

W. S. GORDON

The Pennsylvania Railroad

EASTERN REGION

Southern Division

BALTIMORE DIVISION

Time Table No. 20

In effect 12.01 A. M., Sunday, Sept. 30, 1934

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME.

W. C. HIGGINBOTTOM,
General Manager.

C. E. WHITLOCK,
General Superintendent.

G. M. SMITH,
Superintendent.

.....
Supt. Passenger Transportation.

N. S. MENAUGH,
Supt. Freight Transportation

W. S. Gordon

The Pennsylvania Railroad

EASTERN REGION

Southern Division

BALTIMORE DIVISION

SUPPLEMENT No. 2

Time Table No. 20

In effect 12.01 A. M., Sunday, Jan. 27, 1935

Changing Trains 58, 502, 518, 530, 539, 554, 565, 974,
5117, 5522, 5523, 5524, 5525, 5528, 5640, 8020, 8034
and Southern Railway Trains 136, 235, 236.

Adding Trains 5111, 5648.

Withdrawing Trains 990, 5643, 8024.

FOR THE GOVERNMENT OF EMPLOYES ONLY

EASTERN STANDARD TIME

W. C. HIGGINBOTTOM,
General Manager.

C. E. WHITLOCK,
General Superintendent.

G. M. SMITH,
Superintendent.

C. G. GROVE,
Supt. Passenger Transportation.

J. C. WHITE,
Supt. Freight Transportation.

Original timetable from the collection of Tim Zukas
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INDEX

	Pages
North Point to Washington	10 to 23
Washington to North Point	24 to 35
Bowie to Pope's Creek—Northward and Southward	36
Washington to South End	38 and 39
South End to Washington	40 and 41
Baltimore to Harrisburg	42 to 47
Harrisburg to Baltimore	48 to 53
Columbia to Frederick	54 and 55
Frederick to Columbia	56 and 57
—————	
Additional Stops and Flag Station	58
Arranged Freight Train Service	61 and 62
Automatic Block System	88
Block Signal Rules	86
Bulletin Boards	68
Cab Signal Rules	89
Color Signals	65
Communicating Signals	66
Controlled Manual Block System	88
Distances	4 to 8
Electrical Operation	100
Emergency Whistle and Horn Signals at Interlocking Plants	66
Employes' Register	103
Engine and Other Equipment Restrictions	95
Engine Whistle Signals	66
Extra Stops by Passenger Trains	58
Grade Signals	92
General Orders	70
Hand, Flag and Lamp Signals	65
Hospitals	105
Inspection of Passing Trains	112
Interlocking Rules	92
Letters and Characters	64
Manual Block System	86
Miscellaneous	106
Movement of Trains	72
Movement by Train Orders	76
Personal Injuries	104
Signal Aspects	85
Speed Restrictions	77
Speed Table	77
Standard Time	64
Stations—Passenger, Block and Interlocking	4 to 9
Superiority of Trains	63
Surgeons	104
Symbols	64
Telephones, Use Of	105
Ticket Offices—Open and Closed	63
Track Assignments	71
Track Cars, etc.	93
Train Signals	66
Trains Wait for Connections	58
U. S. Mail Work	59 and 60
Unattended Block Stations	87
Use of Signals	67
Yards and Yard Instructions	76

NORTH POINT TO WASHINGTON

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from North Point	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						N	S	Both
I		B	1.0	1.0	NORTH POINT			
I		B	0.7	2.6	BAY VIEW			
I		B	1.6	4.2	CANTON JCT.			
I		B	1.1	5.3	BIDDLE STREET			
					UNION JCT.			
					HILLEN JCT.			
			0.2	5.5	BALTIMORE			
I		B	0.2	5.7	B. & P. JUNCTION			
I		B	0.9	6.6	PENNA. AVENUE			
			0.9	7.5	FULTON JUNCTION			
I		B	0.7	8.2	EDMONDSON			
			0.8	9.0	GWYNNS RUN			
			0.6	9.6	FREDERICK ROAD			
			0.3	9.9	LOUDON PARK			
			2.1	12.0	ARBUTUS			
			0.7	12.7	HALETHORPE			
I		B	0.6	13.3	WINANS			
			1.3	14.6	PATAPSCO			
			2.0	16.6	STONY RUN			
			1.8	18.4	HARMAN			
I	P	B	1.4	19.8	SEVERN	68	57	
			3.5	23.3	ODENTON			
I		B	2.8	26.1	PATUXENT			
			0.8	26.9	ANDERSON			
	P		1.1	28.0	ARUNDEL			
			1.2	29.2	JERICHO PARK			
I		B	1.1	30.3	BOWIE			
			1.3	31.6	SPRINGFIELD			
			1.3	32.9	GLENDALE			
	P		1.6	34.5	SEABROOK			
			1.4	35.9	LANHAM			
I		B	2.7	38.6	LANDOVER } Magruder			
			1.5	40.0	CHEVERLY } Branch			
I		B	4.3	44.3	NEW YORK AVE. (W. T.)			
			1.3	45.6	WASHINGTON			

SPARROW'S POINT TO CANTON JUNCTION

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Sparrow's Point	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						N	S	Both
I		B	0.9	0.9	SPARROW'S POINT			
I			0.1	1.4	TIN MILL			
			0.1	1.5	SHIP YARD			
			0.1	1.6	N. E. BEAR CR'K BR'DGE			
		†B	0.7	2.3	SOLLERS			
			0.7	3.0	TURNER			
			0.7	4.3	DUNDALK			
			1.1	4.7	ST. HELENA			
			0.4	4.7	SUTTON			
			0.3	5.1	POINT BREEZE			
I		B	0.6	6.0	16th STREET			
			0.4	6.4	FIFTH AVENUE			
			0.3	6.7	YD. MASTER'S OFFICE			
I		B	0.6	7.3	UNION CROSSING			
			0.2	7.5	HIGHTOWN			
			0.9	8.4	CRANGEVILLE			
I		B	0.1	8.8	CANTON JUNCTION			

NOTE.—Block Stations are opened continuously except—
Also unattended Block Stations controlled by open Block Stations.

Tin Mill.....	Closed.....	Weekdays (11.30 A. M. to 1.15 P. M. 4.18 P. M. to 6.35 A. M. Sundays continuously.
Ship Yard Interlocking...	Closed.....	Weekdays Except (11.45 A. M. to 1.15 P. M. Friday and 4.15 P. M. to 6.45 A. M. Saturday Friday 4.15 P. M. to 6.45 A. M. Monday.
†Sollers.....	Unattended, controlled by Tin Mill. When Tin Mill is closed controlled by 16th Street.	

(I) Interlocking Station and Plant.
(P) Interlocking Plant.
(B) Block Station.

LANDOVER TO SOUTH END

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Landover.	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						N	S	Both
I		B			LANDOVER			
I		B	5.2	5.2	ANACOSTIA			
I		B	2.7	7.9	VIRGINIA AVENUE			
			0.4	8.3	SEVENTH STREET			
I		B	1.8	10.1	SOUTH END			

BOWIE TO POPE'S CREEK

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Bowie.	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						N	S	Both
I		B			BOWIE			
		†B	3.1	3.1	COLLINGTON			
			3.1	6.2	MULLIKIN			
			1.7	7.9	HALL			
			2.1	10.0	LEELAND			
			1.7	11.7	HILL			
		†B	2.1	13.8	MARLBORO			16
			3.7	17.5	CROOME			
			2.8	20.3	DULEY			
			1.9	22.2	CHELTENHAM			
		†B	2.8	25.0	BRANDYWINE			11
			2.4	27.4	OSBORNE			
			3.7	31.1	WALDORF			
		†B	3.0	34.1	WHITE PLAIN			17
			4.7	38.8	LA PLATA			
			1.7	40.5	PORT TOBACCO			
		†B	2.9	43.4	COX			
			1.8	45.2	LOTHAIR			
		†B	3.5	48.7	POPE'S CREEK			

(I) Interlocking Station and Plant.

(P) Interlocking Plant.

(B) Block Station.

NOTE.—Block Stations are open continuously except—

Also unattended Block Stations controlled by open Block Stations.

†Collington..	Unattended, controlled by Bowie.	Weekdays 8.00 A. M. to 5.00 P. M.
†Marlboro...	Unattended, controlled by Bowie.	Weekdays 8.00 A. M. to 5.00 P. M.
†Brandywine.	Unattended, controlled by Bowie.	Weekdays 8.00 A. M. to 5.00 P. M.
†White Plain.	Unattended, controlled by Bowie.	Weekdays 8.00 A. M. to 5.00 P. M.
†Cox.....	Unattended, controlled by Bowie.	Weekdays 8.00 A. M. to 5.00 P. M.
†Pope's Creek	Unattended, controlled by Bowie.	Weekdays 8.00 A. M. to 5.00 P. M.

BALTIMORE TO HARRISBURG

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Baltimore Calvert Station	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						W	E	Both
			0.5	0.5	CALVERT STATION			
			0.3	0.8	HILLEN JUNCTION			
			0.2	1.0	UNION JUNCTION			
I		B	0.2	1.2	BALTIMORE			
I		B	0.2	1.2	B. & P. JUNCTION			
			0.9	2.1	MT. VERNON			
			1.2	3.3	WOODBERRY		88	
			2.7	6.0	MT. WASHINGTON			
			0.6	6.6	BARE HILLS			
			0.5	7.1	HOLLINS			
			0.3	7.4	BRIGHTSIDE			
			0.4	7.8	LAKE			
			0.6	8.4	RUKTON			
			0.8	9.2	RIDERWOOD			
			1.3	10.5	LUTHERVILLE			
			1.2	11.7	TIMONIUM		244	
			1.2	12.9	PADONIA			
			0.6	13.5	TEXAS			
			1.4	14.9	COCKEYSVILLE			
			0.9	15.8	ASHLAND		141	
			2.0	17.8	PHOENIX			
			1.8	19.6	SPARKS			
			0.9	20.5	GLENCOE			
			1.8	22.3	CORBETT			
			0.7	23.0	MONKTON			
			2.0	25.0	BLUE MOUNT			
			1.5	26.5	WHITE HALL			
			0.7	27.2	GRAYSTONE			
		B	1.6	28.8	PARKTON		91	66
			1.3	30.1	WALKER			
			1.4	31.5	BENTLEY SPRINGS			
			2.8	34.3	FREELAND			
			2.4	36.7	SUMMIT GROVE			
			0.4	37.1	NEW FREEDOM		95	95
			1.5	38.6	SHREWSBURY			
			2.4	41.0	SETZLAND			
			0.8	41.8	GLEN ROCK			
			2.4	44.2	LARUE			
			2.0	46.2	HANOVER JUNCTION		129	123
			0.8	47.0	SMYSER			
			2.0	49.0	GLATFELTER			
			3.3	52.3	BRILHART			
			3.4	55.7	GRANTLEY		110	
			1.5	57.2	YORK			
			1.3	58.5	LOUCKS			
			3.1	61.6	EMIGSVILLE			
			3.3	64.9	MT. WOLF			
			1.7	66.6	WAGO JUNCTION			
					YORK HAVEN (Phila. D.)			
					CLY			
				84.4	HARRISBURG			

GREEN SPRING BRANCH

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Hollins	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						W	E	Both
			2.2	2.2	HOLLINS			
			0.9	3.1	ROCKLAND			
			1.1	4.2	BROOKLANDVILLE			
			0.7	4.9	ROGERS			56
			0.7	5.6	LYSTRA			
			0.8	6.4	STEVENSON			
			0.9	7.3	ECCLESTON			
			0.5	7.8	CHATTOLANEE			
			0.4	8.2	GARRISON FOREST			
			0.4	8.6	TURNPIKE			18
			0.4	8.6	GREEN SPRING JCT.			

(I) Interlocking Station and Plant.

(P) Interlocking Plant.

(B) Block Station.

CLAREMONT BRANCH

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Loudon Park	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						N	S	Both
			1.2	1.2	LOUDON PARK			
					CLAREMONT			

CATONSVILLE BRANCH

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Loudon Park	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						N	S	Both
			3.7	3.7	LOUDON PARK			
					CATONSVILLE			

FORT GEORGE G. MEADE BRANCH

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Odenton	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						N	S	Both
			1.6	1.6	ODENTON			
					FT. GEORGE G. MEADE			

ROSSLYN BRANCH

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Rosslyn Jct.	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						N	S	Both
			2.7	2.7	ROSSLYN JUNCTION			
					ROSSLYN			

PRESIDENT STREET BRANCH

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Bay View	STATIONS	Sidings assigned direct'n Car capacity 45 ft. cars		
						N	S	Both
			1.2	1.2	BAY VIEW			
			2.0	3.8	UNION CROSSING			
					PRESIDENT STA.			

COLUMBIA TO FREDERICK

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Columbia	STATIONS	Sidings assigned dire'n Car capacity 45 ft. cars		
						N	S	Both
					COLUMBIA (Phila. Div.)			
			1.2	1.2	WRIGHTSVILLE			47
			1.2	2.4	EWING PASSING			
			0.7	3.1	STRICKLER			
			3.0	6.1	HELLAM			
		†B	1.1	7.2	CAMPBELL			26
			3.7	10.9	ROCKBURN			
I		B	2.2	13.1	YORK			22
			1.7	14.8	WEST YORK PASSING			70
		†B	1.6	16.4	PALMERS			
			1.7	18.1	GRAYBILL			24
			2.0	20.1	BAIR			
		†B	3.1	23.2	SPRING GROVE			60
			8.5	31.7	HANOVER			50
		†B	0.4	32.1	FISHER			
			3.6	35.7	SELL			
		†B	3.1	38.8	LITTLESTOWN			29
			2.0	40.8	KINGSDALE			
			2.7	43.6	GALT			
		†B	2.0	46.6	TANEYTOWN			33
			5.4	51.9	KEYMAR			
			0.3	52.2	KEYMAR PASSING			32
			0.1	52.3	JCT. UNION BRIDGE BR.			
			1.9	54.2	LADLESBURG			
			1.9	56.1	NEW MIDWAY			
			1.2	57.3	LEGORE			
		B	1.1	58.4	WOODSBORO			23
		†B	4.4	62.8	WALKERSVILLE			
			1.1	63.9	FOUNTAIN ROCK			
		†B	4.9	68.8	FREDERICK			
			0.3	69.1	B. & O. JUNCTION			

UNION BRIDGE BRANCH

Interlocking Station and Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Junction Union Bridge Branch	STATIONS	Sidings assigned dire'n Car capacity 45 ft. cars		
						N	S	Both
			5.5	5.5	JCT. UNION BRIDGE BR. UNION BRIDGE			

NOTE.—Block Stations are open continuously except—
Also unattended Block Stations controlled by open Block Stations:

†Campbell...	Unattended, controlled by York	
†Palmer....	Unattended, controlled by York.	
†Spring Grove	Unattended, controlled by York.	
†Fisher.....	Unattended, controlled by York.	
†Littlestown.	Unattended, controlled by York.	
†Taneytown.	Unattended, controlled by York.	
†Woodsboro..	Unattended, controlled by York.	
†Walkersville	Unattended, controlled by York.	
†Frederick...	Unattended, controlled by York.	

NORTH POINT TO WASHINGTON

STATIONS	FIRST CLASS			
	5105 DAILY	5103 DAILY	429 DAILY EX. SUN.	
Leave	A. M.	A. M.	A. M.	
PENNA.-30th ST. (P.T.)				
SPARROW'S POINT TIN MILL N. E. BEAR C'K B'DGHS SOLLERS TURNER	Sparrow Point			
DUNDALK ST. HELENA SUTTON POINT BREEZE 16th STREET		Point Branch		
FIFTH AVENUE UNION CROSSING HIGHLANDTOWN ORANGEVILLE				
NORTH POINT BAY VIEW CANTON JUNCTION BIDDLE STREET UNION JUNCTION BALTIMORE				Z 8.01 8.04 8.06 D 8.10 8.14 8.15
BALTIMORE B. & P. JUNCTION PENNA. AVE. FULTON JUNCTION EDMONDSON GWYNNS RUN				\$ 7.48 8.08 7.49 8.07 7.53 8.11 7.55 8.14
FREDERICK ROAD LOUDON PARK ARBUTUS HALETHORPE WINANS PATAPSCO			8.01 8.20	
STONY RUN HARMAN SEVERN ODENTON PATUXENT		8.08 8.27 8.12 8.31		
ANDERSON ARUNDEL JERICHO PARK BOWIE		8.16 8.35 8.20 8.39		
SPRINGFIELD GLENNDAL SEABROOK LANHAM		8.24 8.43		
LANDOVER CHEVERLY		8.28 8.48		
NEW YORK AVE. (W. T.) WASHINGTON		8.37 8.57 \$ 8.40 \$ 9.00		
Arrive	A. M.	A. M.	A. M.	
	5105	5103	429	

SOUTHWARD

FIRST CLASS					
WM 3 DAILY EX. SUN.	WM 101 SUNDAY ONLY	401 DAILY EX. SUN.	405 SUNDAY ONLY	5111 DAILY	403 DAILY EX. SUN.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		7.24	7.44		8.24
		9.29	9.28		10.00
		9.31	9.30		10.02
		9.32	9.31		10.03
8.44	8.47	\$ 9.36	\$ 9.35		10.07
		\$ 9.37	\$ 9.36		
\$ 8.49	\$ 8.49	9.43	9.43	\$ 10.02	\$ 10.12
8.50	8.50	9.44	9.44	10.03	10.13
8.54	8.54	9.48	9.48	10.07	10.17
		9.51	9.51	10.09	10.19
		9.57	9.57	10.14	10.24
		10.04	10.04	10.21	10.31
		10.08	10.08	10.25	10.34
		10.12	10.12	10.29	10.38
		10.15	10.15	10.32	10.41
		10.19	10.19	10.36	10.45
		10.23	10.23	10.40	10.49
		10.32	10.32	10.49	10.57
		\$ 10.35	\$ 10.35	\$ 10.52	\$ 11.00
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
WM 3	WM 101	401	405	5111	403

Supplement No. 2 affects pages 15, 19, 38, 40, 41, 46, 48, 49, 50, 51, 53, 54, 55, 56, 57 and 59.

NORTH POINT TO WASHINGTON

STATIONS	FIRST CLASS			
	123	125	5115	117
	DAILY	DAILY	DAILY	DAILY
Leave	P. M.	P. M.	P. M.	P. M.
PENNA.-30th ST.(P.T.)	\$ 1.21	\$ 2.16		\$ 2.25
SPARROW'S POINT				
TIN MILL				
N. E. BEAR C'K B'DGE				
SOLLERS				
TURNER				
DUNDALK				
ST. HELENA				FIRST TRIP DEC. 15, 1934.
SUTTON				
POINT BREEZE				
16th STREET				
FIFTH AVENUE				
UNION CROSSING				
HIGHLANDTOWN				
ORANGEVILLE				
NORTH POINT	3.03	3.55		4.05
BAY VIEW	3.05	3.57		4.07
CANTON JUNCTION	3.06	3.58		4.08
BIDDLE STREET		4.00		
UNION JUNCTION	3.10	4.03		4.12
BALTIMORE				
BALTIMORE	\$ 3.13	\$ 4.05	\$ 4.10	\$ 4.15
B. & P. JUNCTION	3.14	4.06	4.11	4.16
PENNA. AVE				
FULTON JUNCTION	3.18	4.10	4.15	4.20
EDMONDSON				
GWYNNS RUN	3.20	4.12	4.17	4.22
FREDERICK ROAD				
LOUDON PARK				
ARBUTUS				
HALETHORPE				
WINANS	3.26	4.17	4.22	4.27
PATAPSCO				
STONY RUN				
HARMAN				
SEVERN	3.33	4.24	4.29	4.34
ODENTON	3.37	4.28	4.32	4.38
PATUXENT				
ANDERSON	3.41	4.32	4.36	4.42
ARUNDEL				
JERICHO PARK				
BOWIE	3.45	4.35	F 4.40	4.45
SPRINGFIELD				
GLENDDALE				
SEABROOK	3.49	4.40	4.45	4.49
LANHAM				
LANDOVER	3.53	4.44	4.49	4.53
CHEVERLY				
NEW YORK AVE.(W. T.)	4.02	4.52	4.57	5.02
WASHINGTON	\$ 4.05	\$ 4.55	\$ 5.00	\$ 5.05
Arrive	P. M.	P. M.	P. M.	P. M.
	123	125	5115	117

SOUTHWARD

FIRST CLASS					
WM 121	WM 5	119	#8087	431	5117
SUNDAY ONLY	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			\$ 2.54		
			\$ 4.15		
			4.18		
			4.19-4.25		
			4.28		
			F 4.30		
			F 4.33		
			F 4.40		
			F 4.41		
			4.42		
			\$ 4.43		
			4.45		
			\$ 4.46		
			\$ 4.48		
		4.35		4.47	
		4.37		Z 4.49	
		4.38	4.49	4.52	
		D 4.52	D 4.56		
4.18	4.38	4.42	4.55	4.59	
		\$ 4.56	\$ 5.00		
\$ 4.20	\$ 4.40	\$ 4.45			\$ 5.02
4.21	4.41	4.46			5.03
			WILL NOT RUN Feb. 22, 1935.		5.07
4.25	4.45	4.50			5.09
		4.52			
					5.15
					5.22
		5.04			5.26
		5.08			
					5.30
		5.12			
					5.34
		5.15			
					5.39
		5.19			
					5.43
		5.23			
					5.52
		\$ 5.32			\$ 5.55
		\$ 5.35			
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
WM 121	WM 5	119	8087	431	5117

STATIONS	FIRST CLASS		
	WM 21 DAILY EX. SAT. & SUN.	127 DAILY	WM 47 DAILY EX. SUN.
	Leave P. M.	P. M.	P. M.
PENNA.-30th ST.(P.T.)	\$ 3.21		
SPARROW'S POINT TIN MILL N. E. BEAR C'K B'DGE SOLLERS TURNER	Sparrow		
DUNDALK ST. HELENA SUTTON POINT BREEZE 16th STREET	Point Breez WILL NOT RUN Nov. 29, Dec. 25, 1934, Jan. 1, Feb. 22, 1935.		
FIFTH AVENUE UNION CROSSING HIGHLANDTOWN ORANGEVILLE	arrch.		
NORTH POINT		5.13	
BAY VIEW		5.15	
CANTON JUNCTION		5.16	
BIDDLE STREET	N	5.19	
UNION JUNCTION	5.19	5.22	5.33
BALTIMORE			
BALTIMORE	\$ 5.20	\$ 5.25	\$ 5.35
B. & P. JUNCTION	5.21	5.26	5.36
PENNA. AVE.			
FULTON JUNCTION	5.25	5.30	5.40
EDMONDSON			
GWYNNS RUN		5.32	
FREDERICK ROAD LOUDON PARK ARBUTUS HALETHORPE WINANS PATAPSCO		5.37	
STONY RUN HARMAN SEVERN ODENTON PATUXENT		5.44 5.47	
ANDERSON ARUNDEL JERICHO PARK BOWIE		5.51 5.54	
SPRINGFIELD GLENNDALE SEABROOK LANHAM		5.58	
LANDOVER CHEVERLY		6.03	
NEW YORK AVE.(W. T.)		6.12	
WASHINGTON	\$ 6.15		
Arrive	P. M.	P. M.	P. M.
	WM 21	127	WM 47

FIRST CLASS					
133 DAILY	5141 DAILY EX. SUN.	175 DAILY	5229 SUNDAY ONLY	155 DAILY	421 DAILY EX. SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 3.55		\$ 4.19		\$ 5.21	
FIRST TRIP JAN. 2, 1935.	WILL NOT RUN Nov. 29, Dec. 25, 1934, Jan. 1, Feb. 22, 1935.				
5.35		6.06	6.13	7.05	7.21
5.37		6.08	6.15	7.07	7.23
5.38		6.09	6.16	7.08	7.24
5.40		6.11	6.20	7.10	7.28
5.43		6.14	6.23	7.13	7.31
			\$ 6.24		\$ 7.32
\$ 6.45	\$ 5.55	\$ 6.16		\$ 7.15	
5.46	5.56	6.17		7.16	
5.50	6.00	6.21		7.20	
	\$ 6.02				
5.52	6.03	6.23		7.23	
	\$ 6.04				
	F 6.08				
	\$ 6.10				
5.57	6.12	6.28		7.29	
	\$ 6.15				
	\$ 6.18				
	\$ 6.21				
6.04	\$ 6.25	N 6.35		7.36	
6.07	\$ 6.30	6.40		7.40	
	\$ 6.34				
6.11	6.36	6.44		7.44	
	\$ 6.41				
	\$ 6.44				
6.14	\$ 6.50	6.48		7.48	
	F 6.56				
6.18	\$ 6.59	6.52		7.53	
	\$ 7.03				
6.23	\$ 7.08	6.56		7.58	
	F 7.11				
6.32	7.20	\$ 7.05		8.07	
\$ 6.35	\$ 7.23	\$ 7.08		\$ 8.10	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
133	5141	175	5229	155	421

STATIONS	FIRST CLASS		
	5119	131	177
	DAILY	DAILY	DAILY
Leave	P. M.	P. M.	P. M.
PENNA.-30th ST.(P.T.)		\$ 6.10	\$ 7.10
SPARROW'S POINT			
TIN MILL			
N. E. BEAR C'K B'DGE			
SOLLERS			
TURNER			
DUNDALK			
ST. HELENA			
SUTTON			
POINT BREEZE			
16th STREET			
FIFTH AVENUE			
UNION CROSSING			
HIGHLANDTOWN			
ORANGEVILLE			
NORTH POINT		7.49	8.49
BAY VIEW		7.51	8.51
CANTON JUNCTION		7.52	8.52
BIDDLE STREET			
UNION JUNCTION		7.56	8.56
BALTIMORE			
BALTIMORE	\$ 7.40	\$ 7.58	\$ 8.58
B. & P. JUNCTION	7.41	7.59	8.59
PENNA. AVE.			
FULTON JUNCTION	7.45	8.03	9.03
EDMONDSON			
GWYNNS RUN	7.47	8.05	9.05
FREDERICK ROAD			
LOUDON PARK			
ARBUTUS			
HALETHORPE			
WINANS	7.52	8.10	9.10
PATAPSCO			
STONY RUN			
HARMAN			
SEVERN	7.59	8.17	9.17
ODENTON	8.02	8.20	9.20
PATUXENT			
ANDERSON	8.06		
ARUNDEL			
JERICHO PARK			
BOWIE	8.10	8.26	9.26
SPRINGFIELD			
GLENDDALE			
SEABROOK	8.14	8.30	9.30
LANHAM			
LANDOVER	8.18	8.34	9.34
CHEVERLY			
NEW YORK AVE.(W. T.)	8.27	8.42	9.42
WASHINGTON	\$ 8.30	\$ 8.45	\$ 9.45
Arrive	P. M.	P. M.	P. M.
	5119	131	177

	FIRST CLASS			
	135	5121	137	◇139
	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.
	\$ 7.30		\$ 8.15	\$ 8.37
	9.22		9.57	10.23
	9.24		9.59	10.25
	9.25		10.00	10.26
				10.28
	9.29		10.04	10.31
	\$ 9.35	\$ 10.00	\$ 10.07	\$ 10.35
	9.36	10.01	10.08	10.36
	9.40	10.05	10.12	10.40
	9.42	10.07	10.14	10.42
	9.47	10.12	10.19	10.48
	9.53	10.19	10.26	10.55
	9.56	10.22	10.30	10.59
	10.00	10.26	10.34	11.03
	10.04	10.30	10.38	11.07
	10.08	10.34	10.43	11.12
	10.13	10.38	10.48	11.17
	10.22	10.47	10.57	11.27
	\$ 10.25	\$ 10.50	\$ 11.00	\$ 11.30
	P. M.	P. M.	P. M.	P. M.
	135	5121	137	139

STATIONS	FIRST CLASS			
	102	110	●108	
	A. M.	A. M.	A. M.	
PENNA.-30th ST.(P.T.)	\$ 3.37	\$ 4.40	\$ 4.53	
SPARROW'S POINT				
TIN MILL				
N. E. BEAR C'K B'DGE				
SOLLERS				
TURNER				
DUNDALK				
ST. HELENA				
SUTTON				
POINT BREEZE				
16th STREET				
FIFTH AVENUE				
UNION CROSSING				
HIGHLANDTOWN				
ORANGEVILLE				
NORTH POINT	1.42	2.52	3.02	
BAY VIEW	1.40	2.50	3.00	
CANTON JUNCTION	1.39	2.49	2.59	
BIDDLE STREET	1.36	2.46	2.56	
UNION JUNCTION	1.33	2.43	2.53	
BALTIMORE	1.32	2.42	\$ 2.52	
BALTIMORE	\$ 1.18	\$ 2.33		
B. & P. JUNCTION	1.17	2.32	2.48	
PENNA. AVE.				
FULTON JUNCTION	1.13	2.28	2.44	
EDMONDSON				
GWYNNS RUN	1.10	2.26	2.41	
FREDERICK ROAD				
LOUDON PARK				
ARBUTUS				
HALETHORPE				
WINANS	1.04	2.20	2.35	
PATAPSCO				
STONY RUN				
HARMAN				
SEVERN	12.57	2.13	2.28	
ODENTON	12.53	2.09	2.24	
PATUXENT				
ANDERSON		2.05	2.20	
ARUNDEL				
JERICHO PARK				
BOWIE	12.47	2.01	2.16	
SPRINGFIELD				
GLENDDALE				
SEABROOK	12.43	1.57	2.12	
LANHAM				
LANDOVER	12.38	1.52	2.07	
CHEVERLY				
NEW YORK AVE.(W. T.)	12.28	1.43	1.58	
WASHINGTON	\$ 12.25	\$ 1.40	\$ 1.55	
	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	102	110	108	

FIRST CLASS					
400	112	118	410	8070	●8072
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
6.16	\$ 7.08	\$ 7.15			
				\$ 6.40	
	FIRST TRIP DEC. 17, 1934.			\$ 6.35	7.13
				6.31	7.09
				\$ 6.28	F 7.07
				\$ 6.22	
				F 6.20	
					F 7.03
				6.16	7.02
				\$ 6.15	\$ 7.01
				6.12	6.58
				\$ 6.11	\$ 6.56
				\$ 6.08	\$ 6.52
3.60	5.13	5.29	5.57		
3.48	5.11	5.27	5.55		
3.47	5.10	5.26	5.53	6.07	6.51
3.44	5.07	5.23	\$ 5.50	\$ 6.05	\$ 6.49
3.41	5.04	5.20	5.46	6.01	6.46
3.40	\$ 5.03	\$ 5.19	\$ 5.45	\$ 6.00	\$ 6.45
\$ 3.10					
3.08	4.58	5.15			
					WILL NOT RUN Nov. 29, Dec. 25, 1934, Jan. 1, Feb. 22, 1935.
3.04	4.54	5.11			
3.02	4.51	5.09			
2.56	4.45	5.03			
2.49	4.38	4.56			
2.45	4.34	4.52			
2.41	4.30	4.48			
2.37	4.26	4.45			
2.32	4.22	4.41			
2.27	4.17	4.36			
2.18	4.08	4.28			
\$ 2.15	\$ 4.05	\$ 4.25			
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SAT. & SUN.
400	112	118	410	8070	8072

STATIONS	FIRST CLASS			
	5240	WM 20	5132	402
	A. M.	A. M.	A. M.	A. M.
PENNA.-30th ST.(P.T.)	Arrive			
SPARROW'S POINT				
TIN MILL				
N. H. BEAR C'K B'DGE				
SOLLERS				
TURNER				
DUNDALK				
ST. HELENA				
SUTTON				
POINT BREEZE				
16th STREET				
FIFTH AVENUE				
UNION CROSSING				
HIGHLANDTOWN				
ORANGEVILLE				
NORTH POINT	7.22			7.51
BAY VIEW	7.20			7.49
CANTON JUNCTION	7.19			7.48
BIDDLE STREET	\$ 7.15			\$ 7.45
UNION JUNCTION	7.11	7.33		7.41
BALTIMORE	\$ 7.10	\$ 7.32		\$ 7.40
BALTIMORE			\$ 7.39	
B. & P. JUNCTION		7.31	7.37	
PENNA. AVE.				
FULTON JUNCTION		7.27	7.33	
EDMONDSON			\$ 7.30	
GWYNNS RUN			7.29	
FREDERICK ROAD			\$ 7.28	
LOUDON PARK				
ARBUTUS			\$ 7.24	
HALETHORPE			\$ 7.22	
WINANS			7.20	
PATAPSCO			\$ 7.18	
STONY RUN			\$ 7.15	
HARMAN			\$ 7.12	
SEVERN			\$ 7.08	
ODENTON			\$ 7.03	
PATUXENT			F 6.58	
ANDERSON			6.56	
ARUNDEL			\$ 6.54	
JERICHO PARK			F 6.51	
BOWIE			\$ 6.48	
SPRINGFIELD				
GLENNDALE			\$ 6.43	
SEABROOK			F 6.40	
LANHAM			F 6.37	
LANDOVER			F 6.34	
CHEVERLY			F 6.30	
NEW YORK AVE. (W. T.)			\$ 6.23	
WASHINGTON			\$ 6.20	
Leave	A. M.	A. M.	A. M.	A. M.
	SUNDAY ONLY	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.
	5240	WM 20	5132	402

FIRST CLASS					
120	WM 48	122	5102	174	WM 6
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 9.38		\$ 10.08		\$ 10.42	
7.59		8.20		8.59	
7.57		8.18		8.57	
7.56		8.17		8.56	
7.54		8.14		8.54	
7.51	7.54	8.11		8.51	9.43
\$ 7.50	\$ 7.53	\$ 8.10		\$ 8.50	\$ 9.42
			\$ 8.35		
7.45	7.52	8.05	8.34	8.48	9.41
7.41	7.48	8.01	8.30	8.44	9.37
7.39		7.58	8.28	8.42	
7.34		7.52	8.23	8.37	
7.28		7.45	8.16	8.30	
7.25		7.42	8.13	8.27	
		7.38	8.09	8.23	
7.19		7.35	F 8.05	8.20	
7.15		7.31	8.00	8.16	
7.11		7.26	7.56	8.11	
7.03		7.18	7.48	8.03	
\$ 7.00		\$ 7.15	\$ 7.45	\$ 8.00	
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.
120	WM 48	122	5102	174	WM 6

STATIONS	FIRST CLASS				
	WM 120	126	128	130	
	Arrive A. M.	A. M.	P. M.	P. M.	
PENNA.-30th ST.(P.T.)		\$ 11.36	\$ 12.38	\$ 1.46	
SPARROW'S POINT..	Sparrow's Point Branch				
TIN MILL.....					
N. E. BEAR C'K B'DGE					
SOLLERS.....					
TURNER.....					
DUNDALE.....					
ST. HELENA.....					
SUTTON.....					
POINT BREEZE					
16th STREET.....					
FIFTH AVENUE.....					
UNION CROSSING.....					
HIGHLANDTOWN.....					
ORANGEVILLE.....					
NORTH POINT.....		9.58	11.00	12.00	
BAY VIEW.....		9.56	10.58	11.58	
CANTON JUNCTION.....		9.56	10.57	11.57	
BIDDLE STREET.....		9.52	10.54	11.54	
UNION JUNCTION.....	9.43	9.49	10.51	11.51	
BALTIMORE.....	\$ 9.42	\$ 9.48	\$ 10.50	\$ 11.50	
BALTIMORE.....					
B. & P. JUNCTION.....	9.41	9.46	10.48	11.45	
PENNA. AVE.....					
FULTON JUNCTION.....	9.37	9.42	10.44	11.41	
EDMONDSON.....					
GWYNNS RUN.....		9.39	10.42	11.39	
FREDERICK ROAD.....					
LOUDON PARK.....					
ARBUTUS.....					
HALETHORPE.....					
WINANS.....		9.34	10.37	11.34	
PATAPSCO.....					
STONY RUN.....					
HARMAN.....			10.23		
SEVERN.....		9.28	10.30	11.28	
ODENTON.....		9.25	10.27	11.25	
PATUXENT.....					
ANDERSON.....					
ARUNDEL.....					
JERICHO PARK.....					
BOWIE.....		9.19	10.20	11.19	
SPRINGFIELD.....					
GLENNDALE.....					
SEABROOK.....		9.15	10.16	11.15	
LANHAM.....					
LANDOVER.....		9.11	10.11	11.11	
CHEVERLY.....					
NEW YORK AVE.(W. T.)		9.03	10.03	11.03	
WASHINGTON.....		\$ 9.00	\$ 10.00	\$ 11.00	
	Leave	A. M.	A. M.	A. M.	A. M.
		SUNDAY ONLY	DAILY	DAILY	DAILY
		WM 120	126	128	130

STATIONS	FIRST CLASS						
	136	404	176	138	134	8080	5104
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 1.06		\$ 2.37	\$ 3.25	\$ 3.46		
Paste over first column page 29 Time Table 20						\$ 2.38	\$ 2.34
						2.30	F 2.28
				FIRST TRIP DEC. 18, 1934.		F 2.24	F 2.22
						2.20	
						\$ 2.19	2.16
						\$ 2.14	\$ 2.12
11.25	12.46	12.58	1.44	2.02			
11.23	12.44	12.56	1.42	2.00			
11.22	12.43	12.55	1.41	1.59		2.12	
11.19	12.40	12.53	1.39	1.56		\$ 2.09	
11.16	12.36	12.50	1.36	1.53		2.06	
\$11.15	\$12.35	\$12.49	\$ 1.35	\$ 1.52		\$ 2.05	
11.10		12.45	1.30	1.49		\$ 2.05	2.03
11.06		12.41	1.26	1.45			1.59
11.04		12.39	1.24	1.42			1.57
						WILL NOT RUN Nov. 29, Dec. 25, 1934, Jan. 1, Feb. 22, 1935.	
10.59		12.34	1.19	1.37			1.52
10.53		12.28	1.13	1.30			1.45
10.50		12.25	1.10	1.27			1.42
							1.23
							1.38
10.44		12.19	1.04	1.20			1.35
10.40		12.15	1.00	1.16			1.31
10.36		12.11	12.56	1.11			1.26
10.28		12.03	12.48	1.03			1.18
\$10.25		\$12.00	\$12.45	\$ 1.00			\$ 1.15
	A. M.	P. M.	NOON	P. M.	P. M.	P. M.	P. M.
	DAILY	SAT. ONLY	DAILY	DAILY	DAILY	DAILY EX. SUN.	DAILY
	136	404	176	138	134	8080	5104

STATIONS	FIRST CLASS			
	WM 2	154	414	#5136
	P. M.	P. M.	P. M.	P. M.
PENNA.-30th ST.(P.T.)		\$ 7.44		
SPARROW'S POINT				
TIN MILL				
N. E. BEAR C'K B'DGE				
SOLLERS				
TURNER				
DUNDALK				
ST. HELENA				WILL NOT RUN Nov. 29,
SUTTON				Dec. 25, 1934,
POINT BREEZE				Jan. 1,
16th STREET				Feb. 22, 1935.
FIFTH AVENUE				
UNION CROSSING				
HIGHLANDTOWN				
ORANGEVILLE				
NORTH POINT		5.58	6.04	
BAY VIEW		5.56	6.01	
CANTON JUNCTION		5.55	6.00	
BIDDLE STREET		5.53	5.57	
UNION JUNCTION	5.46	5.50	5.54	
BALTIMORE	\$ 5.45	\$ 5.49	\$ 5.53	
BALTIMORE				\$ 5.58
B. & P. JUNCTION	5.39	5.46		5.57
PENNA. AVE.				
FULTON JUNCTION	5.35	5.42		5.53
EDMONDSON				\$ 5.50
GWYNNS RUN		5.40		5.48
FREDERICK ROAD				D 5.47
LOUDON PARK				
ARBUTUS				
HALETHORPE				D 5.42
WINANS		5.35		5.41
PATAPSCO				
STONY RUN				
HARMAN				
SEVERN		5.28		5.34
ODENTON		5.25		5.31
PATUXENT				
ANDERSON				5.27
ARUNDEL				
JERICHO PARK				
BOWIE		5.19		\$ 5.23
SPRINGFIELD				
GLENDALE				
SEABROOK		5.15		5.18
LANHAM				
LANDOVER		5.11		5.14
CHEVERLY				
NEW YORK AVE.(W. T.)		5.03		5.06
WASHINGTON		\$ 5.00		\$ 5.03
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY EX. SAT. & SUN.
	WM 2	154	414	5136

FIRST CLASS					
#5136	WM 102	#156	160	WM 44	428
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		8.42	\$ 8.47		
WILL NOT RUN Nov. 29, Dec. 25, 1934, Jan. 1, Feb. 22, 1935.		WILL NOT RUN Nov. 29, Dec. 25, 1934, Jan. 1, 1935.	WILL ALSO RUN Nov. 29, Dec. 25, 1934, Jan. 1, 1935.		
		7.04	7.05		7.27
		7.02	7.03		7.25
		7.01	7.02		7.23
		6.58	6.59		\$ 7.20
	6.45	6.55	6.56	7.08	7.16
	\$ 6.44	\$ 6.54	\$ 6.55	\$ 7.07	\$ 7.15
\$ 6.27					
6.26	6.43	6.50	6.50	6.58	
6.22	6.39	6.46	6.46	6.54	
\$ 6.20		6.43			
6.18		6.42	6.43		
\$ 6.16					
F 6.13					
\$ 6.11					
6.09		6.37	6.37		
F 6.07					
\$ 6.03					
F 6.01		6.30	6.30		
\$ 5.57		6.27	6.27		
F 5.53					
5.52		6.23	6.23		
B 5.50					
F 5.48					
\$ 5.45		6.20	6.20		
F 5.42					
\$ 5.40					
\$ 5.36		6.16	6.16		
\$ 5.33					
\$ 5.28		6.11	6.11		
\$ 5.25					
5.18		6.03	6.03		
\$ 5.15		\$ 6.00	\$ 6.00		
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SUN.	SUNDAY ONLY	DAILY EX. SUN.	SUNDAY ONLY	DAILY EX. SUN.	SUNDAY ONLY
5136	WM 102	156	160	WM 44	428

STATIONS	FIRST CLASS		
	●5140	WM 4	5116
	P. M.	P. M.	P. M.
Arrive			
PENNA.-30th ST. (P.T.)			
SPARROW'S POINT			
TIN MILL			
N. E. BEAR C'K B'DGE			
SOLLERS			
TURNER			
DUNDALK			
ST. HELENA			
SUTTON			
POINT BREEZE			
16th STREET			
FIFTH AVENUE			
UNION CROSSING			
HIGHLANDTOWN			
ORANGEVILLE			
NORTH POINT			
BAY VIEW			
CANTON JUNCTION			
BIDDLE STREET			
UNION JUNCTION		7.33	
BALTIMORE		\$ 7.32	
BALTIMORE	\$ 7.24		\$ 7.35
B. & P. JUNCTION	7.23	7.27	7.33
PENNA. AVE.			
FULTON JUNCTION	7.19	7.23	7.29
EDMONDSON	D 7.18		
GWYNNS RUN	7.17		7.27
FREDERICK ROAD	D 7.16		
LOUDON PARK			
ARBUTUS	F 7.11		
HALETHORPE	F 7.09		
WINANS	7.08		7.22
PATAPSCO			
STONY RUN			
HARMAN	F 7.02		
SEVERN	6.59		7.15
ODENTON	F 6.56		7.12
PATUXENT	F 6.52		
ANDERSON	6.51		7.08
ARUNDEL			
JERICHO PARK	F 6.47		
BOWIE	\$ 6.45		7.05
SPRINGFIELD	F 6.42		
GLENNDALE	\$ 6.40		
SEABROOK	\$ 6.37		7.01
LANHAM	\$ 6.34		
LANDOVER	F 6.30		6.56
CHEVERLY	F 6.27		
NEW YORK AVE. (W. T.)	6.21		6.48
WASHINGTON	\$ 6.18		\$ 6.45
Leave			
	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY
	EX. SUN.	EX. SUN.	
	5140	WM 4	5116

	FIRST CLASS				
	158	172	5118	162	5120
	P. M.	P. M.	P. M.	A. M.	P. M.
\$ 10.04 | \$ 10.52 | 12.36					
	8.05	9.05		10.25	
	8.03	9.03		10.23	
	8.02	9.02		10.22	
	7.59	8.59		10.19	
	7.56	8.56		10.16	
	7.55	8.55		10.15	
	\$ 7.50	\$ 8.50	\$ 9.05	\$ 10.03	\$ 11.55
	7.48	8.49	9.04	10.01	11.54
	7.44	8.45	9.00	\$ 9.57	11.50
				\$ 9.55	
	7.42	8.43	8.58	9.54	11.48
	7.37	8.38	8.53	9.49	11.43
	7.30	8.31	8.46	9.42	11.36
	7.27	8.27	8.42	9.38	11.32
	7.23	8.23	8.38	9.34	11.28
				F 9.30	
	7.20	8.20	8.35	\$ 9.28	11.25
				F 9.22	
	7.16	8.16	8.31	F 9.19	11.21
				F 9.16	
	7.11	8.11	8.26	9.12	11.16
	7.03	8.03	8.18	9.03	11.08
	\$ 7.00	\$ 8.00	\$ 8.15	\$ 9.00	\$ 11.05
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	158	172	5118	162	5120

STATIONS	FIRST CLASS			
	*#5181			
	DAILY EX. SUN.			
Leave	A. M.			
BOWIE.....	\$ 8.00			
COLLINGTON.....	\$ 8.09			
MULLIKIN.....	\$ 8.18			
HALL.....	F 8.23			
LEELAND.....	F 8.30			
HILL.....				
MARLBORO.....	\$ 8.52			
CROOME.....	F 9.05			
DULEY.....	F 9.15			
CHELTENHAM.....	F 9.22			
BRANDYWINE.....	\$ 9.47			
OSBORNE.....	F 9.53			
WALDORF.....	F 10.12			
WHITE PLAIN.....	F 10.37			
LA PLATA.....	F 11.02			
PORT TOBACCO.....	F 11.07			
COX.....	F 11.17			
LOTHAIR.....	F 11.22			
POPE'S CREEK.....	\$ 11.32			
Arrive	A. M.			
	5181			

POPE'S CREEK TO BOWIE—NORTHWARD

STATIONS	FIRST CLASS			
	*#5182			
	P. M.			
Arrive				
BOWIE.....	\$ 3.40			
COLLINGTON.....	\$ 3.30			
MULLIKIN.....	\$ 3.20			
HALL.....	F 3.15			
LEELAND.....	F 3.10			
HILL.....				
MARLBORO.....	\$ 3.00			
CROOME.....	F 2.30			
DULEY.....	F 2.25			
CHELTENHAM.....	F 2.20			
BRANDYWINE.....	\$ 2.14			
OSBORNE.....	F 1.47			
WALDORF.....	F 1.39			
WHITE PLAIN.....	F 1.19			
LA PLATA.....	F 12.49			
PORT TOBACCO.....	F 12.19			
COX.....	\$ 12.09			
LOTHAIR.....	F 12.00			
POPE'S CREEK.....	\$ 11.50			
Leave	A. M.			
	DAILY EX. SUN. 5182			

Nos. 5181 and 5182 will not run Nov. 29, Dec. 25, 1934, Jan. 1, Feb. 22, 1935.

WASHINGTON TO SOUTH END

STATIONS	FIRST CLASS			
	Sou. Ry. 237			
	DAILY			
Leave	A. M.			
WASHINGTON.....	\$ 3.05			
VIRGINIA AVE.....	3.09			
SEVENTH ST.....	3.10			
SOUTH END.....	3.14			
Arrive	A. M.			
	Sou. Ry. 237			

STATIONS	FIRST CLASS			
Leave				
WASHINGTON.....				
VIRGINIA AVE.....				
SEVENTH ST.....				
SOUTH END.....				
Arrive				

STATIONS	FIRST CLASS			
	C. & O. 205	R. F. & P. 15	Sou. Ry. 235	R. F. & P. 25
	DAILY	DAILY EX. SUN.	DAILY	SAT. ONLY
Leave	A. M.	P. M.	P. M.	P. M.
WASHINGTON.....	\$ 11.55	\$ 12.01	\$ 1.35	\$ 1.40
VIRGINIA AVE.....	11.59	12.05	1.39	1.44
SEVENTH ST.....	12.00	12.06	1.40	\$ 1.45
SOUTH END.....	12.04	12.10	1.44	1.49
Arrive	A. M.	P. M.	P. M.	P. M.
	C. & O. 205	R. F. & P. 15	Sou. Ry. 235	R. F. & P. 25

STATIONS	FIRST CLASS			
	Sou. Ry. 229	Sou. Ry. 215	R. F. & P. 7	R. F. & P. 29
	DAILY	DAILY EX. SAT	DAILY	DAILY
Leave	P. M.	P. M.	P. M.	P. M.
WASHINGTON.....	\$ 4.45	\$ 5.05	\$ 5.20	\$ 5.25
VIRGINIA AVE.....	4.49	5.09	5.24	5.29
SEVENTH ST.....	4.50	\$ 5.10	5.25	\$ 5.30
SOUTH END.....	4.54	5.14	5.29	5.34
Arrive	P. M.	P. M.	P. M.	P. M.
	Sou. Ry. 229	Sou. Ry. 215	R. F. & P. 7	R. F. & P. 29

STATIONS	FIRST CLASS		
	C. & O. 203	Sou. Ry. 239	Sou. Ry. 241
	DAILY	DAILY	DAILY
Leave	P. M.	P. M.	P. M.
WASHINGTON.....	\$ 10.35	\$ 10.45	\$ 11.20
VIRGINIA AVE.....	10.39	10.49	11.24
SEVENTH ST.....	10.40	10.50	11.25
SOUTH END.....	10.44	10.54	11.29
Arrive	P. M.	P. M.	P. M.
	C. & O. 203	Sou. Ry. 239	Sou. Ry. 241

SOUTHWARD

FIRST CLASS			
R. F. & P. 75	Sou. Ry. 225		
DAILY	DAILY		
A. M.	A. M.		
\$ 3.25	\$ 3.30		
3.29	3.34		
3.30	3.35		
3.34	3.39		
A. M.	A. M.		
R. F. & P. 75	Sou. Ry. 225		

FIRST CLASS			
R. F. & P. 89	Sou. Ry. 135	R. F. & P. 93	Sou. Ry. 211
DAILY	DAILY	DAILY	DAILY
A. M.	A. M.	A. M.	A. M.
\$ 8.00	\$ 8.30	\$ 8.35	\$ 9.10
8.04	8.34	8.39	9.14
8.05	8.35	8.40	\$ 9.15
8.09	8.39	8.44	9.19
A. M.	A. M.	A. M.	A. M.
R. F. & P. 89	Sou. Ry. 135	R. F. & P. 93	Sou. Ry. 211

FIRST CLASS					
Sou. Ry. 207	R. F. & P. 107	R. F. & P. 109	R. F. & P. 71	R. F. & P. 81	R. F. & P. 31
SAT. ONLY	DAILY	DAILY	DAILY	DAILY	DAILY EX. SAT. & SUN.
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 1.45	\$ 2.15	\$ 2.25	\$ 3.25	\$ 3.25	\$ 3.30
1.49	2.19	2.29	3.29	3.29	3.34
\$ 1.50	2.20	2.30	3.30	3.30	\$ 3.35
1.54	2.24	2.34	3.34	3.34	3.39
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Sou. Ry. 207	R. F. & P. 107	R. F. & P. 109	R. F. & P. 71	R. F. & P. 81	R. F. & P. 31

FIRST CLASS					
C. & O. 201	R. F. & P. 73	R. F. & P. 95	R. F. & P. 87	R. F. & P. 83	Sou. Ry. 231
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 6.01	\$ 6.05	\$ 6.40	\$ 6.55	\$ 7.30	\$ 8.30
6.05	6.09	6.44	6.59	7.34	8.34
6.06	6.10	6.45	7.00	7.35	8.35
6.10	6.14	6.49	7.04	7.39	8.39
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
C. & O. 201	R. F. & P. 73	R. F. & P. 95	R. F. & P. 87	R. F. & P. 83	Sou. Ry. 231

FIRST CLASS	
Sou. Ry. 233	R. F. & P. 191
DAILY	DAILY
P. M.	P. M.
\$ 11.55	\$ 11.59
11.59	12.03
12.00	12.04
12.04	12.08
A. M.	A. M.
Sou. Ry. 233	R. F. & P. 191

STATIONS	FIRST CLASS		
	51	991	8023
	DAILY	DAILY	DAILY EX. SUN.
Leave	A. M.	A. M.	A. M.
CALVERT STATION			
BALTIMORE	\$ 12.06	\$ 3.50	
MT. VERNON	12.09	3.53	
WOODBERRY			
MT. WASHINGTON			
BARE HILLS			
HOLLINS	12.18	4.02	
BRIGHTSIDE			
LAKE			
RUXTON			
RIDERWOOD			
LUTHERVILLE		\$ 4.07	
TIMONIUM	12.25	4.09	
PADONIA			
TEXAS			
COCKEYSVILLE	12.29	F 4.15	
ASHLAND			
PHOENIX			
SPARKS			
GLENCOE	12.37	4.23	
CORBETT			
MONKTON		F 4.28	
BLUE MOUNT			
WHITE HALL			
GRAYSTONE			
PARKTON	12.51	\$ 4.41	
WALKER			
BENTLEY SPRINGS			
FREELAND		F 4.53	
SUMMIT GROVE	1.07	4.59	
NEW FREEDOM		\$ 5.01	
SHREWSBURY		\$ 5.04	
SEITZLAND		\$ 5.07	
GLEN ROCK	1.14	\$ 5.09	
LARUE		F 5.13	
HANOVER JCT.		\$ 5.18	
SMYSER		\$ 5.21	
GLATFELTER	1.23	\$ 5.25	
BRILHART		\$ 5.30	
GRANTLEY	1.33	\$ 5.37	
YORK		\$ 5.42	
YORK	\$ 1.43	5.48	\$ 7.23
LOUCKS	1.46	5.51	7.26
EMIGSVILLE		\$ 5.56	\$ 7.31
MT. WOLF		\$ 6.02	\$ 7.37
YORK HAVEN (Phil. D.)		\$ 6.09	\$ 7.43
CLY	2.01	\$ 6.12	\$ 7.46
HARRISBURG	\$ 2.22	\$ 6.42	\$ 8.17
Arrive	A. M.	A. M.	A. M.
	51	991	8023

	FIRST CLASS				
	8031	971	8021	8027	975
	DAILY	DAILY	DAILY EX. SAT. & SUN.	SAT. & SUN.	DAILY
	A. M.	A. M.	A. M.	P. M.	P. M.
	\$ 7.07		\$ 11.00	\$ 1.15	
	\$ 7.14	\$ 8.40	\$ 11.04	\$ 1.19	\$ 2.10
	7.18	8.43	11.07	1.22	2.13
	\$ 7.21		F 11.10	F 1.25	
	\$ 7.26		\$ 11.16	\$ 1.30	
	F 7.27		F 11.17	F 1.31	
	7.29	8.52	11.19	F 1.33	2.22
	F 7.30				
	\$ 7.32		F 11.21	F 1.35	
	\$ 7.34		\$ 11.23	\$ 1.37	
	\$ 7.36		\$ 11.25	\$ 1.39	
	\$ 7.40		\$ 11.29	\$ 1.42	
	\$ 7.43	8.59	\$ 11.32	\$ 1.45	2.29
			F 11.34	F 1.47	
	\$ 7.46		\$ 11.36	\$ 1.49	
	\$ 7.50	9.03	\$ 11.40	\$ 1.52	2.33
	\$ 7.52		F 11.42	F 1.54	
	\$ 7.57		F 11.46	F 1.58	
	\$ 8.01		\$ 11.50	\$ 2.02	
	\$ 8.04	9.11	\$ 11.52	\$ 2.04	2.41
	\$ 8.08		F 11.57	F 2.09	
	\$ 8.11		\$ 11.59	\$ 2.11	
	F 8.15		F 12.03	F 2.15	
	\$ 8.18		\$ 12.07	\$ 2.19	
			F 12.09	F 2.21	
	\$ 8.25	9.25	\$ 12.13	\$ 2.25	2.55
			F 12.16	F 2.28	
			\$ 12.20	\$ 2.32	
			\$ 12.26	\$ 2.38	
			12.31	2.42	3.09
		F 9.41	\$ 12.33	\$ 2.44	
			\$ 12.36	\$ 2.47	
			F 12.40	F 2.51	
		H 9.50	\$ 12.44	\$ 2.55	3.17
			F 12.49	F 3.00	
			\$ 12.53	\$ 3.04	
			\$ 12.58	\$ 3.07	
		9.59	\$ 1.00	\$ 3.11	3.26
			F 1.05	F 3.16	
		10.07	F 1.10	F 3.20	3.36
			\$ 1.15	\$ 3.25	
			\$ 10.15		\$ 3.45
			10.18		3.48
					F 4.01
					4.04
			\$ 10.34		\$ 4.27
			\$ 10.55		
	A. M.	A. M.	P. M.	P. M.	P. M.
	8031	971	8021	8027	975

STATIONS	FIRST CLASS			
		995	#8033	
	Leave	DAILY EX. SUN. P. M.	DAILY EX. SUN. P. M.	
CALVERT STATION.....			\$ 4.30	
BALTIMORE.....		\$ 3.05	\$ 4.34	
MT. VERNON.....		3.08	4.37	
WOODBERRY.....		M 3.11	F 4.40	
MT. WASHINGTON.....		\$ 3.16	\$ 4.45	
BARE HILLS.....			F 4.46	
HOLLINS.....		3.18	F 4.48	
BRIGHTSIDE.....				
LAKE.....			F 4.50	
RUXTON.....		\$ 3.22	\$ 4.52	
RIDERWOOD.....		\$ 3.24	\$ 4.54	
LUTHERVILLE.....		\$ 3.27	\$ 4.58	
TIMONIUM.....		F 3.30	\$ 5.01	
PADONIA.....		F 3.32	F 5.03	
TEXAS.....		\$ 3.35	\$ 5.05	
COCKEYSVILLE.....		\$ 3.39	\$ 5.08	
ASHLAND.....		F 3.41	F 5.10	
PHOENIX.....		F 3.44	F 5.14	
SPARKS.....		\$ 3.48	F 5.17	
GLENCOE.....		F 3.51	F 5.19	
CORBETT.....		F 3.54	F 5.23	
MONKTON.....		\$ 3.57	F 5.25	
BLUE MOUNT.....		F 4.02	F 5.28	
WHITE HALL.....		\$ 4.07	F 5.32	
GRAYSTONE.....		F 4.09	F 5.33	
PARKTON.....		\$ 4.14	\$ 5.38	
WALKER.....		F 4.17		
BENTLEY SPRINGS.....		\$ 4.21		
FREELAND.....		\$ 4.27		
SUMMIT GROVE.....		4.31		
NEW FREEDOM.....		\$ 4.34		
SHEREWSBURY.....		\$ 4.37		
SEITZLAND.....		F 4.41		
GLEN ROCK.....		\$ 4.45		
LARUE.....		F 4.50		
HANOVER JCT.....		F 4.54		
SMYSER.....		\$ 4.58		
GLATFELTER.....		F 5.02		
BRILHART.....		J 5.08		
GRANTLEY.....		F 5.13		
YORK.....		\$ 5.18		
YORK.....			WILL NOT RUN Nov. 29, Dec. 25, 1934, Jan. 1, Feb. 22, 1935.	
LOUCKS.....		5.28		
EMIGSVILLE.....		F 5.31		
MT. WOLF.....		\$ 5.37		
YORK HAVEN (Phil. D.).....		\$ 5.47		
CLY.....		\$ 5.50		
HARRISBURG.....		\$ 6.18		
Arrive		P. M.	P. M.	
		995	8033	

STATIONS	FIRST CLASS			
		59	8035	#8039
	Leave	DAILY EX. SUN. P. M.	DAILY EX. SUN. P. M.	DAILY EX. SUN. P. M.
CALVERT STATION.....			\$ 5.23	\$ 6.25
BALTIMORE.....		\$ 5.03	\$ 5.28	\$ 6.29
MT. VERNON.....		5.06	5.31	6.32
WOODBERRY.....			F 5.33	F 6.35
MT. WASHINGTON.....			\$ 5.37	\$ 6.40
BARE HILLS.....			F 5.39	F 6.41
HOLLINS.....		5.15	F 6.43	
BRIGHTSIDE.....				
LAKE.....			F 5.41	F 6.45
RUXTON.....			\$ 5.42	\$ 6.47
RIDERWOOD.....			\$ 5.44	\$ 6.49
LUTHERVILLE.....			\$ 5.47	\$ 6.52
TIMONIUM.....		5.22	\$ 5.50	F 6.55
PADONIA.....			F 5.52	F 6.57
TEXAS.....			\$ 5.54	\$ 6.59
COCKEYSVILLE.....		5.27	\$ 5.57	\$ 7.02
ASHLAND.....			\$ 5.59	F 7.04
PHOENIX.....			\$ 6.03	F 7.07
SPARKS.....			\$ 6.07	F 7.11
GLENCOE.....		5.35	\$ 6.10	F 7.13
CORBETT.....			\$ 6.14	F 7.17
MONKTON.....			\$ 6.17	F 7.19
BLUE MOUNT.....			F 6.20	F 7.22
WHITE HALL.....			\$ 6.24	F 7.26
GRAYSTONE.....			F 6.26	F 7.27
PARKTON.....		5.49	\$ 6.30	\$ 7.32
WALKER.....				
BENTLEY SPRINGS.....				
FREELAND.....		6.04		
SUMMIT GROVE.....				
NEW FREEDOM.....				
SHEREWSBURY.....				
SEITZLAND.....				
GLEN ROCK.....		6.11		WILL OPERATE FROM PENNA. STA. BALTO., ON SUNDAY
LARUE.....				
HANOVER JCT.....				
SMYSER.....				
GLATFELTER.....		6.20		WILL NOT RUN Nov. 29, Dec. 25, 1934, Jan. 1, Feb. 22, 1935.
BRILHART.....				
GRANTLEY.....		6.29		
YORK.....				
YORK.....				
LOUCKS.....		\$ 6.38		
EMIGSVILLE.....		6.41		
MT. WOLF.....				
YORK HAVEN (Phil. D.).....				
CLY.....		6.57		
HARRISBURG.....		\$ 7.17		
Arrive		P. M.	P. M.	P. M.
		59	8035	8039

STATIONS	FIRST CLASS		
	565	●8009	539
	DAILY	DAILY EX. SUN.	DAILY
Leave	P. M.	P. M.	P. M.
CALVERT STATION.....		\$ 7.50	
BALTIMORE.....	\$ 7.40	\$ 7.55	\$ 9.12
MT. VERNON.....	7.43	7.58	9.15
WOODBERRY.....			
MT. WASHINGTON.....		\$ 8.05	
BARE HILLS.....		F 8.06	
HOLLINS.....	7.52	8.08	9.24
BRIGHTSIDE.....			
LAKE.....		F 8.10	
RUXTON.....		\$ 8.12	
RIDERWOOD.....		\$ 8.14	
LUTHERVILLE.....		\$ 8.17	
TIMONIUM.....	7.59	\$ 8.20	9.31
PADONIA.....		F 8.22	
TEXAS.....		\$ 8.24	
COCKEYSVILLE.....	8.04	\$ 8.27	9.36
ASHLAND.....			
PHOENIX.....			
SPARKS.....			
GLENCOE.....	8.12		9.44
CORBETT.....			
MONKTON.....			
BLUE MOUNT.....			
WHITE HALL.....			
GRAYSTONE.....			
PARKTON.....	8.25		9.59
WALKER.....			
BENTLEY SPRINGS.....			
FREELAND.....			
SUMMIT GROVE.....	8.42		10.15
NEW FREEDOM.....			
SHREWSBURY.....			
SEITZLAND.....			
GLEN ROCK.....	8.49		10.22
LARUE.....			
HANOVER JCT.....			
SMYSER.....			
GLATTFELTER.....	8.59		10.32
BRILHART.....			
GRANTLEY.....	9.09		10.42
YORK.....			
YORK.....	\$ 9.19		\$ 10.51
LOUCKS.....	9.22		10.54
EMIGSVILLE.....			
MT. WOLF.....			
YORK HAVEN (Phil. D.).....			
CLY.....	9.37		11.09
HARRISBURG.....	\$ 9.58		\$ 11.30
Arrive	P. M.	P. M.	P. M.
	565	8009	539

STATIONS	FIRST CLASS			
	503			
	DAILY			
Leave	P. M.			
	\$ 11.00			
	\$ 11.05			
	11.09			
	F 11.16			
	F 11.20			
	F 11.22			
	F 11.24			
	F 11.26			
	F 11.28			
	F 11.31			
	F 11.33			
	F 11.35			
	F 11.38			
	F 11.40			
	F 11.44			
	F 11.48			
	F 11.50			
	F 11.54			
	F 11.55			
	F 12.01			
	\$ 12.08			
	F 12.19			
	12.24			
	F 12.26			
	F 12.29			
	F 12.34			
	F 12.43			
	12.47			
	12.56			
	\$ 1.02			
	WILL OPER- ATE FROM PENNA. STA. BALTO., ON SUNDAY			
	A. M.			
	503			

HARRISBURG TO BALTIMORE

STATIONS	FIRST CLASS		
	518	8030	50
	A. M.	A. M.	A. M.
Arrive			
CALVERT STATION.....		\$ 6.40	
BALTIMORE.....	\$ 2.38	\$ 6.36	\$ 7.18
MT. VERNON.....	2.34	6.33	7.15
WOODBERRY.....		F 6.30	
MT. WASHINGTON.....		\$ 6.22	
BARE HILLS.....		F 6.20	
HOLLINS.....	2.26	F 6.19	7.07
BRIGHTSIDE.....			
LAKE.....			
RUXTON.....		\$ 6.14	
RIDERWOOD.....		\$ 6.12	
LUTHERVILLE.....		\$ 6.10	
TIMONIUM.....	2.18	\$ 6.08	6.58
PADONIA.....		F 6.05	
TEXAS.....		\$ 6.03	
COCKEYSVILLE.....	2.14	\$ 6.00	6.54
ASHLAND.....		F 5.57	
PHOENIX.....		F 5.53	
SPARKS.....		F 5.48	
GLENCOE.....	2.06	F 5.46	6.45
CORBETT.....		F 5.42	
MONKTON.....		F 5.40	
BLUE MOUNT.....			
WHITE HALL.....		F 5.33	
GRAYSTONE.....		W 5.32	
PARKTON.....	F 1.54	\$ 5.30	6.29
WALKER.....			
BENTLEY SPRINGS.....			
FREELAND.....			
SUMMIT GROVE.....	1.42		6.17
NEW FREEDOM.....	F 1.41		
SHREWSBURY.....			
SEITZLAND.....			
GLEN ROCK.....	F 1.32		6.07
LARUE.....	F 1.28		
HANOVER JCT.....			
SMYSER.....	F 1.22		
GLATFELTER.....	1.18		5.57
BRILHART.....	F 1.13		
GRANTLEY.....	1.08		5.48
YORK.....	1.03		5.44
YORK.....	\$ 12.56		\$ 5.39
LOUCKS.....	12.53		5.36
EMIGSVILLE.....	F 12.48		
MT. WOLF.....	F 12.43		
YORK HAVEN (Phil. D.)			
CLY.....	12.35		5.21
HARRISBURG.....	\$ 12.10		\$ 5.00
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY EX. SUN.	DAILY
	518	8030	50

EASTWARD

	FIRST CLASS			
	8032	8020	574	58
	A. M.	A. M.	A. M.	A. M.
	\$ 7.38	\$ 8.35		
	\$ 7.34	\$ 8.30	\$ 7.42	D 8.01
	7.31	8.26	7.39	7.57
	F 7.29	F 8.24		
	\$ 7.24	\$ 8.18		
	F 7.22			
	F 7.21	8.15	7.30	7.48
		F 8.13		
	\$ 7.18	\$ 8.11		
	\$ 7.16	\$ 8.09		
	\$ 7.14	\$ 8.06		
	\$ 7.11	\$ 8.03	7.21	7.39
	F 7.08	F 8.00		
	\$ 7.06	\$ 7.57		
	\$ 7.03	\$ 7.54	7.17	7.35
	\$ 7.00	\$ 7.51		
	\$ 6.56	\$ 7.47		
	\$ 6.52	\$ 7.43		
	\$ 6.49	\$ 7.40	7.09	7.26
	\$ 6.45	\$ 7.35		
	\$ 6.43	\$ 7.33		
	F 6.40	F 7.28		
	\$ 6.37	\$ 7.24		
	F 6.35	F 7.20		
	\$ 6.32	\$ 7.17	6.54	7.10
		F 7.09		
		F 7.06		
		\$ 7.01		
	WILL NOT RUN Feb. 22, 1935.	6.58	6.42	6.57
		\$ 6.32	6.41	6.56
		\$ 6.28		
		F 6.23		
		\$ 6.20	6.30	6.45
		F 6.12		
		\$ 6.08		
		\$ 6.04	6.20	6.35
		5.54	6.10	6.25
		\$ 5.50	6.05	\$ 6.21
		WILL NOT OPERATE TO CALVERT STATION ON SUNDAY	\$ 6.00	
			5.57	6.15
			5.41	6.01
			\$ 5.20	\$ 5.40
	A. M.	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY	DAILY	DAILY
	8032	8020	574	58

HARRISBURG TO BALTIMORE

STATIONS	FIRST CLASS		
	8034	530	8130
	A. M.	A. M.	A. M.
CALVERT STATION	\$ 9.45		
BALTIMORE	\$ 9.41	\$ 9.33	\$ 10.40
MT. VERNON	9.37	9.30	10.37
WOODBERRY	F 9.34		F 10.34
MT. WASHINGTON	\$ 9.28		\$ 10.27
BARE HILLS			F 10.25
HOLLINS	9.25	9.22	10.24
BRIGHTSIDE			F 10.23
LAKE	F 9.23		F 10.22
RUXTON	\$ 9.22		\$ 10.20
RIDERWOOD	\$ 9.20		\$ 10.18
LUTHERVILLE	\$ 9.18		\$ 10.15
TIMONIUM	\$ 9.15	9.13	F 10.12
PADONIA	F 9.08		F 10.08
TEXAS	\$ 9.05	9.10	\$ 10.03
COCKEYSVILLE	\$ 8.59	9.08	\$ 10.00
ASHLAND			\$ 9.58
PHOENIX			\$ 9.54
SPARKS	F 8.50		\$ 9.50
GLENCOE	8.48	9.00	\$ 9.48
CORBETT			F 9.44
MONKTON	F 8.45		\$ 9.42
BLUE MOUNT	F 8.42		F 9.38
WHITE HALL	F 8.40		\$ 9.35
GRAYSTONE			F 9.33
PARKTON	\$ 8.35	8.47	\$ 9.30
WALKER			
BENTLEY SPRINGS			
FREELAND			
SUMMIT GROVE		8.35	
NEW FREEDOM		L 8.34	
SHERWSBURY			
SEITZLAND			
GLEN ROCK		L 8.25	
LARUE			
HANOVER JCT.			
SMYSER			
GLATFELTER		8.15	
BRILHART			
GRANTLEY		8.05	
YORK		\$ 8.00	
YORK			
LOUCKS		7.53	
EMIGSVILLE			
MT. WOLF			
YORK HAVEN (Phil. D.)		L 7.40	
CLY		7.38	
HARRISBURG		\$ 7.17	
Leave	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY	SUNDAY ONLY
	8034	530	8130

EASTWARD

FIRST CLASS				
542		502	#8038	554
P. M.		P. M.	P. M.	P. M.
			\$ 4.47	
\$ 12.43		\$ 4.05	\$ 4.43	\$ 4.57
12.40		4.02	4.40	4.54
			F 4.38	
		T 3.56	\$ 4.32	
			F 4.29	
12.32		3.53	4.28	4.46
			F 4.26	
			\$ 4.25	
			\$ 4.23	
			\$ 4.21	
			\$ 4.18	
12.25		3.46	\$ 4.15	4.39
			F 4.11	
			\$ 4.09	
12.21		3.42	\$ 4.06	4.35
			F 4.03	
			\$ 4.00	
			\$ 3.56	
12.13		Y 3.34	\$ 3.54	4.26
			\$ 3.49	
			\$ 3.47	
			F 3.44	
			\$ 3.41	
			F 3.39	
11.58		3.18	\$ 3.37	4.11
11.46		3.06	WILL NOT OPERATE Feb. 22, 1935.	3.58
		F 3.04		\$ 3.56
			WILL NOT OPERATE TO CALVERT STATION ON	
11.36		F 2.54		3.47
			SUNDAY	
11.26		2.44		3.37
11.16		2.34		3.28
\$ 11.11		2.29		\$ 3.23
		\$ 2.24		
11.05		2.21		3.16
		G 2.13		M 3.07
10.49		2.06		3.02
\$ 10.28		\$ 1.45		\$ 2.41
	A. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY
	542	502	8038	554

HARRISBURG TO BALTIMORE

STATIONS	FIRST CLASS		
	994	970	8134
	P. M.	P. M.	P. M.
CALVERT STATION			
BALTIMORE	\$ 7.07	\$ 7.35	\$ 8.20
MT. VERNON	7.04	7.32	8.17
WOODBERRY			
MT. WASHINGTON	\$ 6.57		\$ 8.10
BARE HILLS	F 6.55		F 8.08
HOLLINS	F 6.53	7.24	8.06
BRIGHTSIDE			F 8.05
LAKE	F 6.51		F 8.04
RUXTON	\$ 6.50		\$ 8.03
RIDERWOOD	\$ 6.48		\$ 8.01
LUTHERVILLE	\$ 6.45		\$ 7.58
TIMONIUM	F 6.43	7.16	\$ 7.56
PADONIA			F 7.53
TEXAS	\$ 6.38		\$ 7.51
COCKEYSVILLE	\$ 6.35	F 7.12	\$ 7.48
ASHLAND			\$ 7.45
PHOENIX	F 6.28		\$ 7.42
SPARKS	F 6.25		\$ 7.38
GLENCOE	F 6.22	7.04	\$ 7.35
CORBETT	F 6.18		\$ 7.31
MONKTON	\$ 6.16		\$ 7.29
BLUE MOUNT	F 6.13		F 7.26
WHITE HALL	\$ 6.10		\$ 7.23
GRAYSTONE			F 7.21
PARKTON	\$ 6.06	Z 6.49	\$ 7.18
WALKER	F 6.02		
BENTLEY SPRINGS	F 6.00		
FREELAND	F 5.56		
SUMMIT GROVE	5.50	6.37	
NEW FREEDOM	\$ 5.49		
SHREWSBURY	\$ 5.45		
SEITZLAND			
GLEN ROCK	\$ 5.38	6.27	
LARUE	F 5.33		
HANOVER JCT.	F 5.30		
SMYSER	\$ 5.27		
GLATFELTER	\$ 5.23	6.17	
BRILHART	\$ 5.16		
GRANTLEY	\$ 5.11	6.08	
YORK	5.06	6.03	
YORK	\$ 5.00	\$ 5.58	
LOUCKS	4.57	5.55	
EMIGSVILLE	F 4.53		
MT. WOLF	\$ 4.48	\$ 5.47	
YORK HAVEN (Phil. D.)	\$ 4.43	F 5.42	
OLY	F 4.41	F 5.40	
HARRISBURG	\$ 4.15	\$ 5.15	
Leave	P. M.	P. M.	P. M.
	DAILY EX. SUN.	DAILY	SUNDAY ONLY
	994	970	8134

EASTWARD

FIRST CLASS				
	974			
	P. M.			
	\$ 9.55			
	9.52			
	9.43			
	F 9.40			
	F 9.36			
	9.32			
	F 9.27			
	\$ 9.05			
	8.53			
	F 8.52			
	X 8.45			
	8.36			
	8.27			
	8.22			
	\$ 8.18			
	8.15			
	F 8.07			
	F 8.02			
	8.00			
	\$ 7.37			
	P. M.			
	DAILY			
	974			

STATIONS	FIRST CLASS		
	5504	5522	5640
	A. M.	A. M.	A. M.
Arrive			
COLUMBIA (Phla Div.)	\$ 6.44	\$ 9.21	\$ 10.31
WRIGHTSVILLE	\$ 6.39	\$ 9.16	\$ 10.26
EWING PASSING			
STRICKLER	F 6.33	F 9.10	F 10.20
HELLAM	F 6.28	F 9.05	F 10.15
CAMPBELL	6.26	9.03	10.13
ROCKBURN			
YORK	\$ 6.17	\$ 8.53	\$ 10.03
YORK			
WEST YORK PASSING			
PALMERS			
GRAYBILL			
BAIR			
SPRING GROVE			
HANOVER			
HANOVER			
FISHER			
LITTLESTOWN			
KINGSDALE			
GALT			
TANEYTOWN			
KEYMAR			
KEYMAR PASSING			
JCT. UNION B'DGE BR.			
LADIESBURG			
NEW MIDWAY			
LEGORE			
WOODSBORO			
WALKERSVILLE			
FOUNTAIN ROCK			
FREDERICK			
B. & O. JUNCTION			
Leave			
	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY EX. SUN.	SUNDAY ONLY
	5504	5522	5640

	FIRST CLASS		
	5524	5528	5642
	P. M.	P. M.	P. M.
	\$ 1.54	\$ 5.21	\$ 9.20
	\$ 1.49	\$ 5.16	\$ 9.15
	F 1.43		
	F 1.38	F 5.03	
	1.36	5.00	9.02
	\$ 1.27	4.50	\$ 8.53
		\$ 4.17	
		4.06	
		4.02	
		\$ 3.45	
		3.20	
		\$ 3.11	
		3.09	
		\$ 2.54	
		F 2.44	
		\$ 2.32	
		\$ 2.20	
		2.18	
		F 2.13	
		E 2.10	
		F 2.06	
		\$ 2.02	
		\$ 1.52	
		\$ 1.40	
	P. M.	P. M.	P. M.
	DAILY EX. SUN.	DAILY	SUNDAY ONLY
	5524	5528	5642

TRAINS WAIT FOR CONNECTIONS.

ADDITIONAL STOPS AND FLAG STATIONS.

Sparrow's Point Branch Trains to and from Sparrow's Point will stop at Blooming Mill Station, located 0.3 mile south of Sparrow's Point and at Wire Mill Station, located 0.4 mile south of Tin Mill, to receive and discharge employes of Bethlehem Steel Co.

EXTRA STOPS BY PASSENGER TRAINS.

TRAIN No.	STOP AT	FOR
5133	Ivy City Enginehouse.....	Employes
5141	Ivy City Enginehouse.....	Employes
5140	Ivy City Enginehouse.....	Employes
162	Ivy City Enginehouse.....	Employes
402	B. & O. Overhead Bridge, Bay View...	Employes
410	B. & O. Overhead Bridge, Bay View...	Employes
5240	B. & O. Overhead Bridge, Bay View...	Employes
8030	Yardmaster's Office, Mt. Vernon.....	Employes

U. S. MAIL WORK.

STATIONS.	EASTWARD AND SOUTHWARD TRAINS.											
	147	518	151	103	107	574-5105	990	169	421	994	435	974-5121
Harrisburg....		E				E	E			E		E
Mt. Wolf.....							E			E		
Emigsville....							E			E		
York.....		E				E	E			E		E
Brilhart.....							E			E		
Glatfelter....							E			E		
Smyser.....							E			E		
Hanover Jct. .							E			E		
Larue.....							C D			E		
Glen Rock....							E			E		
Shrewsbury....							E			E		
New Freedom..							E			E		E
Freeland.....							E			E		
Bentley Springs							E			E		
Walker.....							C D			C D		
Parkton.....							E			E		
White Hall....							E			E		
Monkton.....							E			E		
Corbett.....							E			E		
Glencoe.....							E			E		
Sparks.....							E			E		
Phoenix.....							E			E		
Ashland.....							E			E		
Cockeysville..							E			E		
Texas.....							E			E		
Timonium.....							E			E		
Lutherville....							E			E		
Riderwood....							E			E		
Ruxton.....							E			E		
Mt. Washington							E			E		
Baltimore.....	E	E	E	E	E	E	E	E	E	E	E	E
Frederick Road.					D	E				D		
Odenton.....					D							
Bowie.....					E							
Washington....	E		E	E	E	E			E			E

D—Mail delivered only.
 C D—Mail caught and delivered.
 E—Train stops, mail received or delivered, or both.

U. S. MAIL WORK.

STATIONS.	WESTWARD AND NORTHWARD TRAINS.										
	102	110	991	402	174	5102 -971	995	412	5116 -565	162	5120 -51
Harrisburg.....			E			E	E		E		
Mt. Wolf.....			E				E				
Emigsville.....			E				E				
York.....			E			E	E		E		
Brilhart.....			E				CD				
Glatfelter.....			E				CD				
Smyser.....			E				E				
Hanover Jct. ...			E				CD				
Larue.....							CD				
Glen Rock.....			E				E				
Shrewsbury....			E				E				
New Freedom..			E				E				
Freeland.....			E				E				
Bentley Springs			E				E				
Walker.....			CD				CD				
Parkton.....			E				E				
White Hall....							E				
Monkton.....							E				
Corbett.....							E				
Glencoe.....							E				
Sparks.....							E				
Phoenix.....							E				
Ashland.....							E				
Cockeysville...							E				
Texas.....							E				
Timonium.....							E				
Lutherville....			E				E				
Riderwood.....							E				
Ruxton.....							E				
Mt. Washington							E				
Baltimore.....	E	E	E	E	E	E	E	E	E	E	E
Frederick Road.											
Odenton.....											
Bowie.....											
Washington....	E	E			E	E		E	E	E	E

C D—Mail caught and delivered.

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

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

STATIONS	B-6	MD13	CS-1	B-10	BP-3	5181	NE-1	MD-7	MD-117	MD-111	AB-6	BP-125	AC-10	BP-119
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
NORTH POINT.....		1.30	3.45	5.00	5.30	6.30	8.15	9.00	9.30	1.50	5.15	7.45	7.45	8.45
BAY VIEW.....		3.00	4.45	5.15	7.00	6.30	9.00	9.30	11.32	12.45	7.15	7.45	7.45	8.45
HIGHLAND YARD.....			Daily											Mon.
PRESIDENT STATION.....			and											Wed.
BALTIMORE.....	1.15		Mon.			7.00	The							and
POPE'S CREEK.....	3.00	6.00	6.45		9.30	11.32	Witch	12.45			10.15	9.30		Frl
WASHINGTON.....	4.00	6.30	7.15		10.15	11.32		1.30			11.15	10.10		4.45
POTOMAC YARD.....	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

STATIONS	B-5	BP-106	AMD-6	MD-114	MD-6	EC-5	MD-12	BP-2	5182	NE-2	WB-2	MD-18	CS-2	MD-116	AEC-5	BP-102	
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.
POTOMAC YARD.....		2.15	4.30		7.00	7.15	7.45	11.00			3.30	4.00			7.30	8.45	
BENNING.....	Daily				Uncle	The	The			Speed			Daily			Tue.	
POPE'S CREEK.....	Ex.				Remus	Ortles	Ortles			Witch			except			Thur.	
BALTIMORE.....	Mon.	6.30							4.30				Sat.			Sat.	
PENNA. PROD. TER.		7.30									7.00		and			4.30	
CANTON.....	12.30	8.00											Sun.	9.30			
HIGHLAND YARD.....			6.00	8.00	10.15	11.15	10.20	2.25	4.50	1.30	1.45	7.45	8.00	10.00	11.00		
BAY VIEW.....			8.00	8.15	10.10	11.15	10.20	2.25	4.50	1.30	1.45	7.45	8.15	10.00	12.01		
NORTH POINT.....	1.00																
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.

The time shown conveys no time table authority.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD AND NORTHWARD

STATIONS	F-81	B-91	F-83	F-95	F-21	EC-1	B-1	F-1
	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
HIGHLAND YARD								
CANTON								
MT. VERNON	7.00							
HOVLANS	7.35	Tue.						
GREEN SPRING JCT.		Thur.						
		Sat.						
FREDERICK		Tue.	12.01					
HANOVER		Thur.						
YORK	6.15	Sat.						
COLUMBIA	7.15							
CLY								
ENOLA								

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD AND EASTWARD

STATIONS	F-2	B-90	F-80	F-82	F-94	B-6	FG-10
	A.M.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.
ENOLA							
COLUMBIA							
CLY	1.30	Tue.					
YORK	4.30	Thur.	7.45				
HANOVER		Sat.	8.45				
FREDERICK							
GREEN SPRING JCT.							
HOLLINS							
MT. VERNON							
HIGHLAND YARD							
CANTON							

The time shown conveys no time table authority.

**THE TICKET OFFICES OF STATIONS NAMED
BELOW WILL BE OPEN FOR SALE
OF TICKETS AS FOLLOWS:—**

Daily except Sunday			STATIONS	Sunday	
Open for Train No.	Close after Train No.			Open for Train No.	Close after Train No.
	Week-days, except Sat.	Satur-day			
8070 8031 (All trains s)	8080 8035	8080 8035	... Biddle Street... ... Calvert Station... ... Baltimore... ... Edmondson... ... Odenton... ... Bowie...	8020 (All trains s)	8020
5133 5135 5132	5132 5136 5136	5132 5136 5136			
5181 5181 5181 5181 5181 5181 5181	5182 5182 5182 5182 5182 5182 5182	5181 5181 5181 5181 5181 5181 5181	... Marlboro... ... Croome... ... Brandywine... ... Waldorf... ... White Plain... ... La Plata... ... Lothair... ... Pope's Creek...		
8020 8031 8020 8020 8032 8020 8020 8032 8020 8020 8020 8020 8020 8020 990 990 990 990 991 990 990	8038 8035 8038 8038 8038 995 995 8038 8038 8038 995 8021 995 994 994 995 8021 990 994 8024	8034 990	... Woodberry... ... Mt. Washington... ... Ruxton... ... Riderwood... ... Lutherville... ... Timonium... ... Texas... ... Cockeysville... ... Sparks... ... Glencoe... ... Monkton... ... White Hall... ... Parkton... ... Freeland... ... New Freedom... ... Shrewsbury... ... Glen Rock... ... Smyser... ... York... ... Emigsville... ... Mt. Wolf...	(All trains s)	(All trains s)
8080 8080	8087 8087	8080 8080	... St. Helena... ... Sparrows Point..		
5521 5524 5521 5521 5521 5521 5521 5521 5521 5521 5521 5521	5528 5528 5528 5528 5528 5528 5528 5528 5528 5528 5528 5528	5523 5524 5521 5521 5521 5521 5521 5521 5521 5521 5521 5521	... Wrightsville... ... Hellam... ... Spring Grove... ... Hanover... ... Littlestown... ... Taneytown... ... Keymar... ... Woodsboro... ... Walkersville... ... Frederick...	5528	5528

When an unusual number of passengers are expected for any train not included in the foregoing list, Agents will open their respective ticket offices to meet the demand.

SPECIAL INSTRUCTIONS.

S1. A Rule referred to by number, unless otherwise specified, is a rule in the Book of Rules.

Employees whose duties are affected by Time Tables must have with them while on duty a copy with all effective supplements properly inserted for all divisions or foreign railroads over which they are qualified to run.

TRAIN RULES.

S2. STANDARD TIME.

S2A. Eastern Standard Time applies on this Division as indicated on the cover and title pages.

D201. Standard clocks are located as follows: Train Dispatcher's Office, attended Block Stations, and at all points where Conductors or Enginemen report for duty.

TIME TABLE.

S3. SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5—④ ⑤ ⑥, etc.

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified:—

The following letters and characters indicate:—

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail, milk, newspapers or marketing.
- G**—Regular stop, Saturday only.
- H**—Regular stop to receive passengers, Saturday only.
- J**—Regular stop to discharge passengers, Saturday only.
- K**—Regular stop, Sunday only, to receive or discharge passengers.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- †**—Unattended Block Station.
- No baggage service.
- ⊕—No baggage service Sunday.
- *—Passenger train—schedule assigned to gas or gas-electric rail motor cars.
- *—Passenger train—schedule assigned to handle passenger and freight equipment.
- ◇—Passenger train—no train baggageman.
- ‡—Indicates trains that will not be operated on New Year's, Washington's Birthday, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

D401.

- M**—Regular stop to receive passengers, daily except Saturday, Sunday and holidays.
- N**—Regular stop to discharge passengers, daily except Sunday and holidays.
- P**—Regular stop, daily except Sunday.
- Q**—Regular stop to discharge passengers, daily except Saturday, Sunday and holidays.
- T**—Stop on signal, Friday only, to discharge passengers.
- V**—Regular stop to discharge passengers from Baltimore, daily except Sunday and Monday.
- W**—Stop on signal to receive passengers, Monday only.
- X**—Stop on signal Thursday and Friday to discharge passengers.
- Y**—Stop on signal Wednesday and Saturday to receive passengers.
- Z**—Stop on signal to receive or discharge employees.
- ♣—No baggage service weekdays.

S5.

COLOR SIGNALS.

S5A. At the end of double track where switches are not interlocked, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

D501. Track covered by a slow order, other than a train order or time table special instructions, will be indicated by yellow flag or light placed to the right of track a sufficient distance ahead of the obstruction to reduce from maximum authorized speed to the speed required at the point of obstruction.

A green flag or light placed to the right of track marks the end of restricted territory.

S6. HAND, FLAG AND LAMP SIGNALS.

D601. Engines and trains approaching Bear Creek Drawbridge must stop unless hand signal is given by the draw tender with green flag by day and green light by night to proceed if draw is right for passage of engine or train. This signal must be acknowledged as per Rule 14g.

S7. ENGINE WHISTLE SIGNALS.

D701. Enginemen will not acknowledge a fusee as prescribed by Rule 14g (o o), when fusee is placed on or near track as required by rule.

Between Washington and North Point, Rule 14h (o o o) will not apply in answering Rule 16d.

D702. Rule 14l amplified:

Sound: ————— o o

Indication: Approaching public crossing at grade, to be prolonged or repeated until crossing is reached, unless otherwise provided; also when view is obscured by weather and other conditions, approaching interlocking plants, stations, yards or other points where men may be at work on tracks. This will not apply within the limits of Baltimore City where the engine bell must be used.

D703. Approaching the public road crossings at Arbutus, Halethorpe and Timonium, two long and two short blasts of the engine whistle will be sounded but must not be prolonged or repeated, except in emergency cases.

D704. Rule 14(m) amplified:

The engine whistle must be sounded as per Rule 14(m) approaching non-stop points where mail is caught or delivered.

Rule 14(m) will not apply to trains approaching stations, junctions and railroad crossings at grade.

D705. Rule 14 amplified:

Sound: ——— o ———

Indication: Approaching interlocking station, block station or siding switches, where switches are handled by Signalman or Switch Tender, to indicate that train desires to enter siding.

D706. The use of the engine whistle is prohibited as below, except in emergency cases:

On the freight line between Landover, Md., and all points in the District of Columbia, except to call in Flagman between Landover and Anacostia.

Within the limits of Baltimore City, except to call in Flagman or to acknowledge train order signal, (The engine bell will be used to acknowledge a Flagman's Signal—Rule 29 is modified accordingly), also at B. & O. Crossing, Canton, the engine bell will be used to acknowledge switch tender's signal.

S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.**S9. COMMUNICATING SIGNALS.****D901.**

Rule 16 amplified:

Sound: (ja) o o o o o o

Indication: When standing—deplete brake pipe pressure.

S10. TRAIN SIGNALS.

D1001. Rule 17a amplified:

(g) Approaching a fixed signal affecting the movement of the train when the weather conditions are such that, in the judgment of the Engineman, his view of the signal will be thereby improved.

D1002. Rule 19 modified:

The bottom line under Figure 4, of Rule 19, page 24, modified to read:

"Lights showing yellow to the outside, and red to the rear."
and add the following:

NOTE.—Markers will display colors to the rear as prescribed by Figures 5 and 6 when conditions require.

D1003. Rule 20a will apply—

Between New York Avenue and North Point.
Between Calvert Station, Baltimore and Cly.

D1004.

- (a) On single track portions of the Division, the display of white flags and white lights, as prescribed by Rule 21, will be omitted on all extra trains, except passenger extras.
- (b) A regular train will be identified by its engine number.
- (c) A train must be informed by train order as to the number of the engine on an opposing superior regular train; however, if the engine number is not received by train order, the identification will be made by a personal conference between the conductors and enginemen of trains involved.
- (d) A train will obtain from the signalman the number of the engine on a superior regular train in the same direction it is moving.
- (e) When a regular train is named in a train order by its schedule number, the engine number must be stated in addition to the schedule number.
- (f) Signalman must observe and record the engine number on regular trains and when reporting them give the engine number in addition to the train number.

S10A. RULE 21b.

21b. (DOUBLE, THREE, OR MORE TRACKS.) On portions of the railroad so specified on the time-table, the display of white flags and white lights, as prescribed by Rule 21, will be omitted. Regular trains must be designated by both schedule and engine number.

D1005. Rule 21b will apply—

Between New York Avenue and North Point.
Between Calvert Station, Baltimore and Cly.

D1006. Rules 20a and 21b do not apply to passenger trains of foreign lines operating between South End and Virginia Avenue, and between Hillen Junction and Fulton Junction.

D1007. Rule 26 amplified:

When a blue flag or blue light is placed at one or both ends of an engine, or cars to which an engine is attached, the engineman and fireman must be notified; they must also be notified when the blue flag or blue light is removed.

S11. USE OF SIGNALS.

D1101. Night signals will be displayed on engines and on rear of trains while passing through tunnels by day as follows:
Union Railroad Tunnel.
B. & P. Tunnel.
Virginia Avenue Tunnel.

D1102. Proper application of Rule 27 in connection with Figure 1, Rule 287:

The marker light out on signal as shown in Figure 1, Rule 287, does not prevent the correct reading of that signal, and, therefore, the marker light being out should be reported from the next point of communication, where this report can be made without serious delay to the train.

D1103. Rule 34—When calling signals, the name as it appears in the Book of Rules shall be used, omitting the word "signal," except Rule 275.

D1104. When a pusher engine is assisting a train, coupled behind the cabin car, and the Flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fuses should be met by throwing the fuses off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

D1105. Between the south end of Bowie Yard and Pope's Creek and between Palmer and Frederick, switch lamps will not be lighted. Third paragraph, Rule 27, not in effect.

D1107. Fuses must not be placed on bridges that do not have cinder or stone between the ties, nor in the following territory:

Between Fulton Jct. and Biddle St.

Between Union Jct. and Calvert Sta.

Between Grantley and York Block Sta.

S12. SUPERIORITY OF TRAINS.

D1201. Northward and westward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

D1202. On Pope's Creek Branch, a southward train, if delayed, will be superior by direction to a northward train which is to be run by the same engine and crew.

S13. BULLETIN BOARDS.

D1301. Location of bulletin board points on this Division where all General Orders of this Division will be posted and delivered, also bulletin board points on W. M. R. R. where General Orders of this Division as indicated below will be posted and delivered.

General Orders of other Divisions will be posted and delivered at points on this Division as indicated below:

LOCATION.	OTHER DIVISIONS.	ZONES.
Washington... Yardmaster's Office Jersey Yard	Maryland Phila. Terminal New York Wash. Terminal R. F. & P. R. R.	A.B.C. A.B.C.E. A.B.C.
Washington... P.R.R. Conductors' Work Room	Maryland Philadelphia Phila. Terminal New York Wash. Terminal	A.B.C. A.B. A.B.C.E. A.B.C.
Washington... Enginehouse	Maryland Philadelphia Phila. Terminal New York Wash. Terminal R. F. & P. R. R.	A.B.C. A.B. A.B.C.E. A.B.C.
Potomac Yard. Yardmaster's Office	Maryland Phila. Terminal Wash. Terminal R. F. & P. R. R.	A.B.C. A.B.C.E.
Potomac Yard. Enginehouse	Maryland Philadelphia Phila. Terminal New York R. F. & P. R. R.	A.B.C. A.B. A.B.C.E. A.B.C.

LOCATION.	OTHER DIVISIONS.	ZONES.
Gwynns Run.. Yardmaster's Office	Maryland Philadelphia Phila. Terminal New York Wash. Terminal R. F. & P. R. R.	A.B.C. A.B. A.B.C.E. A.B.C.
Baltimore... Yardmaster's Office Madison Yard	Maryland Philadelphia Wash. Terminal	A.B.C. A.B.
Baltimore... Yardmaster's Office Canton	Maryland Philadelphia Wash. Terminal	A.B.C. A.B.
Baltimore... Asst. Yard Master's Office Canton, No. 1 Yard		
Baltimore... Asst. Yard Master's Office, Canton, No. 3 Yard		
Baltimore... Union Crossing Tower	Maryland Philadelphia Phila. Terminal New York R. F. & P. R. R.	A.B.C. A.B. A.B.C.E. A.B.C.
Baltimore... Weighmaster's Office Clinton St. Scales		
Baltimore... Enginehouse, Orangeville	Maryland Philadelphia Phila. Terminal New York Wash. Terminal R. F. & P. R. R.	A.B.C. A.B. A.B.C.E. A.B.C.
Baltimore... Yardmaster's Office Bay View	Maryland	A.B.C.
Baltimore... Agent's Yard Office President Station		
Baltimore... Trainmen's Room Pennsylvania Station	Maryland Philadelphia Phila. Terminal New York Wash. Terminal	A.B.C. A.B. A.B.C.E. A.B.C.
Baltimore... Yardmaster's Office Mt. Vernon	Maryland Philadelphia Wash. Terminal	A.B.C. A.B.
Parkton... Passenger Station- Waiting Room	Philadelphia	A.B.
York... Enginehouse Foreman's Office	Philadelphia Phila. Terminal	A.B.C.D. A.B.C.E.
York... Yardmaster's Office	Philadelphia Wash. Terminal	A.B.C.D.
York... Baggage Room	Philadelphia Phila. Terminal Wash. Terminal	A.B.C.D. A.B.C.E.
Frederick... Hostler's Building at Wye	Philadelphia Wash. Terminal	A.B.

OTHER FOREIGN RAILROADS, Western Maryland Railway.

Baltimore... Telegraph Office, Hillen Station	A.B.
Baltimore... Yardmaster's Office, Port Covington	A.B.
Emory Grove. Telegraph Office	A.B.
Union Bridge. Passenger Station	A.B.
Hanover... Telegraph Office	A.B.
Hagerstown... Chief Caller's Office	A.B.
York... Telegraph Office	A.

S14. GENERAL ORDERS.**S14A. Rule 75 amplified.****D1401.**

1. Conductors and Enginemen must have a copy of all General Orders that pertain to any portion of a General Order Zone over which they are qualified to run either in part or as a whole. Conductors and Enginemen will not be required to understand a General Order pertaining to territory over which they are not qualified to run.

The qualification page following the instructions under caption "Miscellaneous" in each Conductor's and Engineman's Home Division time table must show their Home Division, Name, Occupation and all General Order Zones over which they are qualified to run either in part or as a whole. If a Conductor or Engineman is qualified to run over a Foreign Division, the qualification page in their time table for that Division must show General Order Zones of that Division over which they are qualified to run.

The Bulletin Board Attendant will be governed accordingly in checking time tables.

2. The Bulletin Board Attendant will supervise the handling of the employe's register, matters pertaining to General Orders and delivery of time slips to Conductors and Enginemen.

He must personally witness the signatures of Conductors and Enginemen on their register, personally inspect time tables to ascertain that they contain all General Orders as outlined in paragraph (1), punch and insert sticker copies of such General Orders in time tables, and, after each Conductor and Engineman has registered and had his time table verified as to containing all copies of General Orders required, he will cancel the figures on Form "Z" so as to indicate the date of reporting for duty and numbers of necessary General Orders, then deliver to the person presenting the time table and Form "Z" his time slip and Form "Z" properly prepared.

An additional form "Z" card or cards must be used if a Conductor or Engineman is qualified to run over more than eight (8) General Order Zones and a notation made following his name indicating the number of cards.

If a Conductor or Engineman reports for duty at a point where the General Orders received do not cover all the territory over which he is qualified to run, the General Order Clearance received there does not apply to territory not covered by General Orders sent there and he must not run over such territory until after having received General Order Clearance at a point to which General Orders covering it are sent, unless otherwise instructed by the Superintendent of that territory.

The use of a receipted card furnished by the Bulletin Board Attendant, and as referred to in the second paragraph of Rule 75, also the use of column with caption 'last General Order' on employes' register, will be discontinued.

The method of preparing Form "Z" is as follows: To indicate date of reporting for duty, cancel the star under proper date; however, if a Conductor or Engineman reports for duty twice on the same date, cancel the figure or figures of that date to indicate the second time reporting for duty. To indicate General Order information, cancel the star under proper number. The figures 1 to 9, inclusive, represent the last figure of numbers above an even hundred and from 10 on the last two figures above an even hundred. The use of this punch must be confined to the Bulletin Board Attendant.

When a new time table is effective, or, after a form "Z" card is used up, it must be turned in to the Bulletin Board Attendant, who will prepare a new card as follows:

At the end of a month, with no change in time table, prepare a new card in such a manner as to show the same General Order information as was shown on the old card, and proper information for first trip.

When a new time table is effective, the information shown on the old form "Z" card need not be shown on the new one, but proper information for first trip must be shown.

Cards turned in must be sent to the Superintendent by the Bulletin Board Attendant.

3. Before starting out on a run the Engineman must show his General Orders to his Fireman and when he has no Conductor he must also show his Form "Z" to his Fireman. The Conductor must show his General Orders to his Trainmen.

4. When Conductors and Enginemen compare time, as required by Regulations 803, 807 and 817, they must in addition be governed as follows:

(a) Check the qualification page in each other's time tables to determine necessary qualification information for that trip.

(b) Check the latest General Orders in each other's time tables.

(c) Compare their Forms "Z" for that trip.

5. In the application of these instructions, a pilot will be regarded the same as a Conductor or Engineman.

6. The foregoing instructions apply to Conductors and Enginemen when serving in that capacity.

All qualified Conductors and Enginemen when not serving in that capacity must be provided with a Form Z, and when they register at the beginning of each day's work present to the bulletin board attendant their time tables and have necessary General Orders inserted, also present their Form Z to be punched as provided by instructions covering Conductors and Enginemen serving in that capacity.

D1402. General Order Zones of this Division are as follows:

ZONE A: Sparrow's Point to Canton Junction.
Bowie to Pope's Creek.
Calvert Station to Wago Junction.
Columbia to Frederick.

ZONE B: Back River Bridge to New York Ave., Washington.

ZONE C: Landover to South End.

General Orders for each Zone will be numbered consecutively followed by the proper Zone letter.

S15. TRACK ASSIGNMENTS.**D1501. Double Track.**

Switch 190 feet west of Centre St., Calvert Station to Wago Junction.

Union Junction to Biddle Street.

Canton Junction to Sollers.

B. & P. Junction to Fulton Junction.

Severn to Odenton.

Bowie to Seabrook.

Landover to New York Avenue.

Landover to South End.

D1502.

On double or more tracks the current of traffic is as follows:

Between North Point and New York Avenue or South End.

Southward Passenger.	Southward Freight.
No. 4 track, North Point to Biddle St.	No. 3 track, North Point to Biddle St.
No. 3 track, Biddle St. to New York Ave.	No. 4 track, Fulton Jct. to Winans.
No. 3 track, Virginia Ave. to South End.	No. 4 track, Winans to Severn.
	No. 4 track, Anderson to Bowie.
	No. 3 track, Landover to Virginia Avenue.
Northward Passenger.	Northward Freight.
No. 2 track, South End to Virginia Ave.	No. 2 track, Virginia Avenue to Landover.
No. 2 track, New York Ave. to North Point.	No. 1 track, Landover to Seabrook.
	No. 1 track, Bowie to Odenton.
	No. 1 track, Winans to Fulton Jct.
	No. 1 track, Biddle St. to North Point.

Baltimore to Wago Jct.**No. 1. Track.**

Wago Junction to switch 190 feet west of Centre Street, Calvert Station.....(Eastward track)

No. 2 Track.

Switch 190 feet west of Centre Street, Calvert Station to Wago Junction.....(Westward track)

Canton Junction to Sollers.**No. 1 Track.**

Canton Junction to Sollers.....(Northward track)

No. 2 Track.

Sollers to Canton Junction.....(Southward track)

D1503. Passenger trains as specified will use tracks as follows, unless interlocking signals otherwise indicate:

Train 5135 will use No. 4 track from Winans to Severn to be passed by Train 173.

Train 5141 will use No. 4 track from Anderson to Bowie to be passed by Train 175.

Train 5144 will use No. 1 track from Winans to Gwynns Run to be passed by Train 142.

Trains 107, 5133, 5137 and 5141 will use No. 4 track at Frederick Road.

Trains 5132, 5136, 5138, 5140, 5144 and 5146 will use No. 1 track at Frederick Road.

S16.**MOVEMENT OF TRAINS.**

D1601. All Train Dispatchers in charge of train movements are located at Pennsylvania Station, Baltimore.

Rosslyn Branch consists of yard tracks operated under the direction of Yardmaster at Jersey Yard.

Catonville Branch and Claremont Branch are yard tracks operated under the direction of Assistant Yardmaster at Gwynns Run.

President Street Branch consists of yard tracks operated under the direction of the Yardmasters.

Rule 90a will apply on tracks as follows:

Green Spring Branch;

Union Bridge Branch;

Between Odenton and Fort George G. Meade;

Connecting track between the Western Maryland Railway eastward main track and P. R. R. No. 4 track, south of Fulton Junction Interlocking Station;

Eastward passing siding at Parkton;

Shed track on south side of main tracks at York, between interlocked switch leading thereto at Queen Street and southward block signal Y. H. & F. main track.

In cases of emergency, the Assistant Train Master on the ground, or the Yard Master may authorize trains to move against the current of traffic between Union Junction and Calvert Station, observing Manual Block Rule 317a.

Tracks Nos. 1 and 4 between Anacostia and Deanwood will be operated as running sidings to be used by trains in both directions in accordance with Rule 90a. Yard engines will protect themselves against other trains and clear promptly to let them pass.

S16A. Rules 83 and 83a.

D1602. Rule 83. That clearance message C. T. 1246 given by the Signalman without consulting the Dispatcher, be used where information is given to train at its initial station on any Division, or at a junction, or at a point where they pass from double to single track; and where the information is given by the Dispatcher to a train before reaching a point such as above indicated, it should be done by a train order.

Rule 83a. In the application of Rule 83a this information may be given verbally.

D1602A. Clearance message Form C. T. 1246 will be sent by messenger to Columbia Station or Columbia Yard for southward trains.

S16B. Rule 98.

D1603. Shifting or other movements on side tracks over crossings protected by Flashing-light or other type of apparatus must not be made until the crossing is protected by member of crew.

Flashing-light or other type of apparatus protecting highway crossings, operate when trains approach crossing with or against the current of traffic on main tracks, except at Q Street, Freight Line, Washington.

When running against the current of traffic, Enginemen must exercise care approaching Q Street crossing, Freight Line, Washington, as the alarm bells at this point do not operate on approach movements made against the current of traffic.

If for any reason a train stops between the crossing and the end of operating track section, which extends approximately 2000 to 2500 feet on each side of the crossing, with the intention of making a reverse movement over the crossing, highway traffic must be protected by a member of crew before such movement is made.

When freight trains doing work at Glen Rock stand on the circuit controlling the Flasher-light Signals at Main Street Crossing, the Conductor must arrange for a member of the train crew to protect highway traffic passing over the crossing, using a red flag by day and a red light by night.

All trains approaching W. M. Ry. grade crossing at Hanover must stop and not proceed unless it is seen that no trains are approaching on the W. M. Ry. tracks that will interfere with their movement, except that northward passenger trains unable to make the station stop without passing the "Stop" board, will proceed without stopping, but the Fireman must be sent ahead and stationed on crossing to protect the movement and signal the Engineman ahead, and northward freight trains, to avoid delay, may proceed without stopping at "Stop" board, provided a competent man is sent ahead and stationed on the crossing to protect the movement and signal the Engineman ahead.

All trains approaching the Hagerstown and Frederick Railroad crossing at Fifth Street, Frederick, must look out for cars using the crossing.

D1603A. All trains, engines or track cars must stop before proceeding over the following crossings, as indicated:

LOCATION.	FREQUENCY.
Hanover Carlisle Street	Daily
Hanover High Street	Daily
Wrightsville Front Street	Daily
Baltimore 14th Street	Daily
York Roosevelt Avenue	Sundays
York West Market Street	Sundays

Movements may then be made by protection of a trainman, member of engine crew or a trackman.

D1603B. All trains or engines approaching public road crossings on the Green Spring Branch must reduce speed to not exceeding five miles per hour and be prepared to stop short of vehicular traffic on the crossing unless it is known that flashing light signals are in operation.

D1603C. Crossing Watchmen are not on duty at the following points as indicated:

LOCATION.	FREQUENCY.
Baltimore. Madison and Buren Streets (Jail Yard)	Daily.
Baltimore. Monument Street.	Weekdays from 10.30 P. M. to 6.30 A. M. Sundays all day.
Baltimore. Madison Street and Guilford Avenue.	Weekdays from 10.30 P. M. to 6.30 A. M. Sundays all day.
Baltimore. Centre Street	Daily from 10.30 P. M. to 6.30 A. M.
Baltimore. Conkling Street	Sundays.

Attention is called to the speed limit of four miles per hour for this territory; however, extreme caution must be exercised approaching the above listed crossings to insure safety to street traffic.

D1603D. In case of signal failures at drawbridges, trains will be permitted to pass the draw signal in stop position by hand signal given 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 draw is locked for the movement.

S16C. Rule 104.

Unless hand-operated switches in main track are listed in the time table as being in charge of a switch tender or a signalman, they must be operated by a member of the train or engine crew using the switch, except as otherwise provided in Rule 104 and at a meeting point where the train holding main track may set switch for opposing train to enter siding.

Trains or engines must approach switches where switch tenders are stationed, prepared to stop and must stop clear of any switch or route unless signal to proceed is received from the switch tender.

A switch tender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed 15 miles per hour.

D1604. Switch tenders are stationed at and have charge of main track switches as indicated:—

LOCATION.	SWITCHES.
B. & O. Crossing. Canton	Trailing Crossover Switches between No. 1 and No. 2 tracks. Facing point switch leading from No. 1 track to third track. Facing point switch leading from No. 1 track to straight track into Canton Yard.
Centre St.. Baltimore	End of double track switch. Facing point switches east from single track to: Freight track. No. 2 track, Calvert Station. No. 5 track, Calvert Station. No. 6 track, Calvert Station.

D1604A. The single track between Calvert Station and east end of double track is in charge of switch tender between the hours of 6.30 A. M. and 10.30 P. M., daily, and trains must not use this single track in either direction until given proper proceed signal by the switch tender.

During the time the switch tender is not on duty crews will operate the switch. The normal position of switch is for No. 2 track and crews will operate same accordingly.

Trains must move with the utmost caution, prepared to stop short of any obstruction.

D1604B. The normal position of the switch at end of double track at Sollers is for No. 2 track and crews will operate this switch accordingly.

S16D. Rules 106 and 106a.

S16E. Rules 251, 253, 254.

D1605. Rules 251, 253 and 254 are in effect as specified in the following paragraphs:

(a) Between South End or New York Ave. and North Point.

(b) Between B. & P. Junction and Cly.

Stopping for water or hot box, will be considered as "work" under the provision of Rule 253.

D1607. Rule 97a amplified:

On double, three or more tracks a passenger train not representing a schedule will run passenger extra, when proper signal is displayed or permission is given by the Signalman, Yard Master or Station Master. Circus Trains will be run as passenger extras.

D1608. When a train clears a track under conditions requiring the Conductor or Engineman to report clear to the Signalman, such report must be made to the Signalman in the rear.

A train must obtain permission to occupy a block from the Signalman in the rear of the block to be occupied.

(Note exception in Special Instruction D2506.)

D1609. Where track circuits are used, and trains or cars are placed on the sidings, trainmen must see that they are back of insulated rail joints at clearing point.

D1612. Unless otherwise notified, eastward freight trains, except B-6, must stop at Block Signal N 36, west of Woodberry, and ask Yardmaster at Mt. Vernon by telephone for instructions as to disposition of their trains. Engines and trains taking the third track at Woodberry, must both day and night, move with extreme caution prepared to find unprotected cars standing on this track between Woodberry and Mt. Vernon.

D1614. All engines and trains at Mt. Vernon Yard destined to Union Yard or beyond by way of freight track A or B must confer with the Operator at B. & P. Junction when ready to leave Mt. Vernon Yard by use of the telephone at east end of ladder track, giving number of engine and number of cars in train. The Operator will arrange with Signalman at B. & O. R. R. crossing to set the necessary signals for movement over the crossing.

D1615. Light engines departing for south of Canton Junction will leave the enginehouse yard at Orangeville via the interlocking switch at Philadelphia Pike, and move to Canton Junction against the current of traffic on track 1, upon receiving proper dwarf signal north of the switch. All other light engine movements to and from the enginehouse yard will be made via Bayview interlocking.

D1618. In cases where trains are doubleheaded the Engineman and Fireman of the second engine are not relieved from the responsibility for the proper observance of signals and must know that train is handled in a manner to avoid accident and violation of rules.

S17. MOVEMENT BY TRAIN ORDERS.

D1701. While a train order signal is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in the last paragraph of Rule 221A.

D1702. Enginemen of helpers must be provided with a copy of orders pertaining to the movement of their trains.

D1704. Crews of all Baltimore 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 any train orders or instructions for their trains.

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

If no train orders or instructions are received, Conductors must personally advise Enginemen that they have no train orders or instructions for their trains and Enginemen must not proceed without having received this information from Conductors.

S18. YARDS AND YARD INSTRUCTIONS.

S18A. Rules 93 and 317d amplified:

The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by timetable schedule or train order to use the main track within yard limits, and they may do so without train orders. Under Manual Block operation, before entering the block, the conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of ten miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

Rules 19 and 21 will not apply to such yard movements, but by night at least one red light must be displayed on the rear, and if the movement is made past a block station by day at least one yellow flag must be displayed on the rear to indicate the rear.

Except as hereby provided, all Rules and Special Instructions applicable to trains must be observed.

D1801. Rule 97 modified: Movements on the main track within yard limits may be made without train orders.

D1802. Yards indicated by Yard Limit boards are located at:

Bowie,
Pope's Creek,
Sollers and Sparrow's Point,
Wrightsville,
Hanover,
Frederick,
York, Frederick Branch only.

D1803. Shifting engines of the Western Maryland Railway when using main track of Frederick Branch within York yard limits must not move north of York Gas Company siding nor south of north end West York Passing Siding.

S19. SPEED TABLE.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
Min. Sec.	Hour	Min. Sec.	Hour	Min. Sec.	Hour	Min. Sec.	Hour
0.51	70.59	1.27	41.38	2.02	29.50	2.37	22.93
0.52	69.73	1.28	40.91	2.03	29.27	2.38	22.78
0.53	67.92	1.29	40.45	2.04	29.03	2.39	22.64
0.54	66.66	1.30	40.00	2.05	28.80	2.40	22.50
0.55	65.45	1.31	39.56	2.06	28.57	2.41	22.36
0.56	64.29	1.32	39.13	2.07	28.34	2.42	22.22
0.57	63.16	1.33	38.71	2.08	28.12	2.43	22.08
0.58	62.07	1.34	38.29	2.09	27.91	2.44	21.95
0.59	61.02	1.35	37.89	2.10	27.69	2.45	21.82
1.00	60.00	1.36	37.50	2.11	27.48	2.46	21.69
1.01	59.02	1.37	37.11	2.12	27.27	2.47	21.56
1.02	58.06	1.38	36.73	2.13	27.09	2.48	21.43
1.03	57.14	1.39	36.36	2.14	26.87	2.49	21.30
1.04	56.25	1.40	36.00	2.15	26.67	2.50	21.17
1.05	55.38	1.41	35.68	2.16	26.47	2.51	21.05
1.06	54.55	1.42	35.29	2.17	26.28	2.52	20.93
1.07	53.73	1.43	34.95	2.18	26.09	2.53	20.81
1.08	52.94	1.44	34.61	2.19	25.90	2.54	20.70
1.09	52.17	1.45	34.28	2.20	25.71	2.55	20.58
1.10	51.43	1.46	33.96	2.21	25.53	2.56	20.45
1.11	50.70	1.47	33.64	2.22	25.35	2.57	20.34
1.12	50.00	1.48	33.33	2.23	25.17	2.58	20.22
1.13	49.31	1.49	33.03	2.24	25.00	2.59	20.11
1.14	48.65	1.50	32.73	2.25	24.83	3.00	20.00
1.15	48.00	1.51	32.43	2.26	24.66	3.15	18.46
1.16	47.37	1.52	32.14	2.27	24.49	3.30	17.14
1.17	46.74	1.53	31.86	2.28	24.32	3.45	16.00
1.18	46.15	1.54	31.58	2.29	24.16	4.00	15.00
1.19	45.57	1.55	31.30	2.30	24.00	5.00	12.00
1.20	45.00	1.56	31.04	2.31	23.84	6.00	10.00
1.21	44.44	1.57	30.77	2.32	23.68	6.46	9.00
1.22	43.90	1.58	30.51	2.33	23.53	7.30	8.00
1.23	43.37	1.59	30.35	2.34	23.38	8.34	7.02
1.24	42.86	2.00	30.00	2.35	23.23	10.00	6.00
1.25	42.35	2.01	29.75	2.36	23.08	12.00	5.00
1.26	41.86						

S20. SPEED RESTRICTIONS.

S20A. On account of braking arrangement, when passenger trains have class X-29, or other types of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars, the lading of which is less than 25,000 pounds, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty freight car of the same type to equal 1 passenger car.

Otherwise the train must not be operated exceeding the highest speed restrictions which apply to freight trains.

When freight cars not equipped for passenger train service are placed in a passenger train, the above speed restrictions apply, and the train must be operated with the air pressures which apply to freight trains.

The weight of lading in an express car loaded with mixed freight does not normally exceed 25,000 pounds. Occasional shipments in carload lots of castings, scenery, etc., do exceed 50,000 pounds. In the latter case the weight of lading may be ascertained from the Express Agency.

Freight cars to comply with the above instructions must be equipped with steam heat line, air signal line, ten-inch air brake cylinder, three position retaining valve, E-7 safety valve and steel wheels.

D2001. Maximum Speed: Miles per hour

Main Line:	
Between Baltimore and New York Ave.:	
With passenger engines.....	70
With freight engines.....	50
Between Landover and South End (Old Line):	
With passenger engines.....	40
With freight engines.....	40
Between Baltimore and Bay View:	
With passenger engines.....	60
With freight engines.....	50
Between Bay View and North Point (Northward):	
With passenger engines.....	65
With freight engines.....	50
Between Bay View and North Point (Southward):	
With passenger engines.....	70
With freight engines.....	50
Between North Point and Back River Bridge (Jct. Maryland Division):	
With passenger engines.....	70
With freight engines.....	50
Between Baltimore and Wago Junction:	
With passenger engines.....	55
With freight engines.....	40
Passenger trains..	
Pope's Creek Branch:	
With passenger engines.....	35
With freight engines.....	35
Sparrow's Point Branch:	
With passenger engines.....	35
With freight engines.....	35
Green Spring Branch:	
With passenger engines.....	20
With freight engines.....	20
Frederick Branch:	
Between Columbia and York:	
With passenger engines.....	45
With freight engines.....	35
Between York and Frederick:	
With passenger engines.....	30
With freight engines.....	30
Other Branches:	
With passenger engines.....	15
With freight engines.....	15

Unless otherwise specified:		Miles per hour
Main Line—		
Between Baltimore and New York Avenue.....		50
Between Landover and South End (Old Line).....		40
Between Baltimore and Bay View... Between Bay View and Back River Bridge.....		35
Between Baltimore and Wago Jct... Pope's Creek Branch.....		50
Sparrow's Point Branch.....		40
Green Spring Branch.....		35
Frederick Branch.....		35
Other Branches.....		20
.....		30
.....		15

Circus trains—Unless otherwise restricted..... 40

Main Line:		
Boom trailing.....		30
Boom forward.....		20
All Branches:		
Boom trailing.....		20
Boom forward.....		15

All Trains using passing sidings..... 20

Unless otherwise specified.....		20
When hauling track cars or trailers.....		15
Through turnouts and over switches, frogs, street and highway crossings....		5
Hand cars.....		10

D2002. Speed indicated below must not be exceeded between stations named; on curves and over bridges:

Minimum running time for passenger trains in either direction:

	Minutes
Between North Point and Baltimore.....	8
Between Baltimore and Fulton Jct.....	5
Between Fulton Junction and Winans.....	7
Between Winans and New York Avenue.....	28
Total.....	48
Between Cly and York.....	16
Between York and Summit Grove.....	30
Between Summit Grove and Parkton.....	11
Between Parkton and Baltimore.....	39
Total.....	96

In case of delay enroute, the number of minutes delayed must be added to the minimum time.

Between North Point and New York Avenue or South End:

	Miles per hour	Seconds
Edmondson Station Curve—all tracks.....	50	
Through Virginia Ave. Tunnel.....	15	173
Engines scooping water—		
{Tracks 2 and 3.....	45	15
{Track 4.....	45	18

Southward freight trains must consume not less than five (5) minutes from Loudon Park to Winans.

Miles
per hour Seconds

While using crossover between tracks Nos. 2 and 3 located 130 feet south of Fulton Junction tower.....	15
Fulton Junction Interlocking.....	30
B. & P. Jct. { After passing all diverging switches.....	18
{ All other movements.....	12
Union Jct... { All movements through interlocking.....	12
Bay View Interlocking.....	50
Through B. & P. and Union Tunnels:	
Passenger trains.....	30
Freight trains.....	20

Between Baltimore and Wago Junction:

Between Eager Street Bridge and Union Junction.....	12
On Guilford Avenue.....	4
Crossing from No. 2 track to Green Spring Branch main track at Hollins.....	10
Using Eastward or Westward Passing Siding, New Freedom.....	4
On Pershing Avenue, York.....	4
Eastward trains passing York Block Station..	25

Pope's Creek Branch:

Crossing Main Street, La Plata.....	6
Over State Road Crossings at Lothair, Waldorf, Brandywine and Marlboro.....	6

Sparrow's Point Branch:

Passing over the Turnout at north end of double track at Sollers. Northward trains..	30
Crossing F Street, Sparrow's Point, or between that Street and Sparrow's Point Station....	10

Frederick Branch:

Class E 6 engines between Columbia and York.	40
Class E engines between North End of Columbia Bridge and Junction Phila. Div.	6
On Front Street, Wrightsville.....	6
Between Roosevelt Avenue, West York, and West Market Street, West York.....	6
LEADING END of trains passing over Main Street Crossing, first crossing south of Spring Grove Station.....	5
Between Middle and Spruce Streets, Hanover.	4
Crossing Baltimore Street, Littlestown.....	6
Passenger trains approaching all distant switch signals on Frederick Branch unless signals are seen to be in clear position.....	30

CURVES.

Between North Point and New York Avenue or South End:

LOCATION	Miles per hour	Seconds
Between a point 300 feet north of Patterson Park Avenue and the bridge over Broadway on the Union Railroad.....	45	51
No. 2 Track south of Seventh Street Station, Washington.....	30	16
No. 3 Track south of Seventh Street Station, Washington.....	20	23
Curve at 14th Street, Washington.....	30	18

Between Baltimore and Wago Junction:

Reverse curves-west of Mt. Vernon.....	30	45
First curve east of Woodberry.....	40	35
Reverse curve west of Woodberry.....	30	32
First Curve West of Mile Post 4.....	40	19
First curve west of Bridge 4.43.....	40	18
Reverse curve at Mile Post 5.....	40	28
Curve at Bridge 5.41.....	40	32
Curve east of Mt. Washington to 5th telegraph pole west of Mile Post 6.....	40	38
Hollins curve.....	30	27
Reverse Curve west of Hollins.....	40	21
Reverse curves east of Lake, to Ruxton.....	40	70
Curve west of Lutherville.....	40	29
Reverse curve, Mystic Quarry, Mile Post 19..	40	40
Reverse curve east of Mile Post 20 to Glencoe.	40	60
Reverse curves west of Glencoe.....	40	84
Second curve west of Monkton.....	40	43
Reverse curve at Mile Post 24.....	40	31
Curve east of Bluemount.....	40	33
Graystone Curve.....	30	34
Curves at Bridges 27.34 and 27.42.....	40	21
Reverse curve east of Mile Post 28.....	40	18
Curve east of Bridge 28.63.....	40	19
Curve one half mile west of Mile Post 29....	40	32
Reverse curves between Walker and Bridge 30.75.....	40	64
Curve east of Bentley Springs.....	30	34
First curve west of Bentley Springs.....	40	23
Mile Post 32 to Mile Post 34.....	30	240
Curves from east of Shrewsbury to west of Mile Post 39.....	40	91
First curve west of Mile Post 40.....	40	20
Seitzland curve.....	40	33
Reverse curve between Mile Posts 43 and 44..	40	49
Reverse curves at Hanover Junction.....	40	49
Curve west of Smyser.....	40	23
Curve east of Glatfelter.....	40	54
Dipfers curve, Mile Post 50.....	30	53
Curve east of Howard Tunnel.....	40	26
Reverse curve west of Howard Tunnel.....	40	31
Jaeders curve, second curve east of Brillhart..	40	31
Curve east of Brillhart.....	40	15
First curve west of Brillhart.....	40	38
Portion of curve from Mile Post 54 to Pole 54/13.....	40	28
Curve at Bridge 59.43.....	40	48

On curves where speed is restricted between Baltimore and Wago Junction, freight trains must not exceed a speed of 30 miles per hour.

All Eastward Trains running No. 2 track from Mile Post 63 to Emigsville and from Summit Grove to Mt. Vernon, will reduce speed on curves to five miles less per hour than the authorized speed for normal movements.

All Westward Trains running No. 1 track from Mile Post 63 to Mile Post 66 and from Summit Grove to Glen Rock, will reduce speed on curves to five miles less per hour than the authorized speed for normal movements.

Sparrow's Point Branch:

	Miles perhour	Seconds
Passing through facing point switch in northward track, 135 feet north of B. & O. R. R. crossing.....	15	
First curve south of 16th Street.....	30	27
On curves between F Street, Sparrow's Point and North End of Bear Creek Bridge.....	15	

Frederick Branch:

North end Columbia Bridge.....	15	27
On Wrightsville Curve.....	4	
South end of reverse curve south of Ewing, to "reduce speed" board south of Front St., Wrightsville.....	30	125
Curve at Bridge 2.95.....	40	10
Curve at Bridge 13.52.....	30	9
Curve at Bridge 68.92.....	10	50

Beginning and ending of curves mentioned are marked by white rings on telegraph poles, each ring indicating speed of 10 miles per hour, the minimum time to be consumed between the marked poles shown above.

BRIDGES.

Location.	Class of Engine.							K-4 With 25,000 gallon tenders.	C.&O Engines of J-2 Type.
	D	E	G	H	K	L			
	MILES PER HOUR.								
North Point to Washington:									
1.89, Milton Ave., Union Railroad.....							35	40	.....
2.97, North of Canton Jct., over Monument St....								50	.....
3.04, North of Canton Jct., over 8th St.....								60	.....
104.36, Tracks 2 and 3, Patapsco River.....							45	55	.....
116.04, Tracks 2 and 3, North of Patuxent....							45	55	.....
118.09, Tracks 2 and 3, North of Arundel.....							40	50	.....
Landover to South End:									
134.35, Eastern Branch....	20	20	20	20	20	20			.....
134.35, when running opposite track over draw span.	6	6	6	6	6	6			.....
138.45, Potomac River—									
Passenger Trains.....	20	20	20	20	20	20			20
Freight Trains.....	15	15	15	15	15	15			15
Baltimore to Wago Junction:									
25.38, East of White Hall.								40	.....
Columbia to Frederick:									
0.65, Columbia.....	20	20	20	20	..	20			.....
41.58, South of Kingsdale..	..	20	20	20	20	..			.....
65.20, South of Fountain Rock.....	..	20	20	20	20	..			.....
Sparrow's Point Branch:									
9.51, Bear Creek.....	15	10	10	15	..	..			.....
6.12, Colgate Creek.....	..	..	..	25	..	25			.....
Claremont Branch:									
0.60, Wilkins Avenue.....	10	10	10	10	..	..			.....

Speed Boards at each end of the following bridges indicate the number of seconds to be consumed over them:

9.51, Bear Creek
134.35, Eastern Branch
138.45, Potomac River

D2003. Maximum speed for following classes of engines:

BETWEEN NORTH POINT AND NEW YORK AVE.		CLASS.	ON ALL OTHER PARTS OF THE MAIN LINE.	
MILES PER HOUR.			MILES PER HOUR.	
Forward.	Backward.		Forward.	Backward.
15	15	.....A.....	15	15
20	20	.....B.....	20	20
50	25	.....H.....	50	20
50	25	.....L M.....	40	20
70	30	..D. E. G. K..	55	20

MILES PER HOUR

D2004.	PASSENGER FREIGHT	
Engines pushing cars or running backward, light or with cars:		
Between North Point and South End.	30	25
On all other parts of the Division . . .	30	20
Engines running forward light:		
Between North Point and South End.	50	40
On all other parts of the Division . . .	40	30
Where speed restrictions are lower, they must be conformed to.		

D2005. Rule 750 amplified:

When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:

CLASS OF ENGINES.	MILES PER HOUR.
N-1-S	8
C-1	
I-1-S	
All others	15

If engines with any main or side rods disconnected while on the main track have interference between crosshead or guide and front crank pin, on account of front wheels getting out of register, engineman must notify the Superintendent and receive instructions for further movement.

When it is necessary to move a light engine with any main or side rods disconnected, from a terminal to another point, the Master Mechanic or Road Foreman of Engines will notify the Superintendent the speed permitted before the engine is dispatched and the latter will then issue the necessary instructions.

D2006. Dead locomotives of a design having two or three pairs of drivers and no trucks may be moved only at speeds not exceeding twenty miles per hour. Dead locomotives of a design having four or more pairs of drivers and no trucks shall be restricted to speeds not exceeding twenty-five miles per hour.

Two or more such dead locomotives in the same train shall be separated by one or more cars.

D2007. In conforming to the speed when operating under Rule 282 (caution signal) and Rule 283 (approach signal), the train must not exceed one-half its maximum authorized speed when passing the signal, but not necessarily before reaching it. However, where the signal cannot be seen a sufficient distance to reduce to not exceeding one-half its maximum authorized speed at the signal, the speed should be so reduced as soon as proper handling of the train will permit.

D2008. Snow plows must be brought to a stop before meeting or being passed by a passenger train. The speed must not exceed four (4) miles per hour while passing passenger stations or passenger trains on sidings.

Persons operating snow flangers must exercise care to avoid damage to signal equipment in the vicinity of signal bridges and ground signal posts, also within the limits of Interlockings, at hand switches in automatic signal limits, and at all other points where there is any interference by switches, frogs, guard rails, road crossings, station platforms or other obstructions.

D2009. Trains or drafts hauling gas or gas-electric cars must not exceed a speed of twenty miles per hour.

D2010.

VARIOUS.









	Miles per hour
Over turnouts and crossovers not interlocked	10
Local trains with postal clerks or baggagemasters handling U. S. mail or newspapers passing stations at which they do not stop to allow mail or newspapers to be thrown off	15
Trains 5521 and 5528 at Menges Mills, Sell and Harmony Grove, for receipt or delivery of U. S. Mail	15
M-1 Engines over all turnouts, Bayview Yard, Canton Yard and Orangeville Engine House	10

S21.

SIGNAL ASPECTS.

D2101. Signal Aspects Not Standard.

The following signal aspects not standard in accordance with Rules 275 to 290 in service:

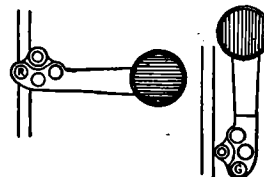
ASPECTS	INDICATION	NAME
	Stop	Stop Signal
	Stop—Then proceed in accordance with Rules 509 or 660	Stop and Proceed Signal
	Proceed at not exceeding 15 miles per hour with caution prepared to stop short of train or obstruction.	Caution Slow Speed Signal
	Proceed at not exceeding 15 miles per hour prepared to stop at next signal.	Slow Speed Signal
	Approach next signal prepared to stop. A train exceeding one-half its maximum authorized speed at point involved must at once reduce to not exceeding that speed.	Approach Signal
	Train approach next signal at not exceeding one-half its maximum authorized speed at point involved but not exceeding 30 miles per hour.	Approach Restricting Signal
	Train proceed at not exceeding one-half its maximum authorized speed at point involved but not exceeding 30 miles per hour	Clear Restricting Signal
	Proceed	Clear Signal



SLOW BOARD

May be erected horizontal or vertical.

WHEN USED AS A DISTANT SIGNAL, APPROACH HOME SIGNAL PREPARED TO STOP.



SMASH BOARD

Vertical - Draw set for traffic
Horizontal Draw not set for traffic.
Smash boards may or may not have lights.

S22. BLOCK SIGNAL RULES.

D2201. The first paragraph of Rule 362 amplified:

Trains must not pass a Stop signal without receiving a Caution Card (Form D), a Clearance Card (Form C), or a train order authorizing them to do so, nor must an engine returning to its train in the block pass a Stop signal without Clearance Card (Form C).

D2202. Unless it is known that gasoline motor cars, and cars of similar type or construction, will operate Automatic Block signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in Automatic Block system territory unless special provision is made for Manual Block protection, and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from Signalman. Signalmen and Levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

D2203. Four wheel cabin cars must not be allowed to stand in an Automatic Block unless the block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission from Signalman.

D2204. Rule 362, third paragraph of Form C Card amplified to read:

This card must be used only in case of failure of Block Signal, Interlocking Signal, or Home Signal referred to in Paragraph 3, or when signal cannot be displayed for an engine returning to its train.

D2205. Rule 319 modified:

The facing point switch in No. 3 track just south of Eastern Branch Drawbridge is equipped with an electric lock controlled from Anacostia. When Trainmen or others desire to use this switch, it will be necessary to call the Signalman and ask for an unlock. When southward trains desire to use switch at Anacostia, Signalman may restore southward block signal at Anacostia to normal before rear of train has passed signal.

After using this switch and reporting clear, Trainmen will remain at telephone until Signalman has tried signal lever and given an O. K.

D2206. Communication with the Signalman as prescribed by Rule 365 will be performed by the Switchmen at B. & O. Crossing, instead of by train crew, when trains enter or clear the block in leaving or arriving at Canton Yard via Yardmaster's office.

D2207. Rules 317b and 318b amplified:

When necessary for a train to enter a block behind a train in order to return to the main track to proceed in the opposite direction it may do so under protection, after securing permission from the Signalman as prescribed by Rule 365. Signalman will observe Rule 326 and the train must only enter the block far enough to clear the main track switch.

D2208. Rule 318b modified:

The Signalman at York may permit shifting engines to occupy the block on No. 2 track, while a passenger train is standing at York Passenger Station, to move or assist, or for the purpose of switching such train.

D2209. When southward trains for the Frederick Branch are run on No. 1 track from York Block Station, the Conductor or Engineman, before entering the block at Frederick Branch Junction must ascertain from the Signalman at York the condition of the block and obtain permission from him to enter, in accordance with second paragraph, Rule 365. After obtaining permission to move to or from the Frederick Branch, crews must report their trains clear of either the Frederick Branch, or Main Line, to the Signalman at York, when such movements have been made.

D2210. Rule 364 modified:

The Yardmaster at York may arrange for assisting engines to push northward freight trains from York as far north as York East Passing Siding, on the Frederick Branch and to return on the main track, but must notify the Signalman at York, who will protect the return movement of the assisting engines.

S23. MANUAL BLOCK SYSTEM.

D2301. Rules 301 to 375, inclusive, are in effect as follows, except that Rules 317a, 317b, 318a and 318b, will apply only on portions of the Division as specified:

Old Line between Landover and Virginia Ave.,
Pope's Creek Branch,

On No. 2 track between manual block signal 2540 feet west of Grantley tower and westward home signal on signal bridge 572 feet east of York tower, and on No. 1 track between manual block signal 2575 feet east of York tower and eastward home signal 600 feet west of Grantley tower,

Sparrow's Point Branch,
Frederick Branch.

D2302. Rule 317a will apply:

For movements against the current of traffic:

Between South End and Landover,
" New York Ave. and North Point,
" B. & P. Jct. and Cly.

D2303. Rule 317b will apply:

Between Telephone Booth at Freight Office, Sparrow's Point and Sollers.
On Frederick Branch,
On Pope's Creek Branch.

For movements against the current of traffic:

Between Sollers and Canton Jct.

D2304. Rule 318a will apply as follows:

Between Virginia Avenue and Anacostia.

D2305. Rule 318b will apply as follows:

Between Anacostia and Landover,
" Sollers and Canton Jct.,
" Grantley Block Station and York Block Station where manual block rules apply.

S23A. UNATTENDED BLOCK STATIONS.

An unattended block station is a point designated by a sign, indicating the limits of a block, the use of which is controlled by Manual Block System Rules, except as hereby modified.

D2306. Unattended block stations are controlled by the Signalman specified in time-table, or Special Instructions.

The sign indicating an unattended block station will display by day the station name, and, in addition, by night a red light and a yellow light horizontal; the yellow light next to the main track.

The Signalman may give a train oral permission to enter one block and by the use of Clearance Card (Form K) may authorize a train to pass one or more unattended block stations.

Where a block station is attended a portion of the time, and unattended the remainder of the time, during a 24 hour period, the light on unattended sign will be extinguished during the time the station is attended.

Unless otherwise provided, trains must stop at unattended block stations, and Conductor or Engineman must obtain permission from the Signalman to enter, and ascertain condition of the block, and report clear.

If from any cause, Conductor or Engineman is unable to communicate with the Signalman either by the usual means of communication or the use of commercial lines and should no cause for detaining the train be known, it may proceed through that block on its rights or time-table authority, preceded by a Flagman to the next point of communication and report to the Superintendent.

Conductors and Enginemen finding an unattended block station sign imperfectly displayed, or absent, must, if practicable, correct it or replace the light, and report the fact to the Superintendent.

D2307.

FORM K	THE PENNSYLVANIA RAILROAD CLEARANCE CARD	FORM K
------------------	---	------------------

Block Station, M 19

To Conductor and Engineman: Train _____

Proceed at _____ as though _____ signal was displayed.

Report Clear at _____

Signalman.

The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any, having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.

The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.

 (To be printed on green paper, size 5 $\frac{1}{8}$ x 3 $\frac{1}{8}$.)

D2308. A train receiving Clearance Card (Form K) to pass an unattended block station, and arriving at such block station after the time for it to become an open block station, must identify the train to the Signalman before accepting a signal to proceed at that station, as Clearance Card (Form K) is thereby annulled.

D2309. Clearance Card, Form K, authorizing a train to pass one or more unattended block stations without stopping, is annulled when train clears the main track and reports clear of the block.

S24. CONTROLLED MANUAL BLOCK SYSTEM.

D2401. Rules 401 to 473, inclusive, except 417b, 431a and 432, are in effect as follows:

Between B. & P. Jct. and Fulton Jct.
Between Biddle Street and Union Jct.

Rule 417a will apply.

Southward movements on the northward track B. & P. Jct. to Fulton Jct., will be governed by Rule 286, fig. 3, located on the first signal bridge south of B. & P. Jct. Rule 287 modified.

Dwarf signals are located at Pennsylvania Avenue opening of B. & P. Tunnel: No. 970 governing northward approach on the southward track to dwarf home signal located at the north portal of the B. & P. Tunnel, B. & P. Jct., No. 971 governing southward approach on the northward track to dwarf home signal located under Mount Street Bridge, Fulton Jct. They display aspects shown in Rules 278, Fig. 2, 279, Fig. 2, and 281, Fig. 1. Rules 282, 283 and 286 modified.

Movements between Union Jct. and Biddle Street are governed by Signal Aspects Rule 283, Fig. 1, and Rule 286, Fig. 1, located on signal bridges at the north and south portals of Union Tunnel. Rule 287 modified.

S25. AUTOMATIC BLOCK SYSTEM.

D2501. Except as otherwise provided by Cab Signal Rules Special Instructions, Rules 501 and 505, 505b to 514, inclusive, are in effect as follows:

Between Virginia Ave. Block Station and South End Block Station,
Between New York Ave. and Fulton Jct.,

Between Biddle Street and North Point,
Between East End of Double Track near Center Street and Hillen Jct.,
On No. 2 track B. & P. Jct. to manual block signal 2540 feet west of Grantley Block Station,
On No. 2 track York Block Station to Wago Jct.,
On No. 1 track Wago Jct. to manual block signal 2575 feet east of York Block Station,
On No. 1 track Grantley Block Station to B. & P. Jct.

D2502. Double, three, or more tracks. In Automatic Block System territory at interlockings where there is no Block-signal that governs the use of the block from the limits of the interlocking, the Home-signals governing the use of routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next Block-signal beyond the interlocking.

D2503. In Automatic Block System territory, if, in connection with a train using hand operated main track switches, the entire movement clears a block and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the Signalman unless otherwise instructed by the Superintendent.

D2505. Rule 513 modified:

Engines assisting northward trains on the Union Railroad may be uncoupled from the train between the northward signals at Broadway and the northward signals at Biddle Street.

D2506. Rules 505c and 505d modified:

Use of No. 1 track from the first home signal to York Interlocking is under the direction of the Signalman at York Interlocking.

D2507. Rule 505g modified:

Position light dwarf signal in service on Catonsville Branch 5614 feet south of Gwynns Run tower will govern movement from Catonsville Branch northward on No. 4 track to Gwynns Run home interlocking signal. After securing block permission from the Signalman at Gwynns Run and proper signal indication at Catonsville Branch Connection trains are authorized to proceed northward on No. 4 track to Gwynns Run Block Station without train order.

D2508. The eastward block signal located 450 feet east of Parkton Tower is connected with and operated from that tower and Rule 509 will apply; also Rule 509 will apply to the first eastward home signal to York Interlocking.

S25A. Rule 505a.

S25B. CAB SIGNAL RULES.

D2509. Definitions.

Cab Signal—Four-indication position light signal located in engine cab indicating a condition affecting the movement of a train.

Cab Signal System—A series of consecutive blocks governed by cab signals operated by electric agency actuated by a train or by certain conditions affecting the use of a block, and used in conjunction with block and interlocking signals.

Equipped Engine—An engine equipped with cab signal apparatus, including whistle and acknowledger, in operative condition for the direction in which it is to move.

Note—An engine equipped with continuous automatic train control in operative condition for the direction in which it is to move will be considered an equipped engine.

Equipped Train—A train operating under cab signal protection.

D2509A. Cab Signal System in service on main tracks operating

With Current of Traffic.

Southward—Between Division Post, 3410 feet north of North Point tower and Union Junction southward home signal, 85 feet south of south portal, Union Tunnel;

Between controlled manual block signal, 83 feet north of north portal B. & P. Tunnel to signal bridge "N," 170 feet north of New York Avenue bridge, Washington.

Northward—Between signal bridge "N," 170 feet north of New York Avenue bridge, Washington, and northward home signal 380 feet south of B. & P. Junction tower.

Between signal governing northward movement through Union Tunnel, located on signal bridge, 90 feet south of south portal of Union Tunnel to Division Post, 3410 feet north of North Point tower.

Westward—From Block Signal N-11, 895 feet west of B. & P. Junction Block Station, to position-light manual block signal 2540 feet west of Grantley Block Station, and from westward position-light distant signal 2575 feet east of York Block Station to Wago Junction.

Eastward—From Wago Junction to position-light manual block signal 2575 feet east of York Block Station, and from eastward position-light distant signal 2620 feet west of Grantley Block Station to eastward home signal at B. & P. Junction.

Against Current of Traffic.

Southward—On track No. 2 between Biddle Street Interlocking Station and Union Junction southward home signal located 85 feet south of south portal, Union Tunnel:

On track No. 2, between home signals located on signal bridge 90 feet south of B. & P. Junction tower, governing southward movements through B. & P. Tunnel and position-light dwarf home signal located 740 feet north of Fulton Junction tower.

On track No. 2, between position-light dwarf home signal located 740 feet north of Fulton Junction tower, governing southward movement on No. 2 track and over facing-point crossover between tracks Nos. 2 and 3, located 130 feet south of Fulton Junction tower.

Northward—On track No. 3, between controlled manual block signal, located 720 feet north of Fulton Junction tower, governing northward movements through B. & P. Tunnel and position-light dwarf home signal located 20 feet south of north portal of B. & P. tunnel:

On track No. 3 between Union Junction northward signal, located on signal bridge 90 feet south of south portal Union Tunnel and Biddle Street Interlocking Station.

Cab Signals will not indicate conditions ahead when engine is—

Ⓐ Moving against the current of traffic (unless track is equipped for movement against current of traffic).

Ⓑ Pushing cars.

Ⓒ Not equipped for backward running and is running backward.

Cutting-in sections located

For southward trains: On all tracks leading to No. 3 track approaching controlled manual block signal located 83 feet north of north portal, B. & P. tunnel.

On all tracks leading to No. 2 track approaching home signals, governing reverse direction movements on No. 2 track through B. & P. tunnel and located on signal bridge 90 feet south of B. & P. Junction tower.

For northward trains: On northward track approaching signal bridge "N," Washington, D. C.

Approaching northward distant signal to Landover on Freight Line.

On all tracks leading to track No. 2 approaching Union Junction signal governing movement through Union Tunnel and located on signal bridge 90 feet south of south portal.

On all tracks leading to track No. 3 approaching Union Junction signal governing movement through Union Tunnel and located on signal bridge 90 feet south of south portal.

For westward trains: Approaching Block Signal N-11, B. & P. Junction.

Mt. Vernon—When crossover between No. 1 and No. 2 tracks is reversed, on No. 2 track to Block Signal N-29.

The following rules are in effect:

1. Except as provided in paragraph 5-a, a non-equipped engine or train must not be dispatched from any of the following terminals or Divisions for movement in cab signal territory:
 - Potomac Yard
 - Washington
 - Baltimore Division
 - Philadelphia Division
 - Maryland Division
 - Philadelphia Terminal Division
2. The required departure tests must be made by the Engineman before entering cab signal territory. Testing sections additional to those at terminals located.....
3. Unless authorized by the Superintendent, an equipped engine must not enter cab signal territory without having cut-out cock fixed in cut-in position.
4. When there is a defect in the cab signal apparatus which can not be repaired by the Engineman, he may cut out the warning whistle and proceed at not exceeding one-half the authorized speed for an equipped train to the next point of communication, report, and be governed by instructions from the Superintendent.
5. Unless authorized by the Superintendent, a non-equipped train must not exceed speed as follows:

	MILES PER HOUR.	
	Between North Point and Washington.	Between Baltimore and Wago Junction.
Trains other than passenger trains.....	25	20
Passenger Trains.....	35	28

Such movements must not be made except when authorized by the Superintendent.

- 5a. The following train and engine movements are authorized to operate as non-equipped trains:

Yard engines with or without cars.

Passenger or freight engines moving backward light.

Work, wire and wreck trains.

Engines and Gas-Electric Rail Motor cars not equipped with cab signal equipment moving light to or from shop.

Trains to or from the Sparrow's Point Branch originating or terminating at Baltimore.

Western Maryland Railway trains between Fulton Junction and B. & P. Junction.

6. Cab signal aspects, indications and names are shown in Rules 278, 283, 284, 286. Cab signal indications do not supersede fixed signal indications, except when cab signal changes to a more restrictive or a more favorable aspect after passing a fixed signal.
 7. When cab signal and fixed signal aspects conflict, the more restrictive indication governs.
 8. If, after passing a fixed signal, cab signal changes from Caution-Slow-Speed to a more favorable aspect, speed must not be increased until train has run its length.
 9. Except within interlocking limits, if cab signal changes to Caution-Slow-Speed, a train or engine may proceed at not exceeding 15 miles per hour expecting to find a train in the block, broken rail, obstruction, or switch not properly set. A train or engine exceeding 15 miles per hour must at once reduce to not exceeding that speed.
- If, after entering interlocking limits under a more favorable fixed signal indication than that given by Clear Slow Speed signal, cab signal changes to Caution Slow Speed, stop; and secure permission from signalman before moving in either direction.

S25C.**S25D. GRADE SIGNALS.****D2511. Location of Grade Signals:**

- No. 2 track—Lutherville—Block Signal No. N-105:
Between Bentley Springs and Summit Grove:
Block Signals Nos. N-311, N-321, N-333, N-343 and N-353—
West of Emigsville: Block Signal No. N-627.
- No. 1 track—East of Mt. Wolf to Emigsville—Block Signals
Nos. N-660, N-650 and N-633 and between Glen Rock and
Summit Grove—Block Signals Nos. N-408, N-398, N-388
and N-378.

D2512. Grade signals will display aspects shown in Figure 1. Rule 277, and Rule 277 will govern their use. A tonnage freight train is one having 80% or more of authorized slow freight engine rating, or having in excess of 90 cars, including the cabin car. Before entering territory where grade signals are in use, Conductor must notify Engineman of authorized slow freight rating for that trip, exact tonnage or number of cars in train, and changes due to setting off or picking up cars.

S26. INTERLOCKING RULES.

S26A. Rule 663 amplified, trains or engines must not pass an interlocking stop signal without receiving Clearance Card, Form "C," or train order. The Signalman may authorize a Conductor or Engineman to fill out Clearance Card, Form "C."

D2601. Interlocking Plant at Severn operated by Odenton.

When running against current of traffic at Severn, unless otherwise notified, trains on No. 3 track will report to signalman at Odenton when train is clear of southward home signal.

When train is stopped by signals on Nos. 3 and 4 tracks Severn, member of crew will immediately get in communication with signalman at Odenton for instructions. If switch is not properly set for movements to be made over it, switch must be manually cranked to proper position by train crew.

Instructions for cranking switch are posted in housing marked "Tool" at switch location.

D2601A. Interlocking Plant at Anderson operated by Odenton.**D2602. Interlocking Plant at Seabrook operated by Landover.**

When running against current of traffic at Seabrook, unless otherwise notified, trains on No. 1 or No. 2 track will report to the Signalman at Landover when train is clear of northward home signals, to facilitate other train movement.

When train is stopped by northward home signals located on signal bridge at Seabrook Plant, member of train crew will immediately get in communication with Signalman at Landover for instructions.

In case switch is not properly set and signal fails, Rule 629 and Time Table Special Instruction D2201, will apply.

If switch is not properly set for movement to be made over it switch must be manually cranked to proper position by train crew.

Complete set of instructions for cranking switch posted in Landover Tower and also on inside of door of box marked "Switch Tools" located at signal bridge at Seabrook Plant.

D2603. During the hours that Ship Yard Interlocking is closed, high signals will remain lighted and operate automatically for movements over the crossing. Dwarf signals will be extinguished.

S27. Non-interlocked switches connected with Manual and Controlled Manual Block Station Signals.

D2701.

BLOCK STATION	NON-INTERLOCKED SWITCHES CONNECTED
Anacostia....	Facing Point Switch south end of Eastern Branch Bridge.
York.....	Facing Point Switch northward leading from Frederick Branch main track just south of Beaver Street.

S28. TRACK CARS, ETC.

- (a) General definition of track car—amplified:
Track car—A hand car, or self-propelled car or truck, which may be manually moved to or from the track.
- (b) Rule 829, paragraph 10, amplified:
Track cars must not be operated except as prescribed by Rule 80 when so provided in the time-table.
- (c) Rule 206 amplified:
The prefix H. C. to hand car running number will be used when issuing train orders or instructions to drivers of hand cars.
- (d) Rule 80 amplified:
When track cars are approaching road crossings at grade, the trackman's whistle or other alarm signal provided for the purpose must be sounded before reaching the crossing, and track cars must approach all such crossings prepared to stop.
- (e) Track cars must be equipped with Flagman's signals as follows:
Day Signals—Two red flags, torpedoes and fuseses.
Night Signals—Two red lanterns, two white lanterns, torpedoes and fuseses.

D2801. (1) Track cars will be operated over entire Division, except on the main tracks between New York Avenue and North Point, as provided for by Rule 80.

(2) Track cars must not be used in controlled Manual Block System territory or in Automatic Block System territory unless special provision is made for Manual Block System protection.

(3) In Automatic Block System territory, signalmen will not permit trains or track cars to follow track cars without instructions from the Superintendent. He must also comply with Rule 221c when a track between his block station and the next block station in advance is occupied by a track car.

(4) In the application of Automatic Block System rules to track cars, signalmen must not give permission, nor a fixed signal, authorizing a track car to enter a block at any point without authority from the Superintendent.

(5) To avoid delay to passenger trains, track car extra must clear main track and report clear to the Superintendent, or Signalman before a passenger train is due to leave the block station in the rear.

(6) Where Automatic Block System rules for single track Nos. 551 to 564, inclusive, are in effect, and opposing movements are not protected by Controlled Manual Block System rules, track cars must clear main track and report clear to the Superintendent, or Signaller before an opposing or following passenger train is due to enter block at a block station; Signalmen will not permit any train to enter a block occupied by a track car without instructions from the Superintendent.

(7) Track cars must not pass an attended block station without permission from the Signaller.

(8) Track cars will not operate automatic or semi-automatic signals, or highway crossing warning signals, neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for protection to movements made by such cars; Signalmen and Levermen must assure themselves that such cars have cleared the switches before operating same.

(9) Pony trucks must use the least important track available, and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must be run on the rail nearest the ditch, and on double, three or more tracks, on a track against the current of traffic; they must not use a track under conditions when an approaching train can not be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a Flagman has been placed in position where train can be stopped before reaching the pony truck. In yards they must not be used except by permission of the Yardmaster and under proper protection.

(10) Velocipedes to be operated by authority of the Superintendent.

(11) Signalmen will not admit a one-man track car to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track car without instructions from the Superintendent.

(12) The last four numerals of the present M. W. number shall be known as the running number.

D2802. Burro Crane—A motor driven car used to lay rails, etc. Such equipment must not be depended upon to operate automatic signals, nor shunt track circuits at interlockings and electric switch locking. They cannot be easily or quickly moved to or from track. They will be numbered for identification, as a running number, and when no car number is used, the last four figures of the badge plate should be used.

The prefix B. C. to number will be used when issuing train orders or instructions to drivers.

All rules and special instructions governing the movement of track cars will apply to Burro Cranes.

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS

D2901. Equipment as designated must not be permitted on tracks, bridges, etc., named.

X Indicates class of engine that must not be used.

	C-1	E-3 E-5 H-6	E-6 H-8 H-9	K-2 K-4	L-1	I-1	M-1
Between Bay View and South End or New York Avenue—Main Line.....						X	X
Baltimore District:							
Bay View:							
Bay View to Water Plug, southbound yard.....						X	X
North and south yards....						X	X
Orangeville:							
Storehouse and coal wharf.	X	X	X	X	X	X	X
All other tracks except Nos. 1, 2 and 3 running tracks.						X	X
Continental Can Co. Track No. 1.....	X	X	X	X	X	X	X
Weiskittel Track, Philadelphia Road.....				X	X	X	X
Loney's Lane Yard.....						X	X
Continental Can Co. Track No. 2.....	X	X	X	X	X	X	X
Delion Rubber Co.....	X	X	X	X	X	X	X
Rustless Iron Co.....			X	X	X	X	X
Baltimore Brick Co.....			X	X	X	X	X
Hoffberger Coal Co.....			X	X	X	X	X
Oriole Refrigerating Co.....			X	X	X	X	X
American Ice Co., Patterson Park.....			X	X	X	X	X
Patterson Park Yard.....			X	X	X	X	X
Eastern Supply Co.....			X	X	X	X	X
Von Heine Coal Track.....			X	X	X	X	X
Wilcox & Ziegler.....			X	X	X	X	X
President St. Branch:							
Bay View to Union Crossing:							
Crossover S. B. Track to Trappe Road Siding..						X	X
Weiskittel Track.....	X	X	X	X	X	X	X
Highland Yard.....						X	X
Clinton Street Yard....	X	X	X	X	X	X	X
Union Crossing to President Station.....						X	X
Tracks 13, 14 and 15							
President St. Yard....	X	X	X	X	X	X	X
Canton Yard:							
Barge Track.....			X	X	X	X	X
N. C. Track.....			X	X	X	X	X
Billet Yard.....			X	X	X	X	X
Lead to 5th Ave. back of Y. M. Office.....						X	X
Tool House - Ash - Middle Ash.....			X	X	X	X	X
Back Ash and 9th Street Tracks.....			X	X	X	X	X
Grain Yard and Piers 1, 2, 3, 4, 5, 6 and 7.....			X	X	X	X	X
South Wye.....			X	X	X	X	X
North Wye.....			X	X	X	X	X
5th Avenue Yard.....						X	X
New Coal Yard and East and West Bakers.....			X	X	X	X	X
Old Coal Yard and Refrigerator Yard.....	X	X	X	X	X	X	X

	C-1	E-3 E-5 H-6	E-6 H-8 H-9	K-2 K-4	L-1	I-1	M-1
Bowker Track			X	X	X	X	X
A. A. Chemical Track			X	X	X	X	X
Baugh Chemical					X	X	X
Miller Fertilizer			X	X	X	X	X
Canton Shop Yard			X	X	X	X	X
Sparrow's Point Branch:							
Canton Jct. to 5th Ave.					X	X	X
5th Ave. to Sollers					X	X	X
Sollers to Sparrow's Point			X	X	X	X	X
Main Track Canton Jct. to Sollers							
Eastern Supply Co. Track		X	X	X	X	X	X
The Pompeian		X	X	X	X	X	X
Highlandtown Yard			X	X	X	X	X
Federal Yeast			X	X	X	X	X
Ried Avery		X	X	X	X	X	X
Intercoastal Paint Co.	X	X	X	X	X	X	X
Dundalk Central Foundry		X	X	X	X	X	X
Curtis Caproni	X	X	X	X	X	X	X
Gen. Gas & Elec. Co.	X	X	X	X	X	X	X
Standard Oil Track, Sparrow's Point	X	X	X	X	X	X	X
Sparrow's Point Station Track	X	X	X	X	X	X	X
Wye Sparrow's Point				X	X	X	X
Block Route:							
Alicanna Street and City Block Yard	X	X	X	X	X	X	X
Calvert—Shed A.	X	X	X	X			
Calvert Sta.—Tracks 1, 2, 7 and 11		X	X	X			
Calvert—Horn Track	X	X	X	X			
Jail Yard	X	X	X	X			
Madison Yard	X	X	X	X			
Eager Street Yard	X	X	X	X			
Pennsylvania Station:							
"A" Track High Line, to Calvert				X	X	X	X
"B" Track, High Line, to northbound freight						X	X
"C" Track, High Line, north end					X	X	X
Sleeper Yard (Tracks 2 and 3 only)			X	X	X	X	X
Mt. Royal Yard					X	X	X
Mt. Vernon Yard					X	X	X
Bolton Yard					X	X	X
Poultney Coal Track	X	X	X	X	X	X	X
North Ave. Pumping Station	X	X	X	X	X	X	X
International Harvester	X	X	X	X	X	X	X
Mt. Vernon Auto Delivery				X	X	X	X
Gwynns Run:							
National Biscuit Co.				X	X	X	X
American Brake Shoe off W. M. Ry.				X	X	X	X
American Stores Track				X	X	X	X
Ward Baking Co.				X	X	X	X
Von Heine Coal Co.				X	X	X	X
American Ice Co.				X	X	X	X
Schofer Bros. Coal				X	X	X	X
Barretts Tarvia & Abattoir Track				X	X	X	X
New Yard					X	X	X
Old Yard			X	X	X	X	X
J. O. White	X	X	X	X	X	X	X

	C-1	E-3 E-5 H-6	E-6 H-8 H-9	K-2 K-4	L-1	I-1	M-1
Frederick Road:							
Freight Station				X	X	X	X
Robert S. Green Track			X	X	X	X	X
Baltimore Lumber Co.			X	X	X	X	X
Frederick Road Yard			X	X	X	X	X
Claremont Branch		†	X	X	X	X	X
Claremont Branch, north leg of wye		†		X	X	X	X
Claremont Branch, south leg of wye		†		X	X	X	X
Bloedes Track			X	X	X	X	X
Catonsville Branch			X	X	X	X	X
Merritt, Chapman & Scott					X	X	X
Odenton:							
Fort Meade Branch					X	X	X
Signal School and Church Tracks				X	X	X	X
Bowie:							
Pope's Creek Branch—Main Line					X	X	X
Rosslyn Branch:							
Main Line					X	X	X
Sinclair Oil Track	X	X	X	X	X	X	X
West Bros. Track	X	X	X	X	X	X	X
Va. Ice & Fuel Co. Track	X	X	X	X	X	X	X
Memorial Bridge Track	X	X	X	X	X	X	X
Taylor Motor Co. Track	X	X	X	X	X	X	X
Hires Turner Track	X	X	X	X	X	X	X
Griffith Coal Track	X	X	X	X	X	X	X
All Yard Tracks	X	X	X	X	X	X	X
Washington District:							
Hudson Brick Co. Track, Magruder Branch			X	X	X	X	X
Naught Track, south of Eastern Branch Bridge					X	X	X
Apple House Track	X	X	X	X	X	X	X
Washington Gas Light Co. Track	X	X	X	X	X	X	X
Nos. 1 and 2 Tracks, M Street Yard	X	X	X	X	X	X	X
L. P. Stewart's Track	X	X	X	X	X	X	X
Nos. 2 and 3 Loop Tracks, Jersey Yard					X	X	X
Nos. 1 and 2 Tracks "Over the Hill," Jersey Yard					X	X	X
Nos. 1 and 2 High Line Tracks, Jersey Yard					X	X	X
Capitol Power Plant Track	X	X	X	X	X	X	X
Navy Yard Track	X	X	X	X	X	X	X
D. C. Refuse Disposal Track	X	X	X	X	X	X	X
R. P. Andrews Track	X	X	X	X	X	X	X
Standard Oil Co. Track	X	X	X	X	X	X	X
Government Fuel Yard Tracks, Jersey Yard	X	X	X	X	X	X	X
All Coal Trestle Tracks, Jersey Yard	X	X	X	X	X	X	X
Inbound and Outbound Subway Tracks, Jersey Yard	X	X	X	X	X	X	X
Nos. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14 Tracks, Jersey Yard	X	X	X	X	X	X	X
All Tracks, 3rd Street and 4½ Street Yards	X	X	X	X	X	X	X
Terminal Storage Warehouse Track	X	X	X	X	X	X	X
All Tracks, 6th Street Yard	X	X	X	X	X	X	X
Federal Warehouse Track	X	X	X	X	X	X	X
Hessick's Track	X	X	X	X	X	X	X

†—E-5 engines restricted.

	C-1	E-3 E-5 H-6	E-6 H-8 H-9	K-2 K-4	L-1	I-1	M-1
14th Street Yard, 1, 3, 6, 7, 9 tracks.....	X	X	X	X	X	X	X
14th Street Yard, 2, 4, 6, 8 Tracks.....					X	X	X
9th Street Yard, 1, 3, 5, 6 Tracks.....					X	X	X
9th Street Yard, 2 and 4 Tracks.....	X	X	X	X	X	X	X
All Tracks, Water Street Yard.	X	X	X	X	X	X	X
Main Line—Between B. & P. Junction and Wago Junction.						X	X
Woodberry:							
Delivery Track.....				X	X	X	X
Poole Engineering Co....	X	X	X	X	X	X	X
Mt. Washington—Station Track.....				X	X	X	X
Green Spring Branch.....					X	X	X
Wye Track.....				X	X	X	X
Texas Quarry Track.....				X	X	X	X
Texas Lime Kiln Track leading from Station Track.....	X	X	X	X	X	X	X
Monkton Station Track....				X	X	X	X
Blue Mount Baker's Track (O. K. for all engines to 1st curve beyond passing siding).....				X	X	X	X
White Hall—Hendrix Mill Track.....				X	X	X	X
New Freedom—Summer's Canning Co.....				X	X	X	X
Glen Rock—Station Track.				X	X	X	X
York District:							
Certain-teed Roofing Co. Nos. 1 and 2.....		X	X	X	X	X	X
McGann Track.....		X	X	X	X	X	X
Read Machinery Co. Nos. 1 and 2.....		X	X	X	X	X	X
York Paper Co.....		X	X	X	X	X	X
Crossover, King Street Yard. No. 1 Track, King Street Yard.				X	X	X	X
Lafean Coal Co.....				X	X	X	X
Motters Nos. 2 and 1.....				X	X	X	X
Gerber's No. 1.....	X	X	X	X	X	X	X
York Ice Machinery Co.—All Tracks.....				X	X	X	X
Keystone Color and Paint Co.		X	X	X	X	X	X
Smyser Coal Co. Nos. 1 and 2.		X	X	X	X	X	X
Edison Light & Power Co. Track.....				X	X	X	X
Hespenheide & Thompson Track.....		X	X	X	X	X	X
Barnitz-Heckert Co.....		X	X	X	X	X	X
Incline at George St.....	X	X	X	X	X	X	X
Smyser-Royer Co.....	X	X	X	X	X	X	X
Crossover to Small's Track..	X	X	X	X	X	X	X
Farquhar Nos. 1, 2 and 3....	X	X	X	X	X	X	X
E and D Tracks.....	X	X	X	X	X	X	X
Nos. 1 and 2 Tracks, M. W. Yard.....			X	X	X	X	X
F and G Tracks.....			X	X	X	X	X
B Track, West End.....			X	X	X	X	X
Crossover—Queen Street between Nos. 1 and 2 Sidings.				X	X	X	X
Switch to M. & P. R. R.....				X	X	X	X
Runaround Crossover.....				X	X	X	X
Crane Track.....				X	X	X	X

	C-1	E-3 E-5 H-6	E-6 H-8 H-9	K-2 K-4	L-1	I-1	M-1
Warehouse Tracks 5, 6, 7, 9, 10, 11 and 12.....				X	X	X	X
Crossover in Jail Street Crossing, Track 5 to Track 6...				X	X	X	X
No. 7 Crossover.....				X	X	X	X
Ashpit Track.....				X	X	X	X
No. 1 Running Track.....				X	X	X	X
New Shop Track.....		X	X	X	X	X	X
No. 2 Safe Works.....	X	X	X	X	X	X	X
Foundry Track.....		X	X	X	X	X	X
Stacey-Schmidt Track No. 1.		X	X	X	X	X	X
Stacey-Schmidt Track No. 2.	X	X	X	X	X	X	X
North End Coal Storage....				X	X	X	X
Grothe Coal Track.....		X	X	X	X	X	X
North End Nos. 2, 3 and 4 Tracks, Poor House Yard..				X	X	X	X
Switch to Coal Wharf.....				X	X	X	X
York Ice and Coal Track....		X	X	X	X	X	X
York Saw Works.....	X	X	X	X	X	X	X
Keystone Siding No. 2.....				X	X	X	X
North End No. 6 Track, Poor House Yard.....				X	X	X	X
D. E. Frey Track.....				X	X	X	X
Roosevelt Garage Track....	X	X	X	X	X	X	X
York Fair Grounds Track....				X	X	X	X
Medusa Cement Co. Track..				X	X	X	X
Palmer Lime Co.—All switches in Yard.....				X	X	X	X
Emigsville:							
American Acme Co.....				X	X	X	X
Sentz Coal Yard.....				X	X	X	X
Mt. Wolf Track—G. A. Wolf & Sons.....	X	X	X	X	X	X	X
York Branch—Main Line							
Columbia to York.....						X	X
Wrightsville Yard.....				X	X	X	X
Wrightsville Curve.....				X	X	X	X
Wrightsville Station—Main Track Side.....				X	X	X	X
Y. H. & F. Ry.—Main Line							
York to Frederick.....					X	X	X
P. H. Glatfelter's Tracks—Spring Grove.....				X	X	X	X
Littlestown—Coal Trestle Track.....				X	X	X	X
Union Bridge Branch—Main Line.....				X	X	X	X
Union Bridge Wye.....	X	X	X	X	X	X	X
Walkersville Canning Co. Track.....				X	X	X	X
Walkersville—Jamison's Track.....				X	X	X	X

Double heading of all classes of locomotives is prohibited over Bridge 9.51—Bear Creek.

Doubleheading of all classes of locomotives is prohibited over Bridge 138.45, Potomac River, except that two H-6, two H-8, two H-9 or two B type engines coupled, but without cars, may move over this bridge at a speed not exceeding fifteen miles per hour. Two or more engines on one train must be spaced at least seven cars apart.

Wreck Derricks of 120 tons capacity, when run between Littlestown and Frederick, must be separated from the engine by at least two empty cars with speed restricted to 20 miles per hour over Bridges 41.58 and 65.20.

Orangeville Wreck Derrick may be operated on Claremont and Sparrow's Point Branches and must be separated from engine by at least two empty cars, with a speed restriction of 10 miles per hour over Bridge 0.60, Claremont Branch, and Drawbridges 6.12 and 9.51, Sparrow's Point Branch.

D2903. Track Inspection cars must have Lookout Door closed while moving in the following territory:

Baltimore, Union Tunnel.

Baltimore, Under Sheds, Pennsylvania Station.

Howard Tunnel.

In addition to having Lookout Door closed, Track Inspection cars must be moved with extreme care through Virginia Avenue Tunnel, Washington, where the clearance on southward track is about one and one-half inches.

D2904. On account of close clearance, the largest coach equipment of the C. M. St. P. & P. must not be moved through Virginia Avenue Tunnel, Washington.

S30. ELECTRICAL OPERATION.

D3001. Employes are warned that it is dangerous to get within three (3) feet of any overhead electric wires.

No unqualified employe shall do any work near overhead wires or apparatus unless a qualified employe is assigned to protect him against personal injuries.

Employes are cautioned that they must not be on top of box cars, engines or other high equipment when movements are being made from sidings, yards or other tracks which are not electrified to tracks which are electrified.

When an overhead wire failure occurs that may obstruct adjoining tracks, all tracks must be protected immediately.

D3002. "SPECIAL INSTRUCTIONS FOR EMPLOYES IN ELECTRIFIED TERRITORY" are issued in book form, No. C.T. 290. Employes working in electrified territory must be conversant with these instructions.

Yardmasters and Conductors will be responsible for knowing that Trainmen and Caretakers of shipments and equipment understand these instructions.

Enginemen will be responsible for knowing that Firemen understand and comply with these instructions.

When newly employed or inexperienced Trainmen are working on the crew, the older members must call the attention of the new men to the possible danger.

"Alternating Current Multiple-Unit Car Equipment Instructions" are issued in book form, No. 66-C. Employes whose duties are prescribed in these instructions must be conversant with them.

D3003. The master controller handle must in no case be blocked, fastened or otherwise tampered with in such a manner as to prevent the spring tension returning it to the Emergency Position if the Engineman's hand is removed.

When necessary for Engineman to leave his compartment due to trouble while on the road, the brake valve and master controller handles must be removed and kept in his possession.

When two or more multiple-unit trains have been stopped on same track a short distance apart, each Engineman should not attempt to start his train until 30 seconds after train ahead has started and then should accelerate slowly by notching up the controller.

If controller handle is moved to Off Position while train is moving at a speed of over 30 miles per hour, power must not be restored to motors until speed has been reduced to 30 miles per hour or below, either by coasting or applying brakes.

If train does not start, accelerates slowly or unevenly, examine the control cut-out plug, if properly inserted, the overload relays should be reset. If this does not relieve the condition the train crew should examine the control cut-out switches on each car closing any found open without being tagged, reporting same to the Engineman.

D3004. In the event of damaged pantograph the Engineman, assisted by train crew, must make prompt effort to free pantograph from wire so that train can proceed if possible. Pantographs damaged in any part should have grounding switch closed and should be tied down as close to the car roof as possible and the loose ends of pantograph tubing should be tied fast.

D3005. Multiple-Unit trains must not assist in starting passenger trains except that the multiple-unit train may move against the rear of train, make a full service application of brakes, and hold rear end of train while slack is taken by engine. Power must not be applied to multiple-unit train to assist in taking slack or in moving the train. The cutting lever at head end of multiple-unit train must be raised so that train can move away if engine is able to start train.

Multiple-unit trains must render no assistance whatever in starting freight trains.

D3006. The heating of multiple-unit cars must be regulated by Trainmen and Inspectors in accordance with the instructions posted on heater boards which indicate the degree of heat to be used.

It is the Trainmen's responsibility to know that all cars in their train are heated to a temperature of between 60 and 65 degrees, and if the degree of heat shown on the heat board posted does not give a temperature between 60 and 65 degrees, they will readjust the heat switches accordingly.

D3007. The signal whistle magnet valve snap switches on Multiple Unit cars, must be turned off at all locations on trains of four cars or less, except the front or operating end, and the rear end. On trains of five or more cars the snap switch must not be turned off at the end of car from which trainmen regularly give communicating signals.

D3008. Multiple-unit cars with motors inoperative shall be placed in trains at terminals according to the following schedule when necessary:

SINGLE UNITS.

Total number of cars in train	3	4	5	6	7	8	9	10
Number of inoperative cars	0	0	1	1	1	1	2	2

DOUBLE AND SINGLE UNITS.

4 Double Units	1	Double unit inoperative
3 Double and 1 single unit	1	Single unit inoperative
2 Double and 2 single units	1	Single unit inoperative
3 Double and 2 single units	1	Single unit inoperative

This practice is permissible only to move inoperative cars to car shops for repairs and, otherwise, only in extreme cases of deranged car supply to avoid long delays. This does not apply to cars becoming inoperative while on the road, which will be handled as directed by the Superintendent.

D3009. The emergency train brake attached to the master controller of electric engines must be in service on the end from which the engine is being operated, with the following exceptions only:

1. When making shifting movements.
2. During backward movement, when Engineman is required to look backward out of Cab window.
3. When Enginemen are being instructed in the operation of the electric engines, during which time a qualified Engineman is standing by acting as instructor.

D3010. When an electric engine or an "MU" car becomes derailed, pantograph must be lowered immediately.

When there is a possibility that the contact between electric engines or "MU" cars, and the electric return circuit, as represented by the rail, may be broken, pantographs must be lowered immediately.

No pantograph shall be raised until it has been definitely established that the electric engine or "MU" car is again making proper contact with the rail return circuit.

D3011. Tonnage Rating and Notching Instructions for operation of P-5A Electric Engines in Passenger Service:

- 1040 tons or less—No notching restrictions.
- 1041 to 1100 tons—Controller handle must not be moved above 18th notch.
- 1101 to 1200 tons—Controller handle must not be moved above 17th notch.
- 1201 to 1250 tons—Controller handle must not be moved above 16th notch.

Trains will be double headed when tonnage exceeds 1250.

In computing tonnage, the weight of each car as given in the following table will be used:

90 tons: Diner.

85 tons: Pullman, Business.

80 tons: PB-70, PBM-70, PBM-80A, Cafe, Postal, B74-A-B, BM-70.

65 tons: P-70, R-50, R-50A, R-60, R-60A, Railway Express.

When a car of classification not shown is in a train, the stencil weight must be used, with proper adjustment for the lading.

Conductors must compute the weight of train and advise Engineman.

The operation of the engine must be in accordance with the above controller notch restrictions and "Engineman's Instruction Book, Electric Locomotive—Type P-52."

S31. EMPLOYES' REGISTER.

S31A. When reporting for duty, Trainmen, Enginemen and Firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Engine House Foreman or their representatives, or Operator, when register is signed at a Block Station, who will witness the signatures.

D3101. Registers for this purpose are located as follows:
Potomac Yard—Assistant Yard Master's Office—Engine House—Four Mile Run.

Washington—Jersey Yard—General Yard Master's Office.

Gwynns Run—Yard Master's Office.

Baltimore—Pennsylvania Station—Station Master's Office.

Madison Yard—Yard Master's Office.

Bayview—Yard Master's Office.

Canton—Yard Master's Office.

Canton No. 1 Yard—Assistant Yard Master's Office.

Canton No. 3 Yard—Assistant Yard Master's Office.

Union Crossing Tower.

Clinton St. Scales—Weigh Master's Office.

President Station—Agent's Yard Office.

Orangeville Engine House—Engine Dispatcher's Office.

Mt. Vernon—Yardmaster's Office.

Parkton—Passenger Station—Waiting Room.

York—Yard Master's Office—Engine House—Baggage Room.

Frederick—Hostler's Building at Wye.

S32. PERSONAL INJURIES.

S32A. Emergency calls for Surgeons will have preference over other business, except train orders.

Employees injured on company property, or while on company business, will be treated by the nearest physician named below, without cost, throughout their disability. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals named below.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside Surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

D3201. Medical Examiners and Company Surgeons.

LOCATION.	NAME AND ADDRESS.	TELEPHONE NUMBER.
Baltimore, Md.....	R. W. LOCHER, M. D., 31 East North Avenue.....	Vernon 0418
	H. B. MCELWAIN, M. D., 31 East North Avenue.....	Vernon 0418 (day). University 3257
	221 W. 29th St.....	(after 9.00 P. M.)
Bowie, Md.....	DUDLEY WILLIAMS, M. D., 507 Charing Cross.....	Gilmor 2062
	W. J. SCHMITZ, M. D., 701 N. Kenwood Avenue....	Wolfe 0207
Cox, Md.....	OTTO M. REINHARDT, M. D., Cambridge Arms, Charles & 34th Sts.	University 1708
	G. E. LANCASTER, M. D.....	Bowie 19
Washington, D. C.....	ERNEST SPENCER, M. D., Bel Alton, Md.....	La Plata 57-F23
	G. L. ALEXANDER, M. D., 7214 Blair Road, N. W.....	Georgia 2474
Sparrow's Point, Md..	J. W. MANKIN, M. D., 2030 16th Street, N. W.....	Potomac 0071
	G. C. McCORMICK, M. D., 703 C Street.....	Sparrow's Point 240
Mt. Washington, Md..	W. J. TODD, M. D.....	Tuxedo 1546
	New Freedom, Pa....	J. L. YAGLE, M. D..... Glen Rock 44-R-5
York, Pa.....	LOUIS S. WEAVER, M. D., (Office) Manufacturers' Association Bldg., 25 N. Duke St. (City Home) Corner of South Queen Street and Peyton Road	York 44403
	(Country Home) York R. D. # 8	York 65242
	F. V. McCONKEY, M. D., (Office) 3 E. Market St.....	County 97-R-4
	(Home) 549 Madison Ave....	York 44178
Columbia, Pa.....	JOSEPH P. KENNEDY, M. D., 515 Locust Street.....	York 2741
	G. P. TAYLOR, M. D., 432 Chestnut Street.....	Independent 44
Wrightsville, Pa.....	B. A. Hoover, M. D.....	Bell 81
Hanover, Pa.....	F. C. LEPPERD, M. D.....	Wrightsville 36-R-2 Cumberland Valley 92-W and Bell 90 J
	E. P. THOMAS, M. D., 7 E. Church Street.....	Office, Bell 165 Residence, Bell 1036
Frederick, Md.....	W. M. SMITH, M. D., 7 E. Church Street.....	Office, Bell 165 Residence, Bell 492

D3202.**Hospitals.**

LOCATION.	NAME AND ADDRESS.	TELEPHONE NUMBER.
Baltimore, Md...	St. Joseph's Hospital, Caroline and Hoffman Sts.	Vernon 5800
Washington, D.C.	Emergency Hospital, 17th St. and N. Y. Ave., N. W.	Main 2734
York, Pa.....	York Hospital, S. George St. and Rathton Road.	5461
Harrisburg, Pa...	Harrisburg Hospital, Front and Mulberry Streets.	Bell 210
Columbia, Pa....	Columbia Hospital, 7th and Poplar Streets....	Columbia 64
Frederick, Md...	Frederick City Hospital, Park and Prail Avenues...	Frederick 217

D3203. FIRST AID BOXES AND STRETCHERS:

First Aid Boxes, location of:

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

At each passenger and each freight station.

At yard offices 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 trains, shop and engine houses, camp cars and on each track and hand car and as provided by a State law.

Stretchers:

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

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

Stretchers have been placed in each block, interlocking and passenger station in electrified territory.

D3204. Gas Masks for emergency use in tunnels are located as follows:

- 4 at Stationmaster's Office—Penna. Station—Baltimore,
- 3 at Fan Operator's Room—Penna. Ave. Station—Baltimore,
- 2 at Yard Master's Office—Jersey Yard—Washington.

S33.**USE OF TELEPHONES.**

S33A. Employees using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with proper persons.

Persons using telephones must yield the line promptly for train movements.

If telephone fails, Trainmen will use any means of communication to avoid delay.

When used for Block Operations, transmitting train orders or making any arrangement pertaining to the movement of trains by Trainmen, the Conductor or Engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine numbers, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

D3301. Telephones are located at or near all block signals, cross-overs and non-interlocked switches.

D3302. Location of telephones in B. & P. Tunnel:

At Northward Block Signal, Mount Street,
On Southward Platform, Pennsylvania Avenue,
Wilson Street Fan House—Street level,
North End John Street Opening—Outside Southward track,
North End B. & P. Tunnel, North Avenue.
In Manholes marked with two white lights enclosed in an
iron case; to open, push in keeper and press iron plunger.

D3303. Instructions for reporting clear of block, for obtaining permission to occupy block and for use of telephone in transmitting train orders are posted in block stations and telephone boxes and booths.

Conductors, Enginemen, Signalmen and other authorized persons only are permitted to use telephone for this purpose and they must conform strictly to these instructions.

S34. MISCELLANEOUS.

S34A. Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless Form C. T. 310 is attached, one to each side of the pivoted machinery when moving on its own wheels, or to the car upon which it may be loaded, and Form C. T. 310-A to the billing. When such shipments are set off for repairs that may affect the requirements of A. R. A. Loading Rules, they must not be moved except upon authority of the Trainmaster, and not until proper inspection, and billing has been endorsed by Agent or Yardmaster "Reinspected at.....and loaded as per A. R. A. Loading Rules."

In order that the weight will be as nearly equalized as possible on both trucks of cranes shipped on their own wheels, having booms detached, all coal must be removed from the coal bunkers, all water left out of the boilers, and all water removed from the reservoirs. The light end of crane should trail. Where trucks are secured to body of keyed or nutted center pin, key or nut should be removed from pin on trailing end.

Conductor when setting off such shipments for repairs, must notify the proper officer that it is pivoted machinery.

D3401. Rule 702, ninth paragraph, revised:

Defective hose removed enroute must be tagged to show train number, initial and number of car or engine, date and place of removal. Enginemen to send hose from engine to Enginehouse Foremen. Conductors to send hose from passenger equipment cars to Foreman Car Inspectors at terminals; from freight cars to be delivered to first available car inspector who will furnish a new one. Freight Conductors must carry as part of their equipment a supply of Form M. P. 401—Conductors Report of Repairs Made and Material Applied to Foreign and Individual Freight Cars by Train and Engine Crews—and use these forms as directed thereon.

D3402. Rule 706 modified:

Uniforms—Designated uniformed employes must wear the standard uniform November 1st to April 30th, both inclusive.

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

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

D3403. Rule 737 amplified:

Electric illuminated signs may be displayed on rear of passenger trains; also, search or flood lights located under the vestibule of business cars may be displayed on the rear end of trains.

D3404. Rule 832 amplified:

To the signal equipment required by crossing watchmen or gatemen, add "Fusees" and "Whistle."

Rule 832, fourth paragraph, amplified to read:

When a train, engine or any type of rail equipment is approaching, watchmen must place themselves in the middle of the highway, near the track, and remain there until it is safe for vehicles and pedestrians to cross the track. By day they will display a Stop sign, holding it in an upright position so that the word "STOP" will plainly appear to any person approaching on the highway. By night, or when Stop sign cannot be plainly seen, they will display a red light, swinging it across the direction of highway traffic, care being used not to show the red light to an approaching train, engine or any type of rail equipment except when necessary to stop it.

D3405. Rule 701 modified:

When a freight train is stopped for coal or water at a point outside of interlocking limits, the engine need not be detached from the train if in the judgment of the Engineman it is unnecessary.

D3406. Rule 723 amplified:

Baggagemen must carry a white lamp lighted by night. On all trains, both day and night, they must have a white lamp lighted and ready for immediate use in case of emergency while passing through tunnels.

Enginemen and Firemen on all locomotives, both day and night, must have a red lamp and a white lamp lighted and ready for immediate use in case of emergency while passing through tunnels.

D3407. Detentions to passenger trains occurring in Baltimore Tunnels must be reported in detail by wire promptly from the first convenient point or upon arrival at Washington for southward trains, and from the first convenient point for northward trains.

The Engineman must report if engine stalled, giving the reason, and if from sanders failing, give the cause. He will also report if sand was flowing from both sides before leaving Baltimore.

The Conductor must report the cause also, after consultation with the Engineman, and in addition, state if any discomfort suffered by the passengers from gas, smoke, etc.

This report must be sent by wire to the Superintendent.

D3408. All passenger trains while passing through tunnels must be lighted both day and night.

Passenger Trainmen, when approaching tunnels will see that all the windows and end car doors are closed. They will close the air dampers on both ends of cars equipped with the air intake ventilating system, and trailing or drop sash ventilators on cars so equipped.

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

D3409. In 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 should 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 making unnecessary smoke while trains are tied up in the tunnel, and will not use the blower stronger than is necessary to take up smoke and gases. Blowing off steam should also be prevented.

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 Rule 700.

D3410. Conductors of trains with cars containing High Explosives for movement through Union Railroad Tunnel or B. & P. Tunnel must send a message to the Train Dispatcher from Loudon Park, Union Yard, Bay View or Canton, giving the engine number and destination of cars of High Explosives in train, and no train will be permitted to enter these tunnels while a train with a car of High Explosives is passing through the tunnels.

D3411. The following instructions are to be carried out when freight trains are pushed with helping engines on the rear:

In starting a freight train having a pusher on the rear, the leading Engineman will call in the Flagman but will not use steam until the Flagman has returned, when the pusher Engineman will give two short blasts of the steam whistle. Steam should then be applied gradually to avoid rough handling of the train.

When necessary to take slack to start the train, the front Engineman will do so, after having first given the whistle signal to apply brakes. If not successful in starting the train after having taken the slack with the front engine, the rear Engineman will take the slack, after having given the whistle signal to apply brakes. When there are two engines on the front end of a train the leading Engineman only will take the slack and when there are two helpers on the rear, the rear Engineman only will take the slack. In starting the train under either of the above conditions, the Engineman next to the train will not use steam until necessary to supplement the other engine. Enginemen must use care and good judgment to avoid damage to the train.

Enginemen on the helping engines on the rear of train must know that the air brakes are released before attempting to start.

Trainmen must be in position to give signals and to assist in holding the train when necessary to get the slack.

D3412. All freight trains which are to be assisted through Union Railroad Tunnel may be pushed, except trains that have wooden flat cars or wooden cabin cars.

D3413. The Firemen 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.

D3414. Repairs made and material applied to foreign and individual freight cars by train and engine crews, must be reported on Form MP401, by the Conductor, which must be turned in to Car Inspector or Yardmaster, at end of trip.

D3415. There have been several cases of slid flat wheels and broken pinions and gears on both mechanical and gas-electric drive cars due to improper handling. Therefore, when moving gasoline or gas-electric rail motor cars with steam engines all concerned will be governed by following instructions:

- (a) Mechanical Drive Cars: It must be definitely determined before coupling to the car that transmission gears are in neutral. This applies to both the reverse gear and the transmission gear.
- (b) Before car is moved, it must be definitely determined that the brakes have released properly.
- (c) Gas Electric-Rail Motor Cars: Extreme care must be exercised in coupling and while braking, and it must be definitely determined that the brakes are released before the car is moved.
- (d) Either gasoline or gas-electric rail motor cars, whenever possible, should be moved under their own power.

The automatic brake valve handle on gas-electric rail motor cars must in no case be fastened or otherwise tampered with, in such a manner as to prevent a brake application, if the Engineman's hand is removed.

D3416. When necessary for a freight train to set off a car with hot boxes or other defects, the Conductor will report to the Superintendent from the first point of communication, giving initial and number of car, lading, destination and capacity.

D3417. Enginemen and Conductors will arrange to get their train clear of main tracks when the engine is giving trouble or having trouble with hot boxes that are liable to detain them for any length of time. Whenever practicable, trains should endeavor to clear the main track at first passing siding or at an interlocking point, notifying the Signalman of his intention by giving whistle

signal as per Time Table Special Instruction D705, when approaching an interlocking station, and a sufficient distance therefrom to allow the Signalman to set up the route. This does not relieve Conductors or Enginemen from promptly communicating with the tower, if necessary, to avoid delay.

When an engine on a passenger train fails en-route and there is a freight engine in the vicinity of where the failure occurs, Conductor and Engineman will arrange to substitute the freight engine for the disabled passenger engine at once and report the facts by wire to the Superintendent from first telegraph office, and move to destination or to a point where suitable engine can be obtained.

Engines with tenders of 5500 gallons capacity, or larger, must not be run in passenger service, unless they are equipped with the equalizer pedestal type trucks.

Tenders of these capacities equipped with diamond trucks and elliptical springs may be used in passenger service.

Tenders of these capacities equipped with diamond trucks and helical (spiral shaped) springs are not to be run in passenger service under any circumstances.

D3418. When passenger trains are double-headed and one of the locomotives fail, and the failure is of a kind that will necessitate cutting the engine off or cause serious delay to make temporary repairs, Conductor and Engineman will arrange to set the disabled engine off on the first available siding and continue with the train with one engine and report from the first telegraph office to the Superintendent; but if the failure occurs at a block station, report to Superintendent at once. The engine crew that is regularly assigned to the train must take charge of the serviceable engine and continue to destination, the extra engine crew to remain with the disabled engine, and after they have made such repairs as necessary for movement, will report to the Superintendent for instructions.

D3419. Freight Trainmen will, as far as possible, avoid blocking road or street crossings with trains and delaying traffic; and when trains are stopped for more than five minutes will, at the expiration of that time, cut and clear the crossing.

D3420. On account of the close intertrack clearance in the Virginia Avenue Tunnel when two large locomotives such as the Mikado class engine of the B. & O. R. R. and the class H-9 or heavier of our own line are passing, Trainmen must exercise care.

D3421. Buckets of sponging for journals of passenger cars are located at the following points:

Stony Run Water Station,
York—At warehouse, Duke Street.

Car Inspectors who can give attention to hot boxes on passenger trains, and boxes containing material with signs reading "Car Inspector," are located at:

Bayview.

Where in case a Car Inspector is not on hand, Trainmen will find material in small box stencilled "Passenger Car Sponging."

Rubber hose connected with standpipes for use in cooling hot boxes are located as follows:

Bowie—North end northward platform.
Bowie—South end southward platform.

D3422. The minimum clearance for trolley wires running across and over tracks is 20 feet and 3 inches above top of rail. A man standing on a high box car and in the act of giving a signal by swinging his arm or a lantern overhead would make contact with such wires, if he happened to give the signal at the time he was passing under the wire, and subject himself to serious danger, and Trainmen are warned against this danger at the following points where overhead trolley wires cross the tracks of this division:

Potomac Electric Power Plant Siding Deanwood.
W. B. & A. Crossing Odenton, Md.

Monument St. and Greenmount Ave.	
Monument St. and Aisquith St.	
Monument St. and Ensor St.	
Monument St. and Gay St.	
Monument St. and Central Ave.	
Central Ave. and Orleans St.	
Central Ave. and Lexington St.	
Central Ave. and Baltimore St.	
Central Ave. and Pratt St.	
Central Ave. and Bank St.	
Central Ave. and Gough St.	
Eastern Ave. and Caroline St.	
Wolfe St. and Thames St.	Baltimore.
Wolfe St. and Aliceanna St.	
Aliceanna St. and Ann St.	
Aliceanna St. and Broadway.	
Aliceanna St. and Caroline St.	
Aliceanna St. and Bond St.	
Bond St. and Lancaster St.	
Guilford Ave. and Pleasant St.	
First St. and President St. Branch.	
Wolfe St. and Fleet St.	
Ann St. and Fleet St.	
Broadway and Fleet St.	
Bond St. and Fleet St.	
Caroline St. and Fleet St.	
Aliceanna St. and Washington St.	Baltimore.
15th St. and Union R. R.	
U. R. & E. Co. Crossing.	{Ship Yard, Sparrow's Point
A. B. Farquhar Siding, North St.	York, Pa.
George St.	York, Pa.
Market St.	York, Pa.
West York Ave.	York, Pa.
Market St.	West York, Pa.
Fifth St.	Frederick, Md.
Patrick St.	Frederick, Md.

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

D3423. High tension power wires, carrying 6600 volts, for the operation of automatic signals and train control, are located as follows:

Along No. 2 track from Block Signal No. 17 to Bridge 41.96;

Along No. 1 track from Bridge 41.96 to Howard Tunnel;

Along No. 2 track from Howard Tunnel to transformer house 500 feet east of College Avenue, York. (Between this transformer house and the transformer house 400 feet west of Loucks Mill Road, the wires are in underground conduits);

Along No. 2 track from point 400 feet west of Loucks Mill Road to Wago Junction.

All employees are hereby cautioned as to the great danger of personal injury which would result in case of contact with these wires. Great care must be used in case of wrecks or damage by storm to see that all persons avoid contact with these wires and as far as possible to prevent any material or apparatus from coming into contact with them.

D3424. Passenger Trainmen and employes of the Pullman Company must keep the doors of toilet rooms in passenger equipment locked between Bay View and Gwynns Run, between Ivy City Enginehouse and Washington, and between Grantley, York Block Station and Palmers.

D3425. The use of sand on main tracks is prohibited within 100 feet of the draw span of the Eastern Branch Bridge (Old Line).

D3426. Employes receiving train orders by telephone direct from the Train Dispatcher or from a Block Signalman, must forward such orders to head of their department at end of trip or day's work.

D3427. Facing point switch southward No. 4 track, 5234 feet south of Gwynns Run Tower, and leading to Catonsville Branch, equipped with an electric switch lock controlled from Gwynns Run Interlocking Station.

Trainmen wishing to use this switch to or from Catonsville Branch must first obtain an unlock from Signalman at Gwynns Run.

D3428. Trainmen must not pass over container cars while cars are in motion.

D3429.

Instructions to be Followed When Rail Motor Cars are Used as Trailers or are Being Towed.

Cars shall be placed only at end of train. If hauled by passenger train, train should not consist of more than fifteen cars. If hauled by freight train, train should not consist of more than thirty-five cars.

D3430. Effective from time to time, semaphore signals at various points on the Baltimore Division will be changed to position light signals in the same location without further notice.

D3432. Rule 5a of Air Brake and Train Air Signal Instructions 99-B-1 changed to read as follows:

5a. (Freight Cars in a Passenger Train)—Must be equipped with a safety valve applied to the brake cylinder, or the brake cylinder pipe, except in emergency cases cars may be operated without this safety valve and the engineman in charge of the train notified to operate his train brakes under normal operating conditions in such a manner so as to avoid a brake cylinder pressure in excess of 60 lbs. at speeds less than 25 miles per hour. The safety valve when applied must be removed when the car returns to freight service.

D3433. The following paragraph added to Rule 19 of Air Brake and Train Air Signal Instructions No. 99-B-1:

When attaching or detaching helping locomotives in passenger or freight train service, an application and release test of the train brakes must be made from the locomotive in charge of the train. Inspectors or trainmen will note that the rear brakes of train apply and then signal for a release, noting that the rear brakes release. Helping locomotives may be detached from rear of train without making the brake test.

D3434. Trains operating with helper within Baltimore Yard territory will be governed by

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

Rule 10 to apply for passenger trains,

Rule 10-A to apply for freight trains,
when attaching and detaching leading helper.

Passenger Trains: After attaching helper to head end of train Car Inspectors will assist train crew in making road test.

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 the engineman on leading through engine will release the brakes.

Block signal located 120 feet south of south portal of Virginia Avenue Tunnel, governing northward movements to Anacostia, is authority to pass "M" Street Block Station without further permission.

Home signal located on signal bridge 25 feet south of New Jersey Avenue overhead bridge (first bridge south of south portal of Virginia Avenue Tunnel), will govern northward movements on No. 2 track.

Dwarf signal governing reverse movements on No. 3 track located at New Jersey Avenue overhead bridge.

No. 2 track between Virginia Avenue and Jersey Avenue Block Station will be operated under automatic block rules. Special Instruction D-2501, Baltimore Division Time Table No. 20 modified.

All signals will display signal aspects, Book of Rules, and as shown in Washington Yard Time Table No. 18.

Workmen with trucks will be engaged on the construction work in Virginia Avenue Tunnel and crews must exercise care and be on the alert while passing through the tunnel.

Block signal governing northward movements from Virginia Avenue to Anacostia on No. 2 track and controlled from Virginia Avenue, located 200 feet north of Virginia Avenue Interlocking Station, changed to distant signal to Jersey Avenue Block Station and numbered F-1366.

Virginia Avenue southward distant signal No. F-1361, governing southward movements on No. 3 track, located 160 feet south of south portal of Virginia Avenue Tunnel moved south 530 feet.

The following switches and signals controlled and operated from "M" Street Block Station in service:

No. 3 main track thrown into No. 2 track at hand operated electrically locked turnout, located opposite "M" Street Block Station. This switch will be operated by Signalman at "M" Street Block Station.

Block signal located 15 feet south of "M" Street Block Station governing southward movements to Virginia Avenue is authority to pass Jersey Avenue Block Station without further permission.

Home signal governing southward movements on No. 3 track located 200 feet north of "M" Street Block Station.

Dwarf signal governing reverse movements on No. 2 track located 190 feet north of "M" Street Block Station.

Distant signal governing southward movements on No. 3 track located 750 feet south of Anacostia River draw span and numbered F-1345.

Hand thrown trailing point switch, located on No. 3 track, leading to south end of L. P. Steuart and Bro. Coal Track, located 170 feet north of north portal of Virginia Avenue Tunnel moved north 1000 feet and changed to a facing point switch leading to north end of Coal Track. Pipe connected derail located at clearance point and operated from main track switch mechanism.

Dwarf signal governing reverse movements on No. 3 track, located 275 feet south of Anacostia River draw span moved south 500 feet.

(c) LOUDON PARK—FULTON JUNCTION

Trains must not exceed a speed of twenty (20) miles per hour on Nos. 1 and 4 Tracks between Block Signal 988 and Fulton Junction.

Flags and lights in service in accordance with Time Table Special Instruction D-501.

(d) WINANS—SEVERN

Trains must not exceed a speed of fifty (50) miles per hour on Nos. 2 and 3 tracks at Winans Arch on account of contractor working at that point. Flags and lights in service in accordance with Time Table Special Instruction D-501.

(e) LANDOVER—WASHINGTON (NEW YORK AVENUE)

Trains must not exceed a speed of thirty (30) miles per hour between a point 500 feet north of, and a point 500 feet south of, Bridge 2.95, Eastern Branch Anacostia River. Flags and lights in service, in accordance with Time Table Special Instruction D-501.

(f) BIDDLE STREET INTERLOCKING

Trains must not exceed a speed of thirty (30) miles per hour on No. 3 track through interlocking limits.

Flags and lights in service in accordance with Time Table Special Instruction D501.

THE PENNSYLVANIA RAILROAD EASTERN REGION BALTIMORE DIVISION

Baltimore, Md., September 24, 1934.

7002
GENERAL ORDER No. { 1918, ZONE A
1927, ZONE B

GENERAL ORDER No. { 2002, ZONE A
2002, ZONE B

B. & P. JUNCTION INTERLOCKING

Effective 10.01 A. M., Thursday, September 27, 1934.

Interlocked switch, facing point for southward movements on track "F" to Maryland and Pennsylvania R. R. Interchange track, changed to hand operated switch electrically locked, from B. & P. Junction, with pipe connected derails at clearance point. Dwarf signals governing movements from Maryland and Pennsylvania R. R. Interchange track abandoned.

Semaphore signal governing southward movements on track "F" located 400 feet north of B. & P. Junction Interlocking Station, replaced with signal displaying aspects in accordance with General Order 1908, Zone A, and 1910, Zone B, also shown in Time Table No. 20, Special Instruction D-2101, moved southward 400 feet.

Dwarf signal governing northward movements on track "F" located at clearance point Maryland and Pennsylvania R. R. Interchange track, moved southward 450 feet.

Semaphore signals located on signal bridge 200 feet south of B. & P. Junction Interlocking Station replaced with dwarf signals near the same location.

Dwarf signal located 280 feet north of B. & P. Junction Interlocking Station, governing northward movements on track leading to No. 7 station track or to coach yard in service.

The sticker form of this General Order must be pasted in Time Tables Nos. 19 and 20.

G. M. SMITH,
Superintendent.

7002
**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., September 25, 1934.

**GENERAL ORDER No. { 2003, ZONE A
2003, ZONE B**

**MAGRUDER BRANCH—LANDOVER TO NEW YORK
AVENUE**

Effective 9.11 A. M., Tuesday, October 2, 1934:

Block signals governing movements on Track No. 2 changed as shown below and blocks extended accordingly:

Block signal 1342, located on signal bridge 1300 feet south of Mile Post 134, moved southward 550 feet and located on cantilever signal bridge and renumbered 1344.

Block signal 1334, located 2200 feet south of Mile Post 133, moved southward 325 feet.

Block signal 1326, located 2200 feet north of Mile Post 133, moved northward 1300 feet and renumbered 1324.

Block signal 1316, located 500 feet north of Anacostia River Bridge, out of service.

Block signal 1308, located 1500 feet north of Mile Post 131, moved southward 2500 feet and located 1000 feet south of Mile Post 131 and renumbered 1312.

Landover northward distant signal 1298, located 925 feet north of Mile Post 130, moved southward 1225 feet and located 300 feet south of Mile Post 130 and renumbered 1300.

Effective 10.45 A. M., Tuesday, October 2, 1934:

Block signals governing movements on Track No. 3 changed as shown below and blocks extended accordingly:

Block signal 1299, located 925 feet north of Mile Post 180, moved southward 1225 feet and located 300 feet south of Mile Post 130 and renumbered 1301.

Block signal 1307, located 1700 feet north of Mile Post 131, out of service.

Block signal 1317, located 500 feet north of Anacostia River Bridge, moved southward 400 feet.

Block signal 1325, located 2400 feet north of Mile Post 133, out of service.

Block signal 1335, located 2200 feet south of Mile Post 133, moved southward 75 feet.

7002
**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., October 9, 1934.

**GENERAL ORDER No. { 2005, ZONE A
2005, ZONE B**

Effective 10.01 A. M., Thursday, October 11, 1934:

B. & P. JUNCTION INTERLOCKING

Southward controlled manual block signal governing southward movements on the northward track B. & P. Junction to Fulton Junction in service, located on signal bridge 175 feet north of north end B. & P. Tunnel, displaying standard aspects Book of Rules. Time Table Special Instructions D2401 and D2509A (Page 91—Cutting-in sections located—second paragraph) modified accordingly.

Semaphore signals located on signal bridge 90 feet south of B. & P. Junction Interlocking Station replaced with dwarf signals in same location.

Dwarf signal governing northward movements to station tracks 4, 5, and 6, located 300 feet south of B. & P. Junction Interlocking Station, in service.

Dwarf signal governing southward movements from No. 4 station track, located 105 feet south of B. & P. Junction Interlocking station, in service.

G. M. SMITH,
Superintendent.

"C" Tower (Washington Terminal) southward distant signal 1341, located on signal bridge 1300 feet south of Mile Post 134, moved southward 550 feet and located on cantilever signal bridge and renumbered 1343.

Effective 10.01 A. M., Tuesday, October 2, 1934:

CANTON JUNCTION

Home signal governing northward movements on Track No. 1, located on ground mast 1600 feet north of Canton Junction Interlocking Station, moved southward 50 feet.

Dwarf signal governing movements from the outbound track to Track No. 1, located 2000 feet north of Canton Junction Interlocking Station, moved northward 60 feet.

Effective 10.05 A. M., Wednesday, October 3, 1934:

NORTH POINT

Home signals governing northward movements on Tracks Nos. 1 and 2, located on bracket pole 500 feet south of North Point Interlocking Station, moved northward 70 feet to new signal bridge.

Effective at once:

BALTIMORE—WAGO JUNCTION

Trains must not exceed a speed of thirty miles per hour and must consume not less than 53 seconds on reverse curve, Mystic Quarry, Mile Post 19.

Time Table No. 20, Special Instruction D2002, page 81, modified.

Crossover from Track No. 1 to Eastward Hanover Junction Passing Siding, located 800 feet east of Hanover Junction Station, out of service. Trailing point switch installed in Track No. 1 leading to Hanover Junction Station track, 450 feet east of Hanover Junction Station, in service.

Eastward Hanover Junction Passing siding out of service between Hanover Junction Station and a point 1400 feet east thereof, and becomes a single ended siding with switch at east end with a capacity of 113 cars.

Time Table No. 20, page 6, modified.

G. M. SMITH,
Superintendent.

7002
**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., October 15, 1934.

**GENERAL ORDER No. { 2007, ZONE A
2007, ZONE B**

Effective 10.31 A. M., Thursday, October 18, 1934:

B. & P. JUNCTION INTERLOCKING

Southward Controlled Manual Block Signal governing southward movements on the southward track B. & P. Junction to Fulton Junction, located on ground mast 83 feet north of north portal B. & P. Tunnel, abandoned.

New Southward Controlled Manual Block Signal governing southward movements on the southward track, B. & P. Junction to Fulton Junction, in service, located on signal bridge 175 feet north of north portal B. & P. Tunnel, displaying standard aspects, Book of Rules. Time Table Special Instruction D2509a (Page 91, "Cutting-in sections located"—second paragraph) modified.

Dwarf signal governing northward movements from southward track B. & P. Tunnel, located at the north portal, moved northward 165 feet.

G. M. SMITH,
Superintendent.

7002
THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION

Baltimore, Md., October 5, 1934.

GENERAL ORDER No. { 2004, ZONE A
2004, ZONE B

STONY RUN—WINANS

Effective 8.40 A. M., Wednesday, October 10, 1934:

Block Signals governing movements on Track No. 2 changed as shown below and blocks extended accordingly:

Block Signal No. 1054, located 2100 feet south of Mile Post 105, out of service.

Winans northward distant signal No. 1044, located 2200 feet north of Patapsco Station, moved southward 3400 feet to new signal bridge located 1200 feet south of Patapsco Station and renumbered 1052.

Effective 9.15 A. M., Wednesday, October 10, 1934:

Block Signals governing movements on Tracks Nos. 3 and 4 changed as shown below and blocks extended accordingly:

Block Signals No. 1043, located 2200 feet north of Patapsco Station, moved southward 3400 feet to new signal bridge located 1200 feet south of Patapsco Station and renumbered 1051.

Block Signals No. 1055, located 2100 feet south of Mile Post 105, out of service.

WINANS—GWYNNS RUN

Effective 8.45 A. M., Friday, October 12, 1934:

Block Signals governing movements on Tracks Nos. 1 and 2 changed as shown below and blocks extended accordingly:

Block Signals No. 1026, located 1300 feet south of Arbutus Station, moved northward 2750 feet to new signal bridge located 1450 feet north of Arbutus Station and renumbered 1020.

Block Signals No. 1018, located 1400 feet north of Mile Post 102, out of service.

Gwynns Run northward distant signals No. 1008, located 500 feet north of Mile Post 101, moved northward 700 feet to new signal bridge located 1200 feet north of Mile Post 101.

Effective 10.25 A. M., Friday, October 12, 1934:

Block Signals governing movements on Tracks Nos. 3 and 4 changed as shown below and blocks extended accordingly:

Block Signals No. 1009, located 500 feet north of Mile Post 101, moved northward 700 feet to new signal bridge located 1200 feet north of Mile Post 101 and renumbered 1007.

Block Signals No. 1017, located 1400 feet north of Mile Post 102, out of service.

Winans southward distant signals No. 1025, located 1300 feet south of Arbutus Station, moved northward 2750 feet to new signal bridge located 1450 feet north of Arbutus Station and renumbered 1021.

Effective at once:

Train 5115 will make "P" stop at Seabrook at 4.45 P. M.

Train 8034 will make "F" stop at Corbett at 8.47 A. M.

Trains must not exceed a speed of 40 miles per hour and must consume not less than 45 seconds on first curve east of Woodberry.

Class L-1 engines may use Track "C", High line, north end.

Pages 18, 50, 81 and 96 of Time Table No. 20 must be changed in ink accordingly.

G. M. SMITH,
Superintendent.

7002
THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION

Baltimore, Md., October 12, 1934.

GENERAL ORDER No. { 2006, ZONE A
2006, ZONE B
2002, ZONE C

Effective at once:

B. & P. JUNCTION—FULTON JUNCTION

Construction work in connection with electrification has caused close intertrack clearance in B. & P. Tunnel and employes are cautioned to keep arms and parts of body inside of cars and engine cabs.

Enginemen must keep storm windows closed in the tunnel.

WINANS—SEVERN

Paragraph (d) General Order 2001, Zone B, page 117, Time Table No. 20, annulled. Crews must be on the lookout for workmen at Winans Arch.

ARUNDEL

Massaponax Sand and Gravel Company track in service connected with Track No. 1. Capacity two cars.

BAY VIEW

Bay View water bridge, located 1000 feet north of Bay View Tower over Tracks Nos. 1, 2 and 3, out of service.

New standpipe opposite Yardmaster's office at south ladder track of northbound yard, in service.

Effective 9.01 A. M., Wednesday, October 17, 1934:

STONY RUN

Stony Run water bridge out of service.

TIME TABLE AUTHORITY

Effective 2.01 P. M., Sunday, October 28, 1934:

Supplement No. 1 to Baltimore Division Time Table No. 20 and Supplement No. 2 to Washington Yard Time Table No. 18 will be ready for distribution about Saturday, October 20, 1934.

Effective at once:

Train 539 will make "Z" stop at Parkton.

G. M. SMITH,
Superintendent.

7002

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., October 25, 1934.

**GENERAL ORDER No. { 2008, ZONE A
2009, ZONE B**

Effective 9.01 A. M., Monday, October 29, 1934:

BOWIE INTERLOCKING

Present interlocking station abandoned and new interlocking station, located on east side of No. 2 track, 20 feet north of Bowie Station, in service.

Trailing point interlocked crossover between Nos. 2 and 3 tracks, located 900 feet north of Bowie Station and controlled from Bowie Interlocking Station, in service.

Effective 10.01 A. M., Tuesday, October 30, 1934:

SUMMIT GROVE

Eastward block signal N-368, located on signal bridge 800 feet west of Summit Grove, moved eastward 1200 feet, located on ground mast, and renumbered N-366.

Trailing point switch leading from eastward siding to No. 1 track, located 150 feet west of Summit Grove, in service. Pipe connected derail located at clearance point. Telephone in shelter box located near point of switch.

B. & P. JUNCTION INTERLOCKING—MT. VERNON

Effective 9.45 A. M., Wednesday, October 31, 1934:

Home signal governing eastward movements on No. 1 track, located 400 feet west of North Avenue Bridge (first bridge west of B. & P. Junction Interlocking Station) on Baltimore-Harrisburg line, moved eastward 450 feet, and replaced with signal as per Special Instruction D2101, Baltimore Division Time Table No. 20.

New dwarf signal, located 225 feet east of North Avenue Bridge, governing eastward movements on No. 2 track on Baltimore-Harrisburg line, in service.

New dwarf signals governing westward movements on No. 7 track, located at east side of North Avenue Bridge, in service.

New dwarf signal located 400 feet east of North Avenue Bridge, governing eastward movements on No. 7 track, in service.

Dwarf signal located 125 feet east of North Avenue Bridge, governing westward movements on F track, moved westward 125 feet.

Effective 9.01 A. M., Friday, November 2, 1934:

Block signal N-11, and dwarf signal governing eastward movements on No. 2 track located 400 feet west of North Avenue Bridge, moved eastward 125 feet.

G. M. SMITH,
Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

7002
Baltimore, Md., October 29, 1934.

**GENERAL ORDER No. { 2009, ZONE A
2010, ZONE B**

Effective 9.01 A. M., Saturday, November 3, 1934:

UNION JUNCTION INTERLOCKING

Dwarf signal, located under Calvert Street Bridge (first bridge south of Union Junction Interlocking Station), governing northward movements on track No. 2, moved northward 250 feet.

**MAGRUDER BRANCH—LANDOVER TO NEW YORK
AVENUE**

Trailing point switch leading to construction track from No. 2 track, located 500 feet north of Bridge 2.95, in service.

Pipe connected derail operated from switch located at clearance point of side track.

Effective at once:

BALTIMORE—WAGO JUNCTION

Trains must not exceed a speed of 40 miles per hour and must consume not less than 46 seconds on first curve west of New Freedom.

UNION JUNCTION INTERLOCKING

Switch dividing the front and back tracks at north end Parcel Post Office taken out of interlocking and made hand thrown.

G. M. SMITH,
Superintendent.

7002
**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., November 2, 1934.

GENERAL ORDER No. 2011, ZONE B

Effective 8.15 A. M., Tuesday, November 6, 1934:

BIDDLE STREET INTERLOCKING

Southward home signals governing movements on Tracks Nos. 3 and 4, located 1070 feet north of Biddle Street Interlocking Station, moved southward 170 feet to new signal bridge.

Effective 9.01 A. M., Wednesday, November 7, 1934:

FULTON JUNCTION INTERLOCKING

Fulton Junction northward distant signals No. 988, located on bracket pole 2887 feet south of Mile Post 98, moved southward 475 feet to new signal bridge and renumbered 986.

G. M. SMITH,
Superintendent.

7002
**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., November 3, 1934.

GENERAL ORDER No. 2012, ZONE B

Effective 8.01 A. M., Wednesday, November 7, 1934:

BACK RIVER—NORTH POINT SUB-STATION

Transmission wires on top of catenary poles on east and west sides of railroad from Back River to North Point Sub-station, including wiring and apparatus at North Point Sub-station, ENERGIZED.

Time Table Special Instructions D3001 and D3002 apply.

G. M. SMITH,
Superintendent.

7002
**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., November 5, 1934.

GENERAL ORDER No. 2013, ZONE B

Effective 9.01 A. M., Monday, November 12, 1934:

BIDDLE STREET—UNION JUNCTION

INTERLOCKINGS

New double track tunnel in service adjoining present Union Tunnel, located to the east thereof, length 3400 feet. Track assignments, No. 1 northward freight, No. 2 northward passenger; No. 1 track only in service and connected with No. 2 track at each end of the tunnel.

Rules 401 to 473, inclusive, except 417b, 431a and 432, are in effect.

Time Table Special Instructions D2101, D3410 and D3412 will apply.

Authorized speed through new tunnel on No. 1 track 45 miles per hour.

Trains must not exceed a speed of 25 miles per hour, north portal of new tunnel to Biddle Street Station until 8.15 A. M., Wednesday, November 14, 1934. Flags and lights in service in accordance with Time Table Special Instruction D501.

Signals governing northward movements on No. 1 track located as follows:

Low position-light type signal, as shown by Time Table Special Instruction D2101, 250 feet south of the south portal new tunnel, in service. Rule 287 modified.

Position-light type signal, located on signal bridge 550 feet north of the north portal new tunnel, numbered 944, in service, displaying standard aspects, Book of Rules.

Signals governing southward movements on No. 1 track located as follows:

Position-light type signal 550 feet north of the north portal of new tunnel in service, displaying standard aspects, Book of Rules. Rule 287 modified.

Low position-light type signal, 250 feet south of south portal of new tunnel in service, displaying standard aspects, Book of Rules.

Cab Signal Rules, Time Table Special Instruction D2509a in effect for movement in either direction.

No. 2 track in old Union Tunnel out of service.

Effective 8.15 A. M., Wednesday, November 14, 1934:

No. 2 track in new tunnel in service and connected with No. 3 track at each end of the tunnel.

Authorized speed through new tunnel on No. 2 track, 45 miles per hour.

Trains must not exceed a speed of 10 miles per hour Biddle Street Station to north portal of the new tunnel until 9.01 A. M., Thursday, November 15, 1934, after which a speed of 30 miles per hour must not be exceeded on No. 2 track Biddle Street Station to north portal of new tunnel until further notice. Flags and lights in service in accordance with Time Table Special Instruction D501.

Rules 401 to 473, inclusive, except 417b, 431a and 432, are in effect.

Signals governing southward movements on No. 2 track, located as follows:

Position-light type signal, located on signal bridge 550 feet north of the north portal of new tunnel, in service, displaying standard aspects, Book of Rules. Rule 287 modified.

Low position-light type signal, 200 feet south of the south portal new tunnel, in service, displaying standard aspects, Book of Rules.

Signals governing northward movements on No. 2 track, located as follows:

Low position-light type signal, as shown by Time Table Special Instruction D2101, 200 feet south of the south portal new tunnel, in service. Rule 287 modified.

Position-light type signal, located on ground mast, 550 feet north of the north portal new tunnel, in service, displaying standard aspects, Book of Rules.

Cab signal rules, Time Table Special Instruction D2509A, in effect for movements in either direction.

No. 3 track in old Union Tunnel out of service.

G. M. SMITH,
Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

7002

Baltimore, Md., November 10, 1934.

GENERAL ORDER No. 2014, ZONE B

Effective 8.15 A. M., Thursday, November 15, 1934:

BAY VIEW INTERLOCKING

Bay View southward distant signal No. 911, governing movements on No. 4 Track, located on ground mast 500 feet south of Mile Post 91, moved northward 1000 feet to new signal bridge located 500 feet north of Mile Post 91, and renumbered 909.

Bay View southward distant signal No. 909, governing movements on No. 3 Track, located 360 feet north of Mile Post 91, moved northward 140 feet to new signal bridge located 500 feet north of Mile Post 91.

Dwarf signal governing reverse movements on No. 2 Track, located 1000 feet north of Bay View Interlocking Station, moved southward 234 feet.

Effective 10.01 A. M., Thursday, November 15, 1934:

NORTH POINT INTERLOCKING

North Point northward distant signals No. 910, governing movements on Nos. 1 and 2 Tracks, located 360 feet north of Mile Post 91, moved northward 140 feet to new signal bridge located 500 feet north of Mile Post 91, and renumbered 908.

Effective 9.01 A. M., Friday, November 16, 1934:

BIDDLE STREET INTERLOCKING

Block signals No. 940, located on signal bridge 1070 feet north of Biddle Street Interlocking Station, governing northward movements on Nos. 1 and 2 tracks, out of service. Blocks extended accordingly.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

7002

Baltimore, Md., November 16, 1934.

**GENERAL ORDER No. { 2010, ZONE A
2015, ZONE B
2006, ZONE C**

Effective at once:

BIDDLE STREET

Hand thrown switch, facing point in track No. 3, located 500 feet north of north portal of new Union Tunnel, leading to construction track in old Union Tunnel, electrically locked from Biddle Street Interlocking Station, with hand thrown derail located at clearance point, in service. No care are to be left standing on this construction track unless coupled to engine.

HANOVER JUNCTION

Cripple car track, leading off eastward passing siding just west of Mile Post 45, out of service.

ANACOSTIA

On account of the close clearance of catenary pole on west side of No. 4 running track, opposite the standpipe between track No. 3 and No. 4 running track north of Anacostia Tower, train and engine crews will exercise care.

**G. M. SMITH,
Superintendent.**

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

7002

Baltimore, Md., November 19, 1934.

GENERAL ORDER No. 2016, ZONE B

Effective 9.01 A. M., Wednesday, November 21, 1934:

WINANS—PATAPSCO

Trains may resume authorized speed on Track No. 4 over Bridge No. 104.36, Patapsco River, just north of Patapsco Station.

That part of General Order No. 2008, Zone B, restricting speed at this point, annulled.

**G. M. SMITH,
Superintendent.**

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION—MARYLAND DIVISION**

7002

Baltimore, Md., November 21, 1934.
Wilmington, Del., November 21, 1934.

JOINT GENERAL ORDER

**BALTIMORE DIVISION No. 2017, ZONE B
MARYLAND DIVISION No. 2109, ZONE B**

Effective 10.01 A. M., Monday, November 26, 1934:

BAY VIEW—BENGIES

North Point Interlocking and Block Station out of service.

North Point Interlocking Plant in service and operated from Bay View Interlocking Station.

That part of Page 4, Baltimore Division Time Table No. 20, concerning North Point, modified accordingly.

Telephones in shelter boxes located at concrete house west side of main tracks at southward home signal and at concrete house west side of main tracks near northward home signal bridge at North Point connected with Bay View and Bengies, in service.

Yard track assignment indicator for southbound receiving yard Bay View, located on signal bridge just north of Mile Post 91, in service.

When running against current of traffic on No. 2 track, Bengies to North Point, unless otherwise notified, trains will report to Signalman at Bay View when clear of the south limits of North Point Interlocking Plant.

Between Bengies and division board at Back River, for train movements not provided for in the Time Table, train orders will be issued by authority and over the signature of Superintendent, Baltimore Division.

CANTON JUNCTION

The following switches out of service:

Crossover facing point in No. 1 track leading to No. 2 track,

Crossover facing point between No. 2 and No. 3 tracks,

Crossover trailing point in No. 3 track and facing point in No. 4 track,

North crossover trailing point between No. 2 and No. 3 tracks.

**G. M. SMITH,
Superintendent, Baltimore Division.**

**G. S. WEST,
Superintendent, Maryland Division.**

7002
**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., November 23, 1934.

GENERAL ORDER No. { 2011, ZONE A
2018, ZONE B

Effective 9.45 A. M., Wednesday, November 28, 1934:

FULTON JUNCTION INTERLOCKING

Fulton Junction northward home signals governing movements on Nos. 1 and 2 tracks, located 675 feet south of Fulton Junction Interlocking Station, moved southward 100 feet to new Signal Bridge.

Effective 10.01 A. M., Saturday, December 1, 1934:

BALTIMORE, PENNSYLVANIA STATION

Standpipe adjacent to No. 3 station track, Pennsylvania Station, out of service.

G. M. SMITH,
Superintendent.

7002
**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., December 10, 1934.

GENERAL ORDER No. { 2013, ZONE A
2020, ZONE B
2007, ZONE C

Effective at once:

**LANDOVER & NEW YORK AVENUE, MAGRUDER
BRANCH**

Block signal No. 1334 governing northward movements on No. 2 track, located 2525 feet south of Mile Post 133, changed to No. 1336 at same location.

LANDOVER—SOUTH END

Trains must not exceed a speed of 10 miles per hour on No. 2 and No. 3 main tracks (freight line) between Undergrade Bridge 130.67, just north of B. & O. Overhead Bridge, and Quarles Street Crossing located south of Mile Post 131, south of B. & O. Overhead Bridge. Flags and lights in service in accordance with Time Table Special Instruction D501.

Effective 11.01 A. M., Friday, December 14, 1934:

ANACOSTIA INTERLOCKING

Dwarf signal, located 210 feet north of Anacostia Interlocking Station, governing reverse movements on No. 2 track, moved northward 170 feet.

Effective 12.01 A. M., Sunday, December 16, 1934:

TIME TABLE AUTHORITY

Train 136 changed; leave Washington 10.25 A. M., pass North Point 11.25 A. M.

Coupon of the schedule of Train 136 must be detached from the sticker form of this General Order and pasted in Time Table No. 20 as indicated.

G. M. SMITH,
Superintendent.

7002
**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., December 5, 1934.

GENERAL ORDER No. { 2012, ZONE A
2019, ZONE B

FULTON JUNCTION INTERLOCKING

Effective 10.20 A. M., Monday, December 10, 1934:

Home signal located on ground mast 795 feet north of Fulton Junction Interlocking Station, governing southward movements on No. 3 track, moved northward 10 feet to new signal bridge.

Dwarf signal located 775 feet north of Fulton Junction Interlocking Station, governing reverse movements on No. 2 track, moved northward 30 feet.

Northward controlled manual block signal located on ground mast 765 feet north of Fulton Junction Interlocking Station, governing northward movements on No. 2 track to B. & P. Junction Interlocking, moved northward 40 feet to new signal bridge.

Northward controlled manual block signal suspended from Mount Street overhead bridge located 770 feet north of Fulton Junction Interlocking Station, governing northward movements on No. 3 track to B. & P. Junction Interlocking, moved northward 35 feet to new signal bridge.

Effective at once:

Trains must not exceed a speed of ten miles per hour on No. 2 track through Fulton Junction Interlocking.

Flags and lights in service in accordance with Time Table Special Instruction D501.

Effective at once:

Class GG-1, R-1 and P-5-A (electric locomotives), must not be operated over the turnout from Naught track to No. 1 track at Fulton Junction on account of curvature.

BIDDLE STREET INTERLOCKING—CANTON JUNCTION INTERLOCKING

Effective 8.15 A. M., Tuesday, December 11, 1934:

Biddle Street southward distant signals No. 935, governing movements on Nos. 3 and 4 tracks, located 2566 feet north of Mile Post 94, moved northward 652 feet to new signal bridge, located 3218 feet north of Mile Post 94 and renumbered 933. Block extended accordingly.

Effective 10.01 A. M., Tuesday, December 11, 1934:

Canton Junction northward distant signals No. 934, governing movements on Nos. 1 and 2 tracks, located 2566 feet north of Mile Post 94, moved southward 1471 feet to new signal bridge, located 1095 feet north of Mile Post 94 and renumbered 938. Block extended accordingly.

Effective at once:

TEXAS

Lime Kiln track connected to station track, 200 feet west of Texas Station has been repaired and is ready for service. Track equipped with pipe connected derail.

Effective January 1, 1935:

EMIGSVILLE

Train 970 will make "F" stop at Emigsville at 5.52 P. M.

G. M. SMITH,
Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., December 12, 1934.

GENERAL ORDER No. 2021, ZONE B

Effective 10.01 A. M., Friday, December 14, 1934:

**BACK RIVER—NORTH POINT INTERLOCKING
PLANT**

All trolley feeder circuits and trolley circuits over all main tracks south of Back River to and including North Point Interlocking Plant ENERGIZED.

Time Table Special Instructions D3001 and D3002 apply.

G. M. SMITH,
Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., December 13, 1934.

**GENERAL ORDER No. { 2014, ZONE A
2022, ZONE B**

Effective 10.01 A. M., Monday, December 17, 1934:

CANTON JUNCTION—BAY VIEW—UNION CROSSING

Canton Junction Interlocking and Block Station out of service.

Canton Junction Interlocking Plant in service and operated from Bay View Interlocking Station.

That part of Page 4, Baltimore Division Time Table No. 20, concerning Canton Junction, modified accordingly.

On No. 1 track between Bay View and Canton Junction, Rule 505a is in effect.

Turnout from No. 2 main track to southward Sparrows Point Branch track out of service.

Southward track on Sparrows Point Branch to a point 1400 feet north of Orangeville Station out of service.

Northward Manual Block Signal located 300 feet north of Orangeville Station and governing movements on northward track out of service.

Dwarf signal located 250 feet north of junction switch and governing reverse movements on northward track to main line tracks out of service.

Dwarf signals located 75 feet south of southward home signal bridge Canton Junction and 300 feet north of interlocked switch Philadelphia Pike, respectively, governing reverse movements on No. 1 track, out of service.

Block signals No. 921 located on B. & O. bridge, 700 feet south of Bay View Interlocking Station, governing southward movements on Nos. 3 and 4 tracks out of service.

Block signal No. 926 located on signal bridge 1600 feet north of Mile Post 93, governing northward movements on No. 2 track, out of service.

Blocks extended accordingly.

Limits of Canton Junction Interlocking Plant extended northward on Sparrows Point Branch to a point 1400 feet north of Orangeville Station.

Automatic Block System rules in effect between Canton Junction and Union Crossing on Sparrows Point Branch. Time Table Special Instructions D2301, D2303 and D2305, modified accordingly and Time Table Special Instruction D2501 amplified.

Present Distant Signal to Canton Junction, governing southward movements on southward track, moved southward 300 feet to a point 1600 feet south of Highlandtown Station and becomes Block Signal S35.

The following signals displaying standard aspects Book of Rules in service:

Southward Home Signal and Southward Dwarf Signal governing southward movements from southward and northward tracks Sparrows Point Branch, located at interlocking limits.

Southward Home Signal governing southward movements to main line tracks located 300 feet from junction switch.

Northward Home Signal governing northward movements Sparrows Point Branch located 1100 feet north of Orangeville Station.

Southward Home Signal located on southward home signal bridge Canton Junction, 1800 feet north of Mile Post 93, governing reverse movements from No. 1 track.

Southward Home Signal located on B. & O. bridge 700 feet south of Bay View Interlocking Station, governing reverse movements on No. 1 track, Bay View to Canton Junction.

Switches to Brick Yard and Hercules Oil Company tracks, located in Canton Junction interlocking limits, electrically locked and equipped with pipe connected derrails at clearance points, in service.

Crossover to yard tracks 600 feet north of Orangeville Station equipped with locking device operated from main track switch, main track switch electrically locked, in service.

Trailing point crossover between northward and southward main tracks located 1400 feet south of Highlandtown Station arranged with center locking device, in service.

Electric locks controlled from Bay View Interlocking Station.

Dwarf signals located 120 feet north of Mile Post 93, governing reverse movements on Nos. 3 and 4 tracks Canton Junction Interlocking moved southward 175 feet.

Telephones in shelter boxes located and connected as follows:

At northward and southward home signal bridges west side main line tracks connected to Bay View and Biddle Street, and at northward and southward home signals Sparrows Point Branch connected to Bay View and Union Crossing.

G. M. SMITH,
Superintendent.

7002
W.A. *Yardmaster*

THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION

Baltimore, Md., December 28, 1934.

GENERAL ORDER No. { 2015, ZONE A
2023, ZONE B

Effective at once:

YORK BRANCH—YORK TO COLUMBIA

Trains must not exceed a speed of 35 miles per hour on the York Branch between York and Columbia. Special Instruction D2001, page 78, and Special Instruction D2002, Pages 80 and 82, Baltimore Division Time Table No. 20, modified.

BACK RIVER—NEW YORK AVENUE, WASHINGTON

Class GG-1, R-1 and P-5-A (electric locomotives), must not exceed a speed of five miles per hour when operating over interlocked trailing point crossover between No. 2 and No. 3 tracks just north of Bay View Tower, and over interlocked trailing point crossover between No. 2 and No. 3 tracks just south of Fulton Junction Tower.

BALTIMORE—WAGO JUNCTION

Trains must not exceed a speed of forty miles per hour and must consume not less than ten seconds on first curve east of Mile Post 17. Special Instruction D2002, page 81 of Baltimore Division Time Table No. 20, amplified.

Effective 10.01 A. M., Saturday, January 5, 1935:

BAY VIEW

Standpipe just north of Bay View Tower between No. 4 track and spur track will be blocked from swinging over No. 4 track on account of energized overhead trolley wire. Water can only be taken from spur track.

Standpipe opposite Bay View Yardmaster's Office between No. 1 track and south ladder northbound yard will be blocked from swinging over No. 1 track on account of energized overhead trolley wire. Water can only be taken from ladder track.

BACK RIVER—NORTH POINT INTERLOCKING PLANT

6600 volt signal power line Back River to and including North Point Sub-Station ENERGIZED.

Time Table Special Instructions D3001 and D3002 apply.

G. M. SMITH,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION BALTIMORE DIVISION

Baltimore, Md., January 2, 1935.

GENERAL ORDER No. 2024, ZONE B

BIDDLE STREET INTERLOCKING

Effective 8.15 A. M., Monday, January 7, 1935:

Double crossover between No. 2 and No. 3 tracks opposite Biddle Street Tower and hand thrown switch with derail facing point in No. 3 track located 500 feet north of north portal of Union Tunnel leading to construction track in Old Union Tunnel, out of service.

Effective 12.10 P. M., Wednesday, January 9, 1935:

Changes at Biddle Street Interlocking in accordance with Diagram No. 1, affecting signals, displaying standard aspects Book of Rules, and tracks, in service.

Trains must not exceed a speed of 15 miles per hour on tracks Nos. 2 and 3 between north portal of Union Tunnel and southward home signal bridge located 1200 feet north of Biddle Street Station. General Order 2001, Zone B, Paragraph (f) modified. Flags and lights in service in accordance with Time Table Special Instruction D501.

Platform on southbound side Biddle Street Station will be provided west side of No. 3 track.

Diagram No. 1 is part of this General Order.

CANTON JUNCTION INTERLOCKING PLANT—BIDDLE STREET INTERLOCKING—UNION JUNCTION INTERLOCKING

Effective 11.01 A. M., Friday, January 11, 1935:

Biddle Street Interlocking and Block Station out of service. Limits of Union Junction Interlocking extended to include tracks and signals at Biddle Street in accordance with Diagram No. 2.

No. 1 track between north limits of Union Junction Interlocking and south limits of Canton Junction Interlocking Plant signalled for movements in both directions, Rule 505-A is in effect.

Southward movements for the purpose of working on No. 1 track between the south limits of Canton Junction Interlocking Plant and the north limits of Union Junction Interlocking must move clear of signal located on Signal Bridge, 1095 feet north of Mile Post 94, before obtaining permission from the signalman at Bay View to make a northward movement; such a northward movement will be made to the first block signal under flag protection.

When running against current of traffic on No. 3 or No. 4 track, unless otherwise notified, trains will report to signalman at Bay View when clear of Canton Junction Interlocking Plant.

Telephones in shelter boxes, located at signal bridges north and south of Biddle Street Station, connected with Union Junction and Bay View, in service.

Engines assisting trains or any engines or trains operating between Union Junction and Bay View must not uncouple or couple before communicating either with the Signalmen at Bay View or Union Junction. No. 1 track from north limits of Union Junction Interlocking to Canton Junction Interlocking Plant, will be under the jurisdiction of Signalmen at Union Junction and Bay View. When desiring to make northward movements, Conductors or Enginemen will communicate with Signalman at Bay View, for southward movements communicate with Union Junction. Nos. 2, 3 and 4 tracks from Canton Junction Interlocking Plant to north limits of Union Junction Interlocking, are under the jurisdiction of Signalman at Bay View.

Time Table Information and Special Instructions of Baltimore Division Time Table No. 20 relating to Biddle Street listed below modified:

Page 4, D2401, Page 88, D2505, Page 89,
D1501, Page 71, D2501, Page 89, D2509A, Page 90.
D1502, Page 72,

Diagram No. 2 is part of this General Order.

Effective 9.01 A. M., Monday, January 14, 1935:

Trains may resume authorized speed on tracks 2 and 3 between north portal of Union Tunnel and southward home signal bridge located 1200 feet north of Biddle Street Station.

G. M. SMITH,
Superintendent.

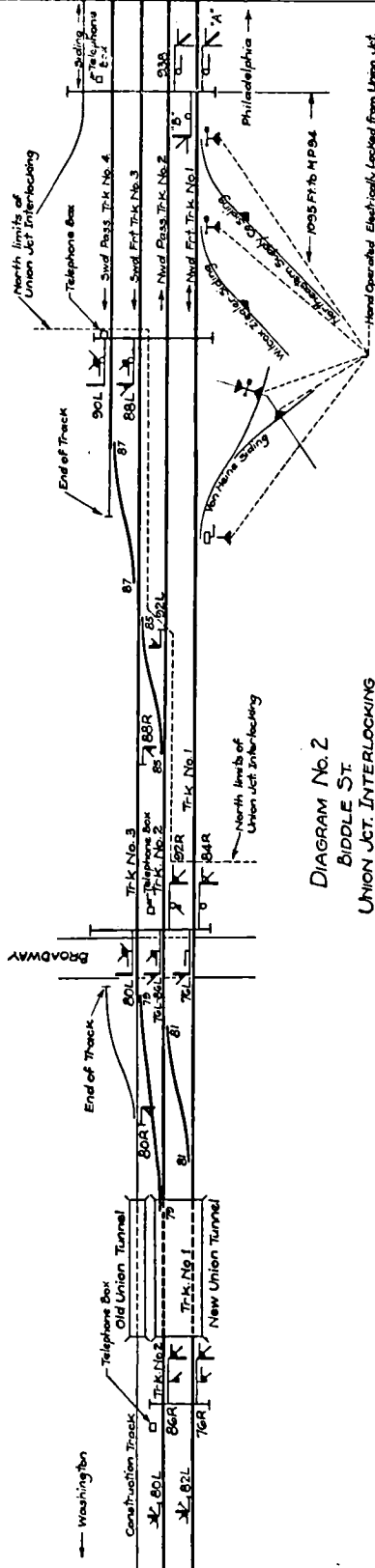


DIAGRAM No. 2
BIDDLE ST.
UNION JCT. INTERLOCKING

Part of General Order No. 2024, Zone B
Effective 11:01 A.M. Friday, January 11, 1935

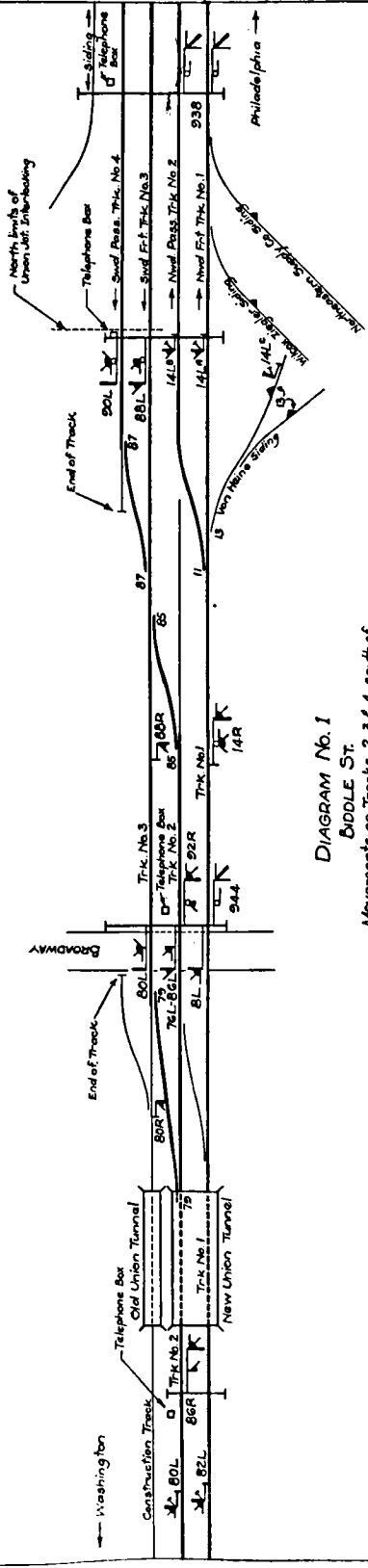


DIAGRAM No. 1
BIDDLE ST.
Movements on Tracks 2, 3, & 4 south of
Southbound Home Signals 88L & 90L
controlled from Union Jct.

Part of General Order No. 2024, Zone B
Effective 12:10 P.M. Wednesday, January 9, 1935

Gordon

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., February 6, 1935.

**GENERAL ORDER No. { 2021, ZONE A
2033, ZONE B**

ELECTRICAL OPERATION

Effective 8.01 A. M., Sunday, February 10, 1935:

Time Table Special Instruction S30 amplified:

The following tracks are equipped for electric service:

MAIN TRACKS

Division Board, Back River Bridge, to South Portal Union Tunnel, including all main track crossovers.

North Portal B. & P. Tunnel to New York Avenue, Washington, including all main track crossovers, except non-interlocked trailing point crossover located 1,000 feet south of Bridge 2.95, and non-interlocked trailing point crossover between No. 2 and No. 3 tracks, north of Seabrook Station.

South Portal Union Tunnel to North Portal B. & P. Tunnel, only on such tracks for which signals are displayed.

YARD TRACKS AND SIDINGS

Fulton Junction—Gwynns Run

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 Gwynns Run to connection with No. 1 track at non-interlocked switch located 900 feet south of Edmondson Avenue 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 Gwynns Run, to connection with No. 4 track at non-interlocked crossover located 650 feet south of M. P. 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.

Gwynns Run—Winans

Industrial siding 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.

Winans—Odenton

North end of Severn middle siding from connection of non-interlocked switch on No. 2 track to a point 225 feet south.

Time Table Special Instruction D1002 amplified:

Rule 19, figure 6, is not in effect on main tracks between Division Board, Back River Bridge and New York Avenue, Washington.

Rule 19, figures 3 and 4, amplified in this territory.

Double Track Rear of train by night when turned out against the current of traffic.

Three or More Tracks Rear of train by night on freight track with current of traffic, or on any track against the current of traffic.

PENNSYLVANIA STATION, BALTIMORE

On account of close clearance of overhead trolley wires at Pennsylvania Station, Baltimore, freight trains, circus trains, wreck, work and wire trains, and Western Maryland Railway passenger and freight trains must not be operated on tracks 1, 2, 3, 4, 5, 6 and 7.

Any such trains receiving signal to enter these tracks at Union Junction or B. & P. Junction must be stopped immediately and report to the Superintendent unless the train has specific orders to so operate.

G. M. SMITH,
Superintendent.

Gordon

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., April 12, 1935.

GENERAL ORDER No. 02011, ZONE B

Effective 8.45 A. M., Tuesday, April 16, 1935:

WINANS

Dwarf signal, located 208 feet north of Winans Interlocking Station governing southward movements on No. 1 track, moved northward 108 feet.

Dwarf signal, located 234 feet north of Winans Interlocking Station governing southward movements on No. 2 track, moved northward 99 feet.

Effective 10.01 A. M., Tuesday, April 16, 1935:

GWYNNS RUN—WINANS

Hand thrown trailing point crossover between Nos. 1 main and 0 yard track, located 1300 feet south of Mile Post 100, arranged with center locking device.

BAY VIEW—UNION JUNCTION

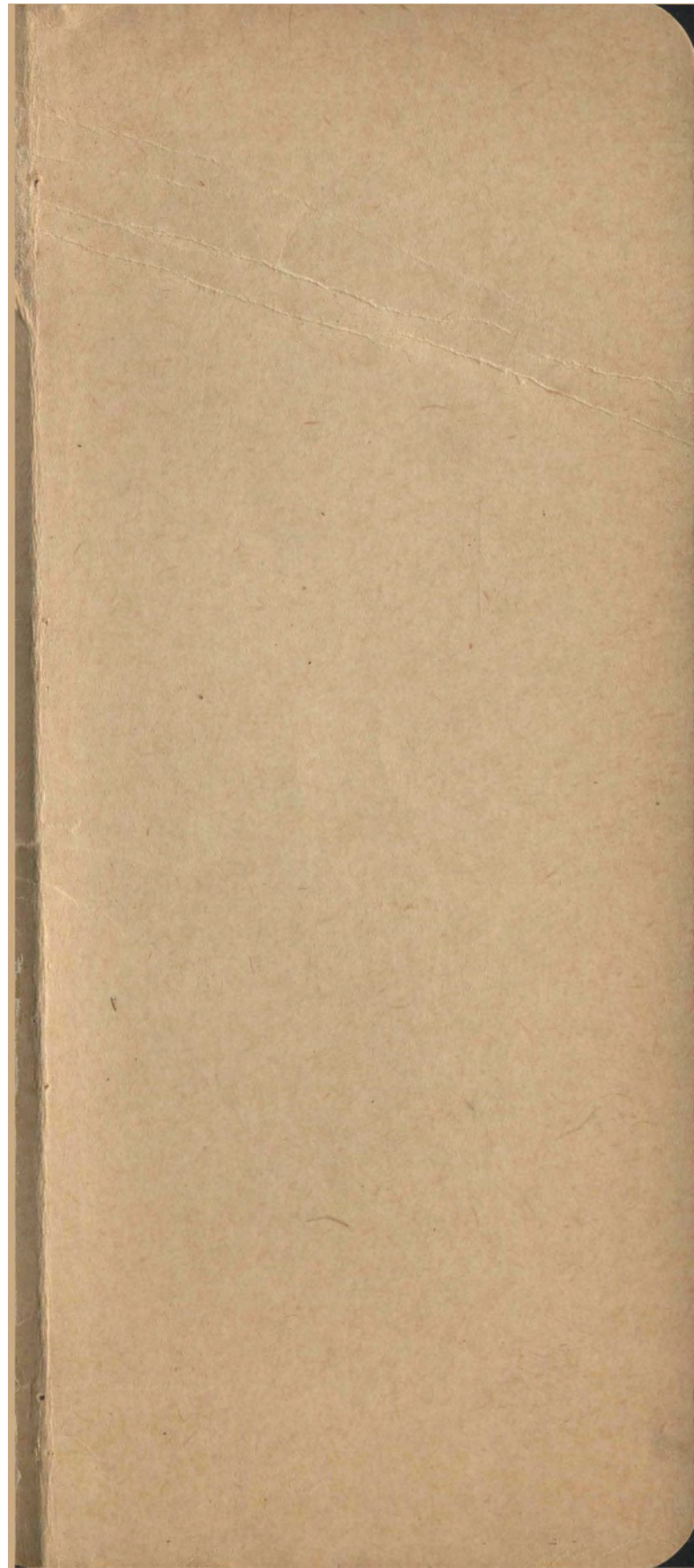
Hand thrown trailing point crossover between Nos. 4 main and 5 yard track, located at Loneys Lane overhead bridge, arranged with center locking device.

Effective at once:

BAY VIEW

All yard tracks at the north end of north yard out of service for electric operation. General Order No. 02007, Zone B, modified.

G. M. SMITH,
Superintendent.



**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., December 28, 1934.

GENERAL ORDER No. { **2015, ZONE A**
2023, ZONE B

Effective at once:

YORK BRANCH—YORK TO COLUMBIA

Trains must not exceed a speed of 35 miles per hour on the York Branch between York and Columbia. Special Instruction D2001, page 78, and Special Instruction D2002, Pages 80 and 82, Baltimore Division Time Table No. 20, modified.

BACK RIVER—NEW YORK AVENUE, WASHINGTON

Class GG-1, R-1 and P-5-A (electric locomotives), must not exceed a speed of five miles per hour when operating over interlocked trailing point crossover between No. 2 and No. 3 tracks just north of Bay View Tower, and over interlocked trailing point crossover between No. 2 and No. 3 tracks just south of Fulton Junction Tower.

BALTIMORE—WAGO JUNCTION

Trains must not exceed a speed of forty miles per hour and must consume not less than ten seconds on first curve east of Mile Post 17. Special Instruction D2002, page 81 of Baltimore Division Time Table No. 20, amplified.

Effective 10.01 A. M., Saturday, January 5, 1935:

BAY VIEW

Standpipe just north of Bay View Tower between No. 4 track and spur track will be blocked from swinging over No. 4 track on account of energized overhead trolley wire. Water can only be taken from spur track.

Standpipe opposite Bay View Yardmaster's Office between No. 1 track and south ladder northbound yard will be blocked from swinging over No. 1 track on account of energized overhead trolley wire. Water can only be taken from ladder track.

BACK RIVER—NORTH POINT INTERLOCKING PLANT

6600 volt signal power line Back River to and including North Point Sub-Station ENERGIZED.

Time Table Special Instructions D3001 and D3002 apply.

G. M. SMITH,
Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., January 8, 1935.

GENERAL ORDER No. 2026, ZONE B

LANDOVER—WASHINGTON (NEW YORK AVENUE)

Effective 9.15 A. M., Friday, January 11, 1935:

No. 2 track relocated on new Bridge 2.95, Eastern Branch Anacostia River.

Trains must not exceed a speed of forty (40) miles per hour between a point 500 feet north of, and a point 500 feet south of, this bridge. Flags and lights in service in accordance with Time Table Special Instruction D-501.

General Order No. 2001, Zone B, paragraph (e) modified.

Effective 9.00 A. M., Monday, January 14, 1935:

No. 3 track relocated on new Bridge 2.95, Eastern Branch Anacostia River.

Trains must not exceed a speed of forty (40) miles per hour between a point 500 feet north of, and a point 500 feet south of, this bridge. Flags and lights in service in accordance with Time Table Special Instruction D-501.

General Order No. 2001, Zone B, paragraph (e) annulled.

Effective 9.01 A. M., Thursday, January 17, 1935:

Trains may resume authorized speed at Bridge 2.95, Eastern Branch Anacostia River.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., January 9, 1935.

**GENERAL ORDER No. { 2027, ZONE B
2008, ZONE C**

Effective 7.01 A. M., Saturday, January 12, 1935:

LANDOVER—WASHINGTON (NEW YORK AVENUE)

Trailing point switch leading to construction track from No. 2 track, located 500 feet north of Bridge 2.95, out of service.

That part of General Order 2010, Zone B, covering this location, annulled.

Facing point switch leading to construction track from No. 2 track, 750 feet south of Bridge 2.95, locked with special padlock and can only be used by making arrangements with Track Supervisor.

LANDOVER—SOUTH END

Effective 10.01 A. M., Saturday, January 12, 1935:

No. 2 track shifted east fourteen feet to location of No. 1 running track from Chapel Road Crossing, first grade crossing south of B. & O. Overhead Bridge, to Undergrade Bridge 130.67, first bridge north of B. & O. Overhead Bridge.

No. 1 running track out of service Chapel Road Crossing to Bridge 130.67.

Trains will not exceed a speed of ten miles per hour on No. 2 track, Chapel Road Crossing to Bridge 130.67. Flags and lights in service in accordance with Time Table Special Instruction D-501.

That part of General Order 2007, Zone C, covering speed between Bridge 130.67 and Quarles Street Crossing modified.

Effective 10.01 A. M., Friday, January 18, 1935:

No. 3 track shifted east fourteen feet from Undergrade Bridge 130.67, first bridge north of B. & O. Overhead Bridge, and Chapel Road Crossing, first grade crossing south of B. & O. Overhead Bridge.

Trains will not exceed a speed of ten miles per hour on No. 3 track, Bridge 130.67 to Chapel Road.

Flags and lights in service in accordance with Time Table Special Instruction D-501.

That part of General Order 2007, Zone C, covering speed between Bridge 130.67 and Quarles Street Crossing, annulled.

G. M. SMITH,
Superintendent.

W. 29
THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION

Baltimore, Md., March 30, 1935.

GENERAL ORDER No. { 2028, ZONE A
02009, ZONE B

Effective 8.45 A. M., Thursday, April 4, 1935:

WINANS

Winans Interlocking and Block Station moved to the east side of the tracks and 400 feet north of its former location.

Northward home signal located on ground mast 415 feet south of Winans Interlocking and Block Station, moved southward 1500 feet to new location 25 feet south of B. & O. Overhead Bridge.

Facing point turnout in No. 3 track at north end of No. 4 track, 2250 feet south of Winans Interlocking and Block Station, out of service. No. 4 track, extended northward as a construction track only, in service. Interlocked crossover facing point in No. 3 track and trailing point in No. 4 track, located 2250 feet south of Winans Interlocking and Block Station, in service. Hand thrown derail, located at clearance point south end of construction track, in service.

Dwarf signal, located 2240 feet south of Winans Interlocking and Block Station governing southward movements from construction track, displaying stop indication Rule 275, Figure 2, in service.

Dwarf signal, located 2625 feet south of Winans Interlocking and Block Station, governing northward movements on No. 4 track, will only display stop indication Rule 275, Figure 2, when crossover is set for movement from No. 4 track to construction track.

Movements to and from the construction track will be made in accordance with first paragraph Rule 362, Book of Rules.

Effective 10.01 A. M., Thursday, April 4, 1935:

UNION JUNCTION INTERLOCKING

Trains operating in either direction on Nos. 1 and 2 tracks Union Tunnel, under signal aspect Rule 279, will receive an approach cab signal.

B. & P. JUNCTION—WOODBERRY

Eastward and westward block signals N28 and N29 located 2400 feet east of Woodberry Station removed from service, and block extended accordingly.

Eastward block signal N24, Mt. Vernon, moved eastward 125 feet. Numbers removed from block signals N21 and N24. These signals operated from B. & P. Junction Interlocking and Block Station.

Rule 509 will apply.

Time Table Special Instruction D2508 amplified.

Use of No. 1 track between Mt. Vernon and B. & P. Junction is under the direction of signalman at B. & P. Junction.

Time Table Special Instruction D2506 amplified.

Effective at once:

POPES CREEK BRANCH

Hand operated derail at clearance point south end of Dugan's track, Bowie Yard, replacing pipe connected derail, in service.

Leland Station track out of service.

Hand thrown derail, located at clearance point south end of Waldorf Station track, in service.

TIME TABLE AUTHORITY

Train 994 will make an "F" stop at Woodberry at 7.01 P. M.

LANDOVER—WASHINGTON (NEW YORK AVENUE)

Facing point switch leading from No. 2 track 750 feet south of Bridge 2.95 leading to construction track, out of service.

G. M. SMITH,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION

Baltimore, Md., April 18, 1935.

Gordon
GENERAL ORDER No. { 2031, ZONE A
02012, ZONE B

Effective 8.45 A. M., Monday, April 22, 1935:

WINANS

Trailing point turnout in No. 3 track at south end of No. 4 track, 150 feet south of Winans Interlocking Station, out of service.

No. 4 track, extended southward as a construction track only, in service.

Interlocked crossover, trailing point in No. 3 track and facing point in No. 4 track located opposite Winans Interlocking Station, in service. Hand thrown derail, located at clearance point north end of construction track, in service.

Dwarf signal, located 100 feet north of Winans Interlocking Station governing northward movements from construction track, displaying stop indication Rule 275, Figure 2, in service.

Southward home signal No. 4 track located on signal bridge 310 feet north of Winans Interlocking Station will only display stop indication Rule 275, Figure 1 when crossover is set for movement from No. 4 track to construction track.

Movements to and from the construction track will be made in accordance with first paragraph Rule 362.

Effective 9.01 A. M., Monday, April 22, 1935:

B. & P. JCT.—PARKTON

No. 1 yard track eastbound yard Timonium, out of service. Switch point pipe connected derail installed at clearance point east end of eastward passing siding Timonium, in service.

G. M. SMITH,
Superintendent.

Gordon

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
BALTIMORE DIVISION**

Baltimore, Md., April 20, 1935.

**GENERAL ORDER No. { 02013, ZONE B
2022, ZONE C**

Effective 12.01 P. M., Monday, April 22, 1935:

LANDOVER—WASHINGTON (NEW YORK AVENUE)

New side track to be known as Ivy City Delivery Track, capacity 15 cars, with switch on north end in No. 2 track, 347 feet south of Mile Post 134 and equipped with pipe connected derail at clearance point, in service.

Effective 8.01 A. M., Wednesday, April 24, 1935:

LANDOVER—SOUTH END

6600 Volt signal power line from Landover Sub-Station to step-down transformer located 300 feet south of Anacostia Interlocking Station—ENERGIZED.

Effective 9.30 A. M., Friday, April 26, 1935:

JERSEY AVENUE

Electrically locked hand thrown turnout controlled by Jersey Avenue, located at north end of No. 3 track, out of service.

No. 3 track extended northward 400 feet and connected with No. 2 track at electrically locked hand thrown turnout controlled by Jersey Avenue, located 25 feet south of south portal of Virginia Avenue Tunnel.

Manual block signal governing northward movements to Anacostia, located 120 feet south of south portal of Virginia Avenue Tunnel, moved northward 105 feet.

"M" STREET

Electrically locked hand thrown turnout, controlled by "M" Street, located on the south end of No. 3 track opposite "M" Street Block Station, out of service.

No. 3 track extended southward 350 feet and connected with No. 2 track at hand operated electrically locked turnout, controlled by "M" Street, 25 feet north of north portal of Virginia Avenue Tunnel.

Manual block signal located 15 feet south of "M" Street Block Station, governing southward movements to Virginia Avenue, moved southward 350 feet.

G. M. SMITH

Superintendent.

STATIONS	FIRST CLASS		
	Sou. Ry.	R. F. & P.	Sou. Ry.
	226	76	234
Arrive	A. M.	A. M.	A. M.
WASHINGTON.....	\$ 1.00	\$ 1.05	\$ 1.30
VIRGINIA AVE.....	12.56	1.01	1.26
SEVENTH ST.....	12.55	1.00	1.25
SOUTH END.....	12.48	12.53	1.18
Leave	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY	
Sou. Ry.	R. F. & P.	Sou. Ry.	
	226	76	234

STATIONS	FIRST CLASS		
		R. F. & P.	Sou. Ry.
		82	242
Arrive	A. M.	A. M.	
WASHINGTON.....	\$ 6.35	\$ 6.40	
VIRGINIA AVE.....	6.31	6.36	
SEVENTH ST.....	6.30	6.35	
SOUTH END.....	6.23	6.28	
Leave	A. M.	A. M.	
DAILY	DAILY	DAILY	
R. F. & P.	82	Sou. Ry.	
		242	

STATIONS	FIRST CLASS			
	R. F. & P.	R. F. & P.	R. F. & P.	R. F. & P.
	74	72	96	84
Arrive	A. M.	A. M.	A. M.	A. M.
WASHINGTON.....	\$ 9.50	\$ 10.00	\$ 10.20	\$ 11.20
VIRGINIA AVE.....	9.46	9.56	10.16	11.16
SEVENTH ST.....	9.45	9.55	10.15	11.15
SOUTH END.....	9.38	9.48	10.08	11.08
Leave	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY	DAILY	
R. F. & P.	74	72	96	R. F. & P.
				84

STATIONS	FIRST CLASS			
	R. F. & P.	C. & O.	R. F. & P.	Sou. Ry.
	108	244	14	136
Arrive	P. M.	P. M.	P. M.	P. M.
WASHINGTON.....	\$ 1.35	\$ 1.48	\$ 2.40	\$ 3.40
VIRGINIA AVE.....	1.31	1.41	2.36	3.36
SEVENTH ST.....	1.30	1.40	2.35	3.35
SOUTH END.....	1.23	1.33	2.28	3.28
Leave	P. M.	P. M.	P. M.	P. M.
DAILY	SUNDAY ONLY	DAILY	DAILY	
R. F. & P.	C. & O.	R. F. & P.	Sou. Ry.	
	108	244	14	136

STATIONS	FIRST CLASS		
		R. F. & P.	
		80	
Arrive	P. M.		
WASHINGTON.....	\$ 10.45		
VIRGINIA AVE.....	10.41		
SEVENTH ST.....	10.40		
SOUTH END.....	10.33		
Leave	P. M.		
DAILY	DAILY		
R. F. & P.	80		

BALTIMORE TO HARRISBURG

STATIONS	FIRST CLASS		
	565	8009	539
	DAILY	DAILY EX. SUN.	DAILY
Leave	P. M.	P. M.	P. M.
CALVERT STATION		\$ 7.50	
BALTIMORE	\$ 7.40	\$ 7.55	\$ 9.12
MT. VERNON	7.43	7.58	9.15
WOODBERRY			
MT. WASHINGTON		\$ 8.05	
BARE HILLS		F 8.06	
HOLLINS	7.52	8.08	9.24
BRIGHTSIDE			
LAKE		F 8.10	
RUXTON		\$ 8.12	
RIDERWOOD		\$ 8.14	
LUTHERVILLE		\$ 8.17	
TIMONIUM	7.59	\$ 8.20	9.31
PADONIA		F 8.22	
TEXAS		\$ 8.24	
COCKEYSVILLE	8.04	\$ 8.27	\$ 9.36
ASHLAND			
PHOENIX			
SPARKS			
GLENCOE	8.12		9.44
CORBETT			
MONKTON			
BLUE MOUNT			
WHITE HALL			
GRAYSTONE			
PARKTON	8.25		Z 9.59
WALKER			
BENTLEY SPRINGS			
FREELAND			
SUMMIT GROVE	8.42		10.15
NEW FREEDOM			
SHREWSBURY			
SEITZLAND			
GLEN ROCK	8.49		10.22
LARUE			
HANOVER JCT.			
SMYSER			
GLATFELTER	8.59		10.32
BRILHART			
GRANTLEY	9.09		10.41
YORK			
YORK	\$ 9.19		\$ 10.50
LOUCKS	9.22		10.53
EMIGSVILLE			
MT. WOLF			
YORK HAVEN (Phil. D.)			
CLY	9.36		11.07
HARRISBURG	\$ 9.56		\$ 11.27
Arrive	P. M.	P. M.	P. M.
	565	8009	539

Supplement No. 2 affects pages 15, 19, 38, 40, 41, 46, 48, 49, 50, 51, 53, 54, 55, 56, 57 and 59.

HARRISBURG TO BALTIMORE

STATIONS	FIRST CLASS		
	518	8030	50
	A. M.	A. M.	A. M.
Arrive	A. M.	A. M.	A. M.
CALVERT STATION		\$ 6.40	
BALTIMORE	\$ 2.40	\$ 6.36	\$ 7.18
MT. VERNON	2.36	6.33	7.15
WOODBERRY		F 6.30	
MT. WASHINGTON		\$ 6.22	
BARE HILLS		F 6.20	
HOLLINS	2.28	F 6.19	7.07
BRIGHTSIDE			
LAKE			
RUXTON		\$ 6.14	
RIDERWOOD		\$ 6.12	
LUTHERVILLE		\$ 6.10	
TIMONIUM	2.20	\$ 6.08	6.58
PADONIA		F 6.05	
TEXAS		\$ 6.03	
COCKEYSVILLE	2.16	\$ 6.00	6.54
ASHLAND		F 5.57	
PHOENIX		F 5.53	
SPARKS		F 5.48	
GLENCOE	2.08	F 5.46	6.45
CORBETT		F 5.42	
MONKTON		F 5.40	
BLUE MOUNT			
WHITE HALL		F 5.38	
GRAYSTONE		W 5.32	
PARKTON	F 1.55	\$ 5.30	6.29
WALKER			
BENTLEY SPRINGS			
FREELAND			
SUMMIT GROVE	1.43		6.17
NEW FREEDOM	F 1.42		
SHREWSBURY			
SEITZLAND			
GLEN ROCK	F 1.34		6.07
LARUE	F 1.31		
HANOVER JCT.			
SMYSER	F 1.26		
GLATFELTER	1.21		5.57
BRILHART	F 1.16		
GRANTLEY	1.11		5.48
YORK	1.07		5.44
YORK	\$ 1.00		\$ 5.39
LOUCKS	12.57		5.36
EMIGSVILLE	F 12.52		
MT. WOLF	F 12.47		
YORK HAVEN (Phil. D.)			
CLY	12.39		5.21
HARRISBURG	\$ 12.15		\$ 5.00
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY EX. SUN.	DAILY
	518	8030	50

Supplement No. 2 affects pages 15, 19, 38, 40, 41, 46, 48, 49, 50, 51, 53, 54, 55, 56, 57 and 59.

50

HARRISBURG TO BALTIMORE

STATIONS	FIRST CLASS		
	8034	530	8130
	Arrive A. M.	A. M.	A. M.
CALVERT STATION	\$ 9.40		
BALTIMORE	\$ 9.36	\$ 9.55	\$ 10.40
MT. VERNON	9.32	9.51	10.37
WOODBERRY	F 9.29		F 10.34
MT. WASHINGTON	\$ 9.23	R 9.44	\$ 10.27
BARE HILLS			F 10.25
HOLLINS	9.20	9.41	10.24
BRIGHTSIDE			F 10.23
LAKE	F 9.18		F 10.22
RUXTON	\$ 9.17		\$ 10.20
RIDERWOOD	\$ 9.15		\$ 10.18
LUTHERVILLE	\$ 9.13		\$ 10.15
TIMONIUM	\$ 9.10	9.31	F 10.12
PADONIA	F 9.06		F 10.08
TEXAS	\$ 9.04		\$ 10.03
COCKEYSVILLE	\$ 9.01	\$ 9.26	\$ 10.00
ASHLAND			\$ 9.58
PHOENIX			\$ 9.54
SPARKS	F 8.52		\$ 9.50
GLENCOE	8.50	9.16	\$ 9.48
CORBETT	F 8.47		F 9.44
MONKTON	F 8.45		\$ 9.42
BLUE MOUNT	F 8.42		F 9.38
WHITE HALL	F 8.40		\$ 9.35
GRAYSTONE			F 9.33
PARKTON	\$ 8.35	9.01	\$ 9.30
WALKER			
BENTLEY SPRINGS			
FREELAND			
SUMMIT GROVE		8.48	
NEW FREEDOM		\$ 8.47	
SHREWSBURY			
SEITZLAND			
GLEN ROCK		\$ 8.35	
LARUE			
HANOVER JCT.			
SMYSER			
GLATFELTER		8.23	
BRILHART			
GRANTLEY		8.13	
YORK		\$ 8.08	
YORK			
LOUCKS		8.00	
HMIGSVILLE			
MT. WOLF			
YORK HAVEN (Phil. D.)		\$ 7.47	
OLY		7.44	
HARRISBURG		\$ 7.20	
Leave	A. M.	A. M.	A. M.
	DAILY EX. SUN.	DAILY	SUNDAY ONLY
	8034	530	8130

R—Pass station at a speed not exceeding fifteen miles an hour to deliver U. S. Mail.

Supplement No. 2 affects pages 15, 19, 38, 40, 41, 46, 48, 49, 50, 51, 53, 54, 55, 56, 57 and 59.

54

COLUMBIA TO FREDERICK

STATIONS	FIRST CLASS		
	5521	5641	*5523
	DAILY EX. SUN.	SUNDAY ONLY	DAILY
Leave	A. M.	A. M.	P. M.
COLUMBIA (Phila. Div.)	\$ 7.10		\$ 12.09
WRIGHTSVILLE	\$ 7.15		\$ 12.14
EWING PASSING			
STRICKLER			F 12.20
HELLAM	F 7.25		\$ 12.26
CAMPBELL	7.27		12.28
ROCKBURN			
YORK	\$ 7.36		\$ 12.39
YORK	8.05	\$ 9.00	
WEST YORK PASSING	8.15	9.10	
PALMERS	8.19	9.14	
GRAYBILL			
BAIR			
SPRING GROVE	\$ 8.35	\$ 9.28	
HANOVER	\$ 8.55	\$ 9.46	
HANOVER	9.00		
FISHER	9.02	9.48	
LITTLESTOWN	\$ 9.22	\$ 10.02	
KINGSDALE		F 10.06	
GALT			
TANEYTOWN	\$ 9.40	\$ 10.18	
KEYMAR	\$ 9.52	\$ 10.27	
KEYMAR PASSING	9.53	10.28	
JCT. UNION B'DGE BR.			
LADIESBURG	F 10.00		
NEW MIDWAY	E 10.03		
LeGORE	F 10.07		
WOODSBORO	\$ 10.11	F 10.42	
WALKERSVILLE	\$ 10.23	\$ 10.52	
FOUNTAIN ROCK	F 10.27		
FREDERICK	\$ 10.40	\$ 11.05	
B. & O. JUNCTION			
Arrive	A. M.	A. M.	P. M.
	5521	5641	5523

Supplement No. 2 affects pages 15, 19, 38, 40, 41, 46, 48, 49, 50, 51, 53, 54, 55, 56, 57 and 59.

NORTHWARD

FIRST CLASS				
*5524	5528	5648	*5640	*5642
P. M.	P. M.	P. M.	P. M.	P. M.
\$ 1.54	\$ 5.21		\$ 5.30	\$ 9.20
\$ 1.49	\$ 5.16		\$ 5.25	\$ 9.15
F 1.43				
F 1.37	F 5.03		F 5.13	
1.35	5.00		5.11	9.02
\$ 1.24	4.50		\$ 5.00	\$ 8.53
	\$ 4.17	\$ 4.40		
	4.06	4.29		
	4.02	4.25		
	\$ 3.45	\$ 4.08		
	3.20	3.43		
	\$ 3.11	\$ 3.33		
	3.09	3.31		
	\$ 2.54	\$ 3.16		
	F 2.44	F 3.06		
	\$ 2.32	\$ 2.54		
	\$ 2.20	\$ 2.41		
	2.18	2.38		
	F 2.13	F 2.33		
	E 2.10			
	F 2.06	F 2.26		
	\$ 2.02	\$ 2.22		
	\$ 1.52	\$ 2.12		
	\$ 1.40	\$ 2.00		
P. M.	P. M.	P. M.	P. M.	P. M.
DAILY EX. SUN.	DAILY EX. SUN.	SUNDAY ONLY	SUNDAY ONLY	SUNDAY ONLY
5524	5528	5648	5640	5642

Supplement No. 2 affects pages 15, 19, 38, 40, 41, 46, 48, 49, 50, 51, 53, 54, 55, 56, 57 and 59.

U. S. MAIL WORK.

STATIONS.	EASTWARD AND SOUTHWARD TRAINS.										
	147	518	151	103	107	574- 5105	530	169	421	994	974- 5121
Harrisburg....		E				E	E			E	E
Mt. Wolf.....							CD			E	
Emigsville....										E	
York.....		E				E	E			E	E
Brilhart.....										E	
Glatfelter.....										E	
Smyser.....							CD			E	
Hanover Jct. . .										E	
Larus.....							CD			E	
Glen Rock.....							E			E	
Shrewsbury....							CD			E	
New Freedom..							E			E	E
Freeland.....							CD			E	
Bentley Springs										E	
Walker.....							CD			CD	
Parkton.....							CD			E	
White Hall....							CD			E	
Monkton.....							CD			E	
Corbett.....										E	
Glencoe.....							CD			E	
Sparks.....							CD			E	
Phoenix.....										E	
Ashland.....										E	
Cockeysville..							E			E	
Texas.....										E	
Timonium.....										E	
Lutherville... .							CD			E	
Riderwood....							CD			E	
Ruxton.....							CD			E	
Mt. Washington							D			E	
Baltimore....	E	E	E	E	E	E	E	E	E	E	E
Frederick Road.				D	E			D			
Odenton.....					D						
Bowie.....					E						
Washington....	E		E	E	E	E		E			E

D—Mail delivered only.
 CD—Mail caught and delivered.
 E—Train stops, mail received or delivered, or both.

Supplement No. 2 affects pages 15, 19, 38, 40, 41, 46, 48, 49, 50, 51, 53, 54, 55, 56, 57 and 59.

FIGURES FOR ELECTRIFICATION WORKMEN'S TRAINS
Effective October 1, 1934.

Baltimore to Odenton Train

	A.M.
Baltimore	6.00 follow 103
Edmonson	6.08
Frederick Road	6.11
Loudon Park	6.13
Arbutus	6.17
Halethorpe	6.19
Patapsco River Bridge	6.23
Stony Run	6.28
Harman	6.32
Severn	6.37
Odenton	6.42

Returning leave Odenton 3.40 P.M.
Arrive Balto. 4.10 P.M.
Making same stops as on the going trip.

Baltimore to Washington Train A.M.

Baltimore	6.15
Odenton	6.50
Patuxent	6.55
Anderson	6.57 (107)
Bowie	7.07 - 7.22- (&
Glennedale	7.26 (173)
Lanham	7.33
Landover	7.38
Cheverly	7.42
River Road	7.45
Lover's Lane	7.50
Bladensburg Road	7.52
Ivy City R.H.	7.55
Just south N.Y. Ave.	7.58
Washington	8.01

Returning leave Wash. 4.30 p.m.
Arrive Balto. 5.51 p.m.
Making same stops as on going trip.

G. M. Smith,
Superintendent.

G. M. S. E. W. F.
C. R. C. J. W. S.
B. R. T. Disp. B&P
T. L. G. Movement Desk
C. E. K. Operator GU Tower
C. G. W. Opr. Odenton
L. R. D. " Landover
J. M. F.

Baltimore, Md., April 8th, 1935.

TO ALL GENERAL FOREMEN,
TO ALL FOREMEN,
TO ALL ASSISTANT FOREMEN:

In connection with Electrification Employees riding certain trains, below is a list of trains which are restricted.

You will see that this is brought to the attention of all your men and that it is strickly adhered to.

<u>SOUTHWARD</u>	5133	Leave Baltimore	5:35 A.M.
	107	" "	6:31 A.M.
	5135	" "	6:38 A.M.
	5137	" "	7:20 A.M.
	5101	" "	7:27 A.M.
	5105	" "	7:48 A.M.
	121	" "	2:10 P.M.
<u>NORTHWARD</u>	152	" Washington	4:00 P.M.
	168	" "	4:25 P.M. (except workmen living north of Baltimore)
	154	" "	5:00 P.M.
	5136	" "	5:03 P.M.
	5138	" "	5:15 P.M. (except workmen living at points between Washington and Baltimore)
<u>WESTWARD</u>	565	" Baltimore	7:40 P.M. Friday nights, Saturday nights and days before holidays.

C. R. Campbell,

Construction Superintendent.

Baltimore, Md., April 8th, 1935.

TO ALL GENERAL FOREMEN,
TO ALL FOREMEN,
TO ALL ASSISTANT FOREMEN:

You will hereby notify all concerned that with any force reduction in the near future, care should be exercised that Baltimore Division switch keys are turned in by such employes furloughed and the switch keys sent to this office promptly.

C. R. Campbell,

Construction Superintendent.