

**THINK
SPEAK
ACT**

with caution!

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

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

You

5-87

THE BALTIMORE & OHIO RAILROAD COMPANY

EASTERN REGION

SAFETY ABOVE EVERYTHING



BALTIMORE DIVISION

93

TIME-TABLE No. 93

EFFECTIVE 12:01 A. M., EASTERN
STANDARD TIME

SUNDAY, OCTOBER 25, 1964

C. W. SHAW, JR.
Superintendent.

BALTIMORE DIVISION.

Superintendent—C. W. SHAW, JR.—Baltimore, Md.

Asst. Superintendent—J. A. GROSS—Baltimore, Md.

Train Masters—J. E. SOUTHWORTH, JR.—Baltimore, Md.
C. H. HUFNAGEL, JR.—Baltimore, Md.

Terminal Train Masters—A. A. TORNEY—Baltimore, Md.
M. E. WALKER (Night)—Baltimore, Md.
H. C. BODIE—Brunswick, Md.
E. K. DORMANN, JR.—Philadelphia, Pa.

Asst. Train Masters—J. L. SELL—Brunswick, Md.
W. A. LAKEL—Wilmington, Del.
L. WIROSLOFF—Wilmington, Del.

Asst. Terminal Train Masters.

J. E. SUNSTROM—Locust Point.
A. J. TIANO—Bay View.
M. C. ZEISLOFT (Night)—Bay View.
C. G. GRAY—Curtis Bay.
M. K. BOWMAN (Night)—Curtis Bay.
E. L. WILLIS—Mt. Clare.

J. L. MUSICK (Night)—Mt. Clare.
R. O. BURKHART—Philadelphia, Pa.
J. J. McNAMEE—Philadelphia, Pa.
J. H. WHEELER (Night)—Brunswick, Md.
D. G. CRAWFORD—Washington, D. C.

Road Foreman of Engines—G. W. SHELLEMAN—Baltimore, Md.

Asst. Road Foreman of Engines—A. C. MOXIN—Philadelphia, Pa.
G. W. SIMMONS—Brunswick, Md.

Asst. Train Master—Division Operator—Rules Examiner—R. W. BOYD—Baltimore, Md.

Chief Train Dispatchers—M. E. SAVAGE—Baltimore, Md.
R. E. BARRETT—Baltimore, Md.
E. D. TRIPLETT—Baltimore, Md.
T. H. LANDERS—Baltimore, Md.

Train Dispatchers.

C. E. WILMOT
W. L. COSGROVE
A. F. PRIOR
W. B. BLAIR

L. T. NEALE
R. E. GOAD
H. L. LYDARD

C. M. FISHER
W. R. CAMPBELL
E. S. BAILEY
H. E. STINSON

W. W. SMITH
C. N. COLLINS

Division Engineer—M. W. HODGES—Baltimore, Md.

Asst. Division Engineers—F. R. BRINKMAN—Baltimore, Md.
G. C. DAVIS—Baltimore, Md.

Resident Engineer—G. J. STEINBACH—Baltimore, Md.

Superintendent Coal and Ore Piers—G. H. SKILLMAN—Baltimore, Md.

Master Mechanic—R. A. SHIELDS—Cumberland, Md.

General Supervisor Car Maintenance—W. S. FURLOW—Baltimore, Md.

Supervisors - Safety and Fire Prevention—K. W. GRIFFIN—Baltimore, Md.
D. D. HENRITZ—Baltimore, Md.

District Claim Agents—C. P. McEVOY—Baltimore, Md.
D. LANG—Philadelphia, Pa.

Captains of Police—R. H. WHEELER—Baltimore, Md.
W. H. HERRIGAN—Philadelphia, Pa.

THE BALTIMORE AND OHIO RAILROAD COMPANY

Medical Department

I. KAPLAN, M.D., Medical and Surgical Director.

COMPANY'S SURGEONS.

Philadelphia, Pa. { Dr. Dewey A. Snyder, 5728 Chester Ave.
Dr. Van M. Ellis, Oculist, 1528 Spruce St.
Dr. James E. Nixon, Graduate Medical Building,
19th & Lombard Sts.

Chester, Pa. Dr. Harry V. Armitage.

Wilmington, Del. { Dr. C. L. Munson.
Dr. Raymond A. Lynch.
Dr. William O. LaMotte, Jr., Oculist, Profession-
al Building.

Elsmere, Del. Dr. Walter S. Lumley.

Richardson Park, Del. Dr. Millard F. Squires, Jr.

Havre-de-Grace, Md. Dr. James M. Finney.

Aberdeen, Md. Dr. P. P. Rodman.

Baltimore, Md. { Dr. Harold C. Pillsbury, 1800 N. Charles St.
Dr. Howard B. McElwain, 1800 N. Charles St.
Dr. J. F. Coolahan, 4201 Wilkens Ave.
Dr. Vincent M. Messina, 1403 S. Charles St.
Dr. I. Ridgeway Trimble, 5820 York Rd.
Dr. Deonis Lupo, South Baltimore General Hos-
pital.
Dr. William J. Sullivan, South Baltimore General
Hospital.
Dr. Thos. O'Rourk, Oculist, 104 West Madison
St.
Dr. Kenneth Krulevitz, 1002 Ingleside Ave.
Dr. William E. Grose, Consulting Surgeon, Johns
Hopkins Hospital.
Dr. Thurston R. Adams, Consulting Surgeon,
University Hospital.

Relay, Md. Dr. Frederick V. Beitler.

Catonsville, Md. Dr. James G. Howell, 1011 Frederick Ave.

Mt. Airy, Md. Dr. C. M. Van Poole.

Frederick, Md. { Dr. Robert H. Pilgram.
Dr. Charles H. Conley, Jr.
Dr. Howard W. Ash, Oculist.

Laurel, Md. { Dr. Bryan P. Warren.
Dr. John McC. Warren.

Hyattsville, Md. Dr. Leonard Hays.

Washington, D. C. { Dr. Raphael N. Manganaro, 1410 Massachusetts
Ave., N.W.
Dr. George K. Nutting, 1801 Eye St., N.W.
Dr. Ronald A. Cox, Oculist, 1779 Massachusetts
Ave., N.W.
Dr. James A. O'Keeffe, 4501 Connecticut Ave.,
N.W.
Dr. Milton L. Goldman, Suite 402, 1800 Eye St.,
N.W. (Injury cases to be sent to Washington
Hospital Center).

Alexandria, Va. Dr. Arthur J. Mourot, 811 Prince St.

Silver Spring, Md. { Dr. J. L. Avery, 10110 Georgia Ave.
Dr. E. J. Richards, 10110 Georgia Ave.

Gaithersburg, Md. Dr. Frank J. Broschart.

Hagerstown, Md. Dr. James R. Dwyer, 245 N. Potomac St.

Brunswick, Md. { Dr. C. E. Pruitt.
Dr. C. T. Byron Kao.

Charlestown, W. Va. Dr. John L. Van Metre.

Winchester, Va. { Dr. J. A. Miller.
Dr. Wm. P. McGuire, Oculist.
Dr. Stanley M. Sager.

Middletown, Va. Dr. T. A. Williams.

HOSPITALS.

University Hospital.
Mercy Hospital.
St. Joseph's Hospital.
South Baltimore General Hospital.
Room 245, University Hospital, Office of Dr.
Thurston R. Adams, 2nd Floor, 8:30 A.M. to
5 P.M., Monday through Friday.

Baltimore, Md. { Emergency Room, University Hospital, 24 hour
service daily.
Emergency Room, South Baltimore General
Hospital, 24 hour service daily.
Emergency Room, Johns Hopkins Hospital, 24
hour service daily.

Chester, Pa. Chester Hospital.

Frederick, Md. Frederick Memorial Hospital.

Hagerstown, Md. Washington County Hospital.

Martinsburg, W. Va. { King's Daughter's Hospital.
City Hospital.

Philadelphia, Pa. { Hospital of the University of Pennsylvania.
Graduate Hospital, Emergency Room, 24 hour
service.

Washington, D. C. { Washington Hospital Center, Emergency Rooms,
24 hour service daily.

Wilmington, Del. Delaware Hospital.

Winchester, Va. Winchester Memorial Hospital.

FIRST AID CLINICS.

Baltimore—Room 217—B&O Bldg., Baltimore and Charles Sts.
8:30 A.M. to 4:30 P.M.; except Saturdays and Sundays.
University Hospital, Dr. T. R. Adams—24 hour service.

EXAMINING POINTS AND TIME.

PHILADELPHIA—(RG Tower)—Tuesdays 10:00 A.M. to 3:00 P.M.; Fridays—By appointments only.

WILMINGTON—(Freight Station)—By appointment only.

BALTIMORE—Room 217, B&O Central Bldg. Baltimore and Charles Sts.—8:30 A.M. to 4:30 P.M. except Saturdays and Sundays.

WASHINGTON—(Freight Office, New York and Florida Aves. N.E.)—By appointment only.

BRUNSWICK—2nd and 4th Thursday each month, 9:30 A.M. to 12:00 Noon; 1:00 P.M. to 4:00 P.M.

MEDICAL EXAMINERS' TERRITORIES.

Philadelphia and suburbs, including Camden, N. J. to Washington, inclusive Dr. Joseph Drozd,
Baltimore to Rocks, inclusive Baltimore and
Washington to Weverton, to Hagerstown, Charles Sts.
inclusive Baltimore, Md.

Weverton, exclusive, to Cumberland to Johnstown, to Rockwood, all inclusive. Dr. J. A. Ragione,
Weverton to Terra Alta, both exclusive, including Shenandoah and South Cumberland, Md.
Branch Sub-Divisions

SPECIAL INSTRUCTIONS.

INSTRUCTIONS COVERING MEDICAL SERVICES

1. Employees seriously injured on duty or passengers, whose injuries require medical or surgical aid, should be promptly taken to the nearest listed Company's Surgeon or hospital emergency room, except in extreme emergency, when they should be transported to the closest medical facility. Workers with minor injuries sustained on duty should be treated at the listed First Aid Clinics. Where these services are not readily available, such cases should be referred to the nearest listed Company's Surgeon or hospital emergency room.
2. Depending on severity of injury, the officer in charge will use discretion as to proper conveyance for removal of injured employees. Municipal or private ambulances, taxicabs, personal or Company's vehicles may be used for this purpose, and the Company may be billed for the service.
3. When a passenger becomes ill on a train and requests medical attention, any local physician (Company's Surgeon or otherwise) may be called. If the passenger cannot or will not pay physician called, we shall pay for the first call, but both the patient and the physician should be told that all subsequent treatment shall be at the patient's expense.

Notice of disablement or death of a Relief Department member should be reported promptly.

1. SUPERIORITY OF TRAINS.

2. LOCATION OF WATCH INSPECTORS.

Baltimore, Md.	Earl's Jewelers
Baltimore, Md.	S. & N. Katz
Brunswick, Md.	S. & N. Katz
Charlestown, W.Va.	D. M. Henesy
Cumberland, Md.	{ Ward N. Hauger S. T. Little Jewelry Co.
Frederick, Md.	A. R. Remsberg
Glen Burnie, Md.	S. & N. Katz
Hagerstown, Md.	Melart Jewelers
Martinsburg, W.Va.	Melart Jewelers
Mount Airy, Md.	Charles B. Gendell
Darby, Pa.	Tucker Jewelers
Washington, D. C.	{ Charles Schwartz & Son Melart Jewelers, Inc.
Wilmington, Del.	Levitt Jewelry Co.
Winchester, Va.	Johnston's Jewelry Store

3. STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTERS

(Located as indicated by X)

	Stand-ard Clock.	Bulle-tin Board.	Train Regis-ter.
Philadelphia			
Caller's Office, East Side	x	x	x
RG Tower	x	x	x
Pier District Yard Office	x	x	x
Wilmington			
Yard Office, Wilsmere	x	x	x
Baltimore			
Bay View Yard Office	x	x	x
Penn Mary Yard Office	x		x
Camden Station			
Station Master's Office	x	x	x
Passenger Conductors Locker Room	x	x	x
Camden Yard Office	x	x	x
Riverside			
Caller's Office	x	x	x
Locust Point Yard Office	x	x	x
Mt. Clare			
A Yard Office	x	x	x

3. STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTERS—Concluded.

(Located as indicated by X)

	Stand-ard Clock.	Bulle-tin Board.	Train Regis-ter.
Curtis Bay			
Yard Office, Seawall		x	
Yard Office, Stonehouse Cove	x	x	x
Washington			
*Station Master's Office	x	x	x
*Caller's Office, Ivy City	x	x	x
New York Ave. Yard Office	x	x	x
Potomac Yard			
Engine House	x	x	x
Frederick			
Agent's Office	x	x	x
Brunswick			
Caller's Office	x	x	x
Winchester			
Baggage Room	x	x	x

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

Last sentence of Rule 2 is amended to read as follows:

These employees must have their watches inspected annually, during the month of May.

4. CLEARANCE CARD FORM A.

Rule 111 not in effect for eastward trains originating RG Tower.

Rule 111 not in effect for trains originating at Ninth Ave., Market Street Sub-Division.

Rule 111 not in effect for trains enroute (except for trains originating) at Clifford, Rocks, Elsmere Jet., Carroll, QN Tower (except for westward trains from Alexandria Sub-Division), F Interlocking, Weverton, JD Tower or Anacostia Jet. for trains moving to Alexandria Sub-Division.

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

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

Rule 111 not in effect at Washington, D.C. Westward trains originating Washington will receive Clearance Card Form A at QN Tower. Train order board will not be displayed. Rules 222 and 223 modified.

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

Clearance Card Form A and train orders, for trains originating Camden Station, will be received by Conductors at Chief Train Dispatchers Office, Room 217, Camden Station.

At Hagerstown, Clearance Card Form A will be used instead of fixed signals.

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

BX Tower—When messages or written instructions are addressed to trains or engines to yard, it will not be necessary to display train order board or deliver Clearance Card Form A. Rules 222 and 112 modified.

Rule 111 not in effect at Aberdeen, Ellicott City, Frederick Jet., East Plane, Georgetown Jet. and at Harpers Ferry for Shenandoah Sub-Division.

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Fast freight trains.	Slow freight, local, pickup and work trains.
Sub-Divisions and Branches	15	15	15
(Except as otherwise noted.)			
East End Sub-Division	60	50	40
(Except as noted below.)			
Between Park Jct. and Vine	30	30	30
Between Vine and Locust St. Interlocking	20	20	20
Between Locust St. Interlocking and RG Tower No. 1 track	20	20	20
Between Christian St. and east end curve Grays Ferry Tunnel No. 2 track	50	35	30
Curve Grays Ferry Tunnel No. 2 track	30	30	30
Between Locust St. Interlocking and Wharton St. on No. 3 track	20	20	20
Schuylkill River Bridge 89C	30	20	20
Darby—Main St. Crossing	50	..	..
Wilmington, between west end Brandywine Bridge and 11th St.	40	40	30
First curve east of Newark	50	..	..
Crossings at Grade—Newark	50	50	40
Susquehanna River Bridge 34A	45	20	20
Curve at west end Susquehanna River Bridge	40	30	20
Big Gunpowder—curves . . . . .	..	40	..
Curve east of Loreley	55	40	40
First curve east of BA Tower . . . . .	..	40	30
First curve east of Gay St.	45	40	30
CP Interlocking	40	40	30
First curve west of CP Interlocking	50	35	30
First curve east of HU Interlocking to North Ave.	20	20	15
North Ave. to west end Howard St. Tunnel	25	20	20
Washington Sub-Division	80	50	40
(Except as noted below)			
Between west portal Howard St. Tunnel to HB Tower	25	15	15
Upper level	10	..	..
BY Interlocking—curve	25	20	10
Crossover west of Warner St.	25	20	10
Riverside—Interlocking	10	10	10
Curve between Ridgely and Bayard Sts.	35	25	25
From Bayard St. to west end Gwynn Falls Bridge	55	..	..
Diverging movements at Carroll	10	10	10
First curve west of Mt. Winans	70	..	..
Curves between West Baltimore and Lansdowne	50	..	..
First curve west of Lansdowne	75	..	..
First curve east of Halethorpe	70	..	..
First curve west of St. Denis	45	35	35
Second curve west of St. Denis	45	45	..
Relay—curve and over viaduct	35	35	35
Elkridge No. 1 and No. 2 tracks	50	..	..
Hanover—curve	70	..	..
Reverse curves west of Savage	70	..	..
Reverse curve east of Langdon	70	..	..
Between F Interlocking and C Tower	45	20	..

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Fast freight trains.	Slow freight, local, pickup and work trains.
Between F Interlocking and QN Tower	40	20	20
Metropolitan Sub-Division	75	50	40
(Except as noted below)			
Between C Tower and QN Tower	50	..	..
First curve east of Forest Glen	60	..	..
Between Rocks and Weverton, except as noted below	65	40	30
Curves at Point of Rocks Tunnel	35	35	30
Curves at Catoctin Tunnel	40	40	30
Maple Ave. Crossing, Brunswick	50	40	30
Old Main Line Sub-Division	45	45	45
(Except as noted below)			
Between Curtis Bay Jct. and HX Tower Nos. 3 and 4 tracks	20	20	20
Between HX Tower and west end Relay Curve Old Main Line Sub-Division	25	25	20
Through Ilchester Tunnel	20	20	20
Between west end Relay Curve and Ellicott City	30	30	30
Between Ellicott City and Sykesville	25	25	25
Between Sykesville and Frederick Jct.	35	35	35
Through Hartman Tunnel	20	20	20
Alexandria Sub-Division	30	30	30
(Except as noted below)			
JD Tower—West leg of Wye	20	20	20
Curve east of Bridge 3-B and curve at Bridge 4-A	20	20	20
Between Chesapeake Jct. and Shepherd Jct.	20	20	20
Between Shepherd Jct. and Anacostia Jct.	15	15	15
Shenandoah Sub-Division	30	30	30
(Except as noted below)			
Harpers Ferry Bridges Nos. 0, 1 & 2	15	15	15
Halltown—highway crossing No. 578	25	25	25
Charlestown—City Limits	6	6	6
Winchester—City Limits	12	12	12
Winchester to Strasburg Jct.	20	20	20
Hagerstown Sub-Division	25	25	25
(Except as noted below)			
Over Antietam Trestle Bridge 31	10	10	10
Security Branch	10	10	10
Hagerstown—City Limits	12	12	12
Frederick Branch.			
Frederick—City Limits	8	8	8
Georgetown Branch.			
Over Rock Creek Trestle	10	10	10
Over Bridge 18—Canal Bridge	10	10	10
Landenburg Branch.			
Between Mt. Cuba and Hockessin	10	10	10
Sparrows Point Branch.			
Bridge 5, Bear Creek	10	10	10
Bridge 2, Fort Holabird	10	10	10
Ft. Geo. G. Meade Branch.			
Wye at Ft. Meade Jct.	25	25	25
Wye at Ft. Meade Jct.	15	15	15
Express Trains handling freight equipment	50	..	..
Wreck Trains . . . . .	..	..	35

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passen- ger and express trains.	Fast freight trains.	Slow freight, local, pickup and work trains.
Wreck Trains with crane ahead of engine Trains handling steam cranes, locomotive cranes, pile drivers, ditchers and similar work equipment..... Trains moving on main tracks against the current of traffic over spring switches.....	.. .. 20	.. 30 20	20 30 20

Name Trains	Maximum Speeds		
	Washington Sub-Division	Metropolitan Sub-Division	East End Sub-Division
1st New Yorker.....	70	70	60
2nd New Yorker.....	70	70	60
Chicagoan.....	70	70	60
St. Louisian.....	70	70	60
Manhattan.....	70	70	60
Adv. Potomac.....	60	..	60
Adv. Chicagoan.....	60	60	60
Potomac.....	60	..	60
1st Baltimorean.....	55	55	..
2nd Baltimorean.....	55	55	..
Adv. Hudson.....	55	..	55
Adv. Baltimorean.....	55	55	..
Hudson.....	55	..	55

Name trains will observe speed restrictions for passenger trains not exceeding above maximum speeds.

When above trains are operated via Old Main Line Sub-Division, they will be governed by speeds applying to fast freight trains.

Movements will run at restricted speed on all yard running tracks.

Circus trains will not exceed 40 miles per hour.

Loaded welded rail trains will not exceed 30 miles per hour.

Unless otherwise provided, maximum speed on diverging movements through interlocked and non-interlocked switches is 15 miles per hour, except that maximum speed is 30 miles per hour through trailing point crossover between main tracks at BA Tower and through facing point crossovers between main tracks at following points: RG Tower, HX Tower, JD Tower, F Interlocking, Rocks, Weverton.

Maximum speed diverging movements at ends of passing sidings Old Main Line Sub-Division and East End Sub-Division is 30 miles per hour.

Steam Cranes X45 to X48 will not exceed 10 MPH over Bridge 65-H and 65-I west of Wilmington and over Bridge 2-B Scott St., Baltimore.

Passenger and express trains, the engine consist of which includes one or more freight Diesel units, will not exceed 65 miles per hour and will be governed by speed restrictions applying to passenger and express trains where such restrictions are less than 65 miles per hour.

Exceptions:

- Class FSE-5 (Units 6900 to 6976)..... 70 miles per hour.
- Class FE-4 and FE-4x (Units 4637, 4641, 4642, 4643 and 5521)..... 80 miles per hour.

5. SPEED RESTRICTIONS—Continued.

MAXIMUM SPEED OF LIGHT ENGINES IN MULTIPLE.

(Unless otherwise specified.)

Sub-Division	ROAD DIESELS		YARD DIESELS	
	For- ward.	Back- ward.	For- ward.	Back- ward.
East End.....	55	45	40	30
Washington.....	55	45	40	30
Metropolitan.....	55	45	40	30
Old Main Line.....	30	25	30	20
Alexandria.....	30	25	30	25
Hagerstown.....	25	15	25	15
Shenandoah.....	30	25	30	25
Others.....	15	10	15	10

Single engines operating light and Sperry Car will not exceed 30 miles per hour.

Single Budd Cars will not exceed 30 miles per hour except maximum speed on Washington and Metropolitan Sub-Divisions 70 miles per hour and speed will be reduced to 30 miles per hour over the following highway crossings.

Washington Sub-Division.

No. 234	Hollins Ferry Rd.	Baltimore.
235	Gable Ave.	Baltimore.
236	Sulphur Spring Rd.	Lansdowne.
237	County Rd. 143	Hanover.
240	County Rd. 131	Montevideo.
241	Contee Rd.	Contee.
242	County Rd. 30	Ammendale.
244	County Rd. 20	Sunnyside.
245	Washington Ave.	Berwyn.
246	Calvert Ave.	College Park.
247	Queensbury Rd.	Riverdale.
248	Melrose Ave.	Hyattsville.

Metropolitan Sub-Division.

No. 495	Linden Lane	Forest Glen.
497	Montrose Rd.	Randolph.
500	Halpine Rd.	Halpine.
502	Frederick Ave.	Rockville.
506	State Rd. 688	Derwood.
508	Summit Ave.	Gaithersburg.
509	Chestnut Ave.	Ward.

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

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

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

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

Trains having 25 per cent or more of cars in train loaded with sand, coal, stone and ore, will observe speed for slow freight trains. Trains having 50 per cent or more of cars in train loaded with ore will not exceed 35 miles per hour between Baltimore and Philadelphia, and 30 miles per hour between Baltimore and Brunswick.

Trains having 50 per cent or more of cars in train loaded with coal will not exceed 30 miles per hour between Randolph and QN Tower.

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Concluded.

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

East End and Washington Sub-Division.

Holmes. White Marsh.
Dorsey. College Park.

Metropolitan Sub-Division.

Autrey Park. Tuscarora.

Old Main Line Sub-Division.

Avalon. Adamstown.

6. TRAIN ORDERS.

Lights may be used in lieu of flags on train order board. Rules 207, 221 and 222 modified.

Movements of trains and track cars between Vine and 58th St. Interlocking, Nos. 1 and 2 tracks and between Locust St. Interlocking and RG Tower, No. 3 track, will be controlled by the Operator at RG Tower, who will issue Form 1089-D over their signatures. Rules 110, 201 and 262 modified.

Switches and signals between Vine and 58th St. Interlocking controlled by Operator, RG Tower.

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

Operator at QN Tower may clear train order board for westward trains via Washington Sub-Division for which there are no train orders on authority of Train Dispatcher. Rule 223 modified.

7. EXTRA TRAINS.

8. OPERATING TRAINS BY SIGNAL INDICATION.

RULES 251 TO 254, INCLUSIVE, IN EFFECT:

Curtis Bay Sub-Division between BX Tower and Zepp;
Nos. 1 and 2 tracks between Carroll and F Interlocking;
Nos. 1 and 2 tracks between Chesapeake Jet. and Shepherd Jet.;
Nos. 1 and 2 tracks between QN Tower and Rocks.

RULE 676 IN EFFECT:

Park Junction to Vine;
Nos. 1 and 2 tracks, Vine to Locust Street Interlocking;
Nos. 1, 2, and 3 tracks, Locust Street Interlocking to RG Tower;
Nos. 1 and 2 tracks, RG Tower to 58th Street Interlocking. Market Street Sub-Division;
58th Street Interlocking to Rossville, including passing sidings;
Nos. 1 and 2 tracks Rossville to CP Interlocking;
CP Interlocking to HB Tower;
North Ave. siding, HU Interlocking to Mt. Royal;
Nos. 1 and 2 tracks, HB Tower to Carroll.
BY Interlocking to Carroll on South Siding;
Nos. 1 and 2 tracks, BY Interlocking to Riverside;
Nos. 3 and 4 tracks, Curtis Bay Jet. to HX Tower;
JD Tower to Chesapeake Jet.;
Shepherd Jet. to Anacostia Jet.;
Nos. 3 and 4 tracks, F Interlocking to QN Tower;
Nos. 1 and 2 tracks F Interlocking to C Tower;
Nos. 1 and 2 tracks QN Tower to C Tower;
HX Tower to Doub, including passing sidings;
Nos. 3 and 4 tracks, Doub to Rocks;
Nos. 1 and 2 tracks, Rocks to Weverton.

Trains or engines will not clear in sidings between Rossville and North Avenue, Rocks and Weverton and New Fabricators Steel Company siding Alexandria Sub-Division other than those electrically locked.

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

8. OPERATING TRAINS BY SIGNAL INDICATION—Concluded.

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

Rule 633 not in effect at Curtis Bay Jet., and Rocks.

Following switches and derails equipped with electric locks controlled by the Train Dispatchers, Baltimore:

East Plane, East Wye,
Frederick Jet., West Wye.

Brunswick Crossover between No. 1 main and No. 3 yard controlled by Operator at WB Tower.

Trains or engines will not clear in sidings in TCS territory other than those electrically locked.

Following switches and derails equipped with electric locks:

East and West Ends Holmes;
Eddystone Crum Creek Branch;
Freight House Track, Chester;
14th St., Wilmington;
East End of Wye Elsmere Jet.;
East and West Ends Delaware Park;
Childs Branch;
East and West Ends Aberdeen;
Campbell's Siding;
Skyline Drive;
North Point Rd.;
North Siding—Bay View;
Goetzes (Belair Road);
East and West Ends Waverly Siding;
East and West Ends DCA switching track;
Sykesville Spur;
Frederick Jet., East Wye;
East and West Ends Alpha switching tracks;
Rocks, East Wye, No. 4 track.

Movements At Electrically Locked Switches Will Be Governed By The Following Instructions.

- To enter side track from main track:
 - Stop train within 100 ft. of switch point.
 - Depress latch and remove padlock from switch lock.
 - Light should light indicating unlock.
 - Reverse switch.
 - Repeat "B", "C" and "D" for derail.
 - After movement is completed, restore switch and derail to normal position, depress the latch and insert padlock.
- To enter main track from siding:
 - Call Operator for permission.
 - Depress latch and remove padlock from derail lock.
 - If block is clear light should light, indicating unlock.
 - Open derail.
 - Repeat "B", "C" and "D" for switch.
 - If light does not light when padlock is removed at derail, then remove padlock at switch. If light at switch does not light, block is occupied. Lights should light and unlock be received after 8 minutes.
 - Padlock must be removed at switch to start timer.

To enter main track from west wye Frederick Jet. and east wye East Plane, movements will be governed by the following instructions:

- Stop within 300 ft. of derail.
- Push "Take PB".
Light should light in Push Button Box.
- When Dispatcher gives unlock, second light will light indicating unlock.
- Depress latch and remove padlock from derail lock.
- Open derail.
- Repeat "D" and "E" for switch.
- Proceed in accordance with aspect displayed on dwarf signal.
- If for any reason unlock has been received and not used, switch and derail must be restored to normal position, padlocks replaced and "Cancel PB" operated.

SPECIAL INSTRUCTIONS—Continued.

9. SPACING TRAINS.

Rule 304 in effect on Shenandoah Sub-Division between Harpers Ferry and Winchester.

RULES 505 TO 519, INCLUSIVE, IN EFFECT:

Curtis Bay Sub-Division BX Tower to Zepp;
Carroll to F Interlocking;
Chesapeake Jct. to Shepherd Jct.;
QN Tower to Rocks.

Philadelphia—Absolute block will be maintained behind trains of more than 5 cars without caboose or assisting engine on rear between Grays Ferry Tunnel and Park Jct. Rules 28 and 99 modified.

Baltimore—Absolute block will be maintained on No. 2 track between BY Interlocking and Riverside between the hours of 12 midnight and 6:00 A.M. when occupied by yard engine or dead train.

Rules 28 and 99 modified.

Shepherd Jct.—Eastward movements from Shepherd Branch to No. 2 track, after receiving permission from operator, must operate switch key to TAKE position in box located on side of relay case at eastward dwarf signal before throwing switch to receive proper signal indication.

Where Rule 512 is in effect, after opening switches and derails, movements will wait FIVE minutes before fouling main track or crossing from one main track to another between Vine and BA Tower; Carroll and Waverton via QN Tower; between Curtis Bay Jct. and HX Tower. Except movements will wait EIGHT minutes after opening switches and derails before fouling No. 1 track or crossing from No. 2 to No. 1 track at Gaithersburg.

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

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

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

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

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

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

When an engine is operating in Auto Manual Train Stop Territory, Train Stop Equipment may be cut out of service when it is impossible to restore to normal operation by manipulation of reset contactor, or after third undesired train control application of brakes.

In Auto Manual Train Stop Territory, when Train Stop Equipment is inoperative for any reason, trains will be governed by the following instructions:

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

Trains receiving a more favorable indication than "STOP AND PROCEED" will proceed being governed by signal indications, but not exceeding 40 Miles Per Hour, to the next point of communication, where report will be made to Train Dispatcher. After report has been made to Train Dispatcher, trains receiving a more favorable indication than "STOP AND PROCEED" will proceed being governed by signal indications, but not exceeding 79 Miles Per Hour.

Trains receiving "STOP AND PROCEED" indication may proceed in accordance with Rule 291 after having received Clearance Card Form "A", Part 3, indicating clear block. When next block signal in advance is displaying a more favorable indication than "STOP AND PROCEED", train may proceed, being governed by that signal.

Trains receiving "STOP AND PROCEED" indication where communication is not available, after waiting 10 minutes, train may proceed at restricted speed not exceeding 15 Miles Per Hour to the next point of communication. When the next block signal in advance is displaying a more favorable indication than "STOP AND PROCEED" train may proceed being governed by that signal.

EXCEPTION: A train not carrying passengers may pass "STOP AND PROCEED" signal and proceed at restricted speed into a block occupied by a train not carrying passengers upon receipt of Clearance Card Form "A", Part 3.

These requirements do not apply to operation of Reading and CNJ engines between Locust Street Interlocking and 58th Street Interlocking, nor to operation of yard engines not equipped with Train Stop Equipment between Locust Street Interlocking and 58th Street Interlocking; between Concord and Elsmere Junction; between HX Tower and BA Tower; between F Interlocking and Langdon.

10. FIXED SIGNALS.

Market St. Sub-Division.

When a train desires to enter block at Ninth Ave., Conductor or Engineer will contact Operator WJ Tower. Should block signal be inoperative, train will proceed as per Clearance Card Form A, Part 8. Rule 509B modified. Should communication be lost, train may proceed when preceded by a flagman.

Baltimore.

When home signals governing movements over Bear Creek Drawbridge, Sparrows Point Branch and Curtis Creek Drawbridge, Marley Neck Branch are inoperative, train crews will communicate with Bridge Tender, who will inspect bridge. If inspection permits safe movement over bridge, movements will be governed by hand signal from Bridge Tender, Green signal eastward, Yellow signal westward.

Washington.

Between F Interlocking and C Tower, between QN Tower and F Interlocking and between QN Tower and C Tower, should a block signal be inoperative, the operator at QN Tower will issue Clearance Card Form A, Part 8, provided the block is clear. If communication is lost, movements may proceed when preceded by a flagman. Rules 112 and 509(B) modified.

Eastward home signal on No. 2 Track at F Interlocking is searchlight type. Day and night indications displayed by searchlight signal is the same as corresponding night indications of semaphore signals as shown in the Operating Rules.

Rocks.

After obtaining train order for movement against the current of traffic, member of crew of eastward trains from No. 1 or No. 2 tracks to No. 1 track must operate push button at telephone booth west of eastward absolute bracket signal before favorable signal aspect can be displayed to proceed.

SPECIAL INSTRUCTIONS—Continued.

10. FIXED SIGNALS—Concluded.

Dragging equipment detectors at following locations:

On main track 35 ft. west of Cowenton Rd. Crossing, White Marsh. Dragging equipment signal (Rule 278) located on mast of signal No. 825. Indicator light displaying illuminated letter (E) indicates that dragging equipment detector has been actuated. When the illuminating letter (E) is displayed, train must stop as soon as safe handling will permit. The train crew must examine the entire train and advise Operator BA Tower when this has been done and obtain permission to proceed.

On No. 1 track, Deanwood. Stop indication will be displayed on westward home signal, Anacostia Jct. When advised by Operator that dragging equipment detector has been actuated, crew will inspect their train and notify Operator when train is safe to proceed.

On No. 2 track 1000 feet east of Lamond. Indicator light displaying illuminated letter (E) located on mast of Signal E-326 indicates that dragging equipment detector has been actuated. When the illuminating letter (E) is displayed, train must stop as soon as safe handling will permit. The train crew must examine the entire train and advise Operator QN Tower when this has been done and obtain permission to proceed.

Brunswick.

When westward home signal No. 1 track WB Tower displays stop, westward movements on No. 1 track will not foul crossover between Nos. 1 main and 3 yard running tracks located 100 feet east of tower.

11. HAND SIGNALS AND FLAGGING.

At Darby and between CP Interlocking and Curtis Bay Jct., the use of engine whistle and torpedoes is prohibited. In this territory, Flagmen will go back only such distances as will permit them to board their train when it moves. Rules 14, 14(A), 31 and 99 modified.

Flagmen will protect rear of their train on No. 3 yard track Wilmere east of crossover opposite yard office.

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

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

Red and White Lanterns are eliminated from Engine Flagging Equipment. Operating Rule 11(A) modified.

Rule 99, page 55, Form 1511-M, Rules and Regulations of the Operating Department, effective April 26, 1953, modified as follows:

Where Rules 505 to 519, inclusive, are in effect, protection is not required to rear of passenger trains when making station stops.

This modification is not in effect within the States of Pennsylvania and West Virginia.

Mechanical Flagging Device consists of a reflectorized board, striped in Red and White, to be placed across track, locked to rails, to protect M. of W. forces and machines at a location specified by Train Order. Not to be passed until removed from track by authorized M. of W. employee. This device may be used on following Sub-Divisions: Hagerstown, Shenandoah.

11-A. MARKERS AND CLASSIFICATION SIGNALS.

Rules 21 and 22 are not in effect.

Two red roundels on rear RDC cars (Budd) when lighted are markers. Diesel engines running light or at rear of train may use classification signals showing red to the rear as markers. Rule 28 modified.

When single unit Budd car is operated where Rules 505 to 519, inclusive, are in effect, the following will govern when car is stopped. It shall immediately be moved forward ten (10) feet and second stop made without the use of sand. If car cannot be moved forward immediately, flagman must go back a sufficient distance to stop a train moving at normal speed. Passengers will not be permitted to entrain or detrain until second stop is made.

In addition, it will be necessary that the following instructions be followed:

1. Rules 519 and 621 of Operating Rules and Rule 37 of Air Brake Rules rigidly enforced.
2. Mechanical Department will require rigid inspection of shunt shoes and connectors.
3. Dispatchers or operators controlling interlockings and traffic control systems will not operate switches in route taken by single unit Budd cars and single units of Diesel engines running light until it has been ascertained that movement through the route has been completed.

12. JOINT OR SPECIAL USE OF TRACKS.

Trains and Engines will operate at restricted speed on the following Branches upon permission of the Train Dispatcher. Train orders not required: Rule 220(A) modified. Form 1089-D Rev. 1 required for track cars.

Landenberg (Between WJ Tower and Hockessin);
Perryville (Between West Aikin and Perryville);
Ft. Geo. G. Meade (Between Ft. Meade Jct. and Ft. Geo. G. Meade);
Georgetown (Between Georgetown and Georgetown Jct.);
Frederick (Between Frederick Jct. and Frederick).

Trains and Engines will operate at restricted speed on the Sparrows Point Branch (Between Becks and Gray), upon permission of Yardmasters Bayview and Penn Mary Jct. Train orders not required.

Trains and Engines will operate at restricted speed on South Baltimore Branch (Between Clifford and Carroll), upon permission of Operator Carroll. Train orders not required. Rule 220(A) modified. Form 1089-D Rev. 1 required for track cars, issued by Operator Carroll. Rule 110 modified.

Philadelphia.

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

Movements to and from pier district will be made through Bigler St. Yard, thence Penrose over joint tracks numbered North to South 2-1-4-3 to Stadium, thence via joint tracks 2-1-4 from Stadium to Swanson St. Line through crossover and turnout east of Stonehouse Lane, thence to Pay Interlocking (Swanson St.). Numbers 2, 1 and 4 tracks between Penrose and Stadium are main tracks. Number 3 track is yard track between Penrose and Broad St. Numbers 2-1-4 tracks are yard tracks between Stadium and turnout of Swanson St. line. Automatic interlocking at Pay will give a proceed signal to movement first entering upon the track section (indicated by E T C Sign) provided no conflicting movements are being made. To change the established signal preference from one route to another, the conductors of the two trains involved will verbally agree on the change and arrange as follows: Depress and hold the proper push button two seconds which will deprive the opposing movement of a proceed signal and transfer the signal to B&O route. There will be a one minute time elapse to change the signal aspect. Before button is depressed, movement must be clear of protecting signals. The same procedure will be used to clear a stop signal when the cause is unknown. If, after complying with these instructions, and the signal does not change from stop, Conductor will report facts to Yardmaster at Produce Yard and if there is no cause for not proceeding over the crossing, Conductor will, after thorough understanding with Engineer, provide full protection against movement on opposing route, pass stop signal and proceed over the crossing over Vandalia St. track to double track turnout switch west of Oregon Ave. and thence to pier district.

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

Movements between East Side and Pier District will be governed by yard rules and instructions of Yardmaster at RG Tower.

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

SPECIAL INSTRUCTIONS—Continued.

12. JOINT OR SPECIAL USE OF TRACKS—Continued.

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

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

Movements between Penrose and Stadium will operate at restricted speed.

Wilsmere.

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

Baltimore.

Movements over P.R.R. crossing Canton will not foul crossing without first securing permission from P.R.R. Yardmaster at Canton by telephone located in the Switchtenders cabin. After permission has been received the levers in the cabin must be operated in accordance with the chart posted there to set the signals in proper position for B&O movements. After the movement through the crossing has been completed, the levers must be promptly restored to normal position. This is a semaphore type signal and normal position of this signal is set at clear for P.R.R. movements.

Crews doing work on Sparrows Point Branch will look out for engines of Patapsco and Back Rivers Railroad occupying tracks west of Bear Creek drawbridge.

Crews doing work on Sparrows Point Branch will look out for yard engines of Canton and P.R.R.'s switching in vicinity of Canton connection west of Colgate Creek, and for B&O engines occupying main track between Oldham St. and Penn Mary Jct.

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

Movements through North Siding between BY Interlocking and Carroll controlled by Operator at Carroll.

South Baltimore Branch.

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

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

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

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

If the use of key release does not cause signal to change after waiting 15 minutes, Conductor or Engineer will notify Operator, Carroll. Operator will then get permission from Western Maryland Train Dispatcher before authorizing crew to use crossing under flag protection.

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

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

12. JOINT OR SPECIAL USE OF TRACKS—Continued.

Both switches must be restored to normal after use.

At Kloman St., B&O crews will operate key release for all movements over W.M.

When the first use of the key release does not cause signal to display Restricting, Rule 290, wait 8 minutes and again operate key release. If signal does not then display Restricting, Conductor or Engineer will notify Operator Carroll from telephone booth Westport. Operator will then get permission from Western Maryland Train Dispatcher before authorizing crew to use crossing under flag protection.

Fort Geo G. Meade Branch.

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

B&O trains or engines will not foul P.R.R. tracks without permission from P.R.R. Operator at Odenton.

Potomac Yard—Potomac Yard Special Instructions govern.

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

Chesapeake Jct.—Movements at this point must protect themselves before occupying East Washington Railway tracks.

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

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

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

Shenandoah Sub-Division—Rule 93 in effect between Strasburg Jct. and Mile Post 25, located 1 mile east of Freyco.

Strasburg Jct.—Trains using west switch of run around will protect against Southern Railway trains.

13. OPERATION OF AIR BRAKES.

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

Childs—Elk Paper Co.

Ellicott City—DCA Mill.

Alexandria Sub-Division—Metropolitan Block Siding.
Southern Oxygen Siding.
Turover Lumber Siding.

Silver Spring—Griffith and Perry trestle.

Security Branch—Victor Products Co.

Stephens City—M. J. Grove Lime Co.

Stephenson—Freyco.

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

SPECIAL INSTRUCTIONS—Continued.

13. OPERATION OF AIR BRAKES—Concluded

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

Trains designated as the "NEW YORKER", "ST. LOUIS-AN", "MANHATTAN", "CHICAGOAN" will carry 90 lbs. brake pipe pressure and it will be necessary that these trains be properly designated by message to the crews handling them.

Rules 14 and 208(a) of Form 1118-D-Rev. 4 are modified to read as follows:

Rule 14—The standard brake pipe pressure for freight service is 80 lbs., except where Special Instructions provide for a higher pressure. Engines charging the brake system on cars to be placed on rear will carry 65 lbs. brake pipe pressure to avoid over-charging car brakes.

Rule 208(a)—After the brake system on a freight train is charged to within 15 lbs. of the setting of the feed valve on the locomotive, but to not less than 65 lbs., as indicated by an accurate gauge at the rear end of train, and upon receiving signal to apply brakes for test, a 15 lb. brake pipe service reduction must be made and brake valve lapped. Brake pipe leakage must not exceed 5 lbs. per minute. After leakage test is completed, engineer will reduce brake pipe pressure to make full service application. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given, brakes released and each brake inspected to see that all have released.

Rules 212(a), 213(a) and 214(a) are modified accordingly.

Rule 8, Air Brake Rules Form 1118-D-Rev. 4 effective March 1, 1958 is modified as follows:

To fasten down a hinged automatic brake valve handle or a diaphragm foot valve pedal or in any other manner annul the safety control feature on an engine is prohibited. The balance of the rule is cancelled.

Rule 102, Form 1118-D-Rev. 4, is modified as follows:

Rule 102—Before motive power is detached or angle cocks are closed, except when closing angle cocks for cutting off one or more cars from the rear end of train, automatic air brake must be fully applied. After recoupling, brake system must be recharged to required pressure and before proceeding and upon request or signal, application and release tests of brakes on rear car must be made from locomotive. Inspector or member of train crew must determine if brakes on rear car of train properly apply and release.

At a point, other than initial terminal, where locomotive is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on locomotive, a 20 pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly.

Rules 102(a) and 102(b) cancelled.

14. SPRING SWITCHES.

Philadelphia:

Swanson St.—Normal for B&O movement.

Curtis Bay Sub-Division:

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

Normal position of spring switch, apex wye, Curtis Bay Jct., for west leg wye.

Alexandria Sub-Division:

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

Shepherd Jct.—Normal position of spring switch end of double track for No. 2 track. Eighth paragraph of Rule 105 is not in effect.

14-A. DUAL CONTROL SWITCHES.

Interlocking Rules apply at dual control switch locations as follows:

Locations.	Controlled by.
Vine	RG Tower
CP Interlocking	North Ave.
BX Tower	BX Tower
Weverton	WB Tower

Curtis Bay Jct.—HX Tower controls dual control switch to west leg of wye, crossover between Nos. 3 and 4 tracks just west of switch to wye. Switches and signals protecting spring switch at end of double track and switch at apex of wye, Zepp.

JD Tower—JD Tower controls the following switches within interlocking limits: East end of passing siding, switch from west leg of wye to JD Tower passing siding, Jct. of west wye on Alexandria Sub-Division, crossover No. 2 to No. 1 track and switch from No. 2 track to siding Melrose Ave.

Harpers Ferry—Operator at Harpers Ferry controls switch from No. 2 track to Shenandoah Sub-Division, and crossover east of tunnel.

15. RAILROAD CROSSINGS AND DRAWBRIDGES.

RAILROAD CROSSINGS.		Kind of Signal Indicating Clear Route for B&O Trains.
Station.	Railroad.	
PAY.....	P.R.R....	Automatic Interlocking.
①Commercial Ave., Philadelphia.	P.R.R....	Interlocking.
Elsmere Jct.....	Reading..	Semi-automatic Signals.
③West Yard Wilmington.....	P.R.R....	Red Ball.
West Yard.....	Reading..	Semaphore.
Canton.....	P.R.R....	Interlocking.
②Half Mile west Canton Jct....	Canton...	Interlocking.
North Ave.....	P.R.R....	Semi-automatic Interlocking.
Kloman St.....	W.M.....	Automatic Interlocking.
Westport.....	W.M.....	Automatic Interlocking.
N.& W. Railway Crossing.....	N.& W...	Automatic Interlocking.

①Movements over P.R.R. crossing will protect against other railroad movements.

②When signals governing are in stop position and are known to be inoperative, train will proceed over CRR crossing under flag protection.

③Trains and engines will come to a Stop before crossing Reading tracks at West Yard, regardless of signal indication. Raised position of red ball indicates clear route for B&O movements.

DRAWBRIDGES.

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

16. YARDS.

Rule 99 in effect on yard running tracks listed below, except Nos. 5 and 6 at Brunswick and Nos. 3 and 4 between Weverton and WB Tower.

Following are Yard Running Tracks:	Following will issue written instructions for reverse movement:
Wharton St. to Locust St. No. 4 track, westward.	Operator—RG Tower, except verbal permission when switching rear of eastward trains.

SPECIAL INSTRUCTIONS—Continued.

- 16. YARDS—Continued.**
- Following are Yard Running Tracks:**
- BX Tower to Seawall.** Following will issue written instructions for reverse movement:
 No. 1 track, westward, North Track. Yardmaster—Seawall, eastward movement on No. 1 track governed by home signal BX Tower.
 No. 3 track, eastward, South Track.
- Carroll to Washington Rd.** Operator—Carroll.
 No. 3 track, westward, North Track. By Signal indication.
 No. 4 track, eastward, South Track.
- Washington Rd. to Curtis Bay Jct.** Yardmaster—A Yard, Mt. Clare.
 No. 3 track, westward, North Track.
 No. 4 track, eastward, South Track.
- Riverside to Locust Point.** Operator—Riverside.
 No. 1 track, westward, North Track.
 No. 2 track, eastward, South Track.
- Brunswick.** Yardmaster—No. 6 Yard Office.
 No. 1 Crossover. Westbound yard to WB Tower.
 No. 5 track, westward. First track south of No. 6 track.
 No. 6 track, eastward. First track south of engine-house.
- WB Tower to Weverton.** Operator—WB Tower.
 No. 3 track, eastward. First track south of No. 1 track.
 No. 4 track, eastward. First track north of No. 2 track. Yardmaster—No. 6 Yard Office.

Baltimore Terminal—Westward trains will stop to clear crossover switches opposite telephone box, and eastward trains will stop to clear crossover switches just west of Andre St., west end of Locust Point Yard, proceeding only after receiving permission from Yardmaster.

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

Engines switching at Canton, or pulling in or out of Canton Yard, will protect against Canton Railroad engines crossing over or otherwise occupying the yard tracks at that point.

Brunswick—Eastward and westward movements on Nos. 3 and 4 yard running tracks between WB Tower and Weverton controlled by signal indication, except westward movements on No. 4 yard running track will be made on written instructions from Yardmaster No. 6 yard office.

Westward movements on No. 3 Yard Running track between WB Tower and Weverton by written instructions from Operator WB Tower. Operator will first place reminder on Eastbound signals governing movement to Nos. 3 and 4 Yard Running tracks before authorizing westward movements.

When westward trains use No. 3 yard running track WB Tower to Weverton the **head-end only** will be furnished with written instructions to use this track by operator WB Tower. Rear end will not be required to have a copy of these instructions.

Movements from yard tracks at Knoxville to Nos. 3 and 4 yard running tracks will not be made until permission received from Operator WB Tower.

- 16. YARDS—Concluded.**
- E.T.C. sign between No. 1 track and No. 3 track located 20 feet east of east switch of crossover leading from No. 3 yard running track to yard at Knoxville. This indicates end of track circuit on No. 3 track for signal indications at WB Tower.

- 17. HELPER ENGINES.**
- Philadelphia**—Eastward freight trains requiring helper will not pass signal at Locust St. Interlocking until Engineer has received information from rear end of train indicating helper engine is attached.
- Helper engines on rear of eastbound trains when cutting off east of East Plane will not pass automatic signal No. 386, located 2 miles east of East Plane, without authority from Train Dispatcher and will return to East Plane and be governed by signal indication. Helper engines to be turned will move via East wye to East Plane and be governed by signal indication.

- 18. MAIL.**
- Trains handling postal cars must not pass stations ahead of schedule time where mail is taken and engineers will sound one long sound of the engine whistle when approaching mail cranes.

- 19. WATER AND FUEL.**
- 20. WHISTLE SIGNALS.**
- Trains standing in passing siding will use following whistle signals to recall Flagman:

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

- 21. HIGHWAY CROSSING PROTECTION.**
- Movements will stop before passing over and protect highway traffic at the following crossings:

Name	No.	Name	No.
Delaware Branch.		Georgetown Branch.	
Oregon Ave.....	109	River Rd.....	526
Wolf St.....	110	Mt. Airy Spur.	
Snyder Ave.....	112	Westminster Rd.....	466
Delaware Ave.....	114	Old Route 40.....	468-469
Crum Creek Branch.		Frederick Branch.	
Chester Pike.....	141	Abattoir Crossing.....	488
Market St. Branch.		South St.....	489
Beech St.....	194	Wisner St.....	490
W. Liberty St.....	195	Security Branch.	
Madison St.....	196	Wilson Blvd.....	564
Justinson St.....	196-2	Frederick Pike.....	565
West St.....	197	Memorial Blvd.....	566
Tatnall St.....	198	Cannon Ave.....	567
Thorn St.....	199	Frederick Pike (Alt.).....	568
Orange St.....	200	Smithburg Pike.....	569
Shipleigh St.....	201	Shepherd Branch.	
Market St.....	203	Pennsylvania Ave.....	270
Landenberg Branch.		Good Hope Rd.....	273
Newport Rd.....	204	Suitland Pkwy.....	274-1
Marshallton Rd.....	205	South Capitol St.....	277
Newport Rd.....	206	McDill St.....	280
Greenbank Rd.....	207	Magazine Rd.....	286
Ashland (Route 82).....	215		
Yorklyn (Route 82).....	216		
Gap—Newport Rd.....	217.9		
Lancaster Pike.....	218		

SPECIAL INSTRUCTIONS—Continued.

21. HIGHWAY CROSSING PROTECTION—Continued.

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

Name	No.	Name	No.
Sparrows Point Branch.			
Broad St. (Ft. Holabird)	315	Hagerstown Sub-Division.	
Member of crew will actuate flashing light signals from control box before proceeding over crossing.		Wilson Blvd.	557
		Potomac St.	558
		Garlinger Ave.	559
		Sycamore St.	560
		Lee St.	561
		Baltimore St.	562

Sparrows Point Branch.—

Traffic type wayside signals located 20 feet east and west of Merrit Boulevard Crossing No. 319.2 in service. Trains will be governed as follows:

RED or no light—STOP and Flag Crossing.
GREEN—Proceed.

Ft. Geo. G. Meade Branch.
National Security Administration 251.3

Shenandoah Sub-Division.
George St. 589

Savage Branch.
Washington Blvd. 260

Marley Creek Branch.
Pennington Ave. 404

Rule 109(A) in effect at following grade crossings:

- No. 132, 58th St., Philadelphia.
 - No. 133, Fifth St., Darby.
 - No. 134, Main St., Darby.
 - No. 135, Oak Lane, Glenolden.
 - No. 136, Ashland Ave., Glenolden.
 - No. 138, Amosland Ave., Holmes.
 - No. 139, Swarthmore Ave.
 - No. 140, Fairview Ave., Eddystone.
 - No. 160, Du Pont Rd., Elsmere Jct.
 - No. 161, Prices Rd., WJ Tower.
 - No. 168, College Ave., Newark.
 - No. 169, Main St., Newark.
 - No. 170, Elk Mills.
 - No. 175, Ontario St., Havre de Grace.
 - No. 180, Belair Rd., Aberdeen.
 - No. 189, White Marsh.
 - No. 314.7, Fort Holabird.
 - No. 229, Warner St., Baltimore.
 - No. 231, Ridgely St., Baltimore.
 - No. 232, Bayard St., Baltimore.
 - No. 233, Bush St., Baltimore.
 - No. 361.9, Montgomery Ward, Baltimore.
 - No. 362, Washington Blvd., Baltimore.
 - No. 236, Sulphur Spring Rd., Lansdowne.
 - No. 247, Queensbury Rd., Riverdale.
 - No. 265, Upshur St., Bladensburg.
 - No. 266, Annapolis Blvd., Bladensburg.
 - No. 483, Doub.
 - No. 497, Randolph.
 - No. 506, Derwood.
 - No. 508, Summit Ave., Gaithersburg.
 - No. 509, Ward.
 - No. 516, Maple Ave., Brunswick.
 - No. 526, River Rd., Bethesda.
 - No. 530, Weverton (Hagerstown Sub-Division).
- New crossing ¼ mile east of Jones Hill.

When signals are inoperative, the following highway grade crossing protective devices will not operate until train reaches the crossing; therefore train or engines must not pass over these crossings until it has been determined highway crossing protection is operating.

EAST END SUB-DIVISION.

- Crossing No. 132—58th St., Philadelphia.
- Crossing No. 133—5th St., Darby.
- Crossing No. 160—Du Pont Rd., Elsmere Jct.
- Crossing No. 162—Newport Rd., Landenberg Jct.
- Crossing No. 170—Cherry Hill Rd., East Slingerly.
- Crossing No. 173—Principio Rd., East Aikin.

21. HIGHWAY CROSSING PROTECTION—Concluded.

OLD MAIN LINE SUB-DIVISION.

Crossing No. 450—County Highway 969, East Avalon.

Crossing No. 458—County Rd., East Hood.

Crossing No. 461—County Rd., West Hood.

Westward movements from No. 1 track to old 58th St. siding will not exceed 5 miles per hour and will not pass over Crossing No. 132 until it is observed that gates are down.

Price's Rd. Crossing No. 161, WJ Tower, must not be blocked at any time for a period of more than five minutes. A push button box has been installed on relay case located south of main track. CS signs installed 260 feet east of crossing governing westward movements when picking up or setting off cars.

Movements will not exceed 2 miles per hour approaching following crossings, as protection will operate automatically only when crossing is occupied:

- No. 314.7, Chevrolet Plant Siding.
- No. 232, Bayard St. on Carnegie Lead, Baltimore.
- No. 233, Bush St. on Carnegie Lead, Baltimore.
- No. 361.9, Montgomery Ward Siding (Moon Track), Baltimore.

Trains using south siding extension will STOP before crossing Bush St. and use switch key in control boxes located on east and west sides of Bush St. to raise and lower gates for tracks Nos. 1, 2, south siding and north siding. After crossing Bush St., it will not be necessary to raise gates as they will raise automatically.

Trains stopping short of Hollins Ferry Rd. crossing, Mt. Winans will use switch key in control boxes located on west end of relay case, south side of tracks, to raise and lower gates for Nos. 1 and 2 tracks and Mt. Winans Lead. Trains using eastward passing siding and stopping at cut section signs located 100 ft. east and west of crossing, will use switch key in control boxes located at cut section signs south side of tracks, to raise and lower gates. Movements not stopping at this crossing will reduce speed at cut section sign sufficiently to assure gates being down before reaching crossing.

No. 362, Washington Blvd., Baltimore, crews switching in the area of crossing will use switch key in control boxes located at westward and eastward signals No. 3 track and westward signal No. 4 track to lower gates and receive proper CPL signal to proceed over the crossing.

No. 389, Waterview Ave. and No. 414, Monroe St., Baltimore. Trains will stop before crossing street. Switches controlling highway traffic are located on north and south side of crossings and are operated by switch key. Member of crew will use switch key to "TAKE" position causing highway traffic light to display red. After traffic is stopped train will proceed over crossings. It is not necessary to operate switch to "CANCEL" as traffic light will automatically display green after movement over crossing. At Monroe St., dwarf signals located on north and south sides of tracks. Crews will use switch in control box to receive indication on dwarf signals before crossing street.

Westward trains, except "Name" Trains receiving Stop Signal, will stop clear of CS Signs east of crossings at JD Tower and Nos. 3 and 4 tracks at Rocks.

SPECIAL INSTRUCTIONS—Continued.

22. TRAIN ORDER STATIONS.

Open less than 24 hours:

Agent-Operators on duty daily except Saturday and Sunday 8:00 A.M. to 4:00 P.M., Childs, and Aberdeen will handle Form 1089-D.

Agent-Operator on duty at Sykesville, 7:00 A.M. to 3:00 P.M., except Saturday and Sunday, will handle Form 1089-D.

Agent-Operator—Ft. Meade Jct. on duty daily except Saturday and Sunday 8:00 A.M. to 12:00 Noon and from 1:00 P.M. to 5:00 P.M.—Will handle Form 1089-D.

HOURS CLOSED.

Millville.....	{	12:30 P.M. to 1:30 P.M.	}	5:00 P.M. to 8:00 A.M.
Charlestown.....	{	12:00 Noon to 1:00 P.M.	}	5:00 P.M. to 8:00 A.M.
Winchester.....	{	12:30 P.M. to 1:30 P.M.	}	5:00 P.M. to 6:00 P.M.
		2:00 A.M. to 8:00 A.M.		
Hagerstown.....	{	11:00 A.M. to 12:00 Noon	}	5:00 P.M. to 8:00 A.M.

X-Train Order station open daily except Saturday and Sunday.

DPN—Day Part Night except Saturday and Sunday.

23. RESTRICTIONS ON STRUCTURES AND TRACKS.

	Heaviest class of Diesel power permitted.	Cars Gross Weight in Pounds.
Park Jct. to Elsmere Jct.	FS6E-4	263,000
Zuckerman Honickman.....	FS6E-1	263,000
Strathman Coal Co.....	FS6E-1	220,000
Wm. Mills Coal Co.....	X	180,000
Suburban Supply, Glenolden.....	FS6E-1	251,000
Wm. Dupont, Carrcroft.....	FE-4	190,000
Walker Snyder, Wilmington.....	FS6E-1	263,000
J. E. Rhoads, Wilmington.....	X	150,000
Delaware Branch	FS6E-4	263,000
Power House, East Side.....	FB-2	210,000
Continental Distilling Co.....	FS6E-4	263,000
Transfer Bridges, Pier 62 (Philadelphia)...	X	180,000
Crum Creek Branch	FS6E-4	263,000
Virginia Barrel Co., Eddystone.....	FSE-4	200,000
Market St. Extended	FS6E-4	263,000
Builders Supply Corp.....	FS6E-1	263,000
Elsmere Jct. to Bay View	FS6E-4	263,000
College Trestle, Newark.....	SG-3	150,000
E. J. Hollingsworth, Newark.....	FS6E-1	150,000
F. M. Gambrill, White Marsh.....	FE-4	200,000
Fullerton Supply Co., Poplar.....	FS6E-1	263,000
Landenberg Sub-Division:		
Green Bank to Mill Creek.....	SA-2	160,000
Helme Snuff Co. Siding, Yorklyn.....	SA-2	160,000
E. J. Hollingsworth, Marshallton.....	FS6E-1	220,000
Continental Diamond Fiber, Marshallton.....	SA-2	160,000
Crowell Company—Lower Mill.....	SG-3	150,000
Childs Branch:		
Childs to Elk Paper Co.		
(West end of runaround track).....	FSE-5	190,000
Elk Paper Trestle.....	X	130,000
Bay View to Camden Station	FS6E-4	263,000
Carroll Ind. Coal—Kirk Ave.....	FS6E-1	263,000
Canton Branch	FS6E-4	251,000
Highlandtown Branch	SE-2	170,000
Sparrows Point Branch	FS6E-4	251,000
Patapasco Neck Branch.....	FS6E-4	251,000

23. RESTRICTIONS ON STRUCTURES AND TRACKS—Continued.

	Heaviest class of Diesel power permitted.	Cars Gross Weight in Pounds.
Camden Station to Carroll	FS6E-4	263,000
Warner St. Siding.....	FS6E-1	240,000
D & H Distributing Co. Siding.....	FSE-4	200,000
Maryland Glass Corp.....	FS6E-1	263,000
BY Interlocking to Locust Point	FS6E-4	263,000
Locust Point Steel Transfer Bridge:		
Light Car Track.....	X	180,000
Engine and Heavy Car Track.....	X	263,000
Fell St. Transfer Bridge.....		180,000
Coal Pier, Locust Point.....	SE-4	263,000
Carroll to Relay	FS6E-4	263,000
Monumental Distilling Corp., Lansdowne.....	FS6E-1	263,000
Carroll to West Baltimore		
(Mt. Clare Branch).....	FS6E-4	263,000
Mt. Clare and Aliceanna St.....	SE-2	170,000
Curtis Bay Jct. to Curtis Bay	FS6E-4	263,000
Marley Neck Branch	FS6E-4	263,000
Steel Transfer Bridge, Davidson Chemical Co.....	FA-1	180,000
Standard Phosphate Co.....	SE-3	220,000
Carroll to Cliffords	FS6E-4	263,000
Old Main Line Sub-Division	FS6E-4	263,000
Doughnut Mill, Ellicott City.....	FB-2	210,000
Hagerstown Sub-Division	FS6E-4	263,000
Security Branch	FS6E-4	263,000
Relay to Washington	FS6E-4	263,000
J. H. Toomey, Elkridge.....	FS6E-1	263,000
House of Correction, Bridewell.....	FS6E-4	263,000
Dept. of Agriculture, Beltsville.....	FS6E-1	263,000
Edmond's Art Stone, Hyattsville.....	FS6E-4	263,000
Fort George G. Meade Branch	FS6E-4	263,000
Savage Branch to East End Bridge 4	FS6E-4	240,000
Savage Branch Bridge 4	X	130,000
Alexandria Sub-Division and Shepherd Branch	FS6E-4	263,000
Metropolitan Sub-Division	FS6E-4	263,000
Georgetown Jct. to Chevy Chase	FS6E-4	251,000
T. W. Perry's Siding.....	FSE-4	220,000
Chevy Chase to Georgetown	FS6E-4	251,000
*Shenandoah Sub-Division.		
Harpers Ferry to Millville.....	FS6E-4	263,000
Millville to Strasburg Jct.....	FS6E-4	251,000
Halltown Paper Mill Siding.....	FSE-4	200,000
Va. Apple Storage Co. Siding, Winchester.....	SE-2	170,000

X indicates operation of engines not permitted.

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

Bridge No. 1—Harpers Ferry.

Bridge No. 60—Cedar Creek.

Childs Branch—Out of service from a point ½ miles west of west switch runaround track to end of branch except for storage of cars.

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

SPECIAL INSTRUCTIONS—Continued.

23. RESTRICTIONS ON STRUCTURES AND TRACKS —Concluded.

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

Baltimore—Tofcee cars and any other car measuring more than 15 feet from top of rail will NOT clear Hamburg St. Bridge on Belt Line Siding. Any car measuring more than 16 feet from top of rail will NOT clear Hamburg St. Bridge on old eastward main track now used as switching lead.

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

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

University—Engines not permitted on trestle of W. H. Hessick & Son.

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

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

Rockville—Engines not permitted on Wards Coal Dump.

Ilchester—Engines not permitted on trestle of Bartgis Bros.

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

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

Hagerstown—Engines not permitted on Hagerstown Central Equipment siding or Victor Products Corp., siding Antietam Branch out of service 300 feet west of point of switch.

FS6E-2, through 5 class engines not permitted on City Equipment Company Siding, nor Municipal Gas & Light Siding.

Security Branch:

Engines will not go beyond frog, Staton Furniture Co. siding.

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

Millville—Engines not permitted on coal trestle east end of Hill Track, Standard Siding or to go beyond sign (engine stop here) on Blair Lime Stone Company Siding, or under conveyors loading tracks Keystone Plant. Bridge on Potomac Edison siding cannot be used by engines or loaded cars.

Do not operate engine beyond switch on tracks Nos. 3 and 4, Michigan Lime Stone Company plant.

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

Winchester—FS6E-2 through 5 class engines not permitted on Winchester Milling Company Siding beyond a point 50 feet west of point of switch.

24. CLEARANCES.

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

EAST END SUB-DIVISION.

Location.	Structure.	
Park Jct.	{Signal Bridge 93-C. Park Tunnel.	
Race St. Yard	{Siding on Bonsall St., wires. Cooperative Pool Car Company.	
Arch St. Yard	Siding to Building, N.E. cor. 23rd and Arch Sts., building, trolley wires.	
Arch St. Yard	Daily News siding, building trolley wires.	
Philadelphia	{Philadelphia Electric Siding, building. Bridge 91-S. Gimbels siding, chute, building. Bridge 91-R. Bridge 91-Q. Lippincott siding, building. Marine Corps, annex siding, building. Locust St. Company tracks, building. W. M. Anderson siding, crane rail. Marine Corps siding, building. Warner Co. siding, building pipes. Philadelphia Electric Co., building. Bridge 90-E. U.S. Army siding, gate. W. K. Mitchell Co., building. Henry Bower Chemical Co., building. Dupont Chemical Yard, platform, roof, pipes.	
	East Side	{Grays Ferry Tunnel. Bridge 90-A. Bridge 89-E. Barret Roofing siding, high tension wires. Bridge 89-C.
		{Ryerson Steel siding, building. Bridge 89½-A.
	Eastwick	{McIlvain Lumber siding, overhead bridges, wires. Federal Container siding, building. Bridges 88-D. Bridge 88-C. Bridge 88-B. Bridge 88-A.
	58th St. Interlocking	{Bridge 87-E. Main St. crossing, trolley and high tension wires. Robert Filter Mfg. Co., building. Bridge 86-A. Boone Tunnel.
	Darby	{Station siding, wires. Bridge 85-B.
	Collingdale	Bridge 81-A.
	East of Eddystone	Sun Oil sidings on south side railroad, wires.
	Twin Oaks	Bridge 75-A.
	Boothwyn	{Bridge 65-G. Bridge 65½-E. Bridge 65-E. Bridge 65½-D. Bridge 65-C. General Motors siding, buildings.
Wilmington	Bridge 62-A.	
Kiamensi		

SPECIAL INSTRUCTIONS—Continued.

24. CLEARANCES—Continued.
EAST END SUB-DIVISION—Continued.

Location.	Structure.
Delaware Park	Siding, high tension wires.
Newark	Bridges 53-D.
Barksdale	Bridge 51-A.
Eder	Bridge 45-A.
Leslie	{ Bridge 42-C.
	{ Bridge 41-A.
Belvedere	Bridge 38-B.
Jackson	Bridge 37-A.
Aberdeen	Sidings, wires
Stepney	Bridge 25-B.
White Marsh	Team Track, building.
Poplar	{ Bridge 9-B.
	{ Bridge 8-B.
Phila. Road Inland	
Steel Co. Siding	Building.
Loneys Lane	Bridge 15-A.
Goetz Siding	Overhanging roof.
Harford Rd.	{ Sidings from Harford Rd., team track,
	{ wires.
	{ Tunnel.
Kirk Ave.	Sidings at Kirk Ave. high tension wires.
Prefabricators Siding	Buildings and wires.
Greenmount Ave.	
Barclay St.	
Guilford Ave.	
St. Paul and Calvert	{ Tunnel.
Sts.	
Charles and Oak Sts.	
Huntingdon Ave.	
Huntingdon Ave. Yd.	Coal trestles, buildings and high tension
	wires.
Sisson St.	Bridge 4-A.
Oak St. Yard	Firestone siding, high tension wires.
North Ave.	Tunnel.
Park, Davis & Co.	
Siding	Building.
Twin Tunnel	Twin Tunnel.
Howard St.	Tunnel.

East Side to Pier 62.

Oregon Ave.	Wires.
Porter St.	American Pipe & Supply Co., roof, door,
	building.
Wolf St.	Harshaw Chem. Co. siding, pipes, wires,
	building, fence.
Jackson St.	{ Master Lub. Co. siding, building.
	{ Wilson-Martin, Inc., siding, pipes.
Weccacoe Ave.	Wilson-Martin, Inc., siding, wires,
	building, pipes, OH pass.
Snyder Ave.	Cont. Distilling Co. Coal Tipple.
Fruit Terminal	{ Platform and roof, Nos. 2 to 14 tracks.
	{ OH conveyor, Nos. 3 to 7 tracks.
	{ Track 8, wire.
McKean St.	Pipes.
Mifflin St.	Comm. Alcohol Co. siding, roof.
Tasker St.	{ McCahn Sugar, building, pipes, roof.
	{ Stockpen ramps.
	{ Franklin Sugar, OH walkway.
Dickinson St.	{ Franklin Sugar Refining Co. Plant, OH
	{ walkway, buildings, wires, pipes,
	{ hoppers.

28th St., Philadelphia, to Navy Yard.

Navy Yard	Broad St. Bridge.
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24. CLEARANCES—Continued.
EAST END SUB-DIVISION—Continued.

Location.	Structure.
On Delaware Ave., Philadelphia (Geary St. to Queen St.)	
Bisbee Linseed Oil	
Co. Siding	Wires, pipes, building.
Pier 98	Building and wires.
McKean St.	Enterprise Cooperage Co. Siding, roof.
Risser & Rabinowitz	
Siding	Building.
Delaware Ave.	Mifflin St., door.
Bailey Warehouse	
Siding	Door.
Cont. Distilling Co.	Canopy, pipes.
McCahn Sugar Co.	Canopy, pipes, doors.

Crum Creek Branch.

Eddystone	{ Bridge 80-C, under main track.
	{ Chester Pike, wires.
	{ Virginia Barrel Co., wires.

MARKET ST. SUB-DIVISION.

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

LANDENBERG BRANCH.

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

CHILDS BRANCH.

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

SPARROWS POINT BRANCH.

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

LOCUST POINT SUB-DIVISION.

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

SPECIAL INSTRUCTIONS—Continued.

24. CLEARANCES—Continued.

MT. CLARE BRANCH.

Location.	Structure.
Claremont, East End A Yard	Wires.
Monroe St.	Bridge 3½.

CURTIS BAY SUB-DIVISION.

Clifford, Annapolis Rd. Bridge 1-D	Telephone Line.
Clifford, B&A Rail- road Bridge 2-A	B&A Wires.
Clifford, East of Bridge 2-A	Wires.

SOUTH BALTIMORE BRANCH.

Carroll	} Wire.
Wenburn St.	
W.M. Crossing	Wires.
Westport, Kloman St. Siding	Wire.

CURTIS BAY YARD.

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

CURTIS BAY RAILROAD.

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

MARLEY NECK BRANCH.

Marley Neck Branch Jct.	} Tramway.
Bridge 6-B	
Mathieson Chemical Co.	Four cables. Bridge. Cables, tramways, wires, pipes.
Cabin Branch	} Wires.
West of Cabin Branch	
American Oil Co.	} Bridge 7-B and wires.
American Oil Co. Siding	
Cherry Hill Rd.	Wires.
Near Main Track Crossover	Wire.
Charles H. Walton & Co.	Three wires.
American Oil Co.	Four wires.
Bridge 8-B.	Buildings, pipes, and wires.
Seaboard Terminal Co.	Building, wires and cable.
Petrol Corp.	Bridge.
OH Bridge 7-B	Wires.
Tidewater Oil Sales Corp.	Eight wires.
Main Track Crossover near Ordnance Rd.	OH bridge.
Curtis Bay Ordnance Reserve Depot	Wires.
Southern States Cooperative Ass'n.	Seven wires. Wires. Wire and cables.

24. CLEARANCES—Concluded.

MARLEY NECK BRANCH—Continued.

Location.	Structure.
Marley Neck Yard Lead	} Wire.
Kavanaugh Products	
At City Line	} Wires.
Best Fertilizer Co.	
U.S. Coast Guard, Arundel Ave.	} Wires.
U.S. Coast Guard, Thomas Cove	
Stahl Point	} Cable and wire. Sixteen wires.
Hawkins Point	

SEAWALL BRANCH.

Crisp, at Minerec Corp. Gate	} Pipe Line.
Crisp, U.S. Industrial Chemical at Air Reduction	
Fairfield, Royster Guano Co.	} Wires.
Fairfield, Raisin-Monumental Co.	
Fairfield, Mexican Oil Co.	

WASHINGTON SUB-DIVISION.

Hamburg St.	Bridge OA.
Ostend St.	Bridge OC.
Maryland Glass	Building.
Mt. Winans	Bridge 1-B, Curtis Bay Sub-Division.
Hammonds Ferry	Bridge 5-A.
Washington Blvd.	Transit Storage Co. siding, building.
Halethorpe	{ Armco Pipe siding, building. Kaiser siding, building. General Motors siding, building.
Halethorpe	American Can Co., building.
Ft. Meade Jet.	Bridge 19-A.
East of Laurel	Bridge 21-A.
West of Laurel	High tension wires.
Muirkirk	{ Bridge 27-A. Mineral Pigments Corp. siding, wires.
Beltsville	Bridge 28-A.
Beltsville Govern- ment Sidings	Crane runway.
Sunny Side	Ewing Lumber Co., building.
College Park (University of Maryland Siding)	Wires.
Riverdale	Research siding, building.
Hyattsville	Bridge 33-B.
Brentwood	{ Bridge 34-B. Station siding, high tension wires. Bridge 37-A.
Langdon	{ Sear-Roebuck siding, building. Carpel siding, building.
New York Ave.	Bridge 39-B.

FORT GEORGE G. MEADE BRANCH.

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

SAVAGE BRANCH.

Savage Mill	Bridge and wires.
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ALEXANDRIA SUB-DIVISION.

500 feet west of River Rd.	} Bridge.
800 feet west of River Rd.	

SHEPHERD BRANCH.

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

SPECIAL INSTRUCTIONS—Continued.

24. CLEARANCES—Continued.
METROPOLITAN SUB-DIVISION.

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

GEORGETOWN BRANCH.

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

BRUNSWICK.

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

HAGERSTOWN SUB-DIVISION.

Weverton	} Wire.
West of Rohrersville	
Corbett (Wilson Blvd.)	
Hagerstown—Garlinger Ave. & Baltimore St.	Wires.

SECURITY BRANCH.

Crossings Wilson & Memorial Blvds.	Wires.
Fidlersburg Rd.	Wire.

24. CLEARANCES—Concluded.

Location. Structure.
SHENANDOAH SUB-DIVISION.

Millville	Michigan Limestone, Conveyors.
Fifth Ave. (Ranson)	} Wires.
Summit Point	
Stephenson (Crossing 603)	
Stephenson	Bridge 37-A.
Winchester (C. V. Interchange)	Power line.
	Colonial Brick siding, wire.
	C. L. Robinson, wire.
Winchester	Cameron St., wire.
	Winchester Cold Storage Co., wire.
	Baker St., cable and lamp.
	Passenger station, wires and cable.
Winchester (Picadilly St.)	} Wires.
Winchester (Woolen Mill Siding)	
West of Winchester	
Vauluse	Crossing 638, wire.
Stephens City	M. J. Grove, OH loader.
Middletown	M. J. Grove, tipple.
East of Cedar Creek	Crossing 643, power line.
West of Cedar Creek	Dominion Limestone OH conveyors.
Capon Rd.	Wires.
Strasburg Jct.	Tipple of Powhatan Lime Co.

Account restricted clearance, sight windows must be kept in closed position on Class FSE-1 locomotives 6413 to 6424, FSE-5 6900 to 6976 and Class PSE-1 locomotives 3400 to 3406 at following points:

No. 2 track—Cherry St., Philadelphia.

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

Limits.	Track.	Current of Traffic.	No.
Vine to Locust St. Interlocking	{ North track . . .	{ Both directions governed by signal indication . . .	1
	{ South track . . .		2
Locust St. Interlocking to Wharton St.	{ North track . . .	{ Both directions governed by signal indication . . .	1
	{ The second track		2
	{ The third track		3
RG Tower to 58th St., Interlocking	{ North track . . .	{ Both directions governed by signal indication . . .	1
	{ South track . . .		2
Rossville to C. P. Interlocking	{ North track . . .	{ Both directions governed by signal indication . . .	1
	{ South track . . .		2
HB Tower to Carroll	{ North track . . .	{ Both directions governed by signal indication . . .	1
	{ South track . . .		2
Carroll to F Interlocking	{ North track . . .	Westward	1
	{ South track . . .	Eastward	2
BY Interlocking to Riverside	{ North track . . .	{ Both directions governed by signal indication . . .	1
	{ South track . . .		2
Zepp to BX Tower	{ North track . . .	Westward	1
	{ South track . . .	Eastward	2
F Interlocking to QN Tower (via Wye)	{ North track . . .	{ Both directions governed by signal indication . . .	3
	{ South track . . .		4
F Interlocking to QN Tower (via C Tower)	{ North track . . .	{ Both directions governed by signal indication . . .	1
	{ South track . . .		2
QN Tower to Rocks	{ North track . . .	Westward	1
	{ South track . . .	Eastward	2
Rocks to Weverton	{ North track . . .	{ Both directions governed by signal indication . . .	1
	{ South track . . .		2
Chesapeake Jct. to Shepherd Jct.	{ North track . . .	Westward	1
	{ South track . . .	Eastward	2
Curtis Bay Jct. to HX Tower	{ North track . . .	{ Both directions governed by signal indication . . .	3
	{ South track . . .		4
Doub to Rocks	{ North track . . .	{ Both directions governed by signal indication . . .	3
	{ South track . . .		4

SPECIAL INSTRUCTIONS—Continued.

27. UNCLASSIFIED.

General Orders will be issued effective 12:01 A.M. of the first of each month. Rule 58 modified.

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

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

In case of fatal accident on line of road, the nearest state or local police should be promptly notified. If such police cannot be promptly contacted and brought to the scene within a short period of time, train will proceed without further delay, a member of the crew or other agent of the Company being left at the scene to notify the police and make sure that the body is placed in the hands of the proper authority.

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

HOT BOX DETECTORS:

Hot Box Detectors, located one and one quarter mile west of Aberdeen and one half mile west of Silverside. The purpose of these devices is to detect heat given off by passing journals and report this heat to the Train Dispatcher. Each detector checks train movements in both directions. Trains in which overheated journal is detected will be stopped at points as follows:

WESTWARD MOVEMENT—Silverside—Landenberg Jct. or Wilmere Yard.

WESTWARD MOVEMENT—Aberdeen—West Van Bibber.

EASTWARD MOVEMENT—Aberdeen—Signal 588 Havre de Grace (Rule 291).

EASTWARD MOVEMENT—Silverside—East Feltonville.

Crews are to call Operator BA Tower or WJ Tower when stopped at Signal 588, Havre de Grace. Operator BA Tower or WJ Tower will inform crew as to location of overheated journal. Crew will examine specified journal and in addition examine journals of car on each side of specified car. Journal covers must be opened and journals examined. Crew must secure initial, number, type, lading, journal location, last A inspection on side of car of overheated journal, origin and destination of car, giving this information to operator as promptly as possible.

Rule 46 applies at St. Denis and Lansdowne.

Westward trains originating RG Tower must not exceed 12 miles per hour passing RG Tower account Clerk checking cars, unless otherwise instructed.

At the following points Track Car Operators will contact employees designated and secure information as to yard engine and other movements within yard limits. Rule 110 modified.

Market St. Sub-Division—Operator, WJ Tower.

The occupancy of dome sections of Strata Dome Cars is prohibited at all times while cars are operating in electrified territory, Washington Terminal. The Train Conductors must see that persons vacate dome sections before passing Langdon and immediately on departure from Silver Spring when moving into Washington Terminal. When moving out of the Washington Terminal, the dome section may be occupied immediately after passing "C" Tower and clear of the catenary system.

27. UNCLASSIFIED—Concluded.

Westward name trains will set Baltimore cars off at Carroll unless otherwise instructed. Road Crew will not flag or assist setting off at Carroll. Signal behind your train will be held at Stop for your protection. Rules 93 and 99 modified.

Westward "Name" Trains will set Washington cars off at QN Tower unless otherwise instructed. Road Crew will not flag or assist setting off at QN Tower. Signal behind your train will be held at Stop for your protection. Rules 93 and 99 modified.

Track Maintenance Gangs Nos. 1 and 2 are groups of track machinery consisting of Power Ballaster, Ballast Regulator, Track Liner, and other mechanical tools which work as a unit and are designed as TMG-1 or TMG-2. Form 1089-D when issued to TMG-1 or TMG-2 will be authority for the movement of these groups of machines which can be promptly removed from the track by Trackmen. Rule 110 modified.

Trains Nos. 37, 38, 39 and 40 will stop at Forest Glen crossing to load and discharge passengers account platforms removed.

Westward freight trains will proceed on main track to WB Tower at Brunswick. Trains routed to yard at East Brunswick by signal indication will proceed on North Lead to No. 51 cross-over and call on telephone unless otherwise instructed.

Eastward movements on No. 2 track between WB Tower and East Brunswick will look out for men working on and about cars on eastward freight track. When the eastward freight track is blocked with cars, engine crews will sound whistle frequently to alert employees at this location.

Except in yard service, employees are prohibited from riding engine footboards.

Crews of Virginian and RF&P 94 will STOP at pull in switch Washington A Yard and call QN Tower for instructions as to handling of their train.

Trains operating with single RDC unit, when stopping, will move ahead 10 feet after first stop is made and make second stop without the use of sand. Passengers will not be permitted to enter or detrain until second stop is made.

Rule L, page 11, Form 1511-M-Revised, Rules and Regulations of the Operating Department, is amended by the addition of the following paragraph:

Employees are prohibited from riding or walking on the roof of any moving car.

28. ADDITIONAL REGULAR AND FLAG STOPS.

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

No. 107 will stop Riverdale daily except Saturday and Sunday.

29. EXPLANATION OF LETTERS.

B Flag stop daily except Saturday.

C Flag stop to pick up for Baltimore.

G Stops to discharge passengers from Washington.

H Stop to discharge revenue passengers.

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

AVOID DAMAGE

SWITCH CUSTOMERS CARS CAREFULLY

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

	Car Coupled at	Units of Destructive Force
Safe	1 mph	1
	2 "	4
	3 "	9
	4 "	16
Damaging	5 "	25
	6 "	36
	7 "	49
	8 "	64
	9 "	81
	10 "	100

TABLE OF SPEEDS

(Minutes and seconds per mile, in terms of miles per hour.)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
..	45	80.0	1	08	52.9	1	46	34.0
..	46	78.3	1	10	51.4	1	48	33.3
..	47	76.6	1	12	50.0	1	50	32.7
..	48	75.0	1	14	48.6	1	52	32.1
..	49	73.5	1	16	47.4	1	54	31.6
..	50	72.0	1	18	46.1	1	56	31.0
..	51	70.6	1	20	45.0	1	58	30.5
..	52	69.2	1	22	43.9	2	..	30.0
..	53	67.9	1	24	42.9	2	05	28.8
..	54	66.6	1	26	41.9	2	10	27.7
..	55	65.5	1	28	40.9	2	15	26.7
..	56	64.2	1	30	40.0	2	30	24.0
..	57	63.2	1	32	39.1	2	45	21.8
..	58	62.1	1	34	38.3	3	..	20.0
..	59	61.0	1	36	37.5	3	30	17.1
1	..	60.0	1	38	36.8	4	..	15.0
1	02	58.0	1	40	36.0	4	30	13.3
1	04	56.2	1	42	35.3	5	..	12.0
1	06	54.5	1	44	34.6	6	..	10.0

SPEED CARD

To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this card will be helpful in your efforts to prevent Rough Handling.

Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling—it can be done.

	40 Foot Car	50 Foot Car
Seconds	Miles Per Hour	Miles Per Hour
1	28	35
2	14	17.5
3	9.3	11.6
4	7	8.7
5	5.6	7
6	4.7	5.9
7	4	5
8	3.5	4.4
9	3.1	3.9
10	2.8	3.5
11	2.5	3.1
12	2.3	2.9
13	2.15	2.7
14	2	2.5

WESTWARD

Distance from Camden Station.	Train Order Stations.	Washington Sub-Division. TIME-TABLE No. 93. October 25, 1964	Passing Sidings. Capacity, 45-foot cars including engine and caboose.	FIRST CLASS.						
				111	161	171	173	5	1	107
				DAILY	DAILY EX. SAT. SUN. & HOL.	DAILY EX. SAT. SUN. & HOL.	DAILY	DAILY	DAILY	DAILY
				A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
0.3	DN	CAMDEN STATION. 0.3		6.15	7.00	7.45	11.50	3.45	5.05	9.55
0.7	DN	HB TOWER. 0.4								
1.5	DN	BY INTERLOCKING. 0.8								
4.1	DN	CARROLL. 2.6 LANSDOWNE. 1.6								
5.7	DN	HX TOWER. 1.0		6.23	7.08	7.53	11.58	3.54	5.14	10.04
6.7		ST. DENIS. 0.5		S 6.25	S 7.09	S 7.55	F 11.59		S 5.16	
7.2		RELAY. 0.6								
7.8		ELK RIDGE. 3.7		S 6.28	F 7.12	S 7.58				
11.5		DORSEY. 1.5					F 12.04			
13.0		MONTEVIDEO. 0.9								
13.9		JESSUP. 2.1		S 6.35	F 7.19		F 12.08		S 5.26	
16.0		FT. MEADE JCT. 1.6			F 7.22					
17.6		SAVAGE. 1.1								
18.7		LAUREL RACE TRACK. 0.7								
19.4		LAUREL. 3.7		S 6.42	S 7.27	S 8.11	S 12.15	F 4.08	S 5.33	F 10.17
23.1		MUIRKIRK. 2.2								
25.3		BELTSVILLE. 3.1								
28.4		BERWYN. 1.2			F 7.38					
29.6		COLLEGE PARK. 1.0			F 7.40					
30.6		RIVERDALE. 0.7		S 6.54	S 7.42				S 5.45	
31.3	DN	JD TOWER. 0.3		6.55	7.44	8.21	12.26	4.18	5.47	10.26
31.6		HYATTSVILLE. 2.5			F 7.45		F 12.27			
34.1		LANGDON. 1.2								
35.8		F INTERLOCKING. 0.7		Y 7.00	7.50	8.25	Y 12.31	Y 4.23	Y 5.50	Y 10.30
36.0		C TOWER. 0.8		7.07	7.52	8.27	12.37	4.30	5.56	10.35
36.8		WASHINGTON.		A 7.10	A 7.55	A 8.30	A 12.40	A 4.35	A 6.00	A 10.40
				A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
		Time over Sub-Division.....		.55	.55	.45	.50	.50	.55	.45
		Average speed per hour.....		40.2	40.2	49.1	44.2	44.2	40.2	49.1

Passenger trains will not exceed 80 miles per hour.

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

EASTWARD

Distance from Washington.	Train Order Stations.	Washington Sub-Division. TIME-TABLE No. 93. October 25, 1964	Passing Sidings. Capacity 45-foot cars including engine and caboose.	FIRST CLASS.							
				150	2	6	174	152	108	112	
				DAILY EX. SAT. SUN. & HOL.	DAILY	DAILY	DAILY EX. SAT. SUN. & HOL.	DAILY EX. SAT. SUN. & HOL.	DAILY	DAILY	
				A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	
0.8		WASHINGTON. 0.8		7.15	7.55	9.20	5.05	5.35	6.10	11.10	
		C TOWER. 0.7		7.18	7.58	9.23	5.08	5.38	6.13	11.13	
1.5		F INTERLOCKING. 1.2		7.20	8.00	9.25	5.10	5.40	6.15	11.15	
2.7		LANGDON. 2.5									
5.2		HYATTSVILLE. 0.3						F 5.43			
5.5	DN	JD TOWER. 0.7	110	7.23	8.03	9.28	5.13	5.44	6.18	11.18	
6.2		RIVERDALE. 1.0		S 7.24			S 5.14	F 5.46			
7.2		COLLEGE PARK. 1.2						F 5.48			
8.4		BERWYN. 3.1						F 5.51			
11.5		BELTSVILLE. 2.2									
13.7		MUIRKIRK. 3.7									
17.4		LAUREL. 0.7		S 7.34	H 8.14	H 9.39	S 5.24	S 6.00	S 6.29	S 11.29	
18.1		LAUREL RACE TRACK. 1.1									
19.2		SAVAGE. 1.3									
20.8		FT. MEADE JCT. 2.1						F 6.05			
22.9		JESSUP. 0.9		S 7.41			S 5.30	F 6.08		F 11.36	
23.8		MONTEVIDEO. 1.5									
25.3		DORSEY. 3.7		F 7.44							
29.0		ELK RIDGE. 0.6		S 7.49			S 5.37	S 6.16			
29.6		RELAY. 0.5									
30.1		ST. DENIS. 1.0		S 7.52			S 5.40	S 6.19	S 6.42	F 11.44	
31.1	DN	HX TOWER. 1.6		7.54	8.30	9.55	5.41	6.20	6.43	11.45	
32.7		LANSDOWNE. 2.6		F 7.56							
35.3	DN	CARROLL. 0.8	96								
36.1		BY INTERLOCKING. 0.4			Y 8.37	Y 10.02				Y 11.51	
36.5	DN	HB TOWER. 0.3									
36.8	DN	CAMDEN STATION.		A 8.05	A 8.45	A 10.10	A 5.50	A 6.30	A 6.53	A 11.59	
				A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	
		Time over Sub-Division.....		.50	.50	.50	.45	.55	.43	.49	
		Average speed per hour.....		44.2	44.2	44.2	49.1	40.2	51.3	45.0	

Passenger trains will not exceed 80 miles per hour.

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

WESTWARD

Distance from Washington.	Train Order Stations.	Metropolitan Sub-Division. TIME-TABLE No. 93. October 25, 1964	Passing Sidings. Capacity, 45-foot cars including engine and caboose.	FIRST CLASS.							
				11	9	5	39	37	1	7	
				DAILY	DAILY	DAILY	DAILY EX. SAT.-SUN. & HOLIDAYS	DAILY EX. SAT.-SUN. & HOLIDAYS	DAILY	DAILY	
				A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.
0.8	DN	WASHINGTON. 0.8		7.30	1.00	5.00	5.10	5.55	6.25	11.15	
1.7		C TOWER. 0.9		7.33	1.03	5.03	5.13	5.58	6.28	11.18	
2.6		QN TOWER. 0.9		7.35	1.05	5.05	5.15	6.00	6.30	11.20	
5.7		UNIVERSITY. 3.1						F 6.01			
		TAKOMA PARK. 1.2						S 6.05			
6.9		SILVER SPRING. 0.9		S 7.44	S 1.15	S 5.15	S 5.24	S 6.09	S 6.39	S 11.30	
7.8		GEORGETOWN JCT. 1.4		7.45	1.17	5.16	5.26	6.10	6.40	11.31	
9.2		FOREST GLEN. 1.2					F 5.28	F 6.13			
10.4		KENSINGTON. 1.5		7.48	1.20	5.19	S 5.32	S 6.16	6.43	11.34	
11.9		GARRETT PARK. 1.3					S 5.35	S 6.19			
13.2		RANDOLPH. 2.8									
16.0		ROCKVILLE. 2.5		7.54	1.25	5.24	S 5.42	S 6.25	6.48	11.39	
18.5		DERWOOD. 1.6									
20.1		WASHINGTON GROVE. 1.0					S 5.48	S 6.30			
21.1		GAITHERSBURG. 4.8		7.59	1.30	5.29	S 5.51	S 6.33	6.53	11.44	
25.9		GERMANTOWN. 2.5					F 5.57	S 6.39			
28.4		BOYD. 1.4					S 6.01	S 6.43			
29.8		BUCK LODGE. 2.8					F 6.04	F 6.46			
32.6		BARNESVILLE. 2.2		8.09	1.40	5.39	S 6.08	S 6.50	7.03	11.54	
34.8		DICKERSON. 1.4					S 6.12	S 6.54			
36.2		PEPCO. 2.3									
38.5		TUSCARORA. 3.7						F 6.58			
42.2		ROCKS. 3.1		8.18	1.48	5.48	S 6.21	S 7.03	7.12	12.04	
45.3	DN	CATOCTIN. 1.5									
46.8		EAST BRUNSWICK. 2.2									
49.0		WB TOWER. 0.1									
49.1		BRUNSWICK. 3.2		S 8.29	S 1.58	5.58	A 6.31	A 7.13	7.21	S 12.14	
52.3		WEVERTON.		8.34	2.04	6.03			7.25	12.19	
				A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	
		Time over Sub-Division.....		1.04	1.04	1.03	1.21	1.18	1.00	1.04	
		Average speed per hour.....		48.6	48.6	48.7	36.1	37.8	52.3	48.6	

Passenger trains will not exceed 75 miles per hour between C Tower and Rocks, and 65 miles per hour between Rocks and Weverton. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD

Distance from Weverton.	Train Order Stations.	Metropolitan Sub-Division. TIME-TABLE No. 93. October 25, 1964	Passing Sidings. Capacity 45-foot cars including engine and caboose.	FIRST CLASS.							
				10	38	2	40	6	8	12	
				DAILY	DAILY EX. SAT.-SUN. & HOLIDAYS	DAILY	DAILY EX. SAT.-SUN. & HOLIDAYS	DAILY	DAILY	DAILY	
				A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	
3.2	DN	WEVERTON. 3.2		5.18		6.24		7.47	4.35	9.40	
3.3		BRUNSWICK. 0.1	\$	5.23	5.35	6.28	6.40	7.52	4.39	\$ 9.45	
5.5		WB TOWER. 2.2									
7.0		EAST BRUNSWICK. 1.5									
		CATOCTIN. 3.1									
10.1	DN	ROCKS. 3.7		5.32	\$ 5.44	6.36	\$ 6.49	7.59	4.46	9.53	
13.8		TUSCARORA. 2.3					F 6.54				
16.1		PEPCO. 1.4									
17.5		DICKERSON. 2.2			\$ 5.53		\$ 6.59				
19.7		BARNESVILLE. 2.8		5.41	\$ 5.57	6.46	\$ 7.03	8.09	4.57	10.03	
22.5		BUCK LODGE. 1.4			F 6.01		F 7.07				
23.9		BOYD. 2.5			\$ 6.04		\$ 7.10				
26.4		GERMANTOWN. 4.8			\$ 6.08		\$ 7.14				
31.2	DN	GAITHERSBURG. 1.0		5.52	\$ 6.15	6.55	\$ 7.21	8.18	5.08	10.13	
32.2		WASHINGTON GROVE. 1.6			\$ 6.18		\$ 7.24				
33.8	DN	DERWOOD. 2.5									
36.3		ROCKVILLE. 2.8		5.57	\$ 6.24	6.59	\$ 7.30	8.22	5.12	10.17	
39.1		RANDOLPH. 1.3									
40.4		GARRETT PARK. 1.5			\$ 6.30		\$ 7.36				
41.9	DN	KENSINGTON. 1.2		6.02	\$ 6.33	7.04	\$ 7.39	8.30	5.17	10.22	
43.1		FOREST GLEN. 1.4			F 6.37		F 7.42				
44.5		GEORGETOWN JCT. 0.9		6.05	6.39	7.07	7.44	8.34	5.20	10.25	
45.4		SILVER SPRING. 1.2		\$ 6.07	\$ 6.42	\$ 7.12	\$ 7.47	\$ 8.36	\$ 5.22	\$ 10.27	
46.6	DN	TAKOMA PARK. 3.1			F 6.45		\$ 7.50				
49.7		UNIVERSITY. 0.9			F 6.49						
50.6		QN TOWER. 0.9		Y 6.18	6.54	Y 7.22	7.59	Y 8.46	Y 5.33	Y 10.37	
51.5		C TOWER. 0.8		6.27	6.57	7.32	8.02	8.56	5.42	10.47	
52.3		WASHINGTON.		A 6.30	A 7.00	A 7.35	A 8.05	A 8.59	A 5.45	A 10.50	
				A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	
		Time over Sub-Division.....		1.12	1.25	1.11	1.25	1.12	1.10	1.10	
		Average speed per hour.....		42.6	34.7	43.8	34.7	42.6	44.8	44.8	

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

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

WESTWARD.

EASTWARD.

WESTWARD.

EASTWARD.

Distance from Park Jct.	Train Order Stations.	East End Sub-Division.		Passing Sidings. Cap. 45-ft. cars inc. eng. and cab.	Distance from Camden Station.	Train Order Stations.	Old Main Line Sub-Division.		Passing Sidings. Cap. 45-ft. cars inc. eng. and cab.	Distance from Rocks.
		TIME-TABLE No. 93.					TIME-TABLE No. 93.			
		October 25, 1964					October 25, 1964			
1.1	DN	PARK JCT.	97.5	2.8	DN	CURTIS BAY JCT.	61.9			
1.6		VINE (East End Double Track.)	96.4	3.2		WEST BALTIMORE.	61.5			
1.8		PHILADELPHIA.	95.9	4.2		LANSLOWNE.	60.5			
3.3		LOC. ST. INTERLOC'G.	95.7	5.7		HX TOWER.	59.0			
4.4		RG TOWER.	94.2	7.2		RELAY.	57.5			
6.2		58th St. INTERLOC'G. (West End Double Track.)	93.1	7.9		EAST AVALON.	56.8			
12.0		DARBY.	91.3	10.0		WEST AVALON.	54.7			
13.5		EDDYSTONE.	85.5	10.8		ILCHESTER.	53.9			
15.2		CHESTER.	84.0	12.0		WEBERS.	52.7			
17.1		EAST FELTONVILLE.	82.3	12.8		ELLICOTT CITY.	51.9			
26.6	WEST FELTONVILLE.	80.4	17.8	DANIELS.	46.9					
28.5	WILMINGTON.	70.9	20.0	EAST DAVIS.	44.7					
29.2	ELSMERE JCT.	69.0	21.9	WEST DAVIS.	42.8					
30.4	WILSMERE.	68.3	24.3	MARRIOTTVILLE.	40.4					
30.7	WJ TOWER.	67.1	25.3	HENRYTON.	39.4					
33.5	LANDENBURG JCT.	66.8	28.8	SYKESVILLE.	35.9					
38.8	DELAWARE PARK.	64.0	31.3	EAST HOOD.	33.4					
42.9	NEWARK.	58.7	33.3	WEST HOOD.	31.4					
45.1	EAST SINGERLY.	54.6	34.2	WOODBINE.	30.5					
45.6	WEST SINGERLY.	52.4	37.6	WATERSVILLE JCT.	27.1					
50.4	CHILDS.	51.9	41.1	EAST PLANE.	23.6					
56.0	LESLIE.	41.5	43.2	WEST PLANE.	21.5					
58.0	EAST AIKIN.	40.5	46.1	MONROVIA.	18.6					
64.8	WEST AIKIN.	39.5	51.4	EAST REEL.	13.3					
69.8	ABERDEEN.	32.7	53.8	WEST REEL.	10.9					
71.6	BELCAMP.	27.7	54.2	FREDERICK JCT.	10.5					
73.7	EAST VAN BIBBER.	25.9	57.3	LIME KILN.	7.4					
75.9	WEST VAN BIBBER.	23.8	60.4	ADAMSTOWN.	4.3					
77.9	CLAYTON.	21.7	62.0	DOUB.	2.7					
81.9	BRADSHAW.	19.6	64.7	(East End Double Track)						
84.3	WHITE MARSH.	15.6		ROCKS.						
86.0	POPLAR.	13.2								
90.9	ROSSVILLE. (East End Double Track.)	11.5								
93.1	BA TOWER.	6.6								
95.1	CP INTERLOCKING. (West End Double Track.)	4.4								
95.7	HU INTERLOCKING.	2.4								
96.0	NORTH AVENUE.	1.8								
97.5	MT. ROYAL.	1.5								
	CAMDEN STATION.									

Passenger trains will not exceed 60 miles per hour.

Passenger trains will not exceed 45 miles per hour.

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

WESTWARD.

EASTWARD.

WESTWARD.

EASTWARD.

Distance from Weverton.	Train Order Stations.	Hagerstown Sub-Division. TIME-TABLE No. 93. October 25, 1964	Passing Sidings. Cap. 45-ft. cars inc. eng. and cab.	Distance from Hagerstown.	Distance from Harpers Ferry.	Train Order Stations.	Shenandoah Sub-Division. TIME-TABLE No. 93. October 25, 1964	Passing Sidings. Cap. 45-ft. cars inc. eng. and cab.	Distance from Strasburg Jct.
1.2		WEVERTON. 1.2		23.7	4.1	DN	HARPERS FERRY. 4.1		50.4
2.0		STONEBRAKER. 0.8		22.5	6.1	DX	MILLVILLE. 2.0		46.3
3.3		GARRETT'S MILL. 1.3		21.7	10.3	DX	HALLTOWN. 4.2		44.3
4.4		AUGUSTA. 1.1		20.4	10.8		CHARLESTOWN. 0.5		40.1
5.8		BROWNSVILLE. 1.4		19.3	13.5		N. & W. RY. CROSSING. 2.7		39.6
		GAPLAND. 1.0		17.9			ALDRIDGE. 4.5		36.9
6.8		BEELER'S SUMMIT. 1.4		16.9	18.0		SUMMIT POINT. 2.7	47	32.4
8.2		ROHRERSVILLE. 2.9		15.5	20.7		SWIMLEY. 1.7		29.7
11.1		EAKLE'S MILL. 1.5	46	12.6	22.4		WADESVILLE. 4.1		28.0
12.6		KEEDYSVILLE. 1.9		11.1	26.5		FREYCO. 0.3		23.9
14.5		SHOWMAN. 1.0		9.2	26.8		STEPHENSON. 3.7		23.6
15.5		BURTNER. 1.5		8.2	30.5		C. V. JCT. 1.2		19.9
17.0		BREATHEDS. 1.2		6.7	31.7	DPN	WINCHESTER. 1.3		18.7
18.2		ROXBURY. 1.8		5.5	33.0		W. & W. JCT. 2.7		17.4
20.0		BALLS ROAD. 0.4		3.7	35.7		KERNSTOWN. 1.9		14.7
20.4		FIERY SIDING. 1.3		3.3	37.6		BARTONVILLE. 1.7		12.8
21.7		FUNKTOWN. 0.3		2.0	39.3		STEPHENS CITY. 2.5		11.1
22.0		SECURITY JCT. 0.5		1.7	41.8		VAUCLUSE. 2.4		8.6
22.5		CORBETT. 1.2		1.2	44.2		MIDDLETOWN. 1.8		6.2
23.7	DX	HAGERSTOWN.			46.0		CEDAR CREEK. 3.3		4.4
					49.3		CAPON ROAD. 1.1		1.1
					50.4		STRASBURG JCT.		

Passenger trains will not exceed 25 miles per hour.

Passenger trains will not exceed 30 miles per hour.

Distance from Elsmere Jct.	Train Order Stations.	Market Street Sub-Division. TIME-TABLE No. 93. October 25, 1964	Passing Sidings. Cap. 45-ft. cars inc. eng. and cab.	Distance from Ninth Ave.	Distance from Riverside.	Train Order Stations.	Locust Point Sub-Division. TIME-TABLE No. 93. October 25, 1964	Passing Sidings. Cap. 45-ft. cars inc. eng. and cab.	Distance from BY Interlocking.
2.0		ELSMERE JCT. 2.0		2.0	1.2	DN	RIVERSIDE. 1.2		1.2
		NINTH AVE.					BY INTERLOCKING.		

Passenger trains will not exceed 15 miles per hour.

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

WESTWARD.

EASTWARD.

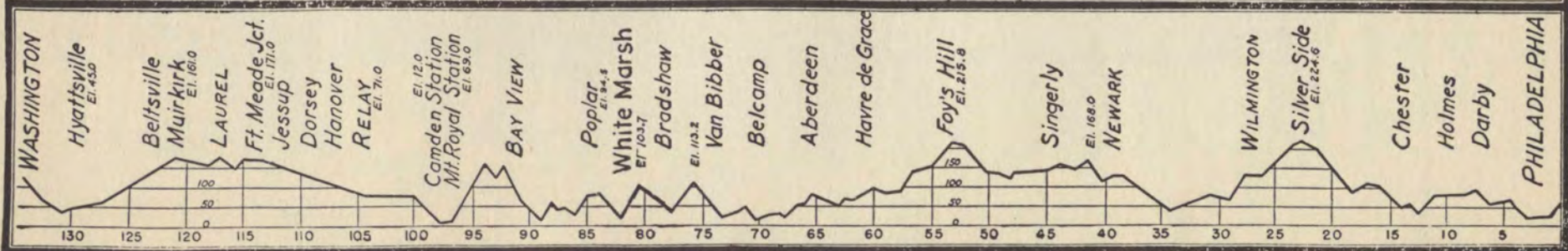
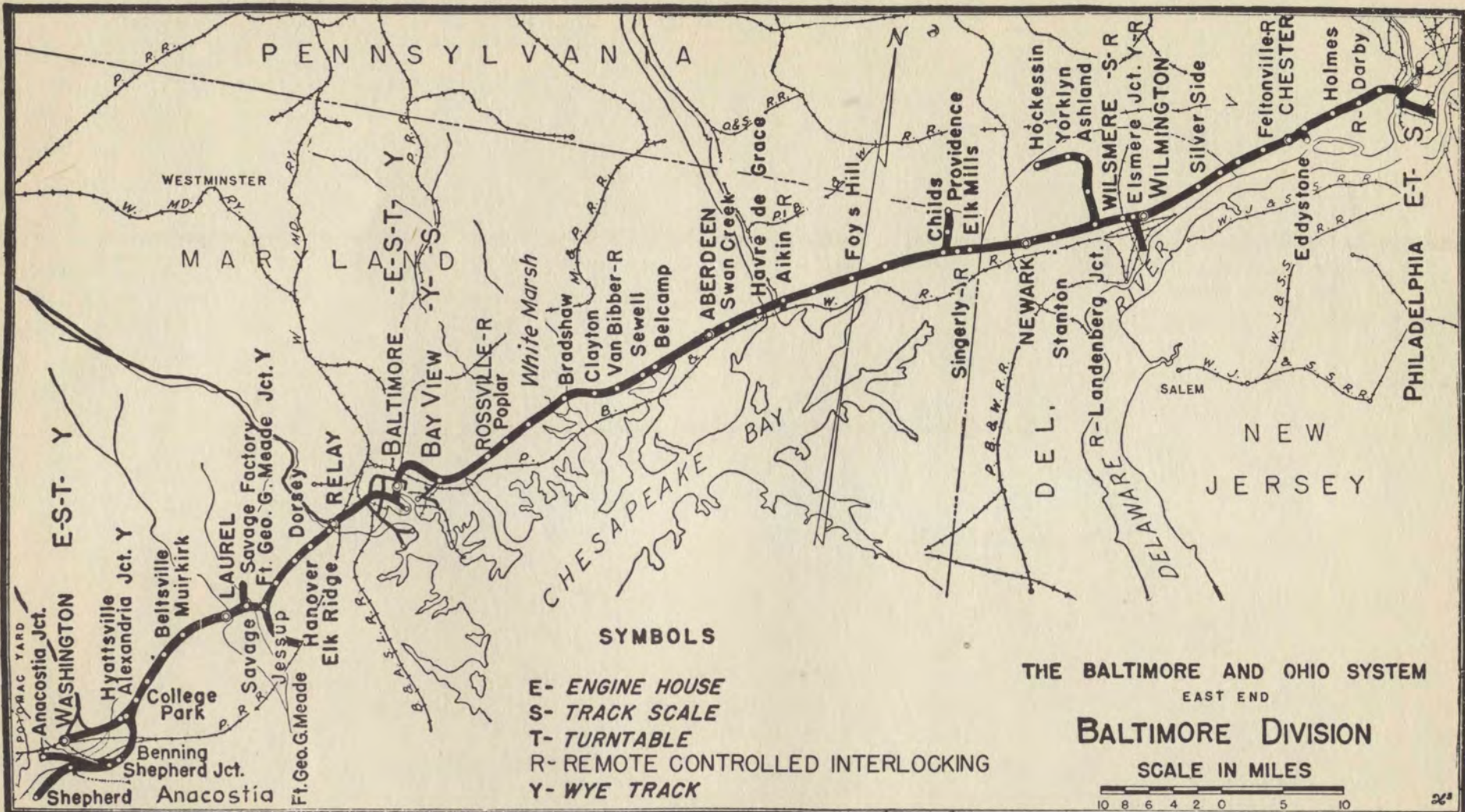
WESTWARD.

EASTWARD.

Distance from JD Tower.		Train Order Stations.	Alexandria Sub-Division.	Passing Sidings. Cap. 45-ft. cars inc. eng. and cab.	Distance from Anacostia Jct.	Distance from BX Tower.		Train Order Stations.	Curtis Bay Sub-Division.	Passing Sidings. Cap. 45-ft. cars inc. eng. and cab.	Distance from Curtis Bay Jct.
			TIME-TABLE No. 93.						TIME-TABLE No. 93.		
			October 25, 1964						October 25, 1964		
1.4	.....	DN	JD TOWER.		6.6	.....		DN	BX TOWER.		3.3
	.....		1.4 JONES HILL.		5.2	1.6	.....		1.6 CLIFFORD.		1.7
3.8	.....		2.4 CHESAPEAKE JCT.		2.8	3.1	.....		1.5 ZEPP.		0.2
	.....		(East End Double Track.)				.....		(West End Double Track.)		
5.3	.....		1.5 BENNING.		1.3	3.3	.....		0.2 CURTIS BAY JCT.		
	.....		0.7 SHEPHERD JCT.		0.6		.....			
6.0	.....		(West End Double Track.)				.....			
6.6	.....	DN	0.6 ANACOSTIA JCT.				.....			

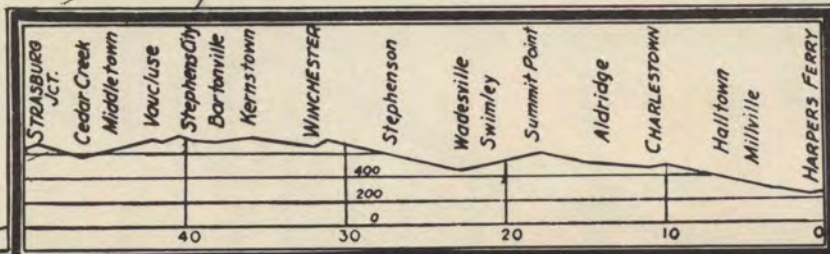
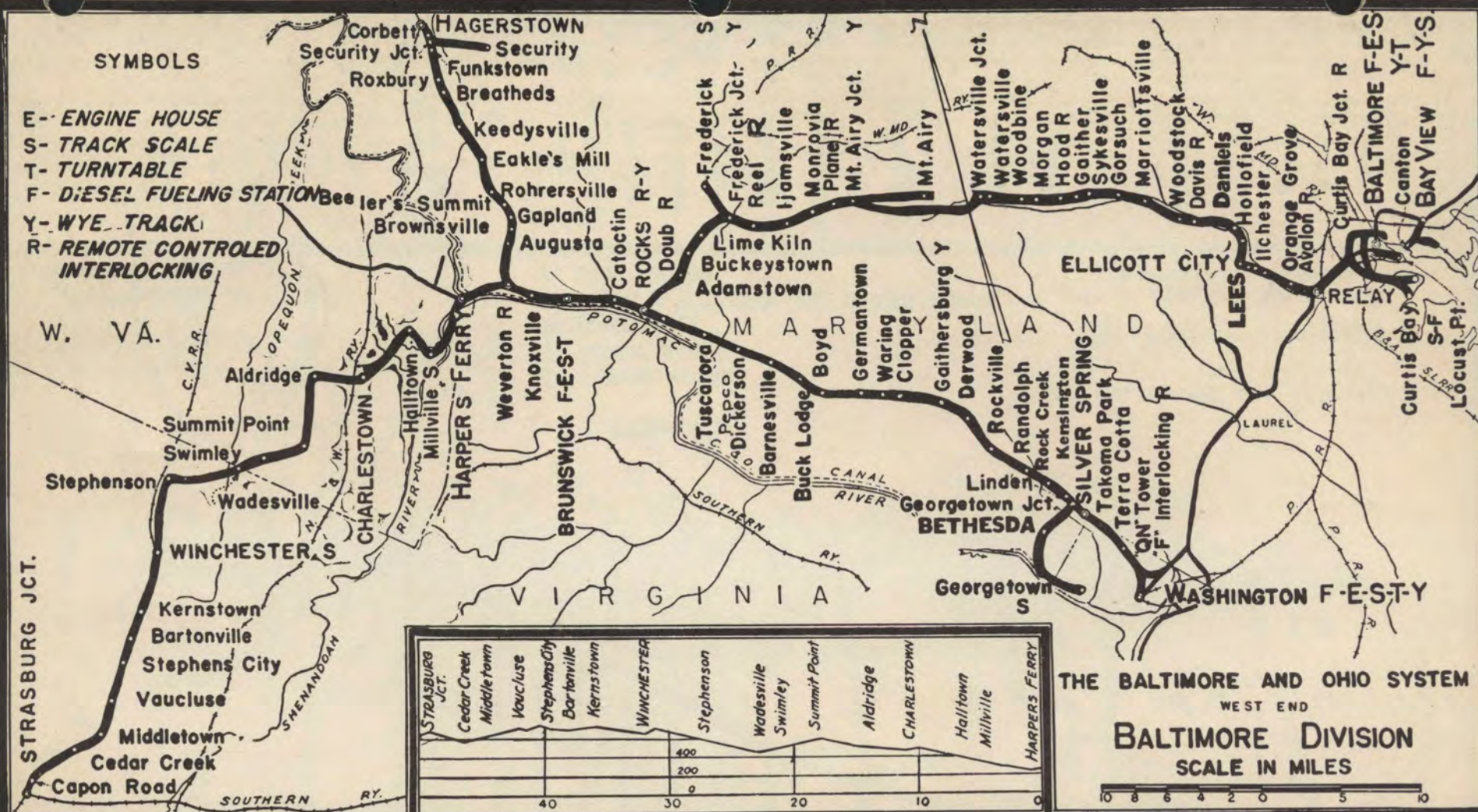
Passenger trains will not exceed 30 miles per hour, Alexandria Sub-Division.

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



SYMBOLS

- E - ENGINE HOUSE
- S - TRACK SCALE
- T - TURNTABLE
- F - DIESEL FUELING STATION
- Y - WYE TRACK
- R - REMOTE CONTROLLED INTERLOCKING



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

