

APR 26 1938

# The Pennsylvania Railroad

## EASTERN REGION

## Southern Division

---

## BALTIMORE DIVISION

---

### Time Table No. 27

---

In effect 12.01 A. M., Sunday, April 24, 1938

---

FOR THE GOVERNMENT OF EMPLOYES ONLY

---

EASTERN STANDARD TIME

---

**W. C. HIGGINBOTTOM,**  
General Manager.

**P. E. FEUCHT,**  
Supt. Passenger Transportation.

**C. E. WHITLOCK,**  
General Superintendent.

**A. F. McINTYRE,**  
Supt. Freight Transportation.

**E. S. REED,**  
Superintendent.

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

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

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

**2025**

# The Pennsylvania Railroad

## EASTERN REGION

## Southern Division

---

## BALTIMORE DIVISION

---

### Time Table No. 27

---

In effect 12.01 A. M., Sunday, April 24, 1938

---

FOR THE GOVERNMENT OF EMPLOYES ONLY

---

EASTERN STANDARD TIME

---

**W. C. HIGGINBOTTOM,**  
General Manager.

**P. E. FEUCHT,**  
Supt. Passenger Transportation.

**C. E. WHITLOCK,**  
General Superintendent.

**A. F. McINTYRE,**  
Supt. Freight Transportation.

**E. S. REED,**  
Superintendent.

## INDEX

	Pages
North Point to Washington.....	8 to 21
Washington to North Point.....	22 to 35
Bowie to Pope's Creek—Northward and Southward.....	36
Washington to South End.....	38 and 39
South End to Washington.....	40 and 41
Baltimore to Harrisburg.....	42 to 47
Harrisburg to Baltimore.....	48 to 53
Columbia to Frederick.....	54 and 55
Frederick to Columbia.....	56 and 57
Arranged Freight Train Service.....	61 and 62
Automatic Block System.....	89
Automatic Highway Crossing Signals.....	76
Block Signal Rules.....	87
Bulletin Boards.....	68
Cab Signal Rules.....	90
Color Signals.....	65
Communicating Signals.....	66
Controlled Manual Block System.....	89
Distances.....	3 to 7
Electrical Operation.....	102
Emergency Whistle and Horn Signals at Interlocking Plants.	66
Employes' Register.....	112
Engine and Other Equipment Restrictions.....	97
Engine Whistle Signals.....	66
Extra Stops by Passenger Trains.....	58
First Aid Boxes and Stretchers.....	114
Grade Signals.....	94
General Orders.....	70 and 124
Hand, Flag and Lamp Signals.....	65
Hospitals.....	113
Inspection of Passing Trains.....	121
Interlocking Rules.....	94
Letters and Characters.....	64
Manual Block System.....	87
Miscellaneous.....	115
Movement of Trains.....	73
Movement by Train Orders.....	77
Passenger Highway Bus Service.....	37
Personal Injuries.....	112
Signal Aspects.....	86
Signal Rules.....	85
Speed Restrictions.....	79
Speed Table.....	79
Standard Time.....	64
Stations—Passenger, Block and Interlocking.....	3 to 7
Superiority of Trains.....	68
Surgeons.....	113
Symbols.....	64
Telephones, Use Of.....	114
Ticket Offices—Open and Closed.....	63
Track Assignments.....	71
Track Cars, etc.....	95
Train Signals.....	66
Trains Wait for Connections.....	58
U. S. Mail Work.....	59 and 60
Unattended Block Stations.....	88
Use of Signals.....	67
Yards and Yard Instructions.....	78

## NORTH POINT TO WASHINGTON

Interlockings	Block Stations	Dist. between Stations	Dist. from Bangies.	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
					N	S	Both
BENGIES (Md. Div.)							
		1.9	1.9	MIDDLE RIVER			
		1.6	3.5	STEMMER'S RUN			
		2.0	5.5	CHESACO PARK			
P		0.5	6.0	BACK RIV. DIV. BOARD			
I		0.6	6.6	NORTH POINT			
P	B	1.9	8.5	BAY VIEW			
P		0.7	9.2	CANTON JCT.			
I	B	1.6	10.8	BIDDLE STREET			
I	B	1.1	11.9	UNION JCT.			
I	B	0.2	12.1	BALTIMORE			
I	B	0.2	12.3	B & P. JUNCTION			
I	B	1.8	14.1	FULTON JUNCTION			
I	B	0.7	14.8	EDMONDSON			
I	B	0.8	15.6	GWYNNS RUN			
		0.6	16.2	FREDERICK ROAD			
		0.3	16.5	LOUDON PARK			
		2.1	18.6	ARBUTUS			
P		0.7	19.3	HALETHORPE			
P		0.6	19.9	WINANS			
		1.3	21.2	PATAPSCO			
		2.0	23.2	STONY RUN			
		1.8	25.0	HARMAN			
P		1.4	26.4	SEVERN			
I	B	3.5	29.9	ODENTON			
P		2.8	32.7	PATUXENT			
P		0.8	33.5	ANDERSON			
		1.1	34.6	ARUNDEL			
I	B	1.2	35.8	JERICHO PARK			
I	B	1.1	36.9	BOWIE			
		1.3	38.2	SPRINGFIELD			
P		1.2	39.4	GLENNDALE			
P		1.6	41.0	SEABROOK			
I	B	1.4	42.4	LANHAM			
I	B	2.7	45.1	LANDOVER	Magruder Branch	Magruder Branch	Magruder Branch
		1.5	46.6	CHEVERLY			
I	B	4.3	50.9	NEW YORK AVE. (W. T.)			
		1.3	52.2	WASHINGTON			

## SPARROW'S POINT TO CANTON JUNCTION

Interlockings	Block Stations	Dist. between Stations	Dist. from Sparrow's Point	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
					N	S	Both
SPARROW'S POINT							
I		0.9	0.9	TIN MILL			
I		0.1	1.4	SHIP YARD			
		0.1	1.5	N.E. BEAR CR'K BR'DGE			
	†B	0.7	2.2	SOLLERS			
		0.7	2.9	TURNER			
		1.1	4.8	DUNDALK			
		0.7	4.7	ST. HELENA			
		0.4	5.1	SUTTON			
I	B	0.3	5.4	POINT BREEZE			
I	B	0.6	6.0	16th STREET			
		0.4	6.4	FIFTH AVENUE			
I	B	0.3	6.7	YD. MASTER'S OFFICE			
I	B	0.6	7.3	UNION CROSSING			
		0.2	7.5	HIGHLANDTOWN			
P		0.9	8.4	ORANGEVILLE			
		0.1	8.5	CANTON JUNCTION			

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

Ship Yard Interlocking...	Closed.....	Weekdays Except { 11.45 A. M. to 1.45 P. M. Friday and 4.45 P. M. to 6.45 A. M. Saturday Friday 4.45 P. M. to 6.45 A. M. Monday.
†Sollers.....	Unattended,	Controlled by 16th Street.

- (I) Interlocking Station and Plant.
- (P) Interlocking Plant—Remote Controlled.
- (A) Interlocking Plant—Automatic.
- (B) Attended Block Station.
- †(B) Unattended Block Station.

## LANDOVER TO SOUTH END

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

## BOWIE TO POPE'S CREEK

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

(I) Interlocking Station and Plant.

(P) Interlocking Plant—Remote Controlled.

(A) Interlocking Plant—Automatic.

(B) Attended Block Station.

†(B) Unattended Block Station.

NOTE.—Block Stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations.

†Marlboro . . . . .	Unattended	Controlled by Bowie.
†Brandywine . . .	Unattended	Controlled by Bowie.
†White Plain . . .	Unattended	Controlled by Bowie.
†Pope's Creek . . .	Unattended	Controlled by Bowie.

## BALTIMORE TO HARRISBURG

Interlockings	Block Stations	Dist. between Stations	Dist. from Baltimore Calvert Station	STATIONS	Sidings assigned dire'n Car capacity 45 ft. cars		
					W	E	Both
I	B	0.5	0.5	CALVERT STATION			
		0.5	0.8	HILLEN JUNCTION			
		0.8	1.0	UNION JUNCTION			
		0.2	1.2	BALTIMORE			
		0.2	2.1	B. & P. JUNCTION			
		0.9	3.3	MT. VERNON			
		1.2	6.0	WOODBERRY			88
		2.7	6.6	MT. WASHINGTON			
		0.6	7.1	BARE HILLS			
		0.5	7.8	HOLLINS			
		0.7	8.4	LAKE			
		0.6	9.2	RUXTON			
		0.8	10.5	RIDERWOOD			
		1.3	11.7	LUTHERVILLE			244
		1.2	12.9	TIMONIUM			
		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			
		2.7	31.5	PARKTON	91	66	
		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	
		3.2	41.8	SHREWSBURY			
		2.4	44.2	GLEN ROCK			
		2.0	46.2	LARUE			
		0.8	47.0	HANOVER JUNCTION	129	113	
		2.0	49.0	SMYSER			
I	B	6.7	55.7	GLATFELTER			
I	B	1.5	57.2	GRANTLEY		110	
		1.3	58.5	YORK			
		3.1	61.6	LOUCKS			
		3.3	64.9	EMIGSVILLE			
		1.7	66.7	MT. WOLF			
				WAGO DIVIS'N BOARD			
		1.8	68.5	YORK HAVEN (Phila. D.)			
		1.4	69.9	CLY			
			84.4	HARRISBURG			

NOTE.—Block Stations are open continuously except—

Parkton..... Closed..... 10.15 P. M. to 6.15 A. M. Daily.

## GREEN SPRING BRANCH

Interlockings	Block Stations	Dist. between Stations	Dist. from Hollins	STATIONS	Sidings assigned dire'n Car capacity 45 ft. cars		
					W	E	Both
		2.3	2.3	HOLLINS			
		0.9	3.1	ROCKLAND			
		1.1	4.2	BROOKLANDVILLE			
		0.7	4.9	ROGERS			
		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			
		0.4	8.6	TURNPIKE			
				GREEN SPRING JCT.			

(I) Interlocking Station and Plant.  
 (P) Interlocking Plant—Remote Controlled.  
 (A) Interlocking Plant—Automatic.  
 (B) Attended Block Station.  
 (B) Unattended Block Station.

## CLAREMONT BRANCH

Interlockings		Block Stations		Dist. between Stations	Dist. from Loudon Park	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
N	S	N	S				N	S	Both
				1.2	1.3	LOUDON PARK CLAREMONT			

## CATONSVILLE BRANCH

Interlockings		Block Stations		Dist. between Stations	Dist. from Loudon Park	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
N	S	N	S				N	S	Both
				8.7	8.7	LOUDON PARK CATONSVILLE			

## FORT GEORGE G. MEADE BRANCH

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

## ROSSLYN BRANCH

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

## PRESIDENT STREET BRANCH

Interlockings		Block Stations		Dist. between Stations	Dist. from Bay View	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
N	S	N	S				N	S	Both
1.2		1.2		2.6	2.8	BAY VIEW UNION CROSSING PRESIDENT STA.			

## COLUMBIA TO FREDERICK

Interlockings	Block Stations	Dist. between Stations	Dist. from Columbia	STATIONS	Sidings assigned direc'n Car capacity 45 ft. cars		
					N	S	Both
	B			COLUMBIA (Phila. Div.)			
		1.2	1.2	WRIGHTSVILLE			
		1.2	2.4	EWING PASSING			47
		0.7	3.1	STRICKLER			
		3.0	6.1	HELLAM			
	‡B	1.1	7.2	CAMPBELL			28
I	B	2.7	10.9	ROCKBURN			
		2.2	13.1	YORK			22
		1.7	14.8	WEST YORK PASSING			70
	‡B	1.6	16.4	PALMERS			
		1.7	18.1	GRAYBILL			24
		2.0	20.1	BAIR			
	‡B	3.1	23.2	SPRING GROVE			50
		8.5	31.7	HANOVER			50
	‡B	0.4	32.1	FISHER			
		3.6	35.7	SELL			
	‡B	3.1	38.8	LITTLESTOWN			
		2.0	40.8	KINGSDALE			29
		2.7	43.6	GALT			
	‡B	2.9	46.5	TANEYTOWN			33
		5.4	51.9	KEYMAR			
		0.3	52.2	KEYMAR PASSING			
		0.1	52.3	JCT. UNION BRIDGE BR.			
		1.9	54.2	LADIESBURG			
		1.9	56.1	NEW MIDWAY			
		1.2	57.3	LeGORE			
	‡B	1.1	58.4	WOODSBORO			23
	‡B	4.4	62.8	WALKERSVILLE			
		1.1	63.9	FOUNTAIN ROCK			
	‡B	4.9	68.8	FREDERICK			
		0.3	69.1	B. & O. JUNCTION			

## UNION BRIDGE BRANCH

Interlockings	Block Stations	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....	Unattended	Controlled by York.
†Woodsboro....	Unattended	Controlled by York.
†Walkersville...	Unattended	Controlled by York.
†Frederick.....	Unattended	Controlled by York.

## NORTH POINT TO WASHINGTON

STATIONS	FIRST CLASS		
	147	141	WM 1
	DAILY	DAILY	DAILY EX SUN.
Leave	P. M.	P. M.	A. M.
PENNA.-30th ST.(P.T.)	\$ 11.39	\$ 11.49	
BENGIES (MD. DIV.)	1.07	1.22	
MIDDLE RIVER			
STEMMER'S RUN			
CHESACO PARK			
NORTH POINT			
BAY VIEW	1.14	1.30	
CANTON JUNCTION	1.15	1.31	
BIDDLE STREET			
UNION JUNCTION	1.20	1.35	8.24
BALTIMORE		\$ 1.36	
BALTIMORE	\$ 1.25	1.47	\$ 3.38
B. & P. JUNCTION	1.26	1.48	3.34
FULTON JUNOTION	1.30	1.52	3.38
EDMONDSON			
GWYNNS RUN	1.32	1.54	
FREDERICK ROAD			
LOUDON PARK			
ARPUTUS			
HALETHORPE			
WINANS	1.36	1.59	
PATAPSCO			
STONY RUN			
HARMAN			
SEVERN			
ODENTON	\$ 1.45	2.08	
PATUXENT			
ANDERSON			
ARUNDEL			
JERICHO PARK			
BOWIE	1.52	2.15	
SPRINGFIELD			
GLENNDALE			
SEABROOK			
LANHAM			
LANDOVER	2.00	2.28	
CHEVERLY			
NEW YORK AVE.(W. T.)	2.07	2.32	
WASHINGTON	\$ 2.10	\$ 2.35	
Arrive	A. M.	A. M.	A. M.
	147	141	WM 1

## FIRST CLASS

	151 DAILY EX. MON.	101 DAILY	#407 DAILY EX. SUN.	103 DAILY	*#409 DAILY EX. SUN.
	A. M.	A. M.	A. M.	A. M.	A. M.
	1.00	\$ 2.30		3.20	
	3.20	4.00		5.22	
			MU		
	8.28	4.07		5.31	
	8.29	4.08	WILL NOT RUN MAY 30, JULY 4, SEPT. 5.	5.32	WILL NOT RUN MAY 30, JULY 4, SEPT. 5,
	8.34	4.13		5.38	
	\$ 8.85	\$ 4.14		\$ 5.39	
	4.00	4.27	\$ 5.35	5.55	\$ 6.15
	4.01	4.28	5.36	5.56	6.16
	4.05	4.32	5.40	6.00	6.21
	4.07	4.34	\$ 5.41		
	4.12	4.39	5.42	6.05	6.39
			F 5.56		
			5.58	6.22	6.87
	4.22	4.49	F 6.02	6.28	7.04
			F 6.05		
		4.53	6.06	6.34	7.09
			F 6.10		
	4.29	4.58	\$ 6.13	6.39	\$ 7.15
			\$ 6.16		
			\$ 6.18		
		5.03	\$ 6.21	6.46	
			\$ 6.24		
	4.38	5.08	\$ 6.27	6.52	
	4.47	5.17	6.35	7.02	
	\$ 4.50	\$ 5.20	\$ 6.38	\$ 7.15	
	A. M.	A. M.	A. M.	A. M.	A. M.
	151	101	407	103	409

STATIONS	FIRST CLASS		
	107	411	173
	DAILY	DAILY EX. SUN.	DAILY
Leave	A. M.	A. M.	A. M.
PENNA.-30th ST.(P.T.)	3.49		\$ 4.35
BENGIES (MD. DIV.)	6.01		6.20
MIDDLE RIVER		MU	
STEMMER'S RUN			
CHESACO PARK			
NORTH POINT			
BAY VIEW	6.09		6.28
CANTON JUNCTION	6.10		6.29
BIDDLE STREET			
UNION JUNCTION	6.15		6.34
BALTIMORE	\$ 6.16		\$ 6.35
BALTIMORE	6.30	\$ 6.37	6.54
B. & P. JUNCTION	6.31	6.38	6.55
FULTON JUNCTION	6.35	6.42	6.59
EDMONDSON	\$ 6.37	\$ 6.44	
GWYNNS RUN	6.38	6.45	7.01
FREDERICK ROAD	\$ 6.41		
LOUDON PARK			
AR BUTUS			
HALETHORPE	\$ 6.47		
WINANS	6.49	6.53	7.06
PATAPSCO			
STONY RUN		F 6.59	
HARMAN		\$ 7.02	
SEVERN	6.56	\$ 7.05	
ODENTON	L 6.59	\$ 7.09	7.14
PATUXENT		F 7.12	
ANDERSON	7.03	7.14	7.19
ARUNDEL		F 7.16	
JERICHO PARK		F 7.18	
BOWIE	\$ 7.08	\$ 7.31	7.23
SPRINGFIELD		\$ 7.34	
GLENNDALE		\$ 7.37	
SEABROOK	7.18	\$ 7.40	7.28
LANHAM		\$ 7.43	
LANDOVER	7.18	\$ 7.47	7.33
CHEVERLY		\$ 7.49	
NEW YORK AVE.(W. T.)	7.27	7.57	7.42
WASHINGTON	\$ 7.30	\$ 8.00	\$ 7.45
Arrive	A. M.	A. M.	A. M.
	107	411	173

## **FIRST CLASS**

STATIONS	FIRST CLASS		
	415	401	405
	DAILY EX. SUN.	DAILY EX. SUN.	SUNDAY ONLY
Leave	A. M.	A. M.	A. M.
PENNA.-30th ST.(P.T.)	\$ 5.18	\$ 6.44	\$ 6.44
BENGIES (MD. DIV.)	F 7.53	8.18	8.28
MIDDLE RIVER	F 7.56		
STEMMER'S RUN	S 7.59		
CHESACO PARK	F 8.01		
NORTH POINT			
BAY VIEW	8.05	8.25	8.30
CANTON JUNCTION	8.06	8.26	8.31
BIDDLE STREET	S 8.10		
UNION JUNCTION	8.14	8.30	8.35
BALTIMORE	S 8.15		
BALTIMORE		\$ 8.34	\$ 8.39
B. & P. JUNCTION		8.35	8.40
FULTON JUNCTION	MU	8.39	8.44
EDMONDSON			
GWYNNS RUN		8.41	8.46
FREDERICK ROAD			
LOUDON PARK			
ARbutus			
HALETHORPE			
WINANS		8.45	8.50
PATAPSCO			
STONY RUN			
HARMAN			
SEVERN			
ODENTON	S 8.58		8.58
PATUXENT			
ANDERSON			
ARUNDEL			
JERICHO PARK			
BOWIE		9.01	9.06
SPRINGFIELD			
GLENNDALE			
SEABROOK			
LANHAM			
LANDOVER		9.09	9.14
CHEVERLY			
NEW YORK AVE.(W. T.)		9.17	9.22
WASHINGTON	\$ 9.20	\$ 9.25	
Arrive	A. M.	A. M.	A. M.
	415	401	405

## FIRST CLASS

	WM 3 DAILY EX SUN.	WM 101 SUNDAY ONLY	529 DAILY	403 DAILY EX SUN.	111 DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
				\$ 7.24	\$ 8.52
				9.10	10.08
				9.17	10.15
				9.18	10.16
	8.39	8.42		9.22	10.20
	\$ 8.44	\$ 8.44	\$ 9.02	\$ 9.26	\$ 10.28
	8.45	8.45	9.03	9.27	10.24
	8.49	8.49	9.07	9.31	10.28
			9.09	9.33	10.30
				9.13	9.37
					10.34
				9.21	9.45
					10.42
				9.27	9.52
					10.48
				9.34	10.00
					10.55
				9.42	10.07
				\$ 9.45	\$ 10.10
					\$ 11.05
	A. M.	A. M.	A. M.	A. M.	A. M.
	WM 3	WM 101	529	403	111

STATIONS	FIRST CLASS		
	169	115	
	DAILY	DAILY	
Leave	A. M.	A. M.	
PENNA.-30th ST.(P.T.)	\$ 10.01	\$ 11.10	
BENGIES (MD. DIV.)	11.31	12.27	
MIDDLE RIVER			
STEMMER'S RUN			
CHESACO PARK			
NORTH POINT			
BAY VIEW	11.38	12.34	
CANTON JUNCTION	11.39	12.35	
BIDDLE STREET			
UNION JUNCTION	11.43	12.39	
BALTIMORE	\$ 11.44		
BALTIMORE	11.51	\$ 12.43	
B. & P. JUNCTION	11.52	12.44	
FULTON JUNCTION	11.56	12.48	
EDMONDSON			
GWYNNS RUN	11.58	12.50	
FREDERICK ROAD			
LOUDON PARK			
ARBUSUS			
HALETHORPE			
WINANS	12.02	12.54	
PATAPSCO			
STONY RUN			
HARMAN			
SEVERN			
ODENTON	12.10	1.02	
PATUXENT			
ANDERSON			
ARUNDEL			
JERICHO PARK			
BOWIE	12.16	1.08	
SPRINGFIELD			
GLENNDALE			
SEABROOK			
LANHAM			
LANDOVER	12.24	1.15	
CHEVERLY			
NEW YORK AVE.(W.T.)	12.32	1.22	
WASHINGTON	\$ 12.35	\$ 1.25	
Arrive	P. M.	P. M.	
	169	115	

## FIRST CLASS

	417 SAT. ONLY	543 DAILY	WM103 SATURDAY ONLY	121 DAILY	123 DAILY
	A. M.	P. M.	P. M.	P. M.	P. M.
	\$ 10.36			\$ 12.15	\$ 1.14
	F 12.41			1.32	2.33
	F 12.44				
	F 12.46				
	12.51			1.39	2.40
	12.52			1.40	2.41
	\$ 12.55				
	12.58		1.28	1.44	2.45
	\$ 12.59				
		\$ 1.10	\$ 1.80	\$ 1.47	\$ 2.50
		1.11	1.31	1.48	2.51
	MU	1.15	1.35	1.52	2.55
		1.17		1.54	2.57
		1.21		1.58	3.01
		J 1.26			
		\$ 1.30		2.06	3.09
		\$ 1.35			
		\$ 1.39		2.12	3.16
		L 1.42			
		1.44			
		J 1.46			
		1.48		2.19	3.24
		1.57		2.27	3.32
		\$ 2.00		\$ 2.30	\$ 3.35
	P. M.	P. M.	P. M.	P. M.	P. M.
	417	543	WM 103	121	123

STATIONS	FIRST CLASS			
	125		561	
	DAILY		DAILY	
Leave	P. M.		P. M.	
PENNA.-30th ST.(P.T.)	\$ 2.14			
BENGIES (MD. DIV.)	3.32			
MIDDLE RIVER				
STEMMER'S RUN				
CHESACO PARK				
NORTH POINT				
BAY VIEW	3.39			
CANTON JUNCTION	3.40			
BIDDLE STREET				
UNION JUNCTION	3.44			
BALTIMORE				
BALTIMORE	\$ 3.46		\$ 4.14	
B. & P. JUNCTION	3.47		4.15	
FULTON JUNCTION	3.51		4.19	
EDMONDSON				
GWYNNS RUN	3.53		4.21	
FREDERICK ROAD				
LOUDON PARK				
ARPUTUS				
HALETHORPE				
WINANS	3.57		4.25	
PATAPSCO				
STONY RUN				
HARMAN				
SEVERN				
ODENTON	4.05		4.33	
PATUXENT				
ANDERSON				
ARUNDEL				
JERICHO PARK				
BOWIE	\$ 4.12		4.39	
SPRINGFIELD				
GLENNDALE				
SEABROOK				
LANHAM				
LANDOVER	4.20		4.46	
CHEVERLY				
NEW YORK AVE.(W.T.)	4.27		4.52	
WASHINGTON	\$ 4.30		\$ 4.55	
Arrive	P. M.		P. M.	
	125		561	

**FIRST CLASS**

	WM 5 DAILY EX. SUN.	175 DAILY		
	P. M.	P. M.		
		\$ 3.11		
		4.31		
		4.38		
		4.39		
	4.38	4.43		
	\$ 4.42	\$ 4.47		
	4.43	4.48		
	4.47	4.52		
		4.54		
		4.58		
		5.06		
		5.12		
		5.19		
		5.27		
		\$ 5.30		
	P. M.	P. M.		
	WM 5	175		

STATIONS	FIRST CLASS		
	•419	421	WM 21
	‡ DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SAT. & SUN.
Leave	P. M.	P. M.	P. M.
PENNA.-30th ST.(P.T.)		\$ 2.24	
BENGIES (MD. DIV.)		F 4.53	
MIDDLE RIVER	MU	F 4.56	
STEMMER'S RUN		F 5.00	
CHESACO PARK			
NORTH POINT			
BAY VIEW	WILL	5.06	
CANTON JUNCTION	NOT RUN	5.07	
BIDDLE STREET	MAY 30, JULY 4, SEPT. 5,	\$ 5.10	
UNION JUNCTION		5.14	5.23
BALTIMORE		\$ 5.15	
BALTIMORE	\$ 5.10		\$ 5.25
B. & P. JUNCTION	5.11		5.26
FULTON JUNCTION	5.15		5.30
EDMONDSON			
GWYNNS RUN	5.17		
FREDERICK ROAD	\$ 5.18		
LOUDON PARK			
ARPUTUS			
HALETHORPE	MU		
WINANS	5.23		
PATAPSCO			
STONY RUN			
HARMAN			
SEVERN	\$ 5.30		
ODENTON	\$ 5.35		
PATUXENT			
ANDERSON			
ARUNDEL			
JERICHO PARK			
BOWIE	\$ 5.43		
SPRINGFIELD			
GLENNDALE	F 5.46		
SEABROOK	\$ 5.49		
LANHAM	\$ 5.51		
LANDOVER	5.54		
CHEVERLY			
NEW YORK AVE.(W. T.)	6.02		
WASHINGTON	\$ 6.05		
Arrive	P. M.	P. M.	P. M.
	419	421	WM 21

## FIRST CLASS

	WM 47	149	#423	129	425
	DAILY EX SUN.	DAILY	DAILY EX SUN.	DAILY	DAILY EX SUN.
	P. M.	P. M.	P. M.	P. M.	P. M.
		P 4.06		\$ 4.14	\$ 3.38
		5.25		5.37	F 5.56
			MU		F 5.59
					\$ 6.02
					F 6.05
		5.33	WILL NOT RUN MAY 30, JULY 4, SEPT. 5.	5.44	6.09
		5.34		5.45	6.10
		5.38			\$ 6.13
		5.40		5.49	6.16
					\$ 6.17
	\$ 5.35	P 5.42	\$ 5.47	\$ 5.55	
	5.38	5.43	5.48	5.56	
	5.40	5.47	5.52	6.00	
		5.49	5.54	6.02	
			\$ 5.55		
			\$ 6.01		
		5.53	6.02	6.06	
			F 6.04		
			\$ 6.06		
			\$ 6.09		
			5.58	\$ 6.12	6.11
			6.01	\$ 6.17	6.14
				\$ 6.20	
			6.21		
			6.08	\$ 6.27	6.21
			F 6.32		
			F 6.35		
			F 6.37		
			6.15	F 6.40	6.29
			6.22	6.47	6.37
			\$ 6.25	\$ 6.50	\$ 6.40
	P. M.	P. M.	P. M.	P. M.	P. M.
	WM 47	149	423	129	425

STATIONS	FIRST CLASS		
	153	427	177
	DAILY	SUNDAY ONLY	DAILY
Leave	P. M.	P. M.	P. M.
PENNA.-30th ST.(P.T.)	\$ 4.57	\$ 4.28	\$ 6.06
BENGIES (MD. DIV.)	6.11	F 6.48	7.22
MIDDLE RIVER		F 6.45	
STEMMER'S RUN		\$ 6.48	
CHESACO PARK		F 6.51	
NORTH POINT			
BAY VIEW	6.18	6.55	7.29
CANTON JUNCTION	6.19	6.56	7.30
BIDDLE STREET		\$ 6.59	
UNION JUNCTION		7.02	7.34
BALTIMORE		\$ 7.03	
BALTIMORE	\$ 6.24		\$ 7.37
B. & P. JUNCTION	6.25		7.38
FULTON JUNCTION	6.29		7.42
EDMONDSON			
GWYNNS RUN	6.31		7.44
FREDERICK ROAD			
LOUDON PARK			
ARBUSUS		MU	
HALETHORPE			
WINANS	6.35		7.48
PATAPSCO			
STONY RUN			
HARMAN			
SEVERN			
ODENTON	6.43		7.56
PATUXENT			
ANDERSON			
ARUNDEL			
JERICHO PARK			
BOWIE	6.49		8.03
SPRINGFIELD			
GLENNDALE			
SEABROOK			
LANHAM			
LANDOVER	6.56		8.10
CHEVERLY			
NEW YORK AVE.(W. T.)	7.02		8.17
WASHINGTON	\$ 7.05		\$ 8.20
Arrive	P. M.	P. M.	P. M.
	153	427	177

**FIRST CLASS**

## WASHINGTON TO NORTH POINT

STATIONS	FIRST CLASS		
	102	110	•108
	Arrive	A. M.	A. M.
PENNA.-30th ST.(P.T.)	\$ 3.37	\$ 4.46	\$ 5.08
BENGIES (MD. DIV.)	1.54	3.12	3.24
MIDDLE RIVER			
STEMMER'S RUN			
CHESACO PARK			
NORTH POINT			
BAY VIEW	1.45	3.05	3.15
CANTON JUNCTION	1.44	3.04	3.14
BIDDLE STREET			
UNION JUNCTION	1.38	2.59	3.09
BALTIMORE	1.37	2.58	3.08
BALTIMORE	\$ 1.20	\$ 2.47	\$ 3.01
B. & P. JUNCTION	1.19	2.46	2.59
FULTON JUNCTION	1.15	2.42	2.55
EDMONDSON			
GWYNNS RUN	1.18	2.40	2.53
FREDERICK ROAD			
LOUDON PARK			
ARbutus			
HALETHORPE			
WINANS	1.09	2.36	2.48
PATAPSCO			
STONY RUN			
HARMAN			
SEVERN			
ODENTON	1.01	2.27	2.38
PATUXENT			
ANDERSON			
ARUNDEL			
JERICHO PARK			
BOWIE	\$ 12.52	2.20	2.30
SPRINGFIELD			
GLENNDALE			
SEABROOK			
LANHAM			
LANDOVER	12.43	2.11	2.21
CHEVERLY			
NEW YORK AVE.(W. T.)	12.33	2.03	2.13
WASHINGTON	\$ 12.30	\$ 2.00	\$ 2.10
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY
	102	110	108

## FIRST CLASS

	<b>400</b>	<b>402</b>	<b>112</b>	<b>118</b>	
	A. M.	A. M.	A. M.	A. M.	
	6.07		\$ 7.17	\$ 7.37	
	3.55	F 5.13	5.39	6.17	
		\$ 5.10			
	F 3.50	\$ 5.07			
		F 5.02			
	3.46	4.58	5.31	6.10	
	3.45	4.57	5.30	6.09	
		\$ 4.54			
	3.41	4.51	5.24	6.05	
	3.40	\$ 4.50	5.23	\$ 6.04	
	\$ 3.12		\$ 5.10		
	3.10		5.09	6.01	
	3.06	MU	5.05	5.57	
	3.04		5.03	5.55	
	2.59		4.59	5.51	
	2.49		4.51	5.43	
	2.40		4.43	5.37	
	2.31		4.35	5.30	
	2.23		4.28	5.23	
	\$ 2.20		\$ 4.25	\$ 5.20	
	A. M.	A. M.	A. M.	A. M.	
	DAILY	DAILY EX SUN.	DAILY	DAILY	
	<b>400</b>	<b>402</b>	<b>112</b>	<b>118</b>	

STATIONS	FIRST CLASS		
	406	404	120
Arrive	A. M.	A. M.	A. M.
PENNA.-30th ST.(P.T.)	\$ 9.52		\$ 9.14
BENGIES (MD. DIV.)	F 7.80		7.57
MIDDLE RIVER	S 7.27	MU	
STEMMER'S RUN	S 7.25		
CHESACO PARK			
NORTH POINT			
BAY VIEW	7.20	WILL NOT RUN	7.50
CANTON JUNCTION	7.19	MAY 30,	7.49
BIDDLE STREET	\$ 7.16	JULY 4,	
UNION JUNCTION	7.13	SEPT. 5.	7.44
BALTIMORE	\$ 7.12		\$ 7.48
BALTIMORE		\$ 7.57	
B. & P. JUNCTION		7.56	7.41
FULTON JUNCTION	MU	7.52	7.87
EDMONDSON		\$ 7.49	
GWYNNS RUN		7.48	7.85
FREDERICK ROAD		\$ 7.47	
LOUDON PARK			
ARBUS			
HALETHORPE		\$ 7.41	
WINANS		7.39	7.81
PATAPSCO		\$ 7.37	
STONY RUN		\$ 7.35	
HARMAN		\$ 7.31	
SEVERN		\$ 7.29	
ODENTON		\$ 7.25	7.23
PATUXENT	F	7.19	
ANDERSON			
ARUNDEL		F 7.16	
JERICHO PARK		F 7.14	
BOWIE		\$ 7.12	7.17
SPRINGFIELD			
GLENNDALE		\$ 7.07	
SEABROOK		\$ 7.04	
LANHAM		\$ 7.01	
LANDOVER		\$ 6.58	7.10
CHEVERLY			
NEW YORK AVE (W. T.)		6.51	7.08
WASHINGTON		\$ 6.48	\$ 7.00
Leave	A. M.	A. M.	A. M.
	DAILY	‡ DAILY EX. SUN.	DAILY
	406	404	120

## FIRST CLASS

	WM 20	WM 48	122	572	174
	A. M.	A. M.	A. M.	A. M.	A. M.
			\$ 9.46		\$ 10.23
			8.28		9.00
			8.21		8.52
			8.20		8.51
	7.52	8.05	8.16		8.46
	\$ 7.51	\$ 8.04	\$ 8.15		\$ 8.45
				\$ 8.23	
	7.50	8.03	8.11	8.21	8.42
	7.46	7.59	8.07	8.17	8.38
			8.05	8.15	8.36
	WILL NOT RUN MAY 30, JULY 4, SEPT. 5.				
			8.01	8.11	8.32
			7.53	\$ 8.02	8.24
			7.47	\$ 7.54	8.18
			7.40	7.45	8.10
			7.33	7.38	8.08
			\$ 7.30	\$ 7.35	\$ 8.00
	A. M.	A. M.	A. M.	A. M.	A. M.
	‡ DAILY EX. SUN.	DAILY EX. SUN.	DAILY	DAILY	DAILY
	WM 20	WM 48	122	572	174

STATIONS	FIRST CLASS		
	WM 6	126	128
Arrive	A. M.	A. M.	P. M.
PENNA.-30th ST.(P.T.)		\$ 11.14	\$ 12.25
BENGIES (MD. DIV.)		9.57	10.59
MIDDLE RIVER			
STEMMER'S RUN			
CHESACO PARK			
NORTH POINT			
BAY VIEW		9.49	10.52
CANTON JUNCTION		9.48	10.51
BIDDLE STREET			
UNION JUNCTION	9.39	9.44	10.47
BALTIMORE	\$ 9.38	\$ 9.43	\$ 10.46
BALTIMORE			
B. & P. JUNCTION	9.37	9.41	10.41
FULTON JUNCTION	9.33	9.37	10.37
EDMONDSON			
GWYNNS RUN		9.35	10.35
FREDERICK ROAD			
LOUDON PARK			
ARBUSUS			
HALETHORPE			
WINANS		9.31	10.31
PATAPSCO			
STONY RUN			
HARMAN			
SEVERN			
ODENTON		9.23	10.23
PATUXENT			
ANDERSON			
ARUNDEL			
JERICHO PARK			
BOWIE		9.17	10.17
SPRINGFIELD			
GLENNDALE			
SEABROOK			
LANHAM			
LANDOVER		9.10	10.10
CHEVERLY			
NEW YORK AVE.(W. T.)		9.03	10.03
WASHINGTON		\$ 9.00	\$ 10.00
Leave	A. M.	A. M.	A. M.
	DAILY EX SUN.	DAILY	DAILY
	WM 6	126	128

## FIRST CLASS

	130			176	132
	P. M.			P. M.	P. M.
	\$ 1.14			\$ 2.13	\$ 2.31
	11.57			12.56	1.14
	11.49			12.49	1.07
	11.48			12.48	1.06
	11.44			12.44	1.01
	\$ 11.43			\$ 12.43	\$ 1.00
	11.41			12.41	12.56
	11.37			12.37	12.52
	11.36			12.35	12.50
	11.31			12.31	12.46
	11.23			12.23	12.88
	11.17			12.17	12.32
	11.10			12.10	12.25
	11.03			12.03	12.18
	\$ 11.00			\$ 12.00	\$ 12.15
	A. M.			NOON	P. M.
	DAILY			DAILY	DAILY
	130			176	132

## WASHINGTON TO NORTH POINT

STATIONS	FIRST CLASS		
	408		134
Arrive	P. M.	P. M.	
PENNA.-30th ST.(P.T.)	\$ 3.44		\$ 3.21
BEINGIES (MD. DIV.)	F 1.24		1.59
MIDDLE RIVER	F 1.21		
STEMMER'S RUN	F 1.18		
CHESACO PARK	F 1.15		
NORTH POINT			
BAY VIEW	1.11		1.52
CANTON JUNCTION	1.10		1.51
BIDDLE STREET	\$ 1.07		
UNION JUNCTION	1.04		1.46
BALTIMORE	\$ 1.03		\$ 1.45
BALTIMORE			
B. & P. JUNCTION			1.41
FULTON JUNCTION	MU		1.37
EDMONDSON			
GWYNNS RUN			1.35
FREDERICK ROAD			
LOUDON PARK			
ARBUSUS			
HALETHORPE			
WINANS			1.31
PATAPSCO			
STONY RUN			
HARMAN			
SEVERN			
ODENTON			1.23
PATUXENT			
ANDERSON			
ARUNDEL			
JERICHO PARK			
BOWIE			1.17
SPRINGFIELD			
GLENNDALE			
SEABROOK			
LANHAM			
LANDOVER			1.10
CHEVERLY			
NEW YORK AVE.(W. T.)			1.03
WASHINGTON			\$ 1.00
Leave	P. M.	P. M.	
	SAT. ONLY 408		DAILY 134

## FIRST CLASS

410	414	1046	504	142	412
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
				\$ 4.19	\$ 6.48
		2.45		2.58	4.08
		2.37		2.51	3.56
		2.36		2.50	3.55
		2.31		2.45	3.50
		\$ 2.30		\$ 2.44	3.49
\$ 2.15	\$ 2.47		\$ 2.32		\$ 3.30
2.14	2.46	2.26	2.31	2.41	3.29
2.10	2.42	2.22	2.27	2.37	3.25
\$ 2.08	\$ 2.40				
2.07	2.37	2.20	2.25	2.35	3.23
\$ 2.05	\$ 2.38	FIRST TRIP			
		JULY 1,			
		LAST TRIP			
		SEPT. 10.			
\$ 1.59	\$ 2.28				
1.57	2.26	2.16	2.21	2.31	3.19
	F 2.24				
	F 2.22				
	F 2.20				\$ 3.14
	\$ 2.18				3.11
\$ 1.49	\$ 2.14	2.07	2.12	2.28	\$ 3.07
	F 2.05				
	F 2.01				
	F 1.58				F 3.00
\$ 1.42	\$ 1.54	2.01	2.06	2.17	\$ 2.57
	F 1.50				F 2.54
	\$ 1.48				F 2.52
	F 1.46				F 2.49
	\$ 1.44				F 2.46
1.34	\$ 1.41	1.54	1.59	2.10	\$ 2.41
	\$ 1.38				
1.28	1.33	1.48	1.53	2.03	2.33
\$ 1.25	\$ 1.30	\$ 1.45	\$ 1.50	\$ 2.00	\$ 2.30
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SAT. ONLY	SAT. ONLY	FRI. & SAT. ONLY	DAILY	DAILY	DAILY EX SUN.
410	414	1046	504	142	412

## WASHINGTON TO NORTH POINT

STATIONS	FIRST CLASS		
	144	*416	152
	Arrive	P. M.	P. M.
PENNA.-30th ST.(P.T.)	\$ 5.17		D 6.08
BENGIES (MD. DIV.)	3.59		4.54
MIDDLE RIVER			
STEMMER'S RUN			
CHESACO PARK			
NORTH POINT			
BAY VIEW	3.52	WILL NOT RUN	4.47
CANTON JUNCTION	3.51	MAY 30,	4.46
BIDDLE STREET		JULY 4,	
UNION JUNCTION	3.46	SEPT. 5.	4.42
BALTIMORE	\$ 3.45		\$ 4.41
BALTIMORE		\$ 4.20	
B. & P. JUNCTION	3.41	4.19	4.39
FULTON JUNCTION	3.37	4.15	4.35
EDMONDSON			
GWYNNS RUN	3.35	4.06	4.33
FREDERICK ROAD			
LOUDON PARK			
ARBUTUS			
HALETHORPE			
WINANS	3.31	3.54	4.29
PATAPSCO			
STONY RUN			
HARMAN			
SEVERN			
ODENTON	3.23	\$ 3.40	4.21
PATUXENT			
ANDERSON			
ARUNDEL			
JERICHO PARK			
BOWIE	3.17	\$ 3.30	4.15½
SPRINGFIELD			
GLENNDALE			
SEABROOK			
LANHAM			
LANDOVER	3.10		4.09
CHEVERLY			
NEW YORK AVE.(W. T.)	3.03		4.03
WASHINGTON	\$ 3.00		\$ 4.00
Leave	P. M.	P. M.	P. M.
	DAILY	# DAILY EX. SUN.	DAILY
	144	416	152

## FIRST CLASS

168	418	WM 2	154	558	420
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 7.06	\$ 8.06		\$ 7.17		
5.31	F 5.55		6.00		
	F 5.52				
	\$ 5.50				
	F 5.47				
5.23	5.43		5.52		
5.22	5.42		5.51		
	\$ 5.39				
5.18	5.36	5.44	5.47		
\$ 5.17	\$ 5.35	\$ 5.43	\$ 5.46		
				\$ 5.50	\$ 6.03
5.13		5.37	5.42	5.49	6.02
5.09		5.33	5.38	5.45	5.58
N 5.07		0	5.36		\$ 5.56
5.05			5.34	5.43	5.54
					\$ 5.53
					\$ 5.48
5.01			5.30	5.39	5.46
4.53			L 5.22	5.31	\$ 5.37
4.47			5.15½	5.25½	\$ 5.30
4.40			5.09	5.19	5.22
4.33			5.03	5.13	5.16
\$ 4.30			\$ 5.00	\$ 5.10	\$ 5.13
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY	DAILY EX. SUN.	DAILY EX. SUN.	DAILY	DAILY	‡DAILY EX. SAT. & SUN.
168	418	WM 2	154	558	420

STATIONS	FIRST CLASS		
	422	532	WM 44
Arrive	P. M.	P. M.	P. M.
PENNA.-30th ST.(P.T.)			
BENGIES (MD. DIV.)			
MIDDLE RIVER			
STEMMER'S RUN	MU		
CHESACO PARK			
NORTH POINT			
BAY VIEW	WILL NOT RUN		
CANTON JUNCTION	MAY 30,		
BIDDLE STREET	JULY 4,		
UNION JUNCTION	SEPT. 5.		6.47
BALTIMORE		\$ 6.46	
BALTIMORE	\$ 6.24	\$ 6.10	
B. & P. JUNCTION	6.23	6.09	6.37
FULTON JUNCTION	6.19	6.05	6.38
EDMONDSON	\$ 6.17		
GWYNNS RUN	6.15	6.03	
FREDERICK ROAD	\$ 6.18		
LOUDON PARK			
ARBUTUS			
HALETHORPE	\$ 6.07		
WINANS	6.05	5.59	
PATAPSCO			
STONY RUN			
HARMAN	\$ 5.58		
SEVERN	\$ 5.56		
ODENTON	\$ 5.52	5.51	
PATUXENT	F \$ 5.47		
ANDERSON			
ARUNDEL			
JERICHO PARK	F 5.41		
BOWIE	\$ 5.39	5.45½	
SPRINGFIELD	F 5.36		
GLENNDALE	\$ 5.34		
SEABROOK	\$ 5.31		
LANHAM	\$ 5.29		
LANDOVER	\$ 5.26	5.39	
CHEVERLY	\$ 5.24		
NEW YORK AVE.(W. T.)	5.19	5.33	
WASHINGTON	\$ 5.16	\$ 5.30	
Leave	P. M.	P. M.	P. M.
	# DAILY EX SUN.	DAILY	DAILY EX SUN.
	422	532	WM 44

## FIRST CLASS

WM 102	156	WM 4	424	516	158
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 8.18				\$ 9.38
	7.00				8.02
			MU		
	6.52				7.55
	6.51				7.54
6.40	6.47	7.29			7.49
\$ 6.38	\$ 6.46	\$ 7.28			7.48
6.38	6.43	7.28	\$ 7.35	\$ 7.30	\$ 7.44
6.34	6.39	7.19	7.34	7.29	7.43
N	6.37		\$ 7.30	7.25	7.39
	6.36		\$ 7.27		
			7.24	7.23	7.37
			\$ 7.22		
			F 7.18		
			F 7.16		
	6.31		7.14	7.18	7.32
			F 7.09		
			7.07	7.12	
	6.28		F 7.03	7.09	7.24
			F 6.59		
			F 6.54		
	6.17		\$ 6.52	7.03	7.18
			F 6.49		
			\$ 6.47		
			\$ 6.44		
			\$ 6.42		
	6.10		F 6.38	6.55	7.10
	6.03		6.30	6.48	7.03
	\$ 6.00		\$ 6.27	\$ 6.45	\$ 7.00
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SUNDAY ONLY	DAILY	DAILY EX SUN.	DAILY EX SUN.	DAILY	DAILY
WM 102	156	WM 4	424	516	158

## WASHINGTON TO NORTH POINT

STATIONS	FIRST CLASS		
	172	540	162
Arrive	P. M.	P. M.	A. M.
PENNA.-30th ST. (P.T.)	\$ 10.38		\$ 12.41
BENGIES (MD. DIV.)	9.08		L 10.30
MIDDLE RIVER			
STEMMER'S RUN			
CHESACO PARK			
NORTH POINT			
BAY VIEW	9.00		10.22
CANTON JUNCTION	8.59		10.21
BIDDLE STREET			
UNION JUNCTION	8.55		10.16
BALTIMORE	8.54		10.15
BALTIMORE	\$ 8.43	\$ 9.12	\$ 10.02
B. & P. JUNCTION	8.42	9.11	10.01
FULTON JUNCTION	8.38	9.07	9.57
EDMONDSON			F 9.55
GWYNNS RUN	8.36	9.05	9.53
FREDERICK ROAD			
LOUDON PARK			
ARBUS			
HALETHORPE			F 9.48
WINANS	8.32	9.01	9.47
PATAPSCO			
STONY RUN			
HARMAN			F 9.42
SEVERN			9.40
ODENTON	8.24	8.53	F 9.35
PATUXENT			
ANDERSON			
ARUNDEL			
JERICHO PARK			F 9.30
BOWIE	8.17	8.46	\$ 9.28
SPRINGFIELD			
GLENNDALE			F 9.22
SEABROOK			F 9.18
LANHAM			F 9.15
LANDOVER	8.10	8.39	F 9.12
CHEVERLY			
NEW YORK AVE. (W.T.)	8.03	8.33	9.03
WASHINGTON	\$ 8.00	\$ 8.30	\$ 9.00
Leave	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY
	172	540	162

Train 162 will not carry baggage between Washington and Baltimore.

## FIRST CLASS

●426 552

A. M. A. M.

MU

WILL  
NOT RUN  
MAY 30,  
JULY 4,  
SEPT. 5.

	\$ 12.02	\$ 12.22		
	12.01	12.21		
	11.57	12.17		
	\$ 11.55			
	11.53	12.15		

	F 11.52			
	F 11.47			
	11.45	12.11		

	F 11.40			
	F 11.38			
	S 11.35	12.03		
	F 11.31			

	F 11.28			
	S 11.24	11.57		

	F 11.21			
	F 11.19			
	F 11.16			
	F 11.14			

	\$ 11.11	11.50		
--	----------	-------	--	--

	11.03	11.43		
	\$ 11.00	\$ 11.40		

	P. M.	P. M.		
	# DAILY EX. SUN.	DAILY		
	426	552		

STATIONS	FIRST CLASS			
	*#409 DAILY EX. SUN.			
Leave	A. M.			
BOWIE	\$ 7.40			
COLLINGTON	F 7.49			
MULLIKIN	F 7.58			
HALL	F 8.03			
LEELAND	F 8.10			
HILL				
MARLBORO	\$ 8.32			
CROOME	F 8.45			
DULEY	F 8.55			
CHELTENHAM	F 9.02			
BRANDYWINE	\$ 9.28			
OSBORNE	F 9.34			
WALDORF	\$ 9.54			
WHITE PLAIN	\$ 10.20			
LA PLATA	\$ 10.45			
PORT TOBACCO	F 10.50			
COX	F 11.00			
LOTHAIR	F 11.05			
POPE'S CREEK	\$ 11.15			
Arrive	A. M.			
	409			

## POPE'S CREEK TO BOWIE—NORTHWARD

STATIONS	FIRST CLASS			
	416			
Arrive	P. M.			
BOWIE	\$ 3.20			
COLLINGTON	F 3.10			
MULLIKIN	F 3.00			
HALL	F 2.55			
LEELAND	F 2.50			
HILL				
MARLBORO	\$ 2.40			
CROOME	F 2.00			
DULEY	F 1.55			
CHELTENHAM	F 1.50			
BRANDYWINE	\$ 1.45			
OSBORNE	F 1.15			
WALDORF	\$ 1.05			
WHITE PLAIN	\$ 12.45			
LA PLATA	\$ 12.20			
PORT TOBACCO	F 11.55			
COX	F 11.45			
LOTHAIR	F 11.40			
POPE'S CREEK	\$ 11.30			
Leave	A. M.			
	# DAILY EX. SUM. 416			

Nos. 409 and 416 will not run May 30, July 4, Sept. 5.

# PASSENGER HIGHWAY BUS SERVICE TRIPS

## ODENTON TO FORT GEORGE G. MEADE

FREQUENCY	Odenton		Fort Meade	
	Leave	Service Club	P. R. R. Station	Post Theatre
		Arrive	Arrive	Arrive
	A. M.	A. M.	A. M.	A. M.
Daily.....	1.47	1.51	1.53	1.55
Daily Ex. Sun....	6.04	6.08	6.10	6.12‡
Daily Ex. Sun....	7.25	7.29	7.31	7.33
Daily Ex. Sun....	7.46	7.50	7.52	7.54‡
Daily.....	8.05	8.09	8.11	8.13
Daily Ex. Sun....	8.55	8.59	9.01	9.03
	P. M.	P. M.	P. M.	P. M.
Daily.....	1.30	1.34	1.36	1.38
Sat. Only.....	2.16	2.20	2.22	2.24
Daily Ex. Sun....	3.10	3.14	3.16	3.18
Sun. only.....	5.25	5.29	5.31	5.33
Daily Ex. Sun....	5.39	5.43	5.45	5.47‡
Daily Ex. Sun....	5.55	5.59	6.01	6.03‡
Daily Ex. Sun....	6.18	6.22	6.24	6.26
Daily Ex. Sun....	7.03	7.07	7.09	7.11
Daily.....	9.17	9.21	9.23	9.25
Daily.....	9.36	9.40	9.42	9.44
Daily Ex. Sun....	11.37	11.41	11.43	11.45‡

## FORT GEORGE G. MEADE TO ODENTON

FREQUENCY	Fort Meade			Odenton
	Post Theatre Leave	P. R. R. Station	Service Club	Arrive
		Leave	Leave	Leave
	A. M.	A. M.	A. M.	A. M.
Daily.....	1.30	1.32	1.34	1.38
Daily Ex. Sun....	5.50	5.52	5.55	5.58‡
Daily Ex. Sun....	7.00	7.02	7.04	7.08
Daily Ex. Sun....	7.35	7.37	7.39	7.43‡
Daily.....	7.52	7.54	7.56	7.59
Daily Ex. Sun....	8.42	8.44	8.46	8.50
	P. M.	P. M.	P. M.	P. M.
Daily.....	1.17	1.19	1.21	1.25
Sat. Only.....	1.38	1.40	1.42	1.46
Daily Ex. Sun....	2.56	2.58	3.00	3.04
Daily Ex. Sun....	3.30	3.32	3.34	3.38
Sun. Only.....	5.10	5.12	5.14	5.18
Daily Ex. Sun....	5.20	5.22	5.24	5.28
Daily Ex. Sun....	5.47	5.49	5.51	5.55
Daily Ex. Sun....	6.05	6.07	6.09	6.13‡
Daily Ex. Sun....	6.45	6.47	6.49	6.53
Daily.....	9.07	9.09	9.11	9.15
Daily.....	9.25	9.27	9.29	9.33
Daily Ex. Sun....	11.25	11.27	11.29	11.33‡

‡Will not run May 30, July 4, September 5.

## WASHINGTON TO SOUTH END

STATIONS	FIRST CLASS		
	Leave	Sou. Ry. 241 DAILY	Arrive
WASHINGTON.....		\$ 12.05	
VIRGINIA AVE.....		12.09	
SEVENTH ST.....		12.10	
SOUTH END.....		12.14	
STATIONS	Leave	A. M.	Arrive
		Sou. Ry. 241	
FIRST CLASS			
STATIONS	Leave		
WASHINGTON.....			
VIRGINIA AVE.....			
SEVENTH ST.....			
SOUTH END.....			
STATIONS	Arrive		
FIRST CLASS			
STATIONS	Leave	C. & O. 205 DAILY	R. F. & P. 25 SAT. ONLY
	A. M.	P. M.	P. M.
WASHINGTON.....	\$ 11.45	\$ 1.30	\$ 1.40
VIRGINIA AVE.....	11.49	1.34	1.44
SEVENTH ST.....	11.50	1.35	1.45
SOUTH END.....	11.54	1.39	1.49
STATIONS	Arrive	A. M.	P. M.
		C. & O. 205	R. F. & P. 25
FIRST CLASS			
STATIONS	Leave	Sou. Ry. 217 DAILY	R. F. & P. 31 DAILY EX. SAT. & SUN.
	P. M.	P. M.	P. M.
WASHINGTON.....	\$ 4.55	\$ 5.00	\$ 5.05
VIRGINIA AVE.....	4.59	5.04	5.09
SEVENTH ST.....	5.00	5.05	5.10
SOUTH END.....	5.04	5.09	5.14
STATIONS	Arrive	P. M.	P. M.
		Sou. Ry. 217	R. F. & P. 31
FIRST CLASS			
STATIONS	Leave	Sou. Ry. 231 DAILY	Sou. Ry 239 DAILY
		P. M.	P. M.
WASHINGTON.....		\$ 7.00	\$ 10.35
VIRGINIA AVE.....		7.04	10.39
SEVENTH ST.....		7.05	10.40
SOUTH END.....		7.09	10.44
STATIONS	Arrive	P. M.	P. M.
		Sou. Ry. 231	Sou. Ry. 239

## FIRST CLASS

R. F. & P. 191 DAILY	Sou. Ry. 233 DAILY	R. F. & P. 75 DAILY	R. F. & P. 23 DAILY	Sou. Ry. 225 DAILY	
A. M.	A. M.	A. M.	A. M.	A. M.	
\$ 2.35	\$ 3.00	\$ 3.05	\$ 5.45	\$ 7.25	-----
2.39	3.04	3.09	5.49	7.29	-----
2.40	3.05	3.10	5.50	7.30	-----
2.44	3.09	3.14	5.54	7.34	-----

A. M.	A. M.	A. M.	A. M.	A. M.	
R. F. & P. 191	Sou. Ry. 233	R. F. & P. 75	R. F. & P. 23	Sou. Ry. 225	

## FIRST CLASS

R. F. & P. 89 DAILY	Sou. Ry. 135 DAILY	Sou. Ry. 211 DAILY	R. F. & P. 93 DAILY	R. F. & P. 15 DAILY	
A. M.	A. M.	A. M.	A. M.	A. M.	
R. F. & P. 89	Sou. Ry. 135	Sou. Ry. 211	R. F. & P. 93	R. F. & P. 15	
\$ 8.00	\$ 8.30	\$ 8.55	\$ 9.05	\$ 11.15	-----
8.04	8.34	8.59	9.09	11.19	-----
8.05	8.35	8.00	9.10	11.20	-----
8.09	8.39	9.04	9.14	11.24	-----

## FIRST CLASS

Sou. Ry. 207 SAT. ONLY	R. F. & P. 107 DAILY	R. F. & P. 71 DAILY			R. F. & P. 29 DAILY
P. M.	P. M.	P. M.			P. M.
Sou. Ry. 207	R. F. & P. 107	R. F. & P. 71			R. F. & P. 29
\$ 1.45	\$ 1.50	\$ 3.00			\$ 3.30
1.49	1.54	3.04			3.34
\$ 1.50	1.55	3.05			\$ 3.35
1.54	1.59	3.09			3.39
P. M.	P. M.	P. M.			P. M.
Sou. Ry. 207	R. F. & P. 107	R. F. & P. 71			R. F. & P. 29

## FIRST CLASS

	C. & O. 201 DAILY	R. F. & P. 21 DAILY	R. F. & P. 73 DAILY	Sou. Ry. 237 DAILY	R. F. & P. 83 DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 6.01	\$ 6.15	\$ 6.40	\$ 6.45	\$ 6.50
	6.05	6.19	6.44	6.49	6.54
	6.06	6.20	6.45	6.50	6.55
	6.10	6.24	6.49	6.54	6.59
	P. M.	P. M.	P. M.	P. M.	P. M.
	C. & O. 201	R. F. & P. 21	R. F. & P. 73	Sou. Ry. 237	R. F. & P. 83

## FIRST CLASS

	R. F. & P. 95 DAILY	C. & O. 203 DAILY	Sou. Ry. 229 DAILY		
	P. M.	P. M.	P. M.		
	\$ 10.45	\$ 11.00	\$ 11.59		
	10.49	11.04	12.03		
	10.50	11.05	12.04		
	10.54	11.09	12.08		
	P. M.	P. M.	A. M.		
	R. F. & P. 95	C. & O. 203	Sou. Ry. 229		

STATIONS		FIRST CLASS			
		Sou. Ry. 226	R. F. & P. 76	Sou. Ry. 234	
Arrive	A. M.	A. M.	A. M.		
	WASHINGTON	\$ 1.00	\$ 1.25	\$ 1.30	
	VIRGINIA AVE.	12.56	1.21	1.26	
	SEVENTH ST.	12.55	1.20	1.25	
	SOUTH END	12.48	1.18	1.18	
Leave	A. M.	A. M.	A. M.		
	DAILY	DAILY	DAILY		
	Sou. Ry. 226	R. F. & P. 76	Sou. Ry. 234		
STATIONS		FIRST CLASS			
		Sou. Ry. 242	Sou. Ry. 232	R. F. & P. 82	Sou. Ry. 240
Arrive	A. M.	A. M.	A. M.	A. M.	
	WASHINGTON	\$ 6.30	\$ 6.35	\$ 7.00	\$ 7.10
	VIRGINIA AVE.	6.26	6.31	6.56	7.06
	SEVENTH ST.	6.25	6.30	6.55	7.05
	SOUTH END	6.18	6.23	6.48	6.58
Leave	A. M.	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	DAILY	
	Sou. Ry. 242	Sou. Ry. 232	R. F. & P. 82	Sou. Ry. 240	
STATIONS		FIRST CLASS			
		R. F. & P. 20	R. F. & P. 22		
Arrive	A. M.	A. M.			
	WASHINGTON	\$ 10.15	\$ 10.30		
	VIRGINIA AVE.	10.11	10.26		
	SEVENTH ST.	\$ 10.10	10.25		
	SOUTH END	10.03	10.18		
Leave	A. M.	A. M.			
	SUNDAY ONLY	DAILY			
	R. F. & P. 20	R. F. & P. 22			
STATIONS		FIRST CLASS			
		C. & O. 244	R. F. & P. 14	Sou. Ry. 136	
Arrive	P. M.	P. M.	P. M.		
	WASHINGTON	\$ 1.45	\$ 2.40	\$ 4.50	
	VIRGINIA AVE.	1.41	2.36	4.46	
	SEVENTH ST.	1.40	2.35	\$ 4.45	
	SOUTH END	1.33	2.28	4.38	
Leave	P. M.	P. M.	P. M.		
	SUNDAY ONLY	DAILY	DAILY		
	C. & O. 244	R. F. & P. 14	Sou. Ry. 136		
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.	
		\$ 3.40	\$ 3.55	\$ 4.55	
		3.38	3.51	4.51	
		3.35	3.50	4.50	
		3.28	3.43	4.43	

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

## FIRST CLASS

R. F. & P. 98	Sou. Ry. 216	R. F. & P. 2	C. & O. 202	R. F. & P. 72	R. F. & P. 10
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 7.20	\$ 8.05	\$ 8.15	\$ 8.80	\$ 9.05	\$ 9.55
7.16	8.01	8.11	8.26	9.01	9.51
7.15	\$ 8.00	\$ 8.10	8.25	9.00	\$ 9.50
7.08	7.53	8.03	8.18	Last Trip May 10th	8.53
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY EX. SUN.	DAILY	DAILY	DAILY EX. SUN.
R. F. & P. 98	Sou. Ry. 216	R. F. & P. 2	C. & O. 202	R. F. & P. 72	R. F. & P. 10

## FIRST CLASS

Sou. Ry. 230	Sou. Ry. 218	R. F. & P. 74		R. F. & P. 108	C. & O. 204
A. M.	A. M.	A. M.		P. M.	P. M.
\$ 11.20	\$ 11.35	\$ 11.40		\$ 12.30	\$ 12.45
11.16	11.31	11.36		12.26	12.41
11.15	11.30	11.35		12.25	12.40
11.08	11.23	11.28		12.18	12.33
A. M.	A. M.	A. M.		P. M.	P. M.
DAILY	DAILY	DAILY		DAILY	DAILY EX. SUN.
Sou. Ry. 230	Sou. Ry. 218	R. F. & P. 74		R. F. & P. 108	C. & O. 204

## FIRST CLASS

R. F. & P. 16	Sou. Ry. 236	R. F. & P. 94	Sou. Ry. 212		
P. M.	P. M.	P. M.	P. M.		
\$ 6.25	\$ 7.25	\$ 8.30	\$ 8.40		
6.21	7.21	8.26	8.36		
6.20	7.20	8.25	\$ 8.35		
6.13	7.13	8.18	8.28		
P. M.	P. M.	P. M.	P. M.		
DAILY	DAILY	DAILY	DAILY		
R. F. & P. 16	Sou. Ry. 236	R. F. & P. 94	Sou. Ry. 212		

## FIRST CLASS


## BALTIMORE TO HARRISBURG

STATIONS	FIRST CLASS		
	51	591	•*433
	DAILY	DAILY	† DAILY EX. SUN.
Leave	A. M.	A. M.	A. M.
CALVERT STATION			
BALTIMORE	\$ 12.34	\$ 3.30	
B. & P. JUNCTION	12.35	3.31	
MT. VERNON	12.37	3.33	
WOODBERRY			
MT. WASHINGTON			
BARE HILLS			
HOLLINS	12.46	3.42	
LAKE			
RUXTON		\$ 3.44	
RIDERWOOD			
LUTHERVILLE		\$ 3.47	WILL NOT RUN MAY 30, JULY 4, SEPT. 5.
TIMONIUM	12.53	3.49	
PADONIA			
TEXAS			
COCKEYSVILLE	12.57	F 3.54	
ASHLAND			
PHOENIX			
SPARKS			
GLENCOE	1.04	4.02	
CORBETT			
MONKTON		F 4.07	
BLUE MOUNT			
WHITE HALL		F 4.13	
GRAYSTONE		F 4.17	
PARKTON	1.18	\$ 4.21	
BENTLEY SPRINGS			
FREELAND		F 4.33	
SUMMIT GROVE	1.34	4.38	
NEW FREEDOM		\$ 4.40	
SHREWSBURY		\$ 4.43	
GLEN ROCK	1.43	\$ 4.48	
LARUE		F 4.52	
HANOVER JCT.		\$ 4.56	
SMYSER		\$ 5.00	
GLATFELTER	1.52	\$ 5.05	
GRANTLEY	2.02	\$ 5.18	
YORK		\$ 5.21	
YORK	\$ 2.12	5.31	\$ 7.20
LOUCKS	2.15	5.34	7.23
EMIGSVILLE		F 5.39	F 7.29
MT. WOLF		\$ 5.45	\$ 7.36
YORK HAVEN (Phil. D.)		\$ 5.51	\$ 7.42
CLY	2.30	\$ 5.54	\$ 7.46
HARRISBURG	\$ 2.51	\$ 6.23	\$ 8.17
Arrive	A. M.	A. M.	A. M.
	51	591	433

## FIRST CLASS

	<b>435</b> DAILY	<b>571</b> DAILY		<b>437</b> SATURDAY ONLY	
	A. M.	A. M.		P. M.	
	\$ 7.05			\$ 1.15	
	\$ 7.12	\$ 8.30		\$ 1.19	
	7.13	8.31		1.20	
	7.16	8.33		1.22	
	F 7.19			F 1.25	
	\$ 7.24			\$ 1.30	
	F 7.25				
	7.27	8.42		1.33	
	\$ 7.30			F 1.35	
	\$ 7.32			\$ 1.37	
	\$ 7.34			\$ 1.39	
	\$ 7.38			\$ 1.42	
	\$ 7.41	8.49		\$ 1.45	
				F 1.47	
	\$ 7.44			\$ 1.49	
	\$ 7.48	8.53		\$ 1.52	
	F 7.50			F 1.54	
	\$ 7.55			F 1.58	
	\$ 7.59			\$ 2.02	
	F 8.02	9.01		\$ 2.04	
	F 8.06			F 2.09	
	\$ 8.09			\$ 2.11	
				F 2.15	
	\$ 8.16			\$ 2.19	
	\$ 8.22	9.15		\$ 2.21	
				\$ 2.25	
	WILL OPERATE FROM PENNA. STATION, BALTIMORE ON SUNDAY				
		9.29			
		\$ 9.31			
		\$ 9.39			
		9.49			
		9.59			
		\$ 10.03			
		10.08			
		10.11			
		10.29			
		\$ 10.50			
	A. M.	A. M.		P. M.	
	435	571		437	

## BALTIMORE TO HARRISBURG

STATION	FIRST CLASS			
	505	595	439	
	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	
Leave	P. M.	P. M.	P. M.	
CALVERT STATION			\$ 4.28	
BALTIMORE	\$ 2.37	\$ 3.20	\$ 4.32	
B. & P. JUNCTION	2.38	3.21	4.33	
MT. VERNON	2.41	3.23	4.35	
WOODBERRY		\$ 3.26	F 4.38	
MT. WASHINGTON		\$ 3.31	\$ 4.43	
BARE HILLS			F 4.44	
HOLLINS	2.49	3.33	4.45	
LAKE			F 4.47	
RUXTON		\$ 3.37	\$ 4.49	
RIDERWOOD		\$ 3.39	\$ 4.51	
LUTHERVILLE		\$ 3.42	\$ 4.55	
TIMONIUM	2.57	F 3.45	\$ 4.58	
PADONIA		F 3.47	F 5.00	
TEXAS		\$ 3.50	\$ 5.02	
COCKEYSVILLE	3.01	\$ 3.54	\$ 5.05	
ASHLAND		F 3.56	F 5.07	
PHOENIX		F 3.59	F 5.11	
SPARKS		\$ 4.03	F 5.14	
GLENCOE	3.09	F 4.06	F 5.17	
CORBETT		F 4.09	F 5.21	
MONKTON		\$ 4.12	F 5.24	
BLUE MOUNT		F 4.17	F 5.27	
WHITE HALL		\$ 4.22	F 5.31	
GRAYSTONE		F 4.24	F 5.33	
PARKTON	3.22	\$ 4.29	\$ 5.38	
BENTLEY SPRINGS		\$ 4.36		
FREELAND		\$ 4.42		
SUMMIT GROVE	3.36	4.46		
NEW FREEDOM		\$ 4.49		
SHREWSBURY		\$ 4.52		
GLEN ROCK	3.43	\$ 4.58		
LARUE		F 5.03		
HANOVER JOT.		F 5.06		
SMYSER		\$ 5.10	WILL	
GLATFELTER	3.52	\$ 5.14	NOT RUN	
GRANTLEY	4.02	F 5.25	MAY 30,	
YORK		\$ 5.30	JULY 4,	
			SEPT. 5.	
YORK	\$ 4.11	5.40		
LOUCKS	4.14	5.43		
EMIGSVILLE		F 5.49		
MT. WOLF		\$ 5.54		
YORK HAVEN (Phil. D.)	F 4.27	\$ 6.00		
CLY	4.30	\$ 6.03		
HARRISBURG	\$ 4.53	\$ 6.30		
Arrive	P. M.	P. M.	P. M.	
	505	595	439	

**FIRST CLASS**

	441	59	531	443	
	DAILY	DAILY	DAILY	DAILY EX. SUN.	
	P. M.	P. M.	P. M.	P. M.	
	\$ 5.20			\$ 6.25	
	\$ 5.24	\$ 5.55	\$ 6.15	\$ 6.29	
	5.25	5.56	6.16	6.30	
	5.27	5.58	6.18	6.32	
	F 5.30			F 6.35	
	\$ 5.35			\$ 6.40	
	5.37	6.07	6.26	6.43	
	\$ 5.41			\$ 6.47	
	\$ 5.44			\$ 6.49	
	\$ 5.48			\$ 6.52	
	S 5.51	6.14	6.33	F 6.55	
	F 5.53			F 6.57	
	S 5.55			\$ 6.59	
	S 5.59	6.18	6.37	\$ 7.02	
	F 6.01			F 7.04	
	F 6.05			F 7.07	
	S 6.09			F 7.11	
	S 6.12	6.26	6.45	F 7.13	
	S 6.16			F 7.17	
	S 6.19			F 7.19	
	F 6.23			F 7.22	
	S 6.27			F 7.26	
	F 6.29			F 7.28	
	\$ 6.33	6.39	6.57	\$ 7.32	
		6.55	7.12		
		7.02	7.19		
	WILL OPER- ATE FROM PENNA. STA. BALTO., ON SUNDAY	7.11	7.29	WILL NOT RUN MAY 30, JULY 4, SEPT. 5.	
		7.21	7.39		
		\$ 7.30	\$ 7.47		
		7.33	7.50		
		7.48	8.05		
		\$ 8.08	\$ 8.26		
	P. M.	P. M.	P. M.	P. M.	
	441	59	531	443	

## FIRST CLASS

STATIONS	517		539	
	DAILY		DAILY	
Leave	P. M.		P. M.	
CALVERT STATION				
BALTIMORE	\$ 7.35		\$ 9.19	
B. & P. JUNCTION	7.36		9.20	
MT. VERNON	7.38		9.22	
WOODBERRY				
MT. WASHINGTON				
BARE HILLS				
HOLLINS	7.47		9.31	
LAKE				
RUXTON				
RIDERWOOD				
LUTHERVILLE				
TIMONIUM	7.54		9.38	
PADONIA				
TEXAS				
COCKEYSVILLE	7.58		9.42	
ASHLAND				
PHOENIX				
SPARKS				
GLENCOE	8.06		9.50	
CORBETT				
MONKTON				
BLUE MOUNT				
WHITE HALL				
GRAYSTONE				
PARKTON	8.20		L 10.04	
BENTLEY SPRINGS				
FREELAND				
SUMMIT GROVE	8.35		10.19	
NEW FREEDOM				
SHREWSBURY				
GLEN ROCK	8.42		10.26	
LARUE				
HANOVER JCT.				
SMYSER				
GLATFELTER	8.51		10.35	
GRANTLEY	9.01		10.45	
YORK				
YORK	\$ 9.13		\$ 10.57	
LOUCKS	9.16		11.00	
EMIGSVILLE				
MT. WOLF				
YORK HAVEN (Phil. D.)				
CLY	9.31		11.15	
HARRISBURG	\$ 9.51		\$ 11.35	
Arrive	P. M.		P. M.	
	517		539	

**FIRST CLASS**

## HARRISBURG TO BALTIMORE

STATIONS	FIRST CLASS			
	518		50	
Arrive	A. M.		A. M.	
CALVERT STATION				
BALTIMORE	\$ 2.50		\$ 6.56	
B. & P. JUNCTION	2.49		6.55	
MT. VERNON	2.46		6.53	
WOODBERRY				
MT. WASHINGTON				
BARE HILLS				
HOLLINS	2.38		6.45	
LAKE				
RUXTON				
RIDERWOOD				
LUTHERVILLE				
TIMONIUM	2.30		6.86	
PADONIA				
TEXAS				
COCKEYSVILLE	2.26		6.82	
ASHLAND				
PHOENIX				
SPARKS				
GLENCOE	2.18		6.24	
CORBETT				
MONKTON				
BLUE MOUNT				
WHITE HALL				
GRAYSTONE				
PARKTON	F 2.05		6.10	
BENTLEY SPRINGS				
FREELAND				
SUMMIT GROVE	1.53		5.57	
NEW FREEDOM	F 1.52			
SHREWSBURY				
GLEN ROCK	F 1.44		5.47	
LARUE				
HANOVER JCT.				
SMYSER				
GLATFELTER	1.31		5.37	
GRANTLEY	1.21		5.27	
YORK	1.17		\$ 5.23	
YORK	\$ 1.10			
LOUCKS	1.07		5.15	
EMIGSVILLE				
MT. WOLF				
YORK HAVEN (Phil. D.)				
CLY	12.49		5.01	
HARRISBURG	\$ 12.25		\$ 4.36	
Leave	A. M.		A. M.	
	DAILY		DAILY	
	518		50	

## **FIRST CLASS**

	<b>432</b>	<b>574</b>	<b>58</b>	<b>434</b>	
	A. M.	A. M.	A. M.	A. M.	
	\$ 7.40			\$ 8.32	
	\$ 7.36	\$ 7.46	D 8.02	\$ 8.28	
	7.35	7.45	8.01	8.27	
	7.33	7.42	7.58	8.25	
	F 7.31			F 8.21	
	F 7.25			\$ 8.16	
	F 7.23				
	7.22	7.34	7.50	8.14	
	F 7.20				
	\$ 7.19			\$ 8.10	
	\$ 7.17			\$ 8.08	
	\$ 7.14			\$ 8.05	
	\$ 7.11	7.25	7.41	\$ 8.02	
	F 7.08			F 7.59	
	\$ 7.06			\$ 7.57	
	\$ 7.03	7.21	7.36	\$ 7.54	
	F 7.00			\$ 7.51	
	\$ 6.56			\$ 7.47	
	\$ 6.52			\$ 7.43	
	\$ 6.49	7.13	7.27	\$ 7.40	
	\$ 6.45			\$ 7.35	
	\$ 6.42			\$ 7.32	
	F 6.38			\$ 7.28	
	\$ 6.35			\$ 7.25	
	F 6.32			F 7.22	
	\$ 6.30	6.58	7.11	\$ 7.19	
	WILL NOT RUN MAY 30, JULY 4, SEPT. 5,				
		6.44	6.57		
		6.35	6.47		
		6.25	6.37		
		6.15	6.27		
		6.10	\$ 6.22		
		\$ 6.03		WILL NOT OPERATE TO CALVERT STATION ON SUNDAY	
		6.00	6.16		
		5.46	6.02		
		\$ 5.25	\$ 5.41		
	A. M.	A. M.	A. M.	A. M.	
	DAILY EX SUN.	DAILY	DAILY	DAILY	
	<b>432</b>	<b>574</b>	<b>58</b>	<b>434</b>	

STATIONS	FIRST CLASS			
	530		436	
Arrive	A. M.		A. M.	
CALVERT STATION			\$ 9.40	
BALTIMORE	\$ 8.56		\$ 9.36	
B. & P. JUNCTION	8.55		9.35	
MT. VERNON	8.52		9.32	
WOODBERRY			F 9.29	
MT. WASHINGTON			S 9.23	
BARE HILLS			F 9.21	
HOLLINS	8.43		9.20	
LAKE			F 9.18	
RUXTON			S 9.17	
RIDERWOOD			S 9.15	
LUTHERVILLE			S 9.13	
TIMONIUM	8.35		\$ 9.10	
PADONIA				
TEXAS			\$ 9.05	
COCKEYSVILLE	8.30		\$ 9.02	
ASHLAND			F 8.59	
PHOENIX			F 8.56	
SPARKS			F 8.52	
GLENCOE	8.20		F 8.50	
CORBETT			F 8.47	
MONKTON			F 8.45	
BLUE MOUNT			F 8.42	
WHITE HALL			F 8.40	
GRAYSTONE			F 8.38	
PARKTON	8.05		\$ 8.35	
BENTLEY SPRINGS				
FREELAND				
SUMMIT GROVE	7.51			
NEW FREEDOM	\$ 7.49			
SHREWSBURY				
GLEN ROCK	\$ 7.38			
LARUE				
HANOVER JCT.				
SMYSER				
GLATFELTER	7.26			
GRANTLEY	7.16			
YORK	\$ 7.11			
YORK				
LOUCKS	7.04			
EMIGSVILLE				
MT. WOLF				
YORK HAVEN (Phil. D.)	\$ 6.53			
OLY	6.50			
HARRISBURG	\$ 6.26			
Leave	A. M.		A. M.	
	DAILY		DAILY EX SUN.	
	530		436	

## FIRST CLASS

	438	440	542	56	442
	A. M.	A. M.	P. M.	P. M.	P. M.
		\$ 10.40	\$ 1.00	\$ 4.09	\$ 4.50
		10.39	12.59	4.08	4.46
		10.37	12.57	4.05	4.45
		F 10.34			F 4.41
		\$ 10.27			\$ 4.35
		F 10.25			
		10.24	12.49	3.57	4.33
	WILL NOT RUN	F 10.22			F 4.31
	MAY 30	\$ 10.20			\$ 4.30
	JULY 4	\$ 10.18			\$ 4.28
	SEPT. 5.	\$ 10.15	F 12.43		\$ 4.25
		F 10.12	12.41	3.50	\$ 4.22
		F 10.08			F 4.18
		\$ 10.03			F 4.16
		\$ 10.00	\$ 12.35	3.46	\$ 4.13
		\$ 9.58			F 4.10
		\$ 9.54			\$ 4.07
		\$ 9.50			\$ 4.03
		\$ 9.48	F 12.26	3.38	\$ 4.01
		F 9.44			\$ 3.57
		\$ 9.42			\$ 3.55
		F 9.38			F 3.52
		\$ 9.35			F 3.49
		F 9.33			F 3.47
		\$ 9.30	\$ 12.12	3.23	\$ 3.45
					WILL NOT RUN
				11.57	MAY 30,
				\$ 11.55	JULY 4,
					SEPT. 5.
				11.33	2.47
				11.23	2.37
				\$ 11.18	\$ 2.33
		\$ 10.09			
		10.06		11.09	2.26
		F 10.01			
		F 9.55		F 2.17	
		\$ 9.49			
		\$ 9.46		10.53	2.11
		\$ 9.15		\$ 10.32	\$ 1.50
	A. M.	A. M.	A. M.	P. M.	P. M.
	‡ DAILY EX. SUN.	SUNDAY ONLY	DAILY	DAILY	‡ DAILY EX. SUN.
	438	440	542	56	442

STATIONS	FIRST CLASS		
	Arrive	562	*444
Leave	P. M.	P. M.	
CALVERT STATION			
BALTIMORE		\$ 7.51	\$ 8.20
B. & P. JUNCTION		7.50	8.19
MT. VERNON		7.47	8.17
WOODBERRY			
MT. WASHINGTON			\$ 8.10
BARE HILLS			F 8.08
HOLLINS		7.38	8.06
LAKE			F 8.04
RUXTON			\$ 8.03
RIDERWOOD			\$ 8.01
LUTHERVILLE			\$ 7.58
TIMONIUM		7.31	\$ 7.56
PADONIA			F 7.53
TEXAS			\$ 7.51
COCKEYSVILLE		F 7.25	\$ 7.48
ASHLAND			\$ 7.45
PHOENIX			\$ 7.42
SPARKS			\$ 7.38
GLENCOE		7.16	\$ 7.35
CORBETT			\$ 7.31
MONKTON			\$ 7.29
BLUE MOUNT			F 7.26
WHITE HALL			\$ 7.23
GRAYSTONE			F 7.21
PARKTON		\$ 7.01	\$ 7.18
BENTLEY SPRINGS			
FREELAND			
SUMMIT GROVE		6.46	
NEW FREEDOM		\$ 6.44	
SHREWSBURY		F 6.39	
GLEN ROCK		\$ 6.33	
LARUE			
HANOVER JCT.			
SMYSER			
GLATFELTER		6.22	
GRANTLEY		6.12	
YORK		6.08	
YORK		\$ 6.02	
LOUCKS		6.00	
EMIGSVILLE		F 5.54	
MT. WOLF		\$ 5.47	
YORK HAVEN (Phil. D.)		F 5.40	
CLY		F 5.37	
HARRISBURG		\$ 5.13	
Leave	P. M.	P. M.	
	DAILY	SUNDAY ONLY	
	562	444	

## FIRST CLASS

	<b>564</b>				
	<b>P. M.</b>				
	<b>\$ 8.49</b>				
	<b>8.48</b>				
	<b>8.46</b>				
	<b>8.38</b>				
	<b>F 8.34</b>				
	<b>F 8.30</b>				
	<b>8.26</b>				
	<b>8.22</b>				
	<b>8.14</b>				
	<b>\$ 8.01</b>				
	<b>7.48</b>				
	<b>F 7.47</b>				
	<b>F 7.36</b>				
	<b>7.27</b>				
	<b>7.17</b>				
	<b>\$ 7.18</b>				
	<b>7.07</b>				
	<b>F 6.58</b>				
	<b>F 6.52</b>				
	<b>6.50</b>				
	<b>\$ 6.29</b>				
	<b>P. M.</b>				
	<b>DAILY</b>				
	<b>564</b>				

STATIONS	FIRST CLASS			
	669	651	653	
	DAILY EX. SUN.	DAILY EX. SUN.	SUNDAY ONLY	
Leave	A. M.	A. M.	A. M.	
COLUMBIA (Phila. Div.)	\$ 6.41	\$ 10.32	\$ 11.54	
WRIGHTSVILLE	\$ 6.46	\$ 10.37	\$ 11.59	
EWING PASSING				
STRICKLER		F 10.44	F 12.06	
HELLAM	F 6.57	F 10.50	F 12.12	
CAMPBELL	7.00	10.52	12.14	
ROCKBURN				
YORK	\$ 7.15	\$ 11.02	\$ 12.24	
YORK	7.45			
WEST YORK PASSING	7.55			
PALMERS	7.59			
GRAYBILL	E 8.03			
BAIR	E 8.07			
SPRING GROVE	\$ 8.15			
HANOVER	\$ 8.40			
HANOVER	8.48			
FISHER	8.53			
LITTLESTOWN	\$ 9.12			
KINGSDALE	\$ 9.20			
GALT				
TANEYTOWN	\$ 9.30			
KEYMAR	\$ 9.43			
KEYMAR PASSING	9.44			
JCT. UNION B'DGE BR.				
LADIESBURG	\$ 9.50			
NEW MIDWAY	\$ 9.55			
LeGORE	\$ 9.59			
WOODSBORO	\$ 10.03			
WALKERSVILLE	\$ 10.15			
FOUNTAIN ROCK	F 10.20			
FREDERICK	\$ 10.30			
B. & O. JUNCTION				
Arrive	A. M.	A. M.	P. M.	
	669	651	653	

Train 669 assigned to handle passenger and freight equipment between York and Frederick.

Train 669 will stop at Menges Mills, located 1.8 miles south of Spring Grove, for receipt or delivery of U. S. Mail.

**FIRST CLASS**

STATIONS	FIRST CLASS		
	650	652	654
Arrive	A. M.	A. M.	P. M.
COLUMBIA (Phila Div.)	\$ 8.03	\$ 10.40	\$ 1.00
WRIGHTSVILLE	\$ 7.58	\$ 10.35	\$ 12.55
EWING PASSING			
STRICKLER	F 7.51	F 10.28	F 12.48
HELLAM	F 7.45	F 10.22	F 12.42
CAMPBELL	7.43	10.20	12.40
ROCKBURN			
YORK	\$ 7.33	\$ 10.10	\$ 12.30
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.	P. M.
	DAILY EX. SUN.	SUNDAY ONLY	DAILY EX. SUN.
	650	652	654

## FIRST CLASS

	<b>*656</b>	<b>*658</b>	<b>*668</b>	<b>*660</b>	<b>*664</b>
	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 4.15	\$ 5.20	\$ 5.23	\$ 8.05	\$ 9.18
	\$ 4.10	\$ 5.15	\$ 5.18	\$ 8.00	\$ 9.13
	F 4.03	F 5.08		F 7.53	F 9.06
	F 3.57	F 5.02	F 5.05	F 7.47	F 9.00
	3.55	5.00	5.03	7.45	8.58
	\$ 3.45	\$ 4.50	4.53	\$ 7.35	\$ 8.48
			\$ 4.22		
			4.12		
			4.08		
			E 3.57		
			E 3.53		
			S 3.45		
			3.10		
			\$ 3.01		
			2.59		
			S 2.44		
			S 2.34		
			S 2.22		
			S 2.10		
			2.08		
			S 2.03		
			S 2.00		
			S 1.56		
			S 1.52		
			S 1.42		
			S 1.30		
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN.	SUNDAY ONLY	DAILY EX. SUN.	DAILY EX. SUN.	SUNDAY ONLY
	<b>656</b>	<b>658</b>	<b>668</b>	<b>660</b>	<b>664</b>

Train 668 will stop at Menges Mills, located 1.8 miles south of Spring Grove, for receipt or delivery of U. S. Mail.

**TRAINS WAIT FOR CONNECTIONS.**

**EXTRA STOPS BY PASSENGER TRAINS.**

TRAIN No.	STOP AT	FOR
407	Ivy City Enginehouse.....	Employees
423	Ivy City Enginehouse.....	Employees
424	Ivy City Enginehouse.....	Employees
162	Ivy City Enginehouse.....	Employees
426	Ivy City Enginehouse.....	Employees
406	B. & O. Overhead Bridge, Bay View...	Employees
402	B. & O. Overhead Bridge, Bay View...	Employees
415	Bay View Tower.....	Employees
425	Bay View Tower.....	Employees

## U. S. MAIL WORK.

STATIONS.	EASTWARD AND SOUTHWARD TRAINS.										
	147	518	103	107	50	574- 573	542	169	425	562- 563	
Harrisburg.....	E	.....	E	E	E	.....	E	.....	E	.....	
Mt. Wolf.....	.....	.....	.....	.....	.....	CD	.....	E	.....	.....	
Emigsville.....	.....	.....	.....	.....	.....	D	.....	E	.....	.....	
York.....	E	.....	E	E	E	.....	E	.....	E	.....	
Glatfelter.....	.....	.....	D	.....	.....	.....	.....	.....	.....	.....	
Smyser.....	.....	.....	D	.....	CD	.....	.....	CD	.....	.....	
Hanover Jct.....	.....	.....	D	.....	.....	.....	.....	D	.....	.....	
Glen Rock.....	.....	.....	D	.....	E	.....	.....	E	.....	.....	
Shrewsbury.....	.....	.....	D	.....	CD	.....	.....	CD	.....	.....	
New Freedom.....	.....	.....	D	D	E	.....	.....	E	.....	.....	
Freeland.....	.....	.....	D	.....	CD	.....	.....	CD	.....	.....	
Bentley Springs.....	.....	.....	D	.....	CD	.....	.....	CD	.....	.....	
Parkton.....	.....	.....	D	.....	E	.....	.....	E	.....	.....	
White Hall.....	.....	.....	D	.....	CD	.....	.....	.....	.....	.....	
Monkton.....	.....	.....	.....	.....	CD	.....	.....	.....	.....	.....	
Corbett.....	.....	.....	.....	.....	CD	.....	.....	.....	.....	.....	
Glencoe.....	.....	.....	.....	.....	CD	.....	.....	.....	.....	.....	
Sparks.....	.....	.....	.....	.....	CD	.....	.....	.....	.....	.....	
Phoenix.....	.....	.....	.....	.....	CD	.....	.....	.....	.....	.....	
Ashland.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Cockeysville.....	.....	.....	.....	.....	.....	E	.....	.....	.....	.....	
Texas.....	.....	.....	.....	.....	.....	CD	.....	.....	.....	.....	
Timonium.....	.....	.....	.....	.....	.....	CD	.....	.....	.....	.....	
Lutherville.....	.....	.....	.....	.....	.....	CD	.....	.....	.....	.....	
Riderwood.....	.....	.....	.....	.....	.....	CD	.....	.....	.....	.....	
Ruxton.....	.....	.....	.....	.....	.....	C	.....	.....	.....	.....	
Mt. Washington.....	.....	.....	.....	.....	.....	CD	.....	.....	.....	.....	
Middle River.....	.....	.....	.....	.....	.....	.....	E	.....	.....	.....	
Stemmer's Run.....	.....	.....	.....	.....	.....	.....	E	.....	.....	.....	
Baltimore.....	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	.....

D—Mail delivered only.

CD—Mail caught and delivered.

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

## U. S. MAIL WORK.

STATIONS.	WESTWARD AND NORTHWARD TRAINS.										
	102	110	591	406	174	572- 571	595	412	516- 517	162	552- 51
Harrisburg.....	.....	E	.....	E	E	.....	E	.....	E	.....	E
Mt. Wolf.....	.....	E	.....	.....	E	.....	.....	.....	.....	.....	.....
Emigsville.....	.....	E	.....	.....	E	.....	.....	.....	.....	.....	.....
York.....	.....	E	.....	E	E	.....	E	.....	E	.....	E
Glatfelter.....	.....	E	.....	.....	E	.....	.....	.....	.....	.....	.....
Smyser.....	.....	E	.....	.....	E	.....	.....	.....	.....	.....	.....
Hanover Jct.....	.....	E	.....	.....	E	.....	.....	.....	.....	.....	.....
Glen Rock.....	.....	E	.....	.....	E	.....	.....	.....	.....	.....	.....
Shrewsbury.....	.....	E	.....	.....	E	.....	.....	.....	.....	.....	.....
New Freedom.....	.....	E	.....	.....	E	E	.....	.....	.....	.....	.....
Freeland.....	.....	E	.....	.....	E	.....	.....	.....	.....	.....	.....
Bentley Springs.....	.....	E	.....	.....	E	.....	.....	.....	.....	.....	.....
Parkton.....	.....	E	.....	.....	E	.....	.....	.....	.....	.....	.....
White Hall.....	.....	.....	.....	.....	E	.....	.....	.....	.....	.....	.....
Monkton.....	.....	.....	.....	.....	.....	E	.....	.....	.....	.....	.....
Corbett.....	.....	.....	.....	.....	.....	E	.....	.....	.....	.....	.....
Glencoe.....	.....	.....	.....	.....	.....	E	.....	.....	.....	.....	.....
Sparks.....	.....	.....	.....	.....	.....	E	.....	.....	.....	.....	.....
Phoenix.....	.....	.....	.....	.....	.....	E	.....	.....	.....	.....	.....
Ashland.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cockeysville.....	.....	.....	.....	.....	.....	E	.....	.....	.....	.....	.....
Texas.....	.....	.....	.....	.....	.....	E	.....	.....	.....	.....	.....
Timonium.....	.....	.....	.....	.....	.....	E	.....	.....	.....	.....	.....
Lutherville.....	.....	D	.....	.....	.....	E	.....	.....	.....	.....	.....
Riderwood.....	.....	.....	.....	.....	.....	E	.....	.....	.....	.....	.....
Ruxton.....	.....	.....	.....	.....	.....	E	.....	.....	.....	.....	.....
Mt. Washington.....	.....	.....	.....	.....	.....	E	.....	.....	.....	.....	.....
Middle River.....	.....	.....	E	.....	.....	.....	.....	.....	.....	.....	.....
Stemmer's Run.....	.....	.....	D	.....	.....	.....	.....	.....	.....	.....	.....
Baltimore.....	E	E	E	E	E	E	E	E	E	E	.....
Frederick Road.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Odenton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bowie.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
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.

## ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

STATIONS	MID-13	BP-3	CS-1	B-10	NE-1	MD-7	BP-119	MID-117	MD-111	AB-6	MD-111	BP-125	AC-10	BP-2	B-6
	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.
BENGIES	1.45	2.45	3.00	5.00	7.10	7.15	8.00	8.30	12.45	1.35	3.30	7.30	11.59		
BAY VIEW	2.45	4.00	4.00	Daily ex.	8.00	8.00	8.00	8.00	2.00	4.15	7.45	1.05			
HIGHLAND YARD															
PRESIDENT STATION															
BALTIMORE															
GWINNS RUN															
POOPES CREEK															
WASHINGTON	4.45	6.00	5.30	6.00	10.00	10.00	10.00	10.00	4.00	4.00	6.15	9.30	11.45	3.00	
POTOMAC YARD	5.15	6.45	6.00	6.45	10.30	10.30	10.30	10.30	4.00	4.45	6.45	10.10	10.10	4.00	
	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.

## ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

STATIONS	B-5	BP-106	AMD-6	MD-12	MD-114	EC-5	BP-102	MD-20	BP-20	NE-2	WB-2	MD-18	CS-2	MD-116	AC-5
	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.
POTOMAC YARD	2.15	4.00	4.30	Daily	6.15	8.00	10.30	11.15	1.45	4.45	Daily	7.30			
BENNING															
BENNING															
POOPES CREEK															
GWINNS RUN															
BALTIMORE															
PENNA. PROD. TER.															
CANTON															
HIGHLAND YARD															
BAY VIEW															
BENGIES															
	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.

The time shown conveys no time table authority.

**ARRANGED FREIGHT TRAIN SERVICE—WESTWARD AND NORTHWARD**

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD AND EASTWARD

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.
434 (All trains)	441	Calvert Station ..... Baltimore.....	(All trains)	
407	413	..... Edmondson.....		
411	422	..... Odenton.....		
107	419	..... Bowie.....		
409	416	..... Marlboro.....		
409	416	..... Brandywine.....		
409	416	..... White Plain.....		
416	416	..... La Plata.....		
409	409	..... Pope's Creek.....		
434	442	..... Woodberry.....		
435	441	..... Mt. Washington.....		
437	437	..... Riderwood.....		
432	442	..... Lutherville.....		
432	442	..... Cockeysville.....		
435	436	..... White Hall.....		
434	437	..... Parkton.....		
530	595	..... New Freedom.....		
530	595	..... Glen Rock.....		
(All trains)		..... York.....	(All trains)	
433	595	..... Emigsville.....		
433	595	..... Mt. Wolf.....		
650	668	..... Wrightsville.....		
652	668	..... Hellam.....		
669	668	..... Spring Grove.....		
669	668	..... Hanover.....		
669	668	..... Littlestown.....		
669	668	..... Taneytown.....		
669	668	..... Keymar.....		
668	668	..... Woodsboro.....		
669	669	..... Walkersville.....		
669	668	..... Frederick.....		

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

# SPECIAL INSTRUCTIONS.

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

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

## TRAIN RULES.

### S2. STANDARD TIME.

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

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

## TIME TABLE.

### S3. SYMBOLS.

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

### S4. LETTERS AND CHARACTERS.

#### S4A. Rule 6 amplified:—

The following letters and characters indicate:—

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail, milk, newspapers or marketing.
- G**—Regular stop, Saturday only.
- H**—Regular stop to receive passengers, Saturday only.
- J**—Regular stop to discharge passengers, Saturday only.
- K**—Regular stop, Sunday only, to receive or discharge passengers.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- ‡**—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 Sunday and holidays.

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

O—Stop on signal to discharge passengers, daily except Saturday, Sunday and holidays.

P—Regular stop to receive or discharge passengers to or from points South of Washington.

MU—Multiple unit.

**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 14l 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 14(m) amplified:

The engine whistle must be sounded as per Rule 14(m) approaching non-stop points where mail is caught or delivered.

Rule 14(m) will not apply to trains approaching stations, junctions and railroad crossings at grade.

**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.

## 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.

The paragraph preceding the **NOTE** under Figure 10, page 27, and Figure 14, page 29, modified to read:

“Marker lamps lighted showing yellow to the outside, and red to the rear.”

The **NOTE** modified to read:

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

Rule 19, Figure 6, is not in effect on main tracks between Division Board, Back River Bridge, and New York Avenue, Washington, and between Landover and South End.

Rule 19, Figures 3, 4, 10 and 14, amplified in this territory.

**Double Track** ..... Rear of train by night when turned out against the current of traffic.

**Three or More Tracks**. Rear of train by night on freight track with current of traffic, or on any track against the current of traffic.

**D1003.** Rule 20a will apply—

Between New York Avenue and Division Board, Back River Bridge.

Between Calvert Station, Baltimore and Cly.

Between Canton Junction and Sollers.

Between Landover and South End.

**D1004.**

- (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.

**S10A.**

**RULE 21b.**

**21b. (DOUBLE, THREE, OR MORE TRACKS.)** On portions of the railroad so specified on the time-table, the display of white flags and white lights, as prescribed by Rule 21, will be omitted. Regular trains must be designated by both schedule and engine number.

**D1005.** Rule 21b will apply—

Between New York Avenue and Division Board, Back River Bridge.

Between Calvert Station, Baltimore and Cly.

Between Canton Junction and Sollers.

Between Landover and South End.

**D1006.** Rules 20a and 21b do not apply to passenger trains of foreign lines operating between South End and Virginia Avenue, and between Hillen Junction and Fulton Junction.

**D1007.** 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 Tunnels.

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 and between Palmer and Frederick, 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 Jct. and Biddle St.

Between Union Jct. and Calvert Sta.

Between Grantley and York Block Sta.

## S12. SUPERIORITY OF TRAINS.

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

**D1203.** 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.E. 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.E. 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.E. A.B.C.
Potomac Yard.Yardmaster's Office	Maryland Phila. Terminal Wash. Terminal R. F. & P. R. R.	A.B.C. A.B.C.E.
Potomac Yard.Enginehouse	Maryland Philadelphia Phila. Terminal New York R. F. & P. R. R.	A.B.C. A.B. A.B.C.E. 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.E. 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.E. 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.E. 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 Wash. Terminal	A.B.C. A.B. A.B.C.E. A.B.C.
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.E.
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.E.
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 employe's register, matters pertaining to General Orders and delivery of time slips to Conductors and Enginemen.

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

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

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

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

Columbia to Frederick.

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

**ZONE C:** Landover to South End.

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.

Division Board, Back River Bridge to North Point.

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 Division Board, Back River Bridge and New York Avenue or South End.**

**Southward Passenger.**

No. 3 track, Division Board, Back River Bridge to North Point.

No. 4 track, North Point to Union Junction.

No. 3 track, Union Junction 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 Division Board, Back River Bridge.

**Southward Freight.**

No. 3 track, North Point to Union Junction.

No. 4 track, Fulton Jct. to Severn.

No. 4 track, Anderson to Bowie.

No. 3 track, Landover to Virginia Avenue Interlocking.

**Northward Freight.**

No. 2 track, Virginia Avenue Interlocking to Landover.

No. 1 track, Landover to Seabrook.

No. 1 track, Bowie to Odenton.

No. 1 track, Winans to Fulton Jct.

No. 1 track, Union Jct. to North Point.

**Baltimore to Wago Jet.****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 409 will use No. 4 track from Fulton Junction to Severn  
to be passed by Train 107.

Train 411 will use No. 4 track from Anderson to Bowie to be  
passed by Trains 173 and 551.

Train 423 will use No. 4 track from Gwynns Run to Severn to  
be passed by Train 129.

Train 404 will use No. 1 track from Bowie to Odenton to be  
passed by Train 120.

Train 414 will use No. 1 track from Bowie to Odenton to be  
passed by Trains 1046 and 504, and No. 1 track from Winans to  
Gwynns Run to be passed by Train 142.

Train 422 will use No. 1 track from Bowie to Odenton to be  
passed by Train 532.

Train 424 will use No. 1 track from Winans to Gwynns Run to  
be passed by Train 516.

Trains 404, 420, 422, 424, 426, 414 and 410 will use No. 1 track  
at Frederick Road.

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

**D1601.** Train Dispatchers are located at Pennsylvania Station, Baltimore.

Between Bengies and division board at Back River, for train movements not provided for in the Time Table, train orders will be issued by authority and over the signature of Superintendent, Baltimore Division.

On tracks Nos. 1 and 2 between Cly and division board at Wago Junction, for train movements not provided for in the Time Table, train orders will be issued by authority and over the signature of Superintendent, Baltimore Division.

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

Tracks Nos. 1 and 4 between 14th Street Interlocking Plant and Virginia Avenue, will be operated as yard tracks under direction of Yardmaster at Jersey Yard.

Tracks Nos. 1 and 4 between Anacostia and Deanwood will be operated as yard tracks under direction of Yardmaster at Jersey Yard.

The track between Arundel and Bowie Race Track will be operated as a yard track under direction of Signalman at Bowie.

Fort George G. Meade Branch will be operated as a yard track under direction of Signalman at Odenton.

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

President Street Branch consists of yard tracks and running tracks operated under the direction of the Yardmaster, Highland Yard.

Green Spring Branch will be operated as a yard track under direction of Signalman at Parkton when open, and under direction of signalman at Grantley when Parkton is closed.

Union Bridge Branch will be operated as a yard track under direction of Signalman at York.

Movement between Union Junction and Calvert Station in charge of Signalman, Union Junction. Movements against the current of traffic will be made by permission of the Signalman, observing Manual Block Rule 317a.

Crews will report clear upon arrival at, and obtain permission before departure from, Calvert Station.

Passenger trains will use No. 5 track, Calvert Station.

**S16A. Rules 83 and 83a.**

**D1602.** Rule 83. That clearance message C. T. 1246 given by the Signalman without consulting the Train 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.

**D1602B.** Rule 90a will apply on eastward passing siding at Parkton.

**S16B. Rule 98.**

**D1603A.** Stop signs with red lights are located 100 feet north of and 100 feet south of Tin Mill crossing, Sparrow's Point Branch.

All trains approaching this crossing must stop before reaching STOP SIGN and not proceed until a member of engine or train crew is sent ahead and stationed on crossing, to see that no other trains are on or approaching this crossing and to protect movement.

**D1603B.** 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 Potomac Edison Railway crossing at Fifth Street, Frederick, must look out for cars using the crossing.

**D1603C.** All trains, engines or track cars must stop before proceeding over the following crossings, as indicated:

LOCATION.	FREQUENCY.
Green Spring Branch.....	Rockland..... Daily
	Brooklandville..... Daily
	Chattolanee..... Daily
	Turnpike..... Daily
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.

**D1603D.** 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 and Guilford Ave.....	Weekdays 10.30 P. M. to 6.30 A. M.
	Sundays—All day.
Baltimore. Madison Street and Guilford Avenue...	Weekdays 10.30 P. M. to 6.30 A. M.
	Sundays—All day.
Baltimore. Centre Street.....	Daily 10.30 P. M. to 6.30 A. M.
Baltimore. Haven and O'Donnell Streets, President St. Branch.	Sundays—All day.
	Weekdays 5.00 P. M. to 9.00 A. M.
Baltimore. Conkling Street.... President St. Branch	Sundays—All day.
	Weekdays 5.00 P. M. to 9.00 A.M.
Baltimore. Clinton Street..... President St. Branch.	Sundays—All day.

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.

**D1603E.** In case of signal failures at drawbridges, trains will be permitted to pass the draw signal in stop position by hand signal given under the direction of the Bridge Tender, by the Bridge Tender or Trainman stationed on the track on which the movement is to be made, after ascertaining that the draw is locked for the movement.

Southward block signal located just north of North end Potomac River Bridge No. 138.45 can be controlled by Signalman, Virginia Avenue. Trains stopped at this signal by Rule 275 must obtain Form C (clearance card) from Signalman, Virginia Avenue, and, in addition, hand signal from Bridge Tender.

**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.

**D1604B.** The normal position of the switch at end of double track at Sollers is for No. 2 track.

The normal position of the switch at east end of double track Calvert Station, will be for No. 1 main track.

The normal position of Calvert Station ladder switches will be for No. 5 track, Calvert Station.

**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 Division Board, Back River Bridge.

(b) Between B. & P. Junction and Cly.

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

**D1606.** Devices for detecting broken or dragging equipment in trains moving with the current of traffic, in service as follows:

Winans..... No. 2 track, 1950 feet north of signal 1068.

Odenton..... Nos. 1 and 2 tracks, 35 feet north of signal 1162.

..... No. 3 track, 50 feet south of signal 1105.

Bowie..... No. 2 track, 10 feet south of signal 1232.

..... Nos. 3 and 4 tracks, 900 feet south of [Home Signal, Anderson.

Landover... No. 3 track, 700 feet north of signal 1261.

When device is actuated the home signal will indicate STOP and the distant signal will indicate APPROACH. An alarm will be given in the Block Station. The Signalman will report this condition promptly to the Superintendent and be governed by his instructions.

**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.

**D1611.** All trains operating southward on Track "F" taking helper at B. & P. Junction must stop with their engine just north of Maryland Avenue Overhead Bridge.

**D1612.** Unless otherwise directed, in making station stops at Pennsylvania Station, Baltimore, enginemen will be governed by the number boards bearing the numbers 8, 10, 12, 14 and 16 which have been located on the columns of shed supports paralleling the tracks. Trains will stop with engine cab opposite the number indicating the number of cars in the train.

**D1613.** Unless otherwise notified, eastward freight trains 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, 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.

## S16F. AUTOMATIC HIGHWAY CROSSING SIGNALS.

**D1619.** Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve Enginemen from complying with Rules 30 and 31. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains moving on sidings or in yards which cross a highway where automatic highway crossing signals are installed, will run carefully, sounding the warnings as prescribed by Rules 30 and 31.

If a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing unless protection is provided as prescribed by Rule 103a.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to cross the track, the trainmen will say "all right" and beckon to cross.

At Main Street Crossing, Glen Rock, a device located in the crossing watchman's box at Water Street Crossing is provided to cut out the operation of automatic highway crossing signals by trainmen. When such device is used, no movement may be made over the crossing by their train unless protection is provided as prescribed by Rule 103a, or the automatic operation of these signals has been restored.

Employees should observe the operation of automatic highway crossing signals and report by wire to the Superintendent any failures to operate properly.

**D1620.** 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.

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.

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.

**D1621.** Electric light indicator has been installed on the instrument cases of Flashing Light Signals protecting road crossings listed below:

A light will be displayed when train is operating the Flashing Light Signals. Absence of light indicates commercial power has failed and that signals will be entirely dependent upon storage battery which may become exhausted and create a dangerous condition if commercial power is not restored within a reasonable period of time.

Crews and other employees will report to Superintendent by wire if indicator light is not displayed as train approaches crossing.

Graybill, Pa., New Salem Road, at Graybill Station.

Littlestown, Pa., Baltimore Street, 165 feet south of Littlestown Station.

Harmony Grove Highway Crossing, 2½ miles north of Frederick Station.

Frederick, Md., Liberty Pike, 7600 feet north of Frederick Station.

## S17. MOVEMENT BY TRAIN ORDERS.

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

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

**D1703.** The use of E. L. for electric engines as prescribed by Rule 206, discontinued.

**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.

**D1705.** At Odenton when a train order is to be delivered to a train, the Signalman will display yellow flashing light signal with stop indication on the home signal governing movements of the train involved. Proceed signal will not be displayed until after this combination of signals is acknowledged by the Engineman by two short sounds of the engine whistle.

The following home signals will be arranged for the display of the yellow flashing light signal:

Home Signal governing southward movement on No. 3 track located on signal bridge 2025 feet north of Odenton Interlocking Station.

Home Signals governing northward movements on Nos. 1 and 2 tracks located on signal bridge 1450 feet south of Odenton Interlocking Station.

The yellow flashing light signal will be located between the top and bottom arm of the signals involved and when displayed, flashes will be at uniform intervals.

If yellow flashing light signal is displayed with proceed signal before proper acknowledgment by Engineman of train governed by such signal, train must be stopped and report promptly made to Superintendent.

The Signalman will also comply with Rule 221A by displaying train order signal at the tower in addition to the above.

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

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

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

### RULE 93b.

On portions of the railroad, within defined limits within terminals specified on the time table, trains and engines are not required to protect against following movements. On main tracks, within these limits, trains and engines must move with caution, prepared to stop short of other movements or obstructions, unless by signal indication the track ahead, on which movement is to be made, is known to be clear. On other than main tracks within these limits, trains and engines must move at such speed that they can stop within range of vision, unless such track is seen or known to be clear and switches properly set.

### D1801. Rule 93b in effect:

Pennsylvania Station, Baltimore; on Station Tracks 1 to 7, inclusive, and on High Line Tracks B and C.

President Street Branch; northward and southward running tracks between Bayview and Union Crossing, Highland Yard.

### D1802. Rule 97 modified: Movements on the main track within yard limits may be made without train orders.

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

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

### D1804. 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 Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour	Time per Mile Min. Sec.	Miles per Hour
0.36	100	0.48	75	1.12	50	2.24	25
0.38	95	0.51	70	1.20	45	3.00	20
0.40	90	0.55	65	1.30	40	4.00	15
0.42	85	1.00	60	1.43	35	6.00	10
0.45	80	1.05	55	2.00	30	12.00	5

## S20. SPEED RESTRICTIONS.

**S20A.** Freight cars equipped for passenger train service must have steam heat line, air signal line, steel wheels, E7 safety valve, three position retaining valve, and air brake cylinder—ten inch minimum diameter.

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 each, at least one regular passenger equipment car must be included in the makeup of the train.

1 empty passenger equipped freight car to equal 1 passenger car.

The weight of lading in a car in express service loaded with mixed freight normally does not exceed 25,000 pounds—occasional carload shipments exceed 50,000 pounds, in which case the weight should be ascertained from the Railway Express Agent.

When the make-up of a passenger train is such that the number of allowable loaded freight cars exceeds the limit above prescribed, the train must be operated under the regulations and speed restrictions which apply to freight trains, as well as the use of retaining valves on grades as required by the Brake and Train Air Signal Instructions No. 99-B-1.

## D2001. Maximum Speed:

Miles per hour

## Main Line:

Between Division Board Back River Bridge and Bayview:

With passenger engines	{ On Psgr. tracks..	80
	{ On freight tracks.	60
With M. U. engines...	{ On Psgr. tracks..	65
	{ On freight tracks.	60
With Freight engines.....		50

Between Bayview and Baltimore:

With passenger engines.....		60
With freight engines.....		50

Between Baltimore and Frederick Road:

With passenger engines	{ On Psgr. tracks..	75
	{ On freight tracks.	60
With M. U. engines...	{ On Psgr. tracks..	65
	{ On freight tracks.	60
With freight engines.....		50

## Passenger trains..

Between Frederick Road and New York Ave.:

With passenger engines	{ On Psgr. tracks..	80
	{ On freight tracks.	60
With M. U. engines...	{ On Psgr. tracks..	65
	{ On freight tracks.	60
With freight engines.....		50

Between Landover and South End (Old Line):

With passenger engines.....		40
With freight engines.....		40

Between Baltimore and York:

With passenger engines.....		55
With freight engines.....		40

Between York and Division Board Wago Jct.:

With passenger engines.....		60
With freight engines.....		40

		Miles per hour
	<b>Pope's Creek Branch:</b>	
	With passenger engines.....	30
	With freight engines.....	30
	<b>Sparrow's Point Branch:</b>	
	With passenger engines.....	35
	With freight engines.....	35
	<b>Green Spring Branch:</b>	
	With passenger engines.....	20
	With freight engines.....	20
	<b>Frederick Branch:</b>	
	Between Columbia and York:	
	With passenger engines.....	35
	With freight engines.....	35
	Between York and Frederick:	
	With passenger engines.....	30
	With freight engines.....	30
	<b>Other Branches:</b>	
	With passenger engines.....	15
	With freight engines.....	15
	Between Arundel and Bowie Race Track:	
	With passenger engines.....	15
	With freight engines.....	15
	Unless otherwise specified:	
	<b>Main Line—</b>	
	Between Baltimore and New York Avenue.....	50
	Between Landover and South End (Old Line).....	40
	Between Biddle Street and Bay View.....	35
	Between Bay View and Back River Bridge.....	50
	Between Baltimore and Wago Jct.....	40
	<b>Pope's Creek Branch</b> .....	30
	<b>Sparrow's Point Branch</b> .....	35
	<b>Green Spring Branch</b> .....	20
	<b>Frederick Branch</b> .....	30
	<b>Other Branches</b> .....	15
<b>Freight trains</b>	<b>Circus trains</b> —Unless otherwise restricted	40
	<b>Main Line:</b>	
	Boom trailing.....	30
	Boom forward.....	20
	<b>Wreck trains</b> . <b>All Branches:</b>	
	Boom trailing.....	20
	Boom forward.....	15
	<b>All Trains using passing sidings</b> .....	20
	Unless otherwise specified.....	20
	When hauling track cars or trailers.....	15
<b>Track cars</b> ...	Through turnouts and over switches, frogs, street and highway crossings....	5
	Hand cars.....	10
<b>D2002.</b> Speed indicated below must not be exceeded between stations named; on curves and over bridges:		
<b>Minimum running time for passenger trains in either direction:</b>		
		Minutes
	Between Bengies and Baltimore.....	13
	Between Baltimore and Fulton Jct.....	5
	Between Fulton Junction and Winans.....	6
	Between Winans and New York Avenue.....	26
	Total.....	50
	Between Cly and York.....	16
	Between York and Summit Grove.....	30
	Between Summit Grove and Parkton.....	11
	Between Parkton and Baltimore.....	39
	Total.....	96
In case of delay enroute, the number of minutes delayed must be added to the minimum time.		

**Between Division Board, Back River Bridge and New York Avenue or South End:**

	Miles per hour	Seconds
Through Virginia Ave. Tunnel.....	30	86
Fulton Junction Interlocking.....	30	
B. & P. Jct. Interlocking—All movements.....	15	
Union Jct. { All movements through interlock- ing south of Union Tunnels.....	15	
Bay View Interlocking.....	50	

**Through B. & P. Tunnel:**

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

**Through Union Tunnels:**

Passenger trains.....	45
Freight trains.....	45

**Between Baltimore and Wago Junction:**

Between Eager Street Bridge and Union Junc- tion.....	12
On Guilford Avenue.....	4
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:**

Over public road crossings.....	5
---------------------------------	---

**Frederick Branch:**

Class E engines between North End of Colum- bia Bridge and Junction Phila. Div. ....	6
On Front Street, Wrightsville.....	6
Between Mile Post 12 and York Block Station.	10
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

**CURVES.**

**Between Division Board, Back River Bridge and New York  
Avenue or South End:**

LOCATION	Miles per hour	Seconds
Edmondson Station Curve—all tracks.....	50	
Nos. 1 and 4 tracks at Reverse Curve at Lafayette Avenue Overhead Bridge.....	20	
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.....	30	45
First curve east of Woodberry.....	40	44
Reverse curve west of Woodberry.....	30	30
First Curve West of Mile Post 4.....	40	17
First curve west of Bridge 4.43.....	40	17
Reverse curve at Mile Post 5.....	40	27
Curve at Bridge 5.41.....	40	31

	Miles per hour	Seconds
Curve east of Mt. Washington to 5th telegraph pole west of Mile Post 6.....	40	35
Hollins curve.....	30	26
Reverse Curve west of Hollins.....	40	20
Reverse curves east of Lake, to Ruxton.....	40	68
Curve west of Lutherville.....	40	28
First curve east of Mile Post 17.....	40	11
Reverse curve, Mystic Quarry, Mile Post 19..	30	52
Reverse curve east of Mile Post 20 to Glencoe.	40	59
Reverse curves west of Glencoe.....	40	82
Second curve west of Monkton.....	40	42
Reverse curve at Mile Post 24.....	40	30
Curve east of Bluemount.....	40	33
Graystone Curve.....	30	30
Curves at Bridges 27.34 and 27.42.....	40	20
Reverse curve east of Mile Post 28.....	40	17
Curve east of Bridge 28.63.....	40	19
Curve one half mile west of Mile Post 29.....	40	26
Reverse curves between Walker and Bridge 30.75.....	40	62
Curve east of Bentley Springs.....	30	31
First curve west of Bentley Springs.....	40	23
Mile Post 32 to Mile Post 34.....	30	240
First curve west of New Freedom.....	40	46
Curves from east of Shrewsbury to west of Mile Post 39.....	40	91
First curve west of Mile Post 40.....	40	20
Seitzland curve.....	40	31
Reverse curve between Mile Posts 43 and 44.....	40	47
Reverse curves at Hanover Junction.....	40	48
Curve west of Smyser.....	40	37
Curve east of Glatfelter.....	40	53
Dipfers curve, Mile Post 50.....	30	53
Curve east of Howard Tunnel.....	40	25
Reverse curve west of Howard Tunnel.....	40	30
Jaeders curve, second curve east of Brilhart..	40	29
Curve east of Brilhart.....	40	15
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	46

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
Passing through facing point switch in northward 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	

#### 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 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.

## Class of Engine

A	B C	B1	CC	D	E	G	GG1	H6 H8 H9 H10	HH
---	--------	----	----	---	---	---	-----	-----------------------	----

MILES PER HOUR

**Running forward with train**

Between Back River Bridge and New York Ave.....	15	20	25	20	70	80	60	80	50	25
All other parts of the Division.....	15	20	25	20	55	55	55	40	50	25

**Running forward light**

Between Back River Bridge and Frederick Road.....	15	20	25	20	50	50	50	30	40	....
Betw'n Frederick Road and New York Ave.....	15	20	25	20	50	50	50	50	40	....
All other parts of the Division.....	15	20	25	20	50	50	50	40	40	....

**Running backward light or with train**

Between Back River Bridge and New York Ave.....	15	20	25	20	30	25	30	....	30	....
Sparrow's Point Branch.....	15	20	25	20	25	25	25	....	25	....
Between Columbia and York.....	15	20	25	20	25	25	25	....	25	....
Pope's Creek Branch.....	15	20	20	20	20	20	20	....	20	....
Between York and Frederick.....	15	20	20	20	20	20	20	....	20	....
All other parts of the Division.....	15	20	25	20	30	25	30	40	30	....

## Class of Engine

K	L1S	L5 PAW	L6	M1 M1A	O1	P5	R1	Gas-Electric
---	-----	-----------	----	-----------	----	----	----	--------------

MILES PER HOUR

**Running forward with train**

Between Back River Bridge and New York Ave.....	80	50	50	50	80	70	80	80	60
Between York and Wago Junction.....	60	40	....	....	40	....	....	....	55
All other parts of the Division.....	55	40	40	40	40	40	40	40	55

**Running forward light**

Between Back River Bridge and Frederick Road.....	50	40	30	30	50	30	30	30	55
Betw'n Frederick Road and New York Ave.....	50	40	50	50	50	50	50	50	55
All other parts of the Division.....	50	40	40	40	50	40	40	40	55

**Running backward light or with train**

Between Back River Bridge and New York Ave.....	25	20	....	....	25	....	....	....	55
Sparrow's Point Branch.....	25	20	....	....	....	....	....	....	....
Between Columbia and York.....	25	20	....	....	25	....	....	....	....
Pope's Creek Branch.....	20	....	....	....	....	....	....	....	....
Between York and Frederick.....	20	....	....	....	....	....	....	....	....
All other parts of the Division.....	25	20	40	40	25	40	40	40	55

Single unit electric engines running light northward through B. &amp; P. tunnel, or southward through Union tunnel, 20 miles per hour.

## BRIDGES.

Location.	Class of Engine.						K4 with 25,000 gal. tenders	C. & O. Engines of J-2 Type.	Electric Locomotives GG-1 . L-5 L-6 O-1 P-5 P-5A R-1
	D	E	G	H	K	L			
MILES PER HOUR.									
<b>Division Board, Back River Bridge to New York Avenue, Washington:</b>									
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	.....
<b>Landover to South End:</b>									
134.35, Eastern Branch . . . . .	20	20	20	20	20	20	..	..	20
134.35, when running opposite track over draw span. . . . .	6	6	6	6	6	6	..	..	.....
<b>138.45, Potomac River—</b>									
Passenger Trains . . . . .	20	20	20	20	20	20	..	20	20
Freight Trains . . . . .	15	15	15	15	15	15	..	15	15
<b>Baltimore to Wago Junction:</b>									
25.38, East of White Hall . . . . .	..	..	..	..	..	..	40	.....	
<b>Columbia to Frederick:</b>									
0.65, Columbia . . . . .	20	20	20	20	20	20	..	..	.....
41.58, South of Kingsdale . . . . .	..	20	20	20	20	..	..	..	.....
65.20, South of Fountain Rock . . . . .	..	20	20	20	20	..	..	..	.....
<b>Sparrow's Point Branch:</b>									
9.51, Bear Creek . . . . .	15	10	10	10	..	..	..	..	.....
6.12, Colgate Creek . . . . .	..	..	..	25	..	25	..	..	.....
<b>Claremont Branch:</b>									
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 as follows:

Bridge 9.51, Bear Creek . . . . .	149 seconds
“ 134.35, Eastern Branch . . . . .	36 “
“ 138.45, Potomac River { Passenger Trains. 86 “	Freight Trains . . . . . 115 “

## 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

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.** Trains or drafts hauling gas or gas-electric cars must not exceed a speed of twenty miles per hour.

**D2010.** An MU car may be moved dead in a passenger train at a speed of 65 M. P. H. for single unit MU cars and 70 M. P. H. for double unit cars, and in a freight train at 50 M. P. H., unless the condition of the car is likely to cause damage, in which case speed shall be restricted.

	<b>VARIOUS.</b>	Miles per hour
Baltimore	{ City Block Route On Boston Street On Fleet Street On Aliceanna Street}	4
Over turnouts and crossovers not interlocked	.....	10
Local trains at stations at which they do not stop to allow Baggagemasters to throw off newspapers	.....	15
M-1 Engines over all turnouts, Bayview Yard, Canton Yard and Orangeville Engine House	.....	10
Train 50 at Glen Rock to allow Baggagemaster to throw off newspapers	.....	35

### **S21. SIGNAL RULES.**

Rules 279, 281, 282, 283, 284 and 285, changed to read:

#### **RULE 279.**

Indication—Proceed, prepared to stop at next signal. Within interlocking limits, a train must not exceed 15 miles per hour.

Name—Slow-speed-signal.

#### **RULE 281.**

Indication—Proceed. Within interlocking limits, a train must not exceed 15 miles per hour.

Name—Clear-slow-speed-signal.

#### **RULE 282.**

Indication—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed.

Where a facing switch is connected with the signal, approach that switch prepared to stop, approach next signal prepared to stop.

Name—Caution-signal

**RULE 283.**

Indication—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Approach next signal prepared to stop.

Name—Approach-signal

**RULE 284.**

Indication—Approach next signal at not exceeding one-half the speed authorized for passenger trains at next signal, but not exceeding 30 miles per hour.

Name—Approach-restricting-signal

**RULE 285.**

Indication—Proceed. Within interlocking limits, a train must not exceed one-half the speed authorized for passenger trains, but not exceeding 30 miles per hour.

Name—Clear-restricting-signal.

**S21A. SIGNAL ASPECTS.****D2102. Signal Aspects Not Standard.**

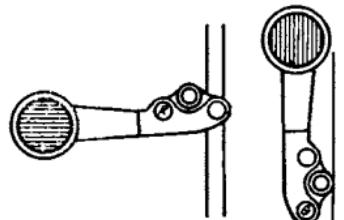
The following signal aspects not standard in accordance with Rules 275 to 290 in service:

ASPECTS	INDICATION	NAME
	Stop.	Stop Signal
	Stop—Then proceed in accordance with Rules 509 or 660.	Stop and Proceed Signal
	Proceed at not exceeding 15 miles per hour with caution prepared to stop short of train or obstruction.	Caution Slow Speed Signal
	Proceed at not exceeding 15 miles per hour prepared to stop at next signal.	Slow Speed Signal
	Approach next signal prepared to stop. A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed.	Approach Signal
	Approach next signal at not exceeding one-half the speed authorized for passenger trains at next signal but not exceeding 30 miles per hour.	Approach Restricting Signal
	Proceed at not exceeding one-half the speed authorized for passenger trains here but not exceeding 30 miles per hour.	Clear Restricting Signal
	Proceed.	Clear Signal

**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).

**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.

**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:

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,

Between Union Crossing and Sparrow's Point.  
Frederick Branch.

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

Between Telephone Booth at Freight Office, Sparrow's Point and Sollers.  
 On Frederick Branch,  
 On Pope's Creek Branch.  
 For movements against the current of traffic, except where Rule 505a is in effect. See special instruction D2509A.

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

Between Sollers and Union Crossing.  
 Between 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 Enginemens 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.**

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

**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.

To be printed on green paper, size 5 1/2 x 3 1/2

**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.

**D2310.** On the following Branches unattended block station signs will not be lighted:

Frederick Branch south of Palmer,  
Sparrow's Point Branch,  
Pope's Creek Branch.

#### **S24. CONTROLLED MANUAL BLOCK SYSTEM.**

**D2401.** Rules 401 to 473, inclusive, except 417b, 431a and 432, are in effect between B. & P. Jct. and Fulton Jct.

Rule 417a will apply.

Dwarf signals are located at Pennsylvania Avenue opening of B. & P. Tunnel: Dwarf signal 970 governing northward approach on the southward track to dwarf home signal located 180 feet north of the north portal of the B. & P. Tunnel, B. & P. Jct. Dwarf signal 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.

#### **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 Landover Block Station and South End Block Station,  
Between New York Ave. and Fulton Jct.,  
Between Union Junction and Division Board, Back River Bridge,  
Between Canton Junction and Union Crossing,  
Between East End of Double Track near Centre Street and Union Jct. Interlocking,  
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.

**D2504.** 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.

**D2505.** Rule 513 modified:

Engines assisting trains or any engines or trains operating between Union Junction and Bay View must not uncouple or couple before communicating either with the Signalmen at Bay View or Union Junction.

**D2506.** No. 1 track from north limits of Union Junction Interlocking to Canton Junction Interlocking Plant, will be under the jurisdiction of Signalmen at Union Junction and Bay View. When desiring to make northward movements, Conductors or Enginemen will communicate with Signalman at Bay View, for southward movements communicate with Union Junction. Nos. 2, 3 and 4 tracks from Canton Junction Interlocking Plant to north limits of Union Junction Interlocking, are under the jurisdiction of Signalman at Bay View.

Southward movements for the purpose of working on No. 1 track between the south limits of Canton Junction Interlocking Plant and the north limits of Union Junction Interlocking must move clear of signal located on Signal Bridge, 1095 feet north of Mile Post 94, before obtaining permission from the Signalman at Bay View to make a northward movement; such a northward movement will be made to the first block signal under flag protection.

**D2507.** 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.

Use of No. 1 track between Mt. Vernon and B. & P. Junction is under the direction of the Signalman at B. & P. Junction.

**D2508.** 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.

**D2509.** Rule 509 will apply:

At signal for eastward movements at Mt. Vernon located 6300 feet west of B. & P. Junction Interlocking Station.

At signal for westward movements at Mt. Vernon located 5250 feet west of B. & P. Junction Interlocking Station.

At eastward block signal located 450 feet east of Parkton Block Station.

At eastward signal located 6250 feet west of York Interlocking Station.

At signal for southward movements No. 1 track, 1095 feet north of Mile Post 94 south of Canton Jct.

At signal for northward movements No. 1 track, 1095 feet north of Mile Post 94 south of Canton Jct.

**S25A.** Rule 505a.

**D2509A.** Rule 505a is in effect:

On No. 1 track between Bay View and Canton Junction Interlocking Plant,

On No. 1 track between Canton Junction Interlocking Plant and north limits of Union Junction Interlocking at Biddle Street.

On No. 2 track between Virginia Avenue Interlocking and 14th Street Interlocking Plant.

**S25B. CAB SIGNAL RULES.**

**DEFINITIONS.**

**Cab Signal**—Position—light signal, located in engine cab, indicating a condition affecting the movement of the engine or 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 or Train**—An engine or train equipped with Cab-signal apparatus, including whistle and acknowledger, in operative condition for the direction in which it is to move.

**D2510A.** Cab Signal System in service on main tracks operating

### With Current of Traffic.

**Southward**—Between Division Post, Back River Bridge and Union Junction southward home signal, 260 feet south of south portal, Union Tunnel;

Between controlled manual block signal, 175 feet north of north portal B. & P. Tunnel to signal bridge "N," 170 feet north of New York Avenue bridge, Washington.

No. 3 track Landover to southward home signal, 650 feet north of north portal of Virginia Avenue Tunnel.

**Northward**—Between signal bridge "N," 170 feet north of New York Avenue bridge, Washington, and northward home signal 175 feet north of north portal of B. & P. Tunnel.

No. 2 track southward home signal 650 feet north of north portal of Virginia Avenue Tunnel to Landover.

Between signal governing northward movement through Union Tunnel, located on signal bridge, at the south portal of Union Tunnel to Division Post, Back River Bridge.

**Westward**—From Block Signal N-13, 1125 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 controlled manual block signal 175 feet north of north portal of B. & P. Tunnel, 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 in front 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 180 feet north 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.

No. 1 track between northward home signal located at the south portal of Union Tunnel and the southward home signal located on B. & O. Bridge, Bay View Interlocking, and No. 2 track between the northward home signal, south portal of Union Tunnel and southward home signal located 580 feet north of north portal of Union Tunnel arranged with cab signals for operation in both directions.

### Within Interlocking Limits.

#### Union Jct. and B. & P. Jct. Interlockings.

Track "F" from southward home signal No. 3 track, 155 feet north of south portal Union Tunnels to facing point switch in "F" track 285 feet south of B. & P. Jct. Interlocking Station, for southward movements.

Tracks "A" and "B" for northward movements.

#### Virginia Avenue Interlocking

Through Virginia Avenue Tunnel, between southward home signal 650 feet north of north portal Virginia Avenue Tunnel to signal bridge 195 feet north of Virginia Avenue Block Station, for movements in both directions.

Cab Signals will not indicate conditions ahead when engine is—

- Ⓐ Moving against the current of traffic (unless track is equipped for movement against current of traffic).
- Ⓑ Pushing cars.
- Ⓒ Not equipped for backward running and is running backward.

### Cutting-in sections located

**For southward trains:** On tracks leading to No. 3 track approaching controlled manual block signal located 175 feet north of north portal, B. & P. tunnel.

On tracks leading to No. 2 track approaching controlled manual block signal located 175 feet north of north portal of B. & P. Tunnel.

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

On tracks leading to Nos. 2 and 3 tracks approaching home signals located on signal bridge 195 feet north of Virginia Avenue Interlocking Station.

On tracks leading to No. 1 track approaching northward home signal located on signal bridge at the south portal of Union Tunnel.

On tracks leading to No. 2 track approaching northward home signal located on signal bridge at the south portal of Union Tunnel.

**For westward trains:** Approaching Block Signal N-13, B. & P. Junction.

**Mt. Vernon**—When crossover between No. 1 and No. 2 tracks is reversed, on No. 2 track to Block Signal N-35.

The following rules are in effect:

1. Except as provided in Cab-signal rule 5a, 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. Required departure tests of engines and trains must be made before entering Cab-signal territory. Testing sections additional to those at terminals located.....
3. Unless authorized by the Superintendent, an Equipped engine or train must not enter Cab-signal territory without having cut-out cock fixed in cut-in position.
4. When Cab-signal and Fixed signal aspects conflict, the more restrictive indication governs.
- 4a. When Cab-signal apparatus fails or when Cab-signal aspects conflict with Fixed-signal aspects at two Fixed-signal locations in succession, thereby indicating a probable defect in the Cab-signal apparatus, a train will proceed as a non-equipped train, governed by Fixed-signal indication, to the next point of communication, report and be governed by instructions from the Superintendent.
- 4b. When there is a failure in the Cab-signal apparatus, Engineer may cut out the warning whistle if it continues sounding after he has acknowledged.
- 4c. Except as provided in Cab-signal rule 4a, movements of non-equipped trains are prohibited unless authorized by the Superintendent.
- 4d. If the Cab-signal warning whistle sounds longer than six seconds, the Fireman on an engine, or the Trainman nearest operating compartment on an MU car, will immediately go to the Engineman.
5. Unless otherwise directed by the Superintendent, a non-equipped train moving on a track equipped for Cab-signal operation in the direction in which it is moving must not exceed speed as follows:

	MILES PER HOUR.	
	Between Division Board, Back River and Washing- ton.	Between Baltimore and Wago Junction.
Trains other than passenger trains.	25	20
Passenger Trains.....	40	28

**5a. Approved exceptions authorized:**

B. & O. R. R. Trains between Anacostia and Virginia Avenue,  
Western Maryland Railway Trains between Fulton and  
Union Junctions.

Yard Engines with or without cars between:

North Point and Gwynns Run,  
Virginia Avenue and Landover,  
New York Avenue and Landover,  
Baltimore and Hollins,  
York and Grantley.

Class A, B or C engines enroute to or from Shops.

Work, Wire and Wreck Trains between:

Division Board, Back River Bridge and New York  
Avenue,  
Landover and Virginia Avenue.

**6. Cab-signal aspects, indications and names are shown by 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. If, after passing a Fixed-signal, the Cab-signal aspect changes from Caution-Slow-Speed (Rule 278) to a more favorable aspect, speed must not be increased until train has run its length.**

**8. Except within interlocking limits, if Cab-signal aspect changes to Caution-Slow-Speed (Rule 278), a train 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 exceeding 15 miles per hour must at once reduce to not exceeding that speed.**

Within interlocking limits with Cab-signal displaying a more favorable aspect than Caution-Slow-Speed, if the Cab-signal aspect changes to Caution-Slow-Speed the train must stop, and permission must be secured from the signalman before moving in either direction.

**D2510C.** Trains operating under signal aspect Rule 279, Figure 1, at the following points, will receive an approach cab signal:

**North Point**.....Southward trains on No. 3 track.  
Northward trains on No. 1 track.

**Bay View**.....Southward trains on No. 3 track.  
Northward trains on No. 2 track.

**Canton Junction**..Northward trains on No. 2 track.  
Southward trains on No. 1 track.

**Biddle Street**.....Southward trains on Nos. 3 and 4 tracks.

**Union Junction**...Trains operating in either direction on Nos. 1, 2 and 3 tracks, Union Tunnels.  
Northward trains on track "B" operating under slow speed signal at northward signal located south of St. Paul Street overhead bridge, when routed from track "B" to track "A".

**B. & P. Junction**..Northward trains on No. 2 track operating under slow speed signal, at northward signal located just north of north portal of B. & P. Tunnel, when routed to track "A".  
Northward trains on track "A", operating under slow speed signal, at northward signal located just north of Maryland Avenue overhead bridge.

**Fulton Junction**..Southward trains on No. 3 track.  
Northward trains on Nos. 1 and 2 tracks.

**Gwynns Run**.....Southward trains on Nos. 3 and 4 tracks.  
Northward trains on Nos. 1 and 2 tracks.

**Winans**.....Northward trains on No. 2 track.

<b>Severn</b>	.....	Southward trains on No. 4 track.
<b>Odenton</b>	.....	Northward trains on No. 1 track.
<b>Anderson</b>	.....	Southward trains on No. 3 track.
<b>Bowie</b>	.....	Northward trains on No. 1 track. Southward trains on No. 4 track.
<b>Seabrook</b>	.....	Northward trains on No. 1 track.
<b>Landover</b>	.....	Southward trains on No. 3 track. Northward trains on No. 2 northward passenger track. Northward trains on No. 2 northward freight track.
<b>Virginia Avenue</b>	...Trains operating through Virginia Avenue Tunnel.	

**S25C.****RULE 511a.**

When moving from main track to siding, switch must remain open until train is clear, and when moving from siding to main track, switch must be opened before main track is fouled.

**S25D.****GRADE SIGNALS.****D2511.** Location of Grade Signals:

No. 2 track—Lutherville—Block Signal 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-650 and N-638 and between Glen Rock and  
Summit Grove—Block Signals Nos. N-408, N-398, N-388  
and N-378.

Nos. 1 and 2 tracks, Lanham, Block Signal No. 1262.

**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 North Point operated by Bay View.  
Interlocking Plant at Canton Junction operated by Bay View.  
Interlocking Plant at Winans operated by Gwynns Run.  
Interlocking Plant at Severn operated by Odenton.  
Interlocking Plant at Anderson operated by Odenton.  
Interlocking Plant at Seabrook operated by Landover.  
Interlocking Plant at 14th Street operated by Virginia Avenue.

When trains are stopped by signal at any of the above plants a member of the crew must immediately get in communication with the Signalman in charge of that plant.

If switch is not properly set for movement to be made over it at Severn, Anderson and Seabrook plants, switch must be manually cranked to proper position by train crew in accordance with instructions for cranking switch posted in housing marked "Tools" at switch location, also at Odenton and Landover Towers.

Rule 629 and Time Table Special Instruction D2201 will apply.

**D2602.** 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.

During the hours Parkton Block Station is closed eastward and westward home signals will operate automatically.

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

**D2701.**

BLOCK STATION	NON-INTERLOCKED SWITCHES CONNECTED
Parkton.....	Electric lock, crossover between Nos. 1 and 2 main tracks. Electric lock, switches leading from Nos. 1 and 2 main tracks to eastward and westward sidings.
York.....	Electric lock, 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.

(f) Rule 80, fifth paragraph, amplified:

They will not be authorized to represent or run as a section of a schedule; and under Manual Block System Rules will be operated as a train other than a passenger train, and may be admitted by Train Order and under Stop block signal to a block following a passenger train in Manual Block territory.

**D2801.** (1) Track cars will be operated over entire Division, except on the main tracks between New York Avenue and Division Board, Back River Bridge, 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.

**D2803.** 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.

**D2804.** An employe who has been on duty sixteen consecutive hours during any 24 hour period shall not be permitted to operate nor be responsible for the operation of a track car until after he has had 10 consecutive hours of rest.

An employe who has been on duty 16 hours in the aggregate during any 24 hour period shall not be permitted to operate nor be responsible for the operation of a track car until after he has had 8 consecutive hours of rest.

An employe coming within the provisions of paragraph 1 or 2 must take action through his immediate superior at least two hours in advance of the time his services would be restricted to avoid being called upon to operate or be responsible for the operation of a track car when on duty in excess of 16 hours.

Employes called upon for such service before the expiration of the full rest period, as required by paragraph 1 or 2, must report the fact to his immediate superior before going on duty.

## S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS

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

X Indicates class of engine that must not be used.

	C-1	E-3 E-5 H-6	E-6 H-8 H-9	K-2 K-4	L-1	I-1	M-1
Between Division Board, Back River Bridge and Bayview..						X	
Between Bayview and South End or New York Avenue—						X	X
<b>Baltimore District:</b>							
Bay View:							
Bay View to Water Plug, southbound yard.....						X	X
North and south yards....						X	X
Orangeville:							
Storehouse and coal wharf.	X	X	X	X	X	X	X
All other tracks except Nos. 1, 2 and 3 running tracks.						X	X
Continental Can Co. Plant No. 1.....	X	X	X	X	X	X	X
Weiskittel Track, Philadelphia Road.....				X	X	X	X
Loney's Lane Yard.....				X	X	X	X
Continental Can Co. Plant No. 2.....	X	X	X	X	X	X	X
Delion Rubber Co.....	X	X	X	X	X	X	X
Rustless Iron Co.....			X	X	X	X	X
Baltimore Brick Co.....			X	X	X	X	X
Hoffberger Coal Co.....			X	X	X	X	X
Oriole Refrigerating Co.....			X	X	X	X	X
American Ice Co., Patterson Park.....				X	X	X	X
Patterson Park Yard.....			X	X	X	X	X
Eastern Supply Co.....			X	X	X	X	X
Von Heine Coal Track.....			X	X	X	X	X
Wilcox & Ziegler.....			X	X	X	X	X
President St. Branch:							
Bay View to Union Crossing:							
Crossover S. B. Track to Trappe Road Siding..	X	X	X	X	X	X	X
Weiskittel Track.....							
Highland Yard.....	X	X	X	X	X	X	X
Clinton Street Yard....	X	X	X	X	X	X	X
Union Crossing to President Station.....							
Tracks 13, 14 and 15	X	X	X	X	X	X	X
President St. Yard....							
Canton Yard:							
Barge Track.....			X	X	X	X	X
N. C. Track.....			X	X	X	X	X
Billet Yard.....			X	X	X	X	X
Lead to 5th Ave. back of Y. M. Office.....			X	X	X	X	X
Tool House - Ash - Middle Ash.....			X	X	X	X	X
Back Ash and 9th Street Tracks.....			X	X	X	X	X
Grain Yard and Piers 2, 3, 5, 6 and 7.....			X	X	X	X	X
South Wye.....			X	X	X	X	X
North Wye.....			X	X	X	X	X
5th Avenue Yard.....							
North and South Ladder tracks, No. 3 yard.....	X	X	X	X	X	X	X
Ore Pier.....							
New Coal Yard and East and West Bakers.....	X	X	X	X	X	X	X
Old Coal Yard and Refrigerator Yard.....	X	X	X	X	X	X	X

	C-1	E-3 E-5 H-6	E-6 H-8 H-9	K-2 K-4	L-1	I-1	M-1
Bowker Track.....			X	X	X	X	X
A. A. Chemical Track.....			X	X	X	X	X
Baugh Chemical.....						X	X
Miller Fertilizer.....			X	X	X	X	X
Canton Shop Yard.....			X	X	X	X	X
<b>Sparrow's Point Branch:</b>							
Main Track Canton Jct. to Sollers.....						X	X
Sollers to Sparrow's Point.....	X	X	†	X	X	X	X
Eastern Supply Co. Track.....		X	X	X	X	X	X
The Pompeian.....		X	X	X	X	X	X
Highlandtown Yard.....		X	X	X	X	X	X
Esskay-Williamson Veneer.....	X	X	X	X	X	X	X
Federal Yeast.....		X	X	X	X	X	X
Reid Avery.....		X	X	X	X	X	X
Intercoastal Paint Co.....	X	X	X	X	X	X	X
Dundalk Central Foundry.....		X	X	X	X	X	X
Curtis Caproni.....	X	X	X	X	X	X	X
Gen. Gas & Elec. Co.....	X	X	X	X	X	X	X
Standard Oil Track, Spar- row's Point.....	X	X	X	X	X	X	X
Sparrow's Point Station Track.....	X	X	X	X	X	X	X
Wye Sparrow's Point.....						X	X
<b>Block Route:</b>							
Aliceanna Street and City Block Yard.....	X	X	X	X	X	X	X
Calvert—Shed A.....	X	X	X	X	X	X	X
Calvert Sta.—Tracks 1, 2, 7 and 11.....	X	X	X	X	X	X	X
Calvert—Horn Track.....	X	X	X	X	X	X	X
Jail Yard.....			X	X	X	X	X
Madison Yard.....			X	X	X	X	X
Eager Street Yard.....	X	X	X	X	X	X	X
<b>Pennsylvania Station:</b>							
"A" Track High Line, to Calvert.....				X	X	X	X
"B" Track, High Line, to northbound freight.....						X	X
"C" Track, High Line, north end.....						X	X
M. & P. Connection—B. & P. Jct.....				X	X	X	X
Mt. Royal Yard.....						X	X
Mt. Vernon Yard.....						X	X
Bolton Yard.....				X	X	X	X
Poultny Coal Track.....	X	X	X	X	X	X	X
North Ave. Pumping Station.....	X	X	X	X	X	X	X
International Harvester.....	X	X	X	X	X	X	X
Mt. Vernon Auto Delivery...			X	X	X	X	X
<b>Gwynns Run:</b>							
National Biscuit Co.....		X	X	X	X	X	X
American Brake Shoe off W. M. Ry.....				X	X	X	X
American Stores Track.....				X	X	X	X
Ward Baking Co.....				X	X	X	X
Von Heine Coal Co.....			X	X	X	X	X
American Ice Co.....				X	X	X	X
Schofer Bros. Coal.....				X	X	X	X
Barretts Tarvia & Abattoir Track.....				X	X	X	X
New Yard.....				X	X	X	X
Old Yard Ex. Track 16.....		X	X	X	X	X	X
Old Yard Track 16.....	X	X	X	X	X	X	X
J. O. White.....	X	X	X	X	X	X	X

† E-6 engine restricted.

	C-1	E-3 E-5 H-6	E-6 H-8 H-9	K-2 K-4	L-1	I-1	M-1
<b>Frederick Road:</b>							
Freight Station.....				X	X	X	X
Robert S. Green Track.....	X	X	X	X	X	X	X
Baltimore Lumber Co.....	X	X	X	X	X	X	X
Frederick Road Yard.....	X	X	X	X	X	X	X
Loudon Park Sub-station..	X	‡	X	X	X	X	X
Claremont Branch.....	X	‡	X	X	X	X	X
Claremont Branch, north leg of wye.....	X	‡		X	X	X	X
Claremont Branch, south leg of wye.....	X	‡		X	X	X	X
Bloedes Track Nos. 1 and 2	X	X	X	X	X	X	X
Catonsville Branch.....	X	X	X	X	X	X	X
Merritt, Chapman & Scott.							
Hydraulic Pressed} north of Brick Track ... } Severn.	X		X	X	X	X	X
Patapsco Warehouse Track	X		X	X	X	X	X
<b>Odenton:</b>							
Murray Track.....	X	X	X	X	X	X	X
Fort Meade Branch.....	X	X	X	X	X	X	X
Signal School and Church Tracks.....	X	X	X	X	X	X	X
Track between Arundel and Bowie Race Track.....	X	X	X	X	X	X	X
Massaponax Sand and Gravel Co. Track .....	X	X	X	X	X	X	X
<b>Bowie:</b>	X						
Pope's Creek Branch— Main Line.....					X	X	X
<b>Rosslyn Branch:</b>							
Main Line.....	X	X	X	X	X	X	X
Sinclair Oil Track.....	X	X	X	X	X	X	X
West Bros. Track.....	X	X	X	X	X	X	X
Va. Ice & Fuel Co. Track....	X	X	X	X	X	X	X
Memorial Bridge Track.....	X	X	X	X	X	X	X
Taylor Motor Co. Track.....	X	X	X	X	X	X	X
Hires Turner Track.....	X	X	X	X	X	X	X
Griffith Coal Track.....	X	X	X	X	X	X	X
All Yard Tracks.....	X	X	X	X	X	X	X
<b>Washington District:</b>							
Hudson Brick Co. Track, Magruder Branch.....	X	X	X	X	X	X	X
Apple House Track.....	X	X	X	X	X	X	X
Washington Gas Light Co. Track.....	X	X	X	X	X	X	X
Nos. 1 and 2 Tracks, M Street Yard.....	X	X	X	X	X	X	X
L. P. Stewart's Track.....	X	X	X	X	X	X	X
Nos. 2 and 3 Loop Tracks, Jersey Yard.....					X	X	X
Nos. 1 and 2 Tracks "Over the Hill," Jersey Yard....					X	X	X
Nos. 1 and 2 High Line Tracks, Jersey Yard.....	X	X	X	X	X	X	X
Capitol Power Plant Track..	X	X	X	X	X	X	X
Navy Yard Track.....	X	X	X	X	X	X	X
D. C. Refuse Disposal Track.	X	X	X	X	X	X	X
R. P. Andrews Track.....	X	X	X	X	X	X	X
Standard Oil Co. Track.....	X	X	X	X	X	X	X
Government Fuel Yard Tracks, Jersey Yard.....	X	X	X	X	X	X	X
All Coal Trestle Tracks, Jer- sey Yard.....	X	X	X	X	X	X	X
Inbound and Outbound Sub- way Tracks, Jersey Yard..	X	X	X	X	X	X	X
Nos. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14 Tracks, Jersey Yard.....	X	X	X	X	X	X	X
All Tracks, 3rd Street and 4½ Street Yards.....	X	X	X	X	X	X	X
Terminal Storage Warehouse Track.....	X	X	X	X	X	X	X

‡—E-5 engines restricted.

	C-1	E-3 H-6	E-6 H-9	K-2 K-4	L-1	I-1	M-1
All Tracks, 6th Street Yard..	X	X	X	X	X	X	X
Horton's Track.....	X	X	X	X	X	X	X
Federal Warehouse Track.....	X	X	X	X	X	X	X
Hessick's Track.....	X	X	X	X	X	X	X
14th Street Yard, 1, 3, 7, 9 tracks.....	X	X	X	X	X	X	X
14th Street Yard, 2, 4, 6, 8 Tracks.....					X	X	X
9th Street Yard, 1, 3, 5, 6 Tracks.....					X	X	X
9th Street Yard, 2 and 4 Tracks.....	X	X	X	X	X	X	X
All Tracks, Water Street Yard.	X	X	X	X	X	X	X
<b>Main Line—Between B. &amp; P. Junction and Wago Junction.</b>						X	X
Woodberry:							
Delivery Track.....				X	X	X	X
Poole Engineering Co....	X	X	X	X	X	X	X
Mt. Washington—Station Track.....				X	X	X	X
Green Spring Branch.....				X	X	X	X
Wye Track.....				X	X	X	X
Texas Quarry Track.....				X	X	X	X
Texas Lime Kiln Track leading from Station Track.....	X	X	X	X	X	X	X
Monkton Station Track...							
Blue Mount Baker's Track (O. K. for all engines to 1st curve beyond passing siding).....					X	X	X
White Hall—Hendrix Mill Track.....					X	X	X
New Freedom—Summer's Canning Co.....					X	X	X
Glen Rock—Station Track.							
<b>York District:</b>							
Certain-teed Roofing Co. Nos. 1 and 2.....		X	X	X	X	X	X
McGann Track.....		X	X	X	X	X	X
Read Machinery Co. Nos. 1 and 2.....		X	X	X	X	X	X
York Paper Co.....		X	X	X	X	X	X
Crossover, King Street Yard.				X	X	X	X
No. 1 Track, King Street Yard.				X	X	X	X
Lafean Coal Co.....				X	X	X	X
Motters Nos. 2 and 1.....	X	X	X	X	X	X	X
Gerber's No. 1.....				X	X	X	X
York Ice Machinery Co.—All Tracks.....		X	X	X	X	X	X
Keystone Color and Paint Co.		X	X	X	X	X	X
Smyser Coal Co. Nos. 1 and 2.		X	X	X	X	X	X
Edison Light & Power Co. Track.....				X	X	X	X
Hespenheide & Thompson Track.....	X	X	X	X	X	X	X
Barnitz-Heckert Co.....		X	X	X	X	X	X
Incline at George St.....	X	X	X	X	X	X	X
Smyser-Royer Co.....	X	X	X	X	X	X	X
Crossover to Small's Track..	X	X	X	X	X	X	X
Farquhar Nos. 1, 2 and 3....	X	X	X	X	X	X	X
E and D Tracks.....	X	X	X	X	X	X	X
Nos. 1 and 2 Tracks, M. W. Yard.....			X	X	X	X	X
F and G Tracks.....				X	X	X	X
B Track, West End.....				X	X	X	X
Crossover—Queen Street be- tween Nos. 1 and 2 Sidings.				X	X	X	X
Switch to M. & P. R. R.....				X	X	X	X
Runaround Crossover.....				X	X	X	X
Crane Track.....				X	X	X	X

	C-1	E-3 E-5 H-6	E-6 H-8 H-9	K-2 K-4	L-1	I-1	M-1
Warehouse Tracks 5, 6 and 7.				X	X	X	X
Warehouse Tracks 9, 10, 11 and 12.			X	X	X	X	X
Crossover in Jail Street Crossing, Track 5 to Track 6.				X	X	X	X
No. 7 Crossover.				X	X	X	X
Ashpit Track.				X	X	X	X
No. 1 Running Track.				X	X	X	X
New Shop Track.		X	X	X	X	X	X
No. 2 Safe Works.	X	X	X	X	X	X	X
Foundry Track.		X	X	X	X	X	X
Steacy-Schmidt Track No. 1.		X	X	X	X	X	X
Steacy-Schmidt Track No. 2.	X	X	X	X	X	X	X
North End Coal Storage.				X	X	X	X
Grothe Coal Track.		X	X	X	X	X	X
North End Nos. 2, 3 and 4 Tracks, Poor House Yard.				X	X	X	X
Edgemont Paper Co. Track.				X	X	X	X
Switch to Coal Wharf.				X	X	X	X
York Ice and Coal Track.		X	X	X	X	X	X
York Saw Works.	X	X	X	X	X	X	X
Keystone Siding No. 2.				X	X	X	X
North End No. 6 Track, Poor House Yard.				X	X	X	X
D. E. Frey Track.	X	X	X	X	X	X	X
Roosevelt Garage Track.		X	X	X	X	X	X
York Fair Grounds Track.		X	X	X	X	X	X
Medusa Cement Co. Track.				X	X	X	X
Palmer Lime Co.—All switches in Yard.				X	X	X	X
<b>Emigsville:</b>							
American Acme Co.				X	X	X	X
Sentz Coal Yard.				X	X	X	X
Mt. Wolf Track—G. A. Wolf & Sons.	X	X	X	X	X	X	X
<b>York Branch—Main Line</b>							
<b>Columbia to York.</b>							
Wrightsville Yard.				X	X	X	X
Wrightsville Curve.				X	X	X	X
Wrightsville Station Track.				X	X	X	X
<b>Y. H. &amp; F. Ry.—Main Line</b>							
<b>York to Frederick.</b>							
P. H. Glatfelter's Tracks—							
Spring Grove.				X	X	X	X
Hanover—Hoke & Bair Coal Co. Trestle.			X	X	X	X	X
Littlestown—Coal Trestle Track.			X	X	X	X	X
Union Bridge Branch—							
Main Line.	X	X	X	X	X	X	X
Union Bridge Wye.				X	X	X	X
Walkersville Canning Co. Track.				X	X	X	X
Walkersville—Jamison's Track.				X	X	X	X

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

Doubleheading of all classes of steam locomotives is prohibited over Bridge 138.45, Potomac River, except that two H-6, two H-8, two H-9 or two B type engines coupled, but without cars, may move over this bridge at a speed not exceeding fifteen miles per hour. Two or more steam locomotives on one train or two or more engines where steam and electric power are combined, must be spaced at least seven cars apart.

GG-1 electric locomotives must not be doubleheaded or coupled to a locomotive of any class and operated over Bridge 138.45, Potomac River, but must be separated from another GG-1 locomotive or any other class of locomotive by at least seven cars.

Electric locomotives, other than class GG-1, may be double-headed in single track movement only over Bridge 138.45 Potomac River. Two coupled electric locomotives must not occupy the bridge with a train or locomotive of any other class operating on the other track on the bridge.

Trains and engines separated to comply with the instructions covering movement over Potomac River Bridge No. 138.45, when proceeding under "Stop and Proceed Signal" must move to insure not having engines closer than seven car lengths while on the bridge.

C. & O. R. R. J-2 type engines 543, 544, 545, 546, 547, 548 and 549 and F-17-A type engines 470, 471 and 473, all equipped with six axle tenders, restricted to a speed of 15 miles per hour and single track operation on Potomac River Bridge 138.45.

Class GG-1, R-1 and P5-a (electric locomotives) must not be operated over turnout from Naught track to No. 1 track at Fulton Junction.

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.

Canton 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 through Howard Tunnel west of Glatfelter.

**D2905.** On account of close clearance of overhead trolley wires at Pennsylvania Station, Baltimore, freight trains, circus trains, wreck, work and wire trains, and Western Maryland Railway passenger and freight trains must not be operated on tracks 1, 2, 3, 4, 5, 6 and 7.

Any such trains receiving signal to enter these tracks at Union Junction or B. & P. Junction must be stopped immediately and report to the Superintendent unless the train has specific orders to so operate.

**D2906.** Two engines of any class must not be permitted on adjoining tracks except on the two inside tracks on Pier 7, Canton, on account of no clearance for engine cabs.

**D2910.** All engine movements to and from the engine storage track at Frederick must be made via the north leg of Wye.

### S30.

### ELECTRICAL OPERATION.

\*—Indicates identical instructions on Divisions having electrical operation in effect.

**D3001.** Power Directors are located and have jurisdiction as follows:

Pennsylvania Station—Baltimore—Zone 6—between Division Board at Back River Bridge and north portal of B. & P. Tunnel, Baltimore.

Pennsylvania Station—Baltimore—Zone 7—between north portal of B. & P. Tunnel, Baltimore, Union Station, Washington, and Potomac Yard, Va.

**D3005.** Following tracks are equipped for A. C. electrical operation:

#### MAIN TRACKS—

Division Board, Back River Bridge, to New York Avenue, Washington, and Landover to South End, including all main track crossovers, except Water Street crossover and crossover north of Mile Post 134, Ivy City.

B. & P. Junction—Woodberry:

No. 1 main track from east end of trailing point non-interlocked crossover between No. 1 and No. 2 tracks, 505 feet west of Cedar Avenue Bridge to B. & P. Junction.

No. 2 main track from B. & P. Junction to a point 1154 feet west of Cedar Avenue Bridge.

Trailing point non-interlocked crossover between No. 1 and No. 2 main tracks, 505 feet west of Cedar Avenue bridge.

Non-interlocked crossovers from No. 1 main track to the third track 250 feet west of Cedar Avenue bridge.

Facing point non-interlocked crossover between No. 1 and No. 2 tracks at Cedar Avenue bridge.

**SIDINGS—**

**YARD TRACKS—**

**Bay View Yard:**

No. 4 Receiving Track from connection of interlocked switch with No. 3 track at North Point and to connection of interlocked crossover with No. 3 track at Bay View.

Nos. 1, 2 and 3 tracks in South Yard.

No. 3 track in North Yard.

North end of North Yard tracks from connection with ladder track as follows:

No. 4 track 508 feet southward.

No. 5 track 416 feet southward.

No. 6 track 614 feet southward.

No. 7 track 537 feet southward.

No. 8 track 361 feet southward.

No. 9 track 225 feet southward.

No. 10 track 232 feet southward.

South end of North Yard tracks from connection with ladder track as follows:

No. 4 track 600 feet northward.

No. 5 track 503 feet northward.

No. 6 track 407 feet northward.

No. 7 track 581 feet northward.

No. 8 track 406 feet northward.

No. 9 track 284 feet northward.

No. 10 track 284 feet northward.

**President Street Branch:**

Bank track from connection with northward running track to a point 824 feet south.

Perryville track from connection with Bank track to a point 635 feet south.

Incline track from connection with Bank track to a point 512 feet south.

Trappe Road track from connection with southward running track to a point 824 feet south.

**Bay View—Orangeville:**

No. 2 yard track from connection with Orangeville lead track to connection with No. 3 track in North Yard, including interlocked crossovers to No. 1 track in Bay View Interlocking.

Orangeville lead track from connection with ash pit track to connection with No. 2 yard track.

**Orangeville Yard:**

Ash pit track.

No. 1 ash track.

No. 1 coal wharf track.

Scrap track.

New MU track.

Storehouse track.

**Pennsylvania Station, Baltimore:**

All yard tracks.

Post Office tracks.

**B. & P. Junction—Woodberry:**

No. 5 yard track from B. & P. Junction to connection with No. 4 runner track at west end of Mount Royal Coach Yard.

Nos. 6, 7, 8, 9 and 10 yard tracks in Mount Royal Coach Yard.

Third track from a point 1375 feet west of Cedar Avenue bridge to connection with No. 2 yard track in Mount Vernon Yard.

No. 2 yard track in Mount Vernon Yard to a point 2148 feet east of Cedar Avenue bridge.

All interlocked crossovers.

**Fulton Junction—Gwynns Run:**

North No. 0 track from connection of interlocked crossover on No. 1 track to a point 118 feet south.

No. 0 track from connection of interlocked switch with No. 1 track at Gwynns Run to connection with No. 1 track at non-interlocked switch located 900 feet south of Edmondson Avenue Station.

No. 1 northbound spur track from connection with No. 2 spur track to a point 405 feet south.

No. 2 northbound spur track from connection with No. 0 track to a point 629 feet south.

No. 5 track from connection of interlocked crossover on No. 4 track at Gwynns Run, to connection with No. 4 track at non-interlocked crossover located 650 feet south of M. P. 98.

No. 6 track from connection with No. 5 track to a point 385 feet north.

No. 7 track from connection with No. 6 track to a point 275 feet north.

No. 8 track from connection with No. 7 track to a point 275 feet north.

**Gwynns Run—Winans:**

Industrial track from connection of interlocked switch on No. 1 track to a point 350 feet south.

Loudon Park pick up track from connection of non-interlocked crossover with No. 1 track to a point 550 feet south.

**Benning Yard:**

2A yard track and non-interlocked trailing point crossover from connection with No. 4 yard track at north end of yard to a point 450 feet north.

2B yard track and non-interlocked trailing point switch from connection with No. 4 yard track at south end of yard to a point 450 feet north.

No. 3 yard track from connection with No. 1 track to a point 600 feet south.

No. 4 yard track from connection with No. 3 track to a point 330 feet south.

No. 5 yard track from connection with No. 4 track to a point 240 feet south.

No. 6 yard track from connection with No. 5 track to a point 390 feet south.

No. 7 yard track from connection with No. 6 track to a point 320 feet south.

No. 8 yard track from connection with No. 7 track to a point 300 feet south.

**Pennsylvania Avenue Yard:**

Lead track and non-interlocked trailing point switch from connection with No. 3 southward freight track at south end of yard to a point 350 feet north.

**Jersey Yard:**

No. 1 yard track and facing point non-interlocked crossover from connection with No. 2 track 960 feet north of Virginia Avenue Interlocking to connection with No. 2 track 220 feet south of Virginia Avenue Tunnel.

**Potomac Yard:****Southward.**

Leads from receiving tracks to a point about 60 feet south of apex of hump.

Incline track from south hump to junction switches at foot of incline track.

Lead from running track to track No. 2, motor storage track, and track No. 3, motor inspection track.

**OTHER TRACKS:****President Street Branch:**

Northward freight track from connection with No. 2 yard track to a point 1450 feet south.

Southward freight track from connection with No. 2 yard track to a point 1250 feet south.

Interlocked facing point crossover between northward and southward freight tracks.

**Canton Junction:**

Sparrow's Point Branch track from connection of interlocked switch with No. 1 track at Canton Junction to a point 545 feet north.

**B. & P. Junction—Woodberry:**

No. 3 runner track from B. & P. Junction west to connection with No. 2 main track.

No. 4 runner track from B. & P. Junction to and including facing point crossover to No. 3 runner track, 1000 feet west of B. & O. Railroad bridge.

**Landover:**

Landover Siding from connection of non-interlocked switch with No. 2 track to a point 600 feet south.

**Anacostia:**

No. 1 and No. 4 yard tracks from non-interlocked switch connections with No. 2 and No. 3 tracks at Deanwood to interlocked switch connections with No. 2 and No. 3 tracks at Anacostia Interlocking.

**Virginia Avenue:**

No. 1 yard track and No. 4 yard track from interlocked switch connections with No. 2 and No. 3 tracks at Virginia Avenue Interlocking to interlocked switch connections with No. 2 and No. 3 tracks at 14th Street Interlocking Plant.

**Potomac Yard:****Southward.**

Running track from South End Block Station to southward receiving yard tracks Nos. 1-2-3-4-7-8-9.

Running track from No. 9 switch north end of southward receiving yard to south end of catenary, about 300 feet south of derrick siding.

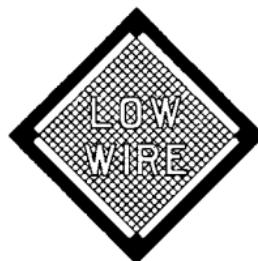
**Northward.**

Connecting track from south running track north of foot of incline from south hump to Four Mile Run.

All crossovers leading to and from tracks Nos. 20-21-22-23-24-25-27-28-29-30-31-32-33-34-35-36-37-38-39, and Nos. 3, 4 and 5 northward advance tracks, crossovers and running tracks to South End Block Station.

\*D3006. A. C. MOTOR STOP signs indicate end of electrified track.

\*D3015. At certain locations on main tracks and in yards, minimum clearance of approximately 24 feet 6 inches has been provided between trolley wire and top of rail to permit employees to ride or work on top of cars or other equipment in performance of their duties. Such locations designated High Wire Territory, limits of which will be marked by High Wire and Low Wire signs.



Employees must exercise caution and not permit any part of their person or equipment to get closer than three (3) feet to energized wires.

\*D3016. Multiple Unit cars equipped with pantograph with a maximum operating height of less than 24 feet 6 inches must not be operated in High Wire Territory with pantograph in raised position.

\*D3025. Special Instructions for Employees in Electrified Territory, C. T. 290, in effect.

\*D3026. Employees working on or near energized wires must obtain permission and proper protection from Power Director.

Conductors are responsible for knowing that Trainmen; Engineers are responsible for knowing that Firemen; Foremen are responsible for knowing that their men understand and comply with instructions for electrical operation.

When inexperienced employees are required to work in electrified territory, experienced employees must call their attention to the danger.

\*D3027. When an overhead wire failure occurs that may obstruct adjoining tracks, all tracks must be immediately protected.

D3028. Pantograph poles and rubber gloves are located at all Block and Interlocking Stations in electrified territory, and on electric engines. Also, rubber gloves are located as follows:

In all interlocking stations Bay View to Washington, Landover to South End, inclusive, and at all sub-stations and Potomac River Draw.

D3029. During sleet storms when double pantograph order is in effect, pantograph shoes of all electric engines operating in passenger service will be examined by inspectors located on platforms on top of shelter sheds at Pennsylvania Station, Baltimore.

Enginemen of all northward passenger trains will stop with front end of leading engine just south of Calvert Street overhead bridge.

Engineman of all southward passenger trains will stop with front end of leading engine just north of Maryland Avenue overhead bridge.

Approaching Pennsylvania Station, Baltimore, the Fireman will operate boiler in manual control, using stack blower, to permit Engineman to lower pantographs.

Immediately upon stopping, Engineman will lower pantographs to permit the qualified electrician to make pantograph shoe inspection. Engineman will not raise pantographs until

after this inspection is completed and he has been so advised by the qualified electrician that he is permitted to raise them.

\***D3030.** When double pantographs are used, passenger trains hauled by two electric engines must operate with both pantographs raised on leading unit and rear pantograph raised on trailing unit. Should rear pantograph of trailing unit become damaged, necessitating using front pantograph, rear pantograph of leading engine should then be lowered and front pantograph used. Two electric engines coupled in passenger service must not operate with rear pantograph of leading engine and front pantograph of trailing engine raised, when it can be avoided.

Freight trains hauled by two or more electric engines may operate with two pantographs raised on each of two leading units and with rear pantograph raised on each trailing unit.

\***D3031.** Electric engine crews, and multiple unit train crews must make frequent inspections of pantographs enroute. On multiple unit trains this can be done at station stops by train crews. On engines, it must be done not only at station stops but repeated enroute, and if double-headed, both engines must be inspected.

If pantograph shoe or frame is broken or badly bent, indicating having been struck or having struck something, pantograph must be lowered and train immediately stopped (giving consideration to drifting to first available telephone providing no further damage would result in so doing) reporting condition to Superintendent as promptly as possible, giving location in order that other trains may be stopped before reaching point of trouble. If it is known no immediate repairs are necessary, raise good pantograph and proceed. If immediate repairs are necessary be governed by C. T. 290 instructions.

It is important that Enginemen and Firemen, when inspecting engines at terminals or intermediate points and while running over the road, give particular attention to condition of pantograph, especially shoes. Excessive wearing of pantograph shoe usually shows up on edge, in form of a split, which may be detected by underneath inspection.

Check for bent or dented shoes and look for broken or missing horns or other unusual condition of pantograph. If defective condition of pantograph or shoe is noted enroute, pantograph must at once be lowered, raising other pantograph and notifying SUPERINTENDENT BY MESSAGE at first available point, giving brief description of trouble and location on road where defective pantograph was first noted, also reporting same on M. P. 62-E, M. P. 217, or other authorized form, on arrival at terminal.

It is imperative pantographs be inspected at every available opportunity.

\***D3032.** When necessary to de-energize catenary to prevent loss of life or damage to property, Power Director must be immediately notified and person so notifying Power Director must await his instructions.

\***D3033.** When an A. C. electric engine or an A.C. multiple unit car becomes derailed, pantographs must be immediately lowered.

No pantograph shall be raised until it has been definitely known that A.C. electric engine or A. C. multiple unit car is again making proper contact with electric return circuit, as represented by running rail.

\***D3035.** When necessary to remove or apply jumpers between electric engines, all pantographs must be lowered. If not practicable, open generator switch, battery switch and air compressor switch during time of insertion or removal of jumpers.

\*D3045. Alternating Current Multiple Unit Car Equipment Instructions No. 66-C (except last paragraph of Instruction No. 48, page 51); Enginemen's Instruction No. 215, in effect.

\*D3046. To prevent interruption of power, when shutting down boiler, following method of de-carbonizing burner must be followed:

1. Crack de-carbonizing valve until flame starts to flicker in fire box, then close oil valve.
2. De-carbonize burner.
3. Cycle oil damper engine to high flame position and scavenge fire box of all gases.
4. Shut down oil pump, etc.

\*3047. Backup movements with light electric engines, except movements of single engine with streamlined cab, Fireman must take position on forward end of engine in direction of movement and control movement by means of hand signals to Engineman. He must observe all signals affecting movement of his engine and accordingly give hand signal to Engineman.

\*D3048. When two or more trains using electric power stop on same track a short distance apart, train that is close to train ahead must not start until preceding train has been under headway 30 seconds.

\*D3050. Not more than two persons in addition to engine crew, except in special cases, permitted to ride on front platforms of multiple unit trains or in operating cab of electric engines.

\*D3051. Employes must not be on top of box cars, engines or other high equipment when movements are being made from sidings, yard or other tracks which are not electrified to tracks which are electrified, except in High Wire Territory.

\*D3055. Tonnage Rating and Notch restrictions, electric engines, passenger service.

#### P5a Engines:

Notch Restrictions and Double Head	New York—Washington, both directions. Harrisburg—New York, Eastward		New York—Harrisburg Westward	
	TONS	Maximum Cars	TONS	Maximum Cars
No restrictions.....	1040 or less	• •	1040 or less	• •
18th Notch.....	1041 to 1100	• •	1041 to 1100	• •
17th Notch.....	1101 to 1200	• •	1101 to 1200	• •
16th Notch.....	1201 to 1250	• •	1201 to 1250	• •
Double Head— more than.....	1250	• •	1250	• •

#### GG1 and R1 Engines (Unless otherwise specified):

Notch Restrictions and Double Head	New York—Washington, both directions. Harrisburg—New York, Eastward		New York—Harrisburg Westward	
	TONS	Maximum Cars	TONS	Maximum Cars
No restrictions.....	1120 or less	• •	1120 or less	• •
18th Notch.....	1121 to 1180	• •	1121 to 1180	• •
17th Notch.....	1181 to 1280	• •	1181 to 1280	• •
16th Notch.....	1281 to 1330	• •	1281 to 1330	• •
Double Head— more than.....	1330	30	1330	30

**GG1 Engines** 4816, 4817, 4819, 4820, 4823, 4825, 4840, 4846, 4858, 4859, 4860, 4861, 4862, 4863, 4864, 4865, 4866, 4867 and 4868.

Notch Restrictions and Double Head	New York—Washington, both directions.		New York-Harrisburg Westward	
	Harrisburg-New York, Eastward			
	TONS	Max. Cars	TONS	Max. Cars
No restrictions.....	1445 or less	20	1330 or less	20
18th Notch.....	1446 to 1750	27	1331 to 1600	27
16th Notch.....	1751 to 2500	30	1601 to 2000	30
Double Head— more than.....	2500	30	2000	30

**\*D3056.** Tonnage Computation—Passenger Service.

In computing tonnage for operation of electric engines in passenger service use weight of each car as shown in following table:

Tons Loaded	Type of Car	Tons Empty
90	Diner.....	90
85	Pullman, Business.....	85
80	Cafe.....	80
80	PB-70, PBM-70.....	75
80	BM-70.....	70
80	M-70, B-70, B-74.....	65
75	B-60 in Mail Storage Service.....	55
65	P-70.....	65
65	B-60 in Express Service.....	55
65	R-50, R-60, REA Cars.....	50

For electric engines hauled dead in trains:

P5a, 197 tons. GG1, 230 tons. R-1, 201 tons.

Conductors must advise enginemen weight of train. This information must be given to enginemen taking charge of engines at an intermediate point by enginemen relieved.

Enginemen must know weight of train before leaving originating point, and before leaving any point where make-up of train is changed.

Conductor and Engineman must report to Superintendent before moving trains exceeding tonnage rating shown.

**\*D3057.** No train in excess of 2000 tons can be handled through North or East River Tunnels without double-heading.

**\*D3058.** Overload relay setting for each main motor circuit on GG1 electric engine will be 3000 amperes.

It is desired to keep cab amperage, under ordinary circumstances, below 2800 amperes when starting. When necessary to use 2800 amperes or more in starting, detail report must be made at end of trip. After starting, limit current to 2500 amperes up to 17th notch, inclusive; from 17th to 22nd notch, inclusive, current must not exceed 2200 amperes.

**\*D3060.** Adjusted Tonnage Rating electric engines—Freight Service.

P5a Engines, 90 MPH. Gears:	Eastward or Northward		Westward or Southward	
	Factor	Adj.Tons	Factor	Adj.Tons
Potomac Yard—Fulton Jct....	5	2500	5	2500
Fulton Jct.—Bay View.....	5	2500	5	1640
Bay View—Edgemoor.....	7	3900	7	3700
Edgemoor—Grays Ferry.....	10	3900	10	3900
Grays Ferry — Jersey City Terminals.....	10	3900	10(*)	3530

Run	Direction	Route	Helper	Factor	Adj.Tons
Jersey City or S. Amboy-Enola	E	{Trenton Cut-off}		20	3940
	W	{ & Low Grade }		20	3400
Philadelphia- Harrisburg or Enola	E	Low Grade		20	3700
	E	Low Grade	Thorndale-Paoli	20	3940
	E	Columbia Branch		20	2800
	W	{Low Grade or }		20	1680
	W	{Columbia Branch} To Bryn Mawr		20	3360
Philadelphia- Harrisburg	E	Main Line		20	3600
	E	Columbia Branch		20	2800
	W	{Main Line or }		20	1680
	W	{Columbia Branch} To Bryn Mawr		20	3360
Thurlow-Enola	E	C. & P. D.			
	E	Enola to Thurlow		20	4500
	W	Thurlow to Enola		20	3920
Bayview-Enola	E	C. & P. D.			
	E	Enola to Bay View		20	4500
	W	Bayview to Enola		20	4000

NOTE.—(\*) Helper to be furnished out of Waverly Yard when handling over 3350 adjusted tons.

On the grade, eastward between Columbia and Atglen, the ratings given are on the basis of a speed of 30 miles per hour, which should not be exceeded.

These ratings require momentum operation of ruling grades and certain intermediate grades and in case of train being stopped on such grades, assistance must be procured before starting.

P5a engines must not be operated beyond 15th notch, speed restriction carefully observed, starting and acceleration closely watched and weak field operation for long periods avoided as much as possible.

**\*D3061.** Passenger electric engines (assigned to passenger service) may be used on freight trains in emergency; but only when steam engines or freight assigned electric engines are not available.

When passenger assigned electric engines are so used adjusted tonnage limits and notching restrictions now in effect for P5a engines in freight service must be observed.

**\*D3065.** A. C. electric engines may be operated in multiple by use of control jumpers, as follows:

B-1 with B-1 class only.

GG-1 with GG-1 class only.

L-5 with L-5 class only.

L-6 with L-6 or L-6a class only.

O-1 with O-1 class only.

O-1a with O-1a class only.

O-1b with O-1b class only.

O-1c with O-1c class only.

P-5 with P-5 or P-5a class only (includes old and modified).

R-1 with R-1 class only.

**\*D3066.** Master controller handle of Multiple Unit cars, and emergency train brake attachment to master controller of electric engines, in passenger service, must NOT be blocked, fastened, or otherwise tampered with, in such manner as to prevent spring tension returning them to emergency position, if engineman's hand and/or foot is removed.

Electric Engines operating in freight or yard service must have emergency train brake attachment made inoperative.

**\*D3067.** Enginemen before leaving operating compartment on multiple unit equipment must make full service application of brakes, remove brake valve and master controller handles, keeping same in his possession.

**\*D3068.** When necessary to keep pantographs down on A. C. multiple unit equipment, grounding switch must be fully closed and pinned.

**\*D3069.** When an engineman moves from one end of a multiple unit car or train to operate from another location, a full service application of brakes must be made and brake pipe cutout cock closed, before brake valve handle is removed. This is to insure brakes being applied on train or car after brake valve handle is removed.

**\*D3070.** Movements made with multiple unit cars by two enginemen operating from opposite ends, engineman operating when stopping must make a full service application of brakes and, after lapping brake valves, close cutout cock in brake pipe. Engineman on opposite end will release brakes by placing brake valve handle in release position and opening cutout cock in brake pipe. This is to insure engineman on operating end having control of brakes at all times.

**\*D3072.** Multiple Unit trains must not assist in starting trains hauled by steam or electric engine.

**D3074.** Operation of one multiple unit car is prohibited except when shifting. Before making such movements, air and hand brakes must be tested and known to be operative. These movements must not exceed a speed of ten miles per hour.

### **REGULATION OF ELECTRIC HEAT ON TRAINS.**

#### **\*D3080.**

Power Directors must obtain temperature readings from initial terminals of multiple unit trains at frequent intervals and direct display at locations named below, heat numeral signs in accordance with following:

Temperature above 55 degrees—No. 0 heat numeral.

Temperature between 55 and 30 degrees—No. 1 heat numeral.

Temperature between 30 and 21 degrees—No. 2 heat numeral.

Temperature below 21 degrees—No. 3 heat numeral.

Car Inspectors at terminals must heat cars to correct temperature prior to departure.

No. 3 heat applied to a cold car will raise temperature to 65 degrees in approximately following elapsed time:

Outside temperature	Time
0 to 10 degrees.....	2 hours 10 minutes.
10 to 20 degrees.....	1 hour 50 minutes.
20 to 30 degrees.....	1 hour 25 minutes.
30 to 40 degrees.....	50 minutes.
40 to 50 degrees.....	25 minutes.
55 degrees.....	10 minutes.

**D3081.** Heat numeral signs 0-1-2-3 will be displayed at:

Stationmaster's Office, Baltimore.

Stationmaster's Office, Washington.

Trainmen must observe heat board to ascertain what heat numeral is in effect, after which they must check heat switches and know cars are heated to proper temperature.

**D3083.** Multiple Unit cars with motor inoperative may be placed in trains at terminals as follows, when necessary:

#### **Single Units.**

Total number of cars in train.....	4	5	6	7	8	9	10
Number of inoperative cars.....	0	1	1	1	2	2	3

NOTE.—When motors on a double unit car are inoperative, such car and its trailer are to be counted as two cars.

This practice is permissible only to move inoperative cars to shops for repairs and in extreme cases of deranged car supply to avoid serious delays.

**\*D3084.** When traction motors become inoperative en route, enginemen and trainmen must be governed by Instruction No. 64, Book 66-C and report conditions at first opportunity to Superintendent.

**\*D3085.** A. C. electric engines must have pantographs down and hand operated ground switches closed while being sanded.

**D3086.** Brake pipe pressure on A. C. multiple unit cars must not be charged above 90 pounds and on D. C. multiple unit cars above 70 pounds when handled by an engine.

**D3088.** On Multiple Unit cars laying over, pantographs must be kept down except when required to be against wire to make necessary tests, heat cars or to prepare them for movement.

At Baltimore, pantographs must not be dropped on Pennsylvania Station platform tracks Nos. 1 to 7, inclusive, and between Howard Street and Guilford Avenue, except in case of emergency, and then only after controller is in "OFF" position and control switches to blower motors, air compressors, and heaters have been opened, or until it is known that trolley wire is de-energized.

**D3090.** Fire in steam heat boiler of Electric Engines must be operated in low heat position on Pennsylvania Station platform tracks Nos. 1 to 7, inclusive.

### **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.

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

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

**D3201. Medical Examiners and Company Surgeons.**

LOCATION.	NAME AND ADDRESS.	TELEPHONE NUMBER
Baltimore, Md.....	R. W. LOCHER, M. D., 31 East North Avenue..... H. B. MC ELWAIN, M. D., 31 East North Avenue..... 221 W. 29th St..... DUDLEY WILLIAMS, M. D., 507 Charing Cross..... W. J. SCHMITZ, M. D., 701 N. Kenwood Avenue..... OTTO M. REINHARDT, M. D., Cambridge Arms, Charles & 34th Sts. DEAN LEWIS, M. D., 210 Goodwood Gardens.....	Vernon 0418 Vernon 0418 (day). University 3257 (after 9.00 P. M.) Gilmor 2062 Wolfe 0207 University 1708 University 4516 Bowie 19
Bowie, Md.....	G. E. LANCASTER, M. D.....	.....
Washington, D. C. ....	J. A. WHITE, M. D., Room 217, Wash. Term. Stat'n J. W. MANKIN, M. D., 2030 16th Street, N. W.....	Decatur 2030
Sparrow's Point, Md. ....	G. C. MCCORMICK, M. D., 703 C Street.....	Sparrow's Point 240
Mt. Washington, Md. ....	W. J. TODD, M. D.....	Tuxedo 1546
New Freedom, Pa. ....	J. L. YAGLE, M. D.....	Glen Rock 44-R-5
York, Pa. ....	LOUIS S. WEAVER, M. D., (Office) Manufacturers' Association Bldg., 25 N. Duke St. (City Home) Corner of South Queen Street and Peyton Road (Country Home) York R. D. #8	York 2726 York 65242 County 97-R-4
Columbia, Pa. ....	F. V. MC CONKEY, M. D., (Office) 3 E. Market St..... (Home) 549 Madison Ave..... JOSEPH P. KENNEDY, M. D., 515 Locust Street..... G. P. TAYLOR, M. D., 432 Chestnut Street..... B. A. Hoover, M. D.....	York 44178 York 2741 Independent 44 Bell 81
Wrightsville, Pa. ....	F. C. LEPPERD, M. D.....	Wrightsville 36-R-2
Hanover, Pa. ....	E. P. THOMAS, M. D., 7 E. Church Street..... W. M. SMITH, M. D., 7 E. Church Street.....	Cumberland Valley 92-W and Bell 90 J Office, Bell 165 Residence, Bell 1036 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.	National 4400
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 AND STRETCHERS:**

First Aid Boxes, location of:

In all passenger carrying cars, including baggage cars and mail cars, and in cabin cars.

At each passenger and each freight station.

At yard offices and other suitable places in the larger yards, Car Inspectors' offices, power plants, substations, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck and wire trains, shop 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 cars, to be placed in stretcher box.

One stretcher must be carried on each passenger train, except MU trains.

Stretchers have been placed in each block, interlocking and passenger station in electrified territory.

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

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

6 at Office of Foreman Electric Traction—Penns. Station—Baltimore.

3 at Fan Operator's Room—Penns. Ave. opening—B. & P. Tunnel.

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

9 on wire train—Baltimore.

9 on wire train—Washington.

There is also located in the Station Master's Office, Pennsylvania Station, Baltimore, a mask for protection against ammonia fumes.

**S33. USE OF TELEPHONES.**

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

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

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

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

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

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

When it is necessary to clear the telephone line to reach a Train Dispatcher or Power Director, the words "POWER EMERGENCY" will be used by the person desiring line; all other persons using line at that time must yield the line at once.

**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.

Location of telephones in Union Tunnels.

1200 feet north of south portal indicated by three lights.

1200 feet south of north portal indicated by three lights.

**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. A. R. 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. A. R. 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, revised:

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:

Baggagemasters and Front Brakemen 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.

Baggagemaster or Brakeman on MU Trains must carry a red lamp lighted for emergency use in the 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 Tunnels or B. & P. Tunnel must send a message to the Train Dispatcher from Gwynns Run, 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.** Engines assisting freight trains through Union Tunnel will be coupled ahead.

**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.

**D3421.** Buckets of sponging for journals of passenger cars are located at warehouse, Duke Street, York.

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."

**D3422.** The minimum clearance for foreign 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:

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. (traffic signal wire)	
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.....	
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.....	
Baltimore Transit 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.
Fifth St.....	Frederick, Md.
Patrick St.....	Frederick, Md.

The overhead trolley wire of the Potomac Edison 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 block and cab signals, are located as follows:

Along No. 1 track from B. & O. Overhead Bridge, west of B. & P. Junction, to crossovers at Mt. Vernon;

Along No. 2 track from crossovers at Mt. Vernon 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.

**D3428.** Trainmen must not pass over container cars while cars are in motion.

**D3429.** Rail motor cars when used as trailers or are being towed shall be placed only at end of train. If hauled by passenger train, train should not consist of more than fifteen cars. If hauled by freight train, train should not consist of more than thirty-five cars.

**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.

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

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

**By night**—Lamp raised and held stationary.

#### Brakes Sticking.

Stop Signal.

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

Stop Signal.

HOME DIVISION \_\_\_\_\_ NAME \_\_\_\_\_ OCCUPATION \_\_\_\_\_

**QUALIFIED FOR SERVICE**

Division	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. 2701.**

General Order No. 2701, Zone A  
General Order No. 2701, Zone B  
General Order No. 2701, Zone C

**Effective 12.01 A. M., Sunday, April 24, 1938:**

Baltimore Division Time Table No. 27 and Washington Yard Time Table No. 27, take effect 12.01 A. M., Sunday, April 24, 1938, and contain the necessary instructions issued in General Orders up to and including

No. 2614, Zone A  
No. 2615, Zone B  
No. 2610 Zone C.

Each employee must carefully examine time table to see that his copy is complete, with all schedule pages properly lined up, and note the changes.

Employes must turn in old time tables to Bulletin Board Attendant after the new time table takes effect.

This General Order is printed in Time Table No. 27 and will not be issued in sticker form.

---

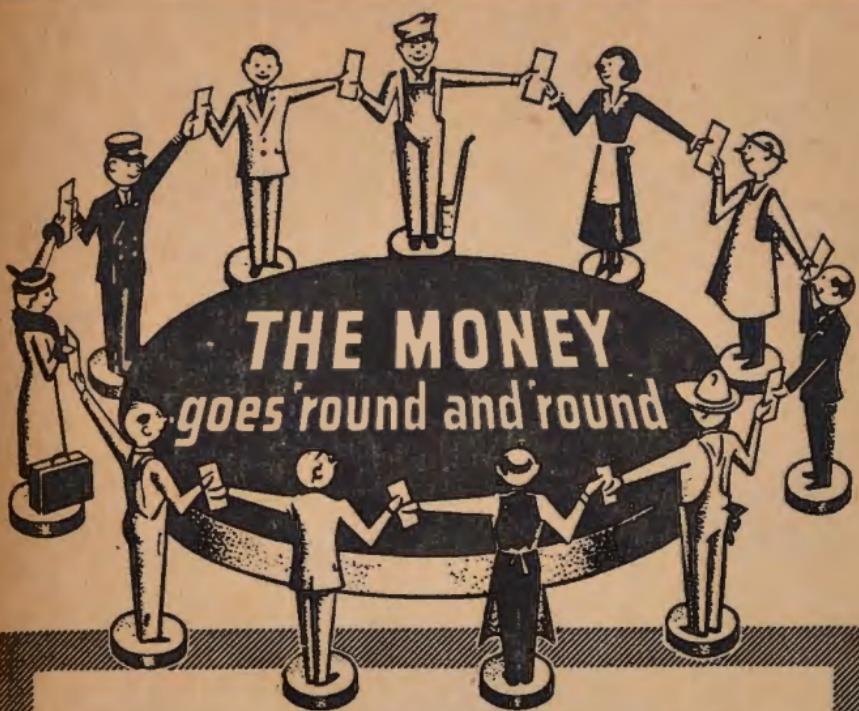
- (a) Ashland Passing Siding blocked with cars.
- (b) Hanover Junction East Passing Siding blocked with cars.











Railroad wages paid to more than a million employees in the United States amount to more than \$160,000,000 a month. Most of this money is quickly put into circulation to pay for the necessities, conveniences, and luxuries of life—thus stimulating local business *everywhere*.

When the railroads can afford to buy in normal volume, they spend an average of \$80,000,000 each month for materials and supplies—to the advantage of other industries and *their* millions of employees.

Railroad wages and railroad purchases—a total of three billion dollars a year—"go 'round and 'round" helping industry, business, agriculture, and every person in the land.



ASSOCIATION OF AMERICAN RAILROADS

