

Harry Holt Blank

**THE BALTIMORE AND OHIO
RAILROAD COMPANY**
CENTRAL REGION

Safety Above Everything



BALTIMORE DIVISION

TIMETABLE NO. 95

Effective 3:01 A. M. Eastern Standard Time

SUNDAY, APRIL 30, 1967

DESTROY ALL TIMETABLES OF PREVIOUS DATE

Read The Instructions

FOR INFORMATION OF EMPLOYES ONLY

Trains run on Eastern Standard Time

R. H. MINSER,
Superintendent.

G. S. HARRIS,
General Manager.

BALTIMORE

Compliance with
OPERATING RULES
AND
SAFETY RULES

INSURES
SAFE and EFFICIENT
Operation

In Case of **DOUBT** or **UNCERTAINTY**
the **SAFE COURSE MUST BE TAKEN**

IMPACT FORCE AT VARIOUS STRIKING SPEEDS		
	CAR COUPLED AT (MPH)	IMPACT FORCE
SAFE	1	1
	2	4
	3	9
	4	16
DAMAGING	5	25
	6	36
	7	49
	8	64
	9	81
	10	100

DIVISION OFFICERS

NAME AND LOCATION	TITLE
BALTIMORE:	
R. H. Minser.....	Superintendent
J. A. Gross.....	Asst. Supt.
R. W. Boyd.....	Trainmaster
C. H. Hufnagel, Jr.....	Trainmaster
C. G. Gray.....	Term. T.M.
M. E. Walker.....	Term. T.M. (Night)
L. C. Brannon, Jr.....	Asst. T.M.
G. W. Shelleman.....	R. F. of E.
M. E. Savage.....	Chief Train Dispr.
W. M. Keefauver.....	A.T.M.
M. W. Hodges.....	Division Engineer
C. B. Caldwell.....	Asst. Divn. Engr.
F. R. Smith.....	Asst. Divn. Engr.
PHILADELPHIA:	
J. F. Johnston.....	Term. T.M.
E. K. Dormann, Jr.....	Asst. T.T.M.
R. W. Estes.....	Asst. T.T.M.
G. M. Kesecker.....	Asst. R.F. of E.
WILSMERE:	
W. A. Lakel.....	Asst. T.M.
L. Wirosloff.....	Asst. T.M. (Night)
BAY VIEW:	
A. J. Tiano.....	Asst. T.T.M.
B. F. Martin.....	Asst. T.T.M. (Night)
LOCUST POINT:	
J. L. Musick.....	Asst. T.T.M.
R. D. Dow.....	Asst. T.T.M. (Night)
MT. CLARE:	
E. L. Willis.....	Asst. T.T.M.
M. K. Bowman.....	Asst. T.T.M. (Night)
CURTIS BAY:	
H. B. Lines.....	Asst. T.T.M.
M. C. Zeisloft.....	Asst. T.T.M. (Night)
WASHINGTON:	
D. G. Crawford.....	Asst. T.M.
BRUNSWICK:	
J. L. Sell.....	Trainmaster
A. B. Bingham.....	Asst. T.T.M. (Night)
J. H. Wheeler.....	Asst. T.M.
G. W. Simmons.....	Asst. R.F. of E.

CHIEF TRAIN DISPATCHERS AND TRAIN DISPATCHERS—BALTIMORE:

Chief Train Dispatchers

T. H. Landers

E. D. Triplett

C. M. Fisher

Train Dispatchers

C. E. Wilmot

R. E. Goad

C. N. Collins

W. L. Cosgrove

W. R. Campbell

H. E. Stinson

A. F. Prior

R. G. Tuck

A. J. Hiers

L. T. Neale

E. S. Bailey

C. E. Phillips

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WASHINGTON SUBDIVISION

TIMETABLE No. 95		FIRST CLASS			
		111 Daily	161 Daily Ex. Sat., Sun. & Hol.	171 Daily Ex. Sat., Sun. & Hol.	109 Daily
In Effect 3:01 a. m. Sunday, April 30, 1967					
CAMDEN STATION		AM	AM	AM	AM
	0.3	600	700	755	1130
HB Tower	0.4	601	701	756	1131
BY Interlocking	0.8	.....	.....	.....	.....
Carroll	2.6	604	704	759	1134
Lansdowne	1.6	.....	.....	.....	.....
HX Tower	1.0	608	708	803	1138
St. Denis	1.1	S 609	S 709	S 804	F1140
Elk Ridge	3.7	F 612	F 712	.....	.....
Dorsey	2.4	.....	.....	.....	F1146
Jessup	2.1	S 620	F 719	.....	F1150
Ft. Meade Jct.	3.4	.....	F 722	.....	.....
Laurel	9.0	S 627	S 727	S 817	S1157
Berwyn	1.2	.....	F 737	.....	.....
College Park	1.0	.....	F 739	.....	.....
Riverdale	0.7	S 640	S 742	.....	.....
JD Tower	0.3	641	743	829	1209
Hyattsville	3.7	.....	F 744	.....	.....
F Interlocking	0.7	644	750	833	Y1213
C Tower	0.8	647	752	835	1222
WASHINGTON		A 650	A 755	A 839	A 1225
		AM	AM	AM	PM

Y-operate via Wye, F-interlocking.

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

READ DOWN
WESTWARD

FIRST CLASS		
105 Daily	131 Daily	107 Daily
PM	PM	PM
320	505	930
321	506	931
.....
324	509	934
.....
328	513	939
.....	S 515	.....
.....
.....	S 525	.....
.....
.....	S 533	F 954
.....
.....	S 547	.....
.....
349	548	1008
.....
354	Y 552	Y 1012
357	602	1022
A 400	A 605	A 1025
PM	PM	PM

WASHINGTON SUBDIVISION
TIMETABLE No. 95

 In Effect 3:01 a. m.,
 Sunday, April 30, 1967

FIRST CLASS

150 Daily Ex. Sat., Sun. & Hol.	132 Daily	106 Daily	174 Daily Ex. Sat., Sun. & Hol.
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		AM	AM	AM	PM
CAMDEN STATION	0.3	A 748	A 900	A 1025	A 555
HB Tower	0.4	747	858	1024	554
BY Interlocking	0.8	.....	Y 845	.....	.....
Carroll	2.6	745	840	1021	551
Lansdowne	1.6	.....	F 836	.....	.....
HX Tower	1.0	739	835	1017	546
St. Denis	1.1	S 738	.....	.....	S 545
Elk Ridge	3.7	.....	F 831	.....	S 542
Dorsey	2.4	.....	F 827	.....	.....
Jessup	2.1	S 729	.....	.....	S 534
Ft. Meade Jct.	3.4	.....	.....	.....	.....
Laurel	9.0	S 722	H 820	.....	S 527
Berwyn	1.2	.....	.....	.....	.....
College Park	1.0	.....	.....	.....	.....
Riverdale	0.7	S 710	.....	.....	S 515
JD Tower	0.3	708	809	953	513
Hyattsville	3.7	.....	.....	.....	.....
F Interlocking	0.7	705	805	950	510
C Tower	0.8	703	803	948	508
WASHINGTON		700	800	945	505
		AM	AM	AM	PM

 H-Stop to discharge revenue passengers.
 Y-operate via Wye, BY interlocking.

READ UP
EASTWARD
FIRST CLASS

152 Daily Ex. Sat., Sun. & Holidays	108 Daily	112 Daily
---	---------------------	---------------------

	PM	PM	PM
A	632	A 703	A 1159
	631	701	1158

	628	657	1154

	623	653	1150
	S 621	S 652	F1148
	S 618	.....	.....

	F 610	.....	F1138
	F 607	.....	.....
	S 602	S 637	S1132
	F 551	.....	.....
	F 548	.....	.....
	F 546	.....	.....
	545	623	1119
	F 544	.....	.....
	540	620	1115
	538	618	1113
	535	615	1110
	PM	PM	PM

METROPOLITAN SUBDIVISION

READ DOWN

WESTWARD

TIMETABLE No. 95

FIRST CLASS

In Effect 3:01 a. m.,
Sunday, April 30, 1967

11 Daily	9 Daily	5 Daily	39 Daily Ex. Sat., Sun. & Hol.
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	AM	PM	PM	PM
WASHINGTON	0.8 700	1245	415	500
C Tower	0.9 703	1248	418	503
QN Tower	0.9 705	1250	420	S 505
University	3.1.....	.....	.....	.....
Takoma Park	1.2.....	.....	.....	.....
Silver Spring	2.3 S 714	S 100	S 430	S 514
Forest Glen	1.2 .....	.....	.....	F 518
Kensington	1.5 .....	.....	.....	S 522
Garrett Park	4.1 .....	.....	.....	S 525
Rockville	4.1 .....	.....	.....	S 532
Washington Grove	1.0 .....	.....	.....	S 538
Gaithersburg	4.8 .....	.....	.....	S 541
Germantown	2.5 .....	.....	.....	F 547
Boyd	1.4 .....	.....	.....	S 551
Buck Lodge	2.8 .....	.....	.....	F 554
Barnesville	2.2 .....	.....	.....	S 558
Dickerson	3.7 .....	.....	.....	S 602
Tuscarora	3.7.....	.....	.....	.....
Rocks	6.9 .....	.....	.....	S 611
Brunswick	3.2 S 801	S 145	516	A 621
WEVERTON	808	151	520	.....
	AM	PM	PM	PM

At Forest Glen, passengers will be loaded and discharged at crossing.

FIRST CLASS

37 Daily Ex. Sat., Sun. & Holidays	31 Daily	7 Daily
--	--------------------	-------------------

PM	PM	PM
555	630	1115
558	633	1118
600	635	1120
F 601	.....	.....
S 605	.....	.....
S 609	S 645	S1130
F 613	.....	.....
S 616	.....	.....
S 619	.....	.....
S 625	.....	.....
S 630	.....	.....
S 633	.....	.....
S 639	.....	.....
S 643	.....	.....
F 646	.....	.....
S 650	.....	.....
S 654	.....	.....
F 658	.....	.....
S 703	.....	.....
A 713	728	S1220
.....	733	1226
PM	PM	AM

WESTWARD

STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (4.5 ft.)	EAST END SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0		PARK JCT.	1.1		PK	Rdg.
1.1		Vine (EEDT)	0.5		V	
1.6		Philadelphia	0.2			
1.8		Locust St. Interlocking	1.4		X	
3.2		East Side	0.1			PRR
3.3		RG Tower	0.4	C	RG	
3.7		Eastwick	0.7			Rdg.
4.4		58th St. Interlocking (WEDT)	1.8		FY	
6.2	176	Darby	5.8		DY	
12.0		Eddystone	1.5		WA	
13.5		Chester	1.7		CR	
15.2		East Feltonville	1.9		FN	
17.1	207	West Feltonville	9.5		FN	
26.6		Wilmington	1.9		WD	
28.5		Elsmere Jct.	0.7		JU	Rdg.
29.2		Wilmere	1.2		WY	
30.4	224	WJ Tower	0.3	C	WJ	
30.7		Landenburg Jct.	2.8		LB	
33.5		Delaware Park	5.3		SO	
38.8		Newark	4.1		N	
42.9		East Singerly	2.2		SY	
45.1	241	West Singerly	0.5		SY	
45.6		Childs	4.8		CH	
50.4		Leslie	5.6			
56.0		East Aikin	2.0		SA	
58.0	222	West Aikin	6.8		SA	PRR
64.8		Aberdeen	5.0		A	
69.8		Belcamp	1.8		BE	
71.6		East Van Bibber	2.1		VB	
73.7	233	West Van Bibber	2.2		VB	
75.9		Clayton	2.0		CN	
77.9		Bradshaw	4.0			
81.9		White Marsh	2.4			
84.3		Poplar	1.7		BR	
86.0		Rossville (EEDT)	4.0		RS	
90.0		Bayview				PRR
						Sparrows Pt. SD
90.9		BA Tower	0.9			
93.1		CP Interlocking (WEDT)	2.2	C	BA	
95.1		HU Interlocking	0.6		CP	
95.7		North Avenue	0.3	C	HU	
96.0	85	Mt. Royal	1.8	C	NA	PRR
97.8		HB TOWER		C	RM	
					HB	Wash. SD

C-Continuous.

WESTWARD

STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (4.5 ft.)	MARKET STREET SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0		ELSMERE JCT.	2.0		JU	E.E.SD
2.0		NINTH AVENUE				Rdg.-PRR

SPARROWS POINT SUBDIVISION

0.0		BA TOWER	0.9	C	C	BA	E.E.SD
0.9		Becks	1.0				
1.9		Canton Jct.	0.7				C.R.R.
2.6		Penn Mary Jct.	4.8				
7.4		GRAY (Bear Creek Jct.)					P.B.R.

LOCUST POINT SUBDIVISION

0.0		RV TOWER	1.2	C	C	RV	
1.2		BY INTERLOCKING				BY	Wash. SD

SO. BALTIMORE SUBDIVISION

0.0		CLIFFORD	1.2				Curtis Bay SD
1.2		Westport	0.4				W.M.
1.6		CARROLL		C	C	CX	Wash. SD

MT. CLARE SUBDIVISION

0.0		CARROLL	0.3	C	C	CX	Wash. SD
0.3		WASHINGTON ROAD					

CURTIS BAY SUBDIVISION

0.0		BX TOWER	1.6	C	C	BX	
1.6		Clifford	1.5			CF	B&A, So. Balto. SD
3.1		Zepp (WEDT)	0.2			Z	
3.3		CURTIS BAY JCT.				CG	Old M.L. SD

C-Continuous.

WESTWARD

STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	WASHINGTON SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0		CAMDEN STATION	C	C	DO	.....
0.3		HB Tower	C	C	HB	E.E. SD
0.7		BY Interlocking			BY	Loc. Pt. SD
1.5		Carroll	C	C	CX	So. Balto. SD, Mt. Clare SD
4.1		Lansdowne			DE	.....
5.7		HX Tower	C	C	HX	Old M.L. SD
6.7		St. Denis				.....
7.2		Relay			RX	.....
7.8		Elk Ridge			RK	.....
11.5		Dorsey				.....
13.0		Montevideo				.....
13.9		Jessup			UP	.....
16.0		Ft. Meade Jct.			PA	Ft. M. SD
17.6		Savage				.....
18.7		Laurel Race Track				.....
19.4		Laurel			AU	.....
23.1		Muirkirk			MU	.....
25.3		Beltsville				.....
28.4		Berwyn				.....
29.6		College Park				.....
30.6		Riverdale				.....
31.3	E 110	JD Tower	C	C	JD	Alex. SD
31.6		Hyattsville				.....
34.1		Langdon			Q	.....
35.3		F Interlocking			F	.....
36.0		C Tower			C	Wash. Tml.
36.8		WASHINGTON			DC	.....

C-Continuous.

WESTWARD

STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	FT. GEORGE G. MEADE SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0		FT. MEADE JCT.			PA	Wash. SD
2.8		Portland				.....
4.4		FT. GEORGE G. MEADE				P.R.R.

ALEXANDRIA SUBDIVISION

Distance	Passing Siding Capacity in Cars (45 ft.)	STATIONS	From	To	Office Call	Jct. or Crossing
0.0		JD TOWER	C	C	JD	Wash. SD
1.4		Jones Hill				.....
3.8		Chesapeake Jct. (EEDT)			CJ	EW
5.3		Benning			AS	PRR
6.0		Shepherd Jct. (WEDT)			SJ	.....
6.6		ANACOSTIA JCT.	C	C	AN	PRR

METROPOLITAN SUBDIVISION

Distance	Passing Siding Capacity in Cars (45 ft.)	STATIONS	From	To	Office Call	Jct. or Crossing
0.0		WASHINGTON			DC	.....
0.8		C Tower			C	Wash. Tml.
1.7		QN Tower	C	C	QN	.....
2.6		University			UX	.....
5.7		Takoma Park				.....
6.9		Silver Spring			SG	.....
7.8		Georgetown Jct.			GN	G'town SD
9.2		Forest Glen				.....
10.4		Kensington				.....
11.9		Garrett Park				.....
13.2		Randolph				.....
16.0		Rockville			V	.....
18.5		Derwood				.....
20.1		Washington Grove				.....
21.1		Gaithersburg			BU	.....
25.9		Germantown			GN	.....
28.4		Boyd			DS	.....
29.8		Buck Lodge				.....
32.6		Barnesville			BA	.....
34.8		Dickerson				.....
36.2		Pepco			PC	.....
38.5		Tuscarora				.....
42.2		Rocks			KG	Old M.L. SD
45.3		Catoctin				.....
46.8		East Brunswick			BN	.....
49.0		WB Tower	C	C	WB	.....
49.1		Brunswick				.....
52.3		WEVERTON			VO	Cumb. Div.-Hag. SD

C-Continuous.

WESTWARD

STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	GEORGETOWN SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0	GEORGETOWN JCT.	.....	.....	GN	Met. SD
1.9	Chevy Chase	1.4	.....	.....	.....
3.3	Bethesda	7.7	.....	.....	.....
11.0	GEORGETOWN	.....	.....	.....	.....

OLD MAIN LINE SUBDIVISION

0.0	.....	CURTIS BAY JCT.	0.4	.....	.....	CG	C. Bay SD
0.4	.....	West Baltimore	1.0	.....	.....	DE	.....
1.4	.....	Lansdowne	1.5	.....	.....	HX	Wash. SD
2.9	.....	HX Tower	1.5	C	C	RX	.....
4.4	.....	Relay	0.7	.....	.....	AV	.....
5.1	.....	East Avalon	2.1	.....	.....	AV	.....
7.2	234	West Avalon	0.8	.....	.....	MS	.....
8.0	.....	Ilchester	1.2	.....	.....	AB	.....
9.2	.....	Webers	0.8	.....	.....	DV	.....
10.0	.....	Ellicott City	5.0	.....	.....	DV	.....
15.0	.....	Daniels	2.2	.....	.....	MR	.....
17.2	.....	East Davis	1.9	.....	.....	U	.....
19.1	206	West Davis	2.4	.....	.....	HM	.....
21.5	.....	Marriottsville	1.0	.....	.....	HM	.....
22.5	.....	Henryton	3.5	.....	.....	WD	.....
26.0	.....	Sykesville	2.5	.....	.....	WX	.....
28.5	.....	East Hood	2.0	.....	.....	MA	.....
30.5	220	West Hood	0.9	.....	.....	MA	.....
31.4	.....	Woodbine	3.4	.....	.....	RO	.....
34.8	.....	Watersville	3.5	.....	.....	R	.....
38.3	.....	East Plane	2.1	.....	.....	R	.....
40.4	240	West Plane	2.9	.....	.....	FE	.....
43.3	.....	Monrovia	5.3	.....	.....	LK	.....
48.6	.....	East Reel	2.4	.....	.....	AX	.....
51.0	266	West Reel	0.4	.....	.....	DB	.....
51.4	.....	Frederick Jct.	3.1	.....	.....	KG	Met. SD
54.5	.....	Lime Kiln	3.1	.....	.....	.....	.....
57.6	.....	Adamstown	1.6	.....	.....	.....	.....
59.2	.....	Doub (EEDT)	2.7	.....	.....	.....	.....
61.9	.....	ROCKS	.....	.....	.....	.....	.....

C-Continuous.

WESTWARD

STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	HAGERSTOWN SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing	
			From	To			
0.0	WEVERTON	2.0	.....	.....	VO	Met. SD
2.0	Garret's Mill	1.3	.....	.....	.....	.....
3.3	Augusta	1.1	.....	.....	.....	.....
4.4	Brownsville	1.4	.....	.....	.....	.....
5.8	Gapland	1.0	.....	.....	.....	.....
6.8	Beelers Summit	1.4	.....	.....	BS	.....
8.2	Rohrersville	2.9	.....	.....	.....	.....
11.1	46	Eakle's Mill	1.5	.....	.....	.....	.....
12.6	Keedysville	4.4	.....	.....	Ky	.....
17.0	Breatheds	1.2	.....	.....	.....	.....
18.2	Roxbury	1.8	.....	.....	.....	.....
20.0	Balls Road	1.7	.....	.....	.....	.....
21.7	Funkstown	0.3	.....	.....	.....	.....
22.0	Security Jct.	0.5	.....	.....	.....	.....
22.5	Corbett	1.2	.....	.....	.....	.....
23.7	HAGERSTOWN	.....	.....	.....	HA	WM

SHENANDOAH SUBDIVISION

0.0	.....	HARPERS FERRY	4.1	C	C	HF	Cumb. Div.
4.1	.....	MILLVILLE	2.0	*800 A	500 P	MV	.....
6.1	.....	Halltown	4.2	.....	.....	HN	.....
10.3	.....	Charlestown	0.5	.....	.....	CH	N&W
10.8	.....	N&W Ry. Crossing	7.2	.....	.....	.....	.....
18.0	47	Summit Point	8.5	.....	.....	SP	.....
26.5	.....	Freyco	0.3	.....	.....	.....	.....
26.8	.....	Stephenson	3.7	.....	.....	.....	.....
30.5	.....	C. V. Jct.	1.2	.....	.....	CV	.....
31.7	.....	Winchester	1.3	*800 A	500 P	WN	PRR, W&W
33.0	.....	W&W Jct.	2.7	600 P	200 A	.....	.....
35.7	.....	Kernstown	3.6	.....	.....	.....	.....
39.3	.....	Stephens City	4.9	.....	.....	SC	.....
44.2	.....	Middletown	5.1	.....	.....	MD	.....
49.3	.....	Capon Road	1.1	.....	.....	.....	.....
50.4	.....	STRASBURG JCT.	.....	.....	.....	D	SOU

C-Continuous.

*-Daily except Saturday and Sunday.

SPECIAL INSTRUCTIONS

1-A.—Concluded.

TIMETABLE ABBREVIATIONS:

TT.....Timetable
 SI.....Special Instructions
 TO.....Train Order
 SD.....Subdivision

Any reference to "Rule/s" in Special Instructions refers "to Operating Rule/s" unless otherwise noted.

1-A.—DESIGNATION AND USE OF MAIN TRACKS.

SUBDIVISION OR TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
Park Jct. and Vine	676	1
Vine and Locust Street Interlocking, Nos. 1 and 2 tracks	676	2
Locust Street Interlocking and RG Tower, Nos. 1, 2 and 3 tracks	676	3
RG Tower and 58th Street Interlocking, Nos. 1 and 2 tracks	676	2
58th Street Interlocking and Rossville including all passing sidings	676	1
Market Street SD	676	1
Rossville and CP Interlocking, Nos. 1 and 2 tracks	676	2
CP Interlocking and HB Tower including passing siding	676	1
"HB" Tower and Carroll, Nos. 1 and 2 tracks	676	2
"BY" Interlocking and RV Tower, Nos. 1 and 2 tracks	676	2
"BY" Interlocking and Carroll on South Siding	676	1
Zepp and "BX" Tower	251-254	2
Zepp and Curtis Bay Jct.	676	1
Curtis Bay Jct. and "HX" Tower, Nos. 3 and 4 tracks	676	2
Carroll and "F" Interlocking	251-254	2
"JD" Tower and Chesapeake Jct. (See TTSI-15, Note 1)	676	1
Chesapeake Jct. and Shepherd Jct.	251-254	2
Shepherd Jct. and Anacostia Jct.	676	1
"F" Interlocking and "QN" Tower, Nos. 3 and 4 tracks (via Wye)	676	2
"F" Interlocking and "C" Tower, Nos. 1 and 2 tracks	676	2
"C" Tower and "QN" Tower, Nos. 1 and 2 tracks	676	2
"QN" Tower and Rocks	251-254	2
Rocks and Weverton, Nos. 1 and 2 tracks	676	2
"HX" Tower and Doub (Including passing sidings)	676	1
Doub and Rocks, Nos. 3 and 4 tracks	676	2

SUBDIVISION OR TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
Sparrows Point SD	TTSI-7(b)	1
Mt. Clare SD Carroll and Washington Rd.	676	2
South Baltimore SD	TTSI-7	1
Fort George G. Meade SD (See Note 1 and TTSI-15, Note 3)	TTSI-7	1
Georgetown SD	TTSI-7	1
Hagerstown SD	TTTO	1
Shenandoah SD (See Note 2)	TTTO	1

Note.—Where Rules 251-254 are in effect Rules 505-519, inclusive, are also in effect.

Where Two Main Tracks Are in Service they are numbered from north to south. Where Rules 251-254 are in effect, No. 1 track is westward and No. 2 track is eastward.

Where Three or More Main Tracks Are in Service they are numbered from north to south as follows:

Locust St. to "RG" Tower.....1, 2 and 3

Curtis Bay Jct. to "HX" Tower.....3, 4, 1 and 2

Note 1.—*Fort Geo. G. Meade S.D.*—Trains or engines will approach Fort Geo. G. Meade looking out for Government engine and cars occupying main track between Portland Rd. Crossing and PRR connection.

Note 2.—*Shenandoah Subdivision.*—Rule 304 in effect between Harpers Ferry and Winchester.

JOINT USE OF TRACKS

1-B.—Baltimore and Ohio trains and engines will use the tracks of other railroads in accordance with their timetables, rules and regulations between the points shown below:

Penrose and Stadium.....PRR
 Stadium and Swanson St.....PRR
 Park Jct. and Westfalls.....RDG
 Anacostia and RO Interlocking.....PRR
 Potomac Yard.....RF&P
 C Tower and Washington.....Washington Terminal

1-C.—Trains and engines of other railroads will be governed by Baltimore and Ohio Railroad timetables, rules and regulations when using Baltimore and Ohio tracks.

2.—LOCATION—STANDARD CLOCKS, BULLETIN BOARDS, GENERAL ORDERS AND WATCH COMPARISON FORMS:

STATION	LOCATION OF CLOCK	GENERAL ORDERS, ETC.
Philadelphia	Caller's Office, East Side "RG" Tower	Caller's Office, East Side "RG" Tower
	Pier District Yard Office	Pier District Yard Office
Wilmington	Yard Office, WJ Tower	Yard Office
	Bay View Yard Office	Bay View Yard Office
	Penn Mary Yard Office	Penn Mary Yard Office
	Station Master's Office	Station Master's Office
	Passenger Conductor's Locker Room	Passenger Conductor's Locker Room
	Camden Yard Office	Camden Yard Office
	Riverside Caller's Office	Riverside Caller's Office
Baltimore	Locust Point Yard Office	Locust Point Yard Office
	Mt. Clare, "A" Yard Office	Mt. Clare, "A" Yard Office
	Yard Office, Seawall	Yard Office Seawall
	Yard Office, Stonehouse Cove	Yard Office, Stonehouse Cove
	*Station Master's Office	*Station Master's Office
	*Caller's Office, Room 215, Union Station	*Caller's Office, Room 215, Union Station
	New York Ave. Yard Office	New York Ave. Yard Office
Potomac Yard	Caller's Office	Caller's Office
Frederick	Agent's Office	Agent's Office
	Caller's Office	Caller's Office
Brunswick	WB Tower	WB Tower
	Yard Office	Yard Office
Winchester	Station	Station

*Crews registering at Washington (Station Master's Office and Caller's Office, Room 215, Union Station) will use Washington Terminal Company train register.

4.—CLEARANCE CARD FORM A.

(a).—Rule 111 is modified to permit trains to leave the stations designated below without Clearance Card Form A except when train order signal (where provided) is displayed for orders.

Station	Trains
"RG" Tower	Eastward trains originating
Washington, D. C.	Trains originating (See TTSL-4-g and h)
Ellicott City	Trains originating
Frederick Jct.	Trains originating
Georgetown Jct.	Trains originating
Harpers Ferry	Trains to Shenandoah Subdivision

4.—Concluded.

(b).—Camden Station.—Clearance Card Form A and train orders, for trains originating Camden Station, will be received by Conductors at Chief Train Dispatcher's Office, Room 217, Camden Station.

(c).—Freight crews dispatched from Camden will receive Clearance Card Form A at HB Tower.

(d).—All crews called or dispatched from Riverside will receive Clearance Card Form A at RV Tower.

(e).—BX Tower.—When messages or written instructions are delivered to trains or engines entering yard, Clearance Card Form A is not required. Rule 112 modified.

(f).—Eastward trains from Alexandria Subdivision will receive clearance Card Form A at J D Tower.

(g).—Westward trains originating Washington, D. C. and westward trains from Alexandria Subdivision operating west of QN Tower will receive Clearance Card Form A at QN Tower.

(h).—Conductors of all trains originating Washington, D.C., will call operator at DC office prior to departure for instructions.

(i).—Train Order Board will not be displayed for Trains Originating at the following stations. Rule 111 is in effect. Rules 207 and 222 modified.

STATION	TRAIN
RG Tower	All trains
WJ Tower	All trains
BA Tower	All trains
HB Tower	All trains
RV Tower	All trains
HX Tower	All trains
JD Tower	All trains
QN Tower	All trains
WB Tower	All trains

5.—MAXIMUM AUTHORIZED SPEED.

Definition: *Maximum Authorized Speed.*—The maximum speed authorized by timetable, or by special instructions for a subdivision or a portion of a subdivision, subject to designated speed restrictions.

BETWEEN	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
East end Subdivision	60	50	40
Washington Subdivision	70	55	40
Metropolitan Subdivision	70	55	40
Old Main Line Subdivision	45	45	40
Alexandria Subdivision	30	30	30
Shenandoah Subdivision	30	30	30
Hagerstown Subdivision	25	25	25
Following Subdivisions:			
Sparrows Point	15	15	15
Locust Point			
So. Baltimore			
Mt. Clare			
Curtis Bay Ft. Geo. G. Meade Georgetown			

5A.—SPEEDS—DIESEL UNITS.

Unless otherwise restricted to lower speeds, diesel units must not exceed the speed designated below. When units are intermixed in multiple control, the lowest speed applicable to any of the units must be observed.

DIESEL UNITS	M.P.H.
1408-1413, 1415-1430, 1433-1457, 2407-2419, RDC 1900-1910, 1951, 1960, 1961, 1970	79
RDC 9082	75
2234-2249, 3500-3575, 3684-3699, 6700-6701, 6900-6976, 7400-7499	70
1826-1840, 4106-4110, 4128-4137, 4467-4499, 4500-4599, 4600-4654, 5420-5499, 5500-5537, 6400-6499, 6500-6599, 6600-6618, 6693-6699, 6702-6708, 7032-7093, 7503-7546, 8500-8506, 9400-9428, 9600-9621	65
9000-9099, 9100-9144, 9150-9155, 9200-9278, 9376-9399, 9500-9551, 9700-9726	60
8400-8422	45
8301-8302	35

Note 1.—Trains with thirty or more open loads of coal, sand, stone and ore will be governed by speed restrictions applying to other freight trains but will not be operated in excess of forty miles per hour, except as noted below:

(a).—Trains having 25 percent or more of cars in train loaded with sand, coal, stone and ore, will observe speed for other freight trains.

(b).—Trains having 50 percent 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.

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

5-B.—CHECKING SPEED RECORDERS.

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

<i>East End Subdivision</i>	
Holmes	White Marsh
<i>Washington Subdivision</i>	
Dorsey	College Park
<i>Metropolitan Subdivision</i>	
Autrey Park	Tuscarora
<i>Old Main Line Subdivision</i>	
Avalon	Adamstown

5-1.—SPEED RESTRICTIONS.

LOCATIONS AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
<i>East End Subdivision:</i>			
Between Park Jct. and Vine	30	30	30
Between Vine and Locust St. Interlocking	20	20	20
Diverging movements through Locust St. Interlocking	10	10	10
Between Locust St. Interlocking and RG Tower, No. 1 and No. 2 tracks	30	30	20
Between Locust St. Interlocking and Wharton St. on No. 3 track	20	20	20
Diverging movements between Grays Ferry and Wharton St.	10	10	10
Diverging movements between Wharton St. and RG Tower	30	30	30
Passing RG Tower	12	12	12
Schuylkill River Bridge 89C	30	20	20
Diverging movements through Eastwick Interlocking	30	30	30
Diverging movements through 58th St. Interlocking	30	30	30
Darby—Main St. Crossing	40	40	.....
Wilmington, between west end Brandywine Bridge and 11th St.	40	40	.....
Crossing Frog, Elsmere Jct.	40	.....	.....
First curve east of Newark	50	.....	.....
Crossings at Grade—Newark	50	50	40
First curve west of Eder	55	50	.....
Susquehanna River Bridge 34A	40	40	20
Curve at west end Susquehanna River Bridge	40	40	20
Big Gunpowder—curves	40	40	.....
Curve east of Loreley	55	50	.....
First curve east of BA Tower	.....	.....	30
Diverging movements through BA Tower Interlocking	30	30	30
First curve east of Gay St.	40	40	30
Gay Street curve and CP Interlocking	40	40	30
First curve west of CP Interlocking	50	35	30
First curve east of HU Interlocking to HB Tower	25	25	20
<i>Washington Subdivision:</i>			
Upper level, Camden Station	10	.....	.....
Diverging movements through HB Interlocking	25	25	20
BY Interlocking—curve	25	25	20
Crossover west of Warner St.	25	25	20
East Leg of Wye, BY Interlocking	10	10	10
RV Tower—Interlocking	10	10	10
Curve between Ridgely and Bayard St.	35	25	25

LOCATIONS AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
From Bayard St. to west end Gwynn Falls Bridge	55	.....	.....
Diverging movements at Carroll	10	10	10
Zepps Bridge and HX Tower	50	50	.....
Diverging movements through HX Tower Interlocking	30	30	30
First and second curves west of St. Denis	35	35	35
Relay—curve and over viaduct	35	35	35
Elkridge	50	.....	.....
Hanover—curve	65	.....	.....
Diverging movements through JD Tower Interlocking	30	30	30
Diverging movements through F Interlocking	30	30	30
Between F Interlocking and C Tower	45	20	.....
Between F Interlocking and QN Tower	20	20	20
<i>Metropolitan Subdivision:</i>			
Between C Tower and QN Tower	50	.....	.....
Diverging movements through QN Tower Interlocking	10	10	10
First curve east of Forest Glen	55	.....	.....
Curves Forest Glen to Capitol View	60	.....	.....
Rocks Interlocking (All routes)	30	30	30
Between Rocks and Weverton, except as noted below	60	40	30
Curve at Point of Rocks Tunnel, Nos. 1 and 2 Tracks	30	30	30
Curves at Catoctin Tunnel	40	40	30
Street Crossing, Brunswick	50	40	30
Diverging movements through Weverton Interlocking	30	30	30
<i>Old Main Line Subdivision:</i>			
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 Subdivision	25	25	25
Through Ilchester Tunnel	20	20	20
Between west end Relay Curve and Ellicott City	30	30	30
Between Ellicott City and Gaither	25	25	25
Between Gaither and Frederick Jct.	35	35	35
Through Hartman Tunnel	20	20	20
<i>Alexandria Subdivision:</i>			
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

LOCATIONS AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
<i>Hagerstown Subdivision:</i>			
Over Antietam Bridge 31	10	10	10
Security Industrial Track	10	10	10
Hagerstown—City Limits	12	12	12
<i>Shenandoah Subdivision:</i>			
Harpers Ferry to Millville	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
<i>Landenburg Industrial Track:</i>			
Between Mt. Cuba and Mill Creek	10	10	10
<i>Sparrows Point Subdivision:</i>			
Bridge 5, Bear Creek	10	10	10
Bridge 2, Fort Holabird	10	10	10
<i>Georgetown Subdivision:</i>			
Over Rock Creek Trestle	10	10	10
Over Bridge 18—Canal Bridge	10	10	10
<i>Frederick Yard:</i>			
Frederick—City Limits	8	8	8

5-1(a).—GENERAL—ALL SUBDIVISIONS.

LOCATIONS AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
Through turnouts at ends of double track, passing sidings and main track crossovers except where movement is governed by signal indications	15	15	15
Trains moving on main tracks against the current of traffic over spring switches	20	20	20

5-1(b).—SPEED RESTRICTIONS—LIGHT ENGINES.

(a).—Unless otherwise restricted, light diesel units operating in multiple control will not exceed the speeds shown below:

SUBDIVISION	ROAD DIESELS	YARD DIESELS
East End	55	40
Washington	55	40
Metropolitan	55	40
Old Main Line	30	30
Alexandria	30	30
Hagerstown	25	25
Shenandoah	30	30
Others	15	15

(b).—SINGLE UNITS.

UNLESS OTHERWISE RESTRICTED	M.P.H.
Light single diesel unit	30
Single Budd (RDC) unit—except on Washington and Metropolitan Subdivisions	30
Single Budd (RDC) unit on Washington and Metropolitan Subdivisions	70 See Note 1
Rail Detector	30

Note 1.—Single Budd (RDC) unit will reduce to 30 miles per hour over the following crossings:

Washington Subdivision

No. 234	Hollins Ferry Rd.....	Baltimore
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	Lakeland Rd.....	Berwyn
246	Calvert Ave.....	College Park
247	Queensbury Rd.....	Riverdale
248	Melrose Ave.....	Hyattsville

Metropolitan Subdivision

No. 495	Linden Lane.....	Forest Glen
497	Montrose Rd.....	Randolph
502	Frederick Ave.....	Rockville
503	Westmore Rd.....	Westmore
506	State Rd. 688.....	Derwood
507	Atchinson Rd.....	Washington Grove
508	Summit Ave.....	Gaithersburg
509	Chestnut Ave.....	Ward

5-1(c).—TRAINS HANDLING RELIEF CRANES.

UNLESS OTHERWISE RESTRICTED	M.P.H.
Crane in back of engine	35
Crane in front of engine	20

5-2.—SPEED RESTRICTIONS—EQUIPMENT.

UNLESS OTHERWISE RESTRICTED	M.P.H.
Foreign Line short ore cars:	
Tangents	30
On curves.....	20
Other than B&O Relief (Wreck) Cranes, unless otherwise restricted by Train Order, derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels.	On tangents.. 20 On curves..... 15
Passenger trains handling equipment with freight car trucks	See Note 1
Steam cranes X-45 to X-48 over Bridges 65-H and 65-I, west of Wilmington, and Bridge 3A, Market St. Industrial Track.	10

5-2.—Concluded.

Note 1.—The maximum speed of passenger trains handling equipment with freight car trucks will be 10 miles per hour less than the maximum speed for other passenger trains.

Note 2.—First-Class Trains handling multi-level cars, will not exceed 70 miles per hour, being governed by speed restrictions applying to passenger trains and such other restrictions as may be in effect.

5-2(a).—PIVOTED CRANES.

Except relief or work trains, trains handling cranes moving on own wheels must have boom secured in trailing position.

6-3.—ENGINE AND EQUIPMENT RESTRICTIONS—GENERAL.

(a).—Hauling Dead or Disabled Engine in Train.—Dead or Disabled engines must not be dispatched or moved in any train, without authority of the Chief Train Dispatcher, who will secure instructions from the proper Mechanical Department Officer before authorizing movement. When for any reason lower speeds than specified in timetable are required, such speeds will be requested before engine is dispatched. When enroute and conditions require further speed restrictions, Chief Train Dispatcher should be so notified, who will advise whether to set engine out or reduce speed.

(b).—Scale Tracks.—Engines must not be operated over live rail of scale tracks. Cars with gross weight exceeding 220,000 lbs. must not be moved on track scales with capacity of less than 200 tons.

(c).—Handling Defective Cars in Train.—Unless otherwise authorized by the Superintendent, cars with broken center sills, defective drawbars, draft gears, or similar defects must be handled on rear behind the caboose of freight trains other than manifest. Air brakes must be cut in and in proper working condition.

If air brakes are inoperative or if there is question of drawbar standing the pull, such car must be chained to the caboose.

Mechanical Department employe reporting such defective equipment ready for movement will designate the speed required for safe movement.

(d).—Heavy Cars.—Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of Superintendent. (See TTSI 6-3(x).)

(e).—Handling Loaded Welded or Continuously Jointed Rail Cars.—Cars loaded with welded or continuously jointed rail must be handled in through trains as follows:

A loaded hopper car as a buffer must be placed on each end of the rail cars. Except for cars relating to the welded rail such as unloading cars, etc., no other equipment will be handled in this type train, and speed must not exceed 30 MPH except through tunnels and over truss bridges where speed must not exceed 10 MPH.

(f).—Scale Test Cars.—In regular service must be handled three cars ahead of caboose and train must have 85% operative air brakes. Train on which handled must not exceed maximum speed of 35 miles per hour. First paragraph, Rule C-229, of Form CDT-30 modified accordingly.

6-3.—Continued.

(g).—*Pullman Standard PS-2CD 4000 or greater Cubic Foot Capacity 100 Ton Covered Hoppers.*—Trains handling these cars on six degree or sharper curves must maintain speed in excess of 25 miles per hour. Trains not being able to maintain a speed greater than 25 miles per hour must reduce to a speed not to exceed 10 miles per hour. Train and engine crews should observe these cars frequently enroute and where excessive rocking is noted, crews should promptly reduce speed below the 10 miles per hour limit.

Location of all six degree or sharper curves are listed in General Notice.

Train and engine crews will be given train order notifying them when their train contains any of these cars.

These cars must not be moved on the Advance Potomac, Potomac, Advance Chicagoan, Chicagoan, St. Louisan, Chicago-St. Louis Trailer Jet, Manhattan Trailer Jet, New York Trailer Jet, New Yorker, Baltimore Jet, or any section of these trains.

(h).—*Handling Hydrocyanic Acid (HCN) Tank Cars.*—Tank cars containing Hydrocyanic Acid (HCN) painted white with horizontal and vertical red stripes placarded on both sides and ends of cars must be handled according to the following instructions.

1. To be handled only when authorized by message over the signature of the Chief Dispatcher.
2. Notify Chief Dispatcher immediately of any occurrence that may be hazardous.
3. In case of suspected leakage, isolate car and keep all except authorized persons away.
4. Under no circumstances should other than authorized persons get close to car in case of derailment.
5. Read carefully the placarded instructions posted in yard offices, cabooses and work force bunk cars involving the handling of these cars.
6. Instructions attached to each waybill and boarded instructions on each car must be complied with.
7. These instructions are applicable to empty cars as well as loaded cars.

(i).—*DODX and USNX 28000 Series 50-ton, 50-foot DX Box Cars.*—Must be handled not more than 16 cars ahead of occupied caboose when length of train permits, complying with Section 74.589(g), ICC regulations for transportation of explosives and other dangerous articles, etc., dated April 10, 1961. **THESE CARS MUST NOT BE HANDLED IN TRAINS REQUIRING HELPER SERVICE.**

(j).—*Reachers.*—Reachers must be used in switching tracks or portions of tracks not safe for engines.

(k).—*Handling of Loaded Bi-Level and Tri-Level Cars.*—Loaded bi-level and tri-level cars must not be placed directly behind open gondola or hopper cars loaded with sand, gravel, coal or similar commodity.

(l).—*Loaded Foreign Line Cars.*—Loaded foreign line cars of 70 tons or greater capacity with length of 37 feet 9 inches or less between pulling faces of coupler knuckles must not be operated without authority of the Superintendent.

(m).—*Air Dump Cars.*—Will be handled in local freight trains only and speed must not exceed 30 MPH.

(x).—ENGINE AND/OR EQUIPMENT RESTRICTIONS.

Unless otherwise authorized by the superintendent, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Philadelphia:</i>	1826-1840, 3684-3699, 7400-7499	
East Side Shops Power House—Bridge 100/2	Cars with gross weight exceeding 210,000 lbs.	
Atlantic Refining Co. Bridge 103/11	Cars with gross weight exceeding 240,000 lbs.	
	All engines	
Transfer Bridge Pier 62	Cars with gross weight exceeding 180,000 lbs.	
Suburban Supply Co., Glenolden Bridge 84-B/2	Cars with gross weight exceeding 251,000 lbs.	
	1826-1840- 3500-3575, 3684-3699, 6900-6976, 7400-7499	
<i>Eddystone, Pa.:</i> Virginia Barrel Co. Sdg.—Bridge 1/1	Cars with gross weight exceeding 200,000 lbs.	
	1454-1457, 1826-1840, 3500-3575, 3684-3699, 6600-6618, 6693-6699, 6900-6976, 7400-7499	Must not operate on.
<i>Carrcroft, Del.:</i> Wm. Dupont Bridge 69-E/1	Cars with gross weight exceeding 190,000 lbs.	
	1433-1457, 1826-1840, 2234-2249, 2414-2419, 3500-3575, 3684-3699, 6400-6618, 6693-6708, 6900-6976, 7400-7499, 9225-9278, 9366-9399, 9500-9551, 9600-9621, 9700-9726	
Bridge 69-E/2	Cars with gross weight exceeding 180,000 lbs.	
	All engines	
<i>Wilmington, Del.:</i> J. E. Rhodes and Son Bridge 65-G/1-A	Cars with gross weight exceeding 150,000 lbs.	

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Landenburg Industrial Track:</i>	Engines other than 8301-8302, 8400-8422, 9150-9155	Must not operate on.
<i>Green Bank to Mill Creek</i>	Cars with gross weight exceeding 160,000 lbs. 1838, 3684-3699, 7400-7499	
<i>Marshalltown, Del.: E. J. Hollingsworth Co. Bridge 0/0</i>	Cars with gross weight exceeding 220,000 lbs.	Must not operate on. All locomotives permitted to operate over bridge must not exceed 15 miles per hour.
<i>Green Bank, Del.: Continental Diamond Fiber Co. Bridge 6A</i>	Engines other than 8301-8302, 8400-8421, 9150-9155 Cars with gross weight exceeding 160,000 lbs.	
<i>Yorklyn, Del.: The Crowell Co., Inc. Bridge 11-E/1</i>	All engines Cars with gross weight exceeding 150,000 lbs.	Must not operate on. Must not operate on. All locomotives permitted to operate over bridge must not exceed 15 miles per hour.
<i>Helme Snuff Co. Sdg. Bridge 12-D</i>	Engines other than 8301-8302, 8400-8421, 9150-9155 Cars with gross weight exceeding 160,000 lbs.	
<i>Spitz Laboratories Bridge 12-C/1</i>	All engines Cars with gross weight exceeding 150,000 lbs.	Must not operate on.
<i>National Vulcanized Fibre Co. Siding Bridge 12-F</i>	Engines other than 8301-8302, 8400-8421, 9150-9155 Cars with gross weight exceeding 160,000 lbs.	
<i>Hockessin, Del.: Hockessin Supply Co. Bridge 14½-A/1</i>	Engines other than 8301-8302, 8400-8421, 9150-9155 Cars with gross weight exceeding 160,000 lbs.	Must not operate on.
<i>Newark, Del.: College Trestle Bridge 53-D/3</i>	All engines Cars with gross weight exceeding 150,000 lbs.	

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Newark, Del. Con.: E. J. Hollingsworth Bridge 53-D/2</i>	All engines Cars with gross weight exceeding 150,000 lbs.	Must not operate on.
<i>Childs: Childs to East End of Bridge 2-A</i>	1838, 3684-3699, 7400-7499 Cars with gross weight exceeding 210,000 lbs.	
<i>Elk Paper Mfg. Co. Sdg.—Bridge OA/2</i>	All engines Cars with gross weight exceeding 130,000 lbs.	Must not operate on.
<i>White Marsh, Md.: F. M. Gambrill Bridge 11-A/1</i>	All engines Cars with gross weight exceeding 200,000 lbs.	
<i>Baltimore, Md.: Bay View to Canton</i>	Cars with gross weight exceeding 251,000 lbs.	Must not exceed 15 miles per hour.
<i>Bridges 1-C and 2-A</i>	Relief cranes X-45 to X-48 Cars with gross weight exceeding 251,000 lbs.	
<i>American Smelting and Refining Co. Bridge 0/5</i>	1454-1457, 1826-1840, 3500-3575, 3684-3699, 6600-6618, 6693-6699, 6900-6976, 7400-7499	Must not operate on.
<i>Highlandtown Jct. to Highlandtown Bridge 1</i>	Cars with gross weight exceeding 190,000 lbs. All engines	
<i>Fell Street Transfer Bridge</i>	Cars with gross weight exceeding 180,000 lbs.	Must not operate on.
<i>Penn-Mary Jct. to Bear Creek Jct. Bridge 2</i>	Cars with gross weight exceeding 251,000 lbs. Engines other than 8301-8302, 8400-8422, 9150-9155	
<i>Municipal Harbor Belt Ry.</i>	Cars with gross weight exceeding 170,000 lbs.	

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Baltimore, Md.—Con.: Power House Siding Bridge 2/1</i>	Engines other than 8301-8302, 8400-8422, 9150-9155	Must not operate on.
	Cars with gross weight exceeding 170,000 lbs.	
<i>Coca-Cola Co. Siding Bridge 1-C/3</i>	Cars with gross weight exceeding 240,000 lbs.	
	All engines	
<i>M. R. Segall Co. Bridge 1-C/1</i>	Cars with gross weight exceeding 140,000 lbs.	
	Engines other than 8301-8302, 8400-8421, 9150-9155	
<i>Power House Siding Bridge 1-B/0</i>	Cars with gross weight exceeding 160,000 lbs.	
	1433-1457, 1826-1840, 2234-2249, 2414-2419, 3500-3575, 3684-3699, 6400-6618, 6693-6708, 6900-6976, 7400-7499, 9225-9278, 9366-9399, 9500-9551, 9600-9621, 9700-9726	
<i>Steel transfer Bridge Lightcar track</i>	Cars with gross weight exceeding 180,000 lbs.	
	Cars with gross weight exceeding 240,000 lbs.	
<i>Warner Street Sdg.</i>	Cars with gross weight exceeding 200,000 lbs.	
	All engines	
<i>D&H Distributing Co. Sdg.</i>	Cars with gross weight exceeding 130,000 lbs.	
	Cars with gross weight exceeding 240,000 lbs.	
<i>Car-Lowrey Glass Co. Bridge 2-A/1</i>		
<i>U. S. Industrial Alcohol Co.—Bridge 5-A/2</i>		

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Baltimore, Md.—Con.: American Oil Co. Bridge 7-A/1</i>	1433-1457, 1826-1840, 2234-2249, 2414-2419, 3500-3575, 3684-3699, 6400-6618, 6693-6708, 6900-6976, 7400-7499, 9225-9278, 9366-9399, 9500-9551, 9600-9621, 9700-9726	Must not operate on.
	Cars with gross weight exceeding 180,000 lbs.	
	1826-1840, 3684-3699, 7400-7499	
<i>Davison Chemical Co. Bridge 9-A/1</i>	Cars with gross weight exceeding 210,000 lbs.	
	1433-1457, 1826-1840, 2234-2249, 2414-2419, 3500-3575, 3684-3699, 6400-6618, 6693-6708, 6900-6976, 7400-7499, 9225-9278, 9366-9399, 9500-9551, 9600-9621, 9700-9726	
<i>Davison Chemical Co. Steel Transfer Bridge</i>	Cars with gross weight exceeding 180,000 lbs.	
	Engines other than 8301-8302, 8400-8422, 9150-9155	
<i>Mt. Clare to Aliceanna St.</i>	Cars with gross weight exceeding 170,000 lbs.	
	All engines	
<i>Bureau of Sewers Bridge O/1</i>	Cars with gross weight exceeding 220,000 lbs.	
<i>Hamburg Street Bridge Belt Line Siding</i>	All equipment measuring more than 15 feet from top of rail.	Must not operate under
	All equipment measuring more than 16 feet from top of rail.	
<i>Hamburg Street Bridge Warehouse Lead</i>	All engines	
<i>H. B. Davis Co. Bridge 2-C/1</i>	Cars with gross weight exceeding 120,000 lbs.	Must not operate on.

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Baltimore, Md.—Con: Snyder and Swartz Bridge 3-A/2</i>	Cars with gross weight exceeding 240,000 lbs.	
<i>Mt. Clare Shops Power House Coal Trestle Bridge 3-A/3</i>	Engines other than 8801-8802 Cars with gross weight exceeding 150,000 lbs.	
<i>Washington SD: Lansdowne, Md.: Majestic Distillers, Inc.—Bridge 6-A/1</i>	Cars with gross weight exceeding 240,000 lbs.	
<i>College Park, Md.: Coal Dump Bridge 31-B/2</i>	All engines Cars with gross weight exceeding 210,000 lbs.	
<i>Washington, D. C.: District of Columbia Bridge 1-A/1</i>	Cars with gross weight exceeding 251,000 lbs.	
<i>Griffith Consumers Co. Terminal Bridges 1-A/3, 1-A/4 and 1-A/5</i>	All engines Cars with gross weight exceeding 130,000 lbs.	
<i>Fadeley Coal Co. Bridges 1-A/6 and 1-A/7</i>	All engines Cars with gross weight exceeding 130,000 lbs.	Must not operate on.
<i>Hessick Coal Co. Bridge 1-A/8</i>	1826-1840, 3684-3699, 7400-7499 Cars with gross weight exceeding 210,000 lbs.	
<i>Woodward and Lathrop Bridge 1-A/9-B</i>	1838, 3684-3699, 7400-7499 Cars with gross weight exceeding 220,000 lbs.	
<i>Barber & Ross Coal Trestle Bridge 1-A/14</i>	All engines Cars with gross weight exceeding 150,000 lbs.	
<i>Rinaldi Bros. Coal Co. Sdg.—Bridge 2-A/1</i>	1826-1840, 3500-3575, 3684-3699, 6900-6976, 7400-7499 Cars with gross weight exceeding 200,000 lbs.	
<i>Alexandria, SD: Bladensburg</i>	All engines	Must not operate on Cohen siding.

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Metropolitan SD: University, D. C.: W. H. Hessick & Sons Bridge 3-A/1</i>	All engines Cars with gross weight exceeding 130,000 lbs.	Must not operate on.
<i>Silver Spring: Griffith and Perry Trestle</i>	All engines	
<i>Builder's Supply Co. Sdg.</i>	All engines	Must not operate beyond derail.
<i>Rockville: Ward's Coal Dump</i>	All engines	Must not operate on.
<i>Georgetown SD: Georgetown Jct. to Georgetown Bridges 2 and 18</i>	Cars with gross weight exceeding 251,000 lbs.	Must not operate on. Equipment must not exceed 15 miles per hour over bridges.
<i>Chevy Chase, Md.: Thomas W. Perry Bridge 3/1</i>	1838, 3684-3699, 7400-7499 Cars with gross weight exceeding 220,000 lbs.	
<i>Old Main Line SD: Ilchester, Md.: B&O RR Bridge 13-A/1</i>	All engines Cars with gross weight exceeding 130,000 lbs.	Must not operate on.
<i>Ellicott City, Md.: Donut Corp. of America Sdg. Bridge 14½/1</i>	1826-1840, 3684-3699, 7400-7499 Cars with gross weight exceeding 210,000 lbs.	
<i>E. T. Clark Bridge 15/1</i>	All engines Cars with gross weight exceeding 150,000 lbs.	Must not operate more than 60 feet beyond west end of bridge.
<i>Oella, Md.: W. J. Dickey & Sons Siding—Bridge 16/2</i>	All engines Cars with gross weight exceeding 130,000 lbs.	
<i>Monrovia, Md.: B&O RR Bridge 32-B/3</i>	All engines Cars with gross weight exceeding 140,000 lbs.	
<i>Frederick Brick Works Sdg.—Bridge 35/1</i>	1433-1457, 1826-1840, 2234-2249, 2414-2419, 3500-3575, 3684-3699, 6400-6618, 6693-6708, 6900-6976, 7400-7499, 9225-9278, 9366-9399, 9500-9551, 9600-9621, 9700-9726 Cars with gross weight exceeding 180,000 lbs.	Must not operate on.

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Old Main Line SD— Con.:</i> Mountain City Grain and Storage Bridge 35/2	All engines Cars with gross weight exceeding 110,000 lbs.	Must not operate on.
<i>Hagerstown SD:</i> Weverton to Hagerstown	Tear-Drop Covered Hoppers of 835000, 836000, and 837000 series.	Must not exceed 10 miles per hour.
Hagerstown Central Equipment Siding Victor Products Corp.	All engines	
<i>Security:</i> North American Cement Corp. Bridge 852/1	Cars with gross weight exceeding 240,000 lbs.	Must not operate on.
North American Cement Corp.	All engines	Must not operate over turnout to No. 8 siding.
Staton Furniture Co. Siding	All engines	Must not operate beyond frog.
<i>Shenandoah SD:</i> Millville to Strasburg Jct.	Cars with gross weight exceeding 251,000 lbs.	Must not operate on.
<i>Millville, W. Va.:</i> Hill Track Standard Siding Potomac Edison Spur	All engines	Must not operate on coal trestle.
Keystone Plant	All engines	Must not operate over.
	All loaded cars	
Standard Lime & Cement Co. Bridge 8/1	All engines	Must not operate under conveyors.
	1838, 3684-3699, 7400-7499	
	Cars with gross weight exceeding 220,000 lbs.	
<i>Halltown, W. Va.:</i> Bridge 14/1	1826-1840, 3500-3575, 3684-3699, 6900-6976, 7400-7499	
	Cars with gross weight exceeding 200,000 lbs.	Must not operate on.
<i>Charlestown, W. Va.:</i> Peoples Supply Co. Bridge 18/1 Shenandoah Cinder Block Co. Bridge 40/3	All engines	
	Cars with gross weight exceeding 240,000 lbs.	
	Cars with gross weight exceeding 240,000 lbs.	

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Charlestown, W. Va.— Con.:</i> Virginia Apple Storage Co.—Bridge 1/1	Engines other than 8301-8302, 8400-8422, 9150-9155 Cars with gross weight exceeding 170,000 lbs.	Must not operate on.
Charlestown Grain and Feed Co. <i>Winchester, Va.:</i> Winchester Milling Co. Sdg.	All engines 1826-1840, 3684-3699, 7400-7499	Must not operate beyond a point 50 feet west of point of switch.
<i>Stephens City, Va.:</i> M. J. Grove Lime Co. Bridge 46/1	1838, 3684-3699, 7400-7499 Cars with gross weight exceeding 220,000 lbs.	Must not operate on.
<i>Cedar Creek:</i> Bridge 60	All equipment	Must not exceed 15 miles per hour.

Movement over all industrial trestles and bridges must not exceed 10 m.p.h.

7.—EXTRA TRAINS.

(a).—Rules 200 and 220(A) are modified to permit the train dispatcher to authorize verbally or by message, train or engine to occupy the following subdivisions without train order, not protecting against extra trains. When more than one movement is to be authorized on the subdivision at the same time, train orders will be used except the occupied branch may be entered in emergency under flag protection on authority of train dispatcher. After having reported clear, the subdivision must not be re-entered without additional authority. Conductor is responsible for reporting clear and will report clear at the Junction Point unless otherwise instructed by the train dispatcher.

South Baltimore.

Ft. Geo. G. Meade (Between Ft. Meade Jct. and Ft. Geo. G. Meade).

Georgetown (Between Georgetown and Georgetown Jct.).

(b).—*Sparrows Point SD (Between Becks and Gray).*—Trains will operate at restricted speed upon permission of Yardmasters Bayview and Penn Mary Jct. Train orders not required. Rules 200 and 220(A) modified.

8.—USE OF ELECTRIC LOCKED SWITCHES.

(a).—Following switches and derails equipped with electric locks controlled by the Train Dispatchers, Baltimore:

East Plane, East Wye,
Frederick Jct., West Wye.

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

8-1.—USE OF NON-ELECTRIC LOCKED SWITCHES

(a).—In TCS territory, trains or engines are not permitted to clear the main track at the following hand-operated switches:

Philadelphia, 58th St.: Wilcox Walter Furlong Siding and North Siding off No. 1 track. South Siding off No. 2 track.

Darby: Mills Coal Co. Team Track.

Collingdale: Team Track.

Glenolden: Suburban Supply Track.

Ridley Park: Team Track.

Eddystone: Team Track.

Twin Oaks: Sun Oil Co.

Boothwyn: Delaware County Supply.

Ogden: Team Track.

Carrcroft: DuPont.

Concord: Concord Lumber Co. and Team Track.

Wilmington: National Biscuit Co., Huber Baking Co. and Lancaster Team Track.

Lumbrook: Avon Products, W. Va. Pulp and Paper Co. and Morton Salt Co. Tracks.

Newark: Hollingsworth Lumber Co. and Southern States Tracks.

Elk Mills: Team Track.

Leslie: Team Track.

Foys Hill: Harbison-Walker Co. Track.

Havre de Grace: Team Track.

Swan Creek: Harford Metal Co.

Belcamp: Team Track.

Sewell: Team Track.

Bradshaw: Team Track.

White Marsh: Team Track.

Poplar: Fullerton Supply and United Clay Mines.

Rossville: Baltimore Brick Co. Siding. Marietta Concrete off No. 1 track.

Golden Ring: Industrial Container Co. and Alban Tractor Co. off No. 1 track.

Rosedale: Pickle Works and Steel and Tin Corp.

Bay View: Hoffberger Oil Co. and Hecht Co. off No. 1 track. Lord Baltimore Press, Capital Supply Co. and Belair Supply Co. off No. 2 track.

Clifton Park: Team Track, Gay St., off No. 2 track and Team Track, Washington St.

Waverly: Jenkins Land, Oles Envelope Corp. and Dietrich Bros.

Bladensburg: New Fabricators Steel Co.

Ilchester: Paper Co.

Ellicott City: Team Track and Talbot Coal Co.

Oella: J. W. Dickey Co.

Daniels: Mill.

Marriottsville: Team Track.

Henryton: Henryton Hospital and O.H.F. Mining Co.

Woodbine: Team Track and Woodbine Canning Co.

Ridgeville: Company.

Monrovia: Team Track.

Lime Kiln: Buckeystown.

Adamstown: Adamstown Pack Co. and Team Track.

Doub: Team Track and Pepco Sdg. off No. 3 track.

Rocks: North Siding off No. 1 track.

Knoxville: Dump Track off No. 2 track.

9.—ADDITIONAL INSTRUCTIONS AUTOMATIC BLOCK SYSTEM.

(a).—When complying with Rule 512 a waiting period of 5 minutes will govern except 8 minutes at Gaithersburg before fouling No. 1 track.

(b).—*Protection—Single Budd (RDC) Units: General.*—When single unit Budd and RDC units are 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.

Dispatchers or operators controlling interlockings and traffic control systems will not operate switches in route taken by single Budd (RDC) unit and single units of Diesel engines running light until it has been ascertained that movement through the route has been completed.

(c).—Between the points designated below, the Operator instead of the Train Dispatcher will supervise train and engine movements on main tracks.

BETWEEN	OPERATOR	RULES IN EFFECT
Vine and 58th St. Interlocking—Nos. 1 and 2 tracks	RG	676
Locust St. Interlocking and "RG" Tower—No. 3 track		
"F" Interlocking and C Tower—Nos. 1 and 2 tracks	QN	676
"F" Interlocking and QN Tower—Nos. 3 and 4 tracks		
QN Tower and C Tower—Nos. 1 and 2 tracks		

RG Tower and QN Tower.—Should a block signal indicate STOP, Operator may authorize train or engine to proceed by issuance of Clearance Card Form A, Part 3, provided the block is clear of both opposing and preceding movements. Operator will designate the track to be used. Rules 112 and 509(b) modified.

(d).—*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 Jet. Rules 28 and 99 modified.

Switching Movements Within Limits of "RG" Tower.—When switching movements are to be made for which the governing signal cannot be given, the operator at "RG" Tower must comply with following instructions:

1. There must be no conflicting moves.
2. Route is lined properly and all switches have indicated they correspond with lever position.
3. Place reminders on switch levers involved in movement.
4. Position signal lever for movement to be made.
5. Give verbal permission for engineer to pass "Stop" signal.

9.—Concluded.

Operating Rules 106, 106(B), 509(B), and 630 modified.

(e).—Absolute block must be maintained behind traint while making crew change between Rossville and CP Interlocking, flag protection not required.

(f).—*Baltimore*.—Operator HB Tower must maintain absolute block for movements through Howard Street Tunnel. Exception: Switching movements may be made from east wye, Bailey, on a restricting indication and Nos. 1 and 2 tracks HB Tower on a stop and proceed indication when the block is occupied by a preceding movement but only after the crew has been informed by the Operator at HB Tower as to circumstances.

Absolute block must be maintained on No. 2 track between BY Interlocking and RV Tower when occupied by yard engine or equipment.

Absolute block must be maintained behind Single Budd (RDC) unit between BY Interlocking and RV Tower. Rules 28 and 99 modified.

(g).—Trains designated as Advance Chicagoan, Chicagoan, St. Louisian, Chicago-St. Louis Trailer Jet, New York Trailer Jet, Manhattan Trailer Jet, New Yorker, Baltimore Jet and Baltimorean will set Baltimore cars off at Carroll and Washington cars off at QN Tower unless otherwise instructed.

(h).—*Shepherd Jct.*—Eastward movements from Shepherd Industrial Track to Alexandria S.D., 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.

(i).—Crews of Virginian and RF&P 94 will *Stop* at pull in switch Washington A Yard, and call QN Tower for instructions.

(j).—*Rocks*.—Eastward trains to use No. 1 track east of Rocks must operate push button in telephone booth at eastward home signal to obtain proper signal indication.

(k).—*Brunswick*.—When westward home signal No. 1 track WB Tower display stop, movements will not foul crossover east of WB Tower.

Absolute block must be maintained behind trains while making crew change between East Brunswick and Weverton. Flag protection not required.

10.—FIXED SIGNALS NOT IN CONFORMITY WITH THE BOOK OF RULES.

(a).—*Reflectorized Targets*.—Rules 272 and 296 are modified to permit the use of reflectorized targets on switches and derails.

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

(c).—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.

10-1.—HAND SIGNALS—FLAGGING.

(a).—Rule 99 is modified as follows:

“99. Unless otherwise provided, trains, engines and other on track equipment must be given flag protection as follows:

“*When moving*: Lighted fuseses must be dropped at proper intervals to insure full protection when moving under circumstances in which may be overtaken.

“*When standing*: A member of crew must go back immediately with proper flagging equipment a sufficient distance to insure full protection, placing two torpedoes on rail, and, when necessary, displaying lighted fusee. When recalled, if safety will permit, he may return, leaving lighted fusee and torpedoes when conditions require.

“When necessary, head end must be protected in the same manner.

“Stop signals must be answered promptly. Flagging signals will be repeated until answered.

“*Exception*.—Except in the States of Pennsylvania and West Virginia, when operating under Automatic Block System Rules 505 to 519, inclusive, rear end flag protection for *Trains* or *Engines* is not required against following movements on the same track, except as provided by Rules 98(B), 511, 512, 514 and 515. (Does not apply to other On Track equipment or where Special Instructions require otherwise.)”

Note.—The foregoing EXCEPTION shall not apply in Maryland where the visibility for following movements on the same track in automatic block signal territory is restricted by terrain or weather conditions.

(b).—Between CP Interlocking and HB Tower, 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.

(c).—*Flagging Equipment*:

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

(e).—*Use of Yellow Fusees*.—Yellow fusees will be used for passing signals where view of hand or lantern signals is restricted.

Red fusees must not be used for any other purpose than to give stop signals.

11.—MARKERS—GENERAL.

(a).—Last paragraph of Rule 28 is modified to permit trains of other railroads to display markers as prescribed by that railroad when operating on Baltimore and Ohio rails.

11.—Concluded.

(b).—Red classification lights may be used as markers on engines. Rule 28 modified.

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

11-1.—CLASSIFICATION SIGNALS.

Rules 21 and 22 are not in effect.

12.—USE OF SIDINGS AND SPECIFIED TRACKS.

(a).—*Industrial Tracks.*—Crews performing work at industries equipped with gates or doors manually or electrically operated and protected by a derail (or lock) will not remove derail (or lock) until gates or doors are fully opened, except where derail (or lock) controls operation of gate or door, movement must not be made until it is known gate or door is fully opened and secured. Gates and doors must be closed and secured and derails (where provided) replaced after work is completed.

13.—AIR BRAKES.

(a).—All sections of trains designated Adv. Chicagoan, Adv. Potomac, Chicagoan, Potomac, St. Louisian, Chicago-St. Louis Trailer Jet, New York Trailer Jet, Manhattan Trailer Jet, New Yorker, Baltimore Jet, and Baltimorean 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.

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

(c).—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.

(d).—Air must be coupled through all cars handled at following points:

Childs—Elk Paper Co.

Ellicott City—DCA Mill.

Alexandria Subdivision—Metropolitan Block Siding.
Southern Oxygen Siding.
Turover Lumber Siding.

Silver Spring—Griffith and Perry trestle.

Security—Victor Products Co.

Stephens City—M. J. Grove Lime Co.

Stephenson—Freyco.

14.—SPRING SWITCHES.

(a).—Spring switches are in service at the following locations:

Philadelphia.....*Swanson St.*—Normal position for B&O movement.

Zepp.....*End of Double Track.*—Normal position for eastward movement.

Curtis Bay Jct.....Apex wye, normal position for (Curtis Bay Subdivision) west leg of wye.

Chesapeake Jct.....*End of Double Track.*—Normal position set for No. 1 track. (Eighth paragraph Rule 105 not in effect.)

Shepherd Jct.....*End of Double Track.*—Normal position set for No. 2 track. (Eighth paragraph Rule 105 not in effect.)

15.—INTERLOCKINGS.

(a).—*Interlockings.*—Rules 605-631, inc., are in effect at the following stations:

RG—Philadelphia
BA—Bay View
NA—North Avenue
HB—Tower
RV—Riverside
CX—Carroll

BX—Brooklyn
HX—Halethorp
JD—Hyattsville
QN—Washington
WB—Brunswick

15-1.—AUTOMATIC AND SEMI-AUTOMATIC RAILROAD CROSSINGS

RAILROAD CROSSINGS		Kind of Signal Indicating Clear Route for B&O Trains
Station	Railroad	
Pay, Philadelphia	PRR	Automatic Interlocking.
① Commercial Ave., Philadelphia	PRR	Interlocking.
Elsmere Jct.	RDG	
③ West Yard Wilmington	PRR	Semi-automatic Signals.
	RDG	Red Ball.
④ Canton, Baltimore	PRR	Semaphore.
② Half-Mile west Canton Jct.	Canton	Interlocking.
North Ave., Baltimore	PRR	Interlocking.
⑥ Kloman St., Baltimore	WM	Semi-automatic Interlocking.
⑥ Westport, Baltimore	WM	Automatic Interlocking.
N&W Railway Crossing, Charlestown	N&W	Automatic Interlocking.

① Movements over PRR crossing will protect against other railroad movements.

15-1.—Continued.

②When signals governing are in stop position and are known to be inoperative, train will proceed over Canton RR 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.

④Movements over PRR crossing will not foul crossing without first securing permission from PRR 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 PRR movements.

⑤Westport and Kloman St.—Interlocking signals on WM are color-light type and will display aspects in accordance with WM Rules. Each interlocking signal mast is equipped with key release which is operated by inserting switch key and turning in clockwise direction for short time, then key may be removed.

Movements finding home signal indicating Stop will operate key release. If the use of key release does not cause signal to change after waiting 15 minutes, Conductor or Engineer will notify Operator, Carroll who must obtain permission from Western Maryland Train Dispatcher before authorizing crew to use crossing under flag protection.

When Eastward home signal displays Clear, switches at both ends of interchange track must be reversed, which will cause Eastward home signal to display Stop and Proceed. Movement may then be made to WM. Both switches must be restored to normal after use.

After Westward B&O movement receives indication on Westward WM 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 (WM Rule). Both switches must be restored to normal after use.

At Kloman St., B&O crews will operate key release for all movements over WM. When the first use of the key release does not cause signal to display Restricting, 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, who must obtain permission from Western Maryland Train Dispatcher before authorizing crew to use crossing under flag protection.

Note 1.—Chesapeake Jct.—Movements at this point must protect themselves before occupying East Washington Railway tracks.

Note 2.—South Baltimore SD.—Interlocking Rules 605, 620 and 621 only are in effect at Westport and semi-automatic interlocking at Kloman St.

Note 3.—Fort George G. Meade.—B&O trains or engines will not foul PRR tracks without permission from PRR Operator at Odenton.

15-1.—Continued.

Note 4.—JD Tower.—Interlocking limits extend between east and west ends of passing siding and junction of West Wye, Alexandria Subdivision.

Note 5.—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 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. Signal will 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.

Note 6.—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 RR's.

Note 7.—Strasburg Jct.—Trains using west switch of run around will protect against Southern Railway trains.

Note 8.—Closed Interlocking Stations.—During the period that an Interlocking Station is closed, under provisions of Operating Rule 631, the movement of trains within interlocking limits must be confined to through movements on main track. The use of crossovers, junction switches and sidings within interlocking limits, including outlet switches, is prohibited unless Operator is called and on duty to control movement.

15-4.—RAILROAD CROSSINGS—DRAWBRIDGES.

(a).—Drawbridges are located as designated below and their use will be governed by proper interlocking signal indication:

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

(b).—When 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.

16.—YARDS.

16-1.—PHILADELPHIA.

TRACK/S	INSTRUCTIONS
Wharton St. to Locust St. No. 4 Westward Running Track	(a) Operator "RC" Tower will issue written instructions to head end only for reverse movement on No. 4 yard running track except will give verbal permission when switching rear of eastward trains.
Penrose and Stadium	(b) Movements will be made at restricted speed.
Movements to and from Pier District	(c) Will be made through Bigler St. yard thence between Penrose and Stadium and Stadium and Swanson St. over joint tracks, Swanson St. and Snyder Ave. over B&O tracks.

16-1.—Concluded.

TRACK/S	INSTRUCTIONS
Movements to and from Pier District—Con.	<p>(c).—Con. Automatic interlocking at Pay will display a proceed signal to movement first entering the track section indicated by E. T. C. Sign. 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 located in Telephone box west of automatic interlocking two seconds which will transfer the signal to other route. There will be a one minute time lapse to change the signal aspect. The same procedure will be used to clear a stop signal when the cause is unknown.</p> <p>After complying with these instructions, and the signal does not change from stop, Conductor will report facts to Yardmaster at Produce Yard. If no reason for train to be held, authority to proceed must be obtained from Yardmaster at Produce Yard. Conductor will, after thorough understanding with Engineer, provide full protection against movement on opposing route, pass stop signal and proceed.</p> <p>Movements between East Side and Pier District will be governed by yard rules and instructions of Yardmaster at RG Tower.</p> <p>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.</p>

16-2.—WILSMERE.

West Yard	(a) Movements in either direction between Elsmere Junction and West Yard will be made on authority of Yardmaster.
No. 3 Track	(b) Westward movements will not pass crossover opposite yard office without permission of the Yardmaster.

16-3.—BALTIMORE.

Sparrows Point	<p>(a) Crews doing work will look out for yard engines of Canton and PRR'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.</p> <p>(b) Crews doing work will look out for engines of Patapsco and Back Rivers Railroad occupying tracks west of Bear Creek drawbridge.</p>
Bay View	(c) Eastward MFST trains on No. 2 track with Bay View set off and crew change will stop before fouling Columbia Siding Crossover and call Yardmaster unless otherwise instructed.

16-3.—Concluded.

TRACK/S	INSTRUCTIONS
Camden Yard	(d) Tri-level cars and Hi-cube box cars WILL NOT clear on any track in Camden Yard except main track. Yardmaster, Bay View, dispatching trains containing that type of car will notify Yardmaster, Camden Yard, the conductor of crew handling same and Train Dispatcher to assure movement via main track.
RV Tower to Locust Point No. 1, Westward and No. 2, Eastward Running Tracks	(e) Operator RV Tower will issue written instructions for reverse movements on yard running tracks.
Locust Point Yard, Andre St.	(f) 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.
South Siding	(g) Crews of yard engines switching in industries located west of Ridgely St. will receive permission from Operator at HB Tower before entering this track. They will report clear promptly and will not again foul South Siding without permission.
North Siding	(f) Movements between BY Interlocking and Carroll controlled by Operator at Carroll.
Washington Rd. to Curtis Bay Jet. No. 3, Westward and No. 4, Eastward Running Tracks	(g) Yardmaster "A" Yard, Mt. Clare will issue written instructions for reverse movements on yard running tracks.
Mt. Winans Lead	(h) 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.
Mt. Clare "A" Yard	(i) Eastward trains enroute Mt. Clare will call Yardmaster Mt. Clare "A" Yard from Jackson's Bridge unless otherwise instructed.
BX Tower to Seawall No. 1, Westward and No. 3, Eastward Running Tracks	<p>(j) Yardmaster—Seawall, will issue written instructions for reverse movements on yard running tracks.</p> <p>(k) Crews using Naught track must restore switch BX Tower to normal position unless otherwise instructed.</p>

TRACK/S	INSTRUCTIONS
North Lead	(a) Trains routed to yard at East Brunswick by signal indication will proceed on north lead to No. 51 crossover and call on the telephone unless otherwise instructed.
No. 2 Main Track	(b) Eastward movements 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 employes at this location.
No. 3, Eastward Yard Running Track	(c) Westward movements will be made on written instructions from Operator "WB" Tower. The head end only will be furnished with written instructions to use this track. Operator "WB" Tower will first place reminder on East bound signals governing movement before authorizing westward movement.
No. 4, Eastward, No. 5, Westward and No. 6, Eastward, Running Tracks	(d) Movement against the current of traffic will be made on written instructions from Yard Master No. 6 Yard. The head end only will be furnished with written instructions to use these tracks.
	(e) Eastward movements on No. 4 Track will stop at Mill Yard No. 1 switch east end of eastbound yard, and call Yardmaster for instructions.
Knoxville	(f) Movements from yard tracks to Nos. 3 and 4 yard running tracks will not be made until permission is received from Operator "WB" Tower.

17.—HELPER ENGINES.

(a).—*STATE OF PENNSYLVANIA*: When pusher engine behind caboose exceeds 3500 horsepower, occupants of caboose must, before movement is started, vacate caboose and occupy unit of pusher engine. Train must be brought to a stop before engine is detached.

(b).—*Philadelphia*.—Eastward freight trains requiring helper will not pass signal at Locust St. Interlocking until Engineer is advised helper engine is attached.

(c).—*East Plane*.—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.—DISPATCHING MAIL FROM TRAINS.

Engineers of trains handling U. S. Mail will sound one long blast of engine whistle approaching mail cranes. Care must be exercised when throwing mail and newspapers from moving trains.

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.

Rules 14(d) and 14(e) modified.

21.—HIGHWAY AND STREET CROSSINGS.

(a).—In addition to complying with Rule 109, trains and engines will stop and provide protection before moving over the highway and/or street crossings designated below:

LOCATION	HIGHWAY OR STREET	CROSSING No.
Philadelphia	Oregon Ave.	109
	Wolfe St.	110
	Snyder Ave.	112
	Delaware Ave.	114
Crum Creek Spur	Chester Pike	141
Wilmers West Yard	Beech St.	194
	W. Liberty St.	195
	Madison St.	196
	Justinson St.	196.2
	West St.	197
	Tatnall St.	198
	Thorn St.	199
	Oregon St.	200
	Shipley St.	201
	Market St.	203
Landenburg Industrial Track	Newport Rd.	204
	Marshallton Rd.	205
	Newport Rd.	206
	Greenbank Rd.	207
	Ashland (Route 32)	215
	Yorklyn (Route 32)	216
	Gap—Newport Rd.	217.9
Lancaster Pike	218	
Sparrows Point SD	Broad St. (Ft. Holabird) (See Note 1)	315
	Merrit Blvd. (See Note 2)	319.2
Marley Neck	Pennington Ave.	404
Ft. Geo. G. Meade SD	NASA	251.3
	Commissary Station	257
Savage Industrial Track	Washington Blvd.	260

LOCATION	HIGHWAY OR STREET	CROSSING No.
Shepherd	Pennsylvania Ave.	270
	Good Hope Rd.	273
	Suitland Pkwy.	274.1
	South Capitol St.	277
	McDill St.	280
	Magazine Rd.	286
Georgetown SD	Jones Mill Road	522
Mt. Airy Spur	Westminster Rd.	466
	Route 144	468-469
Frederick	Abattoir Crossing	488
	South St.	489
	Wisner St.	490
Hagerstown	Wilson Blvd.	557
	Potomac St.	558
	Garlinger Ave.	559
	Sycamore St.	560
	Lee St.	561
	Baltimore St.	562
	Wilson Blvd.	564
	Frederick Pike	565
	Memorial Blvd.	566
	Cannon Ave.	567
Frederick Ave. (alt.)	568	
	Smithburg Pike	569
Charlestown	George St.	589

Note 1.—Member of crew will actuate flashing light signals from control box before proceeding over crossing.

Note 2.—Traffic Type wayside signal located 20 feet east and west of crossing in service.

Trains will be governed as follows:

Red or No Light—Stop and flag crossing.

Green—Proceed.

(b).—Movement over the highway or street crossings designated below will be made in accordance with Rule 109(A).

SUBDIVISION	LOCATION	HIGHWAY OR STREET	CROSSING No.
East End	Philadelphia	58th Street	132
	Darby	Fifth St.	133
	Darby	Main St.	134
	Glenolden	Oak Lane	135
	Glenolden	Ashland Ave.	136
	Holmes	Amosland Ave.	138
	Holmes	Swarthmore Ave.	139
	Eddystone	Fairview Ave.	140
	Elsmere Jct.	DuPont Rd.	160
	“WJ” Tower	Prices Rd.	161
	Newark	College Ave.	168
	Newark	Main St.	169
	Elk Mills	Cherry Mill Rd.	170
	Havre DeGrace	Ontario St.	175
	Aberdeen	Belair Rd.	180
	White Marsh	Cowenton Rd.	189

SUBDIVISION	LOCATION	HIGHWAY OR STREET	CROSSING No.
Sparrows Point	Chevrolet Plant	.....	314.7
Mt. Clare	Baltimore	Montgomery Ward	361.9
	Baltimore	Washington Blvd.	362
Washington	Baltimore	Warner St.	229
	Baltimore	Ridgeley St.	231
	Baltimore	Bayard St.	232
	Baltimore	Bush St.	233
Alexandria	Riverdale	Queensbury Rd.	247
	Bladensburg	Upshur St.	265
	Bladensburg	Annapolis Blvd.	266
Georgetown	1/4-Mile east of Jones Hill	New Crossing	.....
	Bethesda	River Road	526
Metropolitan	Randolph	Montrose Rd.	497
	Derwood	Route 688	506
	Washington Grove	Atchinson Rd.	507
	Gaithersburg	Summit Ave.	508
Old Main Line	Ward	Chestnut St.	509
	Brunswick	Maple Ave.	516
Hagerstown	Doub	.....	483
	Weverton	Old U.S. 340	530

(c).—In addition to complying with Rule 109(A), the movement of trains and engines will be governed as follows:

LOCATION AND STREET	INSTRUCTIONS
<i>Philadelphia:</i> 58th Street No. 132	Westward movement from No. 1 track to Old 58th Street siding will not exceed 5 miles per hour and will not pass over crossing until it is observed that gates are down.
<i>“WJ” Tower:</i> Prices Road Crossing No. 161	Crossing must not be blocked at any time for a period of more than 5 minutes. A push button box located on relay east south of main track, “CS” sign located 260 feet east of crossing to govern westward movements when picking up or setting off cars.
<i>Baltimore:</i> Chevrolet Plant Siding No. 314.7 Bayard St., Carnegie Lead, No. 232 Bush St., Carnegie Lead, No. 233	Movements will not exceed <i>Two</i> (2) miles per hour approaching crossings, as protection will operate automatically only when crossing is occupied:

LOCATION AND STREET	INSTRUCTIONS
Baltimore: Bush St., South Siding Extension	Trains will <i>Stop</i> before crossing 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 and north and south sidings. After crossing Bush St. it will not be necessary to raise gates as they will raise automatically.
Baltimore: (Mt. Winan's) Hollins Ferry Rd.	Trains stopping short of Hollins Ferry Rd. crossing 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.
Baltimore: Washington Blvd., No. 362	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.
Baltimore: Waterview Ave., No. 389	Trains will stop before crossing streets. Switches controlling highway traffic are located on north and south side of crossings and are operated by switch key. Turning switch to "Take" position will cause 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.
Monroe St., No. 414	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.
"JD" Tower: Rocks: R. S. Rt. 15, Nos. 3 and 4 Tracks	Westward trains receiving Stop Signal, will stop clear of CS Signs east of crossings at JD Tower and Nos. 3 and 4 tracks at Rocks.

22.—MISCELLANEOUS.

(a).—Employees are prohibited from riding or walking on roofs of any moving cars.

Employees must stay off the top of all equipment in the territory between Penrose and east limits of Pay Interlocking account electrified territory.

(b).—Employees are prohibited from riding footboards of an engine.

(c).—*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.

(d).—Use of privately owned and licensed citizens band radios for operating purposes is forbidden.

(e).—*Temporary Speed Signs.*—Temporary speed restrictions shall be covered by Train Order or General Order and designated by portable signs, Rule 298, Figure A, to be placed on both sides of the restriction sufficient distance to permit reduction from maximum authorized speed to the reduced speed specified in Train Order or General Order. Rule 298, Figure A, Modified.

(f).—The occupancy of dome sections of Strata Dome Cars is prohibited at all times while cars are operating in electrified territory, Washington Terminal. 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.

(g).—In TCS territory when trains are stopped or working in vicinity of signal bungalow and white light is lighted on bungalow, member of crew will call nearest operator promptly.

(h).—Conductors and engineers of trains meeting with accident, or unusual delay, will call nearest open office or train order station by telephone, or if conditions warrant call Train Dispatcher's Office, Baltimore, 237-3433, and in using public telephone instruct Exchange to reverse charges.

Note 2.—Shepherd Industrial Track.—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.

23.—ACCIDENTS.

(a).—When physically able to do so, employes sustaining injury, no matter how minor, will report it to Supervisor before leaving company premises.

(b).—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.

(c).—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.

24.—MOVEMENT OF MofW CARS.

Motor Car Rules governing use of High Railers, Rail Detector Cars, Motor, Push, and Trailer Cars, Velocipedes, and other M of W equipment in effect October 1, 1966. These rules supersede all rules or special instructions not consistent therewith.

TRACK SECTION BETWEEN	AUTHORITY FOR MOVEMENT
Philadelphia— Between Vine and 58th St. interlocking, Nos. 1 and 2 tracks Between Locust St. interlocking and RG Tower No. 3 track	Verbal permission of the Operator "RG" Tower.
QN Tower— Between QN Tower and F Interlocking No. 3 and No. 4 Tracks Between F Interlocking and C Tower No. 1 and No. 2 Tracks Between C Tower and QN Tower No. 1 and No. 2 Tracks	Verbal permission of the Operator "QN" Tower.
Sparrows Point SD Between Becks and Gray	Verbal permission of the Yardmasters Bayview and Penn Mary Jct.

Motor Car Rule 4(c) modified as follows:

"In compliance with the Motor Car Rules, permission of Yardmaster is not required for *main track* movements through or within yard limits as provided by Rule 4(c). Car Operators will protect against yard engines within yard limits."

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 and Lombard Streets
Chester, Pa.....	Dr. Harry V. Armitage
Wilmington, Del.....	Dr. C. L. Munson Dr. Raymond A. Lynch Dr. William O. LaMotte, Jr., Oculist Professional Building
Havre-de-Grace, Md.....	Dr. James M. Finney
Aberdeen, Md.....	Dr. P. P. Rodman
Baltimore, Md.....	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 Road Dr. Deonis Lupo South Baltimore General Hospital Dr. William J. Sullivan South Baltimore General Hospital Dr. Thos. O'Rourke, 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 Avenue
Mt. Airy, Md.....	Dr. C. M. Van Poole
Frederick, Md.....	Dr. Robert J. Thomas 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

COMPANY'S SURGEONS—Concluded.

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
 919 18th St., N. W., Suite 401
 Phone 296-3880
 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.

Gaithersburg, Md. Dr. Frank J. Broschart

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

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

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

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

Chester, Pa. Chester Hospital

Wilmington, Del. Delaware Hospital

Baltimore, Md. 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 AM to 5:00 PM, Monday through Friday
 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

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

Frederick, Md. Frederick Memorial Hospital

Hagerstown, Md. Washington County Hospital

Winchester, Va. Winchester Memorial Hospital

FIRST AID CLINICS

BALTIMORE—University Hospital, Dr. T. R. Adams—24 hour service.

EXAMINING POINTS AND TIME

PHILADELPHIA—Room 355, Reading Terminal, 8:30 AM to 12 Noon and
 1:00 PM to 4:00 PM Monday through Friday, Dr. M. M. Medvene. Also
 Yd. Office (Schuylkill Avenue & 36th St.) 1st Thursday, each month, 10:00 AM
 to 2:00 PM (Medical Examiner).

WILMINGTON—(Freight Station) 5th Thursday of March, June, August and
 November, 9:30 AM to 2:30 PM.

BALTIMORE—Room 217, B&O Central Bldg., Baltimore and Charles Sts.,
 8:30 AM to 4:30 PM, except Sat. & Sun.

WASHINGTON—Freight Office, New York and Florida Aves. N.E., by appoint-
 ment only.

BRUNSWICK—2nd and 4th Thursday each month, 9:30 AM to 12 Noon and
 1:00 PM to 4:00 PM.

MEDICAL EXAMINERS' TERRITORIES

Philadelphia and suburbs, including Camden, N.J.) to Washington, inclusive	} Medical Examiner Baltimore and Charles Sts. Baltimore, Md.
Baltimore to Weverton, to Hagerstown, inclusive	
Shenandoah Subdivision	} Dr. J. A. Ragione Cumberland, Md.

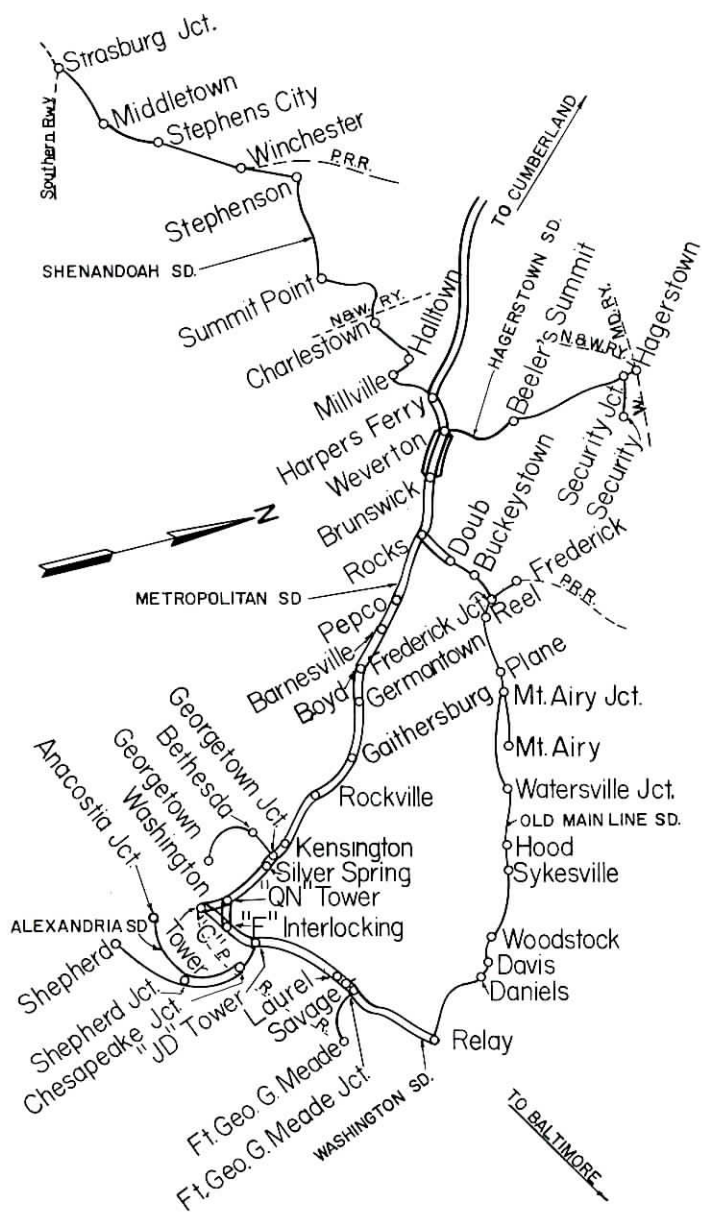
INSTRUCTIONS COVERING MEDICAL SERVICES

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.

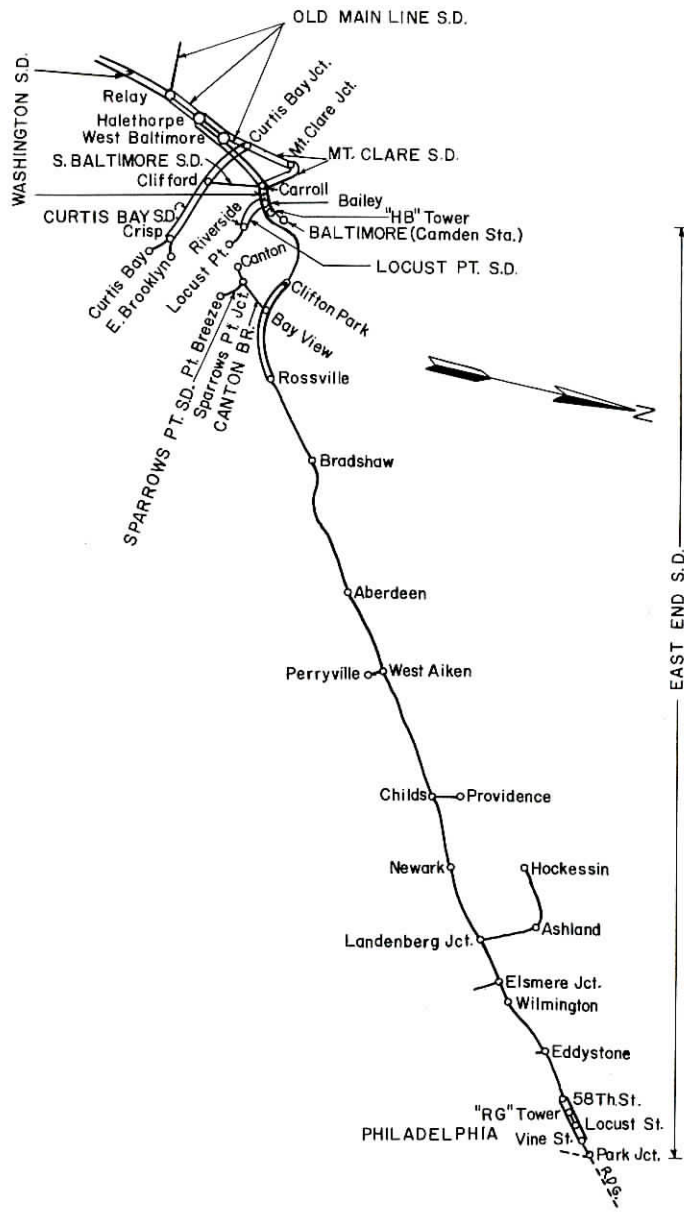
 Workers with minor injuries sustained on duty should be treated at the listed First Aid Clinics. Where these services are not readily available, such cases should be referred to the nearest listed Company's Surgeon or hospital emergency room.
2. Depending on severity of injury, the officer in charge 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.**

BALTIMORE DIVISION

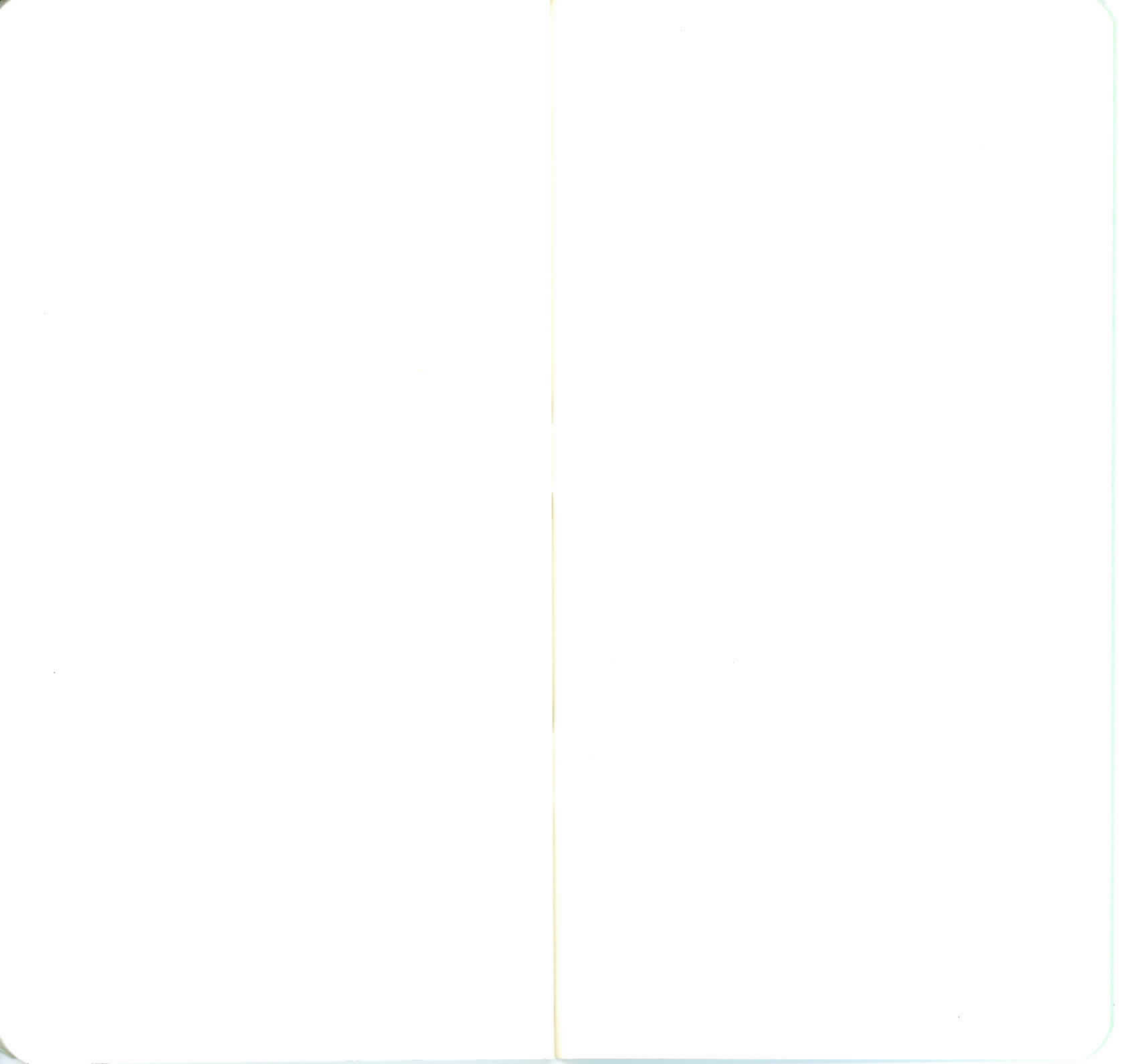


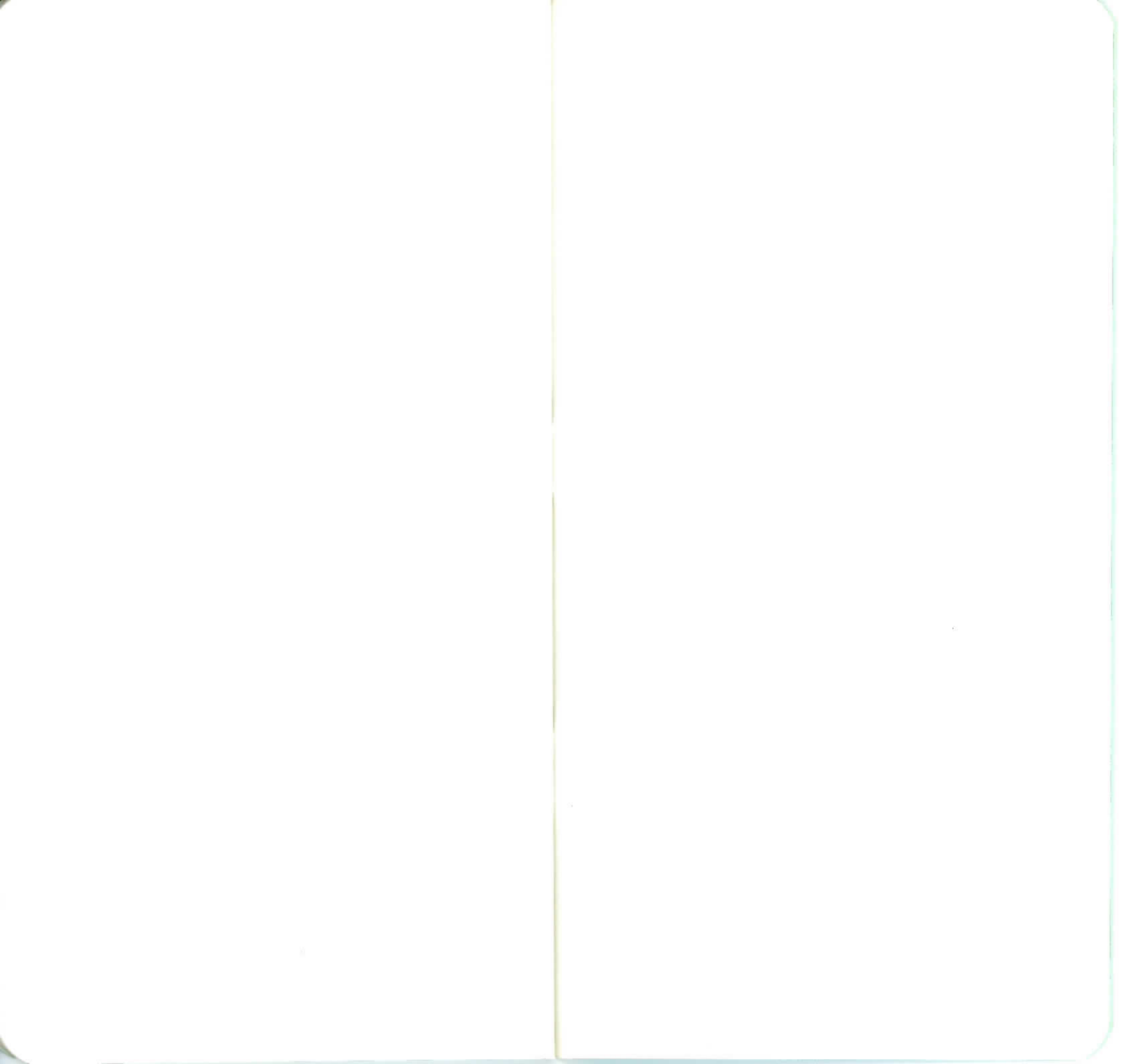
BALTIMORE DIVISION



SPEED TABLE

Time per Mile	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.	
0 45	80.00	1 20	45.00	1 55	31.30	2 30	24.00
0 46	78.26	1 21	44.44	1 56	31.03	2 31	23.84
0 47	76.59	1 22	43.90	1 57	30.77	2 32	23.68
0 48	75.00	1 23	43.37	1 58	30.51	2 33	23.53
0 49	73.47	1 24	42.86	1 59	30.25	2 34	23.38
0 50	72.00	1 25	42.35	2 00	30.00	2 35	23.23
0 51	70.59	1 26	41.86	2 01	29.75	2 36	23.08
0 52	69.23	1 27	41.38	2 02	29.51	2 37	22.93
0 53	67.92	1 28	40.91	2 03	29.27	2 38	22.78
0 54	66.66	1 29	40.45	2 04	29.03	2 39	22.64
0 55	65.45	1 30	40.00	2 05	28.80	2 40	22.50
0 56	64.28	1 31	39.56	2 06	28.57	2 41	22.36
0 57	63.16	1 32	39.13	2 07	28.34	2 42	22.22
0 58	62.07	1 33	38.71	2 08	28.12	2 43	22.08
0 59	61.02	1 34	38.29	2 09	27.91	2 44	21.95
1 00	60.00	1 35	37.89	2 10	27.69	2 45	21.82
1 01	59.02	1 36	37.50	2 11	27.48	2 46	21.69
1 02	58.06	1 37	37.11	2 12	27.27	2 47	21.56
1 03	57.14	1 38	36.73	2 13	27.07	2 48	21.43
1 04	56.25	1 39	36.36	2 14	26.87	2 49	21.30
1 05	55.38	1 40	36.00	2 15	26.66	2 50	21.18
1 06	54.54	1 41	35.64	2 16	26.47	2 51	21.05
1 07	53.73	1 42	35.29	2 17	26.28	2 52	20.93
1 08	52.94	1 43	34.95	2 18	26.09	2 53	20.81
1 09	52.18	1 44	34.61	2 19	25.90	2 54	20.70
1 10	51.43	1 45	34.29	2 20	25.71	2 55	20.58
1 11	50.70	1 46	33.96	2 21	25.53	2 56	20.45
1 12	50.00	1 47	33.64	2 22	25.35	2 57	20.34
1 13	49.31	1 48	33.33	2 23	25.17	2 58	20.22
1 14	48.65	1 49	33.03	2 24	25.00	2 59	20.11
1 15	48.00	1 50	32.73	2 25	24.83	3 00	20.00
1 16	47.37	1 51	32.43	2 26	24.66	4 00	15.00
1 17	46.75	1 52	32.14	2 27	24.49	6 00	10.00
1 18	46.15	1 53	31.86	2 28	24.32	12 00	5.00
1 19	45.55	1 54	31.58	2 29	24.16		





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.**

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.	Seconds	40 Foot Car	50 Foot Car	
		Miles Per Hour	Miles Per Hour	
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.	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	
	Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done.	11	2.5	3.1
		12	2.3	2.9
		13	2.15	2.7
		14	2.	2.5