

**THINK
SPEAK
ACT**

with caution!

Your life, as well as the lives of others, depends on **YOUR** attitude and action with regard to safety.

Safety is everybody's job on the B & O (from the President down) . . . but, it begins with

You

THE BALTIMORE & OHIO RAILROAD COMPANY

EASTERN REGION

SAFETY ABOVE EVERYTHING



BALTIMORE DIVISION

—AND—

BALTIMORE TERMINAL DIVISION

80

TIME-TABLE No. 80

**EFFECTIVE 12.01 A. M., EASTERN
STANDARD TIME**

SUNDAY, APRIL 28, 1957

R. J. CANNON,

Superintendent, Baltimore Terminal Division.

W. M. MURPHEY,

Superintendent, Baltimore Division.

BALTIMORE DIVISION.

Superintendent
W. M. MURPHEY

Assistant Superintendent
H. O. McABEE, JR.

Terminal Superintendent
M. B. VAN PELT

Train Masters
H. A. BENNETT R. H. MINSER

Terminal Train Masters
J. F. JOHNSTON H. C. BODIE

Assistant Train Masters
A. W. JOHNSTON
J. W. BARTOCK
W. W. WEBER, JR.

Assistant Terminal Train Masters
C. W. BAILEY
R. CAMP J. E. CUMMINGS

Road Foreman of Engines
W. H. STEVENS
C. CLOUSE

B. H. PETERSON

Assistant Road Foremen of Engines
F. J. TORNEY
H. C. ECK, JR.

A. C. MOXIN

Rules Examiner
W. H. FLANAGAN

Division Operator
C. C. MILLER

R. E. MESEKE
J. J. QUINN

Chief Train Dispatchers
R. K. REIFSNYDER J. C. TERRY

R. E. BARRETT M. E. SAVAGE

R. K. REIFSNYDER
L. M. BREMER
O. J. HENRY
W. B. BLAIR
J. E. CANOLES

Train Dispatchers
C. E. WILMOT
W. L. COSGROVE
L. A. GOAD
P. C. PHELAN
M. E. SAVAGE

C. M. WATSON
A. F. PRIOR
L. A. RUDISILL
L. T. NEALE
J. L. MUSICK
W. A. LAKEL

Master Mechanic
W. J. BAUMILLER

J. H. LINDSAY

Division Engineers

J. T. COLLINSON

J. BALL

Assistant Division Engineers

J. R. SPICER

District Claim Agent
R. C. BLISS

Headquarters, Baltimore. Territory, Chester to Weverton

District Claim Agent
P. J. HENRY

Headquarters, Philadelphia. Territory, Philadelphia to Chester, Inc.

General Safety Supervisor
R. L. WARD

Safety Supervisor
D. L. ITZEL

BALTIMORE TERMINAL DIVISION.

Superintendent
R. J. CANNON

Train Master
R. S. DENSMORE

N. HOGAN
R. L. SELL

Assistant Train Masters
J. E. SUNSTROM
L. R. STALLINGS

G. H. SKILLMAN
H. R. HARDING

Road Foremen of Engines
L. K. SWINT

Rules Examiner
W. H. FLANAGAN

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Assistant Division Engineers
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R. L. WARD

District Claim Agent
R. C. BLISS, Headquarters—Baltimore

Safety Supervisor
D. L. ITZEL

THE BALTIMORE AND OHIO RAILROAD COMPANY

RELIEF DEPARTMENT,

I. C. WHITE, Superintendent.

MEDICAL AND SURGICAL SERVICE.

COMPANY'S SURGEONS.

Philadelphia, Pa.....	Dr. John G. Manley, 1719 Pine St. Dr. Dewey A. Snyder, 5728 Chester Ave. Dr. John A. O'Connell, 2128 Pine St. Dr. Van M. Ellis, Oculist, 1528 Spruce Street. Dr. D. Grove Horine.
Chester, Pa.....	Dr. Palmer N. DeFuria.
Wilmington, Del.....	Dr. C. L. Munson. Dr. Raymond A. Lynch. Dr. E. R. Mayerberg, Oculist. Dr. Stuart W. Rose.
Elsmere, Del.....	Dr. Walter S. Lumley.
Richardson Park, Del.	Dr. Millard F. Squires, Jr.
Newark, Del.....	Dr. Edwin H. Nutter.
Havre-de-Grace, Md.	Dr. Charles J. Foley.
Aberdeen, Md.....	Dr. P. P. Rodman.
Elkton, Md.....	Dr. Milford H. Sprecher.
Baltimore, Md.....	Dr. Harold C. Pillsbury, 31 East North Avenue. Dr. Howard B. McElwain, 31 East North Avenue. Dr. J. F. Coolahan, 4201 Wilkins Avenue. Dr. Vincent M. Messina, 1403 S. Charles Street. Dr. Walter D. Wise, 1120 St. Paul Street. Dr. I. Ridgeway Trimble, 8 West Madison Street. Dr. Deonis Lupo, South Baltimore General Hospital. Dr. Frederick H. Vinup, 1651 Ceddox Avenue. Dr. Thos. O'Rourke, Oculist, 104 West Madison Street. Dr. Kenneth Krulevitz, 400 N. Hilton St.
Relay, Md.....	Dr. Frederick V. Beitler.
Halethorpe, Md.....	Dr. W. S. Parson.
Catonsville, Md.....	Dr. James G. Howell, 715 Frederick Avenue.
Mt. Airy, Md.....	Dr. C. M. Van Poole.
Frederick, Md.....	Dr. Charles H. Conley, Jr. Dr. A. A. Pearre. Dr. W. M. Smith. Dr. Edward P. Thomas. Dr. P. S. Lansdale, Oculist, 7 East Church Street.
Laurel, Md.....	Dr. Bryan P. Warren. Dr. John McC. Warren.
Hyattsville, Md.....	Dr. Leonard Hays.
Washington, D. C....	Dr. Raphael N. Manganaro, 1410 Massachusetts Avenue, N. W. Dr. George K. Nutting, 1801 Ebe Street, N. W. Dr. Frederick C. Fishback, 1835 Eye Street, N. W. Dr. Ronald A. Cox, Oculist, 1779 Massachusetts Avenue, N. W. Dr. James A. O'Keefe, 5315 16th Street, N. W. Dr. Walter H. Gerwig, Jr., 1805 Kenyon Street, N. W. Dr. Milton L. Goldman, 2238 Q Street, N. W. (Injury cases to be sent to Garfield Hospital, and Emergency Hospital.)
Alexandria, Va.....	Dr. Arthur J. Mourou, 811 Prince Street.
Silver Spring, Md....	Dr. L. Marshall Cuvillier, Jr., 1407 Woodridge Parkway.
Gaithersburg, Md....	Dr. Frank J. Broschart.
Hagerstown, Md....	Dr. James R. Dwyer, 245 N. Potomac St.
Brunswick, Md.....	Dr. John G. F. Smith. Dr. C. E. Pruitt.
Charles Town, W. Va.	Dr. John L. Van Metre.
Winchester, Va.....	Dr. J. A. Miller. Dr. B. B. Dutton. Dr. Wm. P. McGuire, Oculist.
Stephens City, Va....	Dr. S. G. Moore.
Middletown, Va.....	Dr. T. A. Williams.

HOSPITALS.

Baltimore, Md.....	University Hospital. Mercy Hospital. St. Joseph's Hospital. South Baltimore General Hospital. Emergency Room (214 West Camden Street), Surgeon, 8.30 A. M. to 5.00 P. M. Mondays through Fridays. Emergency Room, Mt. Clare, Surgeon, 7.00 A. M. to 5.00 P. M., week days. Emergency Room, University Hospital, Surgeon, 5.00 P. M. to 8.30 A. M., Monday through Friday, 24 hour service, Saturdays and Sundays. Emergency Room, South Baltimore General Hospital, 24 hour service daily.
Chester, Pa.....	Chester Hospital.
Frederick, Md.....	Frederick City Hospital.
Hagerstown, Md....	Washington County Hospital.
Martinsburg, W. Va..	King's Daughter's Hospital. City Hospital.
Philadelphia, Pa....	Hospital of the University of Pennsylvania. Graduate Hospital.
Washington, D. C....	Garfield and Emergency Hospitals. Emergency Rooms, 24 hour service daily.
Wilmington, Del....	Delaware Hospital.
Winchester, Va.....	Winchester Memorial Hospital.

EXAMINING POINTS.

Examiner's Office Days and Hours.

PHILADELPHIA—(24th and Chestnut Streets), Tuesdays and Fridays, 9.00 A. M. to 11.00 A. M.
WILMINGTON—Wednesdays, 8.30 A. M. to 11.00 A. M.
BALTIMORE—214 West Camden Street, each week day, 8.30 A. M. to 4.00 P. M., except Saturdays.
WASHINGTON—(Freight Building, New York and Florida Avenues, N. E.), Thursdays, 9.30 A. M. to 11.30 A. M.
BRUNSWICK—Tuesdays and Fridays, 10.00 A. M. to 1.00 P. M.

MEDICAL EXAMINERS' TERRITORIES.

Philadelphia, inclusive, to Bay View, exclusive: Dr. Richard L. Brawley, 24th and Chestnut Streets, Philadelphia, Pa.	Bay View, inclusive, to Washington, inclusive. } Dr. I. Kaplan, Washington to Gaithersburg, inclusive. } 214 W. Camden Relay to Point of Rocks, exclusive (via old Street, Balti- Main Line Sub-Division.....) } more, Md. Gaithersburg, exclusive, to Weverton..... } Dr. T. B. Goldsmith Hagerstown and Shenandoah Sub-Divi- } Martinsburg, sions..... } W. Va.
Reports of disability or death should be forwarded to the respective medical examiners.	

INSTRUCTIONS COVERING SERVICES OF COMPANY'S SURGEONS.

When passengers or employees need surgical aid call the Company's surgeon who can reach them quickest. Put the case in his exclusive control.

If the Company's surgeon is not available immediately, then secure a local surgeon to attend until the Company's surgeon arrives.

2. Notify the Company's surgeon of the number of persons injured and the probable relief needed. When a number of persons are injured secure the services of competent local surgeons, and give every attention to the injured.

3. The Company will not be responsible for the employment of surgeons other than these, except as authorized by the Company's surgeon.

4. The officer in charge will provide a proper conveyance to remove the injured persons promptly, having someone accompany them when necessary. Such expense will be billed direct to the Company, or paid by the person in charge and bill submitted to the Company.

5. No major surgical operation shall be performed before arrival of the Company's surgeon unless required for the safety of the patient.

6. Company's surgeons will be expected to go outside of their assigned limits whenever required.

7. Employees will, when able, visit the Company's surgeon for treatment.

8. The Company will not be responsible when an injured employee selects other than a Company's surgeon.

S. M. ENGLISH, M. D.
Medical and Surgical Director.

SPECIAL INSTRUCTIONS.

1. SUPERIORITY OF TRAINS.

2. LOCATION OF WATCH INSPECTORS.

Baltimore, Md.....	S. & N. Katz
Brunswick, Md.....	{S. & N. Katz Wilson Jewelers
Charles Town, W. Va.....	D. M. Henesy
Cumberland, Md.....	{Ward N. Hauger S. T. Little Jewelry Co.
Frederick, Md.....	A. R. Remsberg
Glen Burnie, Md.....	S. & N. Katz
Hagerstown, Md.....	Melart Jewelers
Hoboken, N. J. } Jersey City, N. J. }	Marcus The Jewelry
Martinsburg, W. Va.....	Melart Jewelers
Mount Airy, Md.....	Charles B. Gendell
Philadelphia, Pa.....	{D. W. Laubach Karl Dirksa
Washington, D. C.....	{Charles Schwartz & Son Melart Jewelers, Inc.
Wilmington, Del.....	Levitt Jewelry Co.
Winchester, Va.....	Johnston's Jewelry Store

3. STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTERS (Located as indicated by x)

	Stand-ard Clock.	Bulle-tin Board.	Train Register.
Philadelphia			
Trainmen's Locker Room, 2nd Floor.....		x	
Station Master's Office.....	x		x
Caller's Office, East Side.....	x	x	x
RG Tower.....	x	x	x
Snyder Avenue Yard Office.....	x	x	x
Wilmington			
Yard Office, Wilsmere.....	x	x	x
Baltimore			
Bay View Yard Office.....	x	x	x
Penn Mary Junction.....	x		x
Camden Station			
Station Master's Office.....	x	x	x
Riverside			
Caller's Office.....	x	x	x
Camden Yard Office.....	x	x	x
Locust Point Yard Office.....	x	x	x
Mt. Clare			
A Yard Office.....	x	x	x
B Yard Office.....	x	x	
Curtis Bay			
Yard Office, Seawall.....		x	
Yard Office, Stonehouse Cove.....	x	x	x
Washington			
Station Master's Office.....	x	x	x
Caller's Office, Ivy City.....	x	x	x
New York Avenue Yard Office.....	x	x	x
Potomac Yard			
Four-Mile Run.....	x	x	x
Crew Dispatcher's Office.....	x	x	x
Engine House.....	x	x	x
Frederick			
Agent's Office.....	x	x	x
Brunswick			
Caller's Office.....	x	x	x
WB Tower.....	x		x
Winchester			
Baggage Room.....	x	x	x

Crews registering at Washington (Station Master's Office and Caller's Office, Ivy City) will use Washington Terminal Company train register.

Last sentence of Rule 2 is amended to read as follows;
These employees must have their watches inspected annually, during the month of May, and cleaned every twenty-four months.

4. CLEARANCE CARD FORM A.

When messages are addressed to Engineers only of westward freight trains at Park Jet., it will not be necessary to deliver copy of message to Conductors, deliver Clearance Card Form A or display train order board. Rules 222 and 112 modified.

Westward passenger trains, except trains originating, will receive Clearance Card Form A and train orders, if any, at Philadelphia, delivered by Station Master. Display of Train Order Board not required in such cases. Rules 210 and 222 modified.

First class trains and passenger extras having station work at Philadelphia may pass train order board when indicating train orders, but will not leave after station stop is made until Clearance Card Form A is received.

When messages are addressed to Conductors only of eastward freight trains at FY Tower, it will not be necessary to deliver copy of message to Engineers, deliver Clearance Card Form A, or display train order board. Rules 222 and 112 modified.

Trains originating at Ninth Ave. will receive Clearance Card Form A from Operator at Elsmere Junction.

Rule 111 not in effect for trains en route (except for trains originating) at Clifford, Point of Rocks, Elsmere Jet., Carroll, QN Tower (except for westward trains from Alexandria Sub-Division), F Interlocking and Weverton (except for westward Hagerstown Sub-Division trains), or Park Junction; or at JD Tower or Anacostia Junction for trains moving to Alexandria Sub-Division.

Westward movements from Mt. Winans and Mt. Clare will get permission from Operator, HX Tower (2 long rings) before occupying Nos. 3 and 4 tracks. Rule 111 not in effect for westward trains at Mt. Clare, Curtis Bay Junction and Mt. Winans; yard engines will proceed on permission from Operator at HX Tower.

Westward trains from Alexandria Sub-Division will get Clearance Card Form A at QN Tower. Rule 111 modified.

Trains originating at Washington and receiving Clearance Card Form A at that station not required to get Clearance Card Form A at C Tower. Rule 111 modified.

Clearance Card Form A will be delivered to Flagmen of passenger trains originating Camden Station, Washington and Brunswick by Conductors instead of Operators. Rule 210 modified.

Rule 111 not in effect at Harpers Ferry for Shenandoah Sub-Division trains.

At Hagerstown train order station, movements will be governed by Clearance Card Form A instead of fixed signals.

At Weverton, JD Tower and QN Tower, when Clearance Card Form A alone, as required by Rule 111, is to be delivered it will not be necessary to display train order board. Rule 222 modified.

5. SPEED RESTRICTIONS

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Between Park Junction and C Tower, except as noted below.....	80	50	40
Park Jet., curve, Nos. 1 and tracks...	30	30	30
Between East End Park Tunnel and Crossover, Chestnut Street.....	30	20	20
Philadelphia passenger station, Nos. 4 and 5 tracks.....	10	10	10
Through passenger station, Philadelphia	20	20	20
Between Christian Street and Grays Ferry Tunnel Nos. 1 and 2 tracks....	50	35	30
Between Locust Street Interlocking and Wharton St. on Nos. 3 and 4 tracks..	15	10	10
Schuylkill River Bridge 89C.....	30	15	15
Curve, west of 60th Street.....	60	50	40
Darby—Main Street Crossing.....	50	50	40
1st curve west of Holmes.....	75	50	40

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Chester—All crossings and Melrose Ave. curve.....	45	45	40
Curve at Ogden.....	75	50	40
Silver Side—curve.....	65	50	40
Wilmington, between west end Brandywine Bridge and 11th Street.....	40	40	40
Over Bridges 65-H, 65-I west of Wilmington Passenger Station, Steam Crane X45.....	..	..	10
Wilmington—curve, Lancaster Avenue.	60	50	40
Elsmere Jct.—Reading Company Crossing.....	60	50	40
First curve west of Elsmere Jct., Nos. 1 and 2 tracks.....	60	50	40
Between Elsmere Junction and 1st crossover west of Du Pont Road, on No. 3 track.....	15	15	15
Between Elsmere Junction and WJ Tower on No. 4 yard running track..	15	15	15
Between WJ Tower and Mt. Cuba.....	25	25	25
Between Mt. Cuba and Hockessin.....	15	10	10
First curve west of Kiamensi.....	75	50	40
First curve west of Harmony.....	65	50	40
First, second and third curves east of Newark and first curve west of Newark	60	50	40
Second and third curves west of Newark	75	50	40
First curve east of Childs.....	65	50	40
Little Northeast—reverse curves.....	65	50	40
First curve east of Leslie.....	75	50	40
First curve west of Leslie.....	75	50	40
Second curve west of Leslie.....	70	50	40
Third curve west of Leslie.....	75	50	40
Foys Hill—curve.....	65	50	40
First curve east of Belvedere.....	65	50	40
Principio fill west of Belvedere.....	65	40	30
Curve at Jackson.....	75	50	40
First curve east of Aikin.....	75	50	40
Susquehanna River Bridge 34A.....	45	20	20
Susquehanna River Bridge—curve at west end No. 1 track.....	45	30	20
Susquehanna River Bridge—curve at west end No. 2 track.....	40	30	20
Reverse curves west of Sewell.....	75	50	40
First curve east of Van Bibber.....	75	50	40
First curve west of Joppa.....	75	50	40
First curve west of Bradshaw.....	75	50	40
Big Gunpowder—curves.....	60	40	25
Curve east of Loreley, No. 1 track....	60	45	25
Curve east of Loreley, No. 2 track....	55	35	25
Between Philadelphia Road Bridge and east end of curve east of BA Tower.	60	40	30
Over Bridge 1, Highlandtown Branch, SE-4 Engines.....	..	..	10
First curve east of Gay Street, No. 1 track.....	50	40	30
First curve east of Gay Street, No. 2 track.....	45	40	30
First curve east of CP Interlocking....	50	35	30
First curve east of HU Interlocking....	20	20	15
Diverging movements HU Interlocking.	20	20	15
Sisson Street curve.....	30	20	20
Over Bridge 3, North Ave.....	20	20	15
North Ave. Crossing over PRR.....	20	20	15
North Avenue to east end Howard Street Tunnel.....	25	20	20

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Howard Street Tunnel Nos. 1 and 2 tracks.....	35	25	25
Howard Street Tunnel, Gauntlet track.	25	20	20
Reverse curve, west end Howard Street Tunnel, No. 1 track.....	25	15	15
Reverse curve, west end Howard Street Tunnel, No. 2 track.....	15	15	15
Between Hamburg Street and Camden Station train shed—			
Lower level.....	25	15	15
Upper level.....	10	..	..
BY Interlocking—curve.....	25	20	10
Crossover west of Warner Street.....	25	20	10
Riverside Tower—through switches....	10	10	10
Curve between Ridgely and Bayard Sts. Bridge 2-B, Scott Street, Steam Crane X-45.....	35	25	25
From Bayard Street to West End Gwynn Falls Bridge.....	55	50	40
Diverging movements at Carroll.....	10	10	10
Between Carroll and Curtis Bay Jct., Nos. 3 and 4 yard running tracks....	15	10	10
First curve west of Mt. Winans, Nos. 1 and 2 tracks.....	70	50	40
Curves between West Baltimore and Lansdowne, Nos. 1 and 2 tracks....	50	50	40
First curve west of Lansdowne, Nos. 1 and 2 tracks.....	75	50	40
First curve east of Halethorpe, Nos. 1 and 2 tracks.....	70	50	40
First curve west of St. Denis, Nos. 1 and 2 tracks.....	45	35	35
Second curve west of St. Denis, Nos. 1 and 2 tracks.....	45	45	40
Relay—curve, Nos. 1 and 2 tracks, and over viaduct.....	35	35	35
Elkridge—curve, No. 1 track.....	55	50	40
Elkridge—curve, No. 2 track.....	50	50	40
Hanover—curve.....	70	50	40
Ft. Geo. G. Meade Sub-Division.....	30	25	25
Wye at PA Tower.....	15	15	15
Reverse curves west of Savage.....	70	50	40
Between JD Tower and Anacostia Junction, except as noted below.....	30	30	30
Spring switches at Chesapeake Junction	15	15	15
Between Shepherd Junction and Anacostia Junction.....	15	15	15
Shepherd Junction—through switches..	10	10	10
Anacostia Junction—P.R.R. connection	10	10	10
Bladensburg Bridge 1-A, Steam Crane X-45.....	..	..	10
JD Tower—West Leg of Wye.....	20	20	20
Curve at Bridge 4-A.....	20	20	20
Between Shepherd Junction and Shepherd.....	15	15	15
Reverse curve east of Langdon.....	70	50	40
Between F Interlocking and QN Tower, Nos. 3 and 4 tracks.....	40	20	20
Between C Tower and Point of Rocks, except as noted below.....	75	50	30
First curve east of Forest Glen.....	60	50	30

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Georgetown Sub-Division.....	15	15	15
Over Rock Creek Trestle.....	10	10	10
Over Bridge 18—Canal Bridge.....	10	10	10
Between Point of Rocks and Weverton, except as noted below.....	65	40	30
Curves at and through Point of Rocks and Catoctin Tunnels.....	40	30	30
Maple Avenue Crossing, Brunswick....	50	40	30
WB Tower—Diverging movements through crossovers.....	15	15	15
Nos. 3 and 4 yard running tracks between WB Tower and Weverton....	15	15	15
Weverton—Crossover movements between No. 4 yard running track and No. 1 track, and between No. 2 track and No. 3 yard running track.....	10	10	10
Between Curtis Bay Jet. and West Baltimore Nos. 3 and 4 tracks.....	15	10	10
Between West Baltimore and HX Tower Nos. 3 and 4 tracks.....	20	20	20
Between HX Tower and Relay Nos. 3 and 4 tracks.....	30	25	20
Between Relay and Gray except as noted below.....	30	30	30
Relay curve, Nos. 3 and 4 tracks.....	25	25	25
Between Gray and Gaither.....	25	25	25
Between Gaither and Frederick Jct....	30	30	30
Between Frederick Junction and Point of Rocks.....	40	40	40
Frederick Sub-Division.....	15	15	15
Frederick—City Limits.....	8	8	8
Between Hagerstown and Beelers Summit.....	35	25	25
Security Branch.....	10	10	10
Over Antietam Trestle Bridge 31.....	10	10	10
Between Beelers Summit and Weverton.	25	15	15
Hagerstown—City Limits.....	12	12	12
Between Harpers Ferry and Charles Town, except as noted below.....	40	30	30
Bridges Nos. 0, 1 and 2.....	15	15	15
Halltown—highway crossing No. 578...	25	25	25
Charles Town—City Limits.....	6	6	6
Between Charles Town and Strasburg Junction.....	35	35	35
Winchester—City Limits.....	12	12	12
Branches and Sub-Divisions, except as otherwise noted.....	15	15	15
Diverging movements through switches not interlocked.....	15	15	15
Express trains handling freight equipment.....	50	..	..
Relief Trains.....	..	..	35
Relief Trains—With crane ahead of engine.....	..	..	15
Trains handling steam cranes, locomotive cranes, pile drivers, ditchers and similar equipment.....	..	30	30
Trains moving on main tracks against the current of traffic over spring switches.....	20	20	20

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Trains moving from sidings to main tracks through spring switches SD Tower, SY Tower, SA Tower, A Tower, BR Tower, and PA Tower...	25	25	25
All other points.....	15	15	15

Relief cranes X-45 to X-48, inclusive, can be operated on Market Street Sub-Division not exceeding 15 miles per hour over Bridge 3-A; Bay View to Canton not exceeding 15 miles per hour over Bridges 1-C and 2-A; on South Baltimore Sub-Division not exceeding 15 miles per hour.

Freight trains will use three minutes and twenty-seven seconds between the ends of Susquehanna River Bridge 34A. Circus trains will not exceed 40 miles per hour.

Maximum speed of freight trains known as New York 94, New York 97 and Philadelphia 97 between Philadelphia and Brunswick via Washington and Nos. 685 and 692 between Philadelphia and JD Tower is 55 miles per hour.

Maximum speed of train known as Time Saver Trains and train No. 691 is 60 miles per hour on East End, Washington and Metropolitan Sub-Divisions. Such trains on those Sub-Divisions will be governed by speed restrictions for passenger and express trains where such restrictions are less than 60 miles per hour.

Unless otherwise provided, maximum speed on diverging movements through interlocked switches is 15 miles per hour, except that maximum speed is 30 miles per hour through trailing point crossover between main tracks at Bay View and through facing point crossovers between main tracks at following points: RG Tower (hand switches), FY Tower, SD Tower, Elsmere Jet., SY Tower, SA Tower, A Tower, BR Tower, BA Tower, CP Interlocking, HX Tower, JD Tower, F Interlocking, Point of Rocks and DS Tower.

Eastward movements will not exceed 50 miles per hour between QN Tower and C Tower. Westward movements will not exceed 45 miles per hour between F Interlocking and C Tower.

Movement must not exceed 10 miles per hour over Bridge No. 5, Bear Creek, Sparrows Point Sub-Division.

Passenger and express trains handled by freight diesel engines will not exceed 65 miles per hour and will be governed by speed restrictions applying to passenger and express trains where such restrictions are less than 65 miles per hour.

MAXIMUM SPEED OF LIGHT ENGINES IN MULTIPLE.

(Unless otherwise specified.)

Sub-Division	ROAD DIESELS		YARD DIESELS	
	For-ward.	Back-ward.	For-ward.	Back-ward.
East End.....	55	45	40	30
Washington.....	55	45	40	30
Metropolitan.....	55	45	40	30
Old Main Line.....	40	25	30	20
Market Street.....	15	10	15	10
Landenberg.....	15	15	15	15
Perryville.....	15	10	15	10
Curtis Bay.....	15	10	15	10
Sparrows Point.....	15	10	15	10
Locust Point.....	15	10	15	10
South Baltimore.....	15	10	15	10
Ft. Geo. G. Meade....	20	15	20	15
Alexandria.....	30	20	30	20
Georgetown.....	15	10	15	10
Frederick.....	25	15	25	15
Hagerstown.....	25	15	25	15
Shenandoah.....	35	25	35	25

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Concluded.

Single units of Budd car, Diesel switch engines or Diesel road units running light will not exceed 30 miles per hour.

Engines with broken or bent crank pins, main or side rods, moved without side rods, also engines with excessive flat spots on driving tires, bent axles, and where excessive weight is placed on drivers due to engine being jacked up for a broken axle or having truck removed, will not exceed 15 miles per hour.

Trains handling scale test cars will not exceed 35 miles per hour. As these cars are not equipped with air brakes, they will be spaced three cars ahead of caboose and train must have 85 per cent. operative air brakes.

The maximum speed of passenger trains handling equipment with freight car trucks, will be 10 miles per hour less than the maximum speed of other passenger trains.

Dead steam engines moving in a train shall be headed in the direction of the train movement, and trains handling such engines are not to exceed a speed of twenty-five miles per hour.

Diesel engines moving dead in a train may be moved at authorized speed in the Time Table, unless special instructions to govern otherwise, and/or, the speed provided for in shipper's endorsement on bill of lading.

Trains using No. 3 track between Elsmere Junction and 1st crossover west of Du Pont Road, or No. 4 yard running track between Elsmere Junction and WJ Tower will run at restricted speed.

No. 11 will not exceed 35 miles per hour at Hyattsville daily except Sundays and Mondays to dispatch mail.

No. 11 will not exceed 25 miles per hour at Gaithersburg daily except Sunday to dispatch mail.

No. 120 will not exceed 40 miles per hour at Hyattsville, daily except Sunday, to exchange mail.

All trains will approach Shepherd Junction at restricted speed looking out for crossover movements at this point.

Eastward tonnage trains will use 25 minutes between East End Mt. Airy Tunnel and Gaither.

Brunswick. Movements eastward on No. 4 yard running track will stop at the mill yard No. 1 switch east end of east-bound classification yard, and then proceed at restricted speed.

Solid trains of ore—in gondolas and/or hoppers—will not exceed 35 miles per hour between Baltimore and Philadelphia, and 30 miles per hour between Baltimore and Brunswick.

Engineers will check speed recorders between posts located one mile apart at following points;

East End and Washington Sub-Divisions.

Holmes.
White Marsh.
College Park.

Metropolitan Sub-Division.

Autrey Park.
Tuscarora.

6. TRAIN ORDERS.

Rule 222 in effect at all train order stations on East End, Washington, Old Main Line (except Monrovia), Metropolitan, Curtis Bay and Locust Point Sub-Divisions.

Philadelphia—Lights used in lieu of flags on train order board. Rules 207 and 222 modified.

Train orders or Clearance Card Form A are not required when necessary to make movements against the current of traffic between RG Tower and Locust Street Interlocking on Nos. 1, 2, 3 or 4 tracks in order to perform switching on trains or for helper engines or road engines to couple to trains. Such movements will be made on verbal instructions from Operator at RG Tower to Yard Foreman or Engineer. Rules 42, 93 and 300 modified.

Movements of trains and track cars between Locust Street Interlocking and FY Tower, Nos. 1 and 2 tracks and between Locust Street Interlocking and Wharton Street, Nos. 3 and 4 tracks, will be controlled by the Operators at RG Tower, who will issue necessary train orders and Forms 1089-D over their signatures. Rules 110, 201, 252 and 262 modified.

6. TRAIN ORDERS—Concluded.

Penn Mary Junction—Lights used in lieu of flags on train order board. Rule 221 modified.

HB Tower and BX Tower—Lights used in lieu of flags on train order board. Rule 222 modified.

When Operator at HX Tower has train orders for trains to Washington Sub-Division, train order board may be cleared for trains to Old Main Line Sub-Division for which there are no train orders on authority of Train Dispatcher. When Operator at HX Tower has train order for trains to Old Main Line Sub-Division, train order board may be cleared for trains to Washington Sub-Division for which there are no train orders on authority of Train Dispatcher. Rule 223 modified.

When Operator at Point of Rocks has train orders for trains to Metropolitan Sub-Division, train order board may be cleared for trains to Old Main Line Sub-Division for which there are no train orders on authority of Train Dispatcher. When Operator at Point of Rocks has train orders for trains to Old Main Line Sub-Division, train order board may be cleared for trains to the Metropolitan Sub-Division for which there are no train orders on authority of Train Dispatcher. Rule 223 modified.

7. EXTRA TRAINS.

When Nos. 29, 31 and 32 are operated as extras, they will make stops of train represented.

8. OPERATING TRAINS BY SIGNAL INDICATION.

Rules 251 to 254 are in effect;

Between Park Jet. and Chestnut St. Crossover Nos. 1 and 2 tracks;

Between Locust St. Interlocking and RG Tower Nos. 1 and 2 tracks;

Between FY Tower and BA Tower Nos. 1 and 2 tracks;

Between Carroll and F Interlocking Nos. 1 and 2 tracks;

Between QN Tower and Weverton Nos. 1 and 2 tracks;

Between HX Tower and KG Tower Nos. 3 and 4 tracks;

Rules 261 to 264 are in effect;

Between Chestnut St. Crossover and Locust St. Interlocking Nos. 1 and 2 tracks;

Between RG Tower and FY Tower Nos. 1 and 2 tracks;

Market Street Sub-Division;

Between BA Tower and Carroll Nos. 1, 2 and 3 and Gauntlet tracks;

Between BY Interlocking and Riverside Nos. 1 and 2 tracks;

Between BY Interlocking and Carroll on South Siding;

Between Curtis Bay Jet. and HX Tower Nos. 3 and 4 tracks;

Between JD Tower and Chesapeake Jet.;

Between F Interlocking and QN Tower Nos. 3 and 4 tracks;

Between F Interlocking and C Tower Nos. 1 and 2 tracks;

Between QN Tower and C Tower Nos. 1 and 2 tracks.

Movements on Market Street Sub-Division will be controlled by Operator, Elsmere Jet. Rule 262 modified.

Operators will not ask for track assignment for first class trains. Rules 252 (A) and 262 (A) modified.

Between F Interlocking and C Tower, QN Tower and C Tower and QN Tower and F Interlocking the movement of trains, engines and track cars will be controlled by the Operator at QN Tower. Rules 262 and 110 modified.

Unless otherwise indicated;

Work extras will clear regular trains on time.

9. SPACING TRAINS.

Rule 304 in effect;

Ft. George G. Meade Sub-Division. Westward trains will report their arrival at Ft. George G. Meade to operator PA Tower.

Shenandoah Sub-Division.

Rules 505 to 519, inclusive, are in effect;

Between Park Junction and C Tower and between C Tower and Weverton on Nos. 1 and 2 tracks.

Between HU Interlocking and North Avenue on No. 3 track. Gauntlet track Howard Street Tunnel.

South Siding, BY Interlocking and Carroll.

Between BY Interlocking and Riverside.

Between Curtis Bay Junction and BX Tower, 1 and 2 tracks.

SPECIAL INSTRUCTIONS—Continued.

9. SPACING TRAINS—Concluded.

Between Curtis Bay Junction and Point of Rocks via Nos. 3 and 4 tracks. Absolute block will be maintained behind all trains eastward MA Tower to signal No. 412 to permit helpers not passing this signal to return to MA Tower on authority of operator. Rules 42 and 300 modified.

Alexandria Sub-Division.

Between F Interlocking and QN Tower, Nos. 3 and 4 tracks.

Philadelphia—Absolute block will be maintained behind freight trains (Park Drags) of more than 5 cars without caboose or assisting engine on rear Eastward, Grays Ferry Tunnel to Locust Street Interlocking; Locust Street Interlocking to Vine Street and Vine Street to Park Junction; Westward, from Park Junction to 29th Street, 29th Street to Market Street and Market Street to Locust Street Interlocking. When necessary to display markers two (2) red lanterns will be used instead of one (1). These instructions do not apply to assisting engine, should assistance be required for eastward trains between Grays Ferry Tunnel and Park Junction. Rules 93, 99 and 28 modified.

Philadelphia—Rule 512 not in effect at crossovers at Chestnut Street when switching passenger and express trains.

Wilmington—Rule 512 not in effect at 14th Street Siding, H. & F. siding and westward siding, when switching trains.

Wilmers—Rule 512 not in effect at Middle Crossover when switching trains.

Washington, D. C.—Rule 512 not in effect at pull-in switch to A Yard just east of University when switching Eastward Time-Saver or RF&P 94.

Brunswick—Rule 512 not in effect at Bunk House Siding or at hand operated crossover between Nos. 1 Main and 3 Yard Running tracks immediately east of WB Tower when switching westward trains.

Freight trains will not be permitted to pass through Park Tunnel, Howard Street Tunnel, and Mt. Airy Tunnel while occupied by a passenger train.

Freight trains will not be permitted on Susquehanna River Bridge at same time a passenger train is moving over bridge.

Absolute block will be maintained westward on No. 4 track between east portal Mt. Airy Tunnel and MA Tower. Unless Clearance Card Form A indicates clear block to MA Tower, crews of westward trains operating on No. 4 track will call MA Tower on telephone located just east of east portal of Mt. Airy Tunnel and will not proceed until Clearance Card Form A, Part 3 is received indicating clear block to MA Tower.

Where Rule 512 is in effect, after opening switches and derrails, movements will wait FIVE minutes before fouling main track or crossing from one main track to another between Park Junction and CP Interlocking; between BY Interlocking and Weverton via C Tower; between Curtis Bay Junction and Point of Rocks via Old Main Line Sub-Division. Except movements will wait EIGHT minutes after opening switches and derrails before fouling No. 1 track or crossing from No. 2 to No. 1 track at Gaithersburg.

9-A. THE INTERMITTENT INDUCTIVE AUTO-MANUAL TRAIN STOP SYSTEM

This system is in service eastward, beginning with semi-automatic signal located east of Catoctin and continuing eastward to and including home signal at QN Tower; from home signal governing eastward movements on Nos. 1 and 2 tracks and home signal governing eastward movements on wye immediately west of F Interlocking and continuing to eastward dwarf signal 384 feet east of Bayard Street, Baltimore, and from eastward home signal at CP Interlocking to eastward home signals on No. 2 track, Locust Street Interlocking.

Westward beginning at westward home signal No. 1 track Locust Street Interlocking, and continuing to westward home signal at CP Interlocking; from westward home signals at BY Interlocking, to westward home signal at F Interlocking, and from westward home signals at QN Tower to and including home signals at Point of Rocks.

The object of this system is to enforce observance of automatic and semi-automatic block signals by requiring Engineer to perform a manual act called acknowledging, when passing such signals. Penalty for failure to acknowledge any indication, other than Clear (Rule 281), or Medium Clear (Rule 283), is an automatic brake application, from which brakes must not be released until the train has stopped.

9-A. THE INTERMITTENT INDUCTIVE AUTO-MANUAL TRAIN STOP SYSTEM—Concluded.

Acknowledger, after having been operated, must be restored to normal position within fifteen (15) seconds, otherwise penalty automatic brake application will be received.

If an automatic brake application is made when passing any automatic or semi-automatic signal, reset contactor must not be operated until train has stopped.

When engine is operating in train control territory, train control equipment may be cut out of service when it is impossible to restore to normal operation by manipulation of reset contactor, or after third undesired train control application of brakes.

In train control territory, when train control equipment becomes inoperative, or is out of service for any reason, trains will be governed by the following instructions;

Between Philadelphia and F Interlocking, and between QN Tower and semi-automatic signal east of Catoctin, proceed at not exceeding medium speed obeying automatic signal indications to the next open train order station, where a report will be made to the Superintendent, after which train will be authorized by train order to proceed with train control inoperative and a copy of this order will be given to Operators at each succeeding train order station who will maintain block in accordance with these instructions. After receiving such train order, a clear home signal at a train order station will indicate that block is clear to next train order station and train will proceed governed by automatic signal indications.

A train carrying passengers with train control inoperative will not be permitted to enter a block occupied by any train. A train with train control inoperative will not be permitted to enter a block occupied by a train carrying passengers.

A train not carrying passengers may be permitted to follow a train not carrying passengers in the block by use of Part 3, Clearance Card Form A at not exceeding medium speed, obeying automatic signal indications. Rule 112 modified. These requirements do not apply to operation of Reading and C. N. J. engines between Locust Street Interlocking and FY Tower nor to operation of yard engines not equipped with train control. Between Concord and Elsmere Junction; between BA Tower and CP Interlocking; between HX Tower and BY Interlocking; between F Interlocking and Langdon.

In the territory between Philadelphia and F Interlocking Sperry cars and engines not equipped with train control in work train service will be operated under automatic block signal indications and will not exceed 30 miles per hour.

10. FIXED SIGNALS.

Philadelphia—Should a train or engine be held at eastward semi-automatic signal at Vine Street or westward semi-automatic signal at 29th Street, Conductor or Engineer will communicate with Operator at Philadelphia. If the signal is inoperative and block is clear, Operator may direct train or engine to proceed at restricted speed by Clearance Card Form A, Part 3 and Part 8. Should telephone be inoperative, the train may proceed only when preceded by Flagman. Rule 112 modified.

Yard engines working in express shed will not occupy No. 4 track west of Walnut Street without securing permission from Operator at Philadelphia.

Light signals at 24th and Chestnut Streets, govern eastward movement from Nos. 4 and 5 tracks to No. 2 track, Light signals will only indicate when switches are set for above movement and the number illuminated indicates the track from which movement is to be made.

East Side—Signal at east end Grays Ferry Tunnel, No. 3 track governs through tunnel only. When this signal indicates stop and proceed, trains and engines will not proceed until permission is received from Switchtender at Wharton Street.

Signal at west end Grays Ferry Tunnel No. 4 track, governs through tunnel only. When this signal indicates stop and proceed, trains and engines will not proceed until preceded by a Flagman to ETC sign.

SPECIAL INSTRUCTIONS—Continued.

10. FIXED SIGNALS—Continued.

Ninth Avenue.

When a train desires to enter block at Ninth Avenue, permission will be obtained by telephone from Operator, Elsmere Junction, and Conductor and Engineer will be governed by block signal located at entrance to block. Should block signal be inoperative, while telephone circuit is still in service, Operator at Elsmere Junction may direct train to proceed at restricted speed by issuance of Clearance Card Form A, Part 3 and Part 8, Rule 112 modified provided block is clear of opposing trains. Should telephone be inoperative, train may proceed when preceded by Flagman.

Baltimore Terminal—Starting light for passenger trains stopping at Mt. Royal Station on No. 2 track located on wall next to No. 2 track 100 feet east of east portal of Twin Tunnel. Starting light for passenger trains on No. 1 track located on east end of wall of Twin Tunnel between Nos. 1 and 2 tracks.

In handling eastward trains, after receiving hand signal from Flagman at rear of train, Station Master will, by means of light, indicate to Conductor at head end of train that train is ready to proceed, and the Conductor will, upon receipt of signal, if everything is in readiness at that end of train, signal Baggage-man to start the train.

On westward trains, the Conductor, at head end of train, after everything is in readiness at that point will signal Station Master, who will in turn, cause signal to light, indicating to Flagman that train is ready to proceed, and if everything is in readiness on rear of train, Flagman will start train by means of communicating signal.

This light is to be used only for the purpose and in the manner described. Rule 16(A) modified.

Signals inside east and west ends of Howard Street Tunnel and Eastward home signal on No. 2 Track at F Interlocking are searchlight type. Day and night indications displayed by searchlight signals are the same as corresponding night indications of semaphore signals as shown in the Operating Rules except, signal governing westward movements at West End of Howard Street Tunnel when displaying Red over Yellow indicates Slow Approach. Rule 288 modified.

Camden Station. Starting light with white lens in service, located on top of train shed, west end, lower level platform, for movements No. 2 track only.

When home signals governing eastward and westward movements over Bear Creek Drawbridge, Sparrows Point Sub-Division are inoperative, train crews will communicate with Bridge Tender, who will inspect bridge. If inspection permits safe movement over bridge, movements will be governed by hand signal from Bridge Tender, green signal eastward, yellow signal westward.

Washington Sub-Division—Westward freight trains, except Time Saver Trains receiving approach indication on approach signal to JD Tower will stop at Riverdale and call Operator JD Tower for instructions.

College Park—Movements on University of Maryland siding will stop at dwarf signals located 250 feet north and south of D. C. Transit Company tracks and remove derails. Movement will be resumed only after dwarf signal indicates restricting.

Washington—Between F Interlocking and C Tower, between QN Tower and F Interlocking and between QN Tower and C Tower, should a block signal be inoperative, the Operator at QN Tower may direct movements to proceed by issuance of Clearance Card Form A, Part 3 indicating clear block and Part 8, provided the block is clear of opposing movements. Part 3 will designate track to be used. If the block is not clear of opposing movements, or if communication with C Tower is lost, movements may proceed only at restricted speed when preceded by a Flagman to next signal. Rules 112 and 509(B) modified.

Mt. Airy Tunnel—When semi-automatic signal on No. 3 track east of Mt. Airy Tunnel indicates Stop, trains will not pass it until Engineer or Conductor receives Clearance Card Form A, Part 3, indicating block is clear and Part 8 from Operator at MA Tower. Rule 112 modified.

10. FIXED SIGNALS—Concluded.

In automatic signal territory where Operator controls the semi-automatic signals, train order or interlocking stations may be closed on certain days or between certain hours. Semi-automatic home signals will then be considered as automatic signals; trains affected thereby will so regard them. Rule 631 remains in effect.

At following locations straight mast signals locate outside of one intervening track; Eastward sem-automatic signal, west end Park Tunnel, Philadelphia; eastward semi-automatic signal, east end of eastward passing siding A Tower; No. 252, Muirkirk.

Dragging equipment detectors at following locations:

On No. 1 track, Deanwood. Stop indication will be displayed on westward home signal, Anacostia Junction.

On No. 2 track 1000 feet east of Lamond. Stop signal will be displayed on eastward home signal QN Tower.

Crews of trains stopped by signals indicated will immediately call Operator, and on advice from him that dragging equipment detector has been actuated, will inspect their train and notify Operator when it is safe for train to proceed.

Brunswick—When westward home signal No. 1 track WB Tower displays stop, westward movements on No. 1 track will not foul crossover between Nos. 1 main and 3 yard running tracks located 300 feet east of tower.

11. HAND SIGNALS AND FLAGGING.

East Side—Movements between RG Tower and Wharton Street on Nos. 3 and 4 yard tracks will be governed by signals from Switchtenders. Hand signals from Switchtender will govern movements over crossovers between Nos. 1 and 2 tracks at Reed Street and RG Tower. Movements will be made at restricted speed.

When instructed by Operator at RG Tower, Operators at FY Tower and Bridge will protect eastward movements with home signal STOP indication. Rules 93 and 99 modified.

Baltimore Terminal.

Between CP Interlocking and HB Tower, the use of engine whistle and torpedoes is prohibited. In this territory, Flagmen will go back only such distance as will permit them to board their train when it moves. Rules 14, 14(A), 31 and 99 modified.

Silver Spring.

Lights to be used in recalling Flagmen at Silver Spring are located east and west ends of platforms. Buttons are located on No. 3 and No. 5 posts on each side. In recalling Flagman, Conductor will push button instead of Engineer using whistle signals. Flagman will return to train when the light is lighted. Rule 14(A) modified.

Flag protection will be provided in passing sidings at all times.

Rule 59 must be complied with at all times.

Switchtenders handling main track switches at following locations;

Philadelphia—

Chestnut Street (Utility man). Hours 11.45 P. M. to 3.45 P. M.

Wharton Street.

Reed Street.

RG Tower.

WJ Tower (Operator).

Gaither (Operator)—when on duty.

Rule 11(A) is modified to permit use of red electric lanterns furnished by Baltimore and Ohio Railroad Company for flagging purposes.

SPECIAL INSTRUCTIONS—Continued.

11-A. MARKERS AND CLASSIFICATION SIGNALS.

Rules 21 and 22 are not in effect.

Two red roundels on rear RDC cars (Budd) when lighted are markers. Rule 28 modified.

Diesel engines running light or at rear of train may use classification signals showing red to the rear as markers. Rule 28 modified.

12. JOINT OR SPECIAL USE OF TRACKS.

Philadelphia.

When an eastward train is stopped with rear end in Park Tunnel, Engineer on leading engine will take necessary action to prevent train from drifting back or permitting its movement in reverse direction until movement is authorized by train order.

Movements between Locust Street Interlocking and crossover at Chestnut Street will be controlled by Operator, Philadelphia. Westward movements on No. 2 track between crossover Chestnut Street and Locust Street Interlocking and all movements through crossover at Chestnut Street will be made after receiving permission from Operator at Philadelphia, except that passenger and express trains making these movements will be governed by hand signal from Utility Man when on duty in accordance with Rule 13(A). Crews of freight trains and yard movements will handle their own switches in accordance with instructions of Operator at Philadelphia. Movements will be made at restricted speed. Rule 262 modified.

Movements to and from pier district will be made through Bigler Street Yard, thence Penrose over joint tracks numbered North to South 2-1-4-3 to Stadium, thence via joint tracks 2-1-4 from Stadium to Swanson Street Line through crossover and turnout east of Stonehouse Lane, thence to Pay Interlocking (Swanson Street). Numbers 2, 1 and 4 tracks between Penrose and Stadium are main tracks. Number 3 track is yard track between Penrose and Broad Street. Numbers 2-1-4 tracks are yard tracks between Stadium and turnout of Swanson Street line. Automatic interlocking at Pay will give a proceed signal to movement first entering upon the track section (indicated by E T C Sign) provided no conflicting movements are being made. Movements on Nos. 1 and 2 tracks between Penrose and Stadium will operate at restricted speed and will not exceed 20 MPH.

To change the established signal preference from one route to the other;

In order to make a movement over the crossing, the conductors of the two trains involved will verbally agree on the change and arrange according to the following;

Depress and Hold the Proper Push Button Two Seconds:

Button, when depressed, will deprive the opposing movement of a proceed signal and transfer the signal to B&O route. There will be a one minute time elapse to change the signal aspect.

Before button is depressed, movement must be clear of protecting signals.

Stop Signal and Cause Unknown:

If, after complying with instructions previously mentioned, and the signal does not change from stop; after expiration of approximately one minute, conductor will report facts to Yardmaster at Produce Yard and if there is no cause for not proceeding over the crossing, conductor will, after thorough understanding with engineer, provide full protection against movement on opposing route, pass stop signal and proceed over the crossing over Vandalia Street track to double track turnout switch west of Oregon Avenue and thence normal to pier district.

Movements through crossover Nos. 1 and 2 tracks east of Stadium will be controlled by switch tenders. Yellow flag by day and yellow light by night will govern movements in both directions.

12. JOINT OR SPECIAL USE OF TRACKS—Continued.

Movements between East Side and Penrose; and between Stonehouse and Oregon Avenue will be governed by yard rules and Special Instructions and will be under the direction of Yardmaster at East Side.

When movement is ready at piers or East Side, conductor will notify Yardmaster at East Side who will notify Operator at Stadium. Movements East Side to piers are eastward; movements from piers to East Side are westward.

Employees are prohibited to get upon, ride upon, or work upon the top of any equipment in the territory between Penrose and east limits of Pay Interlocking.

Movements will display as markers by day red flag; by night 2 red lighted lanterns and when day signals cannot be plainly seen.

Willsmere.

Westward movements on No. 3 track will not pass cross-over opposite yard office until permission has been received from Yardmaster.

Landenberg Sub-Division.

Trains will approach Yorklyn Station expecting to find autos on track.

Perryville Sub-Division.

Rule 93 in effect between SA Tower and Perryville.

Baltimore Terminal.

Trains or engines approaching Fort Holabird will look out for Government crane, engines and cars occupying main track.

Crews doing work on Sparrows Point Sub-Division will look out for engines of Patapsco and Back River Railroad occupying tracks west of Bear Creek Drawbridge.

Crews doing work on Sparrows Point Sub-Division will look out for yard engines of Canton and Pennsylvania Railroads switching in vicinity of Canton Railroad connection west of Colgate Creek, and for Baltimore and Ohio engines occupying main track between Oldham Street and Penn Mary Junction.

Back-up trains will pull east of Mt. Royal Station train shed and not pull down in train shed until three minutes before leaving time, unless otherwise instructed.

Conductors of eastward passenger trains will notify Engineers at Camden Station number of cars they have leaving that station. Engineers will stop trains at Mt. Royal Station in accordance with markers located at that point to that rear of trains will be out of tunnel; however, first working car must be on platform in order that mail and baggage can be handled.

Passenger and freight trains with excessive dimension cars in their train will operate via Gauntlet track, Howard Street tunnel.

No. 29 will stop with rear of train clear of Gauntlet switch, Camden Station.

Crews of yard engines switching in industries located west of Ridgely Street on South Siding will get permission from Operator at HB Tower, before entering this track; will report clear promptly and will not again foul South Siding without permission from Operator at HB Tower

South Baltimore Sub-Division.

Interlocking Rules except 605, 620 and 621 are not in effect at Westport and semi-automatic interlocking at Kroman Street.

Interlocking signals on WM Rwy. are color-light type and will display aspects in accordance with WM Rwy. Rules.

Each interlocking signal mast is equipped with key release which is operated by inserting switch key and turning in clockwise direction for a short time, then key may be removed.

SPECIAL INSTRUCTIONS—Continued.

12. JOINT OR SPECIAL USE OF TRACKS—Continued.

Cars will not be left on interchange track.

Switches within home signal limits at Westport are hand operated. Movements finding home signal indicating Stop, Rule 292, will operate key releases. Signal should change after waiting 15 minutes.

If the use of key release does not cause signal to change after waiting 15 minutes, Conductor or Engineer will notify Operator, Carroll from telephone booth at Crossing. Operator will ascertain from Western Maryland Railway Yard Master that no Western Maryland Railway movements are about to use the crossing and Operator will then get permission from Western Maryland Train Dispatcher before authorizing crew to use crossing under flag protection.

When Eastward home signal displays Clear, Rule 281, to pass over crossing, switches at both ends of interchange track must be reversed by member of crew which will cause Eastward home signal display Stop and Proceed, Rule 291. Movement may then be made to WM Rwy. Both switches must be restored to normal after use.

After Westward B&ORR movement receives indication on Westward WM Rwy. dwarf signal at interchange switch, head end will stop short of dwarf signal and member of crew will operate both interchange switches which will cause dwarf signal to display restricting, Red over Yellow (WM Rule).

Both switches must be restored to normal after use.

At Kloman Street, B&ORR crews will operate key release for all movements over W. M. Rwy.

When the first use of the key release does not cause signal to display Restricting, Rule 290, wait 8 minutes and again operate key release. If signal does not then display Restricting, Conductor or Engineer will notify Operator Carroll from telephone booth Westport. Operator will ascertain from WM Rwy. Yard Master that no WM Rwy. movements are about to use crossing and Operator will then get permission from Western Maryland Train Dispatcher before authorizing crew to use crossing under flag protection.

Fort Geo. G. Meade—Trains or engines will approach Fort Geo. G. Meade looking out for Government engine and cars occupying main track between Portland Road Crossing and P. R. R. Crossing.

Baltimore and Ohio trains or engines will not foul P. R. R. tracks without permission from P. R. R. Operator at Odenton.

Potomac Yard—Special Instruction, relative to operations at Potomac Yard will be procured by all train and engine service employees concerned.

Washington—Washington Terminal Company Rules are in effect between C Tower and Washington.

Chesapeake Junction—Trains doing work at this point must protect themselves before occupying East Washington Railway tracks and will not go beyond yard limit sign.

Two gates installed across tracks at U. S. Government (Naval Research Laboratory); one east and one west of Laboratory Road, Shepherd, to be locked with their locks. Same will be opened on engine whistle signal on a twenty-four hour basis. Push button installed at each gate connects with bell to guard who will open gate if whistle signal not understood.

Gates across main track at both ends of Bolling Field locked with switch locks.

Georgetown Junction—Rule 93 in effect between Georgetown Jct. and storage tracks on Georgetown Sub-Division.

Point of Rocks—Movements may be made on No. 4 track against current of traffic between east leg of wye and Point of Rocks without train orders or Clearance Card Form A on authority of Operator. Rules 42 and 300 modified.

12. JOINT OR SPECIAL USE OF TRACKS—Concluded.

Frederick—Tracks will be used jointly by Baltimore and Ohio Railroad and Hagerstown and Frederick Railway. All movements must be made at restricted speed west of South St.

N. & W. Railway Crossing—Emergency release provided to permit signal to be displayed for movement over crossing when approach circuits on N&W occupied. Crews of trains finding home signal in Stop position will communicate with N&W train dispatcher and secure permission to operate push button in metal box on pole near crossing marked "B&O" and locked with B&O switch lock. Push button must be pushed only one time, then released. Home signal will then indicate proceed if conditions permit. Telephones connected with N&W Train dispatcher installed in vicinity of all signals and near emergency release push button box.

Winchester—Tracks within yard limits and on W. & W. R. R. between W. & W. Junction and Virginia Cold Storage Company Siding, will be used jointly by Baltimore and Ohio and Winchester and Western R. R.'s. All movements will be made at restricted speed.

Shenandoah Sub-Division—Rule 93 in effect between W&W Jct. and Strasburg Jct.

Strasburg Junction—Trains must approach wye looking out for Southern Railway equipment on wye.

13. OPERATION OF AIR BRAKES.

Air must be coupled through all cars handled at following points;

- Childs—Elk Paper Company.
- Ellicott City—Mill lead.
- Alexandria Sub-Division—Metropolitan Block Siding.
Southern Oxygen Siding.
Turover Lumber Siding.
- Silver Spring—Griffith and Perry trestle.
- Security Branch—Victor Products Company.
- Stephens City—M. J. Grove Lime Company.

Trains backing into Washington Terminal must be equipped with air whistle and emergency valve on rear, and will also be equipped with back-up hose unless emergency valve is available. Rule 18 of Washington Terminal Book of Rules modified.

Station stop at Silver Spring will be considered running air brake test for westward trains. Rule 68 modified.

	No. Retainers to be used.	Max. Speed M. P. H.
From Summit East of MA Tower to Gaither, Old Main Line Sub-Division, Tonnage Trains (6000 or more adjusted tons).....	30 per cent.	20
Beelers Summit to Weverton..	100 per cent.	15

Where retainers are used, they must be applied consecutively on cars following engine. It is prohibited to turn up retainers on head and rear of a train, allowing middle cars to run loose.

All retainers to be used must be turned up before passing summit of grade and must not be turned down until reaching Gaither on Old Main Line Sub-Division or Weverton on Hagerstown Sub-Division.

Eastward freight trains handled by Diesel locomotives equipped with flat maintaining feature, operative dynamic brake on all units, and Engineer properly qualified on use of the flat maintaining feature, may be operated from summit east of MA Tower to Gaither without the use of retainers.

Westward ore trains will carry 90 pounds brake pipe pressure.

SPECIAL INSTRUCTIONS—Continued.

14. SPRING SWITCHES.

Swanson Street—Normal for B&O movement.

Curtis Bay Sub-Division

Spring switch at end of double track, Zepp, set normal for eastward movement.

Normal position of spring switch, Bridge 1-B, apex wye, Curtis Bay Junction, for west leg wye.

Alexandria Sub-Division

Chesapeake Junction—Normal position of spring switch end of double track for No. 1 track. Eighth paragraph of Rule 105 is not in effect.

14-A. DUAL CONTROL SWITCHES.

Interlocking rules apply at dual control switch locations as follows:

Crossover from No. 1 to No. 2 track CP Interlocking.

Carroll, West end of passing siding controlled from and included within the interlocking limits of Carroll.

Curtis Bay Junction. Dual control switches located at switch to west leg of wye and at crossover between Nos. 3 and 4 tracks just west of switch to wye. Switches and signals protecting spring switches at end of double track and switch at apex of wye, Zepps, are controlled from HX Tower.

JD Tower, east end of passing siding. Switch from west leg of wye to JD Tower passing siding. Junction of west wye on Alexandria Sub-Division. Controlled from and included within the interlocking limits of JD Tower.

Harpers Ferry, switch from No. 2 Track to Shenandoah Sub-Division, and cross-over just east of tunnel, controlled from Harpers Ferry.

BX Tower.

15. RAILROAD CROSSINGS AND DRAWBRIDGES.

RAILROAD CROSSINGS		Kind of Signal Indicating Clear Route for B. & O. Trains.
Station.	Railroad.	
PAY.....	P. R. R.	Automatic Interlocking.
Commercial Ave., Philadelphia..	P. R. R.	Interlocking.
Elsmere Junction.....	Reading	Interlocking.
West Yard.....	P. R. R.	Semi-automatic Signals.
West Yard.....	Reading	Red Ball.
Canton.....	P. R. R.	Semaphore.
*Half Mile west Canton Junction	Canton	Interlocking.
North Avenue.....	P. R. R.	Interlocking.
Kloman Street.....	W. M.	Semi-automatic Interlocking.
Westport.....	W. M.	Automatic Interlocking.
N. & W. R'y Crossing.....	N. & W.	Interlocking.

*When signals governing are in stop position and are known to be inoperative, train will proceed over CRR crossing under flag protection.

Wilmington—Trains and engines will come to a stop before crossing Reading tracks at West Yard, whether signal indicates proceed or not. Raised position of red ball indicates clear route for B. & O. movements.

DRAWBRIDGES.

Philadelphia	Schuylkill River	Interlocking.
Gray	Bear Creek	Interlocking.
Curtis Bay	Curtis Creek	Interlocking.

16. YARDS.

Baltimore Terminal—Trains will be operated at restricted speed unless yard running track is seen or known to be clear at points noted below, where double track operation is in effect;

Riverside to Locust Point.

Mt. Clare Branch—between East End of B Yard and Curtis Bay Junction.

BX Tower to Curtis Bay.

Westward trains will stop to clear cross-over switches opposite telephone box, and eastward trains will stop to clear cross-over switches just west of Andre Street, west end of Locust Point Yard, proceeding only after receiving permission from Yardmaster.

Eastward trains using Mt. Winans Yard tracks will stop clear of all switches at east end of yard, and get permission from Operator, Carroll, and proper signal before occupying Mt. Winans Lead, Annapolis Avenue to Carroll.

Train and engine crews switching at Canton, or pulling in or out of Canton Yard, will look out for Canton Railroad crews crossing over or otherwise occupying the yard tracks at that point.

Rule 93 is not in effect on the South Baltimore Sub-Division, nor on the Sparrows Point Sub-Division between Becks and Bear Creek Drawbridge, except between 14th Street and a point 1200 feet west of west switch, Penn Mary Siding where yard limit signs have been placed to indicate Rule 93 territory. Rule 99 is in effect on both these Sub-Division within the limits where Rule 93 is not effective.

Knoxville—Movements on No. 4 yard running track will approach switches at Knoxville at restricted speed and will not foul switches until proceed signal is received from switch-tender.

Movements westward from yard tracks to No. 4 yard running track will not foul No. 4 yard running track until permission has been received from Operator at Weverton.

Following employees are authorized to issue train orders instructions in accordance with Rule 93 for movements against the current of traffic;

Wilmere on No. 3 track—Operator Elsmere Jct.

THE FOLLOWING TRACKS ARE YARD RUNNING TRACKS;

WJ Tower to Elsmere Junction—

No. 4 track—First track south of No. 2 track between WJ Tower and Elsmere Junction.

Movements against the current of traffic will only be made on written instructions from Yardmaster at Wilmere.

BX Tower to Seawall—

No. 1 track—North track, westward.

No. 2 track—Second track, switching lead.

No. 3 track—Third or south track, eastward.

Movements against the current of traffic will not be made except on written instructions from Yardmaster, Seawall, except that eastward trains routed to No. 1 track will accept interlocking signals to BX Tower for written instructions.

Between Carroll and A Yard Office, Mt. Clare—

No. 3 track—North track, westward.

No. 4 track—South track, eastward.

Movements against the current of traffic will be made only on written instructions from Operator at Carroll.

Between Mt. Clare A Yard Office and Curtis Bay Jct.—

No. 3 track—North track, westward.

No. 4 track—South track, eastward.

Movements against the current of traffic will only be made on written instructions from Yardmaster, A Yard, Mt. Clare.

SPECIAL INSTRUCTIONS—Continued.

16. YARDS—Concluded.

Riverside to Locust Point—

- No. 1 track—North track, westward.
- No. 2 track—South track, eastward.

Movements against the current of traffic will be made only on written instructions from Operator, Riverside.

Brunswick No. 1 Crossover, westbound yard to WB Tower

- No. 6 track—First track south of engine house, eastward.
- No. 5 track—First track south of No. 6 track, westward.

Movements against the current of traffic will be made only on written instructions from the Yardmaster at No. 6 yard office.

WB Tower to Weverton—

- No. 3 track—First track south of No. 1 track, westward.
- No. 4 track—First track north of No. 2 track, eastward.

Movements against the current of traffic will be made only on written instructions from Yardmaster at eastbound hump.

Rule 99 in effect on yard running tracks listed above, except Nos. 5 and 6 tracks, Brunswick and Nos. 3 and 4 yard running tracks between Weverton and Knoxville.

Movements will not foul No. 4 yard running track between WJ Tower and Elsmere Junction until permission has been received from the Yardmaster at Wilmere, except that eastward movements entering No. 4 yard running track at WJ Tower may accept home signal indication as authority to use this track.

Movements will not foul No. 4 yard running track between Weverton and WB Tower until permission has been received from the Yardmaster at Eastbound Hump, except that eastward movements may accept signal indication at Weverton as authority to use this track and movements from the yard at Knoxville may accept Switchtender's signals as authority to use this track.

Eastward and Westward movements on No. 3 Yard Running Track will approach Knoxville prepared to stop clear of new crossover and will proceed only on hand signal from Switchtender Knoxville.

Westward movements on No. 3 Yard Running Track from crossover Knoxville to Weverton will be made on permission of Operator at Weverton.

E. T. C. sign between Nos. 1 and 3 tracks located 20 feet east of east switch of crossover leading from No. 3 track to yard at Knoxville. This indicates end of track circuit on No. 3 track for signal indications at WB Tower. Trains will not pass E. T. C. sign without receiving hand signal from Switchtender.

17. HELPER ENGINES.

Philadelphia—Eastward freight trains requiring helper will not pass signal at Locust Street Interlocking until Engineer has received information from rear end of train indicating helper engine is attached.

MA Tower—Helper engines cutting off eastward trains on No. 4 track east of MA Tower and not passing signal No. 412, will return to MA Tower on No. 4 track on authority of Operator MA Tower. Not necessary secure Train Orders or Clearance Card Form A. Rule 42 and 300 modified.

Eastward trains to Old Main Line Sub-Division with more than 3100 tons for one diesel unit, 7000 tons for two units, 10500 tons for three units or 12600 tons for four units and without helper from Brunswick will stop east of Point of Rocks for helper unless engine can pass Point of Rocks at speed of 30 MPH.

18. MAIL.

Nos. 1, 2, 4, 5 and 6 between C Tower and Park Junction, moving on other than their regular track will not stop to exchange mail. Rule 44 modified.

Trains handling postal cars must not pass stations ahead of schedule time where mail is taken.

Where passenger trains carry postal cars, Engineers will sound one long blast of the engine whistle when approaching mail cranes.

19. WATER AND FUEL.

20. WHISTLE SIGNALS.

Eastward trains on No. 2 track will sound whistle approaching and passing Bay View Tower as warning to Car Inspectors working trains on Naught track.

Rules 14 (da) and 14 (ea) in effect on Curtis Bay and Locust Point Sub-Divisions.

Trains standing in passing siding will use following whistle signals to recall Flagman:

- From South or West—One Short and Four Long.
 - From North or East—One Short and Five Long.
- Rule 14(d) and 14(e) modified.

21. HIGHWAY CROSSING PROTECTION.

Movements will stop before passing over and protect highway traffic at the following crossings;

Name	No.	Name	No.
Delaware Branch.		Landenberg Sub-Division.	
Oregon Avenue.....	109	Newport Road.....	204
Wolf Street.....	110	Marshallton Road.....	205
Snyder Avenue.....	112	Newport Road.....	206
Delaware Avenue.....	114	Greenbank Road.....	207
		Lancaster Pike.....	218
Crum Creek Branch.		Sparrows Point Sub-Division.	
Chester Pike.....	141	Broad Street (Ft. Holabird).....	315
Market Street Branch.		South Baltimore Sub-Division.	
Beech Street.....	194	Russell Street.....	386
W. Liberty Street.....	195	Waterview Avenue.....	389
Madison Street.....	196		
Justinson Street.....	196-2	Savage Branch.	
West Street.....	197	Washington Boulevard...	260
Tatall Street.....	198	Shepherd Branch.	
Thorn Street.....	199	Pennsylvania Avenue.....	270
Orange Street.....	200	Good Hope Road.....	273
Shipley Street.....	201	Suitland Parkway.....	274-1
Market Street.....	203	South Capitol Street.....	277
Georgetown Sub-Division.		McDill Street.....	280
River Road.....	526	Magazine Road.....	286
Mt. Airy Spur.		Hagerstown Sub-Division.	
Westminster Road.....	466	Wilson Boulevard.....	557
Old Route 40.....	468-469	Potomac Street.....	558
Frederick Sub-Division.		Garlinger Avenue.....	559
Abattoir Crossing.....	488	Sycamore Street.....	560
South Street.....	489	Lee Street.....	561
Wisner Street.....	490	Baltimore Street.....	562
Security Branch.		Shenandoah Sub-Division.	
Wilson Boulevard.....	564	George Street.....	589
Frederick Pike.....	565	Marley Creek Branch.	
Memorial Boulevard.....	566	Pennington Avenue.....	404
Cannon Avenue.....	567		
Frederick Pike (Alt.)....	568		
Smithburg Pike.....	569		

Sparrows Point Sub-Division—Switching crews will protect movements over Holabird Avenue Crossing No. 313. Straightaway movements over this crossing not required to protect crossing.

Price's Road Crossing No. 161, WJ Tower, must not be blocked at any time for a period of more than five minutes.

SPECIAL INSTRUCTIONS—Continued.

21. HIGHWAY CROSSING PROTECTION—Concluded.

Push buttons installed at following grade crossings, governed by Rule 109(A);

- No. 135, Oak Lane, Glenolden.
- No. 136, Ashland Avenue, Glenolden.
- No. 138, Amosland Avenue, Holmes.
- No. 139, Swarthmore Avenue.
- No. 140, Fairview Avenue, Eddystone.

Newport Road, 1100 feet west of WJ Tower. Westward trains on No. 1 track from Wilsmere Yard or trains delayed between westward home signal and CS Sign located 705 feet west of WJ Tower will approach Newport Road Crossing No. 162 at restricted speed and will determine that crossing gates are lowered before proceeding over crossing.

No. 175, Ontario Street, Havre de Grace. This crossing must not be blocked more than five (5) minutes.

No. 180, Belair Road, Aberdeen. Trains receiving stop indication on westward home signal will stop at cut section sign located 440 feet east of crossing.

No. 189, White Marsh.

Flashing light signals and automatic short arm gates at Warner, Ridgely, Bayard and Bush Streets in service.

Trains stopping short of this crossing on Eutaw yard lead track and Arnold lead track, will use switch key in control boxes located on north side of track east and west of crossing to raise and lower gates.

Trains using Carnegie Lead siding will not exceed 2 miles per hour approaching Bush and Bayard Streets crossings as gates will operate automatically only when crossing is occupied.

Trains using South siding will STOP before crossing Bush Street and use switch key in control boxes located on east and west sides of Bush Street to raise and lower gates for tracks Nos. 1, 2, south siding and north siding.

After crossing Bush Street, it will not be necessary to raise gates as they will raise automatically.

No. 236, Sulphur Spring Road, Lansdowne. Crews of trains stopping short of this crossing on No. 3 track will use push-button to raise gates. Crews switching over this crossing will see that gates are lowered either by track circuit or push-button before entering crossing and will also see that gates are raised either by track circuits or push-button after leaving crossing.

- No. 247, Queensbury Road, Riverdale.
- No. 266, Market Street (Defense Highway), Bladensburg.
- No. 483, Doub.
- No. 497, Randolph.
- No. 506, Derwood.
- No. 508, Summit Avenue, Gaithersburg.
- No. 509, Ward.
- No. 516, Maple Avenue, Brunswick (for use of crews switching in Bowers Construction Company Siding).
- No. 530, Weverton (on Hagerstown Sub-Division).

Manually controlled short-arm gates and flashing light signals at Prices' Road Crossing No. 161, WJ Tower, controlled by Operator at WJ Tower. Movements using this crossing on other than Nos. 1 or 2 main tracks will sound engine or caboose whistle with one long blast and will not pass over this crossing until it is ascertained that gates have been lowered.

Movements will not block highway crossing within the limits of Fort George G. Meade.

Eastward trains will not block Crossing No. 458 at Hoods Mill between 7.00 A. M. and 7.00 P. M. daily. During the above hours trains consisting of more than 100 cars and having to stop at Gaither or receiving other than clear indication at signal 352, one-third mile west of Hoods Mill, will stop clear of Hoods Mills crossover and call nearest Operator on telephone for instructions.

Crews switching on main track at Millville will push button marked "Stop" on bell on Crossing No. 573 at station to prevent bell from ringing. When crew finishes switching on main track, they will push button marked "Start" to allow bell to resume normal operation.

22. TRAIN ORDER STATIONS.

Open less than 24 hours:

- Monrovia..... 7.00 A. M. to 3.00 P. M.
- Millville..... 8.00 A. M. to 5.00 P. M.
- Charles Town..... 8.00 A. M. to 5.00 P. M.
- Winchester..... 8.00 A. M. to 5.00 P. M.
- Stephens City..... 8.00 A. M. to 5.00 P. M.
- Middletown..... 8.00 A. M. to 5.00 P. M.
- Hagerstown..... 7.00 A. M. to 4.00 P. M.
- Millville closed 12.30 P. M. to 1.30 P. M.

Charlestown, Winchester, Stephens City and Middletown closed 12.00 Noon to 1.00 P. M.

For hours at Gaither and DS Tower, see current General Order.

X—Train order station open daily, except Saturday and Sunday.

23. RESTRICTIONS ON STRUCTURES AND TRACKS.

MAXIMUM WEIGHT LIMITS.	Heaviest class of engine permitted.	Cars Gross Weight in Pounds.
Park Junction to Elsmere Junction.....	FS-2	240,000
Chas. E. Hires, East of Walnut Street.....	SE-4	210,000
Chas. E. Hires, West of Walnut Street....	X	150,000
Dupont Co. (Stock Yard Branch).....	SE-4	190,000
Zuckerman Honickman, Spans 1-2-3.....	FB-2	220,000
Zuckerman Honickman, Span 4.....	X	200,000
City Reduction Plant.....	FB-2	220,000
Strathman Coal Co.....	FB-2	220,000
Wm. Mills Coal Co.....	X	145,000
Modern Coal Co., Darby.....	X	100,000
H. M. Green.....	SE-4	220,000
Gotschall & Morgan, Spans 1 to 17.....	SB-4	220,000
Gotschall & Morgan, Spans 18 to 20.....	X	100,000
Suburban Supply, Glenolden.....	SE-4	220,000
Bonsall & Forbes, Glenolden.....	FB-2	220,000
C. B. Harper, Ridley Park.....	SG-3	150,000
Pennell Coal Co., Chester.....	X	130,000
Winn Lumber Co., Chester.....	SG-3	150,000
John Demkko, Ogden.....	SE-4	220,000
Wm. Dupont, Carcroft.....	SE-4	190,000
Team Track, Carcroft.....	SE-2	170,000
Oberly Brick, Concord.....	SE-4	220,000
Perry Coal, Concord.....	SE-4	200,000
Concord Lumber.....	FB-2	220,000
Brosius & Smedley, Wilmington.....	FB-2	220,000
Walker Snyder, Wilmington.....	FB-2	220,000
J. E. Rhoads, Wilmington.....	X	130,000
Diamond Ice, Wilmington.....	SE-4	220,000
Delaware Branch.....	FB-2	240,000
Power House, East Side.....	SE-4	210,000
28th Street.....	FB-2	220,000
Continental Distilling Co.....	FB-2	240,000
Transfer Bridges, Pier 62 (Philadelphia)..	X	180,000
Crum Creek Branch.....	FB-2	240,000
Virginia Barrel Co., Eddystone.....	SE-4	200,000
B. F. Compton, Eddystone.....	SA-2	160,000
Market Street Extended.....	FB-2	240,000
Builders Supply Corp.....	FB-2	220,000
Elsmere Junction to Bay View.....	FB-2	240,000
College Trestle, Newark.....	SG-3	150,000
E. J. Hollingsworth, Newark.....	X	140,000
Morgan Mitchell, Aberdeen.....	FB-2	240,000
F. M. Gambrell, White Marsh.....	SE-4	190,000
Fullerton Supply Co., Poplar.....	FB-2	220,000
Landenberg Sub-Division:		
E. J. Hollingsworth, Landenberg Junction.	FB-2	220,000
Continental Diamond Fiber, Marshallton.	SA-2	160,000
Crowell Company—Lower Mill.....	SG-3	150,000
Childs Branch.....	FSB-1	190,000
Elk Paper Trestle, siding next to main track.....	X	130,000

SPECIAL INSTRUCTIONS—Continued.

23. RESTRICTIONS ON STRUCTURES AND TRACKS
—Continued.

MAXIMUM WEIGHT LIMITS.	Heaviest class of engine permitted.	Cars Gross Weight in Pounds.
Bay View to Camden Station.....	FB-2	240,000
Continental Can—Bay View.....	SB-2	180,000
Carroll Ind. Coal—Aisquith Street.....	FB-2	220,000
Carroll Ind. Coal—Kirk Avenue.....	FB-2	220,000
American Paving—Montebello Avenue...	FB-2	220,000
Canton Branch.....	FB-2	240,000
Crown Cork—Eastern Avenue.....	FB-2	220,000
Maryland Cooperage, O'Donnell Street...	SE-4	210,000
Highlandtown Branch.....	SE-2	170,000
Sparrows Point Sub-Division.....	FB-2	240,000
All side track trestles.....	FB-2	220,000
Patapsco Neck Branch.....	FB-2	240,000
U. S. Holabird Coal Trestle.....	SE-4	220,000
Camden Station to Carroll.....	FB-2	240,000
Warner Street Siding.....	SE-4	220,000
Baltimore Porcelain Steel Co.....	FB-2	220,000
Maryland Glass Corp.....	FB-2	220,000
BY interlocking to Locust Point.....	FB-2	240,000
Locust Point and Canton Steel		
Transfer Bridges;		
Light Car Track.....	X	180,000
Engine and Heavy Car Track.....	X	240,000
Fell Street Transfer Bridge.....		180,000
Coal Pier, Locust Point.....	SE-4	190,000
Carroll to Relay.....	FB-2	240,000
Monumental Distilling Corp., Lansdowne.	FB-2	220,000
Carroll to West Baltimore		
(Mt. Clare Branch).....	FB-2	240,000
Mt. Clare and Aliceanna Street.....	SE-2	170,000
Curtis Bay Junction to Curtis Bay.....	FB-2	320,000
Marley Neck Branch.....	FB-2	240,000
Standard Phosphate Co.....	SE-4	220,000
Carroll to Cliffords.....	FB-2	240,000
Old Main Line Sub-Division.....	FB-2	240,000
Doughnut Mill, Ellicott City.....	FB-2	210,000
Hagerstown Sub-Division.....	FB-2	240,000
Security Branch.....	FB-2	240,000
Relay to Washington.....	FB-2	240,000
J. H. Toomey, Elkridge.....	FB-2	220,000
House of Correction, Bridewell.....	FB-2	220,000
Dept. of Agriculture, Beltsville.....	FB-2	220,000
Dickey Bros., Hyattsville.....	FB-2	220,000
Edmond's Art Stone, Hyattsville.....	FB-2	240,000
Fleischman Yeast, Langdon.....	SB-2	180,000
Hufnagle Coal Co., Langdon.....	FB-2	220,000
Fort George G. Meade Sub-Division.....	FB-2	240,000
Savage Branch to East End Bridge 4.....	FB-2	240,000
Alexandria and Shepherd Sub-Divisions.....	FB-2	240,000
Washington Suburban Gas Co.....	FB-2	220,000
Metropolitan Sub-Division.....	FB-2	240,000
Georgetown Junction to Chevy Chase.....	FB-2	240,000
T. W. Perry's Siding.....	SE-2	200,000
Chevy Chase to Georgetown.....	FB-2	220,000
*Shenandoah Sub-Division.....	FB-2	240,000
Halltown Paper Mill Siding.....	SE-2	200,000
Va. Apple Storage Co. Siding, Winchester.	SE-2	170,000
Universal Gypsum & Lime Co., Siding...	SE-2	220,000

X Indicates operation of engines not permitted.

(*) Container Cars, 251,000 pounds maximum gross weight permitted on Shenandoah and Hagerstown Sub-Divisions, subject to speed restrictions of 15 miles per hour over following;

Bridge No. 1 at Harper's Ferry.
Bridge No. 60 at Cedar Creek, Va.

Darby—Coal trestle owned by M. M. Chester out of service.

White Marsh—Engines not permitted on trestle or over unloading pit, H. T. Campbell Sons Company.

Rosedale—50 foot cars or longer coupled must not be operated around curves on sidings serving Gamse Lithograph Co., and Levering Coffee Co. Do not exceed 5 MPH around curves.

23. RESTRICTIONS ON STRUCTURES AND TRACKS
—Concluded.

Baltimore Belt Line—Carroll Independent Fuel Co. siding (Old Economy Coal Co. Siding) west of Kirk Ave. out of service.

Fort Meade Jet.—

100 feet of end of Golden Keys (Prefabricators) Siding, adjacent to building, out of service. Do not place or remove cars from this portion of siding.

Fort George G. Meade—Engines not permitted on the Coal Dump.

Branchville—Smith Siding can be used only four car lengths beyond derail.

College Park—Engines not allowed on trestle, University of Maryland Siding.

Bladensburg—Engines not permitted beyond road crossing on siding of Gordon Iron and Metal Company.

University—Engines not permitted on trestle of Brookland Coal Company.

Silver Spring—Engines not permitted on Griffith and Perry trestle.

Engines not permitted beyond derail on siding of Silver Spring Building Supply Company.

Bethesda—Engines not permitted on Griffith-Consumers trestle or Columbia Specialty trestle.

Rockville—Engines not permitted on Wards Coal Dump.

Ilchester—Engines not permitted on trestle of Bartges Bros.

Ellicott City—Engines not permitted on E. T. Clark trestle.

Oella—Engines not permitted on track leading to plant of W. J. Dickey and Sons. Cars fifty feet long or longer must not be coupled to engine or other cars when being placed on or pulled off this siding.

Hoods Mill—Engines not permitted on Mill Siding.

Woodbine—Engines not permitted on De Lashmutt coal trestle.

Mt. Airy—Engines not permitted on back track west of road crossing.

Security Branch—Engines not permitted beyond clearance point on Atlantic Refining Company Siding.

Engines will not go beyond frog on Station siding.

Engines will not operate over turnout to No. 8 siding of North American Cement Corporation.

Hagerstown—Engines not permitted on Hagerstown Equipment Company Siding or Hagerstown Central Equipment Siding.

FS6E2 engines not permitted on City Equipment Company Siding, nor Municipal Gas & Light Siding.

Millville—Engines not permitted on coal trestle east end of Hill Track, Standard Siding, or to go beyond sign (engine stop here) on Blair Line Stone Company Siding.

Charles Town—Engines not permitted on trestle of Peoples Supply Company and Charles Town Grain and Feed Company.

Winchester—FS6E2 engines not permitted on Winchester Milling Company Siding beyond a point 50 feet west of point of switch.

24. CLEARANCES.

Employees will not remain on top of equipment when moving from sidings or yards to main tracks or when operating over main tracks between Park Junction and Bridge and between CP Interlocking and Carroll.

They are prohibited from riding on top of engines, tenders, high box cars, and other high equipment when passing under wires and overhead structures.

Following overhead structures and wire crossings have less than 22 feet vertical clearance, and high tension lines shown have less than 27 feet and employees should not stand on top of equipment while passing under these overhead structures or wire crossings:

SPECIAL INSTRUCTIONS—Continued.

24. CLEARANCES—Continued.

EAST END SUB-DIVISION.

Location.	Structure.
Park Jet.	Signal Bridge 93-C.
Park Jet.	Park Tunnel.
Race St. Yard	Siding on Bonsell St., wires.
Race St. Yard	Highway Express sidings, buildings.
Race St. Yard	Cooperative Pool Car Company.
Arch St. Yard	Siding to Building, N. E. cor. 23rd and Arch Sts., building, trolley wires.
Arch St. Yard	Daily News siding, building, trolley wires.
Philadelphia	Philadelphia Electric Siding, building.
Philadelphia	Bridge 91-T.
Philadelphia	Bridge 91-S.
Philadelphia	Gimbles siding, chute, building.
Philadelphia	Bridge 91-R.
Philadelphia	Station canopy.
Philadelphia	Bridge 91-Q.
Philadelphia	Lippincott siding, building.
Philadelphia	Marine Corps, annex siding, building.
Philadelphia	Locust St. Company tracks, building.
Philadelphia	W. M. Anderson siding, crane rail.
Philadelphia	Marine Corps siding, building.
Philadelphia	Warner Co. siding, building pipes.
Philadelphia	Philadelphia Electric Co., building.
Philadelphia	Bridge 90-E.
Philadelphia	U. S. Army siding, gate.
Philadelphia	W. K. Mitchell Co., building.
Philadelphia	Henry Bower Chemical Co., building.
Philadelphia	Dupont Chemical Yard, platform, roof, pipes.
East Side	Grays Ferry Tunnel.
East Side	Bridge 90-A.
East Side	Bridge 89-E.
East Side	Barret Roofing siding, high tension wires.
East Side	Bridge 89-C.
East Side	Allard & Co. siding, building.
Eastwick	Smith siding, wires, pipes.
Eastwick	Ryerson Steel siding, building.
Eastwick	Bridge 89½-A.
FY Tower	Mellvain Lumber siding, overhead bridges, wires.
FY Tower	Federal Container siding, building.
FY Tower	Bridges 88-D.
FY Tower	Bridge 88-C.
FY Tower	Bridge 88-B.
FY Tower	Bridge 88-A.
Darby	Bridge 87-E.
Darby	Main St. crossing, trolley and high tension wires.
Darby	Robert Filter Mfg. Co., building.
Darby	Coal dump and old lumber siding, wires, building.
Darby	Bridge 86-A.
Darby	Boone Tunnel.
Collingdale	Station siding, wires.
Collingdale	Bridge 85-B.
East of Eddystone	Bridge 81-A.
Twin Oaks	Sun Oil sidings on south side railroad, wires.
Boothwyn	Bridge 75-A.
Carpenter	Bridge 73-C.
Carpenter	Bridge 73-A.
Wilmington	Bridge 65-G.
Wilmington	Bridge 65½-E.
Wilmington	Bridge 65-E.
Wilmington	Bridge 65½-D.
Wilmington	Bridge 65-C.
Wilsmere	General Motors siding, buildings.
Kiamensi	Bridge 62-A.
Stanton	Bridge 60-D.

24. CLEARANCES—Continued.

EAST END SUB-DIVISION—Continued.

Location.	Structure.
Delaware Park	Siding, high tension wires.
Newark	Bridges 53-D.
Barksdale	Bridge 51-A.
Eder	Bridge 46-B.
Eder	Bridge 45-A.
Leslie	Bridge 42-C.
Leslie	Bridge 41-A.
Belvedere	Bridge 38-B.
Jackson	Bridge 37-A.
Aberdeen	Sidings, wires.
Stepney	Bridge 25-B.
White Marsh	Team Track, building.
BR Tower	Bridge 9-B.
BR Tower	Bridge 8-B.
Golden Ring	Bridge 6-A.
East Side to Pier 62.	
Oregon Ave.	Wires.
Porter St.	C. E. Johnson & Co., wires, pipes, building.
Porter St.	American Pipe & Supply Co., roof, door, building.
Wolf St.	Harshaw Chem. Co. siding, pipes, wires, building, fence.
Jackson St.	Master Lub. Co. siding, building.
Jackson St.	Wilson-Martin, Inc., siding, pipes.
Weccacoe Ave.	Wilson - Martin, Inc., siding, wires, building, pipes, OH pass.
Snyder Ave.	Cont. Distilling Co. Coal Tipple.
Fruit Terminal	Platform and roof, Nos. 2 to 14 tracks.
Fruit Terminal	OH conveyor, Nos. 3 to 7 tracks.
Fruit Terminal	Track 8, wire.
McKean St.	Pipes.
Mifflin St.	Comm. Alcohol Co. siding, roof.
Tasker St.	McCahn Sugar, building, pipes, roof.
Tasker St.	Stockpen ramps.
Dickinson St.	Franklin Sugar, OH walkway.
Dickinson St.	Franklin Sugar Refining Co. Plant, OH walkway, buildings, wires, pipes, hoppers.
28th St., Philadelphia, to Navy Yard	
Navy Yard	Broad St. Bridge.
On Delaware Ave., Philadelphia (Geary St. to Queen St.)	
Bisbee Linseed Oil Co. Siding	Wires, pipes, building.
Pier 98	Building and wires.
McKean St.	Enterprise Cooperage Co. Siding, roof.
Risser & Rabinowitz Siding	Building.
Delaware Ave.	Mifflin St., door.
Bailey Warehouse Siding	Door.
Cont. Distilling Co.	Canopy, pipes.
McCahn Sugar Co.	Canopy, pipes, doors.
Crum Creek Branch.	
Eddystone	Bridge 80-C, under main track.
Eddystone	Chester Pike, wires.
Eddystone	Virginia Barrel Co., wires.

SPECIAL INSTRUCTIONS—Continued.

24. CLEARANCES—Continued.

MARKET ST. BRANCH.

Location.	Structure.
Maryland Ave.	Trolley wires, high tension wires.
350 ft. before Br. 2a	High tension wires.
Bridge 2-A	Coal Yard siding, high tension wires.
Bridge 2-A	P. R. R. bridge.
Justinson St.	United Barrel siding, wires, building.
West St.	Knapp Mills and United Barrel sidings, buildings.
Thorn St.	Wilm. Provision Co. siding, pipes, building.
Shipley St. Yard	B. & O. Freight Warehouse building.
Market St.	Warner Co. siding, high tension wires.

LANDENBERG SUB-DIVISION.

Con. Diam. Fibre	Buildings.
Hill Siding	Building.
Hill Siding	Bridge 11-A.
Hill Siding	Bridge 11-B.
Yorklyn Snuff Mill	Pipes, wires, Bridge 14-A.
Hockessin Supply	Building.

CHILDS BRANCH.

Elk Paper Mfg. Co.	Wires, building.
Bridge 2½-A	Overhead bridge.
Crossing 227	High tension wires.

BALTIMORE TERMINAL DIVISION.

Phila. Road Inland	
Steel Co. Siding	Building.
Loneys Lane	Bridge 15-A.
Goetz Siding	Overhanging roof.
Harford Road	Sidings from Harford Road, team track, wires.
Harford Road	Tunnel.
Kirk Ave.	Sidings at Kirk Ave. high tension wires.
Prefabricators Siding	Buildings and wires.
Greenmount Ave.	Tunnel.
Barclay St.	Tunnel.
Guilford Ave.	Tunnel.
St. Paul and Calvert Sts.	Tunnel.
Charles and Oak Sts.	Tunnel.
Huntingdon Ave.	Tunnel.
Huntingdon Ave. Yd.	Coal trestles, buildings and high tension wires.
Sisson St.	Bridge 4-A.
Oak St. Yard	Firestone siding, trolley and high tension wires.
North Ave.	Tunnel.
Park, Davis & Co. Siding	Building.
Twin Tunnel	Twin Tunnel.
Howard St.	Tunnel.
Hamburg St.	Bridge OA.
Ostend St.	Bridge OC.
Maryland Glass	Building.
Mt. Winans	Bridge 1-B, Curtis Bay Sub-Division.
Hammonds Ferry	Bridge 5-A.
Washington Blvd.	Transit Storage Co. siding, building.
Halethorpe	Armco Pipe siding, building.
Halethorpe	U. S. Printing Co. siding, building.
Halethorpe	General Motors siding, building.
Halethorpe	American Can Co., building.

24. CLEARANCE—Continued.

BALTIMORE TERMINAL DIVISION—Continued.

Sparrows Point Sub-Division.

Location.	Structure.
Bay View	Bridge 2-A.
Bay View, wye track	Wires.

Locust Point Sub-Division.

Fort Ave., Locust Pt.	Bridge 1-B.
Light St.	Building, Globe Brewery.
Baltimore Coal Pier	Building.

Mt. Clare Branch.

Claremont, East End	
A Yard	Wires.
Monroe St.	Bridge 3½.
Pratt St., between Howard St. and East Fallway Ave.	Trolley Wires.

Curtis Bay Sub-Division.

Clifford, Annapolis Road Br. 1-D.	Telephone Line.
Clifford, B&A Railroad Br. 2-A.	B&A Wires.
Clifford, East of Br. 2-A.	Wires.

South Baltimore Sub-Division.

Carroll	Wire.
Wenburn St.	Wire.
W. Md. Crossing	Wires.
Westport, Kloman Street Siding	Wire.

Curtis Bay Yard.

U. S. Industrial Chemical Co.	Pipes, shed, cables.
Curtis Bay, Thaw House	Wires.
West End of Crossover	Wires.
Curtis Bay Pits	Wires.
Curtis Bay, No. 2 Kick Back.	Wire.
Division Street Crossing.	Wires.
Maritime Commission Yd. Se. Br. 6A	Wires.
E. I. DuPont deNemours & Co., Inc.	Pipes, cables, wires, walkways.
Activated Alum Corp.	Cables and wires.

Curtis Bay Railroad.

Barge Slip Track near Transfer Bridge	Pipes.
Davison Chemical Co.	Pipe line, overhead platform, wires.
At End of No. 5 Track	Pipes, wire.
Swift & Co.	Wires.

Marley Neck Branch.

Marley Neck Branch Jet.	Tramway.
Marley Neck Branch Jet.	Four cables.
Bridge 6-B.	Bridge.
Mathieson Chemical Co.	Cables, tramways, wires, pipes.
Cabin Branch.	Wires.
West of Cabin Branch.	Wires.
American Oil Co.	Bridge 7-B and wires.
American Oil Co. Siding.	Wires.
Cherry Hill Road.	Wire.
Near Main Track Crossover.	Three

SPECIAL INSTRUCTIONS—Continued.

24. CLEARANCES—Continued.

BALTIMORE TERMINAL DIVISION—Concluded.

Marley Neck Branch—Concluded.

Location.	Structure.
Near Main Track Crossover. Charles H. Walton & Co. American Oil Co.	Four wires. Buildings, pipes, wires. Building, wires and cable.
Bridge 8-B. Seaboard Terminal Co. Petrol Corp.	Bridge. Wires. Eight wires.
Overhead Br. 7-B. Tidewater Oil Sales Corp. Main Track Crossover near Ordnance Road.	Overhead bridge. Wires. Seven wires. Wires.
Curtis Bay Ordnance Reserve Depot. Southern States Cooperative Ass'n. Marley Neck Yard Lead. Kavanaugh Products. At City Line.	Wire and cables. Wire. Wires. Cable.
Best Fertilizer Co. U. S. Coast Guard, Arundel Avenue. U. S. Coast Guard, Thomas Cove..... Stahl Point. Hawkins Point.	Wires. Cable and wire. Sixteen wires.
Seawall Branch.	
Crisp, at Minerec Corp. Gate. Crisp, U. S. Industrial Chemical at Air Reduction.	Pipe Line. Wires.
Fairfield, Royster Guano Co. Fairfield, Raisin-Monumental Co. Fairfield, Mexican Oil Co.	Wires. Wires. Wires.

WASHINGTON SUB-DIVISION.

Ft. Meade Jct.	Bridge 19-A.
East of Laurel.	Bridge 21-A.
West of Laurel.	High tension wires.
Muirkirk	Bridge 27-A.
Muirkirk	Mineral Pigments Corp. siding, wires.
Beltsville	Bridge 28-A.
Beltsville Government Sidings	Crane runway.
College Park (University of Maryland Siding)	Wires.
Riverdale	Research siding, building.
Hyattsville	Bridge 33-B.
Brentwood	Bridge 34-B.
Brentwood	Station siding, high tension wires.
Langdon	Standard Brands siding, pipes and build- ing.
Langdon	Bridge 37-A.
Langdon	Sears-Roebuck siding, building.
Langdon	Carpel siding, building.
New York Ave.	Bridge 39-B.

FORT GEORGE G. MEADE SUB-DIVISION.

Fort George G. Meade	Wires.
Fort George G. Meade Government Sidings	Wires.

SAVAGE BRANCH.

Savage Mill Esso Siding	Bridge and wires. Clearance on unloading rack.
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ALEXANDRIA SUB-DIVISION.

500 feet west of River Road	Bridge.
800 feet west of River Road	Bridge.

24. CLEARANCES—Continued.

SHEPHERD BRANCH.

Location.	Structure.
Wash. Sub. Gas Co. 11th St.	High tension wires. Bridge 8-B.
Naval Training Sta- tion Coal Siding	Wires.
Bolling Field Shepherd	Wires, high tension wires. Sewage disposal plant, wires.

METROPOLITAN SUB-DIVISION.

Washington	Bridge 1-A—T St.
Washington	Bridge 2-B—Franklin Street.
University	Bridge 3-A—Monroe Street.
University	Bridge 3-B—Michigan Avenue.
Terra Cotta	Bridge 5-A—Wiltburger Road.
United Paper Board Company.	Posts and overhanging roof.
Chillum	Bridge 5-C—New Hampshire Ave.
North Takoma	Bridge 7-C—Public Road.
Silver Spring	Canada Dry Siding—Wires.
Capitol View	Bridge 11-A—County Road.
Garrett Park	Bridge 12-A—Bladensburg Road.
Randolph	Bridge 14-A—Wilkins Estate Road.
West of Halpine	Bridge 15-A—Private Road.
Autrey Park	Bridge 16-B—Private Road.
Rockville	Bridge 17-A—County Road.
Derwood	Bridge 19-A—County Road.
Washington Grove	Bridge 21-B—County Road.
Germantown	Bridge 27-A—Germantown Road.
Barnesville	Bridge 33-A—County Road.

GEORGETOWN SUB-DIVISION.

Georgetown Jct.	Bridge 1-A—Rockville Pike.
Dalecarlia	Tunnel.
Briggs Siding, River Road	Wires.
Bethesda	Overhead Bridge—Wisconsin Ave.
Georgetown	Bridge 24-A—Canoe Club Walkway.
Aqueduct Bridge	Bridge 24-B.

BRUNSWICK.

West End westbound hump	Wires over hump lead.
East of hump	Wires over Wabash Track and No. 1 track.
Coal tipple	Wires.
Turntable leads	Wires.
Treating plant	Wires.
West of transfer shed	Wires.
Material yard	Wires.
Carpenter Shop	Wires.
Roundhouse	Wires.
WB Tower	Wires.
Brunswick Station	Wires.
Connection to Mill Yard	Wires.
East of eastbound hump	Wires over classification track.
Eastbound hump	Wires over scale track and Mountain track.
West of eastbound hump	Wires over receiving tracks.
Weverton	Wires.

FREDERICK SUB-DIVISION.

Between P. R. R. connection and H. & F. R. R. connection	Overhead Trolley Wires and Supports.
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SPECIAL INSTRUCTIONS—Continued.

24. CLEARANCES—Concluded.
HAGERSTOWN SUB-DIVISION.

Location.	Structure.
Weverton	Wire.
West of Rohrer'sville	Wire
Corbett (Wilson Blvd.)	Wire.
Hagerstown—Garlinger Avenue and Baltimore Street.	Wires

SECURITY BRANCH.

Crossings Wilson Blvd. and Memorial Blvd.	Wires.
Fidlersburg Road	Wire

SHENANDOAH SUB-DIVISION.

Fifth Ave. (Ranson)	Wires
Summit Point.	Wires
Stephenson (Crossing 603)	Wires.
Stephenson	Bridge 37-A.
Winchester (C. V. Interchange)	Power line.
Winchester	Colonial Brick siding, wire.
Winchester	C. L. Robinson, wire.
Winchester	Cameron Street, wire.
Winchester	Winchester Cold Storage Co., wire.
Winchester	Coal loader.
Winchester	Baker Street, cable and lamp.
Winchester	Passenger station, wires and cable.
Winchester (Picadilly Street)	Wires.
Winchester (Woolen Mill Siding)	Wires.
Just west of Winchester	Wires.
Vauchuse	Crossing 638, wire.
Middletown	M. J. Grove tipple.
East of Cedar Creek	Crossing 643, powder line.
West of Cedar Creek	Dominion Limestone overhead conveyor.
East of Capon Road	Tipple of Standard Lime & Stone Co.
Capon Road	Wires.
Strasburg Junction	Tipple of Powhatan Lime Co.

Account restricted clearance, sight windows must be kept in closed position on Class FSE-1 locomotives 6413 to 6424 and Class PSE-1 locomotives 3400 to 3406 at following points;
 No. 2 track—Cherry Street, Philadelphia.
 Nos. 1 and 2 tracks—Howard Street Tunnel.
 No. 1 track stone wall—Camden Station.
 Nos. 1 and 2 tracks—Huntingdon Avenue Tunnel.
 Relief cranes X45 to X48 and X215 to X219 must be operated on Gauntlet track through Howard Street Tunnel.

25. CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS.

Limits	Track	Current of Traffic	No.
Park Jet. to crossover Chestnut Street....	{North track...}	Westward.....	1
	{South track...}	Eastward.....	2
Crossovers Chestnut Street to Locust Street Interlocking.	{North track...}	{Both directions governed by signal indication.....}	1
	{South track...}		2
Locust Street Interlocking to Wharton Street.....	{North track...}	Westward.....	1
	{The second track.....}	Eastward.....	2
	{The third track.....}	Westward.....	3
	{The south track.....}	Eastward.....	4

25. CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS—Concluded.

Limits	Track	Current of Traffic	No.
Wharton Street to RG Tower.....	{North track..}	Westward.....	1
	{South track...}	Eastward.....	2
RG Tower to FY Tower.....	{North track..}	{Both directions governed by signal indication.....}	1
	{South track...}		2
FY Tower to Elsmere Junction.....	{North track..}	Westward.....	1
	{South track...}	Eastward.....	2
Elsmere Junction to Crossover opposite Wilsmere yard office	{North track..}	Westward.....	3
	{Middle track..}	Westward.....	1
	{South track...}	Eastward.....	2
Crossover opposite Wilsmere yard office to BA Tower.....	{North track..}	Westward.....	1
	{South track...}	Eastward.....	2
BA Tower to HU Interlocking ..	{North track...}	{Both directions governed by signal indication.....}	1
	{South track...}		2
HU Interlocking to North Avenue.....	{North track..}	{Both directions governed by signal indication.....}	1
	{Middle track..}		2
	{South track...}		3
Through Howard Street Tunnel.....	{Middle track..}	{Gauntlet track both directions governed by signal indication.....}	1
			2
North Avenue to Carroll.....	{North track..}	{Both directions governed by signal indication.....}	1
	{South track...}		2
Carroll to F Interlocking.....	{North track..}	Westward.....	1
	{South track...}	Eastward.....	2
BY Interlocking to Riverside.....	{North track..}	{Both directions governed by signal indication.....}	1
	{South track...}		2
Zepp to BX Tower....	{North track..}	Westward.....	1
	{South track...}	Eastward.....	2
F Interlocking to QN Tower (via Wye)...	{North track..}	{Both directions governed by signal indication.....}	3
	{South track...}		4
F Interlocking to QN Tower (via C Tower).....	{North track..}	{Both directions governed by signal indication.....}	1
	{South track...}		2
QN Tower to Weverton.....	{North track..}	Westward.....	1
	{South track...}	Eastward.....	2
Chesapeake Jet. to Anacostia Junction.	{North track..}	Westward.....	1
	{South track...}	Eastward.....	2
Curtis Bay Jet. to HX Tower.....	{North track..}	{Both directions governed by signal indication.....}	3
	{South track...}		4
HX Tower to Point of Rocks (via Old Main Line Sub-Division).....	{North track..}	Westward.....	3
	{South track...}	Eastward.....	4

SPECIAL INSTRUCTIONS—Continued.

26. TELEPHONES.

Conductors and engineers of trains meeting with accident, or unusual delay, will call nearest open office or train order station by telephone, or if conditions warrant call Train Dispatcher's Office, Baltimore, LExington 9-0400, Extension 433, and in using public telephone instruct Exchange to reverse charges.

PERSONS USING TELEPHONES MUST YIELD THE LINE PROMPTLY FOR TRAIN MOVEMENTS.

Location	Connected With	Location	Connected With
East End Sub-Division.		East End Sub-Division—Conc.	
Park Junction.....		Leslie.....	
29th Street.....		Harbison-Walker Sid-	
Vine Street.....	Philadelphia.	ing.....	
Cherry Street.....		Foys Hill Crossover..	
Under Penna. Bridge..		Jackson.....	
24th and Chestnut Sts.		SA Tower—	
Walnut Street.....		Eastward outlet	
Home signals Locust		switch.....	
Street Interlocking..		Aikin Station.....	SA Tower and
Christian Street.....	RG Tower.	East and West Ends of	A Tower.
East End Grays Ferry		Susquehanna River	
Tunnel.....	Wharton Street,	Bridge and on Bridge.	
	Reed Street and	Havre de Grace.....	
	RG Tower.	Aberdeen—Station and	
Switchtender's Box,		Eastward and West-	
Wharton Street.....	RG Tower.	ward outlet switches	
Reed Street.....		Belcamp Crossover..	
Westward Home Sig-		Sewell.....	
nal, Eastwick.....		Van Bibber.....	
Ryersons's Siding.....	Bridge.	Clayton Siding.....	
Signal, Reading Con-		Clayton.....	
nection.....		Joppa.....	
Westward outlet		Bradshaw.....	BR Tower and
switch, 58th St.....	FY Tower.	White Marsh Cross-	A Tower.
		over.....	
Darby.....		BR Tower—	
Oakoola.....		Eastward and west-	
Holmes—		ward outlet switches	
Outlet switches.....		Campbells Siding....	
Crossover.....		Golden Ring.....	
Eddystone.....		Rosedale.....	
14th St. Watch Box,			
Chester.....		Baltimore Terminal.	
Chester Crossover...	FY Tower.	East End Bay View	
Feltonville—Sun Oil	SD Tower.	Yard.....	BA Tower.
Co.....		Lord Baltimore Press	BA Tower and
Boothwyn.....		Siding.....	North Ave.
Ogden.....		West of Gay Street..	
SD Tower—		Clifton Siding.....	North Ave.
Eastward and west-		Harford Road.....	
ward outlet switches		Greenmount Avenue..	
Concord.....		Westward Home Signal	
Wilmington—		East of Gay Street...	North Ave. and
Lancaster Avenue...	Elsmere	junction.....	BA Tower.
Delaware Avenue...	Junction.	Eastward and West-	
Elsmere Junction West		ward home signals,	
ware Home Signal....		HU Interlocking....	
Ninth Avenue.....		M. & P. Junction....	North Ave.,
Wilsmere—		Oak Street.....	BA Tower.
Yardmaster's Office.		Sisson Street.....	
Crossover Switch....		East End North Ave.	
Scale House.....		No. 1 track.....	
Outlet switch from		East End Howard	
No. 4 yard running		Street Tunnel.....	North Ave.
track.....	Elsmere Junction	Camden Station, upper	HB Tower.
Outlet switch from	and	and lower levels....	
No. 3 track.....	WJ Tower.	Mt. Winans (West	
Delaware Park, east-		End and East End)..	
ward and westward		Under Hammonds	
outlet switches....		Ferry Road Bridge..	HX Tower.
Hawthorne Road		Jackson Bridge.....	Carroll.
Crossing.....		West Baltimore....	BX Tower.
Newark Station.....		Hollins Ferry Road..	
Elk Mills.....		Zapp.....	
SY Tower—Tool		Curtis Bay Junction..	
House.....		Eastward pull in	
Eastward and West-	WJ Tower.	switch at Carroll....	Carroll.
ward outlet switches.		East end Mt. Winans.	
Childs.....			
Eder.....			

26. TELEPHONES—Concluded.

Location	Connected With	Location	Connected With
Washington Sub-Division.		Old Main Line Sub-Division—Conc.	
Clifford.....	HX Tower.	Bartholow.....	Gaither and
	BX Tower.	Monrovia Crossover..	MA Tower.
Lansdowne.....		Reel's Mill Crossover.	Frederick Jct.
Fairgrounds.....		Eastward and west-	
HX Tower (Home		ward home signals,	
Signals).....		Frederick Jct.....	
Elkridge.....		Frederick Yard	
Dorsey.....		(Freight Station and	
Jessup.....		Scale House).....	
Bridewell.....		Grove.....	
PA Tower—		Lime Kiln.....	
(E. E. & W. E. Sid-		Keller.....	
ings), Apex Wye....	PA Tower,	Adamstown.....	
Savage.....	HX Tower.	AX Crossover.....	Frederick Jct.
Race Track (Laurel)..	JD Tower.	Westward Approach	Point of Rocks.
Laurel Station, cross-		Signal, Point of	
over and westward		Rocks.....	
outlet switch.....		Metropolitan Sub-Division.	
Muirkirk.....		Hudson Hill Siding..	
Beltsville.....		West side of Yard B,	
Sunnyside.....		Washington.....	QN Tower.
Berwyn.....		University.....	
College Park, Univ. of		Kansas Ave.....	
Maryland Siding....		Terra Cotta.....	
Riverdale.....		Takoma Park.....	
JD Tower—		Silver Spring, Cross-	
E. E. & W. E. Sidings,	JD Tower.	over and Station....	
Apex Wye.....		Georgetown Junction.	
		Kensington.....	
Hyattsville.....	HX Tower.	Garrett Park.....	
Brentwood.....	JD Tower,	Rockville Crossover..	QN Tower and
Langdon.....	PA Tower.	Rockville.....	Point of Rocks.
Montana Avenue.....	QN Tower.	Derwood.....	DS Tower
F Interlocking.....		Gaithersburg.....	
		Germantown Cross-	
Alexandria Sub-Division.		over.....	
West end wye, JD		Germantown.....	
Tower.....		DS Tower (East and	
Bladensburg Tool		West End Sidings)..	
House.....		Barnesville.....	
Mill Race Road Cross-		Dickerson Crossover..	
ing No. 265.....		Tuscarora Tool House	
Watch box Market St.		Pole 1st Crossing East.	
Crossing Bladens-		Point of Rocks—Tool	
burg.....	JD Tower.	House, Eastward Ap-	
Metropolitan Block		proach and Home Sig-	Point of Rocks.
and Fabricators,		nals, Westward Home	WB Tower.
Steel Siding, Joaes		Signal.....	
Hill.....		Catoctin.....	
Jones Hill, Kenilworth		East Brunswick.....	
Avenue.....		Hagerstown Sub-Division.	
Chesapeake Jct. (end		Augusta.....	
double track).....		Gapland.....	
Chesapeake Jct. (East		Beelers Summit.....	
Washington Railway		Rohrersville.....	
connection).....	JD Tower.	Eakle's Mill.....	Weverton
Benning.....	Anacostia.	Keedysville.....	Hagerstown.
Shepherd Junction...		Antietam Bridge....	
		Roxbury.....	
Old Main Line Sub-Division.		Security Junction...	
St. Denis.....		Western Maryland	
West End, Relay curve		Connection.....	
Glenartney.....		Shenandoah Sub-Division.	
Ichester.....		Shenandoah City....	
Weber's Crossover...		East End Millville,	
Ellicott City Mill		Storage Siding.....	
switch.....		Millville Scale House.	
Ellicott City Mill		Millville.....	
(Ship'g Dept. Office).		Halltown.....	
Ellicott City Station..		Belt line Switch,	
Oella Station.....	HX Tower and	Charles Town.....	
Hollofield Crossover.	Gaither.	Charles Town Race	
Daniels.....		Track.....	Open train order
Woodstock Crossover		Charles Town.....	stations.
Woodstock.....		Summit Point.....	
Marriottsville.....		Stephenson.....	
Henryton.....		Winchester.....	
Sykesville.....		W. and W. Junction..	
Gaither (East End		Kernstown.....	
Siding).....		Stephen City.....	
Gaither Crossover...		Middletown.....	
Gaither (West End		Strasburg Junction...	
Siding).....			
Woodbine, on Tool			
House.....			
Watersville.....	Gaither and		
Caboose Track.....	MA Tower.		
Overhead Bridge East			
EndMt. Airy Tunnel.			
Mt. Airy.....			
Wye Switch, MA			
Tower.....			

SPECIAL INSTRUCTIONS—Continued.

27. UNCLASSIFIED.

When physically able to do so, employees sustaining injury, no matter how minor, will report it to Supervisor before leaving company premises.

The Supervisor must arrange prompt first aid for the injured; then as soon as possible, place him under the care of a Company's Surgeon. He must also report the injury promptly on the prescribed forms however minor it may appear.

In case of fatal accident on line of road, trains will not be held awaiting Coroner. Bodies will be moved to nearest station or some other place where information can be given to the Coroner, and trains should proceed without further delay.

Holidays—New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day. When holiday falls on Sunday, nationally observed day will apply.

Wilmington—Eastward passenger trains consisting of more than 9 cars will stop at station with baggage car or mail car on head end of train opposite extension at east end of eastward platform.
Wilmere.

Emergency box locates on the north side of No. 1 track just opposite yard office. Any train or engines requiring emergency repairs should stop at that point.

The handling of passengers at Mt. Royal Station must be given special attention by all concerned, especially passengers in rear cars. Trainmen will have a thorough understanding with Pullman people regarding number of passengers to get off.

Conductors of westward passenger trains on East End Sub-Division will advise Engineers before arrival at Mt. Royal Station total number of cars directly following engine that do not work at Mt. Royal Station, and trains will stop with these cars west of west end of platform.

Passenger trains on lower level Camden Station, will be started by communication signal from the rear car of trains upon proper signal from Conductor.

Rule 46 applies to freight trains using Nos. 3 and 4 tracks between St. Denis and Lansdowne.

Nos. 29, 31 and 32 will not carry revenue passengers.

At the following points Track Car Operators will contact employes designated and secure information as to yard engine and other movements within yard limits.

Between Locust Street Interlocking and Crossover at Chestnut Street—Operator Philadelphia.

Between Elsmere Junction and Ninth Avenue—Operator Elsmere Junction.

Wilmere on No. 3 Track—Operator Elsmere Junction.

The occupancy of dome sections of Strata Dome Cars is prohibited at all times while cars are operating in electrified territory, Washington Terminal. The Train Conductors must see that persons vacate dome sections before passing Silver Spring or Langdon when moving into Washington Terminal; when moving out of the Washington Terminal, the dome sections must not be occupied until trains pass Silver Spring or Langdon.

Mt. Royal Station times shown on Washington Sub-Division for ready reference of employes.

Unless otherwise instructed, all sections of Westward Time-Saver and No. 99 will not call on telephone at East Brunswick and will proceed on main track to WB Tower.

27. UNCLASSIFIED—Concluded.

Westward trains to change cabooses and crews in Baltimore will use No. one track Mt. Winans Yard unless otherwise instructed.

Train 691 will set Baltimore cars off at Carroll unless otherwise instructed.

Westward Time Saver trains having cars for Washington will stop at QN Tower.

Not more than four dead engines (or four Diesel Units) will be handled in one train. Diesel engines consisting of two to four units will have Units coupled together. The first dead engine will be spaced five cars ahead of caboose, with five cars between each dead engine. When dead engines (steam or Diesel) are of light construction not more than three dead engines or Diesel units will be handled in a train. Where Time Table Special Instructions require the use of retainers, flat maintaining feature will not be used to avoid their use unless a supervisor is on dead engine to prevent overheating of tires or wheels and brake shoes. When dead engines are handled in local freight trains they will be placed back of all set-offs with five cars between each dead engine.

Track Maintenance Gang No. 1 is designated TMG-1, Form 1089-D when issued for TMG-1 will be the authority for movement of the following M of W mechanical tools which can be promptly removed by Trackmen:

SP-15	Spike Puller	SD-7	Spike Diver
100-N	Spike Puller	PB-16-J	Power Ballaster
101-N	Spike Puller	PTL-7	Track Liner
TR-13-G	Tie Gandy	BD-16-K	Ballast Distributor
TU-1	Tie Bed Scarifier		

Rule 110 modified.

Track Maintenance Gang No. 2 is designated TMG-2, Form 1089-D when issued for TMG-2 will be the authority for movement of the following M of W mechanical tools which can be promptly removed by Trackmen:

SP-11-F	Spike Puller	PB-3-M	Power Ballaster
SP-13-F	Spike Puller	PB-4-M	Power Ballaster
TR-12-G	Tie Gandy	BD-13-K	Ballast Distributor
SD-6-N	Spike Driver	PTL-8	Track Liner
SD-15-N	Spike Driver	PTL-11-N	Track Liner
SD-16-N	Spike Driver	PS-1	Plow Sled

Rule 110 modified.

28. ADDITIONAL REGULAR AND FLAG STOPS.

No. 4 will stop at Aberdeen Saturdays.

No. 38 will stop just west of New York Ave. overhead bridge to let off Company employees only.

No. 28 will stop at Aikin Fridays.

29. EXPLANATION OF LETTERS.

E Stops daily except Sunday.

G Stops to discharge passengers from Washington.

R Stops daily to discharge passengers from Philadelphia and points east and to receive passengers for Baltimore and points west.

T Stops to discharge passengers from Baltimore and points west and to receive passengers for Philadelphia and points east.

Y Indicates trains will use Wye at QN Tower or F Interlocking.

WESTWARD.

Distance from Park Junction.	Train Order Stations.	East End Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Slidings. Capacity 45-foot cars including engine and coaches.	FIRST CLASS.																	
				29	11	143	161	171	151	21	163	27	153								
				DAILY Ex. Monday	DAILY	DAILY Ex. Sun. & Hol'dys	DAILY Ex. Sat. Sun. & Hol'dys	DAILY	DAILY Ex. Sat. Sun. & Hol'dys	DAILY	DAILY	DAILY	DAILY Ex. Sat. Sun. & Hol'dys								
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.							
1.6	DN	PARK JUNCTION. 1.6		1.00	2.07																
	DN	PHILADELPHIA. 0.2		\$ 1.05	\$ 2.12																
1.8		LOC. ST. INTERLOCK'G. 1.5		1.24	2.20																
3.3	DN	RG TOWER. 1.1		1.28	2.23																
4.4	DN	FY TOWER. 2.0	57	1.30	2.25																
6.4		DARBY. 3.1																			
9.5		HOLMES. 2.5		1.36	2.31																
12.0		EDDYSTONE. 1.5																			
13.6		CHESTER. 2.2		1.40	2.37																
15.7		FELTONVILLE. 6.3		1.43	2.40																
22.0	DN	SD TOWER. 4.6	112	1.53	2.46																
26.6		WILMINGTON. 1.9		1.58	\$ 2.52																
28.5	DN	ELSMERE JUNCTION. 0.7		2.00	2.57																
29.2		WILSMERE. 1.2																			
30.4	DN	WJ TOWER. 3.1		2.02	2.59																
33.5		DELAWARE PARK. 5.3		2.06	3.06																
38.8		NEWARK. 4.1		2.11	\$ 3.13																
42.9		ELK MILLS. 1.4																			
44.3	DN	SY TOWER. 1.3	99	2.16	\$ 3.20																
45.6		CHILDS. 7.7																			
53.3		FOY'S HILL CROSSOVER. 4.5		2.25	\$ 3.32																
57.8		AIKIN. 0.2			\$ 3.38																
58.0	DN	SA TOWER. 2.2		2.30																	
60.2		HAVRE-DE-GRACE. 2.3																			
63.0		SWAN CREEK. 1.3																			
64.8		ABERDEEN. 0.2			\$ 3.50																
65.0	DN	A TOWER. 4.3	109	2.38																	
69.8		BELCAMP. 1.1																			
70.9		SEWELL. 4.3																			
75.8		CLAYTON. 2.1		2.49	4.06																
77.9		BRADSHAW. 4.0																			
81.9		WHITE MARSH. 2.4																			
84.3	DN	BR TOWER. 1.7	120	2.59	4.21																
86.0		ROSSVILLE. 4.9																			
90.9	DN	BA TOWER. 2.2		3.06	4.31																
93.1		CP INTERLOCKING. 2.0																			
95.1		HU INTERLOCKING. 0.6																			
95.7	DN	NORTH AVENUE. 0.3																			
96.0		MT. ROYAL STA. 1.5		3.14	\$ 4.47	5.25	6.10	6.40	7.30	\$ 8.35	10.00	\$11.38	12.50								
97.5	DN	CAMDEN STATION.		\$ 3.20	\$ 4.55	\$ 5.30	\$ 6.15	\$ 6.45	\$ 7.35	\$ 8.40	\$10.05	\$11.43	\$12.55								
				3.40	5.10	5.80	6.15	6.45	7.35	8.40	10.05	11.45									
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.								
		Time over Sub-Division.....		3.20	2.43	.05	.05	.05	.05	1.40	.05	1.33	.05								
		Average speed per hour.....		41.8	34.8	18.0	18.0	18.0	18.0	57.5	18.0	59.7	18.0								

Passenger trains will not exceed 80 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from Park Junction	Train Order Stations.	East End Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 44-foot cars including engine and onboose.	FIRST CLASS.												
				5	165	1	175	3	7							
				DAILY	DAILY Ex. Sat. Sun. & Hol'dys	DAILY	DAILY Ex. Sunday	DAILY	DAILY							
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.							
	DN	PARK JUNCTION. 1.6		1.21		3.31		5.36	7.41							
1.6	DN	PHILADELPHIA. 0.2		\$ 1.25 1.30		\$ 3.35 3.37		\$ 5.40 5.41	\$ 7.45 7.47							
1.8		LOC. ST. INTERLOCK'G. 1.5														
3.3	DN	RG TOWER. 1.1		1.33		3.39		5.43	7.49							
4.4	DN	FY TOWER. 2.0	57	1.35		3.41		5.45	7.51							
6.4		DARBY. 3.1														
9.5		HOLMES. 2.5		1.39		3.45		5.49	7.55							
12.0		EDDYSTONE. 1.5														
13.5		CHESTER. 2.2		\$ 1.44		3.49		5.53	8.00							
15.7		FELTONVILLE. 6.3		1.47		3.52		5.56	8.04							
22.0	DN	SD TOWER. 4.6	112	1.53		3.57		6.01	8.10							
26.6		WILMINGTON. 1.9		\$ 1.58		\$ 4.02		\$ 6.07	\$ 8.15							
28.5	DN	ELSMERE JUNCTION. 0.7		2.00		4.04		6.10	8.17							
29.2		WILSMERE. 1.2														
30.4	DN	WJ TOWER. 3.1		2.02		4.06		6.12	8.19							
33.5		DELAWARE PARK. 5.3		2.05		4.09		6.15	8.22							
38.8		NEWARK. 4.1		2.10		4.13		R 6.20	8.26							
42.9		ELK MILLS. 1.4														
44.3	DN	SY TOWER. 1.3	99	2.15		4.18		6.25	8.31							
45.6		CHILDS. 7.7														
53.3		FOY'S HILL CROSSOVER. 4.5		2.23		4.26		6.32	8.39							
57.8		AIKIN 0.2				R 4.30			R 8.45							
58.0	DN	SA TOWER. 2.2		2.27				6.37								
60.2		HAVRE-DE-GRAVE. 2.8														
63.0		SWAN CREEK. 1.8														
64.8		ABERDEEN. 0.2		F 2.37				F 6.46	F 8.55							
65.0	DN	A TOWER. 4.8	109			4.39										
69.8		BELCAMP. 1.1														
70.9		SEWELL. 4.9														
75.9		CLAYTON. 2.1		2.47		4.48		6.56	9.04							
77.9		BRADSHAW. 4.0														
81.9		WHITE MARSH. 2.4														
84.3	DN	BR TOWER. 1.7	120	2.57		4.56		7.04	9.14							
86.0		ROSSVILLE. 4.9														
90.9	DN	BA TOWER. 2.2		3.02		5.01		7.10	9.20							
93.1		OP INTERLOCKING. 2.0														
95.1		HU INTERLOCKING. 0.6														
95.7	DN	NORTH AVENUE. 0.3														
96.0		MT. ROYAL STA. 1.5		\$ 3.12 3.17 3.20	4.35 4.40 4.45	\$ 5.11 5.16 5.20	6.30 6.35	\$ 7.22 7.27 7.30	\$ 9.32 9.37 9.40							
97.5	DN	CAMDEN STATION.														
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.							
		Time over Sub-Division.....		1.56	.08	1.45	.05	1.51	1.56							
		Average speed per hour.....		50.5	18.0	55.7	18.0	52.7	50.5							

Passenger trains will not exceed 80 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Camden Station.	Train Order Stations.	East End Sub-Division. TIME-TABLE No. 80. April 23, 1957.	Passing Sidings. Capacity 45-foot cars including engine and cabooses.	FIRST CLASS.																
				12	150	2	162	6	152	4										
				DAILY	DAILY Ex. Sun. & Hol'dys	DAILY	DAILY Ex. Sat. Sun. & Hol'dys	DAILY	DAILY Ex. Sat. Sun. & Hol'dys	DAILY										
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.									
1.5	DN	CAMDEN STATION. 1.5		\$12.40 12.49	\$ 7.10	\$ 7.38 7.40	\$ 8.40	\$ 9.23 9.25	\$11.10	\$12.38 12.40										
1.8	DN	MT. ROYAL STA. 0.3		\$ 1.04	A 7.15	\$ 7.46	A 8.45	\$ 9.31	A11.15	\$12.46										
2.4		NORTH AVENUE. 0.6																		
2.4		HU INTERLOCKING. 0.6																		
4.4		CP INTERLOCKING. 2.0																		
6.6	DN	BA TOWER. 2.2		1.16		7.55		9.39		12.54										
11.5		ROSSVILLE. 4.9																		
13.2	DN	BR TOWER. 1.7 2.4	115	1.23		8.00		9.44		12.59										
15.6		WHITE MARSH. 4.0																		
19.6		BRADSHAW. 2.1		1.34		8.07		9.51		1.06										
21.7		CLAYTON. 4.9																		
26.6		SEWELL. 1.1																		
27.7		BELCAMP. 0.6																		
32.3	DN	A TOWER. 0.2	187			8.15				1.15										
32.5		ABERDEEN. 2.0		F 1.49				F10.00												
34.5		SWAN CREEK. 2.8																		
37.3		HAVRE-DE-GRACE. 2.2																		
39.5	DN	SA TOWER. 0.2	56							1.23										
39.9		AIXIN. 4.5		T 2.00		T 8.23		T10.09												
44.4		FOY'S HILL CROSSOVER. 7.7		2.06		8.30		10.16		1.27										
51.9		CHILDS. 1.3																		
53.2	DN	SY TOWER. 1.4	99	2.17		8.38		10.25		1.35										
54.6		ELK MILLS. 4.1																		
58.7		NEWARK. 5.3		2.24		8.43		\$10.30		\$ 1.40										
64.0		DELAWARE PARK. 3.1		2.30		8.47		10.34		1.44										
67.1	DN	WJ TOWER. 1.2		2.35		8.50		10.38		1.48										
68.3		WILSMERE. 0.7																		
69.0	DN	ELSMERE JUNCTION. 1.9		2.38		8.52		10.40		1.50										
70.9		WILMINGTON. 4.6		\$ 2.44		\$ 8.56		\$10.44		\$ 1.54										
75.5	DN	SD TOWER. 6.3	84	2.51		9.02		10.51		2.00										
81.8		FELTONVILLE. 2.2		3.00		9.07		10.56		2.05										
84.0		CHESTER. 1.5		3.03		9.09		\$11.00		2.08										
85.5		EDDYSTONE. 2.5																		
88.0		HOLMES. 3.1		3.08		9.13		11.06		2.12										
91.1		DARBY. 2.0																		
93.1	DN	FY TOWER. 1.1		3.14		9.19		11.11		2.17										
94.2	DN	RG TOWER. 1.5		3.17		9.22		11.13		2.19										
95.7		LOC. ST. INTERLOCK'G. 0.2																		
95.9	DN	PHILADELPHIA. 1.6		\$ 3.22 3.37		\$ 9.27 9.29		\$11.16 11.22		\$ 2.23 2.25										
97.5	DN	PARK JUNCTION.		3.42		9.34		11.27		2.30										
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.										
		Time over Sub-Division		2.53	.05	1.54	.05	2.02	.05	1.50										
		Average speed per hour		33.8	18.0	51.3	18.0	47.9	18.0	53.2										

Passenger trains will not exceed 80 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Camden station.	Train Order Stations.	East End Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 48-foot cars including engine and tobacco.	FIRST CLASS.																
				28	164	8	174	22	168	32										
				DAILY	DAILY Ex. Sat. Sun. & Hol'dys	DAILY	DAILY Ex. Sat. Sunday	DAILY	DAILY Ex. Sat. Sun. & Hol'dys	DAILY										
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
1.5	DN	CAMDEN STATION. 1.5		\$ 3.21	\$ 4.25	\$ 4.38	\$ 5.28	\$ 5.39	\$10.10	\$10.50										
		MT. ROYAL STA. 0.3		3.23	4.25	4.40	5.30			11.15										
1.8	DN	NORTH AVENUE. 0.3		\$ 3.29	A 4.30	\$ 4.46	A 5.35	\$ 5.45	A10.15	11.21										
2.4		HU INTERLOCKING. 2.0																		
4.4		CP INTERLOCKING. 2.2																		
6.6	DN	BA TOWER. 4.9		3.87		4.54		5.52		11.32										
11.5		ROSSVILLE. 1.7																		
13.2	DN	BR TOWER. 2.4	115	3.42		4.59		5.57		11.37										
15.6		WHITE MARSH. 4.0																		
19.6		BRADSHAW. 2.1																		
21.7		CLAYTON. 4.9		3.49		5.06		6.04		11.45										
26.6		SEWELL. 1.1																		
27.6		BELCAMP. 4.6																		
32.3	DN	A TOWER. 0.2	167	3.58						11.54										
32.5		ABERDEEN. 2.0				F 5.15		\$ 6.13												
34.5		SWAN CREEK. 2.8																		
37.3		HAVRE-DE-GRACE. 2.2																		
39.5	DN	SA TOWER. 0.2	56	4.05						12.03										
39.9		AIKIN. 4.5				T 5.24		\$ 6.21												
44.4		FOY'S HILL CROSSOVER. 7.7		4.00		5.29		6.25		12.10										
51.9		CHILDS. 1.3																		
53.2	DN	SY TOWER. 1.4	99	4.16		5.38		6.33		12.18										
54.6		BLK MILLS. 4.1																		
58.7		NEWARK. 5.3		4.21		\$ 5.45		\$ 6.39		12.24										
64.0		DELAWARE PARK. 3.1		4.25		5.50		6.45		12.30										
67.1	DN	WJ TOWER. 1.2		4.28		5.53		6.48		12.33										
68.3		WILSMERE. 0.7																		
69.0	DN	ELSMERE JUNCTION. 1.9		4.30		5.55		6.50		12.35										
70.9		WILMINGTON. 4.6		\$ 4.32		\$ 6.00		\$ 6.54		12.38										
75.5	DN	SD TOWER. 6.3	84	4.38		6.06		6.59		12.44										
81.8		FELTONVILLE. 2.2		4.43		6.11				12.50										
84.0		CHESTER. 1.5		4.46		\$ 6.15		\$ 7.07		12.53										
85.5		EDDYSTONE. 2.5																		
88.0		HOLMES. 3.1		4.49		6.20		7.11		12.58										
91.1		DARBY. 2.0																		
93.1	DN	FY TOWER. 1.1		4.53		6.25		7.15		1.04										
94.2	DN	RG TOWER. 1.5		4.55		6.27		7.17		1.07										
95.7		LOC. ST. INTERLOCK'G. 0.2																		
95.9	DN	PHILADELPHIA. 1.6		\$ 5.00		\$ 6.30 6.35		A 7.20		\$ 1.15 1.45										
97.5	DN	PARK JUNCTION.		5.05		6.40				1.50										
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.										
		Time over Sub-Division.....		1.42	.05	2.06	.05	1.41	.05	2.35										
		Average speed per hour.....		57.4	18.0	48.8	18.9	57.9	18.9	37.8										

Passenger trains will not exceed 80 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from Camden Station	Train Order Stations.	Washington Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and empties.	FIRST CLASS.										
				29	11	143	161	171	151	21	163	27	153	
				DAILY Ex. Monday	DAILY	DAILY Ex. Sun. & Hol'dys	DAILY Ex. Sat. Sun. & Hol'dys	DAILY	DAILY Ex. Sat. Sun. & Hol'dys	DAILY	DAILY	DAILY	DAILY Ex. Sat. Sun. & Hol'dys	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
	DN	MT. ROYAL STATION.		3.14	4.47	5.25	6.10	6.40	7.30	8.35	10.00	11.38	12.50	
		CAMDEN STATION.		3.20	4.55	5.30	6.15	6.45	7.35	8.40	10.05	11.43	12.55	
0.3	DN	HB TOWER.		3.40	5.10									
0.7		BY INTERLOCKING.												
1.5	DN	CARROLL.												
2.1		MOUNT WINANS.												
3.0		WEST BALTIMORE.												
4.1		LANSDOWNE.												
5.4		HALETHORPE.												
5.7	DN	HX TOWER.		5.54	5.18	5.38	6.23	6.53	7.43	8.47	10.13	11.53	1.03	
6.7		ST. DENIS.				5.40	6.24	6.54	7.44				1.04	
7.2		RELAY.												
7.8		ELK RIDGE.				5.42	6.27	6.56						
9.7		HANOVER.												
10.4		HARWOOD.												
11.5		DORSEY.											1.11	
13.0		MONTEVIDEO.												
13.9		JESSUP.				5.49	6.34				10.21		1.15	
16.0		FT. MEADE JOT.					6.37						1.19	
16.2	DN	PA TOWER.	115	4.07	5.28	5.58	6.38	7.04	7.51	8.56	10.24	12.03	1.20	
17.6		SAVAGE.												
18.7		LAUREL RACE TRACK.												
19.4		LAUREL.			5.33	6.00	6.42	7.08	7.56		10.27		1.25	
23.1		MUIRKIRK.												
24.3		AMMENDALE.												
25.8		BELTSVILLE.												
26.2		SUNNYSIDE.												
28.0		BRANCHVILLE.												
28.4		BERWYN.					6.53							
29.6		COLLEGE PARK.					6.55							
30.6		RIVERDALE.				6.13	6.57							
31.3	DN	JD TOWER.	63	4.21	5.50	6.15	6.59	7.20	8.06	9.06	10.35	12.16	1.35	
31.6		HYATTSVILLE.					7.00							
31.8		MELROSE AVE.												
32.5		BRENTWOOD.												
34.1		LANGDON.												
35.3		F INTERLOCKING.		4.33	5.55	6.20	7.05	7.25	8.10	9.10	10.40	12.20	1.40	
36.0		O TOWER.			5.57	6.22	7.07	7.27	8.12	9.16	10.42	12.27	1.42	
36.8	DN	WASHINGTON.			6.00	6.25	7.10	7.30	8.15	9.20	10.45	12.30	1.45	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	
		Time over Sub-Division.....		.53	.50	.55	.55	.45	.40	.40	.40	.45	.50	
		Average speed per hour.....		40.3	44.2	40.2	40.2	49.1	55.2	55.2	55.2	49.1	44.2	

Passenger trains will not exceed 80 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from Camden Station	Train Order Station.	Washington Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 44-foot cars including engine and on-boards.	FIRST CLASS.											
				173	5	119	155	165	1	175	3	17	167	7	
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DN	MT. ROYAL STA.		.....	S 3.12	.....	.....	4.35	S 5.11	6.30	S 7.22	.....	.....	S 9.32	.....
0.8	DN	CAMDEN STATION. 0.3		2.30	S 3.17	3.30	4.05	S 4.40	S 5.16	S 6.35	S 7.27	7.50	8.30	S 9.37	.....
0.7		HB TOWER. 0.4		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.7		BY INTERLOCKING. 0.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.5	DN	CARBOLL. 0.6		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.1		MOUNT WINANS. 0.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.0		WEST BALTIMORE. 1.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.1		LANSDOWNE. 1.3		.....	.....	.....	.....	F 4.52	.....	.....	.....	.....	.....	.....	.....
5.4		HALETHORPE. 0.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.7	DN	HX TOWER. 1.0		2.38	3.29	3.38	4.12	4.54	5.28	6.43	7.38	7.58	8.38	9.48	.....
6.7		ST. DENIS. 0.5		S 2.39	.....	.....	S 4.14	F 4.55	.....	S 6.44	.....	.....	S 8.40	.....	.....
7.2		RELAY. 0.6		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7.8		ELK RIDGE. 1.9		.....	.....	.....	S 4.17	F 4.57	.....	.....	.....	.....	F 8.43	.....	.....
9.7		HANOVER. 0.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10.4		HARWOOD. 1.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.5		DORSEY. 1.5		.....	.....	.....	S 4.22	F 5.05	.....	.....	.....	.....	.....	.....	.....
13.0		MONTEVIDEO. 0.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.9		JESSUP. 2.1		.....	.....	.....	S 4.26	S 5.11	.....	.....	.....	.....	F 8.49	.....	.....
16.0		FT. MEADE JOT. 0.2		.....	.....	.....	.....	F 5.13	.....	.....	.....	.....	.....	.....	.....
16.2	DN	PA TOWER 1.4	115	2.48	3.39	3.48	4.29	5.14	5.38	6.53	7.48	8.08	8.53	9.58	.....
17.6		SAVAGE. 1.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18.7		LAUREL RACE TRACK. 0.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19.4		LAUREL. 3.7		S 2.51	.....	.....	S 4.33	S 5.19	.....	S 6.56	.....	.....	S 8.56	.....	.....
23.1		MUIRKIRK. 1.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24.3		AMMENDALE. 1.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25.8		BELTSVILLE. 0.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26.2		SUNNYSIDE. 1.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.0		BRANCHVILLE. 0.4		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.4		BERWYN. 1.2		.....	.....	.....	.....	F 5.30	.....	.....	.....	.....	.....	.....	.....
29.6		COLLEGE PARK. 1.0		.....	.....	.....	.....	F 5.32	.....	.....	.....	.....	.....	.....	.....
30.6		RIVERDALE. 0.7		.....	.....	.....	S 4.44	F 5.34	.....	.....	.....	.....	.....	.....	.....
31.3	DN	JD TOWER. 0.3	63	3.01	3.50	4.00	4.46	5.36	5.50	7.06	8.00	8.20	9.06	10.11	.....
31.6		HYATTSVILLE. 0.2		.....	.....	.....	.....	F 5.37	.....	.....	.....	.....	.....	.....	.....
31.8		MELROSE AVE. 0.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
32.5		BRENTWOOD. 1.6		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.1		LANGDON. 1.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.3		F INTERLOCKING. 0.7		3.05	Y 3.53	Y 4.05	4.50	5.40	Y 5.56	7.10	Y 8.05	Y 8.24	9.10	Y 10.15	.....
36.0		C TOWER. 0.8		3.07	4.02	4.12	4.52	5.42	6.02	7.12	8.12	8.32	9.12	10.22	.....
36.8	DN	WASHINGTON.		A 3.10	A 4.05	A 4.15	A 4.55	A 5.45	A 6.05	A 7.15	A 8.15	A 8.35	A 9.15	A 10.25	.....
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
		Time over Sub-Division.....		.40	.45	.48	.50	1.00	.45	.40	.45	.45	.45	.45	
		Average speed per hour.....		55.2	49.1	49.1	44.2	36.8	49.1	55.2	49.1	49.1	49.1	49.1	

Passenger trains will not exceed 80 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Washington.	Train Order Stations.	Washington Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and cabooses.	FIRST CLASS.												
				12	150	2	18	162	120	6	152	4	172			
				DAILY	DAILY Ex. Sat. & Hol'dys	DAILY	DAILY	DAILY Ex. Sat. Sun. & Hol'dys	DAILY	DAILY	DAILY Ex. Sat. Sun. & Hol'dys	DAILY	DAILY			
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	NOON	P. M.			
0.8	DN	WASHINGTON. 0.8		12.01	6.20	7.00	7.30	8.00	8.30	8.45	10.30	12.00	1.00			
		O TOWER. 0.7		12.03	6.23	7.03	7.33	8.03	8.33	8.48	10.33	12.03	1.03			
1.5		F INTERLOCKING. 1.2		12.05	6.25	7.05	7.35	8.05	8.35	8.50	10.35	12.05	1.05			
2.7		LANGDON. 1.6														
4.2		BRENTWOOD. 0.7														
5.0		MELROSE AVE. 0.2														
5.2		HYATTSVILLE. 0.3														
5.5	DN	JD TOWER. 0.7	110	12.10	6.28	7.08	7.39	8.08	8.38	8.53	10.38	12.08	1.08			
6.2		RIVERDALE. 1.0			\$ 6.29											
7.2		COLLEGE PARK. 1.2											\$ 1.13			
8.4		BERWYN. 0.4											\$ 1.17			
8.8		BRANCHVILLE. 1.8														
10.6		SUNNYSIDE. 0.9														
11.5		BELTSVILLE. 1.0											\$ 1.23			
12.5		AMMENDALE. 1.2														
13.7		MUIRKIRK. 2.7														
17.4		LAUREL. 0.7			\$ 6.38			\$ 8.18			\$ 10.48		\$ 1.32			
18.1		LAUREL RACE TRACK. 1.1														
19.2		SAVAGE. 1.4														
20.6	DN	PA TOWER. 0.2	94	12.25	6.42	7.20	7.52	8.22	8.50	9.05	10.52	12.20	1.37			
20.8		FT. MEADE JCT. 2.1														
22.9		JESSUP. 0.9			\$ 6.45								\$ 1.41			
23.8		MONTEVIDEO. 1.5														
25.3		DORSEY. 1.1			\$ 6.48											
26.4		HARWOOD. 0.7														
27.1		HANOVER. 1.9														
29.0		BLK RIDGE. 0.6			\$ 6.54											
29.6		RELAY. 0.5														
30.1		ST. DENIS. 1.0			\$ 6.56			\$ 8.31			\$ 11.01		\$ 1.51			
31.1	DN	HXTOWER. 0.3		12.36	7.00	7.30	8.00	8.32	9.02	9.15	11.02	12.29	1.52			
31.4		HALETHORPE. 1.3														
32.7		LANSDOWNE. 1.1			\$ 7.02											
33.8		WEST BALTIMORE. 0.9														
34.7		MOUNT WINANS. 0.6														
35.3	DN	CARBOLL. 0.8	96													
36.1		BY INTERLOCKING. 0.4														
36.6	DN	HB TOWER. 0.3														
36.8	DN	CAMDEN STATION. 0.3		\$ 12.46 12.49	\$ 7.10	\$ 7.38 7.40	A 8.10	\$ 8.40	A 9.15	\$ 9.23 9.25	\$ 11.10	\$ 12.38 12.40	A 2.00			
		MT. ROYAL STA.		\$ 1.04	A 7.15	\$ 7.46		A 8.45		\$ 9.31	A 11.15	\$ 12.46				
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.			
		Time over Sub-Division.....		.45	.50	.38	.40	.40	.45	.38	.40	.38	1.00			
		Average speed per hour.....		49.1	44.2	58.2	55.2	55.2	49.1	58.2	55.2	58.2	36.8			

Passenger trains will not exceed 80 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Washington.	Train Order Stations.	Washington Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and cabooses.	FIRST CLASS.											
				28	154	164	8	174	22	166	176	168	32	144	
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
				Ex. Sun. & Hol'dys	Ex. Sat. Sun. & Hol'dys	Ex. Sat. Sun. & Hol'dys	Ex. Sunday	Ex. Sun. & Hol'dys	Ex. Sun. & Hol'dys	Ex. Sun. & Hol'dys	Ex. Sun. & Hol'dys	Ex. Sun. & Hol'dys	Ex. Sun. & Hol'dys	Ex. Sun. & Hol'dys	
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
0.8	DN	WASHINGTON. 0.8		2.45	3.15	3.42	4.00	4.35	5.00	6.30	8.00	9.30	.....	10.50	.....
		O TOWER. 0.7		2.48	3.18	3.45	4.03	4.38	5.03	6.33	8.03	9.33	.....	10.53	.....
1.5		F INTERLOCKING. 1.2		2.50	3.20	3.47	4.05	4.40	5.05	6.35	8.05	9.35	10.10	10.55	.....
2.7		LANGDON. 1.6		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.3		BRENTWOOD. 0.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.0		MELROSE AVE. 0.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.2		HYATTSVILLE. 0.3		.....	.....	.....	.....	F 4.43	.....	.....	.....	.....	.....	F 11.00	.....
5.5	DN	JD TOWER. 0.7	110	2.53	3.23	3.50	4.08	4.44	5.08	6.38	8.08	9.38	10.14	11.01	.....
6.2		RIVERDALE. 1.0		.....	\$ 3.24	\$ 3.51	.....	F 4.46	.....	.....	.....	.....	.....	.....	.....
7.2		COLLEGE PARK. 1.2		.....	.....	.....	.....	F 4.48	.....	.....	.....	.....	.....	.....	.....
8.4		BERWYN. 0.4		.....	.....	.....	.....	F 4.50	.....	.....	.....	.....	.....	.....	.....
8.8		BRANCHVILLE. 1.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10.6		SUNNYSIDE. 0.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.6		BELTSVILLE. 1.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12.6		AMMENDALE. 1.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.7		MUIRKIRK. 3.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17.4		LAUREL. 0.7		.....	\$ 3.34	\$ 4.00	.....	\$ 4.59	\$ 5.17	\$ 6.48	\$ 8.18	\$ 9.48	.....	\$ 11.12	.....
18.1		LAUREL RACE TRACK. 1.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19.2		SAVAGE. 1.4		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20.6	DN	PA TOWER. 0.2	94	3.05	3.38	4.04	4.20	5.03	5.20	6.52	8.22	9.52	10.27	11.17	.....
20.8		FT. MEADE JCT. 2.1		.....	.....	.....	.....	\$ 5.04	.....	.....	.....	.....	.....	.....	.....
22.0		JESSUP. 0.9		.....	.....	\$ 4.06	.....	F 5.06	.....	.....	.....	.....	.....	F 11.21	.....
23.8		MONTEVIDEO. 1.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25.3		DORSEY. 1.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	G 11.24	.....
26.4		HARWOOD. 0.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27.1		HANOVER. 1.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29.0		BLK RIDGE. 0.6		.....	.....	\$ 4.14	.....	\$ 5.14	.....	.....	.....	.....	.....	.....	.....
29.6		RELAY. 0.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30.1		ST. DENIS. 1.0		.....	.....	\$ 4.16	.....	\$ 5.17	.....	\$ 7.01	\$ 8.31	\$ 10.01	.....	\$ 11.30	.....
31.1	DN	HX TOWER. 0.3		3.14	3.47	4.17	4.30	5.19	5.29	7.02	8.32	10.02	10.38	11.32	.....
31.4		HALETHORPE. 1.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
32.7		LANSDOWNE. 1.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33.8		WEST BALTIMORE. 0.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.7		MOUNT WINANS. 0.6		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.3	DN	CARROLL. 0.8	96	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36.1	DN	BY INTERLOCKING. 0.4		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36.5	DN	HB TOWER. 0.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36.8	DN	CAMDEN STATION. MT. ROYAL STA.		\$ 3.21 3.23 3.29	A 3.55	\$ 4.25 A 4.30	\$ 4.38 4.40 \$ 4.46	\$ 5.28 5.30 A 5.35	\$ 5.39	A 7.10	A 8.40	\$ 10.10 A 10.15	\$ 10.50 11.15 11.21	A 11.40..........	.....
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		Time over Sub-Division.....		.36	.40	.43	.38	.53	.39	.40	.40	.40	.40	.40	.50
		Average speed per hour.....		61.8	55.2	51.8	58.2	41.7	57.8	55.2	55.2	55.2	55.2	55.2	44.2

Passenger trains will not exceed 80 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from Washington.	Train Order Stations.	Metropolitan Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 44-foot cars including engine and caboose.	FIRST CLASS.									
				31	29	11	21	9	39	5	25		
				DAILY	DAILY Ex. Monday	DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY		
				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		
0.8	DN	WASHINGTON. 0.8		12.10	.....	8.00	9.30	1.00	3.50	4.30	4.40	.....	.....
		C TOWER. 0.9		12.13	.....	8.03	9.33	1.03	3.53	4.33	4.43	.....	.....
1.7	DN	QN TOWER. 0.9		12.15	4.50	8.05	9.35	1.05	3.55	4.35	4.45	.....	.....
2.6		UNIVERSITY. 1.2											
3.8		TERRA COTTA. 0.4											
4.2		CHILLUM. 1.0											
5.2		LAMOND. 0.5											
5.7		TAKOMA PARK. 0.5											
6.2		NORTH TAKOMA. 0.7											
6.9		SILVER SPRING. 0.9		12.24	5.05	8.14	9.40	1.14	4.03	4.44	4.54	.....	.....
7.8		GEORGETOWN JOT. 1.4		12.26	5.08	8.15	.....	1.15	4.05	4.45	4.55	.....	.....
9.2		FOREST GLEN. 0.7							F 4.07				
9.9		CAPITOL VIEW. 0.5							F 4.09				
10.4		KENSINGTON. 1.5		12.29	5.12	8.18	.....	1.18	4.11	4.48	4.58	.....	.....
11.9		GARRETT PARK. 1.3							S 4.14				
13.2		RANDOLPH. 1.8											
15.0		AUTREY PARK. 1.0											
16.0		ROCKVILLE. 1.2		12.35	5.18	8.25	9.48	1.23	4.22	4.53	5.03	.....	.....
17.2		WESTMORE. 1.3											
18.5		DERWOOD. 1.8											
20.1		WASHINGTON GROVE. 1.0							S 4.27				
21.1		GAITHERSBURG. 0.5		12.41	5.24	8.30	.....	1.28	4.30	4.58	5.08	.....	.....
21.6		WARD. 0.9											
22.5		BROWN. 1.2											
23.7		CLOPPER. 0.7											
24.4		WARING. 1.5											
25.9		GHEMANTOWN. 2.5							F 4.36				
28.4		BOYD. 0.7							S 4.40				
29.1	DNX	DS TOWER. 0.7	93	12.49	5.31	8.37	9.59	1.36	4.41	5.05	5.16	.....	.....
29.8		BUCK LODGE. 2.8							F 4.43				
32.6		BARNESVILLE. 2.2		12.53	5.36	8.40	.....	1.39	4.48	5.08	5.19	.....	.....
34.8		DICKERSON. 3.7							S 4.52				
38.5		TUSCARORA. 3.7											
42.2	DN	POINT OF ROCKS. 3.1		1.03	5.46	8.50	10.10	1.49	5.01	5.17	5.28	.....	.....
45.3		CATOCTIN. 1.5											
46.8		EAST BRUNSWICK. 2.2											
49.0	DN	WB TOWER. 0.1											
49.1		BRUNSWICK. 2.4		S 1.23	5.56	9.00 9.06	10.17	S 1.59	A 5.10	5.26	6.37	.....	.....
51.5		KNOXVILLE. 0.8											
52.3	DN	WEVERTON.		1.30	6.00	9.14	10.20	2.05	.....	5.29	5.41	.....	.....
				A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		
		Time over Sub-Division.....		1.20	1.10	1.14	.50	1.05	1.20	.59	1.01		
		Average speed per hour.....		39.3	43.4	42.4	62.7	48.3	36.8	53.2	51.4		

Passenger trains will not exceed 75 miles per hour between C Tower and Point of Rocks, and 65 miles per hour between Point of Rocks and Weverton.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from Washington.	Train Order Stations.	Metropolitan Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity of foot cars including engine and cabooses.	FIRST CLASS.																	
				37	1	3	17	7													
				DAILY Ex. Sun. & Hol'dys	DAILY	DAILY	DAILY	DAILY													
				P. M.	P. M.	P. M.	P. M.	P. M.													
0.8	DN	WASHINGTON. 0.8		5.05	6.30	8.45	9.00	10.55													
		C TOWER. 0.9		6.08	6.33	8.48	9.03	10.58													
1.7	DN	QN TOWER. 0.9		5.10	6.35	8.50	9.05	11.00													
2.6		UNIVERSITY. 1.2		F 5.11																	
3.8		TERRA COTTA. 0.4																			
4.2		CHILLUM. 1.0																			
5.2		LAMOND. 0.5																			
5.7		TAKOMA PARK. 0.5		S 5.15																	
6.2		NORTH TAKOMA. 0.7																			
6.9		SILVER SPRING. 0.9		S 5.19	S 6.44	S 8.59	S 9.13	S 11.09													
7.8		GEORGETOWN JCT. 1.4		5.20	6.46	9.00	9.15	11.10													
9.2		FOREST GLEN. 0.7		F 5.22																	
9.9		CAPITOL VIEW. 0.5		F 5.24																	
10.4		KENSINGTON. 1.5		S 5.26	6.49	9.03	9.18	11.13													
11.9		GARRETT PARK. 1.3		S 5.29																	
13.2		RANDOLPH. 1.8																			
15.0		AUTREY PARK. 1.0																			
16.0		ROCKVILLE. 1.2		S 5.34	6.55	9.08	9.23	11.19													
17.2		WESTMORE. 1.3																			
18.5		DERWOOD. 1.6		F 5.38																	
20.1		WASHINGTON GROVE. 1.0		S 5.41																	
21.1		GAITHERSBURG. 0.5		S 5.43	7.00	9.13	9.28	11.24													
21.6		WARD. 0.9																			
22.5		BROWN. 1.2																			
23.7		CLOPPER. 0.7		F 5.46																	
24.4		WARING. 1.5																			
25.9		GERMANTOWN. 2.5		S 5.49																	
28.4		BOYD. 0.7		S 5.53																	
29.1	DNX	DS TOWER. 0.7	93	5.54	7.08	9.20	9.35	11.31													
29.8		BUCK LODGE. 2.8		F 5.56																	
32.6		BARNESVILLE. 2.2		S 6.00	7.12	9.23	9.39	11.34													
34.8		DICKERSON. 3.7		S 6.03																	
38.5		TUSCARORA. 3.7		F 6.07																	
42.3	DN	POINT OF ROCKS. 3.1		S 6.11	7.22	9.32	9.48	11.44													
45.3		CATOCTIN. 1.5																			
46.8		EAST BRUNSWICK. 2.2																			
49.0	DN	WB TOWER. 0.1																			
49.1		BRUNSWICK. 2.4		A 6.23	7.31	9.41	S 9.59	11.53													
51.5		KNOXVILLE. 0.8																			
52.3	DN	WEVERTON.			7.25	9.44	10.06	11.57													
				P. M.	P. M.	P. M.	P. M.	P. M.													
		Time over Sub-Division.....		1.18	1.05	.59	1.06	1.03													
		Average speed per hour.....		37.8	48.3	53.2	47.6	50.7													

Passenger trains will not exceed 75 miles per hour between C Tower and Point of Rocks and 65 miles per hour between Point of Rocks and Weverton.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Weverton.	Train Order Stations.	Metropolitan Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.	FIRST CLASS.										
				38	10	2	40	18	26	6				
				DAILY Ex. Sun. & Hol'dys	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY				
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
0.8	DN	WEVERTON. 0.8		.....	5.00	5.20	.....	6.08	7.02	7.17	.....	.....	.....	.....
3.2		KNOXVILLE. 2.4		.....			.....				.....	.....	.....	.....
3.8		BRUNSWICK. 0.1		4.35	5.05	5.24	5.30	6.11	7.05	7.20	.....	.....	.....	.....
5.5	DN	WB TOWER. 2.2		.....			.....				.....	.....	.....	.....
7.0		EAST BRUNSWICK. 1.5		.....			F 5.36	.....			.....	.....	.....	.....
		CATOCTIN. 3.1		.....			.....				.....	.....	.....	.....
10.1	DN	POINT OF ROCKS. 3.7		S 4.44	5.15	5.33	S 5.41	6.20	7.14	7.29	.....	.....	.....	.....
13.8		TUSCARORA. 3.7		.....			F 5.46	.....			.....	.....	.....	.....
17.5		DICKERSON. 2.2		S 4.53			S 5.51	.....			.....	.....	.....	.....
19.7		BARNESVILLE. 2.8		S 4.57	5.24	5.42	S 5.56	6.29	7.23	7.38	.....	.....	.....	.....
22.5		BUCK LODGE. 0.7		F 5.01	.....		F 6.01	.....			.....	.....	.....	.....
23.8	DNX	DS TOWER. 3.7	97	5.02	5.28	5.46	6.02	6.32	7.26	7.41	.....	.....	.....	.....
23.9		BOYD. 2.5		S 5.04	.....		S 6.04	.....			.....	.....	.....	.....
26.4		GERMANTOWN. 1.5		S 5.08	.....		S 6.08	.....			.....	.....	.....	.....
27.9		WARING. 0.7		.....			.....				.....	.....	.....	.....
28.6		CLOPPER. 1.2		.....			.....				.....	.....	.....	.....
29.8		BROWN. 0.9		.....			.....				.....	.....	.....	.....
30.7		WARD. 0.5		.....			.....				.....	.....	.....	.....
31.2		GAITHERSBURG. 1.0		S 5.16	5.35	5.53	S 6.15	6.39	7.33	7.48	.....	.....	.....	.....
32.2		WASHINGTON GROVE. 1.6		S 5.18	.....		S 6.18	.....			.....	.....	.....	.....
33.8		DERWOOD. 1.3		.....			F 6.21	.....			.....	.....	.....	.....
35.1		WESTMORE. 1.2		.....			.....				.....	.....	.....	.....
36.3		ROCKVILLE. 1.0		S 5.24	5.40	5.59	S 6.26	6.44	7.38	7.53	.....	.....	.....	.....
37.3		AUTREY PARK. 1.8		.....			.....				.....	.....	.....	.....
39.1		RANDOLPH. 1.3		.....			.....				.....	.....	.....	.....
40.4		GARRETT PARK. 1.5		S 5.30	.....		S 6.32	.....			.....	.....	.....	.....
41.9		KENSINGTON. 0.5		S 5.33	5.47	6.04	S 6.35	6.49	7.43	7.58	.....	.....	.....	.....
42.4		CAPITOL VIEW. 0.7		F 5.35	.....		.....				.....	.....	.....	.....
43.1		FOREST GLEN. 1.4		F 5.37	.....		F 6.37	.....			.....	.....	.....	.....
44.5		GEORGETOWN JOT. 0.9		5.39	5.52	6.07	6.39	6.52	7.47	8.01	.....	.....	.....	.....
45.4		SILVER SPRING. 0.7		S 5.42	S 5.58	S 6.09	S 6.42	S 6.54	S 7.49	S 8.02	.....	.....	.....	.....
46.1		NORTH TAKOMA. 0.5		.....			.....				.....	.....	.....	.....
46.6		TAKOMA PARK. 0.5		F 5.46	.....		S 6.44	.....			.....	.....	.....	.....
47.1		LAMOND. 1.0		.....			.....				.....	.....	.....	.....
48.1		CHILLUM. 0.4		.....			.....				.....	.....	.....	.....
48.5		TERRA COTTA. 1.2		.....			.....				.....	.....	.....	.....
49.7		UNIVERSITY. 0.9		F 5.52	.....		.....				.....	.....	.....	.....
50.6	DN	QN TOWER. 0.9		5.54	Y 6.08	Y 6.18	6.52	Y 7.01	Y 7.58	Y 8.10	.....	.....	.....	.....
51.5		C TOWER. 0.8		5.57	6.17	6.27	6.57	7.10	8.07	8.19	.....	.....	.....	.....
52.3	DN	WASHINGTON.		A 6.00	A 6.20	A 6.30	A 7.00	A 7.13	A 8.10	A 8.22	.....	.....	.....	.....
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
		Time over Sub-Division.....		1.25	1.20	1.10	1.30	1.05	1.08	1.05				
		Average speed per hour.....		34.7	39.2	44.8	32.7	48.3	46.2	48.3				

Passenger trains will not exceed 65 miles per hour between Weverton and Point of Rocks, and 75 miles per hour between Point of Rocks and C Tower.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Weverton.	Train Order Station.	Metropolitan Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and coaches.	FIRST CLASS.											
				734	34	4	8	22	32	12					
				Sunday ONLY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY					
				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.					
9.8	DN	WEVERTON. 0.8		9.18	F 9.07	10.32	2.22	3.55	8.35	10.00					
		KNOXVILLE. 2.4			F 9.10										
8.2		BRUNSWICK. 0.1		S 9.23	S 9.17	10.35	2.25	3.58	S 8.50	S 10.06					
8.8	DN	WB TOWER. 2.2													
5.6		EAST BRUNSWICK. 1.5													
7.0		CATOCTIN. 3.1			S 9.22										
10.1	DN	POINT OF ROCKS. 3.7		9.32	S 9.29	10.44	2.34	4.05	8.59	10.16					
18.8		TUSCARORA. 3.7													
17.6		DICKERSON. 2.2			F 9.39										
19.7		BARNESVILLE. 2.8		9.41	S 9.44	10.53	2.43		9.09	10.26					
22.5		BUCK LODGE. 0.7			F 9.49										
28.2	DNX	DS TOWER. 0.7	97	9.44		10.56	2.46	4.16	9.12	10.30					
23.9		BOYD. 2.5			S 9.54										
26.4		GERMANTOWN. 1.5			S 9.59										
27.9		WARING. 0.7													
28.6		CLOPPER. 1.2													
29.8		BROWN. 0.9													
30.7		WARD. 0.5													
31.2		GAITHERSBURG. 1.0		9.51	S 10.11	11.03	2.54		9.20	10.37					
32.2		WASHINGTON GROVE. 1.6			F 10.13										
33.8		DERWOOD. 1.3			F 10.15										
35.1		WESTMORE. 1.2													
36.3		ROCKVILLE. 1.0		9.55	S 10.21	11.08	2.59	4.27	9.25	10.42					
37.3		AUTREY PARK. 1.8													
39.1		RANDOLPH. 1.3													
40.4		GARRETT PARK. 1.5			S 10.27										
41.9		KENSINGTON. 0.5		10.00	S 10.30	11.13	3.04		9.30	10.47					
42.4		CAPITOL VIEW. 0.7													
43.1		FOREST GLEN. 1.4													
44.5		GEORGETOWN JCT. 0.9		10.03	10.35	11.17	3.08		9.33	10.50					
45.4		SILVER SPRING. 0.7		S 10.04	S 10.40	S 11.19	S 3.10	S 4.35	9.34	S 10.52					
46.1		NORTH TAKOMA. 0.5													
46.6		TAKOMA PARK. 0.5			F 10.43										
47.1		LAMOND. 1.0													
48.1		CHILLUM. 0.4													
48.5		TERRA COTTA. 1.2													
49.7		UNIVERSITY. 0.9			S 10.50										
50.6	DN	QN TOWER. 0.9		10.15	Y 10.53	Y 11.23	Y 3.18	Y 4.40	Y 9.45	11.05					
51.5		C TOWER. 0.8		10.17	11.02	11.37	3.27	4.47		11.07					
52.3	DN	WASHINGTON.		A 10.20	A 11.05	A 11.40	A 3.30	A 4.50		A 11.10					
				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.					
		Time over Sub-Division.....		1.02	1.58	1.08	1.08	.55	1.10	1.10					
		Average speed per hour.....		50.7	26.5	46.2	46.2	57.0	44.8	44.8					

Passenger trains will not exceed 65 miles per hour between Weverton and Point of Rocks, and 75 miles per hour between Point of Rocks and C Tower.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

EASTWARD.

Distance from Curtis Bay Jct.	Train Order Stations.	Old Main Line Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Cap. 45-ft. cars inc. eng. and cab.							Distance from Point of Rocks.	Train Order Stations.	Old Main Line Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Cap. 45-ft. cars inc. eng. and cab.									
0.9		CURTIS BAY JCT. 0.9 WEST BALTIMORE. 1.1								3.4	DN	POINT OF ROCKS. 3.4 DOUB. 0.7										
2.0		LANSLOWNE. 1.1								4.1		AX CROSSOVER. 0.2										
3.1		HALETHORPE. 0.2								4.3		ADAMSTOWN. 2.0										
3.3	DN	HX TOWER. 1.0								6.3		BUCKEYSTOWN. 1.7										
5.1		ST. DENIS. 0.5								8.0		LIME KILN. 2.6										
5.6		RELAY. 0.6								10.6	DN	FREDERICK JCT. 1.3										
6.2		AVALON. 1.8								11.9		REELS MILL. 6.1										
8.0		ORANGE GROVE. 1.1								18.0		RO CABIN. 0.5										
9.1		ILCHESTER. 1.1								18.5	D-X	MONROVIA. 2.3										
10.2		GRAY. 1.0								20.8		BARTHOLOW. 3.0										
11.2		ELLCOTT CITY. 0.6								23.8	DN	MA TOWER. 3.9										
11.8		OELLA. 3.2								27.7		WATERSVILLE JCT. 3.3										
15.0		HOLLOFIELD. 1.3								31.0		WOODBINE. 2.9										
16.3		DANIELS. 3.9								33.9		HOODS MILL. 1.2										
20.2		WOODSTOCK. 2.6								35.1	PDN X	GAITHER. 1.3										
22.8		MARRIOTTSVILLE. 0.8								36.4		SYKESVILLE. 3.6										
23.6		HENRYTON. 3.6								40.0		HENRYTON. 0.8										
27.2		SYKESVILLE. 1.3								40.8		MARRIOTTSVILLE. 2.6										
28.5	PDN X	GAITHER. 1.2								43.4		WOODSTOCK. 3.9										
29.7		HOODS MILL. 2.9								47.5		DANIELS. 1.3										
32.6		WOODBINE. 3.3								48.6		HOLLOFIELD. 3.2										
35.9		WATERSVILLE JCT. 3.9								51.8		OELLA. 0.6										
39.8	DN	MA TOWER. 3.0								52.4		ELLCOTT CITY. 1.0										
42.8		BARTHOLOW. 2.3								53.4		GRAY. 1.1										
45.1	D-X	MONROVIA. 0.5								54.5		ILCHESTER. 1.1										
45.6		RO CABIN. 6.1								55.6		ORANGE GROVE. 1.8										
51.7		REELS MILL. 1.3								57.4		AVALON. 0.6										
53.0	DN	FREDERICK JCT. 2.6								58.0		RELAY. 0.5										
55.6		LIME KILN 1.7								58.5		ST. DENIS. 1.0										
57.3		BUCKEYSTOWN. 2.0								60.3	DN	HX TOWER. 0.2										
59.3		ADAMSTOWN. 0.2								60.5		HALETHORPE. 1.1										
59.5		AX CROSSOVER. 0.7								61.6		LANSLOWNE. 1.1										
60.2		DOUB. 3.4								62.7		WEST BALTIMORE. 0.9										
63.6	DN	POINT OF ROCKS.								63.6		CURTIS BAY JCT.										
													Time over Sub-Division...					Time over Sub-Division...				
													Average speed per hour....					Average speed per hour....				

Passenger trains will not exceed 40 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

EASTWARD.

Distance from Ft. Geo. G. Meade.	Train Order Stations.	Ft. Geo. G. Meade Sub-Division.	Passing Sidings. Capacity 45-foot cars including engine and caboose.			Distance from Ft. Geo. G. Meade.	Train Order Stations.	Ft. Geo. G. Meade Sub-Division.	Passing Sidings. Capacity 45-foot cars including engine and caboose.		
		TIME-TABLE No. 80.						TIME-TABLE No. 80.			
		April 28, 1957.						April 28, 1957.			
	DN	PA TOWER. 2.8				0.0		FT. GEO. G. MEADE. 0.5			
2.8		PORTLAND 1.1				0.5		DISNEY. 1.1			
3.9		DISNEY. 0.5				1.6		PORTLAND 2.8			
4.4		FT. GEO. G. MEADE.				4.4	DN	PA TOWER.			
		Time over Sub-Division.....						Time over Sub-Division.....			
		Average speed per hour.....						Average speed per hour.....			

Passenger trains will not exceed 30 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

EASTWARD.

Distance from Weverton.	Train Order Stations.	Hagerstown Sub-Division.	Passing Sidings. Capacity 45-foot cars including engine and caboose.			Distance from Hagerstown.	Train Order Stations.	Hagerstown Sub-Division.	Passing Sidings. Capacity 45-foot cars including engine and caboose.		
		TIME-TABLE No. 80.						TIME-TABLE No. 80.			
		April 28, 1957.						April 28, 1957.			
	DN	WEVERTON. 1.2					D-X	HAGERSTOWN. 1.2			
1.2		STONEBRAKER. 0.8				1.2		CORBETT. 0.5			
2.0		GARRETT'S MILL. 1.3				1.7		SECURITY JUNCTION. 0.3			
3.3		AUGUSTA. 1.1				2.0		FUNKSTOWN. 1.3			
4.4		BROWNSVILLE. 1.4				3.3		FIERY SIDING. 0.4			
5.8		GAPLAND. 1.0				3.7		BALLS ROAD. 1.8			
6.8		BEELER'S SUMMIT. 1.4				5.5		ROXBURY. 1.2			
8.2		ROHRERSVILLE. 2.9				6.7		BREATHEDS. 1.5			
11.1		EAKLE'S MILL. 1.5	46			8.2		BURTNER. 1.0			
12.6		KEEDYSVILLE. 1.9				9.2		SHOWMAN. 1.9			
14.5		SHOWMAN. 1.0				11.1		KEEDYSVILLE. 1.5			
15.5		BURTNER. 1.5				12.6		EAKLE'S MILL. 2.9	46		
17.0		BREATHEDS. 1.2				15.5		ROHRERSVILLE. 1.4			
18.2		ROXBURY. 1.8				16.9		BEELER'S SUMMIT. 1.0			
20.0		BALLS ROAD. 0.4				17.9		GAPLAND. 1.4			
20.4		FIERY SIDING. 1.3				19.3		BROWNSVILLE. 1.1			
21.7		FUNKSTOWN. 0.3				20.4		AUGUSTA. 1.3			
22.0		SECURITY JUNCTION. 0.5				21.7		GARRETT'S MILL. 0.8			
22.5		CORBETT. 1.2				22.5		STONEBRAKER. 1.2			
23.7	D-X	HAGERSTOWN.				23.7	DN	WEVERTON.			
		Time over Sub-Division.....						Time over Sub-Division.....			
		Average speed per hour.....						Average speed per hour.....			

Passenger trains will not exceed 25 miles per hour between Weverton and Beeler's Summit and 35 miles per hour between Beeler's Summit and Hagerstown.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

EASTWARD.

	Distance from Frederick Junction. Train Order Stations.	Frederick Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.			
	DN	FREDERICK JCT. 2.4				
2.4		GROVE. 1.2				
3.6		FREDERICK.				
		Time over Sub-Division.....				
		Average speed per hour.....				

	Distance from Frederick. Train Order Stations.	Frederick Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.			
		FREDERICK. 1.2				
1.2		GROVE. 2.4				
3.6	DN	FREDERICK JCT.				
		Time over Sub-Division.....				
		Average speed per hour.....				

Passenger trains will not exceed 15 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

EASTWARD.

	Distance from Harpers Ferry. Train Order Stations.	Shenandoah Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.			
	DN	HARPERS FERRY. 4.1				
4.1	D-X	MILLVILLE. 2.0				
6.1		HALLTOWN. 4.2				
10.3	D-X	CHARLES TOWN. 0.5				
10.8		N. & W. R'Y CROSSING. 2.7				
13.5		ALDRIDGE. 4.5				
18.0		SUMMIT POINT. 2.7	47			
20.7		SWIMLEY. 1.7				
22.4		WADESVILLE. 4.4				
26.8		STEPHENSON. 3.7				
30.5		C. V. JUNCTION. 1.2				
31.7	D-X	WINCHESTER. 1.3				
33.0		W. & W. JUNCTION. 2.7				
35.7		KERNSTOWN. 1.9				
37.6		BARTONVILLE. 1.7				
39.3	D-X	STEPHENS CITY. 2.5				
41.8		VAUCLUSE. 2.4				
44.2	D-X	MIDDLETOWN. 1.8				
46.0		CEDAR CREEK. 3.3				
49.3		CAPON ROAD. 1.1				
50.4		STRASBURG JCT.				
		Time over Sub-Division.....				
		Average speed per hour.....				

	Distance from Strasburg Junction. Train Order Stations.	Shenandoah Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.			
		STRASBURG JCT. 1.1				
1.1		CAPON ROAD. 3.3				
4.4		CEDAR CREEK. 1.8				
6.2	D-X	MIDDLETOWN. 2.4				
8.6		VAUCLUSE. 2.5				
11.1	D-X	STEPHENS CITY. 1.7				
12.8		BARTONVILLE. 1.9				
14.7		KERNSTOWN. 2.7				
17.4		W. & W. JUNCTION. 1.3				
18.7	D-X	WINCHESTER. 1.2				
19.9		C. V. JUNCTION. 3.7				
23.6		STEPHENSON. 4.4				
28.0		WADESVILLE. 1.7				
29.7		SWIMLEY. 2.7				
32.4		SUMMIT POINT. 4.5	47			
36.9		ALDRIDGE. 2.7				
39.6		N. & W. R'Y CROSSING. 0.5				
40.1	D-X	CHARLES TOWN. 4.2				
44.3		HALLTOWN. 2.0				
46.3	D-X	MILLVILLE. 4.1				
50.4	DN	HARPERS FERRY.				
		Time over Sub-Division.....				
		Average speed per hour.....				

Passenger trains will not exceed 40 miles per hour between Harper's Ferry and Charles Town, and 35 miles per hour between Charles Town and Strasburg Junction.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

EASTWARD.

Distance from JD Tower.	Train Order Stations.	Alexandria Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.			Distance from Anacostia Junction.	Train Order Stations.	Alexandria Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.		
0.0	DN	JD TOWER.		.....	.....	0.0	DN	ANACOSTIA JUNCTION.		.....	.....
1.4		1.4 JONES HILL.		.....	.....	0.6		0.6 SHEPHERD JUNCTION.		.....	.....
3.8		2.4 CHESAPEAKE JUNCTION. (East End Double Track.)		.....	.....	1.3		0.7 BENNING.		.....	.....
5.3		1.5 BENNING.		.....	.....	2.8		1.5 CHESAPEAKE JUNCTION. (East End Double Track.)		.....	.....
6.0		0.7 SHEPHERD JUNCTION.		.....	.....	5.2		2.4 JONES HILL.		.....	.....
6.6	DN	0.6 ANACOSTIA JUNCTION.		.....	.....	6.6	DN	1.2 JD TOWER.		.....	.....
				Time over Sub-Division						Time over Sub-Division	
				Average speed per hour						Average speed per hour	

Passenger trains will not exceed 30 miles per hour.

Speed as shown in Special Instruction 5, and such other instructions as may be in effect, will not be exceeded.

WESTWARD.

EASTWARD.

Distance from Elsmere Junction.	Train Order Stations.	Market Street Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.			Distance from Ninth Ave.	Train Order Stations.	Market Street Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.		
0.0	DN	ELSMERE JUNCTION.		.....	.....	0.0		NINTH AVE.		.....	.....
2.0		2.0 NINTH AVE.		.....	.....	2.0	DN	2.0 ELSMERE JUNCTION.		.....	.....
				Time over Sub-Division						Time over Sub-Division	
				Average speed per hour						Average speed per hour	

Passenger trains will not exceed 15 miles per hour.

Speed as shown in Special Instruction 5, and such other instructions as may be in effect, will not be exceeded.

WESTWARD.

EASTWARD.

Distance from Georgetown Junction.	Train Order Stations.	Georgetown Sub-Division.		Passing Sidings. Capacity 45-foot cars including engine and caboose.			
		TIME-TABLE No. 80.					
		April 28, 1957.					
0.0		GEORGETOWN JOT.	1.9		.....	
1.9		CHEVY CHASE.	1.4		.....	
3.3		BETHESDA.	7.7		.....	
11.0		GEORGETOWN.			.....	
		Time over Sub-Division.....					
		Average speed per hour.....					

Distance from Georgetown.	Train Order Stations.	Georgetown Sub-Division.		Passing Sidings. Capacity 45-foot cars including engine and caboose.			
		TIME-TABLE No. 80.					
		April 28, 1957.					
0.0		GEORGETOWN.	7.7		.....	
7.7		BETHESDA.	1.4		.....	
9.1		CHEVY CHASE.	1.9		.....	
11.0		GEORGETOWN JOT.			.....	
		Time over Sub-Division.....					
		Average speed per hour.....					

Passenger trains will not exceed 15 miles per hour.

Speed as shown in Special Instruction 5, and such other instructions as may be in effect, will not be exceeded.

WESTWARD.

EASTWARD.

Distance from WJ Tower.	Train Order Stations.	Landenberg Sub-Division.		Passing Sidings. Capacity 45-foot cars including engine and caboose.			
		TIME-TABLE No. 80.					
		April 28, 1957.					
0.0	DN	WJ TOWER.	5.0		.....	
5.0		MT. CUBA.	2.8		.....	
7.8		YORKLYN.	1.9		.....	
9.7		HOCKESSIN.	1.0		.....	
10.7		MILL CREEK.			.....	
		Time over Sub-Division.....					
		Average speed per hour.....					

Distance from Mill Creek.	Train Order Stations.	Landenberg Sub-Division.		Passing Sidings. Capacity 45-foot cars including engine and caboose.			
		TIME-TABLE No. 80.					
		April 28, 1957.					
0.0		MILL CREEK.	1.0		.....	
1.0		HOCKESSIN.	1.9		.....	
2.9		YORKLYN.	2.8		.....	
5.7		MT. CUBA.	5.0		.....	
10.7	DN	WJ TOWER.			.....	
		Time over Sub-Division.....					
		Average speed per hour.....					

Passenger trains will not exceed 25 miles per hour between WJ Tower and Mt. Cuba and 15 miles per hour between Mt. Cuba and Millcreek.

Speed as shown in Special Instruction 5, and such other instructions as may be in effect, will not be exceeded.

WESTWARD.

EASTWARD.

Distance from SA Tower.	Train Order Stations.	Perryville Sub-Division.			Passing Sidings. Capacity 45-foot cars including engine and caboose.			Distance from Perryville.	Train Order Stations.	Perryville Sub-Division.			Passing Sidings. Capacity 45-foot cars including engine and caboose.		
		TIME-TABLE No. 80.								TIME-TABLE No. 80.					
		April 28, 1957.							April 28, 1957.						
0.0	DN	SA TOWER.			.....		0.0		PERRYVILLE.			.....		
1.0		1.0 PERRYVILLE.			.....		1.0	DN	SA TOWER.			.....		
		Time over Sub-Division							Time over Sub-Division						
		Average speed per hour							Average speed per hour						

Passenger trains will not exceed 15 miles per hour.

Speed as shown in Special Instruction 5, and such other instructions as may be in effect, will not be exceeded.

WESTWARD.

EASTWARD.

Distance from Riverside.	Train Order Stations.	Locust Point Sub-Division.			Passing Sidings. Capacity 45-foot cars including engine and caboose.			Distance from Bailey.	Train Order Stations.	Locust Point Sub-Division.			Passing Sidings. Capacity 45-foot cars including engine and caboose.		
		TIME-TABLE No. 80.								TIME-TABLE No. 80.					
		April 28, 1957.							April 28, 1957.						
0.0	DN	RIVERSIDE.			.....		0.0	DN	BY INTLKG.			.....		
1.2	DN	1.2 BY INTLKG.			.....		1.2	DN	RIVERSIDE.			.....		
		Time over Sub-Division							Time over Sub-Division						
		Average speed per hour							Average speed per hour						

Passenger trains will not exceed 15 miles per hour.

Speed as shown in Special Instruction 5, and such other instructions as may be in effect, will not be exceeded.

WESTWARD.

EASTWARD.

Distance from Brooklyn.	Train Order Stations.	Curtis Bay Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.			Distance from Curtis Bay Junction.	Train Order Stations.	Curtis Bay Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.		
0.0	DN	BX TOWER. 1.6		.....	.....	0.0		CURTIS BAY JUNCTION. 0.2		.....	.....
1.6		CLIFFORD. 1.5		.....	.....	0.2		ZEPF (West End Double Track.)		.....	.....
3.1		ZEPF. (West End Double Track.)		.....	.....	1.7		CLIFFORD. 1.6		.....	.....
3.3		CURTIS BAY JUNCTION. 0.2		.....	.....	3.3	DN	BX TOWER.		.....	.....
				Time over Sub-Division.....						Time over Sub-Division.....	
				Average speed per hour.....						Average speed per hour.....	

Passenger trains will not exceed 15 miles per hour.

Speed as shown in Special Instruction 5, and such other instructions as may be in effect, will not be exceeded.

WESTWARD.

EASTWARD.

Distance from Clifford.	Train Order Stations.	South Baltimore Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.			Distance from Carroll.	Train Order Stations.	South Baltimore Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 45-foot cars including engine and caboose.		
0.0		CLIFFORD. 1.2		.....	.....	0.0	DN	CARROLL. 0.4		.....	.....
1.2		WESTPORT. 0.4		.....	.....	0.4		WESTPORT.		.....	.....
1.6	DN	CARROLL.		.....	.....	1.6		CLIFFORD.		.....	.....
				Time over Sub-Division.....						Time over Sub-Division.....	
				Average speed per hour.....						Average speed per hour.....	

Passenger trains will not exceed 15 miles per hour.

Speed as shown in Special Instruction 5, and such other instructions as may be in effect, will not be exceeded.

WESTWARD.

EASTWARD.

Distance from Bay View.	Train Order Stations.	Sparrows Point Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 46-foot cars including engine and caboose.		
0.0	DN	BA TOWER. 0.6		.....	.....
0.6		HIGHLANDTOWN JCT. 0.3		.....	.....
0.9		BECKS. 1.0		.....	.....
1.9		CANTON JUNCTION. 0.7		.....	.....
2.6	DN	PENN MARY JUNCTION. 4.8		.....	.....
7.4		GRAY (Bear Creek Junction)		.....	.....
		Time over Sub-Division.....			
		Average speed per hour.....			

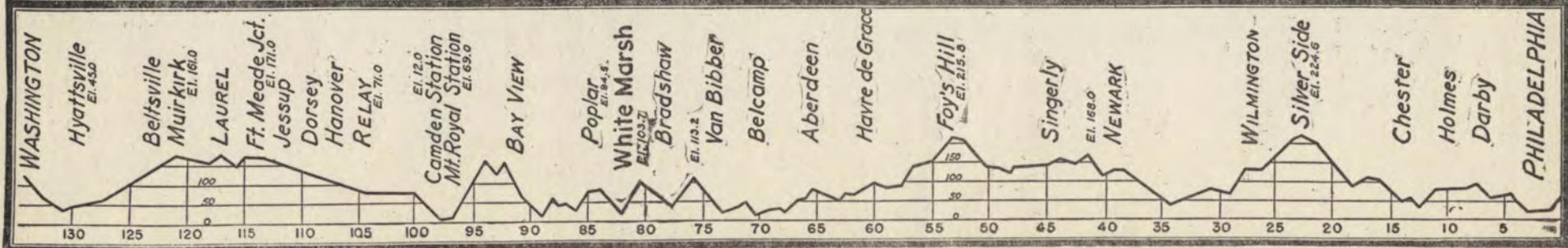
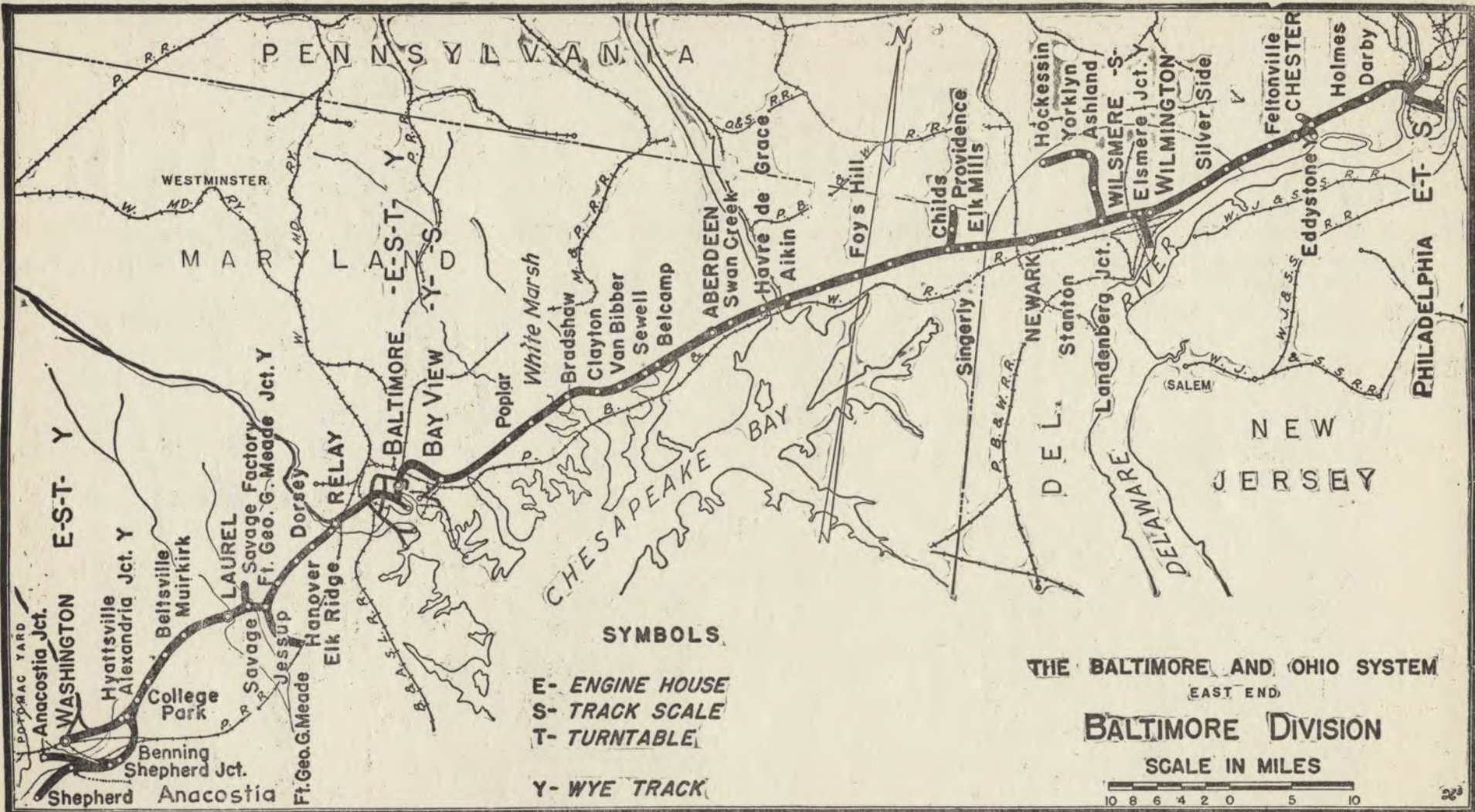
Distance from Bear Creek Junction.	Train Order Stations.	Sparrows Point Sub-Division. TIME-TABLE No. 80. April 28, 1957.	Passing Sidings. Capacity 46-foot cars including engine and caboose.		
0.0		GRAY (Bear Creek Junction) 4.8		.....	.....
4.8	DN	PENN MARY JUNCTION. 0.7		.....	.....
5.5		CANTON JUNCTION. 1.0		.....	.....
6.5		BECKS. 0.3		.....	.....
6.8		HIGHLANDTOWN JCT. 0.6		.....	.....
7.4	DN	BA TOWER.		.....	.....
		Time over Sub-Division.....			
		Average speed per hour.....			

Passenger trains will not exceed 15 miles per hour.

Speed as shown in Special Instruction 5, and such other instructions as may be in effect, will not be exceeded.

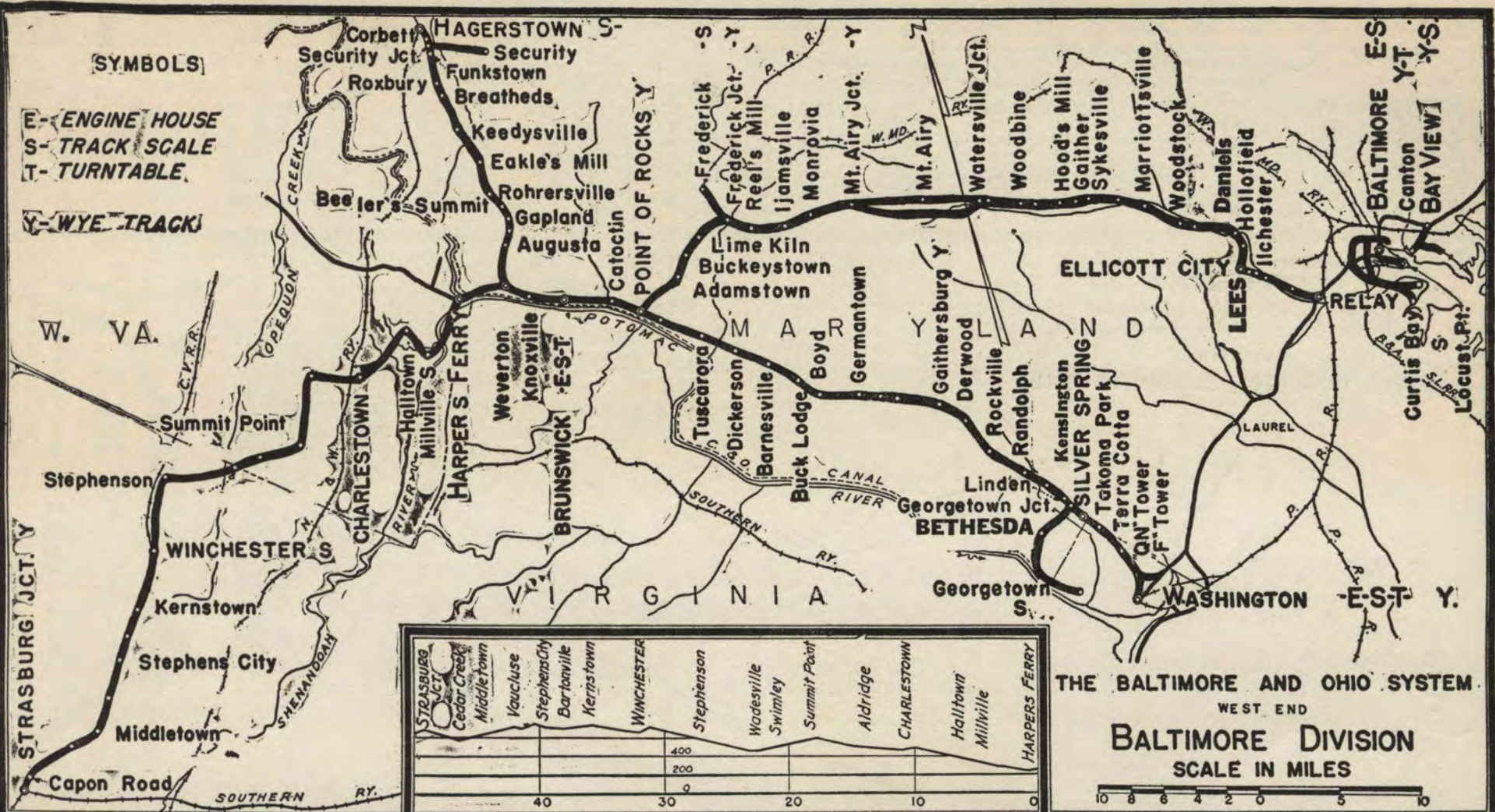
SPEED TABLE.

Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.
0 Min. 45 Sec.	80.0	1 Min. 10 Sec.	51.0	2 Min. 10 Sec.	27.0
0 " 46 "	78.0	1 " 11 "	50.0	2 " 15 "	26.0
0 " 47 "	77.0	1 " 12 "	50.0	2 " 20 "	25.0
0 " 48 "	75.0	1 " 13 "	49.0	2 " 24 "	25.0
0 " 49 "	73.0	1 " 14 "	48.0	2 " 30 "	24.0
0 " 50 "	72.0	1 " 15 "	48.0	2 " 40 "	22.0
0 " 51 "	70.0	1 " 16 "	47.0	2 " 50 "	21.0
0 " 52 "	69.0	1 " 18 "	46.0	3 " 0 "	20.0
0 " 53 "	67.0	1 " 20 "	45.0	3 " 10 "	18.0
0 " 54 "	66.0	1 " 22 "	43.0	3 " 15 "	18.0
0 " 55 "	65.0	1 " 24 "	42.0	3 " 20 "	18.0
0 " 56 "	64.0	1 " 26 "	41.0	3 " 30 "	17.0
0 " 57 "	63.0	1 " 28 "	40.0	3 " 45 "	16.0
0 " 58 "	62.0	1 " 30 "	40.0	4 " 0 "	15.0
0 " 59 "	61.0	1 " 32 "	39.0	4 " 17 "	14.0
1 " 0 "	60.0	1 " 34 "	38.0	4 " 36 "	13.0
1 " 1 "	59.0	1 " 36 "	37.0	5 " 0 "	12.0
1 " 2 "	58.0	1 " 38 "	36.0	5 " 27 "	11.0
1 " 3 "	57.0	1 " 40 "	36.0	6 " 0 "	10.0
1 " 4 "	56.0	1 " 42 "	35.0	6 " 40 "	9.0
1 " 5 "	55.0	1 " 45 "	34.0	7 " 30 "	8.0
1 " 6 "	54.0	1 " 50 "	32.0	8 " 34 "	7.0
1 " 7 "	53.0	1 " 55 "	31.0	10 " 0 "	6.0
1 " 8 "	52.0	2 " 0 "	30.0	12 " 0 "	5.0
1 " 9 "	52.0	2 " 5 "	28.0		



SYMBOLS

- E- ENGINE HOUSE
- S- TRACK SCALE
- T- TURNTABLE
- Y- WYE TRACK



THE BALTIMORE AND OHIO SYSTEM
WEST END
BALTIMORE DIVISION
SCALE IN MILES

