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 EMPLOYES 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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112	Paimland-F.F.V	43			1
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186	The Alexandria		531	Indianapolis Ltd	
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170	The Patriot		l	Red Arrow	
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194	Champion (West Coast)-	48	545	BaitoParkton Local	
	Pelican	47	571	Metropolitan Express	
198	Morning Congressional-	"	575	Clevelander-Penn.	1 ~ -
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908	WilmnPhila, Local	43	938	WilmnPhila, Local	54
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918	WilmnPnila, Local	48	954	WilmnPhila, Local	50
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922	WilmnPhila. Local	51	964	Witmn,-Phila, Local	42
924	WilmnPhila. Local	51	970	Lamokin StPhila, Local	42
926	WilmnPhila. Express	61	972	Lamokin StPhila. Local	49
928	WilmnPhila. Local	52	974	Lamokin StPhila, Local	59

<u> </u>	a	9	#		from Sta.	Siding	za Anni	gned		
Interlooking	lookin	Block Station	rion	STATIONS	nee fr ban E delph	Siding Di Car 45	Capa ft. e	eity ars		
Lote	Interlooking Station	Block	Block-Limit Station		Distance for Suburban for Philadelph	North	South	Both		
×				SUBURBAN STA., PHILA						
	X	X		DARBY (P.T. Div.)	4.1 6.0					
********	1			DIVISION POST (P.T. Div.)	6.3 6.6					
				CURTIS PARK SHARON HULL	7.1 7.6 8.2					
				GLENOLDEN	8.2 8.9					
				SHARON HILL FOLCROFT GLENOLDEN NORWOOD MOORE RIDLEY PARK CRUM LYNNE RALDWIN	9.4					
			*******	CRUM LYNNE	10.8 11.0					
X	X	X		BALDWIN EDDYSTONE	11.6 12.2			******		
X	X	×		CHESTER	12.2 13.3 14.2					
			*******	LAMOKIN LAMOKIN ST. HIGHLAND AVE	14.2 15.3			******		
				TRAINER	16.2					
X	X	X		TRAINER HOOK MARCUS HOOK	16.7 17.0			******		
	ļ			NAAMAN	18.4 19.4					
X				CLAYMONT HOLLY OAK	21.1					
•	X	X		EDGE MOOR	22.0 23.8					
X X X	X	×		HOLLY OAK BRLLEVUE EDGE MOOR LANDLITH WILMINGTON WEST YARD RAGAN NEWPORT STANTON	25.2 26.6					
X	<u>.</u>			WEST YARD	28.0 29.3					
ļ 	J			NEWPORT	30.4 32.8			*******		
×	X	×			38.4					
				NEWARK IRON HILL BIG ELK	38.6					
X				BIG ELK	41.8 43.5			*******		
X				NORTH KAST	44.7 50.9					
1	·			NORTH EAST OHARLESTOWN PRINCIPIO PERBYVILLE HAVRE-DE-GRACE	53.5			******		
X X X	X	X		PERRYVILLE	58.9 60.1 62.4 64.9			*******		
Ŷ				OAK	62.4					
X				OAK ABERDEEN SHORT LANE PERBYMAN	64.9	209				
				PERRYMANBUSH	67.1 68.5 71.1					
X X X	X	X		EDGEWOOD	74.6		*******	155		
Ŷ				MAGNOLIA	76.5 78.8			155		
	·			HARRWOOD PARK	79.4 80.4	*******				
X	X	X		DENCING	80.4 82.9					
				STEMMER'S RUN	84.8 86.4					
X X X			*******	MIDDLE RIVER STEMMER'S RUN RIVER NORTH POINT BAY	88.8 89.5					
X	X	X		BAY	91.4 92.1					
×				BIDDLE STREET	93.7					
,	X	X		BALTIMORE	94.8 95.0		•••••			
X	X	X-O		BAY CANTON JUNCTION BIDDLE STREET UNION JUNCTION BALTIMORE B. & P. JUNCTION FULTON FULTON	95.2 97.0					
×	X	x		EDMONDSONGWYNN	97.7 98.5					
ļ				FREDERICK ROAD	99 1					
X				HALETHORPE WINANS HARMAN	102.2 102.8		••••••			
				HARMAN SEVERN	107.9 109.8			••••••		
X	X	X		VERN ODENTON	110.4 112.8					
1			*******	PATUXENT	115.6			·······		
X				ANDERSONARUNDEL	116.4 117.5					
X	X	×	*******	JERICHO PARK	118.7 119.8					
				GLENNDALE	122.3					
			*******	LANHAM	123.9 125.3			******		
X	X	X		CHEVERLY	128.0 129.5					
				DIVISION POST (W.T.)	133.2					
X	X	X		NEW YORK AVE. (W.T.)	133.8 135.1					
T	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 Jct. Bay Winans Gwynn Vern Odenton Odenton Anderson MAIN LINE Sidings Assigned Direction. Car Capacity 45 ft. cars Block Station STATIONS North Bouth LANDOVER
DEANWOOD
BENNING
ANACOSTIA
VIRGINIA
7th STREET
POTOMAC RIVER MOVABLE BRIDGE
DIVISION POST (R.F.& P.) 128.0 132.4 138.4 184.2 135.9 136.3 136.9 187.7 X x X X X SOUTH END (R.F.& P.)..... 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: Controlled by Interlocking Virginia 14th Street

	NORTHERN GENTRAL BRANCH									
Interlooking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Calvert	Car	gr Assi irection Capa ft. or	a. city		
Int	Inte	Bloe	Blo			West	East	Both		
••••••				CALVERT MADISON ST HILLEN JUNCTION UNION JUNCTION BALTIMORE B. & P. JUNCTION MT. VERNON WALLED BENEVELY	0.2	*******				
				HILLEN JUNCTION	0.2	*******		*******		
X	X	X		UNION JUNCTION	0.8					
×		x-o		BALTIMORE	1.0					
A	X	X-U		MT VERNON	1.2 2.1	••••••				
						•••••	88			
				MT VERNON WOODBERRY MELVALE MT WASHINGTON BARE HILLS	4.8					
				MT. WASHINGTON	6.0					
				HOLLINS	6.6 7.1					
				LAKE	7.8		*******			
				RITYTON	I 8 4					
				RIDERWOOD LUTHERVILLE TIMONIUM	9.2					
				LUTHERVILLE	10.5					
				PADONIA	11.7		244			

				OOCKEYSVILLE.	14.0					
				ASHLAND	15.8					
				PHOENIX	17.8					
} -				SPARKS	19.6					
				GLENCOE	20.5					
	*******			OORBETT MONKTON BLUE MOUNT	28.0			*******		
				BLUE MOUNT	25.0	*******		l		
				WHITE HALL	20.0					
				GRAYSTONE	27.2					
		X-U) .		28.8 31.5					
				BENTLEY SPRINGS	81.5					
				NEW PREEDOM	87.1			59		
				SHREWSBURY	87.1 88.6					
				SEITZLAND	41.0	******	*******			
				. GLEN ROCK	41.8			ļ		
			•							
			•	SEITZVILLE	47.0			146		
	****			SETTZVILLE SMYSER GLATFELTER HYDE	49.0			140		
				HYDE	54.6					
				. GRANTLEY	. 55.7					
X	X	X-0)	VORK	. 57.2					
				LOUCKS	. 58.5					
ļ 			.	EMIGSVILLE MT, WOLF				·		
			.	DIVISION POST (Phila. Div.)	66.7	******				
===										
		x-o	:	YORK HAVEN (Phila. Div.)	68.5		·			
♣	- A	X-U	' ······	OLY HARRISBURG	84.4		·[·····			
	1	1	<u>. 1</u>	. LARRISDURG	. 04	1	·!			

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.

										11
				DEL	AWAR	E BRANCH				
Interlocking	Interlooking Station	Block Station	Block-Limit Station		STATI	ONS	Distance from Wilmington	Car	Cap ft. c	on. acity
x										
Interlockings—Remote controlled as follows:										
		I	nterl	ocking		Cont	rolled	by		
We	est Y	ard				Wilmington (Main I	Line))	
Interlocking	Interlocking Station	Block Station	Block-Limit Station		STATIO	T BRANCH	Distance from Bridge	Car	ge Ase irection Capa ft. or	n.
	X Inte	Block	Bloo	BRIDGE				North	South	Both
XXBXX	B X	B X		WARD BANK RAGAN			0.9 1.4 2.2 2.9			
			-X 1	ndicates in	servic	Ragan is southy e continuously. e part-time.	vard.			
		nter	locki St	ngs and In ations in se	terlock ervice p	ing, Block and I part-time as foll	Block-I ows:	imit	:	
		St	ation	l		Hours in	service	· 		
Wa	rd				6.01 Sa	A.M., Monday turday.	to 1	0.01	P.1	M.,
			Inter	lockings	Remot	e controlled as f	ollows	:		
]	nter	locki	ing		Controll	ed by			
Ra	gan				Wilm	ington (Main L	ine)			
Lar	10				Ward					

	COLUMBIA AND PORT DEPOSIT BRANCH										
Interlooking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Perryville	Car	gs Assi irectio Capa ft, ce	city			
Inte	Int	Bloo	Bloc		Dista Per	West	Enst	Both			
X X X	x	x	<u> </u>	PERRYVILLE		<u> </u>	l				
X	******			MINNICK QUARRY	1.5						
X		******	ļ 	QUARRY	3.5 3.8 4.2						
		*******		PORT DEPOSIT	3.8						
X	*******			PORT DEPOSIT	4.2						
♦		*******	*******	ROCK	9.0			*******			
	********	******		WEST ROOK CONOWINGO	6.2		******				
X		*******		PILOT	6.0 7.2 9.6 11.4			145			
ΙŸ		*******		WEST PILOT	12.7						
			1	PEACH BOTTOM	17.0						
				FISHING CREEK	20.1						
X				PILOT WEST PILOT PEACH BOTTOM FISHING OREEK MIDWAY	21.8						
X				HOLTWOOD	24.5 25.2						
×				HOLTWOOD McCALLS FERRY McCALLS	25.2						
X		17444444	*******	McCALLS	26.4		ļ				
				<u>PEQUEA</u>	29.6	ļ					
X			·	HARBORWEST HARBOR	81.8	*********		137			
^	*******			YEST HARBUR	32.6 85.6		· [1201			
			·····	STAR ROCK DIVISION POST (Phils. Div.)	37.7		· · · · · · · ·	1			
	1							1			
X	<u></u>				38.3			ļ			
X	x	х		COLA	43.5	ļ					
ı					ı		•	•			

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)				
McCalls	Cola (Phila. Division)				
Harbor	Cola (Phila. Division)				
West Harbor	Cola (Phila. Division)				
Cres	Cola (Phila. Division)				

. —										
			O	CTORAR	O SECONDARY TRA	ACK				
Interlooking	Interlocking Station	Block Station	Block-Limit Station	1		Distance from Philadelphia		gs Am irectio		
erlo	울풀	19	1		STATIONS	og e	45	ft. e	APB .	
Let	H H	R R	Bio			P. C.	North	South	H H H	
				WAWA (P.	T. Div.)	18.0	<u> </u>	<u></u>	<u> </u>	
	·····	ļ		DIVISION	POST (P. T. Div.) HEIGHTS	18.3 19.2 22.2				
				CONCORI	DVILLE	22.2				
				CHADD'S	WINE SUMMITFORD	24.0 26.7				
X				CHADD	FORD JUNCTION	26.9 26.9 29.5 30.8				
*******				MENDEN	HALL	29.5				
			×	H.C.INHIIJA I	AC I	30.8 33.3				
				KENNET	r square Enamon	83.4				
				AVONDAL	ENAMON LE	33.3 83.4 86.0 37.7 87.9				
			X	AVON WEST GE		87.9				
		*******	X	DDT.	***		*******			
••••••				KELTON.	UNIVERSITY	42.9 48.1 44.1		*******		
*******	*******	*******		LINCOLN	UNIVERSITY	AK R				
******			×	OXFORD.		49.0 49.4 52.5				
*******				NOTTING	HAM	52.5				
	*******		ļ	SYLMAR. RISING S		54.4 57.0				
*******				GROVE	, 0	59.6		*******		
				GROVE		60.4 63.7				
X	*******	X		ROCK	······································	66.1				
			- X]	Indicates in	wa to Rock is southwa service continuously. service part-time.	rd.				
			Blo	ck-Limit St	ations controlled as fo	llows:				
	Bloci	k-Lii	nit 8	tation	Controlle	ed by	_			
Sq	uare				Lamokin					
Αv	on	-			Lamokin					
Ke	·I				Lamokin					
Ох					Lamokin					
-]	Block	Stations	-Remote controlled as	follow	B:			
		Bloc	k Sta	tion	Controlled by					
Ro					Cola (Phila. Divn.)					

Interlockings—Remote controlled as follows:

Cola (Phila. Division)

Controlled by

Interlocking

Rock

			FR	EDERICK SECONDARY TRA	СК			
Interlooking	Interlooking Station	Block Station	Block-Limit Station	STATIONS	Distance from Columbia	Car	gs Assi irection Capa ft. es	n. elty
Inte	Inte	Block	Blog		D Set	North	South	Both
X	X	X-O		YORK	13.1			22
				WEST YORK	14.8			70
			X	PALGRAYBILL	16.4		*******	24
					18.1 20.1		******	24
•••••				BAIR			*******	50
			×		28.2 23.8	*******	******	80
		*******		BPRING HANOVER	20.5 81.7		******	50
*******			×	FISH	32.1	******	*******	
		******	Ŷ		88.7		*******	******
	ļ	••••••	^	LITTLELITTLESTOWN	38.7 38.8		*******	29
	·····			TANEYTOWN	46.5		*******	33
*******	·····		X	TANEY	46.5		*******	
l	l		^	KEYMAR	51.9	1		
J	ļ	ļ		KEYMAR SIDING	52.2			82
	l	l		JCT. UNION BRIDGE TRACK.	52.8		1	l
l	l			Le GORE	57.8	I		1
l	l	1	X	WOOD	58.4	1	l	
I	1	1	I	WOODSBORO				28
l	l	1	I	WALKERSVILLE	62.8			
		ļ	X	FRED	68.0			
	l	l	l	FREDERICK	68.8	1	i	l

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 Station	Controlled by
Pal	York
Spring	York
Fish	York
Little	York
Taney	York
Wood	York
Fred	York

SHELLPOT SECONDARY TRACKS

Interlooking	Interlooking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bellevue	Sidir D Car 45 quo	Capi ft. or	
x	x	x		BELLEVUE EDGE MOOR SWITCH BOX No. 6 BRIDGE	1.8 8.0 4.1			

The direction from Bellevue to Bridge is southward.

NOTE—X Indicates in service continuously.

B Indicates in service part-time.

Distance Distance
X X X BOWIE
X X X BOWIE SOLLINGTON 8.1
MULLIKIN 6.2
HALL
X BORO 18.6
MARLBORO 18.8
CROOME 17.5
CHELTENHAM 22.2
X WINE 24.8
X WINE 24.8
WALDORF 81.1
WALDORF 81.1 11 10 10 11 11 11 11 11 11 11 11 11 11
X WHITE 34.3
I LA PLATA 88.8
PORT TOBACCO. 40.5
COX 10020000000000000000000000000000000000
COX 43.4 45.2 45.2
X POPE 48.3
X POPE 48.3 48.7 POPE'S CREEK 48.7
annipantipantipanti 2 02 20 0 020222 annipantipantipantipantipantipantipantip

POPE'S CREEK SECONDARY TRACK

POPE'S CREEK 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

relocking	rlocking	r Btation	k-Limit ation	STATIONS	ance from Bridge	D	gs Ass irection Caps ft. or	
Late	Inter St.	Block	Blod		D D S	North	South	Both
x	x	x		BRIDGEHAZEL DELL (Rdg. Co.)	0.9 1.5 5.2			
		X		TASKER	5.4			*******

The direction from Bridge to Tasker is southward.

NOTE-X Indicates in service continuously.

B Indicates in service part-time.

6												
		PR	ESII	DENT STREET :	SECONDARY	TRA	CK.					
Interlooking	Interlocking Station	Block Station	Block-Limit Station	STATIONS			STATIONS		Distance from Bay	Sidings Assign Direction. Car Capacit 45 ft. cars		n. city
Inter	356	Block	Bloc	····	Dista	North	South	Both				
x	x	x		BAY HIGHLAND YAT UNION OROSSIN	1.1 1.2			*******				
	The direction from Bay to Union Crossing is southward. NOTE—X Indicates in service continuously. B Indicates in service part-time.											
				YORK SECONI	DARY TRACK							
	20	a oi	ți.			10 e	Sidir	gs Ass	igned			
nterlooking	Interlocking Station	Block Station	Block-Limit Station	STATIO	ONS	Distance from Columbia	45	Caps ft. c				
ā	Ē	Be	Ř			 D N	North	Bouth	Both			
x	x	X		COLA (Phila. Div.			<u></u>					
	 	: ::::::		DIVISION POST WRIGHTSVILLE EWING	(PDIB. DIV.)	0.1 1.2 2.4			477			
		: ::::::		STRICKLER	***************************************	3.1 6.1 7.2 8.3 11.7 13.1		*******	47			
		-	X	CAMP STONY BROOK			******	******	26			
X	X	X-C		EAST YORK					22			
	Th	e dir	ectio	n from Cola to Yo	ork is southward	i.			_			
	NC	TE-		Indicates in servic	•							
				Indicates in service Indicates trainpho	-							
				ck-Limit Stations		llowe		-				
<u> </u>	- 1	Bloc		nit Station		rolled			—			
-												
-C	mp				York							
			Bloc	k Stations-Remote	controlled as f	ollows	:		—			
		В	lock	Station	Cont	rolled	by		_			
Ea	st Y	ork			York							
		(HE	STER CREEK S	ECONDARY 7	ΓRAC	K					
	<u>.</u>	g				g	Sidi	ige Așe	 signed			
툅	품이	tatio	2 E			£ £		Oirectio Capa				
Interlocking	Interlooking Station	Block Station	Block-Limit Station	STATI	ONB	Distance from Lamokin	48	ft. c	Bre			
卢	9	置	#			ā d	North	Bout	Both			
x	x	l x		LAMOKIN					<u> </u>			
				UPLANDBRIDGEWATER ROCKDALE	*** *** **** **** **** **** ****	0.8 2.5						
<u></u>	·	<u> </u>	<u> </u>	ROCKDALE DIVISION POST	(P.T. Divn.)	5.6 6.1						
			.	WAWA (P.T. Diva	1.)	7.2						
				n from Lamokin to Indicates in service		south	war	d.	<u></u>			

B Indicates in service part-time.

141	C VV A	'VV	AI	D DELAWARE CITY SECON	DAK		KAC	
Interlooking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Davis	Car	Capi ft. c	on. Baity
x	x	x		DAVISGLASGOW	5.0 6.8			
			-X 1	n from Davis to Porter is southwa Indicates in service continuously. Indicates in service part-time.	ard.			•
			,	OUCKS SECONDARY TRAC	Ve			
		ă		OUCKS SECONDARY TRAC	1	Sidin	gs Ass	igne
Interlocking	Interlooking Station	Blook Station	Block-Limit Station	STATIONS	Distance from Calvert	Car	Capa ft. o	noit :
Inter	Inter	Block	Bloo		Diete Diete	North	South	Both
				LOUCKS	58.5 59.2			
			-X]	on from Loucks to West End Louck Indicates in service continuously. Indicates in service part-time.	sis w	estw	ard.	
		1	в. &	ε P. JCT. TO MT. VERNON	YARI)		
Interlooking	Interlooking Station	Block Station	Block-Limit Station	STATIONS				Distance from B. & P. Jet.
X	X	x-0		B. & P. JUNCTION NORTH AVE. (B. & O. R. R.) MT. VERNON YARD	0 = 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			D.4 D.6
				on from B. & P. Jet. to Mt. westward.	Verno	n Y	ard	is
	NO	TE-	В	Indicates in service continuously. Indicates in service part-time. Indicates trainphone in service.				

O Indicates trainphone in service.

NEWARK AND DELAWARE CITY SECONDARY TRACK

19

		FIRST C	1 400	
STATIONS	141	FIRST C	101	· · · · · · · · · · · · · · · · · · ·
STATIONS		‡ ⊕14 5		i
	DAILY	l	DAILY	l
Leave Leave	A.M.	A.M.	A.M.	
SUBURBAN STATION PENNA STA30th ST BRILL DARRY (P.T. Div.)	P 12.10	S 12.14	s 1.43	
BRILL DARBY (P.T. Div.)	12.16	12.21 Will Run	1.49	
CURTIS DARK		Mon and	1	1
SHARON HILL FOLCROFT GLENOLDEN NORWOOD		May 31, July 5,		
GLENOLDEN		Sept. 6. Will Not Run		
MOORE RIDLEY PARK CRUM LYNNE BALDWIN EDDYSTONE		May 30,		
RIDLEY PARKCRUM LYNNE		July 4, Sept. 5.		
BALDWIN FODVSTONE	12.23	12.28	1.56	
EDDYSTONE CHESTER LAMOKIN ST. HIGHLAND AVE. TRAINER HOOK MARCUS HOOK NAAMAN CLAYMONT. HOLLY OAK BELLEVUE EDGE MOOR	***************************************	\$ 12.32	S 1.59	
HIGHLAND AVE				
TRAINER.	12.27	12.37	2.04	
MARCUS HOOK			-	
CLAYMONT				
HOLLY OAK	12.31	12.42	2.08	
EDGE MOOR		-	0 19	
WILMINGTON }	P 12 39	S 12 51	2.73	
WEST YARD	12.41 12.49	12.54	2.25 2.33	
NEWARK		§ 1.05		
NORTH EAST	12.58	31 1.20	2.43	l
NORTH EAST CHARLESTOWN PERRYVILLE	1.08	s 1,29	2.50	
CHARLESTOWN			U 2.53	
OAK ABERDEEN	1.08	S 1.39	,	
PERRYMAN	1.16	1.50	3.05	ļ
MAGNOLIA.		// = = = = =	7	
CHASE CHASE				
MIDDLE RIVER	1.20	1.00	3.11	ļ
EDGEWOOD MAGNOLIA HAREWOOD PARK CHASE BENGIES MIDDLE RIVER STEMMER'S RUN BAY BIDDLE STREET	1 8	2 05	3.18	***************************************
BIDDLE STREETUNION JUNCTION	1.32	2.00	0.10	
UNION JUNCTION	1.57	2.10	's 3.25	. iT
BALTIMORE	P 1.40	S 2.18	3.35)
FULTON	1.40) 2.1c	3.40	,
HALETHORPE				
HARMAN				
ODENTON	1.59	\$ 2.38	3.55	<i>i</i>
SEVERNODENTONPATUXENTJERICHO PARK				
GLENNDALE	2.05	2.40	4.02	<u>}</u>
SEABROOK	***************************************			
LANHAMLANDOVER	2.1			1
NEW YORK AVE. (W.T.)				
WASHINGTON	P 2.1	7 2.52 5 2.58		j <u></u> j
Arrive	A.M.	A.M.	A.M.	.]
	141	145	101	1

	‡●4 03	\$405	‡●165	107	‡●1 03
	DAILY EX. SAT. & SUN.	DAILY EX. SUN.	DAILY EX. SUN.&MON.	DAILY	DAILY EX. SAT. & SUN
	A.M.	A.M.	A.M.	A.M.	A.M.
					I
***************************************	***************************************		E 3.12 3.19	\$ 3.19 3.26	E 3.28
	********************	····	3.19	3.26	3.38
***************************************	***************************************		***************************************	***************************************	
	Will Not	Will Not	Will Not	***************************************	Will Not
	Run May 30, July 4,	Run May 30, July 2, July 4,	Run Mari 21		Run
	July 4	May 30,	May 31, July 5, Sept. 6.	***************************************	May 30, July 4, Sept. 5.
	Sept. 5.	July 4.	Sept. 6.		Sept. 5.
		Sept. 3,			
		Sept. 5.	***************************************		

	***************************************		3.26	3.33	3.4

		No Baggage			
······································	***************************************	Service			
	***************************************	Saturday	***************************************	***************************************	
***************************************			3.31	3.38	3.5
		1			<u> </u>
***************************************	***************************************				

	***************************************		3.36	3.42	4.0
***************************************	*************************			6 0 45] <u></u>
				\$ 3.47 4.05	
***************************************		[6 4 4	4.00	, 4 4
	MU		3.44 3.52	4.08 4.16	4.1 4.2
	171.0		3.02	1	
	 			\$ 4.26	***************************************
		1	4.02		4.3
	***************************************			Ŭ 4.38	
			4.09	S 4.49	4.4
				\$ 4.56	1
			4.14	\$ 5.09	4.5
				\$ 5.09	
			4.24	U 5.19	5.0
······································	***************************************	***************************************		***************************************	
	***************************************	***************************************	***************************************	***************************************	
·····	***************************************		4.30	5.27	5.1
			i		
······································	***************************************		***************************************		
·····	***************************************		4.37	5.34	5.2
		ļ			
			E 4.44 5.20	5 5.40 6.05	D 5.3 5.5 6.0
<u></u>	\$ 4.35	S 5.15	5.20	6.05	5.5
	4.40	5.20	5.25	[6.0
	4.40 \$ 4.41 F 4.44	5.20 \$ 5.22 \$ 5.26 \$ 5.30 F 5.37		6.10 S 6.12 M 6.16 M 6.20	
	1	\$ 5.30		M 8.30	*************************
······	F 4.56	F 5.37		3.20	***************************************
	F 4.58 S 5.03 F 5.07 F 5.12 S 5.15	F 5.40	1	1	1
	s 5.03	5.40 5.44 F 5.48 5.55 5.58	5.40	\$ 6.30	6.1
	\$ 5.03 F 5.07 F 5.12 \$ 5.15	\$ 5.44 F 5.48 \$ 5.55 \$ 5.58			
	F 5.12	5 5.55			
	\$ 5.15	3 0.58	5.47	s 6.38	6.2
	F 5.19 F 5.22	\$ 6.03 \$ 6.06	·····		
	F 0.22	\$ 6.06	***************************************		
	F 5.29	\$ 6.13	5.54	6.50	6.3
	- 0.20	\$ 6.09 \$ 6.13 \$ 6.16	0.01	0.00	0.0
	E 97			0 57	8 4
	5.37 5 .40	8 6.24 8 6.27	E 6.01	\$ 6.57 5 7.00	\$ 6.4 8 6.4
			<u>, </u>	<u>. </u>	
			A M	A M	L AM
	A.M. 403	A.M. 405	A.M. 165	107	103

O PHILADE	LPHIA IU	WASHING	HUN	
		FIRST	CLASS	
STATIONS	‡453	536	‡409	
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	
Leave		A.M.	A.M.	
SUBURBAN STATION PENNA STA30th ST BRILL	= 3.40		s 3.50	
BRILL DARBY (P.T. Div.)	3.47		3.56	
CHRTIS PARK				
CURTIS PARK SHARON HILL			F 4.00 F 4.02	
FOLCROFT			F 4.04	
NORWOOD	E 3.52		F 4.07	
MOORE RIDLEY PARK CRUM LYNNE BALDWIN			F 4.11 F 4.14	
CRUM LYNNE				
			4.16	
			S 4.25	
LAMOKIN ST.				
CHESTER LAMOKIN ST HIGHLAND AVE TRAINER				
HOOK	li		40	
MARCUS HOOK	E 4.10		F 4.40	
NAAMANCLAYMONT			F 4.45	,
HOLLY OAK	4.16		4.48	<u> </u>
EDGE MOOK				
WILMINGTON	E 4.21		S 4.54	
			5.00	
WEST YARD DAVIS NEWARK	7.0-		ı	1
ELKTON	1		F 5.15 F 5.22	
NORTH EAST. CHARLESTOWN	1	l	F 5.30	1
CHARLESTOWN			S 5.44	
PERRYVILLEHAVRE-DE-GRACE	Will Not		S 5.44	
OAK	Run			.l
OAKABERDEENPERRYMAN	May 30, July 4,		\$ 5.59 \$ 6.03	<u> </u>
EDGEWOOD	Sant 5		S 6.17	/
MAGNOLIA			S 6.17 F 6.20 F 6.23	/
CHASE			.l	. l
BENGIES			F 6.28	
MIDDLE RIVER			F 6.33	<u>:</u>
BAY BIDDLE STREET			6.38	3
BIDDLE STREETUNION JUNCTION			D 6.42	/[
	<u> </u>	\$ 6.28	\$ 6.45	(
BALTIMORE		. 6.80	·	
FULTON		6.40		
FULTON			Run May 30,	
HALETHORPE HARMAN	.		July 4, Sept. 5.	
SEVERN		 	Sept. U.	
ODENTON		6.54		
PATUXENT JERICHO PARK	-	·		-
BOWIE		7.00		-
GLENNDALE		. 	<u> </u>	
SEABROOKLANHAM.				
LANDOVER		7.07		-
CHEVERLY				
NEW YORK AVE. (W.T.) WASHINGTON	T	7.15 \$ 7.20	<u> </u>	
Arrive	A.M.	A.M.	A.M.	1
	453	536	409	1
	1 200	000	700	<u> </u>

	#●901	178	574	‡●903	●905
	DAILY EX. SAT. & SUN.	DAILY	DAILY	DAILY EX. SAT. & SUN.	DAILY
	A.M.	A.M.	A.M.	A.M.	A.M.
i	\$ 4.40			\$ 5.19	\$ 5.30 \$ 5.33 5.39 \$ 5.41
	\$ 4.40 \$ 4.43	\$ 4.55 5.02		\$ 5.19 \$ 5.22	\$ 5.30 \$ 5.33
	\$ 4.40 \$ 4.43 4.49 \$ 4.51	5.02		5.28	5.39
	S 4.51		····	\$ 5.30	S 5.41
					F 5.42
	\$ 4.54 \$ 4.56 \$ 4.58 \$ 5.00			\$ 5.33 \$ 5.35 \$ 5.37 \$ 5.39	\$ 5.44 \$ 5.46 \$ 5.48 \$ 5.50
	5 4.56			5 5.35 5 5.37 5 5.39	5 5.46
***************************************	5 6 00	***************************************		5 5.37	5 5.48
	5 5.02	***************************************		10 0 A 1	
	\$ 5.02 \$ 5.04 \$ 5.06 \$ 5.08 \$ 5.10			\$ 5.41 \$ 5.43 \$ 5.45 \$ 5.47 \$ 5.49	\$ 5.52 \$ 5.54
	\$ 5.08			S 5.45	\$ 5.54 \$ 5.56 \$ 5.58 \$ 6.00
	S 5.08	5.09		\$ 5.47	\$ 5.58 \$ 6.00
***************************************	S 5.10	··		S 5.49	5 6.00
	\$ 5.12			S 5.51	5 6.02
	S 5.14			5 5.53	S 6.04
	\$ 5.12 \$ 5.14 \$ 5.16 F 5.18		ļ <u>.</u>	\$ 5.51 \$ 5.53 \$ 5.55 F 5.57	\$ 6.02 \$ 6.04 \$ 6.06 \$ 6.08
	F 0.18	5.14		F 5.57	
· <u>·······</u>		0.14		S 5.59	8 9 10
M-11-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	\$ 5.20 F 5.22 \$ 5.24 F 5.26 F 5.31				\$ 6.10 \$ 6.12 \$ 6.14 \$ 6.16 F 6.18 F 6.21
	S 5.24			F 6.02 F 6.04 6.06 F 6.09	s 6.14
	F 5.26			F 6.02 F 6.04	\$ 6.14 \$ 6.16
****	F 5.28	5.19		_ 6.06	F 6.18
***************************************	F 5.31	***************************************		F 6.09	F 6.21
	S 5.40	\$ 5.25 5.30		S 6.15	5 6.28
		5.30	***************************************		
	MU	5.33 5.41		MU MU	MU
	MU	0.41		MU	MU
					
***************************************	1	5.51	[!
		0.01			
		0 5.58			
	Will Not	0.00		Will Not	
	Will Not Run	i	· · · · · · · · · · · · · · · · · · ·	Will Not	
	Run	6.03	· · · · · · · · · · · · · · · · · · ·	Run	
	Run May 30, July 4,	6.03		Run May 30, July 4,	
	Run	i		Run	
	Run May 30, July 4,	6.03		Run May 30, July 4,	
	Run May 30, July 4,	6.03		Run May 30, July 4,	
	Run May 30, July 4,	6.03		Run May 30, July 4,	
	Run May 30, July 4,	6.03		Run May 30, July 4,	
	Run May 30, July 4,	6.03		Run May 30, July 4,	
	Run May 30, July 4,	6.03		Run May 30, July 4,	
	Run May 30, July 4,	6.03		Run May 30, July 4,	
	Run May 30, July 4,	6.18 6.19 6.26		Run May 30, July 4, Sept. 5.	
	Run May 30, July 4,	6.18 6.19 6.26		Run May 30, July 4, Sept. 5.	
	Run May 30, July 4,	6.03 6.19 6.26 5 6.32 6.45	\$ 7.07 7.15	Run May 30, July 4, Sept. 5.	
	Run May 30, July 4,	6.18 6.19 6.26	\$ 7.07 7.15	Run May 30, July 4, Sept. 5.	
	Run May 30, July 4,	6.03 6.19 6.26 5 6.32 6.45	\$ 7.07 7.15	Run May 30, July 4, Sept. 5.	
	Run May 30, July 4,	6.03 6.19 6.26 5 6.32 6.45	\$ 7.07 7.15	Run May 30, July 4, Sept. 5.	
	Run May 30, July 4,	6.03 6.19 6.26 5 6.32 6.45	\$ 7.07 7.15	Run May 30, July 4, Sept. 5.	
	Run May 30, July 4,	6.03 6.19 6.26 5 6.32 6.45	\$ 7.07 7.15	Run May 30, July 4, Sept. 5.	
	Run May 30, July 4,	6.03 6.19 6.26 8.45 6.50	\$ 7.07 7.15 7.20	Run May 30, July 4, Sept. 5.	
	Run May 30, July 4,	6.03 6.19 6.26 5 6.32 6.45	\$ 7.07 7.15 7.20	Run May 30, July 4, Sept. 5.	
	Run May 30, July 4,	6.03 6.18 6.19 6.26 8.45 6.50	\$ 7.07 7.15 7.20	Run May 30, July 4, Sept. 5.	
	Run May 30, July 4,	6.03 6.19 6.26 8.45 6.50	\$ 7.07 7.15 7.20	Run May 30, July 4, Sept. 5.	
	Run May 30, July 4,	6.03 6.18 6.19 6.26 8.45 6.50	\$ 7.07 7.15 7.20	Run May 30, July 4, Sept. 5.	
	Run May 30, July 4,	6.03 6.18 6.19 6.26 8.45 6.50	\$ 7.07 7.15 7.20	Run May 30, July 4, Sept. 5.	
	Run May 30, July 4,	6.03 6.19 6.26 5 6.32 6.45 7.05	7.34 7.40	Run May 30, July 4, Sept. 6.	
	Run May 30, July 4,	6.03 6.18 6.19 6.26 8.45 6.50	7.34 7.40	Run May 30, July 4, Sept. 6.	
	Run May 30, July 4,	6.03 6.19 6.26 5 6.32 6.45 7.05 7.12	7.46	Run May 30, July 4, Sopt. 5.	
	Run May 30, July 4,	6.03 6.19 6.26 5 6.32 6.45 7.05 7.12	7.46	Run May 30, July 4, Sopt. 5.	
	Run May 30, July 4, Sept. 5.	6.03 6.19 6.26 5 6.32 6.45 7.05 7.12 7.20	7.34 7.40 7.52 7.52	Run May 30, July 4, Sept. 6.	
	Run May 30, July 4, Sept. 5.	6.03 6.19 6.26 6.45 6.45 7.05 7.12 7.20 s 7.27	7.34 7.40 7.52 7.55 7.56	Run May 30, July 4, Sopt. 5.	
	Run May 30, July 4, Sept. 5.	6.03 6.19 6.26 5 6.32 6.45 7.05 7.12 7.20	7.34 7.40 7.52 7.52	Run May 30, July 4, Sept. 6.	
	Run May 30, July 4, Sept. 5.	6.03 6.19 6.26 6.45 6.45 7.05 7.12 7.20 s 7.27	7.34 7.40 7.52 7.55 7.56	Run May 30, July 4, Sopt. 5.	

23

22 FRILADE	LPMIA IV	WASIIIKC		
		FIRST	CLASS	
STATIONS	‡●907	58	WM 3	
	DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SUN.	
Leave	A.M.	A.M.	A.M.	
SUBURBAN STATION PENNA STA30th ST	S 8 07		***************************************	
BRILL DARBY (P.T. Div.)	6.13		***************************************	
CURTIS PARK	\$ 6.16		***************************************	
CURTIS PARK SHARON HILL FOLCROFT GLENOLDEN NORWOOD	\$ 6.18 \$ 8.20		***************************************	***************************************
GLENOLDEN	\$ 6.22	***************************************	***************************************	
MOORE	\$ 6.26		***************************************	
MOORERIDLEY PARKCRUM LYNNE	S 6.30			
EDDYSTONE	5 6.32 5 6.34	**********************		
CHESTER.	\$ 6.36			
CHESTER LAMOKIN ST HIGHLAND AVE TRAINER	§ 6.40	······································	***************************************	
I HOOK	l			
MARCUS HOOKNAAMAN	\$ 6.44 \$ 6.46			
NAAMAN CLAYMONT HOLLY OAK BELLEVUE	S 6.49			1
1 B:13C+B: MICOCH.	ur n.hn			
WILMINGTON	S 7.02			
WEST YARD				
WEST YARD DAVIS NEWARK	MU		***************************************	
ELKTON				
NORTH EASTCHARLESTOWN			***************************************	
PERRYVILLE HAVRE-DE-GRACE	Will Not			
OAKABERDEEN	Run May 30.			
AVKE-DE-URACE OAK ABERDEEN PERRYMAN EDGEWOOD MAGNOLIA HAREWOOD PARK OHASE BENGIES	July 4,			
MAGNOLIA		***************************************	***************************************	***************************************
CHASE BENGIES	***************************************		***************************************	
MIDDLE RIVER	***********	*******************	*********************	**********************
BAY		******************************	*****************************	
BAY BIDDLE STREET UNION JUNCTION			7.49	***************************************
BALTIMORE		\$ 7.38 # 7.44	S 7 50	
FULTON		7.49	7.55	
EDMONDSON				
HALETHORPE		•••••••		
SEVERNODENTON		8.03		***************************************
ODENTONPATUXENT		3.00	***************************************	***************************************
BOWIE		8.09		
SEABROOK		***************************************		··*··
LANHAM LANDOVER	***************************************	8.15	······	***************************************
NEW YORK AVE. (W.T.)		8 90		<u> </u>
WASHINGTON		8.22 8.25		
Arrive	907	A.M. 58	WM 3	
	1 00.	1 00		<u> </u>
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	‡●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.
		\$ 6.32	\$ 6.55		
***************************************	\$ 6.10 6.16	\$ 6.32 \$ 6.35 6.41 \$ 6.43	\$ 6.55 \$ 6.58 7.04 \$ 7.06	\$ 7.11 7.17	\$ 7.23 7.30
***************************************	6.16	6.41	7.04	7.17	7.30
		s 6.43	\$ 7.06		
••••••	Will Not	F 6.44	F 7.07	Will Not	Will Not
***************************************	Run May 30	\$ 6.46 \$ 6.48 \$ 6.50 \$ 6.52	\$ 7.09	Hun May 30	Run May 30, July 4,
***************************************	July 4.	\$ 6.50	\$ 7.13	July 4.	July 4.
	Will Not Run May 30, July 4, Sept. 5.	F 6.44 5 6.46 5 6.48 5 6.50 5 6.52	F 7.07 S 7.09 S 7.11 S 7.13 S 7.15	Run May 30, July 4, Sept. 5.	Sept. 5.
		5 6.54	\$ 7.17 \$ 7.19		
***************************************		5 6 58	5 7.19		***************************************
***************************************	6.23	\$ 6.58 \$ 7.00 \$ 7.02	\$ 7.22 \$ 7.24	7.24	S 7.37
			S 7.24		
	s 6.26	\$ 7.04	§ 7.26		\$ 7.41
***************************************		\$ 7.04 \$ 7.06 \$ 7.08 F 7.10	\$ 7.26 \$ 7.28 \$ 7.30 F 7.32		
***************************************		F 7.10	F 7.32		***************************************
***************************************	6.31			7.28	7.49
		\$ 7.12	\$ 7.34 F 7.36		
***************************************	***************************************	\$ 7.14 5 7.18	F 7.36		
		\$ 7.16 F 7.18 F 7.21			
	6.35	\$ 7.12 \$ 7.14 \$ 7.16 F 7.18 F 7.21 \$ 7.24	7.41 S 7.44	7.82	7.54
		5 7.24	5 7.44		
	\$ 6.41	5 7.30	S 7.49	s 7.38	\$ 8.00 8.10
***************************************	6.44			3 7.38	8.13
***************************************		MU	MU	$7.41 \\ 7.49$	0.13
***************************************	\$ 6.52 \$ 6.59				
	S 6.59				
	7.06		{	7.58	
	5 7.14	***************************************		8.05	***************************************
	\$ 7.18	Will Not	Will Not		
	- ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Run May 30, July 4,	Run May 30, July 4,	8.09	
	S 7.24	May 30,	May 30,		
	s 7.35	Sept. 5.	Sept. 5.	8.18	
***************************************	9 7.30	Sept. o.	Sept. o.	0.10	

	7.43			8.24	
***************************************	7.43		1	0.24	
***************************************	7.50			8.31	
***************************************	7.55	***************************************	····	8.36	
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	\$ 7.58	***************************************		s 8.39	
	8.03			8.44	
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***************************************	\$ 8.18			8.58	
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***************************************	0.00			9.10	
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	9 40			1	
	8.42 \$ 8.45	***************************************	***************************************	S 9.20	
	\$ 8.42 \$ 8.45 A.M.	A.M.	A.M.	9.17 5 9.20 A.M.	A.M.
		A.M. 909	A.M. 911		A.M. 455

24 PHILADE	LPHIA TO	WASHIRE	HUR	
		FIRST	CLASS	
STATIONS	457	●951	530	
	!	SATURDAY ONLY	DAILY	
Leave	A.M.	A.M.	A.M.	<u> </u>
SUBURBAN STATION PENNA STA30th ST BRILL	\$ 7.35 7.42	\$ 7.35 \$ 7.38		
DARBY (P.T. Div.)		5 7.46		
CURTIS PARK SHARON HILL	Will Run Sun. and	F 7.47 S 7.49	***************************************	***************************************
SHARON HILL FOLCROFT GLENOLDEN NORWOOD	July 4, Sept. 5.			
MOORE RIDLEY PARK CRUM LYNNE BALDWIN EDDYSTONE		\$ 7.57 \$ 7.59		
CRUM LYNNE BALDWIN	7.49	\$ 8.01 \$ 8.03		
HIGHLAND AVE		5 8.09 5 8.11 F 8.13		
HIGHLAND AVE	7.53	\$ 8.15		
CI A VMONT		6 8.10		
BELLEVUE	7.57	F 8.23		
WILMINGTON	\$ 8.03 8.20	s 8.32		
WILMINGTON { WEST YARD DAVIS NEWARK ELKTON	8.23	MU		
NEWARK ELKTON				
CHARLESTOWN				
HAVRE-DE-GRACE				
OAK ABERDEEN PERRYMAN	l			
EDGEWOOD				
MAGNOLIA HAREWOOD PARK CHASE	l			
MIDDLE RIVER	İ			
STEMMER'S RUNBAYBIDDLE STREET		·····		
BAY BIDDLE STREET UNION JUNCTION			\$ 9.07	
BALTIMORE			9.13 9.18	
FULTON				
HARWAN				
SEVERN ODENTON PATUXENT		***********************	9.32	
JERICHO PARK BOWIE		***************************************	A 9.37 S 9.41	
GLENNDALE SEABROOK				
LANHAMCHEVERLY			9.49	
NEW YORK AVE. (W.T.) WASHINGTON			9.56 \$ 10.00	
Arrive	A.M.	A.M.	\$ 10.00 A.M.	
	457	951	530	

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	 	FIDET	CI ACC	
		FIRST		
STATIONS	●115	413	‡●971	
	DATLY	SATURDAY ONLY	DAILY EX. SAT. & SUN.	
Leave Leave	A.M.	A.M.	A.M.	
SUBURBAN STATION PENNA STA30th ST BRILL DARBY (P.T. Div.)	\$ 10.08 10.15	\$ 10.20 10.26	\$ 10.30 \$ 10.33 10.39	
DARBY (P.T. Div.)		s 10.28	s 10.41	
CHRTIS PARK		F 10 30	F 10.42 S 10.44	
SHARON HILL FOLCROFT GLENOLDEN		\$ 10.34 F 10.36	\$ 10.46	
l NORWOODl		s 10.38	s 10.50	
MOORERIDLEY PARK		\$ 10.40 \$ 10.42 F 10.44 10.45 F 10.47	\$ 10.52 \$ 10.54	
CRUM LYNNE	10.22	F 10.44	\$ 10.56 \$ 10.58	
EDDYSTONE	-0	F 10.47	\$ 11.00	1
CHESTER LAMOKIN ST. HIGHLAND AVE.		\$ 10.50 F 10.52	\$ 11.01 \$ 11.03	
HIGHLAND AVE		F 10.53		
TRAINER HOOK MARCUS HOOK	10.26		***************************************	
MARCUS HOOK NAAMAN CLAYMONT HOLLY OAK BELLEVUE EDGE MOOR		\$ 10.57		
CLAYMONT				
BELLEVUE	10.30	11.02		
EDGE MOOR	***************************************	F_11.00	.	
WILMINGTON	\$ 10.37	\$ 11.12 11.15		
DAVISNEWARK	$10.40 \\ 10.48$	N	MU	
I RLKTON	1	\$ 11.26 \$ 11.33		
NORTH EAST CHARLESTOWN PERRYVILLE	10.57	F 11.40		
PERRYVILLE	11.04	s 11.52		
HAVRE-DE-GRACE	11.08	S 11.55	Will Not	
ABERDEENPERRYMAN		\$ 12.03 F 12.07	May 30, July 4,	
EDGEWOOD	11.18	S 12.19	Sept. 5.	
MAGNOLIAHAREWOOD PARK				
CHASE BENGIES	l	12.27		
MIDDLE RIVER		F 12.30		
IRAY	1 11.31	12.87		
BIDDLE STREETUNION JUNCTION	11.36	3	-	
BALTIMORE	s 11.38	\$ 12.45	5	
1	11.48	3] 3]		
FULTON EDMONDSON FREDERICK ROAD				-
HALETHORPE				
HARMAN	1			·
ODENTON	11.57	7	-	
JERICHO PARK	10.00			·
GLENNDALE	12.03	<u> </u>		
SEABROOK			-	
LANHAMLANDOVERCHEVERLY	12.09	j		
NEW YORK AVE. (W.T.)	12.16	21	1	<u> </u>
WASHINGTON	S 12.20	O		
Arrive		P.M.	A.M.	-
	115	413	971	<u> </u>

DAILY DAILY EX SUN. DAILY DA		-101		-0	100	
A.M. A.M. P.M. P.M. S.M. S.M. P.M. S.M. S.M. S.M. P.M. S.M.		●121	#917	●957	123	‡●919
S 11.20 S 11.34 12.20 S 12.20 12.23 11.13 11.35 S 11.37 S 12.20 S 12.23 12.23 S 11.34 S 12.20 S 12.23 S 12.23 S 12.24 S 12.24 S 12.35 S 11.47 S S 12.36 S 12.3						SAT. & SUN.
F 11.34 F 11.48 F 12.32 34 5 11.37 5 11.47 5 12.34 5 11.49 5 12.38 5 11.49 5 12.38 5 11.41 5 11.51 5 5 12.38 5 11.43 5 11.55 5 5 12.40 5 11.47 5 11.57 5 12.40 5 11.47 5 11.57 5 5 12.40 5 11.49 5 11.57 5 5 12.40 11.20 5 11.53 5 12.00 12.33 5 12.40 5 11.53 5 12.00 12.33 5 12.40 5 11.53 5 12.00 12.33 5 12.40 5 12.00 5 12.00 5 12.00 5 12.50		A.M.	A.M.	A.M.	P.M.	P.M.
F 11.34 F 11.48 F 12.32 34 5 11.37 5 11.47 5 12.34 5 11.49 5 12.38 5 11.49 5 12.38 5 11.41 5 11.51 5 5 12.38 5 11.43 5 11.55 5 5 12.40 5 11.47 5 11.57 5 12.40 5 11.47 5 11.57 5 5 12.40 5 11.49 5 11.57 5 5 12.40 11.20 5 11.53 5 12.00 12.33 5 12.40 5 11.53 5 12.00 12.33 5 12.40 5 11.53 5 12.00 12.33 5 12.40 5 12.00 5 12.00 5 12.00 5 12.50		5 11.07	\$ 11.20 \$ 11.25	\$ 11.34 \$ 11.37	S 12.20	\$ 12.20 \$ 12.23
F 11.34 F 11.48 F 12.32 34 5 11.37 5 11.47 5 12.34 5 11.49 5 12.38 5 11.49 5 12.38 5 11.41 5 11.51 5 5 12.38 5 11.43 5 11.55 5 5 12.40 5 11.47 5 11.57 5 12.40 5 11.47 5 11.57 5 5 12.40 5 11.49 5 11.57 5 5 12.40 11.20 5 11.53 5 12.00 12.33 5 12.40 5 11.53 5 12.00 12.33 5 12.40 5 11.53 5 12.00 12.33 5 12.40 5 12.00 5 12.00 5 12.00 5 12.50		11.18	11.31	11.43	12.26	12.29
S 11.45 S 11.55 S 12.44			5 11 24	5 11.40		F 10.00
S 11.45 S 11.55 S 12.44			s 11:37	s 11:47		5 12.32 5 12.34
S 11.45 S 11.55 S 12.44			\$ 11.39	§ 11.49		\$ 12.36
S 11.45 S 11.55 S 12.44	***************************************		s 11:43	\$ 11.53		\$ 12.40
S 11.58 12.04 S 12.36 S 12.52		ļ	\$ 11.45	\$ 11.55		\$ 12.42
S 11.58 12.04 S 12.36 S 12.52			\$ 11.49	\$ 11.58		\$ 12.44 \$ 12.46
S 11.58 12.04 S 12.36 S 12.52		11.20	\$ 11.51	\$ 12.00	12.33	\$ 12.48
11, 24			\$ 11.58	S 12.02	\$ 12.36	\$ 12.50
11, 24	***************************************		\$ 12.00	\$ 12.06		s 12.54
11, 24			F 12.02	F 12.10		F 12.58
S 11.34 S 12.28 S 12.58 S S 12.58 S S S S S S S S S		11.24	1		12.41	l
S 11.34 S 12.28 S 12.58 S S 12.58 S S S S S S S S S	***************************************		5 12.06 F 12.09	5 12.12 F 12 14		5 1.00 F 1.00
S 11.34 S 12.28 S 12.58 S S 12.58 S S S S S S S S S	***************************************		s 12.10	F 12.18	**********************	s 1.04
S 11.34 S 12.28 S 12.58 S S 12.58 S S S S S S S S S		11.28	F 12.12	F 12.18	12.45	F 1.06
S 11.34 S 12.28 S 12.58 S S 12.58 S S S S S S S S S	***************************************	11.20	s 12.17	s 12.23		s_1.12
11.37 MU MU 1.04 MU 1.05 MU MU 1.05 MU MU MU MU MU MU MU M		E 11 94	5 12.23	S 12.30	l	S 1.17
11.54	***************************************	11.37		I		
12.01	***************************************	11.45	MU	MU	1.04	MU
12.01					•••••	·····
12.01		11.54			1.14	
12.05 Will Not Run Sun. and 1.25 Will Not Run May 30, July 4, July 4		12 01	***************************************		[
12.05 Run May 30, July 4, Ju	***************************************	12.01	Will Not	Will Run		Will Not
12.14 Sept. 5. Sept. 5. 1.35 Sept. 5. 12.20		12.05	Run	Sun. and	1.25	Run
12.14 Sept. 5. Sept. 5. 1.35 Sept. 5. 12.20	*****************************	***************************************	July 4.	July 4.		May 30, July 4.
12.27 1.48 12.32 5 1.54 2.00 12.40 2.05 12.40 2.05 12.00 12.40 2.05 12.40 2.19 12.54 2.25 12.55 1.06 2.31 1.06 2.30	***************************************	12.14	Sept. 6.		1.35	
12.27 1.48 12.32 5 1.54 2.00 12.40 2.05 12.40 2.05 12.00 12.40 2.05 12.40 2.19 12.54 2.25 12.55 1.06 2.31 1.06 2.30	•••••••••••					
12.27 1.48 12.32 5 1.54 2.00 12.40 2.05 12.40 2.05 12.00 12.40 2.05 12.40 2.19 12.54 2.25 12.55 1.06 2.31 1.06 2.30	***************************************					
12.32		12.20	1		1.41	
12.32	***************************************					***************************************
S 12.35 S 1.54 2.00	***************************************	12.27	I		1.48	
12.40 2.05 2.19 2.19 2.25 2.25 2.31 2.31 2.31 2.31 2.31 2.31 2.31 2.31	***************************************	12.32				
12.40 2.05 2.19 2.19 2.25 2.25 2.31 2.31 2.31 2.31 2.31 2.31 2.31 2.31		6 10 25			\$ 1.54	
12.54 2.19 2.25 2.25 2.31 2.31 2.31 2.31 2.31 2.31 2.31 2.31				 	2.05	
1.00 2.25 2.31 2.31 2.31 2.31 2.37 2.40 P.M. P.M. P.M. P.M. P.M. P.M.	***************************************					
1.00 2.25 2.31 2.31 2.31 2.31 2.37 2.40 P.M. P.M. P.M. P.M. P.M. P.M.	***************************************					
1.00 2.25 2.31 2.31 2.31 2.31 2.37 2.40 P.M. P.M. P.M. P.M. P.M. P.M.						
1.00 2.25 2.31 2.31 2.31 2.31 2.37 2.40 P.M. P.M. P.M. P.M. P.M. P.M.		12 54			2 10	
1.06						
1.06	***************************************	1.00			2,25	
s 1.12						
s 1.12	***************************************	***************************************			***************************************	
P.M. P.M. P.M. P.M. P.M.					2.31	************************
P.M. P.M. P.M. P.M. P.M.	***************************************	1.00				
P.M. P.M. P.M. P.M. P.M.	***************************************					
	***************************************				2.37 s 2.40	
		s 1.12 s 1.15		P.M.		P.M.
		s 1.12 s 1.15 P.M.	P.M.		P.M.	

		FIRST	CLASS	
STATIONS	●981	●125	#415	1
	SATURDAY	_	DAILY EX. SUN.	
Leave	P.M.	P.M.	P.M.	
SUBURBAN STATION PENNA STA30th ST	\$ 12.20 \$ 12.23 12.29	S 1.10	S 1.18	ļ
DARBY (P.T. Div.)	5 12.31	\$ 1.10 1.17	1.25 S 1.27	***************************************
CURTIS PARK SHARON HILL FOLCROFT GLENOLDEN NORWOOD	F 12.32		F 1.29	
FOLCROFT	\$ 12.36		\$ 1.33	
NORWOOD	\$ 12.38 \$ 12.40		\$ 1.35 \$ 1.37	
MOORE RIDLEY PARK	\$ 12.42 \$ 12.44		\$ 1.39 \$ 1.41	
MOORE RIDLEY PARK ORUM LYNNE BALDWIN EDDYSTONE	\$ 12.46 \$ 12.48	1.24	F 1.43 S 1.45	
EDDYSTONE	\$ 12.50		F 1.47	
LAMOKIN ST	\$ 12.54	·····	F 1.54	
OHESTER LAMOKIN ST. HIGHLAND AVE. TRAINER	••••••••••		F 1.58	
MARCUS HOOKNAAMAN		1.29		
NAAMANCLAYMONT	***************************************	***************************************	F 2.02 S 2.04	
CLAYMONT HOLLY OAK BELLEVUE	***************************************	1.33		
BELLEVUEEDGE MOOR			F 2.11 S 2.17	
WILMINGTON		\$ 1.39	2:27	
WEST YARD DAVIS NEWARK	MU	$\frac{1.42}{1.50}$	2.31	***************************************
KLKTON I			\$ 2.42 \$ 2.49	***************************************
NORTH EAST		2.00	§ 3.00	
NORTH EASTCHARLESTOWNPERRYVILLEHAVRE-DE-GRACE		2.07	5 3.03 5 3.15	
HAVRE-DE-GRACEOAK			\$ 3.19	
OAKABERDEENPERRYMAN		\$ 2.14	\$ 3.29 F 3.33	
EDGEWOOD		2 23	S 3.51	
MAGNOLIA HAREWOOD PARK	***************************************		F 3.56	***************************************
CHASE BENGIES		2.29	4.01	
MIDDLE RIVERSTEMMER'S RUN			S 4.04	
BAY BIDDLE STREET		2.36	D 4.11 D 4.15	*****************
BAY BIDDLE STREET		2.42	6 4 20	
BALTIMURE {		\$ 2.45		
FULTON. EDMONDSON. FREDERICK ROAD. HALETHORPE. HARMAN.	***************************************	2.50	Will Not	***************************************
FREDERICK ROAD HALETHORPE	***************************************	***************************************	May 30, July 4,	
HARMAN			Sept. 5.	
SEVERN ODENTON PATUXENT	***************************************	3.04		
JERICHO PARKBOWIE	***************************************			***************************************
GLENNDALE	***************************************	J.10	***************************************	
SEABROOKLANHAMLANDOVER	**************************************		·····	***************************************
CHEVERLY	***************************************	3.16		***************************************
NEW YORK AVE. (W.T.) WASHINGTON		3.22 \$ 3.25		
Arrive	P.M.	P.M.	P.M.	
	981	125	415	

	●959	♦175	#921	‡●417	554
		DAILY	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	DAILY
	P.M.	P.M.	P.M.	P.M.	P.M.
			\$ 2.10 \$ 2.13 2.19 \$ 2.21		
	\$ 1.20 \$ 1.23 1.29 \$ 1.31	\$ 2.09 2.15	S 2.13		
	s 1.31	2.10	s 2:21		
	F 1.32		S 2 22	1	1
***************************************	s 1.34	***************************************	S 2.24	***************************************	
	F 1.32 S 1.34 S 1.36 S 1.38 S 1.40		\$ 2.22 \$ 2.24 \$ 2.25 \$ 2.27 \$ 2.29		
	\$ 1.38 \$ 1.40	••••••••••••••••••	\$ 2.27	****************	
	S 1.42	}	S 2.31		
	S 1 44		s 2.33		
	\$ 1.42 \$ 1.44 \$ 1.46 \$ 1.48 \$ 1.50	2 22	\$ 2.31 \$ 2.33 \$ 2.35 \$ 2.37 \$ 2.39		
	5 1.48 5 1.50	4.22	\$ 2.39	***************************************	
			S 2.42		
*******************	\$ 1.52 \$ 1.54 \$ 1.56 F 1.58		\$ 2.42 \$ 2.44 \$ 2.47 F 2.49		ļ
***************************************	F 1.58		F 2.49	***************************************	
		2.27	- 2.40		
	\$ 2.00		\$ 2.51		
	\$ 2.00 \$ 2.04 \$ 2.06 \$ 2.08 \$ 2.11		S 2.54		
	F 2.06				
	F 2.08	2.31	F 2.57 S 3.00		
	F 2.11		\$ 3.00		
••••••	\$ 2.16	S 2.37	\$ 3.05		····
		2.40	•••••••••••		
	MU	2.40 2.48	MU	MU	
		2.58]•••••••••••••••••••••••••••••••••••••	
	***************************************		***************************************		***************************************
		3.05			.,
	Will Run Sun. and		Will Not	Will Not	·····

	May 30.	3.09	May 30.	May 30.	***************************************
***************************************	May 30, July 4,	3.09	Run May 30, July 4,	Run May 30, July 4,	***************************************
	May 30,	3.19	May 30, July 4, Sept. 5.	May 30, July 4, Sept. 5.	***************************************
	May 30, July 4,			July 4,	***************************************
	May 30, July 4,	3.19		July 4,	
	May 30, July 4,			July 4,	
	May 30, July 4,	3.19		July 4,	
	May 30, July 4,	3.19		July 4,	
	May 30, July 4,	3.19		July 4,	
	May 30, July 4,	3.19		July 4,	
	May 30, July 4,	3.19 3.25 3.32 3.37		July 4, Sept. 5.	\$ 4.11
	May 30, July 4,	3.25 3.32 3.37 5 3.40		July 4, Sept. 5.	4.2
	May 30, July 4,	3.19 3.25 3.32 3.37		July 4, Sept. 5.	\$ 4.1 4.2 4.2
	May 30, July 4,	3.25 3.32 3.37 5 3.40		July 4, Sept. 5.	4.2
	May 30, July 4,	3.25 3.32 3.37 5 3.40		Sept. 6. Sept. 6. S 4. 16 4. 20 5 4. 21 5 4. 25 5 4. 36	4.2
	May 30, July 4,	3.25 3.32 3.37 5 3.40		Sept. 6. Sept. 6. S 4. 16 4. 20 5 4. 21 5 4. 25 5 4. 36	4.2
	May 30, July 4,	3.25 3.32 3.37 5 3.40		Sept. 6. Sept. 6. S 4. 16 4. 20 5 4. 21 5 4. 25 5 4. 36	4.2
	May 30, July 4,	3.19 3.25 3.32 3.37 \$ 3.40 3.45		Sept. 6. Sept. 6. S 4. 16 4. 20 5 4. 21 5 4. 25 5 4. 36	4.2
	May 30, July 4,	3.19 3.25 3.32 3.37 \$ 3.40 3.45		Sept. 6. Sept. 6. S 4. 16 4. 20 5 4. 21 5 4. 25 5 4. 36	4.2
	May 30, July 4,	3.19 3.25 3.32 3.37 \$ 3.40 3.45		Sept. 6. \$ 4.16 \$ 4.20 \$ 4.21 \$ 4.21 \$ 4.39	4.2
	May 30, July 4,	3.19 3.25 3.32 3.37 \$ 3.40 3.45		Sept. 5. \$ 4.16 4.20 \$ 4.21 \$ 4.25 \$ 4.44 \$ F 4.48 \$ 4.58 \$ 4.56	4.2
	May 30, July 4,	3.19 3.26 3.32 3.37 \$ 3.40 3.45 3.59		Sept. 5. \$ 4.16 4.20 \$ 4.21 \$ 4.25 \$ 4.44 \$ F 4.48 \$ 4.58 \$ 4.56	4.2 4.2 Y 4.3 4.4
	May 30, July 4,	3.19 3.25 3.32 3.37 \$ 3.40 3.45		Sept. 5. \$ 4.15 4.20 \$ 4.21 \$ 4.25 \$ 4.25 \$ 4.56 F 4.58 \$ 4.56 F 4.58	4.2 4.2 Y 4.3 4.4
	May 30, July 4,	3.25 3.32 3.37 \$ 3.40 3.45 4.05		Sept. 5. \$ 4.15 4.20 \$ 4.21 \$ 4.21 \$ 4.29 \$ 4.36 \$ 5 4.55 \$ 5 4.56 F 4.58 \$ 5.01 F 5.03 5 .05	4.2 4.2 7 4.8 4.4
	May 30, July 4, Sept. 5.	3.20 3.32 3.37 \$ 3.40 3.45 4.05 4.11	Sept. 5.	\$ 4.16 \$ 4.20 \$ 4.21 \$ 4.25 \$ 4.25 \$ 4.25 \$ 4.25 \$ 4.25 \$ 5.05 \$ 5.05 \$ 5.05 \$ 5.05 \$ 5.05	4.2 4.2 4.4 4.4 4.5 5.0
	May 30, July 4,	3.25 3.32 3.37 \$ 3.40 3.45 4.05		Sept. 5. \$ 4.15 4.20 \$ 4.21 \$ 4.21 \$ 4.29 \$ 4.36 \$ 5 4.55 \$ 5 4.56 F 4.58 \$ 5.01 F 5.03 5 .05	4.20 4.20 Y 4.80 4.4

	FIRST CLASS									
STATIONS	WM 1	419	129							
	DAILY EX. SUN.	DAILY EX. SAT.	DAILY							
Leave	P.M.	P.M.	P.M.							
SUBURBAN STATION PENNA STA30th ST		S 3.15	S 3 10							
RRIT.I.		\$ 3.15 3.22 \$ 3.25	\$ 3.19 3.26							
DARBY (P.T. Div.)		3 3.25								
CURTIS PARK SHARON HILL		\$ 3.27 \$ 3.29 \$ 3.31 \$ 3.35								
FOLCROFTGLENOLDEN		5 3.31 5 3.33								
NORWOOD		s 3.35								
MOORERIDLEY PARKCRUM LYNNE		\$ 3.37 \$ 3.39 \$ 3.41 \$ 3.43								
CRUM LYNNE	·····	\$ 3.41 \$ 3.43		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
		S 3.45	l							
CHESTERLAMOKIN STLAMOKIN ST	********************************	\$ 3.49	s 3.37							
HIGHLAND AVE		\$ 3.52 \$ 3.55	***************************************							
T TACK IT A TRIPACTOR	***************************************		3.42							
MARCUS HOOKNAAMAN		\$ 4.06								
CHAVMONT		S 4.11								
HOLLY OAK BELLEVUE EDGE MOOR	***************************************	\$ 4.11 F 4.13 F 4.16 \$ 4.19	3.46							
EDGE MOOR		s 4.19	3.70							
WILMINGTON	***************************************	\$ 4.28	1							
WEST YARD		4.31	3.59 4.07							
DAVISNEWARK		S 4.44	4.07							
RI KTON		\$ 4.52								
NORTH EAST		\$ 5.00 F 5.03	4.17							
PERRYVILLE		F 5.03 S 5.16	\$ 4.26	***************************************						
		\$ 5.20	4 04							
OAK ABERDEEN PERRYMAN		\$ 5.27 \$ 5.31	4.01							
EDGEWOOD		\$ 5.31 \$ 5.40	4 40							
MAGNOLIA										
CHASE		F 5.57								
BENGIES.	***************************************	F 6.00	4.46							
MIDDLE RIVERSTEMMER'S RUN										
RAV		6.10 b 6.14	4.53							
BIDDLE STREETUNION JUNCTION	4.34									
BALTIMORE	S 4 35	S 6.17	5 4.59							
FULTON	4.40									
EDMONDSON FREDERICK ROAD										
HALETHORPE	l									
HARMAN										
ODENTON PATUXENT			5.24							
JERICHU PARA	***************************************									
GLENNDALE			5.30							
SEABROOK										
SEABROOK LANHAM LANDOVER CHEVERLY			5.36							
CHEVERLY										
NEW YORK AVE. (W.T.) WASHINGTON			5.42 5.45							
Arrive	P.M.	P.M.	P.M.							
	WM 1	419	129							
1,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	•	•	•	•						

	●149	‡● 925	●177	‡●973	‡●947	
	DAILY	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY EX. SAT. & SUN.	
	P.M.	P.M.	Р.М.	P.M.	P.M.	
	\$ 3.45 3.52	\$ 3.44 \$ 3.47	\$ 4.03 4.10	\$ 4.04 \$ 4.07	\$ 4.08 \$ 4.11 4.18	
	3.52	3.55 5 3.57	4.10	\$ 4.07 4.14 \$ 4.17	4.18	
		\$ 3.58		\$ 4.18 \$ 4.20		
		\$ 3.58 \$ 3.59 \$ 4.01 \$ 4.03 \$ 4.05		5 4.20		
		\$ 4.07 \$ 4.09		\$ 4.24 \$ 4.26		
	3.59	\$ 4.11 \$ 4.13 \$ 4.15	4.17	\$ 4.24 \$ 4.26 \$ 4.28 \$ 4.30 \$ 4.32	4.26	
***************************************		\$ 4.15 \$ 4.17		5 4.34	\$ 4.30	
		\$ 4.17 \$ 4.19 \$ 4.21 F 4.28		5 4.36		
***************************************	4.03	l	4.22		4.36	
		\$ 4.25 F 4.27 S 4.29		***************************************		
******************		\$ 4.29 F 4.31	·		S 4.40	
***************************************	4.08	\$ 4.25 F 4.27 \$ 4.29 F 4.31 F 4.33 \$ 4.36	4.26		\$ 4.44	
	S 4.14	S 4.40		·····	\$ 4.50	
	\$ 4.14 4.17 4.25		\$ 4.33 4.36 4.44			
	4.25	MU	4.44	MU	MU	
	4.34		4.58			
	4.41		5.00			
	4.45	Will Not	5.04	Will Not	Will Not	
		Run May 30, July 4,	J.02	Run May 30, July 4,	Run May 30, July 4,	
	4.55		5.14	Sept. 5.	Sept. 5.	
	5.01		5.20			
	5.08		5.27			
	5.08		5.27			
	5.08 5.13 5.13		5.27 5.32 \$ 5.35			
	5.08		5.27			
	5.08 5.13 5.13		5.27 5.32 \$ 5.35			
	5.08 5.13 \$ 5.15 5.20		5.27 5.32 \$ 5.35 5.40			
	5.08 5.13 5.13		5.27 5.32 \$ 5.35			
	5.08 5.13 \$ 5.15 5.20		5.27 5.32 \$ 5.35 5.40			
	5.18 5.18 5.18 5.20		5.27 5.32 \$ 5.35 5.40			
	5.18 5.18 5.18 5.20		5.27 5.32 \$ 5.35 5.40			
	5.18 5.18 5.20 5.34 5.46		5.27 5.32 5.35 5.40 			
	5.46 5.56 5.68		5.27 5.32 \$ 5.35 5.40 6.00 6.06			
	5.18 5.18 5.20 5.34 5.46		5.27 5.32 5.35 5.40 		P.M. 947	

		FIRST	CLASS	· · · · · ·
STATIONS		± 979	●929	<u> </u>
	DAILY	DAILY EX. SAT. & SUN.	DAILY	
Leave		P.M.	P.M.	
SUBURBAN STATION PENNA STA30th ST BRILL	S 4.14	\$ 4.14 \$ 4.17 4.25	\$ 4.22 \$ 4.25	
BRILL DARBY (P.T. Div.)	4.21	4.25	\$ 4.32 \$ 4.34	
CURTIS PARK	1	1	S 4.35	
SHARON HILL FOLCROFT GLENOLDEN		S 4.31	\$ 4.37 \$ 4.39	
LNORWOOD	1	IS 4.34	S 4.43	
MOORE RIDLEY PARK CRUM LYNNE BALDWIN		s 4.37	\$ 4.45 \$ 4.47	
CRUM LYNNEBALDWIN	4.30	4.39	S 4 40	
			S 4.53	[
CHESTER	***************************************	\$ 4.41 \$ 4.43	\$ 4.55 \$ 4.57	
HIGHLAND AVE TRAINER HOOK		***************************************	\$ 4.59 F 5.01	l
I MARCUS HOOK	I	. [S 5.03	
NAAMAN	***************************************		e 5 08	***************************************
HOLLY OAK BELLEVUE EDGE MOOR.	4 30		F 5.09	
EDGE MOOR	7.00	***************************************	s 5.14	
WILMINGTON	S 4.45	***************************************	5 5.19	
WEST YARD DAVIS NEWARK	4.48 4.56	MU	MIL	
NEWARKELKTON			l	
NORTH EAST CHARLESTOWN PERRYVILLE	5.06			
PERRYVILLE	5.13	***************************************		
1 HAVKK-DK-GRACK	b contract of the contract of	Will Not		l
OAKABERDEENPERRYMAN		May 30.	***************************************	
EDGEWOOD MAGNOLIA HAREWOOD PARK	5.27	Sept. 5.		
HAREWOOD PARK	***************************************	***************************************		
CHASE BENGIES	5.33	***************************************	***************************************	
MIDDLE RIVER			<u> </u>	
BAY	5.40			
			<u></u>	
BALTIMORE	\$ 5.48			
FULTON	5.53			
FREDERICK ROAD HALETHORPE				
HARMAN				
BEVERN ODENTON PATUXENT JERICHO PARK	6.07			
JERICHO PARK				
GLENNDALE	6.13			
SEABROOKLANHAM		***************************************		
LANDOVERCHEVERLY	6.19		***************************************	***************************************
NEW YORK AVE, (W.T.)	6.26			
WASHINGTON	\$ 6.30 P.M.	P.M.	P.M.	<u></u>
Allive	105	979	929	<u> </u>
		,		<u> </u>

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	1	DAILY	s	DAILY AT. & £	EX. SUN.	:	DAIL	¥	D. SA	AILY T. & 8	EX. SUN.	DAILY	
		P.M.	<u> </u>	P.M			P.M	-		P.M		<u> </u>	P.M.
	S	4.34 4.41	1 S	4	41 44 51 54	S	4. 5.	59 05	\$ \$	5 5 5	02 05 11 14	S	5.19 5.20
			=		55				_	5.	16		
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			\$	5_5	. 03	<u></u>				5.	24	ļ. <u></u>	
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	l	4.48	3 8	5	05 08 10 12		ь.	12	Š	8	26 28 30 32 34	L	5.3
			\$	5 5	. 17					5	37 39 41 43		
			\$	5 5	. 20				SSF	Ş.	39		
					········				F	5	43		
		4.58	3		••••••	<u> </u>	<u>5.</u>	16					5.3
•••							**********		S	5	45		
·····									5	ğ.	49		
***************************************		4.5	; 				Б.	20	F	5	45 47 49 52 54	ļ	5.4
									S	<u> </u>	57		
	S	5.08	<u></u>			<u> </u>		25	5	6	. 01	S	5.4
	13	5.06	31			-	5.	28			********	-	5.5
		5.06 5.14	1	MU	1		Ď.	28 36		MU		1	5.5
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		5.23	3				5.	45				1	6.0
		5.30	5			ļ		52				ļ	6.1
	1		÷	Will	Not	i			V	VIII R	lot	i	
····		5.34	4	Rui			5	56		VIII I	1		6.1
				May July	30, 4,		·	·· ····	֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓	May : July	3U, 4.		
	İ	5.4	4	Sept.			6.	05		Sept.		Ħ	6.2
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	5		<u> 5 </u>	TD 3		<u> S</u>			ļ			8	
	1—	P.M. 113	-}	P,N		-{-	P.M 15:		<u> </u> -	P.1 93		╢	P.M. 195
				97	1			4		C 1 (7)	1		105

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	FIRST CLASS			
STATIONS	●933	♦157	●155	
	DAILY	DAILY	DAILY	
Leave	P.M.	P.M.	P.M.	
SUBURBAN STATION PENNA STA30th ST	\$ 5.20 \$ 5.23	\$ 6.05	S 6 10	
BRILL	5.29 5.31	\$ 6.05 6.12	6.17	·····
CURTIS PARK	s 5.33		Last Trin	
CURTIS PARK SHARON HILL FOLCROFT GLENOLDEN NORWOOD	\$ 5.35		June 25.	***************************************
GLENOLDEN	5 5.39			·····
MOORE	5 5.43			
MOORE. RIDLEY PARK. CRUM LYNNE. BALDWIN. EDDYSTONE.	5 5.45 5 5.47			
BALDWIN	S 5.49	6.19	6.24	***************************************
CHESTER CHESTER	S 5.51		E 8 00	
CHESTER LAMOKIN ST. HIGHLAND AVE. TRAINER	S 5 58			
TRAINER	5 5.58 F 6.00	6.23	***************************************	***************************************
		6.23	6.32	····
MARCUS HOOK NAAMAN CLAYMONT HOLLY OAK BELLEVUE EDGE MOOR	F 6.04	6.27		***************************************
HOLLY OAK	5 6.06 F 6.08	***************************************		
BELLEVUE	F 6.10	6.27	6.36	***************************************
WHI MINISTERN (S 6.18			
WILMINGTON		\$ 6.33	5 6.43	
WEST YARD DAVIS NEWARK	MU	6.36 6.44	6.46 6.54	***************************************
NEWARKELKTON	************************	*************************		***************************************
NORTH EAST		6.53	7.03	
NORTH EAST CHARLESTOWN PERRYVILLE		7.00	7.10	
HAVRE-DE-GRACE OAK ABERDEEN				
ABERDEEN		7.04	7.14	
PERRYMAN		7 14	7 04	
MAGNOLIA HAREWOOD PARK	***************************************	/ . I ·	7.24	
CHASE				
BENGIES	***************************************	7.20	7.30	
MIDDLE RIVERSTEMMER'S RUN		7.27		······
I RAY		7.97	7.37	
BIDDLE STREETUNION JUNCTION		7.32	٠7.42	
BALTIMORE		s 7.35	\$ 7.45	***************************************
FULTON		7.40	7.50	
FULTON EDMONDSON FREDERICK ROAD				***********************
HARMAN				***************************************
SEVERN ODENTON PATUXENT JERICHO PARK			8.04	
PATUXENT		7.54	8.04	····
JERICHO PARKBOWIE	***************************************	8.00	8.10	***************************************
GLENNDALE	***************************************			
SEABROOKLANHAMLANDOVER	***************************************		***************************************	***********************
LANDOVER CHEVERLY	***************************************	8.06	8.16	***************************************
NEW YORK AVE. (W.T.)		8.12	8.22	
WASHINGTON		s 8.12 8.15	S_8.20	
Arrive	P.M.	P.M.	P.M.	
l	933	157	155	•

	●155	‡●935	423	♦159	137
	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SAT.	SUNDAY ONLY	DAILY EX. SUN.
	P.M.	P.M.	P.M.	Р.М.	Р.М.
	S 6.15 6.22	\$ 6.28 \$ 6.31 6.37	\$ 6.35 6.41	\$ 7.11 7.18	\$ 7.22 7.29
	6.22	6.37 6.39	6.41	7.18	7.29
	First Trip			1	
	First Trip June 26.	\$ 6.41 \$ 6.42 \$ 6.44 \$ 6.46 \$ 6.48		***************************************	***************************************
		5 6.44			
	***************************************	\$ 6.48			
		5 6.50	1		
		\$ 6.50 \$ 6.52 \$ 6.54 \$ 6.56 \$ 6.58		***************************************	
	6.29	S 6.54	6.48	7.25	7.86
	0.29	s 6.58	0.40	7.25	7.3
	\$ 6.33	S 7 01	S 6.52	1	
		\$ 7.03			
		\$ 7.01 \$ 7.03 \$ 7.05 F 7.07	[·····		
***************************************	6.37	7.07	6.57	7.29	7.4
		S 7.10			
		l			
	,	F 7.13			
	6.41	7.17	7.02	7.33	7.48

		5 7.23			\$ 7.50 7.58 7.58
	5 6.48		S 7.10	S 7.40	7,58
	6.51 6.59	MU	7.13	7.43 7.51	7.58 8.06
	0.00		\$ 7.23 \$ 7.30	7.01	0.00
		······	s 7.30		
	7.08		7.36	8.01	8.16
	7.15	***************************************	\$ 7.46	8.08	8.23
		Will Not	S 7.49	0.00	0.20
	7.19	Will Not Run May 30, July 4,		8.12	8.27
		May 30,	s 7.58		
	7.29	Sout 5	\$ 8.08	8.22	0 05
	7.29	Sept. 5.	3 0.00	0.22	0.0
	***************************************				***************************************
		***************************************	8.15	8.28	0 40
	7.35		0.10	0.28	8.48
	7.42	***************************************	8.22	8.35	8.50
	7.47	***************************************	***************************************	8.40	***************************************
			6 0 00		C O F4
	5 7.50	***********************	\$ 8.28 8.35	s 8.43	\$ 8.56 9.06
	7.55		8.40	8.48	9.1

		***************************************	***************************************		4.1.1
		***************************************	***************************************		***************************************

	8.09		\$ 8.55	9.02	9.25
		***************************************		***************************************	
	8.15		F 9.03	9.08	9.31
***************************************	i				
	8.21		9.11	9.14	9.38
	8.21		9.11	9.14	9.38
	8.27 8.30		9.17 s 9.20	9.21 \$ 9.25	9.46 s 9.50
		P.M.			9.38 9.46 9.50 P.M.

		FIRST CLASS		
STATIONS	●937	♦570	♦171	
	DAILY	DAILY	DAILY	
Leave	P.M.	P.M.	Р.М.	
Leave SUBURBAN STATION PENNA STA30th ST	5 7.30 5 7.33	1.04.	S 8.17	
BRILL DARBY (P.T. Div.)				
CURTIS PARK. SHARON HILL. FOLCROFT. GLENOLDEN. NORWOOD	F 7.42		***************************************	
FOLCROFT	\$ 7.46 \$ 7.48	***************************************	***************************************	
NORWOOD	\$ 7.50			
RIDLEY PARK	\$ 7.54 8 7.54			
MOORE RIDLEY PARK CRUM LYNNE BALDWIN EDDYSTONE	\$ 7.58	***************************************	8.30	***************************************
CHESTER	\$ 8.02			
CHESTER LAMOKIN STHIGHLAND AVETRAINER	\$ 8.04 \$ 8.06			
			8.34	
MARCUS HOOK	\$ 8.09 F 8.11	***************************************		
CLAYMONT HOLLY OAK	F 8.13 F 8.15			
BELLEVUEEDGE MOOR	F 8.17 S 8.20	***************************************	8.38	
	S 9 95			
WEST YARD DAVIS NEWARK			8.47	
NEWARK		***************************************		
NORTH EASTOHARLESTOWN			9.04	
PERRYVILLE HAVRE-DE-GRACE			9.11	
			0 15	1
ABERDEEN				
PERRYMAN EDGEWOOD MAGNOLIA HAREWOOD PARK OHASE BENGIES MIDDLE RIVER STEMMER'S RUN BAY BAY BIDDLE STREET			9.24	
HAREWOOD PARK				
BENGIES			9.30	
STEMMER'S RUN			0 97	
BAY BIDDLE STREET UNION JUNCTION BALTIMORE { FULTON	***************************************	***************************************	0.40	
BALTIMORE S		\$ 9.18	9.72	
FULTON	<u></u>	9.25	9.45	<u></u>
FULTON				
HARMAN		3		
SEVERN ODENTON		9.44	10.04	
PATUXENTJERICHO PARK		J. 22		
BOWIE GLENNDALE		9.50	10.10	
SEABROOK			***************************************	
LANHAM LANDOVERCHEVERLY		9.56	10.16	
NEW YORK AVE. (W.T.)		10.02	10.22	
WASHINGTONArrive	P.M.	\$ 10.05 P.M.	\$ 10.25 P.M.	<u> </u>
	987	570	171	
	J			ı

Det.	~	A CC	

	,				
	⊕939	●143	●941	‡●199	‡●147
	DAILY	DAILY	DAILY		
	P.M.	P.M.	P.M.	P.M.	P.M.
	\$ 8.30 \$ 8.34	\$ 9.07	\$ 9.30 \$ 9.33 9.39 \$ 9.41	\$ 9.47	\$ 10.09
	8.42	\$ 9.07 9.14	9.39	\$ 9.47 9.54	\$ 10.09 10.16
	3 0.44				
	F 8.45 S 8.47	***************************************	F 9.43	Will Run Sun. and	Will Run Sun. and
***************************************	\$ 8.47 \$ 8.49 \$ 8.51	***************************************	\$ 9.45 \$ 9.47 \$ 9.49	May 30,	May 30,
***************************************	\$ 8.49 \$ 8.51 \$ 8.53		\$ 9.45 \$ 9.47 \$ 9.49 \$ 9.51	May 30, July 4, Sept. 5.	May 30, July 4, Sept. 5.
	\$ 8.55		\$ 9.53		Зерс. 0.
	\$ 8.55 \$ 8.57		\$ 9.55		
***************************************	\$ 9.01	9.21	\$ 9.53 \$ 9.55 \$ 9.57 \$ 9.59 \$ 10.01	10.01	10.23
	\$ 9.03		\$ 10.01		
	\$ 9.06 \$ 9.08 \$ 9.10 F 9.12	\$ 9.24	\$ 10.04 \$ 10.06 \$ 10.08 F 10.10	Will Not Run	\$ 10.27
	\$ 9.10		\$ 10.08	May 29, July 3,	
	F 9.12	9.29			10.32
	S 0.15	9.28	\$ 10.12	10.00	Will Not Run
	\$ 9.15 F 9.17 F 9.19 F 9.21 F 9.23 \$ 9.26		\$ 10.12 F 10.14 F 10.16		May 29, July 3,
	F 9.19		F 10.16		July 3,
	F 9.21 F 9.23	9.33	F 10.18 S 10.21 F 10.24	10.11	Sept. 4. 10.36
	\$ 9.26				
	S 9.31	5 9.39	\$ 10.29	\$ 10.18	5 10.43
					10.46
	MU	9.42 9.50	MU	10.21 10.29	10.46 10.54

***************************************		9.59	***********************	10.39	11.03
		10.06		S 10.48	11.10
		10.10		10.53	11.14
		10.10		10.88	11.14

		10.19		11.03	11.24
		***************************************	***************************************	***************************************	
		10.25		11.09	11.30
***************************************	***************************************	10.20		11.09	11.30
***************************************			·····		
		10.32		11.16	11.37
		10.87	***************************************	11.21	11.42
***************************************		\$ 10.40		S 11.24	\$ 11.45
		10.45		11.29	11.50

***************************************	I				
		10.59		11.43	S 12.06
		11.05		11.49	12.13
	<u></u>				
***************************************		11.11		11.55	12.20
		4		46.45	46 2
***************************************		s 11.17 s 11.20		\$ 12.02 \$ 12.05	s 12.27 s 12.30
	P.M.	P.M.	P.M.	A.M.	A.M.
	939	143	941	199	147
	1 000		1 211	1 200	1

8 PHILADE	LPRIA IV	MASILIER	IIUN	
		FIRST	CLASS	
STATIONS	977	#9 45	135	
	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	
Leave		Р.М.	Р.М.	
SUBURBAN STATION PENNA STA30th ST	\$ 10.15 \$ 10.18	\$ 11.15	E 11 05	
BRILL DARBY (P.T. Div.)	10.24 \$ 10.26	11.25	5 11.25 11.32	
OUDTIS DARK	5 10.20 F 10.27	S 11.27		
SHARON HILL	s 10.29	\$ 11.30	***************************************	***************************************
CURTIS PARK	F 10.27 \$ 10.29 \$ 10.31 \$ 10.33 \$ 10.35	\$ 11.34		
MOORE	\$ 10.35 \$ 10.37	\$ 11.38 \$ 11.38		
MOORE. RIDLEY PARK. CRUM LYNNE. BALDWIN. EDDYSTONE.	\$ 10.39	S 11.40		
BALDWIN	\$ 10.43	F 11.44	11.39	***************************************
CHESTER	\$ 10.48	S 11.48		
CHESTER LAMOKIN ST HIGHLAND AVE. TRAINER	5 10.50	F 11.50		
TRAINER			11 44	***************************************
HOOK MARCUS HOOK		S 11.55	11.44	
NAAMAN	***************************************	F 11.58		
HOLLY OAK		F 12.00	11 49	
EDGE MOOR	***************************************	F 12.05	11.70	
MARCUS HOR NAAMAN CLAYMONT HOLLY OAK BELLEVUE EDGE MOOR WILMINGTON		S 12.10	\$ 11.53 # 12.01	***************************************
WEST YARD DAVIS NEWARK			12.04	
NEWARK	MU	MU	12.12	
I KLKTON				
NORTH EAST CHARLESTOWN PERRYVILLE HAVRE-DE-GRACE		***************************************	£ 10 01	
HAVRE-DE-GRACE		Will Not	12.51	
ARERDEEN		Run May 30.	5 12.39	
HAVRE-GRACE OAK ABERDEEN PERRYMAN EDGEWOOD		July 4,	10.40	
PERRYMAN EDGEWOOD MAGNOLIA HAREWOOD PARK CHASE BENGIES MIDDLE RIVER STEMMER'S RUN BAY BIDDLE STREET UNION JUNCTION		Sept. o.	12.49	***************************************
CHASE			***************************************	
BENGIES			12.55	1
STEMMER'S RUN			4 00	***************************************
BIDDLE STREET			1.02	******************************
UNION JUNCTION			S 1.08	
BALTIMORE			* 1.25	
EDMONDSON			1.30	
HALETHORPE				
I DARWIN				I
SEVERNODENTONPATUXENTJERICHO PARK		•	1.44	
JERICHO PARK				
BOWIE	1	1	1.50	
SEABROOK				***************************************
LANDOVER.			1.56	***************************************
CHEVERLY.				
NEW YORK AVE. (W.T.) WASHINGTON			s 2.02	
Arrive	P.M.	A.M.	A.M.	1
	977	945	135	<u> </u>
1				

	161 SUNDAY ONLY	469	●967		
İ					
	P.M.	P.M.	Р.М.		
	S 11.29	S 11.40	\$ 11.50 \$ 11.53 11.59 \$ 12.01		***************************************
	\$ 11.29 11.36	\$ 11.40 11.47	11.59	***************************************	***************************************
			S 12.01		***************************************
			F 12.02 S 12.04 S 12.06 S 12.08 S 12.10		
			5 12.06		
	····		§ 12.08		
	***************************************		5 12.10		
	***************************************		\$ 12.12	***************************************	***************************************
			\$ 12.12 \$ 12.14 F 12.15 F 12.17 F 12.19	***************************************	
	11.43	11.54	F 12.17	***************************************	
			\$ 12.12 \$ 12.14 F 12.15 F 12.17 F 12.19		···
	***************************************		\$ 12.22 F 12.24 F 12.26		
	***************************************		F 12.24	***************************************	-1414
		***************************************	E 17.70		
	11.48	12.00	***************************************		
			S 12.30		

			F 12.33		
	11 50	12.07	12.35		
***************************************	11.52	12.07	F 12.33 F 12.35 F 12.37 F 12.40		
	S 11.57	S 10 14	\$ 12.53		***************************************
	\$ 11.57 12.05	\$ 12.14 12.25	3 12.00	***************************************	
	12.08	12.28			
	12.08 12.16	12.20	MU		
		*			******************
				***************************************	***************************************
	12.25				
	5 12.34		***************************************		
***************************************	J 12.01		Will Run		***************************************
-,,			Sun, and		
	S 12.43		Sun. and May 30, July 4,	***************************************	
<u></u>			July 4,		
	12.52		Sept. 5.		

		***************************************	·····		
	12.58				
***********				***************************************	***************************************
	1.05				***************************************
**************************************	1.05				***************************************
	\$ 1.12 * 1.20				
	\$ 1.12 * 1.20				
	\$ 1.12 * 1.20				
	\$ 1.12 * 1.20				
	\$ 1.12 * 1.20 1.25				
	\$ 1.12 * 1.20				
	\$ 1.12 * 1.20 1.25				
	\$ 1.12 * 1.20 1.25				
	\$ 1.12 * 1.20 1.25				
	\$ 1.12 * 1.20 1.25				
	\$ 1.12 * 1.20 1.25 1.40				
	\$ 1.12 * 1.20 1.25				
	\$ 1.12 * 1.20 1.25 1.40				
	\$ 1.12 * 1.20 1.25 1.40				
	1.40 1.40 1.55 2.02 2.02				
	\$ 1.12 * 1.20 1.25 1.40				

SIM A MY ON IS	FIRST CLASS			
STATIONS	452	102	110	
Arrive	A.M.	A.M.	A.M.	
SUBURBAN STATION				
I PENNA STA30th ST	E 1.30	\$ 2.44	\$ 4.18 4.11	
BRILL DARBY (P.T. Div.)	1.23	2.37	4.11	
CURTIS DARK	Will Not	Will Not		
CURTIS PARK SHARON HILL FOLOROFT GLENOLDEN	Pun	Run	***************************************	
GLENOLDEN	May 31, July 5, Sept. 6.	May 30, July 4, Sept. 5.		
I NOKWOOD	Sept. 6.	Sept. 5.		
MOORE RIDLEY PARK ORUM LYNNE BALDWIN EDDYSTONE	•			
CRUM LYNNE	***************************************	2.30		
BALDWIN	1.15	2.30	4.01	
CHESTER	E 1.07	S 2.26		
CHESTER LAMOKIN ST. HIGHLAND AVE. TRAINER				
TRAINER				
LHOOK	12.59	2.18	3.55	
MARCUS HOOK				
CLAYMONT				
CLAYMONT. HOLLY OAK. BELLEVUE. EDGE MOOR.	12.55	2.13	3.49	
WILMINGTON	12.50 E 12.13	\$ 2.07 \$ 1.57	3.43	***************************************
WEST YARD	12.10	1.54	3.32	
DAVIS NEWARK		1.46	3.33 3.24	
1 ELKTON		***************************************		
NORTH EASTCHARLESTOWN		1.36	3.14	
CHARLESTOWN	***************************************	0 1.28	3.07	·····
PERRYVILLE HAVRE-DE-GRACE				
OAK ABERDEEN		0 1.19	3.03	
PERRYMAN		0 1.19		
EDGEWOOD	i	1.10	2.53	
MAGNOLIA HAREWOOD PARK OHASE				
CHASE			2.47	
BENGIES		1.04		
STEMMER'S RUN	***************************************		2.39	
BAY BIDDLE STREET	***************************************	12.57	2.39	
UNION JUNOTION				
	***************************************	12.51 s 12.41	2.33	
TITL/TON	***************************************	12.36	2.15	
EDMONDSON				•••••
				······
HARMAN				
SEVERNODENTON		12.22	2.01	
PATUXENT JERICHO PARK	***************************************	***************************************		***************************************
BOWIE	••••••	12.17	1.56	••••••
GLENNDALE				***************************************
SEABROOKLANHAM			***************************************	
LANDOVER		12.10	1.49	***************************************
CHEVERLY.		10 04		
NEW YORK AVE. (W.T.) WASHINGTON		\$ 12.04 \$ 12.01	1.43 5 1.40	***************************************
Leave	A.M.	A.M.	A.M.	1
	DAILY	DAILY		
	ex. Mon.	EX. SUN.	DAILY	
1	#452	‡102	110	

WASHINGTON TO PHILADELPHIA

	108	468	900	902	904
	A.M.	A.M.	A.M.	A.M.	A.M.
***************************************		S 5.25	\$ 5.48 \$ 5.45 5.39 \$ 5.36	\$ 6.23 \$ 6.20 6.14 \$ 6.11	\$ 6.40 \$ 6.37 6.30 \$ 6.27
***************************************	\$ 4.36 4.29	\$ 5.25 5.18	5.39	\$ 6.20 6.14	5 6.37
			S 5.36	S 6.11	s 6.27
	Baggage		F 5.35	S 6.10	F 6.25
***************************************	Service		\$ 5.34	\$ 6.08	5 6.23
***************************************	Sun. and May 30, July 4,		5.35 5.34 5.32 5.30 5.28	\$ 6.04	s 6.19
	July 4,		S 5.28	s 6.02	5 6.17
***************************************	Sept. 5.		\$ 5.26 \$ 5.24 \$ 5.22 \$ 5.20	\$ 6.10 \$ 6.08 \$ 6.04 \$ 6.02 \$ 6.02 \$ 5.58 \$ 5.54	§ 6.15
			\$ 5.22	\$ 5.56	s 6.11
***************************************	4.20	5.11	F 5.36 S 5.32 S 5.328 S 5.228 S 5.224 S 5.220 S 5.18	\$ 6.00 \$ 5.58 \$ 5.56 \$ 5.54 \$ 5.52	\$ 6.23 \$ 6.21 \$ 6.19 \$ 6.15 \$ 6.15 \$ 6.09 \$ 6.09
	l	\$ 5.08	5 5.16	\$ 5.50	\$ 6.05
			S 5.14	\$ 5.50 \$ 5.48 \$ 5.46	\$ 6.03
***************************************			\$ 5.16 \$ 5.14 \$ 5.12 F 5.10	\$ 5.50 \$ 5.48 \$ 5.46 F 5.44	\$ 6.05 \$ 6.03 \$ 6.01 F 5.59
	4.15	4.59			
			\$ 5.08	\$ 5.42 F 5.40 \$ 5.38	\$ 5.57 F 5.55 \$ 5.53 F 5.51
***************************************			S 5.04	5 5.38	5 5.53
***************************************	7 7 7	A E 4	\$ 5.04 F 5.00 F 4.58 \$ 4.55	\$ 5.42 F 5.40 \$ 5.38 F 5.36 F 5.34 F 5.31	\$ 5.57 F 5.55 \$ 5.53 F 5.49 \$ 5.46
	4.10	4.54	F 4.58 S 4.55	F 5.34	F 5.49 S 5.46
***************************************	\$ 4.05	4.48	\$ 4.50	S 5.25	\$ 5.38
		\$ 4.48 4.40			
***************************************	3.58 3.50	4.37	MU	MU	MU
***************************************	8.00	***************************************		MO	MU

	3.40	***************************************			***************************************
	3.33				***************************************
			Will Not	Will Not	
***************************************	3.29	***************************************	Run May 30,	Run May 30,	***************************************
			July 4,	July 4,	
	3.19		Sept. 6.	Sept. 5.	

	3.13				***************************************
	3.13				
	***************************************	***************************************		***************************************	***************************************
	3.06	***************************************			·····
***************************************				······································	***************************************
	3.00 \$ 2.50				
***************************************	2.45				
***************************************	***************************************				
	2.31			•••••	
	***************************************		***************************************		
***************************************	2.26				
•••••••••••••••••••••••••••••••••••••••					
***************************************		·····			
***************************************	2.19				
***************************************	0 19				
***************************************	s 2.13 2.10				·····
	A.M.	A.M.	A.M	A.M.	A.M.
	DAILY	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SUN.
	●108	468	\$AT. & SUN. #●900	\$AT. & SUN. ‡●902	ex. sun. ●904
	9100	72.00	# #	4000	3 003

6 6.59 6 6.55 6 6.53 6 6.51 6 6.49 6 6.47 6 6.43 6 6.43 6 8.43 6 8.43 6 8.43	
7.13 7.10 7.04 6.59 6.57 6.55 6.53 6.53 6.47 6.47 6.43 6.43 6.43 6.43 6.43 6.43 6.43	
6 6.59 6 6.55 6 6.53 6 6.51 6 6.49 6 6.47 6 6.43 6 6.43 6 8.43 6 8.43 6 8.43	
6 6.59 6 6.55 6 6.53 6 6.51 6 6.49 6 6.47 6 6.43 6 6.43 6 8.43 6 8.43 6 8.43	
6 6.59 6 6.55 6 6.53 6 6.51 6 6.49 6 6.47 6 6.43 6 6.43 6 8.43 6 8.43 6 8.43	
6 . 57 6 . 65.55 6 . 53 6 . 53 6 . 49 6 . 47 6 . 45 6 . 44 6 . 45 6 . 41 6 . 39 6 . 39	
6.53 6.51 6.49 6.47 6.45 6.43 6.41 6.39 6.38	
6.53 6.51 6.49 6.47 6.45 6.43 6.41 6.39 6.38	
6.36	
6.36	
6.36	
6.36	
6.36	

	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,

Will Not	
Run	·····
Run May 30, July 4,	***************************************
July 4,	
	······
•••••••••••••••••••••••••••••••••••••••	
······································	***************************************

DAILY EX. AT. & SUN.	
ļ.	DAILY EX.

ļ	402	118	908	112	910
	A.M.	A.M.	A.M.	A.M.	A.M.
	***************************************	1			
		\$ 7.07 7.00	\$ 7.38 \$ 7.35	\$ 7.21 7.15	\$ 7.50 \$ 7.4
		7.00	5 7.28 5 7.25	7.15	7.43 5 7.38
			3 7.20		3 7.30
	***************************************		F 7.23	***************************************	£ 17 0
	***************************************	***************************************	F 7.23 S 7.22 S 7.20 S 7.18 S 7.16		\$ 7.3 \$ 7.3 \$ 7.3 \$ 7.2
************************	***************************************		\$ 7.18		\$ 7.3
	***************************************		S 7.16		S 7.2
	***************************************		\$ 7.14 \$ 7.12 \$ 7.10 \$ 7.08 \$ 7.08		\$ 7.2 \$ 7.2
			5 7.12		
***************************************	***************************************	6.51	5 7 08	7.07	\$ 7.2 \$ 7.2
	***************************************		5 7.08		\$ 7.2 \$ 7.2
	***************************************		16 7 O.4	ļ	S 7.1
			5 7.01		\$ 7.1
			\$ 7.04 \$ 7.01 \$ 6.59 F 6.57	***************************************	\$ 7.18 \$ 7.18 \$ 7.18 \$ 7.19
	***************************************	6.46	F 0.07	7.01	L 1.1
		0.10	\$ 6.55	1	S 7 0
	***************************************		l		\$ 7.00 \$ 7.00 \$ 7.00
	***************************************		5 6.51	***************************************	\$ 7.0
	***************************************	6.41	\$ 6.51 F 6.49 F 6.47	6.56	
•	***************************************	0.41	\$ 6.51 F 6.49 F 6.47 \$ 6.45	0.00	7.00 5 6.5
	***************************************	s 6.36	S 6.40	6.51	\$ 6.5
	\$ 6.25		0.10	6.51 5 6.46	0.0
	6.22	6.33 6.25		6.43 6.35	1
		6.25	MU	6.35	MU
•••••	\$ 6.10 \$ 6.00				
	S 5 50	6.16		0.05	
	S 5.50 F 5.46	0.10		6.25	
	S 5.39	6.09		6.18	
	5 5.32		\ \		Will Not
	. <u></u>	6.05	*******************	6.14	Run
•••••••	\$ 5.22 F 5.10	***************************************		***************************************	May 30, July 4,
	5 5.04	5.55	[6.04	Sept. 5.
	3 0.U±	0.00		0.04	Sept. 5.
	4.48	5.49		5.58	
	4.41	5.42	······	5.51	
	\$ 4.35	\$ 5.36		5.45	
				S 5.40	
	Will Not	5.30		5.35	
	Run May 30,				
	July 4,	***************************************			
	Sept. 5.				
		5.16		5.21	
		5.11		5.16	
		5.04	***************************************	5.09	******************
***************************************		5.04		3.09	
		4 50		5 09	
		4.58 s 4.55		5.03 5.00	
	A.M.	A.M.	A.M.	A.M.	A.M.
					
	DAILY	DAILY	DAILY	DAILY	DAILY EX
	PY STIM				CAT LOTT
	ex. sun. #402	•118	●908	112	sat. & sun ‡●910

1	1			· · · · · · · · · · · · · · · · · · ·
STATIONS	FIRST CLASS			
, , ,	912	406	408	
I Arrive	A.M.	A.M.	A.M.	
SUBURBAN STATION PENNA STA30th ST	\$ 7.54 \$ 7.51 7.45	5 8.24	s 8.32	
BRILL DARBY (P.T. Div.)		\$ 8.24 8.18 \$ 8.15	\$ 8.32 8.25 \$ 8.22	
CHEMIC PARTS				
CURTIS PARK SHARON HILL		F 8.13 S 8.11 S 8.09	S 8.16	
FOLCROFT		§ 8.09	§ 8.13	
FOLCROFT		\$ 8.07 \$ 8.05	s 8:09	
MOORE. RIDLEY PARK. CRUM LYNNE BALDWIN EDDYSTONE.		\$ 8.03 \$ 8.00	\$ 8.07	***************************************
CRUM LYNNE		S 8.00	F 8.03	
BALDWIN	7.37	F 7.57 S 7.55	F 7 50	***************************************
CHESTER	s 7.33	s 7.53	S 7.57	i
CHESTERLAMOKIN STHIGHLAND AVE			F 7.54 S 7.52	
TRAINER			5 7.02	
TRAINER HOOK	7.29			
MARCUS HOOK NAAMAN CLAYMONT HOLLY OAK.		3 7.47	5 7.49	***************************************
CLAYMONT	C 7.25	S 7.44	S 7.45	••••••••
BELLEVUE	7.22	7.40	7.41	
EDGE MOOR	e 17 4 15	e 7 0=	F 7.39	
HOLLY OAK BELLEVUE EDGE MOOR. WILMINGTON	5 7.17	a 7.35	a 7.35	
WEST VARD	1		7.31	
DAVIS NEWARK	MU		\$ 7.22	
I ELKTON			S 7.16	
CHARLESTOWN		••••••	F 7.10	
NORTH EAST CHARLESTOWN PERRYVILLE			S 6.52	
			S 6.44	
OAK ABERDEEN PERRYMAN	May 30,	May 30,	\$ 6.34 F 6.31	
EDGEWOOD.	Sept 5	Sept. 5.	S 6.24	
MAGNOLIA HAREWOOD PARK	36pt. 0.			
LCHASE			is a.oo	I
BENGIES		l	∣ \$ 6.06	
MIDDLE RIVER STEMMER'S RUN BAY		,	\$ 6.03	
BAY			5.56	
BAY BIDDLE STREETUNION JUNCTION	***************************************	***************************************		
BALTIMORE			\$ 5.50	
FULTON		î .		
EDMONDSONFREDERICK ROAD				
HALETHORPE				
HARMAN				<u> </u>
SEVERNODENTON	***************************************			
ODENTON				
BOMIE				
GLENNDALE				
LANHAM				
LANDOVER				
NEW YORK AVE. (W.T.)				
WASHINGTON				
Leave	A.M.	A.M.	A.M.	l
	DAILY EX.SUN.	DAILY EX. SUN.	SUNDAY	
·	l	1	l .	1
	‡●912	‡●4 06	408	<u> </u>
!				

	410	WM 4	404	120	104
	A.M.	A.M.	A.M.	A.M.	A.M.
					
	s 9.07			\$ 8.14 8.07	\$ 8.36 8.30
***************************************	\$ 9.07 9.00 \$ 8.56			0.01	0.00
				Will Not	
	\$ 8.54 \$ 8.50 \$ 8.48 \$ 8.46			Run May 30, July 4, Sept. 5.	
•	\$ 8.50			May 30,	
***************************************	\$ 8.46			Sept. 5.	***************************************
	\$ 8.44 \$ 8.41 \$ 8.38 F 8.36 \$ 8.34				
·····	S 8.41		·		***************************************
	F 8.36		***************************************	7.58	8.20
	S 8.34				
	\$ 8.31 \$ 8.26 \$ 8.24		····	·	
***************************************	\$ 8.24		***************************************	*****************************	······································
				7.58	8.18
	S 8.20			7.03	0.10

	\$ 8.16 F 8.13 F 8.11 F 8.09				
***************************************	\$ 8.16 F 8.13 F 8.11 F 8.09			7.48	8.08
***************************************	F 8.09			***************************************	
Man	8.05 5 7.56			5 7.42	\$ 8.03
<u></u>	7.53	***************************************	***************************************	7 20	7 50
***************************************			MU	7.39 7.31	7.59 7.51
	\$ 7.43 \$ 7.36				
***************************************	8 7.30			7.21	7.41
***************************************	\$ 7.29 \$ 7.25 \$ 7.16	***************************************			
		***************************************		7.14	7.34
	\$ 7.06		Will Not	7.10	7.30
	\$ 6.57 \$ 6.41 \$ 6.35 F 6.22 \$ 6.17 \$ 6.15 F 6.11		Run May 30, July 4,	7.10	7.80
***************************************	\$ 6.57 \$ 6.41		July 4,	***************************************	***************************************
	\$ 6.35 F 6.22 \$ 6.17 \$ 6.15 F 6.11		Sept. 5.	7.00	7.20
	S 6.17				
***************************************	S 6.15				
	F 6.11			6.54	7.14
	3 6.08				
***************************************				6.47	7.07
	\$ 5.58	6.52			
***************************************	S 5.55	\$ 6.51		S 6.41	\$ 7.01
<u> </u>			\$ 6.55	Į.	
		6.45	8.50 8.48 8.45 8.40 F. 6.31	6.35	6.55
***************************************			\$ 6.48 \$ 6.45	***************************************	***************************************
			\$ 6.45 \$ 6.40 F 6.31		
			F 6.31		<u></u>
			F 6.29 S 6.25 F 6.19 S 6.14 S 6.12	6.21	6.41
			\$ 6.25 F 6.19		
***************************************			\$ 6.14 \$ 6.12	6.16	6.36
***************************************				1	<u> </u>
			F 6.08 F 6.03 F 6.00		
			F 8.03	6.09	6.29
				J	J. 25
			5.53	6.03	6.23
***************************************			s 5.53		
	A.M.	A.M.	A.M.	A.M.	A.M.
	DAILY	DAILY	DAILY EX.	DAILY EX. SUN.	DAILY
	EX. SUN.	EX. SUN.	SAT. & SUN.	EX. SUN.	
	410	WM 4	‡●404	‡●120	♦104
		·	·		

STATIONS		FIRST	CLASS	
Arrive	114 A.M.	198 A.M.	124 A.M.	
SUBURBAN STATION				
PENNA STA30th ST BRILL	8.38	\$ 8.57 8.50	\$ 9.17 9.10	***************************************
DARBY (P.T. Div.)		Will Run	Will Not	
SHARON HILL	***************************************	Sun, and	Run	
CURTIS PARK SHARON HILL FOLCROFT GLENOLDEN NORWOOD		May 30, July 4, Sept. 5.	May 30, July 4, Sept. 5.	
MOORE		Sept. b.	Sept. 6.	
MOORE. RIDLEY PARK CRUM LYNNE. BALDWIN				
	8.30	8.43	9.03	
CHESTER				
CHESTER				
HOOK	8.25	8.38	8.58	
MARCUS HOOK NAAMAN CLAYMONT HOLLY OAK BELLEVUE EDGE MOOR				
CLAYMONTHOLLY OAK				
BELLEVUE	8.20		8.53	
WILMINGTON	\$ 8.15		S 8.48	
WEST YARD	8.11 8.03	8.23 8.15	8.43 8.35	
DAVIS NEWARK				
NORTH EAST	7,53			
NORTH EAST CHARLESTOWN PERRYVILLE	7.46			***************************************
1 HAVKE-DE-GRACE	7.42			
OAK ABERDEEN PERRYMAN	7.42	7.50		
EDGEWOOD	7.32	7.40	8.00	
MAGNOLIAHAREWOOD PARK				
CHASE	7.26	7.34	7 54	
MIDDLE RIVER				
LBAV	7.19	7.27	7.47	
BIDDLE STREETUNION JUNCTION				
BALTIMORE	5 7.13	\$ 7.21	s 7.41	
FULTON	7.05	7.15	7.35	
EDMONDSONFREDERICK ROAD HALETHORPE	***************************************			
HARMAN				
SEVERN ODENTON PATUXENT JERICHO PARK	6.51	7.01	7.21	
JERICHO PARK				
GLENNDALE	6.46	6.56	7.16	
SEABROOKLANHAM				
LANDOVER CHEVERLY	6.39	6.49	7.09	
NEW YORK AVE. (W.T.)	6.33	6.43	7.03	
WASHINGTON	5 6.30	5 6.40	s 7.00	
Leave	DAILY	A.M	DAILY EX. SUN.	
	♦114	●198	# ●124	

FI	RST	CL	ASS
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	571	914	194	126	916
	A.M.	A.M.	A.M.	A.M.	A.M.
				i	S 10.5
·		\$ 9.54 \$ 9.51 9.44 \$ 9.41	\$ 10.06 9.59	\$ 10.27 10.20	\$ 10.5 \$ 10.5
		9.44	9.59	10.20	10.4
		S 9.41	.		\$ 10.4
	1		NI .	1	
	***************************************	s 9.37	,	***************************************	s io s
		S 9.35	j		S 10.3
		\$ 9.33		************	\$ 10.3
**************	ļ	S 9.31			\$ 10.3
	l	\$ 9.33 \$ 9.33 \$ 9.33 \$ 9.23 \$ 9.22 \$ 9.23 \$ 9.23	j		\$ 10.4 \$ 10.3 \$ 10.3 \$ 10.3 \$ 10.2 \$ 10.2 \$ 10.2 \$ 10.2
	***************************************	\$ 9.27	,		S 10.2
		\$ 9.25	i		5 10.2
		§ 9.23	9.52	10.11	\$ 10.2
					
	-	\$ 9.18 \$ 9.16 \$ 9.14		S 10.08	\$ 10.2 \$ 10.1 \$ 10.1
		\$ 9.16	3		\$ 10.2 \$ 10.1 \$ 10.1
·····		S 9.14	·		S 10.1
			9.47		
			9.47	10.03	
		S 9.10		Ì	S 10.1
		\$ 9.10 F 9.08 \$ 9.06 F 9.03			\$ 10.1 F 10.1 S 10.0
		S			
***************************************		F 9.03	9.42	9.58	F 10.0
	.,	\$ 8.59	0.42	5.08	s 10.0
***************************************	***************************************	S 8.55	S 9.37	\$ 9.53	\$ 10.0
		J 0.00	9.37	9 .03	3 10.0
		***************************************		A 7	
***************************************		MU	9.32 9.24	9.47 9.39	MU
*************		MIQ	9.24	9.39	mu
***************************************	**********************				
***************************************	***************************************		0.14	0 30	1
	***************************************		9.14	9.30	
***************************************	***************************************		9.07	9.23	
***************************************	***************************************		3.01	3.20	
***************************************			9.03		
	***************************************		9.03	S 9.15	
				0.10	
			8.53	\$ 9.06	1
	***************************************		0.00	0.00	***************************************
	***************************************		8.47	8.58	
			ļ		
	····				
			8.40	8.51	
	8.03		5 8.34	8.45	
	8.03 5 7.53			8.40	<u></u>
	7.48		8.26	8.35	
	,, 10				
	<u></u>				
	5 7.32		8.12	8.21	
	·····				
				0 10	·····
	7.26		8.06	8.16	
					····
	7.19		7.59	8.09	***************************************
	1.19	***************************************	1.09	6.08	

	5 7.13 7.10		7.53 \$ 7.50	8.03 8.00	
			5 7.50		***************************************
1	A.M.	A.M.	A.M.	A.M.	A.M.
		DAILY			
1	DAILY	EX. SUN.	DAILY	DAILY	DAILY

<u> </u>		**************************************		
STATIONS		FIRST		
4-4	174 A.M.	918 A.M.	148 A.M.	i
Arrive SUBURBAN STATION		A.M. \$ 11.53		
SUBURBAN STATION PENNA STA30th ST BRILL		\$ 11.53 \$ 11.50 11.44 \$ 11.41	\$ 11.43 11.37	
DARBY (P.T. Div.)		s 11.44 s 11.41	11.37	
CURTIS PARK	***************************************	F 11.39		
CURTIS PARK SHARON HILL FOLCROFT GLENOLDEN		\$ 11.37 \$ 11.35 \$ 11.33 \$ 11.31		
GLENOLDEN		š 11.33		
				<u> </u>
MOORE RIDLEY PARK CRUM LYNNE BALDWIN EDDYSTONE		s 11:27	11.30	
CRUM LYNNE	10.58	F 11.25	11.30	
EDDYSTONE		š 11.21		
CHESTERLAMOKIN STHIGHLAND AVE		\$ 11.19		
HIGHLAND AVE		s 11.15	***************************************	
HOOK	10.59		11.25	
MARCUS HOOK NAAMAN CLAYMONT HOLLY OAK BELLEVUE EDGE MOOR		S 11.12		I
NAAMAN		e 11.08		
HOLLY OAK		3 44.00	11.20	***************************************
BELLEVUE MOOR	10.48	s 11.00	11.20	
WILMINGTON	S 10.43	S 11.00	S 11.15	
WITHTING LOTS	- 30 90		* 44 10	
WEST YARD DAVISNEWARK	10.31	MU	11:04	
IN EU VY ALTU-E		.		
NORTH EAST	10.21		10.55	
CHARLESTOWN	10 14		10.49	***************************************
ELKTON. NORTH EAST. CHARLESTOWN. PERRYVILLE. HAVRE-DE-GRACE. OAK. ABERDEEN. PERRYMAN	10.1-		10.40	
OAK ABERDEEN PERRYMAN	10.10		10.44	
				5
			IU.04	
MAGNOLIAHAREWOOD PARK				
CHASE BENGIES	2 54		10 08	
MIDDLE RIVER	J . U -	<u> </u>	1 10.20	1
MIDDLE RIVER STEMMER'S RUN BAY BIDDLE STREET UNION JUNCTION	0.45	2	10.01	
BIDDLE STREET	9.41		10.21	
UNION JUNCTION	~ 44			
BALTIMORE	5 9.41		5 10.15	
TOTAL PROPERTY)
EDMONDSON FREDERICK ROAD HALETHORPE				
HALETHORPE				
I HARWAN				
SEVERN ODENTON PATUXENT JERICHO PARK	9.21	L	9.56	3
JERICHO PARK				
I BOWIE	. 9.16	5]	9.51	
GLENNDALE SEABROOK				
LANHAM			0 4/	
CHEVERLY	9.08	•	9.44	*
NEW YORK AVE. (W.T.)		3	9.38	3
WASHINGTON	S 9.00	O	\$ 9.35	5
Leave	A.M.	_ A.M.	-	-
	DAILY	DATLY	DAILY	
	♦174	●918	♦148	
	·			<u>'</u>

1	:	13	0	- 1		98	52	;	Ī	- 5	920	0	1	17	6		97	2	
		P.I	1.	-	_	P.	М		-1		P.M	ī.		P.M	ī.	_	Ρ.	M.	_
		77			S	12	<u>ą.</u>	58 52 46 43	<u> </u>	S S	1	. 05 . 02 . 53 . 50				S	1	.4 .3 .3	3
***************************************	Þ	12 12	: 1	8	3	12	Ź:	46	3	•	12	. 02 . 53	S	+	. 13 . 06	3	1	3	4
					S	12	<u> </u>	43	<u> </u>	S	<u>12</u>	. 5ŏ	ļ			S	ī	<u>∷š</u>	ī
					F	12	2.	4: 4: 3: 3:		F	12	.48 .47 .45 .43 .41		• • • • • • • • • • • • • • • • • • • •		F			<u></u>
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					š	12	2:	3	3	Š	12	$\frac{1}{4}$ 3		• • • • • • • • • • • • • • • • • • • •		Š	i	2	4
***************************************						12	<u>2.</u>	34	4	<u>s</u> _	12	<u>.41</u>		*******			1	.2	
		******	•••••	•••••	S S S S S	12	ξ.	33333	2	F S S S S S S S S	12	.39 .37 .35 .33			*********	55555		.2	g
					š	12	٤:	2	В	š	12	. ទីគ			•••••	š	1	: i	ค
		12	. 1	11	5	12	ξ.	29	8	5	12	. 33		12	. 59	Ş	1		4
		*******		1		12	<u>.</u>	2	ᆰ	š	$\frac{12}{12}$. 29			*******	5			
					SSSF	12	Σ.	2 1 1	ō	S S S F	12 12 12 12	. 29 . 22 . 20 . 18				Š	1	ι.ō	ĕ
***************************************		••••••	•••••		ş	13	5.	1	8	Ş	12	.22 .20 .18			•••••	*****			
	******	12	. 0	56	•								1	12	.54			 	
					S	1:	₹.	1	<u>4</u> i	<u>s</u>	12	. 10							
***************************************		•••••	*****		S F S	12	ᇫ.	1	2	S F S	12 12 12	.16 .13 .11	•••••						****
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		12	. 0	01	F	12	3.	8	7	F	12	. 07 . 05		12	.49			•••••	
	S	1 1			<u> </u>	7	2	0	취	\$ _		.00		12	.44			********	
									<u></u>].	<u> </u>					•			••••••	
		$\frac{11}{11}$	٠. 5	51					-					12	.39 .31	ļ			
***************************************						W	U		-		MU	,	İ	12	.31		M	U	
	S	11		36					_	······	•••••	·····		·········	··········		*******	••••••••	
		11	2	29											.21		******		
***************************************		11	1	1 0	••••									12	. 14		*****	******	••••
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	l				V	Vill	Ŧ	tun		W	ill	Not	I			V	VIII	Not	_
***************************************					201	Vill	· д	un		W	ill Ru	Not n		12	.10	7	VIII	Not	E
***************************************	S	11		 38	>01	Vill Sun May Jul	. a	und 30,		W	ill Ru lay ulv	Not n 30,		12	.10	7	Vill Re Vlay	Not un 30,	•
	S	11		80	97	un May Jul	. a y : y	and 30, 4,		Ŋ	Ru lay uly	n 30, 4,		12		ļ	Re May Jul	un 30, y 4,	· —
	\$	11			97	Vill Sun May Jul Sep	. a y : y	and 30, 4,		Ŋ	ill Ru lay uly ept.	n 30, 4,				ļ	Vill Re Vlay July Sep	un 30, y 4,	· —
	S	·····		00	97	un May Jul	. a y : y	and 30, 4,		Ŋ	Ru lay uly	n 30, 4,				ļ	Re May Jul	un 30, y 4,	· —
	S	·····		00	97	un May Jul	. a y : y	and 30, 4,		Ŋ	Ru lay uly	n 30, 4,		12		ļ	Re May Jul	un 30, y 4,	· —
	S	·····		00	97	un May Jul	. a y : y	and 30, 4,		Ŋ	Ru lay uly	n 30, 4,		12	.00	ļ	Re May Jul	un 30, y 4,	· —
	5	10		00 54	97	un May Jul	. a y : y	and 30, 4,		Ŋ	Ru lay uly	n 30, 4,		12	.00	ļ	Re May Jul	un 30, y 4,	· —
	S	10		00 54	97	un May Jul	. a y : y	and 30, 4,		Ŋ	Ru lay uly	n 30, 4,		12	.00	ļ	Re May Jul	un 30, y 4,	· —
	S	10	0.8	54 47	97	un May Jul	. a y : y	and 30, 4,		Ŋ	Ru lay uly	n 30, 4,		12 11 11	.54	ļ	Re May Jul	un 30, y 4,	· —
	S	10		54 47	97	un May Jul	. a y : y	and 30, 4,		Ŋ	Ru lay uly	n 30, 4,		12 11 11	.00	ļ	Re May Jul	un 30, y 4,	_
	S	10	0.8	54 47	97	un May Jul	. a y : y	and 30, 4,		Ŋ	Ru lay uly	n 30, 4,		12 11 11	.54	ļ	Re May Jul	un 30, y 4,	_
	5	10	0.8	54 47	97	un May Jul	. a y : y	and 30, 4,		Ŋ	Ru lay uly	n 30, 4,	. \$	12 11 11	.54	ļ	Re May Jul	un 30, y 4,	_
	S	10	0.8	54 47	97	un May Jul	. a y : y	and 30, 4,		Ŋ	Ru lay uly	n 30, 4,		12 11 11	.54	ļ	Re May Jul	un 30, y 4,	_
	S	10	0.8	54 47	97	un May Jul	. a y : y	and 30, 4,		Ŋ	Ru lay uly	n 30, 4,		12 11 11	.54	ļ	Re May Jul	un 30, y 4,	_
	S	10).4	54 47 41	97	un May Jul	. a y : y	and 30, 4,		Ŋ	Ru lay uly	n 30, 4,		11 11 11 11	.00	ļ	Re May Jul	un 30, y 4,	_
	S	10	0.8	54 47 41	97	un May Jul	. a y : y	and 30, 4,		Ŋ	Ru lay uly	n 30, 4,	s	11 11 11 11	.54	ļ	Re May Jul	un 30, y 4,	_
	S	10).4	35 21	97	un May Jul	. a y : y	and 30, 4,		Ŋ	Ru lay uly	n 30, 4,		111 111 111 111	.47	ļ	Re May Jul	un 30, y 4,	_
	S	10).4	54 47 41	97	un May Jul	. a y : y	and 30, 4,		Ŋ	Ru lay uly	n 30, 4,		111 111 111 111	.00	ļ	Re May Jul	un 30, y 4,	_
	S	10).4	35 21	97	un May Jul	. a y : y	and 30, 4,		Ŋ	Ru lay uly	n 30, 4,		111 111 111 111	.47	ļ	Re May Jul	un 30, y 4,	_
	S	10	0.6	00 54 47 41 21	97	un May Jul	. a y : y	and 30, 4,		Ŋ	Ru lay uly	n 30, 4,		111 111 111 111 111	.00	ļ	Re May Jul	un 30, y 4,	_
	S	10	0.6	35 21	97	un May Jul	. a y : y	and 30, 4,		Ŋ	Ru lay uly	n 30, 4,	. S	111 111 111 111 111	.47		Re May Jul	un 30, y 4,	_
	\$	10	0.8	21 16		un May Jul	. a y : y	and 30, 4,		Ŋ	Ru lay uly	n 30, 4,	S	111 111 111 111 111	.47		Re May Jul	un 30, y 4,	_
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STATIONS	054	190	533	1
Arrive	954 P.M.	132 P.M.	P.M.	
SUBURBAN STATION				
PENNA STA30th ST BRILL	\$ 2.28	\$ 2.24 2.18		
DARBY (P.T. Div.)	s 2.19	2.10		***************************************
CURTIS PARK	F 2.18			
SHARON HILL	§ 2.16			·····
CURTIS PARK SHARON HILL FOLCROFT GLENOLDEN NORWOOD	S 2.12			
MOODE	S 2.10			
MOORE RIDLEY PARK CRUM LYNNE BALDWIN EDDYSTONE	\$ 2.06	2.11		
BALDWIN	\$ 2.04 \$ 2.02	2.11	•••••••••	
EDDYSTONE	s 2.00	ļ		
CHESTER LAMOKIN ST. HIGHLAND AVE. TRAINER	\$ 1.58 \$ 1.56	\$ 2.07		
HIGHLAND AVE	S 1.54			
HUUK	I	2.03		
MADOTO TIOOT				
NAAMANCLAYMONT	s 1.48			
HOLLY OAK	F 1.44	1 50		***************************************
MARCUS HOOK NAAMAN CLAYMONT HOLLY OAK BELLEVUE EDGE MOOR	s 1.39	1.58	······································	
WILMINGTON	S 1.35	S 1.53	***************************************	
		1.46		
WEST YARD DAVIS NEWARK	MU	1.38		
THE IZTONE	1	1		
NORTH EAST		1.28		
NORTH EAST		1.21	***************************************	
HAVRE-DE-GRACE	Will Run			
ABERDEEN	Sun. and May 30.	G 1:13		
PERRYMAN	July 4,			
EDGEWOOD	Sept. 5.	1 1.07		
MAGNOLIA HAREWOOD PARK				
CHASE BENGIES		1.01		
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BAY		12.54	***************************************	
BAY BIDDLE STREET UNION JUNCTION				***************************************
DATESTACES 1		12.48	12.56	
BALTIMORE		\$ 12.43	S 12.50	
FULTON EDMONDSON FREDERICK ROAD		12.38	12.45	····
FREDERICK ROAD HALETHORPE				
HARMAN	1			***************************************
SEVERN		£ 10 00	10.01	
PATUXENT		a 12.23	12.31	
SEVERN ODENTON PATUXENT JERICHO PARK BOWIE		12 18	10 00	******************
GLENN DALE	<u> </u>		12.20	
SEABROOKLANHAM				
LANDOVER		12.09	12.19	
CHEVERLY				
NEW YORK AVE. (W.T.) WASHINGTON		s 12.03	s 12.13 s 12.10	
Leave	P.M.	NOON	P.M.	
	}	DAILY	DAILY EX. SUN.	
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	₩ 904	1 100	1 0000	<u>!</u>

P.M. P.M. P.M. P.M. P.M. P.M. S. 3.07 S. 4.42 S. 1.11 S. 3.48 S. 5.6 S. 2.64 4.35 S. 0.4 S. 3.34 S. 3.49 S. 3.49 S. 3.34 S. 3.49 S. 3.29		İ	92	2			41	2		142	;		92	4	l	!	926	3
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STATIONS		FIRST	CLASS	
	928	170	930	
Arrive	P.M.	P.M.	P.M.	<u> </u>
SUBURBAN STATION PENNA STA30th ST	\$ 4.25 \$ 4.22	\$ 4.13 4.06	\$ 4.30 \$ 4.27 4.21	
DARBY (P.T. Div.)	4.16 5 4.13	4.06	4.21	
CURTIS PARK	S 4.11			
CURTIS PARK SHARON HILL FOLCROFT GLENOLDEN	\$ 4.09		····	
GLENOLDEN	\$ 4.07 \$ 4.05		S 4.16	
NORWOOD	\$ 4.03			
MOORE	\$ 4.01			
ORUM LYNNE	\$ 3.59 \$ 3.57		S 4.12	
MOORE RIDLEY PARK ORUM LYNNE BALDWIN EDDYSTONE	\$ 3.55	3.57		
CUPSTURE	\$ 3.53 \$ 3.51	*******************************	¢ / 05	
LAMOKIN ST.	\$ 3.48		\$ 4.05 \$ 4.03	***************************************
CHESTER LAMOKIN ST	\$ 3.46 \$ 3.44			,
HINK		3.52		***************************************
MARCUS HOOK	\$ 3.43 \$ 3.41		\$ 3.59	
CLAYMONT	s 3.41			
HOLLY OAK	3.35		3.53	
MARCUS HOOK	3.35	3.47	3.53	
WILMINGTON	\$ 3.30	\$ 3.42		
•	******************			
WEST YARD	MU	3.38 3.30	MU	
NEWARK			***************************************	
ELKTON				
NORTH EASTCHARLESTOWN		3.21		
PERRYVILLE		3.14	************************	***************************************
HAVRE-DE-GRACE		3.10	Will Not Run	
OAK ABERDEEN PERRYMAN	May 30, July 4,	3.10	May 30.	
PERRYMAN	July 4,		May 30, July 4,	
EDGEWOOD	Sept. 5.	3.00	Sept. 6.	ļ
MAGNOLIAHAREWOOD PARK	······································			
CHASE BENGIES	·····	2 54		
MIDDLE RIVER		2.01		
MIDDLE RIVER		2.47	***************************************	
BIDDLE STREET	***************************************	2.47		
BAY BIDDLE STREET UNION JUNCTION				
BALTIMORE				
FULTON		2.35		
EDMONDSONFREDERICK ROADHALETHORPE				
HALETHORPE				
HARMAN	 			
SEVERNODENTONPATUXENTJERICHO PARK		2.21		
PATUXENT		2.21		
JERICHO PARKBOWIE		O 10		
GLENNDALE		2.16		1
SEABROOK				
LANHAMLANDOVER	ļ	2.09		
CHEVERLY				
NEW YORK AVE. (W.T.)		2.03		
WASHINGTON		S 2.00		<u> </u>
Leave	P.M.	P.M.	P.M.	·
	DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SAT. & SUN.	.[
	‡●928	♦170	± 9 30	

i	932	934	168	152	WM 2
	P.M.	P.M.	Р.М.	P.M.	P.M.
· · · · · · · · · · · · · · · · · · ·	\$ 4.53	S 5.13			
	\$ 4.58 \$ 4.50 4.44 \$ 4.41	\$ 5.13 \$ 5.10 5.04 \$ 5.01	\$ 4.56 4.50	\$ 5.06	
	4.44	5.04	4.50	\$ 5.06 5.00	***************************************
	5 4.41	S 5.01			
	F 4.40 S 4.38 S 4.36 S 4.34 S 4.32	F 4.58 \$ 4.56 \$ 4.54 \$ 4.52 \$ 4.50			
	\$ 4.38 \$ 4.36 \$ 4.34 \$ 4.32	\$ 4.56 \$ 4.54 \$ 4.52 \$ 4.50		***************************************	
	5 4.36	\$ 4.54	······································	***************************************	
	\$ 4.34 \$ 4.32	\$ 4.02			***************************************
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	\$ 4.30 \$ 4.28 \$ 4.26 \$ 4.24 \$ 4.22	\$ 4.48 \$ 4.46 \$ 4.44 \$ 4.42	>> ***********************************	***************************************	
	\$ 4.26	F 4.44	***************************************	***************************************	
	\$ 4.24	S 4.42	4.42	4.53	
	S 4.22	*******************			
	\$ 4.20 \$ 4.18 \$ 4.16 F 4.14	\$ 4.39			
	5 4.18				
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	. 4.14	4.31	4.37	4.48	***************************************
1	e 4 10		T.07	T. TO	
	š 4 10	F 4.29	***************************************		
	\$ 4.08			************************	*************
	\$ 4.12 \$ 4.10 \$ 4.08 F 4.06 F 4.04	***************************************		***************************************	***************************************
	\$ 4.12 \$ 4.10 \$ 4.08 F 4.06 F 4.04 \$ 4.01	4.25	4.32	4.44	***************************************
	5 4.01				***************************************
	s 3.56	\$ 4.20	S 4.27	5 4.39	
			4.23 4.15	4.36 4.28	***************************************
***************************************	MU	MU \$ 4.05	4.10	4.28	***************************************
		3 7.00			***************************************
1			4.06	4.19	
		***************************************			***************************************
		***************************************	3.59	4.12	
		Will Not			
	,	Run	3.55	4.08	
	.,,	Run May 30, July 4,			
	••••••	Sept. 5.	3.45	3.59	·····
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	*******************************	***************************************			
			3.39	3.53	

	••••••		3 :32	3.46	
					3.5
			6 0 00	\$ 3.40	\$ 3.5
			\$ 3.26	3 3.40	3 3.0
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		·	3.06	3.21	
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			3.01	3.16	
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			2.54	3.09	
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	***************************************		2.48 s 2.45	\$ 3.03 \$ 3.00	
			S 2.45		
	P.M.	P.M.	P.M.	P.M.	P.M.
		DAILY EX.			DAILY
	DAILY	SAT. & SUN.	DAILY	DAILY	EX. SUN.
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	●932	‡●934	♦168	●152	WM 2

936 P.M. 5.37 5.34 5.25 6.25 6.25 6.25 6.23 5.17 5.14 5.12 5.19 5.08 6.06 5.04 4.59 4.59 4.47 4.43	F 5.0886 440886 42088 55.5484 2088 55.555 55.55	938 P.M. \$ 6.348 \$ 6.229 \$ 6.19 \$ 6.114 \$ 6.112 \$ 6.07 \$ 6.05 \$ 5.588 \$ 5.5488 \$ 5.4488 \$ 5.448	
P.M. 5.37 5.34 5.28 6.25 6.23 5.21 5.19 5.17 5.14 5.10 6.08 6.04 4.59 4.56 4.43	P.M. \$ 6.06 \$ 6.57 \$ 5.54 F 5.520 \$ 5.446 \$ 5.424 \$ 5.438 \$ 5.438 \$ 5.334 \$ 5.338 \$ 5.3223 \$ 5	P.M. \$ 6.34 \$ 6.22 \$ 6.19 \$ 6.17 \$ 6.17 \$ 6.120 \$ 6.100 \$ 6.05 \$ 6.55 \$ 5.58 \$ 5.54 \$ 5.44	
5.37 5.23 5.25 5.23 5.19 5.17 5.14 5.12 5.08 6.08 6.08 6.04 4.59 4.58 4.49 4.47 4.43	\$ 0.063 \$ 0.057 \$ 0	\$ 6.348 \$ 6.19 \$ 6.17 \$ 6.17 \$ 6.17 \$ 6.10 \$ 6.1	
5.23 5.21 5.17 5.15 5.12 5.08 5.08 5.04 4.59 4.59 4.47 4.43	F 5.0886 440886 42088 55.5484 2088 55.555 55.55	\$ 6.17 \$\$ 6.142 \$6.107 \$0.005 \$0.005 \$0.5564 \$0.5664 \$0.5664 \$0.5664 \$0.5664 \$0.5664 \$0.5664 \$0.5664 \$0.5664 \$0.5664 \$	
5.23 5.21 5.17 5.15 5.12 5.08 5.08 5.04 4.59 4.59 4.47 4.43	F 5.0886 440886 42088 55.5484 2088 55.555 55.55	\$ 6.17 \$\$ 6.142 \$6.107 \$0.005 \$0.005 \$0.5564 \$0.5664 \$0.5664 \$0.5664 \$0.5664 \$0.5664 \$0.5664 \$0.5664 \$0.5664 \$0.5664 \$	
5.23 5.21 5.17 5.15 5.12 5.08 5.08 5.04 4.59 4.59 4.47 4.43	F 5.0886 440886 42088 55.5484 2088 55.555 55.55	\$ 6.17 \$\$ 6.142 \$6.107 \$0.005 \$0.005 \$0.5564 \$0.5664 \$0.5664 \$0.5664 \$0.5664 \$0.5664 \$0.5664 \$0.5664 \$0.5664 \$0.5664 \$	
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5.197 5.15 6.14 5.12 5.10 5.08 5.08 5.04 4.59 4.59 4.58 4.49 4.47 4.43	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	\$ 6.05 6.05 5.564 5.54 \$ 5.48 \$ 5.44 \$ 5.44	
5.197 5.15 6.14 5.12 5.10 5.08 5.08 5.04 4.59 4.59 4.58 4.49 4.47 4.43	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	\$ 6.05 6.05 5.564 5.54 \$ 5.48 \$ 5.44 \$ 5.44	
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4.59 4.56 4.53 4.49 4.47 4.43	\$ 5.32 \$ 5.28 \$ 5.25 \$ 5.23 \$ 5.218 \$ 5.18 \$ 5.18	\$ 6.01 5.58 5.56 5.54 \$ 5.52 \$ 5.48 5.44 5.44	
4.59 4.56 4.53 4.49 4.47 4.43	\$ 5.32 \$ 5.28 \$ 5.25 \$ 5.23 \$ 5.218 \$ 5.18 \$ 5.18	\$ 5.52 \$ 5.48 \$ 5.46 F 5.44	
4.59 4.56 4.53 4.49 4.47 4.43	\$ 5.32 \$ 5.28 \$ 5.25 \$ 5.23 \$ 5.218 \$ 5.18 \$ 5.18	\$ 5.52 \$ 5.48 \$ 5.46 F 5.44	
4.59 4.56 4.53 4.49 4.47 4.43	\$ 5.32 \$ 5.28 \$ 5.25 \$ 5.23 \$ 5.218 \$ 5.18 \$ 5.18	\$ 5.52 \$ 5.48 \$ 5.46 F 5.44	
4.56 4.53 4.49 4.47 4.43	\$ 5.25 F 5.23 \$ 5.21 F 5.18 F 5.16		
4.56 4.53 4.49 4.47 4.43	\$ 5.25 F 5.23 \$ 5.21 F 5.18 F 5.16		
4.56 4.53 4.49 4.47 4.43	\$ 5.25 F 5.23 \$ 5.21 F 5.18 F 5.16		
4.56 4.53 4.49 4.47 4.43	\$ 5.25 F 5.23 \$ 5.21 F 5.18 F 5.14	\$ 5.42 F 5.39 \$ 5.37	
4.53 4.49 4.47 4.43	5.23 5.21 5.18 5.16 5.14	F 5.39 S 5.37	
4.43	\$ 5.21 F 5.18 F 5.16	S 5.37	***************************************
4.43	F 5.18 F 5.16	E E S S	
4.43	F 5.14	F 5.34	
4.43		š 5.36	***************************************
	\$ 5.10	\$ 5.25	
B## -	MU		
MU	MU	MU	

ill Not	Will Run	Will Not	***************************************
av 30.	and	May 30.	***************************************
uly 4,	May 30,	July 4,	
ept. 5.	July 4,	Sept. 5.	
	Sept. 5.		
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P.M	P.M.	P.M.	[
			
		SAT. & SUN.	ı
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	ill Not Run lay 30, uly 4, ept. 5.	P.M. P.M.	Run Sat., Sun Run May 30, July 4, ept. 5. July 4, Sept. 5. Sept. 5.

	134	154	138	414	59
	P.M.	P.M.	P.M.	P.M.	P.M.
			i		İ
	\$ 6.46 6.40	\$ 6.17 6.10	\$ 6.46 6.40		
	6.40	6.10	6.40		
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	6.31	6.02	6.32		

	6.26	5.57	6.27		
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	5.59 5.51	5.42 5.34	6.04	***************************************	
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		5.13	Ş.	Run	
	\$ 5.12 F 5.02		5 5.29	May 30,	
				May 30, July 2,	
	\$ 4.55	5.03	\$ 5.19	July 4.	Ī
***************************************				Sept. 3, Sept. 5.	,
***************************************	F 4.49			Sept. 5.	
	R 4.47 F 4.44				
***************************************	F 4.44	4.57	5.11		
***************************************	s 4.40			No Baggage	
***************************************	\$ 4.40 F 4.37 4.29	4 50		Service	
	4.29	4.50	5.04	Saturday.	
******	***************************************				
	4 00	E A A A	e / ==		
	\$ 4.23 \$ 4.18	S 4.44	\$ 4.58	\$ 5.20	s 5.1
	a 4.18	A A =		9.20	0.0
••••••	4.13 Q 4.11 R 4.08	4.37 R 4.35	4.49	5.15 5.13 5.09 5.05 5.05 5.05	5.0
***************************************	Q 4.11 R 4.08	R 4.35		5 5 YZ	·····
***************************************			***************************************	S 5.05	
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					·
***************************************	\$ 3.54	4.21	\$ 4.33	\$ 4.50 F 4.43 \$ 4.38 \$ 4.36	4.4
***************************************	- 0.07	T. 21	- - .50	\$ 4.50 F 4.43 \$ 4.38 \$ 4.36	
	***************************************		******************************	S 4.38	
***************************************	3.46	4.16	F 4.26	\$ 4.36	4.4
				\$ 4.31	
	***************************************		***************************************	S 4.28	
	***************************************			\$ 4.31 \$ 4.28 \$ 4.25 \$ 4.21 \$ 4.19	
	3.39	4.09	4.19	5 4.21	4.3
		1	.,	5 4.19	
	3.33	4.03	4,13	4,13	4.2
	3.33 5 3.30	4.03 5 4.00	4.13 5 4.10	\$ 4.13 \$ 4.10	5 4.2
	P.M.	P.M.	P.M.	P.M.	P.M.
	DAILY	DAILY	SUNDAY	DAILY	DAILY
	EX. SUN.		ONLY	EX. SUN.	
	134	●154	138	#414	59

\$ 6.56 \$ 6.54	454 P.M. \$ 7.22 7.15	156 P.M. 5 7.18 7.10	
\$ 7.11 \$ 7.08 7.02 \$ 6.59	\$ 7.22 7.15	s 7.18 7.10	
\$ 6.56			
\$ 6.56			
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5 6.54 5 6.52 5 6.50			
S 6.50		•••••••••	
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F 6.43	7.07	7.02	***************************************
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6.27	6.57	6.52	***************************************
5 6.25	e en	S 8 47	
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	6.32	6.42	************************
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		5.38	
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***************************************		5.21	***************************************
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		5.16	

***************************************		S 5.00	
P.M.	<u>P.M.</u>	P.M.	
DAILY	DAILY	DAILY	
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	\$ 6.39 \$ 6.37 \$ 6.35 \$ 6.33 F 6.30 MU	\$ 6.39 \$ 6.37 \$ 6.35	F 6.41 S 6.39 S 6.37 S 6.35 F 6.30 F 6.30 S 6.27 S 6.25 S 6.25 S 6.20 S 6.32 S 6.34 MU S 6.32 S 6.34 S 6.36 S 7.03

	531	418	158	942	160
	P.M.	P.M.	P.M.	P.M.	Р.М.
				S 9.17	
			\$ 8.32 8.25	\$ 9.14	\$ 9.1 9.0
			8.25	9.08	9.0
			************************	\$ 9.05	
***************************************	***************************************	***************************************	***************************************	9.03 9.01 8.59 8.57 8.55	
		***************************************		\$ 8.50	
				S 8.57	
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				\$ 8.53 \$ 8.51 \$ 8.49 \$ 8.47 \$ 8.45	·
				\$ 8.53 \$ 8.51 \$ 8.49 \$ 8.47	
				S 8.49	***************************************
	 		8.15	\$ 8.47	8.5
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			\$ 8.12	\$ 8.43 \$ 8.41	
·····				5 8.41	
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				\$ 8.43 \$ 8.41 \$ 8.39 F 8.37	
			8.07		8.5
				\$ 8.35 F 8.33 F 8.31 F 8.29	
				F 8.33	····
·····	ļ			F 8.31	ļ
		···	8.02		8.4
			8.02	F 8.25	8.4
				S 8.20	5 8.4
***************************************	[·····	S 7.57	S 8.20	S 8.4

***************************************		MU	7.50 7.42	MU	8.3 8.3
		MU	7.42	MU	8.3
			5 7.35	***************************************	***************************************
			7.30		
····	····	······	7.28	***************************************	8.2
		***************************************	\$ 7.19		8.1
	***************************************		\$ 7.19 \$ 7.15	***************************************	0.1
·····	***************************************	Will Not	S 7.15		8.1
······		Run May 30, July 4,			8.1
·····		July 4			***************************************
	***************************************	Sept. 5.	7.01	[
		Sept. o.	7.01		8.0
	·····			····	
	l		6.55		7.5
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***************************************	J. 20	s 6.25			
**************		S 6.22			
		S 6.22 F 6.18			***************************************
******		F 6.11	<u> </u>	<u> </u>	<u> </u>
		IF 6.08			
	5.31	\$ 6.04 F 6.00	6.21		7.2
	<u> </u>	F 6.00		***************************************	
u		F 5.56 S 5.54			<u></u>
	5.26	5 5.54	6.16	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	7.1
		F 5.49			
		\$ 5.47			
		F 5.49 S 5.47 S 5.44 S 5.40			
	5.19	S 5.40	6.09		7.0

	5.13	5.33	6.03		7.0
	\$ 5.13 \$ 5.10	5.33 5.30	6.03 6.00		s 7.0
	P.M.	P.M.	P.M.	P.M.	P.M.
					
		DAILY EX. SAT. & SUN.	DAILY	DAILY	DAILY
	DAILY				
	DAILY	SAT. & SUN.		l .	
	531	\$AT. & SUN. ‡●418	●158	●942	●160

STATIONS	FIRST CLASS			
	575	164	150	
Arrive	P.M.	P.M.	P.M.	L
SUBURBAN STATION PENNA STA30th ST BRILL DARBY (P.T. Div.)	***************************************	E 9.45 9.38	\$ 10.52 10.45	**************************************
CUIDTIS DADIZ	1			
CURTIS PARK SHARON HILL		***************************************		·····
FOLCROFT GLENOLDEN				••••••
NORWOOD				-
MOORE				
CRUM LVNNE		••••••		
MOORE RIDLEY PARK CRUM LYNNE BALDWIN EDDYSTONE		9.31	10.35	
EDDYSTONE		F 0 00		
CHESTER LAMOKIN ST		E 9.28		
HIGHLAND AVE				
HOOK		9.17	10.30	
TRAINER			***************************************	
NAAMAN			***************************************	
HOLLY OAK	***************************************	~ ~ ~ ~	10 0=	
			*********	********
WILMINGTON	·····	9.08	\$ 10.20	
WEST VADD		9.00	10 10	
WEST YARD DAVIS NEWARK		8.49	10.13 10.05	***************************************
NORTH EAST	***************************************	8 40	9.55	***************************************
CHARLESTOWN				***************************************
PERRYVILLE	***************************************	8.33	9.48	
NORTH EAST CHARLESTOWN PERRYVILLE HAVRE-DE-GRACE OAK ABERDEEN PERRYMAN		8.29	9.44	***************************************
ABERDEEN	***************************************		***************************************	***************************************
KINTH WOOD	***************************************	8.19	9.34	
MAGNOLIA			***************************************	
CHASE BENGIES	***************************************	***************************************	······································	·····
BENGIES		8.13	9.28	
MIDDLE RIVER				
BAY BIDDLE STREET. UNION JUNCTION		8.06	9.21	
UNION JUNCTION		***************************************		
BALTIMORE S	7.52	_ 8.00	9.15	
BALTIMORE	\$ 7.45	E 7.50	5 9.10	
EDMONDSON FREDERICK ROAD	7.40	7.40	9.05	
FREDERICK ROAD HALETHORPE			***************************************	

SEVERN				
PATUXENT	7.26	7.31	8.01	**********************
SEVERN. ODENTON. PATUXENT. JERIOHO PARK BOWIE. GLENNDALE	7 61	7 02	0 40	
GLENNDALE	(.21	7.20	8.46	
SEABROOK	***************************************	***************************************	/	***************************************
LANHAMLANDOVER	7.14	7.19	8.39	
CHEVERLY				
NEW YORK AVE. (W.T.) WASHINGTON	7.08 5 7.05	7.13 E 7.10	8.33 5 8.30	
Leave	P.M.	P.M.	P.M.	
====				
	DAILY	DAILY	DAILY	
	575	⊕164	150	

į	944	974	162	535	166
	P.M.	A.M.	A.M.	P.M.	P.M.
		\$ 12.12 \$ 12.09 12.03			
	\$ 11.19 \$ 11.16	\$ 12.12 \$ 12.09	\$ 12.47 12.40		\$ 11.50 11.50 Will Run
	11.10	12.03	12.40		11.50
	S 11.07	S 11.59		***************************************	Will Run
	F 11.06 S 11.05 S 11.03 S 11.01 S 10.59	\$ 11.58 \$ 11.57 \$ 11.55 \$ 11.53 \$ 11.51	•		Sun. and May 30, July 4,
	S 11.05	S 11.57	••••••		May 30,
	S 11.03	S 11.55	***************************************		July 4,
	5 11.01	5 11.53	***************************************		Sept. 5. Will Not Ru
	5 10.59	S 11.51			Will Not Ru
	\$ 10.57 \$ 10.55 \$ 10.53 \$ 10.51 \$ 10.49	\$ 11.49 \$ 11.47 \$ 11.45 \$ 11.43 \$ 11.41			May 29, July 3, Sept. 4. 11.4
	S 10.55	\$ 11.47			July 3.
	S 10.53	\$ 11.45			Sent. 4
	F 10 51	S 11 43	12.32	***************************************	11 4
	\$ 10.53 F 10.51 F 10.49	\$ 11.41			
	5 10.47	6 11 20	E 12.29		
	\$ 10.47 \$ 10.45 \$ 10.43 \$ 10.41	\$ 11.39 \$ 11.35	E 12.29		••••••
	\$ 10.45 \$ 10.43 F 10.41	S 11.55			
	2 10.43				
***************************************	F 10.41	*******************************	12.10		11.3
***************************************			12.10		11.3
	\$ 10.39				.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
	F 10.37 F 10.35 F 10.33				
***************************************	F 10.35	***************************************		[
	F 10.33				
	F 10.31		12.02		11.3
	\$ 10.39 F 10.37 F 10.35 F 10.33 F 10.31 S 10.29				-
	\$ 10.25	· L	11.55 D 11.13	<u>i</u>	S 11.2
			D 11.13		
			11.10		11 0
	MU	MU	I		11.2 11.1
***************************************		1710	K 11.01		11.1
******	***************************************		K 11.01 S 10.55		

			10.49	1	11.0
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			\$ 10.40		10.5
		Will Not	S 10.34		
		Run			10.5
		Run May 30, July 4,	5 10.28		
		July 4.			
	1	Sept. 5.	S 10.17		10.4
		Ocpt. O.			-0.7
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			10.08		10.3
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	·····				***************************************
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**************************************			9.55 9 .30	S 10.20	<u></u>
	1		9.24	10.15	10.2
			B 9.24		
	1	1	1		1
***************************************		-	\$ 9.08	10.01	10.0
******************			1		1 -0.0
			B 9.02		
***************************************			B 9.02 S 8.59	9.56	10.0
***************************************	1	. [1 0.00	1 0.00	
***************************************		· ····	F 8.50		
		······	F 8.50 F 8.47 8.45		:
		··	F 8.32	9.49	9.5
······			. 8.4∞	9.49) B.0
			. 8.38	9.43	9.4
			8.38 8.35	9.43 9.40	S 9.4
	P.M.	P.M.	P.M.	P.M.	P.M.
	F.M.		- F.MI.	T . D.	z .141.
	DATE:	DAILY EX.	D	DAILY	1
	DAILY	SAT. & SUN	DAILY	DAILLY	
		1	1	1	1
	ļ _	1 .	1 .		
	●944	#974	162	535	#●166

STATIONS	FIRST CLASS					
	172					
Arrive	A.M.					
SUBURBAN STATION PENNA STA30th ST BRILL	\$ 12.15					
BRILL DARBY (P.T. Div.)	12.07		***************************************	***************************************		
CURTIS PARK SHARON HILL			***************************************			
FOLCROFT						
CURTIS PARK. SHARON HILL FOLCROFT GLENOLDEN NORWOOD						
MOORE RIDLEY PARK ORUM LYNNE BALDWIN EDDYSTONE				······································		
CRUM LYNNE						
BALDWIN	12.00					
CHESTER				***************************************		
LAMOKIN ST.						
TRAINER						
HOOK	11.55					
MAROUS HOOK NAAMAN						
CLAYMONT				***************************************		
EDDYSTONE OHESTER LAMOKIN ST. HIGHLAND AVE. TRAINER HOOK MARCUS HOOK. NAAMAN CLAYMONT HOLLY OAK BELLEVUE EDGE MOOR	11.50					
EDGE MOOR	6 44 4-			***************************************		
WILMINGTON	3 11.45	***************************************				
DAVIS NEWARK	11.32					
ELKTON	I	l		***************************************		
NORTH EAST CHARLESTOWN PERRYVILLE	11.22			***************************************		
PERRYVILLE	11.15		***************************************			
HAVRE-DE-GRACE						
ABERDEEN						
PERRYMAN						
EDGEWOOD MAGNOLIA HAREWOOD PARK	11.01			······		
	1		***************************************	***************************************		
BENGIES	10.55	***************************************		······································		
BENGIES	ļ		••••••	***************************************		
BAY BIDDLE STREET	10.48		***************************************	***************************************		
BIDDLE STREET UNION JUNCTION						
BALTIMORE	\$ 10.42		***************************************			
BALTIMORE						
FULTON	10.35					
FREDERICK ROAD				•••••••••••••••••••••••••••••••••••••••		
HARMAN	I	l	·····			
SEVERN ODENTON PATUXENT JERICHO PARK	10.01		***************************************			
PATUXENT	10.21		***************************************			
JERICHO PARKBOWIE	10.18					
GLENNDALE						
SEABROOK						
LANDOVER	10.09		***************************************	***************************************		
	1 10 00					
CHEVERLY	. in∙ñ3		**********************			
NEW YORK AVE. (W.T.)	5 10.00			i ———		
	\$ 10.03 \$ 10.00 P.M.					
NEW YORK AVE. (W.T.) WASHINGTON	5 10.00					
NEW YORK AVE. (W.T.) WASHINGTON	P.M.					

	FIRST CLASS				
	469	‡453	‡455	457	
8TATION8	DAILY	DAILY EX. SUN.	DAILY EX. SUN.		
Leave	A.M.	A.M.	A.M.	A.M.	
WEST YARD BANK NEW CASTLE	12.28 12.30	4.54 4.56	8.13 8.16	8.28 8.26	
TASKER	12.37	5.02	8.23	8.33	
ARMS (Delmarva Div.)	12.56	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	

ARMS TO WEST YARD-NORTHWARD

	FIRST CLASS			
STATIONS	468	454	452	
Arrive	A.M.	P.M.	A.M.	
WEST YARD BANK NEW CASTLE	4.87 4.35	6.32 6.29	12:10 12:08	
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	

62 BALIIM	V	1ARRISDU		
		FIRST	CLASS	
	#¥521	571	₩ ●523	
STATIONS	DAILY EX. SUN.	DAILY	SATURDAY ONLY	
Leave	A.M.	A.M.	P.M.	
CALVERTBALTIMOREWOODBERRY	\$ 6.44	s 8.03	S 12.29	
MT. WASHINGTON	\$ 6.55			
BARE HILLS	F 6.58 F 7.00	8.15	F 12.48 F 12.50	
RUXTONRIDERWOOD	7.02 7.05		F 12.48	
TIMONIUM	7.08 7.11	8.21	F 12.53	
PADONIA. TEXAS	F 7.14	***************************************	F 12.59	
COCKEYSVILLE	S 7.16	·	S 1.01	
ASHLANDPHOENIXSPARKS	F 7.25		F 1.10	
GLENCOE CORBETT	F 7.30	l	F 1.12 F 1.15	
MONKTONBLUE MOUNT				l,
WHITE HALL	\$ 7.38	I	F 1.23	I
GRAYSTONE PARKTON NEW FREEDOM	S 7.45	8.46 \$ 9.01	\$ 1.30	
GLEN ROCK	Will Not	\$ 9.11	ļ	l
SMYSER	May 30.	9.18		
YORK EMIGSVILLE	July 4,			
EMIGSVILLE MT. WOLF	Sept. 5.			
MT. WOLF		9.58 s 10 .20		
Arrive	A.M.	A.M.	P.M.	
	521	571	523	

UAI	00	ISBU	DC '	ГО ВА	LTIM	NDE
DA	пп	13DU	RU	LU DA		URE

•		FIRST	CLASS	
STATIONS	522	536	574	
Arrive	A.M.	A.M.	A.M.	,
CALVERTBALTIMOREWOODBERRYMT. WASHINGTON	F 6.15 F 6.09	\$ 6.28	s 7.07	
BARE HILLS LAKE RUXTON RIDERWOOD	F 6.07 F 6.04 S 6.02 S 6.00		6.49	
LUTHERVILLE TIMONIUM PADONIA TEXAS	5 5.54 F 5.51 S 5.49	6.05		
COCKEYSVILLE ASHLAND PHOENIX SPARKS	\$ 5.46 F 5.44 \$ 5.41	***************************************		
GLENCOE	\$ 5.30			
WHITE HALL GRAYSTONE PARKTON NEW FREEDOM	F 5.22		6.16 6.01	
GLEN ROCK SMYSER HYDE YORK	Run May 30, July 4,	4.56 4.43 \$ 4.37	5.45 5.31	
EMIGSVILLE MT. WOLF	Sept. 5.			
CLY (Phila, Div.) HARRISBURG		\$ 4.21 \$ 3.55	5.06 5 4.45	
Leave	A.M.	A.M.	A.M.	
	DAILY EX. SAT. & SUN.	DAILY	DAILY	
	‡ ₩ ● 522	536	574	

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

EASTWARD

CAS I WARD							
	FIRST CLASS						
	524	58	526	530	528		
	A.M.	A.M.	A.M.	A.M.	P.M.		
	5 7.35		\$ 9.00		\$ 4.03		
***************************************		S 7.38		\$ 9.07	\$ 3.59		
	F 7.21 S 7.16		\$ 8.50 \$ 8.45		F 3.47		
***************************************					3.47		
***************************************	F 7.14 F 7.12		F 8.43		= 0 70		
•••••••	s 7:10	7.26	F 8.40 \$ 8.38	8.55	F 3.43 F 3.42		
***************************************	5 7.08		\$ 8.38 \$ 8.36		F 3.40		
	\$ 7.05		\$ 8.33		E 9 27		
***************************************	5 7.02	7.19	\$ 8.30	8.49	F 3.37 F 3.34		
	F 6.59		\$ 8.30 F 8.28		- 0.01		
***************************************	S 6.56		S 8.26	***************************************			
	S 6.52		\$ 8.23	i	F 3.26		
***************************************	\$ 6.49						
***************************************	S 6.45		F 8.18		F 3.21 F 3.17		
***************************************	S 6.41		S 8.14	l			
	\$ 6.39	7.06		8.37	F 3.15		
***************************************	\$ 6.35 \$ 6.33 \$ 6.30		F 8.08				
***************************************	\$ 6.33		S 8.06		F 3.09		
***************************************			F 8.03				
***************************************	\$ 6.27		S 8.00		F 3.03		
***************************************	F 6.25 S 6.23	2 50	F 7.57 S 7.55	8.24	\$ 3.00		
***************************************	3 0.23	6.52 6.37	9 7.00	F 8.09	3 3.00		
***************************************	Will Not	0.01	Will Not		14/211 M - 4		
***********************	Run	6.19	Run	F 7.58 7.50	Will Not Run		
	May 30,	8:06	May 30,	7.38	May 30.		
	July 4,	s 6.00	July 4,	s 7.32	July 4,		
	Sept. 5.		Sept. 5.		Sept. 5.		
		5.43		7.16			
		S 5.22		S 6.55			
	A.M.	А.М.	A.M.	A.M.	Р.М.		
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY	DAILY EX. SUN.		
	‡●524	58	‡ ¥526	530	‡ 4528		

A PURILLIAND IA MUNICIPALA					
		FIRST	CLASS		
	531	575	‡ ₩ ● 545		
STATIONS	DAILY	DAILY	DAILY EX. SAT.		
Leave	P.M.	P.M.	P.M.		
CALVERT BALTIMORE WOODBERRY MT. WASHINGTON	s 5.57	s 7.52	S 10.05		
BARE HILLS LAKE RUXTON	6.09	8.04	F 10 20	***************************************	
WIDEW MOOD	*****************		F 10.22	***************************************	
LUTHERVILLE TIMONIUM PADONIA TEXAS					
COCKEYSVILLE		1	F 10.33		
ASHLANDPHOENIXSPARKS		J	F 10.42		
GLENCOE CORBETT MONKTON	6.27				
	***************************************			[
WHITE HALL	1	1	ı	l	
GRAYSTONE PARKTON NEW FREEDOM	6.40 6.56	8.35 8.51	S 11.00		
GLEN ROCK	7 00	9 04	Will Operate		
HYDE YORK	7.20 5 7.26	9.16 5 9.22	Penn. Sta.		
MT. WOLF			Will Not Run	***************************************	
CLY (Phila, Div.) HARRISBURG	7.53 s 8.15	9.43 \$ 10.05	July 4, Sept. 5.		
Arrive	P.M.	P.M.	P.M.		
	531	575	545		

HARRISBURG TO BALTIMORE

FIRST CLASS				
STATIONS	554	532	570	
Arrive	P.M.	P.M.	P.M.	
CALVERT BALTIMORE WOODBERRY	s 4.13	\$ 7.10 \$ 7.06	s 9.18	
WOODBERRY MT. WASHINGTON		F 6.56	***************************************	*************************
BARE HILLS	4.00	F 6.48	8.56	**************************************
LUTHERVILLE		F 6.47	***************************************	***************************************
TIMONIUMPADONIA	3.54	F 6.42	8.50	••••••••••••••••••••••••••••••••••••••
TEXAS				
COCKEYSVILLEASHLANDPHOENIX				***************************************
SPARKS		F 6.24		
GLENCOECORBETT	3.43	F 6.21		
CORBETT MONKTON BLUE MOUNT	***************************************	F 6.15	***************************************	***************************************
WHITE HALL GRAYSTONE		F 6.09		
PARKTON NEW FREEDOM	3.30 5 3.13	\$ 6.04	8.25 F 8.10	***************************************
GLEN ROCK SMYSER		Will Operate	F 8.00	***************************************
HYDE. YORK	2.48	Penn. Sta. on Sun.	7.52 7.39 5 7.33	
EMIGSVILLE MT. WOLF	B 2.28	Will Not Run		***************************************
OLV (Phila Div.)	2.16		7.16	
HARRISBURG	S 1.55	Sept. 5.	5 6.55	
Leave	P.M.	Р.М.	P.M.	
	DAILY	DAILY EX, SAT,	DAILY	
	554	‡ 4532	♦570	

FIRST CLASS					
	535				
	D			ļ	ŀ
	DAILY	i			1
	P.M.				
	s 10.32				
	s 10.32	••••••			
	***************************************	***************************************			
					l
	10.44	***************************************			
	10.44				
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		<u> </u>	·		[
	10.50	•••••			
	10.50			••••••	
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***************************************			·····	<u> </u>	
	11.02			 	
	•	*******			
***************************************	11.15 11.31				
	11.31		[<u> </u>
***************************************	11.44 11.56 s 12.02				
	11.56				
	S 12.02				

	10 00		f		
***************************************	12.23 s 12.45	***************************************			***************************************
					1
	A.M.				1
					
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EASTWARD

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			FIRST	CLASS	
		R. F. & P.	R. F. & P.	SOU.	
STATIONS		9	89	288	[
		DAILY	DAILY	DAILY	
	T	A.M.	А.М.		·
WASHINGTON	Leave			A.M. S 3.00	<u> </u>
		12.10	1.35	3.05	
VIRGINIA SEVENTH ST	· · · · · · · · · · · · · · · · · · ·	12.10	1.30	3.00	
SOUTH END		12.16	1.41	3.11	
	Arrive	A.M.	A.M.	A.M.	1
		R. F. & P.	R. F. & P.	SOU.	
		9	89	233] !
			FIRST	CLASS	
		C. & O.	R. F. & P.	SOU.	i
STATIONS		205	375	285	
1		DAILY	DAILY	DATLY	
	Leave		А.М.	P.M.	
WASHINGTON		A.M. S 11.00			<u></u>
		11.05		1.85	
SEVENTH ST					
SOUTH END		11.11	11.31	1.41	
1	Arrive	A.M.	A.M.	P.M.	
1		C. & O.	R. F. & P.	sou.	
		205	375	235	ļ
			FIRST	CLASS	
		C.& O.	SOU.	SOU.	i
STATIONS	8	201	237	281	
1		DAILY	DAILY	DAILY	,
	Y			<u> </u>	[
WASHINGTON	Leave	P.M.	P.M.	P.M.	<u> </u>
			8 6.10 6.15		
VIRGINIA		1 6.06		6.20	1
BEVENTH ST	••••				
SEVENTH ST				6.26	
SOUTH END	Arrive				<u> </u>
SOUTH END		6.12 P.M.	8.21 P.M.	6.26 P.M.	
SOUTH END		6.12	6.21	6.26	
SOUTH END		6.12 P.M. C.& O.	6.21 P.M. SOU. 237	6.26 P.M. SOU. 281	
SOUTH END		6.12 P.M. C.&O. 201	6.21 P.M. SOU. 237 FIRST	6.26 P.M. SOU. 281 CLASS	
SOUTH END	Arrive	6.12 P.M. C.& O. 201 R. F. & P.	6.21 P.M. SOU. 237 FIRST C. & O.	6.26 P.M. SOU. 281 CLASS SOU.	
SOUTH END	Arrive	6.12 P.M. C.&O. 201 R. F. & P. 95	6.21 P.M. SOU. 237 FIRST C. 4 O. 203	6.26 P.M. SOU. 281 CLASS SOU. 229	
SOUTH END	Arrive	6.12 P.M. C.&O. 201 R. F. & P. 95 DAILY	8.21 P.M. SOU. 237 FIRST C. 4. O. 203 DAILY	6.26 P.M. SOU. 881 CLASS SOU. 829 DAILY	NOT THE REAL PROPERTY OF THE P
SOUTH END	Arrive	6.12 P.M. C.&O. 201 R. F. &P. 95 DAILY P.M.	6.21 P.M. SOU. 237 FIRST C. & O. 203 DAILY P.M.	6.26 P.M. SOU. 881 CLASS SOU. 829 DAILY P.M.	
STATIONS WASHINGTON	Arrive	6.12 P.M. C.& O. 201 R. F. & P. 95 DAILY P.M.	6.21 P.M. SOU. 237 FIRST C. & O. 203 DAILY P.M. 5 10.55	6.26 P.M. SOU. 931 CLASS SOU. 929 DAILY P.M.	
STATIONS WASHINGTON	Arrive	6.12 P.M. C.& O. 201 R. F. & P. 95 DAILY P.M.	6.21 P.M. SOU. 237 FIRST C. & O. 203 DAILY P.M. \$ 10.55	6.26 P.M. SOU. 881 CLASS SOU. 829 DAILY P.M. 5 11.10	
SOUTH END	Arrive	6.12 P.M. C.& O. 201 R. F. & P. 95 DAILY P.M.	6.21 P.M. SOU. 237 FIRST C. & O. 203 DAILY P.M. \$ 10.55	6.26 P.M. SOU. 831 CLASS SOU. 829 DAILY P.M. \$ 11.10	
STATIONS WASHINGTON VIRGINIA SEVENTH ST	Arrive	6.12 P.M. C.& O. 201 R. F. & P. 95 DAILY P.M. S 10.00 10.05	6.21 P.M. SOU. 237 FIRST C. & O. 203 DAILY P.M. \$ 10.55	6.26 P.M. SOU. 831 CLASS SOU. 829 DAILY P.M. \$ 11.10	
STATIONS WASHINGTON VIRGINIA SEVENTH ST	Arrive	6.12 P.M. C.& O. 201 R. F. & P. 95 DAILY P.M. S 10.00 10.05	6.21 P.M. SOU. 237 FIRST C. & O. 203 DAILY P.M. \$ 10.55 11.00	6.26 P.M. SOU. 831 CLASS SOU. 829 DAILY P.M. S 11.10	
STATIONS WASHINGTON VIRGINIA SEVENTH ST	Arrive	6.12 P.M. C.& O. 201 R. F. & P. 95 DAILY P.M. S 10.00 10.05	6.21 P.M. SOU. 237 FIRST C. & O. 203 DAILY P.M. \$ 10.55 11.00	6.26 P.M. SOU. 881 CLASS SOU. 829 DAILY P.M. \$ 11.10 11.15	
STATIONS WASHINGTON VIRGINIA SEVENTH ST	Arrive	6.12 P.M. C.&O. 201 R. F. & P. 95 DAILY P.M. S 10.00 10.05	6.21 P.M. SOU. 237 FIRST C. & O. 203 DAILY P.M. \$ 10.55 11.00 P.M. C. & O. 203	6.26 P.M. SOU. 881 CLASS SOU. 829 DAILY P.M. \$ 11.10 11.21 P.M. SOU. 829	
STATIONS WASHINGTON VIRGINIA SEVENTH ST	Arrive	6.12 P.M. C.&O. 201 R. F. & P. 95 DAILY P.M. S 10.00 10.05	6.21 P.M. SOU. 237 FIRST C. & O. 203 DAILY P.M. \$ 10.55 11.00 P.M. C. & O. 203	6.26 P.M. SOU. 881 CLASS SOU. 829 DAILY P.M. \$ 11.10 11.15	
STATIONS WASHINGTON VIRGINIA SEVENTH ST	Leave	6.12 P.M. C.&O. 201 R. F. & P. 95 DAILY P.M. S 10.00 10.05	6.21 P.M. SOU. 237 FIRST C. & O. 203 DAILY P.M. \$ 10.55 11.00 P.M. C. & O. 203	6.26 P.M. SOU. 881 CLASS SOU. 829 DAILY P.M. \$ 11.10 11.21 P.M. SOU. 829	
STATIONS WASHINGTON VIRGINIA SEVENTH ST BOUTH END	Leave	6.12 P.M. C.&O. 201 R. F. & P. 95 DAILY P.M. S 10.00 10.05	6.21 P.M. SOU. 237 FIRST C. & O. 203 DAILY P.M. \$ 10.55 11.00 P.M. C. & O. 203	6.26 P.M. SOU. 881 CLASS SOU. 829 DAILY P.M. \$ 11.10 11.21 P.M. SOU. 829	
STATIONS WASHINGTON VIRGINIA SEVENTH ST BOUTH END	Arrive	6.12 P.M. C.&O. 201 R. F. & P. 95 DAILY P.M. S 10.00 10.05	6.21 P.M. SOU. 237 FIRST C. & O. 203 DAILY P.M. \$ 10.55 11.00 P.M. C. & O. 203	6.26 P.M. SOU. 881 CLASS SOU. 829 DAILY P.M. \$ 11.10 11.21 P.M. SOU. 829	
STATIONS WASHINGTON VIRGINIA SEVENTH ST SOUTH END	Leave Arrive	6.12 P.M. C.&O. 201 R. F. & P. 95 DAILY P.M. 5 10.00 10.11 P.M. R. F. & P. 95	6.21 P.M. SOU. 237 FIRST C. & O. 203 DAILY P.M. \$ 10.55 11.00 P.M. C. & O. 203	6.26 P.M. SOU. 881 CLASS SOU. 829 DAILY P.M. \$ 11.10 11.21 P.M. SOU. 829	
STATIONS WASHINGTON VIRGINIA SEVENTH ST SOUTH END STATIONS WASHINGTON	Leave Arrive	6.12 P.M. C.&O. 201 R. F. & P. 95 DAILY P.M. S 10.00 10.11 P.M. R. F. & P. 95	6.21 P.M. SOU. 237 FIRST C. & O. 203 DAILY P.M. \$ 10.55 11.00 P.M. C. & O. 203	6.26 P.M. SOU. 881 CLASS SOU. 829 DAILY P.M. \$ 11.10 11.21 P.M. SOU. 829	
STATIONS WASHINGTON VIRGINIA SEVENTH ST SOUTH END STATIONS WASHINGTON	Leave Arrive	6.12 P.M. C.&O. 201 R. F. & P. 95 DAILY P.M. S 10.00 10.11 P.M. R. F. & P. 95	6.21 P.M. SOU. 237 FIRST C. & O. 203 DAILY P.M. \$ 10.55 11.00 P.M. C. & O. 203	6.26 P.M. SOU. 881 CLASS SOU. 829 DAILY P.M. \$ 11.10 11.21 P.M. SOU. 829	
STATIONS WASHINGTON VIRGINIA SEVENTH ST STATIONS WASHINGTON VIRGINIA WASHINGTON VIRGINIA SEVENTH ST	Leave	8.12 P.M. C.&O. 201 R. F. & P. 95 DAILY P.M. S 10.00 10.11 P.M. R. F. & P. 95	6.21 P.M. SOU. 237 FIRST C. & O. 203 DAILY P.M. \$ 10.55 11.00 P.M. C. & O. 203	6.26 P.M. SOU. 881 CLASS SOU. 829 DAILY P.M. \$ 11.10 11.21 P.M. SOU. 829	
STATIONS WASHINGTON VIRGINIA SEVENTH ST SOUTH END STATIONS WASHINGTON	Leave	8.12 P.M. C.&O. 201 R. F. & P. 95 DAILY P.M. S 10.00 10.11 P.M. R. F. & P. 95	6.21 P.M. SOU. 237 FIRST C. & O. 203 DAILY P.M. \$ 10.55 11.00 P.M. C. & O. 203	6.26 P.M. SOU. 881 CLASS SOU. 829 DAILY P.M. \$ 11.10 11.21 P.M. SOU. 829	
STATIONS WASHINGTON VIRGINIA SEVENTH ST STATIONS WASHINGTON VIRGINIA WASHINGTON VIRGINIA SEVENTH ST	Leave	8.12 P.M. C.&O. 201 R. F. & P. 95 DAILY P.M. S 10.00 10.11 P.M. R. F. & P. 95	6.21 P.M. SOU. 237 FIRST C. & O. 203 DAILY P.M. \$ 10.55 11.00 P.M. C. & O. 203	6.26 P.M. SOU. 881 CLASS SOU. 829 DAILY P.M. \$ 11.10 11.21 P.M. SOU. 829	
STATIONS WASHINGTON VIRGINIA SEVENTH ST STATIONS WASHINGTON VIRGINIA WASHINGTON VIRGINIA SEVENTH ST	Leave	8.12 P.M. C.&O. 201 R. F. & P. 95 DAILY P.M. S 10.00 10.11 P.M. R. F. & P. 95	6.21 P.M. SOU. 237 FIRST C. & O. 203 DAILY P.M. \$ 10.55 11.00 P.M. C. & O. 203	6.26 P.M. SOU. 881 CLASS SOU. 829 DAILY P.M. \$ 11.10 11.21 P.M. SOU. 829	
STATIONS WASHINGTON VIRGINIA SEVENTH END STATIONS WASHINGTON VIRGINIA WASHINGTON VIRGINIA SEVENTH ST	Leave	8.12 P.M. C.&O. 201 R. F. & P. 95 DAILY P.M. S 10.00 10.11 P.M. R. F. & P. 95	6.21 P.M. SOU. 237 FIRST C. & O. 203 DAILY P.M. \$ 10.55 11.00 P.M. C. & O. 203	6.26 P.M. SOU. 881 CLASS SOU. 829 DAILY P.M. \$ 11.10 11.21 P.M. SOU. 829	

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		FIRST	CLASS		
	R. F. & P.	R. F. & P.	SOU.	SOU.	R. F. & P.
	75	28	245	135	93
	DAILY	DAILY	DAILY	DAILY	DAILY
<u> </u>	A.M.	A.M.	A.M.	A.M.	A.M.
	8.05	\$ 5.40	\$ 8.00	\$ 8.80	\$ 9.00
	8.10	5.45	8.05	8.85	9.05
				0.41	
	3.16 A.M.	5.51 A.M.	8.11 A.M.	8.41 A.M.	9.11 A.M.
	R. F. & P.	R. F. & P.	SOU.	SOU.	R. F. & P.
	75	28	245	135	98
				100	
	R. F. & P.	R. F. & P.	SOU.	R. F. & P.	R. F. & P.
	21	107	217	29	33
	DAILY	DAILY	DAILY	DAILY	DAILY
					EX. GUN.
	P.M.	P.M.	P.M.	P.M.	P.M.
	\$ 1.50 1.55	5 3.40			
	1.00		3.00	+.30	8.08
	5 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.
	21	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.
	S 6.25	\$ 6.50	\$ 7.05	S 7.55	\$ 8.80
			40	~ ~ ~	
	6.30	6.55	7.10	8.00	8.85
	6.36	7.01			
	6.36 P.M.	7.01 P.M.	7.16	8.06 P.M.	8.41 P.M.
	6.36	7.01	7.16	8.06	8.41
	P.M. R. F. & P.	7.01 P.M. R. F. & P.	7.16 P.M. R. F. & P. 57	8.06 P.M. R. F. & P.	8.41 P.M. SOU.
	P.M. R. F. & P.	7.01 P.M. R. F. & P.	7.16 P.M. R. F. & P.	8.06 P.M. R. F. & P.	8.41 P.M. SOU.
	P.M. R. F. & P. 77	7.01 P.M. R. F. & P.	7.16 P.M. R. F. & P. 57	8.06 P.M. R. F. & P.	8.41 P.M. SOU.
	P.M. R. F. & P. 77	7.01 P.M. R. F. & P.	7.16 P.M. R. F. & P. 57	8.06 P.M. R. F. & P.	8.41 P.M. SOU.
	6.36 P.M. R. F. & P. 77 SOU. 241 DAILY	7.01 P.M. R. F. & P.	7.16 P.M. R. F. & P. 57	8.06 P.M. R. F. & P.	8.41 P.M. SOU.
	P.M. R. F. & P. 77	7.01 P.M. R. F. & P. 1 FIRST	7.16 P.M. R. F. & P. 57 CLASS	8.06 P.M. R. F. & P. 91	8.41 P.M. SOU. 847
	6.36 P.M. R. F. & P. 77 SOU. 241 DAILY P.M.	7.01 P.M. R. F. & P. 1 FIRST	7.16 P.M. R. F. & P. 57	8.06 P.M. R. F. & P. 91	8.41 P.M. SOU. 847
	6.36 P.M. R.F.&P. 77 SOU. 241 DAILY P.M. 5 11.55	7.01 P.M. R. F. & P. 1 FIRST	7.16 P.M. R. F. & P. 57 CLASS	8.06 P.M. R. F. & P. 91	8.41 P.M. SOU. 847
	6.36 P.M. R.F.&P. 77 SOU. 241 DAILY P.M. 5 11.55 12.00	7.01 P.M. R. F. & P. 1 FIRST	7.16 P.M. R. F. & P. 57 CLASS	8.06 P.M. R. F. & P. 91	8.41 P.M. SOU. 847
	6.36 P.M. R.F.&P. 77 SOU. 241 DAILY P.M. 5 11.55 12.00 A.M.	7.01 P.M. R. F. & P. 1 FIRST	7.16 P.M. R. F. & P. 57 CLASS	8.06 P.M. R. F. & P. 91	8.41 P.M. SOU. 847
	6.36 P.M. R.F.&P. 77 SOU. 241 DAILY P.M. 5 11.55 12.00 12.06 A.M. SOU.	7.01 P.M. R. F. & P. 1 FIRST	7.16 P.M. R. F. & P. 57 CLASS	8.06 P.M. R. F. & P. 91	8.41 P.M. SOU. 847
	6.36 P.M. R.F.&P. 77 SOU. 241 DAILY P.M. 5 11.55 12.00 A.M.	7.01 P.M. R. F. & P. 1 FIRST	7.16 P.M. R. F. & P. 57 CLASS	8.06 P.M. R. F. & P. 91	8.41 P.M. SOU. 847
	6.36 P.M. R.F.&P. 77 SOU. 241 DAILY P.M. 5 11.55 12.00 12.06 A.M. SOU.	7.01 P.M. R. F. & P. 1 FIRST	7.16 P.M. R. F. & P. 57 CLASS	8.06 P.M. R. F. & P. 91	8.41 P.M. SOU. 847
	6.36 P.M. R.F.&P. 77 SOU. 241 DAILY P.M. 5 11.55 12.00 12.06 A.M. SOU.	7.01 P.M. R. F. & P. 1 FIRST	7.16 P.M. R. F. & P. 57 CLASS	8.06 P.M. R. F. & P. 91	8.41 P.M. SOU. 847
	6.36 P.M. R.F.&P. 77 SOU. 241 DAILY P.M. 5 11.55 12.00 12.06 A.M. SOU.	7.01 P.M. R. F. & P. 1 FIRST	7.16 P.M. R. F. & P. 57 CLASS	8.06 P.M. R. F. & P. 91	8.41 P.M. SOU. 847
	6.36 P.M. R.F.&P. 77 SOU. 241 DAILY P.M. 5 11.55 12.00 12.06 A.M. SOU.	7.01 P.M. R. F. & P. 1 FIRST	7.16 P.M. R. F. & P. 57 CLASS	8.06 P.M. R. F. & P. 91	8.41 P.M. SOU. 847
	6.36 P.M. R.F.&P. 77 SOU. 241 DAILY P.M. 5 11.55 12.00 12.06 A.M. SOU.	7.01 P.M. R. F. & P. 1 FIRST	7.16 P.M. R. F. & P. 57 CLASS	8.06 P.M. R. F. & P. 91	8.41 P.M. SOU. 847
	6.36 P.M. R.F.&P. 77 SOU. 241 DAILY P.M. 5 11.55 12.00 12.06 A.M. SOU.	7.01 P.M. R. F. & P. 1 FIRST	7.16 P.M. R. F. & P. 57 CLASS	8.06 P.M. R. F. & P. 91	8.41 P.M. SOU. 847
	6.36 P.M. R.F.&P. 77 SOU. 241 DAILY P.M. 5 11.55 12.00 12.06 A.M. SOU.	7.01 P.M. R. F. & P. 1 FIRST	7.16 P.M. R. F. & P. 57 CLASS	8.06 P.M. R. F. & P. 91	8.41 P.M. SOU. 847
	6.36 P.M. R.F.&P. 77 SOU. 241 DAILY P.M. 5 11.55 12.00 12.06 A.M. SOU.	7.01 P.M. R. F. & P. 1 FIRST	7.16 P.M. R. F. & P. 57 CLASS	8.06 P.M. R. F. & P. 91	8.41 P.M. SOU. 847
	6.36 P.M. R.F.&P. 77 SOU. 241 DAILY P.M. 5 11.55 12.00 12.06 A.M. SOU.	7.01 P.M. R. F. & P. 1 FIRST	7.16 P.M. R. F. & P. 57 CLASS	8.06 P.M. R. F. & P. 91	8.41 P.M. SOU. 847
	6.36 P.M. R.F.&P. 77 SOU. 241 DAILY P.M. 5 11.55 12.00 12.06 A.M. SOU.	7.01 P.M. R. F. & P. 1 FIRST	7.16 P.M. R. F. & P. 57 CLASS	8.06 P.M. R. F. & P. 91	8.41 P.M. SOU. 847
	6.36 P.M. R.F.&P. 77 SOU. 241 DAILY P.M. 5 11.55 12.00 12.06 A.M. SOU.	7.01 P.M. R. F. & P. 1 FIRST	7.16 P.M. R. F. & P. 57 CLASS	8.06 P.M. R. F. & P. 91	8.41 P.M. SOU. 847
	6.36 P.M. R.F.&P. 77 SOU. 241 DAILY P.M. 5 11.55 12.00 12.06 A.M. SOU.	7.01 P.M. R. F. & P. 1 FIRST	7.16 P.M. R. F. & P. 57 CLASS	8.06 P.M. R. F. & P. 91	8.41 P.M. SOU. 847

			FIRST	CLASS	
		R. F. & P.	SOU.	R. F. & P.	
STATIONS		76	234	24	
	Arrive	A.M.	A.M.	A.M.	
WASHINGTON				S 1.20	
SEVENTH ST	·····				<u></u>
SOUTH END		12.25	1.01	1.05	
	Leave	A.M.	A.M.	A.M.	
		DAILY	DAILY	DAILY	
		R. F. & P.	SOU.	R. F. & P.	
		76	234	24	<u> </u>
			FIRST	CLASS	
STATIONS		R.F.& P.	R. F. & P.	sou.	1
DIAIIONS		2	58	242	1
	Arrive	A.M.	A.M.	A.M.	
WASHINGTON		\$ 6.00	S 6.10	S 6.40	
VIRGINIA SEVENTH ST					
SOUTH END		5.45	5.55	6.29	
	Leave	A.M.	A.M.	A.M.	
		DAILY	DAILY	DAILY	
		R.F.& P.	R. F. & P.	sou.	ŀ
		n.r.a.r. 2	68 58	242	
					!
	į			CLASS	
STATIONS		sou.		R. F. & P.	l
		248	22	96	
	Arrive	A.M.	A.M.	A.M.	
WASHINGTON			\$ 9.20	s 9.30	<u> </u>
VIRGINIA SEVENTH ST			9.12	9.22	
SEVENTH ST					<u> </u>
CONTRACT WATER					
SOUTH END					
SOUTH END	Leave	A.M.	9.05 A.M.	9.15 A.M.	<u> </u>
SOUTH END					
SOUTH END		A.M. DAILY	A.M.	A.M. DAILY	
SOUTH END		A.M.	A.M.	A.M.	
SOUTH END		A.M. DAILY SOU.	A.M. DAILY R.F.& P. 22	A.M. DAILY R. F. & P. 96	
SOUTH END		A.M. DAILY SOU. 248	A.M. DAILY R.F.& P. 22 FIRST	A.M. DAILY R. F. & P. 96 CLASS	
SOUTH END		A.M. DAILY SOU. 248	A.M. DAILY R.F.& P. 22 FIRST R. F. & P.	A.M. DAILY R. F. & P. 96 CLASS R. F. & P.	
8TATION 8	Leave	A.M. DAILY SOU. 248	A.M. DAILY R.F.& P. 22 FIRST R. F. & P. 94	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16	
STATIONS.	Leave	A.M. DAILY SOU. 248 SOU. 246 P.M.	A.M. DAILY R.F.& P. 22 FIRST R. F. & P. 94 P.M.	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M.	
STATIONS WASHINGTON	Leave	A.M. DAILY SOU. \$48 SOU. 246 P.M.	A.M. DAILY R.F.& P. 22 FIRST R.F. & P. 94 P.M. S 7.25	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M.	
STATIONS WASHINGTON	Leave	A.M. DAILY SOU. 848 SOU. 246 P.M.	A.M. DAILY R.F.& P. 22 FIRST R.F. & P. 94 P.M. S 7.25	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M. \$ 7.35	
STATIONS WASHINGTON VIRGINIA SEVENTH ST	Leave	A.M. DAILY \$OU. 848 SOU. 246 P.M. 5 7.16	A.M. DAILY R.F.& P. 22 FIRST R. F. & P. 94 P.M. S 7.25	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M. S 7.35	
STATIONS WASHINGTON	Arrive	A.M. DAILY SOU. 848 SOU. 246 P.M. 5 7.16 7.10	A.M. DAILY R.F.& P. 22 FIRST R. F. & P. 94 P.M. S 7.25 7.17	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M. S 7.36	
STATIONS WASHINGTON VIRGINIA SEVENTH ST	Leave	A.M. DAILY SOU. 848 SOU. 246 P.M. 5 7.16 7.10	A.M. DAILY R.F.& P. 22 FIRST R. F. & P. 94 P.M. S 7.25	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M. S 7.35	
STATIONS WASHINGTON VIRGINIA SEVENTH ST	Arrive	A.M. DAILY SOU. 848 SOU. 246 P.M. 5 7.16 7.10	A.M. DAILY R.F.& P. 22 FIRST R. F. & P. 94 P.M. S 7.25 7.17	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M. S 7.36	
STATIONS WASHINGTON VIRGINIA SEVENTH ST	Arrive	A.M. DAILY SOU. 248 SOU. 246 P.M. 5 7.16 7.04 P.M.	A.M. DAILY R.F.& P. 22 FIRST R.F. & P. 94 P.M. S 7.25 7.17 7.10 P.M.	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M. \$ 7.35 7.20 P.M.	
STATIONS WASHINGTON VIRGINIA SEVENTH ST	Arrive	A.M. DAILY SOU. 248 SOU. 246 P.M. 5 7.16 7.04 P.M. DAILY	A.M. DAILY R.F.& P. 22 FIRST R.F. & P. 94 P.M. S 7.25 7.17 7.10 P.M. DAILY	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M. S 7.35 7.20 P.M. DAILY	
STATIONS WASHINGTON VIRGINIA SEVENTH ST	Arrive	A.M. DAILY SOU. \$48 SOU. \$46 P.M. 7.16 7.04 P.M. DAILY SOU.	A.M. DAILY R.F.& P. 22 FIRST R.F. & P. 94 P.M. S 7.25 7.17 7.10 P.M. DAILY R.F. & P. 94	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M. S 7.35 7.27 7.20 P.M. DAILY R.F. & P. 16	
STATIONS WASHINGTON VIRGINIA SEVENTH ST	Arrive	A.M. DAILY SOU. \$48 SOU. \$46 P.M. 7.16 7.04 P.M. DAILY SOU.	A.M. DAILY R.F.& P. 22 FIRST R.F. & P. 94 P.M. S 7.25 7.17 7.10 P.M. DAILY R.F. & P. 94	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M. S 7.36 7.20 P.M. DAILY R.F. & P.	
STATIONS WASHINGTON VIRGINIA SEVENTH ST	Arrive	A.M. DAILY SOU. \$48 SOU. \$46 P.M. 7.16 7.04 P.M. DAILY SOU.	A.M. DAILY R.F.& P. 22 FIRST R.F. & P. 94 P.M. S 7.25 7.17 7.10 P.M. DAILY R.F. & P. 94	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M. S 7.35 7.27 7.20 P.M. DAILY R.F. & P. 16	
WASHINGTON VIRGINIA SEVENTH ST BOUTH END	Arrive	A.M. DAILY SOU. \$48 SOU. \$46 P.M. 7.16 7.04 P.M. DAILY SOU.	A.M. DAILY R.F.& P. 22 FIRST R.F. & P. 94 P.M. S 7.25 7.17 7.10 P.M. DAILY R.F. & P. 94	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M. S 7.35 7.27 7.20 P.M. DAILY R.F. & P. 16	
STATIONS WASHINGTON VIRGINIA SEVENTH ST SOUTH END	Arrive	A.M. DAILY \$OU. \$48 SOU. 246 P.M. 7.16 7.04 P.M. DAILY \$OU. \$46	A.M. DAILY R.F.& P. 22 FIRST R.F. & P. 94 P.M. S 7.25 7.17 7.10 P.M. DAILY R.F. & P. 94	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M. S 7.35 7.27 7.20 P.M. DAILY R.F. & P. 16	
STATIONS WASHINGTON VIRGINIA SEVENTH ST SOUTH END STATIONS WASHINGTON	Arrive	A.M. DAILY SOU. \$48 SOU. \$46 P.M. \$7.15 7.10 P.M. DAILY SOU. \$46	A.M. DAILY R.F.& P. 22 FIRST R.F. & P. 94 P.M. S 7.25 7.17 7.10 P.M. DAILY R.F. & P. 94	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M. S 7.35 7.27 7.20 P.M. DAILY R.F. & P. 16	
STATIONS WASHINGTON VIRGINIA SEVENTH ST SOUTH END STATIONS WASHINGTON	Arrive	A.M. DAILY SOU. \$48 SOU. \$46 P.M. \$7.15 7.10 P.M. DAILY SOU. \$46	A.M. DAILY R.F.& P. 22 FIRST R.F. & P. 94 P.M. S 7.25 7.17 7.10 P.M. DAILY R.F. & P. 94	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M. S 7.35 7.27 7.20 P.M. DAILY R.F. & P. 16	
STATIONS WASHINGTON VIRGINIA SEVENTH ST SOUTH END STATIONS WASHINGTON VIRGINIA SEVENTH ST	Arrive	A.M. DAILY SOU. \$48 SOU. \$46 P.M. 7.16 7.04 P.M. DAILY SOU. \$46	A.M. DAILY R.F.& P. 22 FIRST R.F. & P. 94 P.M. S 7.25 7.17 7.10 P.M. DAILY R.F. & P. 94	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M. S 7.35 7.27 7.20 P.M. DAILY R.F. & P. 16	
STATIONS WASHINGTON VIRGINIA SEVENTH ST SOUTH END STATIONS WASHINGTON	Arrive	A.M. DAILY SOU. \$48 SOU. \$46 P.M. 7.16 7.04 P.M. DAILY SOU. \$46	A.M. DAILY R.F.& P. 22 FIRST R.F. & P. 94 P.M. S 7.25 7.17 7.10 P.M. DAILY R.F. & P. 94	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M. S 7.35 7.27 7.20 P.M. DAILY R.F. & P. 16	
STATIONS WASHINGTON VIRGINIA SEVENTH ST SOUTH END STATIONS WASHINGTON VIRGINIA SEVENTH ST	Arrive	A.M. DAILY SOU. \$48 SOU. \$46 P.M. 7.16 7.04 P.M. DAILY SOU. \$46	A.M. DAILY R.F.& P. 22 FIRST R.F. & P. 94 P.M. S 7.25 7.17 7.10 P.M. DAILY R.F. & P. 94	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M. S 7.35 7.27 7.20 P.M. DAILY R.F. & P. 16	
STATIONS WASHINGTON VIRGINIA SEVENTH ST SOUTH END STATIONS WASHINGTON VIRGINIA SEVENTH ST	Arrive	A.M. DAILY SOU. \$48 SOU. \$46 P.M. 7.16 7.04 P.M. DAILY SOU. \$46	A.M. DAILY R.F.& P. 22 FIRST R.F. & P. 94 P.M. S 7.25 7.17 7.10 P.M. DAILY R.F. & P. 94	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M. S 7.35 7.27 7.20 P.M. DAILY R.F. & P. 16	
STATIONS WASHINGTON VIRGINIA SEVENTH ST SOUTH END STATIONS WASHINGTON VIRGINIA SEVENTH ST	Arrive	A.M. DAILY SOU. \$48 SOU. \$46 P.M. 7.16 7.04 P.M. DAILY SOU. \$46	A.M. DAILY R.F.& P. 22 FIRST R.F. & P. 94 P.M. S 7.25 7.17 7.10 P.M. DAILY R.F. & P. 94	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M. S 7.35 7.27 7.20 P.M. DAILY R.F. & P. 16	
STATIONS WASHINGTON VIRGINIA SEVENTH ST SOUTH END STATIONS WASHINGTON VIRGINIA SEVENTH ST	Arrive	A.M. DAILY SOU. \$48 SOU. \$46 P.M. 7.16 7.04 P.M. DAILY SOU. \$46	A.M. DAILY R.F.& P. 22 FIRST R.F. & P. 94 P.M. S 7.25 7.17 7.10 P.M. DAILY R.F. & P. 94	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M. S 7.35 7.27 7.20 P.M. DAILY R.F. & P. 16	
STATIONS WASHINGTON VIRGINIA SEVENTH ST SOUTH END STATIONS WASHINGTON VIRGINIA SEVENTH ST	Arrive	A.M. DAILY SOU. \$48 SOU. \$46 P.M. 7.16 7.04 P.M. DAILY SOU. \$46	A.M. DAILY R.F.& P. 22 FIRST R.F. & P. 94 P.M. S 7.25 7.17 7.10 P.M. DAILY R.F. & P. 94	A.M. DAILY R. F. & P. 96 CLASS R. F. & P. 16 P.M. S 7.35 7.27 7.20 P.M. DAILY R.F. & P. 16	

FIRST CLASS			RUKI	HWARD		
206 238 238 110 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. 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. 200 R.F.&P. R.F.&P. C.&O. R.F.&P. 201 R.F.&P. R.F.&P. C.&O. R.F.&P. 202 R.F.&P. R.F.&P. R.F.&P. 203 10 92 202 34 A.M. A.M. A.M. A.M. A.M. 3 6.45 \$ 7.00 \$ 7.25 \$ 8.10 \$ 8.20 6.41 6.56 7.17 8.06 8.12 6.84 6.49 7.10 7.59 8.05 A.M. A.M. A.M. A.M. A.M. DAILY EX.SUR. DAILY DAILY DAILY SOU. R.F.&P. R.F.&P. C.&O. R.F.&P. 203 10 92 202 34 FIRST CLASS SOU. 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. 3.45 \$ 5.15 11.48 1.37 2.26 3.37 5.04 5 1.50 \$ 1.45 \$ 2.30 \$ 3.45 \$ 5.15 11.49 1.30 2.19 3.30 4.57 A.M. P.M. P.M. P.M. P.M. DAILY DAILY DAILY DAILY DAILY DAILY SOU. R.F.&P. C. & O. R.F.&P. SOU. 218 108 204 376 236 FIRST CLASS SOU. 3.45 38 31 Sou. 3.45 3.45 39 30 30 30 30 30 30 30 30			FIRS	T CLASS		<u> </u>
AM. AM. AM. AM. AM. AM. AM. AM. AM. A.01 4.06 4.11 4.19 5.07 3.54 3.59 4.04 4.12 5.00 AM. AM. AM. AM. AM. AM. AM. AM. AM. AM.			1		l	
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C. & O. SOU. SOU. R. F. & P. 78						
FIRST CLASS SOU. R. F. A.P. R. F. A.P. C. A.O. R. F. A.P. 930 10 98 802 34 A.M.			i I	_		
SOU. R. F. & P. R. F. & P. G. & O. R. F. & P. 830 10 92 802 34 A.M. 6.56 7.17 8.06 8.12 6.41 6.56 7.17 8.06 8.12 6.34 6.49 7.10 7.59 8.05 A.M.		206	,		110	78
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8.84 6.49 7.10 7.59 8.05		6.41	6.56 \$ 6.54	7.17	8.06	8.12
A.M. A.M. A.M. A.M. A.M. DAILY DAILY EX. SUN. SOU. R. F. A.P. R. F. A.P. C. A.O. R. F. A.P. SOU. 218 108 204 376 236 A.M. P.M.		6.84	-		7.50	8.05
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FIRST CLASS \$0U. R.F.&P. C. & O. R.F.&P. SOU. 218 108 204 376 236 A.M. P.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 \$0U. R.F.&P. C. & O. R.F.&P. SOU. 218 108 204 376 236 FIRST CLASS \$8.35		1	R. F. & P.			
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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. 218 108 204 376 286 FIRST CLASS SOU. 136 P.M. S 8.35 8.31 8.24 P.M. DAILY SOU. 136 186		11.46	1.37	2.26	3.37	5.04
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. 218 108 204 376 286 FIRST CLASS SOU. 136 P.M. S 8.35 8.31 8.24 P.M. DAILY SOU. 136 186		11 90	1 30	2 10	3 30	4 57
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8.31 8.24 P.M. DALLY SOU. 136						
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			FIRST	CLASS		

PASSENGER HIGHWAY BUS SERVICE TRIPS ODENTON TO FORT GEORGE Q. MEADE

	Odenton	Ft. Meade	
Day of Leaving	Leave	Arrive	Connection From
	A.M.	A.M.	Train No.
Mondays only*†	12.10	12.25	147
Mondays only*†	2.35	250	145
Daily Ex. Sat & Sun.*	5.05	5.20	403
Daily Ex. Sun.o	5.45	6.00^{1}	405
Sunday only	6.30	6.45	107
Daily Ex. Sun	635	650	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	4.102	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 Q. MEADE TO ODENTON

	Ft. Meade	Odenton	
Day of Leaving	Leave	Arrive	Connection With
	A.M.	A.M.	Train No.
Daily Ex. Sun. o	5.20 6.05 ⁸	5.35 6.20	405 404–107
Daily Ex. Sun	7.104	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. On Saturdays leaves 4.05 P.M.

STATIONS O552 O556 O568 O569 O568 O572							PASSE	PASSENGER HIGHWAY BUS SERVICE TRIPS	TRIPS						
Ob552 Ob566 Ob568 Ob568 Ob568 Ob572 DAILY A.M. DAILY A.M. DAILY EX. SUN. DAILY EX. SUN. DAILY SUNDAY 7.06 10.00 12.36 4.48 8.40 9.80 6.48 9.38 12.13 4.26 8.18 9.08 6.38 9.38 12.08 4.21 8.13 9.08 6.36 9.29 12.04 4.17 8.09 8.56 6.30 9.25 12.04 4.17 8.06 8.56 6.16 9.10 11.45 3.58 7.50 8.40 May 30, July 4, July 4, Sept. 6, Sept	SOUTHWARD BETWEEN LANGASTER AND YORK	SOUTHWARD TWEEN LANGASTER AND YORK	OUTHWARD ANGASTER AND YORK	AND YORK	W.		1			₩ 29	NO TWEEN YO	RTHWAR	ID LANCASTE	8	
DAILY DAILY DAILY SUNDAY A.M. P.M. P.M. P.M. P.M. A.M. P.M. P.M. P.M. P.M. 7.05 10.00 12.35 4.48 8.40 9.80 6.43 9.38 12.13 4.26 8.18 9.08 6.34 9.26 12.04 4.17 8.06 8.56 6.30 9.25 12.00 4.13 8.05 8.56 6.15 9.10 11.45 3.58 7.50 8.40 May 30, July 4, A.M. P.M. P.M. P.M. P.M. Sept. 5, Sept. 5, Sept. 5, Sept. 5, Sept. 5,	0555 0557 0559 0561 0563	0559 0561 0563	0561 0563	0561 0563		0567		STATIONS	0552	0556	0558	0560	0568	0572	
A.M. A.M. P.M. P.M. P.M. P.M. P.M. 7.06 10.00 12.36 4.48 8.40 9.80 6.48 9.38 12.13 4.26 8.18 9.08 6.38 9.38 12.08 4.21 8.13 9.08 6.36 9.29 12.04 4.17 8.09 8.59 6.30 9.26 12.04 4.17 8.06 8.56 6.15 9.10 11.45 3.58 7.50 8.40 May 30, July 4, July 4, Sept. 6, Sept	DAILY DAILY DAILY EX.SUN, ONLY EX.SUN ONLY ONLY ONLY ONLY	EX.SUN. ONLY EX.SUN.	SUNDAY DAILY ONLY EX. SUN.	SUNDAY DAILY ONLY EX. SUN.		SUNDAY ONLY			DAILY EX. SUN.	DAILY	DAILY	DAILY	DAILY EX. SUN.	SUNDAY	
7.05 10.00 12.35 4.48 8.40 9.30 6.48 9.38 12.13 4.26 8.18 9.08 6.38 9.38 12.03 4.21 8.13 9.08 6.34 9.29 12.04 4.17 8.09 8.59 6.30 9.25 12.00 4.13 8.06 8.56 6.15 9.10 11.45 3.58 7.50 8.40 WIIIN ot Will Run July 4, Sept. 6, Sept. 5, Sept. 5, Sept. 5, Sept. 5, Sept. 5, Sept. 5, Sept. 6, Sept	A.M. P.K. P.M. P.M. P.M. P.M.	P.M. P.M. P.M.	P.M. P.M.	P.M.		P.M.	_		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	
6.48 9.38 12.13 4.26 8.18 9.08 6.38 9.28 12.04 4.17 8.09 8.59 6.30 8.16 9.10 11.45 3.58 7.50 8.40 May 30, July 4, Sept. 6. 5	8.18 10.05 1.26 5.56 6.10 8.45 10.4	5.56 6.10 8.45	5.56 6.10 8.45	8.10 8.45	8.45	10.4	0	10.40 LVLANCASTERAr.		10.00	12.35	4.48	8.40	9.30	
6.48 9.38 12.13 4.26 8.18 9.08 6.38 9.33 12.08 4.21 8.13 9.03 6.34 9.29 12.04 4.17 8.09 8.59 6.30 9.25 12.00 4.13 8.06 8.56 6.15 9.10 11.45 3.58 7.50 8.40 Will Not Num May 30, July 4, July 4, July 4, Sept. 6, Sept. 5, Sept. 5, Sept. 6, Sept	1.41							MOUNTVILLE			12.20				
6.38 9.38 12.08 4.21 8.13 9.03 6.34 9.29 12.04 4.17 8.09 8.59 8.59 6.15 9.10 11.45 3.58 7.50 8.40 May 30, July 4, Sept. 5, Sept.	8.40 10.27 1.48 6.18 6.82 9.07 11.02	6.18 6.32 9.07	6.32 9.07	6.32 9.07	9.07	11.02	1 00	COLUMBIA	6.43	9.38	12.13	4.26	8.18	9.08	
6.34 9.29 12.04 4.17 8.09 8.59 8.59 6.35 9.25 12.00 4.13 8.05 8.55 8.55 8.15 8.05 8.40 8.40 8.35 7.50 8.40 8.35 8.35 8.35 8.35 8.35 8.35 8.35 8.35	8.45 10.32 1.53 6.23 6.37 9.12 11.07	6.23 6.37 9.12	6.37 9.12	9.12	9.12	1		WRIGHTSVILLE	6.38	9.33	12.08	4.21	8.13	9.03	
6.36 9.25 12.00 4.13 8.05 8.56 6.15 9.10 11.45 3.58 7.50 8.40 WIIIN ot May 30, July 4, Sept. 6. May 30, July 4, Sept. 6. Sept. 6. Sept. 6. Sept. 6.	8.49 10.36 1.57 6.27 6.41 9.16 11.11	6.27 6.41 9.16	6.41 9.16	9.16	9.16	11.11		STRICKLER	6.34	9.29	12.04	4.17	8.09	8.59	
A.M. A.M. P.M. ""><td>8.53 10.40 2.01 6.31 6.45 9.20 11.15</td><td>6.31 6.45 9.20</td><td>6.45 9.20</td><td>9.20</td><td>9.20</td><td>11.15</td><td></td><td>HELLAM</td><td>6.30</td><td>9.25</td><td>12.00</td><td>4.13</td><td>8.05</td><td>8.55</td><td></td></td<>	8.53 10.40 2.01 6.31 6.45 9.20 11.15	6.31 6.45 9.20	6.45 9.20	9.20	9.20	11.15		HELLAM	6.30	9.25	12.00	4.13	8.05	8.55	
A.M. P.M. P.M. Will Not Run May 30, July 4, Sept. 6.	9.08 10.55 2.16 6.46 7.00 9.35 11.30	6.46 7.00 9.35	6.46 7.00 9.35	7.00 9.35	9.35	<u> </u>		11.30 ArYORK		9.10	11.46	3.58	7.50		
Will Not Run May 30, July 40, Sept. 5.	A.M. P.M. P.M. P.M. P.W. P.W.	P.M. P.M. P.M.	P.M. P.M.	P.M.		P.M.			A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	İ
	Will Not Will Not Will Run Run May 30, 1 July 4, 30, 1 July 4, 5 Sept. 5.	Will Not Will Run Run May 30, May 30, July 30, July 4, Sept. 5.	Will Not Will Run Run May 30, July 4, Sopt. 5.	Will Not Will Run Run May 30, May 30, July 4, Sept. 5.	Will Not Will Run Run May 30, July 4, Sept. 5. Sept. 5.	Will Run May 30, July 4, Sept. 5.			WillN ot Run May 30, July 4, Sept. 5.				Will Not Run May 30, July 4, Sept. 5.	Will Run May 30, July 4, Sept. 6.	

TICKET O	FFICES OPEN FOR	SALE OF 1	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

	LAIRA SIOFS—FASSERGER IRAIF	10
Train No.	Stop at	For
○415 △419 △901 △902 ○904 ○905 ○908 ○909 △919 †922 △924 △932 ○939 ○941 ○944	Wilmington Shop Overhead Bridge	Employes.
†413 ⊙415 §419	Northward Home Signal Bridge, West Yard	Employes.
△415	Principio on Signal	Employes.
△410 △409	Oak on Signal	Employes.
△410 △415	Stemmer's Run on Signal	Employes.
⊙409 ⊙410 △4 19	Bay Block Station on Signal	Employes.
∆418 ∆403	}Ivy City Enginehouse on Signal	Employes.
†536	Parkton on Signal	Employes.

[†] Saturday only.

STATIONS		Norti	ward					Sout	hward			
	134	402	410	412	107	109	409	415	419	453	455	
Sharon Hill							E	E		D		-
Folcroft							E	E				
Glenolden							E	E				
Norwood						С	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	-					Ī
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					Γ
Edgewood		E	E	E			E		EV			Γ

U. S. MAIL WORK

STATIONS	W	estwa	rd	1			East	ward		
STATIONS					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.

Magnolia Chase

[§] Sunday only.

o Daily Except Sunday.

[△] Daily Except Sat. & Sun.

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.

76 			- (- ALI	au	800	4 11	Or1	811		rain			ce)						_
	4∞≘	P.M.			9.30	12.45				A.M.										
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		Stations	Leave	HIGHLAND YD.			New Freedom	Frederior. Hanover	Your	Colla	ENOLA	Amira	DELAWAR		Stations	Arrive	Enan Moon	BANK.		Lonve	(1) Daily. (2) Daily, except Sun. (7) Daily, except Tues., Fri., Sat. (8) Daily

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. M	ledical Officers and Company	Surgeons
Location	Name and Address	Telephone
Ridley Park, Ps	CLARK D. STULL, M.D	Washburn 8-2014 or 8-2222
	E. M. AIKMAN, SR., M.D., 1013 Washington St A. G. LESSEY, M.D. (Oculist) 1213 Gilpin Avenue	Wilm. 5-6032 Wilm. 6-3252
Wilmington, Del	H. L. Springer, M.D., 1013 Washington Street	Wilm. 5-6032
	Wilmington Shops	Wilm. 8-4141-Ext. 332
Newark, Del	Pennsylvania Station	Wilm. 8-4141-Ext. 336 Newark 563
Elkton, Md	HARRY A. CANTWELL, M.D., 206 Cathedral Avenue J. Herbert Bates, M.D.	Elkton 291
North Foot Md	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	JOEN BRITTINGHAM, M.D., 123 Locust Street	Oxford 462
Baltimore, Md	H. B. McElwain, M.D., 31 East North Avenue	Lexington 9-0660 (Day) Belmont 5-3257 (after 9.06 P.M.) Lexington 9-0660 (Day) Annapolis 3222 (after 9.00 P.M.) Mulberry 5-4800-Ext. 353 Mulberry 5-4800-Ext. 353
	W. J. SCHMITS, M.D., 701 N. Kenweod Avenue	Dickens 2-0207
Bowie, Md	G. E. LANCASTER, M.D.	Central 8-2161
Washington, D.C.	H. L. PEILLIPS, M.D., Room 217, Wash. Term. Station JOSEPH R. YOUNG, M.D., 1400 M Street, N.W	Executive 3-4300-Ext. 514 Columbia 5-2366 Oliver 4-4481
•	JAMES W. BRADEN, M.D., 1400 M Street, N.W	Columbia 5-2366 Lincoln 4-7000
	811 Prince Street, Alexandria, Va.	Overlook 3-1851
New Freedom, Pa	M. C. DUNNICK, M.D	Glen Rock 4696 Glen Rock 4363
York, Pa	F. V. MCCONKEY, M.D., (Office) 20 N. Beaver Street	York 8-1696 York 8-2741 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 W. M. SMITH, M.D., 7 E. Church Street Residence: Residence:	Monument 3-6232 Monument 2-1621

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 Streeta	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

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.
- Regular stop to receive passengers.
- 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.
- Regular stop Saturday only to discharge passengers.
- K -Regular stop Sunday only.
- 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.
- ♣ —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.
- 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.
- Regular stop Friday only to receive passengers.
- Regular stop for express, mail or newspapers Sunday only.
- Regular stop to receive or discharge passengers Sunday and Holidays.
- Regular stop to receive passengers daily except Sunday and Holidays.
- X —Regular stop daily except Monday.
- Y —Regular stop Saturday and Sunday.
- 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:

No. 2 Track	No. 3 Track
	o
No. 1 Track	No. 2 Track
00	00
	oo

1014(1)-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(I) 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

Fusees And Torpedoes

1035-B1. On account of fire hazard lighted fusees 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 fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	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 fusees and torpedoes must be carried when necessitated by weather conditions. In event that the supply becomes depleted during a trip, proper advance in-formation 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 handoperated 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.

Forpedo-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	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	Landlith — Crew Dispatcher's Office	Phils. Term. New York Atlantie Philadelphia Delmarva Wash. Term. Co. Potomae Yard

				<u> </u>
Bulletin Board	Employes' Register	Standard Clock	Location	Other Divisions
X	<u> </u>		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	
х	х	x	Wilmington — Station Master's Office	Phila, Term, New York Delmarya Wash, Term, Co. Potomac Yard
x	x	x	West Yard — Yard Office	Phila, Term, New York Delmarva Wash, Term, Co. Potomas Yard
x	x		Perryville Freight Office	Phila. Term. Philadelphia
x	x		Baltimore — Wise Avenue Yard Office	***************************************
x	x		Baltimore — Madison Yard Garage	
х	X		Baltimore—Calvert Station	
x	ж		Baltimore — Canton Yard Master's Office	
×	x		Baltimore — Canton No. 3 Yard Asst. Yard Master's Office	
x	x		Baltimore — Highland Yard Yard Master's Office	
×	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. Potomae 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. Potomae Yard
x	X		Baltimore — Mt. Vernon Yard Master's Office	
x	x		Baltimore — Gwynns Run Yard Master's Office	
x	х	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. Potomae Yard
х	х	х	Washington — Union Station Station Master's Office	Phila. Term. New York Philadelphia Wash. Term. Co. Potomae Yard
x	x	X	Washington — Ivy City Enginehouse	Phila. Term. New York Atlantie Philadelphia Wash. Term. Co. Potomae 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	
х	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 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.

LOCATION

Wash.-Union Sta ...

Wash.—Union Sta...!

Wash.—Union Sta...

Balto.-Penna. Sta..

Balto.—Calvert Sta.

Wilm.—Penna. Sta..

Wilm.-West Yard..

Lamokin.....

Parkton.....

York.....

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, r for duty, not later than time specified:

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

TE ATTIC OF STREETS ON TOTAL	T 13					
ign employe register, reac er than time specified:	menger sinman	8	.98	Trains	and Oil Electric	
Service	Notes	d É	Steam Engine	Electric Engine	MUT	0 8 8
Trains from Union Station	1	30	75	75	75	
Trains from G&H Yard	1	75	100	100	ļ	
Trains from Potomac Yard.	2	30	120	120		
Trains from Penna. Sta	1	25	75	 .	40	60
Trains from Calvert Sta	1	25	105		 	60
Trains from Penna. Sta	1	25	90	90	25	
Trains from West Yard	1	25	90	90	25	
Trains from Lamokin	1	25	90	90	25	.
Trains from Parkton	1	25	60			60
Trains from York Sta.	ī	20	60	l	l	60 l

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

Track	Between	And
	231 feet east of Parkton	4708 feet west of Parkton
Northern Central Branch	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
	3093 feet north of Mile Post 14	3305 feet south of Mile Post 16
Frederick Secondary	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
ropo s Oreca Scoondary	539 feet south of Mile Post 48	End of track
	1716 feet north of Mile Post 33	1310 feet south of Mile Post 34
Octoraro Secondary	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	
Todardon	Туре	Indication or Position	redutementa	Note
Eddystone: Chester and Philadelphia track with Bald- win Locomotive Co. track, 240 feet south of Crum Creak.	Fixed Signal Low Home Type	Stop or Restricting	Must protect crossing in both di- rections before passing signals in stop position.	
West Yard: Penna R. R. yard track with Reading Com- pany track and Bal- timore and Ohio track.	Fixed Signal Low Home Type	Stop or Restricting	Penna. R. R. trains and engines must stop before fouling creasing and erew must be positive no conflicting moves are being made before changing route and signals.	ļ
Hasel Dell: New Cartle Secondary track with Read- ing Company track.	Gate Target	Stop	Must approach crossing prepared to stop and stop, unless crossing is seen, or known, to be clear and gate in proper position.	i
Mill Creek Jet.: Penna. R. R. Yard track with Reading Co. track.	Derails	Stop	Ground levers controlling signals and derails located at crossing will be operated by train and en- gine crews. Signals normally clear for Reading Co. track.	
Pigeon Point Crossing: New Castle Secondary track with Reading Com- pany track		Clear	Will be operated by train or engine erows from cabin located ad- jacent to the erossing in accord- ance with instructions posted in cabin.	
New Castle: Battery track with New Castle Secondary track.	/l ~ -	Stop	All movements must be made un- der flag protection.	
Union Crossing President Stree Secondary track and Bear Creel track and Canton B. R.	Stop Sign with Red Light	Stop	All trains using this crossing must stop clear of stop signs at clear ance point and then proceed ever crossing under flag protection. In the event trains of the Castor R. R. and Pennsylvania R. R. ar rive at the crossing at approxi- mately the same time, trains of the Pennsylvania R. R. will have prior right to crossing.	
Madison Yard: W M. Ry. with Penns R. R. at Monumen Street.		Nons	Stop clear of erossing and then pro- ceed over grade crossing under flag protection.	
Canton: Canton R R. with Penns. R R. South of 16th St	Red Lights	Stop	All trains using this crossing musstop clear of stop signs at clear ance points and then proceed overcosing under flag protection. It the event trains of the Canto R. R. and the Pennsylvania R. arrive at the crossing at approximately the same time; trains of the Pennsylvania R. R. will hav prior right to crossing.	

	Signale, Éte Movements O	. Governing ver Crossings		N.
Location	Туре	Indication or Position	Requirements	Note
Canton: Penna. R. R. with Baltimore and Ohio and Canton Railroads.	with Red Lights on Canton R. R. Semaphore signals on Baltimore and Chio and Penna. R. R.	(Signals north and south of crossing)	will display aspects Rule 292, Fig- ure C and Rule 291, Figure B, and will govern movements over the crossing only. The normal indi- eation 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 Pennsyl- vania Railroad trains approaching this point and finding the signals in stop position, will stop clear of Boeton Street grade crossing.	
Canton: Pennsylva- nia R. R. track to Pier 11 with Can- ton R. R. tracks.	Night — Two	Vertical Horisontal	All Pennsylvania R. R. movements STOP. Canton R. R. movements proceed at speed not exceeding 10 miles per hour. All Canton R. R. movements STOP. Pennsylvania R. R. movements proceed at speed not	3
Canton: Pennsylva- nia R. R. crossing to Ore Fier and across Canton R. R. on Newgate Ave.	Semaphore	Horisontal	exceeding 10 miles per hour. It must be known that crossing is clear before using.	4
Hanover: Western Maryland R. R. with Penna. R. R., 1860 feet south of Mile Post \$1.	, -	Stop	Stop before crossing and then pro- eeed under flag protection.	
Hanover: Western Maryland R. R. with Penna. R. R., \$450 feet south of Mile Post \$1.	Stop Signs	Stop	Stop befere crossing and then pro- ceed under flag protection.	
Frederick: Penna. R. R. with Potomac Edison Railway, Fifth Street.		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 Streets	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 is 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. i	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 Pretection 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

Lo	Location		Crossing	Direction		Note
West York		West	t Market St.		NorthwardSecondaryTrk. Northward West Siding	
Avondale		State	Road		orthward uthward	
Avondale		Baltin	altimore Pike		Southward	
Location	Crossin	ıg	Direction		Track	Note
York	W. King St.		Westward		Single	
York	W. King St.		Eastward and Westward		Grantley Industrial Track	
York	Grantley Ro	ad	Eastward		Single	7
York	Grantley Ro	ad	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 there-

of, 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 Sta.	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.
	Newberry St. Roosevelt Ave. Hartley St.		6.00 P.M. and 6.00 A.M. 12.10 A.M. and 5.30 A.M.
Frederick Secondary	Manchester St. West St. Belvidere St. Carlisle Ave. Richland Ave.	West York	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 be- tween West Inter- change Track and Potomac Electric Power Company	Kenilworth Avenue	1478 feet North of Benning Rd. Overhead Bridge
Octoraro	Chase Street	223 feet North of
Secondary	Route 131	Mile Post 49 3,000 feet South
	Dunlap Road Route 131	of Mile Post 50 Mile Post 51 2,000 feet South
	Queen Street	of Mile Post 54 220 feet South of
	Browns Road	Mile Post 57 3400 feet South
	Baltimore Pike	of Mile Post 59 Rising Sun
York Secondary	Front Street	Wrightsville
Frederick Secondary	Ridge Avenue Center Street Carlisle Street High Street	Hanover
	State Highway Route 230	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 o 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
Mitsel	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 Handoperated 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
Peques	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 Jet.	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. Jot.
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
Jot. 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)	
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. Jot.
Mt. Vernon	Crossover between No. 1 and No. 2 Tracks (electric lock on each end of crossover)	B. & P. Jet.
Mt. Vernon	Crossover between No. 2 and No. 1 Tracks (electric lock on each end of crossover)	B. & P. Jet.
Mt. Vernon	No. 1 Track to Produce Terminal	B. & P. Jet.
Mt. Vernon	Produce Terminal Track to No. 1 Track	B. & P. Jet.
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 cor	ntroll	ed by sign	alman:				

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)

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.

1104-E1. Spring Switches Located

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	

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.

Track Assignments.

1151-A1. Single Track

Track	Between	And
Northern Central Branch	Madison St. (W.Md.Ry.)	Hillen Jct.
	Parkton	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:

Current of traffic is as f	OTIOMR:			
Main Line Between;	No. 4 Track	No. 3 Track	No. 2 Track	Ne. 1 Track
Division Post (P. T. Div.) and Ballevue	Southward Passenger	Southward Freight	Northward Freight	Northward Passenger
Bellevue and Landlith	Southward Freight	Southward Passenger	Northward Passenger	
Landlith and West Yard	E terBue	Bouthward	Northward	
West Yard and Davis	Southward	Passenger Southward	Passenger Northward	
Davis and Big Elk	Freight Southward	Passenger Southward	Passenger Northward	Northward
Big Elk and North East	Freight Southward	Passenger Southward	Passenger Northward	Freight
North East and Principio	Freight	Passenger Southward	Passenger Northward	
Principie and Perryville	Southward	Passenger Southward	Passenger Northward	Northward
Perryville and Havre de Grass	Freight	Passenger Southward	Passenger Northward	Freight
Havre de Grace and Oak	Southward	Passenger Southward	Passenger	Northward
	Passenger	Freight	Northward Freight	Passanger
Oak and Bush	Passenger	Southward Freight	Northward Pamenger	
Bush and Gunpow		Bouthward 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 Jot.	Southward Passenger	Southward Freight	Northward Passenger	Northward Freight
B. & P. Jet, and Fulton		Southward Passenger	Northward Passenger	
Fulton and Winans	Southward Freight	Southward Pageonger	Northward Passenger	Northward Freight
Winane and Vern	Southward Freight	Southward Passenger	Northward Passenger	
Vern and Anderson		Southward Passenger	Northward Passenger	Northward Freight
Anderson and Bewie	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.)		GAZAN V	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 McCalls			Westward Freight	Eastward Freight
Shellpot Branch		***************************************		
Between:	1	1	Southward	Northward

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

1151-C1. Secondary Tracks of Assigned Direction

Track	From	Тө	Assigned Direction	Controlled by	Reverse Mavements on Permission from	Note
Shellpot No. 1	Bridge	Bellevae	Nerthward	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	3
Third	Bank	Ward	Northward	Bank	Bank	8
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	Bouthward	Virginia	Virginia	5
Ne. 1	FourteenthSt	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	Not
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. Mas- ter, Northbound Hump, Edge Moor	l
Meat House (S)	Wilmington	West Yard	Wilmington	4
Newark and Dela- ware City (S)		Porter	Davis	
No. 1 (S)	River	Bay	Bay	-
No. 1 (8)	Landover	Anacostia	Yd. Master, Benning	-
No. 4 (S)	Deanwood	Anacostia	Yd. Master, Benning	1
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	
Pope's Creek (S)	Bowie	Pope's Creek	Bowie	
Octoraro (8)	Wawa	Rock	Lamokin	
York (S)	Cola	York	York	

(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 engineman 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. Employes in Charge of Sidings of Assigned Direction as follows

Siding	Employe 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	Centrelled by	Note
Chesterand Phila- delphia	Division Post (P. T. Divn.)	Center of Island Road	Brill	1
Chester and Phila- delphia	Center of Island Road	Eddystone	Aast. Yd. Master Eddystone	1
Newark and Dela- ware City	Porter	Delaware City	Tasker	
President St.	Union Crossing	President St. Station	Yd. Master, High- land Yard	
Claremont	Jet. with No. 1 Track, Freder- ick Road	Claremont	Yd. Master, Gwynns Run	
Catonsville	Jet. with No. 4 Track, Freder- ick Road	Catonsville	Gwynn	
Fort Geo. G. Meade	Odenton	Fort Gea. G. Meade	Odenton	2
Rosslyn	South End	Rosslyn	Yd. Master, Jersey Yard	
Green Spring	Hollins	Chattolanee	Parkton	
Union Bridge	Keymar Siding	Union Bridge	York	
Navy	Grove	Bainbridge	Trans. Supt. Naval Training Center	3
Minnick- Principio	Minnick	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 derail 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 derail connection and report by telephone to the Naval Training Center, Bainbridge, call Transportation Office, Telephone 562.
- 4. Signal indication at Principio or Minnick 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	То	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	344333333434433343334	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	1
109	4	Davis	Northeast		115
121	3	Havre de Grace	Bush	413	
415	4	Davis	Northeast		175
417	4	Gwynn	Vern	1	554
129	3	Brill	Baldwin	419	332
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		Principio	Perryville		105
419	Siding	Edgewood	Magnolia	1	113
113		Brill	Baldwin	929	
153	3	Brill	Hook	975	
195	3	Brill	Hook	931	
423	3	Brill	Baldwin	935	Ì
199	3 3 3 3 3 3	Brill	Hook	941	1
135	3	Brill	Baldwin	945	
967	4	Bellevue	Landlith	020	145

Northward

118	2	Baldwin	Brill	970	
112	2	Hook	Brill	908	
120	$egin{array}{c} 2 \\ 2 \\ 2 \end{array}$	Hook	Brill	406	
404	ī	Landover	Vern	200	120
114	2	Hook	Brill	410	
410	ī	Perryville	Principio		120
198	$\begin{array}{c}1\\2\\2\\2\end{array}$	Baldwin	Brill	410	
148	2	Baldwin	Brill	918	
132	$\bar{2}$	Baldwin	Brill	954	
412	1	Perryville	Principio		142
170	2	Hook	Brill	928	
168	2	Hook	Brill	934	
152	$\bar{2}$	Baldwin	Brill	934	
154	2 2 2 3 2	Bush	Havre de Grace	134	
154	2	Baldwin	Brill	938	
414	1	Landover	Vern	000	59
160	1 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	Time per Mile		Miles	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.	Hour	Min.	Sec.	Hour	Min.	Sec.	Hour	Min.	Sec.	Hour
0000	36 38 40 42 45	100 95 90 85 80	0 0 0 1 1	48 51 55 00 05	75 70 65 60 55	11112	12 20 80 43 00	50 45 40 35 30	2 3 4 6 12	24 00 00 00 00	25 20 15 10 5

PASSENGER 7	TRAINS AN	D FREIGHT	TRAINS
1157-C1. Maximu	m Speeds,	unless other	wise specified

1157-CI. Maximu										
		igle ack		ack		ack	Tr	o. 2 ack		ack
	Pagr.	Frt.	Psgr.	Frt.	Psgr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
Main Line				Mil						
Between: Division Pest (P. T. Div.) and Bellevue		Miles per Hour								
Bellevue and Landlith			60	50	75	50	75	50		
Landlith and West Yard			<u> </u>		60	50	60	50		
West Yard and Davis	_		70	50	**	50	80	80		
Davis and Big Elk	-		70	50	80	50	80	50	60	50
Big Elk and North East	_	_	70	50	80	50	80	50	-	
North East and Principio	_		<u> </u>		80	50	80	50		
Principio and Perryville	_		65	50	80	50	80	50	95	-50
Perryville and Havre de Grace	—		<u> </u>		35	25	35	25	_	
Havre de Grace and Oak	—		80	50	8	80	80	50	80	50
Oak and Bush	-		80	50	-8	80	80	50	-	
Bush and Gunpew	-		 		80	50	80	50	-	
Gunpow and River			80	50	65	50	82	80	45	50
River and North Point		<u> </u>	80	50	85	50	80	80	-	
		_	80	50	85	85	80	50		
North Point and Bay Bay and Union Junction				35	85		60	25	35	35
			-60			25				
B. & P. Jet. and Fulton	_	_			30	20	30	20		
Fulton and Frederick Rd.	_		50	40	75	50	75	50	50	40
Frederick Road and Winans	_		65	40		50	80	80	50	40
Winane and Vern	_		65	40	80	80	80	50		
Vern and Anderson	_				#0	-50	80	80	50	40
Anderson and Bowie	_		50	40	80	-50	80	50	50	40
Bowie and Landover					80	50	80	80	50	40
Landover and Division Post (W. T.)				_	80	50	80	50		
Landover and Signal F-1300		_	<u> </u>		50	40	50	40	_	
Signal F-1800 and Virginia	_		_		80	80	- 80	20	_	
Virginia and North End of Bridge 138.45, Potomac River	_			_	40	40	40	40		
North End of Bridge 138.45, Potomae River and South End	_		_		45	45	45	45		
Northern Cent. Br.										
Between:										
Madison St. (Balto.) and Union Jet.							15	15	15	15
B. & P. Jot. and Parkton							55	40	55	40
Parkton and York	55	40								
York and Division Post (Phile, Div.)		===					60	40	60	40
Columbia and Port Deposit Branch Between: Perryille and Quarry							40	40	40	40
Quarry and Tome	40	40		-	-	-				
Tome and West Rock		-			_	_	40	40	40	40
West Rock and Midway	40	40								_
Midway and McCalle							40	40	40	40
McCalls and Division Post (Phila, Div.)	40	40	<u> </u>							

	Single Track		No Tra			. 3 ack	No. 2 Track		No. 1 Tracl	
	Pagr.	Frt.	Psgr.	Frt.	Pagr.	Frt.	Psgr.	Frt.	Pagr.	Frt.
		Miles per Hour								
Shellpot Branch Between: Bridge and Ragan							80	80	80	30
Delaware Branch Between: West Yard and Division Post (Delmarya Diva.)							65	50	65	50

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.

1157-C2. Wreck Trains

	Boom Trailing	Boom Forward
	Miles p	er Hour
Main Line Between: Division Post (P. T. Div.) and Division Post (W. T.)	50 45	40 40
Northern Central Branch Between: Baltimore and Division Post (Phila. Div.)	40	40
C. & P. D. Branch Between: Perryville and Division Post (Phila. Div.)	40	30
Delaware Branch Between: West Yard and Division Post (Delmarva Div.)	50	40
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
Octoraro Secondary Track Between: Division Post (P. T. Div.) and Rock	30	30
Frederick Secondary Track Between: York and Frederick	30	30

1157_C3.	437 1-	T
157-13.	Work	PRITIE

	Boom Trailing	Boom Forward	On Curves	
	Miles per Hour			
Main Line Between: Division Post (P. T. Div.) and Division Post (W. T.) Landover and Division Post (R.F.& P.)	30 30	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	80	*****	
Delaware Branch Between: A 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	80	*******	
Pope's Creek Secondary Track Between: Bowie and Pope's Creek	30	30	atpoorer	
Frederick Secondary Track Between: York and Frederick	30	80	d ı.	
Octoraro Secondary Track Between: Division Post (P. T. Div.) and Rock	· 30	30	*****	

Work trains without crane may operate at speed authorised for freight trains, unless otherwise instructed.

Main Line		Miles r Hou
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. —on curves.		30 20
1157-C6a. Freight trains— Trains with open top cars loaded ore		30
1157-C7. Snow Plows in service	•	20 20 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 in- dicated above.		

	111
	Miles per Hour
1157-C8. Operating against current of traffic, except where Rule 261 is in effect:	
Main Line: —Passenger trains. —Freight trains.	50 40
Northern Central —Passenger trains	50 40
Shellpot Branch: —Passenger trains	30 30
Delaware Branch: —Passenger trains —Freight trains	50 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. Sub- urban 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 en- ginemen have been so advised.	
1157-C12. Pushing cars—Passenger trains—Freight trains	20 20
1157-C13. Track Cars—unless otherwise restricted	20 15 20
crossings. —when passing trains on adjacent tracks.	5 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:

	Breech End Forward	Breech End Trailing
	Miles p	er 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 p	er 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	80	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 enginemen 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—	Trailing — Springing switch through turnout	15
Connection with No. 1 track, Shellpot	Facing	30
Branch	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 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:	
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 Curve at Mile Post 27, No. 2 and No. 3 tracks	30 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 45
Between south portals of Union Tunnels and southern and westward limits of B. & P. Junction Block and Inter-	
locking, all tracks	
Station	15 40
Curve at Fulton, No. 2 and No. 3 tracks	
No. 1 and No. 4 tracks	20

Main Line:	Miles per Hour
Curve at Edmondson Station, No. 2 and No. 3 tracks	50 30 70 35 30 20 20 30 30
Northern Central Branch Between overhead bridge 0.41 (Balto.) and Union Junction. Curves from B. & P. Junction to 3000 feet west of Mile Post 3. Curves east of Mile Post 4 to surve west of Mile Post 6. First curve east of Mile Post 7 to Bridge 7.64. Reverse curve sast of Lake, to Ruxton. Curve west of Lutherville. First curve east of Mile Post 17. Reverse curve at Mile Post 19. First curve east of Sparks to Bridge 21.65. Mile Post 23 to Blue Mount. First curve east of Mile Post 27. Curve at Mile Post 27. Curve at Mile Post 27. Curves at Bridges 27.34 and 27.42. Reverse curve east of Parkton. Curves between Parkton and Mile Post 31. Curves Mile Post 31 to Mile Post 34. Curves Mile Post 31 to Mile Post 34. Curves from New Freedom to 600 feet west of Shrews-bury. Reverse curve at Mile Post 40. Reverse curve at Mile Post 41. Reverse curve west of Mile Post 43. Reverse curve west of Mile Post 43. Reverse curve at Mile Post 45. Reverse curve west of Mile Post 50 to Bridge 53.16. Curve at Mile Post 50. Curve sfrom 2000 feet west of Mile Post 50 to Bridge 53.16. Portion of curve from Mile Post 54 west ½ mile. Between Beaver St. and King St., York. Through York Interlocking. Curves at Bridge 59.43. Notz. 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.	40 40 40 40 40 40 40 40 40 40 40
Delaware Branch: Curve north of Bank block and interlocking station Curve at Farnhurst Station and first curve north of Farnhurst Station Curve at New Castle Station Rodney Curve north of Mile Post 14	

	Miles per Hou
Columbia and Port Deposit Branch: North and south legs of Wye, Perryville	15 30 30 30 30
York Secondary Track Curve at north end of Columbia Bridge	15 4 6 80 15 10
Octoraro Secondary Track Chadd Interlocking Over Woodland Avenue Crossing, south of West Grove Between Oxford freight station and slow board 200 feet south of South Street crossing, Oxford Over State Road crossing north of Liberty Grove All curves between Liberty Grove and Rock K-4 and L-1 engines when doubleheaded over Bridge 63.04 south of Mile Post 63	15 8 20 6 20 20
Frederick Secondary Track Between Roosevelt Avenue and West Market Street, West York	6
Pope's Creek Secondary Track Over State Road Crossing, 1000 feet north of Mile Post 8 north of Hall From Road crossing north of Marlboro to Mile Post 14 Publicroad crossing north of Marlboro at grade, 2000 feet north of Mile Post 15. Over Main Street, La Plata; over State Road Crossing, Lothair; over State Road Crossing, Waldorf; over State Road Crossing, Brandywine; and over State Road Crossing, Marlboro	15 10 6
Green Spring Track Over Public Road Crossings	5

ENGINES

1157-G1. Maximum speeds, unless otherwise restricted.

Class	Miles per Hour		
Steam Engines	Backward	Forward— Light	Forward— With train
A	20 25 20 35 35 35 25 35 35	20 25 20 50 50 40 40 40 50 40	20 25 20 80 75 50 50 80 70
M Frt. Service Rail Motor Cars	35 65	50 65	50 65

Class Electric Engines	Miles per Hour	
	Light	With Train
В	25	25
DD	50	50
E2B, E3B, E2CGG, Passenger Service	50 50	50 80
GG, Freight Service	50	50
L	50	50
0	50	80
P. Passenger Service	50 50	70 50
R.	50	80
MU engines, except MU trains made up entirely of motor cars and trailer semi- permanently coupled equipment MU trains made up entirely of motor	_	65
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.	50	""
A6	20	20
A6B.	20	20
GS4	30	30
UN Emman	50	1 00

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	Jct. with P. T. Div	15
No. 1 and No. 2	Bellevue	Bridge	15
No. 0	Landlith	Edge Moor	15
В	Landlith	Bellevue	
Meat House	Wilmington	West Yard	
Newark and Del. City	Davis	Porter	
No. 1	River	Bay	15
Southward & Northward		Union Crossing	15
No. 1	Landover	Anaeostia	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		Edgewood	30
Frederick	York	Frederick	30
Pope's Creek	Bowie	Pope's Creek	30
Octoraro	Wawa		30
York	Cola	York	
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	Bussard 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.

	_				CL	ASS	OF	EN	GIN	E\$				_	* 2 2
LOCATION	Yard-Diesel	•	0	lal .	AF, BF, EF, FF	AP, BP, EP, FP	H, AS-16A	-	¥	0	3	¥	DD2, GG1, P6, 01,R1,E28,E2C,E36	2	Engines with Tender Capacity of Over 18,000 Gallons with 6 Wheel Trucks
MAIN LINE CURTIS PARK; Curtis Publishing Co						,		x	x	x	x	x	x	x	x
SHARON HILL: Rese Tool Co								x	x	x	×	x	x	x	x
BRIDGE 8.32: North end Glenelden Station Platform								x			35	25		65	45
GLENOLDEN: Team track						x		X	X	X	×	X	X	X	×
BRIDGE 8.84 South of Glonoiden: No. 2 & No. 8 tracks No. 1 & No. 4 tracks	_			******	20 20	20 20		50 X				50 X		65 65	
MOORE: Major Lumber Co Alloy Metal Wire Co Deeger-Starkey Inc			X	x	X	X	X	XXX	XXX	XXX	XXX	XXX	XXX	XXX	X X
BRIDGE 0.56; South of Moore								x			40	25		65	40
RIDLEY PARK: Van Alan Coel Co						x		x	x	x	x	x	x	x	x
CRUM LYNNE: Chamberlain Co Pitteburgh Mill Steel Co	*****		X	x	X	x	X	x	x	x x	X X	x x	x	x	x
BALDWIN: Ketehan Terra Cotta Co			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, Lamekin St., inc.				******	*****			25			46	40		68	60
EDDYSTONE: Belmont Iron Works			x	x	x	×	x	x	x	x	x	x	x	x	x
CHESTER: Morton Ave. Yd. & Frt. Sta Sixth & Welch St. tracks			XXX	X	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX
Parker St. tracks Lemokin St.— Rece & Maloy Coal Co.			X	X	X	X	X	X	X	X	X	X	X	X	X
Ulrich St. track Baldt Anchor & Chain Corp. MU Yard No. 2 & 3		*****	X	X	X	X	X	X	X	X	X	X	X	X	x
MU Yard No. 2 & 3 Tracks						 .		X	 .				(h)		X

	_														119
			_	1		ASS	OF	EN	GIN	E8	1	1	1 .00	_	Hone of
LOCATION	Yard-Diesel		O	uľ	AF, BF, EF, FF	AP, 8P, EP, FP	H, AS-18A	_	×	a	3	Z	DD2, GG1, P6, 01,R1,E28,E2C,E31	9	Enginee with Tender Capacity of Over 18,000 Gellone with 6 Wheel Trucks
CHESTER: Lamekin St.— Atlantis Steel Casting Co			x	×	x	x	X	¥	×	¥	x	¥	x	¥	¥
Valley track			×	x	X	X	X	X	×	X	X	XX	XXX	XXX	X X
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 21.93; north of Bellevue								25			80	40		65	00
THURLOW: Continental Oil Co			x	×	x	x	x	x	x	x	×	x	x	×	×
MARCUS HOOK: New Process track		_					_	_	_			_			
New Process track (Vincoss Co.)		••••	X	X	X	X	X	XXX	XXX	XXX	XXX	XXX	XXX	XXX	X
Houdry Co.—No. 10 Sun Oil Co.—No. 10 Plant			x	x	x	x	x	x	x	x	x	x	x	x	x
NAAMAN: Naaman Yard					•••••	•••••		x	x	x	x	x	x	x	x
Со			_					X	x	X		X	X	X	X
HOLLY OAK: Paschall Coal Co. South track		*****	X	X	X	X	X	X	X	X	X	X	X	X	X
All bridges between No. 22.71; south of Bellevue te Bridge 27.25; West Yd.; inclusive; except Brandywine River Bridge		******		*******		******	•••••	35 35	48		45 40	49 45		66 45	65 45
WILMINGTON	-	_	-		_				-		-			-	
SHOPS: Lecomotive Shop; Store-house Back track; "O' track; Oil House Spur; No. 6; No. 6 Spur; No. 7, No. 8; No. 8 Spur; No. 19; No. 19; Lumber Yd; Sand Blast; No. 36.			X			*****	******	x	x	x	X	X	x	x	x
9; No. 9 Spur; No. 10; No. 11; Lumber Yd.; Sand Blast; No. 36 Pullman Co. tracks			X	X	X	X	X	X	X	X	X	X	X	X	X
WILMINGTON DISTRICT: Third St. Yard— No. 1, 2, 8, 4 and 5															
Nos. 6, 7, 8, 9 and Benj. Shaw Co. track	L	.,	X	х	x	x	X	X	х	X	X	X	X	X	X
Hajoca; Church St. and Allied Kid tracks Fifth St. Yard—		x	x	X	x	X	X	x	x	x	X	X	x	X	x
Auto Unloading tracks and Delaware Coal Co. track		x	×	×	×	x	x	×	x	x	x	x	v	x	×
Eighth St. Trestle Eighth St. Trestle— Hillis & Jones track		×	XX	X	XX	X	X	XX	XXX	XX	X	XXX	X	X	XXX
Fourth St. Yard— Nos. 1 and 2 Yard tracks and Lead track to Seventh				Î									•	•	•
Street Fourth St. Yard— American Car & Found- dry; Wilson Lines; Phillips Thompson		4000	X	X	X	X	X	X	X	X	X	X	x	X	X
Coel Co.; and Pussy & Jones tracks	1	x	x	x	x	x	x	x	x	x	x	x	x	X	x

		_			CL	ASS	OF	EN	GIN	E8					e e e e
LOCATION	Yard-Diesel	80	၁	ů,	AF, BF, EF, FF	AP, BP, EP, FP	H, AS-16A	-	×	0	-	¥	DD2, GG1, P8, 01,R1,E28,E2C,E38	7	Enginee with Tender Capacity Over 15,000 Gallor with 6 Wheel Trust
WILMINGTON DISTRICT: Justicon St. Yard— Nos. 1, 2, 3, 4 and 5 tracks			x	x	x	x	x	x	x	x	x	x	x	x	x
West Yard— Nos. 2, 3, 4 and 5 tracks————————————————————————————————————						····		x				×	x	x	
Nos. 9 and 11 tracks								X		×	X	X	X	X	X
WY-B. & O. Inter- change								x				X	X	X	
Station Provision Wilmington Provision Co. (Reading Co.			X		X	X		X	X	X	X	X	X	X	X
track) No. 18 track to Dravo Corp. Sub-Station track		X	X	X	X	X	X	X	X	X	×	X	X	XXX	X
RAGAN: Ne. 1 Industrial track Ragan to Kopper Wood Preserving Plant. Lineoln Fibre Co. Hollingsworth; Krebs Pigments and Kopper Wood Preserving Co. tracks.						X		x	X	x	x	×	x	x	x
BRIDGE 33.00: Stanton								30			80	50		88	85
STANTON: Station tracks Delaware Park track and all sidings there- from						•••••		x	x	x	x	x	×	X	x
NEWARK: Phillips Cannery track. Track from Davis Y to Newark Centre Wilson								x	x	x	x	x	x	x	x
track. Continental Fibre Co. North End Freight House track; Coach track; Curtis Paper Co. and National Fibre Co			x					x	x	x	x	x	x	X	x
Chrysler Corporation Indus. track	_				X	X		×		_		X	X	x	X
South of Newark	-		=		-			30		=	50	50	-	85	44
Public Delivery track			X	x	x	x	x	x	x	x	x	x	X	x	X
ELKTON: Triumph Explosives, Inc. Old Line—All track		_	x					x	x			X		x	
NORTHEAST: Arundel track & wharf.			X		X	X		X	X	X	X	X	-	X	
CHARLESTOWN: Davis Sand and Grave	┢		^		^	^			^	^	^				
BRIDGE 60.07 Perryville—Havre-De-Grace: Three or more electric magines coupled								X				X	X X	X	X
BRIDGE 72.14: Bush River								45			50	50		05	

	·				CL	A85	OF	ENG	aini	ES.				_	288
LOCATION	Yard-Diesel		ဗ		AF, BF, EF, FF	AP, BP, EP, FP	H, AS-16A	-	K	0		æ	DD2, GG1, P6, 01,R1,E28,E2C,E38	ย	Engines with Tender Ceptolty Over 18,000 Gallo with 8 Wheel Truo
BRIDGE 78.86: Gunpow						*******		45			50	50		88	
BENGIES: Signal Corps track		x	x	x	x	x	x	x	x	x	x	x	x	x	
BRIDGE 3.22: Philadelphia Road; fourth bridge No. of Canton Jot						•••••		x		*****	35	x			60
BRIDGE 3.14: Kressen St., third bridge No. of Canton Junction								x			35	x			50
BRIDGE 3.04: Monument Street, second bridge No. of Canton Jot						-		x			36	x			
BRIDGE 2.97: North Haven St., first bridge north of Canton Jet.								30			35	35			80
BRIDGE 2.19: North Linwood Ave., first bridge So. of Can- ton Jot								x			35	x			
BRIDGE, 1.89: Milton Ave.; fifth U. G. bridge Se. of Canton Jet.								x			35	x			56
BALTIMORE DISTRICT: Asylum track Bay View to Water Plug, southbound yard. Orangeville—					×	×		x	×	×	×	x	x	x	x x
All tracks except Nos. 1, 2 and 3 running tracks								x				x	x	x	x
Flant No. 1		X		X	X	X	X	X	X	X	X	X	X	X	X
Lang's Pickle track Weiskittel track, Phila- delphia Rd.			X	XX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX
Loney's Lane Yd Rustless Iron Co. trach from West track; Lo- ney's Lane Yard	·l		×	×	×	×	x	X	x	×	x	X	X	X	
ney's Lane Yard Continental Can Co. Plant No. 2 DeLion Rubber Rustless Iron Co.			X	X	X	X	X	X	XX	X	X	X	X	X	X
Baltimere Brick Co Hoffberger Coal Co Oriole Refrigerating Co.			X	X	XXX	X X	XXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	X X X X
American Ice Co.; Pat- terson Park Yard Gross Coal & Potomac	l				X	x	X	X	X	x	X	X	X	X	x
Coal track Canton No. 1 Yard Rukert Terminal			X	x	X	X	×				X	X	X	X	X
Corpn. track			X		X	X	X		X	X	X		1	X	X
N. C. track					XXX	XXX	XXX	XXX	XXX	XXX	XX	XXX	XXX	XXX	
of Y. M. Office					X	X	X	X	X	X	X	X	X	X	X
2; 5; 7 and 11 Pier 6 South Wyo North Wyo Fifth Ave. Yard North and South Lad			X	×	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	X X X X
Yard Ore Pier			X	X	X	X	X	X	X	X	X	X	X	X	X
New Coal Yard and East and West Bakers Old Coal Yard and Re-					x	x	x	x	x	x	x	X	x	X	x
frigerator Yard			X	X	XXX	XXX	X	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XX

	_				U	A33	OF	EN	3IN	ES .		_			- 2
LOCATION	Yard-Diesel	80	0	W	AF, BF, EF, FF	AP, 8P, EP, FP	H, AS-16A	_	¥	8	3	Σ	DD2, GG1, P8, 01,R1,E28,E2C,E38	3	Enginee with Tender Capacity Over 15,000 Gall
ALTIMORE DISTRICT:															
Canton Yard— Miller Fertiliser Canton Shop Yd Block Routo—	*****				X	X	X	X	X	X	X	X	X	X	X
Aliceanna St. and City			x	x	x	x	x	x	x	x	x	x	x	x	x
Calvert Station— Tracks 1; 2 and 3 Jail Yard Madison Yard	X(e)	X	X	X	X	X	X	XXX	XXXX	XXXX	XXX	XXX	XXX	XXXX	X X X
EMPOR DE IMIG	*****	*****	X	X	X	X	X	Ŷ	â	â	Ŷ	â	â	Ŷ	ŝ
Tracks No. 1, No. 2, No. 5 and No. 6 A track, High Line to				•••••				ж				X X	x		x
A track; High Line to Calvert B track; High Line to Northbound freight. C track Post Office				••••••						*****		* XXX			
Post Office	*****		*****	X	X	X	X	XXX	X	X	X		X	X	X
Post Office. M. & P. Conn.— B. & P. Junction. Mt. Royal Yard. Mt. Vernon Yard. Solton Yard. North Ave. Pumping Station.	•••••	*****			X	X		XXXX	X	X	X	XXXX	X	X	X
Bolton Yard North Ave. Pumping Station				ж	X	X		X	X	X	X	X	X	X	X
Station International Harvester Co. Mt. Vernon Auto De-				X	X	x	X	X	x	x	x	x	x	x	x
livery	*****		*****	x	X	X	X	X	X	X	X X	X	X	X	X
Bowen Co. (Fulton) B. Green Co. track (Fulton)					_			X	^		^	X	×	X	x
Gwynns Run— American Brake Shoe W. M. Ry. Connection. American Stores track								X	X	X	X	X	X	X	X
Ward Baking Co		*****	*****				•••••	XXXXXXXXX	X	XXXXXXXXX	XXXXXX	XXXXXXXXX	XXXXXXXXXXXX	XXXXXXXX	XXXXXXX
American Stores grack Ward Baking Co A. & P. Co Southern Supply Co Hull Coal Co National Biscurt Co Von Heine Coal Co American Ico Co					X	X	X	XXX	XXXXXX	XXX	XXX	XXX	XX	XXX	X
Barrett Tarvis & Abst-	*****		X		X	X	X					1			X
New Yard Old Yard Extra track						*******		X	X	X	X	X		X	
Old Yard track No. 16 J. O. White			X	X	XXX	XXX	XXX	XXX	X X X	XXX	X X X	XXX	XXX	XXX	X
Frederick Road— Freight Station Robert S. Green track	1			X	X	X	X	X	X	X	X	X	X	X	X
Ceco Steel Co				X	XXX	XXX	XXXX	XXXXX	XXXX	XXXX	XXXX	XXXXX	XXXX	XXXXX	XXXXX
Industrial track		-	X					X	X	X	X	X		X	X
Ice Cream Co		-		x	X	x	X	X	x	×		X	1	X	X
	-	-	-		-	-		-	_	_	_	_	-	-	
BRIDGE 104.38: North of Patapson No. 2 and No. 8 tracks								25			45	35		88	65
DDENTON: National Plastics								×	×	x	x	×	×	×	x
BRIDGE 116.04: North of Patuxent, No								-			46	30			55
2 and No. 3 tracks BRIDGE118.00:	-	-	-		-		-	20			45	-		65	90
North of Arundel, No. 2 and No. 3 tracks No. 1 track								20 40			40	38 50 60		61	50
No. 4 track	-	-	-	-	-	-	-	. 45	1700	-		100	'	-	-

									_		_			_	
	_				CL	ASS	OF	EN	GIN	E8		_		_	385
LOCATION	Yard-Diesel	•	9	шÎ	AF, BF, EF, FF	AP, BP, EP, FP	H, AS-16A	-	×	0	3	I	DD2, QQ1, PK, 01,R1,E28,E2C,E38	3	Engines with Tonder Capasity of Over 18,000 Gallons with 8 Wheel Treets
WASHINGTON															
DISTRICT: Queens Chapel Yard—					-							_			
All side tracks Bladensburg Road—		••	X	X	X	X	X	X	X	Х	X	X	X	X	X
All side tracks								x				x	x	x	X
Ceso Steel Co			X	x	x	X	x	x	x	x	x	x	X	X	X
Washington Gas Light Co. track Nos. 1 & 2 tracks, "M"			X	x	x	X	x	x	X	X	x	X	X	x	x
St. Yard						••••••		X	X	X	X	X	X	X	X
Nos. 2 and 3 Loop tracks, Jersey Yd Nes. 1 & 3 tracks,			•••••		•••••	*******		x		×	x	x	x	X	x
Nos. 1 & 2 tracks, "Over the Hill," Jersey								^	*****	Î	Î	^	1	^	•
Yard			*****					X		X	X	X	X	X	X
Nes. 1 and 2 High Line tracks, Jersey Yard Capital Power Plant						******		X		X	X	X	X	X	Х
Navy Yd. Extension D. C. Refuse Disposal			X	X	X	X	X	X	X	X	X	X	X	X	X
track			X	x	x	X	x	x	x	x			x	x	х
R. P. Andrews track Standard Oil Co. track			XXX	XXX	XXX	XX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	X X X
Peebles Chemical Co. All tracks								x	x		x	x	x	X	х
Government Fuel Yard tracks; Jersey Yard All Coal Treatle tracks;			X	x	X	x	x	x	×	x	x	x	x	x	x
Jeresy Yd			X	х	X	X	X	X	X	x	X	x	X	X	х
Inbound and Outbound Subway Tracks, Jersey Yd			x	x	x	x	x	x.	x	x	x	x	x	x	x
Nos. 2, 8, 4, 8, 6, 7, 8, 9, 10, 11, 12, 13 and 14 tracks; Jersey Yard U. S. Government Pro-						_		_				_	_	J	
U. S. Government Pro-			X	X	X	X	X	X	X	X	X	X	X	X	X X
All tracks; 3rd St. and 4½ St. Yds			x	x	x	X	х	x	x	x	x	x	x	x	x
Terminal Storage Ware- house track		*****					i	1		1			1		
All tracks, 6th St. Yard Horton's track			XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	X X X
Federal Warehouse track Hemick's track			X	X	X	X	X	X	X	X	X	X	X	X	X
14th St. Yard, 1, 2, 3, 4, 5, 6, 7, 8, 9 tracks 9th St. Yard, 1, 3,4, 6								x		.,,	x	x	x	x	x
tracks								x			x	x	x	x	x
All tracks Water St. Yard			X	X	X	X	X	X	X	X	X	X	X	X	X
Northeastern Supply Co. BRIDGE 134.35:		-	_	_	_	_X	_	_	_	_	_	_	-	_	
Anacostia: With current of traffic															
No. 3 track	25	25	25	25(a)	25	25	26	25	26	25	25	25	25	25	25
No. 2 track	25	25	25	26(a)	25	25	25	25	25	25	25	25	25	25	25
over Movable Bridge	20	20	20	20(a)	20	20	20	20	20	20	20	20	20	20	20
BRIDGE 138.48: Potomae River:											1				
Against current of traffic over Movable Bridge	20	20	20	20(a)	20	20	20	20	20	20	20	20	29	20	20
Northern Central	Г		_		_		\vdash	Г	Г		_	-		_	
Branch: Between B. & P. Jct.															
weedberry—			X					X				X	X	X	×
Poole Eng. Co			X	X	X	X	X	X	XXX	XXX	XXX	XXX	XXX	XXX	X
Balmar Track			^	^	^	^	^	1	X	X					
Green Spring track Texas Quarry track								XXX	X		XXX	XXX	XXX	XXX	X X X
Monkton Sta. track Blue Mt. Baker's track.								X		X	X	X	X	x	x
(O. K. for all engines to First Curve beyond	1														
pessing siding)								X	X	X	X	X	X	X	X
		<u>'</u>	<u> </u>												

			_		CL	ASS	OF	EN	GIN	ES					255
LOCATION	Yard-Diesel	60	O	ш	AF, BF, EF, FF	AP, 8P, EP, FP	H, AS-18A	_	¥	8	7	E	002, GG1, PG, 01,R1,E8,E2C,E30	2	Engines with Tender Capacity of Over 15,000 Gallons with 8 Wheel Trucks
Northern Central Branch												Π			
BRIDGE 26.38 East of White Hall								x			40	x	x	x	40
White Hall: White Hall Feed Co		x	x	x	x	X	x	X	x	x	x	x	x	x	x
New Freedom: Summer's Canning Co.	i							x	x	x	X	x	X	x	x
Glen Rock: Station track								x	x	x	X	x	X	x	x
YORK DISTRICT: Certain-teed Roofing Co. Nos. 1 & 2	_	_	×	x	x	×	x	x	×	×	×	×	×	×	x
Bowen & McLaughlin Co.		*****	X	x	x	X	x	X	x	x	x	x	x	x	x
Reed Machinery Co., Nos. 1 and 2	*****	*****	x	x		-						x			
McKay Chain track Schmidt & Ault track			X	×	X	X	X X	XXX	XXX	XXX	X	X X	XXX	XXX	X
York Caramel Co., No. 1 and No. 2 tracks		x	x	x	X	x	X								
Crossover, King St. Yd. No. 1 track, King St.								X	X	X	X	X	X	X	X
Yard LaFean Coal Co			X					XXX	XXX	XXX	XXX	XXX	XXX	XXX	X
Motters Nos. 2 & 1 Gerber's No. 1 & No. 2							*****		x	Ŷ	Ŷ	X	1	x	
Andrews Paper track			X	X	X	X	X	X	X	X	X	X	X	X	X
York Ice Mach. Co.— All tracks			X	X	X	X		X	X	X	X	X	X	X	X
Keystone Color & Paint Co.				x	X	x	X	x	x	x	X	x	X	x	×
Edison Light & Power Co. track				_	_		_	x	x	X	x	x	X	x	x
Hespenheide & Thomp- son track			x	x	x	×	x								
Barnits-Heckert Co Incline at George Street.			XXX	X	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXXX	X X X	XXX	X
Smyser-Royer Co Crossover to Small's				X	X	X		X	X	X	X			X	
Farguhar Nos. 1, 2 and 3			X	X	X	X	X	XXX	XXX	XXX	XXXX	XXX	XXX	XXX	X X X
E and F tracks D. G and H tracks		*****			XXXX	XXX		X	X	X	X	X	X	X	X
Crossover Queen St. between Nos. 1 and 2	1														-
Switch to M. & P. R. R.								X	X	X	X	X	X	X	X
Crane track								XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX
P. A. & S. Small track Warehouse tracks, S, 6			X	X	X	X	X	1							
& 7								X	X	X	X	X	X	X	X
10, 11 and 12 Crossover in Jail St.		*****		X	X	X	X	X	X	X	×	X	X	X	×
Crossing, track 5 to track 6								XXX	X	X	X	X	X	X	X
No. 7 crossover									X X	X	XXX	XXX	X	XXX	I X
No. 1 Running track New Shop track			X	XXX	X	X	Ä	XXXX	XXX	XXX	XXXX	XXX	XXX	XXX	X X X
No. 2 Safe Works Foundry track	*****	*****	A	Ŷ	XXX	XXX	XXX	Ŷ	X	Ŷ,	Ŷ	â	Ŷ	Ŷ	x
Steach-Schmidt Track No. 1			X	X	X	X	X	χ	X	X	Ÿ	X	X	X	X
Track No. 2		*****	X	X	X	X	X	XXXX	XXX	XXX	XXXX	XXX	XXX	XXXX	X X X
Grothe Coal track Yorktowne Paper Co.	*****	******	^	*	^	^	^		x	x	X	×	X	X	x
York Safe & Lock—All								X							x
York Ice and Coal track			X	X	X	X	X	X	X	X	X	X	X	X	X
New U. S. Expansion Bolt Co			X	X	x	X	X	x	x	X	X	X	x	x	x
Keystone Reofing Co. tracks											x				
D. E. Frey track Rossevelt Garage tracks			X	X	X	X	X	XXX	XXX	XXX	X	XXX	XXX	XXX	X
York Fair Grounds tracks				X	X	X	X	x	x	x	X	x	X	x	x
Medusa Coment Co. tracks								X	X	X	X	x	x	x	X
National Gypsum Co.— All switches in Yd					×	x	X	x	x	x	X	x	X	X	×

	-					ASS	OF	EN	OIN	Fe		_			
	-	1	Γ	1	1		1		I		Г		1473	П	후등
LOCATION	Yard-Diesel	•	0	ш	AF, BF, EF, FP	AP, 8P, EP, FP	H, AS-18A	-	×	0	3	2	DD2, QG1, P6, 01,R1,E28,E2C,E3	3	Enginee with Tender Capacity Over 16,000 Galil with 8 Wheel Tru
YORK DISTRICT: Emigsville—			Γ				Γ				1				
American Acme Co Sents Coal Yard								X	X	X	X	X	X	X	X
Mt. Wolf: G. A. Wolf & Sons			x	x	X.	x	x	x	X	x	x	X	x	X	x
Shellpot Branch Eastern Malleable Iron			X					X							
Co	I		X	X	X	X	X	X	X	X	X	X	X	X	X
Artillery Fuse track	10		XXX	X X 10(a)	X	X X	X X 10	XXXX	X X 10	X X 10	X X 10	X X 10	X X 10	XXX	X X 16
Bridge No. 4 Loop track at "Bank" Third track—	10	10		1U(A)	10	10	10	Ŷ	10	10	10	X	10		10
Bank to Ward								X				X			
Delaware Branch Bank — Storage tracks			X					X			-	X			
No. 1 and No. 2	10	10	X	10(a)	10	10	10	X	10	10	10	X	X	X	X 10
FARNHURST:		-	1	10(8)		-	-	-		-	-	-	_	<u> </u>	
No. 1, No. 2 and No. 3 Storage tracks			x					x				x	x	x	
NEW CASTLE COUNTY:			-		_	_	_		Г		_				
Airport Track			X		X	x		X		x	x	X	x	X	
FARNHURST: State Hospital track			x					x	x	x	x	x	x	x	x
NEW CASTLE: Deemer Steel Casting	_	_		_		\vdash	-	\vdash	_		_		_	_	
Co			X					X	X	X	x	x	×	X	x
Battery track, includ- ing Team track; Elia-															
son's tracks and Des- kyne track			x					x	x	x	x	x	x	x	x
South of Delaware Ray- on track			X					X	X	X	X	X	X	X	×
STATE ROAD:	=	_	Ĥ		_			^	Â	•	Â	Â	_	<u> </u>	
Station track			X		_			X		-	-	X	X	X	X
BEAR: Station track			X					X				X	X	X	X
Red Lion Storage track			_		=			-				_	_	_	
PORTER: Baltimore track			×			*******	*****	X				x	x	X	x
KIRKWOOD: Station track			x					X				x	x	X	x
CANAL	-	_	<u> </u>		-				_		_				
MOVABLE BRIDGE: BRIDGE 18.05:				45(a)	45	45	45	X	45	46	45	20	X	X	44
Against current of traffic over Draw Span	18	20	20	20(a)	20	20	20	X	20	20	20	20	20	20	20
MT. PLEASANT:			x					×				x	×	x	x
C. & P. D. Branch	-	-		_	-	_	-	—	F					-	
PORT DEPOSIT: Wiley Equipment Co		*****	X		X	X	X	X	X	X	X	X	X	X	X
Stone Quarry track OCTORARO			-	=	_	<u>^</u>	_	<u>^</u>	<u>^</u>	-	<u>^</u>	_	<u> </u>	-	
SECONDARY TRACK:															
Between: Waws and Rising Sun					(g)	(g)		x			x	x	x	x	x
Between: Rising Sun and Rock						(d)		x				X	X	X	x
CHESTER HEIGHTS: Richardson & Schrader		x	x	x	x	X	x	x	x	x	x	x	x	X	x
CONCORDVILLE:		-	-	×	×	x	×	×	×	×	×	×	×	¥	X
Richardson & Schrader BRANDYWINE	=	<u>x</u>	×	_	<u>^</u>	_	_	_	 	_	_	^	_	X	
SUMMIT: Clemens track	_	x	x	x	x	x	x	x	x	x	X	x	x	x	x
						Ĺ.,	L	_							

1					CL	A\$\$	OF	EN(INE	3					288
LOCATION	Yard-Diesel	99	0	w	AF, BF, EF, FF	AP, BP, EP, FP	H, AS-16A	-	X	0	7	æ	DD2, GG1, P6, 01,R1,E28,E2C,E38	7	Enginee with Tender Capasity Over 18,000 Gally with 6 Wheel Trus
ROSEDALE: Public Delivery track		x	x	x	X	x	x	x	x	x	x	x	x	x	X
KENNETT SQUARE: Phillips Lumber and Coal Co Gawthrop track Pennock track Lock Joint Pips Co American Viscose Fibre Specialty Co	×	XXX	x xxx	xxxx	XXXXX	XXXXX	XXXX	xxxx	XXXXX	XXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX
TOUGHKENAMON: Penn-Delaware Supply Co		x	x	x	x	x	×	x	x	x	x	x	x	x	x
AVONDALE: Passmore Supply Co. (Trestle track.) W. W. Walp. Pennock track		xxx	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	X X X
KELTON: Penn-Delaware Supply Co			x		x	x	x	×	x	x	x	x	x	x	x
OXFORD: Abbots Dairy			x		x	x	x	x	x	x	x	×	x	x	×
NOTTINGHAM: Coal Trestle track,			x	x	x	x	x	x	x	x	x	x	x	x	x
SHELLPOT SECOND- ARY TRACK: Bridge No. 8	10	10	X	10(a)	10	10	10	X	10	10	10	10	10	10	18
Artie Roofing Electric Hose & Rubber			X	X	X	X	X	X	X	X	X	X	X	X	X
Co Freight Car Repair Yards—All tracks			X	X	X	X	X	X	X	X	X	X	X	X	X
POPE'S CREEK SECONDARY TRACK:					x	×		x		x		x	x	x	x
BOWIE: Wye track					x	x		x	X(1)	x	X(I)	x	x	x	x
YORK SECONDARY TRACK: Cola to York Bridge 0.65; Cola. Wrightsville Yard. Wrightsville Curve. Wrightsville Station	1		x	20	XXX	XXX	20	XXX	A 20 X A	A 20 X A	A 20 X A	XXX	XXX	XXX	X 20 X X
Caterpillar track		XXX	XXXX	X X X	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX
FREDERICK	-	X	<u>*</u>	<u> </u>	<u> </u>	<u>*</u>	<u>×</u>	<u>×</u>	<u>~</u>	<u> </u>	<u>×</u>	<u>~</u>		^	X
SECONDARY TRACK: York to Frederick Palmers Industrial trk.			X		X	X		X			X	X	X	X	×
SPRING GROVE: P. H. Gladfelter's trha.					x	x		x	x	x	x	X	x	x	x
HANOVER: Doubleday CoHoke & Bair Coal Com- pany Trestle			x		x x	x		x	×	×	x	x x	x	x	x
LITTLESTOWN: Coal trestle track			x		x	x		x			x	x	x	x	x
BRIDGE 41.58: South of Kingsdale				20	x	x	20	x	20	20	x	×	x	x	20
BRIDGE 65.20: North of Frederick				20	x	x	20	x	20	20	×	×	x	x	20
CHESTER AND PHILADELPHIA TRACK: All tracks to industries en this track			×	×	x	x	x	x	×	×	×	x	x	x	x

	_						_								127
		1		ı	1	ASS	OF	EN	GIN	E8	_	1	.e	_	e with specify of Gallons of Trueto
LOCATION	Yard-Dissel	•	O	lai.	AF, BF, EF, FF	AP, 8P, EP, FP	H, AS-16A	-	¥	9	3	Σ	DD2, GG1, P6. 01,R1,E28,E2C,E38	3	Enginee with Tender Capacit Over 18,000 Gal with 6 Wheel Tr
LAMOKIN RUN YARD TRACK:All tracks to industries_			X	X	X	X	X	X	×	X	x	X	X	X	×
LINWOOD YARD TRACK: North leg of Wye All tracks to industries.			X	X	XXX	XXX	X	XXX	X	X	X	XXX	XXX	XXX	X X X
CLAYMONT YARD TRACK:		-	X	×	×	X	×	X	X	X	××	××	×	X	××
CHESTER CREEK SECONDARY TRACK: Phila. Electric Co. track			X	x	X	×	X	××	X	X	X(b)	××	×	××	X
Runaround track along leg of Wye Independent Coal Co Tomlison Co			XXX	X X	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XX	XXX	X X
BRANDYWINE YARD TRACK: All other tracks			X	X	X	X	X	X	X	X	X	X	X	X	X
NEWARK AND DELAWARE CITY SECONDARY TRACK: Davis—Porter						***		x	*****		****	×	x	x	x
NEWARK: Newark Cenerate Pred- usts Co. track				*******				x				x	x	x	x
COOCH: Dayetts Industrial trk.			x					x	x	x	x	x	x	x	x
GLASGOW: Sterage tracks								X				x	x	X	
NEWARK AND DELAWARE CITY TRACK: Perter to Delaware City			x					x	X	×	x	x	x	x	x
NEW CASTLE SECONDARY TRACK: Delaware Floor Prod- cete Co			x					x	x		×	x	x x	x	x x
mington Marino Term. tracks			x	x	X	×	x	XXXX	X	X	X	XXXX	XXXX	XXXX	XXX
Tidewater Chemical Co. Wilmington Fibre Co. and American Manga- anese Co. tracks			x	x	x	х	x	X	x	x	x	X	x	x	x
MINNICK-PRINCIPIO TRACK: Armstrong Stove & Mig. Co. tracks			x	x	x	x	x	x	x	x	x	x	x	×	x
HAVRE DE GRACE YARD TRACK: J. M. HuberdCo J. M. Huber Co. (New) Old Cut track	X	x	X	X	X	X	x	XXX	X	X	X	XXX	X	X	X
PRESIDENT ST. SECONDARY TRACK:					_	_		_	_	_	<u> </u>	Î	<u> </u>	_	
Crossover seutabound track to Trappe Beach track			X	X	X	X	x	XXX	X	XXX	X	XXX	XX	XXX	X
PRESIDENT ST. TRACK: Union Crossing to Presi		-													
dent Station			X	X	XXX	XX	X	X	X	XX	X	X	XXX	XXX	X X
		1	1	1	1	1	1	<u> </u>	١	1	1	1_	1	<u> </u>	<u> </u>

	_				CL	ASS	OF	EN	GIN	ES.					2 8 8
LOCATION	Yard-Diesel	•	9	ш	AF, BF, EF, FF	AP, BP, EP, FP	H, AS-16A	_	×	6	=	Σ	01,R1,E28,E2C,E3C	3	Engines with Teader Capacity of Over 18,000 Gallone with 6 Wheel Truets
BEAR CREEK TRACK: Canton Junction to Sol-															
Eastern Supply Co.	•••••		•••••					X	*****		*****	X	X	X	X
The Pompsian				X	X	X	XXX	XXX	XXX	X	X	X	X	X	X
Highlandtown Yd	*****			^	XXX	XXX	Ŷ	Ŷ	Ŷ	XX	XXX	XXX	Ŷ	X	Ŷ
Reskay-Williamson Vencer			X	X	x	x	x		x	x	x			w	¥
Guth Cola					^			X				X	X	X	X
Bridge 6.12: _Colgate Creek	10	10	10	10			10	v	10	16	10	v	l .	v	16
Perforal Years	10	10		10	X	X	X	Ŷ	X	X	X	Ŷ	Î	Ŷ	X
Reid Avery			X	X	X	X	X	XXXX	10 X X X	XXX	10 X X	XXXX	XXX	XXXX	16 X X X
Duncalk Central	.,		^	^	^		^							^	
FoundryCurtis Caproni		*****			XXX	X	X	XXX	XXX	XXX	XX	XXX	X	X	X
Geo. Gas & Eles. Co			X	X	Ŷ	Ŷ	XXX	Ŷ	Ŷ	Ŷ	Ŷ	Ŷ	Ŷ	Ŷ	â
CLAREMONT		_	-	-	1	_	-	_	_		_	-	-	_	
TRACK:			X	X	X	X	X	X	X	X	X	X	X	X	
Bridge 0.60: Wilkens Ave	10	10	w	¥	¥		w	¥	v	×	¥	×	¥	¥	¥
North les of Wye			X	XXX	XXX	X	X	XXX	XXX	XXX	XXX	XXX	X	XX	X
Bloodes track, Nos. 1			X	X	X	X		X	X	X	X	X	X	X	X
and 2		<u></u>		X	X	X	X	X	X	X	X	×	X	X	X
CATONSVILLE					_			_	┢	\vdash	_			_	
TRACK:					X	X		X	X	X	X	X	X	X	X
FT. MEADE TRACK:								X				X	X	X	X
U.S. Government track leading from Kelly's															
track	l						<u></u>	X	x	X	x	X	X	X	x
Signal Sebool and Church tracks								x	x	x	x	x	x	x	x
					=			-	1	_	^	_		-	
BOWIE RACE TRACK.								X				X	X	X	X
ROSSLYN TRACK:					X	X		X		X	X	X	X	X	X
Fred Drew			XXXX	XXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXX
Griffith Coal track	-		Ŷ	â	Î	Ŷ	â	Ŷ	x	x	Ŷ	Ŷ	x	Î	x
All Yard tracks			X	X	X	X	X	X	X	X	X	X	X	X	X
Arlington Asphalt Co					_	^	A	1	A	_	_	_		^	
UNION BRIDGE TRACK:					l.			J			l.				
Union Bridge Wve			X	X	X	X	X	X	X	X	X	X	X	X	X
Wallmrsville Canning					1							1			
Ca. track					X	X		X	X	X	X	X	X	X	X
track					X	X		X	X	X	X	X	X	X	X
BAINBRIDGE:	\vdash		\Box		Г	_			Τ	Т		\vdash		_	
Naval Training Station	1	1				_	1.	-		-	_	-	_	_	
No. 1 track			X	X	X	X	X	X	X	X	X	X	X	X	X

- Speed shown for class E locomotives over movable bridges will be applicable to rail motor cars.
- L-1 engine permitted between Lamokin and overhead Bridge 0.67.
- Class BS-12 shifting diesel restricted.
- BP-60 prohibited.
- Diesel electric yard engines not restricted.
- Restricted to forward movement only on north leg of Wye — 5 miles per hour. - 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 Brandywine

Bear Creek 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. Employes 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

Calvert Station to Division Post, (Phila. Divn.):

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

Description

Sheds

0.41	Eager Street (Baltimore),		4.07
	West of Fallsway	Overhead	Bridge
0.41	West of Fallsway Eager Street (Baltimore),		_
	East of Fallsway		-
0.47	Fallsway (Baltimore)	4	4
0.50	Chase Street (Baltimore)	4	-
0.66		«	«
1.25	Howard Street High Line	4	
1.29	North Ave. (Baltimore), Bolton Yard.	4	4
1.34	B. & O. R. R. (B. & P. Yard)	"	
5.41	Belvedere Ave., Baltimore	4	-
36.14	Freeland Road, West of Freeland		-
56.23			
61.91		•	
01.91	West of Emigsville, fork-	4	4
40.00	Harrisburg Pike		
62.98	Bashores Lane, East of M. P. 63		-
Warel	nouse Tracks:		

Delaware Branch: 2.27 Bank	Bridge N	o. Locat	tion	Descrip	tion
2.27 Bank Overhead Bridge 3.88 Dupont Highway — Farnhurst	Delawa	e Branch:			
York Secondary Track: 0.65 Wrightsville			(Dverhead	Bridge
0.65 Wrightsville		Dupont Highway — F	arnhurst		
Frederick Secondary Track: 13.81 Penn Street — York	York Se	condary Track:			
Frederick Secondary Track: 13.81 Penn Street — York	0.65	Wrightsville	Susqueban	na River	Bridge
13.81 Penn Street — York	6.21	Hellam and York Rose Hellam	d, South of	Overhead	Bridge
13.81 Penn Street — York	Fradari	k Secondam Treeks			
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		Done Street Veels		bd	Didas
17.24 Hokes Public Road, South of M.P. 17. 22.87 Western Maryland R. R., North of Spring Grove		Highland Ave - Vork		AGLHGRA	Disage
Spring Grove	17.24	Hokes Public Road, So	uth of M.P. 17	4	4
51.89 Keymar — Western Maryland Ry	22.01	Spring Grove		•	
51.89 Keymar — Western Maryland Ry	39.04	Mill Road, South of Li	ittlestown	4	-
Octoraro Secondary Track: 19.29 Chester Heights, Chelsea Ivy Mill Rd		Keymar — Western M	aryland Ry	4	
19.29 Chester Heights, Chelsea Ivy Mill Rd	66.99	Private Road, North o	f M. P. 67	•	•
19.29 Chester Heights, Chelsea Ivy Mill Rd	Octorar	Secondary Tracks			
Mill Rd			sea Ivv		
33.58 Kennett Square, South Union Street. 42.29 Public Road, South of M. P. 42		Mill Rd.		Overhead	Bridge
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. 57.42 Public Road, South of Rising Sun. Chester Creek Secondary Track: 0.67 B. & O. R. R. — Lamokin Street. 0.68 Knowlton — Knowlton Road. Minnick to Principio Tracks: 2.40 Main line underpass. 0.72 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. 0.65 Bromwells Road — 1st bridge South of Principio. 0.66 Bromwells Road — 1st bridge South of Principio. 0.71 Stokes Street — Havre de Grace. 0.0verhead Bridge 1.97 Stokes Street — Havre de Grace. 0.0verhead Bridge 0.51 Lombard Street. 0.51 Lombard Street. 0.52 Bay to Union Crossing: 0.53 B. & O. R. R. 0.54 Canton Jct. to Union Crossing: 0.55 Lombard Street. 0.56 Lombard Street. 0.77 Bay Overhead Bridge 0.78 Arlington Memorial Highway. 0.78 Overhead Bridge 0.79 Arlington Memorial Highway. 0.70 Overhead Bridge 0.71 Bay Arlington Memorial Highway. 0.71 Brown Ard — Bridge Overhead Bridge	82.57	Public Road, 1/2 mile a	outh of		_
42.29 Public Road, South of M. P. 42					-
43.33 Keiton — Jenneville-New London Public Road		Kennett Square, South	Union Street	-	-
Public Road		Public Road, South of	M. P. 42	•	•
49.29 Oxford — Broad Street	40.00	Public Pood	ew rondon	4	
52.54 Nottingham — Christine Road	40 20	Orford — Broad Street	• • • • • • • • • • • • • • • • • • •	•	
Chester Creek Secondary Track: 0.67 B. & O. R. R. — Lamokin Street		Nottingham — Christi	ne Road	«	
Chester Creek Secondary Track: 0.67 B. & O. R. R. — Lamokin Street		Kirk's Road, North of	Rising Sun	4	•
0.67 B. & O. R. R. — Lamokin Street		Public Road, South of	Rising Sun	•	•
Minnick to Principio Tracks: 2.40 Main line underpass	Chester	Creek Secondary Tra	ck:		
Minnick to Principio Tracks: 2.40 Main line underpass	0.67	B. & O. R. R Lamo	okin StreetC	Overhead	Bridge
2.40 Main line underpass	3.95	Knowlton — Knowlton	n Road	•	4
South of Principio	Minnie				
South of Principio		Main line underpass		Overhead	Bridge
0.72 Coudens Road — 2nd bridge South of Principio	1.23	Coudens Road - 3rd l	bridge		
South of Principio	0.72	South of Principio		•	
South of Principio		South of Principio		•	*
25.89 B. & O. R. R. Newark CentreOverhead Bridge Havre de Grace Yard Tracks: 1.97 Stokes Street — Havre de GraceOverhead Bridge 2.01 Union Avenue — Havre de GraceOverhead Bridge 3.51 Lombard StreetOverhead Bridge 3.52 B. & O. R. R	0.04	South of Principio	Dridge		
25.89 B. & O. R. R. Newark CentreOverhead Bridge Havre de Grace Yard Tracks: 1.97 Stokes Street — Havre de GraceOverhead Bridge 2.01 Union Avenue — Havre de GraceOverhead Bridge 3.51 Lombard StreetOverhead Bridge 3.52 B. & O. R. R	Newark	Centre:			
1.97 Stokes Street — Havre de GraceOverhead Bridge 2.01 Union Avenue — Havre de Grace Bay to Union Crossing: 0.51 Lombard StreetOverhead Bridge 0.71 B & O Railroad	25.89	B. & O. R. R. Newark	Centre	Overhead	Bridge
2.01 Union Avenue — Havre de Grace	Havre d	Grace Yard Tracks:			
2.01 Union Avenue — Havre de Grace	1.97	Stokes Street - Havre	de Grace	Overhead	Bridge
0.51 Lombard Street	2.01	Union Avenue — Have	re de Grace	•	*
0.71 B & O Railroad	Bay to	_			
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:		Lombard Street		Overhead	Bridge
3.52 B. & O. R. R	0.71	B & O Railroad	•••••••••	*	•
3.56 Lombard Street					
South End — Rosslyn Track: 2.08 Arlington Memorial HighwayOverhead Bridge Jersey Yard — Buzzard Point:		B. & O. R. R.		Overhead	Bridge
2.08 Arlington Memorial HighwayOverhead Bridge Jersey Yard — Buzzard Point:	8.56	Lombard Street		•	•
2.08 Arlington Memorial HighwayOverhead Bridge Jersey Yard — Buzzard Point:	South F	nd — Rosslyn Track:	i,		
Jersey Yard — Buzzard Point: 0.92 South Capital StreetOverhead Bridge				Overhead	Bridge
0.92 South Capital StreetOverhead Bridge	Tana	In			
One Dodge Cabrest Seroes	Octach 1	South Capital Street		Twerbead	Bridge
	U.04	Porter Cabier peroce		> 4 or πe#α	Prinke

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

		1
Class of Engines	Between	And
AF-16, BF, FF, AP, BP-20, EP, EFP, FP	DEDIA	Fulton
AF, BF, EF,	Crossover No. 3 track, Wilmington	Meat House Secondary Track
FF. AP. BP.	North end New Castle curve	South end New Castle curve

1163-B2. Pier 7, Canton, on account of no clearance for engine eabs, 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. Employes are warned against this danger at the following locations where overhead trolley wires cross the tracks:

CLEARANCE 22 FEET ABOVE TOP OF RAIL.

(Street and Sewer track, 12th Street, 300 feet from switch in Brandywine track. Brandywine track, Claymont Street, 2530 feet from Wilmington

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.

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. (" ") Baltimore

Central Ave. and Pratt St. Central Ave. and Gough St. Eastern Ave. and Caroline St. Wolfe St. and Thames St. Aliceanna St. and Bond St.

Aliceanna St. and Caroline St.

Baltimore.... Ann St. and Aliceanna St. (traffic signal wire)

Bond St. and Fleet St.

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 Aliceanna St. to Eastern Ave. Aliceanna 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. Employes are warned against this danger.

Side Clearance.

1163-C2. Employes 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. Employes 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. Jet.	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 Tracket

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 cross-over 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 enginehouse tracks to secondary track, and cabin car track.

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

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

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. Jet. 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-inter-locked 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 vard 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. 8 track to a point 330

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 or 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 energised 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-energise 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 Perryville	No. 1, No. 2 & No. 3 No. 2, No. 3 &	Cat. Br. 58.68 Cat. Br. 58.68	200 feet Northward and Southward 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	No. 1, No. 2 &	Sig. Br. 590	1500 feet Southward from Signal
Perryville	No. 3		Br. 590
Perryville	No. 2, No. 3 &	Coudon's Road	1600 feet Northward from Coudon's
	No. 4	Br. 58.34	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 oper-

ation 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
	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
Main Line	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
	No. 1 and No. 2	York	Division Post (Phila. Div.)
Delaware Branch	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
	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	
Main	No. 1	Bay	Union Junction	1
Line	No. 2 and No. 3	B. & P. Jet.	Fulton	
	No. 3	Winans	Vern	
	No. 2	Vern	Div. Post (W. T.)	
4	No. 3	Bowie Div. Post (W. T.)		
	No. 2	Virginia	14th Street	
Delaware Branch	Single	West Yard	Bank	

	Track	Between	And	Note
1.	No. 1 and No. 2	Perryville	Quarry	7.7.1
Columbia	Single	Quarry	Tome	
and Port Deposit Branch	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.

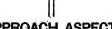
A southward freight train, which may be stopped in the B. & P. Tunnel, must not move in either direction until after a member of the crew has reported to B. & P. Junction for instructions.

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

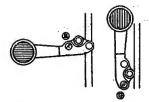
INDICATION
APPROACH NEXT
SIGNAL
PREPARED TO STOP

RULE 285

SLOW BOARD
O WHEN USED AS A
DISTANT SIGNAL



APPROACH ASPECT NOTE—Y indicates yellow.



SMASH BOARD SIGNALS

Vertical-Movable Bridge set for traffic.

Horisontal—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 Stopand-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
	No. 1, No. 2, No. 3 and No. 4	Division Post (P T. Div.)	Bellevue
	No. 2, No. 3 and 3 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
Main Line	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
	C: 3:	Edgewood (Southward)	Magnolia
	Sidings	Magnolia (Northward)	Edgewood
	No. 1	Division Post (Phila. Div.)	York
Northern Central	No. 1	Parkton	B.& P. Jct.
Branch	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
- 2	No. 1 and No. 2	Perryville	Quarry
	Single	Quarry	Tome
Columbia and Port	No. 1 and No. 2	Tome	West Rock
Deposit Branch	Single	West Rock	Midway
Drauch	No. 1 and No. 2	Midway	McCalls
	Single	McCalls	Division Post (Phila. Div.)

For movements against current of traffic.

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

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 Jot.	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. Jet, 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	No. 1 and No. 2	Madison St.	Union Jet.
Central Branch	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
	No. 1, No. 2, No. 3 and No. 4	Division Post (P. T. Div.)	Bellevue
Main Line	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

1	No. 1, No. 2, No. 3 and No. 4 No. 2, No. 3 and No. 4 No. 2 and No. 3	Davis Big Elk	Big Elk
1		Big Elk	
_	No 2 and No 3		North East
1	10. 2 and 110. 0	North East	Principio
	No. 1, No. 2, No. 3 and No. 4	Principio	Perryville
1	No. 2 and No. 3	Perryville	Havre de Grace
1	No. 1, No. 2, No. 3 and No. 4	Havre de Grace	Oak
1	No. 2, No. 3 and No. 4	Oak	Bush
1	No. 2 and No. 3	Bush	Gunpow
1	No. 1, No. 2, No. 3 and No. 4	Gunpow	River
	No. 2, No. 3 and No. 4	River	Bay
Main Line	No. 1, No. 2, No. 3 and No. 4	Bay	Union Jet.
1	No. 2 and No. 3	B. & P. Jet.	Fulton
Ī	No. 1, No. 2, No. 3 and No. 4	Fulton	Winans
1	No. 2, No. 3 and No. 4	Winans	Vern
Ī	No. 1, No. 2 and No. 3	Vern	Anderson
Ī	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	No. 1 and No. 2	B. & P. Jet.	Parkton
C-41	No. 1 and No. 2	York	Division Post (Phila. Div.)
Shellpot Branch	No. 1 and No. 2	Bank	Ragan
	No. 1 and No. 2	Perryville	Quarry
	Single	Quarry	Tome
	No. 1 and No. 2	Tome	West Rock
Port Deposit - Branch	Single	West Rock	Midway
	No. 1 and No. 2	Midway	McCalle
	Single	McCalls	Division Post (Phila. Div.)
			•

F	or movements agai	nst current of t	raffie:
	Track	Between	And
	No. 2 and No. 3	Landlith	West Yard
	No. 2, No. 3 and No. 4	West Yard	Ragan
	No. 3	Ragan	North East
Main Line	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.)
	No. 1 and No. 2	Perryville	Quarry
Columbia and Port Deposit Branch		Tome	West Rock
	No. 1 and No. 2	Midway	McCalls

1503-B1. In the application of Rules 502, 503 and 504: Crossover movements may be made to and from No. 1 track at Mt. Vernon by permission of signalman at B & P Junction Block Station.

Crossover movements may be made to and from No. 1 track at Loucks by permission of signalman at York Block Station.

1505-A1. Rule 505 will apply for movement to and from Calvert.

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.

Trains finding this signal in stop position will examine switch and, if set for eastward movement, will proceed at restricted speed.

1508-B1. In the application of Rule D-508:

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.

1509-A1. During the hours that Ward Interlocking Station is closed, trains will be governed by signal indication displayed at Ward and Lane.

1515-A1. Testing sections, in addition to those at terminal, located:

On No. 1 track between signal No. D-50 and northward home signal at Bank, Delaware Branch.

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

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.

Landover and Virginia.....Landover and Division Post (W. T.).....

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 author-

ized 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)

		Horn (H)
Baldwin		H
Lamokin	•••	H
Hook	•••	H
Bellevue		H
Landlith	•••	H
Wilmington	•••	H

Ragan Bridge. Ward Bank. Davis Principio. Perryville. Havre de Grace. Oak. Short Lane. Bush. Edgewood. Gunpow. River. North Point. Bay. Canton Jet. Union Jet. B. & P. Jet. Fulton. Gwynn Winans. Vern. Odenton. Bowie. Anacostia. Virginia. 14th Street.	West Yard
Bridge Ward Bank Davis Principio Perryville Heryville Heryville Helyville He	Ragan
Ward Bank Davis Principio Perryville Havre de Grace Oak Short Lane Bush Edgewood Gunpow River North Point Bay Canton Jet Union Jet B. & P. Jet Fulton Gwynn Winans Vern Odenton Bowie Anacostia. Virginia 14th Street	
Bank Davis Perryville Perryville Havre de Grace Dak Short Lane Bush Edgewood Gunpow River North Point Bay Canton Jet Union Jet B. & P. Jet Fulton Gwynn Winans Vern Odenton Bowie Anacostia Virginia	Ward
Davis Principio Perryville Havre de Grace Oak Short Lane Bush Edgewood Gunpow River North Point Bay Canton Jet Union Jet B. & P. Jet Fulton Gwynn Winans Vern Odenton Bowie Anacostia Virginia	
Principio. Perryville. Havre de Grace. Oak. Short Lane. Bush. Edgewood. Gunpow. River. North Point. Bay. Canton Jet. Union Jet. Union Jet. B. & P. Jet. Fulton. Gwynn Winans. Vern. Odenton. Bowie. Anacostia. Virginia.	
Perryville	
Havre de Grace Oak Short Lane Bush Edgewood Gunpow River North Point Bay Canton Jet Union Jet B, & P. Jet Fulton Gwynn Winans Vern Odenton Bowie Anacostia. Virginia.	Perryville
Oak Short Lane Short Lane Bush Edgewood Gunpow River North Point Bay Canton Jet Union Jet B. & P. Jet Fulton Gwynn Winans Vern Odenton Bowie Anacostia Virginia	Haura de Grece
Short Lane. Bush. Edgewood. Gunpow. River. North Point. Bay. Canton Jet. Union Jet. Union Jet. B. & P. Jet. Fulton. Gwynn Winans. Vern. Odenton. Bowie. Anacostia. Virginia.	
Bush. Edgewood. Gunpow. River. North Point. Bay. Canton Jet. Union Jet. Union Jet. Winans. Vern. Odenton. Bowie. Anacostia. Virginia.	
Edgewood Gunpow Gunpow River North Point Bay Canton Jet Union Jet B. & P Jet Fulton Gwynn Winans Vern Odenton Bowie Anacostia. Virginia	7401 v 12040
Gunpow River River North Point Bay Canton Jet Union Jet B. & P Jet Fulton Gwynp Winans Vern Odenton Bowie Anacostia Virginia	Pdgggggdd
River North Point Bay Canton Jet Union Jet B. & P. Jet Fulton Gwynn Winans Vern Odenton Bowie Anacostia Virginia	Lagewood
North Point. Bay. Canton Jet. Union Jet. B. & P. Jet. Fulton. Gwynn Winans. Vern. Odenton. Bowie. Anacostia. Virginia.	
Bay. Canton Jet. Union Jet. B. & P. Jet. Fulton. Gwynn Winans. Vern. Odenton. Bowie. Anacostia. Virginia.	RIVOR
Canton Jet. Union Jet. B. & P. Jet. B. & P. Jet. Fulton Gwynn Winans Vern Odenton Bowie Anacostia. Virginia.	
Union Jet. B. & P. Jet. Fulton. Gwynn Winans. Vern. Odenton. Bowie. Anacostia. Virginia.	Bay
B. & P. Jet. Fulton. Gwynn Winans. Vern. Odenton. Bowie. Anacostia. Virginia.	Canton Jet
Fulton Gwynn Winans. Vern Odenton Bowie Anacostia. Virginia.	
Gwynn Winans Vern Odenton Bowie Anacostia Virginia	B. & P. Jct
Winans	Fulton
Vern. Odenton. Bowie. Anacostia. Virginia. 14th Street.	
Vern. Odenton. Bowie. Anacostia. Virginia. 14th Street.	Winans
Odenton	Vern
BowieAnacostiaVirginia	
AnacostiaVirginia	
Virginia	Anacostia
14th Street	
	York

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 employes. When this whistle is sounded these employes 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.

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Home Division	DIVISION	Home Division	DIVISION

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.



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