

THE BALTIMORE & OHIO RAILROAD COMPANY

EASTERN LINES

"SAFETY ABOVE EVERYTHING"



BALTIMORE DIVISION

AND

BALTIMORE TERMINAL DIVISION

38

TIME-TABLE No. 38

EFFECTIVE 12.01 A. M., EASTERN STANDARD TIME

SUNDAY, SEPTEMBER 25, 1938

P. K. PARTEE,

Sup't Baltimore Terminal Division

H. F. WYATT,

Sup't Baltimore Division

F. G. HOSKINS,

General Superintendent

J. D. CLARKE,

Sup't Freight Transportation

J. A. LATCHFORD,

Sup't Passenger Transportation

C. W. VAN HORN,

General Manager

D. F. STEVENS,

Gen'l Sup't Transportation

Here's the only *way* in America not financed by tax money

THE people of the United States use four "ways" of transportation—waterway, airway, roadway and railway.

Of these four, the railroads alone now build and maintain their own "ways" without the aid of the money we all pay in taxes. More than that, they *pay taxes* on their "ways" which help to support schools and other functions of government.

These facts have an important bearing on any discussion of the "railroad problem" for two reasons:

First, people who talk of "putting the railroads through the wringer" overlook the fact that approximately 55% of railroad investment is in their "ways."

Second, railroads must compete with carriers which use ways largely provided for them by taxation.

Take the inland waterways, for example. The construction cost of digging canals or deepening rivers—all paid by the *taxpayers*—is far more than the cost of building railroad tracks. For instance, it is \$142,000 per mile on the Ohio River and \$235,000 per mile on the upper Mississippi. And even the annual maintenance per mile, *also paid wholly by the taxpayers*, is much higher than the annual maintenance costs of the railroads, paid wholly by the railroads.

Aviation benefits by a nationwide system of beacons, emergency landing fields, radio beams, weather reports and the like furnished by the U. S. Government, and airports built by U. S. Government funds or municipalities.

Roads, *not* including city streets, have cost more than \$25,000,000,000—almost twice the investment in railroad tracks and yards.

Looking at these figures, you can see that it costs money to furnish any kind of transportation "way"—and the marvel is that railroads, paying the whole bill themselves, are able to transport commodities of all sorts over all the country at rates averaging well below those of any of our other ways of transportation.

This is no time for snap judgment on the railroads' problems. What's needed is a sensible program.

The railroads have such a program today. It is based on the principle that *the most important transportation system in America should be given a chance to run as a business under fair and equal conditions of competition.*

This program is simply stated in a little pamphlet of vital interest to you. Please write for your copy.

STRAIGHT
THINKING
About the Railroads

What about "Land Grants"?

These two words have confused fair discussion of railroad problems for more than fifty years. Let us present three little-known facts which go far toward clearing the air:

First, less than 10% of the railroads ever received "land grants."

Second, the land "granted" was virtually worthless until the building of the railroads made settlement possible.

Third, "land grants" were not gifts. They were trades. Roads receiving these grants were required to give the government reduced rates on all its business, a concession which has long since returned to the government far more than the original value of the lands granted.

SAFETY FIRST—
friendliness too!

ASSOCIATION OF
AMERICAN RAILROADS

WASHINGTON, D. C.

THE BALTIMORE AND OHIO RAILROAD COMPANY

RELIEF DEPARTMENT,

W. M. KENNEDY, Superintendent.

MEDICAL AND SURGICAL SERVICE.

COMPANY'S SURGEONS.

Philadelphia, Pa...... DR. JOHN A. O'CONNELL, 2128 Pine St.
 DR. ELLISTON J. MORRIS, 128 S. 18th St.
 DR. WM. F. MORRISON, Central Medical Bldg., N. E. Cor. 18th & Chestnut Sts.
 DR. ARTHUR P. KEEGAN, 1719 Pine St.
 DR. R. FRANCIS TAYLOR, 913 Spruce St.
 DR. JOHN G. MANLEY, 1411 So. 29th St.
 DR. W. J. MARTIN, 2336 Fitzwater St.
 DR. DEWEY A. SNYDER, 5728 Chester Ave.
 DR. HAROLD G. VON GOLDBERG, Oculist, 2213 Walnut Street.
Chester, Pa...... DR. PALMER N. DEFURIA.
 DR. WM. V. MARSHALL.
Wilmington, Del...... DR. A. LEON HECK.
 DR. RAYMOND A. LYNCH.
 DR. E. R. MAYERBERG, Oculist.
Elsmere, Del...... DR. WALTER S. LUMLEY.
Richardson Park, Del. DR. MILLARD F. SQUIRES, JR.
Newark, Del...... DR. G. BURTON PEARSON.
Havre-de-Grace, Md. DR. F. W. STEINER.
Aberdeen, Md...... DR. CHARLES H. KREITE.
 DR. FRANK S. LYNN, Medical Arts Bldg., Cathedral and Richmond Sts., or University Hospital.
 DR. R. W. LOCHER, 31 E. North Avenue.
 DR. S. GRIFFITH DAVIS, 220 Chancery St., Guilford.
 DR. JOS. E. NORRIS, 107 E. West Street.
 DR. GROVER C. NEY, 705 Lake Drive.
 DR. A. F. RIES, 24 S. Broadway.
 DR. J. CHARLES NORTON, 888 W. Lombard St.
Baltimore, Md...... DR. LEWIS B. WHITING.
 DR. WALTER D. WISE, 1120 St. Paul St.
 DR. MARTIN J. HANNA, 1822 W. Balto. St.
 DR. I. RIDGEWAY TRIMBLE, 8W. Madison St.
 DR. ROBERT W. STEVENS, Mercy Hospital.
 DR. R. Y. FECHTIG, Oculist, 4 East Biddle St.
 DR. EDWARD A. LOOPER, Oculist, 104 W. Madison St.
 DR. THOS. O'ROURK, Oculist, 104 W. Madison St.
Curtis Bay, Md...... DR. FREDERICK H. VINUP.
Lakeland, Md...... DR. HOWARD L. WHEELER.
(near West Baltimore)
Relay, Md...... DR. FREDERICK V. BEITLER.
 DR. LAWRENCE G. MILLER.
Halethorpe, Md...... DR. W. S. PARSON.
Catonsville, Md...... DR. JAMES G. HOWELL, 715 Frederick Ave.
Ellicott City, Md...... DR. FRANK O. MILLER.
Mt. Airy, Md...... DR. STANLEY GRAYBILL.
Ijamsville, Md...... DR. GEORGE H. RIGGS.
Frederick Jct., Md...... DR. C. H. CONLEY.
 DR. A. A. PEARRE.
Frederick, Md...... DR. W. M. SMITH.
 DR. EDWARD P. THOMAS.
 DR. P. S. LANSDALE, Oculist, 7 E. Church St.
Buckeystown, Md...... DR. CHARLES H. CONLEY, JR.
Laurel, Md...... DR. BRYAN P. WARREN.
Berwyn, Md...... DR. JOHN McC. WARREN.
Hyattsville, Md...... DR. W. ALLEN GRIFFITH.
 DR. THOMAS E. LATIMER.
 DR. WM. B. MARBURY, 2238 Q St., N. W.
 DR. RAPHAEL N. MANGANARO, 716 Eighth Street, N. E.
 DR. GEORGE K. NUTTING, 1606 Twentieth Street, N. W.
Washington, D. C...... DR. JAMES F. MITCHELL, 1344 19th St., N. W.
 DR. JAMES A. O'KEEFE, 213 Eleventh St., S. W.
 DR. FREDERICK C. FISHBACK, 1801 Eye St., N. W.
 DR. LOUIS S. GREENE, Oculist, 1710 Rhode Island Avenue, N. W.
Takoma Park, D. C. DR. LOUIS J. BATTLE.

COMPANY'S SURGEONS—Concluded.

Silver Spring, Md...... DR. J. LELAND CARDWELL, 1371 Kalmia Road, Washington, D. C.
Rockville, Md...... DR. GILBERT V. HARTLEY.
Gaithersburg, Md...... DR. FRANK J. BROSCHEAT.
Hagerstown, Md...... DR. VICTOR D. MILLER, 131 West Washington St.
Brunswick, Md...... DR. JOHN G. F. SMITH.
 DR. LEVIN WEST.
 DR. WILLIAM SCHNAUFFER.
Harpers Ferry, W. Va. DR. CLIFFORD C. JOHNSON,
Charles-Town, W. Va. DR. A. O. ALBIN.
Summit Point, W. Va. DR. G. A. DAVIS.
Winchester, Va...... DR. PHILIP W. BOYD.
 DR. B. B. DUTTON
 DR. HUNTER H. MCGUIRE, Oculist.
Middletown, Va...... DR. T. A. WILLIAMS.
Strasburg, Va...... DR. G. G. CRAWFORD.
Harrisonburg, Va...... DR. JAMES H. DEYERLE.
 DR. B. S. YANCEY.
Cave Station, Va...... DR. H. G. MIDDLEKAUFF.
Staunton, Va...... DR. GEORGE H. THOMAS.
 DR. W. S. WHITMORE.
 DR. FRANK M. HANGER, Oculist.
Raphine, Va...... DR. T. F. KENNAN.
Lexington, Va...... DR. O. HUNTER McCLUNG.

HOSPITALS.

University Hospital.
 Mercy Hospital.
 St. Joseph's Hospital.
 South Baltimore General Hospital.
 Emergency Room (214 W. Camden Street), Surgeon, 8.30 A. M. to 5.00 P. M. weekdays, except Saturdays, 8.30 A. M. to 12.00 Noon.
 Emergency Room, Mt. Clare, Surgeon, 7.00 A. M. to 5.00 P. M., weekdays.
 Emergency Room, University Hospital, Surgeon, 5.00 P. M. to 8.30 A. M., daily.
Baltimore, Md......
Brunswick, Md...... Emergency Room.
Chester, Pa...... Chester Hospital.
Frederick, Md...... Frederick City Hospital.
Hagerstown, Md...... Washington County Hospital.
Martinsburg, W. Va...... King's Daughters' Hospital.
 City Hospital.
Philadelphia, Pa...... Hospital of the University of Pennsylvania.
 Polyclinic Hospital.
Wilmington, Del...... Delaware Hospital.
Washington, D. C...... New Emergency Hospital.
 Providence Hospital.
Winchester, Va...... Winchester Memorial Hospital.

FIRST AID EMERGENCY CASES.

First Aid emergency cases, with a booklet of instructions enclosed, will be carried on trains and located at every important shop and station. They shall be in direct charge of conductors of freight trains, baggagemen of passenger trains, or conductor if no baggageman, enginemen of helpers, agents at stations and master mechanics at shops, who are responsible for the compliance with the general notice in reference thereto.

EXAMINING POINTS.

Examiner's Office Days and Hours.

PHILADELPHIA—(24th and Chestnut Sts.), Wednesdays, 9.00 to 11.00 A. M.
WILMINGTON—Fridays, 8.30 to 11.00 A. M.
BALTIMORE, MD.—214 W. Camden St., each week day, 8.30 A. M. to 4.00 P. M., except Saturdays, 8.30 A. M. to 12.00 N. n.
WASHINGTON, D. C.—(Freight Bldg., New York and Florida Avenues, N. E.) Wednesdays, 9.30 A. M. to 11.30 A. M.
BRUNSWICK, MD.—Tuesdays and Fridays, 10.00 A. M. to 1.00 P. M.

RELIEF DEPARTMENT—Concluded.

MEDICAL EXAMINERS' TERRITORIES.

Philadelphia, inclusive, to Bay View, exclusive:
Dr. C. W. Pence, 24th and Chestnut Sts., Philadelphia, Pa.

Bay View, inclusive, to Washington, inclusive, Washington to Gaithersburg, inclusive, Relay to Point of Rocks, exclusive (via Old Main Line). Gaithersburg to Green Spring, both exclusive. Lucketts and Taylorstown, The Valley Hagerstown and Berkeley Springs Branches.	Dr. A. J. Bossyns, 214 W. Camden St., Baltimore, Md. Dr. J. H. Hodges, Martinsburg, W. Va.
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Reports of disability or death should be forwarded to the respective medical examiners.

RULES GOVERNING SERVICES OF COMPANY'S SURGEONS

1. Telegraphic calls for surgeons will have precedence over other business, except train orders.

2. In all cases of injuries to passengers or employees requiring surgical aid, the surgeon of the Company who can reach the point the quickest must be immediately called by the officer in charge and the case put in his exclusive control. If impossible to secure immediate attendance of Company's Surgeon, other surgical aid should be promptly secured to attend until the arrival of the Company's surgeon.

Upon the arrival of the Company's surgeon he shall assume charge of the situation, making proper arrangement with the surgeon already in attendance for continuance, or discontinuance of services.

3. When a number of persons are injured the services of competent surgeons in the vicinity should at once be secured and every attention given the injured. Company's surgeons should be immediately notified, giving number of persons injured and what will probably be required for their relief.

4. The Company will not be responsible for the employment of other surgeons than those above named, and no obligation of any kind, beyond the services required while awaiting the arrival of the Company's surgeon, or subsequently arranged for by him, will be assumed for the Company.

5. The officer in charge will arrange to have the injured persons removed from the scene of the accident as promptly as possible, providing an ambulance or other convenience, and sending a man, or men, with the injured persons, when necessary; any expense incurred to be billed direct to the Company, or paid by the person in charge, who will present a statement and receive a voucher.

6. No important surgical operation shall be performed previous to the arrival of the Company's surgeon, except such as may be required for the immediate safety of the patient.

7. While the Company's surgeons will be assigned to duty within prescribed limits, they will be expected to go out of such limits whenever required.

8. Employees will be expected, whenever able, to visit the Company's surgeon's office for treatment.

9. When an injured employee selects a surgeon other than the one appointed, the Company will be relieved of any obligation to pay for his service, and such surgeon will look to the employee for his compensation.

E. V. MILHOLLAND, M. D.,
Medical and Surgical Director.

SPECIAL INSTRUCTIONS.

1. SUPERIORITY OF TRAINS.

On single track, eastward trains are superior to westward trains of the same class.

EXCEPTIONS TO No. 1.

Train 487 is superior to Train 488, Frederick Jct. to Frederick.
 Train 73 is superior to Train 74, Weverton to Hagerstown.
 Train 87 is superior to Train 88, Weverton to Hagerstown.
 Train 55 is superior to Train 54, Harpers Ferry to Strasburg Junction.

Train 83 is superior to Train 94, Harpers Ferry to Strasburg Junction.

Train 97 is superior to Train 84, Harpers Ferry to Strasburg Junction.

2. LOCATION OF STANDARD CLOCKS.

Philadelphia: Station Master's Office, Passenger Conductors' Room, East Side: Crew Dispatcher's Office, "RG" Tower, Wilmere, Bay View,	Train Dispatchers' Office, Camden Sta. Station Master's Office, Camden Sta. Riverside Crew Dispatchers' Office, Camden Yard Office, "B" Yard Office, Mt. Clare, Locust Point Yard Office,	Mt. Clare Junction, Curtis Bay, Frederick Junction, Brunswick Shop, "WB" Tower, Strasburg Junction, Harrisonburg, Lexington, Ivy City Shops, Washington, Washington Yard,
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LOCATION OF WATCH INSPECTORS.

Baltimore, Md., S. & N. Katz, 105-107 N. Charles St., Corner Eutaw and Lexington Sts., 3510 Eastern Ave.
 Brunswick, Md., J. E. Moore.
 Cumberland, Md., S. T. Little Jewelry Co., 113 Baltimore St.
 Frederick, Md., A. R. Rensberg, Market Street.
 Hagerstown, Md., G. T. Baker, 32 E. Washington St.
 Harrisonburg, Va., D. C. Devier.
 Jersey City, N. J., George A. Davidson, 107 Newark Ave.
 Philadelphia, Pa., Albert Hoelzer, 24th and Chestnut Streets Station, Mrs. L. A. Laubach, 7038 Woodland Avenue.
 Staunton, Va., H. L. Lang.
 Winchester, Va., Hodgson & Brown.
 Wilmington, Del., Levitt Jewelry Co., 806 Market St.
 Washington, D. C., Charles Schwartz & Son, 708 7th St., N. W., 2123 M St., N. W.

3. REGISTER AND BULLETIN BOARD STATIONS.

Philadelphia, Pa. (1st class Camden Station, Station trains), originating and terminating 24th & Chestnut Sts.

East Side, Crew Dispatcher's Office,
 Wilmere Yard Office,
 Bay View,
 Riverside, Crew Dispatcher's Office,
 *Mt. Clare Junction,
 Frederick (1st class trains),
 WB Brunswick (1st and 2nd class trains), originating and terminating at Brunswick.
 *Frederick Junction (1st class trains),

Master's Office (1st class trains), originating and terminating Camden Station only.
 Washington (1st class trains),
 Weverton (1st and 2nd class trains), Washington County Sub-division,
 Hagerstown (1st and 2nd class trains),
 Harpers Ferry, Shenandoah Sub-division.
 Strasburg Junction,
 Harrisonburg,
 Lexington.

Bulletin boards also located at Pier 62, Philadelphia, Locust Point, Camden Yard, Curtis Bay Yard, Washington, New York Avenue Yard, QN Tower, Brunswick Crew Dispatcher's Office.

* No Bulletin Board.

4. FORMS "A" AND "C."

Trains from Market Street Branch will receive Form "A" from the operator at Elsmere Junction.

Westward first class trains will receive Form "A", 24th and Chesnut St., Philadelphia, delivered by Station Master.

Where it is necessary to deliver Form "A", Part "B", as required by Rule 208, line 3 will not be filled out, even though manual block rules are in effect.

After the meet has been made at a siding between block offices and telephone facilities are available, the train on siding will secure Form "A", Part "U" and condition of the block between the meeting point and the next block office will be shown in Line 3.

Conductors in charge of Frederick Sub-division passenger trains may use Form "C" for registering at Frederick Junction. Conductors in charge of Shenandoah Sub-Division trains may use Form "C" for registering at Harper's Ferry and Harrisonburg.

SPECIAL INSTRUCTIONS—Continued.

4. FORMS "A" AND "C"—Concluded.

Trains will reduce speed sufficiently to permit Conductors to deliver Form "C" and permit Operators to deliver Form "A."

Rule 83-C is modified to the extent that it will not be necessary for passenger or express trains in either direction to get Form "A" at "QN" Tower, "F" Tower or Weverton, or Park Jet., west bound.

5. SPEED RESTRICTIONS.

The following definitions will be observed:

NORMAL SPEED—The maximum speed permitted by timetables for main-track movements.

MEDIUM SPEED—One-half the normal speed, not to exceed thirty (30) miles per hour.

SLOW SPEED—One-quarter the normal speed, not to exceed fifteen (15) miles per hour.

RESTRICTED SPEED—Proceed, prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.

These definitions do not supersede nor modify the following speed restrictions:

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains handled by freight engines, second class, fast freight.	Slow freight, local, pick-up and work trains.
Between Philadelphia and Weverton except as noted below	75	50	30
Around Curve, Park Jet. Tracks 1 and 2	30	20	20
Between East End Park Tunnel and Chestnut Street Station	30	20	20
Between Locust St. interlocked switches and crossover at Chestnut Street	15	12	12
Between P. R. R. Bridge and Grays Ferry Tunnel, Tracks 1 and 2	50	35	30
Between Locust Street and "RG" Tower East Side on Tracks 3 and 4	15	10	10
Over Schuylkill River Bridge 89c	35	15	15
Eastwick over Reading Crossing	60	30	25
Around Curve West of 60th St.	60	40	30
Darby, Main Street Crossing	30	20	20
Between Eddystone and Avondale	10	10	10
Chester, Edgemont Ave., Upland St., and Potter St. crossings & Melrose Ave. curve Eastward and westward trains between west end Brandywine Bridge and 11th St., Wilmington	40	30	20
Over Bridges 65-H, 65-I west of Wilmington Passenger Station, Q-4, Q-4a, Q-4B, Q-1X, T-1, T-2 Engines and W. Cr. X45 to X48 Reading engines, Class M-1-SA. CNJ engines, Class M-1-S and M-2-S	10	10	10
Around curve, Lancaster Ave., Wilmington.	60	40	30
Elsmere Jct., over Reading Crossing	60	35	30
Around first curve west Elsmere Jct., Track No. 2	60	40	30
Between Elsmere Jct. and "WJ" Tower Track No. 1	60	35	25
Between Elsmere Junction and "WJ" Tower on Tracks 3 and 4	15	10	10
Between "WJ" Tower and Mt. Cuba	20	15	15
Between Mt. Cuba and Landenberg	15	10	10
Around Hawthorne Curve just west of Harmony	70	40	30
Around First and Second Curves East of Newark and First Curve West of Newark Tracks 1 and 2	60	40	30
Around curve just west of Barksdale	70	40	30
Around curve just east of Childs	70	40	30
Around curve at Little Northeast	65	40	30
Around Second Curve West of Leslie	70	40	30
Around curve "FH" Tower	65	40	30
Around First Curve East of Belvidere	70	40	30
Principio fill west of Belvidere Track No. 1	65	40	30
" " " " " " " " No. 2	55	35	30

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains handled by freight engines, second class, fast freight.	Slow freight, local, pick-up and work trains.
Curve at west end Susquehanna River Bridge, Tracks 1 and 2	40	30	20
Susquehanna River Bridge 34A	45	20	20
Freight trains will use three minutes and twenty-seven seconds between the ends of Susquehanna Bridge.			
Passing over track pans Swan Creek and Stanton	45	30	25
When it is observed that two trains will pass over the track pans at the same time	30	..	..
Around curve at Big Gunpowder	60	40	25
Around curve east of Loreley, Track No. 1	55	40	25
Around first curve East Loreley Track No. 2	50	35	25
Over Bridge 6-B west of Rossville, Engines T-1, T-2 and W. Cr. X45 to X48	10	10	10
Between Philadelphia Road Bridge and east end of curve east of Bay View Tower.	60	40	30
Canton Branch	15	15	15
Sparrows Point Branch	.....	.....	15
Patapsco Neck Branch	.....	.....	15
Around curve Loney's Lane at mile post P91-B5	50	40	30
Around curve at Waverly	50	35	30
Q-1x, Q-4, Q-4a, Q-4B (4400, 4600) T, Ta, T-1, T-2, V-1 Class Engines over Bridges 3, 6 & 10, between North Ave. and Harford Road Tunnel. Reading engines, Class M-1-SA. CNJ engines, Class M-1-S and M-2-S	10	10	10
Around First Curve East of Huntingdon Ave. Tracks 1 and 2	20	15	15
Westward, through switches from No. 1 track, Huntingdon Avenue	15	10	10
Around First Curve West of Huntingdon Ave. Track 2	30	20	20
Around curve at North Ave. and over crossing	20	10	10
Through Switches east end Howard Street Tunnel	15	10	10
Through Howard Street Tunnel	25	12	12
Trains using Gauntlet track	12	12	12
Around reverse curve west end Howard Street Tunnel No. 2 track	15	15	15
Between Hamburg Street and Camden Station train shed, both directions:			
Lower level	25	10	10
Upper level	10	.....	.....
Around curve, Bailey, eastward and westward	25	20	20
Around curve, Bailey, Mikado engines eastward to Camden Station and eastward from Camden Station to Locust Point	10	10	10
Through switches Riverside Tower	10	10	10
Around curve between Bayard and Ridgely Streets, eastward and westward	35	25	25
Westport Crossing, S. Baltimore Sub-Division	15	15	15
Q-1x, Q-4, Q-4A and Q-4B, T, Ta, T-1, T-2 Engines over Bridge 3A Curtis Bay Sub-Div.	10	10	10
Class EL-6 engines over Bridges 1-D, 3-A and 5-A, Curtis Bay Sub-Division	..	10	10
West End Gwynns Falls Bridge to Curve at Scott Street	55	.....	.....
Diverging movements through interlocked switches at "CX" Tower	10	10	10
Around first curve west of Mt. Winans	70	40	30
Around first curve west of West Baltimore	70	40	30
Around curve between Lansdowne and West Baltimore	50	35	30
Around first curve east of Halethorpe Tracks 1 and 2	70	40	30
Diverging movements through interlocked switches at "HX" Tower	30	20	20
First curve west of St. Denis Station	45	30	25
Between W. Balto. and Relay tracks 3 and 4	40	35	30

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains handled by freight engines, second class, fast freight.	Slow freight, local, pick-up and work trains.
Around curve at Kelay and over the viaduct	35	25	25
Around curve, Elkridge, Track No. 1...	55	40	30
Around curve at Elkridge, Track No. 2.	50	30	30
Around Hanover curve.....	70	40	30
Ft. Geo. G. Meade Sub-Division.....	30	15	15
Pataxent Sub-division.....	20	10	10
Diverging movements at Alexandria Junct.	15	15	15
Between Alexandria Junct. and Benning..	20	20	20
Between Benning and Shepherds.....	15	15	15
Trains using Pennsylvania connection at "JU" Interlocking.....	10	10	10
Alexandria Sub-Division. Bridges A1, 5B W. Cr. X45 to X48.....	10	10	10
Through crossovers and switches at "QN" and "R" Towers via "Y" at Washington	15	15	15
Between Washington and Point of Rocks..	70	50	30
Around first curve east of Forest Glen...	60	40	30
Metropolitan Southern Sub-Division.....	15	15	15
Over Rock Creek Trestle—Metropolitan Southern Sub-Division.....	10	10	10
Over Bridge 18 Metropolitan Southern Sub-Division.....	10	10	10
Over Bridge 17B, just west of Rockville, for S and S-1 engines.....	10	10	10
Trains moving from passing sidings to main tracks through the spring switches "DB" Tower will not exceed a speed of 15 miles per hour and trains moving on main tracks against the current of traffic will not exceed a speed of 15 miles per hour over the spring switches.			
Through switches at Point of Rocks to and from Metropolitan Sub-Division..	15	15	15
Between Point of Rocks and Weverton...	60	40	30
Around curves at and through Point of Rocks and Catoctin Tunnels.....	35	30	30
Over Highway Crossings Brunswick.....	50	40	30
Diverging movements through crossover to or from No. 1 or No. 2 track "WB" interlocking plant, Brunswick.....	15	15	15
Trains using slow speed track "WB" Tower to East Brunswick.....	10	10	10
Trains entering Brunswick Yard at East Brunswick.....	15	15	15
Diverging movements at Weverton.....	15	15	15
Diverging movements at Harper's Ferry..	15	15	15
Old Bridge Harpers Ferry, Q-4, T and S-1 engines.....	10	10	10
Between Relay and Point of Rocks, via Main Line, except as noted below and at speed posts indicating speed....	40	35	30
Relay curve, westward, Old Main Line....	25	25	25
Relay curve, eastward, Old Main Line...	20	20	20
Eastward—			
Watersville Junction to Woodstock...	35	25	20
H S Cabin to Ellicott City.....	35	25	20
Westward—			
Ellicott City to Gaither.....	35	30	20
Diverging movements through interlocked switches at Mt. Airy Jct.....	15	15	15
Frederick Sub-Division.....	30	30	20
Frederick—City Limits.....	8	8	8
Track leading from main track to Buckseystown Village.....	..	..	10
Between Adamstown Jct. and Point of Rocks, via Adamstown Cut-Off.....	20	20	20
Between Hagerstown and Bealers Summit.	35	25	25
Between Bealers Summit and Weverton...	30	15	15
Through Keedysville.....	6	6	6
Hagerstown—City Limits.....	12	12	12
Over Antietam Trestle.....	10	10	10
Antietam Branch.....	10	10	10
Shenandoah Sub-Division. Bridge No. 2, Harpers Ferry passing siding.....	8	8	8
Northern Virginia Power Company Siding, Millville, W. Va.....	10	10	10

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OF SERVICE.		
	Passenger and express trains.	Passenger trains handled by freight engines, second class, fast freight.	Slow freight, local, pick-up and work trains.
Between Harpers Ferry and Charlestown..	40	30	30
Between Charlestown and Strasburg Junct.	45	35	35
Between Harrisonburg and East Lexington.	35	25	20
Between Lexington and East Lexington...	20	15	15
Over Crossing Halltown.....	10	10	10
Charlestown—City Limits.....	6	6	6
Winchester—City Limits.....	12	12	12
Over Crossing Kernstown.....	6	6	6
Harrisonburg—City Limits.....	10	10	10
Staunton—City Limits.....	15	15	15
Lexington—City Limits.....	6	6	6
Bluffs.....	25	20	20
Bridge 156 for E-3 Engines in "Y" east Lexington.....	10	10	10
C. & O. class engines G-9-S, or 9500 gallon tank engines, over bridge No. 157 crossing north fork James River, Lexington, Va.....	15	15	15
Trains will approach Harper's Ferry under control and be governed by interlocking signals in movements to main line. Diverging movements through switches not interlocked.....	15	15	12
Engines moving backward with or without cars.....	20	20	20
Express trains handling freight equipment.	50	..	..
Class "S" engines (6000) and Mallet type, Class "EL" and "LL" (7000).....	25	25	25
Simple Mallet Engines, classes EL-1-2-3-5 equipped with 57 inch driving wheels must not be operated at a speed in excess of (50) miles per hour.....			
Relief Trains—Engine in forward motion..	..	..	35
Relief Trains—Engine in backward motion..	..	..	20
Relief Trains—With crane ahead of engine.	..	..	15
Speed limit of excursion and special trains with open end equipment is restricted to 10 miles an hour less than the maximum of other trains carrying passengers in the territory over which such special trains are operated.....			
When other than passenger trains are run on first class schedules the train orders will specify the maximum speed.			
Trains handling steam cranes, locomotive cranes, pile drivers, ditchers and similar equipment will not exceed a speed of 30 miles per hour.			
Trains, the make-up of which includes dead engines, will not exceed a speed of 25 miles per hour.....	..	..	..
It will be permissible for No. 20 and other express trains which do not carry passengers to make a speed of 55 miles an hour between Point of Rocks and Weverton.			
Engines moving light will not exceed a speed of forty (40) miles per hour over all main highway crossings and through all stations and towns.			

Rule 105-A is modified to read:

"Not to exceed thirty (30) miles per hour" instead of ten (10). Mikado engines, Class Q-1x, Q-4, Q-4-A, Q-4-B, T, TA, T-1 Reading engines, Class M-1-SA, CNJ engines, Class M-1-S and M-2-S and T-2. W. Cr. X45 to X48 may be operated from Baltimore to Weverton, subject to the observance of slow order of ten miles an hour over the following structures:

WASHINGTON SUB-DIVISION.

Bridge No. 2-D, Sewer at Bush Street Crossing.

Bridge No. 22-C, Laurel, Md.

Eastward freight trains other than fast freights will use number of minutes between stations as shown below:

Mt. Airy Tunnel to Gaither.....	25 minutes.
Gaither to Marriottsville.....	17 "
Marriottsville to HS Cabin.....	21 "
HS Cabin to Grays.....	12 "
Grays to Halethorpe.....	17 "

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Concluded.

Trains will approach Patapsco River Bridge (Curtis Bay Sub-Division) and road crossing at Brooklyn under control.

Enginemen on passenger trains will test out their speed recorders between posts located one mile apart at following points:

- First Post—One-half mile west of Folsom.
- Second Post—One-half mile west of Milmont.
- Third Post—Three-fourths mile west of Laurel.
- Fourth Post—One-fourth mile east of Laurel.

6. BRAKEMEN, FLAGMEN AND FLAGGING.

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

Movement of eastward and westward trains will be governed by hand signal from switchman located on ground at Hamburg Street, Camden Yard.

At all points where movement of trains is governed by flag or lamp signals given by switchtenders, the following indications will govern:

- Green signals for eastward movements.
- Yellow signals for westward movements.

For the protection of helper engines taking water on the westward track at Mt. Airy Junction, Operator at Mt. Airy Junction will protect helpers with home signal.

In the electric zone when electric motors are stopped by preceding trains, they will be protected by the flagman of the preceding train until recalled or relieved by the motor conductor, at which time the motor conductor will protect his motor as per Rule 99.

Flagmen who are protecting trains under such conditions will not return until relieved by the motor conductor at the point at which he is protecting the train.

Rule 99 is modified on the Shenandoah Sub-Division between Harrisonburg and East Lexington to the extent that trains Nos. 85 and 86 will not be required to afford flag protection.

7. EXPLOSIVES.

Cars loaded with inflammable articles, acid, dynamite, powder and other explosives, and oil tanks, loaded or empty, will be handled in accordance with instructions contained in Bureau of Explosives, Pamphlet No. 9, and supplements thereto.

8. EXTRA TRAINS.

Rules 85 and 86 are modified to the extent that extra trains may run ahead of and between Sections of Second Class trains.

Rules 97 and 201 are modified to the extent that in double track territory extra trains may be dispatched without train orders.

Rule 21 is not in effect on Landenberg, Lancaster Cecil and Southern, Canton, Sparrows Point and Patapsco Neck, Patuxent, Ft. Geo. G. Meade, Alexandria, Metropolitan Southern, Frederick, Curtis Bay and South Baltimore Sub-Divisions.

9. FIXED SIGNALS.

Rule 27 is modified to the extent that at an interlocking station where a train is stopped, due to the imperfect display of the home signal, and the day signal is plainly seen to indicate "Proceed," the train will be governed by the day indication displayed. When sufficient lights in a color position-light signal are displayed to determine correct indication of signal, such indication will govern and the fact reported to the train dispatcher.

Rules 27 and 27-C are modified as follows:

Lights in main track switch lamps in automatic signal territory are discontinued except through terminal yards. Lights in lamps on derails on passing sidings will be left burning.

Operating Rule 221 is modified as follows:

At all train order stations in automatic block signal territory while an operator is on duty the train order signal shall indicate "stop" when trains are to be stopped for train orders. When there are no orders, the signal must indicate "proceed."

When a train order is received the operator must, before repetition, display the signal to indicate "stop" and reply to the train dispatcher "stop displayed."

Light signals located on Station column, Chestnut Street, Philadelphia, govern eastward movement of trains from tracks Nos. 4 and 5 to track No. 2. Light signals will only indicate when switches are set for above movement and the number illuminated indicating the track from which movement is to be made.

Stop signal located at east end old Grays Ferry Tunnel, track 3 governs through tunnel only. When this signal indicates stop, trains and engines will not proceed until permission is received from switch tender located at Wharton Street.

9. FIXED SIGNALS—Continued.

Stop and Proceed signal located at west end old Grays Ferry Tunnel, track 4, governs through tunnel only. When this signal indicates stop, trains and engines will not proceed until preceded by a flagman.

When signal east of Mount Airy Tunnel indicates stop, trains will not pass it until signal indicates caution, or engineman or conductor receives Form "A," Part "A," Line 3, indicating block is clear, from operator at Mt. Airy Junction by telephone.

After securing permission from the operator, trains entering the main track in automatic territory at locations where an automatic signal in advance is not in view will proceed at slow speed to the next automatic signal.

Rules 501-B and 601-B are revised to read as follows:

"INDICATION—Prepare to stop at next signal."

Train exceeding medium speed, must at once reduce to that speed.

"NAME—Approach signal."

RAILROAD CROSSINGS.		Position of Signal Indicating Clear Route for B. & O. Trains.
Station.	Railroad.	
Commercial Ave., Philadelphia.	P. R. R.	Interlocking.
Vare Avenue, Philadelphia.	P. R. R.	A horizontal target by day or two (2) horizontal lights by night.
Eastwick.	Reading	Interlocking.
Elmsere Junction.	Reading	Interlocking.
West Yard.	P. R. R.	Interlocking.
West Yard.	Reading	Red Ball.
Canton.	P. R. R.	Interlocking.
Half Mile west Canton Junction.	C. R. R.	Interlocking.
North Ave. (Belt Line).	P. R. R.	Interlocking.
Half mile west Charlestown.	N. & W.	Interlocking.
C. W. Junction just west of Harrisonburg, Va.	C.W.R'y.	Proceed.

Automatic block signals are equipped with number boards; semi-automatic block signals are not equipped with number boards.

In color position light automatic block signal territory, where a track is signaled in one direction only, when a train is stopped by an automatic signal indicating "STOP" (Diagram 190-Q Revised), as of August 31, 1936, a member of the crew will examine switches, if any, including both ends of cross-over between main tracks in the immediate vicinity of the signal involved, and if such switches are found in proper position, train will proceed in accordance with Paragraph B, Rule 509.

Operating Rules 501-AA, 509-A and 509-B are modified to permit tonnage freight trains to pass a stop and proceed signal having a circular disc bearing the letter "P" attached, at a speed not exceeding fifteen miles per hour, expecting to find a train in the block, broken rail, obstruction or a switch not properly set.

It must be understood that the circular disc with the letter "P" has no significance except in combination with a stop and proceed indication as shown in Rule 501-AA and figures 3 and 10, File 190-Q, Revised August 31, 1936.

A tonnage train as mentioned above is defined as one having 80 per cent. or more of the authorized slow freight engine rating or having in excess of 90 cars, including the caboose.

Before entering territory where tonnage signals are in use, the conductor will notify the engineman as to the gross tonnage and the number of cars there will be in the train within such territory.

Tonnage signals are located, as follows:

WESTWARD.

Signal 771—Carpenter,	Signal W-2-25—West of, QN Tower.
Signal 761—Arden,	
Signal 561—East Barksdale,	Signal W-3-01—University.
Signal 451—West Leslie,	Signal W-4-07—Terra Cotta.
Signal 261—Sewell,	Signal W-5-11—East of Lamond.
Signal 221—East Clayton,	
Signal 211—CN Tower,	Sig W-6-24—West of Tahoma Park.
Signal 181—Big Gunpowder,	
Signal 133—East Poplar,	Signal W-13-5—West of Garrett Park.
Signal 51—Loneys Lane.	

Signal W-26-12, located approximately 1225 feet east of Germantown station.

Signal W-31-26, located approximately 8600 feet east of Barnesville station.

SPECIAL INSTRUCTIONS—Continued.

9. FIXED SIGNALS—Concluded.

EASTWARD.

Signal E-27-22, located approximately 8250 feet east of Boyd station.

Signal E-36-14, located approximately 4600 feet west of Dickerson station.

Signal E-34-33, located approximately 4000 feet east of Dickerson station.

Signal E-33-15, located approximately 950 feet west of Barnesville station.

Signal E-62-F, located on Bridge 600 feet west of St. Denis.

Signal 82—West Rosedale.

Signal 122—West Poplar.

Signal 162—East Cowenton.

Signal 212—East Joppa.

Signal 214—CN Tower.

Signal 302—East Stepney.

Signal 362—W. Havre de Grace.

Signal 402—East Aikin.

Signal 422—Belvidere.

Signal 442—FH Tower.

Signal 694—6th Street, Wil-

mington.

Signal 722—East Concord.

Signal 742—Carrcroft.

For train movements over the Baltimore & Annapolis Railroad Rule 509 is modified to read:

When a train is stopped by a "Stop" signal it will stay until authorized to proceed, or in case of failure of means of communication it may proceed when preceded by a flagman to the next signal displaying a proceed indication.

When a train is stopped by a "Stop and Proceed" signal it may proceed at once at slow speed, expecting to find a train in the block, broken rail, obstruction or switch not properly set.

10. SPACING TRAINS.

Rules 301 to 377, inclusive, are in effect when trains are operated against the current of traffic except between points where Rules D261 to D264, inclusive, are in effect.

Rules 301 to 377, inclusive, are in effect on Frederick, Canton, Sparrows Point, Patapsco Neck, and main line between Halethorpe and Point of Rocks, except absolute block will be maintained between all trains eastward, Mt. Airy Junction, to a point 1,700 feet east of Frederick Highway overhead bridge, marked by sign, "End of Track Circuit."

Rules 301 to 377, inclusive, are in effect between Weverton and Hagerstown, Washington County Sub-Division, between the hours of 8.00 a. m. and 5.00 p. m., daily, except Sunday; except eastward trains carrying passengers will stop and report clear at Security Junction. Between 5.00 p. m. and 8.00 a. m., daily; and Sunday between 8.00 a. m. and 5.00 p. m., trains will be governed by Rule 109-C.

Rules 301 to 377, inclusive, are in effect between Harper's Ferry and Strasburg Junction and between Harrisonburg and Lexington, Shenandoah Sub-Division, between the hours of 8.00 a. m. and 5.00 p. m., daily, except Sunday. Between the hours of 5.00 p. m. and 8.00 a. m., daily, and Sunday between 8.00 a. m. and 5.00 p. m., trains will be governed by Rule 109-C.

Rules 401 to 432, inclusive, are in effect between Mount Royal and Camden stations.

Rules 501 to 515, inclusive, are in effect between Park Junction and Mount Royal, Bailey and Weverton via Washington.

Freight trains will not be permitted to pass through Park Tunnel, Philadelphia and Howard Street Tunnel, Baltimore, while occupied by passenger train in the opposite direction.

When passenger trains are detoured via Mt. Clare Junction, absolute block will be maintained behind all trains between Halethorpe and Jacksons Bridge, and between Jacksons Bridge, and Carroll.

Freight trains will not be permitted on the Susquehanna River Bridge at the same time a passenger train is moving over the bridge in the opposite direction. Movement of freight trains will be controlled by Operator at Aberdeen, by stop signals at Aikin westbound and at west end of Susquehanna River Bridge eastbound.

Express trains may be permitted to follow freight trains and freight trains follow express trains under caution indication. This applies when express trains do not carry revenue passengers.

Rule 91 (A) is not in effect.

Rule 317 is modified as follows, effective only at Charles-Town, Millville, Stephens City and Winchester.

When five (5) minutes have elapsed after the passage of a scheduled train at Charles-Town, Millville, Stephens City and Winchester an engine may occupy the manual block at either point to do switching or station work upon receiving permission from the block office by issuance of Form "S," as indicated below:

Form "S."

"Engine ——— may occupy main track doing work at ——— only, and report to the block office when clear of the main track."

10. SPACING TRAINS—Concluded.

Each time the engine named above has been reported clear of the main track, it must not again enter the block to do switching or station work unless authorized by Form "S" for such movement.

A copy of each Form "S" must be filed at the block office and the time issued be recorded on the block sheet.

The engine will not leave this point without receiving Form "A," indicating that the block is clear or is occupied by a preceding train other than one carrying passengers, to the point it is desired to proceed.

With the above exception all train and manual block rules and time-table instructions remain in effect.

On Metropolitan Sub-Division, tonnage freight trains will clear all through passenger trains twenty (20) minutes. Fast freight, work and local freight trains will clear trains 1, 2, 5, 6 and 10 twenty (20) minutes; will clear all other first class trains on time.

Between Philadelphia and Washington, freight trains will clear all through passenger trains twenty (20) minutes. Fast freight, work and local freight trains will clear trains 1, 2, 5, 6, 25, 26, 27 and 28 twenty (20) minutes; will clear all other first class trains on time.

Yard engines will clear trains 1, 2, 5, 6, 25, 26, 27 and 28 fifteen (15) minutes.

Between Bay View and Halethorpe all freight trains will clear trains 1, 2, 5, 6, 25, 26, 27 and 28 fifteen (15) minutes, except between Camden and Carroll, where they will clear passenger trains five (5) minutes.

Unless otherwise instructed eastward trains on Alexandria Branch will stop at Jones Hill and call operator Alexandria Jet. on telephone for permission to proceed.

Spacing rules are as follows between Halethorpe and Point of Rocks:

	Extras following Extras and Helpers.	Scheduled Freight Trains following Extras, Helpers and each other.	Light Engines and Helpers following Freight Trains and each other.
WESTWARD.			
Halethorpe to Mt. Airy Jet.....	7 mins.	10 mins.	10 mins.
Mt. Airy Jct. to Frederick Jct. ...	15 mins.	15 mins.	10 mins.
Frederick Jct. to Point of Rocks.	7 mins.	10 mins.	5 mins.
EASTWARD.			
Point of Rocks to Mt. Airy Jct. . .	7 mins.	10 mins.	10 mins.
From end of Track Circuit east of Mt. Airy Tunnel, to Halethorpe	10 mins.	10 mins.	10 mins.

Rule 91 (A) is not in effect on Baltimore & Annapolis Railroad between Camden Station and north end of double track at Westport.

11. HELPER, SWITCH AND YARD ENGINES.

In yards where switching is performed at both ends, or in any yard where tracks are shoved, the following rule will govern movements:

"When a track is shoved, a yard man will be stationed at the head end of the leading car to govern the movement and see that cars are stopped where they will not foul other tracks or be shoved over the ends of tracks or derrails.

"When cars are ridden over a hump or kicked into tracks that are clear, a sufficient number of hand brakes will be applied to prevent movement to foul any other tracks or be shoved over the ends of tracks or derrails when struck by other cars."

When passenger trains are passing through yards or stations, engines engaged in switching on next parallel track will stop.

Eastward freight trains requiring helper will not pass signal at Locust Street, Philadelphia, until Engineman has received information from the rear end of the train indicating that helper engine is attached.

Helper engines of eastward trains will not return to Mt. Airy Junction on No. 4 track without obtaining Form "A" from Operator at Mt. Airy Junction over telephone located 420 feet west of Frederick Highway overhead bridge. Form "A" will not be issued until necessary arrangements have been made to insure protection for the movement against current of traffic.

When necessary for helper engines east of Mt. Airy Junction to use No. 4 track east of sign marked "End of Track Circuit," they will continue east to Watersville Junction, call operator on telephone and secure permission to return from that point.

SPECIAL INSTRUCTIONS—Continued.

12. TELEPHONES.

Location	Connected With	Location	Connected With
Park Junction Tower.		East End Bay View Yard.	Bay View Tower.
27th Street.		Philadelphia Road.	
Vine Street.	Locust Street Tower.	West Gay Street.	
Cherry Street.		Clifton Siding.	Waverly Tower.
24th and Chestnut Sta.	"RG" East Side.	Harford Road.	
Christian Street.		York Road.	"DO" Camden Station.
East End Grays Ferry Tunnel.	Wharton Street Cabin and "R-G" Tower.	East Gay Street.	
		East End New Gay Street, Harford Road, Clifton.	Waverly.
Signal 943, Wharton Street.	"RG" East Side.	M. & P. Junction.	Huntingdon Ave. Tower.
55th Street—Westward outlet switch.		Oak Street.	Carrolls Tower.
Darby.	58th St. Tower.		
	Holmes and Silverside Tower.	Mt. Winans (West End).	
Collingdale.	Holmes and Silverside Tower.	West Baltimore.	
		Lansdowne.	
Holmes.	Silverside Tower.	St. Denis.	
		Elkridge.	
Eddystone—East Wye Switch.	Holmes and Silverside Tower.	Murrays.	
		Dorsey Tool House.	
Chester—On Pole East End Crossover.	Holmes and Silverside Tower.	Jessup.	
		Fort Geo. G. Meade Jct. (E. E. & W. E. Sidings).	
Feltonville.		Tower and Freight Station.	
Boothwyn.		Disney Station.	
Carpenter.		Admiral.	
Arden—Eastward outlet switch.	Silverside Tower.	Savage.	Halethorpe, Alexandria Junction and "F" Towers and Dispatcher's Office, Camden Station.
Silverside—Westward outlet switch.		Race Track (Laurel).	
Concord.		Laurel.	
Wilmington—Lancaster Avenue.		On telephone pole at cross over switches (Laurel).	
11th Street.		Muirkirk.	
Delaware Avenue.		Ammendale.	
Elsmere Junction Westward Home Signal.		Beltsville.	
West Yard—Block signal.		Berwyn.	
Wilmington—Yardmaster's Office.	Elsmere Junction Tower.	Riverdale.	
Crossover switch.		Alexandria Junction.	East and West End of Sidings.
Scale House.		Langdon.	Halethorpe, Alexandria Junction and "F" Towers and Dispatcher's Office, Camden Station.
Outlet switch from track No. 4.			
Outlet switch from track No. 3.		Jones Hill.	Alexandria Junction.
Stanton Pump House.		Bladensburg Tool House.	Dispatcher's Office, Camden Station.
Elk Mills.		Benning.	"QN" Tower.
Singerly—Westward outlet switch.	Singerly Tower.	West side of Yard B.	"QN" Tower.
Eastward outlet switch.		Wash.	
Childs.		University.	
Eder.		Silver Spring Tool House.	
Leslie Crossover.		Georgetown Junction.	
"FH" Tower—Westward outlet switch.		Kensington.	
Eastward outlet switch.		Garrett Park.	
Jackson.		Rockville Cross over Switch.	
Aikin—Tower.		Rockville.	
At Eastward outlet switch.	Aberdeen Tower.	Derwood.	
Eastward signal just west of Susquehanna Bridge.		Gaithersburg.	"QN" Tower and Point of Rocks.
Engine track, Perryville Branch.		Waring.	
Harold Grace Station.		Germantown Cross-over Switch.	
Aberdeen—Eastward outlet switch.		Germantown.	
Westward outlet switch.		Boyd (East and West End Siding).	
Belcamp Crossover.		Barnesville Station.	
Sewell.		Dickerson Station.	
Bush River.		Tuscarora, Booth west end Freight Station.	
Van Bibber.		West of Point of Rocks Tunnel.	Point of Rocks.
"CN" Tower—Eastward outlet switch.		East End of Brunswick between main tracks at end of hump lead.	
Westward outlet switch.		Avalon.	"WB" Tower.
Bradshaw.	Poplar Tower.	Weber's Switch.	Halethorpe.
Big Gunpowder.		Ellicott City.	
Loreley Station.		Union Dam.	Mt. Airy Junction.
Cowenton.		Hollofield.	
Poplar—Eastward outlet switch.		Alberton.	
Westward outlet switch.		Gaither Tower.	
Rosedale.		Woodstock Crossover.	
		Woodstock.	
		Marriottsville.	
		Gorsuch.	Gaither.
		Sykesville.	
		Gaither (East and West Ends Sidings).	
		Hoods Mill Crossover.	
		Woodbine on Tool House.	Woodbine and Mt. Airy Junction.

12. TELEPHONES—Concluded.

Location	Connected With	Location	Connected With
Watersville.		Point of Rocks (Westward Approach Signal).	Point of Rocks.
Overhead Bridge East End Mt. Airy Tunnel.		Augusta.	Gapland.
Southside No. 4 Track.		Gapland.	Weyerton, Keedysville and Hagerstown.
Watersville Junction Coal House.		Beelers Summit.	Gapland.
420 feet west of Frederick Highway Bridge.	Mt. Airy Junction Tower.	Rohrersville.	Gapland.
Mt. Airy Station.		Eakle's Mill.	Keedysville.
2,500 feet west of Mt. Airy Junction.		Keedysville.	Weyerton and Hagerstown.
Bartholow.		Breatheds.	Keedysville.
Monrovia Crossover.		Security Junction.	Hagerstown.
		Corbetts.	Hagerstown.
Ijamsville Crossover.	Frederick Jct.	Harper's Ferry.	Summit Point.
Reel's Mill Crossover.	Frederick Jct.	Millville.	
Frederick Junction.	Frederick.	Halltown.	
Groves.	Frederick Jct. and Frederick.	Belt Line Switch.	
		Charles Town.	Harper's Ferry and Summit Point.
Frederick Yard (White Cross).	Frederick Jct. and Frederick.	Charles Town Race Track.	
		Charles Town.	
Frederick Passenger Station, in booth under shed.		Aldridge.	
Lime Kiln.	Frederick Jct.	Summit Point.	Harper's Ferry.
Kellers.		W and W Junction.	Winchester.
Buckeystown.		West of west leg of "Y".	
Adamstown Station.		East Lexington.	East Lexington.
Adamstown Junction.		East of east leg of "Y".	East Lexington.

13. AIR BRAKES, HAND BRAKES, TESTING, ETC.

	Number retaining valves to be used on loaded trains.	Number retaining valves to be used on trains of 50% or less loads.	Maximum speed per hour.
Mt. Airy to Mt. Airy Junction via Old Main Line.	20 to 30	15 to 20	20
From Summit east of Mt. Airy Tunnel to Gaither New Line.	20 to 30	15 to 20	20
From Mt. Airy to Gaither via Old Line.	20 to 30	15 to 20	20
Beelers Summit to Eakle's Mill.	15	10	15
Beelers Summit to Weyerton.	15	10	15
Davis to East Lexington.	All retaining valves to be used.	All retaining valves to be used.	

Trainmen will ride out on trains when retaining valves are used. Instructions governing the operation and testing of air brakes, and train air signal equipment, and the operation of electric head lights and electric lighting of passenger cars are in Form 1118-D-Revised, which will govern.

When helper engine is used on rear end of freight trains, the air brakes must be coupled up to helper engine and operated from leading engine. When helper engine is to be cut off without stopping train, the angle cock will be closed on rear end of caboose, the uncoupling lever raised and signal given to helper engineman to stop helping. When the slack of the train is stretched and the helper engine starts to drop back, the air hose will be separated by means of the cutting chain. The angle cock on the helper engine will be left open so that as soon as the hose are parted, the brakes will apply on helper engine, stopping it, so that should the train be brought to a sudden stop, the helper engine will not collide with the train.

Air will be cut into helper engines used on rear of passenger train and train stopped to cut helper off.

Enginemen on passenger trains will make running test of air brakes before descending grades.

When necessary to detach engine from train on a grade, sufficient number of hand brakes will be applied to hold train before engines are uncoupled. When trains are double headed the engineman on leading engine will, in every case, handle the air.

When trains stop on descending grade, and the flagman is recalled, proceed signals will not be given until it is known train line is properly charged.

At Frederick Junction, when road engine has been recoupled to train, and required brake pipe pressure is obtained, reduction in brake pipe pressure will be made. Member of train crew will observe that brakes apply on last car, and seeing this, will give usual signal.

When a train stops at Frederick Junction for helper the road engineer will reduce the brake pipe pressure to 45 pounds and hold the brake applied until the helper engines have been attached and call for the release of brakes with two long blasts of the whistle. Road engine upon receiving the two long blasts of the whistle from the helper, will release the brake, recall the flagman and when the flagman has returned helpers will give the proceed signal with two long blasts of the whistle. The train may then proceed.

SPECIAL INSTRUCTIONS—Continued.

13. AIR BRAKES, HAND BRAKES, TESTING, ETC.—Con.

Rule 112, second paragraph, is modified to the extent that Eastward passenger trains leaving Washington will start air-brake test at a point 1,000 feet West of Langdon at sign reading "Begin Running Test"; Westward trains out of Washington at Silver Springs; Westward trains out of Baltimore, between Hamburg Street and Bailey; Eastward trains out of Baltimore, approaching Bay View; Westward trains out of Philadelphia, approaching Grays Ferry Tunnel; Eastward trains out of Philadelphia East of Park Tunnel.

Trainmen will be on the lookout at these designated points for running tests and will communicate promptly with the engineman according to rule.

At points where backup hose is used to control the movement of cars handled through City streets, trainmen will see that backup hose is coupled to front of leading car, that the air is coupled through from backup hose to engine and that proper brake test is made by application of air through the backup hose before the movement of the train is begun. Where cars are set out or picked up, involving a change in the makeup of the train, or where the engine is detached from the train and recoupled, similar brake test will be made by application of air through the backup hose in each case.

Operation of Eastward Trains between Camden Station and Waverly

When steam engines are equipped with brake pipe cut-out cock in cab, and motors are equipped with brake pipe cut-out cock located so that same may be operated from running board, air brakes will be handled by Motorman between Camden and Waverly.

Steam engines which have brake pipe cut-out cock in cab do not have angle cock in brake pipe at pilot. Motors equipped for handling train brakes will have cut-out cock located adjacent to running board for convenient operation by Motor Conductor.

Where either the motor or steam engine is not equipped as above described, the brakes will be handled by the engineman.

When train stops on lower level at Camden Station, steam engineman will make twenty-five (25) pounds brake pipe reduction and close double-heading cock. After motor is coupled motor conductor will couple brake pipe hose between motor and steam engine. Motor conductor will first open brake pipe cut-out cock on motor, and after that has been done will request steam engineman to open his brake pipe cut-out cock so that motorman may release brakes on entire train.

The engineman will observe the air pressure and where it is noted that the motor has brake pipe pressure in excess of 110 pounds, engineman will adjust his feed valve to pressure carried by motor.

The stop at Mt. Royal on eastward passenger trains will be made by the Motorman with his controller in the first notch and his independent brake in release position to avoid the building up of brake cylinder pressure on the motor. The application should be started early enough so that it will not be necessary to make more than eleven pounds brake pipe reduction. During the course of the brake application the engineer on the steam engine will also avoid the building up of brake cylinder pressure on his locomotive by holding the independent brake in release position. After the stop is completed the Motorman will make a further brake pipe reduction to assure proper release of the brake.

Where cars are attached requiring a terminal test of such cars brake test will be made from motor, and when air signal on engine sounds four blasts for application of brakes for test, the engineman will signal motor crew to apply air, and also signal motor crew when it is desired to release brakes.

Trains will drift into Waverly at such speed as will enable detachment of motor without application of air brakes. Engineman will close brake pipe cut-out cock and open double-heading cock beneath brake valve, at completion of which he will signal motor crew by sounding engine bell, whereupon the motor conductor will close brake pipe cut-out cock, open bleeder valve to drain hose and pipe between motor and engine, pull cutting lever, and signal motorman to proceed.

14. WATER AND FUEL.

Rule 115 is modified to the extent that it will not be necessary to detach engine to take water or fuel unless in the judgment of the Engineman it is necessary, except double-headed freight trains, from which engines will be detached, in all cases, to take water or fuel.

Freight engines taking water at Swan Creek or Stanton during freezing weather will stop train before engine fouls the water pan.

WATER AND FUEL—Concluded.

Westbound freight trains will not take water at Locust Street, Philadelphia, except in cases of absolute emergency, in which case engineman will wire Superintendent, Baltimore, furnishing advice.

Freight trains will not be permitted to take water at Camden Station except in case of emergency.

15. OPERATING TRAINS BY SIGNAL INDICATION.

Rules 130 to 132, inclusive, are in effect between Elsmere Junction and West Yard and between Aikin and Perryryn, except that Rule 131 is modified to the extent that the movement of trains will be controlled by the Operator at Elsmere Junction and Aberdeen.

Rules 130 to 132, inclusive, Book of Rules, are in effect between Camden Station and the north end of Baltimore & Annapolis Railroad double track over the route named in Time-Table Rule No. 16.

Rules 130 to 132, inclusive, are in effect between end of double track, west end of Bridge 3-A and Brooklyn.

Rules 130 to 132, inclusive, are effective on the Old Line between Watersville Junction and Mt. Airy Junction.

Rules D-251 to D-254, inclusive, are in effect between Park Jet. and Weverton via Main Line and Washington except as noted below.

Rules D-261 to D-264, inclusive, are in effect between Locust Street and Chestnut Street, "RG" Tower (East Side) and 58th Street Tower, and on tracks 3 and 4 between "RG" Tower (East Side) and Wharton Street switchbox (East Side). Between the two latter points, trains and engines will be governed by signal from switch tender instead of fixed signal, and will proceed with caution.

Rules D-261 to D-264, inclusive, are in effect between Lee Street Tower and Waverly; "QN" and "C," "QN" and "F" and between "F" and "C" Towers, Washington, D. C.

When the telegraph line fails, or it is impossible for operator to communicate with train dispatcher, inferior class and extra trains may be permitted to proceed on main track ahead of superior class trains when they have the minimum time and clearance as provided by Rule No. 86.

When trains approach an interlocking station, or train order station, where passing sidings are located, the Operator will report the train approaching to the Train Dispatcher, giving train or engine number and direction, when practicable. This may be done as train strikes the distant indicator. Whereupon Train Dispatcher will instruct whether train shall be permitted to keep main or take siding, by using the word "Main," which is authority for trains to proceed on main track, and the word "Siding" which is authority to run the train on siding.

Reverse movements between Locust Street and crossovers at Chestnut Street will be made on authority of operator, Locust Street tower.

The movement of trains between Locust Street Tower and 58th Street Tower will be handled by the Operator at "RG" Tower, East Side, who will issue necessary orders in writing over their signatures.

Should a train or engine be held at the Eastward or Westward block signals at Vine Street or 27th Street the Conductor or Engineman will communicate with the Operator by telephone located at these points. If the signal is inoperative and provided the block is clear the Operator may direct the train or engine to proceed through the block at restricted speed. Should the telephone line be inoperative making it impossible for the Conductor or Engineman to communicate with the Operator, the train may proceed through the block only when preceded by a flagman.

When a train desires to enter the block at West Yard, permission will be obtained by telephone from Operator. Elsmere Junction and Conductor and Engineman will be governed by block signal located at entrance to block. Should the block signal be inoperative, while the telephone circuit is still in service, the operator at Elsmere Junction may direct the train to proceed through the block at restricted speed, provided the block is clear. Should the telephone line also be inoperative, making it impossible for the Conductor or Engineman to communicate with the operator at Elsmere Junction Tower, the train may proceed through the block, only under the protection of a Flagman in advance.

When a train desires to enter the block at Elsmere Junction and the signal is inoperative, the Operator will issue Form A.

16. JOINT OR SPECIAL USE OF TRACKS.

As provided by Rule 93:

Operator at Carroll is designated to issue written instructions when necessary for engines or trains to make movements against the current of traffic between Carroll and Mt. Clare Yard.

SPECIAL INSTRUCTIONS—Continued.

16. JOINT OR SPECIAL USE OF TRACKS—Con.

Conductors or enginemen of westward trains or engines arriving Mt. Clare Yard will report train and engine number, and time of arrival, to the Operator at Carroll.

Operator at Riverside is designated to issue written instructions when necessary to make movements against the current of traffic between Riverside and Locust Point.

Conductors or enginemen of eastward trains arriving at Locust Point will report train and engine number, and the time of arrival, to the Operator at Riverside.

Crews doing work on the Sparrows Point Branch will look out for yard engines of the Canton and Pennsylvania Railroads switching in vicinity of Canton Railroad connection west of Colgate Creek.

Trains or engines using tracks located between Bay View Tower and Becks, will move between these points expecting to find the tracks occupied by cars or by yard engines switching in that territory.

Train and engine crews performing 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.

Movement of trains and engines over the crossing of the four Pennsylvania Railroad tracks on the Canton Branch, at Canton, will be governed as follows: B. & O. trains or engines will stop to clear the crossing and permission to pass over it will be obtained by the Yard Foreman or the Engineman in charge thereof, after which they will set signal levers one (1) and four (4) in "stop" position, and levers two (2) and three (3) in "clear" position, then observe that there are no conflicting movements involved and that the signals are displaying the proper indication before the movement is begun. After the movement over the crossing has been completed, the signals will be restored to their normal indication. Normal position of signals, "clear" for the movement of P. R. R. trains and "stop" against the movement of B. & O. trains. Telephone for obtaining permission from the P. R. R. Signalman at 16th Street interlocking station and levers controlling signals governing movements over the crossing located in cabin on east side of crossing at that point.

All trains or engines approaching Camp Holabird will look out for Government crane occupying main track.

Crews doing work on Patapsco Neck Branch will look out for engines of the Patapsco & Back River Railroad occupying tracks west of Bear Creek Drawbridge.

Baltimore and Annapolis Railroad trains will be operated between the north end of Baltimore and Annapolis Railroad double track, located approximately four thousand (4,000) feet south of Carroll and Camden Station, Baltimore, using single track line from double track to connection with South Baltimore Branch of Baltimore & Ohio Railroad at Gwynns Junction, located approximately one thousand (1,000) feet south of Carroll, thence over South Baltimore Branch to Carroll, South Siding to Ridgely Street, crossing No. One (1) and No. Two (2) tracks at Russell Street and connecting with single line extending from Russell Street to track No. Four (4) and No. Five (5) Camden Train Shed.

The track between Camden Station and Baileys, Ridgely Street and Carroll, and Gwynns Junction and the north end of the Baltimore & Annapolis Railroad double track, will be designated as Baltimore & Annapolis Railroad Main Track and operated under the direction of the Baltimore & Annapolis Railroad train dispatcher.

Trains or engines will not use crossover with Baltimore & Annapolis Railroad west of Hamburg Street without first securing permission from the Operator.

Crews of yard engines performing switching in industries located west of Ridgely Street on the Baltimore & Annapolis Railroad Main Track (South Siding) will secure permission from the Operator before entering this track, will report clear promptly and will not again foul the Baltimore & Annapolis Main Track without securing permission from the Operator.

Passenger trains from Metropolitan Sub-Division using Wye will pull into the tail track at "F" Tower to clear dwarf signal, and back into Washington via the westward track. Each train backing in will be provided with air whistle and emergency valve.

The track between the Wye at East Lexington and Lexington will be used jointly by Baltimore & Ohio and C. & O. trains.

Joint Time-Table of the Shenandoah Sub-Division and C. & O. Railroad between Lexington and East Lexington will govern the movement of trains on Joint Track.

16. JOINT OR SPECIAL USE OF TRACKS—Con.

Shenandoah Sub-Division track between passenger and freight stations at Harrisonburg will be used jointly by Baltimore and Ohio and Southern Railway trains; its use will be governed by the Block Signals at freight and passenger stations. No train will be allowed to enter the block until given a clear signal.

Track between Baltimore and Ohio Yards at Winchester, and Winchester and Western Junction will be used jointly by Baltimore and Ohio and Winchester and Western trains. W. & W. trains and engines will get orders through telegraph office at Winchester before using Baltimore and Ohio main track.

Eastward Baltimore and Ohio engines and trains will not pass over head bridge at Harrisonburg if a westward train is due, unless signaled ahead.

Southern Railway trains starting from passenger station Harrisonburg, will get Form "A" before starting.

17. MAIL.

Rule 114 is modified to the extent that trains 1, 2, 5 and 6, moving on other than their regular track, will not stop to exchange mail.

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

Safety Rule 43 is modified to permit the dispatchment of newspapers at proper destination where trains do not stop. However, due care must be exercised to avoid accidents.

18. TRAIN ORDER STATIONS—IRREGULAR HOURS.

Stations open less than 24 hours:

*Holmes.....	7.00 A. M. to	4.00 P. M.
Chester.....	{ 7.45 A. M. to	12.15 P. M.
	{ 1.15 P. M. to	4.45 P. M.
*Woodbine.....	6.30 A. M. to	3.30 P. M.
Gaither.....	12.01 A. M. to	8.01 A. M.
*Monrovia.....	6.00 A. M. to	3.00 P. M.
*Summit Point.....	8.00 A. M. to	5.00 P. M.
*Winchester.....	8.00 A. M. to	5.00 P. M.
*Middletown.....	8.00 A. M. to	5.00 P. M.
*Strasburg Junction.....	7.00 A. M. to	4.00 P. M.
*Harrisonburg.....	8.00 A. M. to	5.00 P. M.
*Cave.....	8.00 A. M. to	5.00 P. M.
*Staunton.....	8.00 A. M. to	5.00 P. M.
*Greenville.....	8.00 A. M. to	5.00 P. M.
*Raphine.....	8.00 A. M. to	5.00 P. M.
*East Lexington.....	8.00 A. M. to	5.00 P. M.
*Lexington.....	8.00 A. M. to	5.00 P. M.
*Keedysville.....	8.00 A. M. to	5.00 P. M.
*Hagerstown.....	8.00 A. M. to	5.00 P. M.

* Daily, except Sunday.

19. MAXIMUM WEIGHT LIMITS.

	CARS
	GROSS WEIGHT.
Park Jct. to Bay View.....	260,000
Eddystone to Avondale.....	160,000
Eddystone to Baldwin Locomotive.....	320,000
Works.....	320,000
W. Va. Coal Co., Eddystone.....	200,000
Greenbank to Landenberg.....	160,000
South Side Wilmington.....	270,000
Childs to Providence.....	170,000
Canton Branch.....	240,000
Patapsco Neck Branch.....	240,000
Fell Street Transfer Bridge.....	180,000
Highlandtown Branch.....	170,000
Sparrow's Point Branch.....	240,000
Bay View to Camden Station.....	240,000
Camden Station to Carroll.....	240,000
Baileys to Locust Point.....	320,000
Locust Point Steel Transfer Bridge.....	180,000
Canton Transfer Bridge Light Car Track.....	180,000
Cannon Transfer Bridge Engine and Heavy Car Track.....	240,000
Coal Trestle 23rd Street, Baltimore.....	240,000
Coal Pier, Locust Point.....	190,000
Carroll to Relay.....	320,000
Warner Street Siding.....	220,000
Mt. Clare Jct. to Mt. Clare.....	320,000
Mt. Clare Jct. to West Baltimore.....	320,000
Mt. Clare Jct. to Carroll.....	320,000
Mt. Clare to Aliceanna Street.....	150,000
Curtis Bay Jct. to Curtis Bay.....	240,000
Seawall Branch.....	No Bridges.

SPECIAL INSTRUCTIONS—Continued.

19. MAXIMUM WEIGHT LIMITS—Con. CARS

	GROSS WEIGHT.
Siding to Davison Chemical Company— Junction point to Davison Chemical Company.....	No bridges.
Transfer bridge at end of spur.....	180,000
Marley Neck Branch— Marley Neck Branch Junction to end of Branch.....	240,000
Standard Phosphate Co.....	220,000
Carrolls to Cliffords.....	270,000
Relay to Weverton via Main Line.....	320,000
Patapasco Mills, Ellicott City.....	180,000
Mt. Airy Cut-Off.....	320,000
Frederick Sub-Division.....	No bridges.
Adamstown Cut-Off.....	320,000
Washington County Sub-Division.....	260,000
Antietam Branch.....	240,000
Washington Sub-Division.....	260,000
Bridewell to House of Correction.....	260,000
Fort Meade Branch.....	240,000
Patuxent Sub-Division.....	240,000
Bridge 4, Savage Factory.....	130,000
Alexandria Sub-Division.....	270,000
Metropolitan Sub-Division.....	290,000
Metropolitan Sou. Jct. to Chevy Chase.....	240,000
T. W. Perry's Siding.....	200,000
Chevy Chase to Georgetown.....	220,000
Shenandoah Sub-Division connection with Main Line Harpers Ferry.....	250,000
Harper's Ferry to Millville.....	264,000
Millville to Strasburg Junction.....	220,000
Halltown Paper Mill Siding.....	200,000
Powhatan Lime Co. Siding.....	190,000
Powhatan Lime Co. Coal Dump.....	150,000
Northern Va. Power Co.....	240,000
Blair Lime Stone Co.....	240,000
Harrisonburg to East Lexington.....	170,000
Staunton Gas House.....	160,000
Staunton Belt Line.....	170,000
Harper & Agnor.....	110,000
East Lexington to Lexington.....	190,000

See Engineer of Bridge's Pamphlet for exceptions. Form 1594, Spl. No. 10, January 1st, 1937.

Engines Class V-2, of the Hudson 4-6-4 type, have a rating of 200 instead of 180, as shown in Form 1594-Spl. (No. 9) and may be operated in territories in which the bridge rating is 200 or more.

Engines, Class V-3 and V-4, Hudson 4-6-4 type, have a rating of 260 and may be operated in territories in which the rating is 260 or more. They may also be operated, as an exception, Baltimore Belt Railroad, Bay View Jct. to Camden Station, where the rating is less than 260, subject to speed restriction of ten (10) miles per hour over Bridges 3 and 10.

Winton-Diesel Oil-Electric Locomotives Class DE-1 have a rating of 190 and may be operated in territories in which the rating is 190 or more.

Engines, Class DE-3, have rating of 170, and Class K-20, rating of 200. Engines DE-3 may be operated in territories in which the rating is 170 or more, and engines, Class K-20, in territories in which the rating is 200 or more.

20. RESTRICTIONS AT RAILROAD CROSSINGS AND DRAWBRIDGES.

Trains will stop before crossing H. & F. Electric Line on Antietam Branch, Hagerstown and trainman be sent ahead to flag this crossing. Train will not move over crossing until it is seen no Electric Line cars are approaching.

Trains and light engines from Market St., or South Side, Wilmington, will come to a stop before crossing the Reading Co. tracks at West Yard, whether signal indicates proceed or not.

21. WHISTLE SIGNALS.

Operating Rule 14-l is amended as follows:

Sound	Indication.
14-l — — o o	Approaching public crossings at grade to be prolonged or repeated until the crossing is reached.

Whistle signals as per Rule 14, "da" and "ea," will be used on L. C. & S. and Landenberg Sub-divisions and on Market Street, Crum Creek and Delaware branches.

21. WHISTLE SIGNALS—Concluded.

The following steam whistle signals will be used to recall flagman of trains running against current of traffic:

— — — — o o o From West.
— — — — o o o From East.

Between West Baltimore and Relay:

Westward trains on No. 4 track — — — — o o.
Eastward trains on No. 3 track — — — — o o.

The following whistle signals will be used to recall flagman of Baltimore & Annapolis Railroad trains:

Four (4) long and two (2) short blasts of whistle — — — — o o
Flagman return from south.

Five (5) long and two (2) short blasts of whistle
— — — — o o Flagman return from north.

Rule 14 "da" and "ea" will apply on Fort Geo. G. Meade, Alexandria, Frederick and Metropolitan Southern Sub-Divisions and at Point of Rocks, for trains to and from Metropolitan Sub-Division. "F" Tower east and "QN" Tower west from "Y." Trains standing at Carrolls on South Baltimore Sub-Division.

Should the engineman of a passenger train on which the engine is scheduled to run through the next terminal in advance find, after leaving the last stop that a relief engine will be required at the terminal, they will sound two short blasts of the whistle three times with a short pause between each of the two blasts; thus oo oo oo. This signal is to be given when approaching and passing the first open office after it is known that a relief engine will be required. Operators hearing this signal will at once order relief engine from the terminal or station in advance where relief engines are provided and will then notify the Train Dispatcher.

22. MARKERS.

Trains passing through Howard Street Tunnel will display night signals at front and rear of trains.

Rule 19 is modified to the extent that it will be permissible for trains handled by Reading Company and Central Railroad of New Jersey crews to display red and yellow markers between Eastwick and Park Junction.

Baltimore & Annapolis Railroad trains operating in both directions between Camden Station and Carroll will display as markers a Green light to the rear on the side next to the Baltimore & Ohio main track and a Red light to the rear on the opposite side.

23. TRAIN ORDERS.

To secure uniformity of train orders, following form of order has been adopted to notify certain trains to take siding in making a meeting point.

No.....Engine.....take siding and meet
No.....Engine.....at.....

On single track, whether manual block rules are in effect or not, when a "middle order" so called, is addressed to the Operator at the intermediate train order office, there will be a train order signal displayed at that office in every case and Rule 208 govern until the order has been delivered by the Operator to trains affected until all have arrived from one direction. The Operator is not relieved from such delivery, even though the time of a "wait" order has elapsed, unless the order addressed to the Operator has been annulled by the Train Dispatcher.

On single track Rules 301 to 377 are in effect to admit a train that is not carrying passengers into a block within which a work extra is working and is not clear of the block, a copy of the work extra's working order will be addressed and delivered to such trains at the entrance of the block and they may be admitted under the caution indication of the block signal. A work extra, working within a manual block, single track, is an opposing train as it is liable to move in either direction, and trains carrying passengers will not be admitted to the block, unless it is clear or a 31 train order Form "A," making a definite meeting point with the work extra, authorizes the movement.

Rule 317 is hereby modified to the extent that train order Form "T" will be used for "following" movements only.

Operating Rules 209-210 and 211 are modified to permit the use of Typewriters by Operators in copying train orders, but all orders must be signed by the Operator with Stylus.

SPECIAL INSTRUCTIONS—Continued.

23. TRAIN ORDERS—Concluded.

When a train order is to be delivered to a train at an interlocking station where the home signals are also used as block and train order signals, the signalman will:

A—Display the home signal at "stop" for the track and in the direction of the train to which the orders are addressed, and will also place reminders on the machine levers that control train movements into the block.

B—Display a red flag, and in addition, a red light at night, in the places provided for that purpose at the station to indicate that there are orders to be delivered.

C—When a train approaches for which there are no orders, these signals may be cleared or removed only in accordance with Operating Rule 36.

This combination of signals must be acknowledged by the engineman by one short and two long sounds of the engine or motor whistle.

AUTOMATIC BLOCK SIGNAL TERRITORY.

In automatic block signal territory, the signalman, upon hearing the acknowledging whistle, will, if the rights of the train are not restricted at that station, cause the home signal to display the correct block indication.

The engineman having acknowledged the display of the train order signal, will, upon proper observance of the home signal proceed at slow speed to the interlocking station only, unless there otherwise directed by train order or clearance card, Form A.

After receiving orders, the speed of the train will then be governed by the block indication received at the home signal.

NON-AUTOMATIC BLOCK SIGNAL TERRITORY.

In non-automatic block signal territory, the signalman, upon hearing the acknowledging whistle, will, if the rights of the train are not restricted at that station, cause the home signal to display "permissive" indication.

The engineman having acknowledged the display of the train order signal will then proceed at slow speed to the interlocking station only, unless there otherwise directed by train order or clearance card, Form A.

After receiving orders, the speed of the train will be governed in accordance with the block indication shown on clearance card, Form A.

The use of a 19 train order restricting the superiority of a train is permissible except when moving against the current of traffic and except on the Alexandria, Shenandoah and Washington County Sub-Divisions.

24. PROTECTION OF MOVEMENTS OVER HIGHWAYS AT GRADE.

At points where train crews and engine crews are required by rules and special instructions to protect highway crossings, red flag by day and red lantern by night will be used to stop highway traffic.

In the movement of engines with or without cars while switching over highway grade crossings within yard limits, also commercial and station sidings, mine, industrial, or passing sidings; unless there is a crossing watchman at his post or the gates are down, a member of the crew will protect highway traffic at crossings by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling the engineman to proceed.

The same protection will be given whenever a light engine is making a movement either forward or backward over highway crossings at grade, except when running from one station to another as a straight-away movement, also whenever a train or engine takes a siding and obscures the view from the highway of an approaching train.

When necessary to cut a train at a highway grade crossing, the end of the cut, where practicable, shall be not less than 50 feet from the center-line of the crossing and a member of the crew will remain at the crossing to protect highway traffic as indicated above until the cars have again been coupled.

If necessary to cut a train at more than two highway crossings and there are not sufficient members of the crew available to protect highway traffic at each crossing, the ends of cuts at the crossing which cannot be protected should, where practicable, be left standing not less than 150 feet from the center line of the crossing. A member of the crew should station himself in position to insure that all highway traffic has been stopped before signaling the engineman to make the movement.

When a car or cars are set off or placed on any track they must be left standing not less than 150 feet from the center line of the highway crossing when space permits.

Trains will approach highway grade crossing, 28th Street, Delaware Branch, Philadelphia, prepared to stop and not exceed a speed of 10 miles per hour over crossing.

24. PROTECTION OF MOVEMENTS OVER HIGHWAYS AT GRADE—Concluded.

Trains and light engines using westward passing siding at Holmes will protect South Avenue crossing by flag, and see that all highway traffic is stopped before fouling the crossing on account of flashlights not operating while movements are made through the siding.

Trains will stop and proceed at slow speed over Chester Pike Crossing, Eddystone; Union Street, East "Y" Rdg. delivery tracks, Elmsere Junction; and Pike Crossing, Marshallton, only after crossing is protected by member of crew.

There are no watchmen at crossings between "WY" Tower and King Street (inclusive), Wilmington. Trains or light engines will proceed over crossings in this territory only after crossing is protected by a member of the crew.

Trains will not stop, blocking highway crossings within the limits of Fort George G. Meade Reservation.

Engines and trains will stop before passing over and protect highway traffic at Russell Street extension crossing, 1600 feet east of Carroll, South Baltimore Sub-division.

Account heavy traffic over Chesapeake Avenue Crossing, just east of Brooklyn Block Office, trains will approach this crossing under control.

Engines and trains will stop before passing over and protect highway traffic at the following crossings: Connecticut Avenue, Chevy Chase, Dorsett Ave. and River Road, Metropolitan Southern Sub-Division; Steel Plant, Twining City, and Uniontown, Alexandria Sub-Division; Maryland Avenue, Westport; and Fish House Road, South Baltimore Sub-Division; Main crossing, Camp Holabird and Washington Boulevard, Patuxent Branch; George Street, Charlestown, Piccadilly St., and Millwood Crossing, Winchester, Shenandoah Sub-Division; Crossing Mt. Airy Station, Old Main Line; Leadenhall St. and Fort Avenue Crossings, Locust Point Branch.

All trains except westward passenger trains will stop before passing over street crossing at Keedysville.

At Hagerstown, Maryland, trains and engines will stop before passing over and protect highway traffic at Wilson Boulevard, South Potomac Street, Garliner Ave., Sycamore Street and Lee Street, and at Baltimore Street between 6.00 P. M. and 6.00 A. M. daily and 6.00 A. M. and 6.00 P. M. Sundays, account no crossing watchmen on duty.

Trains using Security Branch will stop and protect all highway crossings within the Corporate Limits of Hagerstown, also Smithburg Pike Crossing.

Between the hours of 8.00 A. M. and 5.00 P. M. Daily, except Sundays, all trains will stop at Bruce Street and Grace Street Crossings, Harrisonburg, Va., and flag across same.

Trains will approach Hampton Street crossing, Staunton, prepared to stop if necessary to protect pedestrians and highway traffic.

Trains will stop and a member of the crew will flag the crossing over U. S. Highway No. 11 east of East Lexington and will not give train signal to proceed until highway traffic is stopped.

Trains and engines will stop before passing over and protect highway traffic at crossing at Carroll Street, Frederick, Md., between the hours of 6.00 A. M. and 6.00 P. M.

25. INTERLOCKING.

Rule 684 is revised to read:

When necessary to disconnect a switch, derail or movable frog, they shall first be spiked and signal maintainer must give to the Operator, "Out of Service" form, in duplicate, specifying the part or parts affected. This form must be signed by each Operator on duty, and one copy filed by the signal maintainer. The "Out of Service" form must, in a like manner, be used when it is necessary to disconnect a detector bar, signal or circuit. Signals governing over routes affected shall be secured so as to display the most restrictive indication.

Whistles or Sirens have been installed at the following Interlocking Towers:

Locust Street, Silverside, Poplar, Huntingdon Ave., Eastwick, Singlerly, Waverly, Carroll, 58th Street, Aberdeen.

The following code signals will be observed within the Interlocking limits:

Sound.	Indication.
(a) ———	All trains within interlocking limits will stop immediately.
(b) O O	Resume normal movement after receiving the proper signal or permission from the signalman.
(c) O O O	Whistle or Siren test.
(d) O O O O	Call signal maintainer or repairman.
"O"	Indicates short sounds.
"—"	Indicates longer sounds.

SPECIAL INSTRUCTIONS—Continued.

25. INTERLOCKING—Concluded.

At certain points in Baltimore Terminal, in connection with operation of the Baltimore & Annapolis Railroad, dual control switch machines have been installed and are arranged for operation either by motor controlled by Operator or hand throw lever. The operation of a selector lever, which forms a part of the switch machine, changes the gearing from power to hand operation and vice versa. When a train or engine is required to move over a dual control switch under a "Stop Signal Indication," the switch will first be placed on "Hand Throw". To place the dual control switch on hand throw, unlock both the selector and hand throw lever and throw the selector lever to hand operation position. Operate hand lever back and forth until switch points are seen to move in either direction with the movement of the lever. Set up route as required. Keep selector lever in hand operated position until last wheels of train have passed over switch, to prevent power operation of switch while movement is being made. Restore selector lever and hand throw lever to their normal "power" positions and secure with switch lock.

26. OPERATION OF SPRING SWITCHES.

If for any reason leaving of siding movement is not made after pressing button, main track switch must be opened and closed by hand, in order to restore proper indication on high signal located at clearance.

Entering siding from main, the spring switch must be opened and closed by hand.

Caution must be taken to prevent back-up movements, slack running out of train or taking slack over the spring switches before forward movement out of the siding is completed. If necessary to make such movement, switch must be handled by hand.

In operating switches by hand, men will stand clear of lever in order to prevent possible personal injury, as there is considerable tension on switch points.

27. HOURS OF SERVICE LAW.

The Hours-of-Service Law requires that no employee 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 employee 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.

Train and engine crews, after being on duty twelve hours, will notify the dispatcher by telegraph, from the first open telegraph office, the time they will be on duty fourteen hours.

28. ELECTRIC HEADLIGHTS.

Locomotive headlight will be turned on while operating through tunnels.

For further instructions, see Form 1118-D-Revised.

29. BRIDGE AND TRESTLE PROTECTION.

Conductors or Flagmen will ride on rear of train when passing over bridges and trestles and observe if hot cinders have been dropped, and if so, train will be stopped and fire extinguished.

To prevent accidents at bridges, culverts and openings during erection, or during work affecting their stability, the foreman in charge of the work shall send a flagman in each direction with necessary signals and instructions to flag all trains and notify the Engineman and Conductor in writing the nature and place of conditions requiring slow speed and, when necessary, the foreman shall notify the Assistant Division Engineer, Division Engineer and Superintendent by wire to place a slow order which in his judgment will fully protect conditions during the progress of the work. He must at no time rely on the slow order for protection, but must at all times keep a flagman out in each direction.

It is important that all Train and Enginemen cooperate fully in compliance with this very important regulation.

30. TRAINS LEAVING A SIDING OR CROSSING FROM ONE TRACK TO ANOTHER IN AUTOMATIC BLOCK SIGNAL TERRITORY.

When a train takes a siding at a point where switches are hand operated and signal indication Rules D-251 to D-254, inclusive, are in effect, the conductor or engineman will, when communication is available, report the train into clear and will receive permission from the train dispatcher before again fouling the main track.

At points where communication is not available trains that have taken siding may re-enter the main track when their superiority permits.

When a train takes siding to be passed by another train moving in the same direction, or is delayed in siding doing station work, or when making a crossover movement from one main track to another at a point where switches are hand operated and either or both Signal Indication Rules D-251 to D-254, inclusive, or Automatic Signal Rules 501 to 515, inclusive, are in effect, then switches to be used in leaving siding or crossing from one track to another must be thrown three minutes before fouling the main or crossover tracks. To expedite their own movement when being passed by a train the outlet switch should be opened as soon as the train to be followed has passed the switch.

When trains meet at passing sidings on single track, hand operated switch will be thrown as soon as the rear of the train to be met has passed the signal located at the fouling point of the siding. Movement from siding to main track will be governed by the indication displayed by the leave siding signal.

At points where spring switches are in service and switch foulings protected by automatic block signals (equipped with number boards) conductor or engineman will push a button located at the fouling point of siding immediately after the train to be followed has passed the switch and be governed by the indication shown on leave siding signal, then wait three minutes before fouling the main track.

Where spring switches are in service and switch foulings protected by semi-automatic signals (without number boards) train will be governed by the indication shown on the signal.

This does not relieve crews from protecting their trains in accordance with Rule 99.

30-A TRAINS OPERATING OVER SPRING SWITCHES.

Trains moving through spring switches must not exceed the speed specified in timetable at the point involved.

Trains trailing through and stopping on a spring switch must not reverse movement or take slack until switch operating lever is set and latched for such movement.

When preparing to move a train in the facing direction over spring switch reversed, trainmen must first see that the switch operating lever is thrown to the reverse position and latched, and that the switch point is in proper position.

When a train or engine has been stopped by a signal which governs over a spring switch in a facing direction, trainmen must examine the spring switch points to know that they are fully closed before the movement is made over the switch.

31. INSPECTION OF PASSING TRAINS.

Rule 117 is supplemented as follows:

If no indication of conditions endangering the train is seen, employees will give "Proceed" signal to rear of passing train.

Train and enginemen on moving trains will be on the look-out for signals, when passing stations, sidings, water stations, points where track men are working and other places where employees are stationed along track and, when possible, will exchange signals with men on ground. When other duties permit, trainmen will be stationed at rear of both passenger and freight trains to exchange signals when passing stations and sidings. On trains having official, or other cars to which trainmen do not have access, on rear of train, signals will be exchanged from rear of car first ahead of such car or cars.

Employees inspecting passing trains will note condition of loads, such as poles, pipe and long timber, as well as other conditions about the train, and should there be any indication of loads shifting, train should be signaled to stop and crew notified in the best manner possible the reason for the stop.

SPECIAL INSTRUCTIONS—Continued.

31. INSPECTION OF PASSING TRAINS—Concluded.

The following code signals will be used by employees for conveying information to train crews that defects are noted on passing trains:

- (a) **HOT JOURNALS—**
 - By Day—Hold nose with thumb and finger of one hand, pointing to the train with the other.
 - By Night—Hold the lamp by the guard wires around the globe and swing it in a small vertical circle.
- (b) **CONNECTIONS DRAGGING—**
 - By Day or Night—Give a stop signal.
- (c) **CAR DOOR SWINGING—**
 - By Day—Hold hand horizontal above the head.
 - By Night—Hold lamp by guard wires around the globe, in vertical position, and swing it across, but not beyond the body, and then hold it above the head.
- (d) **BRAKES STICKING OR WHEELS SLIDING—**
 - By Day—Rub palms of hands together in a horizontal position.
 - By Night—Hold lamp by guard wires around globe in front of and close to the body, and raise and lower it vertically a distance of 12 inches.

32. THE INTERMITTENT INDUCTIVE AUTO-MANUAL TRAIN STOP SYSTEM.

This system has been placed in service Eastbound from "F" Tower, Washington, D. C. starting at home signal on the bridge and wye just West of "F" Tower and continuing to Eastbound color position light Dwarf Signal 384 feet east of Bayard Street, Baltimore, and from Eastbound home signal at Waverly to the Eastbound home signals on Nos. 2 and 4 tracks located just west of Locust Street Tower, Philadelphia, Pa.

Westbound, starting at the Westbound home signal immediately opposite Locust Street Tower, Philadelphia, Pa. and continuing to the Westbound home signal at Waverly and from the Westbound signals at Bailey, one in front of the tower and one located on the Locust Point Branch immediately back of the tower, to the Westbound home signal just East of "F" Tower, Washington, D. C.

The object of this system is to enforce the observance of speed restricting indications of automatic and interlocking signals by requiring engineers to perform a manual act called "Acknowledging," when passing such signals. The penalty for failure to acknowledge either a caution or stop signal is an automatic brake application, from which the brakes must not be released until the train has been brought to a stop.

Acknowledger shall be kept in normal position, except when passing over Inductors at signals displaying stop or caution indications, at which time it will be operated to prevent a penalty automatic brake application.

When penalty automatic brake application is made and train has come to a stop, Reset Contactor will be operated, brake valve handle latched and brakes released.

The only condition under which it is permissible to cut Train Stop out of service is when it is impossible to release brakes by means of Reset Contactor. This does not annul or supersede any rules or instructions heretofore in effect.

In intermittent inductive-auto-manual train control territory, when automatic train control equipment becomes inoperative or is out of service for any reason, passenger trains will proceed at speed not exceeding 35 miles per hour, freight trains 25 miles per hour, observing automatic block signal indication, to next open telegraph office where report will be made to Superintendent, after which train will be authorized to proceed under manual block rules, observing automatic block signal indication.

Engines operating in backward motion, and non-equipped engines, will be governed by manual block rules, also observing automatic block signal indication.

UNCLASSIFIED.

Following will govern handling of General Orders and Rules 83D and 220A, are modified accordingly:

General Order will be issued by each Division, effective 12.01 A. M. of the 1st and 15th of each month, covering all matters requiring General Order Instructions. Conductor and Enginemen must have a copy of the General Order in effect before starting trip or entering upon any Division.

Form "A," required by Rule 83-C, must show under Part "A," Line 2, the number of the General Order in effect, in addition to numbers of train orders, if any are delivered, and train will not leave initial station or enter upon another division until engineer and conductor each have copy of the General Order bearing number shown on Form "A."

UNCLASSIFIED—Continued.

Conductors and Enginemen working only in yards will sign receipt for General Order affecting territory in which they will work, on time-slip received when going on duty.

Rules 980 and 1042 are modified as follows:

Trainmen will permit passengers to ride on the rear platform of the rear car when there are side doors and end gates in position. Chains will not be considered as a substitute for gates.

Employees operating motor cars must not pass an open telegraph or block station nor leave a point where company's telephone service to an open office is available without receiving from the operator information as to train movements, also movements of other motor cars in the same or opposing direction of which he is informed. They should state the direction in which they are to move, and the Operator to whom this information is given, will notify the Operator at the station in advance and proper record be made by these Operators on their block sheets or train register, so that in the event a motor car is to be operated within these limits, the Operator will be in position to give information as to movements of other cars within the same limits.

Except when telegraph or telephone service fails operators must receive information as to the location of trains from the train dispatcher. Using Form 1089-A-Rev. for that purpose.

Telegraph operators in furnishing information and instructions to motor car operators will furnish same in writing, except where same is given over telephone, in which case motor car operators will take the information and instructions in writing, using Form 1089-A-Rev. for that purpose and repeat same to the telegraph operator. Telegraph Operators will also keep copy of all information and instructions given with motor car operator's name, on file.

The information received does not relieve those acting upon it from exercising proper precaution at all times.

In the operation of such cars, where there are three or more tracks, special effort will be made to confine the operation to outside tracks. When necessary to use other tracks, and a train is approaching from either direction on any track, the car must be stopped and the occupants stand clear of the running tracks.

When two or more motor cars are being operated within the same limits (or when those operating motor cars do not have access to telegraph office or telephone), all such cars must be so operated that they can be stopped within range of vision.

Where there are section gangs located between telegraph stations without means of communications with one of such stations, the Operator should inform other cars of the fact that they may look out for them.

Motor cars must not be operated at a speed in excess of twenty (20) miles per hour. During fog or storm, the speed must not exceed ten (10) miles per hour.

As an additional precaution for the safety of trackmen working on or near important running tracks, and particularly where the view is obstructed from any cause, track gangs will be provided with portable "W" banner and will display this banner in both directions where protection is required.

Where these portable whistle posts are displayed, enginemen will sound proper whistle signal to warn trackmen of approaching trains.

This banner will not be used to reduce speed of trains, which will continue to be covered by standard speed posts.

Class 8 engines should not use either of the two eastward set-off tracks west of overhead bridge west of Frederick Junction when either set-off track is occupied by cars or engines.

Rule No. 30 is modified to the extent engine bell will not be rung under Train Shed, Upper Level, Camden Station, through Train Shed, Mt. Royal Station and Chestnut Street Station, Philadelphia.

Derails have been placed in a number of sidings. Derails must be locked to derail whether there are cars on track which they protect or not.

Paragraphs one and two of Rule 1040 of the Rules and Regulations of the Operating Department are modified to read as follows:

A few minutes before the arriving time of passenger trains at station, trainmen will announce in each coach in a clear and distinct voice, "Next Station Stop———" (using the name of the next stop). The announcement should be made facing the rear of the train, and sufficiently in advance of arrival at station to permit passengers to get their effects together and thus avoid any delay after arrival of the train at the station.

Rule 41 is modified to the extent that it will be permissible to start train from cars other than Baggage car at intermediate stations.

SPECIAL INSTRUCTIONS—Continued.

UNCLASSIFIED—Continued.

When an accident occurs, involving personal injury to, or damage to property belonging to passengers, employees, or others, no information is to be given by employees concerning the accident, excepting to duly authorized officers or representatives of this Company.

Freight trains will be cut while standing in front of Passenger Stations when Passenger Train is due on opposite track to receive or discharge passengers.

Freight trains will be inspected when stopped for coal or water.

Freight trains that have been stopped a sufficient time to permit inspection will not, when starting, exceed a speed of eight (8) miles per hour until the caboose has passed the point at which the engine stood, unless a proceed signal is given from the rear end before the caboose reaches that point.

During storms and bad weather, all trains will be handled under control without regard to making schedule time, at all points where slides or washouts are liable to be encountered.

Engine V-2 will not be permitted to operate on either track through Fairmount Park Tunnel when there is passenger or freight equipment of any kind on adjacent track.

Trains entering or leaving Tracks Nos. 3 or 4 "RG" Tower (East Side) will be governed by signal from switch tender.

Account sharp curvature, engines must not operate beyond frog, Shell Petroleum Products Company Siding, located on Schuylkill Avenue.

Engines with higher rating than 200 are not permitted on Gotschall and Morgan Coal Trestle, Darby, Pa.

Engines are not permitted on trestle of Consolidated Supplies Company, Collingdale, Pa.

Crum Creek Branch is out of service from East End Bridge No. 3 to Avondale.

Engines are not permitted on Thorps Trestle, Chester, Pa.

Eastward passenger trains on eastward track stopping at Chester will stop with east end of engine just west of Potter Street to avoid the rear end of train blocking crossing at Edgemont Avenue.

Westward passenger trains stopping at Chester, with a total of 8 cars or less, will stop clear of crossing at west end of passenger station. Trains with a total of 9 cars or more will stop with engine on crossing.

Eastward through passenger trains consisting of more than 9 cars will stop at Wilmington Passenger Station so that baggage car on head end of train will locate opposite new extension at east end of eastward platform, just west of Gilpin Avenue.

Eastward trains on Landenberg Sub-Division will approach "WJ" Tower, looking out for engines switching on main track.

Conductors of eastward passenger trains will notify the enginemen at Camden Station the number of cars they have in train leaving that station. Enginemen when using No. 1 Track, will stop train at Mt. Royal Station in accordance with markers located at that point so that rear end of train will be out of tunnel, and when using No. 2 Track, trains will pull as far east as possible, to allow mail and baggage to be handled.

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 will not start their trains from Mt. Royal Station until they receive signal from Trainman. Trainman before passing signal to Conductor will be sure that all passengers have gotten off the train.

Third rails on Nos. One (1) and Two (2) tracks from east end Twin Tunnel platform to designated points opposite Mount Royal Tower have been de-energized for westbound movements on these tracks.

Light motors moving west on Tracks Nos. One (1) and Two (2) must receive a clear signal at east end Twin Tunnel platform before passing that point and operate their motors at such speed as will enable them to drift across the de-energized space.

Operator at Mount Royal before giving signal at east end Twin Tunnel to light motors moving west on Tracks Nos. One (1) and Two (2) must have route lined up for through movement of motors in order to avoid their having to stop in the de-energized space.

Motor for Train 28 will be attached at Mt. Royal Station instead of Camden Station. Motor will stand at point opposite thirteen car marker on No. 1 track, Mt. Royal, and be protected by Motor Conductor until No. 28 makes station stop at Mt. Royal, after which motor will be coupled to train.

Motors assisting Trains 152, 156, 160 and 656 between Camden and Mt. Royal Stations will, after receiving proper signal indication from Lee Street follow the train to the lower level,

UNCLASSIFIED—Continued.

couple to the rear of the train as per Rule 104(A), close double-heading cock and couple air hose, after which road air test will be made in accordance with Form 1118-D. The train crew when ready will give the communicating whistle signal to proceed. The engineman will then, on proper signal indication, start the train. After the train has moved sufficient distance to indicate that the entire train and motor are in motion, the motorman will furnish the required power to handle the train to Mt. Royal Station, the engineer controlling the speed of the train and making the stop at Mt. Royal. While the stop is being made at Mt. Royal the motorman will keep his Controller in the first notch until the train comes to rest. The engineer will then make a brake pipe reduction of thirty (30) pounds and close the double-heading cock. When ready to leave Mt. Royal the motorman will, after making the required air brake test, handle the train to Camden Station, the engineer assisting the motor over the gap in the third rail at Mt. Royal when necessary to do so.

When weather conditions require the use of engines to assist motors in handling eastward trains between Camden and Waverly, the air will be cut through the motors and helper engine when train coupling is made at Camden, and the motorman will handle brakes on the train from the Motor.

When cutting Motor and helper engine off of train, the train will be brought to a stop and brake left applied by the motorman; and after motors are detached, road engineman will then cut in his brake valve and release brakes.

In order to avoid damage to Belt Line Motors the following instructions will be effective:—Except during acceleration, the amperage per motor for steady pulls for more than three minutes shall not exceed 500 amperes on any of the three running positions of the master controller including Series, Series-Parallel and Parallel. Should the amperage exceed 500 for more than three minutes the Motorman will sound two short blasts of the motor whistle and the Engineman of the steam locomotive will immediately use steam sufficient in his opinion to give the motor the necessary assistance. If this is not sufficient and the amperage per motor is still above 500 the Motorman will immediately sound four blasts of the whistle and the Engineman will immediately work the engine to full capacity.

If the amperage per motor with full assistance of steam locomotive cannot be kept within 500 amperes for steady pulls in any of the three running positions, then the train will be brought to a stop and assistance requested. During periods of accelerating trains on ascending grades, the amperage per motor shall not exceed 600 amperes, at which point the Motorman shall call for steam assistance.

Back-up trains will pull east of Mt. Royal train shed and not pull down in train shed to load until three minutes before leaving time, unless ordered down by Station Master or Operator.

Wooden blocks will be placed between the switch points and stock rail of the switch point derail located at the west end of No. 5 track, Mount Royal Station. Train crews using this siding must remove blocking and advise operator before switches are set for movement, and will replace blocking after train leaves siding and switches are set in normal position. Operators at Mount Royal will not attempt to line switches until advised that blocking has been removed.

When Motor Car 6039, or motors of similar type, are run in on No. 2 track, Camden Station, Upper Level, they will be handled carefully account steps of car not clearing platform at East End. Can get to point about three (3) car lengths of block.

Trains entering Camden Train Shed, Upper Level, will expect to find track occupied.

The side vision windows on P-7 and V-2 class engines should be kept closed on the side adjacent to the main track around the curve at Relay and over the Belt Line territory, between Camden Stations and Waverly, account close clearance.

Mikado engines will not be operated between interlocked crossover leading to Tracks Nos. 3 and 4 in Camden Station Train Shed, Upper Level. These engines will not be operated over diverging routes through interlocked slip switches at Lee Street.

Mikado engines will not go beyond a point 60 feet west of Freight House Station Siding, Jessup.

Engines will not be permitted on coal dump at Fort Geo. G. Meade.

Engines and loaded cars must not pass over Bridges 2 and 3 on siding (formerly W. B. & A. track), Fort Meade Branch.

SPECIAL INSTRUCTIONS—Continued.

UNCLASSIFIED—Continued.

Mikado engines will not pass sign on interchange track at Benning reading, "engines larger than H-6 must not pass this point."

Dickey Brothers' Siding, leading off of station siding, Hyattsville, Md. Overhead wires will not clear man on car.

Mikado engines will not enter west leg of Wye at Hyattsville from west end.

Boom of Locomotive Cranes moving to or from west leg of Wye at Hyattsville will foul No. 2 main track, this movement will not be made until it is known no trains approaching and track protected.

Trains doing work at Chesapeake Junction will protect themselves before occupying Chesapeake Beach Railway and then not go beyond the yard limit signboard.

Back track at Benning will be known as Westward track. Middle track as storage track. Outside track will be known as Eastward track from Anacostia Junction. Normal position of switches at Benning will be for main track. Normal position of switches at Anacostia Junction will be set for main track to and from "JU" Tower on Pennsylvania Railroad.

Doubleheading of Q-4 class engines or locomotives of equal weight over Long Bridge, Washington, is prohibited.

Mikado type engines will not pass point two hundred (200) feet east of the east end of Wards Coal Dump, Rockville, Md.

Engines will not be permitted beyond clearance point Red C Oil Siding, Antietam Branch.

Cars will not be pushed ahead of engines when it can be avoided on Antietam Branch.

Mill siding Hoods Mill can be used for cars only. Engines must not go on this siding account track conditions.

West leg of wye at Frederick Junction will be operated as a continuation of single track between Frederick and Frederick Junction. Normal position of wye switches will be for single track. East leg of wye will be operated as a passing siding.

Bridge 36½ Adamston Cut-off out of service.

Westward trains using Old Line will call Mount Airy Junction on the telephone, located 520 feet west of switch leading from the main track, Old Line, and secure Form "A." Eastward trains using Old Line will stop clear of switches at Watersville Junction and report on the telephone at that point securing permission to occupy main tracks of Main Line and crossover. Crossover movements will be protected in accordance with Rule 99.

Whenever home signal governing movement of trains from the Shenandoah Sub-division to the main track at Harpers Ferry is inoperative, and it is necessary to furnish Form "A" to pass same, no part of the engine or train will go beyond the clearance point or occupy eastward main track until a member of the crew has examined the switches and knows that they are properly lined up for the movement.

Trains will approach Wye at Strasburg Junction, looking out for Southern trains turning on Wye.

Eastward trains will approach first crossing west of Stephens City depot prepared to stop.

Trains 29, 32, 117 and 118 will not carry passengers.

Motor Coaches from Fort George G. Meade will connect at Laurel with trains stopping at that point, except 34, 139, 141, 142, 144, 149, 150, 152 and 656, which connections will be made at Jessup. When necessary trains except 16 and 111 will wait five minutes for these connections.

Train 35 will stop at Arden on signal on Sundays to receive and discharge passengers.

Train 511 will reduce speed to twenty (20) miles per hour at Newark to put off newspapers.

Train 32 will stop at Singerly daily except Sunday to pick up baggageman.

Trains 48, 49, 60 and 61 on East Sub Division are annulled on following holidays: New Years, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Trains 48 and 49 will stop on signal at Glenolden, Ridley Park, Milmont, Upland, Twin Oaks, Ogden, Arden, Carrcroft, Cliffs, Concord, Kiamensi, Harmony, Barksdale and Feltonville.

Trains 60 and 61 will stop on signal at Eder, Belvedere, Jackson, Osborne, Stepney, Bush River, McComas, Clayton, Joppa, Big Gunpowder, Loreley, Rossville, Rosedale and Gay Street.

UNCLASSIFIED—Concluded.

When Conductor is requested by postal clerk, Train 11 will stop at Rockville, Gaithersburg and Barnesville to dispatch valuable mail.

Train 141 will stop at St. Denis to discharge mail.

Train 143 will stop at College Park to discharge passengers from Baltimore.

Train 150 will stop at St. Denis on signal Sundays only to receive or discharge passengers.

Train 151 will stop at Dorsey Mondays, Wednesdays and Fridays to discharge passengers.

Trains 2, 3, 4, 5, 6, 7, 8, 9, 13, 14, 27, 34, 110, 139, 157, 159, 165 and 167, will pull through the wye at "QN" and "F" Towers and back into Union Station, Washington.

Trains 47 and 487 will back into Frederick.

HOLIDAYS.

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas.

CURTIS BAY SUB-DIVISION.

Telegraph Office at Westport is closed from 12.01 A. M. Sundays to 12.01 A. M. Mondays and trains using the South Baltimore Branch during that period will stop and flag over Western Maryland Railway crossing at that point.

Semi-automatic color light signal controlled by Operator at Brooklyn, located 270 feet west of clearance point, east end of double track Bridge 3-A will govern movement of eastward trains from that point to Brooklyn. Westward trains will receive prescribed hand signal and Form "A" before fouling clearance point at Brooklyn.

Trains from Curtis Bay for the west, or Mount Clare, will stop at Zepp's and secure permission to use wye and cross over, on telephone located at end of double track.

Trains from Mt. Clare for the west or for the Curtis Bay Branch will stop and call on telephone located at Jackson's Bridge, and trains from the west for Mt. Clare or for the Curtis Bay Branch will stop and call on telephone located in booth south side of tracks at West Baltimore Road Crossing, securing permission from the Operator at Brooklyn before proceeding beyond those points.

Automatic color light signal has been installed Curtis Bay Junction, located two hundred and fifty (250) feet east of clearance point west end of double track, indicating to eastward trains pulling in on Curtis Bay Branch, whether or not switch points of spring switch at west end of double track are in proper position for their movement.

Lunar white light will be displayed at all times when switch point is in proper position, and red light will be displayed when switch point is not in proper position.

Crews receiving red signal at this point will examine switch points before passing over same.

Trains stopped by signal at Bridge 3-A will communicate with Operator at Brooklyn.

Spring switches have been installed at east end of double track Bridge 3-A, which is set normal for westward movement and at end of double track Zepp's, which is set normal for eastward movement. These switches may be trailed or run through by trains moving from double to single track with the current of traffic.

Trains will reduce speed to 15 miles per hour in either direction over these switches.

Movements against current of traffic between Seawall and Brooklyn will be arranged for by the Yard Master on duty at Seawall in accordance with Rule 93.

All trains or engines before fouling the Western Maryland Railway Crossing at Westport, will secure Form "A" from the operator at the tower.

SPECIAL INSTRUCTIONS—ELECTRIC—ZONE GYNNNS JUNCTION TO CAMDEN STATION.

1. It will be assumed that the electric power circuits are alive at all times and under no circumstances will an employee come in personal contact or permit any other contact with such wires in electrified zones, unless he has been properly advised that the wires are dead, which instructions will be furnished only by the Chief Dispatcher, Camden Station.

SPECIAL INSTRUCTIONS—Concluded.

SPECIAL INSTRUCTIONS—ELECTRIC—ZONE GWYNNS JUNCTION TO CAMDEN STATION—Con.

2. Employees will not remain on top of cars, engines or other high equipment when moving from sidings or yards to the electrified tracks, or when operating over tracks within the electrified zone including main tracks at Bailey.

3. When cranes or other work equipment are used on electrified or adjacent tracks, extreme care will be exercised by the operator of such equipment so that booms or other parts of the equipment will not come closer than two feet to the trolley, messenger or cross span wires.

(a) In all cases when the work cannot be performed under such limitations, it will be necessary to de-energize the circuits and no work will be performed until such arrangements are made through the Chief Dispatcher, Camden Station, and confirmation of such arrangements received.

4. Threatened or actual trouble on the electrification facilities which may endanger life or property in the territory between Camden Station and Gwynns Junction will be reported promptly to the Chief Dispatcher, Camden Station.

(a) If the trouble is between Camden Station and Ridgely Street and the power circuits are to be de-energized, the Chief Dispatcher, Camden Station, will immediately advise the Baltimore & Annapolis Railroad Sub-station Operator at Scott Street Sub-station to open the circuit controlling the supply of electrical energy between Ridgely Street and Camden Station.

(b) When the necessary repairs have been made and it is safe to restore the service the Chief Dispatcher, Camden Station, will be so advised, and he in turn will instruct the Baltimore & Annapolis Sub-station Operator at Scott Street to restore the service.

(c) If the threatened or actual trouble is between Ridgely Street and Gwynns Junction the Chief Dispatcher at Camden Station will be advised and he in turn will instruct the Baltimore & Annapolis Railroad Sub-station operator at Scott Street to open the feeder circuit supplying electrical energy to this section and at the same time the Baltimore & Annapolis Railroad Sub-station Operator at Scott Street will instruct the Baltimore & Annapolis Railroad Sub-station Operator at Linthicum, or Jones Sub-station if Linthicum Station is not in operation, to open the feeder and trolley circuits extending back to Gwynns Junction.

(d) When repairs have been made and it is safe to restore service to the trolley and feeder circuits in this territory between Ridgely Street and Gwynns Junction, the matter will be reported to the Chief Dispatcher at Camden Station who will in turn instruct the Baltimore & Annapolis Railroad Sub-station Operator at Scott Street to restore the service. Baltimore & Annapolis Railroad Sub-station Operator at Scott Street will then instruct the Linthicum Sub-station, or Jones Sub-station if Linthicum Sub-station is not in operation, to restore service to the trolley and feeder circuits back to Gwynns Junction.

(e) To avoid undue interruption of the service south of Gwynns Junction while trouble may still exist between Ridgely Street and Gwynns Junction, the Baltimore & Annapolis Railroad Sub-station Operator at Scott Street will arrange through Baltimore & Annapolis Railroad channels to have the feeders and trolley sectionalizing switches at Gwynns Junction opened, thus permitting operation south of Gwynns Junction but at the same time de-energize the trolley and feeder circuits between Ridgely Street and Gwynns Junction.

(f) In the event of threatened or actual trouble necessitating de-energizing the double circuit 33,000 volt transmission line feeding Scott Street Sub-station, conditions should be reported to Chief Dispatcher at Camden Station, who, in turn, will instruct Sub-station operator at Scott Street; and he will instruct the Load Dispatcher of the Consolidated Gas, Electric Light and Power Company at Westport to open both of the 33,000 volt transmission line circuits; and when this has been done, instruct the Load Dispatcher of the Consolidated Gas Electric Light and Power Company at Westport to send trouble man to open the "disconnect" switches in the 33,000 volt circuit at Gwynns Junction; thus isolating the double circuit 33,000 volt line along Baltimore and Ohio right-of-way between Gwynns Junction and Scott Street Sub-station. When this has been accomplished, the Baltimore & Annapolis Railroad Sub-station Operator at Scott Street will then, if it is safe to restore service south of Gwynns Junction, instruct the Load Dispatcher of the Consolidated Gas, Electric Light & Power Company at Westport to restore service to the 33,000 volt transmission line.

SPECIAL INSTRUCTIONS—ELECTRIC—ZONE GWYNNS JUNCTION TO CAMDEN STATION—Con.

(g) After repairs have been made to the 33,000 volt line in the section between Scott Street and Gwynns Junction and it is safe to restore service, the matter will be reported to the Chief Dispatcher at Camden Station, who, in turn, will instruct the Baltimore & Annapolis Railroad Sub-station operator at Scott Street; and he, in turn, will then instruct the Load Dispatcher of the Consolidated Gas Electric Light & Power Company at Westport to have "disconnect" switches reclosed at Gwynns Junction.

5. Hand operated "disconnect" switches are located on pole between tracks four (4) and five (5) west end Camden Train Shed, controlling electric energy to the trolley wires above tracks four (4) and five (5) in the train shed. These "disconnect" switches are easy of access but will not be used except in case of emergency due to fire, derailment or other conditions affecting the safety of operation on these two tracks, in which case the employee discovering such condition will immediately open the "disconnect" switches, and they will remain open until the danger has passed. Before closing these "disconnect" switches to either tracks four (4) or five (5), it will be definitely determined that it is safe to do so, the employee closing them first assuring himself that there are no employees working on or about these tracks who would be in danger by return of these switches to normal position.

In every case where these switches are either opened or closed, the Operator at Lee Street will be notified immediately and he in turn will notify the Baltimore & Annapolis Railroad Dispatcher and Chief Dispatcher, Camden Station.

Where no emergency exists and it is known in advance that it will be necessary to open the "disconnect" switches for purposes of maintenance, painting or for any other reason, the Foreman in charge of such work will secure permission from the Operator at Lee Street and he in turn from the Baltimore & Annapolis Railroad Dispatcher and the Chief Dispatcher, Camden Station, before switches are opened for the purpose of performing such work, and the switches will not again be closed except by the Foreman in charge of the work, who will immediately make report to the Operator at Lee Street and he in turn to the Chief Dispatcher of the two Railroads.

6. Only one current collector shall be in contact with the trolley wire, regardless of the number of cars in Baltimore & Annapolis Railroad train while passing over the Ridgely Street crossing with the Baltimore Transit Company. Baltimore & Annapolis Railroad Motorman must have master controller in "Off" position when operating over this crossing, and sufficient momentum of the train must be attained to coast over the crossing.

7. The 220 volt signal circuit extends throughout the territory between Lee Street and Gwynns Junction, but no special sectionalization has been provided for this circuit on account of the low voltage involved. If for any reason this circuit is to be de-energized which would this affect all of the signals in this territory, the matter will be reported to the Chief Dispatcher, Camden Station, who in turn will take the matter up with the Signal Supervisor.

8. A two-wire 2200 volt signal circuit has been provided between the Scott Street Sub-station and Gwynns Junction to serve the Baltimore & Annapolis Railroad south of Gwynns Junction but this circuit will not be used at present. If used in the future it can be sectionalized by Chief Dispatcher, Camden Station, instructing the Baltimore & Annapolis Sub-station Operator at Scott Street to open the circuit, who in turn will communicate with Linthicum Sub-station, if in operation, or Jones Sub-station, if Linthicum is not in operation, to open the circuit. After repairs are made and it is safe to again energize the 2200 volt signal circuit, instructions will be issued through the Baltimore & Annapolis Railroad Sub-station Operator at Scott Street.

9. In the event of any person receiving electric shock, immediately apply resuscitation measures as covered by Baltimore and Ohio Railroad form R. F. 206 "First Aid to the Injured."

10. All threatened or actual trouble with electrical facilities which may endanger life or property between Camden Station and Gwynns Junction will be immediately reported to the Baltimore and Ohio Chief Dispatcher, Camden Station, who will take action as above indicated and at once notify Foreman of the Baltimore and Ohio Railroad Electrical Department.

EXPLANATIONS OF LETTERS.

- D Day Train Order Station.
- N Night Train Order Station.
- DN Day and Night Train Order Station.
- DPN Day and Part of Night Train Order Station.
- C Stops on signal to receive passengers for Pittsburgh and for points west of Pittsburgh.
- E Stops daily, except Sunday.
- G Stops to let off passengers from Washington.
- H Stops to let off passengers from Washington and receive passengers for New York.
- J Stops on signal to discharge passengers from Baltimore and points West and receive passengers for Philadelphia and points East.
- K Stops to discharge passengers from Philadelphia and points east.
- M Stops on flag daily, except Saturday and Sunday.
- P Stops on flag, Sunday only.
- Q Stops to receive passengers for Baltimore and points west.
- R Regular stop, Sunday only.
- T Stops daily, except Saturday.
- U Stop on signal to receive passengers for Philadelphia and points east.
- V Stops to receive passengers for points west of Washington.
- W Stops on signal, Saturdays only.
- X Stops to discharge passengers from Phila. and points east, and to receive passengers for Balto., and points west.
- Y Indicates trains will use "Wye" at QN or "F" Towers, Washington.
- Z Stops to receive passengers for Cincinnati and West.

WESTWARD.

Distance from Philadelphia (Park Junction).	Time Order Stations.	Baltimore Division. East End. TIME-TABLE No. 38. September 25, 1938.	Passing Sidings. Capacity in Cars.	FIRST CLASS.											
				29	511	111	145	◆61	147	35	149	13	*27	9	
				DAILY Ex. Monday	DAILY	DAILY	DAILY Ex. Sun. and Hol'dys	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
	DN	PARK JUNCTION. 1.6 24th and Chestnut Streets.		12.40	3.29						7.54		10.08	11.33	1.09
1.6	DN	PHILADELPHIA. 1.7		\$12.45 12.57	\$ 3.34 3.46						\$ 7.58 8.00		\$10.12 10.17	\$11.38	\$ 1.13 1.15
3.3	DN	EAST SIDE. 0.4		1.01	3.51						8.04		10.21	11.42	1.19
3.7	DN	EASTWICK. 2.7		1.02	3.53						8.05		10.22	11.43	1.20
6.4		DARBY. 1.2		1.05	3.58						8.08		10.25	11.46	1.23
7.6		COLLINGDALE. 1.9													
9.5	D	HOLMES.	100	1.09	4.03						8.11		10.28	11.49	1.26
12.0		EDDYSTONE. 1.5													
13.5	D	CHESTER. 4.6		1.13	4.09						\$ 8.16		\$10.33	11.53	\$ 1.31
18.1		BOOTHWYN. 1.7													
19.8		CARPENTER. 2.2													
22.0	DN	SILVER SIDE. 4.6	114	1.23	4.21						8.26		10.42	12.01	1.41
26.6		WILMINGTON. 1.9		1.28	\$ 4.28						\$ 8.32		\$10.47	\$12.05	\$ 1.47
28.5	DN	ELSMERE JUNCTION. 0.7		1.31	4.32						8.35		10.50	12.07	1.50
29.2		WILSMERE. 1.2													
30.4		WJ TOWER. 2.4		1.34	4.35						8.37		10.52	12.09	1.52
32.8		STANTON. 6.0													
38.8		NEWARK. 4.1		R 1.43	4.45						\$ 8.47		\$11.01	12.17	F 2.01
42.9		ELK MILLS. 1.4									F 8.53				
44.3	DN	SINGERLY. 1.3	101	1.49	E 4.56						6.30		8.55	11.07	12.22
45.6		CHILDS. 4.7									F 6.33				
50.3		LESLIE. 3.0									F 6.39				
53.3		FH TOWER. 4.5	107	1.59	5.08						6.43		9.04	11.16	12.30
57.8		AIKIN. 2.4		2.04	5.18						F 6.50		9.09	11.21	12.34
60.2		HAVRE-DE-GRACE. 2.8									F 6.55				
63.0		SWAN CREEK. 2.0									F 7.00				
65.0	DN	ABERDEEN. 4.8	106	2.13	K 5.28						\$ 7.05		\$ 9.17	F11.30	12.41
69.8		BELCAMP. 1.1									\$ 7.12				
70.9		SEWELL. 2.6									F 7.15				
73.5		VAN BIBBER. 2.3									\$ 7.20				
75.8		CN TOWER. 2.1	123	2.26	5.44						7.25		9.27	11.40	12.50
77.9		BRADSHAW. 4.0									\$ 7.30				
81.9		COWENTON. 2.4									\$ 7.40				
84.3	DN	POPLAR. 6.4	116	2.36	5.55						F 7.45		9.35	11.49	12.57
90.7	DN	BAY VIEW. 5.3	45	2.43	6.02						\$ 7.55		9.41	11.55	1.03
96.0	DN	MT. ROYAL STA. 1.5		2.52	\$ 6.14	7.15	7.50	\$ 8.07	8.55	\$ 9.51	10.55	\$12.05	\$ 1.11	\$ 3.04	
97.5	DN	CAMDEN STATION.		\$ 2.57 3.05	\$ 6.19 6.30	\$ 7.20	\$ 7.55	A 8.12	\$ 9.00	\$ 9.56 9.58	\$11.00	\$12.10 12.13	\$ 1.16	\$ 3.09 3.11	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
		Time over Division.....		2.17	2.50	.05	.05	1.42	.05	2.02	.05	2.02	1.43	2.00	
		Average speed per hour.....		42.7	34.4	18.0	18.0	31.2	18.0	47.9	18.0	47.9	56.8	48.7	

Passenger trains will not exceed a speed of 75 miles per hour.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.
 ★ Diesel-Electric Locomotive.
 ◆ Indicates Gas-Electric Train.

WESTWARD.

Distance from Philadelphia (Park Junction.)	Train Order Stations.	Baltimore Division.		FIRST CLASS.										
		East End.		Passing Sidings. Capacity in Cars.	5	1	3	◆49	*25	23	723	7	171	117
		TIME-TABLE No. 38.			DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	Sunday ONLY	DAILY	DAILY Ex. Sunday	DAILY Ex. Sat. & Sunday
		September 25, 1933.			P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DN	PARK JUNCTION. 1.6		.....	3.33	5.22	.....	6.18	7.45	7.45	8.40	.....	.....
1.6	DN	24th and Chestnut Streets. PHILADELPHIA. 1.7		.....	\$ 3.37 3.39	\$ 5.26 5.28	5.45	\$ 6.23	\$ 7.49 7.51	\$ 7.49 7.53	\$ 8.44 8.49	.....	9.50
3.3	DN	EAST SIDE. 0.4		.....	3.43	5.32	F 5.49	6.27	7.55	7.57	8.53	.....	9.54
3.7	DN	EASTWICK. 2.7		.....	3.44	5.33	5.50	6.28	7.56	7.58	8.54	.....	9.55
6.4		DARBY. 1.2		.....	3.47	5.36	\$ 5.55	6.31	7.59	8.01	8.57	.....	9.58
7.6		COLLINGDALE. 1.9		.....	.....	.....	F 5.58	.....	.....	.....	.....	.....	.....
9.5	D	HOLMES.	100	.....	3.50	5.39	F 6.02	6.34	8.02	8.05	9.00	.....	10.02
12.0		2.5 EDDYSTONE.		.....	.....	.....	F 6.07	.....	.....	.....	.....	.....	.....
13.5	D	1.5 CHESTER.		.....	3.54	Z 5.44	\$ 6.10	6.38	Q 8.07	\$ 8.10	\$ 9.05	.....	10.07
18.1		4.6 BOOTHWYN.		.....	.....	.....	\$ 6.19	.....	.....	.....	.....	.....	.....
19.8		1.7 CARPENTER.		.....	.....	.....	F 6.23	.....	.....	.....	.....	.....	.....
22.0	DN	2.2 SILVER SIDE.	114	.....	4.03	5.55	\$ 6.28	6.46	8.16	8.20	9.15	.....	10.17
26.6		4.6 WILMINGTON.		.....	\$ 4.08	\$ 6.01	\$ 6.37	\$ 6.50	\$ 8.22	\$ 8.26	\$ 9.20	.....	.....
28.5	DN	1.9 ELSMERE JUNCTION.		.....	4.10	6.03	\$ 6.40	6.52	8.25	8.29	9.23	.....	10.26
29.2		0.7 WILSMERE.		.....	.....	.....	F 6.43	.....	.....	.....	.....	.....	.....
30.4		1.2 WJ TOWER.		.....	4.12	6.05	F 6.56 25	6.54	8.27	8.32	9.25	.....	10.28
32.8		2.4 STANTON.		.....	.....	.....	F 7.00 49	.....	.....	.....	.....	.....	.....
38.8		6.0 NEWARK.		.....	4.21	X 6.15	\$ 7.08	7.02	\$ 8.37	\$ 8.42	9.34	.....	10.38
42.9		4.1 ELK MILLS.		.....	.....	.....	F 7.14	.....	.....	.....	.....	.....	.....
44.3	DN	1.4 SINGERLY.	101	.....	4.26	6.21	A 7.18	7.07	8.43	8.49	9.39	.....	10.44
45.6		1.3 CHILDS.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
50.3		4.7 LESLIE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
53.3		3.0 FH TOWER.	107	.....	4.34	6.30	.....	7.15	8.52	8.59	9.48	.....	10.53
57.8		4.5 AIKIN.		.....	4.39	6.35	.....	7.19	8.57	9.05	9.53	.....	10.58
60.2		2.4 HAVRE-DE-GRACE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
63.0		2.8 SWAN CREEK.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
65.0	DN	2.0 ABERDEEN.	106	.....	4.48	6.44	.....	7.27	F 9.07	X 9.15	10.01	.....	11.08
69.8		4.8 BELCAMP.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
70.9		1.1 SEWELL.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
73.5		2.6 VAN BIBBER.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
75.8		2.3 CN TOWER.	123	.....	4.58	6.54	.....	7.36	9.17	9.26	10.11	.....	11.18
77.9		2.1 BRADSHAW.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
81.9		4.0 COWENTON.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84.3	DN	2.4 POPLAR.	116	.....	5.06	7.02	.....	7.43	9.25	9.34	10.19	.....	11.27
90.7	DN	6.4 BAY VIEW.	45	.....	5.12	7.08	.....	7.49	9.32	9.41	10.25	.....	11.34
96.0	DN	5.3 MT. ROYAL STA.		4.35	\$ 5.22	\$ 7.18	\$ 7.57	\$ 9.42	\$ 9.51	\$ 10.35	11.40	11.45
97.5	DN	1.5 CAMDEN STATION.		\$ 4.40 4.42	\$ 5.27 5.30	\$ 7.23 7.25	\$ 8.02	\$ 9.47 9.49	\$ 9.56 9.59	\$ 10.40 10.43	\$ 11.45	\$ 11.50 12.05
					P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	
		Time over Division.....		.05	1.54	2.01	1.33	1.44	2.02	2.11	2.00	.05	2.00	
		Average speed per hour.....		18.0	51.3	48.3	28.5	56.2	47.9	44.6	48.7	18.0	47.9	

Passenger trains will not exceed a speed of 75 miles per hour.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.
 ★ Diesel Electric Locomotive.
 ◆ Indicates Gas-Electric Train.

EASTWARD.

Distance from Baltimore.	Train Order Stations.	Baltimore Division. East End. TIME-TABLE No. 38. September 25, 1938.	Passing Sidings. Capacity in Cars.	FIRST CLASS.										
				528	118	10	◆48	14	2	*26	4	656		
				DAILY	DAILY Ex. Sunday & Mon.	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	SAT. ONLY		
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.		
	DN	CAMDEN STATION.		\$ 1.48	\$ 2.45	\$ 4.16		\$ 7.22	\$ 9.27	\$11.08	\$12.27	\$ 1.45		
1.5	DN	1.5 MT. ROYAL STA.		\$ 2.08	\$ 3.00	\$ 4.22		\$ 7.32	\$ 9.35	\$11.14	\$12.35	\$ 1.52		
6.8	DN	5.3 BAY VIEW.	85	2.21	3.11	4.32		7.43	9.46	11.23	12.47			
13.2	DN	6.4 POPLAR.	117	2.23	3.17	4.38		7.49	9.52	11.28	12.53			
15.6		2.4 COWENTON.												
19.6		4.0 BRADSHAW.												
21.7		2.1 CN TOWER.	101	2.36	3.25	4.46		7.57	10.00	11.35	1.01			
24.0		2.3 VAN BIBBER.												
		2.6												
26.6		SEWELL												
27.7		1.1 BELCAMP.												
32.5	DN	4.8 ABERDEEN.	169	2.46	3.35	4.55		F 8.07	10.10	11.44	W 1.10			
34.5		2.0 SWAN CREEK.												
37.3		2.8 HAVRE-DE-GRACE.												
39.7		2.4 AIKIN.	58	2.55	3.43	5.03		8.16	10.18	11.51	1.18			
44.2		4.5 FH TOWER.	88	3.01	3.48	5.08		8.22	10.24	11.56	1.23			
47.2		3.0 LESLIE.												
		4.7												
51.9		CHILDS.												
53.2	DN	1.3 SINGERLY.	101	3.10	3.56	5.17	6.58	8.30	10.32	12.04	1.31			
54.6		1.4 ELK MILLS.					\$ 7.00							
58.7		4.1 NEWARK.		3.16			\$ 7.07	\$ 8.36	J10.38		J 1.37			
64.7		6.0 STANTON.					F 7.16							
67.1		2.4 WJ TOWER.		3.25	4.09	5.30	F 7.20	8.46	10.48	12.17	1.46			
68.3		1.2 WILSMERE.					F 7.22							
69.0	DN	0.7 ELSMERE JUNCTION.		3.27	4.12	5.32	F 7.24	8.48	10.50	12.19	1.48			
		1.9												
70.9		WILMINGTON.		H 3.30	4.15	\$ 5.35	\$ 7.28	\$ 8.51	\$10.53	\$12.22	\$ 1.51			
75.5	DN	4.6 SILVER SIDE.	86	3.37	4.22	5.41	F 7.38	8.58	11.00	12.23	1.58			
77.7		2.2 CARPENTER.					F 7.43							
79.4		1.7 BOOTHWYN.					F 7.49							
84.0	D	4.6 CHESTER.		3.47	4.32	5.49	F 8.01	\$ 9.08	\$11.09	12.35	\$ 2.07			
85.5		1.5 EDDYSTONE.					F 8.04							
88.0	D	2.5 HOLMES.	77	3.52	4.37	5.54	F 8.10	9.14	11.15	12.39	2.12			
		1.9												
89.9		COLLINGDALE.					F 8.14							
91.1		1.2 DARBY.		3.57	4.40		\$ 8.17	9.17	11.19		2.15			
93.8	DN	2.7 EASTWICK.		4.00	4.43	6.00	8.22	9.20	11.22	12.45	2.18			
94.2	DN	0.4 EAST SIDE.		4.01	4.44	6.02	F 8.24	9.21	11.23	12.46	2.19			
		1.7												
95.9	DN	24th and Chestnut Streets. PHILADELPHIA.		\$ 4.05	A 4.50	\$ 6.07	A 8.30	\$ 9.25	\$11.27	\$12.50	\$ 2.23			
		1.6		4.17		6.14		9.31	11.30		2.28			
97.5	DN	PARK JUNCTION.		A 4.22		A 6.19		A 9.36	A11.35	A12.54	A 2.33			
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.		
		Time over Division.....		2.27	1.55	2.03	1.32	2.10	2.05	1.46	2.04	.05		
		Average speed per hour.....		39.8	50.0	47.6	27.8	45.0	46.4	55.2	47.2	18.0		

Passenger trains will not exceed a speed of 75 miles per hour.

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

*Diesel-Electric Locomotive.

◆Indicates Gas-Electric Train.

EASTWARD.

Distance from Baltimore.	Train Order Stations.	Baltimore Division. East End.	TIME-TABLE No. 38. September 25, 1938.	Passing Sidings. Capacity in Cars.	FIRST CLASS.										
					504	*28	152	◆60	156	8	160	36	32		
					DAILY	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sat. and Sunday	DAILY	DAILY Ex. Sun. and Holid ^s	DAILY	DAILY		
					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			\$ 2.08	4.22	\$ 4.58 5.00	5.10	\$ 5.33 5.35	\$ 5.42 5.45	\$ 6.18 6.19	\$ 6.42 6.45	\$ 11.43 11.55		
6.8	DN	MT. ROYAL STA. 5.3			\$ 2.14	\$ 4.28	A 5.05	\$ 5.15	A 5.40	\$ 5.51	A 6.25	\$ 6.51	12.01		
13.2	DN	BAY VIEW. 6.4	85		2.24	4.37	.....	F 5.28	.....	6.03	.....	7.01	12.13		
15.6	DN	POPLAR. 2.4	117		2.29	4.42	.....	F 5.38	.....	6.09	.....	7.07	12.19		
19.6		COWENTON. 4.0			.....	.....	.....	\$ 5.42	.....	.....	.....	.....	.....
21.7		BRADSHAW. 2.1			.....	.....	.....	\$ 5.51	.....	.....	.....	.....	.....
24.0		CN TOWER. 2.3	101		2.36	4.49	.....	5.56	.....	6.17	.....	7.15	12.27		
26.6		VAN BIBBER. 2.6			.....	.....	.....	\$ 6.01	.....	.....	.....	.....	.....
27.7		SEWELL. 1.1			.....	.....	.....	F 6.06	.....	.....	.....	.....	.....
32.5	DN	BELCAMP. 4.8	169		.....	.....	.....	F 6.09	.....	.....	.....	.....	.....
34.5		ABERDEEN. 2.0			2.45	4.58	.....	\$ 6.16 8	.....	6.26 60	.....	\$ 7.25	12.36		
37.3		SWAN CREEK. 2.8			.....	.....	.....	F 6.35	.....	.....	.....	.....	.....
39.7		HAVRE-DE-GRACE. 2.4			.....	.....	.....	F 6.40	.....	6.34	.....	7.35	12.44		
44.2		AIKIN. 4.5	58		2.52	5.05	.....	F 6.40	.....	6.34	.....	7.35	12.44		
47.2		FH TOWER. 3.0	88		2.57	5.10	.....	6.47	.....	6.39	.....	7.41	12.51		
51.9		LESLIE. 4.7			.....	.....	.....	F 6.51	.....	.....	.....	.....	.....
53.2	DN	CHILDS. 1.3	101		.....	.....	.....	F 6.57	.....	.....	.....	.....	.....
54.6		SINGERLY. 1.4			3.05	5.18	.....	A 7.00	.....	6.47	.....	7.50	1.00		
58.7		ELK MILLS. 4.1			.....	.....	.....	.....	.....	.....	.....	.....	.....
64.7		NEWARK. 6.0			.....	.....	.....	.....	.....	\$ 6.54	.....	\$ 7.56	.....	
67.1		STANTON. 2.4			.....	.....	.....	.....	.....	.....	.....	.....	.....
68.3		WJ TOWER. 1.2			3.18	5.31	.....	.....	.....	7.04	.....	8.05	1.16		
69.0	DN	WILSMERE. 0.7			.....	.....	.....	.....	.....	.....	.....	.....	.....
70.9		ELSMERE JUNCTION. 1.9			3.20	5.33	.....	.....	.....	7.07	.....	8.07	1.18		
75.5	DN	WILMINGTON. 4.6	86		F 3.23	\$ 5.35	.....	.....	.....	\$ 7.10	.....	\$ 8.10	1.21		
77.7		SILVER SIDE. 2.2			3.29	5.41	.....	.....	.....	7.17	.....	8.17	1.29		
79.4		CARPENTER. 1.7			.....	.....	.....	.....	.....	.....	.....	.....	.....
84.0	D	BOOTHWYN. 4.6			.....	.....	.....	.....	.....	.....	.....	.....	.....
85.5		CHESTER. 1.5			3.36	5.48	.....	.....	.....	\$ 7.26	.....	\$ 8.27	1.39		
88.0	D	EDDYSTONE. 2.5	77		3.40	5.52	.....	.....	.....	7.31	.....	8.32	1.44		
89.9		HOLMES. 1.9			.....	.....	.....	.....	.....	.....	.....	.....	.....
91.1		COLLINGDALE. 1.2			.....	.....	.....	.....	.....	.....	.....	.....	.....
93.8	DN	DARBY. 2.7			.....	.....	.....	.....	.....	7.34	.....	8.37	1.47		
94.2	DN	EASTWICK. 0.4			3.46	5.58	.....	.....	.....	7.37	.....	8.40	1.50		
95.9	DN	EAST SIDE. 1.7			3.47	5.59	.....	.....	.....	7.38	.....	8.41	1.52		
97.5	DN	24th and Chestnut Streets. PHILADELPHIA. 1.6			\$ 3.51	\$ 6.03	.....	.....	.....	\$ 7.42 7.44	.....	A 8.45	\$ 1.57 2.15		
		PARK JUNCTION			A 3.55	A 6.07	.....	.....	.....	A 7.49	.....	A 8.45	A 2.20		
					P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.		
		Time over Division.....			1.47	1.45	.05	1.50	.05	2.04	.06	2.00	2.25		
		Average speed per hour.....			54.7	55.7	18.0	29.0	18.0	47.2	15.0	47.9	40.3		

Passenger trains will not exceed a speed of 75 miles per hour.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.
 * Diesel-Electric Locomotive.
 ◆ Indicates Gas-Electric Train.

WESTWARD.

Distance from Baltimore (Camden Station.)	Train Order Stations.	Washington Sub-Division. TIME-TABLE No. 38. September 25, 1938.	Passing Sidings. Capacity in Cars.	FIRST CLASS.										
				169	29	139	511	141	111	143	145	147	35	
				DAILY	DAILY Ex. Monday	DAILY Ex. Sun. and Holid's	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sun. and Holid's	DAILY Ex. Sun. and Holid's	DAILY Ex. Sunday	DAILY	
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		
	DN	MT. ROYAL STATION.			2.52		\$ 6.14		7.15		7.50	8.55	\$ 9.51	
0.7	DN	CAMDEN STATION		1.30	\$ 2.57 3.05	5.45	\$ 6.19 6.30	6.42	\$ 7.20	7.35	\$ 7.55	\$ 9.00	\$ 9.56 9.58	
	DN	BAILEY.												
1.5	DN	CARROLL.												
2.1		MOUNT WINANS.												
3.0		WEST BALTIMORE.												
4.1		LANSDOWNE.				F 5.52		F 6.49						
	DN	HALETHORPE.		F 1.39	3.30	5.54	6.43	F 6.52	7.28	7.43	8.03	9.08	10.06	
6.7		ST. DENIS.		F 1.42		F 5.56								
7.2		RELAY.				S 5.58		S 6.55	S 7.30	S 7.45	S 8.05			
7.8		ELK RIDGE.		F 1.45		F 6.00		F 6.57	F 7.32					
9.7		HANOVER.				F 6.04		F 7.00						
10.4		HARWOOD.						F 7.01						
11.5		DORSEY.	32	F 1.51	3.38	F 6.07	6.50	F 7.03	7.36	7.49	8.09	9.14	10.12	
13.0		MONTEVIDEO.												
13.9		JESSUP.		F 1.55		S 6.11		S 7.07		S 7.52				
14.5		BRIDEWELL.				F 6.13		F 7.08						
16.0		FT. GEO. G. MEADE JCT.	56	A 1.58	3.44	S 6.16	6.54	S 7.11	7.40	F 7.55	8.13	9.18	10.16	
17.6		SAVAGE.				F 6.18		F 7.14						
19.4		LAUREL.	38			S 6.22		S 7.18	S 7.44	S 7.59	S 8.17			
21.2		OAK CREST.				F 6.25		F 7.21						
21.7		CONTEE.				F 6.26								
23.1		MUIRKIRK.			3.52	F 6.29	7.02	F 7.24		8.04				
24.3		AMMENDALE.						F 7.26						
25.3		BELTSVILLE.	66			F 6.34		F 7.28						
26.2		SUNNYSIDE.				F 6.35		F 7.30						
28.0		BRANCHVILLE.				F 6.39		F 7.33						
28.4		BERWYN.				F 6.42		F 7.34						
29.6		COLLEGE PARK.				F 6.45		F 7.37		8.11				
30.6		RIVERDALE.				F 6.47		S 7.41						
31.3	DN	ALEXANDRIA JCT.	63		4.00	6.49	7.10	7.42	7.58	8.14	8.31	9.31	10.29	
31.6		HYATTSVILLE.				S 6.52		S 7.44						
32.5		BRENTWOOD.				F 6.55		S 7.46						
34.1		LANGDON.				F 6.58		F 7.49		F 8.18				
35.1		IVY CITY ROUNDHOUSE.												
35.3	DN	F TOWER.		Y 4.05	Y 7.01	7.15	7.51	8.02	8.22	8.35	9.35	10.33		
36.1	DN	NEW YORK AVE.				7.07	7.17	7.53	8.04	8.24	8.37	9.37	10.35	
36.8	DN	WASHINGTON.				A 7.10	A 7.20	A 7.57	A 8.07	A 8.27	A 8.40	A 9.40	A 10.38	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
Time over Sub-Division.....				.28	1.00	1.25	.50	1.15	.47	.52	.45	.40	.40	
Average speed per hour.....				34.3	35.3	25.8	44.1	29.3	47.0	42.4	49.0	55.2	55.2	

Passenger trains will not exceed a speed of 75 miles per hour.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.
 ♦ Indicates Gas-Electric Train.

WESTWARD.

Distance from Baltimore. (Camden Station.)	Train Order Stations.	Washington Sub-Division. TIME TABLE No. 38. September 25, 1938.	Passing Sidings. Capacity in Cars.	FIRST CLASS.											
				149	13	*27	651	9	151	5	157	1			
				DAILY	DAILY	DAILY	Sat'day ONLY	DAILY	DAILY Ex. Sat. & Sun.	DAILY	DAILY	DAILY			
				A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
	DN	MT. ROYAL STATION.		10.55	\$12.05	\$ 1.11	.....	\$ 3.04	.....	4.35	.....	\$ 5.22	.....	.....	.....
0.7	DN	CAMDEN STATION.		\$11.00	\$12.10	\$ 1.16	1.50	\$ 3.09	4.00	\$ 4.40	5.10	\$ 5.27	.....	.....	.....
		0.7 BAILEY.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.5	DN	0.8 CARROLL.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.1		0.6 MOUNT WINANS.		.....	.....	.....	F 1.55	.....	.....	.....	.....	.....	.....	.....	.....
3.0		0.9 WEST BALTIMORE.		.....	.....	.....	F 1.58	.....	.....	.....	.....	.....	.....	.....	.....
4.1		1.1 LANSDOWNE.		.....	.....	.....	F 2.01	.....	.....	.....	.....	.....	.....	.....	.....
		1.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.4	DN	HALETHORPE.		11.08	12.22	1.24	F 2.04	3.20	4.08	4.51	5.19	5.39	.....	.....	.....
6.7		1.3 ST. DENIS.		.....	.....	.....	\$ 2.07	.....	.....	.....	\$ 5.21	.....	.....	.....	.....
7.2		0.5 RELAY.		.....	.....	.....	\$ 2.10	.....	\$ 4.10	.....	.....	.....	.....	.....	.....
7.8		0.6 ELK RIDGE.		.....	.....	.....	F 2.12	.....	.....	.....	\$ 5.24	.....	.....	.....	.....
9.7		1.9 HANOVER.		.....	.....	.....	F 2.15	.....	.....	.....	.....	.....	.....	.....	.....
10.4		0.7 HARWOOD.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.5		1.1 DORSEY.	32	11.13	12.29	1.30	F 2.18	3.27	4.15	4.58	F 5.28	5.45	.....	.....	.....
13.0		1.5 MONTEVIDEO.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.9		0.6 JESSUP.		\$11.15	.....	.....	\$ 2.21	.....	\$ 4.19	.....	\$ 5.32	.....	.....	.....	.....
14.5		1.5 BRIDEWELL.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.0		1.6 FT. GEO. G. MEADE JCT.	56	11.18	12.33	1.35	F 2.24	3.31	F 4.22	5.03	5.35	5.49	.....	.....	.....
17.6		1.8 SAVAGE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19.4		1.8 LAUREL.	38	\$11.22	.....	.....	\$ 2.29	.....	\$ 4.28	.....	\$ 5.40	.....	.....	.....	.....
21.2		0.5 OAK CREST.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21.7		1.4 CONTEE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.1		1.2 MUIRKIRK.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24.3		1.0 AMMENDALE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25.3		0.9 BELTSVILLE.	66	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26.2		1.8 SUNNYSIDE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.0		0.4 BRANCHVILLE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.4		1.2 BERWYN.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29.6		1.0 COLLEGE PARK.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30.6		0.7 RIVERDALE.		.....	.....	.....	.....	.....	.....	.....	F 5.54	.....	.....	.....	.....
31.3	DN	0.3 ALEXANDRIA JCT.	63	11.36	12.47	1.48	2.41	3.45	4.41	5.17	5.55	6.03	.....	.....	.....
31.6		0.9 HYATTSVILLE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
32.5		1.6 BRENTWOOD.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.1		1.0 LANGDON.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.1		0.2 IVY CITY ROUNDHOUSE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.3	DN	0.8 F TOWER.		11.40	Y12.52	Y 1.52	2.45	Y 3.50	4.45	Y 5.22	Y 6.00	6.07	.....	.....	.....
36.1	DN	0.7 NEW YORK AVE.		11.42	12.57	1.57	2.47	3.55	4.47	5.27	6.06	6.09	.....	.....	.....
36.8	DN	0.7 WASHINGTON.		A11.45	A 1.00	A 2.00	A 2.50	A 3.58	A 4.50	A 5.30	A 6.09	A 6.12	.....	.....	.....
				A. 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.....		.45	.47	.44	1.00	.47	.50	.48	.59	.42	.....	.....	.....
		Average speed per hour.....		49.0	47.9	51.1	26.8	47.9	44.2	46.9	38.1	52.6	.....	.....	.....

Passenger trains will not exceed a speed of 75 miles per hour.

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

* Diesel-Electric Locomotive.

◆ Indicates Gas-Electric Train.

WESTWARD.

FIRST CLASS.

Distance from Baltimore. (Camden Station.)	Train Order Stations.	Washington Sub-Division. TIME-TABLE No. 38. September 25, 1933.	Passing Sidings. Capacity in Cars.												
				◆47	159	165	3	*25	167	23	723	7	171	117	
				DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY Ex. Sunday	Sunday ONLY	DAILY	DAILY Ex. Sunday	DAILY Ex. Monday	
				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 STATION.		.....	.....	.....	\$ 7.18	\$ 7.57	.....	\$ 9.42	\$ 9.51	\$10.35	11.40	11.45	.....
0.7	DN	CAMDEN STATION.		5.32	5.45	6.20	\$ 7.23	\$ 8.02	9.00	\$ 9.47	\$ 9.56	\$10.40	\$11.45	\$11.50	.....
		0.7 BAILEY.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.5	DN	0.8 CARROLL.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.1		0.6 MOUNT WINANS.		.....	F 5.50	F 6.25	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.0		0.9 WEST BALTIMORE.		.....	F 5.52	F 6.27	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.1		1.1 LANSDOWNE.		.....	F 5.55	\$ 6.30	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.4	DN	HALETHORPE.		5.41	F 5.58	F 6.33	7.34	8.10	9.10	9.58	10.08	10.52	11.53	12.15	.....
6.7		1.3 ST. DENIS.		\$ 5.43	F 6.01	\$ 6.35	.....	.....	\$ 9.12	.....	.....	.....	\$11.55	.....	.....
7.2		0.5 RELAY.		\$ 5.45	\$ 6.03	\$ 6.37	.....	.....	.....	.....	.....	.....	.....	.....	.....
7.8		0.6 ELK RIDGE.		.....	F 6.05	F 6.39	.....	.....	F 9.16	.....	.....	.....	\$11.58	.....	.....
9.7		1.9 HANOVER.		.....	F 6.09	F 6.42	.....	.....	F 9.19	.....	.....	.....	.....	.....	.....
10.4		0.7 HARWOOD.		.....	F 6.11	F 6.44	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.5		1.1 DORSEY.	32	.....	F 6.14	\$ 6.46	7.41	8.16	F 9.22	10.04	10.14	10.59	12.02	12.22	.....
13.0		1.5 MONTEVIDEO.		.....	F 6.17	F 6.48	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.9		0.6 JESSUP.		.....	\$ 6.19	\$ 6.50	.....	.....	\$ 9.25	.....	.....	.....	\$12.06	.....	.....
14.5		1.5 BRIDEWELL.		.....	F 6.21	F 6.52	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.0		1.6 FT. GEO. G. MEADE JCT.	56	.....	\$ 6.24	\$ 6.55	7.45	8.21	9.28	10.08	10.18	11.03	12.09	12.29	.....
17.6		1.8 SAVAGE.		.....	F 6.26	F 6.58	.....	.....	.....	.....	.....	.....	.....	.....	.....
19.4		1.8 LAUREL.	38	.....	\$ 6.30	\$ 7.02	.....	.....	\$ 9.34	.....	.....	.....	\$12.13	.....	.....
21.2		0.5 OAK CREST.		.....	.....	F 7.05	.....	.....	.....	.....	.....	.....	.....	.....	.....
21.7		1.4 CONTEE.		.....	.....	F 7.06	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.1		1.2 MUIRKIRK.		.....	.....	F 7.09	.....	.....	.....	.....	.....	.....	.....	.....	.....
24.3		1.0 AMMENDALE.		.....	F 6.36	F 7.11	.....	.....	W 9.40	.....	.....	.....	.....	.....	.....
25.3		0.9 BELTSVILLE.	66	.....	F 6.39	F 7.12	.....	.....	.....	.....	.....	.....	.....	.....	.....
26.2		1.8 SUNNYSIDE.		.....	.....	F 7.13	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.0		0.4 BRANCHVILLE.		.....	.....	F 7.16	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.4		1.2 BERWYN.		.....	F 6.43	F 7.17	.....	.....	.....	.....	.....	.....	.....	.....	.....
29.6		1.0 COLLEGE PARK.		.....	F 6.46	F 7.19	.....	.....	.....	.....	.....	.....	.....	.....	.....
30.6		0.7 RIVERDALE.		.....	F 6.48	F 7.21	.....	.....	.....	.....	.....	.....	.....	.....	.....
31.3	DN	0.3 ALEXANDRIA JCT.	63	.....	6.49	7.22	7.59	8.33	9.50	10.21	10.31	11.17	12.25	12.46	.....
31.6		0.9 HYATTSVILLE.		.....	\$ 6.51	\$ 7.23	.....	.....	.....	.....	.....	.....	.....	.....	.....
32.5		1.6 BRENTWOOD.		.....	F 6.54	F 7.25	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.1		1.0 LANGDON.		.....	.....	F 7.27	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.1		0.2 IVY CITY ROUNDHOUSE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.3	DN	0.8 F TOWER.		.....	Y 7.00	Y 7.30	Y 8.03	8.37	Y 9.55	10.25	10.35	Y11.22	12.30	Y12.50	.....
36.1	DN	0.7 NEW YORK AVE.		.....	7.06	7.36	8.09	8.39	10.02	10.27	10.37	11.27	12.32	.....	.....
36.8	DN	0.7 WASHINGTON.		.....	A 7.09	A 7.39	A 8.12	A 8.42	A10.05	A10.30	A10.40	A11.30	A12.35	.....	.....
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	
		Time over Sub-Division.....		.13	1.24	1.19	.47	.40	1.05	.41	.41	.47	.50	.45	
		Average speed per hour.....		33.2	26.3	28.5	47.9	55.2	34.6	53.3	53.3	47.9	44.2	47.0	

Passenger trains will not exceed a speed of 75 miles per hour.

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

* Diesel-Electric Locomotive.

◆ Indicates Gas-Electric Train.

EASTWARD.

Distance from Washington.	Train Order Stations.	Washington Sub-Division. TIME-TABLE No. 38. September 25, 1933.	Passing Sidings. Capacity in Cars.	FIRST CLASS.										
				528	118	10	140	142	14	144	146	◆48	148	
				DAILY	DAILY Ex. Monday	DAILY	DAILY Ex. Sun. and Holid's	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
0.7	DN	WASHINGTON. 0.7		1.00				6.20	6.40	7.10	7.30		8.00	
	DN	NEW YORK AVE. 0.8		1.03				6.23	6.43	7.13	7.33		8.03	
1.5	DN	F TOWER. 0.2		1.05	2.05	3.36		6.25	6.45	7.15	7.35		8.05	
1.7		IVY CITY ROUNDHOUSE. 1.0												
2.7		LANGDON. 1.6						F 6.27						
4.3		BRENTWOOD. 0.9						F 6.29		F 7.18				
5.2		HYATTSVILLE. 0.3						S 6.32		F 7.20				
5.5	DN	ALEXANDRIA JCT. 0.7	34	1.09	2.10	3.41		6.33	6.49	7.21	7.39		8.09	
6.2		RIVERDALE. 1.0						F 6.35		F 7.23				
7.2		COLLEGE PARK. 1.2						F 6.37		F 7.25				
8.4		BERWYN. 0.4	60					F 6.40		F 7.27				
8.8		BRANCHVILLE. 1.3						F 6.41		F 7.29				
10.6		SUNNYSIDE. 0.9						F 6.43						
11.5		BELTSVILLE. 1.0	19					F 6.44		F 7.33				
12.5		AMMENDALE. 1.2						F 6.46		F 7.35				
13.7		MUIRKIRK. 1.4	95	1.18	2.17	3.48		F 6.48	6.57	F 7.37	7.47		8.17	
15.1		CONTEE. 0.5						F 6.50						
15.6		OAK CREST. 1.8								F 7.40				
17.4		LAUREL. 1.8	11				5.25	S 7.03 ¹⁴	7.00 ¹⁴²	S 7.54 ¹⁴⁶	S 7.51 ¹⁴⁴			
19.2		SAVAGE. 1.6					F 5.27	F 7.06		F 7.57				
20.8		FT. GEO. G. MEADE JCT. 1.5	94	1.26	2.24	3.55	F 5.29	S 7.09	7.04	F 8.00	7.54		8.24	
22.3		BRIDEWELL. 0.6					F 5.32	F 7.11		F 8.03				
22.9		JESSUP. 0.9					F 5.34	S 7.13		S 8.04				
23.8		MONTEVIDEO. 1.5					F 5.36	F 7.16		F 8.06				
25.3		DORSEY. 1.1					F 5.39	F 7.19		F 8.09				
26.4		HARWOOD. 0.7					F 5.41	F 7.22		F 8.12				
27.1		HANOVER. 1.9					F 5.43	F 7.24		F 8.14				
29.0		ELK RIDGE. 0.6					S 5.47	S 7.28		F 8.18				
29.6		RELAY. 0.5					S 5.50	S 7.31		F 8.20			S 8.04	
30.1		ST. DENIS. 1.3					F 5.52	S 7.33					F 8.07	
31.4	DN	HALETHORPE. 0.7		1.38	2.35	4.05	F 5.54	F 7.36	7.14	8.23	8.06	F 8.10	8.34	
32.7		LANSDOWNE. 1.1					F 5.57	F 7.39					S 8.18	
33.8		WEST BALTIMORE. 0.9					F 6.00							
34.7		MOUNT WINANS. 0.6					F 6.02	F 7.43					F 8.18	
35.3	DN	CARROLL. 0.8												
36.1	DN	BAILEY. 0.7					F 6.06							
36.8	DN	CAMDEN STATION.		\$ 1.48	\$ 2.45	\$ 4.16	A 6.10	A 7.50	S 7.22	A 8.33	A 8.15	A 8.24	A 8.43	
	DN	MT. ROYAL STATION.		\$ 1.55	\$ 2.55				7.26					
				\$ 2.08	\$ 3.00	\$ 4.22			S 7.32					
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
		Time over Sub-Division.....		.48	.40	.40	.45	1.30	.42	1.23	.45	.20	.43	
		Average speed per hour.....		46.0	52.9	52.9	25.8	24.5	52.6	26.6	49.0	21.6	51.3	

Passenger trains will not exceed a speed of 75 miles per hour.

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

◆ Indicates Gas-Electric Train.

EASTWARD.

Distance from Washington.	Train Order Stations.	Washington Sub-Division. TIME-TABLE No. 38. September 25, 1938.	Passing Sidings. Capacity in Cars.	FIRST CLASS.											
				2	6	758	*26	4	34	656	504	650	150	*28	
				DAILY	DAILY	Sunday ONLY	DAILY	DAILY	DAILY Ex. Sat. and Sunday	Sat. ONLY	DAILY	Sat. ONLY	DAILY	DAILY	
				A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
0.7	DN	WASHINGTON.		8.45	8.50	.....	10.30	11.45	12.10	1.00	1.30	1.45	3.00	3.45	.....
	DN	0.7 NEW YORK AVE.		8.48	8.53	.....	10.33	11.48	12.13	1.03	1.33	1.48	3.03	3.48	.....
1.5	DN	0.8 F TOWER.		8.50	8.55	.....	10.35	11.50	.....	1.05	1.35	1.50	3.05	3.50	.....
1.7		0.2 IVY CITY ROUNDHOUSE.		.....	.....	.....	.....	.....	F12.15	.....	.....	.....	.....	.....	.....
2.7		1.0 LANGDON.		.....	.....	.....	.....	.....	F12.17	.....	F 1.52	.....	.....	.....	.....
4.3		1.6 BRENTWOOD.		.....	.....	.....	.....	.....	F12.19	.....	F 1.54	.....	.....	.....	.....
5.2		0.9 HYATTSVILLE.		.....	.....	.....	.....	.....	S12.22	.....	F 1.57	.....	.....	.....	.....
5.5	DN	0.3 ALEXANDRIA JCT.	34	8.54	9.00	.....	10.39	11.54	12.23	1.09	1.39	1.58	3.09	3.54	.....
6.2		0.7 RIVERDALE.		.....	.....	.....	.....	.....	F12.25	.....	S 2.00	.....	.....	.....	.....
		1.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7.2		COLLEGE PARK.		.....	.....	.....	.....	.....	F12.28	.....	F 2.03	.....	.....	.....	.....
8.4		1.2 BERWYN.	60	.....	.....	.....	.....	.....	F12.30	.....	F 2.05	.....	.....	.....	.....
8.8		0.4 BRANCHVILLE.		.....	.....	.....	.....	.....	S12.31	.....	F 2.07	.....	.....	.....	.....
10.6		1.8 SUNNYSIDE.		.....	.....	.....	.....	.....	F12.34	.....	F 2.10	.....	.....	.....	.....
11.5		0.9 BELTSVILLE.	19	.....	.....	.....	.....	.....	F12.36	.....	F 2.12	.....	.....	.....	.....
12.5		1.0 AMMENDALE.		.....	.....	.....	.....	.....	F12.38	F 1.15	F 2.14	.....	.....	.....	.....
13.7		1.2 MUIRKIRK.	95	9.01	9.09	.....	.....	12.01	F12.41	1.16	F 2.17	3.17	.....	.....	.....
		1.4		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.1		CONTEE.		.....	.....	.....	.....	.....	.....	.....	F 2.20	.....	.....	.....	.....
15.6		0.5 OAK CREST.		.....	.....	.....	.....	.....	.....	.....	F 2.22	.....	.....	.....	.....
17.4		1.8 LAUREL.	11	.....	.....	.....	.....	.....	S12.48	S 1.20	S 2.26	S 3.20	.....	.....	.....
19.2		1.8 SAVAGE.		.....	.....	.....	.....	.....	F12.52	.....	F 2.30	.....	.....	.....	.....
20.8		1.6 FT. GEO. G. MEADE JCT.	94	9.08	9.16	10.12	10.51	12.08	S12.55	1.24	1.51	F 2.34	3.24	4.06	.....
22.3		1.5 BRIDEWELL.		.....	.....	.....	.....	.....	.....	.....	F 2.37	.....	.....	.....	.....
22.9		0.6 JESSUP.		.....	.....	F10.14	.....	.....	S12.59	S 1.27	S 2.39	S 3.27	.....	.....	.....
		0.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.8		MONTEVIDEO.		.....	.....	.....	.....	.....	F 1.01	.....	F 2.41	.....	.....	.....	.....
25.3		1.5 DORSEY.		.....	.....	.....	.....	.....	F 1.04	.....	F 2.45	R 3.30	.....	.....	.....
26.4		1.1 HARWOOD.		.....	.....	.....	.....	.....	F 1.06	.....	F 2.47	.....	.....	.....	.....
27.1		0.7 HANOVER.		.....	.....	.....	.....	.....	F 1.08	.....	F 2.49	.....	.....	.....	.....
29.0		1.9 ELK RIDGE.		.....	.....	F10.21	.....	.....	S 1.12	.....	S 2.53	.....	.....	.....	.....
29.6		0.6 RELAY.		.....	.....	F10.22	.....	.....	S 1.15	G 1.35	S 2.56	S 3.37	.....	.....	.....
30.1		0.5 ST. DENIS.		.....	.....	F10.23	.....	.....	S 1.17	.....	S 2.58	.....	.....	.....	.....
31.4	DN	1.3 HALETHORPE.		9.18	9.26	10.25	11.00	12.18	F 1.20	1.37	2.00	F 3.01	3.40	4.15	.....
32.7		1.3 LANSLOWNE.		.....	.....	.....	.....	.....	S 1.23	.....	F 3.04	.....	.....	.....	.....
33.8		1.1 WEST BALTIMORE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.7		0.9 MOUNT WINANS.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.3	DN	0.6 CARROLL.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36.1	DN	0.8 BAILEY.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36.8	DN	CAMDEN STATION.		S 9.27	A 9.35	A10.35	S11.08	S12.27	A 1.32	S 1.45	S 2.08	A 3.15	A 3.48	4.22	.....
	DN	MT. ROYAL STATION.		S 9.29	.....	.....	S11.14	S12.29	.....	A 1.47	S 2.14	.....	.....	S 4.23	.....
				S 9.35	.....	.....	S11.14	S12.35	.....	A 1.52	S 2.14	.....	.....	S 4.23	.....

Time over Sub-Division.....	.42	.45	.23	.38	.42	1.22	.45	.38	1.30	.48	.37
Average speed per hour.....	52.6	49.1	41.7	58.1	52.5	26.8	49.0	58.1	24.5	46.0	59.6

Passenger trains will not exceed a speed of 75 miles per hour.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.
 * Diesel-Electric Locomotive.

EASTWARD.

FIRST CLASS.

Distance from Washington.	Time Order Stations.	Washington Sub-Division. TIME-TABLE No. 38. September 25, 1938.	Passing Sidings. Capacity in Cars.	FIRST CLASS.											
				152	156	8	158	160	36	162	164	16	32	166	
				DAILY Ex. Sunday	DAILY Ex. Sat. & Sunday	DAILY	DAILY Ex. Sunday	DAILY Ex. Sun. and Holid's.	DAILY	DAILY Ex. Sunday	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.	P. M.			
	DN	WASHINGTON. 0.7		4.15	4.50	5.00	5.08	5.30	6.00	6.25	7.30	9.30	.....	11.50	.....
0.7	DN	NEW YORK AVE. 0.8		4.18	4.53	5.03	5.11	5.33	6.03	6.28	7.33	9.33	.....	11.53	.....
1.5	DN	F TOWER 0.2		4.20	4.55	5.05	5.13	5.35	6.05	6.30	7.35	9.35	10.58	11.55	.....
1.7		IVY CITY ROUNDHOUSE. 1.0*		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.7		LANGDON. 1.6		.....	.....	.....	F 5.14	.....	.....	F 6.31	.....	.....	.....	.....	.....
4.3		BRENTWOOD. 0.9		.....	.....	.....	S 5.16	.....	.....	F 6.33	.....	.....	.....	.....	.....
5.2		HYATTSVILLE. 0.3		.....	.....	.....	S 5.18	.....	.....	S 6.35	.....	.....	.....	F 11.59	.....
5.5	DN	ALEXANDRIA JCT. 0.7	34	4.24	4.59	5.09	5.19	5.39	6.09	6.36	7.39	9.39	11.03	12.00	.....
6.2		RIVERDALE. 1.0		.....	.....	.....	F 5.21	.....	.....	F 6.38	.....	.....	.....	.....	.....
7.2		COLLEGE PARK. 1.2		.....	.....	.....	F 5.24	.....	.....	F 6.40	.....	.....	.....	.....	.....
8.4		BERWYN. 0.4	60	.....	.....	.....	F 5.27	.....	.....	F 6.42	.....	.....	.....	.....	.....
8.8		BRANCHVILLE. 1.8		.....	.....	.....	F 5.29	.....	.....	F 6.43	.....	.....	.....	.....	.....
10.6		SUNNYSIDE. 0.9		.....	.....	.....	F 5.32	.....	.....	F 6.46	.....	.....	.....	.....	.....
11.5		BELTSVILLE. 1.0	19	.....	.....	.....	F 5.34	.....	.....	.....	.....	.....	.....	.....	.....
12.5		AMMENDALE. 1.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.7		MUIRKIRK. 1.4	95	4.30	5.07	5.16	F 5.38	5.48	6.16	F 6.51	7.48	9.47	11.10	12.07	.....
15.1		CONTEE. 0.5		.....	.....	.....	F 5.41	.....	.....	.....	.....	.....	.....	.....	.....
15.6		OAK CREST. 1.8		.....	.....	.....	F 5.42	.....	.....	.....	.....	.....	.....	.....	.....
17.4		LAUREL. 1.8	11	S 4.34	S 5.11	.....	S 5.55 ¹⁶⁰	S 5.52 ¹⁵⁸	.....	S 6.56	S 7.52	S 9.51	.....	S 12.11	.....
19.2		SAVAGE. 1.6		.....	.....	.....	F 5.57	.....	.....	.....	.....	.....	.....	.....	.....
20.8		FT. GEO. G. MEADE JCT. 1.5	94	4.37	5.14	5.23	S 6.01	5.55	6.23	F 7.01	7.55	9.55	11.18	12.15	.....
22.3		BRIDEWELL. 0.6		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.9		JESSUP. 0.9		F 4.39	.....	.....	S 6.04	F 5.57	.....	S 7.05	S 7.57	.....	.....	G 12.17	.....
23.8		MONTEVIDEO. 1.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25.3		DORSEY. 1.1		.....	.....	.....	F 6.08	.....	.....	F 7.09	8.00	.....	.....	.....	.....
26.4		HARWOOD. 0.7		.....	.....	.....	.....	.....	.....	F 7.12	.....	.....	.....	.....	.....
27.1		HANOVER. 1.9		.....	.....	.....	F 6.12	.....	.....	.....	.....	.....	.....	.....	.....
29.0		ELK RIDGE. 0.6		.....	.....	.....	S 6.16	F 6.05	.....	F 7.16	.....	.....	.....	.....	.....
29.6		RELAY. 0.5		.....	G 5.23	.....	S 6.18	F 6.07	.....	F 7.18	F 8.07	.....	.....	.....	.....
30.1		ST. DENIS. 1.3		.....	.....	.....	F 6.20	F 6.08	.....	F 7.20	.....	.....	.....	.....	.....
31.4	DN	HALETHORPE. 0.7		4.50	5.25	5.33	6.22	6.10	6.33	F 7.22	8.10	10.06	11.31	12.28	.....
32.7		LANSDOWNE. 1.1		.....	.....	.....	F 6.24	.....	.....	F 7.25	.....	.....	.....	.....	.....
33.8		WEST BALTIMORE. 0.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.7		MOUNT WINANS. 0.6		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.3	DN	CARROLL. 0.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36.1	DN	BAILEY. 0.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36.8	DN	CAMDEN STATION.		S 4.58	S 5.33	S 5.42	A 6.32	S 6.18	S 6.42	A 7.33	A 8.18	A 10.15	S 11.43	A 12.38	.....
	DN	MT. ROYAL STATION.		5.00	5.35	5.45	.....	6.19	6.45	.....	.....	.....	11.55	.....	.....
				A 5.05	A 5.40	S 5.51	.....	A 6.25	S 6.51	.....	.....	.....	.....	12.01	.....
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.

Time over Sub-Division..... .48 .48 .42 1.24 .48 .42 1.08 .48 .45 .45 .48
Average speed per hour..... 51.3 51.3 52.5 28.2 46.0 52.5 32.4 46.0 49.0 47.0 46.0

Passenger trains will not exceed a speed of 75 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.
◆ Indicates Gas-Electric Train.

WESTWARD.

FIRST CLASS.

Distance from Washington.	Train Order Stations.	Metropolitan Sub-Division. TIME-TABLE No. 38. September 25, 1933.	Passing Sidings. Capacity in Cars.											
				117	29	11	55	◆73	13	◆637	9	◆75	77	*5
				DAILY Ex. Monday	DAILY Ex. Monday	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	Sat'day ONLY	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY
				A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DN	WASHINGTON. 0.9				8.35			1.15	1.45	4.15		5.01	5.45
0.9	DN	NEW YORK AVENUE. 0.8				8.38			1.18	1.48	4.18		5.04	5.48
1.7	DN	QN TOWER. 0.9		1.00	4.20	8.40			1.20	1.50	4.20		5.06	5.50
2.6		UNIVERSITY. 1.2								F 1.51				
3.8		TERRA COTTA. 0.4								F 1.53				
4.2		CHILLUM. 1.0								F 1.54				
5.2		LAMOND. 0.5								F 1.56				
5.7		TAKOMA PARK. 0.5								S 1.59			F 5.10	
6.2		NORTH TAKOMA. 0.7								F 2.01			F 5.12	
6.9		SILVER SPRING. 0.9	76	1.11	4.30	S 8.49			S 1.29	S 2.03	S 4.29		S 5.14	S 5.59
7.8		WOODSIDE. 0.5								F 2.05			F 5.15	
8.3		GEORGETOWN JUNCT. 0.4		1.13	4.32	8.51			1.31	2.06	4.31		5.16	6.01
8.7		LINDEN. 0.5								F 2.07			F 5.18	
9.2		FOREST GLEN. 0.7								S 2.08			S 5.20	
9.9		CAPITOL VIEW. 0.5								F 2.09			F 5.22	
10.4		KENSINGTON. 1.5		1.16	4.35	8.54			1.34	S 2.11	4.33		S 5.24	6.03
11.9		GARRETT PARK. 1.3								F 2.14			F 5.27	
13.2		RANDOLPH. 1.8								F 2.16			F 5.30	
15.0		AUTREY PARK. 1.0								F 2.18				
16.0		ROCKVILLE. 1.2	48	1.23	4.41	9.01			1.41	S 2.22	4.38		S 5.34	6.09
17.2		WESTMORE. 1.3								F 2.24			F 5.37	
18.5		DERWOOD. 1.6								F 2.26				
20.1		WASHINGTON GROVE. 1.0								S 2.29			S 5.41	
21.1		GAITHERSBURG. 0.5		1.30	4.47	9.06			1.47	S 2.32	4.43		S 5.44	6.14
21.6		WARD. 0.9								F 2.33				
22.5		BROWN. 1.2								F 2.34				
23.7		CLOPPER. 0.7								F 2.36			F 5.48	
24.4		WARING. 1.5								F 2.37				
25.9		GERMANTOWN. 2.5								S 2.40			S 5.51	
28.4		BOYD. 0.7								S 2.43			S 5.56	
29.1		DS TOWER. 0.7	93	1.40	4.57	9.15			1.57	2.44	4.51		5.57	6.22
29.8		BUCK LODGE. 2.8								F 2.46			F 5.59	
32.6		BARNESVILLE. 2.2		1.45	5.01	9.19			2.01	F 2.50	4.55		S 6.05	6.26
34.8		DICKERSON. 3.7								F 2.54			F 6.10	
38.5		TUSCARORA. 3.7								F 2.59			F 6.16	
42.2	DN	POINT OF ROCKS. 3.1		1.55	5.11	S 9.31			2.11	S 3.04	5.05	5.31	S 6.22	6.36
45.3		CATOCTIN. 3.8										F 5.36	F 6.27	
49.1	DN	BRUNSWICK. 2.4		S 2.05	5.20	S 9.50	10.15	10.20	S 2.20	A 3.15	5.14	A 5.45	A 6.34	6.45
51.5		KNOXVILLE. 0.8					F 10.20	F 10.24						
52.3	DN	WEVERTON.		2.10	5.24	9.55	S 10.25	F 10.26	2.25		5.18			6.49
				A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		Time over Sub-Division.....		1.10	1.04	1.20	.10	.06	1.10	1.30	1.03	.14	1.33	1.04
		Average speed per hour.....		43.3	47.4	39.2	19.2	32.0	44.8	32.7	49.8	29.6	31.7	49.0

Passenger trains will not exceed a speed of 70 miles per hour between Washington and Point of Rocks, and 60 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.
 * Diesel-Electric Locomotive. ◆ Indicates Gas-Electric Train.

WESTWARD.

Distance from Washington.	Train Order Stations.	Metropolitan Sub-Division. TIME-TABLE No. 38. September 25, 1933.	Passing Stations. Capacity in Cars.	FIRST CLASS.																
				19	◆37	*1	3	15	23	7										
				DAILY	DAILY Ex. Sat. Sun. & Holid's	DAILY	DAILY	DAILY	DAILY	DAILY										
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.										
0.9	DN	WASHINGTON. 0.9		5.50	5.52	6.30	8.30	9.00	11.00	11.50										
1.7	DN	NEW YORK AVENUE. 0.8		5.53	5.55	6.33	8.33	9.03	11.03	11.53										
2.6	DN	QN TOWER. 0.9		5.55	5.57	6.35	8.35	9.05	11.05	11.55										
3.8		UNIVERSITY. 1.2			F 5.58															
4.2		TERRA COTTA. 0.4			F 6.00															
5.2		CHILLUM. 1.0			F 6.01															
5.7		LAMOND. 0.5			F 6.03															
6.2		TAKOMA PARK. 0.5			S 6.06															
6.2		NORTH TAKOMA. 0.7			F 6.08															
6.9		SILVER SPRING. 0.9	76	S 6.04	S 6.10	S 6.44	S 8.44	S 9.14	F 11.15	S 12.04										
7.8		WOODSIDE. 0.5			F 6.11															
8.3		GEORGETOWN JUNCT. 0.4		6.06	6.12	6.46	8.46	9.16	11.17	12.06										
8.7		LINDEN. 0.5			S 6.13															
9.2		FOREST GLEN. 0.7			F 6.14															
9.9		CAPITOL VIEW. 0.5		6.09	S 6.16	6.49	8.49	9.19	11.20	12.09										
10.4		KENSINGTON. 1.5			S 6.19															
11.9		GARRETT PARK. 1.3			S 6.19															
13.2		RANDOLPH. 1.8																		
15.0		AUTREY PARK. 1.0																		
16.0		ROCKVILLE. 1.2	48	6.15	S 6.26	6.55	8.56	9.26	11.26	12.16										
17.2		WESTMORE. 1.3			F 6.28															
18.5		DERWOOD. 1.6			F 6.30															
20.1		WASHINGTON GROVE. 1.0			S 6.33															
21.1		GAITHERSBURG. 0.5		6.20	S 6.35	7.00	9.02	9.32	11.32	12.22										
21.6		WARD. 0.9			F 6.36															
22.5		BROWN. 1.2			F 6.37															
23.7		CLOPPER. 0.7			F 6.39															
24.4		WARING. 1.5			F 6.40															
25.9		GERMANTOWN. 2.5			S 6.43															
28.4		BOYD. 0.7			S 6.46															
29.1		DS TOWER. 0.7	93	6.28	6.47	7.08	9.10	9.42	11.42	12.31										
29.8		BUCK LODGE. 2.8			F 6.49															
32.6		BARNESVILLE. 2.2		6.32	F 6.54	7.12	9.14	9.46	11.47	12.35										
34.8		DICKERSON. 3.7			F 6.58															
38.5		TUSCARORA. 3.7			F 7.04															
42.2	DN	POINT OF ROCKS. 3.1		6.42	S 7.10	7.22	9.25	9.56	11.57	12.46										
45.3		CATOCTIN. 3.8																		
49.1	DN	BRUNSWICK. 2.4		6.51	A 7.20	7.31	9.34	\$10.05	\$12.09	12.55										
51.5		KNOXVILLE. 0.8																		
52.3	DN	WEVERTON.		6.55		7.35	9.38	10.10	12.14	12.59										
					P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.									
		Time over Sub-Division.....		1.05	1.28	1.05	1.08	1.10	1.14	1.09										
		Average speed per hour.....		48.3	33.5	48.3	46.1	44.8	42.4	45.4										

Passenger trains will not exceed a speed of 70 miles per hour between Washington and Point of Rocks, and 60 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.
 * Diesel-Electric Locomotive. ◆ Indicates Gas-Electric Train.

EASTWARD.

Distance from Weverton.	Train Order Stations.	Metropolitan Sub-Division. TIME-TABLE No. 38. September 25, 1938.	Passing Sidings. Capacity in Cars.	FIRST CLASS.										
				118	10	110	14	◆38	78	*2	20	*6		
				DAILY Ex. Monday	DAILY	DAILY	DAILY	DAILY Ex. Sun. & Holid's	DAILY Ex. Sunday	DAILY	DAILY	DAILY		
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		
0.8	DN	WEVERTON. 0.8		12.55	2.29	.....	5.05	.....	.....	7.02	7.10	7.19	.....	.....
3.2	DN	KNOXVILLE. 2.4		12.59	2.33	.....	5.10	5.24	6.30	7.06	7.14	7.23	.....	.....
7.0		BRUNSWICK. 3.8												
		CATOCTIN. 3.1												
10.1	DN	POINT OF ROCKS. 3.7		1.08	2.41	.....	5.19	S 5.34	S 6.40	7.14	7.22	7.31	.....	.....
13.8		TUSCARORA. 3.7						F 5.38	F 6.45	.....	.....	.....	.....	.....
17.5		DICKERSON. 2.2						F 5.43	S 6.51	.....	.....	.....	.....	.....
19.7		BARNESVILLE. 2.8		1.20	2.53	.....	5.33	F 5.48	S 6.56	7.26	7.34	7.41	.....	.....
22.5		BUCK LODGE. 0.7						F 5.52	.....	.....	.....	.....	.....	.....
23.2		DS TOWER. 0.7	99	1.24	2.57	.....	5.37	5.53	7.01	7.30	7.38	7.45	.....	.....
23.9		BOYD. 2.5						S 5.54	S 7.03	.....	.....	.....	.....	.....
26.4		GERMANTOWN. 1.5						S 5.58	S 7.06	.....	.....	.....	.....	.....
27.9		WARING. 0.7						F 6.00	.....	.....	.....	.....	.....	.....
28.6		CLOPPER. 1.2						F 6.02	F 7.10	.....	.....	.....	.....	.....
29.8		BROWN. 0.9						F 6.05	.....	.....	.....	.....	.....	.....
30.7		WARD. 0.5						F 6.07	.....	.....	.....	.....	.....	.....
31.2		GAITHERSBURG. 1.0		1.34	3.07	.....	5.47	S 6.08	S 7.15	7.38	7.46	7.53	.....	.....
32.2		WASHINGTON GROVE. 1.6						F 6.10	S 7.17	.....	.....	.....	.....	.....
33.8		DERWOOD. 1.3						F 6.13	F 7.20	.....	.....	.....	.....	.....
35.1		WESTMORE. 1.2						F 6.15	.....	.....	.....	.....	.....	.....
36.3		ROCKVILLE. 1.0	42	1.39	3.12	.....	5.53	S 6.18	S 7.24	7.43	7.51	7.58	.....	.....
37.3		AUTREY PARK. 1.8						F 6.20	.....	.....	.....	.....	.....	.....
38.1		RANDOLPH. 1.3						F 6.23	F 7.28	.....	.....	.....	.....	.....
40.4		GARRETT PARK. 1.5						S 6.25	S 7.30	.....	.....	.....	.....	.....
41.9		KENSINGTON. 0.5		1.44	3.17	.....	5.58	S 6.28	S 7.32	7.48	7.56	8.03	.....	.....
42.4		CAPITOL VIEW. 0.7						F 6.29	F 7.34	.....	.....	.....	.....	.....
43.1		FOREST GLEN. 0.5						S 6.31	F 7.36	.....	.....	.....	.....	.....
43.6		LINDEN. 0.4						F 6.33	.....	.....	.....	.....	.....	.....
44.0		GEORGETOWN JCT. 0.5		1.47	3.20	.....	6.01	6.34	7.39	7.51	7.59	8.06	.....	.....
44.5		WOODSIDE. 0.9						F 6.35	.....	.....	.....	.....	.....	.....
45.4		SILVER SPRING. 0.7		1.48	3.21	.....	S 6.03	S 6.38	S 7.42	S 7.53	S 8.01	S 8.08	.....	.....
46.1		NORTH TAKOMA. 0.5						F 6.39	F 7.44	.....	.....	.....	.....	.....
46.6		TAKOMA PARK. 0.5						S 6.40	F 7.46	.....	.....	.....	.....	.....
47.1		LAMOND. 1.0						F 6.41	.....	.....	.....	.....	.....	.....
48.1		CHILLUM. 0.4						F 6.43	.....	.....	.....	.....	.....	.....
48.5		TERRA COTTA. 1.2						F 6.44	.....	.....	.....	.....	.....	.....
49.7		UNIVERSITY. 0.9						F 6.47	F 7.52	.....	.....	.....	.....	.....
50.6	DN	QN TOWER. 0.8		Y 1.55	Y 3.28	Y 3.40	Y 6.11	6.50	7.56	Y 8.03	8.10	Y 8.18	.....	.....
51.4	DN	NEW YORK AVE. 0.9				3.47	6.17	6.52	7.58	8.07	8.12	8.22	.....	.....
52.3	DN	WASHINGTON.				A 3.50	A 6.20	A 6.55	A 8.01	A 8.10	A 8.15	A 8.26	.....	.....
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		
		Time over Sub-Division....		1.00	.59	.10	1.15	1.31	1.31	1.08	1.05	1.07		
		Average speed per hour....		50.6	51.4	13.2	42.4	32.3	32.3	46.6	48.3	47.3		

Passenger trains will not exceed a speed of 60 miles per hour between Weverton and Point of Rocks, and 70 miles per hour between Point of Rocks and Washington.
Speed as shown in Special Instruction, 5 and such other restrictions as may be in effect, will not be exceeded.
* Diesel-Electric Locomotive.

EASTWARD.

Distance from Weverton.	Train Order Stations.	Metropolitan Sub-Division. TIME-TABLE No. 38. September 25, 1938.	Passing Sidings. Capacity in Cars.	FIRST CLASS.																		
				34	4	♦74	8	54	16	32	12											
				DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY											
				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.											
0.8	DN	WEVERTON. 0.8 KNOXVILLE. 2.4		\$ 9.05	10.16	F 3.16	3.27	F 7.42	8.09	9.23	10.30											
3.2	DN	BRUNSWICK. 3.8 CATOCTIN. 3.1		\$ 9.16	10.20	\$ 3.22 3.34 8 F 3.40	\$ 3.31 74	A 7.47	\$ 8.15	\$ 9.38	\$10.36											
10.1	DN	POINT OF ROCKS. 3.7 TUSCARORA. 3.7		\$ 9.35	10.28	A 3.46	3.41		8.24	9.49	10.46											
17.5		DICKERSON. 2.2 BARNESVILLE. 2.8		F 9.45																		
19.7		BUCK LODGE. 0.7 DS TOWER. 0.7	99	F 9.49	10.40		3.54		8.36	10.03	10.58											
22.5		BOYD. 2.5		F 9.53																		
23.2				9.54	10.44		3.58		8.40	10.07	11.02											
23.9				\$ 9.56																		
26.4		GERMANTOWN. 1.5 WARING. 0.7		\$10.00																		
28.6		CLOPPER. 1.2 BROWN. 0.9		F10.04																		
30.7		WARD. 0.5 GAITHERSBURG. 1.0																				
31.2		WASHINGTON GROVE. 1.6		\$10.08	10.53		4.08		8.48	10.17	11.12											
32.2				F10.10																		
33.8		DERWOOD. 1.3 WESTMORE. 1.2		\$10.12																		
35.1		ROCKVILLE. 1.0 AUTREY PARK. 1.8	42	\$10.17	10.58		4.13		8.53	10.23	11.18											
36.3		RANDOLPH. 1.3 GARRETT PARK. 1.5																				
37.3				F10.22																		
39.1																						
40.4																						
41.9		KENSINGTON. 0.5 CAPITOL VIEW. 0.7		F10.26	11.03		4.18		8.58	10.29	11.23											
42.4		FOREST GLEN. 0.5 LINDEN. 0.4		F10.30																		
43.1		GEORGETOWN JUNCT. 0.5 WOODSIDE. 0.9			10.32	11.06		4.21	9.01	10.32	11.26											
43.6		SILVER SPRING. 0.7 NORTH TAKOMA. 0.5		\$10.40	\$11.08		\$ 4.23		\$ 9.03	10.34	\$11.28											
44.0																						
44.5																						
45.4																						
46.1																						
46.6		TAKOMA PARK. 0.5 LAMOND. 1.0		F10.49																		
47.1		CHILLUM. 0.4 TERRA COTTA. 1.2																				
48.1		UNIVERSITY. 0.9 QN TOWER. 0.8		F10.59																		
48.5		NEW YORK AVENUE. 0.9 WASHINGTON.																				
49.7	DN			Y11.04	Y11.16		Y 4.31		9.10	Y10.48	11.35											
50.6	DN			11.11	11.22		4.37		9.12		11.37											
51.4	DN			A11.14	A11.25		A 4.40		A 9.15		A11.40											
52.3	DN																					
				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.											
		Time over Sub-Division.....		2.09	1.09	.30	1.13	.05	1.06	1.20	1.10											
		Average Speed per hour.....		24.6	43.1	20.6	43.5	36.4	47.5	37.9	44.8											

Passenger trains will not exceed a speed of 60 miles per hour between Weverton and Point of Rocks, and 70 miles per hour between Point of Rocks and Washington. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded. ♦ Indicates Gas-Electric Train.

WESTWARD.

EASTWARD.

Distance from Relay.	Train Order Stations.	Baltimore Division.		FIRST CLASS.		Passing Sidings. Capacity in Cars.	Distance from Point of Rocks.	Train Order Stations.	Baltimore Division.		FIRST CLASS.		Passing Sidings. Capacity in Cars.
		West End.		◆75	◆47				West End.		◆48	◆74	
		TIME-TABLE No. 38.		DAILY Ex. Sunday	DAILY Ex. Sunday				TIME-TABLE No. 38.		DAILY Ex. Sunday	DAILY Ex. Sunday	
		September 25, 1938.		P. M.	P. M.				September 25, 1938.		A. M.	P. M.	
0.6		RELAY.	0.6	S	5.45		DN	POINT OF ROCKS.	3.4	S	3.48		
1.0		AVALON.	0.4	F	5.47		3.4	DOUB.	0.7	F	3.53		
1.4		GLENARTNEY.	0.4	F	5.49		4.1	ADAMSTOWN JCT.	0.2				
1.4		VINEYARD.	1.0	F	5.51		4.3	ADAMSTOWN.	2.0	F	3.56		
2.4		ORANGE GROVE.	1.1	F	5.53		6.3	BUCKEYSTOWN.	1.7	F	4.00		
3.5		ILCHESTER.	1.1	S	5.55								
4.6		GRAY.	1.0	F	5.58		8.0	LIME KILN.	2.6	F	4.04		
5.6		ELLCOTT CITY.	0.6	S	6.04		10.6	FREDERICK JCT.	1.3	DN	5.57	A 4.08	
6.2		OELLA.	2.9		6.06		11.9	REEL'S MILL.	3.1	F	6.01		
9.1		H S CABIN	0.3		6.12	112	15.0	IJAMSVILLE.	3.5	S	6.07		
9.4		HOLLOFIELD.	1.3	F	6.14		18.5	MONROVIA.	2.3	S	6.15		
10.7		ALBERTON.	2.6	S	6.17		20.8	BARTHOLOW.	1.3	F	6.20		
13.3		DAVIS.	1.3				22.1	PLANE 4.	1.7	F	6.25		
14.6		WOODSTOCK.	2.6	S	6.25		23.8	MT. AIRY JCT.	1.8	DN	6.30		
17.2		MARRIOTTSTVILLE.	0.8	F	6.31								
18.0		HENRYTON.	1.7	F	6.34		25.6	MOUNT AIRY.	2.1	S	6.41		
19.7		GORSUCH.	1.9	F	6.37		27.7	WATERSVILLE JCT.	0.9		6.50		
21.6		SYKESVILLE.	1.3	S	6.42		28.6	WATERSVILLE.	2.4	F	6.53		
22.9	N	GAITHER.	1.2	F	6.48	91	31.0	WOODBINE.	0.9	D	6.58		
24.1		HOODS MILL.	2.0	F	6.52		31.9	MORGAN.	2.0	F	7.01		
26.1		MORGAN.	0.9	F	6.56		33.9	HOODS MILL.	1.2	S	7.05		
27.0	D	WOODBINE.	0.9	S	6.59		35.1	GAITHER.	1.3	N	7.08	60	
29.4		WATERSVILLE.	2.4	F	7.05		36.4	SYKESVILLE.	1.9	S	7.11		
30.3		WATERSVILLE JCT.	2.1		7.09								
32.4		MOUNT AIRY.	1.8	S	7.17		38.3	GORSUCH.	1.7	F	7.15		
34.2	DN	MT. AIRY JCT.	1.7	F	7.21		40.0	HENRYTON.	0.8	F	7.19		
35.9		PLANE 4.	1.3	F	7.24		40.8	MARRIOTTSTVILLE.	2.6	F	7.21		
37.2		BARTHOLOW.	2.3	F	7.26		43.4	WOODSTOCK.	1.3	S	7.27		
39.5	D	MONROVIA.	3.5	F	7.32		44.7	DAVIS.	2.6				
43.0		IJAMSVILLE.	3.1	F	7.39		47.3	ALBERTON.	1.3	S	7.34		
46.1		REEL'S MILL.	1.3	F	7.45		48.6	HOLLOFIELD.	0.3	F	7.37		
47.4	DN	FREDERICK JCT.	2.6	S	5.07	26	48.9	H S CABIN.	2.9		7.39		
50.0		LIME KILN.	1.7	F	5.11		51.8	OELLA.	0.6	F	7.44		
51.7		BUCKEYSTOWN.	2.0	F	5.15								
53.7		ADAMSTOWN.	0.2	F	5.20		52.4	ELLCOTT CITY.	1.0	S	7.47		
53.9		ADAMSTOWN JCT.	0.7				53.4	GRAY.	1.1	F	7.50		
54.6		DOUB.	3.4	F	5.23		54.5	ILCHESTER.	1.1	S	7.53		
58.0	DN	POINT OF ROCKS.		S	5.31		55.6	ORANGE GROVE.	1.0	F	7.55		
				P. M.	P. M.		56.6	VINEYARD.	0.4	F	7.57		
							57.0	GLENARTNEY.	0.4	F	7.58		
							57.4	AVALON.	0.6	F	8.00		
							58.0	RELAY.		A	8.02		
										A	M	P. M.	
		Time over District.....		.24	2.03			Time over District.....		2.05	.20		
		Average speed per hour.....		26.5	23.1			Average speed per hour.....		22.7	31.8		

Passenger trains will not exceed a speed of 40 miles per hour.

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

◆ Indicates Gas-Electric Train.

EASTWARD.

WESTWARD.

Distance from Odenton.	Train Order Stations.	FIRST CLASS			Distance from Ft. Geo. G. Meade Jct.	Train Order Stations.	FIRST CLASS		
		Ft. Geo. G. Meade Sub-Division.					Ft. Geo. G. Meade Sub-Division.		
		758					169		
		TIME-TABLE No. 38.	Sunday ONLY				TIME-TABLE No. 38.	DAILY	
		September 25, 1938.					September 25, 1938.		
		A. M.					A. M.		
1.4	ODENTON.	.....	.....	.....	2.6	FT. GEO. G. MEADE JCT.	2.00	.....	.....
	1.4 ADMIRAL.	9.58				2.6 PORTLAND.	2.07	.....	.....
1.9	0.5 FT. GEO. G. MEADE.	\$10.00	.....	.....	3.7	1.1 FT. GEO. G. MEADE	\$ 2.10	.....	.....
	1.1 (Disney) PORTLAND.	10.03	.....	.....		0.5 (Disney) ADMIRAL.	A 2.12	.....	.....
3.0	2.6 FT. GEO. G. MEADE JCT.	A10.10	.....	.....	4.2	1.4 ODENTON.	.....	.....	.....
5.6					5.6				
		A. M.					A. M.		
	Time over Sub-Division.....	.12				Time over Sub-Division.....	.12		
	Average speed per hour.....	21.0				Average speed per hour.....	21.0		

Passenger trains will not exceed a speed of 30 miles per hour.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.
 Freight trains 15 miles per hour.

WESTWARD.

EASTWARD.

Distance from Weverton.	Train Order Stations.	Washington County Sub-Division.			Distance from Hagerstown.	Train Order Stations.	Washington County Sub-Division.			
		TIME-TABLE No. 38.					TIME-TABLE No. 38.			
		First Class	Third Class	Passing Sidings. Capacity in Cars.			First Class	Third Class	Passing Sidings. Capacity in Cars.	
		*♦73	*87				*♦74	*88		
		September 25, 1938.					September 25, 1938.			
		A. M.					P. M.			
	DN	WEVERTON.	F10.26	6.20		D	HAGERSTOWN.	124	2.20	11.80
1.2		1.2 STONEBRAKER.	F10.28	.....	1.2		1.2 CORBETT.	F 2.23	.....	.....
2.0		0.8 GARRETT'S MILL.	F10.31	.....	2.0		0.8 FUNKSTOWN.	F 2.25	.....	.....
3.3		1.3 AUGUSTA.	F10.34	.....	3.3		1.3 FIERY SIDING.	F 2.27	.....	.....
4.4		1.1 BROWNSVILLE.	F10.37	.....	3.7		0.4 BALLS ROAD.	F 2.28	.....	.....
5.8		1.4 GAPLAND.	\$10.40	6.40	5.5		1.8 ROXBURY.	F 2.31	.....	.....
		1.0			6.7		1.2 BREATHEDES.	F 2.33	.....	.....
							1.5			
6.8		BEELER'S SUMMIT.	F10.42	.....	8.2		BURTNER.	F 2.36	.....	.....
8.2		1.4 ROHRERSVILLE.	F10.45	.....	9.2		1.0 SHOWMAN.	F 2.38	.....	.....
11.1		2.9 EAKLE'S MILL.	F10.51	.....	11.1	D	1.9 KEEDYSVILLE.	\$ 2.42	11.50	.....
12.6	D	1.5 KEEDYSVILLE.	\$10.56	7.01	12.6		1.5 EAKLE'S MILL.	F 2.45	.....	.....
14.5		1.9 SHOWMAN.	F11.00	.....	15.5		2.9 ROHRERSVILLE.	F 2.51	.....	.....
15.5		1.0 BURTNER.	F11.02	.....	16.9		1.4 BEELER'S SUMMIT.	F 2.54	.....	.....
		1.5					1.0			
17.0		BREATHEDES.	F11.05	.....	17.9		GAPLAND.	\$ 2.57	12.10	.....
18.2		1.2 ROXBURY.	F11.08	.....	19.3		1.4 BROWNSVILLE.	F 3.02	.....	.....
20.0		1.8 BALLS ROAD.	F11.12	.....	20.4		1.1 AUGUSTA.	F 3.06	.....	.....
20.4		0.4 FIERY SIDING.	F11.13	.....	21.7		1.3 GARRETT'S MILL.	F 3.09	.....	.....
21.7		1.3 FUNKSTOWN.	F11.16	.....	22.5		0.8 STONEBRAKER.	F 3.12	.....	.....
22.5		0.8 CORBETT.	F11.18	.....	23.7	DN	1.2 WEVERTON.	F 3.16	A12.30	.....
23.7	D	1.2 HAGERSTOWN.	A11.21	A 7.40						
			A. M.				P. M.		P. M.	
	Time over Sub-Division.....	.55	1.20			Time over Sub-Division.....	.56	1.00		
	Average speed per hour.....	25.8	17.7			Average speed per hour.....	25.3	23.7		

Passenger trains will not exceed a speed of 30 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.
 * Train 73 is superior to Train 74, Weverton to Hagerstown.
 * Train 87 is superior to Train 88, Weverton to Hagerstown.
 ♦ Indicates Gas-Electric Train.

WESTWARD.

EASTWARD.

Distance from Frederick Junction. Train Order Stations.	Frederick Sub-Division. TIME-TABLE No. 38. September 25, 1938.	FIRST CLASS.		THIRD CLASS.		Frederick Sub-Division. TIME-TABLE No. 38. September 25, 1938.	FIRST CLASS.		THIRD CLASS.		
		*487	447	901	903		48	*488	902	904	
		DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday		DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday
		P. M.	P. M.	A. M.	A. M.		A. M.	P. M.	A. M.	A. M.	
DN	FREDERICK JCT.	4.12	7.50	6.30	11.30	FREDERICK.	5.45	4.55	6.15	11.15	
2.4	2.4 GROVE.	F 4.18	F 7.54			1.2 GROVE.	F 5.49	F 4.59			
3.6	1.2 FREDERICK.	A 4.22	A 8.00	A 6.40	A 11.40	2.4 FREDERICK JCT.	A 5.55	A 5.05	A 6.25	A 11.25	
		P. M.	P. M.	A. M.	A. M.		A. M.	P. M.	A. M.	A. M.	
	Time over Sub-Division.....	.10	.10	.10	.10	Time over Sub-Division.....	.10	.10	.10	.10	
	Average speed per hour.....	21.6	21.6	21.6	21.6	Average speed per hour.....	21.6	21.6	21.6	21.6	

Passenger trains will not exceed a speed of 30 miles per hour.
 Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.
 * Train 487 is superior to Train 488, Frederick Junction to Frederick.
 ♦ Indicates Gas-Electric Train.

Distance from Harpers Ferry. Time Order Stations.	Shenandoah Sub-Division. TIME-TABLE No. 38. September 25, 1938.	Passing Sidings. Capacity in Cars.	FIRST CLASS.		THIRD CLASS.		Distance from Strasburg Junction.	Shenandoah Sub-Division. TIME-TABLE No. 38. September 25, 1938.	FIRST CLASS.		THIRD CLASS.	
			*55	97	83	*54			84	94		
			DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday			DAILY Ex. Sunday	DAILY Ex. Sunday		
			A. M.	A. M.	A. M.	P. M.			A. M.	P. M.		
DN	HARPERS FERRY.	37	\$10.32 10.35	3.45	6.45		STRASBURG JCT.	5.47	8.01	5.00		
4.1	MILLVILLE.	76	F10.42	3.57	7.01	1.1	1.1 CAPON ROAD.	F 5.49				
6.1	HALLTOWN.	32	F10.46	4.04	7.12	4.4	3.3 CEDAR CREEK.	F 5.55				
10.8	CHARLES-TOWN.	34	\$10.56	4.20	8.00	6.2	1.8 MIDDLETOWN.	S 5.59	10.05	5.15		
10.8	N. & W. R'Y CROSSING		10.57			8.6	2.4 VAUCLUSE.	F 6.03				
13.5	ALDRIDGE.	14	F11.03			11.1	2.5 STEPHENS CITY.	F 6.08	10.20 83	5.30		
18.0	D SUMMIT POINT.	49	\$11.11	4.45	8.30	12.8	BARTONVILLE.	F 6.11				
20.7	SWIMLEY.	12	F11.16			14.7	1.9 KERNSTOWN.	F 6.15				
22.4	WADESVILLE.	29	F11.19			17.4	2.7 W. & W. JUNCTION.	6.20	10.35	5.45		
26.8	STEPHENSON.	25	F11.29	5.08	8.55	18.7	1.3 WINCHESTER.	S 6.25 6.29	10.45 11.45 55	7.40		
30.5	C. V. JUNCTION.					19.9	1.2 C. V. JUNCTION.					
31.7	D WINCHESTER.	96	\$11.39 11.45 84	5.35	9.45	23.6	3.7 STEPHENSON.	S 6.37	11.58	7.53		
33.0	W. & W. JUNCTION.		11.48	5.45	10.00	28.0	4.4 WADESVILLE.	F 6.44				
35.7	KERNSTOWN.	34	F11.53			29.7	1.7 SWIMLEY.	F 6.48				
37.6	BARTONVILLE.		F11.57			32.4	2.7 SUMMIT POINT.	S 6.55	12.25	8.15		
39.3	STEPHENS CITY.	70	\$12.01	6.05	10.15 10.20 84	36.9	2.7 ALDRIDGE.	F 7.01				
41.8	VAUCLUSE.	11	F12.06			39.6	0.5 N. & W. R'Y CROSSING.	7.05				
44.2	D MIDDLETOWN.	32	\$12.10	6.20	10.35	40.1	4.2 CHARLES-TOWN.	S 7.10	12.55	8.32		
46.0	CEDAR CREEK.		F12.14			44.3	2.0 HALLTOWN.	F 7.18	1.15	8.45		
49.3	CAPON ROAD.	18	F12.22			46.3	4.1 MILLVILLE.	F 7.23	1.25	8.55		
50.4	D STRASBURG JCT.	35	A12.25	A 6.40	A 11.45	50.4	4.1 HARPERS FERRY.	A 7.33	A 1.37	A 9.10		
			P. M.	A. M.	A. M.			P. M.	P. M.	P. M.		
	Time over Sub-Division.....		1.50	2.55	5.00	Time over Sub-Division.....	1.40	5.36	3.45			
	Average speed per hour.....		27.4	17.1	10.0	Average speed per hour.....	28.5	9.0	13.4			

Passenger trains will not exceed a speed of 40 miles per hour between Harpers Ferry and Charles-Town, and 45 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.
 * Train 55 is superior to Train 54, Harper's Ferry to Strasburg Junction.
 ♦ Indicates Gas-Electric Train.

WESTWARD.

EASTWARD.

Distance from Harrisonburg.	Train Order Stations.	Shenandoah Sub-Division.	Passing Sidings. Capacity in Cars.	SECOND CLASS.		Distance from Lexington.	Train Order Stations.	Shenandoah Sub-Division.	Passing Sidings. Capacity in Cars.	SECOND CLASS.	
				85						86	
				DAILY Ex. Sunday	P. M.					DAILY Ex. Sunday	A. M.
				TIME-TABLE No. 38.						TIME-TABLE No. 38.	
		September 25, 1938.						September 25, 1938.			
	D	HARRISONBURG.	34	2.45	.....		D	LEXINGTON.	38	10.05	.....
0.6		0.6 C. W. JUNCTION.		2.50	.....	1.8	D	1.8 EAST LEXINGTON.	51	F10.20	.....
4.7		4.1 PLEASANT VALLEY.	14	F 3.00	.....	8.6		6.8 TIMBER RIDGE.		F10.40	.....
7.7		3.0 MOUNT CRAWFORD.	14	F 3.06	.....	10.5		1.9 DECATUR.		F10.45	.....
10.6		2.9 VAN IKE.		F 3.15	.....	13.0		2.5 FAIRFIELD.	11	F10.51	.....
11.9	D	1.3 CAVE STATION.	31	F 3.25	.....	14.2		1.2 MOUNTAIN VIEW.	8	F10.54	.....
15.0		3.1 MOUNT SIDNEY.	16	F 3.32	.....	15.8		1.6 DAVIS.	13	F11.02	.....
16.6		1.6 FORT DEFIANCE.	23	F 3.37	.....	18.1	D	2.3 RAPHINE	22	F11.07	.....
		3.4						1.6			
20.0		VERONA.	10	F 3.46	.....	19.7		SPOTTSWOOD.	11	F11.11	.....
22.0		2.0 MILLBROOK.		F 3.51	.....	24.4	D	4.7 GREENVILLE.	18	F11.21	.....
25.3	D	3.3 STAUNTON.	85	S 4.05	.....	29.5		5.1 MINT SPRING.	15	F11.32	.....
30.8		5.5 BROOKWOOD.	11	F 5.33	.....	31.0		1.5 BROOKWOOD.	11	F11.36	.....
32.3		1.5 MINT SPRING.	15	F 5.40	.....	36.5	D	5.5 STAUNTON.	85	S11.50 12.45	.....
37.4	D	5.1 GREENVILLE.	18	F 5.57	.....	39.8		3.3 MILLBROOK.		F12.53	.....
42.1		4.7 SPOTTSWOOD.	11	F 6.10	.....	41.8		2.0 VERONA.	10	F12.58	.....
		1.6						3.4			
43.7	D	2.3 RAPHINE.	22	F 6.18	.....	45.2		FORT DEFIANCE.	23	F 1.05	.....
46.0		1.6 DAVIS.	13	F 6.27	.....	46.8		1.6 MOUNT SIDNEY.	16	F 1.09	.....
47.6		1.2 MOUNTAIN VIEW.	9	F 6.31	.....	49.9	D	3.1 CAVE STATION.	31	F 1.40	.....
48.8		2.5 FAIRFIELD.	11	F 6.36	.....	51.2		1.3 VAN IKE.		F 1.45	.....
51.3		2.9 DECATUR.		F 6.44	.....	54.1		2.9 MOUNT CRAWFORD.	14	F 1.53	.....
53.2		1.9 TIMBER RIDGE.		F 6.52	.....	57.1		3.0 PLEASANT VALLEY.	14	F 2.02	.....
60.0	D	6.8 EAST LEXINGTON.	51	F 7.19	.....	61.2		4.1 C. W. JUNCTION.		2.12	.....
61.8	D	1.8 LEXINGTON.	23	A 7.35	.....	61.8	D	0.6 HARRISONBURG.	34	A 2.20	.....
				P. M.						P. M.	
		Time over Sub-Division.....		4.50				Time over Sub-Division.....		4.15	
		Average speed per hour.....		12.6				Average speed per hour.....		14.5	

Passenger trains will not exceed a speed of 35 miles per hour between Harrisonburg and East Lexington, and 20 miles per hour between East Lexington and Lexington.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

SPEED SCHEDULE.

Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.
45 Sec.	80.0	1 Min. 20 Sec.	45.0	2 Min. 55 Sec.	20.6
46 "	78.3	1 " 25 "	42.3	3 " 0 "	20.0
47 "	76.6	1 " 30 "	40.0	3 " 5 "	19.4
48 "	75.0	1 " 35 "	38.0	3 " 10 "	18.9
49 "	73.5	1 " 40 "	36.0	3 " 15 "	18.4
50 "	72.0	1 " 45 "	34.3	3 " 20 "	18.0
51 "	70.5	1 " 50 "	32.7	3 " 25 "	17.5
52 "	69.2	1 " 55 "	31.3	3 " 30 "	17.1
53 "	67.9	2 " 0 "	30.0	3 " 35 "	16.7
54 "	66.6	2 " 5 "	28.6	3 " 40 "	16.3
55 "	65.4	2 " 10 "	27.7	3 " 45 "	16.0
56 "	64.3	2 " 15 "	26.6	3 " 50 "	15.6
57 "	63.1	2 " 20 "	25.7	3 " 55 "	15.3
58 "	62.0	2 " 25 "	24.8	4 " 0 "	15.0
59 "	61.0	2 " 30 "	24.0	4 " 17 "	14.0
1 Min. 0 "	60.0	2 " 35 "	23.2	4 " 36 "	13.0
1 " 5 "	55.4	2 " 40 "	22.5	5 " 0 "	12.0
1 " 10 "	51.4	2 " 45 "	21.3	5 " 27 "	11.0
1 " 15 "	48.0	2 " 50 "	21.1	6 " 0 "	10.0

NORTHBOUND.

Distance.	Baltimore and Annapolis Railroad Co. September 25, 1938.	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
		48	2	4	6	8	10	12	14	16	18	20	22	24	
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
1.58	CARROLL.	12.05	5.53	6.23	7.01	7.31	8.01	8.31	9.07	10.06	10.55	12.05	1.05	1.55
	BALTIMORE (Camden Sta.)	12.10	5.58	6.28	7.06	7.36	8.06	8.36	9.12	10.11	11.00	12.10	1.10	2.00

Distance.	Baltimore and Annapolis Railroad Co. September 25, 1938.	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			
		26	28	30	32	34	36	38	40	42	44	46			
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
1.58	CARROLL.	3.05	4.07	4.33	5.05	5.40	6.05	7.05	8.05	9.05	10.05	11.05	.....	.....	.....
	BALTIMORE (Camden Sta.)	3.10	4.12	4.38	5.10	5.45	6.10	7.10	8.10	9.10	10.10	11.10	.....	.....	.....

SOUTHBOUND.

Distance.	Baltimore and Annapolis Railroad Co. September 25, 1938.	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	SAT. ONLY	DAILY	SAT. ONLY	DAILY
		49	1	3	5	7	9	11	13	15	17	101	19	103	21
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
1.58	BALTIMORE (Camden Sta.)	12.45	6.10	6.40	7.10	7.40	8.15	8.45	9.45	10.45	11.45	12.15	12.45	1.20	1.45
	CARROLL.	12.50	6.15	6.45	7.15	7.45	8.20	8.50	9.50	10.50	11.50	12.20	12.50	1.25	1.50

Distance.	Baltimore and Annapolis Railroad Co. September 25, 1938.	SAT. ONLY	DAILY	SAT. ONLY	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
		105	23	107	25	27	29	31	33	35	37	39	41	43	45	47
		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.
1.58	BALTIMORE (Camden Station)	2.15	2.45	3.15	3.47	4.20	4.45	5.17	5.47	6.18	6.45	7.45	8.45	9.50	10.45	11.45
	CARROLL	2.20	2.50	3.20	3.52	4.25	4.50	5.22	5.52	6.23	6.50	7.50	8.50	9.55	10.50	11.50

CLASSIFICATION WHERE THERE ARE TWO, THREE OR FOUR TRACKS.

CLASSIFICATION WHERE THERE ARE TWO, THREE OR FOUR TRACKS—Concluded.

LIMITS.	TRACK.	CLASSIFICATION.	No.
Park Junction to Locust Street.....	North track.....	Westward high speed track.	1
	South track.....	Eastward high speed track.	2
Locust Street to "RG" Tower East Side.....	North or outside track.....	Westward high speed track.	1
	The second track.	Eastward high speed track.	2
	The third track...	Westward slow speed track.	3
	The south or outside track.....	Eastward slow speed track.	4
"RG" Tower East Side to Elamere Junction.	North track.....	Westward high speed track.	1
	South track.....	Eastward high speed track.	2
Elamere Junction to "WJ" Tower.....	North or outside track.....	Westward slow speed track.	3
	The second track.	Westward high speed track.	1
	The third track...	Eastward slow speed track.	4
	South or outside track.....	Eastward high speed track.	2
"WJ" Tower to Huntingdon Avenue.	North track.....	Westward high speed track.	1
	South track.....	Eastward high speed track.	2
	North or outside track.....	Westward slow speed track.	3
Huntingdon Avenue to Mt. Royal Station..	The second track.	Eastward slow speed track.	4
	The third track...	Westward high speed track.	1
	South or outside track.....	Eastward high speed track.	2
East End Twin Tunnels Mt. Royal to West End Howard St. Tunnel.....	Middle Track. . .	Gauntlet Track.....	..
Mt. Royal Station to Camden Station...	North track.....	Westward high speed track.	1
	South track.....	Eastward high speed track.	2
Camden Station to West Baltimore....	North track.....	Westward high speed track.	1
	South track.....	Eastward high speed track.	2
Baileys to Locust Point.	North track.....	Westward slow speed track.	1
	South track.....	Eastward slow speed track.	2

LIMITS.	TRACK.	CLASSIFICATION.	No.
Zepp to Bridge 3-A...	North track....	Westward slow speed track.	1
	South track.....	Eastward slow speed track.	2
Brooklyn to Seawall..	North track.....	Westward slow speed track.	1
	Second track....	Switching lead.....	2
	Third or South track.....	Eastward slow speed track.	3
	North or outside track.....	Westward slow speed track.	3
West Baltimore to Relay.....	The second track.	Eastward slow speed track.	4
	The third track.	Westward high speed track.	1
	South or outside track.....	Eastward high speed track.	2
West Baltimore to Carrolls (Via Mt. Clare Junction).....	North track.....	Westward slow speed track.	3
	South track.....	Eastward slow speed track.	4
Relay to Point of Rocks (Via Washington)...	North track.....	Westward high speed track.	1
	South track.....	Eastward high speed track.	2
Relay to Watersville Junction.....	North track.....	Westward high speed track.	1
	South track.....	Eastward high speed track.	2
Watersville Junction to Mt. Airy Junc. (Via New Line).....	North track.....	Westward high speed track.	1
	South track.....	Eastward high speed track.	2
Mt. Airy Junction to Brunswick.....	North track.....	Westward high speed track.	1
	South track.....	Eastward high speed track.	2
Point of Rocks to Adamstown Junction (Via Low Grade)..	Freight track....	Eastward slow speed track.	4
Brunswick to Weverton	North or outside track.....	Westward high speed track.	1
	The second track.	Westward slow speed track.	3
	The third track...	Eastward slow speed track.	4
	South or outside track.....	Eastward high speed track.	2

BALTIMORE DIVISIONAL STAFF.

Superintendent:
H. F. WYATT.

Trainmasters:
C. H. NORRIS.
W. R. GALLOWAY, Jr.

Assistant Trainmaster:
J. D. WARFIELD.

Terminal Trainmaster:
C. G. HARTUNG.

Asst. Terminal Trainmasters:
C. W. BAILEY.
J. A. BURKE.

Chief Train Dispatchers:
R. E. POWELL, **J. J. QUINN,** **E. F. KELLY,** **G. K. SEIBERT.**

Train Dispatchers:
W. E. ROWE, **D. L. HEALEY,** **P. S. ASHER.** **J. E. CANOLES,**
T. F. DENT, **G. K. SEIBERT,** **G. L. KAUFFMAN,** **A. P. COMAN.**
C. A. GOSNELL, **D. E. REESE,** **R. E. MESEKE,**

Road Foremen of Engines:
L. H. WIEBKING,
G. B. ECKER.

Assistant Road Foreman of Engines:
H. H. HARPER.

Master Mechanic:
J. P. HINES.

Division Engineers:
J. L. MAHER, **W. MORROW.**

Assistant Division Engineers:
H. W. ROUTENBURG, **J. F. DOBSON.**

Claim Agent:
R. L. JONES.
3310 Egerton Road, Baltimore, Md.

BALTIMORE TERMINAL DIVISIONAL STAFF.

Superintendent:

P. K. PARTEE.

Trainmaster:

W. M. MURPHEY.

Assistant Trainmasters:

F. W. STRINGER,

H. B. MARTIN,

W. F. COCHRANE.

Chief Train Dispatchers:

R. E. POWELL,

G. K. SEIBERT,

J. J. QUINN,

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Assistant Road Foreman of Engines:

H. H. HARPER,

Master Mechanic:

J. P. HINES,

Division Engineers,

W. MORROW,

J. L. MAHER.

Assistant Division Engineers:

J. F. DOBSON,

H. W. ROUTENBURG.

Claim Agent:

R. L. JONES, 3310 Egerton Road.

Baltimore, Md.

BALTIMORE

BAY VIEW

Elev. 94.94
Poplar

Cowenton
Elev. 103.72

Bradshaw
Elev. 113.20
Clayton

Van Bibber

Belcamp

Aberdeen

HAVRE DE GRACE

Elev. 215.82
Foy's Hill

Leslie

Singerly
Elev. 167.98

NEWARK

Stanton

LANDENBERG JCT.

WILMINGTON
Elev. 224.62
Silverside

Chester

Holmes

Darby

PHILADELPHIA

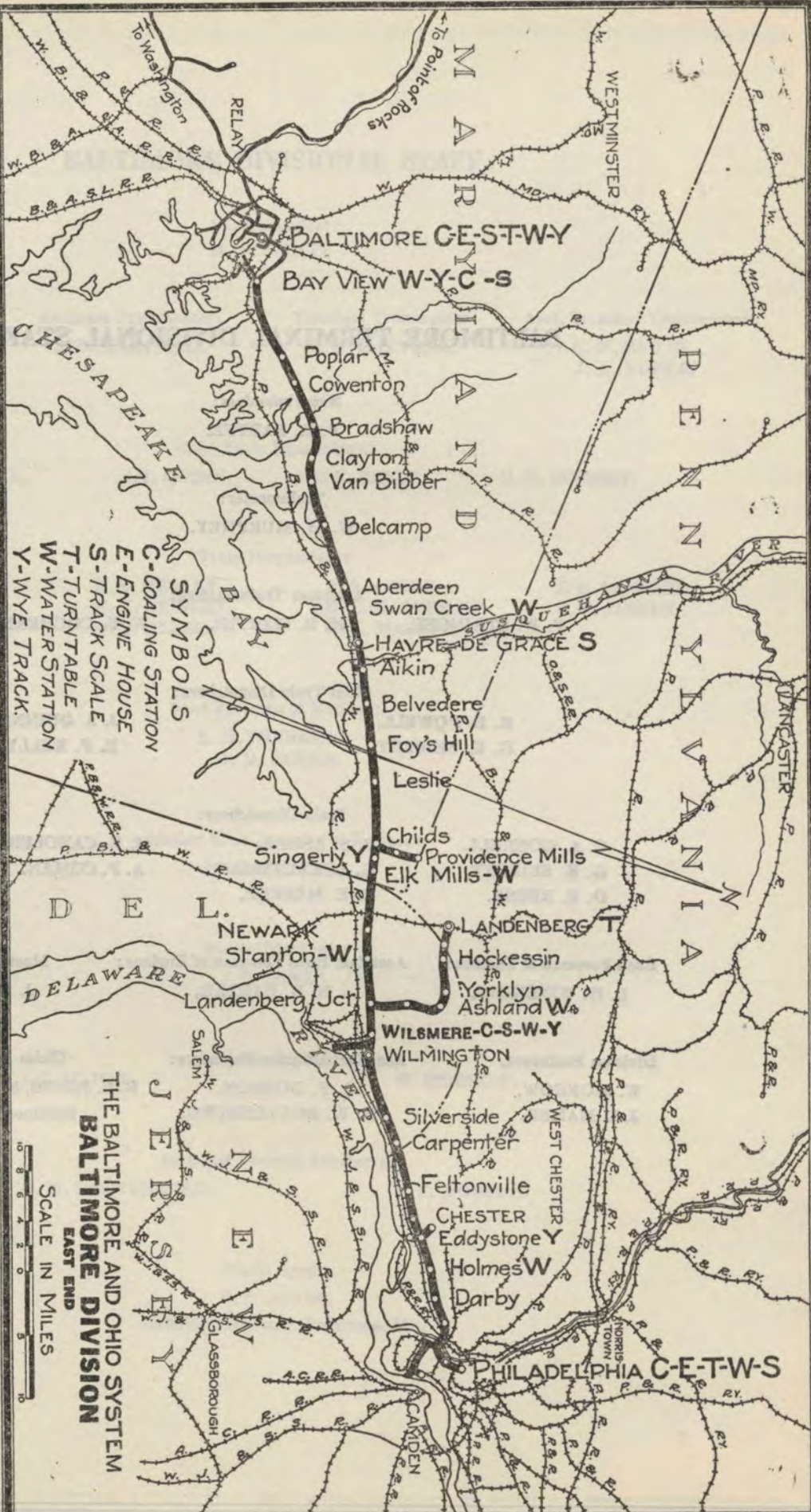
MAIN

LINE

SYMBOLS
C-COALING STATION
E-ENGINE HOUSE
S-TRACK SCALE
T-TURNTABLE
W-WATER STATION
Y-WYE TRACK

THE BALTIMORE AND OHIO SYSTEM
BALTIMORE DIVISION
EAST END

SCALE IN MILES
10 8 6 4 2 0



163361
349-1

HOKL

GEL

DOUAL



**DON'T
GET
HURT**