

SAFETY

IS

EVERYBODY'S JOB

ON THE

B&O

THE BALTIMORE & OHIO RAILROAD COMPANY

EASTERN REGION

SAFETY ABOVE EVERYTHING



BALTIMORE DIVISION

—AND—

BALTIMORE TERMINAL DIVISION

TIME-TABLE No. 61

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

SUNDAY, APRIL 24, 1949

J. D. WARFIELD,

Superintendent, Baltimore Terminal Division.

W. M. MURPHEY,

Superintendent, Baltimore Division.

THE BALTIMORE AND OHIO RAILROAD COMPANY

RELIEF DEPARTMENT,
W. M. KENNEDY, Superintendent.

MEDICAL AND SURGICAL SERVICE.

COMPANY'S SURGEONS.

Philadelphia, Pa.....	Dr. Wm. F. Morrison, Carver Hall, Oxford and Harrison Streets. Dr. Arthur P. Keegan, 1719 Pine St. Dr. John G. Manley, 1719 Pine St. Dr. Deway A. Snyder, 6728 Chester Ave. Dr. John A. O'Connell, 2128 Pine St. Dr. Van M. Ellis, Oculist, 1528 Spruce Street. Dr. D. Grove Horine.
Chester, Pa.....	Dr. John O. Crist. Dr. Palmer N. DeFuria.
Wilmington, Del.....	Dr. C. L. Munson. Dr. A. Leon Heck. Dr. Raymond A. Lynch. Dr. E. R. Mayerberg, Oculist.
Elsmere, Del.....	Dr. Walter S. Lumley.
Richardson Park, Del.	Dr. Millard F. Squires, Jr.
Newark, Del.....	Dr. Edwin H. Nutter, 21 East Main Street.
Havre-de-Grace, Md..	Dr. Charles J. Foley.
Aberdeen, Md.....	Dr. H. K. Dulaney.
Elkton, Md.....	Dr. Milford H. Sprecher. Dr. R. W. Locher, 31 E. North Avenue. Dr. J. F. Coolahan, 4201 Wilkins Avenue. Dr. Vincent M. Messina, 1403 S. Charles St. Dr. Grover C. Ney, 2401 Linden Avenue. Dr. A. F. Ries, 24 South Broadway. Dr. Lewis B. Whiting, Medical Arts Bldg. Dr. Walter D. Wise, 1120 St. Paul Street. Dr. I. Ridgeway Trimble, 8 West Madison Street.
Baltimore, Md.....	Dr. James W. Nelson, 1120 St. Paul Street. Dr. Frederick H. Vinup, 1651 Ceddox Avenue. Dr. Edward A. Looper, Oculist, 104 West Madison Street. Dr. Thos. O'Rourke, Oculist, 104 West Madison Street. Dr. Ferdinand A. Ries, 139 East North Ave.
Relay, Md.....	Dr. Frederick V. Beitler. Dr. Lawrence G. Miller.
Halethorpe, Md.....	Dr. W. S. Parson.
Catonville, Md.....	Dr. James G. Howell, 715 Frederick Avenue.
Ellicott City, Md.....	Dr. L. A. Kochman.
Mt. Airy, Md.....	Dr. Stanley Graybill.
Frederick Jct., Md...	Dr. C. H. Conley. Dr. Charles H. Conley, Jr. Dr. A. A. Pearre. Dr. W. M. Smith. Dr. Edward P. Thomas. Dr. P. S. Lansdale, Oculist, 7 East Church Street.
Frederick, Md.....	
Laurel, Md.....	Dr. Bryan P. Warren. Dr. John McC. Warren.
Berwyn, Md.....	Dr. W. Allen Griffith.
Hyattsville, Md.....	Dr. Leonard Hays. Dr. Wm. B. Marbury, 2238 Q Street, N. W. Dr. Raphael N. Manganaro, 1410 Massachusetts Avenue, N. W. Dr. George K. Nutting, 1801 Eye Street, N. W. Dr. James F. Mitchell, 1344 19th Street, N. W. Dr. Earle G. Breeding, 1801 Eye Street, N. W. Dr. Frederick O. Fishback, 1801 Eye Street, N. W. Dr. Ronald A. Cox, Oculist, 1779 Massachusetts Avenue, N. W. Dr. James A. O'Keeffe, 2025 Eye Street, N. W. Dr. Walter H. Gerwig, Jr., 1805 Kenyon Street, N. W.
Washington, D. C....	
Alexandria, Va.....	Dr. Arthur J. Mourot, 811 Prince St.
Silver Spring, Md....	Dr. L. Marshall Cuvillier, Jr., 8648 Georgia Ave.
Rockville, Md.....	Dr. William A. Linthicum.
Gaithersburg, Md....	Dr. Frank J. Broschart.
Hagerstown, Md.....	Dr. Victor D. Miller, 131 West Washington Street.
Brunswick, Md.....	Dr. John G. F. Smith.
Harpers Ferry, W. Va.	Dr. D. K. McIntyre. Dr. G. P. Morison, Oculist.
Charles Town, W. Va.	Dr. John L. Van Metre. Dr. Benj. F. Haines.
Winchester, Va.....	Dr. B. B. Dutton. Dr. Wm. P. McGuire.
Stephens City, Va...	Dr. S. G. Moore.
Middletown, Va.....	Dr. T. A. Williams.
Strasburg, Va.....	Dr. G. G. Crawford.

HOSPITALS.

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

EXAMINING POINTS.

Examiner's Office Days and Hours.

PHILADELPHIA—(24th and Chestnut Streets). Tuesdays and Fridays, 9.00 to 11.00 A. M.
WILMINGTON—Wednesdays, 8.30 to 11.00 A. M.
BALTIMORE—214 West Camden Street, each week day, 8.30 A. M. to 4.00 P. M., except Saturdays, 8.30 A. M. to 12.00 Noon.
WASHINGTON—(Freight Building, New York and Florida Avenues, N. E.), Thursdays, 9.30 A. M. to 11.30 A. M.
BRUNSWICK—Tuesdays and Fridays, 10.00 A. M. to 1.00 P. M.

MEDICAL EXAMINERS' TERRITORIES.

Philadelphia, inclusive, to Bay View, exclusive:
Dr. Richard L. Brawley, 24th and Chestnut Streets, Philadelphia, Pa.
Bay View, inclusive, to Washington, inclusive... Dr. Jas. E. Hurley,
Washington to Gaithersburg, inclusive... 214 W. Camden
Relay to Point of Rocks, exclusive (via Old Street, Balti-
Main Line)..... more, Md.
Gaithersburg, exclusive, to Weverton..... Dr. David A. Wiener,
Hagerstown and Shenandoah Sub-Divisions. Martinsburg,
W. Va.
Reports of disability or death should be forwarded to the respective medical examiners.

RULES GOVERNING SERVICES OF COMPANY'S SURGEONS

1. Telegraphic calls for surgeons will have precedence over other business, except train orders.
2. In all cases of injuries to passengers or employees requiring surgical aid, the surgeon of the Company who can reach the point the quickest must be immediately called by the officer in charge and the case put in his exclusive control. If impossible to secure immediate attendance of Company's surgeon, other surgical aid should be promptly secured to attend until the arrival of the Company's surgeon.
3. Upon the arrival of the Company's surgeon he shall assume charge of the situation, making proper arrangement with the surgeon already in attendance for continuance, or discontinuance of services.
4. When a number of persons are injured the services of competent surgeons in the vicinity should at once be secured and every attention given the injured. Company's surgeons should be immediately notified, giving number of persons injured and what will probably be required for their relief.
5. The Company will not be responsible for the employment of other surgeons than those above named, and no obligation of any kind, beyond the services required while awaiting the arrival of the Company's surgeon, or subsequently arranged for by him, will be assumed for the Company.
6. The officer in charge will arrange to have the injured persons removed from the scene of the accident as promptly as possible, providing an ambulance or other conveyance, and sending a man, or men, with the injured persons, when necessary; any expense incurred to be billed direct to the Company, or paid by the person in charge, who will present a statement and receive a voucher.
7. No important surgical operation shall be performed previous to the arrival of the Company's surgeon, except such as may be required for the immediate safety of the patient.
8. While the Company's surgeons will be assigned to duty within prescribed limits, they will be expected to go out of such limits whenever required.
9. Employees will be expected, whenever able, to visit the Company's surgeon's office for treatment.
10. When an injured employee selects a surgeon other than the one appointed, the Company will be relieved of any obligation to pay for his service, and such surgeon will look to the employee for his compensation.

FULLER NANCE, M. D.
Medical and Surgical Director

SPECIAL INSTRUCTIONS.

1. SUPERIORITY OF TRAINS.

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

EXCEPTIONS TO No. 1.

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

2. LOCATION OF WATCH INSPECTORS.

Baltimore, Md. S. & N. Kats
Brunswick, Md. S. & N. Kats
Cumberland, Md. {Ward N. Hauger
 {S. T. Little Jewelry Co.
Frederick, Md. A. R. Remsberg
Hagerstown, Md. G. T. Baker
Jersey City, N. J. George A. Davidson
Martinsburg, W. Va. E. C. Wolfes
Mount Airy, Md. Charles B. Gendell
Philadelphia, Pa. {Albert Hoelzer
 {D. W. Laubach
Washington, D. C. {Charles Schwartz & Son
 {Melart Jewelers, Inc.
Wilmington, Del. Levitt Jewelry Co.
Winchester, Va. Hodgson & Brown

3. STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTERS

(Located as indicated by x)

	Stand- ard Clock.	Bulle- tin Board.	Train Regis- ter.
Philadelphia			
Station Master's Office.....	x	x	x-W
Chief Caller's Office, East Side.....	x	x	x-W
RG Tower.....	x	x	x-W
Snyder Avenue Yard Office.....	x	x	x-W
Wilmington			
Yard Office.....	x	x	x-W
Baltimore			
Bay View Yard Office.....	x	x	x-W
Penn Mary Junction.....	x		x-W
Camden Station			
Train Dispatcher's Office.....	x		
Station Master's Office.....	x	x	x-W
Riverside			
Chief Caller's Office.....	x	x	x-W
Camden Yard Office.....	x	x	x-W
Locust Point Yard Office.....	x	x	x-W
Mt. Clare			
A Yard Office.....	x	x	x-W
B Yard Office.....	x	x	
Curtis Bay			
Yard Office Seawall.....		x	
Yard Office Stonehouse Cove.....	x	x	x-W
Washington			
Assistant Trainmaster's Office.....	x		
Station Master's Office.....	x	x	x
Chief Caller's Office Ivy City.....	x	x	x-W
New York Avenue Yard Office.....	x	x	x-W
F Tower.....	x		
QN Tower.....	x	x	x-W
Potomac Yard			
Four-Mile Run.....	x	x	x-W
Engine House.....	x	x	x-W
Frederick Junction	x		
Frederick		x	x-a
Brunswick			
Chief Caller's Office.....	x	x	x-W
WB Tower.....	x	x	x-W
Weverton			
VO Tower.....	x		
Hagerstown			x-a
Winchester	x	x	x
Strasburg Junction	x	x	x

a—First and third class trains. w—Watch Comparison only.

4. CLEARANCE CARD FORM A.

Westward passenger trains will receive Clearance Card Form A and train orders, 24th and Chestnut Streets, Philadelphia, delivered by Station Master. Rule 133 and 83-B modified.

Trains from Market Street Sub-Division will receive Clearance Card Form A from the operator at Elsmere Junction.

Westward trains from Mt. Clare and Mt. Winans Yards will call Curtis Bay Junction on telephone (two long rings) for Clearance Card Form A.

Rule 83-B is modified to the extent that it will not be necessary for trains in either direction to get Clearance Card Form A at Mt. Airy Junction, Watersville Junction, QN Tower (except trains originating and westward trains from Alexandria Sub-Division), F Tower and Weverton (except westward Hagerstown Sub-Division trains), or Park Junction westward; or at Alexandria Junction or Anacostia Junction on trains moving to Alexandria Sub-Division.

Westward trains from Alexandria Sub-Division will get Clearance Card Form A at QN Tower instead of Alexandria Junction.

Shenandoah Sub-Division trains, except first class, not required to get Clearance Card Form A at Harpers Ferry.

At the following train order offices, trains and engines will receive Clearance Card Form A instead of fixed signals:

Hagerstown, Strasburg Junction,

At the following train order offices, trains and engines will be governed by hand signals instead of fixed signals:

Westport, Curtis Bay Jct., Westward
Curtis Bay Jct., Eastward, movements off Curtis Bay
Eastward, Sub-Division.

Rule 221-A modified.

5. SPEED RESTRICTIONS.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Between Park Junction and New York Avenue, except as noted below.....	80	50	40
Park Jct., around curve, Tracks 1 and 2.....	30	30	30
Between East End Park Tunnel and Crossover, Chestnut Street.....	30	20	20
Chestnut Street Station, Tracks Nos. 4 and 5.....	10	10	10
Between Crossover at Chestnut Street and Locust Street Tower.....	20	20	20
Through Crossovers at Chestnut Street.	15	15	15
Through crossovers, Locust Street Interlocking.....	15	15	15
Between Christian Street and Grays Ferry Tunnel, Tracks 1 and 2.....	50	35	30
Between Locust Street and RG Tower, on Tracks 3 and 4.....	15	10	10
Over Schuylkill River Bridge 89c.....	35	15	15
Curve, west of 60th Street.....	60	50	40
Darby—Main Street Crossing.....	50	50	40
1st curve west of Holmes.....	75	50	40
Chester—Edgemont Ave., Upland St., and Potter St. crossings and Melrose Avenue curve.....	45	45	40
Curve at Ogden.....	75	50	40
Silverside—curve.....	65	50	40
Wilmington, between west end Brandywine Bridge and 11th Street.....	40	40	40
Over Bridges 65-H, 65-I west of Wilmington Passenger Station, Steam Crane X45.....			10
Wilmington—curve, Lancaster Avenue.	60	50	40
Elsmere Jct.—over Reading Crossing.	60	50	40

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
First curve west of Elsmere Jct., Tracks 1 and 2.....	60	50	40
Between Elsmere Junction and WJ Tower on Tracks 3 and 4.....	15	15	15
Between WJ Tower and Mt. Cuba.....	25	25	25
Between Mt. Cuba and Southwood.....	15	10	10
First curve west of Kiamensi.....	75	50	40
Curve, just west of Harmony.....	70	50	40
Around first, second and third curves east of Newark and first curve west of Newark.....	60	50	40
Second and third curves west of Newark.....	75	50	40
First curve east of Elk Mills.....	70	50	40
First curve east of Singlerly.....	75	50	40
First curve east of Childs.....	65	50	40
Little Northeast—reverse curves.....	65	50	40
First curve east of Leslie.....	75	50	40
First curve west of Leslie.....	75	50	40
Second curve west of Leslie.....	70	50	40
Third curve west of Leslie.....	75	50	40
Foys Hill—curve.....	65	50	40
First curve east of Belvedere.....	65	50	40
Principio fill, west of Belvedere, Track 1.....	65	40	30
Principio fill, west of Belvedere, Track 2.....	55	35	30
Curve at Jackson.....	75	50	40
First curve east of Aikin.....	75	50	40
Susquehanna River Bridge 34A.....	45	20	20
Freight trains will use three minutes and twenty-seven seconds between the ends of Susquehanna River Bridge 34A.....			
Susquehanna River Bridge—curve at west end.....	40	30	20
STANTON AND SWAN CREEK:			
Passing over track pans taking water.....	50	45	40
Two trains passing over track pans, one or both taking water.....	30	..	..
Reverse curves at Sewell.....	75	50	40
First curve east of Van Bibber.....	75	50	40
First curve west of Joppa.....	75	50	40
First curve west of Bradshaw.....	75	50	40
Big Gunpowder—curves.....	60	40	25
Curve east of Loreley, Track 1.....	60	45	25
Curve east of Loreley, Track 2.....	55	35	25
Between Philadelphia Road Bridge and east end of curve east of Bay View Tower.....	60	40	30
Over Bridge 1, Highlandtown Branch, DS-4 Engines.....	..	..	10
First curve east of Gay Street.....	50	40	30
Waverly—curve.....	50	35	30
Q-4, Q-4A, Q-4B, Q-4C, Q-1XA, P-7D, Class Engines and Steam Crane X-45 over Bridges 3 and 10, between North Avenue and Harford Road Tunnel.....	10	10	10
First curve east of Huntingdon Avenue.....	20	15	15
Westward, through switches from No. 1 track, Huntingdon Avenue.....	15	15	15
Movements No. 2 and No. 4 Tracks to No. 1 Track at Huntingdon Avenue.....	10	10	10
Movements No. 2 Track to No. 2 Track, Huntingdon Avenue.....	20	15	15
First curve west of Huntingdon Avenue.....	30	20	20
Curve at North Avenue and over crossing.....	20	15	15

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Through crossovers between No. 3 and No. 4 and between No. 1 and No. 2 tracks east of Twin Tunnel, Mt. Royal.....	15	15	15
Through switches east end of Howard Street Tunnel.....	15	15	15
Howard Street Tunnel, Tracks 1 and 2.....	35	25	25
Howard Street Tunnel, Gauntlet track.....	25	20	20
Through crossover, west end Howard Street Tunnel.....	15	15	15
Reverse curve, west end Howard Street Tunnel, No. 1 track.....	25	15	15
Reverse curve, west end Howard Street Tunnel, No. 2 track.....	15	15	15
Between Hamburg Street and Camden Station train shed—			
Lower level.....	25	15	15
Upper level.....	10	..	..
Bailey—curve.....	25	20	20
Crossover west of Warner Street.....	10	10	10
Bailey—MacArthur class engines around east leg of wye.....	10	10	10
Riverside Tower—through switches...	10	10	10
Curve, between Ridgely and Bayard Sts. Bridge 2-B, Scott Street, Steam Crane X-45.....	35	25	25
Q-1XA, Q-4, Q-4A, Q-4B, Q-4C, T-1, T-2, T-3, T-3A, T-3B Engines over Bridge 3A, Curtis Bay Sub-Division.....	10	10	10
From Bayard Street to West End Gwynns Falls Bridge.....	55	50	40
Diverging movements through interlocked switches at Carroll.....	10	10	10
First curve, west of Mt. Winans.....	70	50	40
First curve, west of West Baltimore.....	70	50	40
Curve, between West Baltimore and Lansdowne.....	50	50	40
First curve west of Lansdowne.....	75	50	40
First curve east of Halethorpe, Tracks 1 and 2.....	70	50	40
Diverging movements through interlocked switches at Halethorpe.....	30	30	30
First curve west of St. Denis.....	45	35	35
Between Carroll and West Baltimore, Tracks 3 and 4.....	15	10	10
Between West Baltimore and Relay, Tracks 3 and 4.....	30	25	20
Relay—curve and over viaduct.....	35	35	35
Elkridge—curve, Track No. 1.....	55	50	40
Elkridge—curve, Track No. 2.....	50	50	40
Hanover—curve.....	70	50	40
Ft. Geo. G. Meade Sub-Division.....	30	30	30
Around wye at Ft. Meade Jct.....	15	15	15
Reverse curves west of Savage.....	75	50	40
Alexandria Junction—diverging movements.....	30	30	30
Between Alexandria Junction and Anacostia Junction, except as noted below.....	40	40	30

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Over spring switches at Chesapeake Junction.....	15	15	15
Between Shepherd Junction and Anacostia Junction.....	15	15	15
Shepherd Junction—through switches..	15	15	15
Anacostia Junction—P.R.R. connection	10	10	10
Bladensburg Bridge 1-A, Steam Crane X-45.....	..	..	10
Alexandria Junction—West Leg of Wye.	20	20	20
Curve at Bridge 4-A.....	20	20	20
Between Shepherd Junction and Shepherd.....	15	15	15
Reverse curve, east of Langdon.....	70	50	40
Through switches at QN and F Towers via Wye.....	15	15	15
Between F and QN Towers.....	40	20	20
Between New York Avenue, Washington and Point of Rocks, except as noted below.....	75	50	30
First curve east of Forest Glen.....	60	50	30
Georgetown Sub-Division.....	15	15	15
Over Rock Creek Trestle.....	10	10	10
Over Bridge 18.....	10	10	10
Through switches at Point of Rocks to and from Metropolitan Sub-Division..	30	30	30
Between Point of Rocks and Weverton, except as noted below.....	65	40	30
Curves at and through Point of Rocks and Catoctin Tunnels.....	40	30	30
Maple Avenue Crossing, Brunswick....	50	40	30
Brunswick—Diverging movements through crossovers, WB Tower.....	15	15	15
Tracks 3 and 4 between Brunswick and Weverton.....	15	15	15
Weverton—Diverging movements.....	15	15	15
Weverton—Crossover movements over movable point frogs between tracks 4 and 1 and tracks 2 and 3.....	10	10	10
Between Relay and Frederick Junction, except as noted below.....	40	35	30
Relay Curve.....	25	25	25
Eastward—			
Watersville Junction to Gaither.....	30	30	30
Gaither to Relay.....	30	25	25
Westward—			
Ellicott City to Gaither.....	30	30	30
Mt. Airy Junction—Diverging movements through interlocked switches..	15	15	15
Mt. Airy Junction—Inside leg of wye, MacArthur engines.....	4	4	4
Mt. Airy Subdivision.....	30	20	20
Between Frederick Junction and Point of Rocks, except as noted below.....	40	40	40
Frederick Sub-Division.....	30	25	25
Frederick—City Limits.....	8	8	8
Track leading from main track to Buckeystown Village.....	..	..	10
Adamstown Cut-off.....	..	..	10
Between Hagerstown and Beelers Summit.....	35	25	25
Between Beelers Summit and Weverton.	30	15	15
Hagerstown—City Limits.....	12	12	12
Over Antietam Trestle.....	10	10	10
Security Branch.....	10	10	10
Between Harpers Ferry and Charles Town, except as noted below.....	40	30	30
Harpers Ferry—Diverging movements.	15	15	15

5. SPEED RESTRICTIONS—Continued.

LIMITS.	CLASS OR SERVICE.		
	Passenger and express trains.	Passenger and express trains handled by freight engines, fast freight trains.	Slow freight, local, pickup and work trains.
Bridge Nos. 0, 1 and 2, Harpers Ferry..	15	15	15
Northern Virginia Power Company Siding, Millville.....	..	..	10
Halltown—highway crossing.....	10	10	10
Charles Town—City Limits.....	6	6	6
Between Charlestown and Strasburg Junction, except as noted below.....	45	35	35
Winchester—City Limits.....	12	12	12
General.			
Branches and Sub-Divisions, except as otherwise noted.....	15	15	15
Diverging movements through switches not interlocked.....	15	15	15
Engines moving backward with cars...	20	20	20
Express trains handling freight equipment	50	..	..
Engines without engine or pony trucks.	20	20	20
Class S-1 engines.....	..	35	25
P-1-aa engines.....	55	50	40
Relief Trains—Engine in forward motion.....	..	..	35
Relief Trains—With crane ahead of engine.....	..	..	15
Trains handling steam cranes, locomotive cranes, pile drivers, ditchers and similar equipment.....	..	30	30
Trains handling scale testing cars.....	..	35	35
Trains moving on main tracks against the current of traffic over spring switches.....	15	15	15
Trains moving from sidings to main tracks through spring switches.			
Silverside.....	25	25	25
Aikin.....	25	25	25
Aberdeen.....	25	25	25
Poplar.....	25	25	25
Fort Meade Jet.....	25	25	25
All other points.....	15	15	15
Solid trains of oil.....	..	40	40

MAXIMUM SPEED OF LIGHT ENGINES. (Unless otherwise specified.)

Sub-Division	DIESEL		STEAM (except noted.)		COM- POUND MALLET		SIMPLE MALLET		E-27	
	For- ward.	Back- ward.	For- ward.	Back- ward.	For- ward.	Back- ward.	For- ward.	Back- ward.	For- ward.	Back- ward.
East End.....	60	45	40	40	..	..	..	..	40	30
Washington..	60	45	40	40	20	20	35	20	40	30
Metropolitan.	60	45	40	40	20	20	35	20	40	30
Old Main Line	40	25	30	20	20	20	30	20	30	20
Market Street	15	10	15	10	..	..	..	..	15	10
Landenberg..	15	15	15	15	..	..	..	..	15	15
Childs.....	15	10	15	10	..	..	..	..	15	10
Perryville....	15	10	15	10	..	..	..	..	15	10
Curtis Bay...	15	10	15	10	..	..	..	..	15	10
Sparrows Point.....	15	10	15	10	..	..	..	..	15	10
Locust Point.	15	10	15	10	..	..	..	..	15	10
South										
Baltimore..	15	10	15	10	..	..	..	..	15	10
Savage.....	15	10	15	10	..	..	..	..	15	10
Ft. Geo. G.										
Meade.....	20	15	20	15	..	..	..	..	20	15
Alexandria..	30	20	30	20	..	..	..	..	30	20
Shepherd....	15	10	15	10	..	..	..	..	15	10
Georgetown..	15	10	15	10	..	..	..	..	15	10
Mt. Airy.....	25	15	25	15	20	15	20	15	25	15
Frederick....	25	15	25	15	20	15	20	15	25	15
Hagerstown..	25	15	25	15	..	..	..	..	25	15
Shenandoah..	35	25	35	25	..	..	..	..	35	25

SPECIAL INSTRUCTIONS—Continued.

5. SPEED RESTRICTIONS—Concluded.

The maximum speed of excursion or other special trains made up of open platform equipment and passenger trains handling equipment with freight car trucks, will be 10 miles per hour less than the maximum speed of other passenger trains.

Trains, the makeup of which includes dead engines, will be restricted to 25 miles per hour, except that diesel engines may be handled at such speeds as are provided for in proper shippers' endorsement on bill of lading.

Trains using No. 3 track between Elsmere Junction and Middle Crossover, or No. 4 track between Elsmere Junction and WJ Tower will run at restricted speed.

Train 511 will reduce speed to thirty (30) miles per hour at Newark and Belcamp, Sundays only, to dispatch newspapers.

Train 11 will reduce speed to 10 miles per hour at Kensington daily, except Sundays, to dispatch mail.

Train 511 will reduce speed to 35 miles per hour at Hyattsville daily, except Sundays, to dispatch mail.

Trains will approach Patapsco River Bridge (Curtis Bay Sub-Division) and road crossings at Brooklyn at restricted speed.

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

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

All trains and engines moving eastward on No. 4 track, Brunswick, will stop at the mill yard No. 1 switch east end of eastbound classification yard, and then proceed at restricted speed.

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

East End and Washington Sub-Divisions.

- {West of road crossing, Glenolden.
- {Opposite water tank, Holmes.
- {One-half mile west of College Park.
- {One-half mile east of College Park.

Metropolitan Sub-Division.

- {One-half mile east of Autrey Park.
- {One-half mile west of Autrey Park.
- {One-half mile west of Tuscarora.
- {One-half mile east of Tuscarora.

6. TRAIN ORDERS.

PHILADELPHIA—Movement of trains and track cars between Locust Street Tower and 58th Street, tracks 1 and 2, and between Locust Street Tower and Wharton Street, tracks 3 and 4, will be controlled by the Operators at RG Tower, who will issue necessary train orders and Forms 1089D in writing over their signatures. Rules 131, 201, 252 and 262 modified.

7. EXTRA TRAINS.

Rule 21 is not in effect except on Hagerstown Sub-Division and Shenandoah Sub-Division.

8. OPERATING TRAINS BY SIGNAL INDICATION.

Rules 251 to 254, inclusive, are in effect on the East End, except on Track Three (3) between Elsmere Junction and Middle Crossover, and Track Four (4) between WJ Tower and Elsmere Junction, and on Tracks Three (3) and Four (4) between Wharton Street and Locust Street, Philadelphia; on the Washington and Metropolitan Sub-Divisions between Lee Street and F Tower and between QN Tower and Weverton on Tracks One (1) and Two (2); Old Main Line between Relay and Point of Rocks, and on the Alexandria and Shepherd Sub-Divisions between Chesapeake Junction and Twining City, Shepherd Junction and Anacostia Junction; and between Bailey and Riverside, except as noted below.

8. OPERATING TRAINS BY SIGNAL INDICATION—Concluded.

Rules 261 to 264, inclusive, are in effect between the following points:

Locust Street and crossover at Chestnut Street, Philadelphia. Rule 262 is modified to the extent that movements between these points will be controlled by Operator, Locust Street Tower. Westward movement on No. Two (2) track between crossovers at Chestnut Street and Locust Street, and all movements through crossovers at Chestnut Street, shall be made only after receiving permission from the Operator at Locust Street Tower. Passenger and express trains in making these movements will be governed by hand signal from Utility man in accordance with Rule 28-A. Crews of freight trains and yard movements will handle their own switches in accordance with instructions of the Operator at Locust Street Tower. Train and engine movements will be made at restricted speed.

RG Tower and 58th Street, Philadelphia. Rules 262 and 131 are modified to the extent that movement of trains and track cars between these points will be controlled by Operator at RG Tower.

Elsmere Junction and Ninth Avenue, Wilmington. Rule 262 is modified to the extent that the movement of trains will be controlled by the Operator at Elsmere Junction Tower.

When a train desires to enter the block at Ninth Avenue, permission will be obtained by telephone from Operator, Elsmere Junction, and Conductor and Engineer will be governed by block signal located at entrance to block. Should the block signal be inoperative, while the telephone circuit is still in service, the Operator at Elsmere Junction may direct the train to proceed at restricted speed by issuance of Clearance Card Form A, Part A, Line 3, and Part R, provided the block is clear of opposing trains. Rule 37 modified. Should the telephone be inoperative, the train may proceed when preceded by flagman.

Camden Station and north end of Baltimore and Annapolis Railroad double track over the route named in Special Instructions No. 12.

End of double track, west end of Bridge 3-A and Brooklyn. Lee Street and Mount Royal.

Mount Royal and North Avenue on tracks 1, 3 and 4.

North Avenue and Huntingdon Avenue on tracks 3 and 4. Huntingdon Avenue and Waverly.

Alexandria Junction, Hyattsville and Chesapeake Junction.

QN and C, QN and F, and F and C Towers, Washington. Between F Tower and C Tower and between QN Tower and C Tower the movement of trains will be controlled jointly by the operators at F Tower and QN Tower and the Train Director at C Tower. Rule 262 modified.

Unless otherwise directed, No. 77 will clear No. 5 on time between Washington and DS Tower, No. 34 will clear No. 4 on time between DS Tower and Silver Spring. Rule 251 modified.

Trains to and from the Hagerstown and Shenandoah Sub-Divisions may display signals prescribed by Rules 20 and 21 between Washington and Weverton. Rule 23(A) modified.

9. SPACING TRAINS.

Rule 110-C in effect as follows:

Perryville Sub-Division. Westward trains will report their arrival at Perryville.

Ft. George G. Meade Sub-Division. Westward trains will report their arrival at Ft. George G. Meade.

Frederick Sub-Division. Westward trains will report their arrival at Frederick.

Hagerstown Sub-Division Eastward trains carrying passengers will report their arrival at Security Junction.

Shenandoah Sub-Division,

Mt. Airy Sub-Division. Trains terminating at Mt. Airy will report their arrival to operator, Mt. Airy Junction.

SPECIAL INSTRUCTIONS—Continued.

9. SPACING TRAINS—Concluded.

Rules 505 to 519, inclusive, are in effect as follows:

Between Park Junction and New York Avenue and between New York Avenue and Weverton on Tracks Nos. One and Two.

Between Huntingdon Avenue and Mt. Royal Station on Tracks Nos. Three and Four.

Gauntlet track through Twin and Howard Street Tunnels.

Between Camden Station and North End Baltimore and Annapolis Railroad double track over route named in Special Instructions No. 12.

Between the East End of double track, Bridge 3-A, and Brooklyn.

Between Bailey and Riverside.

Between Lansdowne and Point of Rocks via Mt. Airy Junction Tracks Nos. Three and Four, except absolute block will be maintained between all trains eastward Mt. Airy Junction to a point 1700 feet east of Frederick Highway Overhead Bridge, marked by sign, "E H C".

On Alexandria Sub-Division and Shepherd Sub-Division.

Between F Tower and QN Tower, Tracks No. Three and Four.

Philadelphia—First paragraph of Rule 513 is not in effect at crossovers at Chestnut Street when necessary to perform switching on passenger and express trains.

WJ Tower—First paragraph of Rule 513 is not in effect.

Brunswick—First paragraph of Rule 513 is not in effect at Bunk House Siding switch when necessary to perform switching on westward passenger and express trains.

WATERSVILLE JUNCTION—Eastward trains using Mt. Airy Sub-Division must stop clear of signal on Mt. Airy Sub-Division at Watersville Junction and report on telephone at that point, securing permission to occupy the main tracks of Old Main Line and crossovers, being governed by indication on this signal which is actuated by time element in connection with derail and crossover switches. Facing point connection switch must not be opened until after derail has been removed and crossover switches lined for five minutes.]

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

Freight trains will not be permitted on the Susquehanna River Bridge at the same time a passenger train is moving over the bridge. Movement of trains will be controlled by Operator at Aikin.

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

Curtis Bay Junction, will block trains between Halethorpe and Mt. Clare Yard (Jackson Bridge) and Brooklyn.

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

This system is in service eastward, beginning with semi-automatic signal located east of Catocin and continuing eastward to and including the home signal at QN Tower; from color light dwarf signal governing main line movements and color position light home signal governing movements on wye immediately west of F Tower and continuing to eastward color position light dwarf signal located 384 feet east of Bayard Street, Baltimore, and from eastward home signal at Waverly to eastward home signals on Nos. 2 and 4 tracks located just west of Locust Street Tower, Philadelphia.

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

Westward beginning at westward home signal immediately opposite Locust Street Tower, Philadelphia, and continuing to westward home signal at Waverly; from westward signals at Bailey, one in front of the tower and one located on the Locust Point Sub-Division immediately back of the tower, to the westward home signal just east of F Tower, and from westward home signals at QN Tower to and including home signals at Point of Rocks.

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

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

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

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

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

Between Philadelphia and Washington, proceed at not exceeding medium speed observing automatic signal indications to the next open train order office, where a report will be made to the Superintendent, after which train will be authorized by train order to proceed with train control inoperative and a copy of this order will be given to operators at each succeeding block office who will maintain block in accordance with these instructions. After receiving such train order, a clear home signal at a block office will indicate that the block is clear to the next block office and the train will operate at normal speed observing automatic signal indications.

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

A train not carrying passengers may be permitted to follow a train not carrying passengers in the block by use of Line 3, Part A, Form A at not exceeding medium speed, observing automatic signal indications. Rules 37 and 221B modified. These requirements do not apply to operation of Reading and C. N. J. engines between Locust Street, Philadelphia, and Eastwick; nor to operation of yard engines not equipped with train control between Locust Street and 58th Street, Philadelphia; between Concord and Elsmere Junction, Wilmington; or between Bay View and Waverly, Carroll and Bailey, F Tower and Langdon.

On the Metropolitan Sub-Division, between QN Tower and semi-automatic signal east of Catocin, where a number of non-equipped engines now operate, a positive block will not be maintained ahead of engines that are not equipped, engines operating in backward motion, or engines which, for proper cause, have train control cut out. Such engine may operate at schedule speed, observing automatic block signal indications.

In the territory between Washington and Philadelphia, Sperry cars and locomotives not equipped with train control in work train service, will be operated under automatic block signal indications and will not exceed a speed of 30 miles per hour.

SPECIAL INSTRUCTIONS—Continued.

10. FIXED SIGNALS.

PHILADELPHIA—Should a train or engine be held at the eastward or westward block signals at Vine Street or 29th Street the Conductor or Engineer will communicate with the Operator. If the signal is inoperative and the block is clear the Operator may direct the train or engine to proceed through the block at restricted speed by issuing Form A, Part A, line 3. Should the telephone line be inoperative, the train may proceed only when preceded by flagman. Rules 37 and 221-B modified.

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

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

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

BALTIMORE TERMINAL—Green starting light, for eastward and westward passenger trains, stopping at Mt. Royal Station, affixed to wall adjacent to No. 2 track, 100 feet east of east portal of Twin Tunnel, controlled by switch located at main entrance gate.

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

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

This green light reflects in both directions, is to be used only for the purpose and in the manner described, and in no way modifies any Operating Rule.

Passenger and freight trains with excessive dimension cars in their train will operate via Gauntlet Track, Mt. Royal and Howard Street tunnels, unless crew is otherwise instructed by train dispatcher.

When home signals governing eastward and westward movements over Bear Creek Drawbridge, Sparrows Point Sub-Division are inoperative, train crews will communicate with the Bridge Tender, who will inspect bridge. If inspection permits safe movement of trains over the bridge, trains will be governed by hand signal from the Bridge Tender, green signal eastward, yellow signal westward. Rule 28-A modified.

CURTIS BAY SUB-DIVISION—Crews of eastward trains stopped by signal at Bridge 3-A will communicate with Operator at Brooklyn.

ALEXANDRIA SUB-DIVISION—Trains receiving stop indication (Rule 292) on semi-automatic signals located on either side of and protecting flight movements McDill Blvd. Runway, Bolling Field, will not proceed until they receive proper authority from flight tower operator to do so and advice that there are no conflicting flight movements.

WASHINGTON—Between F Tower and C Tower, and between QN Tower and C Tower, should a block signal be inoperative, the operator at F Tower or the operator at QN Tower may direct the train to proceed by issuance of Clearance Card Form A, Part (R) and Part (A), Line 3, provided the block is

10. FIXED SIGNALS—Concluded.

clear to C Tower of both opposing trains and trains moving in the same direction. If the block is not clear for both opposing and following movements, or if communication with C Tower is lost, the train may proceed only when preceded by a flagman to C Tower. Rules 37, 221-B and 509-B modified.

MT. AIRY TUNNEL—When semi-automatic signal on No. 3 track east of Mt. Airy Tunnel indicates stop, trains will not pass it until signal indicates clear or approach, or Engineer or Conductor receives Clearance Card Form A, Part A, Line 3, indicating block is clear, from Operator at Mt. Airy Junction by telephone, and then proceed at restricted speed. Rules 37 and 221-B modified.

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

The signals located inside of the East and West Ends of Howard Street Tunnel, and the Eastward home signal on Track 2 at F Tower are searchlight type. The day and night indications displayed by searchlight signals are the same as the corresponding night indications of semaphore signals as shown in the Operating Rules except, the signal governing westward movements at West End of Howard Street Tunnel when displaying Red over Yellow indicates, Slow Approach. Rule 288, modified.

First paragraph of Rule 513 is modified to the effect that trains after opening switch will wait FIVE (5) minutes before fouling main track or crossing from one main track to another between Park Junction and Waverly; between Bailey and Weverton via New York Avenue; between Relay and Point of Rocks via Old Main Line.

Except that trains and engines will wait EIGHT (8) minutes after opening switches before fouling No. One (1) main track or crossing from No. Two (2) to No. One (1) track at Gaithersburg.

11. HAND SIGNALS AND FLAGGING.

EAST SIDE—Trains between RG Tower and Wharton Street on tracks 3 and 4 will be governed by signals from Switchtenders. Hand signals from the switchtender will govern movements over crossovers between No. One (1) and No. Two (2) tracks at Reed Street and RG Tower. Train and engine movements will be made at restricted speed.

BALTIMORE TERMINAL.

HAMBURG STREET, CAMDEN YARD—Movement of eastward trains to upper level and all westward trains will be governed by hand signal from Switchtender.

CURTIS BAY JUNCTION—Eastward trains will approach Curtis Bay Junction under full control, and stop to clear crossover switches, unless given hand signal to proceed by the Operator at Curtis Bay Junction, in accordance with Rule 28(A).

CURTIS BAY SUB-DIVISION—Westward trains from Curtis Bay Sub-Division will approach Curtis Bay Junction under full control and will not foul clearance point at Zepp unless given hand signal to proceed by Operator at Curtis Bay Junction, in accordance with Rule 28 (A).

SILVER SPRING.

Lights to be used in recalling flagmen at Silver Spring are located as follows: Westbound 1000 feet east of station. Eastbound 600 feet west of station. Buttons are located on No. Three (3) and No. Five (5) posts on Nos. 1 and 2 tracks. In recalling flagman, conductor will push button instead of engineer using whistle signals. Flagman will return to train when the light indicates white. Rule 14(A) modified. Light will go out when train goes off circuit.

BRUNSWICK—Eastward and westward trains on No. 4 track will approach switches at Knoxville at restricted speed and will not foul switches until proceed signal is received from switchtender.

SPECIAL INSTRUCTIONS—Continued.

11. HAND SIGNALS AND FLAGGING—Concluded.

Unless weather conditions make it necessary to do so, flag protection will not be provided in passing sidings, except those listed below where flag protection will be provided at all times:

Singerly	—Eastward and Westward.
Silverside	—Eastward and Westward.
Foys Hill	—Eastward and Westward.
Aberdeen	—Westward.
Poplar	—Eastward and Westward.
Fort Meade Junction	—Eastward and Westward.
Alexandria Junction	—Eastward.
Silver Spring	—Westward.
Hollofield	—Westward.
Gaither	—Eastward and Westward.
DS Tower	—Eastward and Westward.

Rule 105 must be complied with at all times.

11-A. MARKERS.

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

12. JOINT OR SPECIAL USE OF TRACKS.

PHILADELPHIA.

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

DELAWARE BRANCH.

A sign designating station as "East End" has been placed on the north side of Delaware Branch Track east of the crossover switches for Long Track and Delaware Branch, which will indicate the dividing point between East Side and Delaware Branch.

Normal position of crossover switches will be for the movement via Delaware Branch.

Before occupying Delaware Branch between East End and Swanson Street in either direction, crews will get written permission from Operator at Swanson Street who will show condition of the block on form issued. Operator at Swanson Street will obtain authority from Yardmaster at East Side before issuing such permission. Crew given permission to occupy Delaware Branch will report when clear to Operator at Swanson Street.

In event communication is not available movements will be made under flag protection to first point of communication with Operator, Swanson Street.

Movements between Bigler Street, Vane Yard, Atlantic Refineries, Roundhouse and East End in either direction via Long Track or Loop Track will be made on verbal permission from the Yardmaster at East Side.

WILSMERE.

Westward trains on No. 3 Track will not pass middle crossover until permission has been received from Yardmaster.

BALTIMORE TERMINAL.

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

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

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

Naught track, Bayview, must not be used without proper interlocking signal. Where no interlocking signal governs, this track must not be used without verbal permission from the Operator at Bayview. Trains or engines given permission to use this track in one direction will not reverse direction without proper interlocking signal or verbal permission from the Operator. Movements clearing this track at the east end will report time clear to Operator. The Operator will keep record on Form 474-Rev. of all movements authorized verbally together with the employee's name, and will record time crews report clear, together with name of person reporting. Take Siding

12. JOINT OR SPECIAL USE OF TRACKS—Continued.

Signal at Philadelphia Road will indicate movement to yard. All movements will proceed at restricted speed. Rule 279 modified.

When movement is completed, inside or Naught track switch of crossover must first be restored to normal, then the main track switch restored to normal and both switches locked with switch locks.

Electric lock in service on hand-thrown switch leading from No. One (1) track to North Siding, Bay View. To operate this switch, permission must be obtained from Operator, Bay View Tower, who will then operate electric lock and cause electric light on top of lock to light, after which switch will be unlocked and thrown by hand. This will unlock derail, which will then be thrown by hand. When movement is completed, derail must first be placed on rail, then main track switch restored to normal position and switch and derail locked with switch locks.

A dragging equipment detector on No. 1 track immediately west of cross-overs, Philadelphia Road, Bay View will cause the display of a stop indication (Rule 292) at the westward home signal, Waverly, and in addition, a visual and audible signal in Waverly Tower. Trains stopped at the home signal, due to dragging equipment will be informed of the fact by the Operator, after which the train will be inspected by members of crew, who will report to the Operator when it is safe to proceed.

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

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

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

Crews required to cross Western Maryland tracks at grade Kloman Street, Westport, will obtain permission from operator at Westport and provide full protection while crossing is occupied.

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

The track between Camden Station and Bailey, Ridgely Street and Carroll, and Gwynns Junction and the north end of the Baltimore and Annapolis Railroad double track, is designated Baltimore and Annapolis main track and operated under the orders of the Baltimore and Annapolis Railroad Train Dispatcher.

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

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

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

Baltimore and Ohio trains or engines will not foul P. R. R. tracks without proper permission.

SPECIAL INSTRUCTIONS—Continued.

12. JOINT OR SPECIAL USE OF TRACKS—Concluded.

DEANWOOD—Dragging equipment detector in No. 1 track will cause display of stop indication (Rule 292) at Westward Home Signal, Anacostia Junction.

Trains stopped by this signal will immediately call Operator Anacostia Junction and on advice from him make inspection of train for dragging equipment, advising him when train is safe to proceed.

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

SHEPHERD JUNCTION—Trains to Shepherd Sub-Division will call operator Alexandria Junction for necessary orders. Trains from Shepherd Sub-Division will call operator Alexandria Junction for permission before fouling switches at Shepherd Junction. Trains to Shepherd Sub-Division will report to operator Alexandria Junction when clear of switches.

SHEPHERD—Two gates installed across tracks at U. S. Government (Naval Research Laboratory); one east and one west of Laboratory Road, Shepherd, to be locked with their locks. Same will be opened on whistle signal from train crew, on a twenty-four (24) hour basis. Push button installed at each gate connects with bell at guard office who will open gate if whistle signal not understood.

WASHINGTON—Each train backing into Terminal will be provided with air whistle and emergency valve.

CHILLUM—Dragging equipment detector in No. 2 track 725 feet west of Chillum, will cause display of stop indication, (Rule 292), at eastward home signal QN Tower. Trains stopped by this signal will immediately call operator QN Tower and on advice from him make inspection of train for dragging equipment advising him when train is safe to proceed.

OELLA—Crews will not pole more than one car at a time over the bridge and will not pull two or more cars at a time off the bridge unless the couplers are chained together and cars uncoupled.

FREDERICK—Tracks within yard limits at Frederick will be used jointly by Baltimore and Ohio and Hagerstown and Frederick Railway. Hagerstown and Frederick Railway trains and engines must get permission from the Operator at Frederick Junction before using Baltimore and Ohio main track and must report when clear to Operator at Frederick Junction. All movements of Hagerstown and Frederick Railway trains and engines will be made at restricted speed looking out for Baltimore and Ohio engines and cars. Baltimore and Ohio Railroad crews will look out for Hagerstown and Frederick Railway crews occupying Baltimore and Ohio tracks at Frederick.

BRUNSWICK—The current of traffic on Track 5 between No. 1 Crossover and WB Tower is westward. The current of traffic on Track 6 between WB Tower and No. 1 Crossover is eastward. Reverse movements will not be made on these tracks except on written authority from the Yardmaster at No. 6 office.

MILLVILLE—Crews switching on main track will push button marked "Stop" on bell on crossing at station to prevent bell from ringing. When crew finishes switching on main track, they will push button marked "Start" to allow bell to resume normal operation.

WINCHESTER—Tracks between yard limits at Winchester will be used jointly by Baltimore and Ohio and Winchester and Western trains. W. & W. trains and engines must get permission from Operator at Winchester before using Baltimore and Ohio main track.

STRASBURG JUNCTION—Trains must approach wye looking out for Southern Railway trains turning on wye.

13. OPERATION OF AIR BRAKES.

Operation of Eastward trains between Camden Station and Waverly.

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

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

13. OPERATION OF AIR BRAKES—Continued.

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

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

The Engineer will observe the air pressure and where it is noted that the motor has brake pipe pressure in excess of 110 pounds on passenger trains and 70 pounds on freight trains. Engineer will adjust his feed valve to pressure carried by motor.

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

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

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

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

Providence—Jessup and Moore Plant.
Childs—Elk Paper Company.
Ellicott City—Mill lead.
Silver Spring—Griffith and Perry trestle.
Security Branch—Victor Products Company.
Stephen City—M. J. Grove Lime Company.

Station stop at Silver Spring will be considered running air brake test for westward trains as required by Rule 113.

Eastward freight trains with more than 1500 adjusted tons between Mt. Airy and Watersville Jet. and westward freight trains with more than 1500 adjusted tons between Mt. Airy and Mt. Airy Jet. will stop after each application of the automatic air brakes and air brakes will not be released until after stop is made.

	No. Retainers to be used.	Max. Speed M. P. H.
From Summit East of Mt. Airy Tunnel to Gaither, Old and New Line, Tonnage Trains (6000 or more adjusted tons).	30 per cent.	20
Beelers Summit to Weverton.	100 per cent.	15

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

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

Ore trains operating westward over Baltimore Belt Line will carry 90 pounds brake pipe pressure.

BALTIMORE DIVISION.

Superintendent:

W. M. MURPHEY.

Assistant Superintendent,

J. F. STEVENS.

Terminal Superintendent:

M. B. VAN PELT.

Trainmasters:

C. H. NORRIS, J. A. CURTIS,

W. B. WEIS,

Terminal Trainmasters:

J. F. JOHNSTON, H. C. BODIE.

Assistant Trainmasters:

J. O. MILLER,
W. H. HOLLEN,

J. J. QUINN,
T. M. CAVEY.

C. W. BAILEY,
H. B. HOFFNER,

Assistant Terminal Trainmasters:

J. E. CUMMINGS.

Road Foremen of Engines:

W. H. STEVENS,

H. F. DEERY.

Assistant Road Foremen of Engines:

H. D. WHITE,

J. G. STEWART, C. CLOUSE,

R. W. SHECKELLS.

Rules Examiner.

W. H. FLANAGAN.

Division Operator.

R. S. SCHENCK.

Assistant Rules Examiner.

J. L. SELL.

Chief Train Dispatchers:

R. E. POWELL,

R. E. MESEKE,

R. K. REIFSNYDER,

R. E. BARRETT,

R. W. BOYD.

Train Dispatchers:

R. K. REIFSNYDER,
L. M. BREMER,
P. S. ASHER,
T. STEVENSON,
O. J. HENRY,
W. B. BLAIR,

J. E. CANOLES,
J. C. TERRY,
C. E. WILMOT,
W. L. COSGROVE,
J. E. McCLOONEY,
L. A. GOAD,

R. W. BOYD,
P. C. PHELAN,
M. E. SAVAGE,
C. M. WATSON,
A. F. PRIOR,
L. A. RUDISILL,

Master Mechanic:

J. P. HINES.

Assistant Master Mechanic:

P. L. HOFSTETTER.

Division Engineers:

F. W. BAILEY,

C. R. RILEY.

W. D. ALMY,

Assistant Division Engineers:

W. G. STAGGE.

District Claim Agent.

C. E. HICKS,

Headquarters, Baltimore. Territory, Chester to Weverton.

Division Claim Agent,

P. J. HENRY.

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

BALTIMORE TERMINAL DIVISION.

Superintendent:

J. D. WARFIELD.

Trainmasters:

R. S. DENSMORE,

H. B. MARTIN.

Assistant Trainmasters:

N. HOGAN,
M. H. SCHLERF,

H. E. HOPKINS,
H. R. HARDING, C. G. HARTUNG,

J. J. QUINN,
J. M. OHLE.

Road Foreman of Engines:

L. K. SWINT.

Rules Examiner.

W. H. FLANAGAN.

Division Operator.

R. S. SCHENCK.

Assistant Rules Examiner.

J. L. SELL.

Chief Train Dispatchers:

R. E. POWELL,

R. E. MESEKE,

R. K. REIFSNYDER,

R. E. BARRETT,

R. W. BOYD.

Train Dispatchers:

R. K. REIFSNYDER,
L. M. BREMER,
T. STEVENSON,
P. S. ASHER,
O. J. HENRY,
W. L. COSGROVE,

M. E. SAVAGE,
J. E. CANOLES,
J. E. McCLOONEY,
J. C. TERRY,
C. E. WILMOT,

R. W. BOYD,
P. C. PHELAN,
C. M. WATSON,
W. B. BLAIR,
L. A. GOAD.

Master Mechanic:

J. P. HINES.

Assistant Master Mechanic,

P. L. HOFSTETTER.

Division Engineers:

F. W. BAILEY,

C. R. RILEY.

W. D. ALMY,

Assistant Division Engineers:

W. G. STAGGE.

District Claim Agent.

C. E. HICKS, Headquarters—Baltimore.

SPECIAL INSTRUCTIONS—Continued.

13. OPERATION OF AIR BRAKES—Concluded.

Handling of Backup Hose.

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

Trains operating in territories where backup hose are required as covered by time table instructions, and in Form 1118-D Rev. 1, will have backup hose applied, after which they will be tested by the Trainmen to know that they are in proper working order.

14. SPRING SWITCHES.

CURTIS BAY SUB-DIVISION—Color light signal, located 48 feet west of the point of spring switch, south of the single main track at Zepp governs movements through spring switch at west end of double track, protecting the point of spring switch and the section of track from the spring switch eastward to clearance point of eastward and westward main tracks.

Lunar white light will be displayed at all times when switch point is in proper position, and red light will be displayed when switch point is not in proper position. Crews receiving red signal at this point will examine switch points before passing over same.

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

ALEXANDRIA SUB-DIVISION.

CHESAPEAKE JUNCTION—Normal position of spring switch end of double track, for No. 1 track.

SHEPHERD SUB-DIVISION.

TWINING CITY—Normal position spring switch for No. 2 track.

Push button located in relay box opposite dwarf signal to control westward movements from No. 2 track at Twining City.

Sixth paragraph of Rule 127 is not effective at spring switches at Chesapeake Junction and Twining City.

15. RAILROAD CROSSINGS AND DRAWBRIDGES.

RAILROAD CROSSINGS.		Position of Signal Indicating Clear Route for B. & O. Trains.
Station.	Railroad.	
Swanson Street, Philadelphia...	P. R. R.	Interlocking.
Commercial Ave., Philadelphia.	P. R. R.	Interlocking.
Elsmere Junction.....	Reading	Interlocking.
West Yard.....	P. R. R.	C. P. L. Signal.
West Yard.....	Reading	Red Ball.
Canton.....	P. R. R.	Interlocking.
Half Mile west Canton Junction.	C. R. R.	Interlocking.
North Avenue (Belt Line).....	P. R. R.	Interlocking.
Kloman Street.....	W. M.	Hand Signal.
Westport.....	W. M.	Hand Signal.
Half mile west Charles Town....	N. & W.	Interlocking.

15. RAILROAD CROSSINGS AND DRAWBRIDGES—Concluded.

WILMINGTON—Trains and engines will come to a stop before crossing Reading tracks at West Yard, Wilmington, whether signal indicates proceed or not.

WESTPORT—Eastward and westward trains and engines will approach Western Maryland Railway Crossing at Westport prepared to stop and be governed by hand signal, given by operator, yellow flag by day and yellow light by night.

Western Maryland Railway movements will be governed by hand signal given by operator, green flag by day and green light by night, in both directions.

16. YARDS.

BALTIMORE TERMINAL—Trains will be operated at restricted speed unless main track is seen or known to be clear at points noted below, where double track operation is in effect:

Locust Point Sub-Division—East of Riverside Tower.

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

Curtis Bay Sub-Division—East of Brooklyn.

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

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

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

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

On two or more main tracks within yard limits when necessary for trains or engines to make movements against the current of traffic, the following employees are authorized to issue written instructions in accordance with Rule 93.

Between Locust Street Tower and RG Tower—Operator RG Tower.

Wilmsere Yard on Track 4—Yard Master.

Wilmsere Yard on Track 3—Operator, Elsmere Junction.

BALTIMORE.

Between Curtis Bay Junction and Mt. Clare A Yard Office, Tracks 3 and 4—Yard Master.

Between Carroll and Mt. Clare A Yard—Operator, Carroll.

Between Riverside and Locust Point—Operator, Riverside.

Between Brooklyn and Seawall—Yard Master, Seawall.

BRUNSWICK.

Tracks 3 and 4 between Weverton and WB Tower—Yard Master at Eastbound Hump.

SPECIAL INSTRUCTIONS—Continued.

17. HELPER ENGINES.

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

BALTIMORE—Diesel yard engines attached to rear of passenger trains at Camden Station, to assist trains through Howard Street Tunnel to Mt. Royal Station, will cut air in on Diesel yard engine.

After arriving at Mt. Royal, yard foreman (or helper) will close angle cock on rear of last car in train. Engineer on Diesel yard engine will make emergency brake application to release all pressure in air hose, after which angle cock on yard engine will be closed and hose separated.

Yard engine on rear will assist in starting train from Mt. Royal Station and yard foreman (or helper) will station himself at cutting chain on Diesel yard engine, and at point designated will raise lock chain on yard engine and signal engineer by hand or lamp to stop. Engineer on Diesel yard engine will gradually close throttle and stop. Rule 106-C modified.

Mt. AIRY JUNCTION—Helper engines cutting off eastward trains on No. 4 track east of Mt. Airy Junction will return to Mt. Airy Junction on No. 4 track after obtaining Clearance Card Form A, Part A, Line 3, from Operator at Mt. Airy Junction. Rule 151 modified.

When necessary for helper engines east of Mt. Airy Junction to use No. 4 track east of sign marked "E. H. C.", they will continue east to Watersville Junction, call Operator on telephone and secure permission to return from that point on No. 3 track.

OLD MAIN LINE—For the protection of helper engines taking water on the westward track, Operators at Mt. Airy Junction and Frederick Junction will protect helpers with home signal. Rule 99 modified.

18. MAIL.

Rule 115 is modified to the extent that trains 1, 2, 5 and 6 moving on other than their regular track, will not stop to exchange mail.

Safety Rule 43 is modified to permit the dispatchment of newspapers from moving trains. Care must be exercised to avoid accidents.

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

No. 159 will stop at College Park to pick up mail daily except Saturday, Sunday and holidays.

No. 510 will stop at Aberdeen to handle U. S. mail when requested by postal clerk in baggage and mail car.

No. 140 will stop at Muirkirk daily except Sunday to handle U. S. mail.

19. WATER AND FUEL.

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

Westward freight trains will not take water at Locust Street, Philadelphia, except in case of emergency.

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

No water at Marriottsville except in emergency.

20. WHISTLE SIGNALS

Whistle signals as per Rule 14 (da) and 14 (ea) will be used by trains on Curtis Bay and Locust Point Sub-Divisions, and between Twining City and Shepherd Junction.

21. HIGHWAY CROSSING PROTECTION.

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

Delaware Branch—Oregon Avenue, Wolf Street, Snyder Avenue, Delaware Avenue.

East End—Chester Pike Crossing, Eddystone; Elsmere Pike, East Wye Reading delivery tracks, Elsmere Junction; crossings between West Yard and Market Street (inclusive), Wilmington; Newport Road and Marshallton Road, Landenberg Sub-Division.

21. HIGHWAY CROSSING PROTECTION—Concluded.

Sparrows Point Sub-Division—Main Crossing, Camp Holabird.

South Baltimore Sub-Division—Russell Street and Water-view Avenue.

Savage Sub-Division—Washington Boulevard.

Alexandria Sub-Division—S. F. T. switching lead, Jones Hill, River Road.

Shepherd Sub-Division—Good Hope Road, Anacostia and Pennsylvania Avenue, Twining City. Proceed carefully over McDill Blvd. crossing, Bolling Field.

Georgetown Sub-Division—River Road.

Mt. Airy Sub-Division—Crossing, Mt. Airy Station.

Frederick—Carroll Street. Wisner Street.

Adamstown Cut-Off—DeGarmendie Road.

Security Branch—All highway crossings Wilson Boulevard to Smithburg Pike Crossing, inclusive.

Hagerstown—Wilson Boulevard, South Potomac Street, Garlinger Avenue, Sycamore Street and Lee Street; also Baltimore Street between 6.00 P. M. and 7.00 A. M. daily and 7.00 A. M. and 6.00 P. M. Sundays, account no crossing watchmen on duty.

Shenandoah Sub-Division—George Street, Charles Town.

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

Short-arm automatic gates and flashing light signals, Newport Gap Road, located 1100 feet west of WJ Tower, in service. Crews of eastward and westward trains stopping short of this crossing and being delayed will use push buttons located at east end of relay box southwest of crossing. To lower gates, push button marked LOWER, and to raise gates, push button marked RAISE, holding for one second and then release. Cut section sign located 708 feet west of Prices' Road.

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

Account heavy traffic over Chesapeake Avenue Crossing, just east of Brooklyn Block Office, Baltimore, trains will approach this crossing at restricted speed.

Road and yard crews backing off or pulling cars on K Shed Lead, Camden Yard, Baltimore, will stop to clear Oil House, west end of J Shed, and member of the crew will precede movement looking out for vehicles and pedestrians fouling Baltimore and Ohio and Baltimore and Annapolis tracks, from Oil House (Lee Street Overhead Bridge) to west end of K Shed. Baltimore and Annapolis Railroad movements, in both directions, between the above mentioned points, will proceed at restricted speed and look out for vehicles fouling Baltimore and Annapolis Railroad tracks.

Automatic short arm gates and flashlight signals at Potee Street, Brooklyn, in service, and are operated in conjunction with signal indication displayed for movements in either direction at Potee Street. In event of delay to trains in this territory, crew will immediately inform Operator at Brooklyn Block Office in order that gates may be raised for highway traffic.

All trains in both directions on all tracks that are detained for any reason, and occupy the crossing at grade track circuits, which operate the warning bells, flashlights and automatic short arm gates at Sulphur Spring Road Crossing, Lansdowne, will fully comply with Rule 103-A.

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

Automatic crossing gates and flash lights protecting Market St. Crossing (Defense Highway), Bladensburg, so constructed that when westward trains are switching in the vicinity of Bladensburg east of this crossing, or for any reason stop before passing the Cut Section (C S) sign, located 200 ft. east of this crossing, after an interval the gates will raise and the flash

SPECIAL INSTRUCTIONS—Continued.

21. HIGHWAY CROSSING PROTECTION—Contc.

lights cease operating. Such trains, therefore, should consume not less than twenty (20) seconds between the cut section sign and the crossing, otherwise the crossing gates will not be lowered in time to provide the proper protection, unless they are controlled manually by a member of the train crew by use of push buttons located in metal box attached to the relay case at the Market St. crossing, which box is to be kept locked with a standard switch lock when not in use.

To lower gates push button marked LOWER and to raise gates push button marked RAISE holding for one second and then release.

Crews of eastward trains that for any reason stop short of this crossing and are delayed, should use these push buttons in the manner described to control the gates manually to avoid tying up highway traffic unnecessarily. After rear of train passes over crossing, gates will raise automatically.

SECURITY BRANCH—Cars must not be pushed ahead of engines when it can be avoided.

22. TRAIN ORDER STATIONS—IRREGULAR HOURS.

Stations open less than 24 hours:

*Holmes.....	7.00 A. M. to 3.00 P. M.
*Monrovia.....	7.00 A. M. to 3.00 P. M.
*Millville.....	8.00 A. M. to 5.00 P. M.
*Charles Town.....	8.00 A. M. to 5.00 P. M.
*Winchester.....	8.00 A. M. to 5.00 P. M.
*Stephens City.....	8.00 A. M. to 5.00 P. M.
*Middletown.....	8.00 A. M. to 5.00 P. M.
*Strasburg Junction.....	8.00 A. M. to 5.00 P. M.
*Keedysville.....	8.00 A. M. to 5.00 P. M.
*Hagerstown.....	8.00 A. M. to 5.00 P. M.

* Daily, except Sunday.

23. RESTRICTIONS ON STRUCTURES AND TRACKS.

MAXIMUM WEIGHT LIMITS.	Heaviest class of engine permitted.	Cars Gross Weight in Pounds.
Park Junction to Elsmere Junction.....	Q-4	240,000
Chas. E. Hires, East of Walnut Street....	B-54	210,000
Chas. E. Hires, West of Walnut Street....	X	150,000
Dupont Co. (Stock Yard Branch).....	DS-4E	190,000
Zuckerman Honickman, Spans 1-2-3.....	Q-4	220,000
Zuckerman Honickman, Span 4.....	X	200,000
City Reduction Plant.....	Q-1C	220,000
Strathman Coal Co.....	Q-1C	220,000
Wm. Mills Coal Co.....	X	145,000
Modern Coal Co., Darby.....	X	100,000
H. M. Green.....	E-27CA	220,000
Gotschall & Morgan, Spans 1 to 17.....	E-31	220,000
Gotschall & Morgan, Spans 18 to 20.....	X	100,000
Suburban Supply, Glenolden.....	L-4	220,000
Bonsall & Forbes, Glenolden.....	Q-4	220,000
C. B. Harper, Ridley Park.....	B-54	150,000
Pennell Coal Co., Chester.....	X	130,000
Winn Lumber Co., Chester.....	B-54	150,000
John Demkko, Ogden.....	E-27CA	220,000
Wm. Dupont, Carrcroft.....	DS-4E	190,000
Team Track, Carrcroft.....	DS-2E	170,000
Oberly Brick, Concord.....	E-27CA	220,000
Perry Coal, Concord.....	E-27	200,000
Concord Lumber.....	Q-4	220,000
Brosius & Smedley, Wilmington.....	Q-4	220,000
Walker Snyder, Wilmington.....	Q-4	220,000
J. E. Rhoads, Wilmington.....	X	130,000
Diamond Ice, Wilmington.....	E-27CA	220,000
Delaware Branch.....	Q-4	240,000
Coal Tipple, East Side, Approach.....	Q-1C	240,000

23. RESTRICTIONS ON STRUCTURES AND TRACKS —Continued.

MAXIMUM WEIGHT LIMITS.	Heaviest class of engine permitted.	Cars Gross Weight in Pounds.
Coal Tipple, East Side, Bins.....	DS-6B	180,000
Power House, East Side.....	E-31AA	210,000
Phillip De Sipia, 28th Street.....	Q-1AA	220,000
Continental Distilling Co.....	Q-4	240,000
Transfer Bridges, Piers 62 and 40 (Phila.)..	X	180,000
Crum Creek Branch.....	Q-4	240,000
Virginia Barrel Co., Eddystone.....	E-27	200,000
B. F. Compton, Eddystone.....	DS-9A	160,000
Market Street Sub-Division.....	Q-4	240,000
Builders Supply Corp.....	Q-4	220,000
Jessup and Moore.....	DS-4E	190,000
Elsmere Junction to Bay View.....	Q-4	240,000
Coaling Station, Wilsmere.....	E-27	200,000
College Trestle, Newark.....	B-54	150,000
E. J. Hollingsworth, Newark.....	X	140,000
Morgan Mitchell, Aberdeen.....	Q-1C	240,000
F. M. Gambrell, White Marsh.....	DS-4E	190,000
Fullerton Supply Co., Poplar.....	Q-4	220,000
Landenberg Sub-Division to Green Bank (Main Track).....	No Bridges.	
E. J. Hollingsworth, Landenberg Junction..	Q-4	220,000
Continental Diamond Fiber, Marshallton..	DS-9A	160,000
Landenberg Sub-Division, Green Bank to end.....	DS-9A	160,000
Crowell Company—Lower Mill.....	B-54	150,000
Childs Sub-Division.....	DS-2E	170,000
Elk Paper Trestle, siding next to main track	X	130,000
Jessup and Moore Paper Co.....	X	140,000
Bay View to Camden Station.....	Q-4	240,000
Continental Can—Bay View.....	DS-6B	180,000
Carroll Ind. Coal—Aisquith Street.....	Q-4	220,000
Carroll Ind. Coal—Kirk Avenue.....	Q-4	220,000
American Paving—Montebello Avenue....	Q-4	220,000
Coal Trestles, 23rd Street.....	Q-7	240,000
Canton Branch.....	Q-1C	240,000
Crown Cork—Eastern Avenue.....	E-31	220,000
Maryland Cooperage, O'Donnell Street..	E-31AA	210,000
Highlandtown Branch.....	DS-2E	170,000
Sparrows Point Sub-Division.....	Q-1C	240,000
All side track trestles.....	Q-4	220,000
Patapsco Neck Branch.....	Q-1C	240,000
U. S. Holabird Coal Trestle.....	E-31	220,000
Camden Station to Carroll.....	Q-4	240,000
Warner Street Siding.....	E-27B	220,000
Baltimore Porcelain Steel Co.....	Q-4	220,000
Maryland Glass Corp.....	Q-4	220,000
Bailey to Locust Point.....	Q-4	240,000
Locust Point and Canton Steel Transfer Bridges:		
Light Car Track.....	X	180,000
Engine and Heavy Car Track.....	X	240,000
Fell Street Transfer Bridge.....	CE-1	180,000
Coal Pier, Locust Point.....	DS-4	190,000
Carroll to Relay.....	Q-4	240,000
J. B. Wailes, Lansdowne.....	B-54	150,000
Monumental Distilling Corp., Lansdowne..	Q-1C	220,000
Carroll to West Baltimore (Mt. Clare Branch).....	Q-4	240,000
Mt. Clare to Aliceanna Street.....	DS-2E	170,000
Curtis Bay Junction to Curtis Bay.....	Q-4	240,000
Seawall Branch.....	No Bridges.	
Marley Neck Branch.....	Q-4	240,000
Standard Phosphate Co.....	E-27DA	220,000
Carroll to Cliffords.....	Q-4	240,000
Old Main Line.....	S	240,000
Doughnut Mill, Ellicott City.....	Q-1C	210,000
Frederick Sub-Division.....	No Bridges.	
Adamstown Cut-Off.....	S	240,000
Hagerstown Sub-Division.....	P-7	240,000
Security Branch.....	Q-4	240,000
Relay to Washington.....	Q-4	240,000

SPECIAL INSTRUCTIONS—Continued.

23. RESTRICTIONS ON STRUCTURES AND TRACKS —Continued.

MAXIMUM WEIGHT LIMITS.	Heaviest class of engine permitted.	Cars Gross Weight in Pounds.
J. H. Toomey, Elkridge.....	Q-4	220,000
House of Correction, Bridewell.....	Q-4	220,000
Dept. of Agriculture, Beltsville.....	Q-4	220,000
Dickey Bros., Hyattsville.....	Q-4	220,000
Edmond's Art Stone, Hyattsville.....	Q-4	240,000
Fleischman Yeast, Langdon.....	DS-6B	180,000
Hufnagle Coal Co., Langdon.....	Q-4	220,000
Fort George G. Meade Sub-Division.....	Q-4	240,000
Savage Sub-Division to East End Bridge 4.	Q-1C	240,000
Savage Sub-Division East End Bridge 4 to end.....	X	130,000
Alexandria and Shepherd Sub-Divisions....	Q-4	240,000
Washington Suburban Gas Co.....	Q-4	220,000
Metropolitan Sub-Division.....	S	240,000
Georgetown Junction to Chevy Chase.....	Q-1C	240,000
T. W. Perry's Siding.....	E-27	200,000
Chevy Chase to Georgetown.....	Q-1C	220,000
*Shenandoah Sub-Division.....	Q-1C	240,000
Halltown Paper Mill Siding.....	E-27	200,000
Va. Apple Storage Co. Siding, Winchester.	B-18C	170,000
Universal Gypsum & Lime Co., Siding...	E-27D	220,000
Powhatan Lime Co. Siding.....	E-27CA	190,000
Powhatan Lime Co. Coal Dump.....	B-54	150,000

X indicates operation of engines not permitted.

(*) Container Cars, 264,000 pounds maximum gross weight permitted on Shenandoah Sub-Division between Harper's Ferry and Strasburg Junction, subject to speed restriction of 15 miles per hour over following bridges:

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

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

AIKIN—East end of westward station siding, out of service east of station.

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

BALTIMORE—P-7D engines must not be double headed over Bridge 10, Belt Line.

Passenger trains will not be operated on Track No. 3 between Huntingdon Avenue and Mt. Royal Station.

Diesel engines No. 300 to 309 not to be operated on tracks 4 and 5, Upper Level, Camden Station.

JESSUP—MacArthur engines must not go beyond a point two hundred (200) feet west of derail on station siding.

FORT MEADE JCT.—Engines not permitted on fire track.

FORT GEORGE G. MEADE—Engines not permitted on the Coal Dump.

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

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

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

TAKOMA PARK—Engines not permitted on trestle of Southern Building Supply Company.

SILVER SPRING—Engines not permitted on Griffith and Perry trestle.

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

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

23. RESTRICTIONS ON STRUCTURES AND TRACKS —Concluded.

GEORGETOWN—MacArthur engines not permitted on any commercial siding or on No. 2 track, New Yard.

KENSINGTON—Engines not permitted on trestle.

ROCKVILLE—Engines not permitted on Wards Coal Dump.

ILCHESTER—Engines not permitted on trestle.

ELLICOTT CITY—Engines not permitted on E. T. Clark trestle.

OELLA—Engines not permitted on track leading from siding to plant of W. J. Dickey and Sons or on bridge over Patapasco River.

DANIELS—Q-4 and S engines will not go beyond crossing on sidings, except new siding. Engines not permitted on coal trestle.

HOODS MILL—Engines not permitted on Mill Siding.

WOODBINE—Engines not permitted on De Lashmutt coal trestle.

MT. AIRY—Q-4 and S engines not permitted on middle track or back track.

Engines not permitted on back track west of road crossing.

MT. AIRY JUNCTION—S engines not permitted to turn on wye.

MONROVIA—Q-4 and S engines not permitted on trestle at grain elevator.

FREDERICK JUNCTION—Class S engines must not use either of the eastward set-off tracks west of the overhead bridge west of Frederick Junction when either set-off track is occupied by cars or engines, and are not permitted to turn on wye, nor use crossover between No. 3 and No. 4 tracks at west end of Monocacy River Bridge.

FREDERICK—Engines larger than E-27-CA not permitted on siding of M. J. Grove Lime Company or on any siding in Frederick except stock pen siding and yard tracks at freight station. S engines not permitted on siding of M. J. Grove Lime Company or on any siding in Frederick.

BUCKEYSTOWN—S engines not permitted on track leading from main track to Buckeystown. Q-4 engines not permitted on siding of Buckeystown Packing Company.

ADAMSTOWN CUT-OFF—Adamstown Cut-Off to be used only for storing cars from Adamstown Junction to 12262 feet west and from Point of Rocks to 7000 feet east.

SECURITY BRANCH—Engines not permitted beyond clearance point on Atlantic Refining Company Siding.

Engines will not go beyond frog on Statton siding.

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

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

MacArthur engines cannot be headed in over track leading to turntable from east end.

HARPER'S FERRY—Engines not permitted east of road crossing on house track.

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

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

WINCHESTER—MacArthur engines not permitted on Shenandoah Brick and Tile Company Siding.

Engines not permitted on Winchester Milling Company Siding beyond a point 150 feet west of point of switch.

CAPON ROAD—Engines not permitted beyond loading ramp on track of Central Chemical Company.

Cars with height of thirteen (13) feet and over, and all engines, not permitted under Standard Lime and Stone Company tipple.

STRASBURG JCT.—Engines not permitted on Powhatan Lime Company trestle.

SPECIAL INSTRUCTIONS—Continued.

24. CLEARANCES.

Employees are required to familiarize themselves with all close clearances in territory in which they operate, both for their own protection and the protection of the Company.

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

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

BALTIMORE DIVISION—EAST END.

Location.	Structure.
Park Jct.	Foot Bridge 93-C.
Park Jct.	Park Tunnel.
Race St. Yard	Firestone Building.
Race St. Yard	Rainear Building.
Race St. Yard	Highway Express Building.
Race St. Yard	General Car Loading Building.
Arch St.	Reading No. 1—Building.
Arch St.	Siding—Building.
Philadelphia	Philadelphia Electric Siding—Building.
Philadelphia	Bridge 91-T.
Philadelphia	Bridge 91-S.
Philadelphia	Bridge 91-R.
Philadelphia	Station Canopy.
Philadelphia	Bridge 91-Q.
Philadelphia	Marine Annex Siding—Platform.
Philadelphia	Lippincott Siding—Building.
Philadelphia	Locust Street Siding—Building.
Philadelphia	Sun Oil Siding—Building.
Philadelphia	Marine Siding—Building.
Philadelphia	Warner Company Siding—Catwalk.
Philadelphia	Philadelphia Electric Siding—Building.
Philadelphia	Philadelphia Electric Siding—Building.
Philadelphia	Dupon Yard—Platform Roof and Pipes.
East Side	Grays Ferry—Tunnel.
East Side	Bridge 90-A.
East Side	Bridge 89-E.
East Side	Barret Roofing Siding—Platform.
East Side	Barrett Roofing Siding—Platform and Roof.
East Side	Barrett Roofing Siding—HT Wires.
East Side	Bridge 89-C.
East Side	Allard & Company Siding—Building.
Eastwick	Seaboard Con. Corp.—Wires and Pipes.
Eastwick	Ryerson Steel Siding—Building.
Eastwick	Bridge 89½-A.
Eastwick	58th St. Lumber Siding—O H Bridge.
Eastwick	Federal Const. Siding—Building.
Eastwick	Bridge 88-D.
Eastwick	Bridge 88-C.
Eastwick	Bridge 88-B.
Eastwick	Bridge 88-A.
Darby	Bridge 87-E.
Darby	Mills Coal Company—HT Wires.
Darby	Main St. Crossing—HT Wires.
Darby	Bridge 86-A.
Darby	Boone Tunnel.
Collingdale	Bridge 85-B.
½ Mile W. Holmes	HT Wires.
East of Eddystone	Bridge.
Boothwyn	Bridge 75-A.

24. CLEARANCES—Continued.

BALTIMORE DIVISION—EAST END—Continued.

Location.	Structure.
Carpenter	Bridge 73-C.
Carpenter	Bridge 73-A.
Arden	Bridge 72-A.
Wilmington	Bridge 65-G.
Wilmington	Bridge 65½-E.
Wilmington	Bridge 65-E.
Wilmington	Bridge 65½-D.
Wilmington	Bridge 65-C.
Wilmere	General Motors Sidings—Building.
Kiamensi	Bridge 62-A.
Stanton	Bridge 60-D.
Newark	Bridge 53-D.
Barksdale	Bridge 51-A.
Eder	Bridge 46-B.
Eder	Bridge 45-A.
East of Leslie	Bridge 44-B.
Leslie	Bridge 42-C.
Leslie	Bridge 41-A.
Belvedere	Bridge 38-B.
Jackson	Bridge 37-A.
Havre de Grace	Ontario St. Crossing—HT Wires.
Stepney	Bridge 25-B.
1 Mile West Stepney	HT Wires.
Van Bibber	Edgewood Road—HT Wires.
White Marsh	Team Track—Building.
Poplar	Bridge 9-B.
Poplar	Bridge 8-B.
Golden Ring	Bridge 6-A.
Golden Ring	Siding—Wires.

Delaware Branch.

East Side	Pipes—Metalurgical Siding.
Pennsylvania R. R.	Bridge.
17th St.	Bridge.
Broad St.	Bridges.
10th St.	Bridge.
7th St.	Bridge.
Oregon Avenue	Wires.
Porter Street	Roof—American Pipe.
Snyder Avenue	Roof—Commercial Warehouse.
Snyder Avenue	Coal Tipple—Continental Distilling.
Fruit Terminal	Platform and Roof—Tracks 2, 3, 7 to 14
Tasker Street	Building and Roof—McCahan Co.
Dickinson Street	Roof—Franklin Sugar.
Navy Yard	Broad St. Bridge.

Crum Creek Branch.

Eddystone	Bridge 80-C, under Main Track.
-----------	--------------------------------

MARKET STREET SUB-DIVISION.

Shell Horn and Hill	Wires.
du Pont Road	Trolley.
H & H Co. Siding	Trolley.
Wilmington Prod. Co. Siding	Pipes.
B. & O. Freight Warehouse	Building.
Pennsylvania R. R.	Bridge.

SPECIAL INSTRUCTIONS—Continued.

24. CLEARANCES—Continued.

LANDENBERG SUB-DIVISION.

Hill Siding	Building.
Hill Siding	Bridge.
Hill Siding	Bridge.
Yorklyn Snuff Mill	Pipes and Bridge 14-A.
Hockessin Supply	Building.

CHILDS SUB-DIVISION.

Location.	Structure.
Marley Mill Siding	Wires and Bridge.
Providence Mill	Wire.
Providence Mill	Building, No. 1 Siding.
Providence Mill	Overhanging Roof, No. 2 Siding.

BALTIMORE TERMINAL.

Philadelphia Road	Mileor Siding—Overhanging Roof.
Loneys Lane	Bridge 15-A.
Goetz Siding	Overhanging Roof.
Oles Envelope Siding	HT Wires.
Harford Road	Tunnel.
Aisquith St.	Bridge 10—Through Truss.
Prefabricators Siding	Buildings and Wires.
Greenmount Avenue	Tunnel.
Barclay St.	Tunnel.
Guilford Ave.	Tunnel.
St. Paul and Calvert St.	Tunnel.
Charles and Oak Sts.	Tunnel.
Huntingdon Ave.	Tunnel.
Huntingdon Ave. Yard	Coal Trestle and Buildings.
Sisson St.	Bridge 4-A.
North Ave.	Tunnel.
Twin Tunnel	Tunnel.
Howard St.	Tunnel.
Hamburg St.	Bridge O A.
Ostend St.	Bridge O C.
Between Camden Station and north end B. & A. R. R. double track over route shown in Time-Table Rule No. 12	Overhead trolley wires and supports.
Maryland Glass	Building
Mount Winans	Bridge 1-B, Curtis Bay Sub-Division.
Hammond Ferry	Bridge 5-A.
Halethorpe	Armco Pipe Siding—Building.
Halethorpe	Revere Siding—Building.
Halethorpe	General Motors Siding—Building.

Canton Sub-Division.

Bay View	Bridge 2-A.
----------	-------------

Locust Point Sub-Division.

Fort Ave. Locust Pt.	Bridge 1-B.
Light Street	Building—Globe Brewery.

Mt. Clare Branch.

Monroe St.	Bridge 3½.
------------	------------

Marley Neck Branch.

Acid Works	Bridge 6-B—Private Crossing.
American Oil	Bridge 7-B—Private Road.
Pennington Ave.	Bridge 8-B.

24. CLEARANCES—Continued.

WASHINGTON SUB-DIVISION.

East of Laurel	Bridge 21-A.
Contee	HT Wires.
Muirkirk	Bridge 26-A.
Beltsville	Government Siding—Crane Runway.
Sunnyside Crossing	HT Wires.
College Park	HT Wires.
Riverdale	Research Siding—Building.
Hyattsville	Bridge 33-B.
Brentwood	Bridge 34-B.
Langdon	Standard Brands Siding—Pipes.
Langdon	Bridge 37-A.
Langdon	Sears Roebuck Siding—Building.
New York Ave.	Bridge 39-B.

FORT GEORGE G. MEADE SUB-DIVISION.

Location.	Structure.
Fort Meade	Wire—Cold Storage Siding.
Fort Meade Siding	Wire.

SAVAGE SUB-DIVISION.

Savage Mill	Wire and Bridge.
-------------	------------------

ALEXANDRIA SUB-DIVISION.

First Crossing West of Jones Hill	HT Wire.
-----------------------------------	----------

SHEPHERD SUB-DIVISION

11th Street	Bridge.
Naval Training Station Coal Siding	Wire
Bolling Field	Wire at siding between warehouses.

METROPOLITAN SUB-DIVISION.

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

GEORGETOWN SUB-DIVISION.

Georgetown Jct.	Bridge 1-A—Rockville Pike.
Dalecarlia	Tunnel
Georgetown	Bridge 24-A—Canoe Club Walkway.
Aqueduct Bridge	Bridge 24-B.

FREDERICK SUB-DIVISION.

Between P. R. R. connection and H. & F. connection.	Overhead Trolley Wires and Supports.
---	--------------------------------------

SPECIAL INSTRUCTIONS—Continued.

24. CLEARANCES—Concluded. HAGERSTOWN SUB-DIVISION.

Location.	Structure.
Keedysville	Bridge 28-A.
Keedysville	Bridge 29-B.

SHENANDOAH SUB-DIVISION.

Capon Road	Tipple of Standard Lime and Stone Company.
------------	--

When Engine 6039, or motors of similar type, are operated on No. 2 track, Camden Station, Upper Level, they will be handled carefully account steps of car not clearing platform at east end. Can get to a point within about three (3) car lengths of block.

The side vision windows on P-7, P-7b, P-7c, P-7d and P-9b class engines must be kept closed while operating over the tracks of the Washington Terminal Company, also on the side adjacent to the main track around curves at Relay and over the Belt Line Territory, between Baileys and Waverly, account close clearance.

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

LIMITS.	TRACK.	CLASSIFICATION.	No.
Park Junction to Cross-overs, Chestnut Street	{North track..... South track.....	Westward high speed track. Eastward high speed track.	1 2
Crossovers, Chestnut Street to Locust Street.....	{North track..... South track.....	{High speed tracks for operation in both directions under signal indication.	1 2
Locust Street to Wharton Street.....	{North or outside track..... The second track. The third track. The south or outside track.....	Westward high speed track. Eastward high speed track. Westward slow speed track. Eastward slow speed track.	1 2 3 4
Wharton Street to RG Tower.....	{North track..... South track.....	Westward high speed track. Eastward high speed track.	1 2
RG Tower to 58th Street.....	{North track..... South track.....	{High speed tracks for operation in both directions under signal indication.	1 2
58th Street to Elsmere Junction.	{North track..... South track.....	Westward high speed track. Eastward high speed track.	1 2
Elsmere Junction to Middle Crossover.....	{North or outside track..... The second track. The third track. South or outside track.....	Westward slow speed track. Westward high speed track. Eastward high speed track. Eastward slow speed track.	3 1 2 4
Middle Crossover to W. J. Tower.....	{North Track..... Second Track..... Third or South Track.....	Westward high speed track. Eastward high speed track. Eastward slow speed Track.....	1 2 4
WJ Tower to Waverly.	{North track..... South track.....	Westward high speed track. Eastward high speed track.	1 2
Waverly to Huntingdon Avenue.	{North track..... South track.....	{High speed tracks for operation in both directions under signal indication.	1 2
Huntingdon Avenue to Mt. Royal Station..	{North or outside track..... The second track. The third track. South or outside track.....	Slow speed tracks for operation in both directions under signal indication. Westward high speed track. Eastward high speed track.	3 4 1 2
East End Twin Tunnels, Mt. Royal to West End Howard Street Tunnel.....	Middle track.....	Gauntlet track for operation in both directions under signal indication.	
Mt. Royal Station to Lee Street Tower...	{North track..... South track.....	{High speed tracks for operation in both directions under signal indication.	1 2
Lee Street Tower to West Baltimore.....	{North track..... South track.....	Westward high speed track. Eastward high speed track.	1 2
Bailey to Locust Point..	{North track..... South track.....	Westward slow speed track. Eastward slow speed track.	1 2

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

LIMITS.	TRACK.	CLASSIFICATION.	No.
Zepp to Bridge 3-A....	{North track..... South track.....	Westward slow speed track. Eastward slow speed track.	1 2
Brooklyn to Seawall...	{North track..... Second track..... Third or South track.....	Westward slow speed track. Switching lead..... Eastward slow speed track.	1 2 3
West Baltimore to Relay.....	{North or outside track..... The second track. The third track. South or outside track.....	Westward slow speed track. Eastward slow speed track. Westward high speed track. Eastward high speed track.	3 4 1 2
West Baltimore to Carroll (via Mt. Clare Junction).....	{North track..... South track.....	Westward slow speed track. Eastward slow speed track.	3 4
Relay to Brunswick (Via New York Avenue).....	{North track..... South track.....	Westward high speed track. Eastward high speed track.	1 2
F Tower to QN Tower (Via Wye).....	{North track..... South track.....	{High speed tracks for operation in both directions under signal indication.	3 4
Chesapeake Jct to Twining City.....	{North track..... South track.....	Westward track..... Eastward track.....	1 2
Shepherd Jct. to Anacostia Junction..	{North track..... South track.....	Westward track..... Eastward track.....	1 2
Relay to Point of Rocks (Old Main Line)...	{North track..... South track.....	Westward high speed track. Eastward high speed track.	3 4
Brunswick to Weverton	{North or outside track..... The second track. The third track. South or outside track.....	Westward high speed track. Westward slow speed track. Eastward slow speed track. Eastward high speed track.	1 3 4 2

26. TELEPHONES.

Conductors of trains meeting with accident, or unusual delay, will arrange to call nearest open office by telephone, or if conditions warrant call Dispatcher's Office, Baltimore, LEExington 0400, Extension 433, and in using public telephone instruct Exchange to reverse charges.

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

Location	Connected With	Location	Connected With
East End. Park Junction Tower.. 29th Street..... Vine Street..... Cherry Street..... Under Penna. Bridge.. 24th and Chestnut Sta. Walnut Street..... No. 4 track signal.... Christian Street..... East End Grays Ferry Tunnel.....	Locust Street Tower. RG Tower. Wharton Street, Reed Street and RG Tower. RG Tower. Bridge. 58th St. Holmes and Silverside. Silverside.	Chester— On Pole East End Crossover..... Feltonville— East and West Ends of Eastward and Westward storage sidings..... Boothwyn..... Carpenter..... Silverside— Eastward outlet switch..... Westward outlet switch..... Concord..... Wilmington— Lancaster Avenue... 11th Street, Westward Siding..... Delaware Avenue... Elsmere Junction Westward Home Signal... West Yard Office Ninth Avenue Signal.	Holmes and Silverside. Silverside. Elsmere Junction.

SPECIAL INSTRUCTIONS—Continued.

26. TELEPHONES—Con.

Location	Connected With	Location	Connected With
East End.—Cenc.		Washington Sub-Division.	
Wilmere—		Lansdowne.....	
Yardmaster's Office..		Fairgrounds.....	
Crossover switch.....		Elkridge.....	
Scale House.....		Hanover.....	
Outlet switch from		Dorsey Tool House..	
track No. 4.....	Elsmere Junction	Jessup.....	
Outlet switch from	and WJ Tower	Fort Meade Junction	Fort Meade
track No. 3.....		(E. E. & W. E. Sid-	Junction, Hale-
Stanton Pump House..		ings), Apex Wye....	thorpe, Alex-
Delaware Park.....		Disney.....	andria Junction,
		Admiral.....	F Towers and
Newark Station.....		Savage.....	Dispatcher's
Elk Mills.....		Race Track (Laurel)..	Office, Camden
Singerly—		Laurel.....	Station.
Westward outlet		On telephone pole at	
switch.....		crossover switches	
Eastward outlet		(Laurel).....	
switch.....	Singerly.	Muirkirk.....	
Childs.....		Ammendale.....	
Eder.....		Beltsville.....	
		Berwyn.....	
Lealie Crossover.....		Riverdale.....	
Foys Hill—			
Westward outlet		Alexandria Junction..	Alexandria Junc-
switch.....		E. E. & W. E. Sidings,	tion Tower.
Eastward outlet		Apex Wye.....	
switch.....			
Jackson.....			
Aikin—			
At Eastward outlet		Brentwood.....	Halethorpe,
switch.....		Langdon.....	Alexandria
Eastward signal just		Montana Avenue....	Junction, F
west of Susquehanna			Towers and
Bridge.....	Aikin and Aber-		Train Dis-
Havre de Grace	deen.		patcher's Office,
Station.....			Camden
Greenway's Lane....			Station.
Aberdeen—			
Eastward outlet		Alexandria Sub-Division.	
switch.....			
Westward outlet		Bladensburg Tool	
switch.....		House.....	
		Jones Hill.....	
Belcamp Crossover...		Bennings.....	
Sewell.....		Chesapeake Jct.....	
Bush River.....		Anacostia Tower...	
Van Bibber.....		Pennsylvania Avenue.	Train Dis-
CN Tower—		Good Hope Road....	patcher's Office,
Eastward outlet		Howard Road.....	Camden
switch.....		North End, Airport..	Station,
Westward outlet		Guard House, Airport	Alexandria
switch.....		South End, Airport..	Junction.
Bradshaw.....		North End, Shepherd	
Big Gunpowder.....	Poplar.	Lead.....	
Loreley Station.....		Shepherd.....	
White Marsh.....			
Poplar—			
Eastward outlet		Old Main Line.	
switch.....			
Westward outlet		St. Denis.....	
switch.....		Avalon.....	
Rosedale.....		Ilchester.....	
		Lees Coal Station..	
Baltimore Terminal.		Gray.....	
		Ellicott City Mill	
East End Bay View		switch.....	
Yard.....	Bay View.	Ellicott City Mill	
Philadelphia Road...		(Ship's Dept. Office).	
		Ellicott City Station..	
West Gay Street.....		Oella Station.....	
Clifton Siding.....		Hollofield Crossover,	
Harford Road.....	Waverly.	West End Siding....	
Greenmount Avenue..		Daniels.....	
Westward Home Signal		Woodstock Crossover.	
		Woodstock.....	
East Gay Street.....	DO Camden	Marriottville.....	
	Station.	Sykesville.....	
		Gaither (East End	
		Siding).....	
M. & P. Junction.....			
Oak Street.....		Gaither (West End	
Sisson Street.....	Huntingdon Ave.	Siding).....	
East End North Ave.		Hoods Mill Crossover.	
No. 1 track.....		Woodbine, on Tool	
		House.....	
Camden Station, upper		Watersville.....	
and lower levels....	Lee Street.	Overhead Bridge East	
		End Mt. Airy Tunnel.	
Mt. Winans (West		Caboocoe Track.....	
End and East End)...		Watersville Junction..	
Jackson Bridge.....	Carroll.	Mt. Airy Station....	
West Baltimore.....	Curtis Bay	2,500 feet west of	
Hollins Ferry Road..	Junction.	Mt. Airy Junction....	
Zepp.....		Wye Switch, Mt. Airy	
		Jct. (Old Line).....	
		Wye Switch, Mt. Airy	
Eastward pull in		Jct. (New Line).....	
switch at Carroll....	Carroll.	Bartholow.....	
East end Mt. Winans.		Monrovia Crossover..	
Gwynn Junction.....			

26. TELEPHONES—Cont.

Location	Connected With	Location	Connected With
Old Main Line—Cenc.		Hagerstown Sub-Division.	
Njamsville Crossover.		Augusta.....	
Reel's Mill Crossover.		Capland.....	
Eastward and westward home signals.		Beelers Summit.....	
Frederick Jet.....	Frederick Jet.	Rohrersville.....	Weverton.
Frederick Yard.....		Eagle's Mill.....	Keedysville.
Grove.....		Keedysville.....	Hagerstown.
New Crossover.....		Antietam Bridge.....	
Lime Kila.....		Roxbury.....	
Keller.....		Breatheds.....	
Adamstown Station..		Security Junction.....	
Adamstown Junction..		Western Maryland Connection.....	
Metropolitan Sub-Division.			
West side of Yard B.			
Washington.....	QN Tower.	Shenandoah Sub-Division.	
University.....		Shenandoah City.....	
Terra Cotta.....		East End Millville.....	
Takoma Park Station.		Storage Siding.....	
Silver Spring Crossover and Station ..		Millville Scale House.....	
Georgetown Junction.		Millville Station.....	
Kensington.....	DS and QN Towers and Point of Rocks.	Blair Quarry Switch..	
Garrett Park.....		Halttown.....	
Rockville Crossover..		Belt Line Switch.....	
Rockville.....		Charles Town.....	
Derwood.....		Charles Town Race Track.....	Strasburg Junction, Winchester, and Harper's Ferry.
Gaithersburg.....		Charles Town.....	
Waring.....		Summit Point.....	
Germantown Crossover.....		Stephenson.....	
Germantown.....		East End Storage Siding, Winchester.....	
DS Tower (East and West End Sidings)		Winchester.....	
Barneville Station....		W. and W. Junction.....	
Dickerson Station....		Kernstown.....	
Tuscarora Tool House		Stephen City.....	
Pole 1st Crossing East		Middletown.....	
Point of Rocks—Westward Approach Signal (Old Main Line)	Point of Rocks.	Standard Quarry Switch, Capon Road.	
Tool House, Eastward Approach and Home Signals, West end	WB Tower.	Capon Road.....	
Adamstown Cut-off..		Strasburg Junction.....	
East Brunswick.....			

27. UNCLASSIFIED.

When physically able to do so, employees sustaining an injury of any kind while on duty, will report the injury and cause to Foremen or other Supervising officers under whom they are employed, before leaving the Company's premises.

The Supervisory Officer to whom the report is made will make a full and prompt report of such accidents on Form 790 and will, in addition, see that the injured employees receive prompt First Aid treatment and that they are placed under the care of a Company's Surgeon or Medical Examiner as promptly after the injury as circumstances permit.

The Management desires to have injured employees promptly and properly attended in order to prevent infection and prolonged periods of disability, and to obtain full particulars regarding the accident.

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

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

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

WILSMERE.

Emergency box has been placed on the north side of No. 1 track just opposite the cross-over from No. 3 track to No. 1 track. Any trains or engines requiring emergency repairs should stop at that point.

LANDENBERG SUB-DIVISION—All trains will approach Yorklyn Station expecting to find auto trucks on track receiving or delivering freight at station.

BALTIMORE TERMINAL—Rule 30 is not in effect under train shed, Upper Level, Camden Station and through train shed, Mt. Royal Station.

SPECIAL INSTRUCTIONS—Continued.

27.

UNCLASSIFIED—Con.

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

POTOMAC YARD—Special Instructions effective May 1, 1945, relative to operations at Potomac Yard have been issued in consolidated booklet form, copy of which will be procured by all train and engine service employees concerned.

BRUNSWICK—Refueling connections for Diesel locomotives located on No. 2 track 560 and 623 feet east of home signal.

Trains 29, 31 and 32 will not carry passengers.

Motor Coach connections for Fort George G. Meade, Laurel—11, 153, 157, 159, 79, 140, 44, 150, 660, 154, 158, 22, 166, 9. Jessup—143, 144.

Train 487 will back into Frederick.

Train 948 will operate via Wye at Mount Airy Jct.

At the following points track car operators will contact employees designated and secure information as to yard engine and other movements within yard limits as prescribed by Rule 131.

Between Locust Street and Crossover at Chestnut Street, Philadelphia—Operator Locust Street Tower.

Between Locust Street Tower and 58th Street—Operator RG Tower.

Between Elsmere Junction and Ninth Avenue, Wilmington—Operator Elsmere Junction.

Wilmington Yard on Track 3—Operator Elsmere Junction.

Wilmington Yard on Track 4—Yard Master.

Between Curtis Bay Junction and Mt. Clare A Yard Office Tracks 3 and 4—Yard Master.

Between Carroll and Mt. Clare A Yard—Operator Carroll.

Between Riverside and Locust Point—Operator Riverside.

Between Brooklyn and Seawall—Yard Master Seawall.

Tracks 3 and 4 between Weverton and WB Tower—Yard Master at Eastbound Hump, Brunswick.

At all other points within yard limits, track car operators will be governed by Form 1089-D only and are not required to contact Yard Master. Rule 131 modified.

BELT LINE MOTORS.

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

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

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

Motors assisting Trains 152, 154, 158 and 660 between Camden and Mt. Royal Stations will, after receiving proper signal indication, follow the train to the lower level, couple to the rear of the train, close double-heading cock and couple air hose, after which road air test will be made in accordance with Form 1118-D-Rev. 1. The train crew when ready will give the communicating whistle signal to proceed. The Engineer will then, on proper signal indication, start the train. After the train has moved sufficient distance to indicate that the entire train and motor are in motion, the Motorman will furnish the required power to handle the train to Mt. Royal Station, the Engineer controlling the speed of the train and making the stop at Mt. Royal. While the stop is being made at Mt. Royal the Motorman will keep his controller in the first notch until the train comes to rest. The Engineer will then make a brake pipe reduction of thirty (30) pounds and close the double-heading cock. When ready to leave Mt. Royal the Motorman will, after

27.

UNCLASSIFIED—Con.

making the required air brake test, handle the train to Camden Station, the Engineer assisting the motor over the gap in the third rail at Mt. Royal when necessary.

When weather conditions require the use of engines to assist motors in handling eastward trains between Camden and Waverly, the air will be cut through the motors and helper engine when train coupling is made at Camden, and the Motorman will handle brakes on the train from the motor. When cutting motor and helper engine off train, the train will be brought to a stop and brake left applied by the Motorman; and after motors are detached, Road Engineer will then cut in his brake valve and release brakes.

In order to avoid damage to Motors the following instructions will be effective:

The amperage per motor for steady pulls for more than three minutes shall not exceed 500 amperes on any of the three running positions of the Master controller including Series, Series—Parallel, and Parallel.

Should the amperage exceed 500 for more than three minutes the Motorman will sound two short blasts of the motor whistle and the Engineer of the steam locomotive will immediately use steam sufficient in his opinion to give the motor the necessary assistance.

If this is not sufficient and the amperage per motor is still above 500 the Motorman will immediately sound four blasts of the whistle and the Engineer will immediately work the engine to full capacity.

If the amperage per motor with full assistance of steam locomotive cannot be kept within 500 amperes for steady pulls in any of the three running positions then the train will be brought to a stop and assistance requested.

Motormen must bring the controller handle to the OFF position when approaching gaps in third rail, or de-energized space, which cannot be spanned by the first and last third rail shoes of the electric locomotives.

When eastbound freight trains have been stopped at Huntingdon Avenue and require starting and acceleration, the steam locomotive, or locomotives will start first and then the electric locomotives will take up the load.

27-A.

ELECTRIC ZONE—GWYNNS JUNCTION TO CAMDEN STATION.

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

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

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

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

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

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

SPECIAL INSTRUCTIONS—Concluded.

27-A. UNCLASSIFIED—Continued.

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

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

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

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

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

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

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

27-A. UNCLASSIFIED—Concluded.

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

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

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

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

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

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

28. ADDITIONAL REGULAR AND FLAG STOPS.

Trains 60 and 61 will stop on signal at Jackson, Joppa, Big Gunpowder, Loreley, Rosedale and Gay Street.

29. EXPLANATION OF LETTERS.

- D Day Train Order Station.
- DN Day and Night Train Order Station.
- C Stops daily, except Sunday, to exchange mail.
- E Stops daily, except Sunday.
- G Stops to discharge passengers from Washington.
- M Stops Sunday only to receive passengers for Washington.
- P Stop on signal, Sundays only.
- R Stops daily to discharge passengers from Philadelphia and points east and to pick up passengers for Baltimore and points west.
- V Stops to pick up passengers.
- W Stops on signal, Saturdays only.
- Y Indicates trains will use Wye at QN or F Towers, Washington.

WESTWARD.

Distance from Philadelphia (Park Junction).	Train Order Stations.	Baltimore Division. East End. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.	FIRST CLASS.									
				29	511	11	143	145	75	61	21	35	27
				DAILY Ex. Monday	DAILY	DAILY	DAILY Ex. Sat. Sun. & Hol'dys	DAILY Ex. Sat. Sun. & Hol'dys	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	DN	PARK JUNCTION. 1.6 24th and Chestnut Streets.		12.35	2.16							6.56	10.05
1.6	DN	PHILADELPHIA. 1.7		\$12.40 12.55	\$ 2.21 2.28							\$ 7.00 7.01	\$10.09 10.10
3.3	DN	RG TOWER. 1.3		12.59	2.31							7.04	10.12
4.6	DN	58th STREET. 1.8	57	1.01	2.33							7.06	10.14
6.4		DARBY. 3.1											
9.5	D	HOLMES. 2.5	98	1.07	2.38							7.11	10.18
12.0		EDDYSTONE. 1.5											
13.5		CHESTER. 2.2		1.11	2.43							\$ 7.16	10.22
15.7		FELTONVILLE. 6.3		1.14	2.46							7.19	10.24
22.0	DN	SILVER SIDE. 4.6	112	1.24	2.53							7.25	10.30
26.6		WILMINGTON. 1.9		1.29	\$ 2.58							\$ 7.30	\$10.35
28.5	DN	ELSMERE JUNCTION. 0.7		1.31	3.02							7.33	10.37
29.2		WILSMERE. 1.2											
30.4	DN	WJ TOWER. 2.4		1.33	3.04							7.35	10.39
32.8		STANTON. 1.0											
33.8		DELAWARE PARK. 5.0		1.37	3.11							7.38	10.42
38.8		NEWARK. 4.1		1.42	\$ 3.18							\$ 7.44	10.46
42.9		ELK MILLS. 1.4										\$ 7.50	
44.3	DN	SINGERLY. 1.3	99	1.47	\$ 3.33					5.25		7.53	10.51
45.6		CHILDS. 4.7								F 5.28			
50.8		LESLIE. 3.0								F 5.34			
53.3		FOX'S HILL. 4.5	105	1.56	3.45					5.39		8.01	10.58
57.8	DN	AIKIN. 2.4		2.01	3.51					F 5.45		F 8.06	11.02
60.2		HAVRE-DE-GRAVE. 1.3								F 5.50			
61.5		GREENWAY'S LANE. 1.5											
63.0		SWAN CREEK. 2.0											
65.0	DN	ABERDEEN. 4.8	109	2.09	F 4.01					\$ 6.00		\$ 8.15	11.09
69.8		BELCAMP. 1.1								\$ 6.09			
70.9		SEWELL. 2.6								F 6.12			
73.5		VAN BIBBER. 2.3								\$ 6.17			
75.8		CLAYTON. 2.1	115	2.20	4.17					F 6.20		8.26	11.17
77.9		BRADSHAW. 4.0								\$ 6.30			
81.9		WHITE MARSH. 2.4								\$ 6.40			
84.3	DN	POPLAR. 6.4	120	2.30	4.28					F 6.45		8.35	11.24
90.7	DN	BAY VIEW. 3.3		2.37	4.36					\$ 6.55		8.40	11.29
94.0	DN	WAVERLY. 1.1											
95.1	DN	HUNTINGDON AVENUE. 0.6											
95.7	DN	NORTH AVENUE. 0.3											
96.0	DN	MT. ROYAL STA. 1.5		2.45 \$ 2.51	\$ 4.47 4.55	5.35	6.10	6.45	7.00	\$ 7.07	8.00	\$ 8.51	\$11.38
97.5	DN	CAMDEN STATION.		\$ 3.11	\$ 5.10	\$ 5.40	\$ 6.15	\$ 6.50	\$ 7.05	A 7.12	\$ 8.05	\$ 8.57 9.00	\$11.43 11.45
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		Time over Sub-Division.....		2.16	2.39	.05	.05	.05	.05	1.47	.05	2.01	1.38
		Average speed per hour.....		43.0	36.8	18.0	18.0	18.0	18.0	29.8	18.0	48.3	59.7

Passenger trains will not exceed 80 miles per hour.

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

WESTWARD.

Distance from Philadelphia (Park Junction).	Train Order Stations.	Baltimore Division. East End. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.	FIRST CLASS.									
				45	5	1	509	523	3	7			
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
	DN	PARK JUNCTION. 1.6		.....	1.31	3.36	4.36	5.36	6.31	7.41	.....		
1.6	DN	24th and Chestnut Streets. PHILADELPHIA. 1.7		1.15 S	1.35 S	3.40 S	4.40 S	5.40 S	6.35 S	7.45 S	.....		
3.3	DN	RG TOWER. 1.3		1.17	1.39	3.44	4.43	5.43	6.39	7.49	.....		
4.6	DN	58th STREET. 1.8	57	1.19	1.41	3.46	4.45	5.45	6.41	7.51	.....		
6.4		DARBY. 3.1		.....	.....	.....	.....	.....	.....	.....	.....		
9.5	D	HOLMES. 2.5	98	1.23	1.46	3.50	4.49	5.49	6.45	7.55	.....		
12.0		EDDYSTONE. 1.5		.....	.....	.....	.....	.....	.....	.....	.....		
13.5		CHESTER. 2.2		1.28 S	1.51	3.54	4.53	5.53	6.49 F	8.00	.....		
15.7		FELTONVILLE. 6.3		1.31	1.54	3.57	4.55	5.56	6.52	8.04	.....		
22.0	DN	SILVER SIDE. 4.6	112	1.36	2.00	4.02	5.01	6.01	6.57	8.09	.....		
26.6		WILMINGTON. 1.9		S 1.41 S	2.05 S	4.07 S	5.06 S	6.06 S	7.02 S	8.15	.....		
28.5	DN	ELSMERE JUNCTION. 0.7		1.44	2.09	4.09	5.08	6.08	7.05	8.17	.....		
29.2		WILSMERE. 1.2		.....	.....	.....	.....	.....	.....	.....	.....		
30.4	DN	WJ TOWER. 2.4		1.46	2.11	4.11	5.10	6.10	7.07	8.19	.....		
32.8		STANTON. 1.0		.....	.....	.....	.....	.....	.....	.....	.....		
33.8		DELAWARE PARK. 5.0		1.49	2.14	4.14	5.14	6.13	7.10	8.22	.....		
38.8		NEWARK. 4.1		S 1.55	2.19	4.18 S	5.19	6.17 R	7.15	8.26	.....		
42.9		ELK MILLS. 1.4		.....	.....	.....	.....	.....	.....	.....	.....		
44.3	DN	SINGERLY. 1.3	99	2.01	2.24	4.23	5.25	6.22	7.20	8.31	.....		
45.6		CHILDS. 4.7		.....	.....	.....	.....	.....	.....	.....	.....		
50.3		LESLIE. 3.0		.....	.....	.....	.....	.....	.....	.....	.....		
53.3		FOY'S HILL. 4.5	105	2.09	2.32	4.31	5.33	6.30	7.28	8.39	.....		
57.8	DN	AIKIN. 2.4		F 2.14	2.36	4.35	5.37	6.34	7.32	8.43	.....		
60.2		HAVRE-DE-GRAVE. 1.3		.....	.....	.....	.....	.....	.....	.....	.....		
61.5		GREENWAY'S LANE. 1.5		.....	.....	.....	.....	.....	.....	.....	.....		
63.0		SWAN CREEK. 2.0		.....	.....	.....	.....	.....	.....	.....	.....		
65.0	DN	ABERDEEN. 4.8	109	S 2.24	2.44	4.44	5.45	6.41 F	7.42 F	8.53	.....		
69.8		BELCAMP. 1.1		.....	.....	.....	.....	.....	.....	.....	.....		
70.9		SEWELL. 2.6		.....	.....	.....	.....	.....	.....	.....	.....		
73.5		VAN BIBBER. 2.3		.....	.....	.....	.....	.....	.....	.....	.....		
75.8		CLAYTON. 2.1	115	2.33	2.54	4.53	5.53	6.50	7.52	9.02	.....		
77.9		BRADSHAW. 4.0		.....	.....	.....	.....	.....	.....	.....	.....		
81.9		WHITE MARSH. 2.4		.....	.....	.....	.....	.....	.....	.....	.....		
84.3	DN	POPLAR. 6.4	120	2.41	3.03	5.01	6.00	6.57	8.01	9.11	.....		
90.7	DN	BAY VIEW. 3.3		2.46	3.08	5.06	6.05	7.02	8.06	9.16	.....		
94.0	DN	WAVERLY. 1.1		.....	.....	.....	.....	.....	.....	.....	.....		
95.1	DN	HUNTINGDON AVENUE. 0.6		.....	.....	.....	.....	.....	.....	.....	.....		
95.7	DN	NORTH AVENUE. 0.3		.....	.....	.....	.....	.....	.....	.....	.....		
96.0	DN	MT. ROYAL STA. 1.5		S 2.55 S	3.18 S	5.16 S	6.14 S	7.12 S	8.17 S	9.27 S	.....		
97.5	DN	CAMDEN STATION.		S 3.00 S	3.23 S	5.21 S	6.19 S	7.17 S	8.22 S	9.32 S	.....		
													
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
		Time over Sub-Division.....		1.45	1.52	1.45	1.43	1.41	1.51	1.51			
		Average speed per hour.....		54.8	52.2	55.8	56.8	57.9	52.7	52.7			

Passenger trains will not exceed 80 miles per hour.

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

EASTWARD.

Distance from Baltimore. (Camden Station.)	Train Order Stations.	Baltimore Division. East End. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.	FIRST CLASS.											
				32	528	510	2	6	44	4					
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY					
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.					
	DN	CAMDEN STATION. 1.5		\$12.35 12.45	\$ 1.46 1.48	\$ 7.38 7.40	\$ 8.38 8.40	\$ 9.38 9.40	\$10.18 10.20	\$12.08 12.10					
1.5	DN	MT. ROYAL STA. 0.3		12.51	\$ 2.03	\$ 7.46	\$ 8.46	\$ 9.46	\$10.26	\$12.16					
1.8	DN	NORTH AVENUE. 0.6													
2.4	DN	HUNTINGDON AVENUE. 1.1													
3.5	DN	WAVERLY. 3.3													
6.8	DN	BAY VIEW. 6.4		1.02	2.16	7.56	8.55	9.54	10.35	12.24					
13.2	DN	POPLAR. 2.4	115	1.07	2.23	8.01	9.00	9.59	10.40	12.29					
15.6		WHITE MARSH. 4.0													
19.6		BRADSHAW. 2.1													
21.7		CLAYTON. 2.3	99	1.15	2.32	8.08	9.07	10.06	10.47	12.36					
24.0		VAN BIBBER. 2.6													
26.6		SEWELL. 1.1													
27.7		BELCAMP. 4.8													
32.5	DN	ABERDEEN. 2.0	167	1.24	F 2.44	F 8.17	9.15	10.14	\$10.56	12.44					
34.5		SWAN CREEK. 1.5													
36.0		GREENWAY'S LANE. 1.3													
37.3		HAVRE-DE-GRAVE. 2.4													
39.7	DN	AIKIN. 4.5	56	1.33	2.54	8.25	9.22	10.21	F11.05	12.51					
44.2		FOY'S HILL. 3.0	86	1.40	3.01	8.31	9.26	10.25	11.11	12.55					
47.2		LESLIE. 4.7													
51.9		CHILDS. 1.3													
53.2	DN	SINGERLY. 1.4	99	1.48	3.12	8.39	9.34	10.33	11.19	1.03					
54.6		ELK MILLS. 4.1													
58.7		NEWARK. 5.0		1.53	3.18	\$ 8.44	9.38	10.37	\$11.24	1.07					
63.7		DELAWARE PARK. 1.0		1.58	3.23	8.48	9.42	10.41	11.29	1.11					
64.7		STANTON. 2.4													
67.1	DN	WJ TOWER. 1.2		2.01	3.27	8.52	9.45	10.44	11.33	1.14					
68.3		WILSMERE. 0.7													
69.0	DN	ELSMERE JUNCTION. 1.9		2.03	3.29	8.54	9.47	10.46	11.35	1.16					
70.9		WILMINGTON. 4.6		2.06	F 3.34	\$ 8.58	\$ 9.52	\$10.50	\$11.40	\$ 1.20					
75.5	DN	SILVER SIDE. 6.3	84	2.11	3.42	9.04	9.58	10.57	11.46	1.26					
81.8		FELTONVILLE. 2.2		2.16	3.50	9.09	10.03	11.02	11.51	1.31					
84.0		CHESTER. 1.5		2.19	3.53	F 9.13	10.05	\$11.06	\$11.55	1.34					
85.5		EDDYSTONE. 2.5													
88.0	D	HOLMES. 3.1	75	2.25	3.58	9.18	10.09	11.12	12.01	1.38					
91.1		DARBY. 1.8													
92.9	DN	58th STREET. 1.3		2.35	4.04	9.22	10.15	11.17	12.06	1.43					
94.2	DN	RG TOWER. 1.7		2.40	4.07	9.24	10.18	11.19	12.09	1.45					
95.9	DN	24th and Chestnut Streets. PHILADELPHIA. 1.6		\$ 2.50 3.10	\$ 4.11 4.26	\$ 9.28 9.30	\$10.23 10.25	\$11.22 11.25	\$12.15	\$ 1.48 1.50					
97.5	DN	PARK JUNCTION.		3.15	4.32	9.35	10.30	11.30		1.55					
				A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.					
		Time over Sub-Division.....		2.30	2.44	1.55	1.50	1.50	1.55	1.45					
		Average speed per hour.....		39.0	35.6	50.9	53.2	53.2	50.0	55.7					

Passenger trains will not exceed 80 miles per hour

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

EASTWARD.

Distance from Baltimore. (Camden Station.)	Train Order Stations.	Baltimore Division. East End. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.	FIRST CLASS.									
				504	28	60	152	660	154	8	158	36	76
				DAILY	DAILY	DAILY Ex. Sunday	DAILY Ex. Sat. and Sunday	Sat'day ONLY	DAILY Ex. Sat. Sun. & Hol'dys	DAILY	DAILY Ex. Sunday	DAILY	DAILY
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DN	CAMDEN STATION. 1.5		\$ 1.08 1.08	\$ 3.21 3.23	4.00	\$ 4.20 4.22	\$ 4.28 4.30	\$ 4.28 4.30	\$ 4.38 4.40	\$ 5.17 5.19	\$ 6.10 6.15	\$ 9.08 9.10
1.5	DN	MT. ROYAL STA. 0.3		\$ 1.14	\$ 3.29	\$ 4.05	A 4.27	A 4.35	A 4.35	\$ 4.46	A 5.24	\$ 6.21	A 9.15
1.8	DN	NORTH AVENUE. 0.6											
2.4	DN	HUNTINGDON AVENUE. 1.1											
3.5	DN	WAVERLY. 3.3											
6.8	DN	BAY VIEW. 6.4		1.22	3.37	F 4.17				4.54		6.31	
13.2	DN	POPLAR. 2.4	115	1.27	3.42	F 4.29				4.59		6.36	
15.6		WHITE MARSH. 4.0				\$ 4.34							
19.6		BRADSHAW. 2.1				\$ 4.43							
21.7		CLAYTON. 2.3	99	1.34	3.49	F 4.48				5.06		6.43	
24.0		VAN BIBBER. 2.6				\$ 4.53							
26.6		SEWELL. 1.1				F 4.58							
27.7		BELCAMP. 4.8				F 5.01							
32.5	DN	ABERDEEN. 2.0	167	\$ 1.43	3.57	\$ 5.08				5.14 60		\$ 6.53	
34.5		SWAN CREEK. 1.5											
36.0		GREENWAY'S LANE. 1.3				F 5.25							
37.3		HAVRE-DE-GRAVE. 2.4											
39.7	DN	AIKIN. 4.5	56	1.51	4.04	F 5.28				5.21		F 7.03	
44.2		FOY'S HILL. 3.0	86	1.55	4.08	5.35				5.25		7.09	
47.2		LESLIE. 4.7				F 5.39							
51.9		CHILDS. 1.3				F 5.45							
53.2	DN	SINGERLY. 1.4	99	2.03	4.15	A 5.50				5.33		7.17	
54.6		ELK MILLS. 4.1											
58.7		NEWARK. 5.0		\$ 2.08	4.19					\$ 5.40		\$ 7.23	
63.7		DELAWARE PARK. 1.0		2.12	4.23					5.45		7.28	
64.7		STANTON. 2.4											
67.1	DN	WJ TOWER. 1.2		2.15	4.26					5.48		7.31	
68.3		WILSMERE. 0.7											
69.0	DN	ELSMERE JUNCTION. 1.9		2.17	4.28					5.50		7.33	
70.9		WILMINGTON. 4.6		\$ 2.20	\$ 4.30					\$ 5.55		\$ 7.37	
75.5	DN	SILVER SIDE. 6.3	84	2.27	4.36					6.01		7.43	
81.8		FELTONVILLE. 2.2		2.33	4.41					6.06		7.48	
84.0		CHESTER. 1.5		2.36	4.44					\$ 6.10		\$ 7.55	
85.5		EDDYSTONE. 2.5											
88.0	D	HOLMES. 3.1	75	2.40	4.48					6.15		8.01	
91.1		DARBY. 1.8											
92.9	DN	58th STREET. 1.3		2.44	4.53					6.20		8.07	
94.2	DN	RG TOWER. 1.7		2.46	4.55					6.22		8.10	
95.9	DN	24th and Chestnut Streets. PHILADELPHIA. 1.6		\$ 2.50 2.52	\$ 4.59 5.01					\$ 6.26 6.30		A 8.15	
97.5	DN	PARK JUNCTION.		2.57	5.05					6.35			
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		Time over Sub-Division.....		1 49	1 42	1 50	.05	.05	.05	1 55	.05	2 00	.05
		Average speed per hour.....		53.7	57.4	29.0	18.0	18.0	18.0	50.9	18.0	48.0	18.0

Passenger trains will not exceed 80 miles per hour

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

WESTWARD.

Distance from Baltimore, (Camden Station.)	Train Order Stations.	Washington Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings, Capacity in 45-foot Cars.	FIRST CLASS.									
				29	511	139	11	143	145	75	21	35	
				DAILY Ex. Monday	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sat. Sun. & Hol'dys	DAILY Ex. Sat. Sun. & Hol'dys	DAILY	DAILY	DAILY	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
	DN	MT. ROYAL STATION.		2.45	\$ 4.47	.....	5.35	6.10	6.45	7.00	8.00	\$ 8.51	
	DN	CAMDEN STATION.		\$ 2.51	\$ 4.55	5.20	\$ 5.40	\$ 6.15	\$ 6.50	\$ 7.05	\$ 8.05	\$ 8.57	
0.3	DN	LEE STREET.		3.11	5.10							9.00	
0.7	DN	BAILEY.											
1.5	DN	CARROLL.											
2.1		MOUNT WINANS.											
3.0		WEST BALTIMORE.											
4.1		LANSDOWNE.				F 5.27							
		1.3											
5.4	DN	HALETHORPE.		3.33	5.18	5.30	5.49	6.23	6.58	7.12	8.13	9.08	
6.7		ST. DENIS.				F 5.33							
7.2		RELAY.				F 5.35	\$ 5.51	\$ 6.25	\$ 7.00				
7.8		ELK RIDGE.				F 5.38		\$ 6.27					
9.7		HANOVER.				F 5.43							
10.4		HARWOOD.				F 5.45							
11.5		DORSEY.				F 5.48							
13.0		MONTEVIDEO.	32										
		0.9											
13.9		JESSUP.				\$ 5.52		\$ 6.34					
14.5		BRIDEWELL.				F 5.54							
16.0	DN	FT. MEADE JCT.	115	3.45	5.28	\$ 5.56	\$ 6.01	\$ 6.37	7.08	7.22	8.23	9.18	
17.6		SAVAGE.				F 6.04							
19.4		LAUREL.	38		\$ 5.33	\$ 6.08	\$ 6.06	\$ 6.42	\$ 7.12				
21.2		OAK CREST.				F 6.11							
21.7		CONTEE.				F 6.12							
		1.4											
23.1		MUIRKIRK.				F 6.14							
24.3		AMMENDALE.											
25.3		BELTSVILLE.	66			F 6.19							
26.2		SUNNYSIDE.				F 6.21							
28.0		BRANCHVILLE.				C 6.24							
28.4		BERWYN.				F 6.27							
29.6		COLLEGE PARK.				F 6.30		F 6.54					
		1.0											
30.6		RIVERDALE.				F 6.34							
31.3	DN	ALEXANDRIA JCT.	63	3.58	5.50	6.36	6.20	6.58	7.25	7.34	8.35	9.30	
31.6		HYATTSVILLE.				\$ 6.38							
32.5		BRENTWOOD.				F 6.41							
34.1		LANGDON.				F 6.45							
35.1		IVY CITY ROUNDHOUSE.											
35.3	DN	F TOWER.		Y 4.03	5.55	Y 6.50	6.25	7.05	7.30	Y 7.40	Y 8.40	9.35	
36.1		NEW YORK AVE.			5.57	6.57	6.27	7.07	7.33	7.47	8.47	9.37	
36.8	DN	WASHINGTON.			A 6.00	A 7.00	A 6.30	A 7.10	A 7.35	A 7.50	A 8.50	A 9.40	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
		Time over Sub-Division.....		.52	.50	1.40	.50	.55	.45	.45	.45	.40	
		Average speed per hour.....		40.7	44.2	22.6	44.1	40.1	49.1	50.3	50.3	55.2	

Passenger trains will not exceed 80 miles per hour.

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

WESTWARD.

Distance from Baltimore. (Camden Station.)	Train Order Stations.	Washington Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Siding. Capacity in 48-foot Cars.	FIRST CLASS.									
				9	27	153	45	5	157	47	19	159	1
				DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY Ex. Sat'day	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY
				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	DN	MT. ROYAL STATION.		.....	\$11.38	.....	\$ 2.55	\$ 3.18	.....	.....	.....	.....	\$ 5.16
	DN	CAMDEN STATION.		10.00	\$11.43	1.00	\$ 3.00	\$ 3.23	4.05	4.30	4.45	4.50	\$ 5.21
0.3	DN	LEE STREET.			11.45			3.25					5.25
0.7	DN	BAILEY.											
1.5	DN	CARROLL.											
2.1		MOUNT WINANS.											
3.0		WEST BALTIMORE.											
4.1		LANDSOWNE.										F 4.58	
		1.3											
5.4	DN	HALETHORPE.		10.08	11.53	1.08	3.09	3.34	4.13	4.39	4.54	F 5.01	5.33
6.7		ST. DENIS.							\$ 4.15	\$ 4.41		F 5.04	
7.2		RELAY.				\$ 1.10				\$ 4.43		F 5.07	
7.8		ELK RIDGE.							\$ 4.18			F 5.09	
9.7		HANOVER.										F 5.13	
10.4		HARWOOD.										F 5.15	
11.5		DORSEY.	32			\$ 1.16			\$ 4.23			F 5.18	
13.0		MONTEVIDEO.											
		0.9											
13.9		JESSUP.		\$10.17	.....	\$ 1.20	.....		\$ 4.27	.....		\$ 5.23	
14.5		BRIDEWELL.											
16.0	DN	FT. MEADE JCT.	115	10.20	12.03	F 1.24	3.19	3.44	4.30	.....	5.07	F 5.28	5.43
17.6		SAVAGE.											
19.4		LAUREL.	38	\$10.26	.....	\$ 1.30	.....		\$ 4.35	.....		\$ 5.35	5.46
21.2		OAK CREST.										F 5.54	159
21.7		CONTEE.										F 5.55	
		1.4											
23.1		MUIRKIRK.										F 5.57	
24.3		AMMENDALE.										F 6.00	
25.3		BELTSVILLE.	66									F 6.02	
26.2		SUNNYSIDE.										F 6.03	
28.0		BRANCHVILLE.											
28.4		BERWYN.										F 6.06	
29.6		COLLEGE PARK.										F 6.09	
		1.0											
30.6		RIVERDALE.							\$ 4.49	.....		F 6.11	
31.3	DN	ALEXANDRIA JCT.	63	10.41	12.16	1.45	3.31	3.56	4.51	.....	5.20	6.13	5.55
31.6		HYATTSVILLE.				G 1.46						F 6.14	
32.5		BRENTWOOD.										F 6.16	
34.1		LANGDON.										F 6.18	
35.1		IVY CITY ROUNDHOUSE.											
35.3	DN	F TOWER.		10.45	Y12.21	1.50	3.35	Y 4.01	Y 4.56	.....	Y 5.26	Y 6.20	Y 6.01
36.1		NEW YORK AVE.		10.47	12.27	1.52	3.37	4.07	5.02	.....	5.32	6.27	6.07
36.8	DN	WASHINGTON.		A10.50	A12.30	A 1.55	A 3.40	A 4.10	A 5.05	.....	A 5.35	A 6.30	A 6.10
				A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		Time over Sub-Division.....		.50	.45	.55	.40	.45	1.00	.13	.50	1.40	.45
		Average speed per hour.....		44.2	50.3	40.2	55.2	50.3	37.7	33.2	45.2	22.6	50.3

Passenger trains will not exceed 80 miles per hour.

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

WESTWARD.

Distance from Baltimore. (Camden Station.)	Train Order Stations.	Washington Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.	FIRST CLASS.									
				509	523	17	3	7	79				
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
	DN	MT. ROYAL STATION.		\$ 6.14	\$ 7.12	.....	\$ 8.17	\$ 9.27	.....				
	DN	CAMDEN STATION.		\$ 6.19	\$ 7.17		\$ 8.22	\$ 9.32					
0.3	DN	LEE STREET.		6.20	7.18	7.40	8.25	9.35	10.30				
0.7	DN	BAILEY.											
1.5	DN	CARROLL.											
2.1		MOUNT WINANS.											
3.0		WEST BALTIMORE.											
4.1		LANSLOWNE.											
5.4	DN	HALETHORPE.		6.29	7.26	7.48	8.33	9.43	10.40				
6.7		ST. DENIS.							\$10.42				
7.2		RELAY.											
7.8		ELK RIDGE.							\$10.46				
9.7		HANOVER.							F10.49				
10.4		HARWOOD.											
11.5		DORSEY.							F10.52				
13.0		MONTEVIDEO.	32										
13.9		JESSUP.							\$10.55				
14.5		BRIDEWELL.											
16.0	DN	FT. MEADE JCT.	115	6.39	7.36	7.58	8.43	9.53	M11.00				
17.6		SAVAGE.											
19.4		LAUREL.	38						\$11.06				
21.2		OAK CREST.											
21.7		CONTEE.											
23.1		MUIRKIRK.											
24.3		AMMENDALE.							W11.12				
25.3		BELTSVILLE.	66										
26.2		SUNNYSIDE.											
28.0		BRANCHVILLE.											
28.4		BERWYN.											
29.6		COLLEGE PARK.											
30.6		RIVERDALE.											
31.3	DN	ALEXANDRIA JCT.	63	6.51	7.47	8.10	8.55	10.06	11.19				
31.6		HYATTSVILLE.											
32.5		BRENTWOOD.											
34.1		LANGDON.											
35.1		IVY CITY ROUNDHOUSE.											
35.3	DN	F TOWER.		6.55	7.50	Y 8.16	Y 9.01	Y10.11	11.25				
36.1		NEW YORK AVE.		6.57	7.52	8.22	9.07	10.17	11.27				
36.8	DN	WASHINGTON.		A 7.00	A 7.55	A 8.25	A 9.10	A10.20	A11.30				
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
		Time over Sub-Division.....		.40	.37	.45	.45	.45	1.00				
		Average speed per hour.....		55.2	59.7	50.3	50.3	50.3	38.8				

Passenger trains will not exceed 80 miles per hour.

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

EASTWARD.

Distance from Washington.	Train Order Stations.	Washington Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Siding. Capacity in 45-foot Cars.	FIRST CLASS.											
				528	140	144	146	48	510	18	2	20	6	44	
				DAILY	DAILY Ex. Sunday	DAILY Ex. Sat. and Sunday	DAILY Ex. Sat. and Sunday	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
	DN	WASHINGTON. 0.7 NEW YORK AVE.		1.00	5.00	6.05	6.25	.....	7.00	7.45	8.00	8.35	9.00	9.30	.....
0.7				1.03	5.03	6.08	6.28	.....	7.03	7.48	8.03	8.38	9.03	9.33	.....
1.5	DN	F TOWER. 0.8		1.05	5.05	6.10	6.30	.....	7.05	7.50	8.05	8.40	9.05	9.35	.....
1.7		IVY CITY ROUNDHOUSE. 0.2													
2.7		LANGDON. 1.0													
4.3		BRENTWOOD. 1.6			F 5.09										
5.2		HYATTSVILLE. 0.9			F 5.14										
5.5	DN	ALEXANDRIA JCT. 0.3	110	1.09	5.15	6.14	6.34	.....	7.08	7.54	8.08	8.45	9.08	9.39	.....
6.2		RIVERDALE. 0.7			F 5.17		S 6.35								
		1.0													
7.2		COLLEGE PARK. 1.2			F 5.20										
8.4		BERWYN. 0.4			F 5.24										
8.8		BRANCHVILLE. 1.8			C 5.25										
10.6		SUNNYSIDE. 0.9													
11.5		BELTSVILLE. 1.0	19		F 5.29										
12.5		AMMENDALE. 1.2			F 5.31										
13.7		MURKIRK. 1.4	95	1.18	F 5.34	6.21	6.42	.....	7.14	8.00	8.14	8.52	9.14	9.46	.....
15.1		CONTEE. 0.5													
15.6		OAK CREST. 1.8			F 5.38										
17.4		LAUREL. 1.8	11		S 5.43	S 6.25	S 6.46							S 9.50	
19.2		SAVAGE. 1.6			F 5.48										
20.8	DN	FT. MEADE JCT. 1.5	94	1.25	F 5.53	6.29	6.51	.....	7.20	8.07	8.20	9.00	9.20	9.54	.....
22.3		BRIDEWELL. 0.6			F 5.56										
22.9		JESSUP. 0.9			S 5.58	S 6.32								S 9.57	
23.8		MONTEVIDEO. 1.5			F 6.00										
25.3		DORSEY. 1.1			F 6.03	F 6.36									
26.4		HARWOOD. 0.7			F 6.05	F 6.38									
27.1		HANOVER. 1.9			F 6.07	F 6.40									
29.0		ELK RIDGE. 0.6			S 6.11	S 6.44									
29.6		RELAY. 0.5			S 6.15	S 6.47		S 6.52						F 10.06	
30.1		ST. DENIS. 1.3			F 6.16	S 6.49		S 6.56							
31.4	DN	HALETHORPE. 1.3		1.36	6.19	F 6.52	7.01	F 7.04	7.30	8.17	8.30	9.10	9.30	10.09	.....
32.7		LANSLOWNE. 1.1				S 6.55		S 7.07							
33.8		WEST BALTIMORE. 0.9													
34.7		MOUNT WINANS. 0.6													
35.3	DN	CARROLL. 0.8	96												
36.1	DN	BAILEY. 0.4													
36.5	DN	LEE STREET. 0.3													
36.8	DN	CAMDEN STATION.		S 1.45	A 6.30	A 7.05	A 7.10	A 7.20	S 7.38	A 8.25	S 8.38	A 9.20	S 9.38	S 10.18	.....
				1.48					7.40		8.40		9.40	10.20	
	DN	MT. ROYAL STATION.		S 2.03					S 7.46		S 8.46		S 9.46	S 10.26	.....
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
		Time over Sub-Division.....		.45	1.30	1.00	.45	.28	.38	.40	.38	.45	.38	.48	
		Average speed per hour.....		49.1	24.5	36.8	49.1	15.4	58.1	55.2	58.1	49.1	58.1	46.0	

Passenger trains will not exceed 80 miles per hour.

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

EASTWARD.

Distance from Washington.	Train Order Stations.	Washington Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.	FIRST CLASS.											
				4	504	34	150	28	152	660	154	8	156		
				DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY Ex. Sat. and Sunday	Sat'day ONLY	DAILY Ex. Sat. Sun. & Hol'dys	DAILY	DAILY Ex. Sunday		
				A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
	DN	WASHINGTON. 0.7 NEW YORK AVE.		11.30	12.30	12.35	2.00	2.45	3.35	3.40	3.45	4.00	4.05	.....	.....
0.7				11.33	12.33	12.38	2.03	2.48	3.38	3.43	3.48	4.03	4.08	.....	.....
1.5	DN	0.8 F TOWER.		11.35	12.35	12.40	2.05	2.50	3.40	3.45	3.50	4.05	4.10	.....	.....
1.7		0.2 IVY CITY ROUNDHOUSE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.7		1.0 LANGDON.		.....	.....	S 12.43	.....	.....	.....	.....	.....	.....	S 4.12	.....	.....
4.3		1.6 BRENTWOOD.		.....	.....	F 12.46	.....	.....	.....	.....	.....	.....	S 4.15	.....	.....
5.2		0.9 HYATTSVILLE.		.....	.....	F 12.50	.....	.....	.....	.....	.....	.....	S 4.17	.....	.....
5.6	DN	0.3 ALEXANDRIA JCT.	110	11.38	12.38	12.53	2.09	2.53	3.44	3.49	3.54	4.08	4.18	.....	.....
6.2		0.7 RIVERDALE. 1.0		.....	.....	F 12.55	.....	.....	.....	.....	.....	.....	S 4.20	.....	.....
7.2		1.2 COLLEGE PARK.		.....	.....	F 12.58	.....	.....	.....	.....	.....	.....	S 4.23	.....	.....
8.4		0.4 BERWYN.		.....	.....	F 1.02	.....	.....	.....	.....	.....	.....	S 4.27	.....	.....
8.8		1.8 BRANCHVILLE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10.6		0.9 SUNNYSIDE.		.....	.....	F 1.06	.....	.....	.....	.....	.....	.....	F 4.33	.....	.....
11.5		1.0 BELTSVILLE.	19	.....	.....	F 1.08	.....	.....	.....	.....	.....	.....	S 4.35	.....	.....
12.6		1.2 AMMENDALE.		.....	.....	F 1.10	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.7		1.4 MURKIRK.	95	11.44	12.44	F 1.13	2.16	2.59	.....	.....	4.01	4.14	F 4.41 4.55 158	.....	.....
15.1		0.5 CONTEE.		.....	.....	W 1.16	.....	.....	.....	.....	.....	.....	F 4.58	.....	.....
15.6		1.8 OAK CREST.		.....	.....	W 1.17	.....	.....	.....	.....	.....	.....	F 4.59	.....	.....
17.4		1.8 LAUREL.	11	.....	.....	S 1.21	S 2.21	.....	S 3.54	S 3.59	S 4.05	.....	S 5.04	.....	.....
19.2		1.6 SAVAGE.		.....	.....	F 1.25	.....	.....	.....	.....	.....	.....	F 5.07	.....	.....
20.8	DN	1.5 FT. MEADE JCT.	94	11.50	12.50	S 1.29	2.25	3.05	3.58	4.03	4.09	4.20	S 5.11	.....	.....
22.3		0.6 BRIDEWELL.		.....	.....	W 1.31	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.9		0.9 JESSUP.		.....	.....	S 1.33	S 2.29	.....	S 4.00	S 4.05	.....	.....	S 5.15	.....	.....
23.8		1.5 MONTEVIDEO.		.....	.....	F 1.36	.....	.....	.....	.....	.....	.....	F 5.16	.....	.....
25.3		1.1 DORSEY.		.....	.....	F 1.40	P 2.32	.....	.....	.....	.....	.....	S 5.19	.....	.....
26.4		0.7 HARWOOD.		.....	.....	F 1.42	.....	.....	.....	.....	.....	.....	.....	.....	.....
27.1		1.9 HANOVER.		.....	.....	F 1.44	.....	.....	.....	.....	.....	.....	S 5.23	.....	.....
29.0		0.6 ELK RIDGE.		.....	.....	S 1.48	.....	.....	.....	.....	.....	.....	S 5.26	.....	.....
29.6		0.5 RELAY.		.....	.....	S 1.51	S 2.39	.....	.....	F 4.14	G 4.18	.....	F 5.28	.....	.....
30.1		1.3 ST. DENIS.		.....	.....	S 1.54	P 2.41	.....	.....	.....	.....	.....	F 5.29	.....	.....
31.4	DN	1.3 HALETHORPE.		12.00	12.59	F 1.58	2.44	3.14	4.11	4.18	4.20	4.30	5.31	.....	.....
32.7		1.1 LANSDOWNE.		.....	.....	F 2.01	.....	.....	.....	.....	.....	.....	F 5.34	.....	.....
33.8		0.9 WEST BALTIMORE.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.7		0.6 MOUNT WINANS.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.3	DN	0.8 CARROLL.	96	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36.1	DN	0.4 BAILEY.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36.5	DN	0.3 LEE STREET.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36.8	DN	 CAMDEN STATION.		\$ 12.08 12.10	\$ 1.06 1.08	A 2.10	A 2.53	S 3.21 3.23	S 4.20 4.22	S 4.28 4.30	S 4.28 4.30	S 4.38 4.40	A 5.40	.....	.....
	DN	 MT. ROYAL STATION.		\$ 12.16	\$ 1.14	.....	.....	S 3.29	A 4.27	A 4.35	A 4.35	S 4.46	.....	.....	.....
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
		Time over Sub-Division.....		.38	.36	1.35	.53	.36	.45	.43	.43	.38	1.35		
		Average speed per hour.....		58.1	61.3	23.2	41.7	61.3	49.1	46.0	51.3	59.1	23.3		

Passenger trains will not exceed 80 miles per hour.

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

EASTWARD.

Distance from Washington.	Train Order Stations.	Washington Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.	FIRST CLASS.									
				158	36	22	76	166	32				
				DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY				
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
0.7	DN	WASHINGTON. 0.7		4.35	5.30	6.30	8.30	10.30	.....	.....	.....	.....	.....
1.6	DN	NEW YORK AVE. 0.8		4.38	5.33	6.33	8.33	10.33	.....	.....	.....	.....	.....
1.7		F TOWER. 0.2		4.40	5.35	6.35	8.35	10.35	11.50	.....	.....	.....	.....
2.7		IVY CITY ROUNDHOUSE. 1.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.3		LANGDON. 1.6		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.2		BRENTWOOD. 0.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.5	DN	HYATTSVILLE. 0.3		.....	.....	.....	.....	\$10.40	.....	.....	.....	.....	.....
6.2		ALEXANDRIA JCT. 0.7	110	4.44	5.38	6.39	8.38	10.41	11.55	.....	.....	.....	.....
7.2		RIVERDALE. 1.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8.4		COLLEGE PARK. 1.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8.8		BERWYN. 0.4		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10.6		BRANCHVILLE. 1.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.5		SUNNYSIDE. 0.9	19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12.6		BELTSVILLE. 1.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.7		AMMENDALE. 1.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.1		MUIRKIRK. 1.4	95	4.50 156	5.44	6.46	8.44	10.47	12.02	.....	.....	.....	.....
15.6		CONTEE. 0.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17.4		OAK CREST. 1.8	11	\$ 4.55	\$ 5.47	\$ 6.50	.....	\$10.52	.....	.....	.....	.....	.....
19.2		LAUREL. 1.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20.8	DN	SAVAGE. 1.6	94	4.59	5.50	6.54	8.49	10.57	12.10	.....	.....	.....	.....
22.3		FT. MEADE JCT. 1.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.9		BRIDEWELL. 0.6		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.8		JESSUP. 0.9		.....	.....	.....	.....	\$11.01	.....	.....	.....	.....	.....
25.3		MONTEVIDEO. 1.5		.....	.....	.....	.....	G11.04	.....	.....	.....	.....	.....
26.4		DORSEY. 1.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27.1		HARWOOD. 0.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29.0		HANOVER. 1.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29.6		ELK RIDGE. 0.6		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30.1		RELAY. 0.5		F 5.07	.....	.....	.....	F11.09	.....	.....	.....	.....	.....
31.4	DN	ST. DENIS. 1.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
32.7		HALETHORPE. 1.3		5.09	6.00	7.06	8.58	11.12	12.23	.....	.....	.....	.....
33.8		LANSDOWNE. 1.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.7		WEST BALTIMORE. 0.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.3	DN	MOUNT WINANS. 0.6	96	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36.1	DN	CARROLL. 0.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36.5	DN	BAILEY. 0.4		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36.8	DN	LEE STREET. 0.3		\$ 5.17 5.19	\$ 6.10 6.15	A 7.15	\$ 9.08 9.10	A11.20	\$12.35 12.45	.....	.....	.....	.....
	DN	CAMDEN STATION. 0.3		A 5.24	\$ 6.21	.....	A 9.15	.....	12.51	.....	.....	.....	.....
		MT. ROYAL STATION.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
				P. M.	P. M.	P. M.	P. M.	P. M.	A. M.				
		Time over Sub-Division.....		.42	.40	.45	.38	.50	.45				
		Average speed per hour.....		52.6	55.2	47.1	58.1	44.2	47.1				

Passenger trains will not exceed 80 miles per hour.

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

WESTWARD.

Distance from Washington.	Train Order Stations.	Metropolitan Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.	FIRST CLASS.											
				79	29	11	75	73	55	21	31	9	71	77	5
				DAILY	DAILY Ex. Monday	DAILY	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY Ex. Monday	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
0.9	DN	WASHINGTON. 0.9		12.15	.....	6.45	8.00	.....	.....	9.05	10.30	1.00	.....	3.50	4.30
1.7	DN	NEW YORK AVENUE. 0.8		12.18	.....	6.48	8.03	.....	.....	9.08	10.33	1.03	.....	3.53	4.33
2.6		QN TOWER. 0.9		12.20	4.20	6.50	8.05	.....	.....	9.10	10.35	1.05	.....	3.55	4.35
3.8		UNIVERSITY. 1.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.2		TERRA COTTA. 0.4		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.2		CHILLUM. 1.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.7		LAMOND. 0.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6.2		TAKOMA PARK. 0.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6.9		NORTH TAKOMA. 0.7	76	12.29	4.31	7.00	8.13	.....	.....	9.18	10.43	1.14	.....	4.03	4.44
7.8		SILVER SPRING. 0.9		12.30	4.34	7.02	8.14	.....	.....	9.19	10.45	1.15	.....	4.05	4.45
9.2		GEORGETOWN JCT. 1.4		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.07	.....
9.9		FOREST GLEN. 0.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.09	.....
10.4		CAPITOL VIEW. 0.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.11	4.48
11.9		KENSINGTON. 1.5		12.33	4.38	7.05	8.17	.....	.....	9.22	10.48	1.18	.....	4.11	4.48
13.2		GARRETT PARK. 1.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.14	.....
15.0		RANDOLPH. 1.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.17	.....
16.0		AUTREY PARK. 1.0	48	12.39	4.44	7.13	8.22	.....	.....	9.28	10.54	1.23	.....	4.22	4.54
17.2		ROCKVILLE. 1.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18.5		WESTMORE. 1.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20.1		DERWOOD. 1.6		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21.1		WASHINGTON GROVE. 1.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.27	.....
21.6		GAITHERSBURG. 0.6		12.44	4.51	7.18	8.27	.....	.....	9.33	10.59	1.28	.....	4.30	4.59
22.5		WARD. 0.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.7		BROWN. 1.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.33	.....
24.4		CLOPPER. 0.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25.9		WARING. 1.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.4		GERMANTOWN. 2.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.39	.....
29.1	DN	BOYD. 0.7	93	12.51	5.01	7.26	8.34	.....	.....	9.41	11.07	1.36	.....	4.43	5.07
29.8		DS TOWER. 0.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.44	5.07
32.6		BUCK LODGE. 2.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.46	.....
34.8		BARNESVILLE. 2.2		12.55	5.06	7.30	8.37	.....	.....	9.44	11.11	1.39	.....	4.51	5.10
38.5		DICKERSON. 3.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.55	.....
42.2	DN	TUSCARORA. 3.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45.3		POINT OF ROCKS. 3.1		1.05	5.16	7.40 7.45	8.45	.....	.....	9.54	11.21	1.49	.....	4.31	5.20
46.8		CATOCTIN. 1.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.36	.....
49.1	DN	EAST BRUNSWICK. 2.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.45	5.29
51.5		BRUNSWICK. 2.4		1.14	5.26	8.01	8.54	9.10	9.35	10.03	11.31	2.00	.....	5.20	5.29
52.3	DN	KNOXVILLE. 0.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		WEVERTON. 3.1		1.18	5.30	8.08	8.58	9.14	9.40	10.07	11.35	2.07	.....	.....	5.33
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
		Time over Sub-Division.....		1.03	1.10	1.23	.58	.06	.05	1.02	1.05	1.07	.14	1.30	1.03
		Average speed per hour.....		49.8	43.4	37.8	54.1	32.0	38.4	50.6	48.3	46.8	29.6	32.7	49.8

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

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

WESTWARD.

Distance from Washington.	Train Order Stations.	Metropolitan Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.	FIRST CLASS.									
				25	37	19	1	17	3	7	23		
				DAILY	DAILY Ex. Sun. & Hol'dys	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
0.9	DN	WASHINGTON. 0.9		4.40	4.55	5.50	6.30	8.40	9.30	10.45	10.55	.....	.....
1.7	DN	NEW YORK AVENUE. 0.8		4.43	4.58	5.53	6.33	8.43	9.33	10.48	10.58	.....	.....
2.6		QN TOWER. 0.9		4.45	5.00	5.55	6.35	8.45	9.35	10.50	11.00	.....	.....
3.8		UNIVERSITY. 1.2		.....	F 5.02	.....	.....	.....	.....	.....	.....	.....	.....
4.2		TERRA COTTA. 0.4		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.2		CHILLUM. 1.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.7		LAMOND. 0.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6.2		TAKOMA PARK. 0.5		.....	S 5.07	.....	.....	.....	.....	.....	.....	.....	.....
6.9		NORTH TAKOMA. 0.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7.8		SILVER SPRING. 0.9	76	S 4.54	S 5.10	S 6.04	S 6.44	S 8.54	S 9.44	S 10.59	S 11.10	.....	.....
9.2		GEORGETOWN JCT. 1.4		4.55	5.11	6.05	6.46	8.56	9.45	11.00	11.11	.....	.....
9.9		FOREST GLEN. 0.7		.....	S 5.14	.....	.....	.....	.....	.....	.....	.....	.....
10.4		CAPITOL VIEW. 0.5		.....	F 5.16	.....	.....	.....	.....	.....	.....	.....	.....
11.9		KENSINGTON. 1.5		4.58	S 5.18	6.08	6.49	8.59	9.48	11.03	11.14	.....	.....
13.2		GARRETT PARK. 1.3		.....	S 5.21	.....	.....	.....	.....	.....	.....	.....	.....
15.0		RANDOLPH. 1.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.0		AUTREY PARK. 1.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17.2		ROCKVILLE. 1.2	48	5.04	S 5.26	6.14	6.55	9.04	9.54	11.09	11.20	.....	.....
18.5		WESTMORE. 1.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20.1		DERWOOD. 1.6		.....	F 5.30	.....	.....	.....	.....	.....	.....	.....	.....
21.1		WASHINGTON GROVE. 1.0		.....	S 5.33	.....	.....	.....	.....	.....	.....	.....	.....
21.6		GAITHERSBURG. 0.5		5.09	S 5.35	6.19	7.00	9.09	9.59	11.14	11.24	.....	.....
22.5		WARD. 0.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.7		BROWN. 1.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24.4		CLOPPER. 0.7		.....	F 5.38	.....	.....	.....	.....	.....	.....	.....	.....
25.9		WARING. 1.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.4		GERMANTOWN. 2.5		.....	S 5.42	.....	.....	.....	.....	.....	.....	.....	.....
29.1	DN	BOYD. 0.7		.....	S 5.46	.....	.....	.....	.....	.....	.....	.....	.....
29.8		DS TOWER. 0.7	93	5.16	5.47	6.27	7.08	9.17	10.07	11.22	11.32	.....	.....
32.6		BUCK LODGE. 2.8		.....	F 5.49	.....	.....	.....	.....	.....	.....	.....	.....
34.8		BARNESVILLE. 2.2		5.19	S 5.54	6.31	7.12	9.21	10.11	11.25	11.36	.....	.....
38.5		DICKERSON. 3.7		.....	S 5.57	.....	.....	.....	.....	.....	.....	.....	.....
42.2	DN	TUSCARORA. 3.7		.....	F 6.01	.....	.....	.....	.....	.....	.....	.....	.....
45.3		POINT OF ROCKS. 3.1		5.29	S 6.05	6.41	7.22	9.30	10.20	11.35	11.46	.....	.....
46.8		CATOCTIN. 1.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
49.1	DN	EAST BRUNSWICK. 2.3		5.38	A 6.18	6.50	7.31	S 9.40	10.29	11.44	S 12.03	.....	.....
51.6		BRUNSWICK. 2.4		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
52.3	DN	KNOXVILLE. 0.8		5.42	.....	6.54	7.35	9.47	10.33	11.48	12.10	.....	.....
		WEVERTON. 0.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.		
		Time over Sub-Division.....		1.02	1.23	1.04	1.05	1.07	1.03	1.03	1.15		
		Average speed per hour.....		50.6	35.5	49.0	48.3	46.8	49.8	49.8	41.8		

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

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

EASTWARD.

Distance from Weverton.	Train Order Stations.	Metropolitan Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.	FIRST CLASS.											
				38	10	78	80	18	2	20	26	6			
				DAILY Ex. Sun. & Hol'days	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		
0.8	DN	WEVERTON. 0.8		.....	5.22	.....	6.10	6.20	6.30	7.08	7.19	7.34	.....	.....	.....
3.2	DN	KNOXVILLE. 2.4		.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.5		BRUNSWICK. 2.3		4.30	\$ 5.27	5.35	6.14	6.24	6.34	7.12	7.22	7.37	.....	.....	.....
7.0		EAST BRUNSWICK. 1.5		.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		CATOCTIN. 3.1		.....	\$ 5.41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10.1	DN	POINT OF ROCKS. 3.7		\$ 4.39	5.37	\$ 5.45	6.23	6.33	6.43	7.21	7.31	7.46	.....	.....	.....
13.8		TUSCARORA. 3.7		.....		F 5.50	.....	.....	.....	.....	.....	.....	.....	.....	.....
17.5		DICKERSON. 2.2		\$ 4.48	.....	\$ 5.55	.....	.....	.....	.....	.....	.....	.....	.....	.....
19.7		BARNESVILLE. 2.8		\$ 4.53	5.48	\$ 6.01	6.34	6.44	6.54	7.32	7.40	7.55	.....	.....	.....
22.5		BUCK LODGE. 0.7		F 4.57	.....	F 6.04	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.3	DN	DS TOWER. 0.7	97	4.58	5.52	6.05	6.38	6.48	6.58	7.36	7.44	7.59	.....	.....	.....
23.9		BOYD. 3.5		\$ 5.00	.....	\$ 6.07	.....	.....	.....	.....	.....	.....	.....	.....	.....
26.4		GERMANTOWN. 1.5		\$ 5.04	.....	\$ 6.10	.....	.....	.....	.....	.....	.....	.....	.....	.....
27.9		WARING. 0.7		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.6		CLOPPER. 1.2		.....	.....	F 6.14	.....	.....	.....	.....	.....	.....	.....	.....	.....
29.8		BROWN. 0.9		\$ 5.09	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30.7		WARD. 0.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31.2		GAITHERSBURG. 1.0		\$ 5.12	6.00	\$ 6.20	6.45	6.55	7.05	7.43	7.51	8.06	.....	.....	.....
32.2		WASHINGTON GROVE. 1.6		\$ 5.15	.....	\$ 6.24	.....	.....	.....	.....	.....	.....	.....	.....	.....
33.8		DERWOOD. 1.3		.....	.....	\$ 6.26	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.1		WESTMORE. 1.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36.3		ROCKVILLE. 1.0	40	\$ 5.22	6.05	\$ 6.31	6.50	7.00	7.10	7.48	7.56	8.11	.....	.....	.....
37.3		AUTREY PARK. 1.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39.1		RANDOLPH. 1.3		.....	.....	F 6.35	.....	.....	.....	.....	.....	.....	.....	.....	.....
40.4		GARRETT PARK. 1.5		\$ 5.28	.....	\$ 6.38	.....	.....	.....	.....	.....	.....	.....	.....	.....
41.9		KENSINGTON. 0.5		\$ 5.31	6.10	\$ 6.40	6.55	7.05	7.15	7.53	8.01	8.16	.....	.....	.....
42.4		CAPITOL VIEW. 0.7		F 5.33	.....	F 6.42	.....	.....	.....	.....	.....	.....	.....	.....	.....
43.1		FOREST GLEN. 1.4		\$ 5.35	.....	\$ 6.44	.....	.....	.....	.....	.....	.....	.....	.....	.....
44.5		GEORGETOWN JCT. 0.9		5.38	6.13	6.47	6.59	7.08	7.18	7.57	8.04	8.19	.....	.....	.....
45.4		SILVER SPRING. 0.7		\$ 5.42	\$ 6.15	\$ 6.50	\$ 7.00	\$ 7.10	\$ 7.20	\$ 7.58	\$ 8.05	\$ 8.20	.....	.....	.....
46.1		NORTH TAKOMA. 0.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
46.6		TAKOMA PARK. 0.5		\$ 5.46	.....	\$ 6.52	.....	.....	.....	.....	.....	.....	.....	.....	.....
47.1		LAMOND. 1.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
48.1		CHILLUM. 0.4		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
48.5		TERRA COTTA. 1.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
49.7		UNIVERSITY. 0.9		\$ 5.52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
50.6	DN	QN TOWER. 0.8		5.54	Y 6.25	7.00	7.10	Y 7.20	Y 7.30	8.10	Y 8.15	Y 8.30	.....	.....	.....
51.4		NEW YORK AVENUE. 0.9		5.57	6.32	7.02	7.17	7.27	7.37	8.12	8.22	8.37	.....	.....	.....
52.3	DN	WASHINGTON.		A 6.00	A 6.35	A 7.05	A 7.20	A 7.30	A 7.40	A 8.15	A 8.25	A 8.40	.....	.....	.....
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.			
		Time over Sub-Division.....		1.30	1.13	1.30	1.10	1.10	1.10	1.07	1.06	1.06			
		Average speed per hour.....		32.7	43.5	32.7	44.8	45.3	45.3	47.0	48.0	48.0			

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

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

EASTWARD.

Distance from Weverton.	Train Order Stations.	Metropolitan Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.	FIRST CLASS.									
				734	34	4	74	8	22	54	76	32	12
				Sunday ONLY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY
				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
0.8	DN	WEVERTON. 0.8		8.48	\$ 9.00	10.02	F 1.35	2.25	4.57	F 6.49	7.17	10.20	10.57
3.2	DN	KNOXVILLE. 2.4			\$ 9.02		F 1.37			F 6.50			
5.5		BRUNSWICK. 2.3		\$ 8.53	\$ 9.10	10.06	\$ 1.45 2.10	2.28	\$ 5.03	A 6.54	7.20	\$10.35	\$11.02
7.0		EAST BRUNSWICK. 1.5					F 2.15						
		CATOCTIN. 3.1											
10.1	DN	POINT OF ROCKS. 3.7		9.02	\$ 9.25	10.15	\$ 2.20	2.37	5.13		7.27	10.45	11.11
13.8		TUSCARORA. 3.7			\$ 9.30								
17.5		DICKERSON. 2.2			\$ 9.36								
19.7		BARNESVILLE. 2.8		9.13	\$ 9.42	10.25		2.47	5.24		7.35	10.58	11.21
22.5		BUCK LODGE. 0.7			F 9.47								
23.2	DN	DS TOWER. 0.7	97	9.17	9.49	10.29		2.51	5.28		7.38	11.02	11.25
23.9		BOYD. 2.5			\$ 9.50								
26.4		GERMANTOWN. 1.5			\$ 9.56								
27.9		WARING. 0.7											
28.6		CLOPPER. 1.2			F10.00								
29.8		BROWN. 0.9											
30.7		WARD. 0.5											
31.2		GAITHERSBURG. 1.0		9.26	\$10.05	10.36		2.58	5.35		7.45	11.12	11.32
32.2		WASHINGTON GROVE. 1.6			\$10.07								
33.8		DERWOOD. 1.3			\$10.09								
35.1		WESTMORE. 1.2											
36.3		ROCKVILLE. 1.0	40	9.31	\$10.15	10.41		3.03	5.40		7.49	11.17	11.37
37.3		AUTREY PARK. 1.8											
39.1		RANDOLPH. 1.3											
40.4		GARRETT PARK. 1.5			\$10.20								
41.9		KENSINGTON. 0.5		9.36	\$10.23	10.45		3.08	5.45		7.54	11.22	11.42
42.4		CAPITOL VIEW. 0.7			\$10.26								
43.1		FOREST GLEN. 1.4											
44.5		GEORGETOWN JCT. 0.9		9.39	10.28	10.49		3.11	5.48		7.56	11.25	11.45
45.4		SILVER SPRING. 0.7		\$ 9.41	\$10.35	\$10.50		\$ 3.12	\$ 5.50		\$ 7.57	11.27	\$11.46
46.1		NORTH TAKOMA. 0.5											
46.6		TAKOMA PARK. 0.5			\$10.40								
47.1		LAMOND. 1.0											
48.1		CHILLUM. 0.4											
48.5		TERRA COTTA. 1.2											
49.7		UNIVERSITY. 0.9			\$10.48								
50.6	DN	QN TOWER. 0.8		9.50	Y10.51	Y11.01		Y 3.20	Y 5.58		Y 8.04	Y11.35	11.54
51.4		NEW YORK AVENUE. 0.9		9.52	11.02	11.07		3.27	6.07		8.12		11.56
52.3	DN	WASHINGTON.		A 9.55	A11.05	A11.10		A 3.30	A 6.10		A 8.15		A11.59
				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		Time over Sub-Division.....		1.07	2.05	1.08	.45	1.05	1.13	.05	.58	1.15	1.02
		Average speed per hour.....		46.8	24.6	46.6	13.5	48.6	43.4	38.4	54.6	40.5	50.6

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

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

WESTWARD.

EASTWARD.

Distance from Relay.	Train Order Stations.	Baltimore Division.		FIRST CLASS.			
		Old Main Line.		71	47		
		TIME-TABLE No. 61.		DAILY Ex. Sunday	DAILY Ex. Sunday		
		April 24, 1949.		P. M.	P. M.		
				Passing Sidings Capacity in 45-foot Cars.			
0.6		RELAY. 0.6			S 4.43		
1.0		AVALON. 0.4			F 4.45		
1.4		GLENARTNEY. 0.4			F 4.47		
2.4		VINEYARD. 1.0			F 4.49		
3.5		ORANGE GROVE. 1.1			F 4.51		
4.6		ILCHESTER. 1.1			S 4.53		
5.6		GRAY. 1.0			F 4.56		
		ELLCOTT CITY. 0.6			S 5.02		
6.2		OELLA. 3.2			F 5.04		
9.4		HOLLOFIELD. 1.3	110		F 5.12		
10.7		DANIELS. 3.9			S 5.15		
14.6		WOODSTOCK. 2.6			S 5.23		
17.2		MARRIOTTSTOWN. 0.8			F 5.29		
18.0		HENRYTON. 1.7			F 5.32		
19.7		GORSUCH. 1.9			F 5.35		
21.6		SYKESVILLE. 1.3			S 5.40		
22.9	DN	GAITHER. 1.2	89		F 5.46		
24.1		HOODS MILL. 2.0			F 5.50		
26.1		MORGAN. 0.9			F 5.54		
27.0		WOODBINE. 2.4			S 5.57		
29.4		WATERSVILLE. 0.9			F 6.03		
30.3		WATERSVILLE JCT. 3.9			6.07		
34.2	DN	MT. AIRY JCT. 3.0			6.13		
37.2		BARTHOLOW. 2.3					
39.5	D	MONROVIA. 3.5					
43.0		IJAMSVILLE. 3.1					
46.1		REEL'S MILL. 1.3					
47.4	DN	FREDERICK JCT. 1.7		4.07			
49.1		NEW CROSSOVER. 0.9					
50.0		LIME KILN. 1.2		F 4.11			
51.2		KELLERS CROSSOVER. 0.5					
51.7		BUCKEYSTOWN. 2.0		F 4.15			
53.7		ADAMSTOWN. 0.2		F 4.20			
53.9		ADAMSTOWN JCT. 0.7					
54.6		DOUB. 3.4		F 4.23			
58.0	DN	POINT OF ROCKS. 1.2		S 4.31			
				P. M.	P. M.		
		Time over Sub-Division...		.24	1.30		
		Average speed per hour....		26.5	22.8		
Distance from Point of Rocks.	Train Order Stations.	Baltimore Division.		FIRST CLASS.			
		Old Main Line.		48	74		
		TIME-TABLE No. 61.		DAILY Ex. Sunday	DAILY Ex. Sunday		
		April 24, 1949.		A. M.	P. M.		
				Passing Sidings Capacity in 45-foot Cars.			
	DN	POINT OF ROCKS. 3.4			S 2.20		
3.4		DOUB. 0.7			F 2.25		
4.1		ADAMSTOWN JCT. 0.2					
4.3		ADAMSTOWN. 2.0			F 2.28		
6.3		BUCKEYSTOWN. 0.5			F 2.32		
6.8		KELLERS CROSSOVER. 1.2					
8.0		LIME KILN. 0.9			F 2.36		
8.9		NEW CROSSOVER. 1.7					
10.6	DN	FREDERICK JCT. 1.3			A 2.40		
11.9		REEL'S MILL. 3.1					
15.0		IJAMSVILLE. 3.5					
18.5	D	MONROVIA. 2.3					
20.8		BARTHOLOW. 3.0					
23.8	DN	MT. AIRY JCT. 3.9					
27.7		WATERSVILLE JCT. 0.9			5.42		
28.6		WATERSVILLE. 2.4			F 5.44		
31.0		WOODBINE. 0.9			S 5.50		
31.9		MORGAN. 2.0			F 5.52		
33.9		HOODS MILL. 1.2			S 5.56		
35.1	DN	GAITHER. 1.3	58		F 6.00		
36.4		SYKESVILLE. 1.9			S 6.04		
38.3		GORSUCH. 1.7			F 6.08		
40.0		HENRYTON. 0.9			F 6.11		
40.8		MARRIOTTSTOWN. 2.6			F 6.13		
43.4		WOODSTOCK. 3.9			S 6.19		
47.3		DANIELS. 1.3			S 6.26		
48.6		HOLLOFIELD. 3.2			F 6.29		
51.8		OELLA. 0.6			F 6.35		
52.4		ELLCOTT CITY. 1.0			S 6.37		
53.4		GRAY. 1.1			F 6.40		
54.5		ILCHESTER. 1.1			S 6.42		
55.6		ORANGE GROVE. 1.0			F 6.44		
56.8		VINEYARD. 0.4			F 6.46		
57.0		GLENARTNEY. 0.4			F 6.48		
57.4		AVALON. 0.6			F 6.50		
58.0		RELAY. 0.6			S 6.52		
				A. M.	P. M.		
		Time over Sub-Division...		1.10	.20		
		Average speed per hour....		25.9	31.8		

Passenger trains will not exceed 40 miles per hour.

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

WESTWARD.

EASTWARD.

Distance from Ft. Meade Jct.	Train Order Stations.	Ft. Geo. G. Meade Sub-Division.	Passing Sidings. Capacity in 45-foot Cars.			Distance from Ft. Geo. G. Meade.	Train Order Stations.	Ft. Geo. G. Meade Sub-Division.	Passing Sidings. Capacity in 45-foot Cars.		
		TIME-TABLE No. 61.						TIME-TABLE No. 61.			
		April 24, 1949.						April 24, 1949.			
	DN	FT. MEADE JCT.		.....	.....	0.0		FT. GEO. G. MEADE.		.....	.....
2.6		2.6 PORTLAND.		.....	.....	0.5		0.5 DISNEY.		.....	.....
3.7		1.1 DISNEY.		.....	.....	1.6		1.1 PORTLAND.		.....	.....
4.2		0.5 FT. GEO. G. MEADE.		.....	.....	4.2	DN	2.6 FT. MEADE JCT.		.....	.....
		Time over Sub-Division.....						Time over Sub-Division.....			
		Average speed per hour.....						Average speed per hour.....			

Passenger trains will not exceed 30 miles per hour.

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

WESTWARD.

EASTWARD.

Distance from Weverton.	Train Order Stations.	Hagerstown Sub-Division.	Passing Sidings. Capacity in 45-foot Cars.	FIRST CLASS *73	THIRD CLASS *87	Distance from Hagerstown.	Train Order Stations.	Hagerstown Sub-Division.	Passing Sidings. Capacity in 45-foot Cars.	FIRST CLASS *74	THIRD CLASS *88
		TIME-TABLE No. 61.		DAILY Ex. Sunday	DAILY Ex. Sunday			TIME-TABLE No. 61.		DAILY Ex. Sunday	DAILY Ex. Sunday
		April 24, 1949.		A. M.	A. M.			April 24, 1949.		P. M.	A. M.
	DN	WEVERTON.		F 9.16	6.20		D	HAGERSTOWN.		12.45	11.30
1.2		1.2 STONEBRAKER.		F 9.18	.....	1.2		1.2 CORBETT.		F 12.48	.....
2.0		0.8 GARRETT'S MILL.		F 9.21	.....	1.7		0.5 SECURITY JUNCTION		.....	.....
3.3		1.3 AUGUSTA.		F 9.24	.....	2.0		0.3 FUNKSTOWN.		F 12.50	.....
4.4		1.1 BROWNSVILLE.		F 9.27	.....	3.3		1.3 FIERY SIDING.		F 12.52	.....
5.8		1.4 GAPLAND.		F 9.30	6.45	3.7		0.4 BALLS ROAD.		F 12.53	.....
		1.0				5.5		1.8 ROXBURY.		F 12.56	.....
6.8		BEELER'S SUMMIT.	7	F 9.32	.....	6.7		1.2 BREATHEDS.		F 12.58	.....
8.2		1.4 ROHRERSVILLE.		S 9.35	.....			1.5			
11.1		2.9 EAKLE'S MILL.	46	F 9.41	.....	8.2		BURTNER.		F 1.01	.....
12.6	D	1.5 KEEDYSVILLE.		S 9.46	7.05	9.2		1.0 SHOWMAN.		F 1.03	.....
14.5		1.9 SHOWMAN.		F 9.50	.....	11.1	D	1.9 KEEDYSVILLE.		S 1.07	12.05
15.5		1.0 BURTNER.		F 9.52	.....	12.6		1.5 EAKLE'S MILL.	46	F 1.10	.....
		1.5				15.5		2.9 ROHRERSVILLE.		S 1.16	.....
17.0		BREATHEDS.		F 9.55	.....	16.9		1.4 BEELER'S SUMMIT.	7	F 1.19	.....
18.2		1.2 ROXBURY.		F 9.58	.....			1.0			
20.0		1.8 BALLS ROAD.		F 10.02	.....	17.9		1.4 GAPLAND.		F 1.21	12.25
20.4		0.4 FIERY SIDING.		F 10.03	.....	19.3		1.1 BROWNSVILLE.		F 1.24	.....
21.7		1.3 FUNKSTOWN.		F 10.06	.....	20.4		1.1 AUGUSTA.		F 1.27	.....
22.0		0.3 SECURITY JUNCTION		.....	.....	21.7		1.3 GARRETT'S MILL.		F 1.30	.....
22.5		0.5 CORBETT.		F 10.08	.....	22.5		0.8 STONEBRAKER.		F 1.32	.....
23.7	D	1.2 HAGERSTOWN.		A 10.10	A 7.40	23.7	DN	1.2 WEVERTON.		F 1.35	12.50
				A. M.	A. M.					P. M.	P. M.
		Time over Sub-Division.....		.54	1.20			Time over Sub-Division.....		.50	1.20
		Average speed per hour.....		26.3	17.8			Average speed per hour.....		28.4	17.8

Passenger trains will not exceed 30 miles per hour between Weverton and Beeler's Summit and 35 miles per hour between Beeler's Summit and Hagerstown.

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

*Train 73 is superior to Train 74, Weverton to Hagerstown.

*Train 87 is superior to Train 88, Weverton to Hagerstown.

WESTWARD.

EASTWARD.

Distance from Frederick Junction. Train Order Stations.	Frederick Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.	FIRST CLASS.		THIRD CLASS.	
			*487		901	903
			DAILY Ex. Sunday		DAILY Ex. Sunday	DAILY Ex. Sunday
			P. M.		A. M.	A. M.
DN	FREDERICK JCT. 2.4		2.45	.....	6.30	11.30
2.4	GROVE. 1.2		F 2.49	.....		
3.6	FREDERICK.		A 2.55	.....	A 6.40	A 11.40
			P. M.		A. M.	A. M.
	Time over Sub-Division....		.10		.10	.10
	Average speed per hour....		21.6		21.6	21.6

Distance from Frederick. Train Order Stations.	Frederick Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.	FIRST CLASS.		THIRD CLASS.	
			*488	902	904	
			DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY Ex. Sunday	
			P. M.	A. M.	A. M.	
	FREDERICK. 1.2		3.55	6.15	11.15	
1.2	GROVE. 2.4		F 3.59	.....	.....	
3.6 DN	FREDERICK JCT.		A 4.05	A 6.25	A 11.25	
			P. M.	A. M.	A. M.	
	Time over Sub-Division.....		.10	.10	.10	
	Average speed per hour.....		21.6	21.6	21.6	

Passenger trains will not exceed 30 miles per hour.

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

*Train 487 is superior to Train 488, Frederick Junction to Frederick.

WESTWARD.

EASTWARD.

Distance from Harpers Ferry. Train Order Stations.	Shenandoah Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.	FIRST CLASS.			
			*55			
			DAILY Ex. Sunday			
			A. M.			
DN	HARPERS FERRY. 4.1		S 9.45	.....		
4.1	MILLVILLE. 2.0		S 9.55	.....		
6.1	HALLTOWN. 4.2		S 9.59	.....		
10.3	CHARLES TOWN. 0.5		S 10.07	.....		
10.8	N. & W. R'Y CROSSING. 2.7		10.08	.....		
13.5	ALDRIDGE. 4.5		F 10.12	.....		
18.0	SUMMIT POINT. 2.7	47	S 10.20	.....		
20.7	SWIMLEY. 1.7		F 10.24	.....		
22.4	WADESVILLE. 4.4		F 10.27	.....		
26.8	STEPHENSON. 3.7	23	F 10.34	.....		
30.5	O. V. JUNCTION. 1.2		.....	.....		
31.7	WINCHESTER. 1.3		S 10.44	.....		
33.0	W. & W. JUNCTION. 2.7		10.53	.....		
35.7	KERNSTOWN. 1.9	32	F 10.58	.....		
37.6	BARTONVILLE. 1.7		F 11.02	.....		
39.3	STEPHENS CITY. 2.5	43	S 11.06	.....		
41.8	VAUCLUSE. 2.4		F 11.11	.....		
44.2	MIDDLETOWN. 1.8	30	S 11.15	.....		
46.0	CEDAR CREEK. 3.3		F 11.19	.....		
49.3	CAPON ROAD. 1.1		F 11.27	.....		
50.4	STRASBURG JCT.		A 11.30	.....		
	STRASBURG (Sou. R'y.)		11.35	.....		
			A. M.			
	Time over Sub-Division.....		1.42			
	Average speed per hour.....		29.6			

Distance from Strasburg Junction. Train Order Stations.	Shenandoah Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.	FIRST CLASS.			
			*54			
			DAILY Ex. Sunday			
			P. M.			
	STRASBURG (Sou. R'y.)		4.50	.....		
	STRASBURG JCT. 1.1		5.00	.....		
1.1	CAPON ROAD. 3.3		F 5.02	.....		
4.4	CEDAR CREEK. 1.8		F 5.07	.....		
6.2	MIDDLETOWN. 2.4	30	S 5.11	.....		
8.6	VAUCLUSE. 2.5		F 5.15	.....		
11.1	STEPHENS CITY. 1.7	43	F 5.19	.....		
12.8	BARTONVILLE. 1.9		F 5.22	.....		
14.7	KERNSTOWN. 2.7	32	F 5.26	.....		
17.4	W. & W. JUNCTION. 1.3		5.31	.....		
18.7	WINCHESTER. 1.2		S 5.34	.....		
19.9	O. V. JUNCTION. 3.7		5.38	.....		
23.6	STEPHENSON. 4.4	23	S 5.46	.....		
28.0	WADESVILLE. 1.7		F 5.53	.....		
29.7	SWIMLEY. 2.7		F 5.57	.....		
32.4	SUMMIT POINT. 4.5	47	S 6.04	.....		
36.9	ALDRIDGE. 2.7		F 6.10	.....		
39.6	N. & W. R'Y CROSSING. 0.5		6.14	.....		
40.1	CHARLES TOWN. 4.2		S 6.21	.....		
44.3	HALLTOWN. 2.0		S 6.29	.....		
46.3	MILLVILLE. 4.1		S 6.34	.....		
50.4	HARPERS FERRY.		S 6.42	.....		
			6.44	.....		
			P. M.			
	Time over Sub-Division.....		1.42			
	Average speed per hour.....		29.6			

Passenger trains will not exceed 40 miles per hour between Harper's Ferry and Charles Town, and 45 miles per hour between Charles Town and Strasburg Junction.

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

*Train 55 is superior to Train 54, Harper's Ferry to Strasburg Junction.

WESTWARD.

EASTWARD.

Distance from Alexandria Junction.	Train Order Stations.	Alexandria Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.		
0.0	DN	ALEXANDRIA JUNCTION. 3.8		.....	.....
3.8		CHESAPEAKE JUNCTION. 1.5		.....	.....
5.3		BENNING. 0.7		.....	.....
6.0		SHEPHERD JUNCTION. 0.6		.....	.....
6.6	DN	ANACOSTIA JUNCTION.		.....	.....
		Time over Sub-Division.....			
		Average speed per hour.....			

Distance from Anacostia Junction.	Train Order Stations.	Alexandria Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.		
0.0	DN	ANACOSTIA JUNCTION. 0.6		.....	.....
0.6		SHEPHERD JUNCTION. 0.7		.....	.....
1.3		BENNING. 1.5		.....	.....
2.8		CHESAPEAKE JUNCTION. 3.8		.....	.....
6.6	DN	ALEXANDRIA JUNCTION.		.....	.....
		Time over Sub-Division.....			
		Average speed per hour.....			

Passenger trains will not exceed 40 miles per hour.

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

WESTWARD.

EASTWARD.

Distance from Shepherd Junction.	Train Order Stations.	Shepherd Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.		
0.0		SHEPHERD JUNCTION. 1.1		.....	.....
1.1		TWINING CITY. 4.5		.....	.....
5.6		SHEPHERD.	120	.....	.....
		Time over Sub-Division.....			
		Average speed per hour.....			

Distance from Shepherd.	Train Order Stations.	Shepherd Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.		
0.0		SHEPHERD. 4.5	120	.....	.....
4.5		TWINING CITY. 1.1		.....	.....
5.6		SHEPHERD JUNCTION.		.....	.....
		Time over Sub-Division.....			
		Average speed per hour.....			

Passenger trains will not exceed 15 miles per hour.

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

WESTWARD.

EASTWARD.

Distance from Elsmere Junction.	Train Order Stations.	Market Street Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.		
0.0	DN	ELSMERE JUNCTION. 2.0		.....	.....
2.0		NINTH AVE. 0.2		.....	.....
2.2		WEST YARD. 0.8		.....	.....
3.0		MARKET STREET.		.....	.....
		Time over Sub-Division.....			
		Average speed per hour.....			

Distance from Market Street.	Train Order Stations.	Market Street Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.		
0.0		MARKET STREET. 0.8		.....	.....
0.8		WEST YARD. 0.2		.....	.....
1.0		NINTH AVE. 2.0		.....	.....
3.0	DN	ELSMERE JUNCTION.		.....	.....
		Time over Sub-Division.....			
		Average speed per hour.....			

Passenger trains will not exceed 15 miles per hour.

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

WESTWARD.

EASTWARD.

Distance from Childs.	Train Order Stations.	Childs Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.		
0.0		CHILDS.		.....	.....
4.1		PROVIDENCE.		.....	.....
		Time over Sub-Division.....			
		Average speed per hour.....			

Distance from Providence.	Train Order Stations.	Childs Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.		
0.0		PROVIDENCE.		.....	.....
4.1		CHILDS.		.....	.....
		Time over Sub-Division.....			
		Average speed per hour.....			

Passenger trains will not exceed 15 miles per hour.

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

WESTWARD.

EASTWARD.

Distance from Georgetown Junction.	Train Order Stations.	Georgetown Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.		
0.0		GEORGETOWN JCT.		.....	.....
1.9		CHEVY CHASE.		.....	.....
3.3		BETHESDA.		.....	.....
11.0		GEORGETOWN.		.....	.....
		Time over Sub-Division.....			
		Average speed per hour.....			

Distance from Georgetown.	Train Order Stations.	Georgetown Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.		
0.0		GEORGETOWN.		.....	.....
7.7		BETHESDA.		.....	.....
9.1		CHEVY CHASE.		.....	.....
11.0		GEORGETOWN JCT.		.....	.....
		Time over Sub-Division.....			
		Average speed per hour.....			

Passenger trains will not exceed 15 miles per hour.

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

WESTWARD.

EASTWARD.

Distance from WJ Tower.	Train Order Stations.	Landenberg Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.		
0.0	DN	WJ TOWER.		.....	.....
5.0		MT. CUBA.		.....	.....
7.8		YORKLYN.		.....	.....
9.7		HOCKESSIN.		.....	.....
11.3		SOUTHWOOD.		.....	.....
		Time over Sub-Division.....			
		Average speed per hour.....			

Distance from Southwood.	Train Order Stations.	Landenberg Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.		
0.0		SOUTHWOOD.		.....	.....
1.6		HOCKESSIN.		.....	.....
3.5		YORKLYN.		.....	.....
6.3		MT. CUBA.		.....	.....
11.3	DN	WJ TOWER.		.....	.....
		Time over Sub-Division.....			
		Average speed per hour.....			

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

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

WESTWARD.

EASTWARD.

Distance from Savage.	Train Order Stations.	Savage Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.		
0.0		SAVAGE.		.....	.....
1.2		SAVAGE FACTORY.		.....	.....
		Time over Sub-Division..... Average speed per hour.....			

Distance from Savage Factory.	Train Order Stations.	Savage Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.		
0.0		SAVAGE FACTORY.		.....	.....
1.2		SAVAGE.		.....	.....
		Time over Sub-Division..... Average speed per hour.....			

Passenger trains will not exceed 15 miles per hour.

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

WESTWARD.

EASTWARD.

Distance from Aikin.	Train Order Stations.	Perryville Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.		
0.0	DN	AIKIN.		.....	.....
1.0		PERRYVILLE.		.....	.....
		Time over Sub-Division..... Average speed per hour.....			

Distance from Perryville.	Train Order Stations.	Perryville Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.		
0.0		PERRYVILLE.		.....	.....
1.0	DN	AIKIN.		.....	.....
		Time over Sub-Division..... Average speed per hour.....			

Passenger trains will not exceed 15 miles per hour.

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

WESTWARD.

EASTWARD.

Distance from Waterville Jct.	Train Order Stations.	Mount Airy Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.		
2.1		WATERSVILLE JCT.		.....	.....
3.9	DN	MOUNT AIRY.		.....	.....
		Time over Sub-Division..... Average speed per hour.....			

Distance from Mt. Airy Jct.	Train Order Stations.	Mount Airy Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.	FIRST CLASS.	
				48	948
				DAILY Ex. Sunday	DAILY Ex. Sunday
				A. M.	P. M.
	DN	MOUNT AIRY JCT.		.....	6.13
1.8		MOUNT AIRY.		5.30	6.20
3.9		WATERSVILLE JCT.		A 5.35	.....
		Time over Sub-Division..... Average speed per hour.....		A. M.	P. M.
				.05	.07
				25.2	15.4

Passenger trains will not exceed 30 miles per hour.

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

EASTWARD.

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

EASTWARD.

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

EASTWARD.

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

WESTWARD.

EASTWARD.

Distance from Bay View.	Train Order Stations.	Sparrows Point Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.			Distance from Bear Creek Junction.	Train Order Stations.	Sparrows Point Sub-Division. TIME-TABLE No. 61. April 24, 1949.	Passing Sidings. Capacity in 45-foot Cars.		
0.0	DN	BAY VIEW. 0.6		.....	.....	0.0		GRAY (Bear Creek Junction) 4.8		.....	.....
0.6		HIGHLANDTOWN JCT. 0.3		.....	.....	4.8		PENN MARY JUNCTION. 0.7		.....	.....
0.9		BECKS. 1.0		.....	.....	5.5		CANTON JUNCTION. 1.0		.....	.....
1.9		CANTON JUNCTION. 0.7		.....	.....	6.5		BECKS. 0.3		.....	.....
2.6		PENN MARY JUNCTION. 4.8		.....	.....	6.8		HIGHLANDTOWN JCT. 0.6		.....	.....
7.4		GRAY (Bear Creek Junction)		.....	.....	7.4	DN	BAY VIEW.		.....	.....
		Time over Sub-Division.....						Time over Sub-Division.....			
		Average speed per hour.....						Average speed per hour.....			

Passenger trains will not exceed 15 miles per hour.

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

SPEED TABLE.

Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.
0 Min. 45 Sec.	80.0	1 Min. 10 Sec.	51.0	2 Min. 10 Sec.	27.0
0 " 46 "	78.0	1 " 11 "	50.0	2 " 15 "	26.0
0 " 47 "	77.0	1 " 12 "	50.0	2 " 20 "	25.0
0 " 48 "	75.0	1 " 13 "	49.0	2 " 24 "	25.0
0 " 49 "	73.0	1 " 14 "	48.0	2 " 30 "	24.0
0 " 50 "	72.0	1 " 15 "	48.0	2 " 40 "	22.0
0 " 51 "	70.0	1 " 16 "	47.0	2 " 50 "	21.0
0 " 52 "	69.0	1 " 18 "	46.0	3 " 0 "	20.0
0 " 53 "	67.0	1 " 20 "	45.0	3 " 10 "	19.0
0 " 54 "	66.0	1 " 22 "	43.0	3 " 15 "	18.0
0 " 55 "	65.0	1 " 24 "	42.0	3 " 20 "	18.0
0 " 56 "	64.0	1 " 26 "	41.0	3 " 30 "	17.0
0 " 57 "	63.0	1 " 28 "	40.0	3 " 45 "	16.0
0 " 58 "	62.0	1 " 30 "	40.0	4 " 0 "	15.0
0 " 59 "	61.0	1 " 32 "	39.0	4 " 17 "	14.0
1 " 0 "	60.0	1 " 34 "	38.0	4 " 36 "	13.0
1 " 1 "	59.0	1 " 36 "	37.0	5 " 0 "	12.0
1 " 2 "	58.0	1 " 38 "	36.0	5 " 27 "	11.0
1 " 3 "	57.0	1 " 40 "	36.0	6 " 0 "	10.0
1 " 4 "	56.0	1 " 42 "	35.0	6 " 40 "	9.0
1 " 5 "	55.0	1 " 45 "	34.0	7 " 30 "	8.0
1 " 6 "	54.0	1 " 50 "	32.0	8 " 34 "	7.0
1 " 7 "	53.0	1 " 55 "	31.0	10 " 0 "	6.0
1 " 8 "	52.0	2 " 0 "	30.0	12 " 0 "	5.0
1 " 9 "	52.0	2 " 5 "	28.0		

NORTHWARD

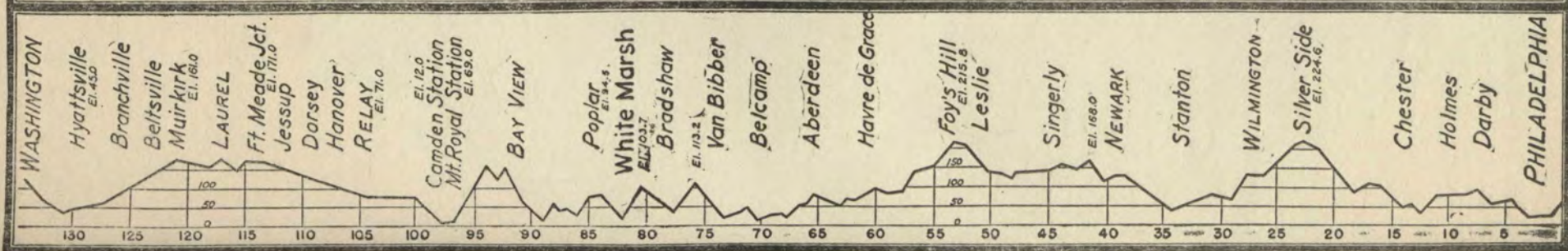
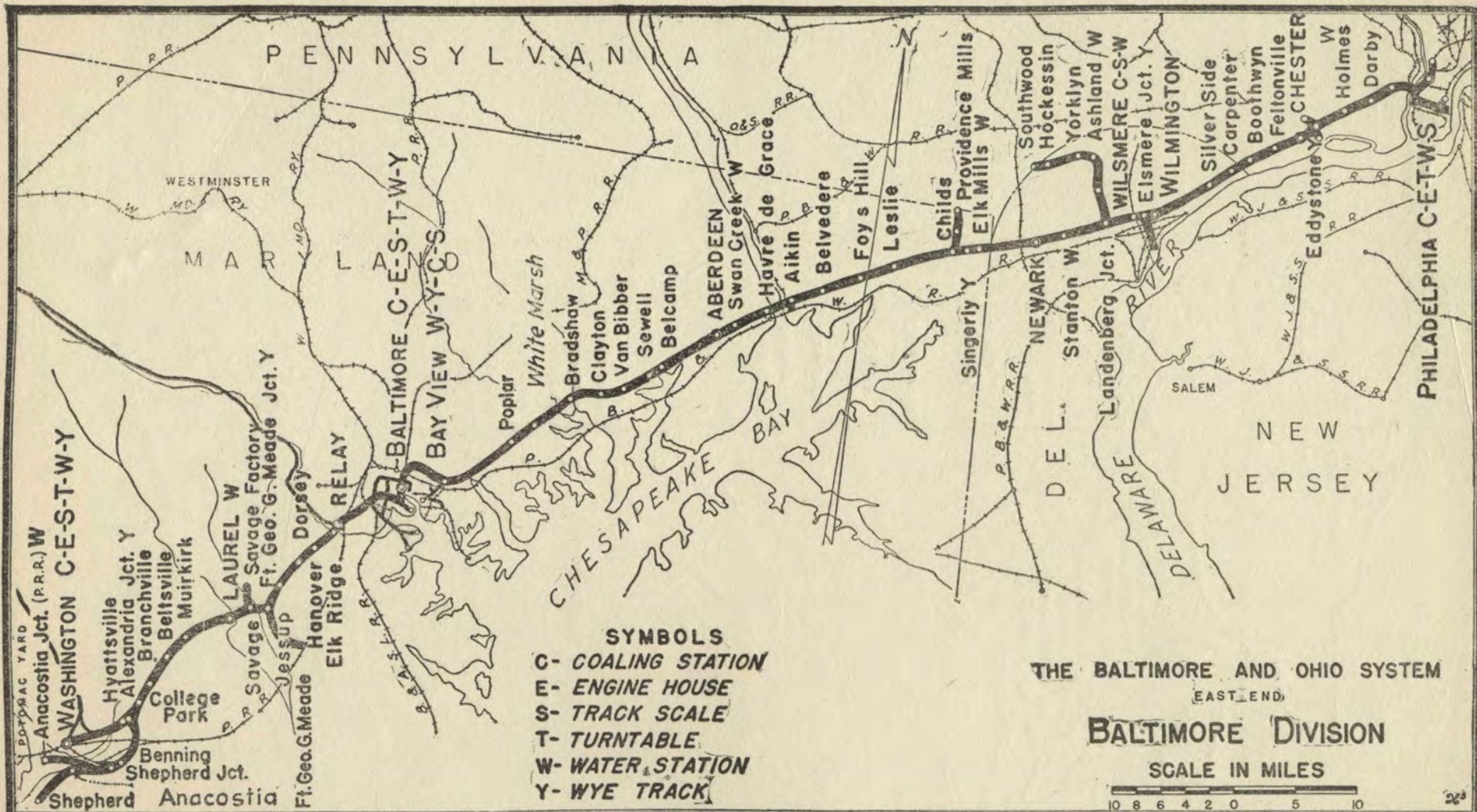
Distance.	Baltimore and Annapolis Railroad Co. April 24, 1949.	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		
		2	4	6	8	10	12	14	16	18	20	22	24		
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.		
	CARROLL.	4.53	5.23	6.01	6.31	7.01	7.31	8.07	9.06	10.05	11.05	12.05	12.55	.....	.....
1.58	BALTIMORE (Camden Sta.)	4.58	5.28	6.06	6.36	7.06	7.36	8.12	9.11	10.10	11.10	12.10	1.00	.....	.....

Distance.	Baltimore and Annapolis Railroad Co. April 24, 1949.	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		
		26	28	30	32	34	36	38	40	42	44	46	48		
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
	CARROLL.	2.05	3.07	3.33	4.05	4.40	5.05	6.05	7.05	8.05	9.05	10.05	11.37	.....	.....
1.58	BALTIMORE (Camden Sta.)	2.10	3.12	3.38	4.10	4.45	5.10	6.10	7.10	8.10	9.10	10.10	11.42	.....	.....

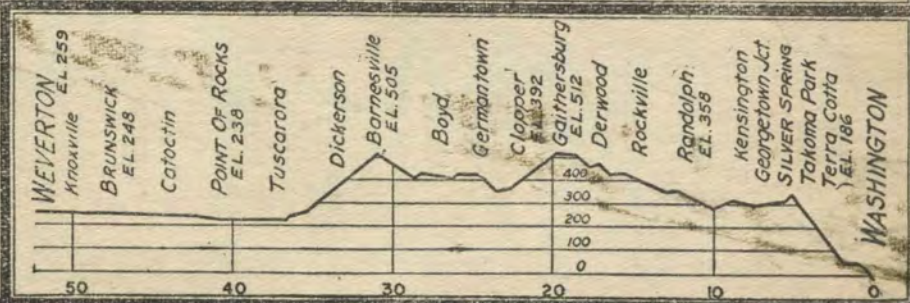
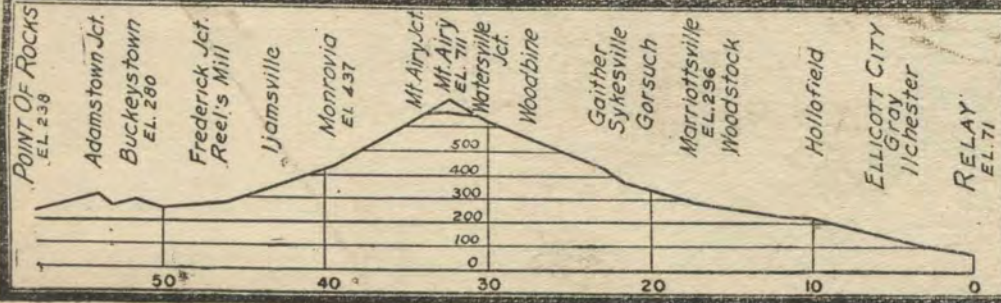
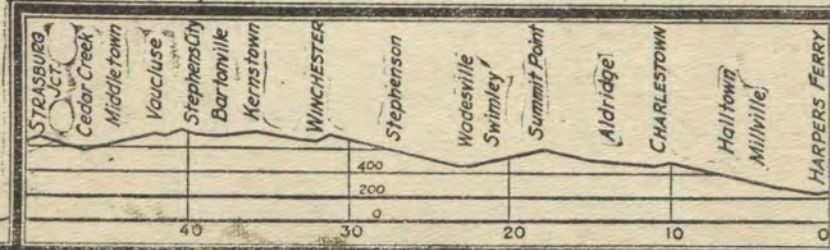
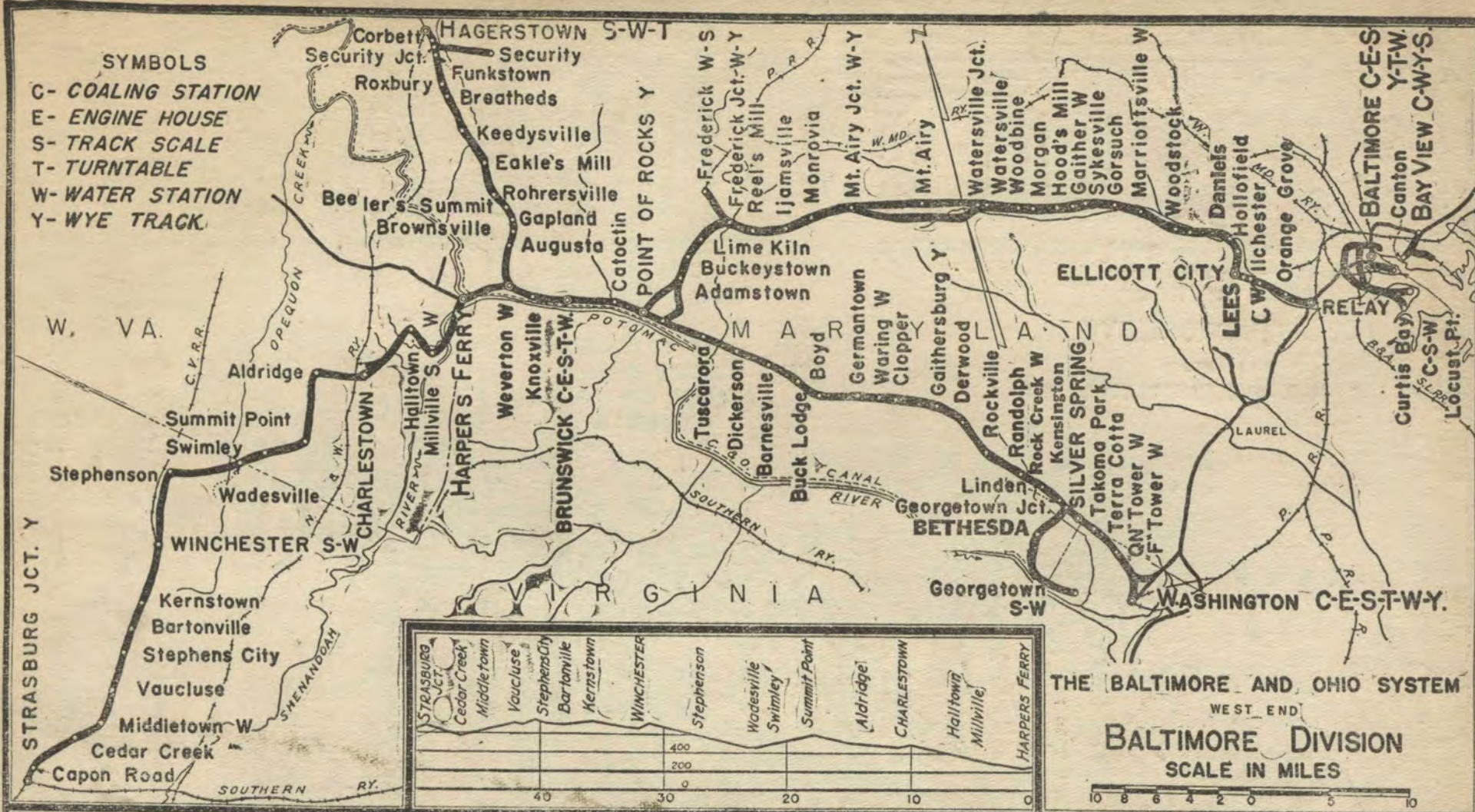
SOUTHWARD

Distance.	Baltimore and Annapolis Railroad Co. April 24, 1949.	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	SAT. ONLY	DAILY	SAT. ONLY	DAILY
		49	51	1	3	5	7	9	11	13	15	17	101	19	103	21
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
	BALTIMORE (Camden Sta.)	12.01	4.00	5.10	5.40	6.10	6.40	7.15	7.45	8.45	9.45	10.45	11.15	11.45	12.15	12.45
1.58	CARROLL.	12.05	4.05	5.15	5.45	6.15	6.45	7.20	7.50	8.50	9.50	10.50	11.20	11.50	12.20	12.50

Distance.	Baltimore and Annapolis Railroad Co. April 24, 1949.	SAT. ONLY	DAILY	SAT. ONLY	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
		105	23	107	25	27	29	31	33	35	37	39	41	43	45	47
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	BALTIMORE (Camden Station.)	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.45	7.45	8.45	9.45	10.45
1.58	CARROLL.	1.20	1.50	2.20	2.50	3.20	3.50	4.20	4.50	5.20	5.50	6.50	7.50	8.50	9.50	10.50



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



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