

THE PENNSYLVANIA RAILROAD

EASTERN REGION

MARYLAND DIVISION

Time-Table No. 8

In effect 2.01 A.M., Sunday, April 24, 1955

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

J. A. SCHWAB,
General Manager.

H. B. STETSON,
Sup't Passenger Transportation.

P. W. NEFF,
General Sup't Transportation.

C. R. LUCAS,
Sup't Freight Transportation.

H. H. VAUGHN,
Superintendent.

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MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Suburban Sta. Philadelphia	Sidings Assigned Direction. Car Capacity 45 ft. cars		
						North	South	Both
X	X	X		SUBURBAN STA. PHILA.				
				BRILL	4.1			
				DARBY (P.T. Div.)	6.0			
				DIVISION POST (P.T. Div.)	6.3			
				CURTIS PARK	6.6			
				SHARON HILL	7.1			
				FOLCROFT	7.6			
				GLENOLDEN	8.2			
				NORWOOD	8.9			
				MOORE	9.4			
				RIDLEY PARK	10.3			
				CRUM LYNNE	11.0			
X	X	X		BALDWIN	11.6			
				EDDYSTONE	12.2			
X	X	X		CHESTER	13.3			
				LAMOKIN	14.2			
				LAMOKIN ST.	14.2			
				HIGHLAND AVE	15.3			
				TRAINER	16.2			
X	X	X		HOOK	16.7			
				MARCUS HOOK	17.0			
				NAAMAN	18.4			
				CLAYMONT	19.4			
X	X	X		HOLLY OAK	21.1			
				BELLEVUE	22.0			
X	X	X		EDGE MOOR	23.8			
X	X	X		LANDLITH	25.2			
X	X	X		WILMINGTON	26.6			
X	X	X		WEST YARD	28.0			
				RAGAN	29.3			
				NEWPORT	30.4			
X	X	X		STANTON	32.8			
				DAVIS	38.4			
				NEWARK	38.6			
X				IRON HILL	41.3			
				BIG ELK	43.5			
X				ELKTON	44.7			
				NORTH EAST	50.9			
X	X	X		CHARLESTOWN	53.5			
X	X	X		PRINCIPIO	56.7			
X	X	X		PERRYVILLE	58.9			
X	X	X		HAVRE-DE-GRAVE	60.1			
				OAK	62.4	209		
X				ABERDEEN	64.9			
				SHORT LANE	67.1			
				PERRYMAN	68.5			
X	X	X		BUSH	71.1			
X	X	X		EDGEWOOD	74.6		155	
X	X	X		MAGNOLIA	76.5		155	
				GUNPOW	78.8			
				HAREWOOD PARK	79.4			
				CHASE	80.4			
X	X	X		BENGIES	82.9			
				MIDDLE RIVER	84.8			
X	X	X		STEMMER'S RUN	86.4			
X	X	X		RIVER	88.8			
X	X	X		NOETH POINT	89.5			
				BAY	91.4			
				CANTON JUNCTION	92.1			
X	X	X		BIDDLE STREET	93.7			
				UNION JUNCTION	94.8			
X	X	X		BALTIMORE	95.0			
X	X	X		B. & P. JUNCTION	95.2			
X	X	X		FULTON	97.0			
X	X	X		EDMONDSON	97.7			
				GWYNN	98.5			
				FREDEBICK ROAD	99.1			
X				HALF HORSE	102.2			
				WINANS	102.8			
				HARMAN	107.9			
X	X	X		SEVERN	109.3			
X	X	X		VERN	110.4			
				ODENTON	112.8			
X	X	X		PATUXENT	115.6			
				ANDERSON	116.4			
				ARUNDEL	117.5			
X	X	X		JERICHO PARK	118.7			
				BOWIE	119.3			
				GLENNDALE	122.3			
				SEABROOK	123.9			
				LANHAM	125.3			
X	X	X		LANDOVER	128.0			
				CHEVERLY	129.5			
				DIVISION POST (W.T.)	133.2			
X	X	X		NEW YORK AVE. (W.T.)	133.8			
				WASHINGTON	135.1			

The direction from Philadelphia to Washington is southward.

NOTE—Train order offices other than block stations in service as follows:

Washington Union Terminal "DC" office.

NOTE—X Indicates in service continuously.

B Indicates in service part-time.

O Indicates trainphone in service.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Landlith	Wilmington
West Yard	Wilmington
Ragan	Wilmington
Big Elk	Davis
North East	Davis
Principio	Perryville
Havre de Grace	Perryville
Oak	Perryville
Short Lane	Perryville
Bush	Edgewood
Magnolia	Edgewood
Gunpow	Edgewood
River	Bay
North Point	Bay
Canton Jet.	Bay
Winans	Gwynn
Vern	Odenton
Anderson	Odenton

MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Philadelphia	Sidings Assigned Direction. Car Capacity 45 ft. cars		
						North	South	Both
X	X	X		LANDOVER	128.0			
				DEANWOOD	132.4			
				BENNING	133.4			
X	X	X		ANACOSTIA	134.2			
X	X	X		VIRGINIA	135.9			
				7th STREET	136.3			
X				14th STREET	136.9			
				POTOMAC RIVER MOVABLE BRIDGE	137.7			
				DIVISION POST (R.F.&P.)	137.9			
X	X	X		SOUTH END (R.F.&P.)	138.1			

The direction from Landover to South End is southward.

NOTE—X Indicates in service continuously.

B Indicates in service part-time.

O Indicates trainphone in service.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
14th Street	Virginia

NORTHERN CENTRAL BRANCH								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Calvert	Sidings Assigned Direction.		
						Car Capacity 45 ft. cars		
						West	East	Both
				CALVERT.....	0.2			
				MADISON ST.....	0.5			
				HILLEN JUNCTION.....	0.8			
X	X	X		UNION JUNCTION.....	1.0			
X	X	X-O		BALTIMORE.....	1.2			
				B. & P. JUNCTION.....	2.1			
				MT. VERNON.....	3.3		88	
				WOODBERRY.....	4.3			
				MELVALE.....	6.0			
				MT. WASHINGTON.....	6.6			
				BARE HILLS.....	7.1			
				HOLLINS.....	7.8			
				LAKE.....	8.4			
				RUXTON.....	9.2			
				RIDERWOOD.....	10.5			
				LUTHERVILLE.....	11.7	244		
				TIMONIUM.....	12.9			
				PADONIA.....	13.5			
				TEXAS.....	14.9			
				COCKEYSVILLE.....	15.8			
				ASHLAND.....	17.8			
				PHOENIX.....	19.6			
				SPARKS.....	20.5			
				GLENCOE.....	22.8			
				CORBETT.....	23.0			
				MONKTON.....	25.0			
				BLUE MOUNT.....	26.5			
				WHITE HALL.....	27.2			
		X-O		GRAYSTONE.....	28.8			
				PARKTON.....	31.5			
				BENTLEY SPRINGS.....	34.3			
				FREELAND.....	37.1		59	
				NEW FREEDOM.....	38.6			
				SHREWSBURY.....	41.0			
				SEITZLAND.....	41.8			
				GLEN ROCK.....	44.2			
				LARUE.....	44.9			
				SEITZVILLE.....	47.0		146	
				SMYSER.....	49.0			
				GLATTFELTER.....	54.6			
				HYDE.....	55.7			
X	X	X-O		GRANTLEY.....	57.2			
				YORK.....	58.5			
				LOUCKS.....	61.6			
				EMIGSVILLE.....	64.9			
				MT. WOLF.....	66.7			
				DIVISION POST (Phila. Div.).....	68.5			
X	X	X-O		YORK HAVEN (Phila. Div.).....	69.9			
				OLY.....	84.4			
				HARRISBURG.....				

The direction from Calvert to Harrisburg is westward.

NOTE—X Indicates in service continuously.

B Indicates in service part-time.

O Indicates trainphone in service.

DELAWARE BRANCH								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Wilmington	Sidings Assigned Direction.		
						Car Capacity 45 ft. cars		
						North	South	Both
X	X	X		WEST YARD.....	1.4			
				BANK.....	2.1			
				FARNHURST.....	4.0			
				NEW CASTLE.....	6.3			
		X		TASKER.....	6.5			
				RAYON.....	6.8			
				STATE ROAD.....	8.2			
				BEAR.....	11.7			
				PORTER.....	14.4			
				KIRKWOOD.....	16.4			
				CANAL MOVABLE BRIDGE.....	17.9			
				MT. PLEASANT.....	20.6			
				DIVISION POST (Delmarva Div.).....	21.0			
X	X	X		ARMS (Delmarva Div.).....	22.7			

The direction from West Yard to Arms is southward.

NOTE—X Indicates in service continuously.
B Indicates in service part-time.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
West Yard	Wilmington (Main Line)

SHELLPOT BRANCH								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bridge	Sidings Assigned Direction.		
						Car Capacity 45 ft. cars		
						North	South	Both
X	X	X		BRIDGE.....	0.9			
	B	B		LANE.....	1.4			
X	X	X		WARD.....	2.2			
				BANK.....	2.9			
				RAGAN.....				

The direction from Bridge to Ragan is southward.

NOTE—X Indicates in service continuously.
B Indicates in service part-time.

Interlockings and Interlocking, Block and Block-Limit Stations in service part-time as follows:

Station	Hours in service
Ward	6.01 A.M., Monday to 10.01 P.M., Saturday.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Ragan	Wilmington (Main Line)
Lane	Ward

COLUMBIA AND PORT DEPOSIT BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Perryville	Sidings Assigned Direction.		
						Car Capacity 45 ft. cars		
						West	East	Both
X	X	X		PERRYVILLE				
X				MINNICK	1.5			
X				QUARRY	2.5			
X				TOME	3.5			
X				PORT DEPOSIT	4.5			
X				ROCK	5.5			
X				WEST ROCK	6.5			
X				CONOWINGO	7.5			
X				PILOT	8.5			145
X				WEST PILOT	12.7			
X				PEACH BOTTOM	17.0			
X				FISHING CREEK	20.1			
X				MIDWAY	21.5			
X				HOLTWOOD	24.5			
X				MCALLS FERRY	25.5			
X				MCALLS	26.5			
X				PEQUEA	29.5			
X				HARBOR	31			
X				WEST HARBOR	32.5			137
X				STAR ROCK	35.5			
X				DIVISION POST (Phila. Div.)	37.7			
X				ORES (Phila. Div.)	38.3			
X	X	X		COLA	43.5			

The direction from Perryville to Cola is westward.

NOTE—X Indicates in service continuously.

B Indicates in service part-time.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Minnick	Perryville
Quarry	Perryville
Tome	Cola (Phila. Division)
Rock	Cola (Phila. Division)
West Rock	Cola (Phila. Division)
Pilot	Cola (Phila. Division)
West Pilot	Cola (Phila. Division)
Midway	Cola (Phila. Division)
Holtwood	Cola (Phila. Division)
McCall	Cola (Phila. Division)
Harbor	Cola (Phila. Division)
West Harbor	Cola (Phila. Division)
Cres	Cola (Phila. Division)

OCTORARO SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Fallsdale, Phila.	Sidings Assigned Direction.		
						Car Capacity 45 ft. cars		
						North	South	Both
				WAWA (P.T. Div.)	18.0			
				DIVISION POST (P. T. Div.)	18.3			
				CHESTER HEIGHTS	19.2			
				CONCORDVILLE	22.2			
				BRANDYWINE SUMMIT	24.0			
				CHADD'S FORD	26.7			
X				CHADD	26.9			
X				CHADD'S FORD JUNCTION	26.9			
				MENDENHALL	29.5			
				ROSEDALE	30.8			
		X		SQUARE	33.3			
				KENNETT SQUARE	33.4			
				TOUGHKINAMON	36.0			
				AVONDALE	37.7			
		X		AVON	37.9			
				WEST GROVE	40.3			
		X		KEL	42.9			
				KELTON	43.1			
				ELKVIEW	44.1			
				LINCOLN UNIVERSITY	45.8			
				OXFORD	49.0			
		X		OX	49.4			
				NOTTINGHAM	52.5			
				BYLMAE	54.4			
				RISING SUN	57.0			
				COLORA	59.5			
				GROVE	60.4			
X		X		OCTORARO	63.7			
				ROCK	66.1			

The direction from Wawa to Rock is southward.

NOTE—X Indicates in service continuously.

B Indicates in service part-time.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Square	Lamokin
Avon	Lamokin
Kel	Lamokin
Ox	Lamokin

Block Stations—Remote controlled as follows:

Block Station	Controlled by
Rock	Cola (Phila. Divn.)

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Rock	Cola (Phila. Division)

FREDERICK SECONDARY TRACK									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Columbia	Sidings Assigned Direction.			
						Car Capacity 45 ft. cars			
						North	South	Both	
X	X	X-O		YORK.....	13.1			22	
			X	WEST YORK.....	14.4			70	
				PAL.....	16.4				
				GRAYBILL.....	18.5			24	
				BAIR.....	20.5				
			X	SPRING GROVE.....	22.5			50	
				SPRING.....	23.5				
				HANOVER.....	25.5			50	
			X	FISH.....	27.5				
			X	LITTLE.....	29.5			23	
				LITTLESTOWN.....	31.5				
			X	TANEYTOWN.....	33.5			23	
				TANEY.....	35.5				
				KEYMAR.....	37.5				
				KEYMAR SIDING.....	39.5			23	
				JCT. UNION BRIDGE TRACK.....	41.5				
				Le GORE.....	43.5				
			X	WOOD.....	45.5			23	
				WOODSBORO.....	47.5				
				WALKERSVILLE.....	49.5				
			X	FRED.....	51.5			23	
				FREDERICK.....	53.5				

The direction from York to Frederick is southward.

NOTE—X Indicates in service continuously.

B Indicates in service part-time.

O Indicates trainphone in service.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Pal	York
Spring	York
Fish	York
Little	York
Taney	York
Wood	York
Fred	York

SHELLPOT SECONDARY TRACKS

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bellevue	Sidings Assigned Direction.		
						Car Capacity 45 ft. cars		
						North	South	Both
X	X	X		BELLEVUE.....	1.5			
				EDGE MOOR.....	2.0			
				SWITCH BOX No. 6.....	2.0			
X	X	X		BRIDGE.....	4.1			

The direction from Bellevue to Bridge is southward.

NOTE—X Indicates in service continuously.

B Indicates in service part-time.

POPE'S CREEK SECONDARY TRACK									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bowie	Sidings Assigned Direction.			
						Car Capacity 45 ft. cars			
						North	South	Both	
X	X	X		BOWIE.....					
				COLLINGTON.....	3.1				
				MULLIKIN.....	6.2				
				HALL.....	7.0				
			X	BORO.....	13.6				
				MARLBORO.....	13.8			14	
				CROOME.....	17.5				
				CHELTENHAM.....	22.2				
			X	WINE.....	24.8				
				BRANDYWINE.....	25.0				
				WALDORF.....	31.1			10	
				INDIAN HEAD JUNCTION.....	34.1			17	
			X	WHITE.....	34.3				
				LA PLATA.....	38.8				
				PORT TOBACCO.....	40.5				
				COX.....	43.4				
				LOTHAIR.....	45.2				
			X	POPE.....	49.3				
				POPE'S CREEK.....	48.7				

The direction from Bowie to Pope's Creek is southward.

NOTE—X Indicates in service continuously.

B Indicates in service part-time.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Boro	Bowie
Wine	Bowie
White	Bowie
Pope	Bowie

NEW CASTLE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bridge	Sidings Assigned Direction.		
						Car Capacity 45 ft. cars		
						North	South	Both
X	X	X		BRIDGE.....				
				HAZEL DELL (Rdg. Co.).....	0.9			
				PIGEON POINT.....				
				CROSSING (Rdg. Co.).....	1.5			
				NEW CASTLE.....	5.3			
			X	TASKER.....	5.4			

The direction from Bridge to Tasker is southward.

NOTE—X Indicates in service continuously.

B Indicates in service part-time.

PRESIDENT STREET SECONDARY TRACK									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bay	Sidings Assigned Direction.			
						North	South	Both	
X	X	X		BAY					
				HIGHLAND YARD	1.1				
				UNION CROSSING	1.2				

The direction from Bay to Union Crossing is southward.

NOTE—X Indicates in service continuously.

B Indicates in service part-time.

YORK SECONDARY TRACK									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Columbia	Sidings Assigned Direction.			
						North	South	Both	
X	X	X		COLA (Phila. Div.)					
				DIVISION POST (Phila. Div.)	0.1				
				WRIGHTSVILLE	1.1				
				EWING	1.2				
				STRICKLER	1.3			47	
				HELLAM	1.4				
			X	CAMP	1.5			26	
			X	STONY BROOK	1.6				
			X	EAST YORK	11.1				
X	X	X	O	YORK	13.1			22	

The direction from Cola to York is southward.

NOTE—X Indicates in service continuously.

B Indicates in service part-time.

O Indicates trainphone in service.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Camp	York

Block Stations-Remote controlled as follows:

Block Station	Controlled by
East York	York

CHESTER CREEK SECONDARY TRACK									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Lamokin	Sidings Assigned Direction.			
						North	South	Both	
X	X	X		LAMOKIN					
				UPLAND	0.5				
				BRIDGEWATER	2.5				
				ROCKDALE	5.6				
				DIVISION POST (P.T. Divn.)	6.1				
				WAWA (P.T. Divn.)	7.2				

The direction from Lamokin to Division Post is southward.

NOTE—X Indicates in service continuously.

B Indicates in service part-time.

NEWARK AND DELAWARE CITY SECONDARY TRACK									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Davis	Sidings Assigned Direction.			
						North	South	Both	
X	X	X		DAVIS					
				GLASGOW	5.0				
				PORTER	6.3				

The direction from Davis to Porter is southward.

NOTE—X Indicates in service continuously.

B Indicates in service part-time.

LOUCKS SECONDARY TRACKS									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Calvert	Sidings Assigned Direction.			
						North	South	Both	
				LOUCKS	58.5				
				WEST END LOUCKS	59.2				

The direction from Loucks to West End Loucks is westward.

NOTE—X Indicates in service continuously.

B Indicates in service part-time.

B. & P. JCT. TO MT. VERNON YARD									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from B. & P. Jct.				
						X	X	X	O	B. & P. JUNCTION
				NORTH AVE. (B. & O. R. R.)	0.4				
				MT. VERNON YARD	0.6				

The direction from B. & P. Jct. to Mt. Vernon Yard is westward.

NOTE—X Indicates in service continuously.

B Indicates in service part-time.

O Indicates trainphone in service.

PHILADELPHIA TO WASHINGTON

STATIONS	FIRST CLASS			
	#453	536	#409	
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	
	A.M.	A.M.	A.M.	
Leave				
SUBURBAN STATION				
PENNA STA. 30th ST.	E 3.40		\$ 3.50	
BRILL	3.47		3.56	
DARBY (P.T. Div.)				
CURTIS PARK			F 4.00	
SHARON HILL			F 4.02	
FOLCROFT			F 4.04	
GLENOLDEN			F 4.07	
NORWOOD	E 3.52			
MOORE			F 4.11	
RIDLEY PARK			F 4.14	
CRUM LYNNE				
BALDWIN	3.58		4.16	
EDDYSTONE				
CHESTER	E 4.03		\$ 4.25	
LAMOKIN ST.				
HIGHLAND AVE.				
TRAINER				
HOOK				
MARCUS HOOK	E 4.10		F 4.40	
NAAMAN				
CLAYMONT			F 4.45	
HOLLY OAK				
BELLEVEUE	4.16		4.48	
EDGE MOOR				
WILMINGTON	E 4.21		\$ 4.54	
	4.50		5.00	
WEST YARD	4.54		5.04	
DAVIS				
NEWARK			F 5.15	
ELKTON			F 5.22	
NORTH EAST			F 5.30	
CHARLESTOWN				
PERRYVILLE			\$ 5.44	
HAVRE-DE-GRACE	Will Not Run		\$ 5.49	
OAK	May 30,		\$ 5.59	
ABERDEEN	July 4,		\$ 6.03	
PERRYMAN				
EDGEWOOD	Sept. 5.		\$ 6.17	
MAGNOLIA			\$ 6.20	
HAREWOOD PARK			\$ 6.23	
CHASE				
BENGIES			F 6.28	
MIDDLE RIVER			F 6.30	
STEMMER'S RUN			F 6.33	
BAY			6.38	
BIDDLE STREET			D 6.42	
UNION JUNCTION				
BALTIMORE		\$ 6.28	\$ 6.45	
		6.35		
FULTON		6.40	Will Not Run	
EDMONDSON			May 30,	
FREDERICK ROAD			July 4,	
HALETHORPE			Sept. 5.	
HARMAN				
SEVERN				
ODENTON		6.54		
PATUXENT				
JERICO PARK				
BOWIE		7.00		
GLENNDALE				
SEABROOK				
LANHAM				
LANDOVER		7.07		
CHEVERLY				
NEW YORK AVE. (W.T.)		\$ 7.15		
WASHINGTON		\$ 7.20		
Arrive				
	A.M.	A.M.	A.M.	
	453	536	409	

SOUTHWARD

	FIRST CLASS				
	#901	173	574	#903	905
	DAILY EX. SAT. & SUN.	DAILY	DAILY	DAILY EX. SAT. & SUN.	DAILY
	A.M.	A.M.	A.M.	A.M.	A.M.
	\$ 4.40			\$ 5.19	\$ 5.30
	\$ 4.43	\$ 4.55		\$ 5.22	\$ 5.33
	4.49	5.02		5.28	5.39
	\$ 4.51			\$ 5.30	\$ 5.41
					F 5.42
	\$ 4.54			\$ 5.33	\$ 5.44
	\$ 4.56			\$ 5.35	\$ 5.46
	\$ 4.58			\$ 5.37	\$ 5.48
	\$ 5.00			\$ 5.39	\$ 5.50
	\$ 5.02			\$ 5.41	\$ 5.52
	\$ 5.04			\$ 5.43	\$ 5.54
	\$ 5.06			\$ 5.45	\$ 5.56
	\$ 5.08	5.09		\$ 5.47	\$ 5.58
	\$ 5.10			\$ 5.49	\$ 5.60
	\$ 5.12			\$ 5.51	\$ 6.02
	\$ 5.14			\$ 5.53	\$ 6.04
	\$ 5.16			\$ 5.55	\$ 6.06
	F 5.18			F 5.57	\$ 6.08
		5.14			
	\$ 5.20			\$ 5.59	\$ 6.10
	F 5.22			\$ 5.61	\$ 6.12
	\$ 5.24			F 6.02	\$ 6.14
	F 5.26			F 6.04	\$ 6.16
	F 5.28	5.19		6.06	F 6.18
	F 5.31			F 6.09	F 6.21
	\$ 5.40	\$ 5.25		\$ 6.15	\$ 6.28
		5.30			
		5.33			
	MU	6.41		MU	MU
		5.51			
	o 5.58				
	Will Not Run			Will Not Run	
	May 30,	6.03		May 30,	
	July 4,			July 4,	
	Sept. 5.			Sept. 5.	
		6.13			
		6.19			
		6.26			
		\$ 6.32	\$ 7.07		
		6.45	7.15		
		6.50	7.20		
		7.05	7.34		
		7.12	7.40		
		7.20	7.46		
		\$ 7.27	\$ 7.52		
		7.30	7.55		
	A.M.	A.M.	A.M.	A.M.	A.M.
	901	173	574	903	905

STATIONS	FIRST CLASS			
	#907	58	WM 3	
	DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SUN.	
Leave	A.M.	A.M.	A.M.	
SUBURBAN STATION	\$ 6.04			
PENNA STA.-30th ST.	\$ 6.07			
BRILL	\$ 6.13			
DARBY (P.T. Div.)	\$ 6.15			
CURTIS PARK	\$ 6.16			
SHARON HILL	\$ 6.18			
FOLCROFT	\$ 6.20			
GLENOLDEN	\$ 6.22			
NORWOOD	\$ 6.24			
MOORE	\$ 6.26			
RIDLEY PARK	\$ 6.28			
CRUM LYNNE	\$ 6.30			
BALDWIN	\$ 6.32			
EDDYSTONE	\$ 6.34			
CHESTER	\$ 6.36			
LAMOKIN ST.	\$ 6.38			
HIGHLAND AVE.	\$ 6.40			
TRAINER	\$ 6.42			
HOOK	\$ 6.44			
MARCUS HOOK	\$ 6.46			
NAAMAN	\$ 6.48			
CLAYMONT	\$ 6.49			
HOLLY OAK	\$ 6.53			
BELLEVUE	\$ 6.56			
EDGE MOOR	\$ 6.56			
WILMINGTON	\$ 7.02			
WEST YARD				
DAVIS	MU			
NEWARK				
BLKTON				
NORTH EAST				
CHARLESTOWN				
PERRYVILLE				
HAVRE-DE-GRACE	Will Not Run May 30, July 4, Sept. 5.			
OAK				
ABERDEEN				
PERRYMAN				
EDGEWOOD				
MAGNOLIA				
HAREWOOD PARK				
CHASE				
BENGIES				
MIDDLE RIVER				
STEMMER'S RUN				
BAY				
BIDDLE STREET				
UNION JUNCTION			7.49	
BALTIMORE	\$ 7.38			
	\$ 7.44	\$ 7.50		
FULTON		7.49	7.55	
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
HARMAN				
SEVERN				
ODENTON		8.03		
PATUXENT				
JERICO PARK				
BOWIE		8.09		
GLENNDALE				
SEABROOK				
LANHAM				
LANDOVER		8.16		
CHEVERLY				
NEW YORK AVE. (W.T.)	\$ 8.22			
WASHINGTON	\$ 8.25			
Arrive	A.M.	A.M.	A.M.	
	907	58	WM 3	

	FIRST CLASS				
	#401	#909	#911	#131	#455
	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY EX. SUN.
	A.M.	A.M.	A.M.	A.M.	A.M.
	\$ 6.10	\$ 6.32	\$ 6.55	\$ 7.11	\$ 7.23
	6.16	6.41	7.04	7.17	7.30
		\$ 6.43	\$ 7.06		
	Will Not Run May 30, July 4, Sept. 5.	F 6.44	F 7.07	Will Not Run May 30, July 4, Sept. 5.	Will Not Run May 30, July 4, Sept. 5.
		\$ 6.46	\$ 7.09		
		\$ 6.48	\$ 7.11		
		\$ 6.50	\$ 7.13		
		\$ 6.52	\$ 7.15		
	6.23	\$ 6.54	\$ 7.17		
		\$ 6.56	\$ 7.19		
		\$ 6.58	\$ 7.21		
	6.23	\$ 7.00	\$ 7.22	7.24	\$ 7.37
		\$ 7.02	\$ 7.24		
	\$ 6.26	\$ 7.04	\$ 7.26		\$ 7.41
		\$ 7.06	\$ 7.28		
		\$ 7.08	\$ 7.30		
		F 7.10	F 7.32		
	6.31			7.28	7.49
		\$ 7.12	\$ 7.34		
		\$ 7.14	F 7.36		
		\$ 7.16			
		\$ 7.18			
	6.35	F 7.21	\$ 7.41	7.32	7.54
		\$ 7.24	\$ 7.44		
		\$ 7.30	\$ 7.49		
	\$ 6.41			\$ 7.38	\$ 8.00
	6.44			7.41	8.13
	\$ 6.52	MU	MU	7.49	
	\$ 6.59				
	7.08			7.58	
	\$ 7.14			8.05	
	\$ 7.18	Will Not Run May 30, July 4, Sept. 5.	Will Not Run May 30, July 4, Sept. 5.	8.09	
	\$ 7.24				
	\$ 7.35			8.18	
	7.43			8.24	
	7.50			8.31	
	7.55			8.36	
	\$ 7.58			\$ 8.39	
	8.03			8.44	
	\$ 8.18			8.58	
	\$ 8.26			9.04	
	8.35			9.10	
	\$ 8.42			\$ 9.17	
	\$ 8.45			\$ 9.20	
	A.M.	A.M.	A.M.	A.M.	A.M.
	401	909	911	131	455

PHILADELPHIA TO WASHINGTON

STATIONS	FIRST CLASS		
	457	951	530
	Leave	SATURDAY ONLY	DAILY
	A.M.	A.M.	A.M.
SUBURBAN STATION		\$ 7.35	
PENNA STA.-30th ST.	\$ 7.35	\$ 7.38	
BRILL	7.42	7.44	
DARBY (P.T. Div.)		\$ 7.46	
CURTIS PARK	Will Run	F 7.47	
SHARON HILL	Sun. and	\$ 7.49	
FOLCROFT	May 30,	\$ 7.51	
GLENOLDEN	July 4,	\$ 7.53	
NORWOOD	Sept. 5.	\$ 7.55	
MOORE		\$ 7.57	
RIDLEY PARK		\$ 7.59	
ORUM LYNNE		\$ 8.01	
BALDWIN	7.49	\$ 8.03	
EDDYSTONE		\$ 8.05	
CHESTER		\$ 8.07	
LAMOKIN ST.		\$ 8.09	
HIGHLAND AVE.		\$ 8.11	
TRAINER		F 8.13	
HOOK	7.53		
MARCUS HOOK		\$ 8.15	
NAAMAN		F 8.17	
CLAYMONT		\$ 8.19	
HOLLY OAK			
BELLEVUE	7.57	F 8.23	
EDGE MOOR		\$ 8.26	
WILMINGTON	\$ 8.03	\$ 8.32	
WEST YARD	8.23		
DAVIS		MU	
NEWARK			
ELKTON			
NORTH EAST			
CHARLESTOWN			
PERRYVILLE			
HAVRE-DE-GRACE			
OAK			
ABERDEEN			
PERRYMAN			
EDGEWOOD			
MAGNOLIA			
HAREWOOD PARK			
CHASE			
BENGIES			
MIDDLE RIVER			
STEMMER'S RUN			
BAY			
BIDDLE STREET			
UNION JUNCTION			
BALTIMORE		\$ 9.07	
FULTON		9.13	
EDMONDSON		9.18	
FREDERICK ROAD			
HALETHORPE			
HARMAN			
SEVERN			
ODENTON			9.32
PATUXENT			
JERICOH PARK		A 9.37	
BOWIE		\$ 9.41	
GLENNDALE			
SEABROOK			
LANHAM			
LANDOVER			9.49
CHEVERLY			
NEW YORK AVE. (W.T.)			9.58
WASHINGTON		\$ 10.00	
Arrive	A.M.	A.M.	A.M.
	457	951	530

SOUTHWARD

	FIRST CLASS				
	197	111	915	169	109
	DAILY EX. SUN.	DAILY	DAILY	DAILY	DAILY
	A.M.	A.M.	A.M.	A.M.	A.M.
	\$ 7.41	\$ 8.12	\$ 8.40	\$ 9.07	\$ 9.41
	7.48	8.19	8.50	9.13	9.48
			\$ 8.53		
	Will Run	Will Not	F 8.54		
	Sun. and	Run	\$ 8.55		
	May 30,	May 30,	\$ 8.57		
	July 4,	July 4,	\$ 8.59		
	Sept. 5.	Sept. 5.	\$ 9.01		
			\$ 9.03		
			\$ 9.05		
			\$ 9.07		
	7.55	8.26	\$ 9.09	9.19	9.55
			\$ 9.11		
	\$ 7.58	\$ 8.30	\$ 9.20		\$ 9.59
			\$ 9.22		
			\$ 9.24		
			F 9.25		
	8.03	8.35		9.24	10.04
			\$ 9.30		
			\$ 9.32		
			\$ 9.34		
			\$ 9.36		
	8.07	8.39	\$ 9.38	9.28	10.09
			\$ 9.41		
	\$ 8.13	\$ 8.45	\$ 9.45	\$ 9.34	\$ 10.15
	8.16	8.48			10.28
	8.24	8.56	MU	9.37	10.48
				9.45	\$ 10.40
					\$ 10.48
	8.34	9.06		9.54	11.00
	\$ 8.43	\$ 9.17		10.01	\$ 11.11
	8.48	9.22		10.05	\$ 11.14
					\$ 11.22
	8.58	9.32		10.15	\$ 11.30
	9.04	9.38		10.21	11.38
	9.11	9.45		10.28	11.45
	9.16			10.33	
	\$ 9.19	\$ 9.51			\$ 11.51
	9.24	9.56		\$ 10.35	\$ 12.05
		10.01		10.40	12.10
	9.38	10.15		10.54	\$ 12.26
	9.45	10.21		11.00	12.33
	9.54	10.29		11.06	12.39
	10.01	10.37		11.12	12.45
	\$ 10.05	\$ 10.40		\$ 11.15	\$ 12.50
	A.M.	A.M.	A.M.	A.M.	P.M.
	197	111	915	169	109

PHILADELPHIA TO WASHINGTON

STATIONS	FIRST CLASS		
	●115	413	#971
	DAILY	SATURDAY ONLY	DAILY EX. SAT. & SUN.
Leave	A.M.	A.M.	A.M.
SUBURBAN STATION			\$ 10.30
PENNA STA.-30th ST.	\$ 10.08	\$ 10.20	\$ 10.33
BRILL	10.15	10.28	10.39
DARBY (P.T. Div.)		\$ 10.28	\$ 10.41
CURTIS PARK		F 10.30	F 10.42
SHARON HILL		\$ 10.32	\$ 10.44
FOLCROFT		\$ 10.34	\$ 10.46
GLENOLDEN		F 10.36	\$ 10.48
NORWOOD		\$ 10.38	\$ 10.50
MOORE		\$ 10.40	\$ 10.52
RIDLEY PARK		\$ 10.42	\$ 10.54
CRUM LYNNE		F 10.44	\$ 10.56
BALDWIN	10.22	10.45	\$ 10.58
EDDYSTONE		F 10.47	\$ 11.00
CHESTER		\$ 10.50	\$ 11.01
LAMOKIN ST.		F 10.52	\$ 11.03
HIGHLAND AVE.		F 10.53	
TRAINER			
HOOK	10.26		
MARCUS HOOK		\$ 10.57	
NAAMAN			
CLAYMONT			
HOLLY OAK			
BELLEVUE	10.30	11.02	
EDGE MOOR		F 11.05	
WILMINGTON	\$ 10.37	\$ 11.12	
WEST YARD	10.40	11.15	
DAVIS	10.48		MU
NEWARK		\$ 11.26	
ELKTON		\$ 11.33	
NORTH EAST	10.57	F 11.40	
CHARLESTOWN		F 11.43	
PERRYVILLE	11.04	\$ 11.52	
HAVRE-DE-GRACE		\$ 11.55	Will Not Run
OAK	11.08	\$ 12.03	May 30,
ABERDEEN		F 12.07	July 4,
PERRYMAN			
EDGEWOOD	11.18	\$ 12.19	Sept. 5.
MAGNOLIA			
HAREWOOD PARK			
CHASE			
BENGIES	11.24	12.27	
MIDDLE RIVER		F 12.30	
STEMMER'S RUN			
BAY	11.31	12.37	
BIDDLE STREET			
UNION JUNCTION	11.36		
BALTIMORE	\$ 11.38	\$ 12.45	
FULTON	11.43		
EDMONDSON			
FREDERICK ROAD			
HALETHORPE			
HARMAN			
SEVERN			
ODENTON	11.57		
PATUXENT			
JERICO PARK			
BOWIE	12.03		
GLENNDALE			
SEABROOK			
LANHAM			
LANDOVER	12.09		
CHEVERLY			
NEW YORK AVE. (W.T.)	12.16		
WASHINGTON	\$ 12.20		
Arrive	P.M.	P.M.	A.M.
	115	413	971

SOUTHWARD

	FIRST CLASS				
	●121	#917	●957	123	#919
	DAILY	DAILY EX. SUN.		DAILY	DAILY EX. SAT. & SUN.
	A.M.	A.M.	A.M.	P.M.	P.M.
	\$ 11.07	\$ 11.20	\$ 11.34	\$ 12.20	\$ 12.20
	11.13	11.31	11.37	12.28	12.23
		\$ 11.33	\$ 11.45		\$ 12.29
					\$ 12.31
		F 11.34	F 11.46		F 12.32
		\$ 11.37	\$ 11.47		\$ 12.34
		\$ 11.39	\$ 11.49		\$ 12.36
		\$ 11.41	\$ 11.51		\$ 12.38
		\$ 11.43	\$ 11.53		\$ 12.40
		\$ 11.45	\$ 11.55		\$ 12.42
		\$ 11.47	\$ 11.57		\$ 12.44
		\$ 11.49	\$ 11.58		\$ 12.46
	11.20	\$ 11.51	\$ 12.00	12.33	\$ 12.48
		\$ 11.53	\$ 12.02		\$ 12.50
		\$ 11.53	\$ 12.04	\$ 12.36	\$ 12.52
		\$ 12.00	\$ 12.06		\$ 12.54
		\$ 12.02	\$ 12.08		\$ 12.56
		F 12.04	F 12.10		F 12.58
	11.24			12.41	
		\$ 12.06	\$ 12.12		\$ 1.00
		F 12.08	F 12.14		F 1.02
		\$ 12.10	\$ 12.16		\$ 1.04
		F 12.12	F 12.18		F 1.06
	11.28	\$ 12.14	\$ 12.20	12.45	F 1.09
		\$ 12.17	\$ 12.23		\$ 1.12
		\$ 12.23	\$ 12.30		\$ 1.17
	\$ 11.34			\$ 12.53	
	11.37			12.59	
	11.45	MU	MU	1.04	MU
	11.54			1.14	
	12.01			1.21	
	12.05	Will Not Run	Will Run	1.25	Will Not Run
		May 30,	May 30,		May 30,
		July 4,	July 4,		July 4,
	12.14	Sept. 5.	Sept. 5.	1.35	Sept. 5.
	12.20			1.41	
	12.27			1.48	
	12.32				
				\$ 1.54	
	\$ 12.35			2.00	
	12.40			2.05	
	12.54			2.19	
	1.00			2.25	
	1.06			2.31	
	1.12			2.37	
	\$ 1.15			2.40	
	P.M.	P.M.	P.M.	P.M.	P.M.
	121	917	957	123	919

STATIONS	FIRST CLASS			
	WM 1	419	129	
	DAILY EX. SUN.	DAILY EX. SAT.	DAILY	
	Leave P.M.	P.M.	P.M.	
SUBURBAN STATION				
PENNA STA-30th ST	\$ 3.15	\$ 3.19		
BRILL	3.22	3.26		
DARBY (P.T. Div.)	3.25			
CURTIS PARK	\$ 3.27			
SHARON HILL	3.29			
FOLCROFT	3.31			
GLENOLDEN	3.33			
NORWOOD	3.35			
MOORE	\$ 3.37			
RIDLEY PARK	3.39			
CRUM LYNNE	3.41			
BALDWIN	3.43	3.33		
EDDYSTONE	3.45			
CHESTER	\$ 3.49	\$ 3.37		
LAMOKIN ST.	3.52			
HIGHLAND AVE.	3.55			
TRAINER				
HOOK		3.42		
MARCUS HOOK	\$ 4.06			
NAAMAN				
CLAYMONT	\$ 4.11			
HOLLY OAK	4.13			
BELLEVUE	4.16	3.46		
EDGE MOOR	4.19			
WILMINGTON	\$ 4.28	\$ 3.56		
WEST YARD	4.31	3.59		
DAVIS		4.07		
NEWARK	\$ 4.44			
ELKTON	4.52			
NORTH EAST	\$ 5.00	4.17		
CHARLESTOWN	5.03			
PERRYVILLE	5.16	\$ 4.26		
HAYRE-DE-GRAOE	\$ 5.20			
OAK		4.31		
ABERDEEN	\$ 5.27			
PERRYMAN	5.31			
EDGEWOOD	\$ 5.40	4.40		
MAGNOLIA				
HAREWOOD PARK				
CHASE	F 5.57			
BENGIES	F 6.00	4.46		
MIDDLE RIVER	F 6.02			
STEMMER'S RUN				
BAY	D 6.10	4.53		
BIDDLE STREET		6.14		
UNION JUNCTION	4.34			
BALTIMORE	\$ 4.35	\$ 6.17	\$ 4.59	
FULTON	4.40		5.10	
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
HARMAN				
SEVERN				
ODENTON			5.24	
PATUXENT				
JERICHO PARK				
BOWIE			5.30	
GLENDALE				
SEABROOK				
LANHAM				
LANDOVER			5.36	
CHEVERLY				
NEW YORK AVE. (W.T.)			5.42	
WASHINGTON			5.45	
Arrive	P.M.	P.M.	P.M.	
	WM 1	419	129	

	FIRST CLASS				
	●149	●925	●177	●973	●947
	DAILY	DAILY	DAILY	DAILY	DAILY EX.
	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	SAT. & SUN.
	P.M.	P.M.	P.M.	P.M.	P.M.
	\$ 3.44	\$ 3.44	\$ 4.03	\$ 4.04	\$ 4.08
	3.45	3.47	4.03	4.07	4.11
	3.52	3.55	4.10	4.14	4.18
		3.57		4.17	
		3.59		4.18	
		3.59		4.20	
		4.01			
		4.03		4.22	
		4.05			
		4.07		4.24	
		4.09		4.26	
		4.11		4.28	
	3.59	4.13	4.17	4.30	4.26
		4.15		4.32	
		4.17		4.34	4.30
		4.19		4.36	
		4.21			
		4.23			
	4.03		4.22		4.36
		4.25			
		4.27			
		4.29			4.40
		4.31			
	4.08	4.33	4.26		4.44
		4.36			
		4.40			4.50
	\$ 4.14		\$ 4.33		
	4.17		4.36		
	4.25	MU	4.44	MU	MU
	4.34		4.53		
	4.41		5.00		
	4.45	Will Not Run May 30, July 4,	5.04	Will Not Run May 30, July 4,	Will Not Run May 30, July 4,
	4.55	Sept. 5.	5.14	Sept. 5.	Sept. 5.
	5.01		5.20		
	5.08		5.27		
	5.13		5.32		
	\$ 5.15		\$ 5.35		
	5.20		5.40		
	5.34		5.54		
	5.40		6.00		
	5.46		6.06		
	\$ 5.52		\$ 6.12		
	5.55		6.15		
	P.M.	P.M.	P.M.	P.M.	P.M.
	149	925	177	973	947

PHILADELPHIA TO WASHINGTON

STATIONS	FIRST CLASS		
	◇105	◆979	●929
	DAILY	DAILY EX. SAT. & SUN.	DAILY
Leave	P.M.	P.M.	P.M.
SUBURBAN STATION		\$ 4.14	\$ 4.22
PENNA STA.-30th ST.....	\$ 4.14	\$ 4.17	\$ 4.25
BRILL.....	4.21	4.25	4.32
DARBY (P.T. Div.).....			\$ 4.34
CURTIS PARK.....			\$ 4.35
SHARON HILL.....			\$ 4.37
FOLCROFT.....		\$ 4.31	\$ 4.39
GLENOLDEN.....			\$ 4.41
NORWOOD.....		\$ 4.34	\$ 4.43
MOORE.....			\$ 4.45
RIDLEY PARK.....		\$ 4.37	\$ 4.47
CRUM LYNNE.....			\$ 4.49
BALDWIN.....	4.30	4.39	4.51
EDDYSTONE.....			\$ 4.53
CHESTER.....		\$ 4.41	\$ 4.55
LAMOKIN ST.....		\$ 4.43	\$ 4.57
HIGHLAND AVE.....			\$ 4.59
TRAINER.....			\$ 5.01
HOOK.....	4.34		
MARCUS HOOK.....			\$ 5.03
NAAMAN.....			
CLAYMONT.....			\$ 5.06
HOLLY OAK.....			\$ 5.09
BELLEVUE.....	4.39		\$ 5.11
EDGE MOOR.....			\$ 5.14
WILMINGTON.....	\$ 4.45		\$ 5.19
WEST YARD.....	4.48		
DAVIS.....	4.56	MU	MU
NEWARK.....			
ELKTON.....			
NORTH EAST.....	5.06		
CHARLESTOWN.....			
PERRYVILLE.....	5.13		
HAVRE-DE-GRACE.....	5.17	Will Not Run May 30, July 4, Sept. 5.	
OAK.....			
ABERDEEN.....			
PERRYMAN.....			
EDGEWOOD.....	5.27		
MAGNOLIA.....			
HAREWOOD PARK.....			
CHASE.....			
BENGIES.....	5.33		
MIDDLE RIVER.....			
STEMMER'S RUN.....			
BAY.....	5.40		
BIDDLE STREET.....			
UNION JUNCTION.....	5.45		
BALTIMORE.....	\$ 5.48		
FULTON.....	5.53		
EDMONDSON.....			
FREDERICK ROAD.....			
HALETHORPE.....			
HARMAN.....			
SEVERN.....			
ODENTON.....	6.07		
PATUXENT.....			
JERICHO PARK.....			
BOWIE.....	6.13		
GLENDALE.....			
SEABROOK.....			
LANHAM.....			
LANDOVER.....	6.19		
CHEVERLY.....			
NEW YORK AVE. (W.T.).....	6.26		
WASHINGTON.....	\$ 6.30		
Arrive	P.M.	P.M.	P.M.
	105	979	929

SOUTHWARD

	FIRST CLASS				
	◇113	◆975	●153	◆931	◇195
	DAILY	DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SAT. & SUN.	DAILY
	P.M.	P.M.	P.M.	P.M.	P.M.
	\$ 4.34	\$ 4.41	\$ 4.59	\$ 5.02	\$ 5.19
	4.41	4.44	5.05	5.05	5.19
		4.51		5.11	5.26
		4.54		5.14	
		4.55		5.16	
		4.57		5.18	
		4.59		5.20	
		5.01		5.22	
		5.03		5.24	
		5.05		5.26	
		5.08		5.28	
		5.10		5.30	
	4.48	5.12	5.12	5.32	5.33
		5.14		5.34	
		5.17		5.37	
		5.20		5.39	
				5.41	
				5.43	
	4.53		5.16		5.38
				5.45	
				5.47	
				5.49	
				5.52	
	4.57		5.20	5.54	5.42
				5.57	
				6.01	
	\$ 5.03		\$ 5.25		\$ 5.48
	5.06		5.28		5.51
	5.14	MU	5.36	MU	5.59
	5.23		5.45		6.08
	5.30		5.52		6.15
	5.34	Will Not Run May 30, July 4,	5.56	Will Not Run May 30, July 4,	6.19
	5.44	Sept. 5.	6.05	Sept. 5.	6.29
	5.50		6.11		6.35
	5.57		6.18		6.42
	6.02				6.47
	\$ 6.05		\$ 6.24		\$ 6.50
	6.10		6.29		6.55
	6.24		6.43		7.09
	6.30		6.49		7.15
	6.36		6.55		7.21
	\$ 6.42		\$ 7.02		\$ 7.27
	6.45		7.05		7.30
	P.M.	P.M.	P.M.	P.M.	P.M.
	113	975	153	931	195

STATIONS	FIRST CLASS			
	●933	◇157	●155	
	DAILY	DAILY	DAILY	
Leave	P.M.	P.M.	P.M.	
SUBURBAN STATION.....	\$ 5.20			
PENNA STA. 30th ST.....	\$ 5.23	\$ 6.05	\$ 6.10	
BRILL.....	5.29	6.12	6.17	
DARBY (P.T. Div.).....	5.31			
CURTIS PARK.....	5.33		Last Trip	
SHARON HILL.....	5.35		June 25.	
FOLCROFT.....	5.37			
GLENOLDEN.....	5.39			
NORWOOD.....	5.41			
MOORE.....	5.43			
RIDLEY PARK.....	5.45			
CRUM LYNNE.....	5.47			
BALDWIN.....	5.49	6.19	6.24	
EDDYSTONE.....	5.51			
CHESTER.....	5.54		\$ 6.28	
LAMOKIN ST.....	5.56			
HIGHLAND AVE.....	5.58			
TRAINER.....	6.00			
HOOK.....		6.23	6.32	
MARCUS HOOK.....	6.02			
NAAMAN.....	6.04			
CLAYMONT.....	6.06			
HOLLY OAK.....	6.08			
BELLEVUE.....	6.10	6.27	6.36	
EDGE MOOR.....	6.13			
WILMINGTON.....	\$ 6.18			
WEST YARD.....		\$ 6.33	\$ 6.43	
DAVIS.....	MU	6.36	6.46	
NEWARK.....		6.44	6.54	
ELKTON.....				
NORTH EAST.....		6.53	7.03	
CHARLESTOWN.....				
PERRYVILLE.....		7.00	7.10	
HAVRE-DE-GRACE.....				
OAK.....		7.04	7.14	
ABERDEEN.....				
PERRYMAN.....				
EDGEWOOD.....		7.14	7.24	
MAGNOLIA.....				
HAREWOOD PARK.....				
CHASE.....				
BENGIES.....		7.20	7.30	
MIDDLE RIVER.....				
STEMMER'S RUN.....				
BAY.....		7.27	7.37	
BIDDLE STREET.....				
UNION JUNCTION.....		7.32	7.42	
BALTIMORE.....		\$ 7.35	\$ 7.45	
FULTON.....		7.40	7.50	
EDMONDSON.....				
FREDERICK ROAD.....				
HALETHORPE.....				
HARMAN.....				
SEVERN.....				
ODENTON.....		7.54	8.04	
PATUXENT.....				
JERICHO PARK.....		8.00	8.10	
BOWIE.....				
GLENNDALE.....				
SEABROOK.....				
LANHAM.....				
LANDOVER.....		8.06	8.16	
CHEVERLY.....				
NEW YORK AVE. (W.T.).....		\$ 8.12	\$ 8.22	
WASHINGTON.....		8.15	8.25	
Arrive	P.M.	P.M.	P.M.	
	933	157	155	•

	FIRST CLASS				
	●155	●935	423	◇159	137
	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SAT.	SUNDAY ONLY	DAILY EX. SUN.
	P.M.	P.M.	P.M.	P.M.	P.M.
	\$ 6.15	\$ 6.28	\$ 6.35	\$ 7.11	\$ 7.22
	6.22	6.31	6.41	7.18	7.29
		6.39			
First Trip	\$ 6.41				
June 26.	6.42				
	6.44				
	6.46				
	6.48				
	6.50				
	6.52				
	6.54				
	6.56	6.48	7.25	7.36	
	6.58				
	\$ 6.33	\$ 7.01	\$ 6.52		
		7.03			
		7.05			
		7.07			
	6.37		6.57	7.29	7.41
		\$ 7.10			
		F 7.13			
	6.41	7.17	7.02	7.33	7.45
		\$ 7.23			\$ 7.50
	\$ 6.48		\$ 7.10	\$ 7.40	7.55
	6.51		7.13	7.43	7.58
	6.59	MU		7.51	8.06
		\$ 7.23			
		7.30			
	7.08		7.36	8.01	8.16
	7.15		\$ 7.46	8.08	8.23
	7.19	Will Not Run	\$ 7.49		
		May 30,	\$ 7.58	8.12	8.27
		July 4,			
	7.29	Sept. 5.	\$ 8.08	8.22	8.37
	7.35		8.15	8.28	8.43
	7.42		8.22	8.35	8.50
	7.47			8.40	
			\$ 8.28		\$ 8.56
	\$ 7.50		8.35	\$ 8.43	9.06
	7.55		8.40	8.48	9.11
	8.09		\$ 8.55	9.02	9.25
	8.15		F 9.03	9.08	9.31
	8.21		9.11	9.14	9.38
	8.27		\$ 9.17	\$ 9.21	\$ 9.46
	\$ 8.30		9.20	9.25	9.50
	P.M.	P.M.	P.M.	P.M.	P.M.
	155	935	423	159	137

STATIONS	FIRST CLASS		
	977	945	135
	DAILY	DAILY EX. SUN.	DAILY EX. SUN.
Leave	P.M.	P.M.	P.M.
SUBURBAN STATION.....	\$ 10.15	\$ 11.15	
PENNA STA.-30th ST.....	\$ 10.18	\$ 11.18	\$ 11.25
BRILL.....	10.24	11.25	11.32
DARBY (P.T. Div.).....	\$ 10.26	\$ 11.27	
CURTIS PARK.....	F 10.27	F 11.28	
SHARON HILL.....	\$ 10.29	\$ 11.30	
FOLCROFT.....	\$ 10.31	\$ 11.32	
GLENOLDEN.....	\$ 10.33	\$ 11.34	
NORWOOD.....	\$ 10.35	\$ 11.36	
MOORE.....	\$ 10.37	\$ 11.38	
RIDLEY PARK.....	\$ 10.39	\$ 11.40	
CRUM LYNNE.....	\$ 10.41	\$ 11.42	
BALDWIN.....	\$ 10.43	\$ 11.44	11.39
EDDYSTONE.....	\$ 10.45	\$ 11.46	
CHESTER.....	\$ 10.48	\$ 11.48	
LAMOKIN ST.....	\$ 10.50	\$ 11.50	
HIGHLAND AVE.....		\$ 11.52	
TRAINER.....			11.44
HOOK.....			
MARCUS HOOK.....		\$ 11.55	
NAAMAN.....			
CLAYMONT.....		\$ 11.58	
HOLLY OAK.....		\$ 12.00	
BELLEVUE.....		\$ 12.02	11.48
EDGE MOOR.....		\$ 12.05	
WILMINGTON.....		\$ 12.10	\$ 11.53
			\$ 12.01
WEST YARD.....			12.04
DAVIS.....	MU	MU	12.12
NEWARK.....			
ELKTON.....			
NORTH EAST.....			12.21
CHARLESTOWN.....			
PERRYVILLE.....			\$ 12.31
HAVRE-DE-GRACE.....		Will Not Run	
ABERDEEN.....		May 30,	\$ 12.39
PERRYMAN.....		July 4,	
EDGEWOOD.....		Sept. 5.	12.49
MAGNOLIA.....			
HAREWOOD PARK.....			
CHASE.....			
BENGIES.....			12.55
MIDDLE RIVER.....			
STEMMER'S RUN.....			
BAY.....			1.02
BIDDLE STREET.....			
UNION JUNCTION.....			
BALTIMORE.....			\$ 1.08
			\$ 1.25
FULTON.....			1.30
EDMONDSON.....			
FREDERICK ROAD.....			
HALETHORPE.....			
HARMAN.....			
SEVERN.....			
ODENTON.....			1.44
PATUXENT.....			
JERICHO PARK.....			
BOWIE.....			1.50
GLENNDALE.....			
SEABROOK.....			
LANHAM.....			
LANDOVER.....			1.56
CHEVERLY.....			
NEW YORK AVE. (W.T.).....			\$ 2.02
WASHINGTON.....			\$ 2.05
Arrive	P.M.	A.M.	A.M.
	977	945	135

	FIRST CLASS		
	161	469	967
	SUNDAY ONLY	DAILY	
	P.M.	P.M.	P.M.
	\$ 11.29	\$ 11.40	\$ 11.50
	11.38	11.47	11.53
			\$ 11.69
			\$ 12.01
			\$ 12.02
			\$ 12.04
			\$ 12.06
			\$ 12.08
			\$ 12.10
			\$ 12.12
			\$ 12.14
			\$ 12.16
	11.43	11.54	\$ 12.17
			\$ 12.19
			\$ 12.22
			\$ 12.24
			\$ 12.26
	11.48	12.00	
			\$ 12.30
			\$ 12.33
	11.52	12.07	\$ 12.35
			\$ 12.37
			\$ 12.40
	\$ 11.57	\$ 12.14	\$ 12.53
	12.05	12.25	
	12.08	12.28	
	12.16		MU
	12.25		
	\$ 12.34		
			Will Run Sun. and May 30, July 4,
	\$ 12.43		Sept. 5.
	12.52		
	12.58		
	1.05		
	\$ 1.12		
	\$ 1.20		
	1.25		
	1.40		
	1.48		
	1.55		
	\$ 2.02		
	\$ 2.05		
	A.M.	A.M.	A.M.
	161	469	967

STATIONS	FIRST CLASS		
	964	906	970
	964 A.M.	906 A.M.	970 A.M.
Arrive			
SUBURBAN STATION.....	\$ 7.00	\$ 6.55	\$ 7.13
PENNA STA. 30th ST.....	\$ 6.57	\$ 6.52	\$ 7.10
BRILL.....	6.51	6.45	7.04
DARBY (P.T. Div.).....	\$ 6.48		\$ 7.01
CURTIS PARK.....	\$ 6.46		\$ 6.59
SHARON HILL.....	\$ 6.44		\$ 6.57
FOLCROFT.....	\$ 6.42		\$ 6.55
GLENOLDEN.....	\$ 6.40	\$ 6.39	\$ 6.53
NORWOOD.....	\$ 6.38	\$ 6.37	\$ 6.51
MOORE.....	\$ 6.36		\$ 6.49
RIDLEY PARK.....	\$ 6.34		\$ 6.47
CRUM LYNNE.....	\$ 6.32		\$ 6.45
BALDWIN.....	\$ 6.30	6.34	\$ 6.43
EDDYSTONE.....	\$ 6.28		\$ 6.41
CHESTER.....	\$ 6.26	\$ 6.31	\$ 6.39
LAMOKIN ST.....			\$ 6.36
HIGHLAND AVE. TRAINER HOOK.....	6.22	6.26	
MARCUS HOOK NAAMAN CLAYMONT.....	\$ 6.18	\$ 6.23	
HOLLY OAK BELLEVUE.....	6.15	6.20	
EDGE MOOR.....			
WILMINGTON.....	\$ 6.10	\$ 6.15	
WEST YARD.....			
DAVIS.....	MU	MU	MU
NEWARK ELKTON.....			
NORTH EAST CHARLESTOWN PERRYVILLE.....			
HAVRE-DE-GRACE OAK.....		Will Not Run May 30, July 4, Sept. 5.	Will Not Run May 30, July 4, Sept. 5.
ABERDEEN PERRYMAN.....			
EDGEWOOD.....		Sept. 5.	Sept. 5.
MAGNOLIA HAREWOOD PARK CHASE BENGIES.....			
MIDDLE RIVER STEMMER'S RUN BAY BIDDLE STREET UNION JUNCTION.....			
BALTIMORE.....			
FULTON EDMONDSON FREDERICK ROAD HALETHORPE HARMAN.....			
SEVERN ODENTON PATUXENT JERICHO PARK BOWIE.....			
GLENNDALE SEABROOK LANHAM LANDOVER CHEVERLY.....			
NEW YORK AVE. (W.T.) WASHINGTON.....			
Leave	A.M.	A.M.	A.M.
	SATURDAY ONLY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
	●964	●906	●970

	FIRST CLASS				
	402	118	908	112	910
	402 A.M.	118 A.M.	908 A.M.	112 A.M.	910 A.M.
		\$ 7.07	\$ 7.38	\$ 7.21	\$ 7.50
		7.00	7.28	7.15	7.47
			7.25		7.41
					\$ 7.38
			F 7.23		
			\$ 7.22		\$ 7.35
			\$ 7.20		\$ 7.33
			\$ 7.18		\$ 7.31
			\$ 7.16		\$ 7.29
			\$ 7.14		\$ 7.27
			\$ 7.12		\$ 7.25
			\$ 7.10		
		6.51	\$ 7.08	7.07	\$ 7.22
			\$ 7.06		\$ 7.20
			\$ 7.04		\$ 7.18
			\$ 7.01		\$ 7.16
			F 6.59		\$ 7.12
			6.57		F 7.10
		6.46		7.01	
			\$ 6.55		\$ 7.08
			\$ 6.51		\$ 7.06
			F 6.49		\$ 7.04
		6.41	F 6.47	6.56	7.00
			\$ 6.45		\$ 6.58
		\$ 6.36	\$ 6.40	6.51	\$ 6.53
	\$ 6.25			\$ 6.46	
	6.22	6.33		6.43	
	\$ 6.10	6.25	MU	6.35	MU
	\$ 6.00				
	\$ 5.50	6.16		6.25	
	F 5.46				
	\$ 5.39	6.09		6.18	
	\$ 5.32				Will Not Run May 30, July 4, Sept. 5.
	\$ 5.22	6.05		6.14	
	F 5.10				
	\$ 5.04	5.55		6.04	Sept. 5.
	4.48	5.49		5.58	
	4.41	5.42		5.51	
	\$ 4.35	\$ 5.36		5.45	
				\$ 5.40	
	Will Not Run May 30, July 4, Sept. 5.	5.30		5.35	
		5.16		5.21	
		5.11		5.16	
		5.04		5.09	
		4.58		5.03	
	\$ 4.55			\$ 5.00	
	A.M.	A.M.	A.M.	A.M.	A.M.
	DAILY EX. SUN.	DAILY	DAILY	DAILY	DAILY EX SAT. & SUN.
	●402	●118	●908	112	●910

STATIONS	FIRST CLASS			
	912	406	408	
	Arrive A.M.	A.M.	A.M.	
SUBURBAN STATION.....	\$ 7.54			
PENNA STA.-30th ST.....	\$ 7.51	\$ 8.24	\$ 8.32	
BRILL.....	7.45	8.18	8.25	
DARBY (P.T. Div.).....		\$ 8.15	\$ 8.22	
CURTIS PARK.....		F 8.13	F 8.19	
SHARON HILL.....		\$ 8.11	\$ 8.16	
FOLCROFT.....		\$ 8.09	\$ 8.13	
GLENOLDEN.....		\$ 8.07	F 8.11	
NORWOOD.....		\$ 8.05	\$ 8.09	
MOORE.....		\$ 8.03	\$ 8.07	
RIDLEY PARK.....		\$ 8.00	\$ 8.05	
CRUM LYNNE.....			F 8.03	
BALDWIN.....	7.37	F 7.57		
EDDYSTONE.....		\$ 7.55	F 7.59	
CHESTER.....	\$ 7.33	\$ 7.53	\$ 7.57	
LAMOKIN ST.....			F 7.54	
HIGHLAND AVE.....			F 7.52	
TRAINER.....				
HOOK.....	7.29			
MARCUS HOOK.....		\$ 7.47	\$ 7.49	
NAAMAN.....				
CLAYMONT.....	C 7.25	\$ 7.44	\$ 7.45	
HOLLY OAK.....				
BELLEVUE.....	7.22	7.40	F 7.41	
EDGE MOOR.....			F 7.39	
WILMINGTON.....	\$ 7.17	\$ 7.35	\$ 7.35	
WEST YARD.....			7.31	
DAVIS.....	MU			
NEWARK.....			\$ 7.22	
ELKTON.....			\$ 7.16	
NORTH EAST.....			F 7.10	
CHARLESTOWN.....			F 7.06	
PERYVILLE.....			\$ 6.52	
HAVRE-DE-GRACE.....	Will Not Run May 30, July 4, Sept. 5.	Will Not Run May 30, July 4, Sept. 5.	\$ 6.44	
OAK.....			\$ 6.34	
ABERDEEN.....			F 6.31	
PERRYMAN.....			\$ 6.24	
EDGEWOOD.....				
MAGNOLIA.....			F 6.11	
HAREWOOD PARK.....			\$ 6.08	
CHASE.....			\$ 6.06	
BENGIES.....				
MIDDLE RIVER.....			\$ 6.03	
STEMMER'S RUN.....				
BAY.....			5.56	
BIDDLE STREET.....				
UNION JUNCTION.....				
BALTIMORE.....			\$ 5.50	
FULTON.....				
EDMONDSON.....				
FREDERICK ROAD.....				
HALETHORPE.....				
HARMAN.....				
SEVERN.....				
ODENTON.....				
PATUXENT.....				
JERICOHO PARK.....				
BOWIE.....				
GLENNDALE.....				
SEABROOK.....				
LANHAM.....				
LANDOVER.....				
CHEVERLY.....				
NEW YORK AVE. (W.T.).....				
WASHINGTON.....				
Leave	A.M.	A.M.	A.M.	
	DAILY EX. SUN.	DAILY EX. SUN.	SUNDAY ONLY	
	☉912	☉406	408	

	FIRST CLASS				
	410	WM 4	404	120	104
	A.M.	A.M.	A.M.	A.M.	A.M.
	\$ 9.07			\$ 8.14	\$ 8.36
	9.00			8.07	8.30
	\$ 8.56				
	\$ 8.54			Will Not Run May 30, July 4, Sept. 5.	
	\$ 8.52				
	\$ 8.50				
	\$ 8.48				
	\$ 8.46				
	\$ 8.44				
	\$ 8.41				
	\$ 8.38				
	F 8.36			7.58	8.20
	\$ 8.34				
	\$ 8.31				
	\$ 8.26				
	\$ 8.24				
				7.53	8.13
	\$ 8.20				
	\$ 8.16				
	F 8.13				
	F 8.11			7.48	8.08
	F 8.09				
	\$ 8.05			\$ 7.42	\$ 8.03
	\$ 7.56				
	7.53			7.39	7.59
	\$ 7.48		MU	7.31	7.51
	\$ 7.36				
	\$ 7.29			7.21	7.41
	\$ 7.25				
	\$ 7.16			7.14	7.34
	\$ 7.06		Will Not Run May 30, July 4, Sept. 5.	7.10	7.30
	\$ 6.57				
	\$ 6.41				
	\$ 6.35			7.00	7.20
	F 6.22				
	\$ 6.17				
	\$ 6.15				
	F 6.11			6.54	7.14
	\$ 6.08				
				6.47	7.07
	\$ 5.58				
		6.52			
	\$ 5.55	\$ 6.51	\$ 6.55	\$ 6.41	\$ 7.01
		6.45	\$ 6.50	6.35	6.55
			\$ 6.48		
			\$ 6.45		
			\$ 6.40		
			\$ 6.31		
			F 6.29		
			\$ 6.25	6.21	6.41
			\$ 6.19		
			\$ 6.14		
			\$ 6.12	6.16	6.36
			F 6.08		
			F 6.06		
			F 6.03		
			F 6.00	6.09	6.29
			\$ 5.53	\$ 6.03	6.23
			\$ 5.50	\$ 6.00	\$ 6.20
	A.M.	A.M.	A.M.	A.M.	A.M.
	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY
	410	WM 4	☉404	☉120	◇104

STATIONS	FIRST CLASS			
	174	918	148	
	Arrive A.M.	A.M.	A.M.	
SUBURBAN STATION		\$ 11.53		
PENNA STA.-30th ST.	\$ 11.12	\$ 11.50	\$ 11.43	
BRILL	11.05	11.44	11.37	
DARBY (P.T. Div.)		\$ 11.41		
CURTIS PARK		F 11.39		
SHARON HILL		\$ 11.37		
FOLCROFT		\$ 11.35		
GLENOLDEN		\$ 11.33		
NORWOOD		\$ 11.31		
MOORE		\$ 11.29		
RIDLEY PARK		\$ 11.27		
CRUM LYNNE		F 11.25		
BALDWIN	10.58	\$ 11.23	11.30	
EDDYSTONE		\$ 11.21		
CHESTER		\$ 11.19		
LAMOKIN ST.		\$ 11.17		
HIGHLAND AVE.		\$ 11.15		
TRAINER				
HOOK	10.53		11.25	
MARCUS HOOK		\$ 11.12		
NAAMAN				
CLAYMONT		\$ 11.08		
HOLLY OAK				
BELLEVUE	10.48	11.06	11.20	
EDGE MOOR		\$ 11.04		
WILMINGTON	\$ 10.43	\$ 11.00	\$ 11.15	
WEST YARD	10.39		11.12	
DAVIS	10.31	MU	11.04	
NEWARK				
BLKTON				
NORTH EAST	10.21		10.55	
CHARLESTOWN				
PERRYVILLE	10.14		10.48	
HAVRE-DE-GRAVE				
OAK	10.10		10.44	
ABERDEEN				
PERRYMAN				
EDGEWOOD	10.00		10.34	
MAGNOLIA				
HARBWOOD PARK				
CHASE				
BENGIES	9.54		10.28	
MIDDLE RIVER				
STEMMER'S RUN				
BAY	9.47		10.21	
BIDDLE STREET				
UNION JUNCTION				
BALTIMORE	\$ 9.41		\$ 10.15	
FULTON	9.35		10.10	
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
HARMAN				
SEVERN				
ODENTON	9.21		9.56	
PATUXENT				
JERICHO PARK				
BOWIE	9.16		9.51	
GLENNDALE				
SEABROOK				
LANHAM				
LANDOVER	9.09		9.44	
CHEVERLY				
NEW YORK AVE. (W.T.)	\$ 9.03		\$ 9.38	
WASHINGTON	\$ 9.00		\$ 9.35	
Leave	A.M.	A.M.	A.M.	
	DAILY	DAILY	DAILY	
	◇174	●918	◇148	

	FIRST CLASS				
	130	952	920	176	972
	P.M.	P.M.	P.M.	P.M.	P.M.
	\$ 12.25	\$ 12.55	\$ 1.05	\$ 1.13	\$ 1.43
	12.18	12.52	1.02	1.06	1.40
		12.46	12.53		1.34
		\$ 12.34	\$ 12.50		\$ 1.31
		F 12.42	F 12.48		F 1.30
		\$ 12.40	\$ 12.47		\$ 1.28
		\$ 12.38	\$ 12.45		\$ 1.26
		\$ 12.36	\$ 12.43		\$ 1.24
		\$ 12.34	\$ 12.41		\$ 1.22
		\$ 12.32	\$ 12.39		\$ 1.20
		\$ 12.30	\$ 12.37		\$ 1.18
		\$ 12.28	\$ 12.35		\$ 1.16
	12.11	\$ 12.26	\$ 12.33	12.59	\$ 1.14
		\$ 12.24	\$ 12.31		\$ 1.12
		\$ 12.22	\$ 12.29		\$ 1.10
		\$ 12.20	\$ 12.27		\$ 1.08
		\$ 12.18	\$ 12.25		
		F 12.16	F 12.18		
	12.06			12.54	
		\$ 12.14	\$ 12.16		
		F 12.12	F 12.13		
		\$ 12.10	\$ 12.11		
	12.01	F 12.07	F 12.07	12.49	
		\$ 12.04	\$ 12.05		
	\$ 11.56	\$ 12.00	\$ 12.00	\$ 12.44	
	11.51			12.39	
	11.43	MU	MU	12.31	MU
	\$ 11.36				
	11.29			12.21	
	\$ 11.19			12.14	
	\$ 11.08	Will Run Sun. and May 30, July 4,	Will Not Run May 30, July 4,	12.10	Will Not Run May 30, July 4,
	11.00	Sept. 5.	Sept. 5.	12.00	Sept. 5.
	10.54			11.54	
	10.47			11.47	
	\$ 10.41			\$ 11.41	
	10.35			11.35	
	10.21			11.21	
	10.16			11.16	
	10.09			11.09	
	\$ 10.03			\$ 11.03	
	\$ 10.00			\$ 11.00	
	A.M.	NOON	NOON	A.M.	P.M.
	DAILY		DAILY EX. SUN.	DAILY	DAILY EX. SUN.
	●130	●952	#920	●176	#972

STATIONS	FIRST CLASS			
	928	170	930	
	928 P.M.	170 P.M.	930 P.M.	
Suburban Station	\$ 4.25		\$ 4.30	
PENNA STA.-30th ST.	\$ 4.22	\$ 4.13	\$ 4.27	
BRILL	4.16	4.06	4.21	
DARBY (P.T. Div.)	\$ 4.13			
CURTIS PARK	\$ 4.11			
SHARON HILL	\$ 4.09			
FOLCROFT	\$ 4.07			
GLENOLDEN	\$ 4.05		\$ 4.16	
NORWOOD	\$ 4.03			
MOORE	\$ 4.01			
RIDLEY PARK	\$ 3.59		\$ 4.12	
ORUM LYNNE	\$ 3.57			
BALDWIN	\$ 3.55	3.57	\$ 4.09	
EDDYSTONE	\$ 3.53			
CHESTER	\$ 3.51		\$ 4.05	
LAMOKIN ST.	\$ 3.48		\$ 4.03	
HIGHLAND AVE.	\$ 3.46			
TRAINER	\$ 3.44			
HOOK		3.52		
MARCUS HOOK	\$ 3.43		\$ 3.59	
NAAMAN	\$ 3.41			
CLAYMONT				
HOLLY OAK				
BELLEVUE	3.36	3.47	3.53	
EDGE MOOR				
WILMINGTON	\$ 3.30	\$ 3.42	\$ 3.48	
WEST YARD				
DAVIS	MU	3.33	MU	
NEWARK		3.30		
ELKTON				
NORTH EAST		3.21		
CHARLESTOWN				
PERRYVILLE		3.14		
HAVRE-DE-GRACE	Will Not Run		Will Not Run	
OAK	May 30,	3.10	May 30,	
ABERDEEN	July 4,		July 4,	
PERRYMAN				
EDGEWOOD	Sept. 5.	3.00	Sept. 5.	
MAGNOLIA				
HAREWOOD PARK				
CHASE				
BENGIES		2.54		
MIDDLE RIVER				
STEMMER'S RUN				
BAY		2.47		
BIDDLE STREET				
UNION JUNCTION				
BALTIMORE		\$ 2.41		
FULTON		2.35		
EDMONDSON				
FREDERICK ROAD				
HALETHORPE				
HARMAN				
SEVERN				
ODENTON		2.21		
PATUXENT				
JERICHO PARK				
BOWIE		2.16		
GLENDALE				
SEABROOK				
LANHAM				
LANDOVER		2.09		
CHEVERLY				
NEW YORK AVE. (W.T.)		\$ 2.03		
WASHINGTON		\$ 2.00		
Leave	P.M.	P.M.	P.M.	
DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	
☛928	◇170	☛930		

	FIRST CLASS				
	932	934	168	152	WM 2
	932 P.M.	934 P.M.	168 P.M.	152 P.M.	WM 2 P.M.
	\$ 4.53	\$ 5.13			
	\$ 4.50	\$ 5.10	\$ 4.56	\$ 5.06	
	4.44	5.04	4.50	5.00	
	\$ 4.41	\$ 5.01			
	F 4.40	F 4.58			
	\$ 4.38	\$ 4.56			
	\$ 4.36	\$ 4.54			
	\$ 4.34	\$ 4.52			
	\$ 4.32	\$ 4.50			
	\$ 4.30	\$ 4.48			
	\$ 4.28	\$ 4.46			
	\$ 4.26	F 4.44			
	\$ 4.24	\$ 4.42	4.42	4.53	
	\$ 4.22				
	\$ 4.20	\$ 4.39			
	\$ 4.18				
	\$ 4.16	F 4.34			
	F 4.14				
		4.31	4.37	4.48	
	\$ 4.12				
	\$ 4.10	F 4.29			
	\$ 4.08				
	F 4.06				
	F 4.04	4.25	4.32	4.44	
	\$ 4.01				
	\$ 3.56	\$ 4.20	\$ 4.27	\$ 4.39	
			4.23	4.36	
			4.15	4.28	
	MU	\$ 4.05			
			4.06	4.19	
			3.59	4.12	
		Will Not Run			
		May 30,			
		July 4,			
			3.55	4.08	
		Sept. 5.			
			3.45	3.59	
			3.39	3.53	
			3.32	3.46	
					3.57
			\$ 3.26	\$ 3.40	\$ 3.56
			3.20	3.35	3.50
			3.06	3.21	
			3.01	3.16	
			2.54	3.09	
			\$ 2.48	\$ 3.03	
			2.45	3.00	
	P.M.	P.M.	P.M.	P.M.	P.M.
	DAILY	DAILY EX. SAT. & SUN.	DAILY	DAILY	DAILY EX. SUN.
	●932	☛934	◇168	●152	WM 2

STATIONS	FIRST CLASS			
	575	164	150	
	Arrive P.M.	P.M.	P.M.	
SUBURBAN STATION.....				
PENNA STA. 30th ST.....		E 9.45	\$ 10.52	
BRILL.....		9.38	10.45	
DARBY (P.T. Div.).....				
CURTIS PARK.....				
SHARON HILL.....				
FOLCROFT.....				
GLENOLDEN.....				
NORWOOD.....				
MOORE.....				
RIDLEY PARK.....				
CRUM LYNNE.....				
BALDWIN.....		9.31	10.35	
EDDYSTONE.....				
CHESTER.....		E 9.28		
LAMOKIN ST.....				
HIGHLAND AVE.....				
TRAINER.....				
HOOK.....		9.17	10.30	
MARCUS HOOK.....				
NAAMAN.....				
CLAYMONT.....				
HOLLY OAK.....				
BELLEVEUE.....		9.13	10.25	
EDGE MOOR.....				
WILMINGTON.....		E 9.08	\$ 10.20	
		9.00		
WEST YARD.....		8.57	10.13	
DAVIS.....		8.49	10.05	
NEWARK.....				
ELKTON.....				
NORTH EAST.....		8.40	9.55	
CHARLESTOWN.....				
PERRYVILLE.....		8.33	9.48	
HAVRE-DE-GRACE.....				
OAK.....		8.29	9.44	
ABERDEEN.....				
PERRYMAN.....				
EDGEWOOD.....		8.19	9.34	
MAGNOLIA.....				
HAREWOOD PARK.....				
CHASE.....				
BENIGS.....		8.13	9.28	
MIDDLE RIVER.....				
STEMMER'S RUN.....				
BAY.....		8.06	9.21	
BIDDLE STREET.....				
UNION JUNCTION.....				
BALTIMORE.....		7.52	8.00	9.15
	\$	7.45	E 7.50	\$ 9.10
FULTON.....		7.40	7.45	9.05
EDMONDSON.....				
FREDERICK ROAD.....				
HALETHORPE.....				
HARMAN.....				
SEVERN.....				
ODENTON.....		7.26	7.31	8.51
PATUXENT.....				
JERICO PARK.....				
BOWIE.....		7.21	7.26	8.46
GLENNDALE.....				
SEABROOK.....				
LANHAM.....				
LANDOVER.....		7.14	7.19	8.39
CHEVERLY.....				
NEW YORK AVE. (W.T.).....		7.08	7.13	8.33
WASHINGTON.....	\$	7.05	E 7.10	\$ 8.30
	Leave	P.M.	P.M.	P.M.
		DAILY	DAILY	DAILY
		575	⊕164	150

	FIRST CLASS				
	944	974	162	535	166
	P.M.	A.M.	A.M.	P.M.	P.M.
	\$ 11.19	\$ 12.12			
	\$ 11.18	\$ 12.09	\$ 12.47		\$ 11.56
	\$ 11.10	\$ 12.03	12.40		11.50
	\$ 11.07	\$ 11.59			Will Run
	F 11.08	\$ 11.58			Sun. and
	\$ 11.05	\$ 11.57			May 30,
	\$ 11.03	\$ 11.56			July 4,
	\$ 11.01	\$ 11.53			Sept. 5,
	\$ 10.59	\$ 11.51			Will Not Run
	\$ 10.57	\$ 11.49			May 29,
	\$ 10.55	\$ 11.47			July 3,
	\$ 10.53	\$ 11.45			Sept. 4,
	F 10.51	\$ 11.43	12.32		11.43
	F 10.49	\$ 11.41			
	\$ 10.47	\$ 11.39	E 12.29		
	\$ 10.45	\$ 11.35			
	\$ 10.43				
	\$ 10.41				
			12.10		11.38
	\$ 10.39				
	\$ 10.37				
	\$ 10.35				
	\$ 10.33				
	\$ 10.31		12.02		11.33
	\$ 10.29				
	\$ 10.25			11.55	\$ 11.28
			D 11.13		
			11.10		11.24
	MU	MU			11.16
			K 11.01		
			\$ 10.55		
			10.49		11.06
			\$ 10.40		10.59
		Will Not Run May 30, July 4, Sept. 5.	\$ 10.34		10.55
			\$ 10.28		
			\$ 10.17		10.45
			10.08		10.39
			10.01		10.32
			\$ 9.55	10.32	\$ 10.26
			\$ 9.30	\$ 10.20	
			B 9.24	10.15	10.20
			\$ 9.22		
			\$ 9.08	10.01	10.06
			B 9.02		
			\$ 8.59	9.56	10.01
			F 8.50		
			F 8.47		
			8.45	9.49	9.54
			\$ 8.38	\$ 9.43	9.48
			\$ 8.35	\$ 9.40	\$ 9.45
	P.M.	P.M.	P.M.	P.M.	P.M.
	DAILY	DAILY EX. SAT. & SUN.	DAILY	DAILY	
	●944	●974	162	535	●166

WASHINGTON TO PHILADELPHIA

STATIONS	FIRST CLASS			
	172			
	Arrive A.M.			
SUBURBAN STATION.....				
PENNA STA.-30th ST.....	\$ 12.15			
BRILL.....	12.07			
DARBY (P.T. Div.).....				
CURTIS PARK.....				
SHARON HILL.....				
FOLCROFT.....				
GLENOLDEN.....				
NORWOOD.....				
MOORE.....				
RIDLEY PARK.....				
ORUM LYNNE.....				
BALDWIN.....	12.00			
EDDYSTONE.....				
CHESTER.....				
LAMOKIN ST.....				
HIGHLAND AVE.....				
TRAINER.....				
HOOK.....	11.55			
MARCUS HOOK.....				
NAAMAN.....				
OLAYMONT.....				
HOLLY OAK.....				
BELLEVUE.....	11.50			
EDGE MOOR.....				
WILMINGTON.....	\$ 11.45			
WEST YARD.....	11.40			
DAVIS.....	11.32			
NEWARK.....				
ELEKTON.....				
NORTH EAST.....	11.22			
CHARLESTOWN.....				
PERRYVILLE.....	11.15			
HAVRE-DE-GRACE.....				
OAK.....	11.11			
ABERDEEN.....				
PERRYMAN.....				
EDGEWOOD.....	11.01			
MAGNOLIA.....				
HAREWOOD PARK.....				
CHASE.....				
BENGLES.....	10.55			
MIDDLE RIVER.....				
STEMMER'S RUN.....				
BAY.....	10.48			
BIDDLE STREET.....				
UNION JUNCTION.....				
BALTIMORE.....	\$ 10.42			
FULTON.....	10.35			
EDMONDSON.....				
FREDERICK ROAD.....				
HALETHORPE.....				
HARMAN.....				
SEVERN.....				
ODENTON.....	10.21			
PATUXENT.....				
JERICHO PARK.....				
BOWIE.....	10.16			
GLENDALE.....				
SEABROOK.....				
LANHAM.....				
LANDOVER.....	10.09			
CHEVERLY.....				
NEW YORK AVE. (W.T.).....	10.03			
WASHINGTON.....	\$ 10.00			
Leave	P.M.			
	DAILY			
	172			

WEST YARD TO ARMS—SOUTHWARD

STATIONS	FIRST CLASS			
	469	#453	#455	457
	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	
Leave	A.M.	A.M.	A.M.	A.M.
WEST YARD.....	12.28	4.54	8.13	8.29
BANK.....	12.30	4.56	8.16	8.26
NEW CASTLE.....				
TASKER.....	12.37	5.02	8.23	8.33
ARMS (Delmarva Div.).....	12.58	5.20	8.40	8.50
		Will Not Run May 30, July 4, Sept. 5.	Will Not Run May 30, July 4, Sept. 5.	Will Run Sun. and May 30, July 4, Sept. 5.
Arrive	A.M.	A.M.	A.M.	A.M.
	469	453	455	457

STATIONS	FIRST CLASS			
	468	454	452	
	Arrive	A.M.	P.M.	A.M.
WEST YARD.....	4.87	6.32	12.10	
BANK.....	4.35	6.29	12.08	
NEW CASTLE.....				
TASKER.....	4.28	6.22	12.01	
ARMS (Delmarva Div.).....	4.07	6.04	11.35	
			Will Not Run May 30, July 4, Sept. 5.	
Leave	A.M.	P.M.	P.M.	
	DAILY	DAILY	DAILY EX. SUN.	
	468	454	#452	

ARMS TO WEST YARD—NORTHWARD

STATIONS	FIRST CLASS			
	468	454	452	
	Arrive	A.M.	P.M.	A.M.
WEST YARD.....	4.87	6.32	12.10	
BANK.....	4.35	6.29	12.08	
NEW CASTLE.....				
TASKER.....	4.28	6.22	12.01	
ARMS (Delmarva Div.).....	4.07	6.04	11.35	
			Will Not Run May 30, July 4, Sept. 5.	
Leave	A.M.	P.M.	P.M.	
	DAILY	DAILY	DAILY EX. SUN.	
	468	454	#452	

BALTIMORE TO HARRISBURG

STATIONS	FIRST CLASS		
	#1521 DAILY EX. SUN.	571 DAILY	#1523 SATURDAY ONLY
	Leave A.M.	A.M.	P.M.
CALVERT	\$ 6.40		\$ 12.25
BALTIMORE	\$ 6.44	\$ 8.03	\$ 12.29
WOODBERRY			
MT. WASHINGTON	\$ 6.55		\$ 12.40
BARE HILLS	F 6.58		F 12.42
LAKE	F 7.00	8.15	
RUXTON	F 7.02		F 12.48
RIDERWOOD	F 7.05		F 12.50
LUTHERVILLE	F 7.08		F 12.53
TIMONIUM	F 7.11	8.21	F 12.56
PADONIA			
TEXAS	F 7.14		F 12.59
COCKEYSVILLE	\$ 7.16		\$ 1.01
ASHLAND			
PHOENIX	F 7.21		F 1.06
SPARKS	F 7.25		F 1.10
GLENCOE	F 7.27	8.33	F 1.12
CORBETT	F 7.30		F 1.15
MONKTON	\$ 7.32		F 1.17
BLUE MOUNT			
WHITE HALL	\$ 7.38		F 1.23
GRAYSTONE			F 1.25
PARKTON	\$ 7.45	8.46	\$ 1.30
NEW FREEDOM		\$ 9.01	
GLEN ROCK	Will Not Run	\$ 9.11	
SMYSER		9.18	
HYDE	May 30,	\$ 9.31	
YORK	July 4,	\$ 9.37	
EMIGSVILLE	Sept. 5.		
MT. WOLF			
CLY (Phla. Div.)		9.58	
HARRISBURG		\$ 10.20	
Arrive	A.M.	A.M.	P.M.
	521	571	523

HARRISBURG TO BALTIMORE

STATIONS	FIRST CLASS		
	522	536	574
	Arrive A.M.	A.M.	A.M.
CALVERT	\$ 6.25		
BALTIMORE	\$ 6.21	\$ 6.28	\$ 7.07
WOODBERRY	6.15		
MT. WASHINGTON	F 6.09		
BARE HILLS	F 6.07		
LAKE	F 6.04	6.12	6.49
RUXTON	F 6.02		
RIDERWOOD	\$ 6.00		
LUTHERVILLE	\$ 5.57		
TIMONIUM	\$ 5.54	6.05	6.43
PADONIA	\$ 5.51		
TEXAS	\$ 5.49		
COCKEYSVILLE	\$ 5.46		
ASHLAND	\$ 5.44		
PHOENIX	\$ 5.41		
SPARKS	\$ 5.37		
GLENCOE	\$ 5.35	5.52	6.30
CORBETT	\$ 5.32		
MONKTON	\$ 5.30		
BLUE MOUNT	\$ 5.27		
WHITE HALL	\$ 5.24		
GRAYSTONE	\$ 5.22		
PARKTON	\$ 5.20	5.37	6.16
NEW FREEDOM		5.22	6.01
GLEN ROCK	Will Not Run		
SMYSER		4.56	5.45
HYDE	May 30,	4.43	5.31
YORK	July 4,	\$ 4.37	\$ 5.25
EMIGSVILLE	Sept. 5.		
MT. WOLF			
CLY (Phla. Div.)		4.21	5.06
HARRISBURG		\$ 3.55	\$ 4.45
Leave	A.M.	A.M.	A.M.
	DAILY EX. SAT. & SUN.	DAILY	DAILY
	#1522	536	574

WESTWARD

	FIRST CLASS				
	533 DAILY EX. SUN.	#1525 DAILY EX. SAT. & SUN.	#527 DAILY EX. SUN.	59 DAILY	#1543 DAILY EX. SAT. & SUN.
	P.M.	P.M.	P.M.	P.M.	P.M.
	\$ 12.56	\$ 3.28	\$ 4.25	\$ 5.10	\$ 5.20
		F 3.32	F 4.29		F 5.24
		F 3.39	F 4.35		F 5.29
		F 3.45	F 4.41		F 5.34
	1.08	F 3.47	F 4.42		
		F 3.49	F 4.45	5.22	
		\$ 3.51	\$ 4.47		\$ 5.41
		\$ 3.54	\$ 4.50		\$ 5.43
	1.14	\$ 3.58	\$ 4.54		\$ 5.46
		\$ 4.01	\$ 4.57	5.28	\$ 5.49
		\$ 4.03	\$ 5.00		\$ 5.51
		\$ 4.05	\$ 5.02		\$ 5.53
		\$ 4.08	\$ 5.06		\$ 5.56
		F 4.14	F 5.12		F 6.01
		F 4.18	\$ 5.16		
	1.26	F 4.21	\$ 5.19	5.40	F 6.07
		F 4.25	\$ 5.23		F 6.11
		F 4.28	\$ 5.26		F 6.13
		F 4.31			
		F 4.34	\$ 5.34		F 6.19
		F 4.36	\$ 5.36		
	1.39	\$ 4.38	\$ 5.40	5.53	\$ 6.25
	1.55			6.09	
	2.09	Will Not Run	Will Not Run	6.22	Will Not Run
	2.20	May 30,	May 30,	6.33	May 30,
	2.26	July 4,	July 4,	6.39	July 4,
		Sept. 5.	Sept. 5.		Sept. 5.
	2.49			6.58	
	3.11			7.20	
	P.M.	P.M.	P.M.	P.M.	P.M.
	533	525	527	59	543

EASTWARD

	FIRST CLASS				
	524	58	526	530	528
	Arrive A.M.	A.M.	A.M.	A.M.	P.M.
	\$ 7.35		\$ 9.00		\$ 4.03
	\$ 7.30	\$ 7.38	\$ 8.56	\$ 9.07	\$ 3.59
	F 7.21		\$ 8.50		
	\$ 7.16		\$ 8.45		F 3.47
	F 7.14		F 8.43		
	F 7.12	7.26	F 8.40	8.55	F 3.43
	\$ 7.10		\$ 8.38		F 3.42
	\$ 7.08		\$ 8.36		F 3.40
	\$ 7.05		\$ 8.33		F 3.37
	\$ 7.02	7.19	\$ 8.30	8.49	F 3.34
	F 6.59		F 8.28		
	\$ 6.56		\$ 8.26		
	\$ 6.52		\$ 8.23		F 3.26
	\$ 6.49				
	\$ 6.45		F 8.18		F 3.21
	\$ 6.41		\$ 8.14		F 3.17
	\$ 6.39	7.06	F 8.12	8.37	F 3.15
	\$ 6.35		F 8.08		
	\$ 6.33		F 8.06		F 3.09
	\$ 6.30		F 8.03		
	\$ 6.27		\$ 8.00		F 3.03
	F 6.25		F 7.57		
	\$ 6.23	6.52	F 7.55	8.24	\$ 3.00
		6.37		F 8.09	
	Will Not Run		Will Not Run	F 7.53	Will Not Run
	May 30,	6.19	May 30,	7.50	May 30,
	July 4,	6.06	July 4,	7.38	July 4,
	Sept. 5.	\$ 6.00	Sept. 5.	\$ 7.32	Sept. 5.
	5.43			7.16	
	5.22			6.55	
	A.M.	A.M.	A.M.	A.M.	P.M.
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY	DAILY EX. SUN.
	#524	58	#526	530	#528

WASHINGTON TO SOUTH END

STATIONS	FIRST CLASS		
	R. F. & P.	R. F. & P.	SOU.
	9	89	233
	DAILY	DAILY	DAILY
Leave	A.M.	A.M.	A.M.
WASHINGTON.....	\$ 12.05	\$ 1.30	\$ 3.00
VIRGINIA SEVENTH ST.....	12.10	1.35	3.05
SOUTH END.....	12.16	1.41	3.11
Arrive	A.M.	A.M.	A.M.
	R. F. & P.	R. F. & P.	SOU.
	9	89	233
STATIONS	FIRST CLASS		
	C. & O.	R. F. & P.	SOU.
	205	375	235
	DAILY	DAILY	DAILY
Leave	A.M.	A.M.	P.M.
WASHINGTON.....	\$ 11.00	\$ 11.20	\$ 1.30
VIRGINIA SEVENTH ST.....	11.05	11.25	1.35
SOUTH END.....	11.11	11.31	1.41
Arrive	A.M.	A.M.	P.M.
	C. & O.	R. F. & P.	SOU.
	205	375	235
STATIONS	FIRST CLASS		
	C. & O.	SOU.	SOU.
	201	237	231
	DAILY	DAILY	DAILY
Leave	P.M.	P.M.	P.M.
WASHINGTON.....	\$ 6.01	\$ 6.10	\$ 6.15
VIRGINIA SEVENTH ST.....	6.06	6.15	6.20
SOUTH END.....	6.12	6.21	6.26
Arrive	P.M.	P.M.	P.M.
	C. & O.	SOU.	SOU.
	201	237	231
STATIONS	FIRST CLASS		
	R. F. & P.	C. & O.	SOU.
	95	203	229
	DAILY	DAILY	DAILY
Leave	P.M.	P.M.	P.M.
WASHINGTON.....	\$ 10.00	\$ 10.55	\$ 11.10
VIRGINIA SEVENTH ST.....	10.05	11.00	11.15
SOUTH END.....	10.11	11.06	11.21
Arrive	P.M.	P.M.	P.M.
	R. F. & P.	C. & O.	SOU.
	95	203	229
STATIONS	FIRST CLASS		
Leave			
WASHINGTON.....			
VIRGINIA SEVENTH ST.....			
SOUTH END.....			
Arrive			

SOUTHWARD

	FIRST CLASS				
	R. F. & P.	R. F. & P.	SOU.	SOU.	R. F. & P.
	75	23	245	135	93
	DAILY	DAILY	DAILY	DAILY	DAILY
	A.M.	A.M.	A.M.	A.M.	A.M.
	\$ 8.05	\$ 5.40	\$ 8.00	\$ 8.30	\$ 9.00
	8.10	5.45	8.05	8.35	9.05
	8.16	5.51	8.11	8.41	9.11
	A.M.	A.M.	A.M.	A.M.	A.M.
	R. F. & P.	R. F. & P.	SOU.	SOU.	R. F. & P.
	75	23	245	135	93
	FIRST CLASS				
	R. F. & P.	R. F. & P.	SOU.	R. F. & P.	R. F. & P.
	81	107	217	29	33
	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.
	P.M.	P.M.	P.M.	P.M.	P.M.
	\$ 1.50	\$ 3.40	\$ 3.60	\$ 4.25	\$ 5.00
	1.55	3.45	3.65	4.30	5.05
	\$ 2.01	\$ 3.51	\$ 4.01	\$ 4.36	\$ 5.11
	P.M.	P.M.	P.M.	P.M.	P.M.
	R. F. & P.	R. F. & P.	SOU.	R. F. & P.	R. F. & P.
	81	107	217	29	33
	FIRST CLASS				
	R. F. & P.	R. F. & P.	R. F. & P.	R. F. & P.	SOU.
	77	1	57	91	247
	DAILY	DAILY	DAILY	DAILY	DAILY
	P.M.	P.M.	P.M.	P.M.	P.M.
	\$ 6.25	\$ 6.50	\$ 7.05	\$ 7.55	\$ 8.30
	6.30	6.55	7.10	8.00	8.35
	6.36	7.01	7.16	8.06	8.41
	P.M.	P.M.	P.M.	P.M.	P.M.
	R. F. & P.	R. F. & P.	R. F. & P.	R. F. & P.	SOU.
	77	1	57	91	247
	FIRST CLASS				
	SOU.				
	241				
	DAILY				
	P.M.				
	\$ 11.55				
	12.00				
	12.06				
	A.M.				
	SOU.				
	241				
	FIRST CLASS				
Leave					
WASHINGTON.....					
VIRGINIA SEVENTH ST.....					
SOUTH END.....					
Arrive					

SOUTH END TO WASHINGTON

STATIONS	FIRST CLASS		
	R. F. & P.	SOU.	R. F. & P.
	76	234	24
Arrive	A.M.	A.M.	A.M.
WASHINGTON.....	\$ 12.40	\$ 1.15	\$ 1.20
VIRGINIA SEVENTH ST.....	12.38	1.08	1.12
SOUTH END.....	12.25	1.01	1.05
Leave	A.M.	A.M.	A.M.
DAILY	DAILY	DAILY	DAILY
R. F. & P.	SOU.	R. F. & P.	
	76	234	24
STATIONS	FIRST CLASS		
	R.F.& P.	R. F. & P.	SOU.
	2	58	242
Arrive	A.M.	A.M.	A.M.
WASHINGTON.....	\$ 6.00	\$ 6.10	\$ 6.40
VIRGINIA SEVENTH ST.....	5.52	6.02	6.36
SOUTH END.....	5.45	5.55	6.29
Leave	A.M.	A.M.	A.M.
DAILY	DAILY	DAILY	DAILY
R.F.& P.	R. F. & P.	SOU.	
	2	58	242
STATIONS	FIRST CLASS		
	SOU.	R.F.& P.	R. F. & P.
	248	22	96
Arrive	A.M.	A.M.	A.M.
WASHINGTON.....	\$ 9.10	\$ 9.20	\$ 9.30
VIRGINIA SEVENTH ST.....	9.06	9.12	9.22
SOUTH END.....	8.59	9.05	9.15
Leave	A.M.	A.M.	A.M.
DAILY	DAILY	DAILY	DAILY
SOU.	R.F.& P.	R. F. & P.	
	248	22	96
STATIONS	FIRST CLASS		
	SOU.	R. F. & P.	R. F. & P.
	246	94	16
Arrive	P.M.	P.M.	P.M.
WASHINGTON.....	\$ 7.15	\$ 7.25	\$ 7.35
VIRGINIA SEVENTH ST.....	7.10	7.17	7.27
SOUTH END.....	7.04	7.10	7.20
Leave	P.M.	P.M.	P.M.
DAILY	DAILY	DAILY	DAILY
SOU.	R. F. & P.	R.F.& P.	
	246	94	16
STATIONS	FIRST CLASS		
Arrive			
WASHINGTON.....			
VIRGINIA SEVENTH ST.....			
SOUTH END.....			
Leave			

NORTHWARD

	FIRST CLASS				
	C.&O.	SOU.	SOU.	R.F.&P.	R. F. & P.
	206	238	232	110	78
	A.M.	A.M.	A.M.	A.M.	A.M.
	\$ 4.05	\$ 4.15	\$ 4.20	\$ 4.25	\$ 5.15
	4.01	4.06	4.11	4.19	5.07
	3.54	3.59	4.04	4.12	5.00
	A.M.	A.M.	A.M.	A.M.	A.M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	C. & O.	SOU.	SOU.	R. F. & P.	R. F. & P.
	206	238	232	110	78
	FIRST CLASS				
	SOU.	R. F. & P.	R. F. & P.	C. & O.	R.F.&P.
	230	10	92	202	34
	A.M.	A.M.	A.M.	A.M.	A.M.
	\$ 6.45	\$ 7.00	\$ 7.25	\$ 8.10	\$ 8.20
	6.41	6.56	7.17	8.06	8.12
	6.34	6.49	7.10	7.59	8.05
	A.M.	A.M.	A.M.	A.M.	A.M.
	DAILY	DAILY EX. SUN.	DAILY	DAILY	DAILY
	SOU.	R. F. & P.	R. F. & P.	C. & O.	R.F.&P.
	230	10	92	202	34
	FIRST CLASS				
	SOU.	R.F.&P.	C. & O.	R.F.&P.	SOU.
	218	108	204	376	236
	A.M.	P.M.	P.M.	P.M.	P.M.
	\$ 11.50	\$ 1.45	\$ 2.30	\$ 3.45	\$ 5.15
	11.46	1.37	2.26	3.37	5.04
	11.39	1.30	2.19	3.30	4.57
	A.M.	P.M.	P.M.	P.M.	P.M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	SOU.	R.F.&P.	C. & O.	R.F.&P.	SOU.
	218	108	204	376	236
	FIRST CLASS				
	SOU.				
	136				
	P.M.				
	\$ 8.35				
	8.31				
	8.24				
	P.M.				
	DAILY				
	SOU.				
	136				
	FIRST CLASS				
Arrive					
WASHINGTON.....					
VIRGINIA SEVENTH ST.....					
SOUTH END.....					
Leave					

PASSENGER HIGHWAY BUS SERVICE TRIPS

ODENTON TO FORT GEORGE G. MEADE

Day of Leaving	Odenton	Ft. Meade	Connection From Train No.
	Leave	Arrive	
	A.M.	A.M.	
Mondays only*†	12.10	12.25	147
Mondays only*†	2.35	2.50	145
Daily Ex. Sat & Sun.*	5.05	5.20	403
Daily Ex. Sun.⊙	5.45	6.00 ¹	405
Sunday only	6.30	6.45	107
Daily Ex. Sun.	6.35	6.50	404-107
Daily	7.35	7.50	571
Daily Ex. Sat. & Sun.*	8.20	8.35	401
	P.M.	P.M.	
Daily	12.30	12.45	132-109
Daily Ex. Sun.	3.55	4.10 ²	134
Sunday only	4.40	4.55	138-554
Daily Ex. Sun.*	4.55	5.10	417-414-554
Daily Ex. Sat. & Sun.*	6.05	6.20	418
Daily	9.10	9.25	423-162

FORT GEORGE G. MEADE TO ODENTON

Day of Leaving	Ft. Meade	Odenton	Connection With Train No.
	Leave	Arrive	
	A.M.	A.M.	
Daily Ex. Sun.⊙	5.20	5.35	405
Daily	6.05 ³	6.20	404-107
Daily Ex. Sun.	7.10 ⁴	7.25	571
Sunday only	7.15	7.30	571
Daily Ex. Sat. & Sun.*	7.55	8.10	401
	P.M.	P.M.	
Daily	12.00	12.15	132-109
Daily Ex. Sun.	3.30	3.45	134
Sunday only	4.10	4.25	138-554
Daily Ex. Sun.*	4.20 ⁵	4.35	417-414-554
Daily Ex. Sat. & Sun.*	5.40	5.55	418
Daily Ex. Sat.	8.35	8.50	423-162
Saturday only	8.45	9.00	162

* Will not run May 30, July 4, Sept. 5.

† Will run May 31, July 5, Sept. 6.

⊙ Will not run May 30, July 2-4, Sept. 3-4.

¹ On Saturdays arrives 5.55 A.M.

² On Saturdays arrives 4.05 P.M.

³ On Saturdays leaves 5.55 A.M.

⁴ On Saturdays leaves 6.50 A.M.

⁵ On Saturdays leaves 4.05¹ P.M.

PASSENGER HIGHWAY BUS SERVICE TRIPS

SOUTHWARD BETWEEN LANCASTER AND YORK

NORTHWARD BETWEEN YORK AND LANCASTER

STATIONS

SOUTHWARD		NORTHWARD		STATIONS				
BETWEEN LANCASTER AND YORK		BETWEEN YORK AND LANCASTER						
0553 DAILY EX. SUN. A.M.	0555 DAILY A.M.	0557 DAILY P.M.	0559 DAILY EX. SUN. P.M.	0561 SUNDAY ONLY P.M.	0567 SUNDAY ONLY P.M.	0568 DAILY EX. SUN. P.M.	0572 SUNDAY ONLY P.M.	
8.18	10.05	1.26	5.56	6.10	8.45	8.40	9.30	LANCASTER.....Ar.
		1.41						MOUNTVILLE.....
8.40	10.27	1.48	6.18	6.32	9.07	8.18	9.08	COLUMBIA.....
8.45	10.32	1.53	6.23	6.37	9.12	8.13	9.03	WRIGHTSVILLE.....
8.49	10.38	1.57	6.27	6.41	9.16	8.09	8.59	STRICKLER.....
8.53	10.40	2.01	6.31	6.45	9.20	8.05	8.55	HELLAM.....
9.08	10.55	2.16	6.46	7.00	9.36	7.50	8.40	YORK.....Lv.
A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
Will Not Run May 30, July 4, Sept. 5.					Will Not Run May 30, July 4, Sept. 5.	Will Not Run May 30, July 4, Sept. 5.	Will Run May 30, July 4, Sept. 5.	

TICKET OFFICES OPEN FOR SALE OF TICKETS			
Station	Monday to Friday	Saturday	Sunday
Sharon Hill*	5.45 AM to 10.45 AM 11.45 PM to 2.45 PM	Closed	Closed
Folcroft*	5.45 AM to 10.00 AM 11.00 AM to 2.45 PM	Closed	Closed
Glenolden*	5.45 AM to 10.45 AM 11.45 AM to 2.45 PM	Closed	Closed
Norwood*	5.40 AM to 10.40 AM 11.40 PM to 2.40 PM	Closed	Closed
Moore*	5.30 AM to 10.00 AM 11.00 AM to 2.30 PM	Closed	Closed
Ridley Park*	5.30 AM to 10.30 AM 11.45 AM to 2.45 PM	Closed	Closed
Eddystone*	7.00 AM to 11.00 AM 12.00 Noon to 4.00 PM	Closed	Closed
Chester	Continuously	Continuously	Continuously
Marcus Hook*	6.45 AM to 11.00 AM 12.00 Noon to 3.45 PM	Closed	Closed
Claymont*	6.10 AM to 4.10 PM	Closed	Closed
Wilmington	Continuously	Continuously	Continuously
Newark*	6.00 AM to 3.30 PM	Closed	Closed
Elkton*	6.00 AM to 12.00 Noon 1.00 PM to 6.00 PM	8.00 AM to 1.00 PM 2.00 PM to 5.00 PM	Closed
North East*	5.45 AM to 10.30 AM 11.30 AM to 3.15 PM	Closed	Closed
Perryville*	5.30 AM to 5.30 PM	7.00 AM to 11.00 AM	Closed
Havre de Grace*	7.00 AM to 11.00 AM 12.00 Noon to 4.00 PM	Closed	Closed
Aberdeen*	7.00 AM to 5.00 PM	7.15 AM to 12.15 PM 12.45 PM to 3.45 PM	Closed
Edgewood*	6.00 AM to 4.00 PM	Closed	Closed
Baltimore	Continuously	Continuously	Continuously
Edmondson*	4.25 AM to 7.00 AM	Closed	Closed
Odenton*	5.30 AM to 4.00 PM	5.30 AM to 11.30 AM 12.00 Noon to 2.30 PM	Closed
Bowie*	6.45 AM to 8.30 AM	Closed	Closed
Calvert*	3.00 PM to 4.25 PM	Closed	Closed

Station	Monday to Friday	Saturday	Sunday
Woodberry*	7.00 AM to 11.00 AM 12.00 Noon to 4.00 PM	Closed	Closed
Lutherville*	5.45 AM to 10.45 AM 11.45 A.M. to 2.45 PM	Closed	Closed
Cockeysville*	6.30 AM to 8.00 AM 12.00 Noon to 3.30 PM	Closed	Closed
White Hall*	6.00 AM to 11.00 AM 12.00 Noon to 3.00 PM	Closed	Closed
New Freedom*	7.00 AM to 10.30 AM 11.30 PM to 4.00 PM	Closed	Closed
Glen Rock*	7.15 AM to 9.15 AM 12.30 PM to 4.15 PM	Closed	Closed
York	5.00 AM to 10.00 PM	5.00 AM to 10.00 PM	5.00 AM to 10.00 PM

* Closed May 30, July 4, September 5.

EXTRA STOPS—PASSENGER TRAINS

Train No.	Stop at	For
○415 △419 △901 △902 ○904 ○905 908 ○909 △919 †922 △924 △932 939 ○941 ○944	Wilmington Shop Overhead Bridge.....	Employees.
†413 ○415 §419	Northward Home Signal Bridge, West Yard..	Employees.
△415	Principio on Signal.....	Employees.
△410 △409	Oak on Signal.....	Employees.
△410 △415	Stemmer's Run on Signal.....	Employees.
○409 ○410 △419	Bay Block Station on Signal.....	Employees.
△418 △403	Ivy City Enginehouse on Signal.....	Employees.
†536	Parkton on Signal.....	Employees. [†]

† Saturday only.

§ Sunday only.

○ Daily Except Sunday.

△ Daily Except Sat. & Sun.

U. S. MAIL WORK

STATIONS	Northward				Southward							
	134	402	410	412	107	109	409	415	419	453	455	
Sharon Hill							E	E		D		
Folcroft							E	E				
Glenolden							E	E				
Norwood						C	E	E				
Ridley Park						C	E	E		D		
Marcus Hook						D	E	E				
Claymont						D	E	E				
New Castle											D	
Stanton	C		CD			D		E	EV			
Newark		E		E	HV		E					
Elkton		E	E	E			E		EV			
North East		E		E		CD	E					
Charlestown		E		E		CD						
Principio	H		D			CD						
Perryville		E	E	E			E		EV			
Havre de Grace		E	E	E			E		EV			
Aberdeen		E	E	E			E		EV			
Perryman	E	E				CD	E					
Edgewood		E	E	E			E		EV			
Magnolia			E						EV			
Chase												

STATIONS	Westward				Eastward			
					536	554	570	
Glatfelter					D			
Smyser					D			
Glen Rock					EV		E	
New Freedom					HV	E	E	
Freeland					D			
Bentley Springs					D			
Parkton					D			
White Hall					D			

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

E—Train stops, mail received or delivered, or both.

H—Reduce speed to 10 miles per hour to exchange mail.

V—Daily except Sunday.

G—Saturday only.

NOTE—Letters and characters as used on this page have no reference to their application as provided in special instruction 1004-A or 1004-B1.

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

The time shown conveys no time-table authority.

Stations	TH- (1) A.M.	BP- 121 A.M.	WPB 2 A.M.	CFW- 5 A.M.	BP- 5 A.M.	MD- 7 A.M.	MD- 107 A.M.	MD- 109 A.M.	MD- 117 A.M.	BP- 119 A.M.	TP- (8) A.M.	ME- 1 A.M.	HPY- 2 A.M.	AB- 6 A.M.	BL- 5 A.M.	MD- 1 A.M.	MD- 119 A.M.	AC- 10 A.M.	EH- 3 A.M.	BP- 125 A.M.	B- 2 A.M.	MD- 133 A.M.	B- 129 A.M.
Leave																							
BRELL	2:45			3:45	6:00	5:15			7:15		9:45	9:30			12:25	3:45		4:15					
TRUBLOW DIST.	3:00			4:30	6:45	6:15			8:00		11:30	10:15			1:00			4:15					
EDGE MOOR...Lv.	4:15			5:45	8:15	8:45			8:15		11:45	10:15			5:00			7:30					
PERRYVILLE	5:35			9:00	10:15	10:00			10:30						7:30			7:30					
CRSS	7:30		5:45												9:30			9:45					
PERRYVILLE		11:15	9:30						12:30						11:25			7:30					
BAY VIEW...Lv.															2:15			7:30					
Pope's Creek															2:55			9:40					
PRESIDENT ST. STA.															3:30			11:00					
BALTIMORE															4:25			9:10					
WASHINGTON															5:15			9:40					
POTOMAC YARD															8:15			12:01					
Arrive																							
Stations	B- 6 (1) P.M.	MD- 13 (1) P.M.	CS- 1 (2) P.M.																				
Leave																							
BRELL	10:40	10:40	11:10																				
TRUBLOW DIST.																							
EDGE MOOR...Lv.																							
PERRYVILLE																							
CRSS	10:30																						
PERRYVILLE	10:45																						
BAY VIEW...Lv.	1:45	12:40	1:40																				
Pope's Creek	2:15	1:45	2:10																				
PRESIDENT ST. STA.																							
BALTIMORE	4:00	3:00	3:20																				
WASHINGTON	4:30	3:30	3:50																				
POTOMAC YARD																							
Arrive																							

DELAWARE BRANCH

Stations	D- 33 (1) A.M.	D- 27 (1) A.M.	D- 3 (1) P.M.
Leave			
EDGE MOOR	1:00	2:45	2:45
TASKER	2:15	3:30	3:15
Arrive			

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

The time shown conveys no time-table authority.

Stations	EH- 2 (1) A.M.	EC- 10 A.M.	B- 1 (2) A.M.	BP- 106 (2) A.M.	MD- 14 A.M.	MD- 16 A.M.	TP- 2 (8) A.M.	B- 5 (2) A.M.	MD- 6 A.M.	EC- 5 A.M.	MD- 12 A.M.	MD- 118 A.M.	MD- 108 A.M.	ME- 2 (1) P.M.	BP- 7 (3) P.M.	BF- 7 (3) P.M.	BP- 120 (2) P.M.	BP- 102 (2) P.M.	MD- 110 (2) P.M.	FNY- 2 (7) P.M.	MD- 132 (2) P.M.	TH- 4 (1) A.M.	B- 6 (1) A.M.
Arrive																							
BRELL	5:30			8:00	3:30	4:30	6:00	6:00	7:00		12:45	12:30	1:00	1:45	3:45	3:45	3:45	3:30	6:15	6:15	5:00	10:00	2:45
TRUBLOW DIST.	4:30			8:45	2:00	3:00	4:15	4:15	6:30		12:16	12:30	10:30	1:00	3:45	3:45	3:45	1:00	6:15	6:15	4:00	9:30	2:00
EDGE MOOR...Lv.	8:45			9:00				6:00	8:00					1:00	6:30	6:30	6:30	2:30	6:15	6:15	5:00	10:00	2:45
PERRYVILLE	1:00	12:30	3:00	11:50	3:00	4:00	4:15	4:15	4:45	5:00		8:00	8:00	11:45	11:45	11:45	11:45	6:30	6:15	6:15	4:00	9:30	2:00
CRSS	2:30							4:15	4:45	5:00		8:00	8:00	11:45	11:45	11:45	11:45	6:30	6:15	6:15	5:00	10:00	2:45
PERRYVILLE	1:00	12:30	3:00	11:50	3:00	4:00	4:15	4:15	4:45	5:00		8:00	8:00	11:45	11:45	11:45	11:45	6:30	6:15	6:15	4:00	9:30	2:00
BAY VIEW...Lv.								2:20	4:45	5:00		8:00	8:00	11:45	11:45	11:45	11:45	6:30	6:15	6:15	5:00	10:00	2:45
Pope's Creek								4:15	4:45	5:00		8:00	8:00	11:45	11:45	11:45	11:45	6:30	6:15	6:15	4:00	9:30	2:00
BALTIMORE								6:00	8:00	8:00		8:00	8:00	11:45	11:45	11:45	11:45	6:30	6:15	6:15	5:00	10:00	2:45
WASHINGTON								6:00	8:00	8:00		8:00	8:00	11:45	11:45	11:45	11:45	6:30	6:15	6:15	4:00	9:30	2:00
POTOMAC YARD								6:00	8:00	8:00		8:00	8:00	11:45	11:45	11:45	11:45	6:30	6:15	6:15	5:00	10:00	2:45
Leave								6:00	8:00	8:00		8:00	8:00	11:45	11:45	11:45	11:45	6:30	6:15	6:15	5:00	10:00	2:45
Stations	LCL- 5 (2) P.M.	CS- 2 (2) P.M.	B- 9 (1) A.M.	MD- 116 (1) A.M.																			
Arrive																							
BRELL	11:01			2:45																			
TRUBLOW DIST.				12:45																			
EDGE MOOR...Lv.				12:45																			
PERRYVILLE				5:00																			
CRSS	9:15			10:45																			
PERRYVILLE	7:45																						
BAY VIEW...Lv.	8:30																						
Pope's Creek	6:45																						
BALTIMORE																							
WASHINGTON																							
POTOMAC YARD																							
Leave																							

Note—MD-132—Columbia; Monday, Wednesday and Friday; Avondale; Tuesday, Thursday and Saturday

ARRANGED FREIGHT TRAIN SERVICE

The time shown conveys no time-table authority.

WESTWARD AND NORTHWARD

Stations	F-86		B-92		F-94		F-95		F-101		F-82	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
Leave												
HIGHLAND Yd.												
CANTON												
Mt. VERNON												
HOLLIS												
GREEN SPRING												
JUNCTION												
NEW FREEDOM												
FERRISBURG												
HANOVER												
York	12.01		8.00	11.00	12.45	9.00	7.30					
COLA	1.00											
CITY			8.45		1.45							
ENOLA			10.00									
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

EASTWARD AND SOUTHWARD

Stations	F-97		B-92		F-94		F-95		F-101		F-82	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
Arrive												
HIGHLAND Yd.												
CANTON												
Mt. VERNON												
HOLLIS												
GREEN SPRING												
JUNCTION												
NEW FREEDOM												
FERRISBURG												
HANOVER												
York	3.00		7.00		8.00	2.30	3.00	2.45				
COLA	4.00											
CITY												
ENOLA												
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

DELAWARE BRANCH

Stations	D-2		D-4		D-5	
	(1)	(3)	(1)	(3)	(2)	(2)
Arrive	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
Essex Moor	10.45	12.30	11.00			
Bank	10.20	12.10	10.30			
Leave	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.

OCTOBER SECONDARY TRACK

Stations	MD-48	
	(2)	(2)
Leave	P.M.	
TURKLOW	1.00	
WAWA	12.01	
AVONDALE	10.01	
Arrive	A.M.	

OCTOBER SECONDARY TRACK

Stations	MD-47	
	(2)	(2)
Arrive	A.M.	
TURKLOW	6.30	
WAWA	7.30	
AVONDALE	9.30	
Leave	A.M.	

Md. 47-48 does Local Work on Tuesday and Friday between Sharon Hill and Thurlow.

(1) Daily, except Sun. (2) Daily, except Sun. (3) Daily, except Sun. (4) Daily, except Sun. and Mon. (5) Operates on Special Notices. (6) Mon., Wed., Fri. (7) Daily, except Tues., Fri., Sat. (8) Daily except Sat. (9) Tues., Thur. and Sat. (10) Operates when necessary.

(9) Operates on Special Notices. (10) Operates when necessary.

SPECIAL INSTRUCTIONS

GENERAL RULES

100J-1A. UNIFORMS. Designated uniformed employes must wear the standard uniform November 1st to April 30th, inclusive.

The uniform designated for summer use only, or standard mohair coats, may be worn May 1st to October 31st, inclusive.

Coats must be buttoned except when trainmen are actually engaged in lifting transportation.

The removal of the uniform coat will be permitted while passenger trainmen are engaged in preparing and loading their trains at the originating terminal, except coats are not to be removed if suspenders are worn outside of dress shirt. Wearing of the coat is to be resumed on departure of the train and continued during the trip. It is understood that a neat appearance must be presented by trainmen at all times.

Passenger trainmen in Suburban Commuter Service may perform their duties without uniform coats and vests during the period May 15th to September 15th, inclusive.

Trainmen in Suburban Commuter Service, who perform their duties without uniform coats and vests, must wear a clean, plain white broadcloth shirt with long sleeves, a black four-in-hand tie, and a black belt. Paraphernalia must be carried in such a manner as to assure a neat appearance at all times.

This privilege will not apply to train personnel in through passenger service.

100M-1A. In the event of an accident or irregularity occurring to a train in the B. & P. Tunnel which endangers the safety of passengers or train, immediate action must be taken to get passengers to a place of safety. If it can be safely done, trains should be moved out of the tunnel. If this is not practicable, trains should proceed to the first tunnel exit.

When necessary to remove passengers from trains at tunnel exits, trainmen will exercise the greatest care for their protection.

When necessary to transfer passengers from one train to another, trainmen will endeavor to spot the platforms on the opposite track to facilitate transfer of passengers.

Engine crews will exercise particular care to prevent unnecessary smoke and the lifting of safety valves when trains are detained in the tunnel. The blower must not be used stronger than is necessary to raise smoke and gases.

It is of the utmost importance that conductors should report promptly from the first available telephone any detentions or troubles to their trains in the tunnel, and when air brakes become inoperative comply with Air Brake Rules.

Telephone locations are indicated by blue lights.

100R-2A. Medical Officers and Company Surgeons		
Location	Name and Address	Telephone
Ridley Park, Pa...	CLARK D. STULL, M.D.....	Washburn 8-2014 or 8-2222
Wilmington, Del...	E. M. AIKMAN, SR., M.D., 1013 Washington St.....	Wilm. 5-0032
	A. G. LESSEY, M.D. (Oculist) 1213 Gilpin Avenue.....	Wilm. 6-3252
	H. L. SPRINGER, M.D., 1013 Washington Street.....	Wilm. 5-0032
	R. D. FERNANDEZ, M.D. Wilmington Shops.....	Wilm. 8-4141-Ext. 332
	F. H. EHMANN, M.D., Pennsylvania Station.....	Wilm. 8-4141-Ext. 336
Newark, Del.....	WALLACE M. JOHNSON, M.D. 257 E. Main St.....	Newark 563
Elkton, Md.....	HARRY A. CANTWELL, M.D., 206 Cathedral Avenue.....	Elkton 291
	J. HERBERT BATES, M.D. 230 E. Main St.....	Elkton 291
North East, Md....	HARRY A. CANTWELL, M.D., Cecil Avenue.....	North East 2611
Havre de Grace, Md.....	CHARLES J. FOLEY, M.D., 327 South Union Avenue.....	Havre de Grace 95
Oxford, Pa.....	JOHN BRITTINGHAM, M.D., 123 Locust Street.....	Oxford 462
	G. T. HOLCOMB, M.D., N-4th Street.....	Oxford 141
Baltimore, Md.....	H. B. McELWAIN, M.D., 31 East North Avenue.....	Lexington 9-0660 (Day) Belmont 5-3257 (after 9.00 P.M.)
	H. C. PILLSBURY, M.D., 31 E. North Avenue.....	Lexington 9-0660 (Day) Annapolis 3222 (after 9.00 P.M.)
	J. SINDLER, M.D., Room 318 Penna. Station.....	Mulberry 5-4800-Ext. 353
	JOHN D. TALBERT, M.D., Room 318 Penna. Station.....	Mulberry 5-4800-Ext. 353
	W. J. SCHEMITS, M.D., 701 N. Kenwood Avenue.....	Dickens 2-0207
Bowie, Md.....	G. E. LANCASTER, M.D.....	Central 8-2181
Washington, D.C.	H. L. PHILLIPS, M.D., Room 217, Wash. Term. Station.....	Executive 3-4300-Ext. 514
	JOSEPH R. YOUNG, M.D., 1400 M Street, N.W.....	Columbia 5-2366
	(Home) 611 E. Thornapple Street Chevy Chase, Md.....	Oliver 4-4481
	JAMES W. BRADEN, M.D., 1400 M Street, N.W.....	Columbia 5-2366
(Home) 708 Massachusetts Ave., N.E.....	Lincoln 4-7000	
ARTHUR J. MOUROT, M.D., 811 Prince Street, Alexandria, Va.	Overlook 3-1851	
New Freedom, Pa.	J. L. YAGLE, M.D.....	Glen Rock 4696
	M. C. DUNNICK, M.D.....	Glen Rock 4363
York, Pa.....	F. V. McCONKEY, M.D., (Office) 20 N. Beaver Street.....	York 8-1696
	(Home) Wyndham Hills.....	York 8-2741
	H. R. KNOCH, M.D. 423 W. Market St.....	York 8-2700
Wrightsville, Pa....	B. A. HOOVER, M.D.....	Wrightsville 2172
Hanover, Pa.....	F. C. LEPPERD, M.D.....	Cumberland Valley 92-W and Bell 90-J
Frederick, Md.....	E. P. THOMAS, M.D., 7 E. Church Street	Office: Monument 2-1621 Residence: Monument 3-6232
	W. M. SMITH, M.D., 7 E. Church Street	Office: Monument 2-1621 Residence: Monument 3-5525

100R-3A. Locations of Hospitals		
Location	Name and Address	Telephone
Chester, Pa.....	Chester Hospital.....	Chester 26121
Wilmington, Del...	Delaware Hospital.....	Wilm. 4-5211
Wilmington, Del...	Memorial Hospital.....	Wilm. 6-3351
Elkton, Md.....	Union Hospital.....	Elkton 485
Havre de Grace, Md.....	Harford Memorial Hospital.....	Havre de Grace 535
West Grove, Pa...	West Grove Hospital.....	West Grove 4841
Baltimore, Md.....	St. Joseph's Hospital, Caroline and Hoffman Streets.....	Mulberry 5-5800
Washington, D.C.	Casualty Hospital, 8th & Massachusetts Ave., N.E....	Lincoln 4-7000
York, Pa.....	York Hospital, S. George St. & Rathton Road.....	York 7891
Harrisburg, Pa.....	Harrisburg Hospital, Front and Mulberry Streets.....	Harrisburg 8-5221
Columbia, Pa.....	Columbia Hospital, 7th and Poplar Streets.....	Columbia 42141
Frederick, Md.....	Frederick Memorial Hospital, Park and Trail Avenues.....	Monument 2-1131

100R-4A. First-Aid Boxes and Stretchers, Location of

First-Aid Boxes:

In all passenger carrying cars, including baggage cars and mail cars, and in cabin cars.

At each passenger and each freight station.

At yard office and other suitable places in the larger yards, Car Inspectors' offices, power plants, substations, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck and wire trains, shop and engine houses, camp cars and on each track and hand car and as provided by State law.

Stretchers:

One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.

One stretcher must be carried on each passenger train, except MU trains.

One stretcher has been placed in each block station in electrified territory.

100R-5A. Gas Masks.

Gas masks for emergency use in tunnels are located as follows:

4 at Station Master's Office — Baltimore.

6 at Office of Foreman Electric Traction — Passenger Station, Baltimore.

3 at Fan Control Room — Penna. Avenue opening, B. & P. Tunnel.

2 at Yard Master's Office — Jersey Yard, Washington.

9 on Wire Train — Baltimore.

9 on Wire Train — Washington.

There is also located in the Station Master's Office, Baltimore, a mask for protection against ammonia fumes. Necessary periodical inspection will be made by M. of E. Department.

OPERATING RULES

STANDARD TIME

1001-A1. Eastern Standard Time applies on this Division.

TIME - TABLES

Letters and Characters

1004-A. The following letters and characters in schedules indicate:

- S** —Regular stop.
- F** —Stop on signal to receive or discharge passengers.
- A** —Stop on signal to receive passengers.
- B** —Stop on signal to discharge passengers.
- C** —Regular stop to receive passengers.
- D** —Regular stop to discharge passengers.
- E** —Regular stop for express, mail or newspapers.
- G** —Regular stop Saturday only.
- H** —Regular stop Saturday only to receive passengers.
- J** —Regular stop Saturday only to discharge passengers.
- K** —Regular stop Sunday only.
- L** —Stop on signal Sunday only, to receive or discharge passengers.
- M** —Regular stop daily except Saturday and Sunday.
- N** —Regular stop daily except Sunday.
- —No baggage service.
- ⊙ —No baggage service Sunday.
- ✦ —Passenger train — rail motor car.
- * —Passenger train — with passenger and freight equipment.
- ◇ —Passenger train — No train baggageman.
- ‡ —Will not run on specified dates shown on schedule pages.

1004-B1.

- EE** —Regular stop for express, mail or newspapers, daily except Saturday and Sunday.
- O** —Regular stop Monday only.
- P** —Regular stop to receive or discharge passengers to or from points south of Washington.
- PY** —Regular stop to receive passengers for York and beyond.
- Q** —Regular stop to discharge passengers daily except Sunday and Holidays.
- R** —Regular stop daily except Saturday, Sunday and Holidays.
- T** —Regular stop Friday only to receive passengers.
- U** —Regular stop for express, mail or newspapers Sunday only.
- V** —Regular stop to receive or discharge passengers Sunday and Holidays.
- W** —Regular stop to receive passengers daily except Sunday and Holidays.
- X** —Regular stop daily except Monday.
- Y** —Regular stop Saturday and Sunday.
- Z** —Regular stop daily to discharge passengers; Saturdays, Sundays and Holidays to receive passengers.
- MU**—Multiple Unit Operation.
- #** —Train may leave in advance of scheduled leaving time when station work is completed, except that trains making station stops to receive passengers will not leave ahead of scheduled arriving time.

SIGNALS

1007-A1. Passenger Trainmen; Rail Motor Car and Multiple Unit Service:

Baggage Master and Front Brakeman in the performance of their duties are required to carry the following signal appliances: —1 white lamp, 1 red lamp and 1 red flag.

When crew consists of Conductor and Flagman only, Conductor will be held responsible for providing proper equipment to flag front end of train.

ENGINE WHISTLE SIGNALS

1014-A1. Recalling Flagmen.

Two or More Main Tracks:

Main Line	No. 2 Track	No. 3 Track
Between Landover and Virginia	— — — — — o o	— — — — — o o
Shellpot Branch	No. 1 Track	No. 2 Track
Between Ragan and Bridge	— — — — — o o	— — — — — o o

1014(l)-B1. Portable whistle post (yellow disc with black letter W) will be placed approximately 1250 feet from point where section gangs are working, at following locations:

LANDOVER—SOUTH END.
 RIDERWOOD — WAGO JUNCTION.
 SHELLPOT BRANCH.
 COLUMBIA AND PORT DEPOSIT BRANCH.

When portable whistle post is displayed, Rule 14(l) will apply.

1014(r)-B2. Rule 14(r) will apply:

Display of red flag or red light from cab of engine will indicate change of engines will be required for mechanical or electrical defects at next available point.

Operator will notify train dispatcher promptly.

TRAIN SIGNALS

1019-A1. Night signals will be displayed on rear of trains and engines while passing through tunnels, as follows:

Union Tunnels.
 B. & P. Tunnel.
 Virginia Avenue Tunnel.

Foreign Railroads.

1019-B1. Trains of foreign railroads may display train signals as required by the operating rules of their respective railroads when on this Division.

USE OF SIGNALS

Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors.

1027-A1. Switch stands at the following locations are not equipped either with lighted lamps or reflectors:

Location	Main, secondary track or siding	Switch
Lamokin to Division Post (P.T. Division)	Secondary track	All Switches

Fuseses And Torpedoes

1035-B1. On account of fire hazard lighted fuseses must not be displayed on bridges or trestles that do not have cinder or stone between the ties, nor in the following territory unless necessary to prevent an accident:

Between Fulton and Biddle Street.
Between Union Junction and Calvert.
Between Grantley and York.

1035-C1. Minimum number of fuseses and torpedoes which must be carried as part of equipment in services indicated:

	Fuseses	Torpedoes
Passenger Service	10	20
Freight Service	10	20
Engines in Road Service	3	6
Engines in Shifting Service	3	4
Crossing Watchman	4	6
Detector Cars	6	12
Burro Cranes	6	12
Track Cars	6	12

NOTE—Additional fuseses and torpedoes must be carried when necessitated by weather conditions. In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replenished at convenient points.

Facing Hand-operated Switches.

1037-C. Train orders on main tracks and verbal permission of signalman when authorized by the superintendent on secondary tracks must be used to advance a train or engine at a Manual Block Signal which cannot be cleared, where facing point hand-operated switches are connected with the signal.

Facing Hand-operated Switches connected with Manual Block Signal.

1037-C1. Locations:

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal Between
	Direction	Track	
Bank	Southward	No. 2	Bank Block Station and Mile Post 4 (electric lock controlled by operator at Bank)
York	Northward	Single	York Block Station & Mile Post 11

NOTE—A train or engine receiving train order on main track, or in the application of Rule 362 verbal permission of signalman on secondary track, to pass a Manual Block Signal which cannot be cleared when facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engine must approach such switches prepared to stop short of switches not properly lined.

Slide Protection Fence

1043-A. The letters SP on a signal mast indicate the signal is connected with a slide protection fence and the most restrictive indication on such signal may be caused by a slide.

Employes finding such signals displaying the most restrictive indication, caused by a slide, must promptly report to Superintendent.

1043-A1. Slide protection fences in service:

Columbia and Port Deposit Branch between West Pilot and Harbor.

1043-A2. Between Midway and Holtwood trains or engines authorized to operate non-equipped and moving against the current of traffic must be governed by signal marked SP for normal track, in so far as protection against slides is concerned, approaching point where track may be obstructed prepared to stop when the signal displays its most restrictive indication.

Torpedo-Placing Machine

1050-A1. Torpedo-placing machine located 500 feet north of southward home signal at Canal movable bridge, governing southward movements on No. 2 track.

Torpedo-placing machine located 500 feet south of northward home signal at Canal movable bridge, governing northward movements on No. 1 track.

Torpedo-placing machine is marked by a sign showing the letter T illuminated when the home signal with which it is connected is in Stop position. The torpedo-placing machine places a torpedo in position to be exploded by a train or engine passing over it when the home signal with which it is connected is in Stop position. Trains or engines approaching a home signal governing movements on a track equipped with torpedo-placing machine must stop clear of the illuminated sign when the home signal indicates Stop.

When the home signal indicates Stop, and a train or engine passes the sign and explodes a torpedo, the train or engine must stop at once and report the occurrence to the signalman.

SUPERIORITY OF TRAINS

1072-A1. Northward and westward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

GENERAL ORDERS

Bulletin Boards, Employes' Registers, Standard Clocks

1075-A1. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employes' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employes' Register	Standard Clock	Location	Other Divisions
X	X	X	Lamokin Block Station	Phila. Term.
X	X	X	Thurlow Yard — Yard Master's Office	Phila. Term. Philadelphia
X	X	.....	Stony Creek — Enginehouse	Phila. Term. Philadelphia
X	X	.....	Ford Motor Co., Chester — Yard Office	.....
X	X	.....	Eddystone — Yard Office	.....
X	X	X	Landlth — Crew Dispatcher's Office	Phila. Term. New York Atlantic Philadelphia Delmarva Wash. Term. Co. Potomac Yard

Bulletin Board	Employee Register	Standard Clock	Location	Other Divisions
X	X		Edge Moor — North End Yard Office	
X	X		Edge Moor — South End Yard Office	
X	X		Edge Moor — Northbound Hump	
X	X		Edge Moor — Southbound Hump	
X	X	X	Wilmington — Station Master's Office	Phila. Term. New York Delmarva Wash. Term. Co. Potomac Yard
X	X	X	West Yard — Yard Office	Phila. Term. New York Delmarva Wash. Term. Co. Potomac Yard
X	X		Perryville — Freight Office	Phila. Term. Philadelphia
X	X		Baltimore — Wise Avenue Yard Office	
X	X		Baltimore — Madison Yard Garage	
X	X		Baltimore — Calvert Station	
X	X		Baltimore — Canton Yard Master's Office	
X	X		Baltimore — Canton No. 3 Yard Asst. Yard Master's Office	
X	X		Baltimore — Highland Yard Yard Master's Office	
X	X		Baltimore — Clinton St. Scales Weigh Master's Office	
X	X	X	Baltimore — Orangeville Crew Dispatcher's Office	Phila. Term. New York Atlantic Philadelphia Wash. Term. Co. Potomac Yard
X	X		Baltimore — Bay View Hump	
X	X		Baltimore — Bay View, South End Yard Office	
X	X		Baltimore — President Station Agent's Yard Office	
X	X	X	Baltimore — Jackson's Wharf Agent's Office	
X	X	X	Baltimore — Station Station Master's Office	Phila. Term. New York Philadelphia Wash. Term. Co. Potomac Yard
X	X		Baltimore — Mt. Vernon Yard Master's Office	
X	X		Baltimore — Gwynns Run Yard Master's Office	
X	X	X	Benning — Yard Office	Wash. Term. Co. Potomac Yard
X	X	X	Washington — Jersey Yard Yard Master's Office	Phila. Term. New York Atlantic Philadelphia Wash. Term. Co. Potomac Yard
X	X	X	Washington — Union Station Station Master's Office	Phila. Term. New York Philadelphia Wash. Term. Co. Potomac Yard
X	X	X	Washington — Ivy City Enginehouse	Phila. Term. New York Atlantic Philadelphia Wash. Term. Co. Potomac Yard

Bulletin Board	Employee Register	Standard Clock	Location	Other Divisions
X	X	X	Potomac Yard— R. F. & P. R. R. Enginehouse	Phila. Term. New York Atlantic Philadelphia Wash. Term. Co. Potomac Yard
X	X	X	Parkton — Passenger Station	
X	X	X	York — Enginehouse Foreman's Office	Phila. Term. Philadelphia
X	X	X	York — Yard Master's Office	Phila. Term. Philadelphia
X	X		Frederick — Hostler's Building	
			W.M.Ry.— Baltimore—Hillen Station Port Covington—Yardmaster's Office Union Bridge—Passenger Station Hagerstown—Caller's Office York—Telegraph Office	

NOTE 1.—X indicates in service.

NOTE 2.—GENERAL NOTICE books are being maintained at all points where Bulletin Boards are located on the Maryland Division for the benefit of employes whose duties are thereby affected.

NOTE 3.—Referring to sixth paragraph of Rule 75, there are no exceptions on this division.

Standard Clocks

1075-A3. Standard clocks at other points:
Train Dispatcher's Office and Block Stations.

General Order Zones

1075-A4. General order zones of this division are as follows:
Zone A — Division Post (P. T. Div.) south of Darby to River.
Zone B — River to Division Post (W.T.);
Pope's Creek Secondary Track.
Zone C — Landover to Division Post (R. F. & P. R. R.).
Zone D — Calvert to Division Post (Philadelphia Division),
York Secondary Track,
Frederick Secondary Track.
Zone E—
Columbia and Port Deposit Branch,
Chester Creek Secondary Track,
Octoraro Secondary Track.
Zone F — Shellpot Branch,
Delaware Branch,
Shellpot Secondary Tracks,
Newark and Delaware City Secondary Track,
New Castle Secondary Track.

Qualification of Conductor or Engineman

1075-A5. A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of 12 months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

NOTE—Referring to Rule 75 and Special Instruction 1075-A5: It must be understood that a conductor or engineman shall be in service as such and that no service as a fireman or brakeman will be recognized in retaining qualifications as a conductor or engineman under these instructions.

1075-A6. Passenger trainmen and passenger engine crews, unless otherwise instructed, must register for duty prior to scheduled leaving time of trains as follows and personally sign employe register, ready for duty, not later than time specified:

Number of minutes required to register in advance of departing time.

LOCATION	SERVICE	Notes	Passenger Engine Crews				
			Passenger Trainmen	Steam Engines	Electric Engines	MU Trains	Gas and Oil — Electric
Wash.—Union Sta...	Trains from Union Station.....	1	30	75	75	75	.....
Wash.—Union Sta...	Trains from G&H Yard.....	1	75	100	100	.....	.....
Wash.—Union Sta...	Trains from Potomac Yard..	2	30	120	120	.....	.....
Balto.—Penna. Sta...	Trains from Penna. Sta.....	1	25	75	.....	40	60
Balto.—Calvert Sta...	Trains from Calvert Sta.....	1	25	105	.....	.....	60
Wilm.—Penna. Sta...	Trains from Penna. Sta.....	1	25	90	90	25	.....
Wilm.—West Yard..	Trains from West Yard.....	1	25	90	90	25	.....
Lamokin.....	Trains from Lamokin.....	1	25	90	90	25	.....
Parkton.....	Trains from Parkton.....	1	25	60	.....	.....	60
York.....	Trains from York Sta.....	1	20	60	.....	.....	60

Passenger trainmen deadheading must sign employe register 10 minutes prior to leaving time of train on which deadheading.

NOTE 1 — Prior to schedule departure.

2 — Prior to reporting at Potomac Yard.

1075-A7. Crews of all Maryland Division trains will be governed by the following instructions before leaving Washington:

Conductors of departing trains, when registering at Station Master's Office, Union Station, Washington, will inquire of operator in DC Telegraph Office for instructions or train orders for their trains.

If instructions or train orders are received, conductors must personally deliver them to enginemen and see that enginemen properly understand them.

When there are no orders or messages, the conductor will personally notify the engineman before the train departs.

MOVEMENT OF TRAINS

1083-A1. Rule S-83: Except on portions of the railroad where Rule 261 is in effect, the information as to the arrival or departure of superior trains will be furnished on form C. T. 1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

1083-A2. NORTHERN CENTRAL BRANCH. A proceed signal displayed for eastward movement of yard engines to single track at York Block Station will indicate that all trains due which are superior, have arrived or left.

1083-B. Rule D-83: Except on portions of the railroad where Rules 251 or 261 are in effect, information as to the departure of superior trains will be furnished verbally to train by the signalman at initial stations or junctions.

Train Ready Indicators.

1084-A1. WILMINGTON STATION. Conductors of trains using the Middle Track at Wilmington Passenger Station will, prior to leaving time, or when ready to proceed, Tap Out, by displaying the red light in the Train Starting Tap Signal System, located at the head of the north stairway adjacent to the Middle Track. Light to be extinguished by the signalman after train has departed.

1084-A2. BALTIMORE STATION. Train-starting indicator, consisting of a yellow and green light suspended from shelter shed 20 feet south of Charles Street Bridge, governing departure of southward and westward trains on Station Tracks No. 2, No. 3, No. 4 and No. 5. Push buttons located at convenient points on shelter posts on island platforms, No. 1 and No. 2, marked "Start" and "Track Number."

Train crews, station forces, and signalmen B. & P. Junction block station must be governed as follows:

When passenger trains are ready to leave, conductor must push button on post adjacent to track on which train is standing, which will display yellow light on train-starting indicator and yellow light on indicator in B. & P. Junction block station.

Yellow light on indicator in B. & P. Junction block station will show track from which train is ready to leave. When ready to start train, signalman will push button marked S, which will display green light on starting indicator.

Conductor must observe train-starting indicator, and when green light is displayed, give proper communicating signal to engineman to proceed unless otherwise instructed.

Lights to be extinguished by the signalman after train has departed.

Yard Limits

1093-A1. Yard Limits indicated by yard limit boards as follows:

Track	Between	And
Northern Central Branch	231 feet east of Parkton	4708 feet west of Parkton
	523 feet east of York Interlocking Station	2439 feet east of Mile Post 55
York Secondary	100 feet north of Mile Post 8	3472 feet south of Mile Post 12
Frederick Secondary	3093 feet north of Mile Post 14	3305 feet south of Mile Post 16
	4392 feet north of Mile Post 32	3394 feet south of Mile Post 32
	172 feet south of Mile Post 68	End of track
Pope's Creek Secondary	Bowie	975 feet north of Mile Post 1
	539 feet south of Mile Post 48	End of track
Octoraro Secondary	1716 feet north of Mile Post 33	1310 feet south of Mile Post 34
	616 feet north of Mile Post 37	3300 feet south of Mile Post 38
	1367 feet north of Mile Post 49	500 feet south of Mile Post 50

1093-A2. Shifting engines of the Western Maryland Railway, when using Frederick Secondary Track, within York yard limits, must not move north of Gas Company track, nor south of north end West York siding.

Permission for use of Frederick Secondary Track must be secured from signalman at York block and interlocking station. After clearing the Pennsylvania Railroad tracks, report clear to signalman at York block and interlocking station.

Shifting engines of the Pennsylvania Railroad, when using main track of Western Maryland Railway, within York yard must not move beyond Gas Company track east, nor west of Market Street.

Crews will operate at restricted speed.

Permission for use of the Western Maryland Railway tracks must be secured from Western Maryland signalman at York, 6.30 A.M. to 12.00 Noon, and from 1.00 P.M. to 3.30 P.M., daily, except Sunday. On Sundays, and at all other times, permission must be secured from train dispatcher at Hagerstown. After clearing the Western Maryland Railway track, report clear to signalman or train dispatcher as indicated above.

1093-A3. Permission for use of the B. & O. track at the Chevrolet Plant at Canton must be secured from the B. & O. signalman at Bay View. After clearing this track, report clear to B. & O. signalman at Bay View.

1093-B1. Rule D-93 in effect as follows:

Track	Between	And
No. 2 and No. 3	B. & P. Junction	Fulton

Authority to Proceed as an Extra

1097-A1. Where Rules 261, 262, 263 and 264 are in effect, signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman, except:

At Wilmington, Baltimore and Washington Passenger Stations, station masters are authorized to verbally instruct conductor to operate train as a Passenger Extra. Conductor must instruct engineman.

Non-Interlocked Railroad Crossings at Grade

1098-A1. Movement of trains or engines on tracks of this division over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Eddystone: Chester and Philadelphia track with Baldwin Locomotive Co. track, 240 feet south of Crum Creek.	Fixed Signal Low Home Type	Stop or Restricting	Must protect crossing in both directions before passing signals in stop position.	
West Yard: Penna. R. R. yard track with Reading Company track and Baltimore and Ohio track.	Fixed Signal Low Home Type	Stop or Restricting	Penna. R. R. trains and engines must stop before fouling crossing and crew must be positive no conflicting moves are being made before changing route and signals.	5
Hazel Dell: New Castle Secondary track with Reading Company track.	By Day: Gate Target By Night: Red Light	Stop	Must approach crossing prepared to stop and stop, unless crossing is seen, or known, to be clear and gate in proper position.	1
Mill Creek Jct.: Penna. R. R. Yard track with Reading Co. track.	Semaphore and Derails	Stop	Ground levers controlling signals and derails located at crossing will be operated by train and engine crews. Signals normally clear for Reading Co. track.	
Pigeon Point Crossing: New Castle Secondary track with Reading Company track	Semaphore	Clear	Will be operated by train or engine crews from cabin located adjacent to the crossing in accordance with instructions posted in cabin.	3
New Castle: Battery track with New Castle Secondary track.	Stop Signs	Stop	All movements must be made under flag protection.	
Union Crossing: President Street Secondary track and Bear Creek track and Canton R. R.	Stop Sign with Red Light	Stop	All trains using this crossing must stop clear of stop signs at clearance point and then proceed over crossing under flag protection. In the event trains of the Canton R. R. and Pennsylvania R. R. arrive at the crossing at approximately the same time, trains of the Pennsylvania R. R. will have prior right to crossing.	
Madison Yard: W. M. Ry. with Penna. R. R. at Monument Street.	None	None	Stop clear of crossing and then proceed over grade crossing under flag protection.	
Canton: Canton R. R. with Penna. R. R. South of 16th St.	Stop Signs with Red Lights	Stop	All trains using this crossing must stop clear of stop signs at clearance points and then proceed over crossing under flag protection. In the event trains of the Canton R. R. and the Pennsylvania R. R. arrive at the crossing at approximately the same time, trains of the Pennsylvania R. R. will have prior right to crossing.	

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Canton: Penna. R. R. with Baltimore and Ohio and Canton Railroads.	Stop boards with Red Lights on Canton R. R. Semaphore signals on Baltimore and Ohio and Penna. R. R.	Stop (Signals north and south of crossing)	Fixed signals protecting Pennsylvania and Baltimore and Ohio Railroad trains at this crossing will display aspects Rule 292, Figure C and Rule 281, Figure B, and will govern movements over the crossing only. The normal indication displayed on these signals will be clear for the movement of Pennsylvania Railroad trains and stop against the movements of Baltimore and Ohio R. R. trains. In addition to complying with the indication of fixed signals or stop boards trains approaching this point must not proceed until they have received a hand signal from the switch tender in charge of the crossing. Northward Pennsylvania Railroad trains approaching this point and finding the signals in stop position, will stop clear of Boston Street grade crossing.	
Canton: Pennsylvania R. R. track to Pier 11 with Canton R. R. tracks.	Day — Target Night — Two Red Lights	Vertical	All Pennsylvania R. R. movements STOP. Canton R. R. movements proceed at speed not exceeding 10 miles per hour.	3
	Day — Target Night — Two Red Lights	Horizontal	All Canton R. R. movements STOP. Pennsylvania R. R. movements proceed at speed not exceeding 10 miles per hour.	
Canton: Pennsylvania R. R. crossing to Ore Pier and across Canton R. R. on Newgate Ave.	Semaphore with Green and Red Lights	Horizontal	It must be known that crossing is clear before using.	4
Hanover: Western Maryland R. R. with Penna. R. R., 1880 feet south of Mile Post 31.	Stop Signs	Stop	Stop before crossing and then proceed under flag protection.	
Hanover: Western Maryland R. R. with Penna. R. R., 3450 feet south of Mile Post 31.	Stop Signs	Stop	Stop before crossing and then proceed under flag protection.	
Frederick: Penna. R. R. with Potomac Edison Railway, Fifth Street.	None	None	All trains must approach crossing prepared to stop, and stop, unless crossing is seen or known to be clear.	
Frederick: Penna. R. R. with Potomac Edison Railway, Patrick Street.	None	None	All trains must approach crossing prepared to stop, and stop, unless crossing is seen or known to be clear.	

NOTE 1. Normally set for Pennsylvania Railroad Trains.

2. Signals will normally be set for movements on Pennsylvania Railroad tracks. Cabin equipped with Pennsylvania Railroad and Reading Company switch locks. Cabin must be kept locked, when not in use.

3. All trains will stop clear of switches and crossing unless signal is in proceed position. The normal position of signal will be vertical for Canton Railroad movements, when a movement is to be made by Pennsylvania R. R., a member of Pennsylvania R. R. crew must, if crossing is not occupied by a Canton R. R. train, or a Canton R. R. train is not approaching close to the crossing, place target signal in a horizontal position and when movement of Pennsylvania train over crossing is completed, member of Pennsylvania R. R. crew will restore target signal to vertical position.

4. Normal position is for Pennsylvania R. R. movements. When movement is to be made by Canton R. R., member of Canton R. R. crew must place signal in stop position if crossing is not occupied by a Pennsylvania R. R. train, or a Pennsylvania R. R. train is not approaching close. When movement of Canton R. R. train is completed, member of Canton R. R. crew must restore signal to normal position.

5. If from failure of apparatus signal cannot be changed from its most restrictive indication and no conflicting movement of either railroad is in sight, conductor or engineman will, after protecting crossing, pass signal in stop position and report to superintendent from first point of communication where the report can be made without delay.

Movable Bridges — Not Part of an Interlocking

1098-B2. Potomac River Movable Bridge. (0.94 miles south of Fourteenth Street Interlocking)—In case of signal failure northward and southward trains will be permitted to pass the stop signal after receiving a hand signal under the direction of the bridge tender, by the bridge tender or trainman stationed on the track on which the movement is to be made, after ascertaining that the movable bridge is in place, rails properly lined up and smash boards in vertical position, and must not exceed a speed of four miles per hour over the movable bridge with any part of train.

1098-B3. Bridge Four Movable Bridge (Ward Block and Interlocking Station)—In case of signal failure when Ward is closed, train order will be issued. Before train order is issued with signal in stop position for a movement over the movable bridge, the bridge tender must personally examine or have knowledge from an authorized maintainer or M. W. representative that the movable bridge is in place, with rails lining up properly, locked and safe for train movements and smashboards secured in vertical position. Train must then not exceed a speed of four miles per hour over movable bridge with any part of train.

1098-B4. Canal Movable Bridge (1.5 miles south of Kirkwood)—In case of signal failure a train will be permitted to pass the stop signal after receiving a hand signal given under the direction of the bridge tender, by the bridge tender or trainman stationed on the tracks on which the movement is to be made after ascertaining that the movable bridge is in place, rails properly lined up and smash boards in vertical position, and must not exceed a speed of four miles per hour over the movable bridge with any part of train.

1098-B5. Darby Creek Movable Bridge (0.95 miles south of Essington Freight Station)—In case of signal failure trains will be permitted to pass the stop signal after receiving a hand signal given under the direction of the bridge tender or trainman stationed on the track on which the movement is to be made after ascertaining that the movable bridge is in place, rails properly lined up and smash boards in vertical position, and must not exceed a speed of four miles per hour over the movable bridge with any part of the train.

Automatic Highway Crossing Protection on Sidings, Yard or other Tracks

1103-A2. At the following locations automatic highway crossing protection indicates the approach of a train:

Track	Crossing	Location
No. 1 Extension (see Note 2)	South Chapel Street	Newark
Lutherville Frt. House Track	Seminary Ave.	Lutherville
Glen Rock Industrial Track (see Note 1)	Valley St. Water St. Main St.	Glen Rock Glen Rock Glen Rock
Eastward Industrial Track (see Note 1)	Grantley Rd.	York
Westward Industrial Track (see Note 1)	Grantley Rd.	York
Grantley Industrial Track	Grantley Road	York
Grantley Industrial Track	W. King St.	York
Sparrows Point Spur Track	Bletzer Road	Baltimore
Sparrows Point Spur Track	Fischer Road	Baltimore

NOTE 1—Trains using these tracks must stop before crossing highway, and assure themselves that the automatic crossing protection is working.

NOTE 2—Trains making southward movements on this track must stop before crossing highway, and assure themselves that the automatic crossing protection is working.

Locations at which Signs Mark Operating Limits of Automatic Crossing Protection

1103-A4. At the following locations, sign CC indicates point beyond which engines and cars will operate automatic crossing protection:

Track	Direction	Location
No. 1	Eastward	Union Ave., Woodberry
No. 2	Westward	Union Ave., Woodberry
No. 1 No. 2	Eastward Westward	White Hall White Hall
Single	Eastward Westward	Valley St., Glen Rock Main St., Glen Rock Water St., Glen Rock
Single	Eastward Westward	Grantley Road, York
Single	Westward	W. King St., York
New Castle Secondary	Northward Southward	Wilmington Road, New Castle

Interrupting Operation of Automatic Highway Crossing Protection Manually

1103-A5. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Track	Crossing	Location	Note
New Castle Secondary	South St.	New Castle	1
No. 1	Mt. Pleasant Road	North of Mt. Pleasant	1
No. 2	Red Lion Road	Kirkwood	1
Octoraro Secondary	State Road	Avondale	1

NOTE 1—Instructions for operation of control apparatus located in box attached to Instrument Case.

Interrupting Operation of Automatic Highway Crossing Protection Automatically

1103-A6. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

Location	Crossing	Direction	Note
Davis	South Chapel Street	Southward No. 2, No. 3 and No. 4 tracks	6
One Half Mile North of River	Patapsco Avenue	Northward No. 1 Track	1
Lutherville	Seminary Ave.	Eastward No. 1 Track	4
Woodberry	Union Avenue	Eastward No. 1 Track Westward No. 2 Track	
Cockeysville	Beaver Dam Road	Eastward No. 1 Track	2
Glencoe	Glencoe Road	Eastward No. 1 Track	
Whitehall	Parker's Road McCollough's Road	Westward No. 2 Track Westward No. 2 Track	
New Freedom	Franklin Street	Eastward	5
Glen Rock	Valley Street Main Street Water Street	Eastward Westward	3

Location	Crossing	Direction	Note
West York	West Market St.	Northward Secondary Trk. Northward } Southward } West Siding	
Avondale	State Road	Northward Southward	
Avondale	Baltimore Pike	Southward	

Location	Crossing	Direction	Track	Note
York	W. King St.	Westward	Single	
York	W. King St.	Eastward and Westward	Grantley Industrial Track	
York	Grantley Road	Eastward	Single	7
York	Grantley Road	Eastward and Westward	Grantley Industrial Track	

NOTE 1—Cars must not be permitted to stand on No. 1 track between crossing and insulated points, 950 feet south thereof, when shifting movements are being made.

NOTE 2—Cars must not be permitted to stand on No. 1 track between insulated points 400 feet east of Cockeysville station platform and crossing.

NOTE 3—Westward freight trains performing work must stop clear of Valley Street crossing and portion of train not involved in shifting operation must be left standing east of this crossing. Upon returning to portion of train left standing east of Valley Street crossing, entire train must clear east of crossing before proceeding westward.

NOTE 4—Cars must not be permitted to stand on No. 1 track between crossing and insulated joints 596 feet west thereof, when shifting movements are being made.

NOTE 5—Cars must not be permitted to stand on main track between crossing and insulated joints, 681 feet west thereof, when shifting movements are being made.

NOTE 6—Southward trains receiving Stop signal at Davis must stop north of insulated points, 85 feet north of South Chapel Street highway crossing.

NOTE 7—Cars must not be permitted to stand on main track between crossing and signal N-558.

Protection for Public Highway Crossings at Grade

1103-B1. Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty and, unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	No crossing watchman on duty between the hours of
President St.	Haven and O'Donnell Sts.	Baltimore	6.00 A.M. Sun. and 6.00 A.M. Mon.
President St.	Conkling St.	Baltimore	5.00 P.M. and 9.00 A.M. Daily Ex. Sun. All day Sunday.
Freight House Track	Fourth St.	Wilmington	10.00 P.M. and 4.00 A.M. Daily Ex. Sun. All day Sunday.
Frederick Secondary	Newberry St. Roosevelt Ave. Hartley St. Manchester St. West St.	West York	6.00 P.M. and 6.00 A.M. 12.10 A.M. and 5.30 A.M.
	Belvidere St. Carlisle Ave. Richland Ave.		6.00 P.M. and 6.00 A.M.

1103-C1. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location
Davis Wye	South Chapel Street	830 feet North of Davis Block and Interlocking Station.
New Connection between West Interchange Track and Potomac Electric Power Company	Kenilworth Avenue	1478 feet North of Benning Rd. Overhead Bridge
Octoraro Secondary	Chase Street Route 131 Dunlap Road Route 131 Queen Street Browns Road Baltimore Pike	223 feet North of Mile Post 49 3,000 feet South of Mile Post 50 Mile Post 51 2,000 feet South of Mile Post 54 220 feet South of Mile Post 57 3400 feet South of Mile Post 59 Rising Sun
York Secondary	Front Street	Wrightsville
Frederick Secondary	Ridge Avenue Center Street Carlisle Street High Street State Highway Route 230	Hanover 732 feet south of Mile Post 37
Chester Creek Secondary	Ninth Street	Chester
N. & D. C. Secondary	Chestnut Road	4938 feet South of Davis
Minnick-Principio	Post Road	Perryville
Pope's Creek Secondary	Public Highway	3995 feet South of Mile Post 14.
Valley	All Highway Crossings	Between Thurlow & Lamokin
Chester and Philadelphia	Wanamaker Avenue Island Road Morton Avenue	Essington Essington Chester
Lamokin Run	Second Street Third Street Tilghman Street	Chester
South Chester	Flower Street	Chester
Brandywine	Claymont Street Governor Prints Blvd. Jessup Street Market Street Van Buren Street	Wilmington
Industrial	Main Street Chapel Street	Newark
Industrial	All Highway Crossings	Elkton
Bear Creek	Newkirk Street	Canton
Westinghouse	Route 170	Harman-Winans
Green Spring	Rockland Brooklandville	Green Spring Track
President St.	Boston & Clinton Sts.	Baltimore (See Note)
United Clay Products Co.	Baltimore-Washington Expressway	120 feet south of main track switch

NOTE—Before making a movement over Boston and Clinton Street public highway crossing, trains must stop and conductor, engineman, or member of train crew when authorized by conductor or engineman, must go to signal control box located north or south of crossing, unlock lower box with switch key and take key

attached to chain and unlock Traffic Signal control box; wait until amber light is displayed for either street, then turn snap switch which will place highway traffic signals in stop position for both streets. Train movement may then proceed over crossing. After train has cleared crossing, highway traffic signals must be restored to normal operation by use of snap switch in control box on either side of crossing.

1103-C2. All trains must stop before passing over the following highway crossings. Movements may then be made over these crossings under protection of a trainman stationed on the crossing equipped with a red flag in day time and red light at night, who must remain on the crossing prior to and during the entire period any part of crossing is occupied by engine or train:

Track	Crossing	Location
Octoraro Secondary	Market Street	Oxford
Octoraro Secondary	Broad Street	Kennett Square
Pacific Gas Co.	Route U. S. 1	Avondale
Octoraro Secondary	Oakland Avenue	First Crossing North of West Grove
Mitzel	Route 24	Emigsville
Aberfoyle	Fourth St. (Route 291)	Chester
Sun Oil Co.	Route U.S. 13 — Post Rd.	Marcus Hook
N. & D. C. Secondary	Route U. S. 40	Glasgow
N. & D. C.	State Road Corbit (U. S. 13) Reybold	N. & D. C. Track

1103-C3. Floodlights located at U. S. Route No. 40, Glasgow, on Newark and Delaware City secondary track, must be operated as follows:

Floodlights can be turned on or off at either switch, located in box on wood pole, on each side of crossing. Floodlights must be turned on at night before train enters highway crossing and turned off immediately after entire train clears crossing.

1103-C4. Calvert Station. Trains or engines must not proceed over Monument Street Highway Crossing and Madison Street Highway Crossing at grade unless the crossing is seen or known to be clear.

1104-A1. Normal Position of Switches and Crossovers at Specified Locations.

Switch Located at	Connecting	With	Normal Position is for Movements
Calvert	Ladder Switches	No. 2 Track	No. 2 Track

1104-C1. Signalmen in Charge of Main Track Hand-operated Switches when Block Station is Open.

Location	Switches
Tasker	Switch leading to Deemer Steel Casting Co. Industrial track. Crossover between No. 1 and No. 2 tracks. Crossover between No. 1 track and New Castle secondary track.

Hand-Operated Switches Equipped With Electric Locks.

1104-D1. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman before switch lock is removed from keeper:

Location	Switch	Controlled by
Farnhurst	New Castle County Airport Industrial Track	Bank
West Yard	South End No. 20 Track	Bank
Bridge	Delaware Floor Products Co. Industrial Track	Bridge
Tome	Wiley Equipment Co. Industrial Track	Cola
Port Deposit	Public Delivery Track	Cola
Port Deposit	Port Deposit Quarries Co. Industrial Track	Cola
Conowingo	Public Delivery Track	Cola
Pilot	Public Delivery Track	Cola
Peach Bottom	Public Delivery Track	Cola
Fishing Creek	Public Delivery and R. L. Dubree Track	Cola
McCalls Ferry	Public Delivery Track	Cola
McCalls Ferry	Penna. Water & Power Co. Track	Cola
Pequea	Public Delivery Track	Cola
Pequea	Thomas S. Martin Industrial Track	Cola
West Harbor	Safe Harbor Water Power Co.—Interchange Track	Cola
Baldwin	No. 4 Track to Pittsburgh Mill Steel Co. Industrial Track	Baldwin
Charlestown	Public Delivery Track	Davis
Charlestown	Davis Sand and Gravel Co. Track	Perryville
Aberdeen	C. B. Osborne Industrial Track	Perryville
Aberdeen	North End of Northward Siding	Perryville
Edgewood	Arsenal Industrial Track	Edgewood
Magnolia	Public Delivery Track	Edgewood
Bengies	U. S. Army Signal Corps Depot	Bengies
Bay	Baltimore Steel Co.	Bay
Bay	Kieckhefer Container Co.	Bay
Canton Jct.	Industrial Track (Loney's Lane)	Bay
Baltimore	Gross Coal and Potomac Coal Co.'s Industrial Track	Union Jct.
Baltimore	Md. & Pa. Interchange Track	B. & P. Jct.
North Ave.	Lead to Bolton Yard	North Ave.
Baltimore	Crossover between No. 4 and No. 5 Tracks (Electric lock on each end of crossover)	Fulton
Baltimore	American Ice Co. Industrial Track	Gwynn
Baltimore	Lafayette Yard	Gwynn

Location	Switch	Controlled by
Jct. No. 4 Track Frederick Rd.	Catonsville Track	Gwynn
Bowie	Crippled Car Track	Landover
Seabrook	Public Delivery Track	Landover
Cheverly	Cheverly Loop Track	Landover
Washington	United Brick Co. Industrial Track	Landover
Washington	International Business Machine Co. Industrial Track	Landover
Washington	Industrial Track leading from No. 3 Track at Bladensburg Road	Landover
Washington	Bladensburg Road Crossover between No. 2 and No. 3 Tracks	Landover
Washington	Union Market Yard	Landover
Washington	U. S. Government Fuel Yard No. 2	Anacostia
Washington	North End Penna. Ave. Yard	Anacostia
Washington	U. S. Capitol Power Plant (electric locks on switch and on derail)	Virginia
Washington	South Capitol Street Crossover between No. 2 track and No. 1 Yard Track (electric lock on each end of crossover)	Virginia
Washington	7th Street — U. S. Treasury Track	Virginia
Washington	8th Street — U. S. Treasury Track	Virginia
Washington	9th Street Yard	Virginia
Washington	Water Street Yard	Virginia
Mt. Vernon	No. 2 Track to B. & P. Yard	B. & P. Jct.
Mt. Vernon	Crossover between No. 1 and No. 2 Tracks (electric lock on each end of crossover)	B. & P. Jct.
Mt. Vernon	Crossover between No. 2 and No. 1 Tracks (electric lock on each end of crossover)	B. & P. Jct.
Mt. Vernon	No. 1 Track to Produce Terminal	B. & P. Jct.
Mt. Vernon	Produce Terminal Track to No. 1 Track	B. & P. Jct.
Parkton	East End Siding	Parkton
Parkton	Public Delivery Track	Parkton
York	Crossover between Main Track and Grantley Industrial Track	York
York	Farquhar Industrial Track	York
York	M. & P. R. R. Interchange	York
Loucks	No. 1	York

1104-D2. The following switches are equipped with electric lock, not controlled by signalman:			
Location	Switch		
Farnhurst	Crossover between No. 1 Track and No. 1 Storage Track.		
Woodberry	No. 1 Track to Eastward Siding		
Texas	No. 1 Track to Eastward Siding		
Hyde	Single Track to Westward Industrial Track		
Loucks	Crossover between No. 2 Track and No. 1 Yard Track (electric lock on each end of crossover)		
<p>NOTE—The switch lock on these switches must not be removed from keeper until after permission has been obtained from signalman. Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch.</p>			
<p>1104-E1. Spring Switches Located</p>			
Location	Normal Position	Route for Which Sprung	Note
Ward	No. 1 Track	Third Track to No. 1 Track	
Parkton	No. 1 Track	No. 2 Track to Single Track	
<p>1105-A2. Referring to Rule 105, a siding or secondary track of assigned direction must not be used in either direction without signal indication or permission of the employe in charge of such track.</p>			
<p>Track Assignments.</p>			
<p>1151-A1. Single Track</p>			
Track	Between	And	
Northern Central Branch	Madison St. (W.Md.Ry.) Parkton	Hillen Jct. York	
Delaware Branch	West Yard	Bank	
Columbia and Port Deposit Branch	Quarry West Rock McCalls	Tome Midway Divn. Post (Phila. Div.)	

1151-B1. Two or More Tracks Current of traffic is as follows:				
Between: Main Line	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Division Post (P. T. Div.) and Bellevue	Southward Passenger	Southward Freight	Northward Freight	Northward Passenger
Bellevue and Landlith	Southward Freight	Southward Passenger	Northward Passenger	
Landlith and West Yard		Southward Passenger	Northward Passenger	
West Yard and Davis	Southward Freight	Southward Passenger	Northward Passenger	
Davis and Big Elk	Southward Freight	Southward Passenger	Northward Passenger	Northward Freight
Big Elk and North East	Southward Freight	Southward Passenger	Northward Passenger	
North East and Principle		Southward Passenger	Northward Passenger	
Principle and Perryville	Southward Freight	Southward Passenger	Northward Passenger	Northward Freight
Perryville and Havre de Grace		Southward Passenger	Northward Passenger	
Havre de Grace and Oak	Southward Passenger	Southward Freight	Northward Freight	Northward Passenger
Oak and Bush	Southward Passenger	Southward Freight	Northward Passenger	
Bush and Gunpow		Southward Passenger	Northward Passenger	
Gunpow and River	Southward Passenger	Southward Freight	Northward Passenger	Northward Freight
River and Bay	Southward Passenger	Southward Freight	Northward Passenger	
Bay and Union Jet.	Southward Passenger	Southward Freight	Northward Passenger	Northward Freight
B. & P. Jet. and Fulton		Southward Passenger	Northward Passenger	
Fulton and Winans	Southward Freight	Southward Passenger	Northward Passenger	Northward Freight
Winans and Vern	Southward Freight	Southward Passenger	Northward Passenger	
Vern and Anderson		Southward Passenger	Northward Passenger	Northward Freight
Anderson and Bowie	Southward Freight	Southward Passenger	Northward Passenger	Northward Freight
Bowie and Landover		Southward Passenger	Northward Passenger	Northward Freight
Landover and Division Post (W. T.)		Southward Passenger	Northward Passenger	
Landover and Virginia		Southward Freight	Northward Freight	
Virginia and Division Post (R. F. & P.)		Southward Passenger	Northward Passenger	
Northern Central Branch Between: Madison St. (Balto.) and Parkton			Westward Passenger	Eastward Passenger
York and Division Post (Phila. Div.)			Westward Passenger	Eastward Passenger
Delaware Branch Between: Bank and Division Post (Delmarva Div.)			Southward Passenger	Northward Passenger
Columbia & Port Deposit Branch Between: Perryville and Quarry			Westward Freight	Eastward Freight
Tome and West Rock			Westward Freight	Eastward Freight
Midway and McCall			Westward Freight	Eastward Freight
Shellpot Branch Between: Ragan and Bridges			Southward Freight	Northward Freight

NOTE—Tracks are numbered from south to north or east to west.

1151-C1. Secondary Tracks of Assigned Direction						
Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
Shellpot No. 1	Bridge	Bellevue	Northward	Yard Master, Northbound Hump, Edge Moor	Yard Master, Northbound Hump, Edge Moor	1
Shellpot No. 2	Bellevue	Bridge	Southward	Yard Master, Northbound Hump, Edge Moor	Yard Master, Northbound Hump, Edge Moor	1
New Castle	Bridge	Tasker	Southward	Bridge	Bridge	2
Third	Bank	Ward	Northward	Bank	Bank	3
Southward	Bay	Union Crossing	Southward	Yard Master, Highland Yard	Yard Master, Highland Yard	4
Northward	Union Crossing	Bay	Northward	Yard Master, Highland Yard	Yard Master, Highland Yard	4
No. 4	Virginia	Fourteenth Street	Southward	Virginia	Virginia	5
No. 1	Fourteenth St.	Virginia	Northward	Virginia	Virginia	5

NOTE 1. Signal indication at Bellevue or Bridge is authority to operate via these tracks. Signalman at Bellevue or Bridge must not admit a train to these tracks without authority from Yard Master at Northbound Hump, Edge Moor. Southward trains entering these tracks at Bellevue must stop clear of hand operated crossovers at Edge Moor for instructions. Northward trains entering these tracks at Bridge will be governed by written instructions delivered by the signalman at Bridge.

2. Signal indication at Bridge or Tasker is authority to operate via this track. Signalman at Tasker must not admit a train to this track without permission from signalman at Bridge.

3. During the hours that Ward block and interlocking station is closed no movements can be made on this track.

4. Signal indication at Bay is authority to operate via this track. Signalman at Bay must not admit a train to this track without authority from the yard master at Highland Yard.

5. Signal indication at Virginia or 14th Street is authority to operate via these tracks.

1151-D1. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Chester Creek (S)	Lamokin	Division Post (P. T. Divn.)	Lamokin	1
No. 0 (N)	Landlith	Edge Moor	Wilmington	2
B (N)	Landlith	Bellevue	Bellevue for Yd. Master, Northbound Hump, Edge Moor	3
Meat House (S)	Wilmington	West Yard	Wilmington	4
Newark and Delaware City (S)	Davis	Porter	Davis	5
No. 1 (S)	River	Bay	Bay	6
No. 1 (S)	Landover	Anacostia	Yd. Master, Benning	7
No. 4 (S)	Deanwood	Anacostia	Yd. Master, Benning	8
No. 1 (W)	York	Connection with No. 2 track at Loucks	Yd. Master, York	
Loucks No. 1 (W)	Loucks	Connection with No. 2 track at west end	Yd. Master, York	
Loucks No. 2 (W)	Connection with the east end of Loucks No. 1	Connection with the west end of Loucks No. 1	Yd. Master, York	
Frederick (S)	York	Frederick	York	9
Pope's Creek (S)	Bowie	Pope's Creek	Bowie	9
Octoraro (S)	Wawa	Rock	Lamokin	9
York (S)	Cola	York	York	9

(N) (S) (W) Indicates time-table direction, from point first named.

NOTE 1. Southward signal indication at Lamokin is authority to operate to Upland.

Southward trains must not proceed south of Division Post (P.T. Division) without permission from signalman at Media (P. T. Division).

Northward trains must not proceed north of Division Post (P.T. Division) without permission from signalman at Lamokin.

2. Signal indication to enter O track at Landlith is authority to operate to north end of this track.

Trains clearing O track between Landlith and Edge Moor must report clear to signalman at Wilmington.

3. Signal indication at Landlith or Bellevue is authority for trains to operate via B track to a point clear of hand operated switch located 40 feet south of Edge Moor passenger station. Signalman at Bellevue must not admit a train to B track without permission from the yard master at Northbound Hump, Edge Moor. Signalman at Wilmington must not admit a train to B track without permission from signalman at Bellevue.

A train entering or leaving B track at Edge Moor must secure permission from and report clear to signalman at Bellevue.

4. Signal indication at Wilmington or West Yard is authority to operate via Meat House track.

5. Signal indication at Davis is authority to operate to crossing, U. S. Route 40 at Glasgow. Conductor or engineer must secure instructions from signalman at Davis before proceeding.

The sidings at Glasgow are under the jurisdiction of the signalman at Davis and must not be used in either direction without permission.

6. Signal indication at River or Bay is authority to operate via No. 1 secondary track.

7. Signal indication at Anacostia is authority to operate via No. 1 secondary track.

8. Signal indication at Anacostia is authority to operate via No. 4 secondary track.

9. Rules 201 to 223, inclusive, will not apply. All other Rules as they apply to main tracks and sidings are in effect except that trains will not be required to provide protection against following movements on these tracks. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the superintendent; authority for movement of passenger extras must be in writing.

1151-E1. Employees in Charge of Sidings of Assigned Direction as follows

Siding	Employee in Charge	Note
Aberdeen — Northward	Signalman Perryville	
Woodberry — Eastward	Yard Master Mt. Vernon	
Timonium — Eastward	Signalman Parkton	

1151-G1. Tracks Other Than Main, Secondary or Siding.

Track	Between	And	Controlled by	Note
Chester and Philadelphia	Division Post (P. T. Divn.)	Center of Island Road	Brill	1
Chester and Philadelphia	Center of Island Road	Eddystone	Asst. Yd. Master Eddystone	1
Newark and Delaware City	Porter	Delaware City	Tasker	
President St.	Union Crossing	President St. Station	Yd. Master, Highland Yard	
Claremont	Jet. with No. 1 Track, Frederick Road	Claremont	Yd. Master, Gwynns Run	
Catonsville	Jet. with No. 4 Track, Frederick Road	Catonsville	Gwynn	
Fort Geo. G. Meade	Odenton	Fort Geo. G. Meade	Odenton	2
Roslyn	South End	Roslyn	Yd. Master, Jersey Yard	
Green Spring	Hollins	Chattolance	Parkton	
Union Bridge	Keymar Siding	Union Bridge	York	
Navy	Grove	Bainbridge	Trans. Supt. Naval Training Center	3
Minnie-Principio	Minniek	Principio	Perryville	4

NOTE 1. For the purpose of contacting signalman at Brill, see instructions in T Box containing Bell Telephone (Tinicum 3-8933) which is located northwest of Chester and Philadelphia track at Island Road.

2. Trains operating between Odenton and Fort Geo. G. Meade will be governed as follows:

Signal indication at Odenton is authority to operate to Fort Geo. G. Meade.

Trains operating from Fort Geo. G. Meade to Odenton must secure permission from signalman at Odenton before proceeding.

SOUTHWARD—When entire train has operated clear of the south end of Kelly track, conductors or enginemen must report clear to the signalman at Odenton.

Trains having cleared on Kelly track for the purpose of clearing the Fort Geo. G. Meade track must report clear to the signalman at Odenton.

3. All trains and engines operating on Navy track between the deraul at connection with Octoraro secondary track and Naval Training Center Yard Office, will be controlled by the Transportation Superintendent of the Naval Training Center. Trains en route to Naval Training Center will stop at deraul connection and report by telephone to the Naval Training Center, Bainbridge, call Transportation Office, Telephone 562.

4. Signal indication at Principio or Minniek is authority for trains to operate over this track, but must not proceed in either direction beyond Post Road Crossing without permission from the signalman at Perryville.

1151-J1. Passenger trains as Specified will use Tracks as follows:

Southward					
Train No.	Use Track No.	From	To	To Pass Train No.	To be Passed by Train No.
141	3	Brill	Hook	967	
405	4	Gwynn	Vern		165
107	4	Principio	Perryville		103
173	3	Brill	Hook	901	
173	3	Havre de Grace	Bush	409	
401	3	Brill	Baldwin	907	
131	3	Brill	Hook	911	
169	3	Brill	Hook	915	
109	4	Davis	Northeast		115
121	3	Havre de Grace	Bush	413	
415	4	Davis	Northeast		175
417	4	Gwynn	Vern		554
129	3	Brill	Baldwin	419	
149	3	Brill	Hook	419	
419	4	West Yard	Northeast		177
177	3	Brill	Hook	925	
947	3	Brill	Baldwin	973	
105	3	Brill	Hook	973-947	
419	4	Principio	Perryville		105
419	Siding	Edgewood	Magnolia		113
113	3	Brill	Baldwin	929	
153	3	Brill	Hook	975	
195	3	Brill	Hook	931	
423	3	Brill	Baldwin	935	
199	3	Brill	Hook	941	
135	3	Brill	Baldwin	945	
967	4	Bellevue	Landlith		145

Northward

118	2	Baldwin	Brill	970	
112	2	Hook	Brill	908	
120	2	Hook	Brill	406	
404	1	Landover	Vern		120
114	2	Hook	Brill	410	
410	1	Perryville	Principio		120
198	2	Baldwin	Brill	410	
148	2	Baldwin	Brill	918	
132	2	Baldwin	Brill	954	
412	1	Perryville	Principio		142
170	2	Hook	Brill	928	
168	2	Hook	Brill	934	
152	2	Baldwin	Brill	934	
154	3	Bush	Havre de Grace	134	
154	2	Baldwin	Brill	938	
414	1	Landover	Vern		59
160	2	Baldwin	Brill	942	

1152-A1. Trains making crossover movement or entering main tracks at Tasker, Mt. Vernon or No. 1 track at Loucks are relieved of observing Rule 152.

PASSENGER TRAIN OPERATION

Station Stop Markers

1154-A1. Station stop markers for passenger trains, other than multiple unit trains, located on standards, on station platform adjacent to tracks, governing stopping of trains, in service at Wilmington and Baltimore Passenger Stations.

Engineman will stop with cab of engine opposite station stop marker corresponding to number of cars in train, except where head or rear car is a working car that must be platformed. Conductors will advise engineman the position of working, baggage or mail car to be platformed. Double-headed trains will count the second engine as one dead-head car.

When, on account of the make-up, trains cannot be properly platformed in accordance with above instructions, the conductor will advise the engineman at which station stop marker to stop.

1154-B1. Back-up hose must be used when shifting cars at Baltimore and Wilmington Passenger Stations.

1154-C1. Toilet room doors of cars must be locked between: Union Station, Washington, D. C., and Ivy City Engine House; Gwynn and Biddle Street; West Yard and Landlith; Chester Station, for trains stopping at Chester; Loucks and Grantley; Mt. Vernon and Baltimore. In case of distress, doors may be opened upon request. Toilet room doors of cars operating to or from: Fort George G. Meade; Edgewood Arsenal; Aberdeen Proving Grounds; Bainbridge Naval Training Center; Delaware Park and Bowie Race Tracks must be locked from the time train leaves main line, and until returned to the main line.

1154-D1. A stop must be made just prior to coupling to occupied passenger equipment.

FREIGHT TRAIN OPERATION

1155-C1. Trainmen must not pass over container cars while cars are in motion.

1155-C2. Conductors of northward freight trains from Potomac Yard or Benning with cars containing high explosives or placarded loaded tank cars for movement through Union Tunnels or B. & P. Tunnel must notify Train Dispatcher before leaving either Potomac Yard or Benning, giving engine number and destination of such cars.

Conductors of all other trains with cars containing high explosives or placarded loaded tank cars for movement through Union Tunnels or B. & P. Tunnel must notify Train Dispatcher from Gwynn, Mt. Vernon, Bay or Canton, giving engine number and destination of such cars.

Other trains must not be permitted to enter these tunnels while a train with a car of high explosives or placarded loaded tank cars is passing through the tunnels.

1155-C3. Indicator light displaying illuminated letters BP, located on signal 909 adjacent to No. 3 track.

When indicator light is displayed, southward freight trains will not stop at Bay to set cars off but, instead, will report to signalman on arrival at B&P Junction for instructions.

1155-C4. Northward tonnage freight trains receiving Approach aspect on distant signal to Landover (F1300) must stop train a sufficient distance south of home signal at Landover to enable the train to negotiate Lanham hill. If train is stopped before home signal is visible, crew must call Landover promptly for instructions.

PASSENGER AND FREIGHT TRAIN OPERATION

1156-B1. The fireman of light engines moving backward through the streets of Baltimore or York must ride the leading end of the tender, unless the train crew accompanies the movement, in which case a member of the train crew will perform this service.

1156-B2. Illuminated letters TD displayed on north side of Landover block and interlocking station, indicates southward trains enroute to Potomac Yard, must stop at Deanwood and report to yard master for instructions.

1156-B4. All southward trains on track F requiring helper at B. & P. Junction must stop with their engine just north of Maryland Avenue overhead bridge.

1156-B5. All movements over North Avenue Crossing (B. & O. R. R.) must advise signalman at B. & P. Junction block station, of engine number and number of cars in train.

The signalman will arrange with signalman at B. & O. R. R. crossing to set necessary signals for movements over crossing. Hand-operated switch point type derails, in track A and B, located 761 feet west of interlocked derails at North Avenue, normally set in derailing position.

1156-B8. When electric engines are helping steam engines and are on front or rear, necessary slack must be taken by the steam engine.

1156-B9. Trains operating with helper within Baltimore Yard territory will be governed by:

Air Brake and Train Air Signal Instructions No. 99-D-1:

Instruction 13 to apply for passenger trains.

Instruction 13a to apply for freight trains, when attaching and detaching leading helper.

PASSENGER TRAINS:

To release helper from passenger trains; southward trains will stop in the vicinity of Gwynn's Run Yard Office and after helper is released road test of brakes must be made.

FREIGHT TRAINS:

After attaching helper to head end of train road test will be made by applying and releasing of brakes which will be observed on head end of train from a location that will permit passing a signal to leading engine.

To release helper from freight trains; stop will be made by leading engineman and after detaching engine, engineman on leading through engine will release the brakes.

1156-B10. Enginemen must close storm windows on locomotives while passing through tunnels.

SPEED RESTRICTIONS

1157-A. Speed Table

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.	
0	36	100	0	48	75	1	12	50	2	24	25
0	38	95	0	51	70	1	20	48	3	00	20
0	40	90	0	55	65	1	30	40	4	00	15
0	42	85	1	00	60	1	42	35	6	00	10
0	45	80	1	05	55	2	00	30	12	00	5

1157-C3. Work Trains			
	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line Between: Division Post (P. T. Div.) and Division Post (W. T.).....	30	30	.....
Landover and Division Post (R.F.& P.).....	30	30	.....
Northern Central Branch Between: Baltimore and Division Post (Phila. Div.).....	30	30	.....
C. & P. D. Branch Between: Perryville and Division Post (Phila. Div.).....	30	30	.....
Delaware Branch Between: West Yard and Division Post (Del- marva Div.).....	30	30	.....
Shellpot Branch Between: Bridge and Ragan.....	30	30	.....
York Secondary Track Between: Division Post (Phila. Div.) and York....	30	30	.....
Pope's Creek Secondary Track Between: Bowie and Pope's Creek.....	30	30	.....
Frederick Secondary Track Between: York and Frederick	30	30	.....
Octoraro Secondary Track Between: Division Post (P. T. Div.) and Rock....	30	30	.....
Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.			
Main Line	Miles per Hour		
1157-C4. Circus Trains.....	* 40		
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels — see Rule 4155-A.	*		
—on straight track.....	30		
—on curves.....	20		
1157-C6a. Freight trains— Trains with open top cars loaded ore.....	30		
1157-C7. Snow Plows in service.....	* 20		
Snow Flangers in service.....	20		
Passing station platforms and trains on adjacent tracks.....	4		
*When operating over territory other than Main Line shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.			

		Miles per Hour
1157-C8. Operating against current of traffic, except where Rule 261 is in effect:		
Main Line:	—Passenger trains.....	50
	—Freight trains.....	40
Northern Central Branch:	—Passenger trains.....	50
	—Freight trains.....	40
Shellpot Branch:	—Passenger trains.....	30
	—Freight trains.....	30
Delaware Branch:	—Passenger trains.....	50
	—Freight trains.....	40
1157-C10. Trains consisting of 50 per cent or more P. R. R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type.....		65
NOTE—For purposes of identification, P. R. R. Suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.		
Long Island Rail Road Suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.		
When handling such cars, conductors must know that enginemen have been so advised.		
1157-C12. Pushing cars—Passenger trains.....		20
	—Freight trains.....	20
1157-C13. Track Cars—unless otherwise restricted.....		20
	—when hauling track cars or trailers..	15
	—hand cars operated under Rule 80	20
	—through crossovers and turnouts, and over highway and railroad crossings.....	5
	—when passing trains on adjacent tracks.....	10
1157-C25. Cars carrying major calibre gun barrels shall be placed on front end of train and the movement of such cars restricted to not exceeding the following speeds:		
	Breach End Forward	Breach End Trailing
	Miles per Hour	
Main Line Between: Division Post (P. T. Div.) and Division Post (W. T.):		
Passenger tracks.....	30	20
Freight tracks.....	30	20
Landover and Division Post (R. F. & P.).....	30	20
Northern Central Branch Between: Baltimore and Division Post (Phila. Div.).....	30	20
C. & P. D. Branch Between: Perryville and Division Post (Phila. Div.).....	30	20
Delaware Branch Between: West Yard and Division Post (Del- marva Div.).....	30	20

	Breech End Forward	Breech End Trailing
	Miles per Hour	
Shellpot Branch Between: Bridge and Ragan.....	30	20
York Secondary Track Between: Division Post (Phila. Div.) and York.....	30	20
Pope's Creek Secondary Track Between: Bowie and Pope's Creek.....	30	20
Octoraro Secondary Track Between: Division Post (P. T. Div.) and Rock.....	30	20
Frederick Secondary Track Between: York and Frederick.....	30	20
When conditions require, speed restrictions of less than those specified above shall be made effective by local instructions. When handling such cars, conductors must know that engine-men have been so advised.		

	Miles per Hour
Other Tracks	
1157-C29. Movement on surface tracks over road or street crossings south of Sixth Street, within the city limits of Chester.....	10
M-1 Engines Lamokin Wye.....	5
M-1 Engines South Chester Yard track.....	10
M-1 Engines, Linwood Yard track.....	5
M-1 Engines, Landlith Wye.....	5
Movements over surface tracks over road and street crossings within the City limits of Wilmington.....	6
Movements on City Block Route, on Boston Street, on Fleet Street, on Aliceanna Street and on Guilford Avenue, Baltimore.....	4
New Freedom Westward storage track.....	4

TURNOUTS

1157-D1. Maximum Speeds, unless otherwise specified.

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Ward— Connection with No. 1 track, Shellpot Branch.....	Trailing — Springing switch through turnout.....	15
	Facing.....	30
	Trailing — Not springing switch..	30
Parkton— End of double track.....	Trailing—Springing switch through turnout.....	30

	Miles per Hour
Non-interlocked turnouts — diverging movements — Except Class M-1, I-1 and Electric engines.....	15
Class M-1, I-1 and Electric engines.....	10
Class M-1, I-1 and Electric engines through switches from B. track to O. track at Landlith.....	10
Class M-1 and Electric engines from ladder tracks at north and south end of Edge Moor receiving yard and from inward and outward enginehouse tracks at Landlith.....	6

1157-E1. Maximum Speeds, unless otherwise Specified approaching a Movable Bridge on a Track not protected by both a Home Signal and a Distant Signal.

Location	Miles Per Hour
Main Line:	
Anacostia.....	20
Potomac River.....	20
Delaware Branch:	
Bank.....	20
Canal.....	20
Shellpot Branch:	
Ward.....	20
Bridge.....	20
Chester and Philadelphia Track:	
Darby Creek.....	15

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speeds, unless otherwise specified

Main Line:	Miles per Hour
Curve at Curtis Park—No. 1, No. 2, No. 3 and No. 4 tracks....	70
Curve under Jumpover north of Bellevue—No. 2 and No. 3 tracks.....	30
Curve north of Wilmington Passenger Station, No. 2 and No. 3 tracks.....	40
Freight trains, Wilmington Passenger Station.....	30
Curve at Mile Post 27, No. 2 and No. 3 tracks.....	40
Reverse curve Bay Block and Interlocking Station, No. 2 and No. 4 tracks.....	50
Curve at Mile Post 94, No. 2 and No. 4 tracks.....	45
Through Union Tunnels.....	45
Between south portals of Union Tunnels and southern and westward limits of B. & P. Junction Block and Interlocking, all tracks.....	15
To and from No. 4 track at Fulton Block and Interlocking Station.....	15
Curve at Fulton, No. 2 and No. 3 tracks.....	40
Curve at overhead bridge, 560 feet south of Mile Post 98, No. 1 and No. 4 tracks.....	20

Main Line:	Miles per Hour
Curve at Edmondson Station, No. 2 and No. 3 tracks.....	50
Curve at Edmondson Station, No. 1 and No. 4 tracks.....	30
First curve north of Frederick Road Station No. 2 and No. 3 tracks.....	70
Northward freight trains between Harman and Signal 1054	35
Curve at Division Post (W. T.) No. 2 and No. 3 tracks.....	30
Through Virginia Avenue Tunnel.....	20
No. 2 and No. 3 tracks at Virginia leading to and from Washington Terminal.....	20
Curve south of 7th Street Station, Washington: No. 2 and No. 3 tracks.....	30
Curve at 14th Street, Washington: No. 2 and No. 3 tracks	30
Northern Central Branch	
Between overhead bridge 0.41 (Balto.) and Union Junction..	12
Curves from B. & P. Junction to 3000 feet west of Mile Post 3.....	30
Curves east of Mile Post 4 to curve west of Mile Post 6.....	40
First curve east of Mile Post 7 to Bridge 7.64.....	30
Reverse curves east of Lake, to Ruxton.....	40
Curve west of Lutherville.....	40
First curve east of Mile Post 17.....	40
Reverse curve at Mile Post 19.....	30
First curve east of Sparks to Bridge 21.65.....	40
Mile Post 23 to Blue Mount.....	40
First curve east of Mile Post 27.....	40
Curve at Mile Post 27.....	30
Curves at Bridges 27.34 and 27.42.....	30
Reverse curve east of Mile Post 28.....	40
First curve east of Parkton.....	40
Curves between Parkton and Mile Post 31.....	40
Curves Mile Post 31 to Mile Post 34.....	30
Curves from New Freedom to 600 feet west of Shrews- bury.....	40
Reverse curve at Mile Post 39.....	30
First curve west of Mile Post 40.....	40
Reverse curve at Mile Post 41.....	40
Reverse curve between Mile Posts 43 and 44.....	40
Curve at Mile Post 45.....	40
Reverse curves west of Mile Post 46.....	40
Curve west of Smyser.....	40
Curve at Mile Post 50.....	30
Curves from 2000 feet west of Mile Post 50 to Bridge 53.16..	40
Portion of curve from Mile Post 54 west $\frac{1}{4}$ mile.....	40
Between Beaver St. and King St., York.....	4
Through York Interlocking.....	20
Curves at Bridge 59.43.....	40
NOTE. Between Mile Post 3 and Bridge 59.43, beginning and ending of curves marked by white rings on telegraph poles, each ring indicating speed of 10 miles per hour.	
Delaware Branch:	
Curve north of Bank block and interlocking station.....	30
Curve at Farnhurst Station and first curve north of Farn- hurst Station.....	60
Curve at New Castle Station.....	20
Rodney Curve north of Mile Post 14.....	60

	Miles per Hour
Columbia and Port Deposit Branch:	
North and south legs of Wye, Perryville.....	15
Reverse curve at Mile Post 16.....	30
Curve at Mile Post 22.....	30
No. 2 track between Midway and Mile Post 23.....	30
Reverse curves between Mile Post 29 and Pequea.....	30
York Secondary Track	
Curve at north end of Columbia Bridge.....	15
Wrightsville Curve.....	4
Wrightsville, on Front Street.....	6
Reverse curve south of Ewing to reduce speed sign south of Front Street, Wrightsville.....	30
Over Memory Lane Highway Crossing, 2883 feet south of Mile Post 10.....	15
Between Mile Post 12 and York Block Station.....	10
Octoraro Secondary Track	
Chadd Interlocking.....	15
Over Woodland Avenue Crossing, south of West Grove.....	8
Between Oxford freight station and slow board 200 feet south of South Street crossing, Oxford.....	20
Over State Road crossing north of Liberty Grove.....	6
All curves between Liberty Grove and Rock.....	20
K-4 and L-1 engines when doubleheaded over Bridge 63.04 south of Mile Post 63.....	20
Frederick Secondary Track	
Between Roosevelt Avenue and West Market Street, West York.....	6
Leading end of trains passing over Main Street Crossing, first crossing south of Spring Grove freight station.....	5
Hanover, between Middle and Spruce Streets.....	4
Littlestown, over Baltimore Street Crossing.....	6
Curve at Bridge 68.92, Frederick.....	10
Pope's Creek Secondary Track	
Over State Road Crossing, 1000 feet north of Mile Post 8 north of Hall.....	15
From Road crossing north of Marlboro to Mile Post 14.....	10
Publicroad crossing north of Marlboro at grade, 2000 feet north of Mile Post 15.....	6
Over Main Street, La Plata; over State Road Crossing, Lothair; over State Road Crossing, Waldorf; over State Road Crossing, Brandywine; and over State Road Cross- ing, Marlboro.....	6
Green Spring Track	
Over Public Road Crossings.....	5

ENGINES

1157-G1. Maximum speeds, unless otherwise restricted.

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— With train
A.....	20	20	20
B.....	25	25	25
C.....	20	20	20
E.....	35	50	80
G.....	35	50	75
H.....	35	40	50
I.....	25	40	50
K.....	35	50	80
L.....	35	40	50
M Psg. Service.....	35	50	70
M Frt. Service.....	35	50	50
Rail Motor Cars.....	65	65	65

Class Electric Engines	Miles per Hour	
	Light	With Train
B.....	25	25
DD.....	50	50
E2B, E3B, E2C.....	50	50
GG, Passenger Service.....	50	80
GG, Freight Service.....	50	50
L.....	50	50
O.....	50	80
P, Passenger Service.....	50	70
P, Freight Service.....	50	50
R.....	50	80
MU engines, except MU trains made up entirely of motor cars and trailer semi-permanently coupled equipment.....	—	65
MU trains made up entirely of motor car and trailer semi-permanently coupled equipment.....	—	70

Class Diesel Engines	Miles per Hour	
	Light	With train
Road:		
Passenger Locomotives.....	60	80
Freight Locomotives.....	50	50
Combined Passenger & Freight Locomotives:		
Passenger Service.....	50	75
Freight Service.....	50	50
All-Purpose Locomotives.....	50	65
Road Switchers:		
All Classes.....	50	50
Yard Switchers:		
All Classes.....	50	50
except,		
A6.....	20	20
A6B.....	20	20
GS4.....	30	30

NOTE—

Road Diesel Engines.

First letter designates builder, i.e.: "A"—American Locomotive Works - General Electric Company; "B"—Baldwin - Lima - Hamilton Corporation; "E"—Electro-Motive Division of General Motors Corporation; "F"—Fairbanks, Morse and Company.

Second letter (and third letter where used) designates service, i.e.: "F"—Freight; "H"—Freight with lower speed gearing, principally for helper service; "P"—Passenger; "FP"—Normally freight, but equipped for use in passenger service.

Numbers indicate engine horsepower in nearest hundreds:

"15"—1500 Horsepower	"40"—4000 Horsepower
"16"—1600 Horsepower	"45"—4500 Horsepower
"20"—2000 Horsepower	"48"—4800 Horsepower
"22"—2250 Horsepower	"50"—5000 Horsepower
"30"—3000 Horsepower	"60"—6000 Horsepower
"32"—3200 Horsepower	"64"—6400 Horsepower

Final letter indicated special features, as follows:

"T"—Tonnage rating increased.

Yard Diesel Engines.

The first letter indicates the same as for road diesel engines.

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

"A" — American Locomotive Company.

"S" — Shifting service.

"6" — 600 or 660 horsepower.

SECONDARY TRACKS AND SIDINGS

1157-H1. Maximum speeds, unless otherwise specified

Track	Between	And	Miles per Hour
Third.....	Bank.....	Ward.....	15
New Castle.....	Bridge.....	Tasker.....	15
No. 4.....	Virginia.....	14th St.....	15
No. 1.....	14th St.....	Virginia.....	15
Chester Creek.....	Lamokin.....	Jet. with P. T. Div.....	15
No. 1 and No. 2.....	Bellevue.....	Bridge.....	15
No. 0.....	Landlith.....	Edge Moor.....	15
B.....	Landlith.....	Bellevue.....	15
Meat House.....	Wilmington.....	West Yard.....	15
Newark and Del. City.....	Davis.....	Porter.....	15
No. 1.....	River.....	Bay.....	15
Southward & Northward.....	Bay.....	Union Crossing.....	15
No. 1.....	Landover.....	Anacostia.....	15
No. 4.....	Deanwood.....	Anacostia.....	15
No. 1.....	York.....	Connection with No. 2 Track at Loucks.....	15
Loucks No. 1 and No. 2.....	Loucks.....	West end of Loucks.....	15
Edgewood Siding.....	Edgewood.....	Magnolia.....	30
Magnolia Siding.....	Magnolia.....	Edgewood.....	30
Frederick.....	York.....	Frederick.....	30
Pope's Creek.....	Bowie.....	Pope's Creek.....	30
Octoraro.....	Wawa.....	Rock.....	30
York.....	Cola.....	York.....	30
All Other Sidings.....			15

1157-J1. Movement on tracks, other than main, secondary and sidings must be made at Restricted speed, except:

Between	And	Miles per Hour
Jersey Yard	Buzzard Point	6

ENGINE RESTRICTIONS

1160-A1. Engines are restricted at locations shown below:

NOTE—Letters and figures indicate:

- X—Prohibited.
- A—Backward movement prohibited.
- B—Backward movement restricted to speed indicated.
- D—Operation of engines coupled prohibited.
- E—Operation of engines coupled restricted to speed indicated.
- R—Restricted account of light rail.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

Diesel engines having less units than the number listed for that class may be operated under the same restrictions.

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks		
	Yard-Diesel	B	C	E	AF, BF, EF, FF	AP, BP, EP, FP	H, AS-16A	I	K	G	LJ	M	DD2, GG1, PB, 01, M1, EB, EC, EB3		LS	
MAIN LINE																
CURTIS PARK: Curtis Publishing Co.....								X	X	X	X	X	X	X	X	X
SHARON HILL: Rose Tool Co.....								X	X	X	X	X	X	X	X	X
BRIDGE 8.82: North end Glenolden Station Platform.....								X				38	25		68	48
GLENOLDEN: Team track..... Mitchell Lumber Co.....								X	X	X	X	X	X	X	X	X
BRIDGE 8.84 South of Glenolden: No. 2 & No. 3 tracks..... No. 1 & No. 4 tracks.....					20	20		60				50			68	68
MOORE: Major Lumber Co..... Alloy Metal Wire Co..... Deeger-Starkey Inc.....			X	X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 8.86: South of Moore.....								X				40	25		68	40
RIDLEY PARK: Van Alan Coal Co.....								X	X	X	X	X	X	X	X	X
CRUM LYNNE: Chamberlain Co..... Pittsburgh Mill Steel Co.....			X	X	X	X	X	X	X	X	X	X	X	X	X	X
BALDWIN: Ketchum Terra Cotta Co.....			X	X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 12.28: North of Eddystone No. 1 Track.....					20											
All bridges between Bridge 12.28, No. of Eddystone to Bridge 14.02, Lamokin St., Inc.								25				48	40		68	68
EDDYSTONE: Belmont Iron Works.....			X	X	X	X	X	X	X	X	X	X	X	X	X	X
CHESTER: Morton Ave. Yd. & Frt. Sta..... Sixth & Welsh St. tracks..... Parker St. tracks..... Lamokin St.— Reese & Maloy Coal Co..... Ulrich St. track..... Baldt Anchor & Chain Corp..... MU Yard No. 2 & 3 Tracks.....			X	X	X	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks		
	Yard-Diesel	B	C	E	AF, BF, EF, FF	AP, BP, EP, FP	H, AS-16A	I	K	G	LJ	M	DD2, GG1, PB, 01, M1, EB, EC, EB3		LS	
CHESTER: Lamokin St.— Atlantic Steel Casting Co..... Valley track..... All industries connected to Valley track..... Highland Ave.— Reading Interchange.....				X	X	X	X	X	X	X	X	X	X	X	X	X
All bridges between 14.02, Lamokin St. and Bridge 21.98, north of Bellevue.....								25				60	40		68	68
THURLOW: Continental Oil Co.....			X	X	X	X	X	X	X	X	X	X	X	X	X	X
MARCUS HOOK: New Process track (Vascoe Co.)..... Congolium-Nairn Co..... Houdry Co..... Sun Oil Co.—No. 10 Plant.....			X	X	X	X	X	X	X	X	X	X	X	X	X	X
NAAMAN: Naaman Yard..... Colorado Fuel and Iron Co.....								X	X	X	X	X	X	X	X	X
HOLLY OAK: Paschall Coal Co. South track..... North track.....			X	X	X	X	X	X	X	X	X	X	X	X	X	X
All bridges between No. 22.71, south of Bellevue to Bridge 27.85, West Yd., inclusive, except Brandywine River Bridge..... Brandywine River Bridge.....								35				48	40		68	68
WILMINGTON SHOPS: Passenger Car Shops..... Locomotive Shop; Storehouse Back track; "O" track; Oil House Spur; Store house Spur; No. 6; No. 6 Spur; No. 7; No. 8; No. 8 Spur; No. 9; No. 9 Spur; No. 10; No. 11; Lumber Yd.; Sand Blast; No. 26 Pullman Co. tracks.....			X					X	X	X	X	X	X	X	X	X
WILMINGTON DISTRICT: Third St. Yard— No. 1, 2, 3, 4 and 5 tracks..... Nos. 6, 7, 8 and Benj. Shaw Co. track..... Hajoco; Church St. and Allied Kid tracks..... Fifth St. Yard— Auto Unloading tracks and Delaware Coal Co. track..... Eighth St. Trestle..... Hills & Jones track..... Fourth St. Yard— Nos. 1 and 2 Yard tracks and Lead track to Seventh Street..... Fourth St. Yard— American Car & Foundry; Wilson Lines; Phillips Thompson Coal Co.; and Pusey & Jones tracks.....								X				X	X	X	X	X

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons with 6 Wheel Trucks		
	Yard-Diesel	B	C	E	AF, BF, EF, FF	AP, BP, EP, FP	H, AS-16A	I	K	G	LI	M	DD, GG, PP, O.L.R., EH, EC, EIC		L8	
BEAR CREEK TRACK:																
Canton Junction to Soldiers								X					X	X	X	X
Eastern Supply Co. track					X	X	X	X	X	X	X	X	X	X	X	X
The Pompeian				X	X	X	X	X	X	X	X	X	X	X	X	X
Highlandtown Yd.					X	X	X	X	X	X	X	X	X	X	X	X
Bushy-Williamson																
Yenor			X	X	X	X	X	X	X	X	X	X	X	X	X	X
Guth Cole																
Bridges 8, 12:																
Colgate Creek	10	10	10	10			10	10	10	10	10	X	X	X	X	10
Federal Yard					X	X	X	X	X	X	X	X	X	X	X	X
Raid Avey			X	X	X	X	X	X	X	X	X	X	X	X	X	X
Intercontinental Paint Co.			X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dundalk Central																
Foundry					X	X	X	X	X	X	X	X	X	X	X	X
Curia Caproni			X	X	X	X	X	X	X	X	X	X	X	X	X	X
Gen. Gas & Elec. Co.			X	X	X	X	X	X	X	X	X	X	X	X	X	X
CLAREMONT TRACK:																
Bridges 0, 60:																
Wilsons Ave.	10	10	X	X	X	X	X	X	X	X	X	X	X	X	X	X
North leg of Wye			X	X	X	X	X	X	X	X	X	X	X	X	X	X
South leg of Wye			X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bleeder track, Nos. 1 and 2				X	X	X	X	X	X	X	X	X	X	X	X	X
CATONSVILLE TRACK:					X	X		X	X	X	X	X	X	X	X	X
FT. MEADE TRACK:								X				X	X	X	X	X
U. S. Government track leading from Kelly's track								X	X	X	X	X	X	X	X	X
Signal School and Church tracks								X	X	X	X	X	X	X	X	X
BOWIE RACE TRACK.								X				X	X	X	X	X
ROSSLYN TRACK:												X	X	X	X	X
Fred Draw			X	X	X	X	X	X	X	X	X	X	X	X	X	X
Hires Turner track			X	X	X	X	X	X	X	X	X	X	X	X	X	X
Griffith Coal track			X	X	X	X	X	X	X	X	X	X	X	X	X	X
All Yard tracks			X	X	X	X	X	X	X	X	X	X	X	X	X	X
Arlington Asphalt Co.			X	X	X	X	X	X	X	X	X	X	X	X	X	X
UNION BRIDGE TRACK:				X	X	X	X	X	X	X	X	X	X	X	X	X
Union Bridge Wye			X	X	X	X	X	X	X	X	X	X	X	X	X	X
Walkersville Canning Co. track					X	X		X	X	X	X	X	X	X	X	X
Walkersville-Jamison's track					X	X		X	X	X	X	X	X	X	X	X
BAINBRIDGE:																
Naval Training Station No. 1 track			X	X	X	X	X	X	X	X	X	X	X	X	X	X

- (a) — Speed shown for class E locomotives over movable bridges will be applicable to rail motor cars.
- (b) — L-1 engine permitted between Lamokin and overhead Bridge 0.67.
- (c) — Class BS-12 shifting diesel restricted.
- (d) — BP-60 prohibited.
- (e) — Diesel electric yard engines not restricted.
- (f) — Restricted to forward movement only on north leg of Wye — 5 miles per hour.
- (g) — Bridges 26.92, 34.34, 37.73, 39.19—10 miles per hour.
- (h) — Class P-5, R-1 and DD-2 restricted.

1160-A2. Shellpot Branch: Bridge 3 and Bridge 4:

Three or more electric engines coupled over these bridges are prohibited.

Double-heading of all classes of steam and electric engines is prohibited over these bridges when a train is on adjacent track.

Class M and BP-60 engines prohibited over these bridges when a train is on adjacent track. Class M engines must not be doubleheaded in any instance.

1160-A3. All engine movements to and from the engine storage track at Frederick must be made via the north leg of Wye.

1160-B1. Other equipment restrictions

Movement of Cars (Maximum Weight)

A maximum weight of 251,000 pounds (car and lading) can be handled over the Maryland Division, except: Cars exceeding a maximum weight of 210,000 pounds, must not be accepted for movement over the following tracks:

Secondary Tracks:

Chester Creek Frederick
Octoraro York

Tracks:

Claymont Havre de Grace
South Chester Bear Creek
Brandywine Chester and Philadelphia
Claremont

Calvert Station

Movement of Cars

P.R.R. P70 type coaches must not be operated in Calvert Station account curvature of track.

P.R.R. coaches 1041, 1069, 3701 and 3365 may be operated in Calvert station.

1160-C1. Trains with 250-ton wrecking derricks can be operated over the Maryland Division except these derricks, insofar as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtained for class M engines provided that it is preceded and followed by cars weighing not more than 160,000 lbs. and if handled by engine heavier than class H-10 at least four cars, weighing not more than 160,000 lbs. must separate the wreck derrick from engine.

Overhead Clearance

1163-A1. Employees are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Bridge No.	Location	Description
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Calvert Station to Division Post, (Phila. Divn.):

0.41	Eager Street (Baltimore), West of Fallway.....	Overhead Bridge
0.41	Eager Street (Baltimore), East of Fallway.....	" "
0.47	Falloway (Baltimore).....	" "
0.50	Chase Street (Baltimore).....	" "
0.66	Preston Street (Arch), Baltimore.....	" "
1.25	Howard Street High Line.....	" "
1.29	North Ave. (Baltimore), Bolton Yard..	" "
1.34	B. & O. R. R. (B. & P. Yard).....	" "
5.41	Belvedere Ave., Baltimore.....	" "
36.14	Freeland Road, West of Freeland.....	" "
56.23	College Ave., York.....	" "
61.91	West of Emigsville, York- Harrisburg Pike.....	" "
62.98	Bashores Lane, East of M. P. 63.....	" "

Warehouse Tracks:

No. 5 to No. 12, inc., Queen St., York..... Sheds

Bridge No.	Location	Description
Delaware Branch:		
2.27	Bank.....	Overhead Bridge
3.98	Dupont Highway — Farnhurst.....	.. ..
York Secondary Track:		
0.65	Wrightsville.....	Susquehanna River Bridge
6.21	Hellam and York Road, South of Hellam.....	Overhead Bridge
Frederick Secondary Track:		
13.81	Penn Street — York.....	Overhead Bridge
15.13	Highland Ave. — York.....	" "
17.24	Hokes Public Road, South of M.P. 17..	" "
22.87	Western Maryland R. R., North of Spring Grove.....	" "
39.04	Mill Road, South of Littlestown.....	" "
51.89	Keymar — Western Maryland Ry.....	" "
66.99	Private Road, North of M. P. 67.....	" "
Octoraro Secondary Tracks:		
19.29	Chester Heights, Chelsea Ivy Mill Rd.....	Overhead Bridge
32.57	Public Road, ¼ mile south of M. P. 32.....	" "
33.58	Kennett Square, South Union Street..	" "
42.29	Public Road, South of M. P. 42.....	" "
43.33	Kelton — Jenneville-New London Public Road.....	" "
49.29	Oxford — Broad Street.....	" "
52.54	Nottingham — Christine Road.....	" "
56.30	Kirk's Road, North of Rising Sun.....	" "
57.42	Public Road, South of Rising Sun.....	" "
Chester Creek Secondary Track:		
0.67	B. & O. R. R. — Lamokin Street.....	Overhead Bridge
3.95	Knowlton — Knowlton Road.....	" "
Minnick to Principio Tracks:		
2.40	Main line underpass.....	Overhead Bridge
1.23	Coudens Road — 3rd bridge South of Principio.....	" "
0.72	Coudens Road — 2nd bridge South of Principio.....	" "
0.64	Bromwells Road — 1st bridge South of Principio.....	" "
Newark Centre:		
25.89	B. & O. R. R. Newark Centre.....	Overhead Bridge
Havre de Grace Yard Tracks:		
1.97	Stokes Street — Havre de Grace.....	Overhead Bridge
2.01	Union Avenue — Havre de Grace.....	" "
Bay to Union Crossing:		
0.51	Lombard Street.....	Overhead Bridge
0.71	B & O Railroad.....	" "
Canton Jct. to Union Crossing:		
3.52	B. & O. R. R.....	Overhead Bridge
3.56	Lombard Street.....	" "
South End — Rosslyn Track:		
2.08	Arlington Memorial Highway.....	Overhead Bridge
Jersey Yard — Buzzard Point:		
0.92	South Capital Street.....	Overhead Bridge

1163-B1. Unless adjacent tracks are clear, the following classes of diesel engines must not be operated between the points indicated below:

Class of Engines	Between	And
AF-16, BF, FF, AP, BP-20, EP, EFP, FP	B & P Jct.	Fulton
AF, BF, EF, FF, AP, BP, EP, FP	Crossover No. 3 track, Wilmington	Meat House Secondary Track
	North end New Castle curve	South end New Castle curve

1163-B2. Pier 7, Canton, on account of no clearance for engine cabs, two engines must not be permitted on adjacent tracks.

1163-B3. Class AF, BF, EF, FF, AP, BP, EP and FP diesel road engines are prohibited on No. 1 and No. 4 track between Fulton and Gwynn.

Movement of Lightweight Equipment.

1163-B6. The movement of P-85-BR type lightweight passenger coaches and lightweight Pullman cars is prohibited on crossover from No. 3 track to Meat House secondary track, account close clearance.

1163-C1. Minimum clearance for foreign trolley wires running across and over tracks:

A man standing on a high box car giving an overhead signal will make contact with such wires if he gives signal while passing under them, thereby exposing himself to serious danger. Employees are warned against this danger at the following locations where overhead trolley wires cross the tracks:

CLEARANCE 22 FEET ABOVE TOP OF RAIL.

Wilmington { Street and Sewer track, 12th Street, 300 feet from switch in Brandywine track.
Brandywine track, Claymont Street, 2530 feet from switch in main track.
Brandywine track, Market Street, 1.3 miles from switch in main track.

Frederick—East Street, between 5th Street and B. & O. R. R.

CLEARANCE 17 FEET 2 INCHES ABOVE TOP OF RAIL.

Baltimore... { Monument St. and Greenmount Ave.
Monument St. and Ensor St.
Monument St. and Gay St.
Central Ave. and Orleans St. (traffic signal wire)
Central Ave. and Baltimore St. (" " ")
Central Ave. and Pratt St.
Central Ave. and Gough St.
Eastern Ave. and Caroline St.

Baltimore... { Wolfe St. and Thames St.
Alicanna St. and Bond St.
Alicanna St. and Caroline St.
Ann St. and Alicanna St. (traffic signal wire)
Bond St. and Fleet St.
Bond St. and Eastern Ave.
Caroline St. and Fleet St.

Eastern Ave. between Caroline and Bond Sts.
Bond St. from Alicanna St. to Eastern Ave.
Alicanna St. between Bond and Caroline Sts.

CLEARANCE 16 FEET ABOVE TOP OF RAIL.

Chester—Chester-Jensen Co. Track.

Frederick—

The overhead trolley wire of the Potomac Edison Railway at the junction track at Frederick is low and will not clear a man on top of box car. Employees are warned against this danger.

Side Clearance.

1163-C2. Employees are warned that close side clearance exists between siding and Marlboro Station Platform and Tobacco Warehouse (Pope's Creek Secondary Track) and will not clear a man on side of car or engine.

Overhead and Side Clearance.

1163-C3. Employees are warned that close overhead and side clearance exists through Howard Tunnel, Bridge 50.70 (Northern Central Branch) and will not clear a man on top or side of car or engine.

USE OF TELEPHONES

Trainphone.

1164-A1. Trainphone in service.

	Between	And
Northern Central Branch	B. & P. Jct.	Division Post (Phila. Divn.)

Telephones.

1164-A2. Instructions covering use of telephones in train operation as outlined on card posted at all telephone locations and block stations must be complied with.

ELECTRICAL OPERATION

1167-A1. Power Directors are located at Philadelphia and Baltimore and have jurisdiction over following tracks equipped for A. C. electrical operation:

Main Tracks:

Division Post, south of Darby, to Division Post (W.T.), Washington including Edgewood and Magnolia Sidings, except crossover North of Mile Post 134, Bladensburg Road. Landover to South End, including all main track crossovers, except Water Street crossover north of Mile Post 138 and crossover north of Mile Post 131.

Shellpot Branch:

No. 1 and No. 2 tracks and crossovers at Interlocking Stations.

Columbia and Port Deposit Branch:

Perryville to Division Post (Philadelphia Division) and interlocked crossovers and including Pilot and Harbor Sidings.

Secondary Tracks:

Bellevue-Bridge:

No. 1 and No. 2 tracks and crossovers at Northbound Hump, Twelfth Street and Seventh Street, Edge Moor.

Bellevue-Landlith:

B track between Bellevue and Landlith, and crossover between B track and No. 2 secondary track at Edge Moor.

Edge Moor-Landlith:

No. 0 track between Junction with No. 2 secondary track at Edge Moor and Landlith, and crossover between No. 0 track and Wilmington Track at North end of Wilmington Shop.

River:

No. 1 track between River Interlocking and Bay Block and Interlocking Station.

Landover:

North end of No. 1 track from connection with non-interlocked switch and No. 2 main track to a point 523 feet south thereof.

Anacostia:

No. 1 and No. 4 tracks from non-interlocked switch connections with No. 2 and No. 3 main tracks at Deanwood to interlocked switch connections with No. 2 and No. 3 main tracks at Anacostia Block and Interlocking Station. Non-interlocked trailing crossover between No. 4 secondary track and No. 3 main track, 1225 feet north of Mile Post 134.

Virginia:

No. 1 and No. 4 tracks from interlocked switch connections with No. 2 and No. 3 main tracks at Virginia Block and Interlocking Station to interlocked switch connections with No. 2 and No. 3 main tracks at 14th Street Interlocking.

Yard Tracks:

Lamokin:

No. 0 track northward from Lamokin Interlocking.
Multiple Unit Coach Yard consisting of three tracks southward from Lamokin Interlocking and that part of south leg of Wye connecting the Multiple Unit Coach Yard with No. 4 track.

Highland Avenue—Hook:

No. 5 track.

No. 0 track.

Highland Avenue:

Electric engine storage track and ladder connection to No. 5 track.

600 feet of north end No. 1 track and connection to 0 track.

Trainer — Southward Yard:

Ladder from No. 5 to No. 8 track and 600 feet of south end of No. 6, No. 7 and No. 8 tracks.

Edge Moor:**Southward tracks:**

No. 10 and No. 11 advance tracks.

South end of southward advance tracks from connection with ladder track and secondary track as follows:

No. 1 and 2 tracks 300 feet northward.

Northward tracks:

No. 2 and No. 3 northward receiving tracks from connection with secondary track.

No. 11 track, northward receiving yard, 1004 feet northward from connection No. 1 secondary track at Bridge Interlocking.

North end of northward advance tracks from connection with Shellpot-secondary track as follows:

No. 2 and No. 3 tracks 270 feet southward.

No. 4 and No. 5 tracks 570 feet southward.

Wilmington track from junction with Secondary Track to transfer table in Wilmington Shop.

No. 16 and No. 17 tracks and lead to Wilmington Track at north end of Wilmington Shop.

Landlith:

South and north legs of Wye and inward and outward engine-house tracks to secondary track, and cabin car track.

West Yard:

Ladder track and Multiple Unit coach yard southward from West Yard Interlocking.

Perryville Yard:

Westward track from junction with No. 1 secondary track to a point 1725 feet east thereof.

Bay View Yard:

North end of north lead track of Sparrows Point Spur, 710 feet southward from switch connection to the Yard Departure track.

North end of south lead track, Sparrows Point Spur, 465 feet southward from south end of crossover connecting to north lead track and including the connecting crossover.

No. 4 Receiving track from connection with interlocked switch to No. 3 track, North Point, to connection at interlocked crossover with No. 3 track at Bay.

No. 1, No. 2 and No. 3 tracks in South Yard.

Inbound track from connection with No. 1 track at River Interlocking to connections with north ends of No. 14, No. 16, No. 18 and No. 20 track, Inbound Receiving Yard.

No. 14, No. 16, No. 18 and No. 20 tracks, Inbound Receiving Yard.

Hand-operated turnout leading from No. 1 secondary track opposite North Point Substation connecting with No. 14 track Inbound Receiving Yard 840 feet south of North Point Substation, and crossover between No. 14 and No. 16 tracks, between No. 16 and No. 18 and between No. 18 and No. 20 tracks, Inbound Receiving Yard south of North Point Substation.

South Running track from connections with south end of No. 14, No. 16, No. 18 and No. 20 tracks, Inbound Receiving Yard to connection with north end of No. 2 Yard track at Bay Interlocking.

North end of No. 31 and No. 33 Outbound Classification tracks 745 and 675 feet southward from connection with No. 35 Advance track.

North end of tracks in Outbound Classification Yard, including leads connecting these tracks to No. 35 and No. 37 Advance tracks, from connection with switch, as follows:

No. 35 track, 525 feet southward.

No. 37 track, 450 feet southward.

No. 39 track, 540 feet southward.

No. 41 track, 540 feet southward.

No. 43 track, 525 feet southward.

No. 45 track, 525 feet southward.

No. 47 track, 490 feet southward.

No. 49 track, 575 feet southward.

No. 51 track, 495 feet southward.

Crossover between lead to No. 43 track and lead to No. 51 track, and crossover between lead to No. 51 track and No. 35 Advance track, in Outbound Classification Yard.

No. 35 Advance track from north end of No. 35 Outbound Classification track, and No. 37 Advance track from lead connecting to No. 51 Outbound Classification track, to junction of north end of No. 35 and No. 37 Advance tracks.

All Crossovers between No. 35 Advance track and No. 37 Advance track.

Outbound (Yard Departure) track from junction of north end of No. 35 and No. 37 Advance tracks to connection with No. 1 track, River Interlocking.

Crossover between Inbound track and Outbound track, 370 feet south of River Interlocking.

Bay — Orangeville:

No. 2 yard track from connection with Orangeville lead track to connection with south end of south running track, Bay View Yard, including interlocked crossovers to No. 1 track, Bay Interlocking.

Orangeville lead track from connection with ash pit track to connection with No. 2 yard track.

Orangeville:

Ash pit track.

No. 1 ash track.

No. 1 coal wharf track.

Scrap track.

New MU track.

Storehouse track.

Canton Junction:

Bear Creek Track from connection of interlocked switch with No. 1 track at Canton Junction to a point 545 feet north.

Baltimore Station:

All tracks except Post Office.

B. & P. Junction — Woodberry:

No. 1 track from east end of trailing non-interlocked crossover between No. 1 and No. 2 tracks, 505 feet west of Cedar Avenue Bridge, to B. & P. Jct.

No. 2 track from B. & P. Jct. to a point 1154 feet west of Cedar Avenue Bridge.

Trailing non-interlocked crossover between No. 1 and No. 2 tracks, 505 feet west of Cedar Avenue Bridge.

Facing non-interlocked crossover between No. 1 and No. 2 tracks at Cedar Avenue Bridge.

No. 3 running track from B. & P. Jct. west to connection with No. 2 track.

No. 4 running track from B. & P. Jct. to and including facing crossover to No. 3 running track, 1000 feet west of B. & O. Railroad Bridge.

No. 5 yard track from B. & P. Jct. to connection with No. 4 running track at west end of Mount Royal Coach Yard.

All interlocked crossovers and No. 7 track Mount Royal Coach Yard.

Fulton—Gwynn:

North No. 0 track from connection of interlocked crossover on No. 1 track to a point 118 feet south.

No. 0 track from connection of interlocked switch with No. 1 track at Gwynn to connection with No. 1 track at non-interlocked switch located 900 feet south of Edmondson Station.

No. 1 northbound spur track from connection with No. 2 spur track to a point 405 feet south.

No. 2 northbound spur track from connection with No. 0 track to a point 629 feet south.

No. 5 track from connection of interlocked crossover on No. 4 track at Gwynn, to connection with No. 4 track at non-interlocked crossover located 650 feet south of Mile Post 98.

No. 6 track from connection with No. 5 track to a point 385 feet north.

No. 7 track from connection with No. 6 track to a point 275 feet north.

No. 8 track from connection with No. 7 track to a point 275 feet north.

Gwynn—Winans:

Industrial track from connection of interlocked switch on No. 1 track to a point 350 feet south.

Loudon Park pick-up track from connection of non-interlocked crossover with No. 1 track to a point 550 feet south.

Benning:

2B yard track and non-interlocked trailing switch from connection with No. 4 track at south end of yard to a point 450 feet north.

Non-interlocked trailing crossover between No. 1 secondary track to No. 2 track 84 feet north of Yard Masters Office.

No. 3 track from connection with No. 1 track to a point 600 feet south.

No. 4 track from connection with No. 3 track to a point 330 feet south.

No. 5 track from connection with No. 4 track to a point 240 feet south.

No. 6 track from connection with No. 5 track to a point 390 feet south.

No. 7 track from connection with No. 6 track to a point 320 feet south.

No. 8 track from connection with No. 7 track to a point 300 feet south.

Pennsylvania Avenue:

Lead track and non-interlocked trailing switch from connection with No. 3 track at south end of yard to a point 350 feet north.

Jersey Yard:

No. 1 yard track and facing non-interlocked crossover from connection with No. 2 track 960 feet north of Virginia Block and Interlocking Station to connection with No. 2 track 220 feet south of Virginia Avenue Tunnel.

Potomac Yard:**Southward:**

Southward freight running from connection with South End interlocking to connection with Southward Receiving tracks north of 49 switchbox.

Crossovers, located 800 feet north of 49 switchbox, connecting the northward and southward electrified tracks.

Southward receiving tracks No. 1, No. 2, No. 3, No. 4, No. 5, No. 6, No. 7, No. 8 and No. 9.

Leads from south end of Southward Receiving tracks, including crossovers at the Hump connecting these leads, to connection with Electric Locomotive Incline track.

Electric Locomotive Incline Track.

Thoroughfare track, from connection with south end of No. 0 Electric Locomotive track, southward 345 feet from connection with south end of No. 2 Electric Locomotive track.

Inbound Engine Running track from north end of No. 9 Southward Receiving track to connection with Outbound Engine Running track.

Other Tracks:

No. 0, No. 1 and No. 2 Electric Locomotive tracks.

Northward:

Outbound Engine Running track from junction of north end of Electric Locomotive tracks to connection with No. 3 Advance track at Four Mile Run.

No. 3, No. 4 and No. 5 Advance tracks, including crossovers between electrified tracks, from connection with Old Northward Classification tracks to connection with New Northward Classification tracks.

Old Northward Classification tracks, including crossover between No. 23 and No. 24 tracks, from connection with north switch, as follows:

No. 20 track, 595 feet southward.

No. 21 track, 340 feet southward.

No. 22 track, 425 feet southward.

No. 23 track, 520 feet southward.

No. 24 track, 560 feet southward.

No. 25 track, 450 feet southward.

No. 26 track, 380 feet southward.

No. 27 track, 310 feet southward.

No. 28 track, 215 feet southward.

No. 29 track, 120 feet southward.

No. 30 track, 750 feet southward.

No. 4 Northward Freight Running track from connection with north end of No. 3 and No. 4 Advance tracks and with New Northward Classification Yard, northward to connection with Northward Freight Running track.

No. 5 and No. 6 Northward Freight Running tracks from connection with New Northward Classification tracks to connection with Northward Freight Running track.

Northward Freight Running track from junction of north end of No. 4, No. 5 and No. 6 Northward Freight Running tracks to connection with South End Interlocking.

New Northward Classification tracks, including crossovers between electrified tracks, from connection with north switch, as follows:

No. 31 track, 259 feet southward.

No. 32 track, 259 feet southward.

No. 33 track, 409 feet southward.

No. 34 track, 560 feet southward.

No. 35 track, 560 feet southward.

No. 36 track, 359 feet southward.

No. 37 track, 620 feet southward.

No. 38 track, 459 feet southward.

No. 39 track, 410 feet southward.

Relay Yard:

No. 4 track, 57 feet south from connection with ash track lead.

No. 5 track, 780 feet south from connection with ash track lead.

No. 6 track, 570 feet south from connection with ash track lead.

No. 7 track, 700 feet south from connection with ash track lead.

Ash Track Lead extending south 2400 feet from connection with Outbound Engine Running track 250 feet north of Switching Shanty No. 10, south of Four Mile Run Yard Office, to connection with Relay Yard.

Other Tracks:

Wilmington Shops:

Enginehouse, storage tracks No. 1, No. 2, No. 3, No. 4, No. 5 pit track.

Track A, connecting Nos. 1 to 5 pit tracks with locomotive shop lead.

Locomotive Erecting Shop tracks No. 1, No. 2, No. 3, No. 4, No. 5, No. 6 and Boiler House spur leading off No. 2 track, and connection leading to No. 0 track.

Wilmington Passenger Station:

Middle Station track.

Hill track, 685 feet north from interlocked switch connecting with No. 2 track.

Meat House track, 300 feet north and 160 feet south from interlocked switch connecting with No. 3 track.

Stanton:

Delaware Park track from connection with No. 4 track, 1500 feet south of Stanton, extending 543 feet to connection with Station Track.

500 feet of Stanton Station Track.

Delaware Park track from 543 feet north of connection with No. 4 track, to Delaware Park Race Track, including siding and storage tracks No. 1, No. 2, No. 3 and No. 4. These tracks will be energized only by authority of General Order, or by train order.

Davis:

Naught Track, Chrysler Yard from trailing point interlocked connection with No. 1 track at Davis extending 1403 feet southward.

Elkton:

Red Mill south of Elkton, 500 feet of stub end track with switch connection in No. 2 track.

Perryville:

No. 5 track.

North and South legs of Wye.

Perryville Yard (Minnick):

No. 1 track from junction with Columbia and Port Deposit Branch to a point 1800 feet east thereof, including crossover to westward track.

Havre de Grace:

Old Line from connection with No. 1 track at Oak and extending 380 feet north of low home signal governing southward movements on Old Line.

Old Line, from 380 feet north of low home signal governing southward movements, to Post Road and tracks A, No. 1, No. 2 and No. 3 at Havre de Grace Race Track. These tracks will be energized only by authority of General Order, or by train order.

High Wire Standpipe Sections.

1167-A5. Standpipes at the following points can be used under high wire and are equipped to automatically de-energize trolley wire for at least 50 feet in each direction when standpipe is moved into position for taking water. Limits of these sections are designated by STANDPIPE signs.

SECTION

Track	Location
No. 1	Minnick
No. 2	Minnick
No. 1	Holtwood
No. 2	Holtwood

1167-A6. Phase Breaks.

Location	Tracks	Catenary Br. or Signal Br.	Distance of Break
Main Line Perryville	No. 1, No. 2 & No. 3	Cat. Br. 58.68	200 feet Northward and Southward
Perryville	No. 2, No. 3 & No. 4	Cat. Br. 58.68	200 feet Northward and Southward

1167-A7. Position Light Phase Break Indicator.

Location	Tracks	Location of Indicators	Distance to Indicator from Nearest Point of Recognition in the Direction of Traffic
Main Line Perryville	No. 1, No. 2 & No. 3	Sig. Br. 590	1500 feet Southward from Signal Br. 590
Perryville	No. 2, No. 3 & No. 4	Coudon's Road Br. 58.34	1600 feet Northward from Coudon's Overhead Bridge 58.34

Sleet Storms.

1167-A9. During sleet storms, when double pantograph order is in effect, pantograph shoes of all electric engines operating in passenger service will be examined at Wilmington and at Baltimore Passenger Stations.

At Wilmington — Enginemen of all northward passenger trains will stop with front end of leading engine opposite north end of northward passenger platform; enginemen of all southward passenger trains will stop with front end of leading engine opposite the south end of middle platform shelter.

At Baltimore — Enginemen of all northward passenger trains will stop with front end of leading engine just south of Calvert Street overhead bridge; enginemen of all southward passenger trains will stop with front end of leading engine just north of Maryland Avenue overhead bridge.

Approaching Wilmington and Baltimore Passenger Stations, the firemen will operate boiler in manual control, using stack blower, to permit enginemen to lower pantographs.

Immediately upon stopping, engineman will lower pantographs to permit qualified electrician to make pantograph shoe inspection. Engineman will not raise pantographs until after this inspection has been completed and he has been so advised by the qualified electrician that he is permitted to raise them.

1167-A13. Employes must not be on top of box cars, engines or other high equipment when movements are being made from sidings, yard or other tracks which are not electrified to tracks which are electrified, except in High Wire Territory.

1167-A15. Operation of one multiple unit car is prohibited except when shifting, and between Wilmington shop and West Yard when cars are en route to and from the shop. Before making such movements, air and hand brakes must be tested and known to be operative. These movements must not exceed a speed of 10 miles per hours.

This instruction does not apply to MU cars which are equipped with a special emergency brake system to permit single car operation at maximum speeds for MU trains.

In the operation of MU cars equipped with special emergency brake system, an emergency brake switch is located in each motorman's operating compartment. The special emergency brake system is operated by placing the emergency brake switch, in the operating compartment from which the car is being operated, in the "ON" position. It is to be used only in event of failure of the regular air brake system. The switch must normally remain in the "OFF" position. When in single car operation, the special emergency brake system on these cars must be tested from operating end before each trip by placing the emergency brake switch in "ON" position with brakes released and control plug inserted, noting that brakes are immediately applied on both trucks. When switch is placed in "OFF" position brakes must release on both trucks. This test must immediately follow the normal initial terminal air brake test as prescribed in Instruction 11-b of 99-D-1, Brake and Train Air Signal Instructions.

1167-A18. Heat numeral signs 0-1-2-3 will be displayed at:

Yard Office, West Yard.
Lamokin Block Station.
Baltimore—Station Master's Office.

The temperature of the first car in Multiple Unit train averages several degrees warmer than the other cars due to the front door being kept closed; it is the duty of the train crews to reduce the amount of heat in this car whenever necessary.

1167-A21. At Baltimore, pantographs must not be dropped on Station platform tracks No. 1 to No. 7, inclusive, tracks No. 1, No. 2 and No. 3 Union Tunnels, tracks No. 2 and No. 3 B.&P. Tunnel, and between Howard Street and Guilford Avenue, except in case of emergency, and then only after controller is in "OFF" position, and control switches to blower motors, air compressors, and heaters have been opened, or until it is known that trolley wire is de-energized.

On Multiple Unit cars laying over, pantographs must be kept down except when required to be against wire to make necessary tests, heat cars, or to prepare them for movement.

MOVEMENT BY TRAIN ORDERS

1201-A1. Location of Train Dispatchers—

Baltimore.

Train Dispatchers in charge as follows:

Main Line { Brill to New York Avenue.
Landover to South End.

Branches:

Delaware (West Yard to
Bank)
Columbia and Port Deposit
Shellpot
Northern Central

Secondary Tracks:

Frederick
Pope's Creek
Octoraro
York

Movements on No. 1 and No. 2 tracks between Bank and Division Post (Delmarva Division), in charge of train dispatchers, Cape Charles. Train Orders will be issued over signature of Superintendent of the Delmarva Division.

SIGNAL RULES

Movement of Trains in the same Direction by Block Signals

1251-A1. Rules 251, 253 and 254 in effect:

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Division Post (P. T. Div.)	Bellevue
	No. 2, No. 3 and No. 4	Bellevue	Landlith
	No. 2 and No. 4	Ragan	Davis
	No. 1, No. 2 and No. 4	Davis	Big Elk
	No. 2 and No. 4	Big Elk	North East
	No. 1 and No. 4	Principio	Perryville
	No. 1 and No. 4	Havre de Grace	Oak
	No. 4	Oak	Bush
	No. 1, No. 2, No. 3 and No. 4	Gunpow	River
	No. 2, No. 3 and No. 4	River	Union Junction
	No. 1, No. 2, No. 3 and No. 4	Fulton	Winans
	No. 2 and No. 4	Winans	Vern
	No. 1 and No. 3	Vern	Anderson
	No. 1, No. 3 and No. 4	Anderson	Bowie
No. 1	Bowie	Landover	
No. 3	Virginia	14th Street	
No. 2 and No. 3	14th Street	South End	
Northern Central Branch	No. 1 and No. 2	End of Main Tracks Madison St. (Balto.)	Parkton
	Single	Parkton	York
Delaware Branch	No. 1 and No. 2	York	Division Post (Phila. Div.)
	No. 1 and No. 2	Bank	Division Post (Delmarva Div.)

Opposing and Following Movement of Trains by Block Signals

1261-A1. Rules 261, 262, 263 and 264 in effect:

	Track	Between	And	Note
Main Line	No. 2 and No. 3	Landlith	West Yard	
	No. 2, No. 3 and No. 4	West Yard	Ragan	
	No. 3	Ragan	Gunpow	
	No. 2	North East	Gunpow	
	No. 1	Bay	Union Junction	1
	No. 2 and No. 3	B. & P. Jst.	Fulton	
	No. 3	Winans	Vern	
	No. 2	Vern	Div. Post (W. T.)	
	No. 3	Bowie	Div. Post (W. T.)	
	No. 2	Virginia	14th Street	
Delaware Branch	Single	West Yard	Bank	

	Track	Between	And	Note
Columbia and Port Deposit Branch	No. 1 and No. 2	Perryville	Quarry	
	Single	Quarry	Tome	
	No. 1 and No. 2	Tome	West Rock	
	Single	West Rock	Midway	
	No. 1 and No. 2	Midway	McCalls	
	Single	McCalls	Division Post (Phila. Div.)	

NOTE 1—Movements on No. 1 track from northern limits of Union Junction interlocking to Canton Junction interlocking will be made under authority of signalman at Bay; southward movements will be made under authority of signalman at Union Junction.

Southward movements for the purpose of working on No. 1 track between southern limits of Canton Junction interlocking and northern limits of Union Junction interlocking must move clear of signal located on signal bridge, 1095 feet north of Mile Post 94, before securing permission from signalman at Bay to make a northward movement. Such a northward movement will be made to the first block signal under flag protection.

1262-A1. In the application of Rule 262, on No. 2 and No. 3 tracks between B. & P. Junction and Fulton, a southward train which may be stopped for any reason and is unable to proceed, may move in the reverse direction without train orders after securing permission from signalman at B. & P. Junction, and observing fixed signals.

Rear brakeman of passenger train must proceed immediately to rear end of train and locate himself in position to operate emergency valve. Conductor of passenger train must ride rear end of rear car and pass signals to brakeman located at emergency valve.

A southward freight train, which may be stopped in the B. & P. Tunnel, must not move in either direction until after a member of the crew has reported to B. & P. Junction for instructions.

1280-A to 1294-A1. Signal aspects not in conformity with the typical aspects, in service:

**INDICATION
APPROACH NEXT
SIGNAL
PREPARED TO STOP**

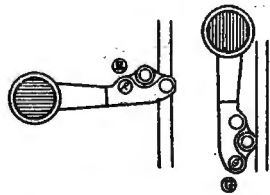
RULE 285

SLOW BOARD
WHEN USED AS A
DISTANT SIGNAL

SLOW

APPROACH ASPECT

NOTE—Y indicates yellow.



SMASH BOARD SIGNALS

Vertical—Movable Bridge set for traffic.

Horizontal—Movable Bridge not set for traffic.

(Smash Boards may or may not have lights. When equipped with lights they will indicate as shown.)

1291-B1. Northern Central Branch

Between Parkton and York:

Trains must not pass Stop-and-proceed signals unless permitted by signalman when authorized by the Superintendent.

Signalman must not give permission to trains to pass Stop-and-proceed signals to enter occupied blocks except when authorized by the Superintendent.

1292-B1. Home Signals at New Freedom and Smyser must not be passed when STOP indication is displayed without a train order to do so.

CAB SIGNALS

1295-A1. Cab Signal Rules 295 to 298, inclusive, are in effect as follows:

For movements with current of traffic and on single track.

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Division Post (P T. Div.)	Bellevue
	No. 2, No. 3 and No. 4	Bellevue	Landlith
	No. 2 and No. 3	Landlith	West Yard
	No. 2, No. 3 and No. 4	West Yard	Davis
	No. 1, No. 2, No. 3 and No. 4	Davis	Big Elk
	No. 2, No. 3 and No. 4	Big Elk	North East
	No. 2 and No. 3	North East	Principio
	No. 1, No. 2, No. 3 and No. 4	Principio	Perryville
	No. 2 and No. 3	Perryville	Havre de Grace
	No. 1, No. 2, No. 3 and No. 4	Havre de Grace	Oak
	No. 2, No. 3 and No. 4	Oak	Bush
	No. 2 and No. 3	Bush	Edgewood
	No. 2 and No. 3	Edgewood	Magnolia
	No. 2 and No. 3	Magnolia	Gunpow
	No. 1, No. 2, No. 3 and No. 4	Gunpow	River
	No. 2, No. 3 and No. 4	River	Bay
	No. 1, No. 2, No. 3 and No. 4	Bay	Union Junction
	No. 2 and No. 3	B. & P. Junction	Fulton
	No. 1, No. 2, No. 3 and No. 4	Fulton	Winans
	No. 2, No. 3 and No. 4	Winans	Vern
	No. 1, No. 2 and No. 3	Vern	Anderson
	No. 1, No. 2, No. 3 and No. 4	Anderson	Bowie
	No. 1, No. 2 and No. 3	Bowie	Landover
	No. 2 and No. 3	Landover	Division Post (W. T.)

	Track	Between	And
	No. 2 and No. 3	Landover	Virginia
	Sidings	Edgewood (Southward)	Magnolia
		Magnolia (Northward)	Edgewood
Northern Central Branch	No. 1	Division Post (Phila. Div.)	York
	No. 1	Parkton	B. & P. Jct.
	No. 2	B. & P. Junction	Parkton
	No. 2	York	Division Post (Phila. Div.)
Delaware Branch	Single	West Yard	Bank
Shellpot Branch	No. 1 and No. 2	Bank	Ragan
Columbia and Port Deposit Branch	No. 1 and No. 2	Perryville	Quarry
	Single	Quarry	Tome
	No. 1 and No. 2	Tome	West Rock
	Single	West Rock	Midway
	No. 1 and No. 2	Midway	McCalls
	Single	McCalls	Division Post (Phila. Div.)

For movements against current of traffic.

	Track	Between	And
Main Line	No. 3	Gunpow	Landlith
	No. 2	Landlith	Ragan
	No. 4	Ragan	West Yard
	No. 2	North East	Gunpow
	No. 1	Bay	Union Junction
	No. 2 and No. 3	B. & P. Junction	Fulton
	No. 3	Vern	Winans
	No. 2	Vern	Division Post (W. T.)
Columbia and Port Deposit Branch	No. 1 and No. 2	Perryville	Quarry
	No. 1 and No. 2	Tome	West Rock
	No. 1 and No. 2	Midway	McCalls

Within Interlocking Limits:—

Southward:

Track F between southward home signal 155 feet north of South Portal of Union Tunnel to facing switch located 285 feet south of B. & P. Jct. block and interlocking Station.

Northward:

Tracks A and B between northward home signal 175 feet north of North Portal of B. & P. Tunnel and northward home signals at South Portal of Union Tunnel.

No. 3 track, between northward home signal, 300 feet south of South Portal of Union Tunnel and northward home signal 25 feet north of North Portal of Union Tunnel.

1295-B2. Trains operating under signal aspect Rule 288, Fig. A, and Rule 288, Fig. B, will receive an APPROACH CAB SIGNAL at the following Interlockings and will be governed by cab signal indication:

	Southward trains on tracks:	Northward trains on tracks:
Union Junction.....	No. 1, No. 2 and No. 3 Union Tunnels.....	No. 1, No. 2 and No. 3 Union Tunnels.
Virginia	Trains operating through Virginia Avenue Tunnel.	

1295-B3. Fulton Interlocking—Southward trains operating under signal aspects Rule 288, Fig. A, on signals located at Mount Street and Fulton Avenue, governing reverse movements from No. 2 track B. & P. Tunnel to No. 3 track will receive an approach cab signal, and will be governed by cab signal indication.

Northward and Southward trains operating under signal aspects Rule 287, Fig. A, Rule 288, Fig. B, on signals No. 970 and No. 971, located at Pennsylvania Avenue, governing reverse movements on No. 2 and No. 3 tracks, B. & P. Tunnel, will receive an approach cab signal when Rule 288, Fig. B, is displayed and clear cab signal when Rule 287, Fig. A, is displayed and will be governed by cab signal indication.

1295-B4. Union Junction Interlocking—Northward trains operating under signal aspects Rule 288, Fig. B, on signals located 300 feet south of south portal Union Tunnel, governing northward movements on No. 3 track Union Tunnel will receive approach cab signal, and will be governed by cab signal indication.

MANUAL BLOCK SIGNAL SYSTEM

1305-A1. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the division as specified:

	Track	Between	And
Northern Central Branch	Single	Hillen Jet.	Jct. W. M. Ry. Madison St.
Delaware Branch	No. 1 and No. 2	Bank	Division Post (Delmarva Div.)
York	Secondary	York	Division Post (Phila. Div.)
Pope's Creek	Secondary	Bowie	Pope's Creek
Octoraro	Secondary	Division Post (P. T. Div.)	Rock (See Note)
Frederick	Secondary	York	Frederick

NOTE: End of Block sign at Division Post (P. T. Division), indicating end of Manual Block Signal System, in service.

Northward trains must not proceed north of End of Block sign without permission of signalman at Media (P. T. Division).

Southward trains must not proceed south of End of Block sign without permission of signalman at Lamokin.

1316-A1. Rule 316 will apply:

Between Hillen Junction and Madison Street (Jct. W.Md. Ry.).

1316-A2. Movements between Union Junction and Madison Street and between Hillen Junction and Jct. W. Md. Ry., Madison Street, in charge of signalman at Union Junction. Movements against the current of traffic will be made by permission of signalman at Union Junction, observing Manual Block Signal System Rule 316.

1317-A1. Rule 317 will apply:

On Secondary Tracks between points listed under Special Instruction 1305-A1.

For movements with the current of traffic between points listed under Special Instruction 1305-A1.

For Movements Against Current of Traffic

Main Line—On two or more tracks except where Rule 261 is in effect.

Northern Central Branch—

Between:

B. & P. Jct. and Parkton on No. 1 and No. 2 tracks.

York and Division Post, Phila. Division on No. 1 and No. 2 tracks.

Delaware Branch—Between Bank and Division Post (Delmarva Division) on No. 1 and No. 2 tracks.

1365-A1. In the application of Rule 365:

Crews of southward trains from Octoraro Secondary Track, must report clear at Rock, unless otherwise instructed.

1365-A2. All Western Maryland Railway trains or engines moving between Madison Street (Jct. W. Md. Ry.) and Hillen Junction must secure Block information from signalman at Union Junction or Hillen Station.

Westward trains will not report clear at Hillen Junction.

Eastward trains will report clear after arrival at Hillen Station.

AUTOMATIC BLOCK SIGNAL SYSTEM

1501-A1. Rules 501 to 512, inclusive, are in effect on portions of the division as follows:

For movements with current of traffic and on single track:

	Track	Between	And
Main Line	No. 2 and No. 3	Virginia	South End
Northern Central Branch	No. 1 and No. 2	Madison St.	Union Jet.
	Single	Parkton	York
Shellpot Branch	No. 1 and No. 2	Bridge	Bank

For movements against current of traffic:

	Track	Between	And
Main Line	No. 2	Virginia	14th St.

1501-B1. Rules 501 to 518, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic and on single track:

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Division Post (P. T. Div.)	Bellevue
	No. 2, No. 3 and No. 4	Bellevue	Landlith
	No. 2 and No. 3	Landlith	West Yard
	No. 2, No. 3 and No. 4	West Yard	Davis

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Davis	Big Elk
	No. 2, No. 3 and No. 4	Big Elk	North East
	No. 2 and No. 3	North East	Principio
	No. 1, No. 2, No. 3 and No. 4	Principio	Perryville
	No. 2 and No. 3	Perryville	Havre de Grace
	No. 1, No. 2, No. 3 and No. 4	Havre de Grace	Oak
	No. 2, No. 3 and No. 4	Oak	Bush
	No. 2 and No. 3	Bush	Gunpow
	No. 1, No. 2, No. 3 and No. 4	Gunpow	River
	No. 2, No. 3 and No. 4	River	Bay
	No. 1, No. 2, No. 3 and No. 4	Bay	Union Jet.
	No. 2 and No. 3	B. & P. Jet.	Fulton
	No. 1, No. 2, No. 3 and No. 4	Fulton	Winans
	No. 2, No. 3 and No. 4	Winans	Vern
	No. 1, No. 2 and No. 3	Vern	Anderson
	No. 1, No. 2, No. 3 and No. 4	Anderson	Bowie
	No. 1, No. 2 and No. 3	Bowie	Landover
	No. 2 and No. 3	Landover	Division Post (W. T.)
	No. 2 and No. 3	Landover	Virginia
	Northern Central Branch	No. 1 and No. 2	B. & P. Jet.	Parkton
No. 1 and No. 2		York	Division Post (Phila. Div.)
Shellpot Branch	No. 1 and No. 2	Bank	Ragan
Columbia and Port Deposit Branch	No. 1 and No. 2	Perryville	Quarry
	Single	Quarry	Tome
	No. 1 and No. 2	Tome	West Rock
	Single	West Rock	Midway
	No. 1 and No. 2	Midway	McCalls
Single	McCalls	Division Post (Phila. Div.)	

For movements against current of traffic:			
	Track	Between	And
Main Line	No. 2 and No. 3	Landlith	West Yard
	No. 2, No. 3 and No. 4	West Yard	Ragan
	No. 3	Ragan	North East
	No. 2 and No. 3	North East	Gunpow
	No. 1	Bay	Union Jet.
	No. 2 and No. 3	B. & P. Jet.	Fulton
	No. 3	Winans	Vern
	No. 2	Vern	Bowie
	No. 2 and No. 3	Bowie	Division Post (W. T.)
	Columbia and Port Deposit Branch	No. 1 and No. 2	Perryville	Quarry
No. 1 and No. 2		Tome	West Rock
No. 1 and No. 2		Midway	McCalls
<p>1503-B1. In the application of Rules 502, 503 and 504: Cross-over movements may be made to and from No. 1 track at Mt. Vernon by permission of signalman at B & P Junction Block Station.</p> <p>Crossover movements may be made to and from No. 1 track at Loucks by permission of signalman at York Block Station.</p>			
<p>1505-A1. Rule 505 will apply for movement to and from Calvert.</p> <p>Indication on low home signal governing eastward movements on No. 1 track, located 791 feet east of Signal N-6, is controlled by the position of switch at end of double track.</p> <p>Trains finding this signal in stop position will examine switch and, if set for eastward movement, will proceed at restricted speed.</p>			
<p>1508-B1. In the application of Rule D-508:</p> <p>Position light signal on Catonsville track, 5812 feet south of Gwynn block and interlocking station governs movements from Catonsville track northward on No. 4 track to Gwynn interlocking signal. After securing block permission from the signalman at Gwynn and proper signal indication at Catonsville track connection, trains are authorized to proceed northward on No. 4 track to Gwynn interlocking signal, without train order.</p>			
<p>1509-A1. During the hours that Ward Interlocking Station is closed, trains will be governed by signal indication displayed at Ward and Lane.</p>			
<p>1515-A1. Testing sections, in addition to those at terminal, located:</p> <p>On No. 1 track between signal No. D-50 and northward home signal at Bank, Delaware Branch.</p>			

On Middle Station Track. Wilmington Passenger Station, for northward movements only.

On Newark and Delaware City secondary track from fixed signal 5430 feet south of Davis to a point 1320 feet south thereof.

1515-B1. Rule 515 — following exceptions authorized:

Delmarva Division Trains between Bank and Landlith....
 B.&O.R.R. Trains between Anacostia and Virginia....
 Western Maryland Railway trains between Fulton and B. & P. Jct.....
 Yard engines with or without cars between:
 Baldwin and Ragan.....
 Principio and Oak.....
 River and Gwynn.....
 Landover and Virginia.....
 Landover and Division Post (W. T.).....
 Baltimore and Hollins.....
 East end of Grantley siding and west end of Loucks Secondary Track.....
 Perryville and Minnick.....
 Engines or Rail Motor Cars enroute to or from shops....
 Work, Wire and Wreck Trains.....
 Road Engines moving backwards between:
 Bellevue and Ragan.....
 River and Gwynn.....
 Landover and Virginia.....
 Landover and Division Post (W. T.).....

1515-C1 - 1516-C1. The movement of a train by an engine not equipped with cab signal apparatus is prohibited, except as provided on the time-table, or by permission of the signalman when authorized by the superintendent, and then only at not exceeding 20 MPH governed by fixed signal indication, unless otherwise instructed.

When instructed orally by the signalman to proceed at authorized speed governed by fixed signal indication but not exceeding 75 MPH the train must not pass a Stop-and-Proceed or a Restricting signal unless permitted by the signalman when authorized by the superintendent.

CAB SIGNAL DEPARTURE TESTS

1515-C2. Referring to Rule 4515-B, when the cab signals of an MU train have been tested on other than the leading car of the train, and cab signal warning whistle cut out on such car, the train may be operated as an equipped train from that car, providing that, before the train departs, the conductor must personally see and know that the cab signal warning whistle is cut in, and the engineman, before departing, will operate the acknowledging switch in the presence of the conductor in order to verify that the cab signal warning whistle is cut in and functioning properly.

INTERLOCKING

1605-A1. Baltimore—Interlocking Rules 605 to 670, inclusive, will apply on Station tracks B and C, and No. 1 to No. 7 inc., also freight tracks A and F.

1606-A1. Emergency Signals — Whistle or Horn, in service as follows:

	Whistle (W) or Horn (H)
Baldwin.....	H
Lamokin.....	H
Hook.....	H
Bellevue.....	H
Landlith.....	H
Wilmington.....	H

West Yard.....	H
Ragan.....	H
Bridge.....	H
Ward.....	W
Bank.....	H
Davis.....	H
Principio.....	H
Perryville.....	H
Havre de Grace.....	H
Oak.....	H
Short Lane.....	H
Bush.....	H
Edgewood.....	H
Gunpow.....	H
River.....	H
North Point.....	H
Bay.....	W
Canton Jct.....	H
Union Jct.....	W
B. & P. Jct.....	W
Fulton.....	W
Gwynn.....	H
Winans.....	H
Vern.....	H
Odenton.....	H
Bowie.....	H
Anacostia.....	H
Virginia.....	H
14th Street.....	H
York.....	W

1606-B1. Air Whistle (steamboat type) is located on the first catenary pole north of Charles Street Overhead Bridge, adjacent to F track, Baltimore Station territory. This whistle is to be used for the exclusive purpose of calling car inspection forces when emergencies occur in B. & P. Tunnel.

A push button controlling this whistle is located on signalman's desk at B. & P. Junction.

Three (3) blasts of the whistle will be used to call certain designated car inspection employees. When this whistle is sounded these employees will immediately report to the signalman at B. & P. Junction by telephone for instructions.

Chadd Automatic Interlocking.

1663-A1. Interlocked signals govern movements over crossing only, operate automatically on the approach of a train and do not convey any indication of the Block.

A reverse movement within the limits of the interlocking or a forward movement after making a reverse movement is prohibited.

When a train is stopped by a home signal and there is no train approaching on Reading Co. tracks, and no other cause for holding the train is known, the Conductor shall ascertain that signals are not clear for an approaching Reading Co. train. If signals on Reading Co. track are in stop position, the Conductor after having a thorough understanding with Engineman, will provide full flag protection against eastward and westward trains on the Reading Co. track and then proceed over the crossing. Report must be made to the Superintendent from first available point of communication.

Track cars will be governed as follows:

After ascertaining that crossing is clear and that no trains are approaching on Reading Co. track, track car will pass signal in stop position and proceed over crossing, after having provided full protection against Reading Co. trains.

**THE PENNSYLVANIA RAILROAD
MARYLAND DIVISION**

Baltimore, Md., April 20, 1955.

GENERAL ORDER No. 801

Effective 2.01 A.M., Sunday, April 24, 1955

Applies in All Zones

- (a) Time-Table No. 8 in effect. It contains the necessary instructions issued in general orders up to and including No. 718, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 8 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 7 to bulletin board attendant, after Time-Table No. 8 takes effect.

This General Order is printed in Time-Table No. 8 and will not be issued in sticker form.

H. H. VAUGHN,
Superintendent.

**A CUSTOMER IS PART
OF OUR BUSINESS**