tonnage in train and changes due to setting off or picking up cars.

S26.

INTERLOCKING RULES.

D2601. Interlocking Plant at Seabrook operated by Landover.

D2602. When running against current of traffic at Seabrook, unless otherwise notified, trains on No. 1 or No. 2 track will report to the Signalman at Landover when train is clear of northward home signals, to facilitate other train movement.

When train is stopped by northward home signals located on signal bridge at Seabrook Plant, member of train crew will immediately get in communication with Signalman at Landover for instructions.

In case switch is not properly set and signal fails, Rule 629 and Time Table Special Instruction D2201, will apply.

If switch is not properly set for movement to be made over it switch must be manually cranked to proper position by train crew.

Complete set of instructions for cranking switch posted in Landover Tower and also on inside of door of box marked "Switch Tools" located at signal bridge at Seabrook Plant.

D2603. During the hours that Ship Yard Interlocking is closed, high signals will remain lighted and operate automatically for movements over the crossing. Dwarf signals will be extinguished.

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

D2701.

BLOCK STATION	NON-INTERLOCKED SWITCHES CONNECTED
Anacostia....	Facing Point Switch south end of Eastern Branch Bridge.
Wire Mill....	Grade crossing with Bethlehem Steel Co.

D2702. Non-interlocked switch at south end of cross-over, facing point northward, and leading from Frederick Branch main track to eastward main (No. 1) track pipe connected to lever at Beaver Street Crossing, York, operated by Switchman at Beaver Street. Time Table Special Instruction D2209 will apply.

S28.

TRACK CARS, ETC.

(a) General definition of track car—amplified:

Track car—A hand car, or self-propelled car or truck, which may be manually moved to or from the track.

(b) Rule 829, paragraph 10, amplified:

Track cars must not be operated except as prescribed by Rule 80 when so provided in the time-table.

(c) Rule 206 amplified:

The prefix H. C. to hand car running number will be used when issuing train orders or instructions to drivers of hand cars.

(d) Rule 80 amplified:

When track cars are approaching road crossings at grade, the trackman's whistle or other alarm signal provided for the purpose must be sounded before reaching the crossing, and track cars must approach all such crossings prepared to stop.

(e) Track cars must be equipped with Flagman's signals as follows:

Day Signals—Two red flags, torpedoes and fuses.

Night Signals—Two red lanterns, two white lanterns, torpedoes and fuses.

D2801. (1) Track cars will be operated over entire Division, except on the main tracks between New York Avenue and North Point, as provided for by Rule 80.

(2) Track cars must not be used in Automatic Block System territory unless special provision is made for Manual Block System protection.

(3) In Automatic Block System territory, signalmen will not permit trains or track cars to follow track cars without instructions from the Superintendent. He must also comply with Rule 221c when a track between his block station and the next block station in advance is occupied by a track car.

(4) In the application of Automatic Block System rules to track cars, signalmen must not give permission, nor a fixed signal, authorizing a track car to enter a block at any point without authority from the Superintendent.

(5) To avoid delay to passenger trains, track car extra must clear main track and report clear to the Superintendent, or Signalman before a passenger train is due to leave the block station in the rear.

(6) Where Automatic Block System rules for single track Nos. 551 to 564, inclusive, are in effect, and opposing movements are not protected by Controlled Manual Block System rules, track cars must clear main track and report clear to the Superin-

tendent, or Signalman before an opposing or following passenger train is due to enter block at a block station; Signalmen will not permit any train to enter a block occupied by a track car without instructions from the Superintendent.

(7) Track cars must not pass an attended block station without permission from the Signalman.

(8) Track cars will not operate automatic or semi-automatic signals, or highway crossing warning signals, neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for protection to movements made by such cars; Signalmen and Levermen must assure themselves that such cars have cleared the switches before operating same.

(9) Pony trucks must use the least important track available, and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must be run on the rail nearest the ditch, and on double, three or more tracks, on a track against the current of traffic; they must not use a track under conditions when an approaching train can not be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a Flagman has been placed in position where train can be stopped before reaching the pony truck. In yards they must not be used except by permission of the Yardmaster and under proper protection.

(10) Velocipedes to be operated by authority of the Superintendent.

(11) Signalmen will not admit a one-man track car to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track car without instructions from the Superintendent.

(12) The last four numerals of the present M. W. number shall be known as the running number.

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

D2901. Engines heavier than those specified below must not be used on tracks as follows:

	PASSENGER ENGINES	FREIGHT ENGINES
Between North Point and Bayview.....		
Between Bayview and Canton via President Street Branch.....	Class M-1	Class I-1-S
Between Bayview and South End.....		
Between B. & P. Jct. and Wago Jct.....		
Between Canton Jct. and Fifth Ave.....		
Green Spring Branch.....	Class K-4-S	Class L-1-S
Frederick Branch, between Columbia and York.....		
Rosslyn Branch.....		
Pope's Creek Branch.....		
Fort George G. Meade Branch.....		
Calvert Station to Union Jct.....	Class K-4-S	Class H-9
Frederick Branch, between York and Frederick.....		
Union Bridge Branch.....		
Between Fifth Ave. and Sparrow's Point.	Class E-5	Class H-6
Claremont Branch.....	Class E-3	Class H-6
Catonsville Branch.....		

Further engine restrictions are as follows:

Switch engines heavier than Class B-6 must not be used between Fifth Avenue and Sparrow's Point, and on the Catonsville and Claremont Branches.

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 crossover between Tracks A and D at Calvert Street, nor to use Track C or D west of Calvert Street.*

Orgeville and York Wreck Derricks when run between Littiestown and Frederick, must be separated from the engine by at least two empty cars with speed restricted to 20 miles per hour over Bridges 41.58 and 65.20.

Orgeville Wreck Derrick may be operated on Claremont and Sparrow's Point Branches and must be separated from engine by at least two empty cars, with a speed restriction of 10 miles per hour over Bridge 0.60, Claremont Branch, and Drawbridges 6.12 and 9.51, Sparrow's Point Branch.

Washington Wreck Derrick may be operated on Pope's Creek Branch without restrictions except those applying to the movement of wrecking derricks.

D2903. Track Inspection cars must have Lookout Door closed while moving in the following territory:

Baltimore, Union Tunnel.

Baltimore, Under Sheds, Pennsylvania Station.

Howard Tunnel.

In addition to having Lookout Door closed, Track Inspection cars must be moved with extreme care through Virginia Avenue Tunnel, Washington, where the clearance on southward track is about one and one-half inches.

S30.

ELECTRICAL OPERATION.

S31.

EMPLOYES' 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.

Benning—Assistant Yard Master's Office.

Bowie—Agent's Office.

Gwynns Run—Yard Master's Office.

Baltimore—Bolton Yard—Scale House.

Baltimore—Pennsylvania Station—Station Master's Office.

Madison Yard—Yard Master's Office.

Bayview—Yard Master's Office.

Canton—Yard Master's Office.

Canton No. 1 Yard—Assistant Yard Master's Office.

Canton No. 3 Yard—Assistant Yard Master's Office.

Highland Yard—Yard Master's Office.

Clinton St. Scales—Weigh Master's Office.

President Station—Agent's Yard Office.

Orgeville Engine House—Engine Dispatcher's Office.

Parkton—Passenger Station—Waiting Room.

York—Yard Master's Office—Engine House—Baggage Room.

Frederick—Agent's Office.

S32.

PERSONAL INJURIES.

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

Employes 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., 507 Charing Cross..... NATHAN R. SMITH, M. D., 1900 Maryland Avenue..... W. T. RILEY, M. D., 1639 N. Broadway..... W. J. SCHMITZ, M. D., 701 N. Kenwood Avenue..... OTTO M. REINHARDT, M. D., Cambridge Arms, Charles & 34th Sts.	Vernon 0418 Vernon 0418 (day). University 3257 (after 9.00 P. M.) Gilmor 2062 Vernon 5067 Wolfe 0251 Wolfe 0207 University 1708
Bowie, Md.....	G. E. LANCASTER, M. D.....	Bowie 19
Cox, Md.....	ERNEST SPENCER, M. D., Bel Alton, Md.....	La Plata 57-F23
Washington, D. C....	G. L. ALEXANDER, M. D., 7214 Blair Road, N. W..... J. W. MANKIN, M. D., 2030 16th Street, N. W..... G. C. MCCORMICK, M. D., 703 C Street..... W. J. TODD, M. D..... B. R. BENSON, Sr., M. D..... J. L. YAGLE, M. D..... G. M. FICKES, M. D..... LOUIS S. WEAVER, M. D., (Office) Manufacturers' Association Bldg., 25 N. Duke St. (City Home) Corner of South Queen Street and Peyton Road (Country Home) York R. D. # 8	Georgia 2474 Potomac 0071. Sparrow's Point 240 Tuxedo 1546 Cockeysville 180 Glen Rock 44-R-5 Loganville 141-R-6 York 44403 York 65242 County 97-R-4
Sparrow's Point, Md..	F. V. McCONKEY, M. D., (Office) 3 E. Market St..... (Home) 549 Madison Ave....	York 44178 York 2741
Mt. Washington, Md..	H. E. LANSHE, M. D., (For eye cases only) 801 N. Second Street.....	Bell 6975
Cockeysville, Md.....	JOSEPH P. KENNEDY, M. D., 515 Locust Street.....	Independent 44
New Freedom, Pa....	G. P. TAYLOR, M. D., 432 Chestnut Street.....	Bell 81
Smyser, Pa.....	B. A. HOOVER, M. D.....	Wrightsville 36-R-2
York, Pa.....	F. C. LEPPERD, M. D.....	Cumberland Valley 92-W and Bell 90 J
Harrisburg, Pa.....	E. P. THOMAS, M. D., 7 E. Church Street.....	Office, Bell 165
Columbia, Pa.....	W. M. SMITH, M. D., 7 E. Church Street.....	Residence, Bell 1036
Wrightsville, Pa.....		Office, Bell 165
Hanover, Pa.....		Residence, Bell 492
Frederick, Md.....		

D3202.

Hospitals.

LOCATION.	NAME AND ADDRESS.	TELEPHONE NUMBER.
Baltimore, Md...	St. Joseph's Hospital, Caroline and Hoffman Sts.	Vernon 5800
Washington, D.C.	Emergency Hospital, 17th St. and N. Y. Ave., N. W.	Main 2734
York, Pa.....	York Hospital, S. George St. and Rathton Road.	5461
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.

D3302. Location of telephones in B. & P. Tunnel:

At Northward Block Signal, Mount Street,

On Southward Platform, Pennsylvania Avenue,

Wilson Street Fan House—Street level,

North End John Street Opening—Outside Southward track,

North End B. & P. Tunnel, North Avenue.

D3303. Instructions for reporting clear of block, for obtaining permission to occupy block and for use of telephone in transmitting train orders are posted in block stations and telephone boxes and booths.

Conductors, Enginemen, Signalmen and other authorized persons only are permitted to use telephone for this purpose and they must conform strictly to these instructions.

S34. MISCELLANEOUS.

S34A. Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless Form C. T. 310 is attached, one to each side of the pivoted machinery when moving on its own wheels, or to the car upon which it may be loaded, and Form C. T. 310-A to the billing. When such shipments are set off for repairs that may affect the requirements of A. R. A. Loading Rules, they must not be moved except upon authority of the Trainmaster, and not until proper inspection, and billing has been endorsed by Agent or Yardmaster "Reinspected at.....and loaded as per A. R. A. Loading Rules."

Conductor when setting off such shipments for repairs, must notify the proper officer that it is pivoted machinery.

In order that the weight will be as nearly equalized as possible on both trucks of cranes shipped on their own wheels, having booms detached, all coal must be removed from the coal bunkers, all water left out of the boilers, and all water removed from the reservoirs. The light end of crane should trail. Where trucks are secured to body of keyed or nutted center pin, key or nut should be removed from pin on trailing end.

D3402. When northward freight trains on No. 1 or No. 2 tracks are cut at Lafayette Avenue Road Crossing for traffic, the train line will be coupled up by using air hose connection installed between these tracks, thereby maintaining train line pressure while crossing is cut.

D3403. Rule 723 amplified:

Baggagemen must carry a white lamp lighted by night. On all trains, both day and night, they must have a 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.

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

Passenger Trainmen, when approaching tunnels will see that all the windows and end car doors are 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. The following instructions are to be carried out when freight trains are pushed with helping engines on the rear:

In starting a freight train having a pusher on the rear, the leading Engineman will call in the Flagman but will not use steam until the Flagman has returned, when the pusher Engineman will give two short blasts of the steam whistle. Steam should then be applied gradually to avoid rough handling of the train.

When necessary to take slack to start the train, the front Engineman will do so, after having first given the whistle signal to apply brakes. If not successful in starting the train after having taken the slack with the front engine, the rear Engineman will take the slack, after having given the whistle signal to apply brakes. When there are two engines on the front end of a train the leading Engineman only will take the slack and when there are two helpers on the rear, the rear engineman only will take the slack. In starting the train under either of the above conditions, the Engineman next to the train will not use steam until necessary to supplement the other engine. Enginemen must use care and good judgment to avoid damage to the train.

Enginemen on the helping engines on the rear of train must know that the air brakes are released before attempting to start.

Trainmen must be in position to give signals and to assist in holding the train when necessary to get the slack.

D3406. All freight trains which are to be assisted through Union Railroad Tunnel may be pushed, except trains that have wooden flat cars or wooden cabin cars.

D3407. The Firemen of light engines moving backward through the streets of Baltimore or York must ride the leading end of the tender, unless the train crew accompanies the movement, in which case a member of the train crew will perform this service.

D3409. Rule 737 amplified:

Electric illuminated signs may be displayed on rear of passenger trains; also, search or flood lights located under the vestibule of business cars may be displayed on the rear end of trains.

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 or heavier of our own line are passing, Trainmen must exercise care.

D3411. Detentions to passenger trains occurring in Baltimore Tunnels must be reported in detail by wire promptly from the first convenient point or upon arrival at Washington for southward trains, and from the first convenient point for northward trains.

The Engineman must report if engine stalled, giving the reason, and if from sanders failing, give the cause. He will also report if sand was flowing from both sides before leaving Baltimore.

The conductor must report the cause also, after consultation with the Engineman, and in addition, state if any discomfort suffered by the passengers from gas, smoke, etc.

This report must be sent by wire to the Superintendent.

D3412. 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.

D3413. Conductors of trains with cars containing High Explosives for movement through Union Railroad Tunnel or B. & P. Tunnel must send a message to the Train Dispatcher from Loudon Park, Union Yard, Bay View or Canton, giving the engine number and destination of cars of High Explosives in train, and no train will be permitted to enter these tunnels while a train with a car of High Explosives is passing through the tunnels.

D3414. Rule 701 modified:

When a freight train is stopped for coal or water at a point outside of interlocking limits, the engine need not be detached from the train if in the judgment of the Engineman it is unnecessary.

D3415. Repairs made and material applied to foreign and individual freight cars by train and engine crews, must be reported on Form MP401, by the Conductor, which must be turned in to Car Inspector or Yardmaster, at end of trip for billing purposes.

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 whistle signal as per Time Table Special Instruction D703, 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. Rule 832 amplified:

To the signal equipment required by crossing watchmen or gatemen, add "Fusees" and "Whistle."

Rule 832, fourth paragraph, amplified to read:

"When a train, engine or any type of rail equipment is approaching,"

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

Stony Run Water Station,
Bowie Block Station,
Parkton Station,
York—At warehouse, Duke Street,
Hanover, just north of 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."

Rubber hose connected with standpipes for use in cooling hot boxes are located as follows:

Bowie—North end northward platform.
Bowie—South end southward platform.

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	Baltimore.
Wolfe St. and Aliceanna St	
Aliceanna St. and Ann St	
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.....		Baltimore.
Aliceanna St. and Washington St.....		
Eastern Ave. and Union R. R.....		
15th St. and Union R. R.....		
U. R. & E. Co. Crossing.....	Ship Yard, Sparrow's Point	
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.	
The overhead trolley wire of the Hagerstown & Frederick Railway at the junction track at Frederick is low and will not clear a man on top of a box car. Employes are warned against this danger.		

D3423. High tension power wires, carrying 6600 volts, for the operation of automatic signals and train control, are located as follows:

Along No. 2 track from Automatic Signal No. 17 to Bridge 41.96;

Along No. 1 track from Bridge 41.96 to Howard Tunnel;

Along No. 2 track from Howard Tunnel to transformer house 500 feet east of College Avenue, York. (Between this transformer house and the transformer house 400 feet west of Loucks Mill Road, the wires are in underground conduits);

Along No. 2 track from point 400 feet west of Loucks Mill Road to Wago Junction.

All employes are hereby cautioned as to the great danger of personal injury which would result in case of contact with these wires. Great care must be used in case of wrecks or damage by storm to see that all persons avoid contact with these wires and as far as possible to prevent any material or apparatus from coming into contact with them.

D3424. 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.

D3427. Rule 702 modified:

The end of car toward which the cylinder push rod travels shall be known as "B" end and the opposite end shall be known as "A" end.

D3428. Rule 706 modified:

Uniforms—Designated uniformed employes must wear the standard uniform November 1st to April 30th, both inclusive.

The uniform designated for summer use only, or standard mohair coats, may be worn May 1st to October 31st, both inclusive.

Coats must be buttoned except when trainmen are actually engaged in lifting transportation.

D3429. The following trains, when run on the opposite track through Union Tunnel, will make station stop at Biddle Street Station with the engine up to but not past the gate of the inter-track fence, and the train crews will get the passengers over to the southward platform to board train:

Nos. 8082, 414, 8084, 5084, 8088.

D3430. Effective from time to time, semaphore signals at various points on the Baltimore Division will be changed to position light signals in the same location without further notice.

D3431. Switch lamps will not be lighted on the Green Spring Branch or on the Pope's Creek Branch, except within Bowie Yard Limits.

Air Brake Instructions.

D3432. Rule 5a of Air Brake and Train Air Signal Instructions 99-B-1 changed to read as follows:

5a. (Freight Cars in a Passenger Train)—Must be equipped with a safety valve applied to the brake cylinder, or the brake cylinder pipe, except in emergency cases cars may be operated without this safety valve and the engineman in charge of the

train notified to operate his train brakes under normal operating conditions in such a manner so as to avoid a brake cylinder pressure in excess of 60 lbs. at speeds less than 25 miles per hour. The safety valve when applied must be removed when the car returns to freight service.

D3433. The following paragraph added to Rule 19 of Air Brake and Train Air Signal Instructions No. 99-B-1:

When attaching or detaching helping locomotives in passenger or freight train service, an application and release test of the train brakes must be made from the locomotive in charge of the train. Inspectors or trainmen will note that the rear brakes of train apply and then signal for a release, noting that the rear brakes release. Helping locomotives may be detached from rear of train without making the brake test.

D3434. Trains operating with helper within Baltimore Yard territory will be governed by

Air Brake and Train Air Signal Instructions No. 99-B-1:

Rule 10 to apply for passenger trains,

Rule 10-A to apply for freight trains,

when attaching and detaching leading helper.

Passenger Trains: After attaching helper to head end of train Car Inspectors will assist train crew in making road test.

To release helper from passenger trains; southward trains will stop in the vicinity of Gwynn's Run Yard Office and after helper is released road test of brakes must be made.

Freight Trains: After attaching helper to head end of train road test will be made by applying and releasing of brakes which will be observed on head end of train from a location that will permit passing a signal to leading engine.

To release helper from freight trains; stop will be made by leading engineman and after detaching engine the engineman on leading through engine will release the brakes.

S35. INSPECTION OF PASSING TRAINS.

D3501. Rule 703 amplified:

The following instructions must be observed as far as practicable and other duties will permit. Employes will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

Trainmen of freight and passenger trains will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal members of such trains, calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

Train and engine crews on moving trains will be on the lookout for signals, when passing other trains, interlocking, block, water, coaling and other stations, sidings and points where trackmen are working, and when practicable, exchange signals.

The following signals will be used where other signals are not required:

Hot Journal.

By day—Nose held with one hand, with other hand pointed toward track.

By night—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.

By day—Hands shoved in sliding motion out from body.

By night—Lamp raised and held stationary.

***Brakes Sticking.**

Stop Signal.

Broken Wheels, Defective Truck, Dragging Brake Connection, Lading Shifted Over Side or End of Car, Swinging Car Door, or Any Other Dangerous Conditions.

NAME _____ HOME DIVISION _____ OCCUPATION _____

QUALIFIED FOR SERVICE

Part of Zone Qualified for

GENERAL ORDERS.

This Time Table must contain General Orders beginning with General Order No. 1301.

General Order No. 1301, Zone A.
General Order No. 1301, Zone B.
General Order No. 1301, Zone C.

Effective 12.01 A. M., Sunday, April 26, 1931:

Baltimore Division Time Table No. 13 and Washington Yard Time Table No. 13 take effect 12.01 A. M., Sunday, April 26, 1931, and contain the necessary instructions issued in General Orders up to and including

No. 1216, Zone A,
No. 1212, Zone B,
No. 1209, Zone C,

all of which must be removed from bulletin boards.

Each employee must carefully examine Time Table No. 13 to see that his copy is complete, with all schedule pages properly lined up, and note the changes.

Employees must turn in old time tables to Bulletin Board Attendants after the new time tables take effect.

All special instructions and the schedule of trains in the Washington Yard Time Table also appear in Baltimore Division Time Table No. 13, therefore, Washington Yard Time Table No. 13 is for use of employees of the R. F. & P. R. R., Southern Railway, C. & O. Ry. and B. & O. R. R., and will not be delivered to Pennsylvania Railroad train service employes.

(a) Ashland Passing Siding blocked with stored cars.

This General Order is printed in Baltimore Division Time Table No. 13 and in Washington Yard Time Table No. 13, and will not be issued in sticker form.

