

J. C. Bunn

The Pennsylvania Railroad

EASTERN REGION

Southern Division

BALTIMORE DIVISION

Time Table No. 17

In effect 12.01 A. M., Sunday, April 30, 1933

FOR THE GOVERNMENT OF EMPLOYES ONLY

EASTERN STANDARD TIME

W. C. HIGGINBOTTOM,
General Manager.

C. E. WHITLOCK,
General Superintendent.

G. M. SMITH,
Superintendent.

J. M. SYMES,
Supt. Passenger Transportation.

N. S. MENAUGH,
Supt. Freight Transportation.

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2025

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NORTH POINT TO WASHINGTON

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from North Point	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						N	S	Both
I		B			NORTH POINT			
I		BB	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.			
					HILLEN JCT.			
					BALTIMORE			
I		B	0.2	5.5	B. & P. JUNCTION			
			0.2	5.7	PENNA. AVENUE			
I		B	0.9	6.6	FULTON JUNCTION			
			0.9	7.5	EDMONDSON			
I		B	0.7	8.2	GWYNNS RUN			
			0.8	9.0	FREDERICK ROAD			
			0.6	9.6	LOUDON PARK			
			0.3	9.9	ARBUTUS			
			2.1	12.0	HALETHORPE			
I		B	0.7	12.7	WINANS			
			0.6	13.3	PATAPSCO			
			1.3	14.6	STONY RUN			
			2.0	16.6	HARMAN			
			1.8	18.4	SEVERN		68	57
I		B	1.4	19.8	ODENTON			
			3.5	23.5	PATUXENT			
			2.8	26.1	ANDERSON			
	P		0.8	26.9	ARUNDEL			
			1.1	28.0	JERICHO PARK			
I		B	1.2	29.2	BOWIE			
			1.1	30.3	SPRINGFIELD			
			1.3	31.6	GLENNDALE			
	P		1.2	32.8	SEABROOK			
			1.6	34.6	LANHAM			
I		B	1.4	35.8	LANDOVER			
			2.7	38.5	Magruder			
			1.5	40.0	TUXEDO		Branch	
I		B	4.3	44.3	NEW YORK AVE. (W. T.)			
			1.3	45.6	WASHINGTON			

SPARROW'S POINT TO CANTON JUNCTION

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Sparrow's Point	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						N	S	Both
I		B	0.9	0.9	SPARROW'S POINT			
I			0.1	1.4	TIN MILL			
			0.1	1.5	SHIP YARD			
		IB	0.7	2.2	N.E. BEAR CR'K BR'DGE			
			0.7	2.9	SOLLERS			
			1.1	4.3	TURNER			
			0.7	4.7	DUNDALK			
			0.4	5.1	ST. HELENA			
I		B	0.3	5.4	SUTTON			
			0.6	6.0	POINT BREEZE			
			0.4	6.4	16th STREET			
			0.3	6.7	FIFTH AVENUE			
I		B	0.6	7.3	YD. MASTER'S OFFICE			
			0.2	7.5	UNION CROSSING			
I		B	0.9	8.4	HIGHLANDTOWN			
		0.1	8.5	ORANGEVILLE				
					CANTON JUNCTION			

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

Tin Mill.....	Closed.....	Weekdays 4.18 P. M. to 6.35 A. M. Sundays continuously.
Ship Yard Interlocking...	Closed.....	Weekdays Except Friday and Saturday, 5.30 P. M. to 6.45 A. M. Friday 5.30 P. M. to 6.45 A. M. Monday.
†Sollers.....	Unattended, controlled by Tin Mill. When Tin Mill is closed con- trolled by 16th Street.	

(I) Interlocking Station and Plant.

(P) Interlocking Plant.

(B) Block Station.

LANDOVER TO SOUTH END

			Dist. between Stations	Dist. from Landover.	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
Interlocking Station and Plant	Interlocking Plant	Block Station				N	S	Both
I		B	5.2	5.2	LANDOVER			
I		B	2.7	7.9	ANACOSTIA			
I		B	0.4	8.3	VIRGINIA AVENUE			
I		B	1.8	10.1	SEVENTH STREET			
					SOUTH END			

BOWIE TO POPE'S CREEK

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

(I) Interlocking Station and Plant.

(P) Interlocking Plant.

(B) Block Station.

NOTE.—Block Stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations.

†Collington...	Unattended, controlled by Bowie.	Weekdays 8.00 A. M. to 5.00 P. M.
†Marlboro...	Unattended, controlled by Bowie.	Weekdays 8.00 A. M. to 5.00 P. M.
†Brandywine.	Unattended, controlled by Bowie.	Weekdays 8.00 A. M. to 5.00 P. M.
†White Plain.	Unattended, controlled by Bowie.	Weekdays 8.00 A. M. to 5.00 P. M.
†Cox.....	Unattended, controlled by Bowie.	Weekdays 8.00 A. M. to 5.00 P. M.
†Pope's Creek	Unattended, controlled by Bowie.	Weekdays 8.00 A. M. to 5.00 P. M.

BALTIMORE TO HARRISBURG

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Baltimore Calvert Station	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						W	E	Both
			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			
			0.9	2.1	B. & P. JUNCTION			
			1.2	3.3	MT. VERNON			
			2.7	6.0	WOODBERRY			88
			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			
I		B	2.8	34.3	BENTLEY SPRINGS			
			2.4	36.7	FREELAND			
			0.4	37.1	SUMMIT GROVE			
			1.5	38.6	NEW FREEDOM			95 95
			2.4	41.0	SHREWSBURY			
			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			
I		B	3.3	52.3	GLATFELTER			
I		B	3.4	55.7	BRILHART			
			1.5	57.2	GRANTLEY			110
			1.3	58.5	YORK			
			3.1	61.6	LOUCKS			
			3.3	64.9	EMIGSVILLE			
			1.7	66.6	MT. WOLF			
					WAGO JUNCTION			
					YORK HAVEN (Phila. D.)			
					CLY			
				84.4	HARRISBURG			

NOTE.—Block Stations are open continuously except—

Parkton..... Closed Weekdays 3.01 P. M. to 7.01 A. M.

Sunday 12.01 A. M. to 11.59 P. M.

Summit Grove... Closed 3.30 P. M. Saturdays to 7.30 A. M. Mondays.

GREEN SPRING BRANCH

Interlocking Station and Plant	Interlocking Plant	Block Station	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	CHATTOLANEE			
			0.4	8.2	GARRISON FOREST			
		IB	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.

(I) Interlocking Station and Plant. (P) Interlocking Plant.
(B) Block Station.

CLAREMONT BRANCH

Interlocking Station and Plant	Interlocking Plant	Block Station	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 Station and Plant	Interlocking Plant	Block Station	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 Station and Plant	Interlocking Plant	Block Station	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 Station and Plant	Interlocking Plant	Block Station	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 Station and Plant	Interlocking Plant	Block Station	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	BAY VIEW UNION CROSSING PRESIDENT STA.	

COLUMBIA TO FREDERICK

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Columbia	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
						N	S	Both
		B			COLUMBIA (Phila. Div.)			
				1.2	WRIGHTSVILLE			
				1.2	EWING PASSING			
				0.7	STRICKLER			47
				3.0	HELLAM			
		†B		1.1	CAMPBELL			26
		B		3.7	ROCKBURN			
I		B		2.2	YORK			22
				1.7	WEST YORK PASSING			70
		†B		1.6	PALMERS			
				1.7	GRAYBILL			24
				2.0	BAIR			
		†B		3.1	SPRING GROVE			50
				8.5	HANOVER			50
		†B		0.4	FISHER			
				3.6	SELL			
		†B		3.1	LITTLESTOWN			29
				2.0	KINGSDALE			
				2.7	GALT			
		†B		2.9	TANEYTOWN			33
				5.4	KEYMAR			
				0.3	KEYMAR PASSING			
				0.1	JCT. UNION BRIDGE BR.			32
				1.9	LADIESBURG			
				1.9	NEW MIDWAY			
				1.2	LeGORE			
	B			1.1	WOODSBORO			23
	†B			4.4	WALKERSVILLE			
				1.1	FOUNTAIN ROCK			
		†B		4.9	FREDERICK			
				0.3	B. & O. JUNCTION			

UNION BRIDGE BRANCH

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist between Stations	Dist. from Junction Union Bridge Branch	STATIONS	Sidings assigned direc'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	
†Palmers....	Unattended, controlled by York.	
†Spring Grove	Unattended, controlled by York.	
†Fisher.....	Unattended, controlled by York.	
†Littlestown.	Unattended, controlled by York.	
Taneytown..	Attended.....	Weekdays 8.00 A. M. to 5.00 P. M.
†Taneytown.	Unattended, controlled by York.....	Weekdays 5.00 P. M. to 8.00 A. M. Sunday continuously.
Woodsboro...	Closed.....	Weekdays 5.00 P. M. to 8.00 A. M. Sunday 12.01 A. M. to 11.59 P. M.
†Walkersville	Unattended, controlled by Woodsboro. When Woodsboro is closed controlled by York.	
†Frederick...	Unattended, controlled by Woodsboro. When Woodsboro is closed, controlled by York.	

FIRST CLASS

STATIONS	147	141	WM 1	
	DAILY	DAILY	DAILY EX. SUN.	
Leave	P. M.	P. M.	A. M.	
30th ST. (Phila.) (P.T.)	\$ 11.46	\$ 11.57		
SPARROW'S POINT				
TIN 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	1.38	1.50		
BAY VIEW	1.40	1.52		
CANTON JUNCTION	1.41	1.53		
BIDDLE STREET	1.44	1.56		
UNION JUNCTION	1.47	1.59	3.28	
BALTIMORE	\$ 1.48	\$ 2.00		
BALTIMORE	1.56	2.05	\$ 3.33	
B. & P. JUNCTION	1.57	2.06	3.34	
PENNA. AVE.				
FULTON JUNCTION	2.01	2.10	3.38	
EDMONDSON				
GWYNNS RUN	2.03	2.13		
FREDERICK ROAD				
LOUDON PARK				
ARbutus				
HALETHORPE				
WINANS	2.09	2.20		
PATAPSCO				
STONY RUN				
HARMAN				
SEVERN	2.16	2.27		
ODENTON	2.20	2.31		
PATUXENT				
ANDERSON	2.24	2.35		
ARUNDEL				
JERICHO PARK				
BOWIE	2.28	2.39		
SPRINGFIELD				
GLENNDALE				
SEABROOK	2.33	2.44		
LANHAM				
LANDOVER	2.38	2.48		
UXEDO				
NEW YORK AVE. (W.T.)	2.47	2.57		
WASHINGTON	\$ 2.50	\$ 3.00		
Arrive	A. M.	A. M.	A. M.	
	147	141	WM 1	

FIRST CLASS

FIRST CLASS

STATIONS	5135	173	5101	
	DAILY EX. SUN.	DAILY	DAILY	
Leave	A. M.	A. M.	A. M.	
30th ST. (Phila.) (P.T.)		\$ 4.21		
SPARROW'S POINT				
TIN 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		6.27		
BAY VIEW		6.29		
CANTON JUNCTION		6.30		
BIDDLE STREET		6.33		
UNION JUNCTION		6.36		
BALTIMORE	\$ 6.37			
BALTIMORE	\$ 6.43	6.50	\$ 7.01	
B. & P. JUNCTION	6.44	6.51	7.02	
PENNA. AVE.				
FULTON JUNCTION	6.48	6.55	7.06	
EDMONDSON	\$ 6.50			
GWYNNS RUN	6.51	6.58	7.09	
FREDERICK ROAD				
LOUDON PARK				
ARbutus				
HALETHORPE	E 6.57			
WINANS	6.59	7.04	7.15	
PATAPSCO	\$ 7.03			
STONY RUN				
HARMAN	\$ 7.10			
SEVERN	\$ 7.15	7.11	7.22	
ODENTON	\$ 7.20	7.15	7.26	
PATUXENT	F 7.25			
ANDERSON	7.26	7.20	7.30	
ARUNDEL				
JERICHO PARK	F 7.31			
BOWIE	\$ 7.40	7.24	7.34	
SPRINGFIELD	\$ 7.43			
GLENNDALE	\$ 7.46			
SEABROOK	\$ 7.49	7.29	7.39	
LANHAM	\$ 7.52			
LANDOVER	\$ 7.58	7.33	7.43	
TUXEDO	\$ 8.03			
NEW YORK AVE. (W. T.)	8.12	7.42	7.52	
WASHINGTON	\$ 8.15	\$ 7.45	\$ 7.55	
Arrive	A. M.	A. M.	A. M.	
	5135	173	5101	

FIRST CLASS

#5137	WM 43	*#5181	5105	8073
DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	DAILY EX. SUN.
A. M.	A. M.	A. M.	A. M.	A. M.
				\$ 7.15
				\$ 7.19
				7.24
				F 7.25
WILL NOT RUN MAY 30, JULY 4, SEPT. 4, 1933.		WILL NOT RUN MAY 30, JULY 4, SEPT. 4, 1933.		F 7.28
				7.31
				\$ 7.32
				7.34
				\$ 7.35
				\$ 7.38
				7.38
				D 7.42
		7.23		7.46
				\$ 7.47
\$ 7.20	\$ 7.25	\$ 7.30	\$ 7.43	
7.21	7.26	7.31	7.44	
\$ 7.25	7.30	7.36	7.48	
\$ 7.27				
7.28		7.38	7.50	
\$ 7.30				
\$ 7.34				
7.35		7.44	7.57	
7.42		7.52	8.04	
\$ 7.46		\$ 7.56	8.08	
7.52		8.01	8.12	
\$ 8.00		\$ 8.06	8.16	
8.05			8.19	
8.09			8.23	
8.17			8.32	
\$ 8.20			\$ 8.35	
A. M.	A. M.	A. M.	A. M.	A. M.
5137	WM 43	5181	5105	8073

FIRST CLASS

STATIONS	5103 DAILY	429 DAILY EX. SUN.	401 DAILY	
Leave	A. M.	A. M.	A. M.	
30th ST. (Phila.) (P.T.)			\$ 6.39	
SPARROW'S POINT				
TIN 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		8.01	8.23	
BAY VIEW		Z 8.04	8.25	
CANTON JUNCTION		8.06	8.26	
BIDDLE STREET		D 8.10	8.28	
UNION JUNCTION		8.14	8.31	
BALTIMORE		\$ 8.15		
BALTIMORE	8.06		\$ 8.33	
B. & P. JUNCTION	8.07		8.34	
PENNA. AVE.				
FULTON JUNCTION	8.11		8.38	
EDMONDSON				
GWYNNS RUN	8.14		8.40	
FREDERICK ROAD				
LOUDON PARK				
ARbutus				
HALETHORPE				
WINANS	8.20		8.46	
PATAPSCO				
STONY RUN				
HARMAN				
SEVERN	8.27		8.53	
ODENTON	8.31		8.57	
PATUXENT				
ANDERSON	8.35		9.01	
ARUNDEL				
JERICHO PARK				
BOWIE	8.39		9.06	
SPRINGFIELD				
GLENNDALE				
SEABROOK	8.43		9.09	
LANHAM				
LANDOVER	8.48		9.14	
UXEDO				
NEW YORK AVE. (W. T.)	8.57		9.22	
WASHINGTON	\$ 9.00		\$ 9.25	
Arrive	A. M.	A. M.	A. M.	
	5103	429	401	

FIRST CLASS

STATIONS	FIRST CLASS		
	169	5227	115
	DAILY	SUNDAY ONLY	DAILY
Leave	A. M.	P. M.	A. M.
30th ST. (Phila.) (P.T.)	\$ 10.07		\$ 11.17
SPARROW'S POINT			
TIN 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	11.59	12.07	12.59
BAY VIEW	12.01	12.09	1.01
CANTON JUNCTION	12.02	12.11	1.02
BIDDLE STREET	12.05	D 12.14	1.04
UNION JUNCTION	12.08	12.17	1.07
BALTIMORE		\$ 12.18	
BALTIMORE	\$ 12.13		\$ 1.09
B. & P. JUNCTION	12.14		1.10
PENNA. AVE.			
FULTON JUNCTION	12.18		1.14
EDMONDSON			
GWYNNS RUN	12.20		1.16
FREDERICK ROAD			
LOUDON PARK			
ARbutus			
HALETHORPE			
WINANS	12.26		1.28
PATAPSCO			
STONY RUN			
HARMAN			
SEVERN	12.33		1.30
ODENTON	12.37		1.34
PATUXENT			
ANDERSON	12.41		1.38
ARUNDEL			
JERICHO PARK			
BOWIE	12.45		1.41
SPRINGFIELD			
GLENNDALE			
SEABROOK	12.49		1.45
LANHAM			
LANDOVER	12.53		1.49
UXEDO			
NEW YORK AVE.(W.T.)	1.02		1.57
WASHINGTON	\$ 1.05		\$ 2.00
Arrive	P. M.	P. M.	P. M.
	169	5227	115

FIRST CLASS

STATIONS	FIRST CLASS			
	121	WM 147	5115	
	DAILY	SUNDAY ONLY	DAILY	
Leave	P. M.	P. M.	P. M.	
30th ST. (Phila.) (P.T.)	\$ 12.26			
SPARROW'S POINT				
TIN 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	2.09			
BAY VIEW	2.11			
CANTON JUNCTION	2.12			
BIDDLE STREET	2.14			
UNION JUNCTION	2.17	3.08		
BALTIMORE				
BALTIMORE	\$ 2.20	\$ 3.10	\$ 3.15	
B. & P. JUNCTION	2.21	3.11	3.16	
PENNA. AVE.				
FULTON JUNCTION	2.25	3.15	3.20	
EDMONDSON				
GWYNNS RUN	2.27		3.22	
FREDERICK ROAD				
LOUDON PARK				
AR BUTUS				
HALETHORPE				
WINANS	2.33		3.28	
PATAPSCO				
STONY RUN				
HARMAN				
SEVERN	2.40		3.35	
ODENTON	2.44		3.39	
PATUXENT				
ANDERSON	2.48		3.43	
ARUNDEL				
JERICHO PARK				
BOWIE	2.51		3.47	
SPRINGFIELD				
GLENNDALE				
SEABROOK	2.55		3.51	
LANHAM				
LANDOVER	2.59		3.56	
UXEDO				
NEW YORK AVE. (W.T.)	3.07		4.04	
WASHINGTON	\$ 3.10		\$ 4.07	
Arrive	P. M.	P. M.	P. M.	
	121	WM 147	5115	

FIRST CLASS

	123 DAILY P. M.	125 DAILY P. M.	WM 121 SUNDAY ONLY P. M.	WM 5 DAILY EX. SUN. P. M.	#8087 DAILY EX. SUN. P. M.
	\$ 1.24	\$ 2.19			
					\$ 4.15
					4.18
					4.19 - 4.25
					4.28
					F 4.29
					F 4.32
					F 4.34
					F 4.35
					4.36
					\$ 4.38
					4.39
					\$ 4.40
					\$ 4.44
	3.10	3.59			
	3.12	4.01			
	3.13	4.02			4.45
	3.15	4.04			D 4.48
	3.18	4.07	4.18	4.38	4.51
					\$ 4.52
	\$ 3.20	\$ 4.09	\$ 4.20	\$ 4.40	
	3.21	4.10	4.21	4.41	
	3.25	4.14	4.25	4.45	
	3.27	4.16			WILL NOT RUN MAY 30, JULY 4, SEPT. 4, 1933.
	3.33	4.22			
	3.40	4.29			
	3.44	4.33			
	3.48	4.36			
	3.51	F 4.40			
	3.55	4.45			
	3.59	4.49			
	4.07	4.57			
	\$ 4.10	\$ 5.00			
	P. M.	P. M.	P. M.	P. M.	P. M.
	123	125	WM 121	WM 5	8087

STATIONS	FIRST CLASS			
	431	WM 21	175	
	DAILY EX SUN.	DAILY EX. SAT. & SUN.	DAILY	
Leave	P. M.	P. M.	P. M.	
30th ST. (Phila.) .. (P.T.)			\$ 3.23	
SPARROW'S POINT ..				
TIN 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 ..	4.47		5.15	
BAY VIEW ..	4.49		5.17	
CANTON JUNCTION ..	4.51		5.18	
BIDDLE STREET ..	D 4.56		N 5.21	
UNION JUNCTION ..	4.59	5.21	5.24	
BALTIMORE ..	S 5.00			
BALTIMORE ..		\$ 5.22	\$ 5.27	
B. & P. JUNCTION ..		5.23	5.28	
PENNA. AVE. ..				
FULTON JUNCTION ..		5.27	5.32	
EDMONDSON ..				
GWYNNS RUN ..			5.34	
FREDERICK ROAD ..				
LOUDON PARK ..				
ARbutus ..				
HALETHORPE ..				
WINANS ..			5.40	
PATAPSCO ..				
STONY RUN ..				
HARMAN ..				
SEVERN ..			5.47	
ODENTON ..			5.51	
PATUXENT ..				
ANDERSON ..			5.55	
ARUNDEL ..				
JERICHO PARK ..				
BOWIE ..			5.59	
SPRINGFIELD ..				
GLENNDALE ..				
SEABROOK ..			6.03	
LANHAM ..				
LANDOVER ..			6.08	
TUXEDO ..				
NEW YORK AVE. (W. T.) ..			6.17	
WASHINGTON ..			\$ 6.20	
Arrive	P. M.	P. M.	P. M.	
	431	WM 21	175	

FIRST CLASS

STATIONS	FIRST CLASS			
	131	5119	177	
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
30th ST. (Phila.) (P.T.)	\$ 5.11		\$ 6.15	
SPARROW'S POINT				
TIN 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	6.50		7.56	
BAY VIEW	6.52		7.58	
CANTON JUNCTION	6.53		7.59	
BIDDLE STREET			8.01	
UNION JUNCTION	6.57		8.04	
BALTIMORE				
BALTIMORE	\$ 6.59	\$ 7.24	\$ 8.06	
B. & P. JUNCTION	7.00	7.25	8.07	
PENNA. AVE.				
FULTON JUNCTION	7.04	7.29	8.11	
EDMONDSON				
GWYNNS RUN	7.06	7.31	8.12	
FREDERICK ROAD				
LOUDON PARK				
ARBUTUS				
HALETHORPE				
WINANS	7.11	7.38	8.18	
PATAPSCO				
STONY RUN				
HARMAN				
SEVERN	7.18	7.48	8.25	
ODENTON	7.21	7.50	8.29	
PATUXENT				
ANDERSON		7.55	8.33	
ARUNDEL				
JERICHO PARK				
BOWIE	7.27	7.59	8.36	
SPRINGFIELD				
GLENNDALE				
SEABROOK	7.31	8.04	8.40	
LANHAM				
LANDOVER	7.35	8.08	8.44	
TUXEDO				
NEW YORK AVE. (W. T.)	7.42	8.17	8.52	
WASHINGTON	\$ 7.45	\$ 8.20	\$ 8.55	
Arrive	P. M.	P. M.	P. M.	
	131	5119	177	

FIRST CLASS

	1049 SEE NOTE	5121 DAILY	135 DAILY	435 DAILY	139 DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
			\$ 7.16		\$ 8.36
	NOTE:-				
	FIRST TRIP				
	JUNE 25th				
	WILL RUN				
	SUNDAYS ONLY				
	EXCEPT				
	SEPT. 3rd				
	WILL ALSO RUN				
	JULY 4th and				
	SEPT. 4th.				
	8.07		9.03	9.38	10.23
	8.09		9.05	9.40	10.25
	8.10		9.06	9.41	10.26
	8.12		9.08	9.44	10.29
	8.15		9.11	9.47	10.32
			\$ 9.48		
	\$ 8.17	\$ 9.09	\$ 9.15		\$ 10.37
	8.18	9.10	9.16		10.38
	8.22	9.14	9.20		10.42
	8.24	9.16	9.22		10.44
	8.29	9.22	9.29		10.50
	8.36	9.29	9.36		10.58
	8.39	9.32	9.40		11.02
	8.43	9.36	9.44		11.06
	8.46	F 9.40	9.48		11.10
	8.50	9.44	9.53		11.14
	8.54	9.48	9.58		11.18
	9.02	9.57	10.07		11.27
	\$ 9.05	\$ 10.00	\$ 10.10		\$ 11.30
	P. M.	P. M.	P. M.	P. M.	P. M.
	1049	5121	135	435	139

WASHINGTON TO NORTH POINT

STATIONS	FIRST CLASS		
	102	110	108
	Arrive	A. M.	A. M.
30th ST. (Phila.) (P.T.)	\$ 3.37	\$ 4.42	\$ 4.52
SPARROW'S POINT			
TIN 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	1.42	2.53	3.04
BAY VIEW	1.40	2.51	3.02
CANTON JUNCTION	1.39	2.50	3.01
BIDDLE STREET	1.36	2.47	2.58
UNION JUNCTION	1.33	2.44	2.55
BALTIMORE	1.32	\$ 2.43	\$ 2.54
BALTIMORE	\$ 1.18		
B. & P. JUNCTION	1.17	2.34	2.47
PENNA. AVE.			
FULTON JUNCTION	1.13	2.30	2.43
EDMONDSON			
GWINNS RUN	1.10	2.28	2.40
FREDERICK ROAD			
LOUDON PARK			
AR BUTUS			
HALETHORPE			
WINANS	1.04	2.22	2.34
PATAPSCO			
STONY RUN			
HARMAN			
SEVERN	12.57	2.15	2.27
ODENTON	12.53	2.11	2.23
PATUXENT			
ANDERSON	12.50	2.08	2.19
ARUNDEL			
JERICHO PARK			
BOWIE	12.47	2.05	2.15
SPRINGFIELD			
GLENNDALE			
SEABROOK	12.43	2.01	2.11
LANHAM			
LANDOVER	12.38	1.56	2.06
UXEDO			
NEW YORK AVE. (W. T.)	12.28	1.48	1.58
WASHINGTON	\$ 12.25	\$ 1.45	\$ 1.55
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY
	102	110	108

FIRST CLASS

400	112	118	410	8070	#8072
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 6.22	\$ 7.12	\$ 7.23			
				\$ 6.40	
				\$ 6.35	
				7.13	
				6.31	7.09
				\$ 6.28	F 7.07
				\$ 6.22	
				F 6.20	
					F 7.03
				6.16	7.02
				\$ 6.15	\$ 7.01
				6.12	6.58
				\$ 6.11	\$ 6.56
				\$ 6.08	\$ 6.52
3.55	5.23	5.30	5.57		
3.53	5.21	5.28	5.55		
3.52	5.20	5.27	5.53	6.07	6.51
3.49	5.17	5.24	\$ 5.50	\$ 6.05	\$ 6.49
3.46	5.14	5.21	5.46	6.01	6.46
3.45	5.13	5.20	\$ 5.45	\$ 6.00	\$ 6.45
\$ 3.20	\$ 4.59	\$ 5.17			
3.19	4.57	5.16			
3.15	4.53	5.12			
3.12	4.50	5.10			
3.06	4.44	5.04			
2.59	4.37	4.57			
2.55	4.33	4.53			
2.51	4.29	4.49			
2.47	4.25	4.46			
2.43	4.21	4.41			
2.38	4.16	4.36			
2.28	4.08	4.28			
\$ 2.25	\$ 4.05	\$ 4.25			
* A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	MON., TUE. & WED. ONLY.
400	112	118	410	8070	8072

WASHINGTON TO NORTH POINT

STATIONS	FIRST CLASS		
	5240	WM 20	402
Arrive	A. M.	A. M.	A. M.
30th ST. (Phila.) (P.T.)			
SPARROW'S POINT			
TIN 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	7.27		7.57
BAY VIEW	7.25		7.55
CANTON JUNCTION	7.24		7.54
BIDDLE STREET	\$ 7.20		\$ 7.50
UNION JUNCTION	7.16	7.42	7.46
BALTIMORE	\$ 7.15	\$ 7.41	\$ 7.45
BALTIMORE			
B. & P. JUNCTION		7.40	
PENNA. AVE.			
FULTON JUNCTION		7.36	
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			
TUXEDO			
NEW YORK AVE. (W. T.)			
WASHINGTON			
Leave	A. M.	A. M.	A. M.
	SUNDAY ONLY	DAILY EX SUN.	DAILY EX SUN.
	5240	WM 20	402

FIRST CLASS

WASHINGTON TO NORTH POINT

STATIONS	FIRST CLASS		
	WM 120	174	128
	Arrive	A. M.	A. M.
30th ST. (Phila.) (P.T.)		\$ 11.49	\$ 12.44
SPARROW'S POINT			
TIN 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	11.00
BAY VIEW		10.00	10.58
CANTON JUNCTION		9.59	10.57
BIDDLE STREET		9.56	10.54
UNION JUNCTION	9.43	9.53	10.51
BALTIMORE	\$ 9.42	\$ 9.52	\$ 10.50
BALTIMORE			
B. & P. JUNCTION	9.41	9.48	10.48
PENNA. AVE.			
FULTON JUNCTION	9.37	9.44	10.44
EDMONDSON			
GWYNNS RUN		9.42	10.42
FREDERICK ROAD			
LOUDON PARK			
AR BUTUS			
HALETHORPE			
WINANS		9.37	10.37
PATAPSCO			
STONY RUN			
HARMAN			
SEVERN		9.30	10.30
ODENTON		9.27	10.27
PATUXENT			
ANDERSON		9.23	10.23
ARUNDEL			
JERICHO PARK			
BOWIE		9.20	10.20
SPRINGFIELD			
GLENNDALE			
SEABROOK		9.16	10.16
LANHAM			
LANDOVER		9.11	10.11
UXEDO			
NEW YORK AVE. (W. T.)		9.03	10.03
WASHINGTON		\$ 9.00	\$ 10.00
Leave	A. M.	A. M.	A. M.
	SUNDAY ONLY	DAILY	DAILY
	WM 120	174	128

FIRST CLASS

176	404	132	134	8080	1046
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 1.41		\$ 2.45	\$ 3.47		
				\$ 2.38	
				\$ 2.34	FIRST TRIP
				2.30	JUNE 23rd,
				F 2.28	1933.
				F 2.24	
				F 2.22	
				2.20	
				\$ 2.19	
				2.16	
				\$ 2.14	
				\$ 2.12	
12.00	12.42	1.02	2.02		2.20
11.58	12.40	1.00	2.00		2.18
11.57	12.39	12.59	1.59	2.12	2.17
11.54	A 12.36	12.56	1.56	\$ 2.09	2.14
11.51	12.32	12.53	1.53	2.06	2.11
\$ 11.50	\$ 12.31	\$ 12.52	\$ 1.52	\$ 2.05	\$ 2.10
11.47		12.50	1.49		2.07
11.43		12.46	1.45		2.03
11.41		R 12.43	1.43		G 2.02
		12.43	1.42		2.01
11.36		12.38	1.37		1.56
11.29		12.31	1.30		1.49
11.26		12.27	1.27		1.46
11.22		12.23	1.23		1.42
11.19		12.20	1.20		1.39
11.15		12.16	1.16		1.35
11.11		12.11	1.11		1.31
11.03		12.03	1.03		1.23
\$ 11.00		\$ 12.00	\$ 1.00		\$ 1.20
A. M.	P. M.	NOON	P. M.	P. M.	P. M.
DAILY	SATURDAY ONLY	DAILY	DAILY	DAILY EX.SUN.	FRI. & SAT. ONLY
176	404	132	134	8080	1046

STATIONS	FIRST CLASS		
	5144	142	412
	Arrive	P. M.	P. M.
30th ST. (Phila.) (P.T.)	\$ 4.47	\$ 6.16	
SPARROW'S POINT			
TIN MILL			
N. E. BEAR C'K B'DGE			
SOLLERS			
TURNER			
DUNDALK			
ST. HELENA			
SUTTON			
POINT BREEZE			
18th STREET			
FIFTH AVENUE			
UNION CROSSING			
HIGHLANDTOWN			
ORANGEVILLE			
NORTH POINT		3.02	3.33
BAY VIEW		3.00	3.31
CANTON JUNCTION		2.59	3.30
BIDDLE STREET		2.56	3.27
UNION JUNCTION		2.53	3.24
BALTIMORE	\$ 2.52		3.23
BALTIMORE	\$ 2.55		\$ 3.12
B. & P. JUNCTION	2.54	2.48	3.11
PENNA. AVE.			
FULTON JUNCTION	2.50	2.44	3.07
EDMONDSON	\$ 2.48		
GWYNNS RUN	2.46	2.42	3.05
FREDERICK ROAD	\$ 2.45		
LOUDON PARK			
AR BUTUS	7.137		
HALETHORPE	\$ 2.35		
WINANS	2.32	2.37	2.59
PATAPSCO	F 2.30		
STONY RUN	F 2.27		
HARMAN	F 2.24		\$ 2.53
SEVERN	F 2.21	2.30	2.50
ODENTON	F 2.16	2.27	2.46
PATUXENT	F 2.12		
ANDERSON	2.10	2.23	2.41
ARUNDEL	F 2.08		
JERICHO PARK	F 2.06		F 2.36
BOWIE	S 2.03	2.20	\$ 2.33
SPRINGFIELD	F 1.59		
GLENNDALE	S 1.57		F 2.28
SEABROOK	F 1.54	2.16	F 2.24
LANHAM	S 1.50		F 2.20
LANDOVER	\$ 1.44	2.11	\$ 2.15
TUXEDO	\$ 1.41		
NEW YORK AVE. (W. T.)	1.33	2.03	2.06
WASHINGTON	\$ 1.30	\$ 2.00	\$ 2.03
Leave	P. M.	P. M.	P. M.
	SAT. ONLY	DAILY	DAILY EX. SUN.
	5144	142	412

FIRST CLASS

WASHINGTON TO NORTH POINT

STATIONS	FIRST CLASS		
	WM 2	154	#5136
	Arrive	P. M.	P. M.
30th ST. (Phila.) (P.T.)		\$ 7.59	
SPARROW'S POINT			
TIN MILL			
N. E. BEAR C'K B'DGE			
SOLLERS			
TURNER			
DUNDALK			
ST. HELENA			
SUTTON			
POINT BREEZE			
16th STREET			WILL NOT RUN MAY 30, JULY 4, SEPT. 4, 1933.
FIFTH AVENUE			
UNION CROSSING			
HIGHLANDTOWN			
ORANGEVILLE			
NORTH POINT		6.05	
BAY VIEW		6.03	
CANTON JUNCTION		6.02	
BIDDLE STREET		5.59	
UNION JUNCTION	5.46	5.56	
BALTIMORE	\$ 5.45	\$ 5.55	
BALTIMORE			\$ 6.27
B. & P. JUNCTION	5.44	5.50	6.26
PENNA. AVE.			
FULTON JUNCTION	5.40	5.46	6.22
EDMONDSON		N 5.43	\$ 6.20
GWYNNS RUN		5.42	6.18
FREDERICK ROAD			\$ 6.16
LOUDON PARK			
AR BUTUS			7 6.13
HALETHORPE			\$ 6.11
WINANS		5.37	6.09
PATAPSCO			F 6.07
STONY RUN			
HARMAN			\$ 6.03
SEVERN		5.30	F 6.01
ODENTON		5.27	S 5.57
PATUXENT			F 5.53
ANDERSON		5.23	5.52
ARUNDEL			
JERICHO PARK			F 5.48
BOWIE		5.20	S 5.45
SPRINGFIELD			F 5.42
GLENNDALE			S 5.40
SEABROOK		5.16	S 5.36
LANHAM			S 5.33
LANDOVER		5.11	S 5.28
TUXEDO			S 5.25
NEW YORK AVE. (W. T.)		5.03	5.18
WASHINGTON		\$ 5.00	\$ 5.15
Leave	P. M.	P. M.	P. M.
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.
	WM 2	154	5136

NORTHWARD

33

STATIONS	FIRST CLASS		
	•5140	5116	158
Arrive	P. M.	P. M.	P. M.
30th ST. (Phila.) (P.T.)			\$ 10.04
SPARROW'S POINT			
TIN 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	\$ 7.40	\$ 7.35	\$ 7.50
B. & P. JUNCTION	7.39	7.33	7.48
PENNA. AVE.			
FULTON JUNCTION	7.35	7.29	7.44
EDMONDSON	F 7.32		
GWYNNS RUN	7.30	7.27	7.42
FREDERICK ROAD	F 7.29		
LOUDON PARK			
AR BUTUS	F 7.22		
HALETHORPE	F 7.19		
WINANS	7.18	7.22	7.37
PATAPSCO			
STONY RUN	F 7.14		
HARMAN	F 7.11		
SEVERN	7.08	7.15	7.30
ODENTON	F 7.05	7.12	7.27
PATUXENT	F 7.01		
ANDERSON	7.00	7.08	7.23
ARUNDEL			
JERICHO PARK	F 6.56		
BOWIE	S 6.53	7.05	7.20
SPRINGFIELD	F 6.50		
GLENNDALE	S 6.48		
SEABROOK	S 6.45	7.01	7.16
LANHAM	S 6.42		
LANDOVER	S 6.37	6.56	7.11
TUXEDO	F 6.34		
NEW YORK AVE. (W. T.)	6.28	6.48	7.03
WASHINGTON	\$ 6.25	\$ 6.45	\$ 7.00
Leave	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY
	5140	5116	158

STATIONS	FIRST CLASS			
	*#5181	DAILY EX. SUN.		
Leave	A. M.			
BOWIE.....	\$ 8.25			
COLLINGTON.....	\$ 8.35			
MULLIKIN.....	\$ 8.45			
HALL.....	F 8.50			
LEELAND.....	F 8.57			
HILL.....				
MARLBORO.....	\$ 9.20			
CROOME.....	F 9.33			
DULEY.....	F 9.43			
CHELTENHAM.....	F 9.50			
BRANDYWINE.....	\$ 10.15			
OSBORNE.....	F 10.21			
WALDORF.....	F 10.40			
WHITE PLAIN.....	F 11.05			
LA PLATA.....	F 11.30			
PORT TOBACCO.....	F 11.35			
COX.....	F 11.45			
LOTHAIR.....	F 11.50			
POPE'S CREEK.....	\$ 12.01			
Arrive	P. M.			
	5181			

POPE'S CREEK TO BOWIE—NORTHWARD

STATIONS	FIRST CLASS			
	*#5182	DAILY EX. SUN.		
Arrive	P. M.			
BOWIE.....	\$ 4.20			
COLLINGTON.....	\$ 4.05			
MULLIKIN.....	\$ 3.55			
HALL.....	F 3.45			
LEELAND.....	F 3.40			
HILL.....				
MARLBORO.....	\$ 3.30			
CROOME.....	F 3.01			
DULEY.....	F 2.56			
CHELTENHAM.....	F 2.51			
BRANDYWINE.....	\$ 2.45			
OSBORNE.....	F 2.18			
WALDORF.....	F 2.10			
WHITE PLAIN.....	F 1.50			
LA PLATA.....	F 1.20			
PORT TOBACCO.....	F 12.50			
COX.....	\$ 12.40			
LOTHAIR.....	F 12.30			
POPE'S CREEK.....	\$ 12.20			
Leave	P. M.			
	5182			

Nos. 5181 and 5182 will not run May 30, July 4, Sept. 4, 1933.

WASHINGTON TO SOUTH END

FIRST CLASS

STATIONS

Sou. Ry.
237
DAILY

Leave A. M.

WASHINGTON	\$ 3.05			
VIRGINIA AVE.	3.09			
SEVENTH ST.	3.10			
SOUTH END	3.14			

Arrive

A. M.
Sou. Ry.
237

FIRST CLASS

STATIONS

Leave

WASHINGTON				
VIRGINIA AVE.				
SEVENTH ST.				
SOUTH END				

Arrive

FIRST CLASS

STATIONS

C. & O
205
DAILYR. F. & P.
15
DAILY
EX. SUN.Sou. Ry.
235
DAILY

Leave A. M.

P. M.

P. M.

WASHINGTON	\$ 11.40	\$ 12.01	\$ 1.35	
VIRGINIA AVE.	11.44	12.05	1.39	
SEVENTH ST.	11.45	12.06	1.40	
SOUTH END	11.49	12.10	1.44	

Arrive

A. M.
C. & O.
205P. M.
R. F. & P.
15P. M.
Sou. Ry.
235

FIRST CLASS

STATIONS

Sou. Ry.
229
DAILYSou. Ry.
215
DAILY
EX. SAT.

Leave P. M.

P. M.

P. M.

WASHINGTON	\$ 4.45	\$ 5.05		
VIRGINIA AVE.	4.49	5.09		
SEVENTH ST.	4.50	5.10		
SOUTH END	4.54	5.14		

Arrive

P. M.
Sou. Ry.
229P. M.
Sou. Ry
215

FIRST CLASS

STATIONS

Sou. Ry.
239
DAILYSou. Ry.
241
DAILY

Leave P. M.

P. M.

P. M.

WASHINGTON	\$ 10.40	\$ 11.10		
VIRGINIA AVE.	10.44	11.14		
SEVENTH ST.	10.45	11.15		
SOUTH END	10.49	11.19		

Arrive

P. M.
Sou. Ry.
239P. M.
Sou. Ry.
241

FIRST CLASS

	Sou. Ry. 225 DAILY	R. F. & P. 75 DAILY		
	A. M.	A. M.		
-----	\$ 3.30	\$ 3.35	-----	-----
-----	3.34	3.39	-----	-----
-----	3.35	3.40	-----	-----
-----	3.39	3.44	-----	-----
	A. M.	A. M.		
	Sou. Ry. 225	R. F. & P. 75		

FIRST CLASS

	R. F. & P. 89 DAILY	Sou. Ry. 135 DAILY	R. F. & P. 93 DAILY	Sou. Ry. 211 DAILY
	A. M.	A. M.	A. M.	A. M.
-----	\$ 8.00	\$ 8.30	\$ 9.05	\$ 9.10
-----	8.04	8.34	9.09	9.14
-----	8.05	8.35	9.10	9.15
-----	8.09	8.39	9.14	9.19
	A. M.	A. M.	A. M.	A. M.
	R. F. & P. 89	Sou. Ry. 135	R. F. & P. 93	Sou. Ry. 211

FIRST CLASS

	Sou. Ry. 207 SAT. ONLY	R. F. & P. 25 SAT. ONLY	R. F. & P. 107 DAILY	R. F. & P. 31 DAILY EX. SAT. & SUN.	R. F. & P. 81 DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
-----	\$ 1.45	\$ 1.50	\$ 2.20	\$ 3.20	\$ 3.35
-----	1.49	1.54	2.24	3.24	3.39
-----	\$ 1.50	\$ 1.55	2.25	\$ 3.25	3.40
-----	1.54	1.59	2.29	3.29	3.44
	P. M.	P. M.	P. M.	P. M.	P. M.
	Sou. Ry. 207	R. F. & P. 25	R. F. & P. 107	R. F. & P. 31	R. F. & P. 81

FIRST CLASS

	R. F. & P. 29 DAILY	C. & O. 201 DAILY	R. F. & P. 95 DAILY	Sou. Ry. 231 DAILY	R. F. & P. 83 DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
-----	\$ 5.10	\$ 6.01	\$ 6.30	\$ 7.40	\$ 7.50
-----	5.14	6.05	6.34	7.44	7.54
-----	\$ 5.15	6.06	6.35	7.45	7.55
-----	5.19	6.10	6.39	7.49	7.59
	P. M.	P. M.	P. M.	P. M.	P. M.
	R. F. & P. 29	C. & O. 201	R. F. & P. 95	Sou. Ry. 231	R. F. & P. 83

FIRST CLASS

	C. & O. 203 DAILY	Sou. Ry. 233 DAILY	R. F. & P. 191 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		
-----	11.54	12.04	12.08		
	P. M.	A. M.	A. M.		
	C. & O. 203	Sou. Ry. 233	R. F. & P. 191		

SOUTH END TO WASHINGTON

STATIONS		FIRST CLASS		
		Sou. Ry. 226	R. F. & P. 76	Sou. Ry. 234
Arrive	A. M.	A. M.	A. M.	
WASHINGTON.....	\$ 1.00	\$ 1.05	\$ 1.35	
VIRGINIA AVE.....	12.56	1.01	1.31	
SEVENTH ST.....	12.55	1.00	1.30	
SOUTH END.....	12.48	12.53	1.23	
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. 82	Sou. Ry. 242	
Arrive	A. M.	A. M.		
WASHINGTON.....		\$ 6.35	\$ 6.40	
VIRGINIA AVE.....		6.31	6.36	
SEVENTH ST.....		6.30	6.35	
SOUTH END.....		6.23	6.28	
Leave	A. M.	A. M.		
	DAILY	DAILY		
	R. F. & P. 82	Sou. Ry. 242		

STATIONS		FIRST CLASS		
		R. F. & P. 96		
Arrive	A. M.			
WASHINGTON.....	\$ 10.10			
VIRGINIA AVE.....	10.06			
SEVENTH ST.....	10.05			
SOUTH END.....	9.58			
Leave	A. M.			
	DAILY			
	R. F. & P. 96			

STATIONS		FIRST CLASS		
		C. & O. 204	Sou. Ry. 136	R. F. & P. 14
Arrive	P. M.	P. M.	P. M.	
WASHINGTON.....	\$ 2.30	\$ 3.40	\$ 3.45	
VIRGINIA AVE.....	2.26	3.36	3.41	
SEVENTH ST.....	2.25	\$ 3.35	3.40	
SOUTH END.....	2.18	3.28	3.33	
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	C. & O. 204	Sou. Ry. 136	R. F. & P. 14	

STATIONS		FIRST CLASS		
		R. F. & P. 80		
Arrive	P. M.			
WASHINGTON.....		\$ 10.45		
VIRGINIA AVE.....		10.41		
SEVENTH ST.....		10.40		
SOUTH END.....		10.33		
Leave	P. M.			
	DAILY			
	R. F. & P. 80			

FIRST CLASS

	C. & O. 206	R. F. & P. 192		Sou. Ry. 238
	A. M.	A. M.		A. M.
	\$ 3.30	\$ 3.40		\$ 4.05
	3.26	3.36		4.01
	3.25	3.35		4.00
	3.18	3.28		3.53

	A. M.	A. M.		A. M.
	DAILY	DAILY		DAILY
	C. & O. 206	R. F. & P. 192		Sou. Ry. 238

FIRST CLASS

	Sou. Ry. 232	Sou. Ry. 240	Sou. Ry. 216	R. F. & P. 2	C. & O. 202
	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 6.55	\$ 7.05	\$ 8.10	\$ 8.20	\$ 8.30
	6.51	7.01	8.06	8.16	8.26
	6.50	7.00	\$ 8.05	\$ 8.15	8.25
	6.43	6.53	7.58	8.08	8.18
	A. M.	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY EX. SUN.	DAILY
	Sou. Ry. 232	Sou. Ry. 240	Sou. Ry. 216	R. F. & P. 2	C. & O. 202

FIRST CLASS

	R. F. & P. 72	Sou. Ry. 230	R. F. & P. 10	R. F. & P. 84	R. F. & P. 108
	A. M.	A. M.	A. M.	P. M.	P. M.
	\$ 11.05	\$ 11.35	\$ 11.40	\$ 12.30	\$ 2.25
last Trig 30	11.01	11.31	11.36	12.26	2.21
11.00	11.30	\$ 11.35	12.25	2.20	
10.53	11.23	11.28	12.18	2.13	
	A. M.	A. M.	A. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	R. F. & P. 72	Sou. Ry. 230	R. F. & P. 10	R. F. & P. 84	R. F. & P. 108

FIRST CLASS

	Sou. Ry. 236		Sou. Ry. 212	R. F. & P. 94	
	P. M.		P. M.	P. M.	
	\$ 6.45		\$ 8.40	\$ 8.45	
	6.41		8.36	8.41	
	6.40		\$ 8.35	8.40	
	6.36		8.28	8.33	
	P. M.		P. M.	P. M.	
	DAILY		DAILY	DAILY	
	Sou. Ry. 236		Sou. Ry. 212	R. F. & P. 94	

FIRST CLASS

BALTIMORE TO HARRISBURG

STATIONS	FIRST CLASS		
	51	991	#8023
	DAILY	DAILY	DAILY EX. SUN.
Leave	A. M.	A. M.	A. M.
CALVERT STATION			
BALTIMORE	\$ 12.02	\$ 3.50	
MT. VERNON	12.06	3.53	
WOODBERRY			
MT. WASHINGTON			
BARE HILLS			
HOLLINS	12.15	4.02	
ROCKLAND			
BROOKLANDVILLE			
ROGERS	Green		
LYSTRA			
STEVENSON	S		
ECCLESTON	Spring		
CHATTOLANEE	Br.		
GARRISON FOREST			
TURNPIKE			
GREEN SPRING JCT.			
BRIGHTSIDE			
LAKE			WILL NOT RUN
RUXTON			MAY 30,
RIDERWOOD			JULY 4,
LUTHERVILLE		\$ 4.07	SEPT. 4, 1933
TIMONIUM			
PADONIA			
TEXAS			
COCKEYSVILLE	12.26	F 4.15	
ASHLAND			
PHOENIX			
SPARKS			
GLENCOE			
CORBETT			
MONKTON		F 4.28	
BLUE MOUNT			
WHITE HALL			
GRAYSTONE			
PARKTON	12.48	\$ 4.41	
WALKER			
BENTLEY SPRINGS			
FREELAND		F 4.53	
SUMMIT GROVE	1.04	4.59	
NEW FREEDOM		\$ 5.01	
SHREWSBURY		\$ 5.04	
SEITZLAND		\$ 5.07	
GLEN ROCK		\$ 5.09	
LARUE		F 5.13	
HANOVER JCT.		\$ 5.18	
SMYSER		\$ 5.21	
GLATFELTER		\$ 5.25	
BRILHART		\$ 5.30	
GRANTLEY	1.30	\$ 5.37	
YORK		\$ 5.42	
YORK	\$ 1.40	5.48	\$ 7.53
LOUCKS	1.43	5.51	7.56
EMIGSVILLE		\$ 5.56	\$ 8.01
MT. WOLF		\$ 6.02	\$ 8.07
YORK HAVEN (Phil. D.)		\$ 6.09	\$ 8.13
CLY	1.58	\$ 6.12	\$ 8.16
HARRISBURG	\$ 2.19	\$ 6.42	\$ 8.47
Arrive	A. M.	A. M.	A. M.
	51	991	8023

FIRST CLASS

	8031	8051	971	8021	975
	DAILY	DAILY EX. SUN.	DAILY	DAILY EX. SAT. & SUN.	DAILY
	A. M.	A. M.	A. M.	A. M.	P. M.
	\$ 7.10			\$ 11.00	
	\$ 7.15		\$ 8.40	\$ 11.04	\$ 12.56
	7.18		8.43	11.07	12.59
	\$ 7.21			F 11.10	
	\$ 7.28			\$ 11.16	
	F 7.30			F 11.17	
	F 7.32	\$ 7.33	8.52	F 11.19	1.08
	WILL OPERATE FROM PENNA. STATION, BALTIMORE ON SUNDAY				
		F 7.38			
		F 7.41			
		F 7.44			
		F 7.46			
		F 7.48			
		F 7.50			
		F 7.52			
		F 7.55			
		7.56			
	F 7.33	WILL NOT RUN MAY 30, JULY 4, SEPT. 4, 1933.			
	\$ 7.35			F 11.21	
	\$ 7.37			\$ 11.23	
	\$ 7.39			\$ 11.25	
	\$ 7.43			\$ 11.29	
	\$ 7.46			\$ 11.32	
				F 11.34	
	\$ 7.50			\$ 11.36	
	\$ 7.54		9.03	\$ 11.40	1.19
	\$ 7.56			F 11.42	
	\$ 8.01			F 11.46	
	\$ 8.05			\$ 11.50	
	\$ 8.08			\$ 11.52	
	\$ 8.12			F 11.57	
	\$ 8.15			\$ 11.59	
	F 8.19			F 12.03	
	\$ 8.23			\$ 12.07	
	\$ 8.30		9.25	F 12.09	
				\$ 12.13	1.41
				F 12.16	
				\$ 12.20	
				\$ 12.26	
			9.39	12.31	1.56
			F 9.41	\$ 12.33	
				\$ 12.36	
				F 12.40	
				\$ 12.44	
				F 12.49	
				\$ 12.53	
				\$ 12.56	
				\$ 1.00	
				F 1.05	
			10.07	F 1.10	2.22
				\$ 1.15	
			\$ 10.15		\$ 2.31
			10.18		2.34
			10.34		2.49
			\$ 10.55		\$ 3.12
	A. M.	A. M.	A. M.	P. M.	P. M.
	8031	8051	971	8021	975

STATIONS	FIRST CLASS			
	8027	995	#8033	
	SAT. & SUN.	DAILY EX. SUN.	DAILY EX. SUN.	
Leave	P. M.	P. M.	P. M.	
CALVERT STATION	\$ 1.15	\$ 3.05	\$ 4.30	
BALTIMORE	\$ 1.19	\$ 3.10	\$ 4.34	
MT. VERNON	1.22	3.13	4.37	
WOODBERRY	F 1.25		F 4.40	
MT. WASHINGTON	S 1.31	\$ 3.19	\$ 4.45	
BARE HILLS	F 1.32		F 4.46	
HOLLINS	F 1.34	F 3.21	F 4.48	
ROCKLAND				
BROOKLANDVILLE				
ROGERS				
LYSTRA				
STEVENSON	S			WILL NOT RUN MAY 30, JULY 4, SEPT. 4, 1933.
ECCLESTON				
CHATTOLANEE				
GARRISON FOREST				
TURNPIKE				
GREEN SPRING JCT.				
BRIGHTSIDE				
LAKE	F 1.36		F 4.50	
RUXTON	S 1.38	\$ 3.23	\$ 4.52	
RIDERWOOD	S 1.40	\$ 3.25	\$ 4.54	
LUTHERVILLE	S 1.44	\$ 3.28	\$ 4.58	
TIMONIUM	S 1.47	F 3.31	\$ 5.01	
PADONIA	F 1.49		F 5.03	
TEXAS	S 1.51	\$ 3.35	\$ 5.05	
COCKEYSVILLE	S 1.55	\$ 3.39	\$ 5.08	
ASHLAND	F 1.57	E 3.41	F 5.10	
PHOENIX	F 2.02	F 3.44	F 5.14	
SPARKS	S 2.07	\$ 3.48	F 5.17	
GLENCOE	S 2.09	F 3.51	F 5.19	
CORBETT	F 2.14	F 3.54	F 5.23	
MONKTON	S 2.16	\$ 3.57	F 5.25	
BLUE MOUNT	F 2.20	F 4.02		
WHITE HALL	S 2.24	\$ 4.07	F 5.32	
GRAYSTONE	F 2.26	F 4.09	F 5.33	
PARKTON	S 2.30	\$ 4.14	\$ 5.38	
WALKER	F 2.33	F 4.17		
BENTLEY SPRINGS	S 2.37	\$ 4.21		
FREELAND	S 2.43	\$ 4.27		
SUMMIT GROVE		2.47	4.31	
NEW FREEDOM	S 2.49	\$ 4.34		
SHREWSBURY	S 2.52	\$ 4.37		
SEITZLAND	F 2.56	F 4.41		
GLEN ROCK	S 3.00	\$ 4.45		
LARUE	F 3.05	F 4.50		
HANOVER JCT.	S 3.09	F 4.54		
SMYSER	S 3.12	\$ 4.58		
GLATFELTER	S 3.16	F 5.02		
BRILHART	F 3.21	J. 5.08		
GRANTLEY	F 3.25	F 5.13		
YORK	S 3.30	\$ 5.18		
YORK			5.28	
LOUCKS			5.31	
EMIGSVILLE			F 5.37	
MT. WOLF			S 5.42	
YORK HAVEN (Phil. D.)			S 5.47	
CLY			S 5.50	
HARRISBURG			S 6.18	
Arrive	P. M.	P. M.	P. M.	
	8027	995	8033	

FIRST CLASS

STATIONS	FIRST CLASS		
	565	539	503
	DAILY	DAILY	DAILY
Leave	P. M.	P. M.	P. M.
CALVERT STATION			\$ 11.00
BALTIMORE	\$ 7.42	\$ 9.12	\$ 11.05
MT. VERNON	7.45	9.15	11.09
WOODBERRY			
MT. WASHINGTON			F 11.16
BARE HILLS			
HOLLINS	7.54	9.24	F 11.20
ROCKLAND			
BROOKLANDVILLE			WILL OPERATE FROM
ROGERS			PENNA. STA.
LYSTRA			BALTO., ON
STEVENSON			SUNDAY
ECCLESTON			
CHATTOLANEE			
GARRISON FOREST			
TURNPIKE			
GREEN SPRING JCT.			
BRIGHTSIDE			
LAKE			F 11.22
RUXTON			F 11.24
RIDERWOOD			F 11.25
LUTHERVILLE			F 11.28
TIMONIUM			F 11.31
PADONIA			F 11.33
TEXAS			F 11.35
COCKEYSVILLE	8.06	9.36	F 11.38
ASHLAND			F 11.40
PHOENIX			F 11.44
SPARKS			F 11.48
GLENCOE			F 11.50
CORBETT			F 11.54
MONKTON			F 11.55
BLUE MOUNT			
WHITE HALL			F 12.01
GRAYSTONE			
PARKTON	8.27	9.59	\$ 12.08
WALKER			
BENTLEY SPRINGS			
FREELAND			F 12.19
SUMMIT GROVE	8.44	10.15	12.24
NEW FREEDOM			F 12.26
SHREWSBURY			F 12.29
SEITZLAND			
GLEN ROCK			F 12.34
LARUE			
HANOVER JCT.			
SMYSER			F 12.43
GLATFELTER			
BRILHART			
GRANTLEY	9.11	10.42	12.56
YORK			\$ 1.02
YORK	\$ 9.21	\$ 10.51	
LOUCKS	9.24	10.54	
EMIGSVILLE			
MT. WOLF			
YORK HAVEN (Phil. D.)			
CLY	9.40	11.09	
HARRISBURG	\$ 10.01	\$ 11.30	
Arrive	P. M.	P. M.	A. M.
	565	539	503

FIRST CLASS

FIRST CLASS

HARRISBURG TO BALTIMORE

STATIONS	FIRST CLASS		
	518	8030	50
Arrive	A. M.	A. M.	A. M.
CALVERT STATION		\$ 6.40	
BALTIMORE	\$ 2.40	\$ 6.35	\$ 6.52
MT. VERNON	2.37	6.33	6.49
WOODBERRY		F 6.30	
MT. WASHINGTON		\$ 6.22	
BARE HILLS		F 6.20	
HOLLINS	2.28	F 6.19	6.40
ROCKLAND			
BROOKLANDVILLE			
ROGERS			
LYSTRA			
STEVENSON			
ECCLESTON			
CHATTOLANEE			
GARRISON FOREST			
TURNPIKE			
GREEN SPRING JCT.			
BRIGHTSIDE			
LAKE			
RUXTON		\$ 6.14	
RIDERWOOD		\$ 6.12	
LUTHERVILLE		\$ 6.10	
TIMONIUM		\$ 6.08	
PADONIA		F 6.05	
TEXAS		\$ 6.03	
COCKEYSVILLE	2.16	\$ 6.00	6.27
ASHLAND		F 5.57	
PHOENIX		F 5.53	
SPARKS		F 5.48	
GLENCOE		F 5.46	
CORBETT		F 5.42	
MONKTON		F 5.40	
BLUE MOUNT			
WHITE HALL		F 5.33	
GRAYSTONE		W 5.32	
PARKTON	F 1.56	\$ 5.30	6.04
WALKER			
BENTLEY SPRINGS			
FREELAND			
SUMMIT GROVE	1.44		5.51
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		5.19
YORK	1.03		5.14
YORK	\$ 12.58		\$ 5.09
LOUCKS	12.55		5.06
EMIGSVILLE	F 12.50		
MT. WOLF	F 12.45		
YORK HAVEN (Phil. D.)	F 12.38		
CLY	F 12.35		4.50
HARRISBURG	\$ 12.05		\$ 4.29
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY EX SUN.	DAILY
	518	8030	50

FIRST CLASS

STATIONS	FIRST CLASS		
	8034	*8130	990
Arrive	A. M.	A. M.	A. M.
CALVERT STATION	\$ 9.45		\$11.20
BALTIMORE	\$ 9.41	\$ 10.40	11.17
MT. VERNON	9.87	10.37	F11.15
WOODBERRY	F 9.34	F 10.34	
MT. WASHINGTON	\$ 9.28	\$ 10.27	\$11.10
BARE HILLS		F 10.25	F11.07
HOLLINS	9.25	F 10.24	F11.06
ROCKLAND			Paste
BROOKLANDVILLE	Green		over 1st
ROGERS			Column
LYSTRA	Green		page 51
STEVENSON	S		Time
ECCLESTON	Spring		Table
CHATTOLANEE			No. 17.
GARRISON FOREST	Br		
TURNPIKE			
GREEN SPRING JCT.			
BRIGHTSIDE		F 10.23	F11.02
LAKE	F 9.23	F 10.22	F11.01
RUXTON	\$ 9.22	\$ 10.20	\$10.59
RIDERWOOD	\$ 9.20	\$ 10.18	\$10.57
LUTHERVILLE	S 9.18	\$ 10.15	\$10.54
TIMONIUM	S 9.15	F 10.12	\$10.51
PADONIA	F 9.13	F 10.08	F10.47
TEXAS	S 9.11	S 10.03	\$10.45
COCKEYSVILLE	S 9.08	S 10.00	\$10.42
ASHLAND		S 9.58	\$10.38
PHOENIX		S 9.54	\$10.34
SPARKS	F 8.57	S 9.50	\$10.30
GLENCOE		S 9.48	\$10.28
CORBETT		F 9.44	\$10.24
MONKTON	F 8.52	\$ 9.42	\$10.21
BLUE MOUNT	7 8.49	F 9.38	F10.17
WHITE HALL	F 8.47	S 9.35	\$10.14
GRAYSTONE		F 9.33	
PARKTON	S 8.43	S 9.30	\$10.09
WALKER			F10.05
BENTLEY SPRINGS			\$10.02
FREELAND			\$ 9.57
SUMMIT GROVE			9.52
NEW FREEDOM			\$ 9.49
SHREWSBURY			\$ 9.44
SEITZLAND			F 9.38
GLEN ROCK			\$ 9.36
LARUE			F 9.32
HANOVER JCT.			F 9.28
SMYSER			\$ 9.25
GLATFELTER			F 9.21
BRILHART			F 9.15
GRANTLEY			F 9.10
YORK			9.05
YORK			\$ 8.29
LOUCKS			8.25
EMIGSVILLE			F 8.20
MT. WOLF			\$ 8.14
YORK HAVEN (Phil. D.)			\$ 8.07
CLY			\$ 8.04
HARRISBURG			\$ 7.35
Leave	A. M.	A. M.	A. M.
	DAILY EX. SUN.	SUNDAY ONLY	DAILY EX. SUN.
	8034	8130	990

FIRST CLASS

STATIONS	FIRST CLASS		
	970	994	8134
Arrive	P. M.	P. M.	P. M.
CALVERT STATION			
BALTIMORE	\$ 7.18	\$ 8.02	\$ 8.20
MT. VERNON	7.15	7.59	8.17
WOODBERRY			
MT. WASHINGTON		\$ 7.53	\$ 8.10
BARE HILLS		F 7.51	F 8.08
HOLLINS	7.07	F 7.49	8.06
ROCKLAND			
BROOKLANDVILLE			
ROGERS			
LYSTRA			
STEVENSON			
ECCLESTON			
CHATTOLANEE			
GARRISON FOREST			
TURNPIKE			
GREEN SPRING JCT.			
BRIGHTSIDE			F 8.05
LAKE		F 7.47	F 8.04
RUXTON		S 7.46	S 8.08
RIDERWOOD		S 7.44	S 8.01
LUTHERVILLE		S 7.41	S 7.58
TIMONIUM		F 7.39	S 7.56
PADONIA			F 7.53
TEXAS		S 7.35	S 7.51
COCKEYSVILLE	F 6.55	S 7.32	S 7.48
ASHLAND			S 7.45
PHOENIX		F 7.27	S 7.42
SPARKS		F 7.23	S 7.38
GLENCOE		F 7.20	S 7.35
CORBETT		F 7.16	S 7.31
MONKTON		S 7.14	S 7.29
BLUE MOUNT			
WHITE HALL		S 7.08	S 7.23
GRAYSTONE			F 7.21
PARKTON	Z 6.32	S 7.04	S 7.18
WALKER		F 7.00	
BENTLEY SPRINGS		F 6.58	
FREELAND		F 6.54	
SUMMIT GROVE	6.20	6.48	
NEW FREEDOM		S 6.47	
SHREWSBURY		S 6.43	
SEITZLAND			
GLEN ROCK		S 6.36	
LARUE		F 6.31	
HANOVER JCT.		F 6.28	
SMYSER		S 6.25	
GLATFELTER		S 6.21	
BRILHART		S 6.15	
GRANTLEY	5.49	S 6.10	
YORK	5.44	6.06	
YORK	\$ 5.39	S 6.00	
LOUCKS	5.36	5.57	
EMIGSVILLE		F 5.53	
MT. WOLF	\$ 5.26	S 5.48	
YORK HAVEN (Phil. D.)	F 5.20	S 5.43	
CLY	5.18	F 5.41	
HARRISBURG	\$ 4.55	S 5.15	
Leave	P. M.	P. M.	P. M.
	DAILY	DAILY EX. SUN.	SUNDAY ONLY
	970	994	8134

FIRST CLASS

	974				
	P. M.				
	\$ 9.03				
	9.00				
	8.52				
	F 8.49				
	F 8.45				
	F 8.36				
	\$ 8.15				
	8.04				
	F 8.03				
	7.34				
	7.30				
	\$ 7.23				
	7.20				
	F 7.10				
	F 7.04				
	7.02				
	\$ 6.40				
	P. M.				
	DAILY				
	974				

FIRST CLASS

STATIONS	5521	5641	5523	
	DAILY EX. SUN.	SUNDAY ONLY	DAILY EX. SUN.	
Leave	A. M.	A. M.	A. M.	
COLUMBIA (Phila. Div.)	\$ 6.55		\$ 10.48	
WRIGHTSVILLE	\$ 7.00		\$ 10.53	
EWING PASSING				
STRICKLER			F 10.59	
HELLAM	F 7.10		\$ 11.04	
CAMPBELL	7.12		11.06	
ROCKBURN				
YORK	\$ 7.22		\$ 11.16	
YORK	7.47	\$ 9.00		
WEST YORK PASSING	7.57	9.10		
PALMERS	8.00	9.13		
GRAYBILL				
BAIR				
SPRING GROVE	\$ 8.14	\$ 9.27		
HANOVER	\$ 8.30	\$ 9.45		
HANOVER	8.37			
FISHER	8.39	9.47		
LITTLESTOWN	\$ 8.56	\$ 10.00		
KINGSDALE		F 10.04		
GALT				
TANEYTOWN	\$ 9.17	\$ 10.15		
KEYMAR	\$ 9.28	\$ 10.27		
KEYMAR PASSING	9.29	10.28		
JCT. UNION B'DGE BR.				
LADIESBURG	F 9.34			
NEW MIDWAY				
LeGORE	F 9.39			
WOODSBORO	\$ 9.42	F 10.40		
WALKERSVILLE	\$ 9.55	\$ 10.48		
FOUNTAIN ROCK	F 9.58			
FREDERICK	\$ 10.10	\$ 11.00		
B. & O. JUNCTION				
Arrive	A. M.	A. M.	A. M.	
	5521	5641	5523	

FIRST CLASS

5643 SUNDAY ONLY	5525 DAILY EX.SUN.	5505 DAILY EX.SUN.	5645 SUNDAY ONLY	5647 SUNDAY ONLY	
P. M.	P. M.	P. M.	P. M.	P. M.	
\$ 12.29	\$ 3.10	\$ 7.04	\$ 8.05	\$ 10.54	
\$ 12.34	\$ 3.15	\$ 7.09	\$ 8.10	\$ 10.59	
F 12.39	F 3.21				
\$ 12.44	\$ 3.26				
12.46	3.28	7.19	8.22	11.11	
\$ 12.55	\$ 3.38	\$ 7.29	\$ 8.32	\$ 11.21	
P. M.	P. M.	P. M.	P. M.	P. M.	
5643	5525	5505	5645	5647	

FIRST CLASS

STATIONS	5504	5522	5640	
	Arrive	A. M.	A. M.	A. M.
COLUMBIA (Phila Div.)	\$ 6.27	\$ 9.21	\$ 11.05	
WRIGHTSVILLE	\$ 6.22	\$ 9.16	\$ 11.00	
EWING PASSING				
STRICKLER	F 6.16	F 9.10		
HELLAM	F 6.11	F 9.05		
CAMPBELL	6.09	9.03	10.45	
ROCKBURN				
YORK	\$ 6.00	\$ 8.53	\$ 10.35	
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.	
	DAILY EX SUN.	DAILY EX SUN.	SUNDAY ONLY	
	5504	5522	5640	

FIRST CLASS

	5524		5528	5642	
	P. M.		P. M.	P. M.	
	\$ 1.04		\$ 5.08	\$ 9.28	
	\$ 12.59		\$ 5.03	\$ 9.23	
	F 12.53				
	F 12.48		F 4.62		
	12.46		4.50	9.10	
	\$ 12.37		4.40	\$ 9.01	
			\$ 4.12		
			4.02		
			3.59		
			\$ 3.43		
			3.21		
			\$ 3.09		
			3.07		
			\$ 2.55		
			F 2.45		
			\$ 2.35		
			\$ 2.21		
			2.19		
			F 2.15		
			F 2.09		
			\$ 2.05		
			\$ 1.55		
			\$ 1.42		
	P. M.		P. M.	P. M.	
	DAILY EX SUN.		DAILY	SUNDAY ONLY	
	5524		5528	5642	

TRAINS WAIT FOR CONNECTION.

JUNCTION POINT	TRAIN No.	WAITS UNTIL	FOR TRAIN No.	REMARKS
New Freedom...	544	4.45 P. M.	7	From Stewarts-town R. R.

ADDITIONAL STOPS AND FLAG STATIONS.

Sparrows Point Branch Trains to and from Sparrows Point will stop at Blooming Mill station, located 0.3 mile south of Sparrows Point, and at Wire Mill station, located 0.4 mile south of Tin Mill, to receive and discharge employees of Bethlehem Steel Co.

EXTRA STOPS BY PASSENGER TRAINS.

TRAIN No.	STOP AT	FOR
5133	Ivy City Enginehouse.....	Employees
5141	Ivy City Enginehouse.....	Employees
5140	Ivy City Enginchouse.....	Employees
162	Ivy City Enginehouse.....	Employees
402	B. & O. Overhead Bridge, Bay View...	Employees
410	B. & O. Overhead Bridge, Bay View...	Employees
416	B. & O. Overhead Bridge, Bay View...	Employees
5240	B. & O. Overhead Bridge, Bay View...	Employees
8030	Yardmaster's Office, Mt. Vernon.....	Employees

U. S. MAIL WORK.

STATIONS.	EASTWARD AND SOUTHWARD TRAINS.											
	147	518	151	103	107	574- 5105	990	169	421	994	435	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.....	CD	.....	.....	E	.....	.....
Glen Rock.....	E	.....	.....	E	.....	.....
Shrewsbury.....	E	.....	.....	E	.....	.....
New Freedom.....	E	.....	.....	E	.....	E
Freeland.....	E	.....	.....	E	.....	.....
Bentley Springs.....	E	.....	.....	E	.....	.....
Walker.....	CD	.....	CD	.....	.....	.....
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	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.

STATIONS.	WESTWARD AND NORTHWARD TRAINS.										
	102	110	991	402	174	5102 -971	995	412	5116 -565	162	5120 -51
Harrisburg.....	E	.....	.....	E	E	.....	E	.....	.....
Mt. Wolf.....	E	.....	.....	.....	E	.....	.....	.....	.....
Emigsville.....	E	.....	.....	.....	E	.....	.....	.....	.....
York.....	E	.....	.....	E	E	.....	E	.....	.....
Brilhart.....	E	.....	.....	.....	CD	.....	.....	.....	.....
Glatfelter.....	E	.....	.....	.....	CD	.....	.....	.....	.....
Smyser.....	E	.....	.....	.....	E	.....	.....	.....	.....
Hanover Jct.....	E	.....	.....	.....	CD	.....	.....	.....	.....
Larue.....	CD	.....	.....	.....	.....
Glen Rock.....	E	.....	.....	.....	E	.....	.....	.....	.....
Shrewsbury.....	E	.....	.....	.....	E	.....	.....	.....	.....
New Freedom.....	E	.....	.....	.....	E	.....	.....	.....	.....
Freeland.....	E	.....	.....	.....	E	.....	.....	.....	.....
Bentley Springs.....	E	.....	.....	.....	E	.....	.....	.....	.....
Walker.....	CD	.....	.....	.....	CD	.....	.....	.....	.....
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—SOUTHWARD

STATIONS	B-6	CS-1	B-10	BP-3	MD 11	*5181	NE-1	MD-7	MD-3	MD 13	MD-111	AB-6	BP-125	AC-10	BP-119
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
NORTH POINT	3.45	5.00	5.30	6.50	7.00	7.15	9.16	10.25	2.00	2.26	5.15	7.45	8.45		
BAY VIEW	4.45	5.15	7.00						2.30		7.15	7.45			
HIGHLAND YARD															
PRESIDENT STATION															
BALTIMORE	1.15														
POPE'S CREEK	3.00														
WASHINGTON	3.00		6.45	7.15	10.15	9.30	12.01	12.30	1.30	2.45	5.15	10.15	9.30		
POTOMAC YARD	4.00												11.15	10.10	
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

STATIONS	BP-106	AMD-6	MD-114	MD-6	EC-5	MD-12	MD-26	BP-2	TRS-9	*5182	NE-2	WB-2	MD-18	CS-2	MD-116	AEC-5	BP-102
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
POTOMAC YARD	2.15	5.00		7.00	7.15	7.45	8.15	10.30	11.00								
BENNING																	
POPE'S CREEK																	
BALTIMORE	6.30																
PENNA. PROD TER.	7.30																
CANTON																	
HIGHLAND YARD																	
BAY VIEW																	
NORTH POINT	7.30																
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	

The time shown conveys no time table authority.

ARRANGED FREIGHT TRAIN SERVICE - WESTWARD AND NORTHWARD

STATIONS	YP-2	F-81	B-91	B-91	EC-5	F-95	P-21	EC-1	YE-1	B-1
	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
HIGHLAND YARD.....										
CANTON.....										
MT. VERNON.....										
HOLLINS.....										
GREEN SPRING JCT.....										
FREDERICK.....										
HANOVER.....	12.01	7.30	3.00							
YORK.....	1.00	8.30								
COLUMBIA.....										
CLY.....										
ENOLA.....										
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.

ARRANGED FREIGHT TRAIN SERVICE - SOUTHWARD AND EASTWARD

STATIONS	YP-1	B-90	B-90	P-20	F-80	F-80	F-94	YE-2	B-6	PG-10
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.
ENOLA.....										
CLY.....										
COLUMBIA.....										
YORK.....	2.30	7.30								
HANOVER.....	3.30									
FREDERICK.....										
GREEN SPRING JCT.....										
HOLLINS.....										
MT. VERNON.....										
HIGHLAND YARD.....										
CANTON.....										
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.

The time shown conveys no time table authority.

**THE TICKET OFFICES OF STATIONS NAMED
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.	
	Week- days, ex- cept Sat.	Satur- day			
8070	8080	8080	Biddle Street...		
8031	8035	8035	Calvert Station...	8020	8020
(All trains).....	.....	.....	Baltimore....	(All trains)	
5133	5132	5132	Edmondson....		
5135	5136	5136	Odenton....		
5133	5141	5141	Bowie....		
5181	5182	5181	Marlboro....		
5181	5182	5181	Croome....		
5181	5182	5181	Brandywine....		
5181	5182	5181	Waldorf....		
5181	5182	5181	White Plain....		
5181	5182	5181	La Plata....		
5181	5182	5181	Lothair....		
5181	5182	5181	Pope's Creek....		
8020	8038	8034	Woodberry....		
8031	8035	990	Mt. Washington...		
8020	8038	990	Ruxton....		
8020	8038	990	Riderwood....		
8032	8038	990	Lutherville....		
8020	995	990	Timonium....		
8020	995	990	Texas....		
8032	8038	990	Cockeysville....		
8020	8038	990	Sparks....		
8020	8038	990	Glencoe....		
8020	8038	990	Monkton....		
8020	995	990	White Hall....		
8020	8021	8027	Parkton....		
990	995	990	Freeland....		
990	994	994	New Freedom....		
990	994	990	Shrewsbury....		
990	995	990	Glen Rock....		
991	8021	990	Smyser....		
(All trains).....	.....	.....	York....	(All trains)	
8023	994	990	Emigsville....		
8023	994	502	Mt. Wolf....		
8054	8054	8054	Brooklandville..		
8080	8087	8080	St. Helena....		
8080	8087	8087	Sparrows Point..		
5521	5528	5523	Wrightsville....		
5524	5528	5524	Hellam....		
5521	5528	5521	Spring Grove....		
5521	5528	5521	Hanover....		
5521	5528	5521	Littlestown....		
5521	5528	5521	Taneytown....		
5521	5528	5521	Keymar....		
5521	5528	5521	Woodsboro....		
5521	5528	5521	Walkersville....		
5521	5528	5521	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.

D301. Ⓐ No. 530 pass No. 990 at York Shed Track.

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified:—

The following letters and characters indicate:—

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail, milk, newspapers or marketing.
- G**—Regular stop, Saturday only.
- H**—Regular stop to receive passengers, Saturday only.
- J**—Regular stop to discharge passengers, Saturday only.
- K**—Regular stop, Sunday only, to receive or discharge passengers.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- †**—Unattended Block Station.
- No baggage service.
- ⊕**—No baggage service Sunday.
- ✖**—Passenger train—schedule assigned to gas or gas-electric rail motor cars.
- *—**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.

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 to discharge passengers, Saturday only, April 30th to June 17th.

T—Stop on signal, Friday only, to discharge passengers.

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

V—Regular stop to discharge passengers from Baltimore, daily except Sunday and Monday.

W—Stop on signal to receive passengers, Monday only.

Y—Stop on signal Wednesday and Saturday to receive passengers.

Z—Stop on signal to receive or discharge employees.

●—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.

D601. 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.

S7. ENGINE WHISTLE SIGNALS.

D701. Enginemen will not acknowledge a fusee as prescribed by Rule 14g (o o), when fusee is placed on or near track as required by rule.

Between Washington and North Point, Rule 14h (o o o) will not apply in answering Rule 16d.

D702. Rule 14*l* amplified:

Sound: ————— o o

Indication: Approaching public crossing 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. This will not apply within the limits of Baltimore City where the engine bell must be used.

D703. 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.

D704. Rule 14m (————) will not apply.

D705. 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.

D706. 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 at B. & O. Crossing, Canton, the engine bell will be used to acknowledge switch tender's signal.

S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.

S9. COMMUNICATING SIGNALS.

D901.

Rule 16 amplified:

Sound: (ja) o o o o o o

Indication: When standing—deplete brake pipe pressure.

S10. TRAIN SIGNALS.

D1001. 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.

D1002. Rule 19 modified:

The bottom line under Figure 4, of Rule 19, page 24, modified to read:

"Lights showing yellow to the outside, and red to the rear." and add the following:

NOTE.—Markers will display colors to the rear as prescribed by Figures 5 and 6 when conditions require.

D1003. Rule 21 (a) will apply on double, three or more tracks.

- (a) On single track portions of the 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.

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.** 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.

D1102. 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.

D1103. Rule 34—When calling signals, the name as it appears in the Book of Rules shall be used, omitting the word "signal," except Rule 275.

D1104. 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.

D1105. Between the south end of Bowie Yard and Pope's Creek; between Palmer and Frederick, and on the Green Spring Branch, switch lamps will not be lighted. Third paragraph, Rule 27, not in effect.

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 Jet. and Biddle St.

Between Union Jet. 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.

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...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.
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.

LOCATION.	OTHER DIVISIONS.	ZONES.
Gwynns Run.. Yardmaster's Office	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 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.... Union Crossing Tower	Maryland Philadelphia Phila. Terminal New York R. F. & P. R. R.	A.B.C. A.B. A.B.C. A.B.C.
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	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.... Yardmaster's Office Mt. Vernon	Maryland Philadelphia Wash. Terminal	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..... Hostler's Building at Wye	Philadelphia Wash. Terminal	A.B.

OTHER FOREIGN RAILROADS,
Western Maryland Railway.

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 received 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 Branch.

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.

Severn to Odenton.

Bowie to Seabrook.

Landover to New York Avenue.

Landover to South End.

D1502.

On double or more tracks the current of traffic is as follows:

Between North Point and New York Avenue or South End.**Southward Passenger.**

No. 4 track, North Point to Biddle St.
No. 3 track, Biddle St. to New York Ave.
No. 3 track, Virginia Ave. to South End.

Northward Passenger.

No. 2 track, South End to Virginia Ave.
No. 2 track, New York Ave. to North Point.

Southward Freight.

No. 3 track, North Point to Biddle St.
No. 4 track, Fulton Jct. to Winans.
No. 4 track, Winans to Severn.
No. 4 track, Anderson to Bowie.
No. 3 track, Landover to Virginia Avenue.

Northward Freight.

No. 2 track, Virginia Avenue to Landover.
No. 1 track, Landover to Seabrook.
No. 1 track, Bowie to Odenton.
No. 1 track, Winans to Fulton Jct.
No. 1 track, Biddle St. to North Point.

Baltimore to Wago Jct.**No. 1 Track.**

Wago Junction to switch 190 feet west of Centre Street, Calvert Station.....(Eastward track)

No. 2 Track.

Switch 190 feet west of Centre Street, Calvert Station to Wago Junction.....(Westward track)

Canton Junction to Sollers.**No. 1 Track.**

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

No. 2 Track.

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

D1503. 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 173.

Train 5135 will use No. 4 track from Anderson to Bowie to be passed by Train 5101.

Train 5141 will use No. 4 track from Anderson to Bowie to be passed by Train 129.

Train 5144 will use No. 1 track from Winans to Gwynns Run to be passed by Train 142.

Train 5140 will use No. 1 track from Winans to Gwynns Run to be passed by Train 5116.

S16.**MOVEMENT OF TRAINS.**

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

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

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

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 Union Junction and Calvert Station, observing Manual Block Rule 317a.

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

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.

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.

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.

S16A. Rules 83 and 83a.

D1602. Rule 83. That clearance message C. T. 1246 given by the Signalman without consulting the Dispatcher, be used where information is given to train at its initial station on any Division, or at a junction, or at a point where they pass from double to single track; and where the information is given by the Dispatcher to a train before reaching a point such as above indicated, it should be done by a train order.

Rule 83a. In the application of Rule 83a this information may be given verbally.

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. 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.

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.

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.

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.

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

When freight trains doing work at Glen Rock stand on the circuit controlling the Flasher-light Signals at Main Street Crossing, the Conductor must arrange for a member of the train crew to protect highway traffic passing over the crossing, using a red flag by day and a red light by night.

All trains approaching W. M. Ry. grade crossing at Hanover must stop 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.

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

D1603A. All trains, engines or track cars must stop before proceeding over the following crossings, as indicated:

LOCATION.	FREQUENCY.
Hanover.....Carlisle Street.....	Daily
Hanover.....High Street.....	Daily
Wrightsville.....Front Street.....	Daily
Baltimore.....14th Street.....	Daily
York.....Roosevelt Avenue.....	Sundays
York.....West Market Street.....	Sundays

Movements may then be made by protection of a trainman, member of engine crew or a trackman.

D1603B. Crossing Watchmen are not on duty at the following points as indicated:

LOCATION.	FREQUENCY.
Baltimore. Madison and Buren Streets(Jail Yard)	Daily.
Baltimore. Monument Street.	{ Weekdays from 10.30 P. M. to 6.30 A. M. Sundays all day.
Baltimore. Madison Street and Guilford Avenue.	{ Weekdays from 10.30 P. M. to 6.30 A. M. Sundays all day.
Baltimore. Centre Street.....	{ Daily from 11.45 P. M. to 6.00 A. M.
Baltimore. Conkling Street.....	Sundays.

Attention is called to the speed limit of four miles per hour for this territory; however, extreme caution must be exercised approaching the above listed crossings to insure safety to street traffic.

S16C. Rule 104.

Unless hand-operated switches in main track are listed in the time table as being in charge of a switch tender or a signalman, they must be operated by a member of the train or engine crew using the switch, except as otherwise provided in Rule 104 and at a meeting point where the train holding main track may set switch for opposing train to enter siding.

Trains or engines must approach switches where switch tenders are stationed, prepared to stop and must stop clear of any switch or route unless signal to proceed is received from the switch tender.

A switch tender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed 15 miles per hour.

D1604. Switch tenders are stationed at and have charge of main track switches as indicated:—

LOCATION.	SWITCHES.
B. & O. Crossing, Canton	Trailing Crossover Switches between No. 1 and No. 2 tracks. Facing point switch leading from No. 1 track to third track. Facing point switch leading from No. 1 track to straight track into Canton Yard.
Centre St., Baltimore	End of double track switch. Facing point switches east from single track to: Freight track. No. 2 track, Calvert Station. No. 5 track, Calvert Station. No. 6 track, Calvert Station.

D1604A. The single track between Calvert Station and east end of double track is in charge of switch tender between the hours of 6.00 A. M. and 11.45 P. M., daily, and trains must not use this single track in either direction until given proper proceed signal by the switch tender.

During the time the switch tender is not on duty crews will operate the switch. The normal position of switch is for No. 2 track and crews will operate same accordingly.

Trains must move with the utmost caution, prepared to stop short of any obstruction.

D1604B. The normal position of the switch at end of double track at Sollers is for No. 2 track and crews will operate this switch accordingly.

S16D. Rules 106 and 106a.

S16E. 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.

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, 30th Street, Philadelphia, Wilmington, Atlantic City, Washington, 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 D2506.)

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.

D1612. Unless otherwise notified, eastward freight trains, except B-6, must stop at Block 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.

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.

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.

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.

S18A. 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 timetable 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.

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

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

Bowie,
Pope's Creek,
Sollers and Sparrow's Point,
Wrightsville,
Hanover,
Frederick,

York, Frederick Branch only.

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

S19.

SPEED TABLE.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
Min. Sec.		Min. Sec.		Min. Sec.		Min. Sec.	
0.51	70.59	1.27	41.38	2.02	29.50	2.37	22.93
0.52	69.73	1.28	40.91	2.03	29.27	2.38	22.78
0.53	67.92	1.29	40.45	2.04	29.03	2.39	22.64
0.54	66.66	1.30	40.00	2.05	28.80	2.40	22.50
0.55	65.45	1.31	39.56	2.06	28.57	2.41	22.36
0.56	64.29	1.32	39.13	2.07	28.34	2.42	22.22
0.57	63.16	1.33	38.71	2.08	28.12	2.43	22.08
0.58	62.07	1.34	38.29	2.09	27.91	2.44	21.95
0.59	61.02	1.35	37.89	2.10	27.69	2.45	21.82
1.00	60.00	1.36	37.50	2.11	27.48	2.46	21.69
1.01	59.02	1.37	37.11	2.12	27.27	2.47	21.56
1.02	58.06	1.38	36.73	2.13	27.09	2.48	21.43
1.03	57.14	1.39	36.36	2.14	26.87	2.49	21.30
1.04	56.25	1.40	36.00	2.15	26.67	2.50	21.17
1.05	55.38	1.41	35.68	2.16	26.47	2.51	21.05
1.06	54.55	1.42	35.29	2.17	26.28	2.52	20.93
1.07	53.73	1.43	34.95	2.18	26.09	2.53	20.81
1.08	52.94	1.44	34.61	2.19	25.90	2.54	20.70
1.09	52.17	1.45	34.28	2.20	25.71	2.55	20.58
1.10	51.43	1.46	33.96	2.21	25.53	2.56	20.45
1.11	50.70	1.47	33.64	2.22	25.35	2.57	20.34
1.12	50.00	1.48	33.33	2.23	25.17	2.58	20.22
1.13	49.31	1.49	33.03	2.24	25.00	2.59	20.11
1.14	48.65	1.50	32.73	2.25	24.83	3.00	20.00
1.15	48.00	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.....	40
With freight engines.....	40
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

Sparrow's Point Branch:

With passenger engines.....	45
With freight engines.....	35

Green Spring Branch:

With passenger engines.....	35
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.....	50
	Between Landover and South End (Old Line).....	40
	Between Baltimore and Bay View.....	35
	Between Bay View and Back River Bridge.....	50
Freight trains	Between Baltimore and Wago Jct.....	40
	Pope's Creek Branch.....	35
	Sparrow's Point Branch.....	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:

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
	<hr/>
Total.....	48
Between Cly and York.....	16
Between York and Summit Grove.....	30
Between Summit Grove and Parkton.....	11
Between Parkton and Baltimore.....	39
	<hr/>
Total.....	96

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

Between North Point and New York Avenue or South End:

	Miles per hour	Seconds
Approaching block signal 983 at Edmondson Station. Tracks 3 and 4.....	50	
Approaching block signal 988 at Edmondson Station. 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.		

	Miles per hour	Seconds
While crossing over facing-point crossover between tracks Nos. 2 and 3 located 130 feet south of Fulton Junction tower.....	20	
Fulton Junction Interlocking.....	30	
B. & P. Jct. { After passing all diverging switches.....	18	
All other movements.....	12	
Union Jct. { All movements through interlocking.....	12	
Bay View Interlocking.....	50	
Through B. & P. and Union Tunnels:		
Passenger trains.....	30	
Freight trains.....	20	

Between Baltimore and Wago Junction:

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	

Pope's Creek Branch:

Crossing Main Street, La Plata.....	6	
Over State Road Crossings at Lothair, Waldorf, Brandywine and Marlboro.....	6	

Sparrow's Point Branch:

Passing over the Turnout at north end of double track at Sollers. Northward trains..	30	
Crossing F Street, Sparrow's Point, or between that Street and Sparrow's Point Station....	10	

Green Spring Branch:

Light passenger engines running backward...	20	
---	----	--

Frederick Branch:

Class E-6 engines between Columbia and York.	40	
Class E engines between North End of Columbia 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.

Between North Point and New York Avenue or South End:

LOCATION	Miles per hour	Seconds
Between a point 300 feet north of Patterson Park Avenue and the bridge over Broadway on the Union Railroad.....	45	51
No. 2 Track south of Seventh Street Station, Washington.....	30	16
No. 3 Track south of Seventh Street Station, Washington.....	20	23
Curve at 14th Street, Washington.....	30	18

Between Baltimore and Wago Junction:

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).....	30	20
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
Scitzland 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
Jaeders 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

On curves where speed is restricted between Baltimore and Wago Junction, freight trains must not exceed a speed of 30 miles per hour.

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.

Sparrow's Point Branch:

	Miles per hour	Seconds
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
On curves between F Street, Sparrow's Point and North End of Bear Creek Bridge.....	15	

Green Spring Branch:

Powder Mill curve.....	20	35
Rockland curve.....	20	30

Frederick Branch:

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
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.

BRIDGES.

Location.	Class of Engine.							MILES PER HOUR.	K-4 With 25,000 gallon tenders.	C&O Engines of J-2 Type.
	D	E	G	H	K	L				
North Point to Washington:										
1.89, Milton Ave., Union Railroad.	..	..	..	..	..	..	35	40	..	..
2.97, North of Canton Jct., over Monument St.	..	..	..	..	..	..	..	50	..	..
3.04, North of Canton Jct., over 8th St.	..	..	..	..	..	..	..	60	..	..
104.36, Tracks 2 and 3, Patapsco River.	..	..	..	..	..	..	45	55	..	..
116.04, Tracks 2 and 3, North of Patuxent.	..	..	..	..	..	..	45	55	..	..
118.09, Tracks 2 and 3, North of Arundel.	..	..	..	..	..	..	40	50	..	..
Landover to South End:										
134.35, Eastern Branch.	20	20	20	20	20	20	..	..	..	..
134.35, when running opposite track over draw span.	6	6	6	6	6	6	..	..	..	..
138.45, Potomac River.	10	10	10	10	10	10	..	..	10	..
Baltimore to Wago Junction:										
25.38, East of White Hall.	..	..	..	..	..	..	..	40	..	..
Columbia to Frederick:										
0.65, Columbia.	20	20	20	20	..	20	..	..	..	..
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	10	10	15	..	..	..	..	..	..
6.12, Colgate Creek.	..	..	..	25	..	25	..	..	..	..
Claremont Branch:										
0.60, Wilkins Avenue.	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. 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.	Forward.		MILES PER HOUR.	Forward.
Backward.			Backward.	
15	15	A	15	15
20	20	B	20	20
50	25	H	50	20
50	25	L. M	40	20
70	30	D. E. G. K.	55	20

	MILES PER HOUR		
	PASSENGER		FREIGHT
D2004.			
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.

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

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.

D2007. 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.

D2008. 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.

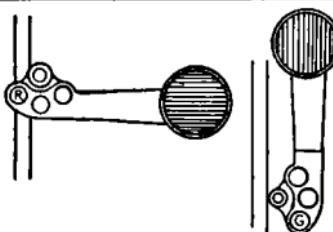
D2009.**VARIOUS.**

	Miles per hour
Over turnouts and crossovers not interlocked.....	10
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
Trains 5521 and 5528 at Menges Mills, Sell and Harmony Grove, for receipt or delivery of U. S. Mail.....	15
Local trains passing stations at which they do not stop to permit newspapers to be thrown off.....	15
M-1 Engines over all turnouts, Bayview Yard, Canton Yard and Orangeville Engine House.....	10

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.** 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).

D2202. Unless it is known that gasoline motor cars, and cars of similar type or construction, will operate Automatic Block signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in Automatic Block system 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.

D2203. 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.

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 move to or from the Frederick Branch, crews must report their trains clear of either the Frederick Branch, or Main Line, to the Signalman at York, when such movements have been made.

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,
Sparrow's Point Branch,
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.

D2307.

(To be printed on green paper, size $5\frac{1}{2} \times 3\frac{1}{2}$.)FORM
KTHE PENNSYLVANIA RAILROAD
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.

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.

D2309. Clearance Card, Form K, authorizing a train to pass one or more unattended block stations without stopping, is annulled when train clears the main track and reports clear of the block.

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 Cab Signal Rules 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. 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.

D2505. 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.

D2506. Rules 505c and 505d modified:

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

D2507. Rule 505g modified:

Position light dwarf signal in service on Catonsville Branch 5614 feet south of Gwynns Run tower will govern movement from Catonsville Branch northward on No. 4 track to Gwynns Run home interlocking signal. After securing block permission from the Signalman at Gwynns Run and proper signal indication at Catonsville Branch Connection trains are authorized to proceed northward on No. 4 track to Gwynns Run Block Station without train order.

D2508. The eastward block 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.

S25A. Rule 505a.

S25B. CAB SIGNAL RULES.

D2509. Definitions.

Cab Signal—Four-indication position light 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 continuous automatic train control in operative condition for the direction in which it is to move 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 controlled 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.

Westward—From Block 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.

Eastward—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.

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 controlled 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—
 ① Moving against the current of traffic (unless track is equipped for movement against current of traffic).
 ② Pushing cars.
 ③ 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 controlled 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.

For westward trains: Approaching Block Signal N-11, B. & P. Junction.

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

For eastward trains: **Hollins**—Between Distant Signal 74 and first eastward home signal located on signal bridge, Green Spring Branch.

The following rules are in effect:

1. Except as provided in paragraph 5-a, a non-equipped engine or train must not be dispatched from any of the following terminals or Divisions for movement in cab signal territory:
 - Potomac Yard
 - Washington
 - Baltimore Division
 - Philadelphia Division
 - Maryland Division
 - Philadelphia Terminal Division
2. The required departure tests must be made by the Engineman before entering cab signal territory. Testing sections additional to those at terminals located.....
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 an engine equipped with automatic train control and proceed at not exceeding one-half the authorized speed for an 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 must not exceed speed as follows:

MILES PER HOUR.		
	Between North Point and Washing- ton.	Between Baltimore and Wago Junction.
Trains other than passenger trains.....	25	20
Passenger Trains.....	35	28

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 Rail Motor 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 to a more favorable aspect, speed must not be increased until train has run its length.
9. Except within interlocking limits, if cab signal changes to Caution-Slow Speed, a train or engine may proceed at not exceeding 15 miles per hour expecting to find a train in the block, broken rail, obstruction, or switch not properly set. A train or engine exceeding 15 miles per hour must at once reduce to not exceeding that speed.

If, after entering interlocking limits under a more favorable fixed signal indication than that given by Clear Slow Speed signal, cab signal changes to Caution Slow Speed, stop; and secure permission from signalman before moving in either direction.

S25C.

GRADE SIGNALS.

D2511. Location of Grade Signals:

No. 2 track—Lutherville—Block Signal No. N-105:

Between Bentley Springs and Summit Grove:

Block Signals Nos. N-311, N-321, N-333, N-343 and N-353—West of Emigsville: Block Signal No. N-627.

No. 1 track—East of Mt. Wolf to Emigsville—Block Signals Nos. N-660, N-650 and N-638 and between Glen Rock and Summit Grove—Block Signals Nos. N-408, N-398, N-388 and N-378.

D2512. Grade signals will display aspects shown in Figure 1. Rule 277, and Rule 277 will govern their use. A tonnage freight train is one having 80% or more of authorized slow freight engine rating, or having in excess of 90 cars, including the cabin car. Before entering territory where grade signals are in use, Conductor must notify Engineman of authorized slow freight rating for that trip, exact tonnage or number of cars in train, and changes due to setting off or picking up cars.

S26. INTERLOCKING RULES.

S26A. Rule 663 amplified, trains or engines must not pass an interlocking stop signal without receiving Clearance Card, Form "C," or train order. The Signalman may authorize a Conductor or Engineman to fill out Clearance Card, Form "C."

D2601. Interlocking Plant at Anderson operated by Odenton.

D2602. Interlocking Plant at Seabrook operated by Landover.

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.

D2604. During the time that Summit Grove is closed, the switches leading to and from the east ends of the eastward and westward passing sidings, the facing and trailing point crossovers between Nos. 1 and 2 Main Tracks will be inoperative and the eastward and westward home signals will show the aspects, Rule 276, Fig. 1, Rule 283, Fig. 1 and Rule 286, Fig. 1.

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.
York.....	Facing Point Switch northward leading from Frederick Branch main track just south of Beaver Street.

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

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 controlled Manual Block System territory or 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 Superintendent, 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.

D2802. Burro Crane—A motor driven car used to lay rails, etc. Such equipment must not be depended upon to operate automatic signals, nor shunt track circuits at interlockings and electric switch locking. They cannot be easily or quickly moved to or from track. They will be numbered for identification, as a running number, and when no car number is used, the last four figures of the badge plate should be used.

The prefix B. C. to number will be used when issuing train orders or instructions to drivers.

All rules and special instructions governing the movement of track cars will apply to Burro Cranes.

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.....		
Fort George G. Meade Branch.....		
Between B. & P. Jct. and Wago Jct.....		
Between Canton Jct. and Fifth Ave.....	Class K-4-S	Class L-1-S
Green Spring Branch.....		
Frederick Branch, between Columbia and York.....		
Rosslyn Branch.....		
Pope's Creek 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 Sollers.....	Class K-4	Class L-1-S
Between Sollers and Sparrows Point.....	Class E-5	Class H-6
Clairemont Branch.....		
Catonsville Branch.....	Class E-3	Class H-6

Further engine restrictions are as follows:

Double heading of all classes of locomotives is prohibited over Bridge 9.51—Bear Creek.

Fort George G. Meade Branch:

Engines heavier than Class H9 must not use Signal School and Church sidings.

Double heading of all classes of locomotives is prohibited over Bridge 138.45, Potomac River. Two or more engines on one train must be spaced at least seven cars apart.

Class E or K engines must not be used on tracks Nos. 1, 2, 7, 8 and 11, Calvert Station, nor on Horn track, south side of Calvert Station.

Class K engines must not be used on Wrightsville curve.

Western Maryland Railway engines in the 700 series must not be permitted to use Track No. 1 through Pennsylvania Station, Baltimore.

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.

Wreck Derricks of 120 tons capacity, when run between Littles-town 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.

Orangeville 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.

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.

D2904. On account of close clearance, the largest coach equipment of the C. M. St. P. & P. must not be moved through Virginia Avenue Tunnel, Washington.

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.

Gwynns Run—Yard Master's Office.

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.

Union Crossing Tower.

Clinton St. Scales—Weigh Master's Office.

President Station—Agent's Yard Office.

Orangeville Engine House—Engine Dispatcher's Office.

Mt. Vernon—Yardmaster's Office.

Parkton—Passenger Station—Waiting Room.

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

Frederick—Hostler's Building at Wye.

S32.

PERSONAL INJURIES.

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

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

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

D3201. Medical Examiners and Company Surgeons.

LOCATION.	NAME AND ADDRESS.	TELEPHONE NUMBER.
Baltimore, Md.....	R. W. LOCHER, M. D., 31 East North Avenue.....	Vernon 0418
	H. B. McELWAIN, M. D., 31 East North Avenue.....	Vernon 0418 (day). University 3257 (after 9.00 P. M.)
	221 W. 29th St.....	Gilmor 2062
	DUDDLEY WILLIAMS, M. D., 507 Charing Cross.....	Wolfe 0207
	W. J. SCHMITZ, M. D., 701 N. Kenwood Avenue....	University 1708
Bowie, Md.....	OTTO M. REINHARDT, M. D., Cambridge Arms, Charles & 34th Sts.	Bowie 19
	G. E. LANCASTER, M. D.....	La Plata 57-F23
Cox, Md.....	ERNEST SPENCER, M. D., Bel Alton, Md.....	Georgia 2474
	G. L. ALEXANDER, M. D., 7214 Blair Road, N. W.....	Potomac 0071
Washington, D. C....	J. W. MANKIN, M. D., 2030 16th Street, N. W.....	Sparrow's Point 240
	G. C. MCCORMICK, M. D., 703 C Street.....	Tuxedo 1546
Sparrow's Point, Md..	W. J. TODD, M. D.....	Glen Rock 44-R-5
	J. L. YAGLE, M. D.....	York 44403
Mt. Washington, Md..	LOUIS S. WEAVER, M. D., (Office) Manufacturers' Association Bldg., 25 N. Duke St.	York 65242
	(City Home) Corner of South Queen Street and Peyton Road	County 97-R-4
New Freedom, Pa....	(Country Home) York R. D. #8	York 44178
	F. V. McCONKEY, M. D., (Office) 3 E. Market St.....	York 2741
York, Pa.....	(Home) 549 Madison Ave....	Independent 44
	(JOSEPH P. KENNEDY, M. D., 515 Locust Street.....	Bell 81
Columbia, Pa.....	G. P. TAYLOR, M. D., 432 Chestnut Street.....	Wrightsville 36-R-2
	B. A. HOOVER, M. D.....	Cumberland Valley 92-W and Bell 90 J
Wrightsville, Pa.....	F. C. LEPPERD, M. D.....	Office, Bell 165
	(E. P. THOMAS, M. D., 7 E. Church Street.....	Residence, Bell 1036
Hanover, Pa.....	W. M. SMITH, M. D., 7 E. Church Street.....	Office, Bell 165
		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.

D3204. Gas Masks for emergency use in tunnels are located as follows:

4 at Stationmaster's Office—Penna. Station—Baltimore,

3 at Fan Operator's Room—Penna. Ave. Station—Baltimore,

2 at Yard Master's Office—Jersey Yard—Washington.

S33. USE OF TELEPHONES.**S33A. Employees 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 block 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.
 In Manholes marked with two white lights enclosed in an
 iron case; to open, push in keeper and press iron plunger.

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."**

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.

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

D3401. Rule 702, ninth paragraph, modified:

Defective hose removed enroute must be tagged to show train number, initial and number of car or engine, date and place of removal. Enginemen to send hose from engine to Enginehouse Foremen. Conductors to send hose from passenger equipment cars to Foreman Car Inspectors at terminals; from freight cars to be delivered to first available car inspector who will furnish a new one. Freight Conductors must carry as part of their equipment a supply of Form M. P. 401—Conductors Report of Repairs Made and Material Applied to Foreign and Individual Freight Cars by Train and Engine Crews—and use these forms as directed thereon.

D3402. 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.

D3403. 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.

D3404. 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, watchmen must place themselves in the middle of the highway, near the track, and remain there until it is safe for vehicles and pedestrians to cross the track. By day they will display a Stop sign, holding it in an upright position so that the word "STOP" will plainly appear to any person approaching on the highway. By night, or when Stop sign cannot be plainly seen, they will display a red light, swinging it across the direction of highway traffic, care being used not to show the red light to an approaching train, engine or any type of rail equipment except when necessary to stop it.

D3405. 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.

D3406. 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.

D3407. 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.

D3408. 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.

D3409. 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.

D3410. 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.

D3411. 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.

D3412. 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.

D3413. 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.

D3414. 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.

D3415. There have been several cases of slid flat wheels and broken pinions and gears on both mechanical and gas-electric drive cars due to improper handling. Therefore, when moving gasoline or gas-electric rail motor cars with steam engines all concerned will be governed by following instructions:

- (a) Mechanical Drive Cars: It must be definitely determined before coupling to the car that transmission gears are in neutral. This applies to both the reverse gear and the transmission gear.
- (b) Before car is moved, it must be definitely determined that the brakes have released properly.
- (c) Gas Electric-Rail Motor Cars: Extreme care must be exercised in coupling and while braking, and it must be definitely determined that the brakes are released before the car is moved.
- (d) Either gasoline or gas-electric rail motor cars, whenever possible, should be moved under their own power.

The automatic brake valve handle on gas-electric rail motor cars must in no case be fastened or otherwise tampered with, in such a manner as to prevent a brake application, if the Engineman's hand is removed.

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 D705, 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. 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.

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

Stony Run Water Station,
York—At warehouse, Duke Street.

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

Bayview.

Where 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:

Washington and Mt. Vernon

Electric Railway Crossing..... Rosslyn Branch.

Potomac Electric Power Plant Siding..... Deanwood.

W. B. & A. Crossing..... Odenton, Md.

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.....	
First St. and President St. Branch.....	
Chester St. and Boston St.....	
Wolfe St. and Fleet St.....	
Ann St. and Fleet St.....	
Broadway and Fleet St.....	
Bond St. and Fleet St.....	
Caroline St. and Fleet St.....	
Aliceanna St. and Washington St.....	Baltimore.
15th St. and Union R. R.....	
U. R. & E. Co. Crossing.....	{Ship Yard, Sparrow's Point
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 Block 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 Ivy City Enginehouse and Washington, and between Grantley, York Block Station and Palmers.

D3425. The use of sand on main tracks is prohibited within 100 feet of the draw span of the Eastern Branch Bridge (Old Line).

D3426. Employes receiving train orders by telephone direct from the Train Dispatcher or from a Block Signalman, must forward such orders to head of their department at end of trip or day's work.

D3427. Facing point switch southward No. 4 track, 5234 feet south of Gwynns Run Tower, and leading to Catonsville Branch, equipped with an electric switch lock controlled from Gwynns Run Interlocking Station.

Trainmen wishing to use this switch to or from Catonsville Branch must first obtain an unlock from Signalman at Gwynns Run.

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.

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, highway crossings where crossing watchmen are on duty, 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.

Brakes Sticking.

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.

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

} Stop Signal.

MARYLAND NAME 916 Cunnin OCCUPATION lumber
HOME DIVISION

Occupation -

HOME DIVISION **LAND NAME**

LIFIED FOR SERVICE

Division	Zone	Part of Zone Qualified for
Baltimore	A	Popes Creek branch.
"	B	Entire Zone.
"	C	Entire Zone.

Part of Zone Qualified for

Division	Zone	Part of Zone Qualified for									

GENERAL ORDERS.

This Time Table must contain General Orders beginning with General Order No. 1701.

General Order No. 1701, Zone A,
General Order No. 1701, Zone B,
General Order No. 1701, Zone C.

Effective 12.01 A. M., Sunday, April 30, 1933:

Baltimore Division Time Table No. 17 takes effect 12.01 A. M., Sunday, April 30, 1933, and contains the necessary instructions issued in General Orders up to and including

No. 1614, Zone A,
No. 1611, Zone B,
No. 1608, Zone C.

Each employee must carefully examine Baltimore Division Time Table No. 17 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 Attendant after the new time table takes effect.

Washington Yard Time Table No. 13 remains in effect.

(a) **Ashland Passing siding blocked with cars.**

(b) **LOUDON PARK—FULTON JUNCTION**

Trains must not exceed a speed of fifty (50) miles per hour on all main tracks between Loudon Park and Block Signal 988.

Trains must not exceed a speed of twenty (20) miles per hour on Nos. 1 and 4 Tracks between Block Signal 988 and Fulton Junction.

Flags and lights in service in accordance with Time Table Special Instruction D-501.

(c) **Effective between April 25th and May 3rd, 1933:**

BALTIMORE—WAGO JUNCTION

The following block signals permanently out of service:

Westward—N-389, N-429, N-471, N-495, N-513, N-529, N-561, N-597, N-617, N-639 and N-661.

Eastward—N-660, N-628, N-606, N-558, N-528, N-508, N-494, N-472 and N-440.

When signals are placed out of service the backgrounds will be turned parallel with the track.

Enginemen and Trainmen may expect any of the above signals out of service daily until all are abandoned.

This General Order is printed in Baltimore Division Time Table No. 17 and also issued in sticker form for insertion in Washington Yard Time Table No. 13.

THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION

Baltimore, Md., June 5, 1933.

GENERAL ORDER No. { 1703, ZONE A
 { 1703, ZONE B
 { 1703, ZONE C

TIME TABLE AUTHORITY

Supplement No. 1 to Baltimore Division Time Table No. 17, and Supplement No. 7 to Washington Yard Time Table No. 13, both effective 6.01 A. M., Sunday, June 11, 1933, will be ready for distribution June 8, 1933.

Employes whose duties require them to use these time tables will secure a copy of the supplement, note the changes and examine the supplement to see that no pages are missing.

G. M. SMITH,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION

Baltimore, Md., June 19, 1933.

GENERAL ORDER No. { 1704, ZONE A
 { 1704, ZONE B
 { 1704, ZONE C

Effective 12.01 A. M., Sunday, June 25, 1933:

TIME TABLE AUTHORITY

Trains Nos. 530 and 990 changed between Cly and Baltimore; No. 530 pass Cly 7.52 A. M., arrive Baltimore 9.48 A. M. No. 990 pass Cly 8.04 A. M., arrive Baltimore 11.20 A. M.

Train No. 5111 changed between Baltimore and Washington; leave Baltimore 9.53 A. M., arrive Washington 10.45 A. M.

¶ Coupons of the schedules of these trains attached to the sticker form of this General Order must be pasted in Baltimore Division Time Table No. 17 as indicated.

Special Instruction D301, Time Table No. 17, annulled.

Train No. 129 discontinue "N" stop at Severn.

Train No. 974 stop at Glen Rock (7.53 P. M.) on signal, on notice to the conductor, Thursdays and Fridays, to discharge passengers.

Train No. 8134 make "F" stop (F7.26 P. M.) at Blue Mount.

A First-Aid box will be part of the equipment of a passenger conductor and must be carried in his train box. First-Aid boxes will not be placed in baggage cars or combined cars, or in dismantled stretchers placed on passenger trains not having baggage cars. Special Instruction D3203, Time Table No. 17, modified.

G. M. SMITH,
Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., July 6, 1933.

**GENERAL ORDER NO. { 1705, ZONE A
1705, ZONE B**

Effective at once:

MAXIMUM SPEED

Special Instruction D2001, Time Table No. 17 modified:

SPARROW'S POINT BRANCH

All Trains 35 miles per hour.

This speed restriction must be adhered to regardless of present train schedules.

FREDERICK BRANCH BETWEEN FREDERICK AND YORK

All Trains 30 miles per hour.

This speed restriction must be adhered to regardless of present train schedules.

UNION BRIDGE BRANCH

All Trains 15 miles per hour.

GREEN SPRING BRANCH

Hollins Siding shortened 1900 feet, new capacity 20 cars.

BALTIMORE TO LANDOVER

Springfield Station track, out of service.

Bowie Yard, Old Coach Track, out of service.

Patuxent Station track shortened 530 feet.

Severn Station track shortened 485 feet.

BALTIMORE—WAGO JUNCTION

Baltimore—Switch in No. 2 track leading to Falls Engine House, out of service.

Riderwood Station track shortened 150 feet.

Lutherville Station track shortened 450 feet.

No. 5 storage track, Timonium, out of service.

No. 1 storage track, Timonium, out of service.

Switch in No. 2 track to Standard Oil Company's plant, just east of Cockeysville, out of service.

Track, with switch in No. 1 track west of Cockeysville, removed.

Parkton depressed track, just west of Parkton Station, out of service.

Storage track New Freedom, along westward siding, out of service.

Bentley Springs Station track shortened 300 feet.

Freeland Station track shortened 300 feet.

SPARROW'S POINT BRANCH

Crossover between No. 1 track and third track south of O'Donnell Street, out of service.

FREDERICK BRANCH

Harmony Grove track shortened 300 feet.

Woodsboro Station track shortened 600 feet.

Wall track, Legore Station, removed.

Galt Station track shortened 165 feet.

BIDDLE STREET INTERLOCKING

New hand-operated trailing point switch leading from No. 2 track to side track and derail pipe-connected thereto, located 700 feet south of Biddle Street Interlocking, in service.

The following stops established:

Train 5132—F 6.52 A. M.—Springfield

Train 8035—F 6.20 P. M.—Blue Mount

G. M. SMITH,
Superintendent.



**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., May 4, 1933.

**GENERAL ORDER No. { 1702, ZONE A
1702, ZONE B
1702, ZONE C**

Effective 12.01 A. M., Sunday, May 14, 1933:

TIME TABLE AUTHORITY

Southern Railway Train No. 236 changed between South End and Washington; pass South End 6.29 P. M., arrive Washington 6.40 P. M.

Coupon of the schedule of this train attached to the sticker form of this General Order must be pasted in Baltimore Division Time Table No. 17 and Washington Yard Time Table No. 13, as indicated.

- ✓ Train 151 discontinue making "V" stop at Seabrook.
- ✓ Train 412 make "Z" stop at Severn.
- ✓ Train 5136 make "F" stop ("F" 6.13 P. M.) at Arbutus.
- ✓ Train 5144 make "F" stop ("F" 2.37 P. M.) at Arbutus.
- ✓ Train 8034 make "F" stop ("F" 8.49 A. M.) at Blue Mount.

**G. M. SMITH,
Superintendent.**



**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., August 10, 1933.

**GENERAL ORDER No. 1706, ZONE A
1706, ZONE B
1705, ZONE C**

Effective 12.01 A. M., Monday, August 14, 1933:

TIME TABLE AUTHORITY

Baltimore—Green Spring Junction:

Trains 8051, 8054 and 8061 withdrawn.

The following stops established:

Train 994.....	F 7.11 P. M.....	Blue Mount
Train 5115.....	P 3.51 P. M.....	Seabrook
Train 8020.....	F 8.16 A. M.....	Hollins
Train 8035.....	F 5.33 P. M.....	Woodberry
Train 8035.....	F 5.39 P. M.....	Hollins

That portion of General Order 1704—Zones A, B and C reading

"A First-Aid box will be part of the equipment of a passenger conductor, and must be carried in his train box. First-Aid boxes will not be placed in baggage cars or combined cars, or in dismantled stretchers placed on passenger trains not having baggage cars. Special Instruction D3203, Time Table No. 17, modified."

is hereby rescinded.

Derails removed from the following tracks:

Gwynn's Run.....	Shofer Coal Co.'s Track
North of Arbutus.....	Putney Track
North of Arbutus.....	Presto-Lite Track
Halethorpe.....	Station Track
Harman.....	Station Track
North of Odenton.....	Back-off Track
Bowie.....	Cripple Car Track
Woodberry.....	Public Delivery Track
Woodberry.....	Schenuit Rubber Co.'s Track
Mt. Washington.....	Maryland Bolt and Nut Co.'s Track
Mt. Wolf.....	American Wire Fabric Corp.'s Track
	Pompeian Oil Co.'s Track
Turner.....	Quarantine Track
South of Sollers.....	Gas and Electric Co.'s Track

Pipe connections removed from the following derails and derail thrown by ground lever located at derail:

Fort Meade Branch.....	Signal School Track
Rosslyn Branch.....	Capitol Refining Co.'s Track
	Experimental Farm Track
	No. 2 Coal Dump Track
	Turner Glass Co.'s Track
Pope's Creek Branch.....	South end No. 1 and No. 2 Yard Tracks, Bowie Yard
	South end Storage Track, Bowie Yard
	South of Marlboro.....
	Chesapeake Beach Railway Connecting Track
	Port Tobacco—Station Track
	Cox—Station Track
	Pope's Creek—Wharf Track

Effective at once:

BOWIE

Ticket Office at Bowie, Md., open for Train 5132, closed after Train 5136 weekdays. Closed Sunday. Page 63, Time Table No. 17, modified.

**G. M. SMITH,
Superintendent.**



**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., August 28, 1933.

GENERAL ORDER No. 1707, ZONE B

Effective 12.01 A. M., Thursday, August 31, 1933:

LANDOVER—WASHINGTON (NEW YORK AVENUE)

No. 2 and No. 3 passenger tracks temporarily out of service from 660 feet north of, to 1370 feet south of, bridge 2.95, Eastern Branch Anacostia River.

A new track in service, within limits shown above, for movements in both directions.

Facing point crossover, located north of river, in service, between No. 3 track and new track.

Crossover, trailing for northward movement and facing for southward movement located south of river, in service, between new track and No. 3 track.

A block station established 660 feet north of river to be known as "Northside."

A block station established 1370 feet south of river to be known as "Southside."

All trains must stop before fouling crossovers unless proper hand signal from signalmen, green flag by day and green light by night, is given and such signal will be authority for trains to proceed over new track between "Northside" and "Southside" block stations.

Switches at both ends of new track in charge of operator-switch tenders.

Block signal 1317, located just south of "Northside" block station, number removed and will display 'stop' (Rule 275) and 'approach' (Rule 283).

Block signal 1326, located 2500 feet south of "Southside" block station, number removed and will display 'stop' (Rule 275) and 'approach' (Rule 283).

Trains must not exceed a speed of 15 miles per hour between "Northside" and "Southside" block stations. Flags and lights in accordance with Timetable Special Instructions D501 in service.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., September 1, 1933.

GENERAL ORDER No. 1708, ZONE B

Effective 7.01 A. M., Tuesday, September 5, 1933:

LANDOVER—WASHINGTON (NEW YORK AVENUE)

GENERAL ORDER No. 1707, ZONE B, IS ANNULLED.

No. 2 and No. 3 passenger tracks moved eastward about 14 feet on a temporary alignment at Eastern Branch Anacostia River.

Facing point crossover, in service, 850 feet north of river, between No. 2 and No. 3 tracks.

Trailing point crossover, in service, 400 feet north of river, between No. 2 and No. 3 tracks.

Facing point crossover, in service, 200 feet south of river, between No. 2 and No. 3 tracks.

Trailing point crossover, in service, 1170 feet south of river, between No. 2 and No. 3 tracks.

Side track, with trailing point turnout, in No. 3 track, in service, 900 feet south of river.

Trains must not exceed a speed of 10 miles per hour between a point 500 feet north of, and a point 500 feet south of, Bridge 2.95, Eastern Branch Anacostia River. Flags and lights in accordance with Time Table Special Instructions D-501 in service.

**G. M. SMITH,
Superintendent.**



THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION

Baltimore, Md., September 8, 1933.

GENERAL ORDER No. 1709, ZONE B

Effective at once:

LANDOVER-WASHINGTON (NEW YORK AVENUE)

Bridge 2.95, Eastern Branch Anacostia River:—

Two crossovers between No. 2 and No. 3 tracks, between bridge and a point 850 feet north thereof, removed.

The crossover between No. 2 and No. 3 tracks, 200 feet south of bridge, removed.

Trains must not exceed a speed of 15 miles per hour between a point 500 feet north of, and a point 500 feet south of, Bridge 2.95, Eastern Branch Anacostia River. Flags and lights in accordance with Time Table Special Instruction D-501 in service.

General Order No. 1708, Zone B, changed accordingly.

G. M. SMITH,
Superintendent.





