

**THE
WASHINGTON TERMINAL
COMPANY**

UNION STATION

Time Table No.

31

IN EFFECT

12:01 A. M., SUNDAY, AUGUST 9

1914

For the Government of Employes Only

Eastern Time

**A. M. KEPPEL,
Superintendent**

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THE
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12:01 A. M., Sunday, August 9

1914

AND

Special Instructions

TIME TABLES.

1. Each time table from the moment it takes effect, supersedes the preceding time table. All employes whose duties are in any manner prescribed by the instructions contained in this time table must keep themselves supplied with a copy, have it with them while on duty and insert a copy of each supplement as issued.

SPECIAL INSTRUCTIONS.

2. The rules herein set forth take effect with the issue of this time table, superseding all previous rules and instructions inconsistent therewith.

Every employe whose duties are in any way prescribed by these special rules must be provided with a copy of them and familiarize himself with such rules. He will be held responsible for proper insertion of any supplement which may be issued.

Nothing contained herein is to be construed as relieving enginemen and trainmen from the strict observance of General and Special Rules published elsewhere, nor from the responsibility and necessity of giving full protection to trains.

WASHINGTON TERMINAL.

3. Comprises, Union Station, the tracks, from Union Station, extending: Northward, to Division Boards located, at Junction with P. B. & W. R. R., and Washington Branch of B. & O. R. R., 467 feet north of center line of New York Avenue overhead bridge; at Junction with Metropolitan Branch of B. & O. R. R., 395 feet north of center line of New York Avenue overhead bridge; Southward, to the Division Board located at Junction with P. B. & W. R. R., 1,584 feet south of South Portal of First Street Tunnel; Eckington Coach Yard; and Ivy City Engine and Shop Yard.

STANDARD TIME.

4. The seventy-fifth meridian or eastern time is the standard and will be transmitted daily, except on Sunday and Legal Holidays, at 12.00 noon, at which time clocks must be adjusted to show correct time.

Yard masters, foremen, conductors and enginemen must use reliable watches, and compare same at least once each day with standard clock.

Standard clocks are located:

- D. C. Telegraph Office, Union Station.
- Engine Dispatcher's Office, Ivy City.
- A, K, and C Interlocking Stations.
- Yard Master's Office, Coach Yard.

BULLETIN BOARDS.

5. Are located as follows:

- Station Master's Office, Union Station.
- Engine Dispatcher's Office, Ivy City.
- K Interlocking Station.
- Yard Master's Office, Coach Yard.

Trainmen, enginemen, and firemen, must examine bulletin boards daily and sign for all General Orders within forty-eight hours after being posted.

DESIGNATION OF TRACKS AND CURRENT OF TRAFFIC.

6. The thoroughfare track between Signal 66L, C Interlocking, and B. & O. R. R. Wye Bridge is designated No. 50, and the current of traffic on this track will be from Signal 66L to Wye Bridge.

7. The northward engine track between Signal 68L, C Interlocking, and B. & O. R. R. Wye Bridge is designated No. 51, and the current of traffic on this track will be from Signal 68L to Wye Bridge.

8. The southward engine track between B. & O. R. R. Wye Bridge and Signal 70L, C Interlocking, is designated No. 52, and the current of traffic on this track will be from Wye Bridge to Signal 70L.

9. The current of traffic on the Coach Yard Wye is from the northeast leg at the B. & O. R. R. Wye bridge to the northwest leg at T Street overhead bridge.

10. The stub end tracks, east of K Interlocking Station, adjacent to Express Building, are designated East Yard.

The stub end tracks, west of K Interlocking Station, adjacent to Main Power House, are designated West Yard.

MOVEMENT OF TRAINS.

11. Trainmen in charge of movements on Coach Yard Wye must be on the lookout for switching movements at and beyond northwest leg of Wye.

12. Movements opposing the current of traffic on track No. 50 and Coach Yard Wye must be protected by flagman who will be sent ahead a sufficient distance to insure safety.

13. Care must be exercised by switch tenders and trainmen so that signals intended for movements on track No. 51 will not be taken by movements on track No. 50.

14. Engines and drafts moving between C Interlocking and Ivy City must stop at the Stop Boards at the Wye Bridge and proceed only on signal from switch tender at that point who will use:

Green flag by day and green light by night for northward movements;

White flag by day and white light by night for southward movements.

15. Movements from coach yard to C Interlocking must stop north of New York Avenue overhead bridge before fouling any lead and then proceed only on signal from switch tender located at that point.

16. Movements from C Interlocking to coach yard must stop before fouling any Coach yard lead unless signalled to proceed by switch tender located at New York Avenue overhead bridge.

17. Conductor or brakeman in charge of movements to coach yard must ride front end of said movements and will be held responsible for switches in coach yard other than those controlled by switch tender.

18. When trains are run against the current of traffic they must be run carefully, looking out for employes working about tracks.

19. During snow storms or when view of an approaching train is obscured, enginemen and trainmen must use every precaution approaching interlocking plants, stations, yards and other points where men may be at work on track, to attract their attention; the engine bell must be rung, speed reduced, and, if necessary, whistle sounded.

20. When cars are pushed by an engine, trainman in charge of the movement must know that air brake and train air signal equipment is coupled through from front of leading car to engine, is operative; that rider hose is coupled to front of leading car, test same, and know it is in proper working order before signalling engineman, he will then take a conspicuous position on front end of leading car and signal by communicating signals, and hand signals.

Engineman will control the movement in accordance with signal from trainman in charge.

Communicating signals to start must be followed by hand, flag or lamp signal from trainman before movement is begun.

Engineman must not move train until proper communicating signal is given, followed by a hand, flag or lamp signal from trainman, except that cars may be switched without use of communicating signal.

When train air signal equipment is inoperative trainman must so notify engineman who will then be governed by hand, flag or lamp signal.

Trainman in charge of the movement will be held responsible for using brake valve on rider hose to stop train at proper place in Union Station, also, stop train in emergencies.

21. Enginemen and firemen must keep a constant lookout and observe hand, flag and lamp signals and position of fixed signals.

22. When trains are stopped at Signal 1366 for a period exceeding one minute the conductor (or engine-man when train consists of light engine) will communicate with A Interlocking Station. In event of the signal being out of order, authority to proceed to be obtained by telephone and must be taken on clearance card, form W. T. 97, a supply of which will be kept in the watchman's cabin, located near South end First Street Tunnel, when this form is so used conductor or engine-man will forward same to the office of the Superintendent promptly after arrival at Union Station.

23. All trains, drafts, and light engines, when passing through First Street Tunnel, must be provided with red and white hand lamps, lighted and ready for immediate use.

24. When a sudden or severe application of the brakes takes place, all tracks must be protected immediately.

25. If the signal whistle fails on an engine of a passenger train and the whistle cannot be put in working order without detention, the train will proceed with the whistle out of service. In all such cases the inspector must notify the conductor, engineman and station master promptly, the latter to advise train clerk who will see that proper notice is wired the road interested.

26. Cars will be handled on Coal Wharf at Ivy City in accordance with the following instructions:

Before cars are moved Coal Wharf Foreman must see that bottoms of cars and car doors are closed and secured, that rails are free from coal, and coal dumped is dressed and clear of tracks to prevent it from falling on the track.

Conductors must see that bottoms of cars and car doors are secured before placing cars on the coal wharf and must not move cars from coal wharf until it is known that tracks are free from coal and doors and bottoms of cars are closed and secured.

27. All engines, trains, or drafts, entering high level station tracks must be stopped at least twenty feet from the stop block or from cars that may be standing on such tracks unless it is desired to couple to such cars.

STARTING TRAINS.

28. Train starting signals will be operated as follows:

In the absence of instructions to hold train for baggage, mail or other causes, the conductor will notify K or A Interlocking Station one minute before train is to leave, by turning, with a key provided for that purpose, the electric switch at one of the shed post indicators on the side adjoining his train. Receipt of signal will be acknowledged by lighting the upper indicator at the shed post and at the train fence gate.

Ticket examiner will, at the proper time, close the gate and light the lower indicator at the gate, Interlocking Station, and shed posts. When both indicators are lighted at the shed posts, train will be started by conductor signalling rear trainman, who will give communicating signal from the last car in train.

If the lower indicator at the gate fails to light, the ticket examiner must then notify the conductor and Interlocking Station that the starting signals are out of order and the train may proceed.

After the train has departed, the starting signals must be restored to the normal position.

Car inspectors will report to the conductor when train has been inspected and, so far as they are concerned, is ready to leave.

SIGNAL RULES

USE OF SIGNALS.

29. Employes whose duties may require them to give signals, must provide themselves with the proper appliances, keep them in good order and ready for immediate use.

30. A signal imperfectly displayed, or the absence of a signal, at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, and a prompt report made of the fact.

In reporting imperfectly displayed signals, or signals evidently out of order, the engine or train crew may make this report verbally to the signalman who will upon receiving this information notify the Superintendent.

31. Flags of the prescribed color must be used by day and lights of the prescribed color by night.

32. Night signals are to be displayed from sunset to sunrise. When weather or other conditions obscure day signals, night signals must be used in addition.

33. Interlocking signals at all points must be restored to the stop position as soon as the movement for which they are displayed has passed, and a following movement must not, without orders, proceed on a signal known to have been displayed for a preceding movement.

34. When interlocking signals fail, or for any other reason cannot be cleared, authority to pass same will be given on clearance card, form W. T. 97.

35. A blue flag by day and a blue light by night displayed at one or both ends of an engine, car or train indicates that workmen are under or about it; when thus protected it must not be coupled to or moved. Workmen will display the blue signals and the same workmen are alone authorized to remove them. Other cars must not be placed on the same tracks so as to intercept the view of the blue signals, without first notifying the workmen.

36. Trainmen and other employes when not engaged in giving signals must avoid any movement of arms or lamps which might be accepted in error as a signal.

37. Enginemen and firemen will call signal indications to each other. Trainmen riding on locomotives must also observe and call indication of signals.

38. COMMUNICATING SIGNALS.

	SOUND	INDICATION.
(a)	Two	When train is standing, start.
(b)	Two	When train is running, stop at once.
(c)	Three	When train is standing, back.
(d)	Three	When train is running, stop at next station.
(e)	Four	When train is standing, apply or release air brakes.
(f)	Four	When train is running, reduce speed.
(g)	Five	When train is standing, call in flagman.
(h)	Five	When train is running, increase speed.

39. AUDIBLE SIGNALS.**Engine whistle signals.**

Note:—The signals prescribed are illustrated by “o” for short sounds, “—” for longer sounds. The sound of the whistle should be distinct, with intensity and duration proportionate to the distance signal is to be conveyed.

	SOUND	INDICATION.
(a)	o	Stop. Apply brakes.
(b)	--	Release brakes.
(f)	---	When running, train parted, to be repeated until answered by signal prescribed by Paragraph 40 (d).
(h)	o o o	When train is standing, back.

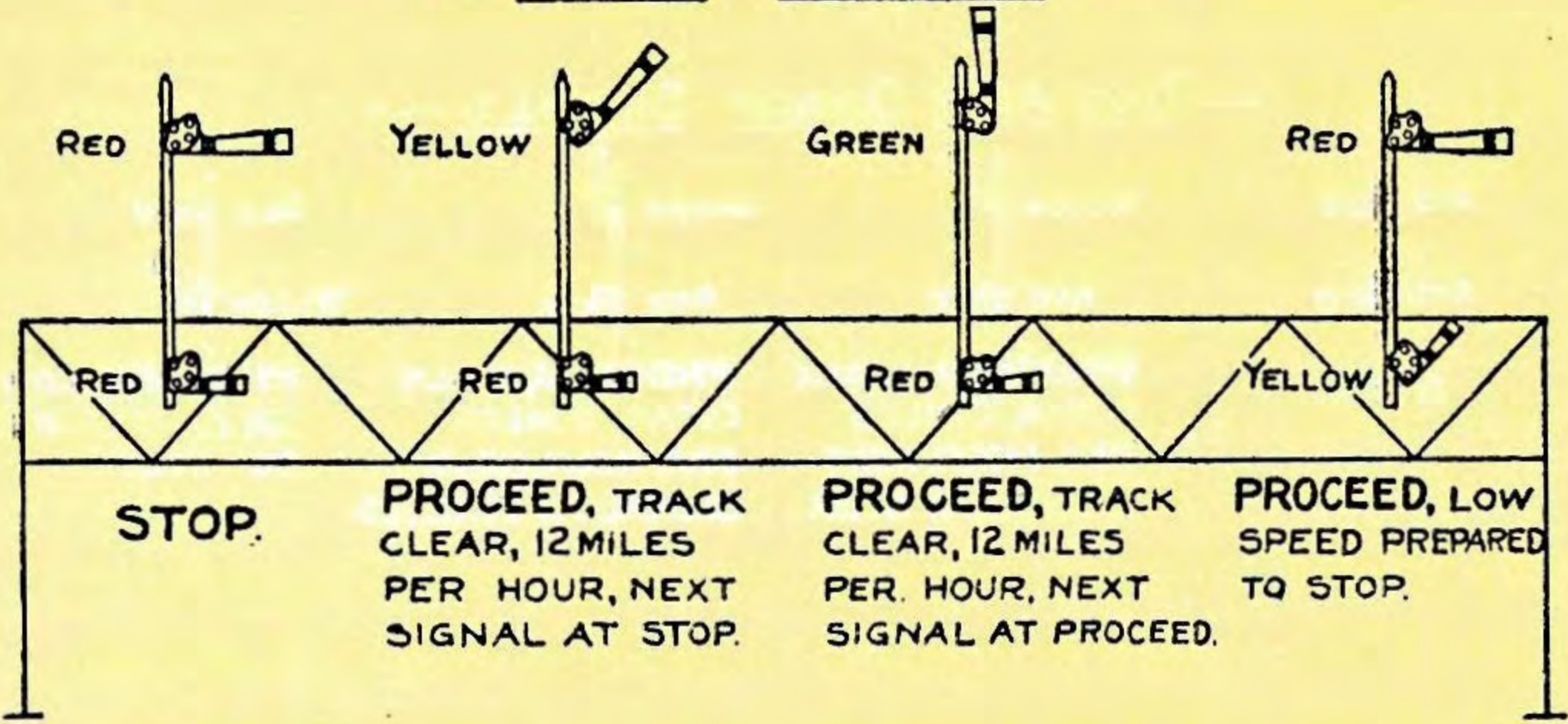
40. HAND, FLAG AND LAMP SIGNALS.

MANNER OF USING.	INDICATION.
(a) Swung across the track.	Stop.
(b) Raised and lowered vertically.	Proceed.
(c) Swung vertically in a circle at half arm's length across the track, when train is standing.	} Back.
(d) Swung vertically in a circle at arm's length across the track, when the train is running.	
(e) Swung horizontally above the head, when the train is standing.	} Apply air brakes.
(f) Held at arm's length above the head, when the train is standing.	
(g) Held horizontally at arm's length, when the train is moving.	} Reduce speed.

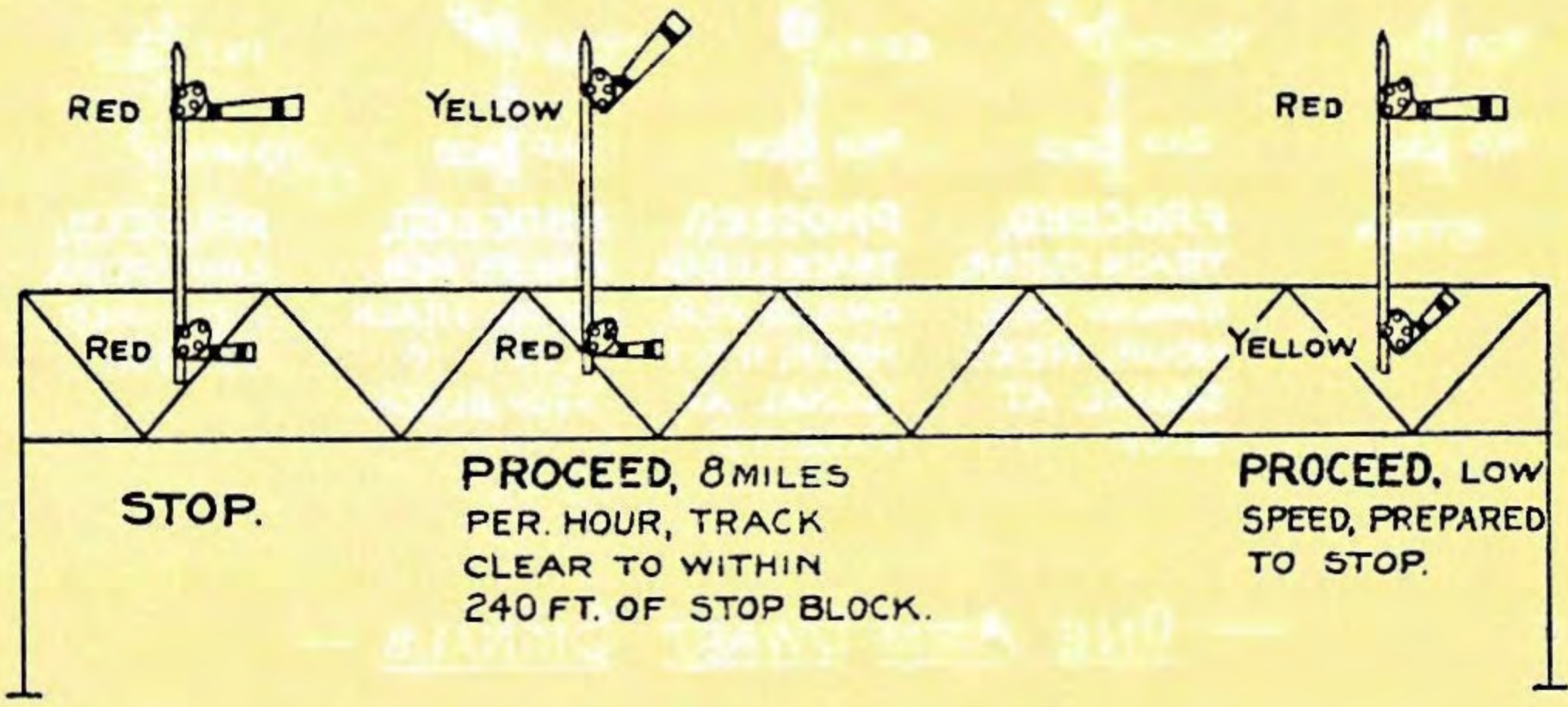
Any object waved violently by any one on or near the track is a signal to stop.

TERMINAL SIGNALS

— BRIDGE SIGNALS —

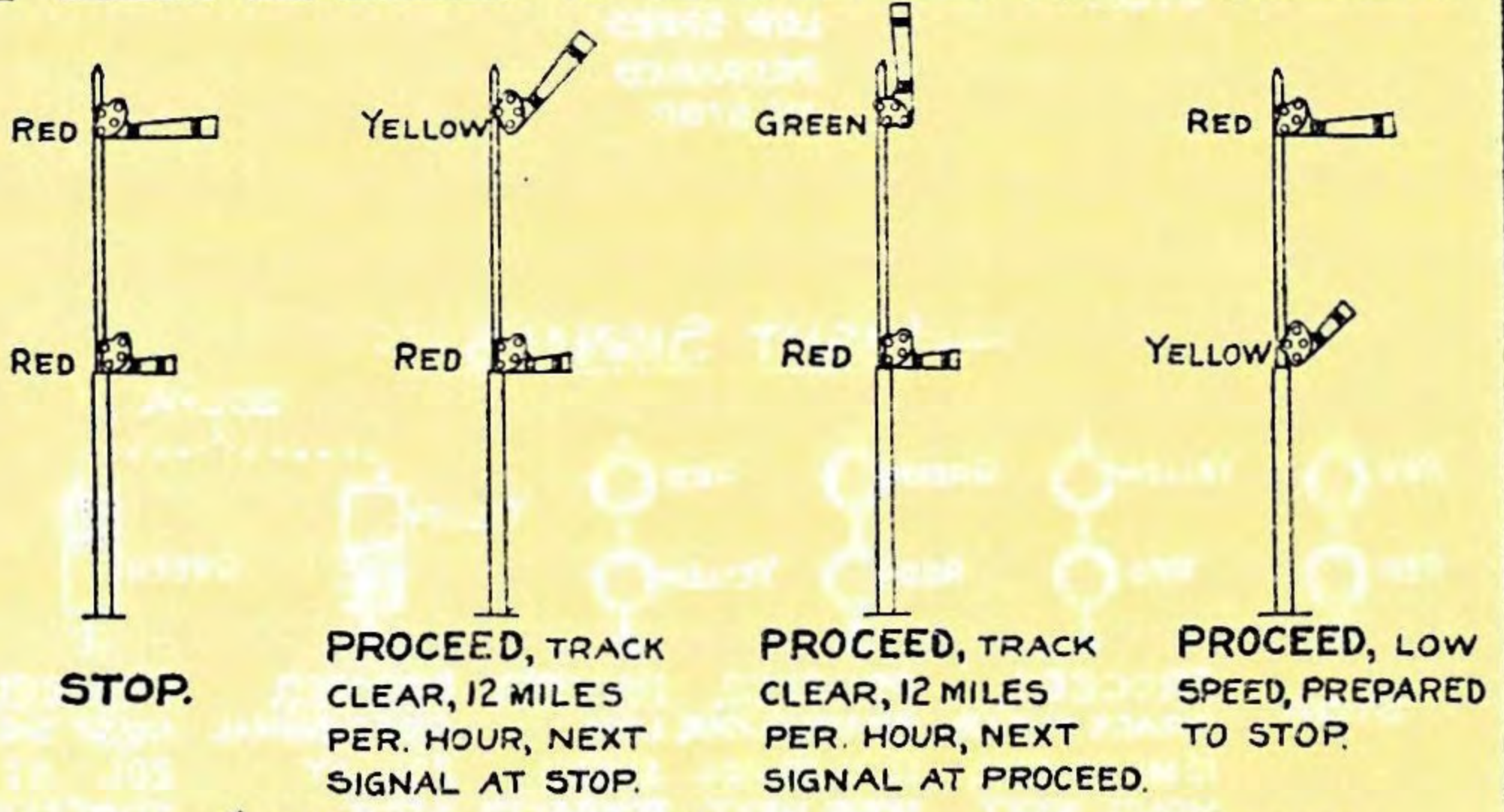


STUB END STATION TRACKS 1 TO 20 BOTH INCLUSIVE - BRIDGES "A-C" AND "E"

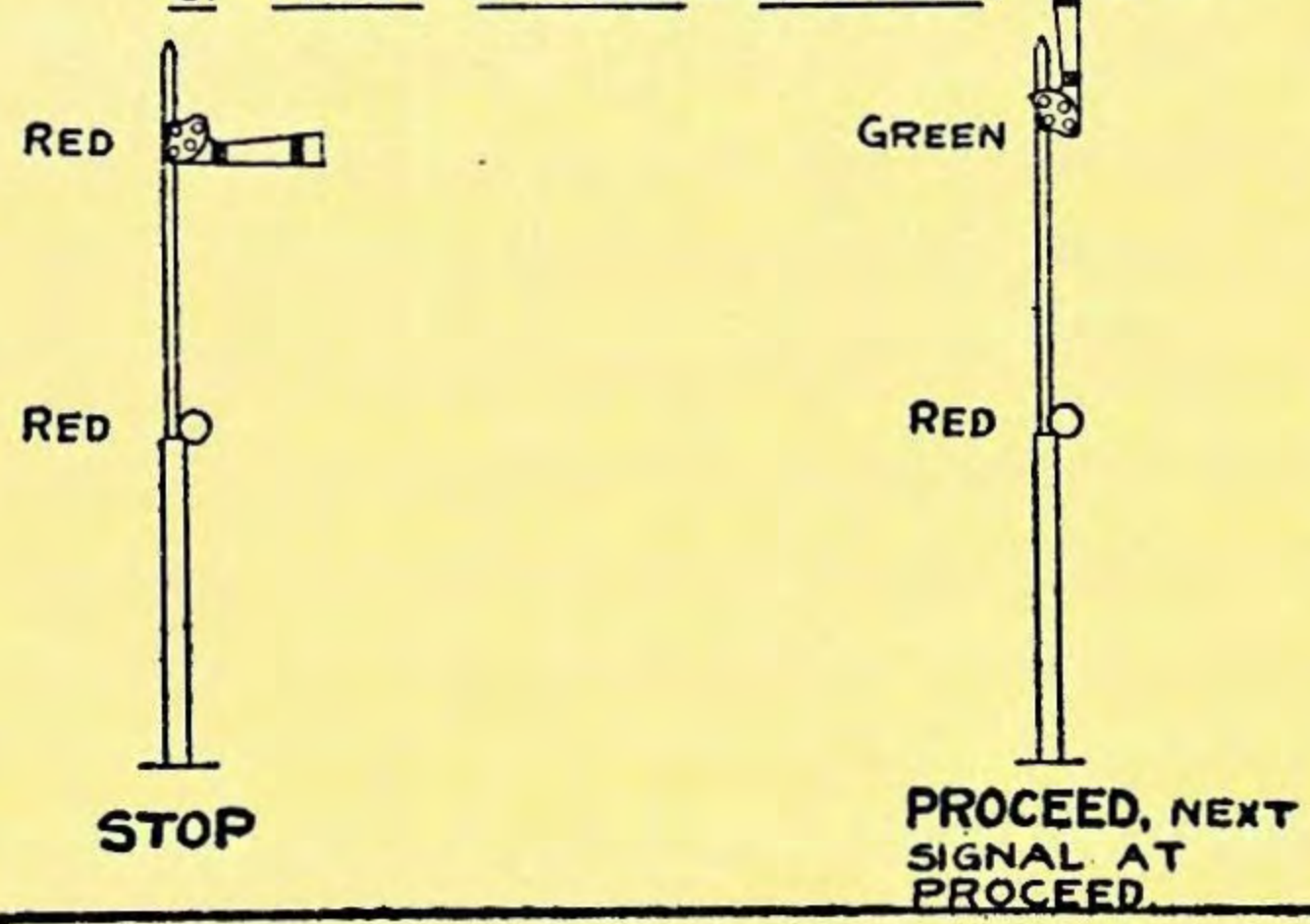


— GROUND SIGNALS —

SIGNAL 140L LOCATED ON TRACK 35 NORTH OF SIGNAL BRIDGE "H" AND SIGNAL 6R LOCATED ON TRACK 21 NORTH LINE OF CONCOURSE

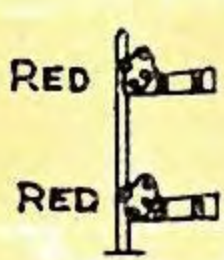


SIGNAL #1366 LOCATED 229 FT. SOUTH OF SOUTH PORTAL OF FIRST STREET TUNNEL.

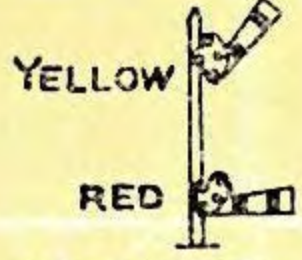


TERMINAL SIGNALS

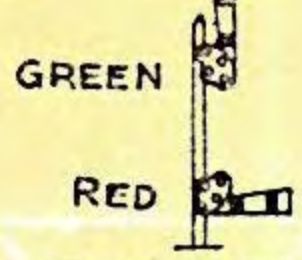
— TWO ARM DWARF SIGNALS —



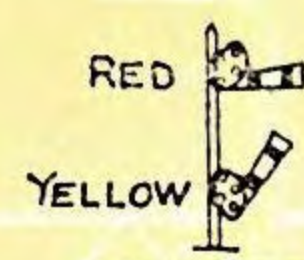
STOP.



PROCEED, TRACK CLEAR, 12 MILES PER. HOUR, NEXT SIGNAL AT STOP.

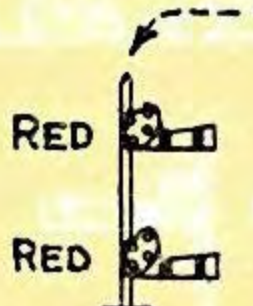


PROCEED, TRACK CLEAR, 12 MILES PER. HOUR, NEXT SIGNAL AT PROCEED.

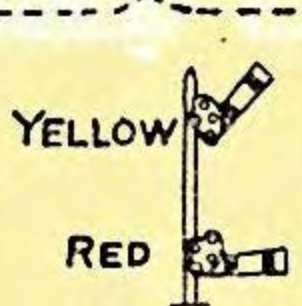


PROCEED, LOW SPEED, PREPARED TO STOP.

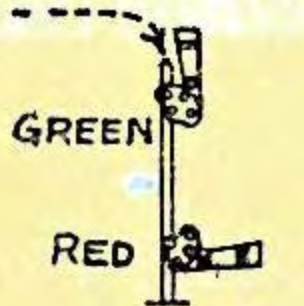
— TWO ARM DWARF SIGNAL 18L, NORTH END STATION TRACK #29 —



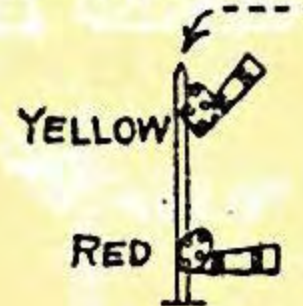
STOP.



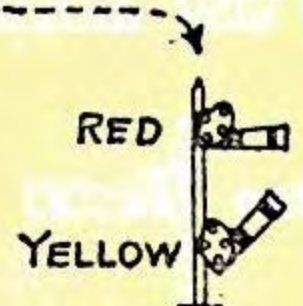
PROCEED, TRACK CLEAR, 8 MILES PER. HOUR, NEXT SIGNAL AT STOP



PROCEED, TRACK CLEAR 8 MILES PER. HOUR, NEXT SIGNAL AT PROCEED.

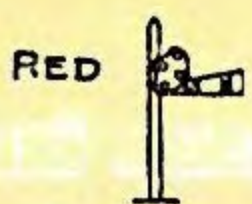


PROCEED, 8 MILES PER. HOUR, TRACK CLEAR TO STOP BLOCK.

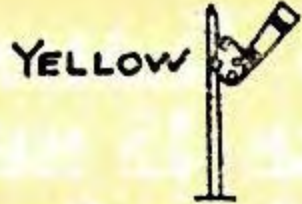


PROCEED, LOW SPEED, PREPARED TO STOP.

— ONE ARM DWARF SIGNALS —

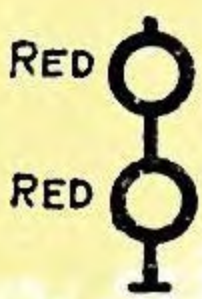


STOP.

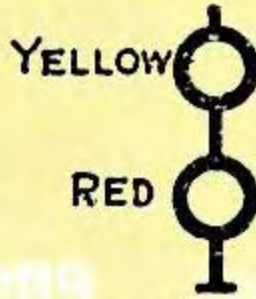


PROCEED, LOW SPEED PREPARED TO STOP.

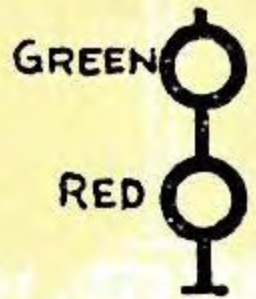
— LIGHT SIGNALS —



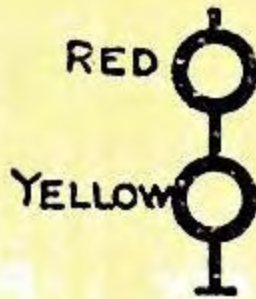
STOP



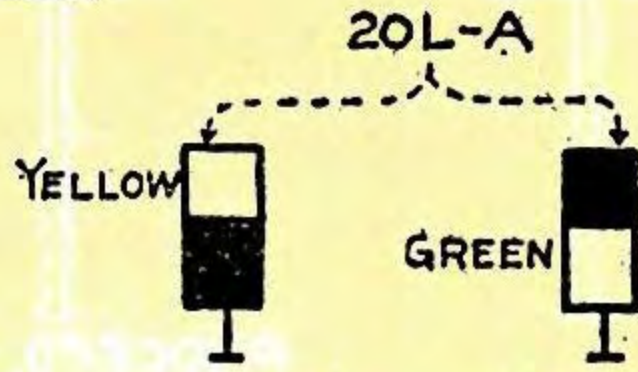
PROCEED, TRACK CLEAR, 12 MILES PER. HOUR, NEXT SIGNAL AT STOP.



PROCEED, TRACK CLEAR, 12 MILES PER. HOUR, NEXT SIGNAL AT PROCEED.



PROCEED, LOW SPEED PREPARED TO STOP.

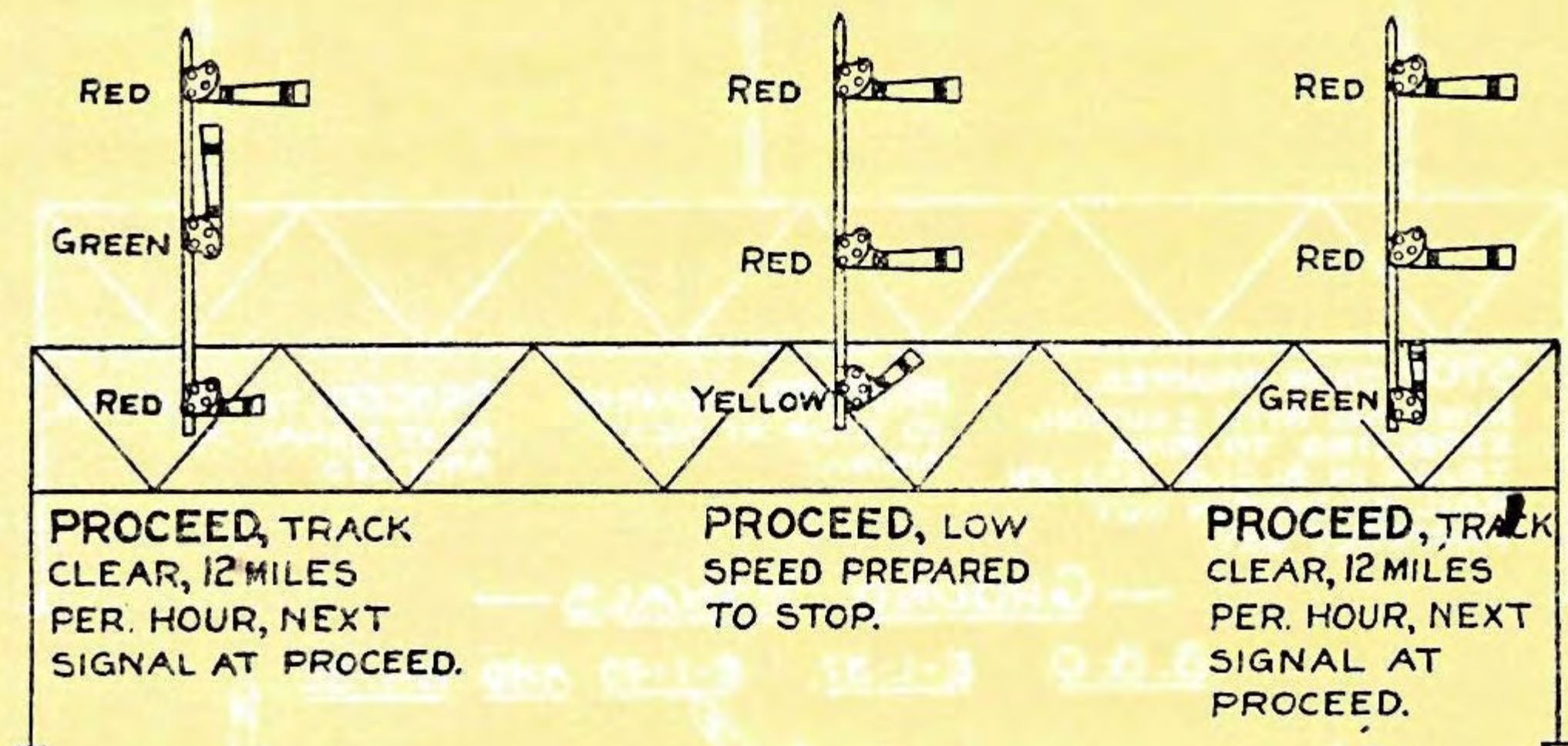
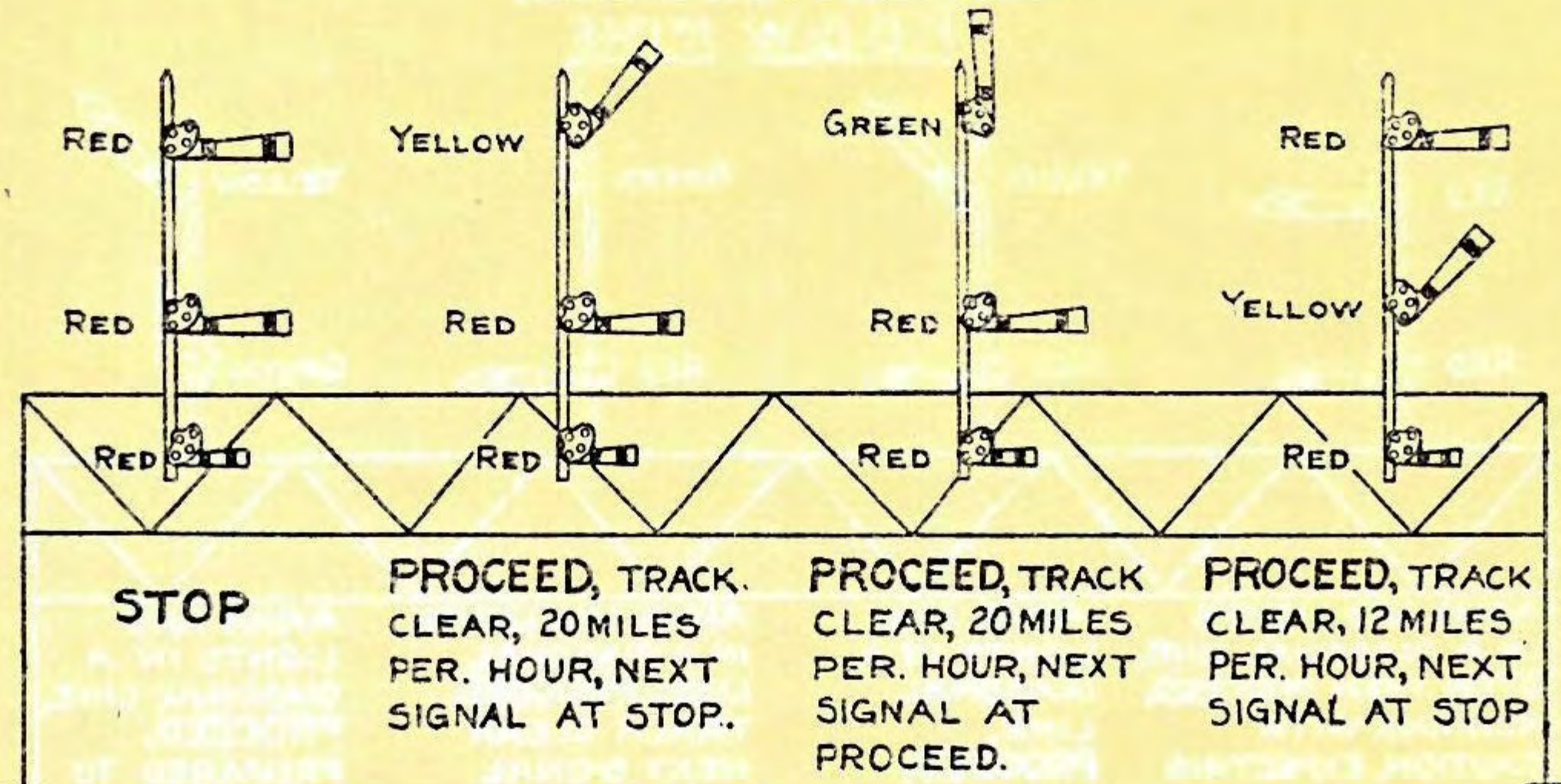


PROCEED, NEXT SIGNAL 20L AT STOP.

PROCEED, NEXT SIGNAL 20L AT PROCEED.

ROAD SIGNALS

— BRIDGE SIGNALS —



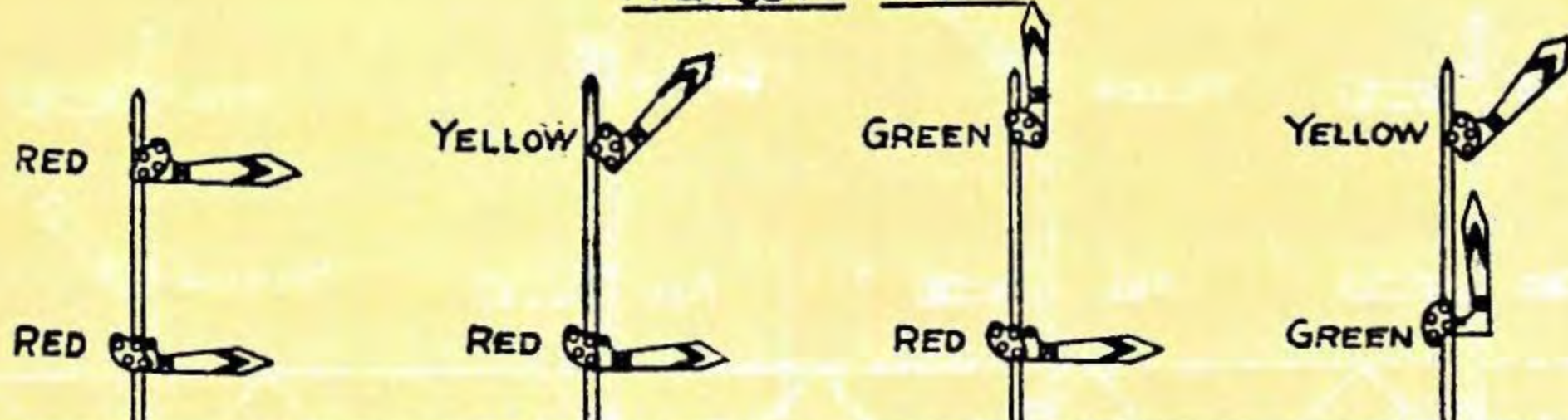
— ONE ARM DWARF SIGNALS —



AUTOMATIC SIGNALS

— BRIDGE SIGNALS —

P. B. & W. N° 1345



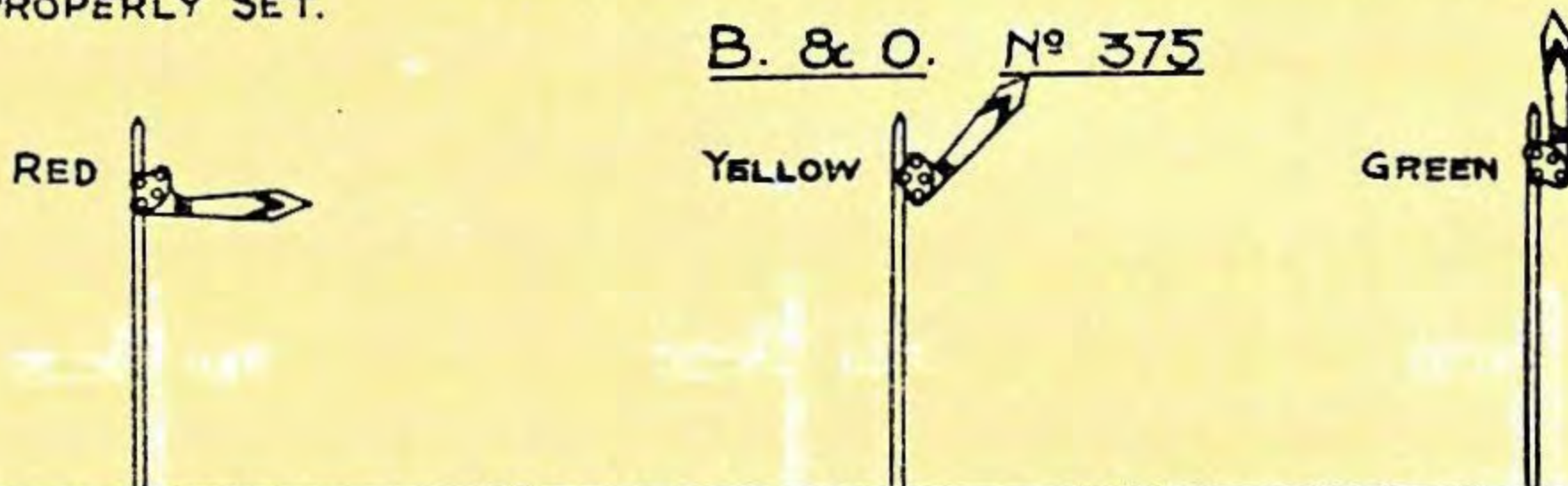
ARMS AND LIGHTS IN A DIAGONAL LINE, **STOP**, THEN PROCEED, RUNNING WITH CAUTION, EXPECTING TO FIND TRAIN IN BLOCK, BROKEN RAIL, OR SWITCH NOT PROPERLY SET.

ARMS AND LIGHTS IN A DIAGONAL LINE, **PROCEED**, PREPARED TO STOP AT NEXT SIGNAL.

ARMS AND LIGHTS IN A DIAGONAL LINE, **PROCEED**, TRACK CLEAR NEXT SIGNAL AT PROCEED.

ARMS AND LIGHTS IN A DIAGONAL LINE, **PROCEED**, PREPARED TO PASS NEXT SIGNAL AT LIMITED SPEED.

B. & O. N° 375



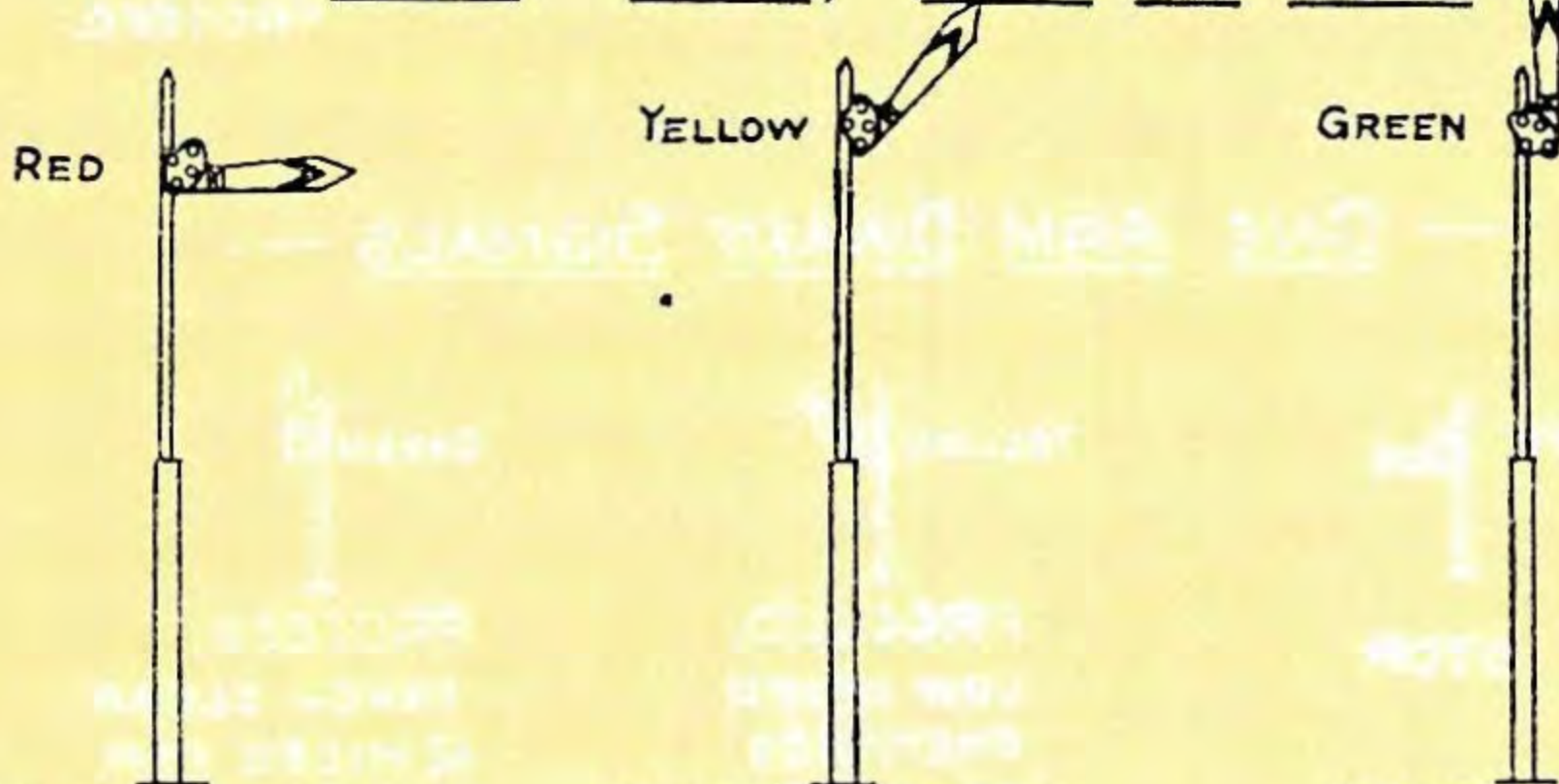
STOP, THEN PROCEED, RUNNING WITH CAUTION, EXPECTING TO FIND TRAIN IN BLOCK, BROKEN RAIL OR SWITCH NOT PROPERLY SET.

PROCEED, PREPARED TO STOP AT NEXT SIGNAL.

PROCEED, TRACK CLEAR, NEXT SIGNAL AT PROCEED.

— GROUND SIGNALS —

B. & O. E-1-37, E-1-49 AND W-1-32

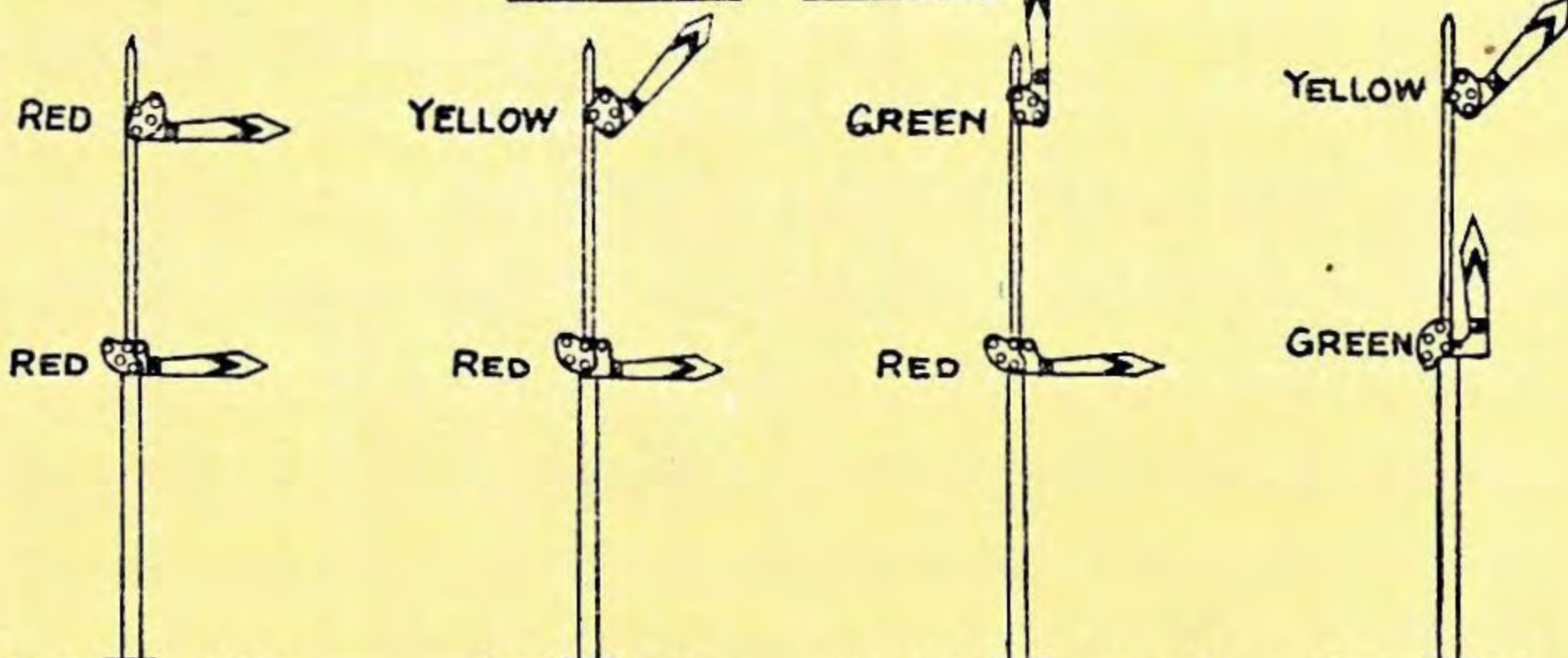


STOP, THEN PROCEED, RUNNING WITH CAUTION, EXPECTING TO FIND TRAIN IN BLOCK, BROKEN RAIL OR SWITCH NOT PROPERLY SET.

PROCEED, PREPARED TO STOP AT NEXT SIGNAL.

PROCEED, TRACK CLEAR, NEXT SIGNAL AT PROCEED.

P. B. & W. N° 1365



ARMS AND LIGHTS IN A DIAGONAL LINE, **STOP**, THEN PROCEED, RUNNING WITH CAUTION, EXPECTING TO FIND TRAIN IN BLOCK, BROKEN RAIL, OR SWITCH NOT PROPERLY SET.

ARMS AND LIGHTS IN A DIAGONAL LINE, **PROCEED**, PREPARED TO STOP AT NEXT SIGNAL.

ARMS AND LIGHTS IN A DIAGONAL LINE, **PROCEED**, TRACK CLEAR, NEXT SIGNAL AT PROCEED.

ARMS AND LIGHTS IN A DIAGONAL LINE, **PROCEED**, PREPARED TO PASS NEXT SIGNAL AT LIMITED SPEED.

INTERLOCKING RULES

41. DEFINITIONS.

INTERLOCKING.—An arrangement of switch, lock and signal appliances so interconnected that their movements must succeed each other in a predetermined order.

INTERLOCKING PLANT.—An assemblage of switch, lock and signal appliances, interlocked.

INTERLOCKING STATION.—A place from which an interlocking plant is operated.

INTERLOCKING SIGNALS.—The fixed signals of an interlocking plant.

HOME INTERLOCKING SIGNAL.—A fixed signal at the point at which trains are required to stop when the route is not clear.

DISTANT INTERLOCKING SIGNAL.—A fixed signal used in connection with a home interlocking signal to regulate the approach thereto.

DWARF INTERLOCKING SIGNAL.—A low fixed signal.

42. HOME INTERLOCKING SIGNALS.

SIGNAL.		OCCASION FOR USE.	INDICATION.	NAME.
Color.	Position.	The signal will be displayed when	For enginemen and trainmen.	As used in rules.
(a) Red.	Horizontal.	Route is not clear.	Stop.	Stop-signal.
(b) Yellow, bottom or one arm dwarf.	Diagonal.	Route may not be clear.	Proceed low speed prepared to stop.	Caution-signal.
(c) Yellow, top or middle.	Diagonal.	Route is clear, next signal at stop.	Proceed, prepared to stop at next signal.	Caution-signal.
(d) Green.	Vertical.	Route is clear.	Proceed, next signal at proceed.	Clear-signal.

Where the semaphore is used, the governing arm is displayed to the right of the signal mast as seen from an approaching train, and the indications are given by positions:

Horizontal as the equivalent of (a) Stop.

Diagonal, midway between (a) Stop and (d) Proceed, as the equivalent of (b) Proceed, low speed prepared to stop, or (c) Proceed, prepared to stop at next signal.

Vertical or nearly vertical as the equivalent of (d) Proceed.

Signalmen.

43. The normal indication of Home Signals is Stop; of Distant Signals, Caution.

44. Levers, or other operating appliances, must be used only by those charged with that duty and as directed by the rules.

45. Signal levers must be kept in the position displaying the normal indication, except when signals are to be cleared for an immediate train or engine movement.

46. When the route is clear the signals must be cleared sufficiently in advance of approaching trains to avoid delay.

47. Signals must be restored so as to display the normal indication as soon as the train or engine for which they were cleared has passed the signal.

48. If necessary to change the route for which the signals have been cleared for an approaching train or engine, switches must not be changed or signals cleared for any conflicting route until the train or engine for which the signals were first cleared has stopped.

49. Levers must be operated carefully and with a uniform movement. If any irregularity, indicating disarranged connections, is detected in their working the signals must be restored so as to display their normal indication and the connections examined.

50. During cold weather the levers must be moved as often as necessary to keep connections from freezing.

51. If a signal fails to work properly its operation must be discontinued and the signal secured so as to display the normal indication until repaired.

52. Signalmen must observe, as far as possible, whether the indications of the signals correspond with the positions of the levers.

53. Signalmen must not make nor permit any unauthorized repairs, alterations or additions to the plant.

54. If any electrical or mechanical appliance fails to work properly, the Superintendent and the repairman must be notified, and only duly authorized persons permitted to make repairs.

55. If there is a derailment or a switch is run through, or if any damage occurs to the track or interlocking plant, the signals must be restored so as to display the normal indication, and no train or switching movement permitted until all parts of the interlocking plant and track liable to consequent injury have been examined and are known to be in safe condition.

56. If necessary to disconnect a switch from the interlocking apparatus the switch must be securely fastened.

57. During storms or drifting snow special care must be used in operating switches. If the force whose duty it is to keep the switches clear is not on hand promptly when required, the fact must be reported to the Superintendent.

58. When switches or signals are undergoing repairs, signals must not be displayed for any movements which may be affected by such repairs, until it has been ascertained from the repairman that the switches are properly set for such movements.

59. Signalmen should note the condition of all passing trains. Should there be any indication of conditions endangering any train, signalmen must take such measures for the protection of trains as may be practicable.

60. If a signalman has information that an approaching train has parted he must clear the route for the parted train, and give it the train parted signal, as provided for in paragraph 40 (d).

61. Signalmen must have the proper appliances for hand signalling ready for immediate use. Hand signals must not be used when the proper indication can be displayed by the interlocking signals. When hand signals are necessary they must be given from such a point and in such a way that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or engine for which they are given.

62. Signalmen will be held responsible for the care of the interlocking station, lamps and supplies, and of the interlocking plant unless provided for otherwise.

63. Lights in interlocking stations must be so placed that they cannot be seen from approaching trains.

64. Lights must be used on all interlocking signals from sunset to sunrise and whenever the signal indications cannot be clearly seen without them.

65. If a train or engine over runs a Stop Signal, the fact must be reported to the Superintendent.

66. Signalmen must not permit unauthorized persons to enter the interlocking station.

Enginemen and Trainmen.

67. Trains or engines must be run to but not beyond a signal indicating Stop, except as provided in Paragraph No. 69.

68. If a Clear, or Caution, signal, after being accepted, is changed to a Stop signal before it is reached, the stop must be made at once. Such occurrence must be reported to the Superintendent.

69. Enginemen and trainmen must not proceed on hand signals as against interlocking signals until they are fully informed of the situation and know that they are protected. Trainmen must not give proceed hand signals conflicting with indications of interlocking signals.

70. The engineman of a train which has parted must sound the whistle signal for Train-parted on approaching an interlocking station.

71. An engineman receiving a Train-parted signal from a signalman must answer by the whistle signal for Train-parted.

72. In recoupling a parted train the switches must not be obstructed by any portion of the train without permission from the signalman. When a parted train has been recoupled the signalman must be notified.

73. Trains or engines stopped by the signalman in making a movement through an interlocking plant must not move in either direction until they have received the proper signal or permission from him.

Repairmen.

74. Repairmen are responsible for the inspection, adjustment and proper maintenance of all the interlocking plants assigned to their care.

75. When the condition of switches or track does not admit of the proper operation or maintenance of the interlocking plant the fact must be reported to the Superintendent.

SPEED REGULATIONS

79. MAXIMUM SPEED OF TRAINS.

Speed restrictions cover entire train.

The maximum speed of trains is twenty (20) miles per hour (180 seconds per mile) except where otherwise restricted.

All crossover or turnout movements not otherwise restricted must be made at a speed not exceeding twelve (12) miles per hour (300 seconds per mile).

The speed indicated below must not be exceeded when the interlocking signal is displayed at clear.

LOCATION (Between)	DISTANCE (Feet)	Speed indicated by Signal (Miles per hour)	Maximum Speed (Miles per Hour)	Time to be consumed (Seconds)
1: VU Interlocking Station and North Portal of First Street Tunnel	5905	20	20	201
2: North Portal of First Street Tunnel and North Line of Concourse	782	12	12	44
3: North End of Station Platforms and Signal Bridge "H" .....	....	..	12	80
4: Signal Bridge H and Signal Bridge J	470	12	12	27
	....	20	20	16
5: Signal Bridge J and Signal Bridge K.....	940	20	20	32
6: Signal Bridge K and Signal Bridge L.....	463	12	12	26
	453	20	20	15
7: Signal Bridge L and Signal Bridge N.....	1096	12	12	62
	....	20	20	37
8: Signal Bridge L and Signal Bridge M.....	1096	12	12	62
	....	20	20	37

NOTE: Two distances are shown between Signal Bridges K and L, the greater is traversed by cross movements and the lesser by direct movements.

When the interlocking signal is displayed at caution the speed must be further reduced as required by signal indications.

80. MINIMUM SPEED OF TRAINS.

Between	DISTANCE (Feet)	Time to be Consumed.	
		Mins.	Secs.
Union Station, Center of Train Shed, and Second Street and Virginia Avenue.....	7038	4	35
Union Station, Center of Train Shed, and C Interlocking Station	3899	3	13

On all yard tracks trains will run carefully, expecting to find a train or cars ahead on the same track they are using, and will be prepared to stop within range of vision.

No movement must exceed speed of eight miles per hour while passing station platforms.

81.

SPEED TABLE.

PER MILE		MILES PER HOUR	TIME PER MILE		MILES PER HOUR	TIME PER MILE		MILES PER HOUR		
Min.	Sec.		Min.	Sec.		Min.	Sec.			
0.39		92.31	1.16		47.37	1.53		31.86	2.30	24.00
0.40		90.00	1.17		46.74	1.54		31.58	2.31	23.84
0.41		87.80	1.18		46.15	1.55		31.30	2.32	23.64
0.42		85.71	1.19		45.57	1.56		31.04	2.33	23.53
0.43		83.72	1.20		45.00	1.57		30.77	2.34	23.38
0.44		81.82	1.21		44.44	1.58		30.51	2.35	23.23
0.45		80.00	1.22		43.90	1.59		30.25	2.36	23.08
0.46		78.26	1.23		43.37	2.00		30.00	2.37	22.93
0.47		76.59	1.24		42.86	2.01		29.75	2.38	22.78
0.48		75.00	1.25		42.35	2.02		29.50	2.39	22.64
0.49		73.47	1.26		41.86	2.03		29.27	2.40	22.50
0.50		72.00	1.27		41.38	2.04		29.03	2.41	22.36
0.51		70.59	1.28		40.91	2.05		28.80	2.42	22.22
0.52		69.23	1.29		40.45	2.06		28.57	2.43	22.08
0.53		67.92	1.30		40.00	2.07		28.34	2.44	21.95
0.54		66.66	1.31		39.56	2.08		28.12	2.45	21.82
0.55		65.45	1.32		39.13	2.09		27.91	2.46	21.69
0.56		64.29	1.33		38.71	2.10		27.69	2.47	21.56
0.57		63.16	1.34		38.29	2.11		27.48	2.48	21.43
0.58		62.07	1.35		37.89	2.12		27.27	2.49	21.30
0.59		61.02	1.36		37.50	2.13		27.09	2.50	21.17
1.00		60.00	1.37		37.11	2.14		26.87	2.51	21.05
1.01		59.02	1.38		36.73	2.15		26.67	2.52	20.93
1.02		58.06	1.39		36.39	2.16		26.47	2.53	20.81
1.03		57.14	1.40		36.00	2.17		26.28	2.54	20.70
1.04		56.25	1.41		35.64	2.18		26.09	2.55	20.57
1.05		55.38	1.42		35.29	2.19		25.90	2.56	20.45
1.06		54.55	1.43		34.95	2.20		25.71	2.57	20.34
1.07		53.73	1.44		34.61	2.21		25.53	2.58	20.22
1.08		52.94	1.45		34.28	2.22		25.35	2.59	20.11
1.09		52.17	1.46		33.96	2.23		25.17	3.00	20.00
1.10		51.43	1.47		33.64	2.24		25.00	3.15	18.46
1.11		50.70	1.48		33.33	2.25		24.83	3.30	17.14
1.12		50.00	1.49		33.03	2.26		24.66	3.45	16.00
1.13		49.31	1.50		32.73	2.27		24.49	4.00	15.00
1.14		48.65	1.51		32.43	2.28		24.32	5.00	12.00
1.15		48.00	1.52		32.14	2.29		24.16	6.00	10.00

82. ALLOWABLE DIMENSIONS WASHINGTON TERMINAL.

CARS.			Height Above Top of Rail	CARS.		
Center to center of trucks NORTHWARD				Center to center of trucks SOUTHWARD		
30-feet	40-feet	57-feet		30-feet	40-feet	57-feet
4' 6" 5' 10" 6' 3"	4' 6" 5' 10" 6' 3"	4' 6" 5' 10" 6' 3"	15' 11" 15' 8" 15' 6"	3' 0" 4' 10" 5' 6"	3' 0" 4' 10" 5' 6"	3' 0" 4' 10" 5' 6"
6' 3" 6' 3"	6' 3" 6' 3"	6' 3" 6' 3"	15' 3" 15' 0"	6' 4" 6' 4"	6' 4" 6' 4"	6' 4" 6' 4"
6' 6" 6' 10" 7' 6"	6' 6" 6' 10" 7' 6"	6' 6" 6' 10" 7' 6"	14' 9" 14' 6" 14' 3"	6' 6" 6' 10" 7' 6"	6' 6" 6' 10" 7' 6"	6' 6" 6' 10" 7' 6"
8' 10" 9' 4" 10' 2"	8' 10" 9' 4" 10' 2"	8' 10" 9' 4" 10' 2"	14' 0" 13' 9" 13' 6"	8' 10" 9' 4" 10' 2"	8' 10" 9' 4" 10' 2"	8' 10" 9' 4" 10' 2"
10' 6"	10' 6"	10' 6"	13' 3" TO 4' 9"	10' 6"	10' 6"	10' 6"
10' 6"	10' 6"	10' 6"	4' 6"	10' 6"	10' 6"	10' 5"
10' 6"	10' 6"	10' 6"	4' 3" TO 1' 9"	10' 6"	10' 6"	10' 4"
10' 6" 10' 6" 10' 6"	10' 6" 10' 6" 10' 6"	10' 6" 10' 6" 10' 6"	1' 6" 1' 3" 1' 0"	10' 6" 10' 5" 10' 5"	10' 5" 10' 4" 10' 4"	10' 3" 10' 2" 10' 2"

NOTE: Widths shown are full widths of equipment at height indicated.

The terms "Northward" and "Southward" as above used apply to the normal current of traffic. In case of reverse movements, the reverse clearances must be used.

OVERHEAD LIMITS.

Tie beams over track No. 20.....	15' 10"
Pipe lines under Concourse.....	16' 7"
North Portal First Street Tunnel.....	15' 11"
First Street Tunnel.....	17' 0"

EMERGENCY WHISTLES.

84. Emergency whistles are located as follows:

A. INTERLOCKING STATION	North end of twin tubes in First Street Tunnel. Signal Bridge over tracks 24 and 25, Low Level, just north of Station Concourse.
K. INTERLOCKING STATION	Signal Bridges C, E, and J, and Supporting Column at South End Express Shed, East Yard.
C. INTERLOCKING STATION	Signal Bridge K. Roof of Interlocking Station, South End. Signal Bridge N.

CODE.

ONE LONG BLAST:	All trains within the limits of interlocking governed must stop immediately.
TWO SHORT BLASTS:	Trains having correct signals, proceed.
THREE SHORT BLASTS:	Repairman report at Interlocking Station.
FOUR SHORT BLASTS:	Yard Master report at Telephone.
FIVE SHORT BLASTS:	Whistle test at 7:00 A. M.

85. PENSTOCKS.

Are numbered and located as follows:

- No. 1 Between Station tracks 7 and 8.
- " 2 " " " 11 " 12.
- " 3 " " " 13 " 14.
- " 4 " " " 17 " 18.
- " 5 Turn table, West Yard.
- " 6 Between tracks 5 and 6, East Yard.
- " 7 Coach Yard Wye.
- " 8 " " " "
- " 9 Southward engine track East of Wye Bridge.
- " 10 South end West side coal wharf, Ivy City.
- " 11 North end West side coal wharf, " "
- " 12 North end East side coal wharf, " "
- " 13 South end East side coal wharf, " "
- " 14 Southward engine track East of Engine House, Ivy City.

After taking coal or water enginemen and firemen are required to know that the apparatus used is clear of all tracks and secured in the place provided.

86. TELEPHONES.

LOCATION.	CONNECTED WITH
On central train shed supporting columns between tracks 1 & 2, 3 & 4, 7 & 8, 9 & 10, 13 & 14, 17 & 18.	Washington Terminal Exchange. K Interlocking Station.
Assistant Station Master's Office (Low Level).	Washington Terminal Exchange. Train Clerk's Office. K Interlocking Station. Station Master's Office. A Interlocking Station.
Watchman's Cabin, South end First Street Tunnel.	A Interlocking Station. VU Interlocking Station.
Fan Chamber, First Street Tunnel.	Washington Terminal Exchange. A Interlocking Station.
On train shed supporting columns between tracks 23 & 24, 27 & 28, north end; tracks 21 & 22, 25 & 26, 29 & 30, south end.	Washington Terminal Exchange. K Interlocking Station. A Interlocking Station.
Assistant Yard Master's office. Signal Bridge E.	Washington Terminal Exchange K Interlocking Station. Train Clerk's Office. Yard Master's Office, Coach Yard. Station Master's Office.
Station Turn Table.	K Interlocking Station.
South end East Yard (Station).	K Interlocking Station.
North end West Yard (Station).	K Interlocking Station.
Signal Bridge H, east leg.	K Interlocking Station.
Signal Bridge J, west leg.	K Interlocking Station.
Signal Bridge K, west leg.	C Interlocking Station.
Signal Bridge N, west leg.	Washington Terminal Exchange.
Switch Tender's Cabin, New York Avenue Bridge.	Washington Terminal Exchange. C Interlocking Station. Yard Master's Office, Coach Yard. Ass't Yd Master's Office, F Yard.
Yard Master's office, Coach Yard.	Washington Terminal Exchange. K Interlocking Station. Train Clerks' Office. C Interlocking Station. Engine Dispatcher's Office. Switch Tender's Cabin, New York Avenue Bridge. Ass't Yd Master's Office, Bridge E Ass't Yd Master's Office, F Yard. Gen'l Car Foreman
Assistant Yard Master's office, F Yard.	Washington Terminal Exchange. Ass't Yd Master's Office, Bridge E Yard Master's Office. Switch Tender's Cabin, New York Avenue Bridge. K Interlocking Station. Train Clerk.
Northwest leg Coach Yard Wye	QN Interlocking Station.
Switch Tender's Cabin, Wye Bridge.	Washington Terminal Exchange. C Interlocking Station. Ass't Yd Master's Office, F Yard. Engine Dispatcher's Office.
Switch Tender's Cabin, south end Ivy City engine yard.	Washington Terminal Exchange.
Inspection Pit, Ivy City engine yard.	Washington Terminal Exchange.
Train Fence between gates 3 & 4, 7 & 8, 11 & 12, 25 & 26.	Washington Terminal Exchange. Station Master's Office. K Interlocking Station.

Where the telephone is used for transmitting train orders or making any arrangements pertaining to train movements the precaution must be taken to insure accurate transmission and proper delivery of train orders or instructions. Each person must first make careful inquiry to satisfy himself that he is in communication with the person desired.

TRAINMEN.

87. Passenger trainmen, on arrival, will personally register at the Station Master's office, consult crew board and bulletin board for instructions. They will personally register at the Station Master's office not more than twenty-five minutes before scheduled leaving time of their trains, and be on the platform in uniform prescribed by their respective companies twenty minutes prior to scheduled leaving time of their trains. They will post their Washington, D. C., address in book provided for that purpose at Station Master's office. Conductors will report at Station Master's office for instructions before going to their train.

88. Baggage Masters will have baggage destined beyond Washington requiring transfer at that point near the door of the baggage car on arrival at Union Station so it can be promptly dispatched to connecting trains and assist in unloading same and other baggage, also, assist in loading their cars and have baggage remaining in same loaded in such shape as to allow cars to be loaded to their capacity if necessary.

89. Trainmen will, while loading passengers, frequently announce the routes and names of the principal stations at which the train will stop, and before departure make the announcement in all coaches. Pullman employes will make similar announcements in the body and smoking rooms of Pullman cars, except in sleeping cars at night.

Trainmen and Pullman employes will direct passengers to pass promptly to inside of cars and not allow them to stand on car platforms.

90. Passenger trainmen must not permit hand baggage or other effects to obstruct the aisles of passenger cars.

91. Trainmen must not deposit their train boxes, lamps, flag cases or other equipment on the station platforms, in concourse or in waiting room.

ENGINEMEN AND FIREMEN.

92. When road engines are coupled to southward trains on low level tracks, and such trains are being switched from rear, road enginemen will keep brakes applied to engine and cars to which it is coupled until switching is completed or proper signal has been given to release brakes.

93. Enginemen are required to see that ash pan slides of engines are kept closed, and will report promptly to the Superintendent when ash pans of engines in their charge are in defective condition.

94. Oiling engines on station tracks is prohibited. Cylinder cocks must be kept closed when engines are passing or working around station platforms and when moving between the fan chamber, First Street Tunnel, and New York Avenue, excepting between signal bridges J and K.

95. Enginemen and firemen must see that coal on tender is so placed as to prevent it falling off.

HOURS-OF-SERVICE LAW.

96. The Hours-of-Service law requires that no employe in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor permitted to be on duty more than sixteen hours in the aggregate in any twenty-four hour period, except in case of casualty, unavoidable accident or act of God. After being on duty sixteen consecutive hours, he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and, after being on duty sixteen hours in the aggregate in any twenty-four hour period, he shall not be required or permitted to again go on duty without having had at least eight consecutive hours off duty.

Any employe concerned who may be ordered for duty before his legal rest period has expired, must report the fact to the proper officer before going on duty.

A report must be made to the Superintendent, by telephone, at least two hours in advance of the expiration of the time on duty permitted by the Hours-of-Service law and without regard to exceptions as specified above. The Superintendent will make arrangements for relief when necessary.

The Conductor must make this report for each member of the train crew and the Engineman for the engine crew.

FIRST AID BOXES.

97. In order that all concerned will be familiar with the proper handling of First Aid Boxes, the following instructions will be adhered to:

Inspection will be made monthly by the following persons:

At Union Station: By Station Master.

At Interlocking Stations, Yard Offices and Switch-tenders' Cabins: By Assistant Train Master.

At Tool Houses: By Supervisor.

At Shops: By Master Mechanic or General Foreman.

On Locomotives: By Enginehouse Foreman each time engine passes over inspection pit, and report made to the Master Mechanic of any boxes missing or with seals broken.

At Enginehouses: Inspection to be made monthly by Master Mechanic. When the seal of First Aid Boxes has been broken, for any cause, the box must be removed from the engine upon arrival at terminal and turned into storehouse at terminal to be replaced by one properly filled and sealed.

Employes in charge of stations, tool houses, etc., will, when the seal of a First Aid Box is broken, notify Master Mechanic, Ivy City Shops, such notification to be accompanied by a Material Card, form W. T. 32 (revised), requesting a new box, upon receipt of which the Master Mechanic will furnish a box, properly sealed, to replace the box used, which must then be forwarded to Master Mechanic, Ivy City Shops, properly tagged, showing where from, and why seal was broken.

All First Aid Boxes with broken seals received by the Master Mechanic are to be forwarded to Master Mechanic of the Pennsylvania Railroad at Wilmington Shops, Delaware, to be refilled and sealed.

Each box is supplied with six cards. One of these cards must be filled out for each injured person when box has been opened and any of the contents used, and cards forwarded to the Superintendent.

First Aid Boxes, stretchers, woolen blankets and rubber covers are located at points shown below:

Main Storeroom, Ivy City.

Eckington Storeroom, Coach Yard.

Storeroom, Car Inspector's Building, Station.

C Interlocking Station (in charge of Assistant Train Director).

K Interlocking Station (in charge of Assistant Train Master's office 8.00 A. M. to 6.00 P. M., and between 6.00 P. M. and 8.00 A. M. in charge of Train Director).

A Interlocking Station (in charge of Assistant Train Director).

Lamp Room, Station (in charge of Attendant).

Baggage Room, Railroad Mail Room (in charge of Mail Attendant).

First Aid Boxes are also located in Tool Houses at points shown below:

East end of basement, Union Station.

North of Main Power Plant, Station.

South of Florida Avenue, east of tracks.

South of Power Plant, F Yard, Eckington.

Opposite office of foreman car shops, Ivy City.

PERSONAL INJURIES.

98. When employes or other persons injured on or about the line of the railroad are taken to one of the following places, they will be attended without cost by the physicians named below:

<i>Name.</i>	<i>Address.</i>	<i>Telephone.</i>
P. H. STELTZ, M.D.	Office, Room 217, Union Station. Residence, 611 North Carolina Ave., S. E.	Branch 114, W. T. Exchange. Lincoln 2194.
THOS. DOWLING, M.D.	Office, Room 217, Union Station. Residence, 1791 Lanier Place.	Branch 114, W. T. Exchange. Columbia 3079.
H. T. A. LEMON, M.D.	Office and Resi- dence, 903 M Street, N. W.	North 5209.

MISCELLANEOUS.

99. A person whose duty it is to report an accident connected with the train service must, at the time and place, in company with at least one other employe when practicable, make a careful inspection of the premises and of any appliances which may have caused the accident; the car, cars, or appliances, causing the accident must be given a careful inspection by the General Car Foreman immediately after the accident or as soon thereafter as possible, if necessary the car, cars, or appliances, to be cut out of service for such inspection. If an injury occurs to a person in or about the station the Station Master should at once make a careful examination of the premises. A report in writing to be made of the result of the inspection.

100. Employes are forbidden to stand in front of and board an approaching engine or car in motion.

101. All persons are forbidden to walk upon tracks except in the performance of duty.

102. Employes are prohibited from jumping on or off moving trains of any description, except when necessary to do so in the discharge of their duties in connection with such trains.

103. Trainmen and others whose duties require them to go between or under cars while an engine is attached, will not do so until the conductor or some other member of the crew has been notified, and the latter must take the necessary precaution to prevent the train being moved while the employe is between or under the cars.

104. Kicking a brake shoe on an engine or car in motion is prohibited.

105. Employes must not throw articles of any kind from trains while in motion.

106. To avoid personal injury or loss of life to passengers the practice of unauthorized employes opening the side and trap doors of vestibule equipment is prohibited.

107. Vestibule side and trap doors must not be opened on passenger equipment cars in service until the train comes to a full stop in the station.

When vestibule side and trap doors are open on passenger equipment cars they must be properly secured with guard rail and trap door rod, respectively.

Vestibule gates or chains must be placed in proper position in diaphragm opening on rear end of last car in all passenger trains and on adjoining ends of occupied cars separated for switching purposes before such cars are uncoupled and switching movement is started.

Pullman employes will comply with these instructions on Pullman cars and trainmen will conform thereto with reference to other cars.

108. Vestibule platforms opposite blind vestibule side at kitchen end of private cars and dining cars must not be obstructed and must be kept clear of supplies or provisions of any description that would in any way interfere with the operation of the trap and vestibule doors at this location.

109. Employes in charge of engines or cars placed on turntable must know that they will not meet with any obstruction when being turned, before allowing table to be moved.

110. Doors of freight cars, particularly swinging doors, must be closed and secured while in transit to prevent accidents. Conductors will be responsible for seeing that these provisions are carried out before moving trains.

111. Employes must examine and know for themselves that grab irons, brake shafts and attachments, running boards, steps, and all other parts of cars and engines which they are to use and all mechanical appliances, tools, supplies and facilities of every kind of which they must use in performing their duty, are in proper condition; if not, they must put them so or notify proper person immediately upon discovery by them of any imperfect tool or appliance, or of the absence of necessary tools or appliances for the work which they are performing, in order that they may be supplied with proper tools and appliances.

Employes are forbidden to use defective or improper tools and appliances, or to use any tools or appliances for purposes for which they are not intended.

112. Hand brakes on all equipment must be released before application of air brakes. Air brakes must not be applied to detached cars except to prevent accident. Trainmen are cautioned not to use brake wheels or brake levers for hand support when riding cars.

113. Cars must not be shunted on station tracks 21 to 30, both inclusive. Cars, excepting private cars, dining cars, occupied cars, or cars loaded with live-stock, may be shunted on other tracks, but not unless hand brakes are in proper condition to permit of movement of cars being controlled, and not against cars as above specified.

114. In order that passengers occupying sleeping cars in Union Station at night may not be disturbed employes must do their work as quietly as possible, avoiding unnecessary noise in the station. Enginemen and firemen must prevent engines from blowing off at the safety valves while in the train shed.

115. Baggage, mail, express or other trucks must not be left where they are liable to be pushed or blown on the tracks or to be run against by passengers. They must not be wheeled alongside a car from which passengers are alighting; at no time occupy more than one-half the width of the platform. Trucks used in unloading trains to be in position not more than ten minutes before actual arrival of train. They must be stored on train platform at north end of train shed, low level; on baggage platform and on train platform at north end of train shed, high level, and placed between train shed posts; minimum number stored for actual service. Express Company trucks, ice and coal trucks must not be operated across concourse at south end of train shed. Motor trucks must not be run backwards, the operator to face the direction in which truck is moving. Other trucks must be pulled and not pushed. Persons are permitted to ride on motor or hand trucks only in performance of duty.

116. The emission of smoke by locomotives or stationary boilers is prohibited.

117. The dropping of sand on tracks between the Division Board, located 1,584 feet South of the South portal of First Street Tunnel, and northern limits of C Interlocking Plant (New York Avenue), is prohibited.

118. Doors of all passenger equipment cars must be kept closed during movement between Coach Yard and Station in cold weather.

119. Coaches placed in rear of trains to protect travel will be kept locked by rear trainman until needed, if not needed will be detached by car inspectors, who must see that such cars are secured by hand brake.

120. Doors of toilet rooms in all cars must be kept locked between New York Avenue and Second Street and Virginia Avenue, except cars which have been placed in the Station for occupancy and have been provided with waste pans.

121. Employes are prohibited from loitering in or entering cars except in the performance of their duty.

122. Passenger cars must be fully lighted while passing through First Street tunnel, day and night.

TRAIN	LEAVE	CONNECTION	ARRIVE	REMARKS
90	12:10 AM	WS 66 SoRy 236 WS 80	8:35 PM 10:30 PM 11:50 PM	Through sleeping car and mail connection. Hold for mail connection from ACL 80 if that train has arrived before No. 90 departs. Hold for through sleeping cars from W. S. 66 and Southern 236 if either of these trains has arrived by 12:00 midnight, failing to connect the delayed connections will be attached to No. 80 or run special.
80	12:30 AM	WS 80 SoRy 226	11:50 PM 12:15 AM	Through sleeping car connection. Hold if ACL 80 or Southern 226 arrive by 1.00 A. M., failing to connect delayed connection will be attached to No. 2280 or run special.
2280	12:45 AM	WS 66 SoRy 228 SoRy 236 WS 80	8:35 PM 9:15 PM 10:30 PM 11:50 PM	} Hold until 2.00 A. M., for express connection and express work.
56	7:30 AM	C&O 202 SoRy 1st 238	7:15 AM 6:30 AM	
92	8:05 AM	SoRy 242 SoRy 2nd 238	6:45 AM 7:30 AM	Through train. Through sleeping car connection; failing to connect will be attached to the next New York train. Sleeping car connection. Hold indefinitely for sleeping car connection.
84	9:25 AM	SoRy 232 WS 82 WS 84	8:53 AM 9:00 AM 9:10 AM	} Through sleeping car connection.
68	11:00 AM	SoRy 230	10:40 AM	
6	11:45 AM	SoRy 232	8:53 AM	Sleeping car connection. Through express car—not held for any connection.
78	12:30 PM	WS 10	12:20 PM	Passenger connection if in station by 12:30 P.M.
18	12:40 PM	WS 10	12:20 PM	Passenger connection if passes VU by 12:38 P. M.

86	1:50 PM	WS 86	1:35 PM	Hold indefinitely for sleeping car connection.
70	3:03 PM	WS 70 SoRy 210	2:45 PM 2:30 PM	If cannot leave by 3:08 P. M., train to be made up and started from Washington on time. Passenger connection if passes VU by 3:01 P. M.
12	3:10 PM	SoRy 210 WS 70	2:30 PM 2:45 PM	Mail connection. Leave on time, or immediately following No. 70, with such mail as can be transferred from SoRy 210, and WS 70. Working and first class mail to have preference.
54	4:30 PM	C&O 204	4:15 PM	Passenger connection if passes VU by 4:28 P. M.
316	7:00 PM	WS 16	6:35 PM	Hold for connection when No. 16 passes VU by 6:58 P. M.
304	10:45 PM	SoRy 236	10:30 PM	Hold until 10:50 P. M. for passengers and first class mail, not to be held for second class mail.

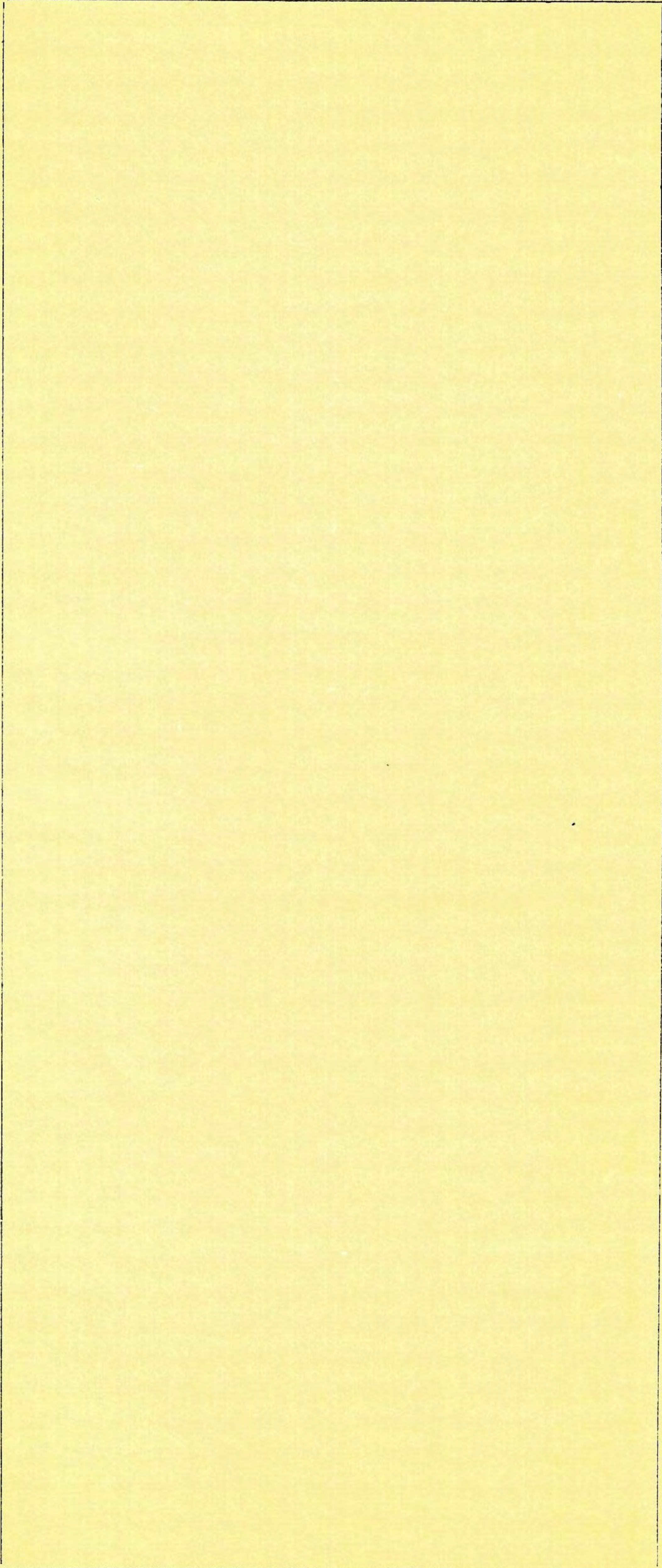
TRAIN	LEAVE	CONNECTION	ARRIVE	REMARKS
9	12:00 M	B&O 9 WS 80	11:50 PM 11:50 PM	Through train. Hold fifteen minutes when passengers reported for West of Cumberland.
516	12:20 AM	B&O 16 B&O 14 WS 80	10:30 PM 11:40 PM 11:50 PM	Through sleeping car connection. Through express car connection. Hold thirty minutes when passengers reported.
3	12:40 AM	B&O 3 WS 80	12:25 AM 11:50 PM	Through train. Hold fifteen minutes when passengers reported.
12	2:45 AM	B&O 12	2:30 AM	Through train.
4	7:00 AM	B&O 4	6:40 AM	Through train. Represented from Washington on time when cannot leave fifteen minutes or less late. When No. 4 is late and No. 10 can leave Washington fifteen minutes or less late latter train will be run through representing No. 4.
55	9:10 AM	B&O 10 B&O 55 B&O 555 WS 84	6:45 AM 8:55 AM 7:50 AM 9:10 AM	Sleeping car connection. Through train. Sleeping and express car connections. Hold fifteen minutes when passengers reported.
42	9:30 AM	B&O 42	8:55 AM	Through train.
15	10:00 AM	B&O 15	9:50 AM	Through train.
57	10:10 AM	B&O 57	10:05 AM	Through train.
8	11:00 AM	B&O 8	10:45 AM	Through train. Represented from Washington on time when cannot leave fifteen minutes or less late.
2	1:00 PM	B&O 2	12:35 PM	Through train. Represented from Washington on time when cannot leave by 1:30 P. M.

5	1:25 PM	B&O	5	1:18 PM	Through train.
58	2:45 PM	B&O	58	2:35 PM	Through train.
524	3:00 PM	WS	70	2:45 PM	Hold fifteen minutes when passengers reported.
1	4:05 PM	B&O	1	3:53 PM	Through train.
6	5:00 PM	B&O	6	4:45 PM	When cannot leave thirty minutes or less late with Western connection represent from Washington by combined car, one coach, one parlor Jersey City, two coaches Baltimore operated on schedule of train 166 to Baltimore thence to Jersey City as messenger 6-506.
41	5:00 PM	B&O	41	4:50 PM	Through train.
166	5:01 PM	B&O	6	4:45 PM	Through postal car, if not in time for No. 166 but arrives by 5:20 P. M., forward on No. 170 weekdays, 172 Sundays, arriving after 5:20 P. M., forward on next train. See remarks pertaining to No. 6.
7	7:35 PM	B&O	7	7:25 PM	Through train.
520	8:00 PM	SoRy	244	7:45 PM	Hold ten minutes when passengers reported.
11	9:45 PM	B&O	11	9:30 PM	Through train.
		B&O	523	9:00 PM	Hold thirty minutes when passengers reported for West of Cumberland.
18	10:00 PM	B&O	18	9:45 PM	Hold ten minutes for connection. If cannot leave with Western connection by 10:10 P. M., to be started on time and passengers East of Washington arriving on delayed 18 to be handled on train 16, if any passengers for local points, from West of Washington, train 16 should be stopped at points where No. 18 is scheduled to stop.
16	10:40 PM	B&O	16	10:30 PM	Through train. See remarks pertaining to No. 18.
184	11:30 PM	B&O	18	9:45 PM	Valley express car connection.

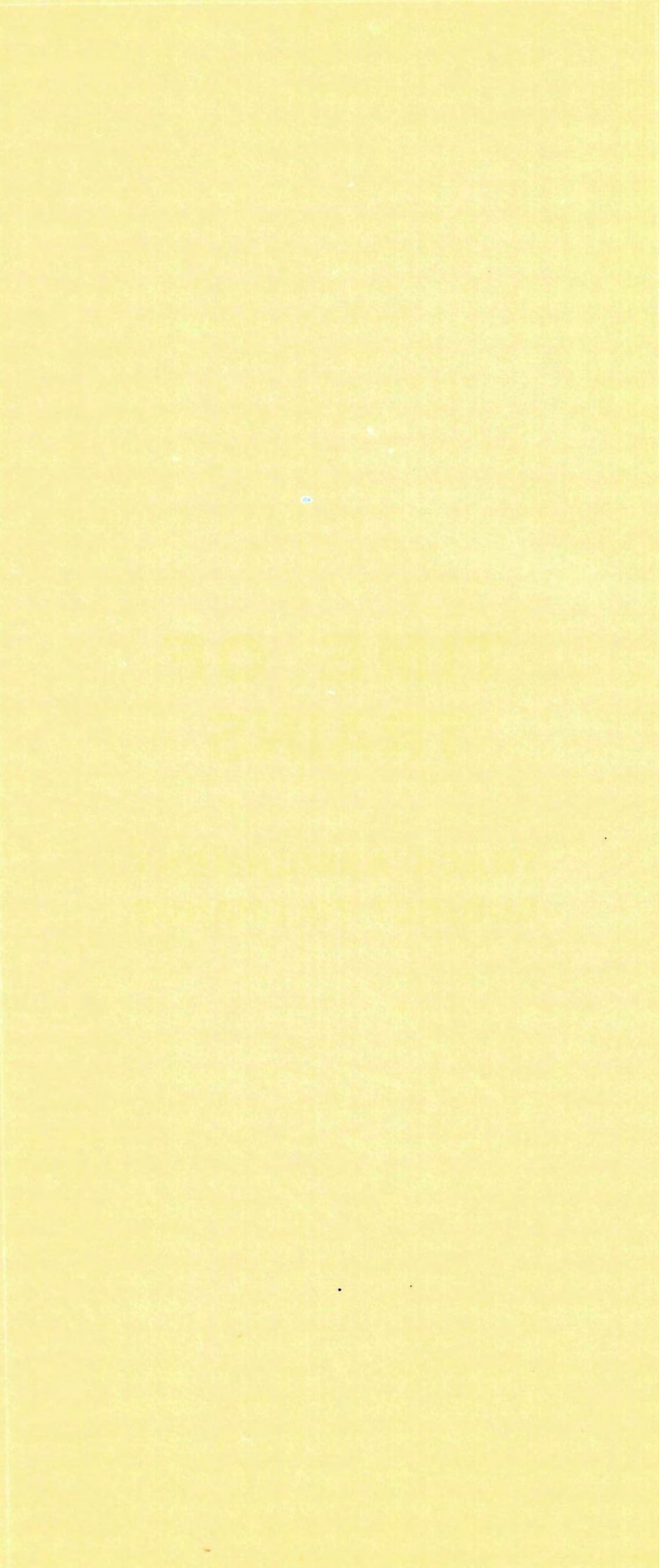
BY CINCINNATI & OHIO

TRAIN	LEAVE	CONNECTION	ARRIVE	REMARKS
91	4:00 AM	PRR 3	3:30 AM	Express car connection.
		PRR 55	3:40 AM	Hold indefinitely for mail connection.
89	4:20 AM	PRR 89	3:55 AM	Hold indefinitely for sleeping car connection.
9	7:35 AM	PRR 79	7:10 AM	Passenger connection, hold if connection passes F by 7:33 A. M.
21	7:35 AM	PRR 79	7:10 AM	Passenger connection, hold if connection passes F by 7:33 A. M. (Sunday only.)
43	10:00 AM	PRR 79	7:10 AM	Hold indefinitely for sleeping car connection.
		PRR 53	7:53 AM	Hold thirty minutes for mail connection.
		PRR 301	8:26 AM	} Hold thirty minutes for mail and passenger connection.
		PRR 305	8:40 AM	
		PRR 71	9:35 AM	
15	12:01 PM	PRR 315	10:25 AM	} Passenger connection, hold if connections pass F by 11:59 A. M.
		B&O 135	10:50 AM	
		PRR 1	11:35 AM	
85	3:05 PM	PRR 85	2:45 PM	Hold indefinitely for sleeping car connection.
51	4:45 PM	PRR 51	4:20 PM	Through train.
29	5:00 PM	PRR 15	4:40 PM	Passenger connection, hold if connection passes F by 4:58 P. M.
61	9:30 PM	PRR 61	9:15 PM	Hold indefinitely for sleeping car connection.

TRAIN	LEAVE	CONNECTION	ARRIVE	REMARKS
225	4:10 AM	PRR 55 PRR 89	3:40 AM 3:55 AM	Hold for mail connection if No. 55 arrives before No. 225 leaves. Hold three hours for sleeping car connection.
249	8:30 AM	PRR 3 PRR 53	3:30 AM 7:53 AM	Through express car connection, daily except Monday. Hold thirty minutes for mail connection.
235	8:50 AM	PRR 79 PRR 301 PRR 305	7:10 AM 8:26 AM 8:40 AM	Hold one hour for sleeping car connection. Hold thirty minutes for passenger connection. Hold thirty minutes for passenger connection.
243	10:40 AM	PRR 95 PRR 53	6:20 AM 7:53 AM	Through express car connection. Through storage car.
229	4:35 PM	PRR 51	4:20 PM	Hold two hours for sleeping car connection.
231	5:55 PM	PRR 93	5:40 PM	Hold indefinitely for sleeping car connection.
241	10:10 PM	PRR 61	9:15 PM	Hold indefinitely for sleeping car connection.
237	10:45 PM	PRR 63	10:25 PM	Hold indefinitely for sleeping car connection.



CHEZVBEVKE & OHIO



TIME OF TRAINS

TRACK ASSIGNMENT SUBJECT TO CHANGE

NAME OF TRAIN

LINE NO.	STATION	ARRIVAL TIME	DEPARTURE TIME	TRACK	TRAIN NO.	TRAIN NAME
140	YULIA	04:10	04:30	MA 00:4	54	W & N
88	YULIA	05:10	05:30	MA 01:4	55	W & N
141	YULIA	06:10	06:30	MA 02:4	56	W & N
89	YULIA	07:10	07:30	MA 03:4	57	W & N
142	YULIA	08:10	08:30	MA 04:4	58	W & N
90	YULIA	09:10	09:30	MA 05:4	59	W & N
143	YULIA	10:10	10:30	MA 06:4	60	W & N
91	YULIA	11:10	11:30	MA 07:4	61	W & N
144	YULIA	12:10	12:30	MA 08:4	62	W & N
92	YULIA	13:10	13:30	MA 09:4	63	W & N
145	YULIA	14:10	14:30	MA 10:4	64	W & N
93	YULIA	15:10	15:30	MA 11:4	65	W & N
146	YULIA	16:10	16:30	MA 12:4	66	W & N
94	YULIA	17:10	17:30	MA 13:4	67	W & N
147	YULIA	18:10	18:30	MA 14:4	68	W & N
95	YULIA	19:10	19:30	MA 15:4	69	W & N
148	YULIA	20:10	20:30	MA 16:4	70	W & N
96	YULIA	21:10	21:30	MA 17:4	71	W & N
149	YULIA	22:10	22:30	MA 18:4	72	W & N
97	YULIA	23:10	23:30	MA 19:4	73	W & N
150	YULIA	24:10	24:30	MA 20:4	74	W & N
98	YULIA	25:10	25:30	MA 21:4	75	W & N
151	YULIA	26:10	26:30	MA 22:4	76	W & N
99	YULIA	27:10	27:30	MA 23:4	77	W & N
152	YULIA	28:10	28:30	MA 24:4	78	W & N
100	YULIA	29:10	29:30	MA 25:4	79	W & N

Train No.	RUNS	TIME		Track No.	ROAD	NAME OF TRAIN
		ARRIVE	LEAVE			
9	DAILY		12:00 M	7	B&O	Mound City Limited.....
90	DAILY		12:10 AM	24	PRR	New York Express [Conn. from S. A. L. 66, Southern 236 & A. C. L. 80] ..
226	DAILY	12:15 AM		26	SoRy	Memphis Special, via N. & W. [Conn. for P. R. R. 80]
181	DAILY	12:15 AM		12	B&O	Baltimore Local.....
516	DAILY		12:20 AM	13	B&O	Midnight Express.....
3	DAILY	12:25 AM		14	B&O	New York, Cincinnati & St. Louis Express.....
80	DAILY		12:30 AM	25	PRR	New York Express [Conn. from W. S. 80 & N. & W. 226]
3	DAILY		12:40 AM	14	B&O	New York, Cincinnati & St. Louis Express.....
303	Ex. Mon.	12:45 AM		9	PRR	Baltimore Local [Conn. for W. S. 91].....
2280	DAILY		12:45 AM	Exp Sta	PRR	Adams Express Special [Conn. from S. A. L. 66, Southern 228, 236 & A. C. L. 80]
13	DAILY		2:05 AM	12	B&O	Washington Mail Conn.....
12	DAILY	2:30 AM		13	B&O	Duquesne Limited.....
13	DAILY	2:35 AM		12	B&O	Washington Mail Conn.....
12	DAILY		2:45 AM	13	B&O	Duquesne Limited.....
13	Ex. Mon.	3:10 AM		Exp Sta	B&O	Wells Fargo Express.....
3	DAILY	3:30 AM		9	PRR	Philadelphia Local [Conn. for W. S. 91 & Southern 249] ..
55	DAILY	3:40 AM		25	PRR	U. S. Mail [Conn. for W. S. 91]
89	DAILY	3:55 AM		23	PRR	New York Express [Conn. for N. & W. 225 & A. C. L. 89] ..
91	DAILY		4:00 AM	26	WS	Fast Mail [Conn. from P. R. R. 303, 3 & 55].....
225	DAILY		4:10 AM	24	SoRy	Memphis Special, via N. & W. [Conn. from P. R. R. 89] ..
89	DAILY		4:20 AM	22	WS	Coast Line Florida Mail, via A. C. L. [Conn. from P. R. R. 89].....
140	Ex. Sun.		5:00 AM	6	B&O	Baltimore Local.....

302	Ex. Sun.	.....	5:10 AM	16	PRR	Baltimore Local.....
2	DAILY	.....	5:40 AM	28	WT	Ivy City Transfer.....
141	Ex. Sun.	6:20 AM	.....	13	B&O	Baltimore Local.....
1	DAILY	6:20 AM	.....	28	WT	Ivy City Transfer.....
95	Ex. Mon.	6:20 AM	.....	Exp Sta	PRR	Adams Express Special [Conn. for Southern 235 and S. A. L. 43].....
142	Ex. Sun.	.....	6:25 AM	12	B&O	Baltimore Local.....
1st 238	DAILY	6:30 AM	.....	25	SoRy	Atlanta Special [Conn. for P. R. R. 56].....
4	DAILY	6:40 AM	.....	12	B&O	St. Louis, Cincinnati & New York Express.....
4	DAILY	.....	6:40 AM	28	WT	Ivy City Transfer.....
242	DAILY	6:45 AM	.....	27	SoRy	Washington & Chattanooga Limited, via N. & W. [Conn. for P. R. R. 92].....
10	DAILY	6:45 AM	.....	9	B&O	Chicago & New York Express [Conn. for B. & O. 4 and 144].....
307	Ex. Sun.	7:00 AM	.....	16	PRR	Baltimore Local.....
14	DAILY	.....	7:00 AM	15	PRR	Philadelphia Express.....
4	DAILY	.....	7:00 AM	6	B&O	St. Louis, Cincinnati & New York Express [Conn. from B. & O. 4 and 10].....
79	DAILY	7:10 AM	.....	15	PRR	New York Express [Conn. for Southern 235 & S. A. L. 43].....
202	DAILY	7:15 AM	.....	26	C&O	FFV Limited [Conn. for P. R. R. 56].....
143	DAILY	7:20 AM	.....	13	B&O	Baltimore Express.....
56	Ex. Sun.	7:20 AM	.....	6	B&O	Gaithersburg Local.....
144	DAILY	.....	7:20 AM	9	B&O	Baltimore Express [Conn. from B. & O. 4 and 10].....
56	DAILY	.....	7:30 AM	25	PRR	Chesapeake & Ohio FFV Limited [Conn. from Southern 1st 238 & C. & O. 202].....
209	DAILY	.....	7:30 AM	24	SoRy	Danville Local.....
2d 238	DAILY	7:30 AM	.....	28	SoRy	New Orleans & New York Limited [Conn. for P. R. R. 92].....
9	Ex. Sun.	.....	7:35 AM	21	WS	Richmond Local.....
21	Sun. only	.....	7:35 AM	21	WS	Richmond Local.....

Train No.	RUNS	TIME		Track No.	ROAD	NAME OF TRAIN
		ARRIVE	LEAVE			
306	DAILY		7:45 AM	17	PRR	Buffalo & Pittsburgh Express
145	Ex. Sun.	7:45 AM		13	B&O	Baltimore Local
555	DAILY	7:50 AM		7	B&O	Midnight Express
53	Ex. Sun.	7:53 AM		24	PRR	New York Newspaper Special [Conn. for Southern 243]
62	Ex. Sun.		8:00 AM	19	PRR	Colonial Express
146	Ex. Sun.		8:00 AM	10	B&O	Baltimore Express
92	DAILY		8:05 AM	29	PRR	New Orleans & New York Limited [Conn. from N.&W. 242 & Southern 2nd 238]
60	Ex. Sun.	8:15 AM		17	B&O	Boyd Local
218	Ex. Sun.	8:20 AM		29	SoRy	Warrenton Local
59	Ex. Sun.		8:20 AM	5	B&O	Frederick Local
690	Sun. only		8:20 AM	16	PRR	Baltimore Local
309	Ex. Sun.	8:22 AM		15	PRR	Baltimore Local
2	DAILY	8:25 AM		29	WS	Fredericksburg Local
52	Ex. Sun.	8:25 AM		9	B&O	Frederick Express
301	DAILY	8:26 AM		19	PRR	Buffalo & Washington Express
311	Ex. Sun.	8:30 AM		16	PRR	Baltimore Express
147	Ex. Sun.	8:30 AM		6	B&O	Baltimore Express
653	Sun. only	8:30 AM		24	PRR	New York Newspaper Special [Conn. for Southern 243]
148	DAILY		8:30 AM	10	B&O	Baltimore Local
249	DAILY		8:30 AM	23	SoRy	Harrisonburg-Lexington Local [Conn. from P. R. R. 3]
305	DAILY	8:40 AM		15	PRR	Washington Express
50	Sun. only	8:45 AM		14	B&O	Boyd Local

235	DAILY	.....	8:50 AM	22	SoRy	United States Fast Mail [Conn. from P. R. R. 95 and 79]
232	DAILY	8:53 AM	.....	28	SoRy	Southern's Southeastern Limited [Conn. for P. R. R. 84]
55	DAILY	8:55 AM	.....	7	B&O	Baltimore & Cincinnati Express
42	Ex. Sun.	8:55 AM	.....	12	B&O	Hagerstown & Baltimore Express
58	DAILY	.....	9:00 AM	18	PRR	New York Express
526	DAILY	.....	9:00 AM	11	B&O	New York Express
82	DAILY	9:00 AM	.....	25	WS	Florida & West Indian Limited, via A. C. L. [Conn. for P. R. R. 84]
84	DAILY	9:10 AM	.....	26	WS	Florida & Cuba Special, via S. A. L. [Conn. for P. R. R. 84]
16	DAILY	.....	9:10 AM	20	PRR	Philadelphia Express [Conn. for Metropolitan Express]
55	DAILY	.....	9:10 AM	7	B&O	Baltimore & Cincinnati Express
79	Sun. only	.....	9:20 AM	5	B&O	Frederick Local
84	DAILY	.....	9:25 AM	25	PRR	Florida & New York Limited [Conn. from Southern 232, A.C.L. 82 & S.A.L. 84]
327	Ex. Sun.	9:25 AM	.....	10	PRR	Baltimore Express
42	Ex. Sun.	.....	9:30 AM	12	B&O	Hagerstown & Baltimore Express
691	Sun. only	9:30 AM	.....	18	PRR	Baltimore Local
71	DAILY	9:35 AM	.....	15	PRR	Federal Express
222	DAILY	9:45 AM	.....	29	SoRy	Strasburg Local
149	DAILY	9:45 AM	.....	9	B&O	Baltimore Local
54	Sun. only	9:45 AM	.....	6	B&O	Frederick Local
15	DAILY	9:50 AM	10:00 AM	11	B&O	Chicago Express
2	Ex. Sun.	.....	10:00 AM	17	PRR	Philadelphia Express
150	DAILY	.....	10:00 AM	13	B&O	Baltimore Express
43	DAILY	.....	10:00 AM	21	WS	Florida Fast Mail, via S. A. L. [Conn. from P. R. R. 95 and 79]

Train No.	RUNS	TIME		Track No.	ROAD	NAME OF TRAIN
		ARRIVE	LEAVE			
76	Ex. Sun.	10:03 AM	10:03 AM	19	PRR	New York Express
57	Ex. Sun.	10:05 AM	.....	7	B&O	Shenandoah Special
326	Ex. Sun.	10:06 AM	.....	16	PRR	Baltimore Local
57	Ex. Sun.	10:10 AM	.....	7	B&O	Shenandoah Special
313	Ex. Sun.	10:10 AM	.....	16	PRR	Baltimore Local
315	DAILY	10:25 AM	.....	17	PRR	Pennsylvania Special & Buffalo Express
216	DAILY	10:25 AM	.....	27	SoRy	Charlottesville Local
64	Ex. Sun.	10:35 AM	.....	7	B&O	Gaithersburg Local
310	DAILY	10:40 AM	.....	20	PRR	Commercial Express
243	DAILY	10:40 AM	.....	23	SoRy	Southern Railway Mail [Conn. from P. R. R. 53-653]
230	DAILY	10:40 AM	.....	26	SoRy	Birmingham Special [Conn. for P. R. R. 68]
5	DAILY	10:45 AM	.....	18	PRR	Philadelphia Express
8	DAILY	10:45 AM	.....	15	B&O	Interstate Special
135	Ex. Sun.	10:50 AM	.....	9	B&O	Philadelphia-Washington Express
19	Ex. Sat. & Sun.	10:55 AM	.....	21	WS	Milford Local
23	Sun. only	10:55 AM	.....	21	WS	Fredericksburg Local
68	DAILY	11:00 AM	.....	25	PRR	New York Express [Conn. from Southern 230]
8	DAILY	11:00 AM	.....	14	B&O	Interstate Special
32	DAILY	11:30 AM	.....	26	WS	Atlanta-Birmingham Special, via S. A. L.
1	Ex. Sun.	11:35 AM	.....	15	PRR	Philadelphia Express
6	DAILY	11:45 AM	.....	16	PRR	Philadelphia Express [Conn. for Pennsylvania Limited]
214	Ex. Sun.	11:50 AM	.....	22	SoRy	Lexington-Harrisonburg Local

153	DAILY	11:55 AM	.....	13	B&O	Baltimore Express.....
154	DAILY	12:00 N	.....	6	B&O	Baltimore Express.....
15	DAILY	12:01 PM	.....	24	WS	Richmond Express.....
156	Ex. Sun.	12:05 PM	.....	10	B&O	Baltimore Local.....
10	DAILY	12:20 PM	.....	29	WS	Richmond Local.....
40	DAILY	12:30 PM	.....	6	B&O	Maryland Special.....
78	DAILY	12:30 PM	.....	19	PRR	New York Express.....
61	Ex. Sun.	12:35 PM	.....	7	B&O	Gaithersburg Local.....
2	DAILY	12:35 PM	.....	8	B&O	St. Louis, Cincinnati & New York Limited.....
18	Ex. Sun.	12:40 PM	.....	17	PRR	Philadelphia Express.....
155	Ex. Sun.	12:45 PM	.....	13	B&O	Baltimore Express.....
157	Sun. only	1:00 PM	.....	13	B&O	Baltimore Express.....
2	DAILY	1:00 PM	.....	8	B&O	St. Louis, Cincinnati & New York Limited.....
198	Ex. Sun.	1:00 PM	.....	18	PRR	Atlantic City Special.....
321	DAILY	1:05 PM	.....	15	PRR	Keystone Express.....
206	DAILY	1:10 PM	.....	27	C&O	Chicago & Cincinnati Express.....
312	DAILY	1:10 PM	.....	17	PRR	Baltimore Local.....
158	Sun. only	1:15 PM	.....	14	B&O	Baltimore Local.....
5	DAILY	1:18 PM	.....	5	B&O	Chicago Limited.....
223	Sat. only	1:30 PM	.....	22	SoRy	Harrisonburg Local.....
86	DAILY	1:35 PM	.....	26	WS	Atlanta & New York Limited, via A. C. L. [Conn. for P. R. R. 86].....
77	Ex. Sun.	1:38 PM	.....	19	PRR	New York Express.....
159	Ex. Sun.	1:40 PM	.....	11	B&O	Baltimore Local.....

1:45 to 4:49 PM

Train No.	RUNS	TIME		Track No.	ROAD	NAME OF TRAIN
		ARRIVE	LEAVE			
17	DAILY	1:45 PM		15	PRR	Philadelphia Express
73	Sun. only		1:45 PM	12	B&O	Frederick Local
86	DAILY		1:50 PM	26	PRR	New York Express [Conn. from A. C. L. 86]
161	Ex. Sun.	1:50 PM		12	B&O	Baltimore Express
4	DAILY		1:55 PM	20	PRR	Philadelphia Express
160	Ex. Sun.		2:00 PM	13	B&O	Baltimore Express
27	Sat. only		2:00 PM	29	WS	Fredericksburg Local
317	DAILY	2:30 PM		15	PRR	Baltimore Local
210	DAILY	2:30 PM		28	SoRy	Danville Local
163	Sun. only	2:35 PM		9	B&O	Baltimore Local
58	Ex. Sun.	2:35 PM	2:45 PM	13	B&O	Shenandoah Special
70	DAILY	2:45 PM		27	WS	Richmond-New York Express
85	DAILY	2:45 PM		24	PRR	New York Express [Conn. for A. C. L. 85]
165	Ex. Sun.	2:55 PM		6	B&O	Baltimore Express
10	DAILY		3:00 PM	17	PRR	Philadelphia Express
524	DAILY		3:00 PM	11	B&O	Royal Limited
39	DAILY		3:00 PM	7	B&O	Maryland Special
205	DAILY		3:00 PM	21	C&O	Chicago-St. Louis Express
70	DAILY		3:03 PM	27	PRR	Richmond-New York Express
85	DAILY		3:05 PM	23	WS	Florida & West Indian Limited, via A. C. L. [Conn. from P. R. R. 85]
12	DAILY		3:10 PM	16	PRR	Philadelphia Express [Conn. for Chicago & St. Louis Express]
73	DAILY	3:12 PM		17	PRR	New York Express

320	Ex. Sun.	.....	3:15 PM	14	PRR	Baltimore Local.....
162	Ex. Sun.	.....	3:20 PM	5	B&O	Baltimore Local.....
75	Ex. Sun.	3:20 PM	.....	15	PRR	New York Express.....
63	Ex. Sun.	.....	3:30 PM	4	B&O	Gaithersburg Local.....
164	Sun. only	.....	3:30 PM	5	B&O	Baltimore Local.....
9	DAILY	3:30 PM	.....	11	PRR	Philadelphia Express.....
213	Ex. Sat. & Sun.	.....	3:35 PM	22	SoRy	Harrisonburg Local.....
1	DAILY	3:53 PM	.....	8	B&O	St. Louis Limited.....
221	DAILY	.....	3:55 PM	25	SoRy	Harrisonburg Local.....
8	DAILY	.....	4:00 PM	17	PRR	Philadelphia Express.....
136	Ex. Sun.	.....	4:00 PM	10	B&O	Philadelphia Express.....
60	DAILY	.....	4:03 PM	19	PRR	Congressional Limited.....
215	DAILY	.....	4:05 PM	22	SoRy	Charlottesville Local.....
1	DAILY	.....	4:05 PM	8	B&O	St. Louis Limited.....
204	DAILY	4:15 PM	.....	27	C&O	Chicago-St. Louis Express.....
51	DAILY	4:20 PM	.....	22	PRR	New York Express [Conn. for Southern 229 & W. S. 51].....
54	DAILY	.....	4:30 PM	20	PRR	New York Express.....
229	DAILY	.....	4:35 PM	21	SoRy	Birmingham Special [Conn. from P. R. R. 51].....
167	Ex. Sun.	4:35 PM	.....	6	B&O	Baltimore Local.....
68	DAILY	4:35 PM	.....	8	B&O	Gaithersburg Local.....
15	DAILY	4:40 PM	.....	19	PRR	Philadelphia Express [Conn. from Pennsylvania Limited].....
51	DAILY	.....	4:45 PM	26	WS	New York-Richmond Express [Conn. from P. R. R. 51].....
6	DAILY	4:45 PM	.....	14	B&O	Chicago & New York Limited.....

1:45 to 4:49 PM

4:50 to 7:24 PM

Train No.	RUNS	TIME		Track No.	ROAD	NAME OF TRAIN
		ARRIVE	LEAVE			
41	Ex. Sun.	4:50 PM		7	B&O	Baltimore & Hagerstown Express
6	DAILY		5:00 PM	14	B&O	Chicago & New York Limited
29	DAILY		5:00 PM	23	WS	Richmond Local
314	Ex. Sun.		5:00 PM	18	PRR	Baltimore Express
41	Ex. Sun.		5:00 PM	7	B&O	Baltimore & Hagerstown Express
525	DAILY	5:00 PM		9	B&O	Royal Special
166	Ex. Sun.		5:01 PM	13	B&O	Baltimore Express
322	Ex. Sun.		5:02 PM	16	PRR	Baltimore Local
168	Ex. Sun.		5:03 PM	10	B&O	Baltimore Local
217	Ex. Sun.		5:05 PM	29	SoRy	Warrenton Local
65	DAILY		5:05 PM	8	B&O	Gaithersburg Local
3	DAILY	5:15 PM		28	WT	Ivy City Transfer
170	Ex. Sun.		5:30 PM	10	B&O	Baltimore Local
172	Sun. only		5:30 PM	13	B&O	Baltimore Local
319	Ex. Sun.	5:30 PM		15	PRR	Baltimore Local
72	DAILY		5:35 PM	17	PRR	Federal Express
6	DAILY		5:40 PM	28	WT	Ivy City Transfer
93	DAILY	5:40 PM		24	PRR	New York & Florida Limited [Conn. for Southern 231]
51	Ex. Sun.		5:45 PM	11	B&O	Frederick Express
231	DAILY		5:55 PM	23	SoRy	Southern's Southeastern Limited [Conn. from P. R. R. 93]
174	Ex. Sun.		6:00 PM	6	B&O	Baltimore Express
169	Ex. Sun.	6:00 PM		9	B&O	Baltimore Express

201	DAILY	6:10 PM	25	C&O	Chicago & Cincinnati Express
5	DAILY	6:15 PM	28	WT	Ivy City Transfer
308	DAILY	6:15 PM	20	PRR	Capital Express
67	DAILY	6:16 PM	10	PRR	New York Express
692	Sun. only	6:18 PM	14	PRR	Baltimore Local
324	Ex. Sun.	6:20 PM	15	PRR	Baltimore Local
176	Ex. Sun.	6:20 PM	6	B&O	Baltimore Local
18	Ex Sun.	6:25 PM	26	WS	Richmond Local
178	Sun. only	6:30 PM	10	B&O	Baltimore Local
171	Ex. Sun.	6:30 PM	6	B&O	Baltimore Local
16	DAILY	6:35 PM	23	WS	Richmond Express
11	DAILY	6:40 PM	14	PRR	Philadelphia Express [Conn. from Atlantic Express]
8	DAILY	6:40 PM	28	WT	Ivy City Transfer
66	Ex. Sun.	6:40 PM	11	B&O	Frederick Local
70	Sun. only	6:40 PM	8	B&O	Frederick Local
199	Ex. Sun.	6:50 PM	16	PRR	Atlantic City Special
173	Ex. Sun.	7:00 PM	12	B&O	Baltimore Express
180	Ex. Sun.	7:00 PM	12	B&O	Baltimore Express
316	DAILY	7:00 PM	19	PRR	Dominion Express
64	DAILY	7:05 PM	18	PRR	New York Express
69	Ex. Sun.	7:05 PM	7	B&O	Boyd Local
323	DAILY	7:15 PM	18	PRR	Main Line Express

4:50 to 7:24 PM

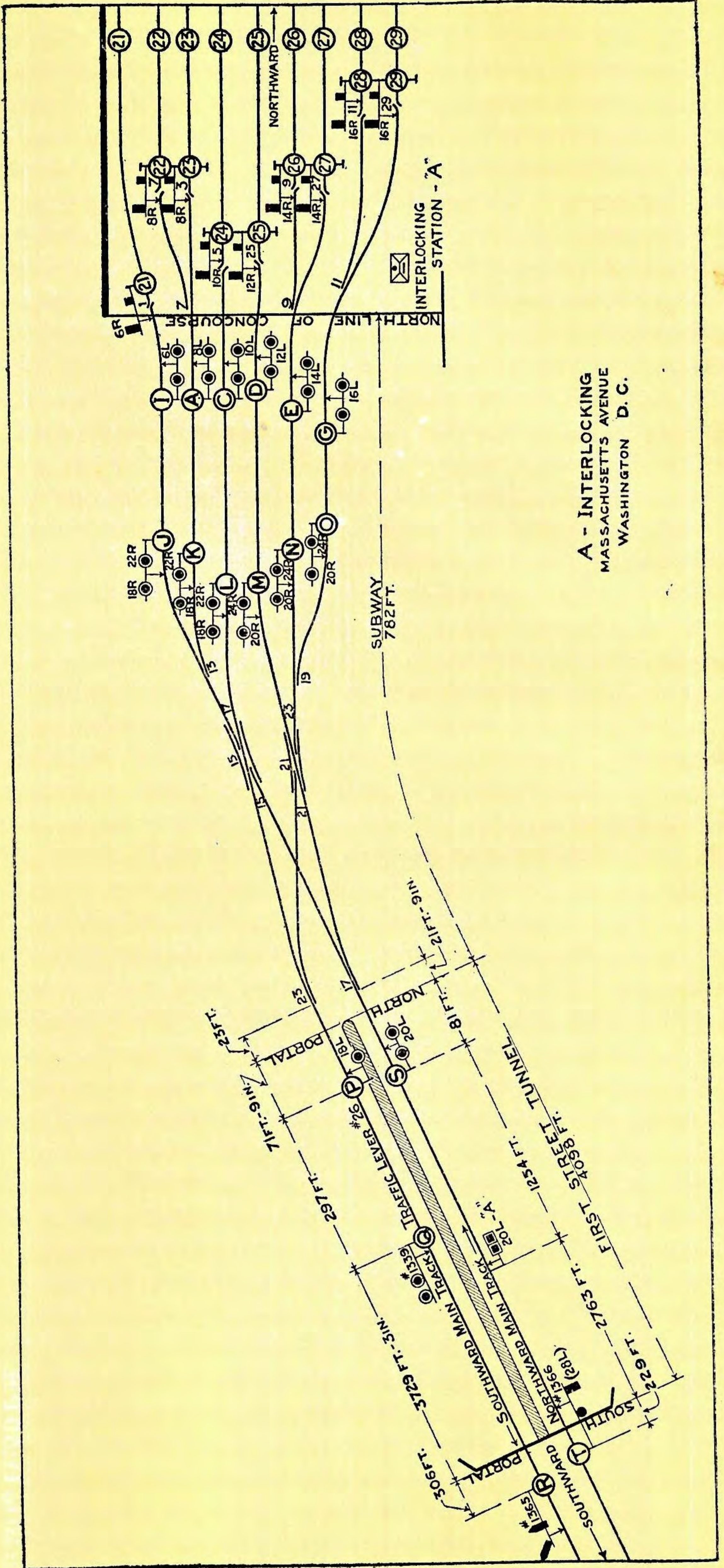
7:25 to 11:30 PM

Train No.	RUNS	TIME		Track No.	ROAD	NAME OF TRAIN
		ARRIVE	LEAVE			
7	DAILY	7:25 PM		9	B&O	Interstate Special
33	DAILY		7:30 PM	28	WS	Atlanta-Birmingham Special, via S. A. L.
7	DAILY		7:35 PM	9	B&O	Interstate Special
71	Sun. only		7:35 PM	12	B&O	Gaithersburg Local
78	Ex. Sun.	7:40 PM		6	B&O	Gaithersburg Local
325	DAILY	7:45 PM		19	PRR	Baltimore Local
244	DAILY	7:45 PM		28	SoRy	Atlanta Local
175	DAILY	7:55 PM		9	B&O	Baltimore Local
177	Ex. Sun.	8:00 PM		12	B&O	Baltimore Express
520	DAILY		8:00 PM	11	B&O	New York Express
13	DAILY	8:10 PM		15	PRR	Philadelphia Express
7	DAILY	8:20 PM		10	PRR	Philadelphia Express
30	Sun. only	8:25 PM		28	WS	Richmond Local
59	DAILY	8:30 PM		18	PRR	Congressional Limited
66	DAILY	8:35 PM		24	WS	Florida Fast Mail, via S. A. L. [Conn. for P. R. R. 90]
329	DAILY	8:46 PM		19	PRR	Buffalo & Washington Day Express
523	DAILY	9:00 PM		15	B&O	Royal Limited
182	Ex. Sun.		9:00 PM	12	B&O	Baltimore Express
66	DAILY		9:00 PM	13	PRR	Baltimore Express
228	DAILY	9:15 PM		29	SoRy	Lexington-Harrisonburg Local
61	DAILY	9:15 PM		26	PRR	New York Express [Conn. for W. S. 61, S. A. L., A. C. L., & N. & W. 241]

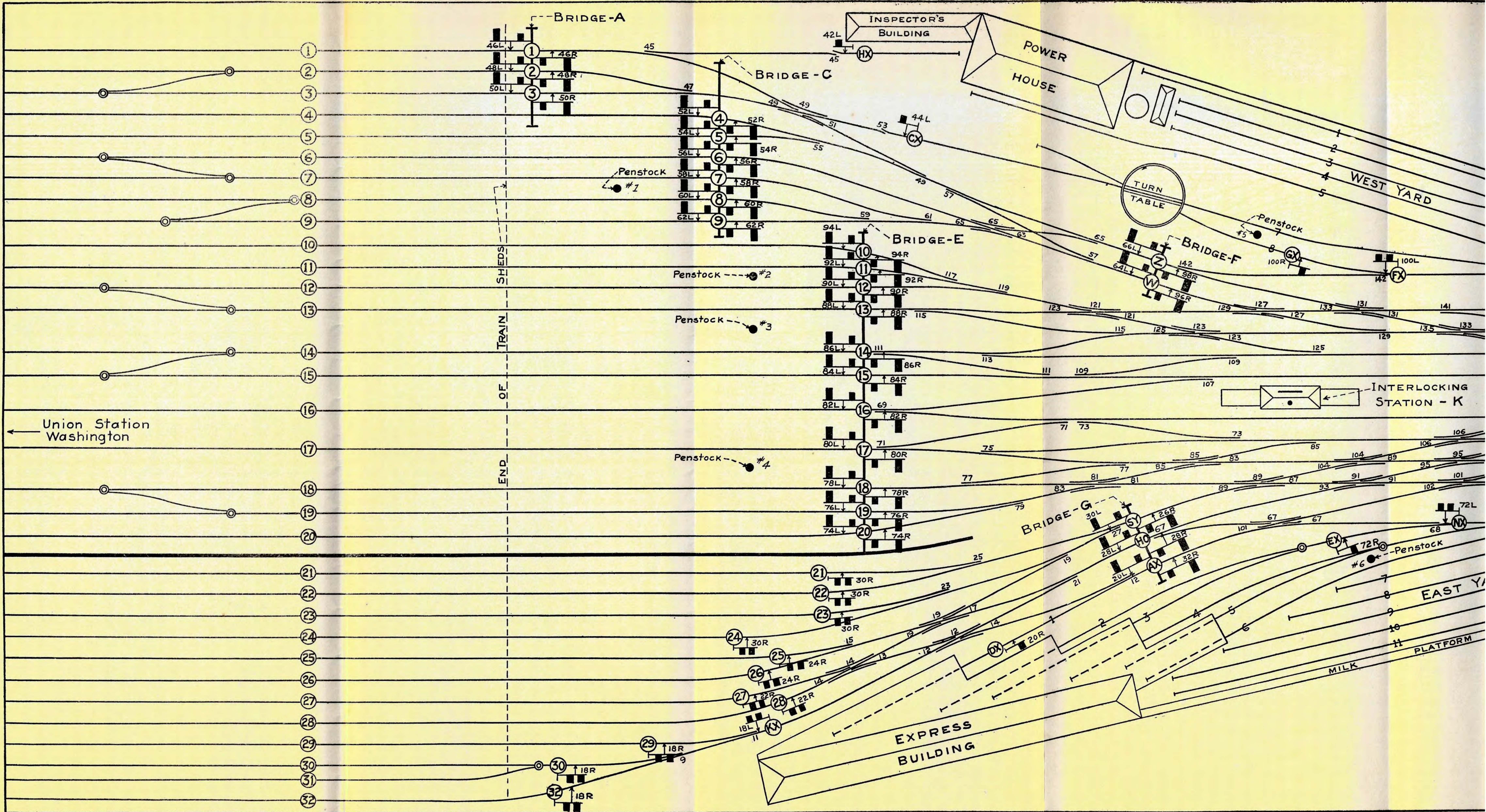
61	DAILY	.....	9:30 PM	27	WS	Florida & Cuba Special, via S.A.L. [Conn. from P. R. R. 61]	} Section ready first to leave first
61	DAILY	.....	9:30 PM	25	WS	Palmetto Limited, via A. C. L. [Conn. from P. R. R. 61]	
11	DAILY	9:30 PM	9:45 PM	14	B&O	Baltimore & Pittsburgh Express	
18	DAILY	9:45 PM	.....	10	B&O	Cumberland Local	
18	DAILY	.....	10:00 PM	9	B&O	Baltimore Express	
241	DAILY	.....	10:10 PM	21	SoRy	Washington & Chattanooga Limited, via N. & W. [Conn. from P. R. R. 61]	
32	Sun. only	10:20 PM	.....	6	B&O	Gaithersburg Local	
63	DAILY	10:25 PM	.....	21	PRR	New York & New Orleans Limited [Conn. for Southern 1st & 2nd 237]	
33	Sun. only	.....	10:25 PM	7	B&O	Boyd Local	
236	DAILY	10:30 PM	.....	28	SoRy	United States Fast Mail [Conn. for P. R. R. 90]	
52	DAILY	.....	10:30 PM	20	PRR	Philadelphia Express	
16	DAILY	10:30 PM	10:40 PM	12	B&O	Chicago-Baltimore Express	
304	DAILY	.....	10:45 PM	17	PRR	Baltimore Express [Pacific & Iron City Express]	
1st 237	DAILY	.....	10:45 PM	23	SoRy	New York & New Orleans Limited [Conn. from P. R. R. 63]	
2d 237	DAILY	.....	10:50 PM	22	SoRy	Atlanta Special [Conn. from P. R. R. 63]	
179	Sun. only	10:55 PM	.....	9	B&O	Baltimore Express	
65	DAILY	10:55 PM	.....	25	PRR	Chesapeake & Ohio FFV Limited [Conn. for C. & O. 203]	
203	DAILY	.....	11:10 PM	25	C&O	FFV Limited [Conn. from P. R. R. 65]	
14	Ex. Mon.	.....	11:15 PM	...	B&O	Washington Conn	
184	DAILY	.....	11:30 PM	10	B&O	Baltimore Local	
328	Ex. Sun.	.....	11:35 PM	19	PRR	Baltimore Local	
91	DAILY	11:38 PM	.....	18	PRR	New York Express	

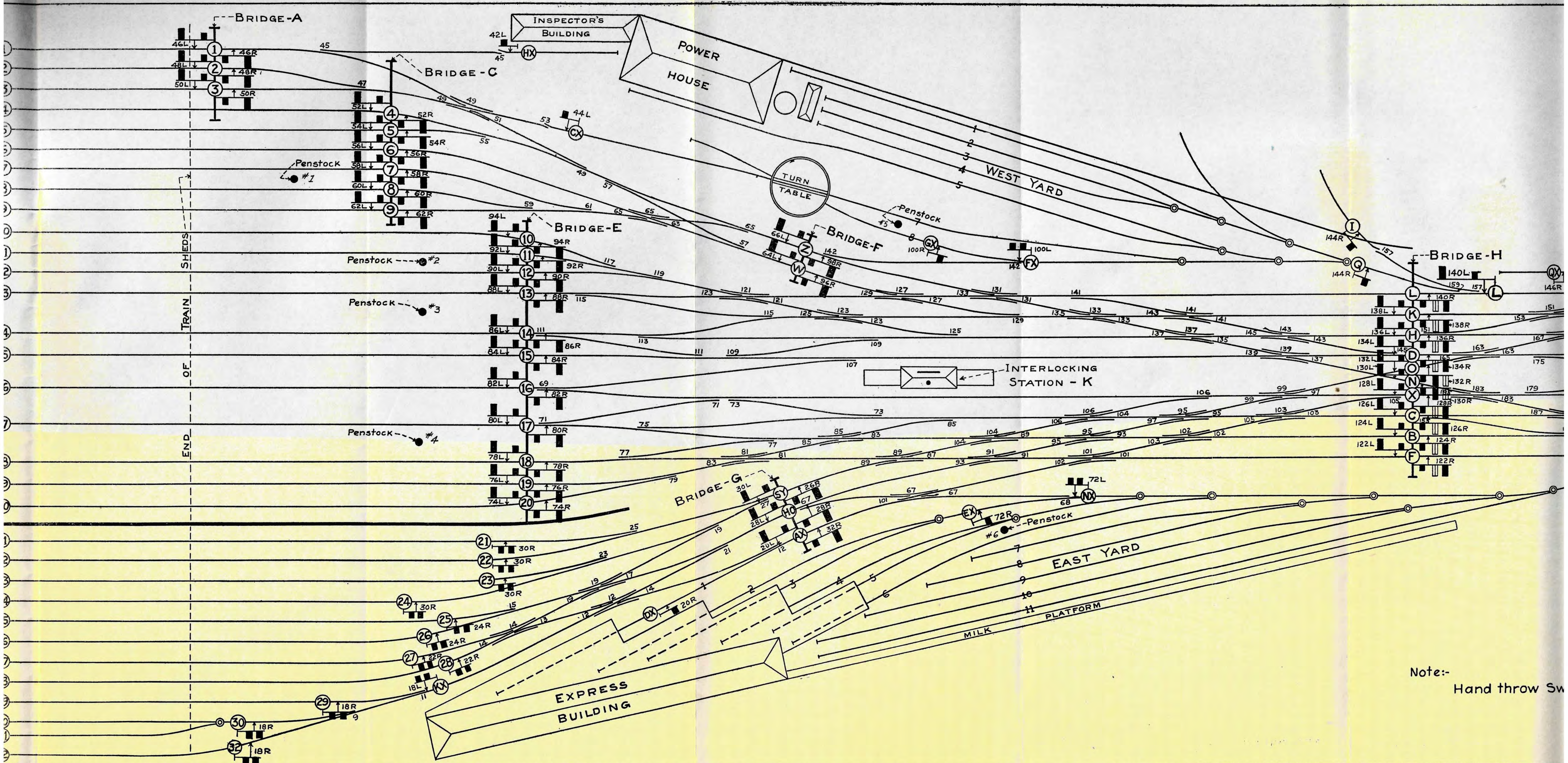
11:40 to 11:59 PM

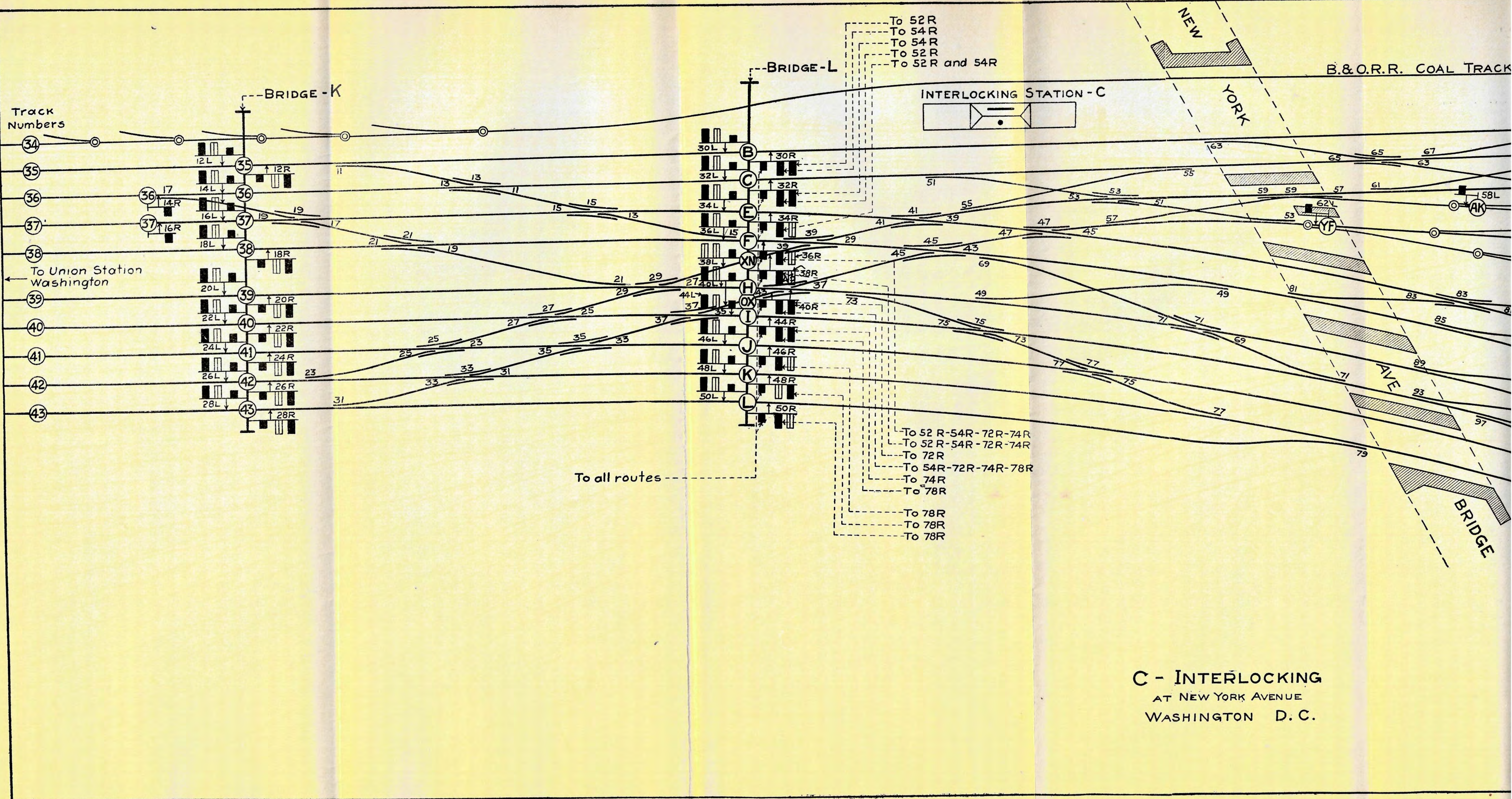
Train No.	RUNS	TIME		Track No.	ROAD	NAME OF TRAIN
		ARRIVE	LEAVE			
14	Ex. Mon.	11:40 PM	.....	32	B&O	Washington Conn.....
77	Ex. Sun.	.....	11:40 PM	6	B&O	Gaithersburg Local.....
80	DAILY	11:50 PM	.....	23	WS	Atlantic Coast Line Express, via A.C.L. [Conn. for P. R. R. 90 & 80].....
9	DAILY	11:50 PM	.....	7	B&O	Mound City Limited.....



A - INTERLOCKING
 MASSACHUSETTS AVENUE
 WASHINGTON D. C.







Track Numbers

To Union Station Washington

BRIDGE - K

BRIDGE - L

INTERLOCKING STATION - C

NEW YORK

B.&O.R.R. COAL TRACKS

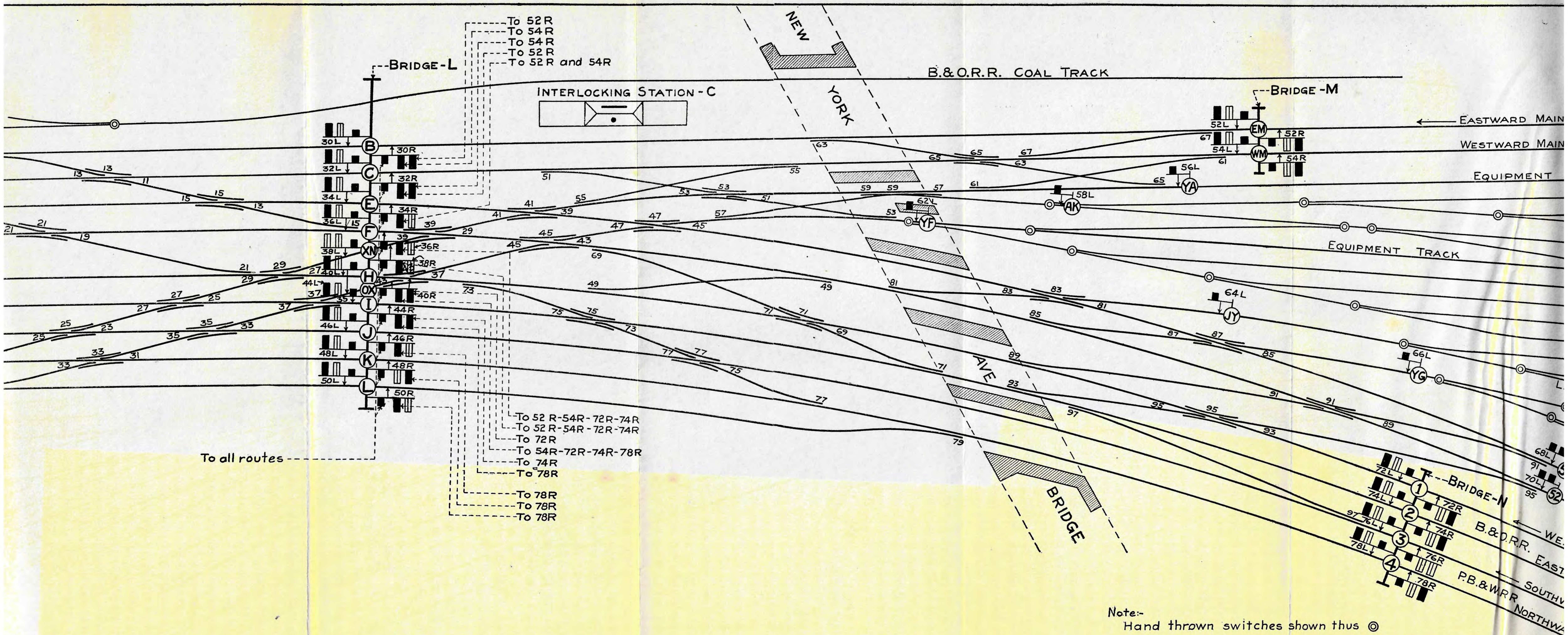
BRIDGE

To all routes

To 52 R
 To 54 R
 To 54 R
 To 52 R
 To 52 R and 54 R

To 52 R-54R-72R-74R
 To 52 R-54R-72R-74R
 To 72R
 To 54R-72R-74R-78R
 To 74R
 To 78R
 To 78R
 To 78R

C - INTERLOCKING
 AT NEW YORK AVENUE
 WASHINGTON D. C.



To all routes

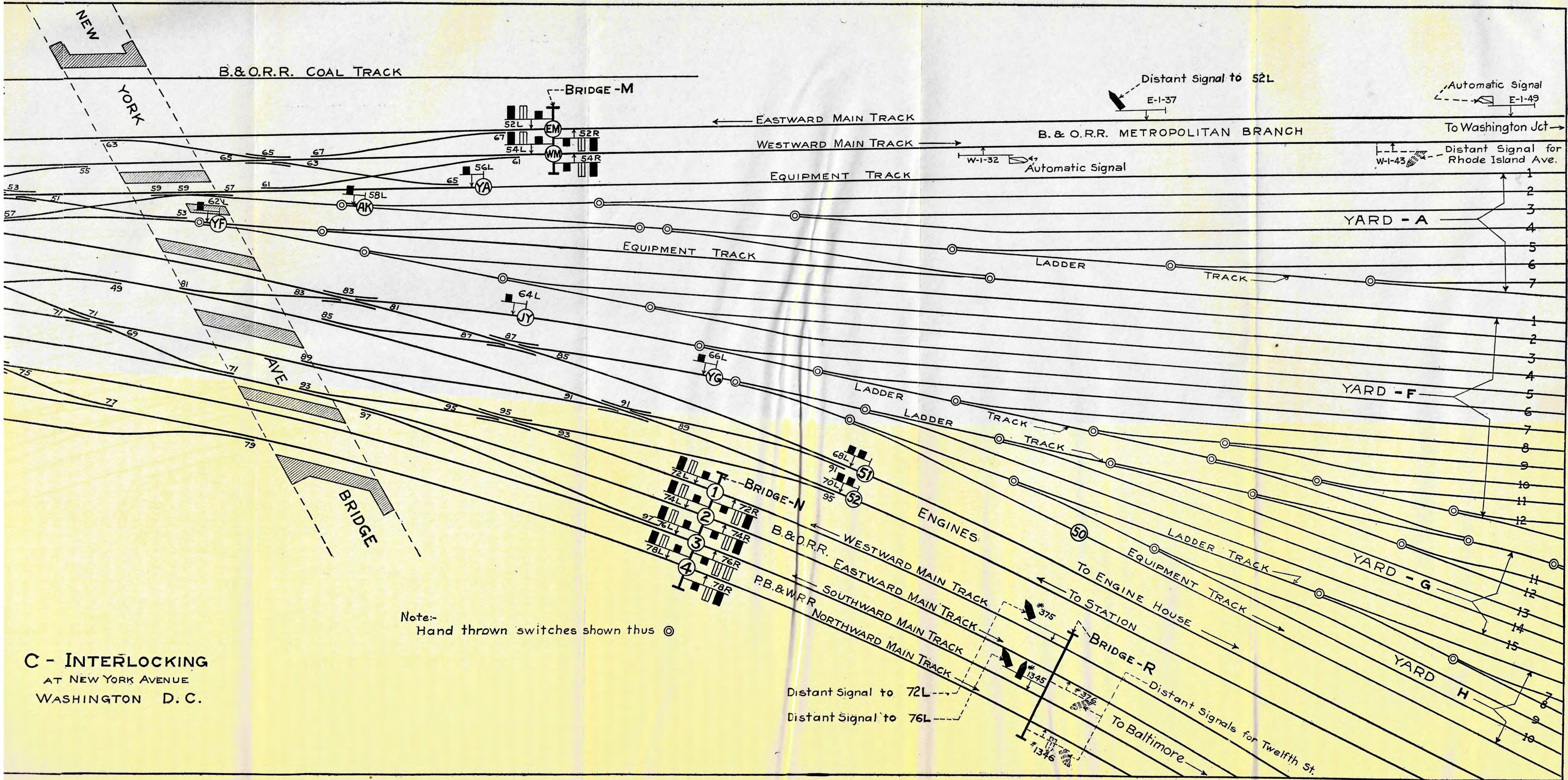
To 52 R
 To 54 R
 To 52 R
 To 52 R and 54 R

To 52 R-54R-72R-74R
 To 52 R-54R-72R-74R
 To 72R
 To 54R-72R-74R-78R
 To 74R
 To 78R
 To 78R
 To 78R

C - INTERLOCKING
 AT NEW YORK AVENUE
 WASHINGTON D. C.

Note:-
 Hand thrown switches shown thus ©

Distant Sign
 Distant Sign



C - INTERLOCKING
 AT NEW YORK AVENUE
 WASHINGTON D. C.

Note:-
 Hand thrown switches shown thus ⊙

Distant Signal to 72L
 Distant Signal to 76L

Distant Signal to 52L
 E-1-37

Automatic Signal
 E-1-49

Distant Signal for
 Rhode Island Ave.
 W-1-43

Automatic Signal
 W-1-32

To Baltimore
 Distant Signals for Twelfth St.
 #375
 #1345
 #1346

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15

**TRAINS
IN
NUMERICAL
ORDER**

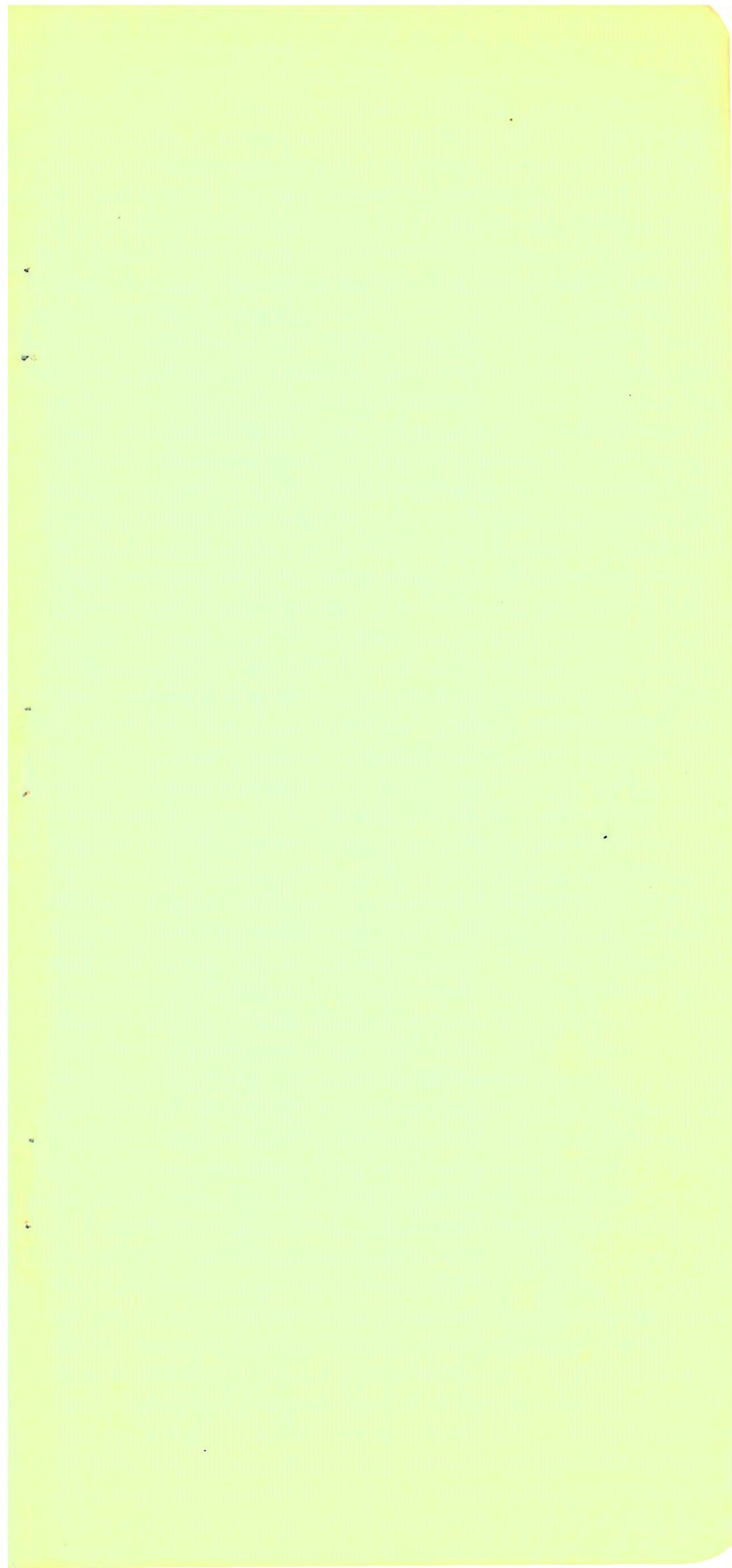
Train No.	RUNS	TIME		ROAD
		ARRIVE	LEAVE	
1	DAILY	6.20 AM	.....	WT
1	Ex. Sun.	11.35 AM	.....	PRR
1	DAILY	3.53 PM	4.05 PM	B&O
2	DAILY	.....	5.40 AM	WT
2	DAILY	8.25 AM	.....	WS
2	Ex. Sun.	.....	10.00 AM	PRR
2	DAILY	12.35 PM	1.00 PM	B&O
3	DAILY	12.25 AM	12.40 AM	B&O
3	DAILY	3.30 AM	.....	PRR
3	DAILY	5.15 PM	.....	WT
4	DAILY	.....	6.40 AM	WT
4	DAILY	6.40 AM	7.00 AM	B&O
4	DAILY	.....	1.55 PM	PRR
5	DAILY	10.45 AM	.....	PRR
5	DAILY	1.18 PM	1.25 PM	B&O
5	DAILY	6.15 PM	.....	WT
6	DAILY	.....	11.45 AM	PRR
6	DAILY	4.45 PM	5.00 PM	B&O
6	DAILY	.....	5.40 PM	WT
7	DAILY	7.25 PM	7.35 PM	B&O
7	DAILY	8.20 PM	.....	PRR
8	DAILY	10.45 AM	11.00 AM	B&O
8	DAILY	.....	4.00 PM	PRR
8	DAILY	.....	6.40 PM	WT
9	Ex. Sun.	.....	7.35 AM	WS
9	DAILY	3.30 PM	.....	PRR
9	DAILY	11.50 PM	12.00 MN	B&O
10	DAILY	6.45 AM	.....	B&O
10	DAILY	12.20 PM	.....	WS
10	DAILY	.....	3.00 PM	PRR
11	DAILY	6.40 PM	.....	PRR
11	DAILY	9.30 PM	9.45 PM	B&O
12	DAILY	2.30 AM	2.45 AM	B&O
12	DAILY	.....	3.10 PM	PRR
13	DAILY	2.35 AM	2.05 AM	B&O
13	Ex. Mon.	3.10 AM	.....	B&O
13	DAILY	8.10 PM	.....	PRR
14	DAILY	.....	7.00 AM	PRR
14	Ex. Mon.	11.40 PM	11.15 PM	B&O
15	DAILY	9.50 AM	10.00 AM	B&O
15	DAILY	.....	12.01 PM	WS
15	DAILY	4.40 PM	.....	PRR
16	DAILY	.....	9.10 AM	PRR
16	DAILY	6.35 PM	.....	WS
16	DAILY	10.30 PM	10.40 PM	B&O
17	DAILY	1.45 PM	.....	PRR
18	Ex. Sun.	.....	12.40 PM	PRR
18	Ex. Sun.	6.25 PM	.....	WS
18	DAILY	9.45 PM	.....	B&O
18	DAILY	.....	10.00 PM	B&O
19	Ex. Sat. & Sun.	.....	10.55 AM	WS
21	Sun. only	.....	7.35 AM	WS
23	Sun. only	.....	10.55 AM	WS

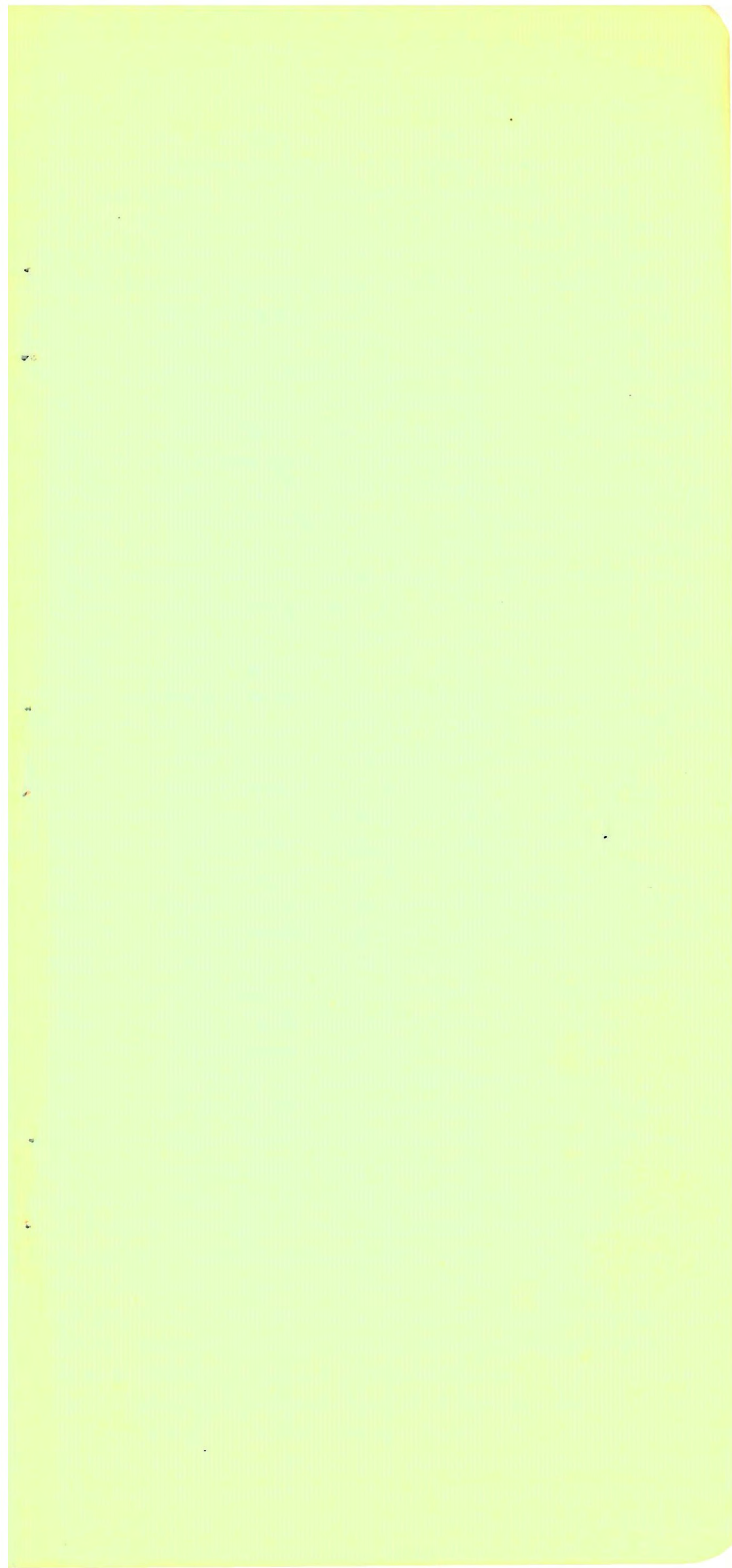
Train No.	RUNS	TIME		ROAD
		ARRIVE	LEAVE	
27	Sat. only	.....	2.00 PM	WS
29	DAILY	.....	5.00 PM	WS
30	Sun. only	8.25 PM	.....	WS
32	DAILY	11.30 AM	.....	WS
32	Sun. only	10.20 PM	.....	B&O
33	DAILY	.....	7.30 PM	WS
33	Sun. only	.....	10.25 PM	B&O
39	DAILY	.....	3.00 PM	B&O
40	DAILY	12.30 PM	.....	B&O
41	Ex. Sun.	4.50 PM	5.00 PM	B&O
42	Ex. Sun.	8.55 AM	9.30 AM	B&O
43	DAILY	.....	10.00 AM	WS
50	Sun. only	8.45 AM	.....	B&O
51	DAILY	4.20 PM	.....	PRR
51	DAILY	.....	4.45 PM	WS
51	Ex. Sun.	.....	5.45 PM	B&O
52	Ex. Sun.	8.25 AM	.....	B&O
52	DAILY	.....	10.30 PM	PRR
53	Ex. Sun.	7.53 AM	.....	PRR
54	Sun. only	9.45 AM	.....	B&O
54	DAILY	.....	4.30 PM	PRR
55	DAILY	3.40 AM	.....	PRR
55	DAILY	8.55 AM	9.10 AM	B&O
56	Ex. Sun.	7.20 AM	.....	B&O
56	DAILY	.....	7.30 AM	PRR
57	Ex. Sun.	10.05 AM	10.10 AM	B&O
58	DAILY	.....	9.00 AM	PRR
58	Ex. Sun.	2.35 PM	2.45 PM	B&O
59	Ex. Sun.	.....	8.20 AM	B&O
59	DAILY	8.30 PM	.....	PRR
60	Ex. Sun.	8.15 AM	.....	B&O
60	DAILY	.....	4.03 PM	PRR
61	Ex. Sun.	.....	12.35 PM	B&O
61	DAILY	9.15 PM	.....	PRR
61	DAILY	.....	9.30 PM	WS
61	DAILY	.....	9.30 PM	WS
62	Ex. Sun.	.....	8.00 AM	PRR
63	Ex. Sun.	.....	3.30 PM	B&O
63	DAILY	10.25 PM	.....	PRR
64	Ex. Sun.	10.35 AM	.....	B&O
64	DAILY	.....	7.05 PM	PRR
65	DAILY	.....	5.05 PM	B&O
65	DAILY	10.55 PM	.....	PRR
66	Ex. Sun.	6.40 PM	.....	B&O
66	DAILY	8.35 PM	.....	WS
66	DAILY	.....	9.00 PM	PRR
67	DAILY	6.16 PM	.....	PRR
68	DAILY	.....	11.00 AM	PRR
68	DAILY	4.35 PM	.....	B&O
69	Ex. Sun.	.....	7.05 PM	B&O
70	DAILY	2.45 PM	.....	WS
70	DAILY	.....	3.03 PM	PRR
70	Sun. only	6.40 PM	.....	B&O

Train No.	RUNS	TIME		ROAD
		ARRIVE	LEAVE	
71	DAILY	9.35 AM	.....	PRR
71	Sun. only	.....	7.35 PM	B&O
72	DAILY	.....	5.35 PM	PRR
73	Sun. only	.....	1.45 PM	B&O
73	DAILY	3.12 PM	.....	PRR
75	Ex. Sun.	3.20 PM	.....	PRR
76	Ex. Sun.	.....	10.03 AM	PRR
77	Ex. Sun.	1.38 PM	.....	PRR
77	Ex. Sun.	.....	11.40 PM	B&O
78	DAILY	.....	12.30 PM	PRR
78	Ex. Sun.	7.40 PM	.....	B&O
79	DAILY	7.10 AM	.....	PRR
79	Sun. only	.....	9.20 AM	B&O
80	DAILY	.....	12.30 AM	PRR
80	DAILY	11.50 PM	.....	WS
82	DAILY	9.00 AM	.....	WS
84	DAILY	9.10 AM	.....	WS
84	DAILY	.....	9.25 AM	PRR
85	DAILY	2.45 PM	.....	PRR
85	DAILY	.....	3.05 PM	WS
86	DAILY	1.35 PM	.....	WS
86	DAILY	.....	1.50 PM	PRR
89	DAILY	3.55 AM	.....	PRR
89	DAILY	.....	4.20 AM	WS
90	DAILY	.....	12.10 AM	PRR
91	DAILY	.....	4.00 AM	WS
91	DAILY	11.38 PM	.....	PRR
92	DAILY	.....	8.05 AM	PRR
93	DAILY	5.40 PM	.....	PRR
95	Ex. Mon.	6.20 AM	.....	PRR
135	Ex. Sun.	10.50 AM	.....	B&O
136	Ex. Sun.	.....	4.00 PM	B&O
140	Ex. Sun.	.....	5.00 AM	B&O
141	Ex. Sun.	6.20 AM	.....	B&O
142	Ex. Sun.	.....	6.25 AM	B&O
143	DAILY	7.20 AM	.....	B&O
144	DAILY	.....	7.20 AM	B&O
145	Ex. Sun.	7.45 AM	.....	B&O
146	Ex. Sun.	.....	8.00 AM	B&O
147	Ex. Sun.	8.30 AM	.....	B&O
148	DAILY	.....	8.30 AM	B&O
149	DAILY	9.45 AM	.....	B&O
150	DAILY	.....	10.00 AM	B&O
153	DAILY	11.55 AM	.....	B&O
154	DAILY	.....	12.00 N	B&O
155	Ex. Sun.	12.45 PM	.....	B&O
156	Ex. Sun.	.....	12.05 PM	B&O
157	Sun. only	1.00 PM	.....	B&O
158	Sun. only	.....	1.15 PM	B&O
159	Ex. Sun.	1.40 PM	.....	B&O
160	Ex. Sun.	.....	2.00 PM	B&O
161	Ex. Sun.	1.50 PM	.....	B&O
162	Ex. Sun.	.....	3.20 PM	B&O

Train No.	RUNS	TIME		ROAD
		ARRIVE	LEAVE	
163	Sun. only	2.35 PM	.....	B&O
164	Sun. only	.....	3.30 PM	B&O
165	Ex. Sun.	2.55 PM	.....	B&O
166	Ex. Sun.	.....	5.01 PM	B&O
167	Ex. Sun.	4.35 PM	.....	B&O
168	Ex. Sun.	.....	5.03 PM	B&O
169	Ex. Sun.	6.00 PM	.....	B&O
170	Ex. Sun.	.....	5.30 PM	B&O
171	Ex. Sun.	6.30 PM	.....	B&O
172	Sun. only	.....	5.30 PM	B&O
173	Ex. Sun.	7.00 PM	.....	B&O
174	Ex. Sun.	.....	6.00 PM	B&O
175	DAILY	7.55 PM	.....	B&O
176	Ex. Sun.	.....	6.20 PM	B&O
177	Ex. Sun.	8.00 PM	.....	B&O
178	Sun. only	.....	6.30 PM	B&O
179	Sun. only	10.55 PM	.....	B&O
180	Ex. Sun.	.....	7.00 PM	B&O
181	DAILY	12.15 AM	.....	B&O
182	Ex. Sun.	.....	9.00 PM	B&O
184	DAILY	.....	11.30 PM	B&O
198	Ex. Sun.	.....	1.00 PM	PRR
199	Ex. Sun.	6.50 PM	.....	PRR
201	DAILY	.....	6.10 PM	C&O
202	DAILY	7.15 AM	.....	C&O
203	DAILY	.....	11.10 PM	C&O
204	DAILY	4.15 PM	.....	C&O
205	DAILY	.....	3.00 PM	C&O
206	DAILY	1.10 PM	.....	C&O
209	DAILY	.....	7.30 AM	SoRy
210	DAILY	2.30 PM	.....	SoRy
213	Ex. Sat & Sun.	.....	3.35 PM	SoRy
214	Ex. Sun.	11.50 AM	.....	SoRy
215	DAILY	.....	4.05 PM	SoRy
216	DAILY	10.25 AM	.....	SoRy
217	Ex. Sun.	.....	5.05 PM	SoRy
218	Ex. Sun.	8.20 AM	.....	SoRy
221	DAILY	.....	3.55 PM	SoRy
222	DAILY	9.45 AM	.....	SoRy
223	Sat. only	.....	1.30 PM	SoRy
225	DAILY	.....	4.10 AM	SoRy
226	DAILY	12.15 AM	.....	SoRy
228	DAILY	9.15 PM	.....	SoRy
229	DAILY	.....	4.35 PM	SoRy
230	DAILY	10.40 AM	.....	SoRy
231	DAILY	.....	5.55 PM	SoRy
232	DAILY	8.53 AM	.....	SoRy
235	DAILY	.....	8.50 AM	SoRy
236	DAILY	10.30 PM	.....	SoRy
1st 237	DAILY	.....	10.45 PM	SoRy
2d 237	DAILY	.....	10.50 PM	SoRy
1st 238	DAILY	6.30 AM	.....	SoRy
2d 238	DAILY	7.30 AM	.....	SoRy

Train No.	RUNS	TIME		ROAD
		ARRIVE	LEAVE	
241	DAILY	.....	10.10 PM	SoRy
242	DAILY	6.45 AM	.....	SoRy
243	DAILY	.....	10.40 AM	SoRy
244	DAILY	7.45 PM	.....	SoRy
249	DAILY	.....	8.30 AM	SoRy
301	DAILY	8.26 AM	.....	PRR
302	Ex. Sun.	.....	5.10 AM	PRR
303	Ex. Mon.	12.45 AM	.....	PRR
304	DAILY	.....	10.45 PM	PRR
305	DAILY	8.40 AM	.....	PRR
306	DAILY	.....	7.45 AM	PRR
307	Ex. Sun.	7.00 AM	.....	PRR
308	DAILY	.....	6.15 PM	PRR
309	Ex. Sun.	8.22 AM	.....	PRR
310	DAILY	.....	10.40 AM	PRR
311	Ex. Sun.	8.30 AM	.....	PRR
312	DAILY	.....	1.10 PM	PRR
313	Ex. Sun.	10.10 AM	.....	PRR
314	Ex. Sun.	.....	5.00 PM	PRR
315	DAILY	10.25 AM	.....	PRR
316	DAILY	.....	7.00 PM	PRR
317	DAILY	2.30 PM	.....	PRR
319	Ex. Sun.	5.30 PM	.....	PRR
320	Ex. Sun.	.....	3.15 PM	PRR
321	DAILY	1.05 PM	.....	PRR
322	Ex. Sun.	.....	5.02 PM	PRR
323	DAILY	7.15 PM	.....	PRR
324	Ex. Sun.	.....	6.20 PM	PRR
325	DAILY	7.45 PM	.....	PRR
326	Ex. Sun.	.....	10.06 AM	PRR
327	Ex. Sun.	9.25 AM	.....	PRR
328	Ex. Sun.	.....	11.35 PM	PRR
329	DAILY	8.46 PM	.....	PRR
516	DAILY	.....	12.20 AM	B&O
520	DAILY	.....	8.00 PM	B&O
523	DAILY	9.00 PM	.....	B&O
524	DAILY	.....	3.00 PM	B&O
525	DAILY	5.00 PM	.....	B&O
526	DAILY	.....	9.00 AM	B&O
555	DAILY	7.50 AM	.....	B&O
653	Sun. only	8.30 AM	.....	PRR
690	Sun. only	.....	8.20 AM	PRR
691	Sun. only	9.30 AM	.....	PRR
692	Sun. only	.....	6.18 PM	PRR





NUMBER OF TRAINS.

	<u>ARRIVE.</u>	<u>LEAVE.</u>
Weekdays	126	129
Sundays	99	99

TOTAL:

Weekdays	255
Sundays	198



BOYCE RAILWAY DEPOT FOUNDATION



The Boyce Railway Depot Foundation (BRDF) was chartered on January 20th, 2017. It is organized as a non-profit Virginia corporation for preservation of the historic Norfolk & Western Railway's 1913 train station building and pump house at Boyce, Virginia.

The chief focus during 2017 will be developing a membership base. Those who welcome leadership roles can be nominated by members to the Board of Directors. Officer positions will be filled from the Directors. There are incorporating Officers who will be replaced by the new Board of Directors after the first membership meeting at the depot planned for Sunday afternoon, October 1, 2017.

Those who join prior to December 31, 2017, will be designated Founding Charter Members. Annual membership dues are \$10, payable to the **BOYCE RAILWAY DEPOT FOUNDATION**. These funds will be devoted towards completing the Internal Revenue Service's required submission for compliance with Internal Revenue Code 501(C)(3) provisions.

Members and volunteers will initially support grounds-keeping and exterior building maintenance. The longer term vision is for the BRDF to lease the building and grounds, then arrange space rentals for special events and meetings as income sources for preservation efforts.

Come join us! Please write to:

BOYCE RAILWAY DEPOT FOUNDATION
brdf@railwaymailservicelibrary.org
117 EAST MAIN STREET
BOYCE VA 22620-9639



BOYCE RAILWAY DEPOT FOUNDATION

N&W RAILWAY AND TOWN HISTORY - BUILDING PRESERVATION

www.railwaymailservicelibrary.org

(571) 379-3409 - TELEPHONE

brdf@railwaymailservicelibrary.org - e-MAIL

117 EAST MAIN STREET

BOYCE VA 22620-9639

MEMBERSHIP APPLICATION

Your membership in the Boyce Railway Depot Foundation will support preservation and community use of the historic 1913 Norfolk & Western Railway station. Annual dues are \$10 and a life membership is \$250. Please provide the information below for the membership roster:

First, Middle Initial, Last Name: _____

Mailing Address: _____

City, State, Postal Code, Country: _____

Telephone Number: _____

eMail Address: _____

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Thank you very much for your interest. If you have questions, please call or write.

Sincerely yours,

Frank R. Scheer
Organizing Secretary

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