WESTERN MARYLAND RAILWAY COMPANY

HAGERSTOWN DIVISION

TIMETABLE No. 9

FOR THE GOVERNMENT OF EMPLOYES ONLY

Effective 2.01 A. M., Eastern Standard Time

SUNDAY, SEPT. 27th, 1953

E. E. WELSH,
Superintendent

G. M. LEILICH,
General Superintendent

G. R. HAWORTH,
Vice President and General Manager

HAGERSTOWN DIVISION

STAFF

SUPERINTENDENT

E. E. WELSH

TRAINMASTERS

I. B. CHAMBERS W. W. GROSS R. W. KNICLEY

ASSISTANT TRAINMASTERS

C. N. PAGE M. E. DONEGAN J. W. UTTERBACK

ROAD FOREMAN OF ENGINES

F. R. KNAPP

ASSISTANT ROAD FOREMEN OF ENGINES

C. N. PAGE
S. K. BONEBRAKE

CHIEF TRAIN DISPATCHERS

R. S. WELTY
N. U. BOOTH
C. R. ARNSPARGER
P. W. REISNER

TRAIN DISPATCHERS

J. R. BOOTH
C. E. FRANK
N. J. BOOTH
W. E. HOLLAND
F. L. WELTY
W. F. HOPKINS
P. A. HERRMANN
W. D. WINTERS
W. E. BERGER
G. S. WINGLER
W. C. FLEIGH
C. F. BITTORF
L. M. SWEENEY

RELIEF TRAIN DISPATCHERS

E. W. MURRAY G. A. GROGAN, JR. G. N. ADAMS

DIVISION AGENT

H. M. HARTMAN

MASTER MECHANIC

H. W. REED

DIVISION ENGINEER

W. R. LEE

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2 MAIN TRACKS

Manual Block, Train Order Offices & Interlockings	Station Numbers	STATIONS East Subdivision	Miles from Baltimore	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water—Wye—Turntable	Other Tracks
MB-TO	0	HILLEN STATION	0.0	0.0		WT	Yard
	1	PENNA. STATION	1.0	1.0			
I	3	FULTON JUNCTION	3.0	2.0			
	3	FULTON	3.2	0.2			Yard
TO-I		WALBROOK JCT	3.7	0.5		Y	
	4	WALBROOK	3.9	0.2			Yard
	6	FLYNN & EMRICH	5.9	2.0			10
	6	CINDER BLK. SDG.	6.2	0.3			8
	6	COLD SPRING LANE	6.2	0.0			19
TO-I	7	ARLINGTON	6.7	0.5			197
	8	LEAHIGH	7.5	0.8			Yard
		NAT'L PAVING CO.	8.0	0.5			9
	8	MT. HOPE	8.2	0.2			4
	9	HOWARDVILLE	9.3	1.1			23
	10	SUDBROOK	9.8	0.5			
	11	PIKESVILLE	10.7	0.9			24
	12	MT. WILSON	11.8	1.1			10
	12	McDONOGH	12.4	0.6			20
TO	15	OWINGS MILLS	14.6	2.2			54
	16	GWYNNBROOK	16.4	1.8			40
	18	ST. GEORGES	18.5	2.1			
	19	GLYNDON	19.4	0.9			26
TO-I	20	EMORY GROVE	19.6	0.2		WY	14
	20	GLEN MORRIS	20.2	0.6			27
	23	FALLS	22.6	2.4	88		
	24	CEDARHURST	23.4	0.8			116
	25	LAWNDALE	25.1	1.7			
	27	PATAPSCO	26.8	1.7			
	29	CARROLLTON	28.7	1.9			4
	31	TANNERY	30.7	2.0	90		
TO	34	WESTMINSTER	33.7	3.0	123		Yard
	35	SPRING MILLS	35.3	1.6			3
	37	AVONDALE	36.6	1.3			
	38	MEDFORD	37.8	1.2			8
	39	WAKEFIELD	38.9	1.1	94		
	41	NEW WINDSOR	41.1	2.2			46
	44	LINWOOD	43.7	2.6	109		22
TO	45	UNION BRIDGE	45.4	1.7		CW	Yard
	48	MIDDLEBURG	48.3	2.9			20
TO	49	KEYMAR	49.2	0.9	58		7
	51	DETOUR	51.0	1.8			14
	53	MONOCACY	53.0	2.0	100		
TO	54	ROCKY RIDGE	54.2	1.2		Y	5
	56	LOYS	55.8	1.6			10
	58	GRACEHAM	57.5	1.7			8
TO	59	THURMONT	59.0	1.5	121	W	127
	63	FLINT	62.8	3.8	94		
	64	DEERFIELD	63.9	1.1			14
	66	SABILLASVILLE	66.0	2.1	140		3
	68	SANATORIUM	68.4	2.4			15
	69	BLUE RIDGE	69.1	0.7			50
TO	70	HIGHFIELD	69.7	0.6	E43 W42	WY	
	71	FORT RITCHIE	70.4	0.7			69

Continued on page 2

Manual Block, Train Order Offices & Interlockings	Station Numbers	STATIONS East Subdivision	Miles from Baltimore	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water—Wye—Turntable	Other Tracks
2 MAIN TRACKS	72	PEN-MAR	71.8	1.4			
		AFTON	73.4	1.6			
	75	EDGEMONT	75.3	1.9			
	78	SMITHSBURG	77.9	2.6	52		36
	79	CAVETOWN	78.6	0.7			12
	81	CHEWSVILLE	81.3	2.7			23
2 MAIN TRACKS	84	SECURITY	84.1	2.8			137
	84	BISSELL	84.3	0.2			
	85	PANGBORN	84.5	0.2			52
	86	POTOMAC AVE	85.7	1.2			109
TO-I	86	NC TOWER	86.4	0.7			
TO	87	HAGERSTOWN STA	86.8	0.4			Yard

Manual Block, Train Order Offices & Interlockings	Station Numbers	STATIONS Tide Subdivision	Miles from Pt. Covington	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water—Wye—Turntable	Other Tracks
2 MAIN TRACKS	305	PT. COVINGTON	0.0	0.0		T	Yard
	304	WESTPORT	0.9	0.9			Yard
		MT. WINANS	1.6	0.7			6
	303	WASHINGTON RD	1.8	0.2			5
		TIDE	2.4	0.6			
	302	PEDDICORD	3.7	1.3			18
	301	PURNELL	4.7	1.0			50
	301	MONTAGUE-RODGERS	4.8	0.1			7
TO-I		WALBROOK JCT.	5.3	0.5		Y	

Note—Two Main Tracks between Tide and Port Covington, trains will keep to the left. Rule *D*-151 is modified.

Manual Block, Train Order Offices & Interlockings	Station Numbers	STATIONS York Subdivision	Miles from York	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water—Wye—Turntable	Other Tracks
TO	516	YORK	0.0	0.0			Yard
	515	WEST YORK	0.7	0.7			22
	513	LINCOLN	2.3	1.6		W	Yard
	512	BAKER JCT	3.6	1.3		Y	
	511	BOTTS	4.4	0.8			81
	509	THOMASVILLE	7.1	2.7			Yard
	507	NASHVILLE	9.1	2.0			2
	504	SPRING GROVE	11.5	2.4			96
	503	PLANK	12.1	0.6			25
TO	429	PORTERS	15.8	3.7		Y	55

	Manual Block, Train Order Offices & Interlockings	Station Numbers	STATIONS West Subdivision	Miles from Baltimore	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water—Wye—Turntable	Other Tracks
	TO	87	HAGERSTOWN STA...	86.8	0.0			
	TO		YD OFFICE.....	87.2	0.4		CW YT	Yard
			STARTZMAN.....	88.6	1.4			
			NEWGATE.....	89.6	1.0			Yard
2 MAIN TRACKS		92	KEMPS.....	92.2	2.6			
		92	P V. JUNCTION.....	92.4	0.2			
	TO	93	WILLIAMSPORT.....	92.9	0.5		W	Yard
		93	WILLIAMSPORT RUNNING TRACK					
		95	PINESBURG.....	95.3	2.4			
		97	CHARLTON.....	97.2	1.9			18
	TO	100	BIG SPRING.....	99.7	2.5			17
	MB-TO-I	105	BIG POOL JCT.....	105.0	5.3			113
2 MAIN TRACKS		106	CHERRY RUN.....	106.3	1.3		Y	Yard
	MB-TO-I		MILLER.....	107.1	0.8			
		105	BIG POOL.....	105.2	0.2			20
		106	WF.....	106.3	1.1			
2 MAIN TRACKS		109	PARKHEAD.....	108.8	2.5			119
		111	MOFFET.....	110.5	1.7			
		114	STANLEY.....	113.8	3 3			20
			HANCOCK East End...	114 4	0 6			Yard
		116	HANCOCK STATION..	115 5	1.1		W	Yard
			HANCOCK West End...	116 7	1.2			Yard
		118	LONER.....	117.9	1.2			3
		120	ROUND TOP.....	120.0	2.1	151		
		122	COHILL.....	121.8	1.8			20
		126	WOODMONT CLUB....	126.1	4.3			6
	TO	127	PEARRE	127.0	0.9	134		6
		131	LITTLE ORLEANS....	130.8	3.8			28
		133	DOE GULLY.....	132.5	1.7	122		
2 MAIN TRACKS			JEROME East End.....	136.5	4.0			
			B. & O. CONNECTION.	137.0	0.5			8
	TO	137	JEROME.....	137.6	0.6			6
			JEROME West End.....	138.5	0.9			
		142	KEIFER.....	141.4	2.9			16
		143	FAIRPLAY.....	143.3	1.9	163		
		147	TOWN CREEK.....	146.9	3.6		W	57
	TO	151	OLDTOWN.....	151.0	4.1	129		8
		157	SPRING GAP.....	157 5	6.5			8
		159	NORTH BRANCH.....	159.4	1.9	126		3
			B. & O. CONNECTION.	160.1	0.7			
		163	VIRGINIA AVENUE...	163.1	3.7			27
	TO	164	MY.....	164.0	0.9			Yard
	TO	167	CUMBERLAND STA...	165.8	1.8			

Baltimore & Ohio crews operating between Miller and Hagerstown will be governed by W. M. Ry. Timetable and Rules.

Manual Block, Train Order Offices & Interlockings	Station Numbers	STATIONS Hanover Subdivision	Miles from Baltimore	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water—Wye—Turntable	Other Tracks
TO-I	20	EMORY GROVE	19.6	0.0	100		72
	402	WOODENSBURG	21.6	2.0			14
	404	BORING	23.7	2.1			5
	405	FOWBLESBURG	24.7	1.0			49
	406	ARCADIA	26.2	1.5			6
TO	409	HAMPSTEAD	29.3	3.1			82
	411	GREENMOUNT	31.1	1.8			20
	413	MAPLE GROVE	32.5	1.4			13
	414	MILLERS	34.0	1.5	44	W	6
	419	LINEBORO	38.9	4.9			12
	421	HOKES	40.6	1.7	55		6
TO	423	GLENVILLE	42.6	2.0			14
	424	BRODBECK	43.5	0.9			15
	425	PENTLAND	45.2	1.7			56
	427	SINSHEIM	46.8	1.6			6
TO	429	PORTERS	49.1	2.3		Y	55
	431	SMITHS	51.0	1.9	100		
	432	YORK ROAD	52.1	1.1			27
TO	435	HANOVER	54.3	2.2		CW	Yard
	435	ELM	55.0	0.7	100		13
	438	BITTINGER	57.4	2.4			339
	439	BERLIN JCT	58.9	1.5		Y	8
TO	441	NEW OXFORD	60.5	1.6			45
	443	BRUSH RUN	62.7	2.2			20
	446	GULDENS	65.6	2.9			20
	447	GRANITE	66.3	0.7			8
	450	CAMP	69.5	3.2	100		26
TO	451	GETTYSBURG	70.7	1.2		WY	Yard
	455	SEVEN STARS	74.7	4.0			38
	458	ORRTANNA	78.1	3.4			21
	462	VA. MILLS	81.5	3.4			9
	463	FAIRFIELD	82.3	0.8	77		
	467	JACKS MOUNTAIN	86.7	4.4			10
	470	GLADHILL	89.8	3.1			13
	470	ADVANCE	89.9	0.1			8
	470	GREEN STONE	90.5	0.6			14
	471	CHARMIAN	91.1	0.6			10
TO	70	HIGHFIELD	93.1	2.0		W	83

	Manual Block, Train Order Offices & Interlockings	Station Numbers	STATIONS Lurgan Subdivision	Miles from Shippensburg	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water—Wye—Turntable	Other Tracks
		635	SHIPPENSBURG	0.0	0.0			21
2 MAIN TRACKS	TO-I	633	LURGAN	1.7	1.7		WY	77
			WEST LURGAN	3.1	1.4			
		631	PINOLA	4.2	1.1			10
		630	KOBEEN	5.3	1.1			
		629	CULBERTSON ELEVATOR	7.2	1.9			22
		628	CULBERTSON FREIGHT	7.8	0.6			15
			CULBERTSON RUNNING TRACK..					
	I	627	PLAINFIELD... No. 1	9.0	1.2			61
			PLAINFIELD... No. 2					68
		625	SILOAM	10.3	1.3			177
		624	HEINZ PLANT	10.8	0.5			82
			CHAMBERSBURG RUNNING TRACK..					
		623	CHAMBERSBURG	12.2	1.4			77
		622	TAYLOR WORKS..	13.6	1.4			25
2 MAIN TRACKS	I	621	BRANDON	13.7	0.1		W	37
		621	STORAGE HOUSE					44
			WEST BRANDON	15.2	1.5			
		619	ZUMBRO	15.7	.5			11
		618	NEW FRANKLIN	16.6	1.4			
		617	GUILFORD	18.2	1.6			6
		616	GRINDSTONE	18.3	0.1			40
		615	ALTENWALD	19.8	1.5			5
		714	QUINSONIA	20.5	0.7			
	I	614	CONBOY	20.7	0.2			
		612	GREENDALE	23.1	2.4			52
2 MAIN TRACKS	I	609	WAYNECASTLE	25.9	2.8			10
		606	WINGERTON	28.6	2.7			11
		605	REID	30.0	1.4			11
		603	PARAMOUNT	32.3	2.3			3
			PIKE	34.2	1.9			
	TO-I	86	NC TOWER	34.8	0.6			

Note—Two Main Tracks between Brandon and Conboy, trains will keep to the left. Rule *D*-151 is modified.

Reading crews operating between Lurgan and Hagerstown will be governed by W. M. Ry. Timetable and Rules.

W. M. Ry. crews operating between Lurgan and Rutherford will be governed by Reading Company Timetable and Rules.

Manual Block & Train Order Offices	Station Numbers	STATIONS Waynesboro Subdivision	Miles from Quinsonia	Miles Between Stations	Passing Siding Capacity in Cars	Coal—Water—Wye—Turntable	Other Tracks
	714	QUINSONIA	0.0	0.0			19
	711	FIVE FORKS	2.7	2.7			4
	709	NICODEMUS	4.1	1.4			4
	707	WAYNESBORO	6.1	2.0			Yard
	705	CRESS	8.4	2.3			6
	703	MIDVALE	10.0	1.6			12
	75	EDGEMONT	13.4	3.4			28

Engine assigned to Waynesboro Subdivision will run Extra without train orders and make as many trips as necessary between Midvale and Quinsonia, between 6.00 A. M. and 11.00 P. M. daily except Sunday.

SUPPLEMENT No. 3, Hagerstown Division Timetable No. 9 effective 12:01 A. M., MONDAY, MAY 10th, 1954.

ELKINS DIVISION

Cumberland Terminal

BETWEEN

Knobmount and Cumberland

EASTWARD

Timetable No. 8 Sept. 27, 1953		FIRST CLASS			
STATIONS		10			
Cumberland Terminal		DAILY EXCEPT SUNDAY			
		A.M.			
KNOBMOUNT END OF TWO MAIN TRACKS		11.21	.....	.....	.....
RIDGELY END OF MARYLAND JCT. WYE		11.26	.....	.....	.....
RIDGELY	s	11.28	.....	.....	.....
CUMBERLAND STATION	A	11.30	.....	.....	.....
		A.M.			

WESTWARD

STATIONS		FIRST CLASS			
		9			
Cumberland Terminal		DAILY EXCEPT SUNDAY			
		P.M.			
CUMBERLAND STATION	L	2.15	.....	.....	.....
RIDGELY	s	2.17	.....	.....	.....
RIDGELY END OF MARYLAND JCT. WYE		2.20	.....	.....	.....
KNOBMOUNT END OF TWO MAIN TRACKS		2.25	.....	.....	.....
		P.M.			

E. E. WELSH, Superintendent.

SUPPLEMENT No. 15, Hagerstown Division Timetable No. 9 becomes effective 12:01 A.M., SUNDAY, APRIL 28th, 1957.

BALTIMORE TO HAGERSTOWN

WESTWARD

Timetable No. 9 Sept. 27, 1953 STATIONS East Subdivision	FIRST CLASS 1 DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY		
	P.M.			
HILLEN STATION	L 4.20	.....	.....	.....
PENNA. STATION	s 4.25	.....	.....	.....
FULTON JCT.	4.30	.....	.....	.....
WALBROOK	f 4.32	.....	.....	.....
ARLINGTON	s 4.39	.....	.....	.....
HOWARDVILLE	f 4.44	.....	.....	.....
SUDBROOK	f 4.46	.....	.....	.....
PIKESVILLE	f 4.49	.....	.....	.....
MT. WILSON	f 4.51	.....	.....	.....
McDONOGH	f 4.52	.....	.....	.....
OWINGS MILLS	f 4.56	.....	.....	.....
GWYNNBROOK	f 5.00	.....	.....	.....
ST. GEORGES	f 5.04	.....	.....	.....
GLYNDON	f 5.07	.....	.....	.....
EMORY GROVE	5.08	.....	.....	.....
GLEN MORRIS	.....	.....	.....	.....
FALLS	5.14	.....	.....	.....
CEDARHURST	f 5.15	.....	.....	.....
LAWNDALE	.....	.....	.....	.....
PATAPSCO	f 5.22	.....	.....	.....
CARROLLTON	f 5.26	.....	.....	.....
TANNERY	f 5.29	.....	.....	.....
WESTMINSTER East End	5.31	.....	.....	.....
WESTMINSTER STATION	s 5.33	.....	.....	.....
AVONDALE	.....	.....	.....	.....
MEDFORD	f 5.40	.....	.....	.....
WAKEFIELD	5.42	.....	.....	.....
NEW WINDSOR	s 5.46	.....	.....	.....
LINWOOD	f 5.50	.....	.....	.....
UNION BRIDGE	s 5.52	.....	.....	.....
MIDDLEBURG	.....	.....	.....	.....
KEYMAR	f 5.58	.....	.....	.....
DETOUR	.....	.....	.....	.....
MONOCACY	6.04	.....	.....	.....
ROCKY RIDGE	f 6.06	.....	.....	.....
LOYS	.....	.....	.....	.....
GRACEHAM	.....	.....	.....	.....
THURMONT East End	6.11	.....	.....	.....
THURMONT STATION	f 6.12	.....	.....	.....
DEERFIELD	.....	.....	.....	.....
SABILLASVILLE	6.24	.....	.....	.....
CULLEN	f 6.29	.....	.....	.....
BLUE RIDGE	f 6.31	.....	.....	.....
HIGHFIELD	f 6.33	.....	.....	.....
FORT RITCHIE	.....	.....	.....	.....
PEN-MAR	f 6.38	.....	.....	.....
EDGEMONT	6.43	.....	.....	.....
SMITHSBURG	f 6.47	.....	.....	.....
CHEWSVILLE	.....	.....	.....	.....
SECURITY	6.56	.....	.....	.....
POTOMAC AVE.	.....	.....	.....	.....
NC TOWER	7.00	.....	.....	.....
HAGERSTOWN STATION	A 7.04 P.M.	.....	.....	.....

I. B. CHAMBERS, Superintendent,

SUPPLEMENT No. 16, Hagerstown Division Timetable No. 9 becomes effective 12:01 A.M., SUNDAY, APRIL 28th, 1957.

HAGERSTOWN TO BALTIMORE

EASTWARD

Timetable No. 9 Sept. 27, 1953	FIRST CLASS			
STATIONS	4			
East Subdivision	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY		
	A.M.			
HAGERSTOWN STATION	L 4.02	.....	.....	.....
NC TOWER	4.04	.....	.....	.....
POTOMAC AVE.	.....	.....	.....	.....
SECURITY	4.10	.....	.....	.....
CHEWSVILLE	.....	.....	.....	.....
SMITHSBURG	f 4.19	.....	.....	.....
EDGEMONT	4.24	.....	.....	.....
PEN-MAR	f 4.29	.....	.....	.....
FORT RITCHIE	.....	.....	.....	.....
HIGHFIELD	f 4.34	.....	.....	.....
BLUE RIDGE	f 4.36	.....	.....	.....
CULLEN	f 4.38	.....	.....	.....
SABILLASVILLE	4.43	.....	.....	.....
DEERFIELD	.....	.....	.....	.....
THURMONT	f 4.54	.....	.....	.....
GRACEHAM	.....	.....	.....	.....
LOYS	.....	.....	.....	.....
ROCKY RIDGE	.....	.....	.....	.....
MONOCACY	5.02	.....	.....	.....
DETOUR	.....	.....	.....	.....
KEYMAR	f 5.08	.....	.....	.....
MIDDLEBURG	.....	.....	.....	.....
UNION BRIDGE	s 5.14	.....	.....	.....
LINWOOD	f 5.17	.....	.....	.....
NEW WINDSOR	s 5.22	.....	.....	.....
WAKEFIELD	5.26	.....	.....	.....
MEDFORD	f 5.28	.....	.....	.....
AVONDALE	.....	.....	.....	.....
WESTMINSTER	s 5.35	.....	.....	.....
TANNERY	f 5.41	.....	.....	.....
CARROLLTON	f 5.45	.....	.....	.....
PATAPSCO	f 5.49	.....	.....	.....
LAWNDALE	.....	.....	.....	.....
CEDARHURST	f 5.55	.....	.....	.....
FALLS	5.56	.....	.....	.....
GLEN MORRIS	.....	.....	.....	.....
EMORY GROVE	6.02	.....	.....	.....
GLYNDON	s 6.03	.....	.....	.....
ST. GEORGES	f 6.05	.....	.....	.....
GWYNNBROOK	f 6.09	.....	.....	.....
OWINGS MILLS	f 6.12	.....	.....	.....
McDONOGH	f 6.16	.....	.....	.....
MT. WILSON	f 6.17	.....	.....	.....
PIKESVILLE	f 6.20	.....	.....	.....
SUDBROOK	f 6.23	.....	.....	.....
HOWARDVILLE	f 6.25	.....	.....	.....
ARLINGTON	f 6.30	.....	.....	.....
WALBROOK	s 6.36	.....	.....	.....
FULTON JCT.	6.40	.....	.....	.....
PENNA. STATION	s 6.46	.....	.....	.....
HILLEN STATION	A 6.50 A.M.	.....	.....	.....

W. M. Ry. crews operating between Fulton Junction and Madison Street (Baltimore) will be governed by P. R. R. Timetable and Book of Rules.

I. B. CHAMBERS, Superintendent,

COMPANY SURGEONS AND MEDICAL EXAMINERS.

Location	Name and Address	Telephone No.
Baltimore, Md,	**DR. G. W. BENJAMIN,** **Chief Medical Officer,** Office: 906 Hillen St. Office: Hillen Station Res.: 3741 Oak Ave. (7)	 LE. 9-5194. MU. 5-1700. Dial Gwynn 991, ask Opr. for 278R.
" "	**DR. WM. E. GILMORE,** **Consulting Surgeon,** Office: 108 E. 33rd. St. Office: Hillen Station Res.: 39 Warrenton Rd. (10)	 BE. 5-3078 MU. 5-1700 TU. 9-9310
" "	DR. E. B. JARRETT, 11 E. Chase St. (2)	LE. 9-4747
" "	DR. T. R. CHAMBERS, 18 W. Franklin St. (1)	VE. 7-0047
" "	DR. J. R. GIBBONS, 1001 St. Paul St. (2)	LE. 9-6354
" "	DR. C. A. WATERS, 1100 N. Charles St. (1)	VE. 7-5941
" "	DR. G. E. P. TRUITT, Medical Arts Bldg. (1)	SA. 7-4440
" "	DR. H. V. HARPER, 5201 Gwynn Oak Ave. (7)	LE. 2-7767
Pikesville, Md.	DR. J. A. MILLER, Reisterstown Rd. & Walker Ave.	 HU. 6-4060
Glyndon, Md.	DR. D. D. CAPLES, 6 Hanover Road, Reisterstown ,Md.	 Reisterstown,72
Westminster, Md.	DR. S. L. BARE, Westminster, Md.	Westminster 17
" "	DR. J. T. MARSH, Westminster, Md.	Westminster
" "	DR. C. L. BILLINGSLEA, Westminster, Md.	Westminster
New Windsor, Md.	DR. M. E. ROBERTSON, New Windsor, Md.	New Windso
Union Bridge, Md.	DR. T. H. LEGG, Union Bridge, Md.	Union Bridg
Thurmont, Md.	DR. M. F. BIRELY, Thurmont, Md.	Thurmont 424
Hampstead Md.	DR. M. C. PORTERFIELD, Hampstead, Md.	Hampstead
" "	DR. J. E. BUSH, Hampstead, Md.	Hampstead 4141
Hanover, Pa.	DR. R. E. BITTINGER, 200 Carlisle St.	Hanover 2-3275
" "	DR. C. E. BORTNER, 123 York St.	Hanover 9118
Gettysburg, Pa.	DR. B. N. WOLFF, Gettysburg, Pa.	Gettysburg 81
Gettysburg, Pa.	DR. R. W. GIFFORD, Gettysburg, Pa.	Gettysburg 81

COMPANY SURGEONS AND MEDICAL EXAMINERS—Continued

Location	Name and Address	Telephone No
York, Pa.	Dr. J. F. Bacon, 28 S. Queen St.	York 82-744
" "	Dr. F. M. Weaver, 36 N. Duke St.	York 6251
" "	Dr. M. C. Wentz, 455 W. Market St.	York 6226
Hagerstown, Md.	Dr. J. E. H. Spence, Office: Passenger Sta. Res.: 42 East Ave.	Hagerstown 1800 Hagerstown 262R
" "	Dr. P. Wroth, Jr., 145 S. Prospect St.	Hagerstown 465
" "	Dr. W. D. Campbell, 145 W. Washington St.	Hagerstown 1157
" "	Dr. O. H. Binkley, 136 W. Washington St.	Hagerstown 415
" "	Dr. Victor D. Miller, 131 W. Washington St.	Hagerstown 192
" "	Dr. C. L. Mowrer, 159 W. Washington St.	Hagerstown 295
" "	Dr. M. C. Smoot, 130 W. Washington St.	Hagerstown 2229
" "	Dr. C. O. Diehl, Professional Arts Bldg.	Hagerstown 504
Smithsburg, Md.	Dr. G. A. Kohler, Public Square	Smithsburg 2-4441
Clearspring, Md.	Dr. D. R. Brewer, Main St.	Clear Spring 2191
Hancock, Md.	Dr. H. R. Tobias, Main Street	Hancock 57
Chambersburg, Pa.	Dr. J. K. Gordon, 253 N. Main St.	Chambersburg 131
" "	Dr. J. W. Maclay 361 Philadelphia Ave.	Chambersburg 206
Waynesboro, Pa.	Dr. Wm. C. Schultz, 14 E. Main St.	Waynesboro 155J

HOSPITALS

Baltimore, Md.	Church Home & Infirmary, Broadway & Fairmont Ave. (31)	PE. 2-4730
" "	Presbyterian Eye, Ear & Throat Hospital, 1017 E. Baltimore St. (2)	PE. 2-7000
" "	South Balto. Gen. Hosp. 1213 Light Street (30)	PL. 2-8160
" "	Union Memorial Hospital, 33rd & Calvert Sts. (18)	BE. 5-7200
Hanover, Pa,	Hanover General Hosp., Charles St. & Highland Ave.	Hanover 3711
York, Pa,	York Hospital S, George St. & Rathton Rd.	York 7891
Gettysburg, Pa,	Annie M. Warner Hosp., Gettysburg, Pa.	Gettysburg 720
Hagerstown, Md.	Washington County Hosp. King & Antietam Sts.	Hagerstown 3000

SPECIAL INSTRUCTIONS

1. When a rule is referred to by number, unless otherwise specified, it is a rule contained in Rules for the Government of the Operating Department.

SUPERIORITY OF TRAINS.

2. On single track, Eastward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

LOCATION OF STANDARD CLOCKS.

3. **Hillen Station**.....Telegraph Office.
Pt. Covington.....Yardmaster's Office.
Union Bridge.....Telegraph Office.
Hagerstown.....Station G Office.
" .....YD Office.
" .....Chief Caller's Office.
Lincoln.....Yard Office.
Hanover.....Telegraph Office.
Ridgely.....Yard Office.
Md. Junction.....Chief Caller's Office.

REGISTER STATIONS.

4. **Hillen Station**.....Telegraph Office.
Walbrook Jct......Telegraph Office (operator register for all trains).
Emory Grove.....Telegraph Office (operator register for all trains).
Hagerstown.....Station—G Office (for first class trains).

LOCATION OF GENERAL NOTICE BOOKS.

5. **Hillen Station**.....Telegraph Office.
Port Covington.....Yard Office.
" " .....Round House.
Hagerstown.....Station—G Office
" .....Chief Caller's Office.
" .....YD Office.
" .....Hump.
Md. Junction.....Chief Caller's Office.
Hanover.....Telegraph Office.
" .....Round House.
Lincoln.....Yard Office.

TRAIN-ORDER FIXED SIGNAL.

6. Train-order fixed signal governs movement on main track with current of traffic only, unless otherwise specified.

6(a). To govern trains moving against current of traffic, Operator will give a proceed signal (Rule 12c) and, in addition, will deliver Clearance Form A. Operator, in giving proceed signal, will use green flag by day and green light by night.

6(b). Where train-order fixed signals are located between passing siding switches, train using siding may pass the train-order fixed signal while in stop position, but must not foul main track without obtaining Clearance Form A.

6(c). Trains approaching Train-Order Stations which do not receive proceed indication, must stop before fouling clearance of other tracks or crossover, except first class trains may pass train-order fixed signal displaying STOP indication to make station stop providing it does not pass clearance of track to be used by an opposing train and must not proceed without Clearance Form A. Rule 221 is modified.

6(d). Red flag by day and red light by night will be used to signal trains for train orders at Walbrook Jct. and NC Tower.

6(e). Lights in train-order fixed signals will be extinguished when operators are not on duty.

7. Maximum speeds, unless otherwise specified:

	Miles Per Hour	
	First Class Trains	Extra Trains
East Subdivision	50	35
Baltimore, Terminal St	4	4
Bentalou St. to Fulton Jct. Interlocking—Eastward track	15	15
Westminster, between freight house and overhead bridge	10	10
Hagerstown, over streets	12	12
Tide Subdivision		25
Spring Garden Trestle		6
West Subdivision	55	40
Between Hancock and MY	50	35
Hancock, over streets	25	25
Maximum Speed I2 Class Engines	35	35
Lurgan Subdivision	50	40
Chambersburg, over streets	15	15
Between Lurgan and Shippensburg	10	10
Shippensburg, over Orange St	5	5
Hanover Subdivision	45	30
Gettysburg and New Oxford, over streets	6	6
Hanover, over streets	12	12
York Subdivision	40	30
Spring Grove over highway, engine only	12	12
York, over streets	6	6
York, Codorus Creek Bridge	15	15
Waynesboro Subdivision	20	20
Over State Line Trestle		15
Over Antietam Trestle East of Cress		15
Reverse curves half mile West Geiser	15	15
Price's Trestle East of Waynesboro		15
All Districts.		
Trains handling scale test car		35
Steam Engines running backwards		20
Engines pulling steam crane		25
Engines pushing steam crane ahead		15

7(a). Speed Limit Boards are located at points where normal speed of trains is restricted.

Trains approaching restricted section must not exceed speed indicated on the Board, the first figure will indicate speed which must not be exceeded by first class trains, the second figure, speed which must not be exceeded by extra trains.

Where trains leave the restricted sections, Boards are marked "RS" which indicates that trains may resume normal speed.

Where Speed Limit Boards are located on two or more main tracks, the speed restrictions apply to movements against the current of traffic the same as with the current of traffic.

SPECIAL INSTRUCTIONS—Continued

7(b). The running time for Eastward freight trains, between points shown below, must not be less than that indicated.

Blue Ridge to Sabillasville	12 minutes.
Sabillasville to Flint	7 minutes.
Flint to Thurmont	11 minutes.
Arlington to Walbrook Junction	9 minutes.
Highfield to Charmian	6 minutes.
Charmian to Jacks Mountain	13 minutes.
Jacks Mountain to Fairfield	14 minutes.

7(c). Trains will not exceed Limited Speed moving over facing point switch at the end of two main tracks, unless otherwise provided.

7(d). First Class trains running against the current of traffic within yard limits, or using yard tracks, must move at yard speed.

7(e). Slow Speed must not be exceeded on Williamsport Running Track.

7(f). Restricted Speed must not be exceeded on Culbertson Running Track.

MOVEMENT OF TRAINS.

8. A train arriving at any point to meet or permit another train to pass, if the train affecting its movement has not arrived, conductor or engineman will call Train Dispatcher. If delay continues, some member of crew will stay on telephone. Freight conductors will ordinarily ride on head end of train except when complying with Rule 832.

8(a). At meeting points, when the train holding the main track arrives first, crew will handle switch for the opposing train so it can pull in siding without making stop.

8(b). Medium Speed must not be exceeded pulling in and out of sidings and through crossovers. Rule 105 is modified.

8(c). In stormy weather approach all fixed signals expecting to find them displaying most restrictive indication.

8(d). Conductors will make wire report to Trainmaster of all train delays including engines coming from ready track.

Form CT-176 will be used in reporting delays caused by failure of engines. Form must be personally signed by conductor and enginemen of engine that failed and delivered to first open telegraph office.

8(e). Train movements between the following points will be governed by signal indications:

Plainfield to Lurgan.
Newgate to Big Pool Jct.
Emory Grove to Tide.

Movement of trains will be under the supervision of Train Dispatcher and signalmen must receive permission from the Train Dispatcher before clearing the signals to permit movement of trains.

When a train or engine clears the main tracks, unless the switch involved is operated by the signalman, conductor or engineman must report clear to the Train Dispatcher. A train or engine must not enter a block, foul the main track or cross from one main track to another without permission from the Train Dispatcher.

8(f). TIDE—Signalman at Walbrook Junction controls Westward signals located at end of two (2) main tracks. Automatic Signal T-28 B governs Westward trains or engines on Eastward track. Trains or engines stopped by this signal will report promptly to signalman. When instructed by Signalman member of crew will hold push-button, located in telephone booth, depressed until signal clears.

8(g). WESTPORT—Automatic Interlocking controls movements of B. & O. R. R. and W. M. Ry. trains over railroad crossing. Interlocking Rules 605, 633, 663 and 670 will govern. Cars or engines must not be permitted to stand on B. & O. R. R. interchange track. Sand must not be used within interlocking limits. Additional instructions are posted in telephone booths.

8(h). **Fulton Junction Interlocking**—When signals display stop indication for trains on Eastward track, trains will stop to clear first crossover west of Fulton Junction Interlocking.

Westward trains on Eastward track may move against the current of traffic, using reduced speed, without flag protection between Fulton Junction Interlocking and first crossover West of Tower.

Rules D-151 and D-152 are modified.

8(i). When Eastward freight trains stop at Williamsport to get helper engine, flagman will call the operator at Williamsport for instructions.

8(j). **Gettysburg**—Before engines or trains turning on Wye occupy Reading track(s) permission must be obtained from Reading Train Dispatcher.

Reading crews must obtain permission from Western Maryland Train Dispatcher before occupying Western Maryland main track.

8(k). Clearance Form A instead of Train Orders will be issued by Train Dispatchers originating Extra Trains (Except Passenger Extras) at Train Order Offices between the following points:

Big Pool Junction and YD Office.
YD Office and Lurgan.
Emory Grove and Westport.

Conductor of Westward train at Port Covington will obtain Clearance Form A by telephone from operator at Walbrook Junction.

When Extra Trains are originated by Clearance Form A, the originating point and the terminating point of the Extra Train must be shown on Clearance Form A.

CENTRALIZED TRAFFIC CONTROL SYSTEM.

8(l). Centralized Traffic Control is in effect between Antietam Street, Hagerstown, and Plainfield, Lurgan Subdivision. Movement of trains in this territory will be controlled by Train Dispatcher, Rules 505 to 515 inclusive (except Rule 513), Rules 605 to 626 inclusive, 633, 661, 667, 669 and 670 govern.

Rules 261 to 264 inclusive are in effect as follows:

Plainfield to Brandon,
Conboy to Waynecastle,
Conboy to 3000 feet east of Altenwald on Westward track only,
Waynecastle to "NC" Interlocking Eastward track only,
"NC" Interlocking to Antietam Street, Hagerstown, both main tracks.

Rules 251 to 254 inclusive are in effect as follows:

Conboy to Brandon on Eastward track,
3000 feet east of Altenwald to Brandon on Westward track,
Waynecastle to "NC" Interlocking Westward track only.

Signals will display aspects as covered by Rules 281 to 292, inclusive, Supplement to Rules for the Government of the Operating Department.

8(m). Trains or engines receiving a STOP indication at an interlocking will report promptly to Train Dispatcher. If the home signal cannot be cleared the Train Dispatcher must ascertain if the block is clear of trains or engines. Where power-operated switches are located within the route, member of crew will operate each power-operated switch in accordance with Special Instruction 8(u). After compliance with Special Instruction 8(u) Train Dispatcher will issue train order authorizing movement. Train must not be operated over power switch unless red selector lever is unlocked and operated to extreme downward position, and lever must not be restored to power-operating position until entire train has passed over switch. Train must be operated at Restricted Speed to next signal displaying a more favorable aspect.

8(n). Interlocking home signals governing the use of routes leading to a block, will in addition, govern the use of the block in direction for which traffic has been established for a train to the next block signal.

8(o). Train or engine entering a block in an established direction must not move in the opposite direction unless authorized to do so by Train Dispatcher and protected as prescribed by Rule 99.

8(p). When necessary to move a train or engine against the established direction of traffic to assist another train or engine, the Train Dispatcher must have an understanding with the conductor or engineman in charge of the train or engine which was moving in the established direction of traffic and the conductor or engineman of the train or engine to move against the established direction of traffic, and it must be understood that the disabled train or engine crew will protect the movement of the train or engine moving against the established direction of traffic strictly in accordance with Rule 99. Within interlockings, movement of train or engine against the established direction of traffic must be strictly in accordance with Special Instruction 8(m).

8(q). Hand-operated switches and derails are equipped with electric switch locks. When a train or engine clears main track at a hand-operated switch, conductor or engineman must know that switch and derail have been locked in normal position, and Train Dispatcher so notified. When a train or engine is to enter main track, or cross over from one main track to another, padlocks on switches or derails must not be unlocked without permission of Train Dispatcher. When movement is completed, and switches locked in normal position, Train Dispatcher must be so notified. When such switches have been restored to normal position, thereby clearing signals affecting the block, even though the train or engine has not been reported clear of the block, it must not again enter that block except with permission of the Train Dispatcher.

8(r). Train Dispatcher must not, without authorization from Superintendent, give permission to a train or engine to enter a block at a hand-operated switch or crossover or foul the main track on which **another train** is moving or has been authorized to move in the direction of such switch or crossover.

When permission has been given for a train or engine to enter a block at a hand-operated switch or crossover, the Train Dispatcher must know that movement has been made before permitting another train to move between interlocking and switch or crossover where such movements are being made.

8(s). For a train or engine to enter an electrically locked switch from main track, train or engine will stop immediately ahead of point of switch, member of crew will remove padlock on main track switch, go to derail, or opposite end of crossover and remove padlock. After expiration of time stenciled on electric lock case, electric lock will release. Trainman will throw derail and return to switch and throw switch. Derail must be operated first and not restored until switching is completed.

8(t). For movements against current of traffic on double track, conductor, engineman or other authorized employe will, after receiving train order, depress push button located in telephone booth. Train Dispatcher will clear signal while button is depressed.

8(u). Power switches **must not** be operated manually except under direction of Train Dispatcher. To operate manually, proceed as follows: Special key located in box under glass in telephone booth nearest switch will unlock padlock on dual selector lever (painted red at end of switch machine). Move red dual selector lever to full downward position, throw switch operating lever to opposite position to engage mechanism, then position switch points as desired. Report to Train Dispatcher when switch is properly lined in hand-operated position. Train Dispatcher may then authorize movement in accordance with Special Instruction 8(m).

After train or engine has completely passed over switch, the switch must be restored to normal position; red dual selector lever restored to normal closed position; padlocks restored and

locked in keepers of red dual selector lever and switch-operating lever key replaced in telephone box and Train Dispatcher notified. Train Dispatcher will notify Signal Department.

8(v). Train Dispatcher before authorizing motor car movements, must apply standard blocking devices to levers of control machine to protect entire route over which motor car will operate. Motor car operator before passing through each interlocking will first obtain permission from Train Dispatcher, and must report clear of interlocking after completing movement between home signals. Rules 707 to 723 inclusive, govern.

MANUAL BLOCK SYSTEM.

9. Manual Block System is in operation between the following points:

Big Pool Junction Interlocking and Miller.

Rules 261 to 264 inclusive, are in effect. Manual Block Rules 305 to 373 inclusive, except Rule 318, govern. Trains will run extra without train orders in this block.

Westward interlocking home signal at Big Pool Junction will display medium-clear (red over green indication), Rule 283, figure D, to govern entrance to manual block between Big Pool Junction and Miller.

Trains approaching Manual Block Stations which do not receive proceed indication must stop before fouling clearance of other tracks or crossover.

RAILROAD GRADE CROSSINGS.

10. All trains or engines will stop at P. R. R. Crossing at Hanover and Reading Crossing at Gettysburg and will not proceed until it is known that the crossing is clear. A flagman may be sent ahead to protect the movement of trains or engines over these crossings and if the crossings are clear the flagman will give proceed signal (Rule 12c), in which case it will not be necessary for stop to be made.

SUPPLEMENTARY INSTRUCTIONS TO FORM M.P. 128-A.

11. Brake-pipe pressure on loaded freight trains will be adjusted to that indicated between the points shown below:

EASTWARD

Security to final destination.....90 lbs.

WESTWARD

Leahigh to Hagerstown via East or Hanover Subdivisions.....90 lbs

On empty freight trains between the points specified, the brake-pipe pressure will be the standard, 80 pounds.

Trains having 40% or more of their cars loaded will be considered loaded trains; those having less than 40% loaded will be considered empty trains.

11(a). Pressure retaining valves on cars of a loaded freight train handled by a locomotive not provided with dynamic brake or with dynamic brake inoperative or ineffective on any unit of the locomotive will be used as indicated on the following descending grades:

Highfield to Fairfield.....	75%
Blue Ridge to Thurmont.....	75%
Arlington to Walbrook.....	30%

The retaining valve handles will be placed in the high pressure position (45 degrees below horizontal) on loaded cars and in the low pressure (horizontal) position on empty cars. Retaining valves must be returned to release position (handle vertical) as soon as their use is no longer required.

When retaining valve handles are positioned on moving trains they will be turned up on cars rearward from the locomotive or tender and turned down starting with the last retainer used toward the head end of train. The number of retaining valves specified will be used in consecutive order from the locomotive or tender rearward.

11(b). Eastward freight trains approaching Highfield and Arlington, and Westward freight trains approaching Highfield, proceed signal will be given from rear of train to head end, which will indicate caboose gauge registers the proper amount of air which will be within 10 pounds of the maximum brake-pipe pressure specified in Special Instruction 11 The foregoing does not relieve trainmen from complying with Rule 1591, paragraph b, Form M. P. 128-A.

11(c). A train handled by a diesel-electric locomotive equipped with dynamic brake, operative on each unit, may be operated without use of pressure retaining valves on the grades indicated below if tonnage does not exceed that shown:

	Number of Locomotive Units			
EASTWARD	(1)	(2)	(3)	(4)
Highfield to Thurmont Highfield to Fairfield Arlington to Walbrook	1,150	2,300	3,500	4,650

When tonnage exceeds that shown, ten (10) retaining valves will be positioned consecutively from the head end of train for the first 500 tons, or fraction thereof, in excess of the indicated tonnage and one retaining valve for each additional 90 tons thereafter.

In event the dynamic brake is inoperative on any unit of the locomotive or becomes inoperative or ineffective descending the grades specified in these instructions, the train must be stopped and the number of retaining valves specified in Special Instruction 11(a) must be positioned before proceeding.

11(d). Trainmen must have fusees with them when patrolling freight trains, which must be promptly lighted when necessity requires train to be stopped.

11(e). Not more than one (1) three-unit diesel-electric locomotive or one steam locomotive will be used as a helper at the rear of a train having cars with a gross weight of less than 110,000 pounds located within twelve-car lengths of the rear of the train.

A diesel-electric locomotive consisting of more than three (3) units will be considered as meeting the requirements of these instructions when all but three (3) units are isolated. If the consist of the helper locomotive includes a "Road Switcher" type of unit the three (3) units next to the train **must be** the power units.

11(f). A "Road Switcher" diesel-electric locomotive consisting of more than three (3) units will not be used as a helper at the rear of a train. A "Road Switcher" locomotive consisting of more than three (3) units will be considered as meeting the requirements of these instructions when all but the three (3) units next to the train are isolated.

11(g). When "Road Switcher" diesel-electric locomotives are coupled within a train as a helper they will be so placed that the tonnage for the locomotive both ahead and behind it is equally divided if possible. If the consist of the helper locomotive is an odd number of units, the tonnage for the odd number should be trailing. For instance, with a five-unit helper it should be so placed that two (2) units would be pushing tonnage for two (2) units and three (3) units pulling tonnage other than that being pushed by a rear helper.

Not more than one (1) steam locomotive or one two-unit diesel-electric locomotive of any class will be used as a helper on the rear of a train having a "Road Switcher" locomotive assisting within the train, unless the tonnage between the "Road Switcher" locomotive and the rear helper is spaced in accordance with that indicated in above paragraph.

11(h). When a "Road Switcher" locomotive is coupled to a steam or diesel-electric "Road" locomotive in helper service, except on the head-end of the train, the "Road Switcher" locomotive must be in the trailing position.

11(i). Three- and 4-unit diesel-electric "Road" locomotives will not be used to double-head a "Road Switcher" locomotive except when the "Road Switcher" locomotive is in the leading position.

11(j). A two-unit diesel-electric "Road" locomotive will not be used to double-head a "Road Switcher" locomotive consisting of more than two (2) units. The "Road Switcher" locomotive will take the slack if necessary.

11(k). The dynamic brake will not be used on "Road Switcher" locomotives consisting of more than three (3) units when handling trains. A locomotive consisting of more than three (3) units will be considered as meeting the requirements of these instructions when all but the three (3) units next to the train are isolated. However, in event the dynamic brake is inoperative on any one of the three (3) units coupled next to the train the dynamic brake will not be used.

When complying with the provisions of these instructions on grades where the use of pressure retaining valves is required the tonnage listed in Timetable Special Instructions 11(c) for three-unit locomotives will be applicable.

Rule 1649 (c) Form M. P. 128-A is modified accordingly.

11(l). A four-unit diesel-electric "Road" locomotive handling a train having cars of a gross weight of less than 110,000 pounds located within twelve-car lengths of the locomotive on grades requiring the use of pressure-retaining valves will be governed by the tonnage indicated in Timetable Special Instructions 11 (c) for three-unit locomotives. The dynamic brake will not be used in stopping such trains on heavy grades.

11(m). The controlled emergency cock handle on locomotives equipped with No. 8-ET brake equipment will be positioned as ollows:

"P" non-control position when operating in passenger service, in freight service when train consists of twenty-five (25) cars or less, all light movements (without cars), and all helper locomotives coupled to rear or within train. "Within train" will not be construed to mean double-heading.

"F" controlled position when operating in freight service with trains of more than twenty-five (25) cars.

The rotair valve on locomotives equipped with 24-RL brake equipment will be positioned as follows:

"Pass" on the control cab, "Pass Lap" on the trailing cabs, when operating in passenger service, in freight service when train consists of twenty-five (25) cars or less, all light movements (without cars), and all helper locomotives coupled to rear or within train. "Within train" will not be construed to mean double-heading.

"Frgt" on the control cab, "Frgt Lap" on the trailing cabs, when operating in freight service with trains of more than twenty-five (25) cars.

Rule 1502 (b) and (c) Form M. P. 128-A modified accordingly.

NORMAL POSITION OF SWITCHES.

12. Switch at East end of Westward passing siding, High field, is for Hanover Subdivision.

SWITCHES HANDLED BY OPERATORS.

13. **Thurmont**.....West end Passing Siding.
Highfield.....Junction crossover.
Williamsport.....Double crossover, and East switch Running Track.
Big Spring.....Double crossover.
Jerome.....Double crossover.

14. TRAIN-ORDER OFFICES.

OFFICE	OPEN
East Subdivision:	
Hillen	Daily, except 8:00 A.M. to 4:00 P.M., Sunday.
Walbrook Jct.	Continuous.
Arlington	Continuous.
Owings Mills	7:00 A.M. to 12:00 Noon.—1:00 P. M. to 4:30 P.M., Monday through Friday.
Emory Grove	Continuous.
Westminster	Daily, except Sunday.
Union Bridge	Continuous.
Keymar	8:00 A.M. to 12:00 Noon—1:00 P. M. to 5:00 P.M., Monday through Friday.
Rocky Ridge	8:00 A.M. to 12:00 Noon—1:00 P. M. to 5:00 P.M., Monday through Friday.
Thurmont	8:00 A.M. to 4:00 P.M., Monday through Saturday.
Highfield	Continuous.
Hagerstown— "NC" "G" "YD"	Continuous.
West Subdivision:	
Williamsport	Continuous.
Big Spring	8:00 A.M. to 4:00 P.M., Monday through Friday.
Big Pool Jct.	Continuous.
Pearre	8:00 A.M. to 4:00 P. M., Monday through Friday.
Jerome	Continuous, except 12:01 A.M. to 8:00 A.M., Monday.
Oldtown	8:00 A.M. to 4:00 P.M., Monday through Friday.
MY (Elkins Div.)	Continuous.
Hanover Subdivision:	
Hampstead	8:00 A.M. to 12:00 Noon—1:00 P.M. to 5:00 P.M., Monday through Friday.
Glenville	8:00 A.M. to 12:00 Noon—1:00 P.M. to 5:00 P.M., Monday through Friday.
Porters	12:01 A.M. to 11:59 P.M., Monday through Friday.
Hanover	Continuous.
New Oxford	8:00 A.M. to 12:00 Noon—1:00 P.M. to 5.00 P.M., Monday through Friday.
Gettysburg	Continuous.
Lurgan Subdivision:	
Lurgan	Continuous.

15. MAXIMUM WEIGHT ALLOWANCES

	Heaviest System Engines Allowable
	Class
Hillen to Fulton	H8,DS-14
Port Covington to Hagerstown	All Classes
Emory Grove to Highfield	All Classes
Porters to Lincoln	All Classes
Lincoln to York	DS-11, DS-17
Edgemont to first highway west Quinsonia	DS-11, DS-17
Quinsonia west to first highway crossing	All Classes
Hagerstown to Lurgan	All Classes
Hagerstown to Cumberland	All Classes
Big Pool Jct. to Cherry Run	All Classes

SPECIAL INSTRUCTIONS—Continued

WEIGHTS, BRIDGES AND CLEARANCE RESTRICTIONS.

East Subdivision.

16. 801 series or heavier steam locomotives must not be taken on private industry tracks between Hagerstown and Fulton, inclusive, or on following business sidings:

Medford.
Linwood.
Detour.

750 series or heavier steam locomotives must not be taken on the following tracks or trestles:

Hillen	No. 23 track
	Fleischmann track.
	Hay shed trestle.
Fulton	Brady, Monroe Street.
	Fulton end of dirt track on Walbrook Wye.
Walbrook	McCauley Coal Co.
	American Paving Co. trestle.
	East end No. 3 Track.
Arlington	J. W. Wailes Coal Trestle.
	Enterprise Coal trestle.
Mt. Hope	Coal trestle.
Pikesville	Coal trestle.
Mt. Wilson	Coal trestle.
Westminster	Coal trestles.
New Windsor	Coal trestle.
Middleburg	Coal trestle.
Thurmont	Coal trestle.
Smithsburg	Coal trestle.

Following overhead highway bridges both East and Westward tracks, in addition to those protected by telltales, will not clear a man standing on high box car or on tender of locomotive loaded with coal:

Sudbrook.

Hillen—201 and 750 series steam locomotives will not clear wide cars when using tracks 9, 10 and 11.

Fulton—Cars in excess of forty-six (46) feet in length will not clear building on Brady Coal Company Siding.

Owings Mills—Shed over grain chute, Distilling Company Siding will not clear all box cars and will not clear a man on side or top of car.

Cedarhurst—The platform along the south side of warehouse of the Distilling Co. gives close clearance with cars, and/or engines. Overhead pipes and conveyors No. 2 track, Congoleum Nairn Co., will not clear man on top of engine or car.

Westminster—Shed over coal trestle, Smith & Reifsnider, will not clear all box cars and will not clear a man on side or top of car.

Tide Subdivision.

16(a). 801 series or heavier steam locomotives must not be operated on the following tracks:

Port Covington	In Piers 7, 8 and 9.
	Stub end tracks in new Pull-in Yard.
	Coal Pier Yard beyond clearance point.
	Elevator Yard beyond clearance point.
	Car Repair Yard.
	Locke Insulator.
	Engines must not be operated within Pier No. 5 or on car float Bridges.
Westport	Power House.
	Yard Tracks beyond clearance point.
	Klaff Junk Yard.

Clearance Restrictions.

Port Covington—Unloading chutes, Locke Insulator Corp. siding and loading spouts molasses tank will not clear man on side of car or engine.

Westport—Side and overhead clearance, ash hoist frame, Consolidated Gas Electric Light & Power Company siding, will not clear man on side or top of engine or car.

Following overhead structures, in addition to those protected by telltales, will not clear a man standing on high box car or on tender of locomotive loaded with coal:

Spring Garden Draw Bridge.
Bridge East of Annapolis Avenue.
Both bridges at Purnell.

Hanover Subdivision.

16(b). 801 series or heavier steam locomotives must not be taken on business or private industry tracks between Gettysburg and Woodensburg, inclusive.

750 series or heavier steam locomotives also 170 series or heavier diesel locomotives must not be taken on following tracks or coal trestles:

Hanover.....Cordage Co.
Hoke, P. R. R.

Engines must not be taken on following tracks or trestles:

Hampstead.....Coal trestle.
Hanover.....W. T. Young Co
Moul & Co.
Power house beyond straight track.
Bittinger.....Stripping track.
Gettysburg.....Wolfe coal trestle.
Oyler Bros. coal trestle.
Strausbaugh.
Thompson & Sons beyond straight track.

801, 1111, and 1401 series steam locomotives must not be taken on Freight House sidings, Gettysburg.

Clearance Restrictions.

Water Tank Highfield gives close clearance for man on top or side of car.

York Subdivision.

16(c). 801 series or heavier steam locomotives must not be taken on private industry or business sidings between Porters and Lincoln Yard.

Steam locomotives heavier than 750 series must not be taken on the following tracks:

York.....Medusa Cement Company.
Pennsylvania Furniture Co.
Pfaltzgraff Co.
York Corrugating Co.

and must not be taken East of P. R. R. interchange track, Lincoln

Crane 1674 must not be operated over Codorus Creek Bridge York.

Clearance Restrictions.

Spring Grove—Shed over coal unloader will not clear a man on side or top of car—clearance just sufficient to admit car. Steam locomotives must not operate through this shed. Employes must use great care to prevent possible injury.

Cinder track—Columns supporting cinder conveyor will not clear man on side or top of car.

Trainmen placing or removing cars from Finishing Room building will, before entering with cars, see that folding doors are raised, and after using, lower and lock doors. Steam locomotives must not enter the building. The entrance to building will not clear a man on top or side of car.

Thomasville—Thomasville Stone & Lime Co., overhead conveyor, track No. 3 will not clear engine or cars except steel hoppers and gondolas. Building along crusher track will not clear steam locomotives or diesel locomotives 51 to 66 inc., 81 and 82 and 301 to 304 inc. Roof of building and upright supporting conveyor located at rear end of No. 1 track will not clear man on top or side of car.

West Subdivision.

16(d). 801 series or heavier steam locomotives must not be taken on following tracks:

Hagerstown.....Passenger Station Siding.
Newmans.
Local Freight Yard.
Hagerstown Rubber Co.
West Side Lumber.
New Shop Yard.
Car Repair Yard.
Shop Power Plant Trestle.
The Wood Preserving Corp.
Hancock.....Little.

1111 and 1401 series steam locomotives must not be operated on track leading to Potomac Edison Plant beyond a point 500 feet from P. V. Junction and must not be taken on coal trestle Big Spring.

Steam locomotives heavier than 801 series must not be taken on the following tracks.

Williamsport.....Cushwa Brick.
Byron Tannery.
Cherry Run.....Wye.
Little Orleans....No. 2 Station track.

801 series steam locomotives must not be taken on following track:

Williamsport.....Byron Tannery Scale track.

Steam locomotives must not be taken on following trestles:

Hagerstown.....Farmers Co-operative.

Steam locomotives must not be taken on following tracks:

Hagerstown.....Hagerstown Ice Co.

Williamsport.....Potomac Edison.

Crane 1674 must not be operated between P. V. Junction and Potomac Edison Plant.

Clearance Restrictions.

Hagerstown Terminal—1401, B&O 6000 and Reading 3000 series steam locomotives must not use Diesel Serivce track or Nos. 4 and 5 caboose tracks.

Lurgan Subdivision.

16(e). 801 series or heavier steam locomotives must not be operated on following tracks:

Reid.....Business, 150 feet east of clearance.
Altenwald.....Business.
Chambersburg...Tracks rear freight house.
H. J. Heinz.
Culbertson.....Elevator.

Crane 1674 must not be operated between Lurgan and Shippensburg.

Steam locomotives heavier than 801 series must not be taken on the following tracks:

Chambersburg...Team Track, East of King Street.
Hafer Team.

Steam locomotives heavier than 750 series must not be operated on track from a point one thousand (1000) feet East of East leg of Lurgan Wye to Shippensburg.

Steam locomotives must not be operated on any tracks of the Chambersburg Engineering Co., except 750 series steam locomotives may be used on the Main and Hill tracks.

SPECIAL INSTRUCTIONS—Continued

Clearance Restrictions.

Chambersburg—Close clearance, House Track.

Waynesboro Subdivision.

Crane 1674 must not be operated between Quinsonia and Edgemont.

OVERHEAD CLEARANCE LIMITS.

17.

	Height	Width at That Height
Main Line, Cumberland to Walbrook Jct...	18′–3″	1′–4″
Walbrook to Port Covington—Eastward	18′–6″	11′–6″
Walbrook to Port Covington—Westward	16′–6″	11′–6″
Walbrook to Hillen via freight tracks at Pennsylvania Station, Northward and Southward tracks through B. & P. tunnel..... Cars	16′–3″	7′–0″
Loads	16′–3″	6′–6″
Pennsylvania Station, Charles Street Bridge passenger track No. C located on South Side of Station..... Cars	15′–11″	6′–11″
Loads	15′–11″	6′–8″
Hillen Train Sheds.....	15′–3″	8′–0″
	15′–11″	7′–3″
Emory Grove to Bittinger.....	18′–0″	5′–8″
Bittinger to Highfield.....	16′–6″	3′–6″
Porters to Highland Ave., York.....	20′–0″	11′–6″
Highland Ave. to East End, York.....	15′–6″	10′–1″
Hagerstown to Lurgan.....	19′–3″	11′–6″
Edgemont to Quinsonia via Waynesboro....	19′–3″	11′–6″

AUTOMATIC BLOCK SYSTEM.

18. Automatic Block Systems between the following points and Rules 505 to 518, inclusive, govern:

Tide and NC Tower.

"End of Automatic Block" sign Startzman and "End of Automatic Block" sign MY.

Eastward track west end of Madison Ave., Crossover to Antietam St., (Hagerstown).

NC Tower and Lurgan. Rule 513 is not in effect in Centralized Traffic Control territory.

Eastward Automatic Signal T-39, 1700 feet East of Washington Road, Tide Subdivision to Westport.

Both main tracks—Westport to Spring Garden Drawbridge.

18(a). In automatic signal territory, trains running against the current of traffic and passing to single track, where dwarf or other signals are not installed to govern such movement, trains will be governed by automatic signal at clearance of end of two main tracks the same as if running with the current of traffic.

EXPLOSIVES AND DANGEROUS ARTICLES.

19. Yardmasters and Conductors must obtain from Trainmaster, a copy of Bureau of Explosives pamphlet covering full instructions for handling cars placarded "EXPLOSIVES" or "DANGEROUS," and be governed thereby.

HIGHWAY GRADE CROSSINGS.

20. Bell and/or flashing light signals, if used, protect the crossing during a train movement on main tracks over highway grade crossing in both directions, but do not protect the crossing during a reverse movement on a main track unless engine and all cars on that track have been moved beyond the crossing signal circuit before returning on that track in the opposite direction towards the crossing.

20(a). Bell and/or flashing light signals do not protect the crossing during train or switching movement on sidings.

20(b). Should Highway Grade Crossing Signals be found not operating properly, report must be made to Train Dispatcher from first point of communication, stating location and time that signals were found inoperative. Train Dispatcher will notify Signal Department and issue train order, notifying all trains that Crossing Signals are inoperative. Trains receiving this order must move over such crossings carefully to avoid accident.

When Crossing Signals are restored to service Signal Maintainer must make prompt report to Train Dispatcher by telephone from first point of communication, so train order can be lifted. This report must state location and time that signals were restored to service.

20(c). **Owings Mills**—Trainman must depress and hold pusl button located on pole until train or engine is completely clea of Reisterstown Road. Train or engine must not proceed ove. crossing until green signal is displayed for train movements.

20(d). **Fulton**—Crews setting off cars on P.R.R. connection must see that the roadway over this track leading into the American Brake Shoe and Foundry Company is not left blocked.

20(e). **Hagerstown, Northern Ave.**—Trainmen of Westward train, on either Eastward or Westward track, stopped at Bridge Signal will depress push-button in telephone booth which will cause Crossing Signals to stop flashing. Crossing Signals will resume normal operation when Bridge Signal indicates proceed.

20(f). **Culbertson**—When a train is stopped by automatic signal F-260, crewman will operate push-button located in box on signal, which will cause crossing signals to stop flashing. Crossing signals will resume operation when signal indicates proceed

20(g). Flashing light signals at Washington, Carlisle and Stratton Sts., Gettysburg; Center St., Hanover and automatic gates at Market St., York are equipped with automatic cutout to permit switching movements on approach circuits. Dwarf-signal indicators on each side of crossing will indicate STOP when flashing lights or automatic gates are not operating.

Train or engine receiving STOP indication should advance to a point 20 feet from indicators, and after a period of 20 seconds, indicators will change to permit movement over crossing. No train or engine shall proceed over crossing when indicators are at STOP.

Insulated joints painted yellow are located approximately 80 feet from each side of crossing; trains or engines must not stand between these joints.

Before using business siding at Washington, Carlisle or Stratton Sts., Gettysburg, a trainman must protect crossing with prescribed signals.

20(h). **Hanover**—When switching over Broadway trainman must protect crossing.

Broadway Crossing must not be blocked except when switching or moving train or cars over crossing.

Westward trains will stop back far enough so that when cars are picked up and train coupled, the train will not block Broadway while charging brake pipe and starting train. When length of Eastward train will block Broadway, while doing work at East Hanover, except when helper engine is on rear; train will be left at Elm.

When Broadway Crossing is blocked by train with helper on the rear, the Crossing must be opened at once.

20(i). **York**—Before using track to York Chemical Co. and York Safe & Lock Co., a trainman must be sent ahead to protect the Loucks Mill road crossing.

Before using the Steacy-Schmidt siding, a trainman must be sent ahead to protect Arch Street crossing.

WATER AND COALING STATION APPLIANCES.

21. Water and coaling station appliances must not be operated until the engine is properly placed, and the engine must not be moved until the water and coaling station appliances are returned to their proper position.

SPECIAL INSTRUCTIONS—Continued

CLEANING ASH PANS.

22. When ash pans are cleaned at other than terminals, a wire report must be made to Trainmaster giving location and reason.

FLAGGING.

23. Conductors of work trains will issue flagging instructions in writing.

23(a). Trains and yard engines must be protected as prescribed by Rule 99 between Westport and Yard Limit Board just west of Tide.

23(b). On Lurgan and West Subdivisions, trackmen will display a yellow flag one mile from the point at which they are renewing ties or raising track. Rule 749 is modified.

23(c). Ten minute fusees will be used in all non-automatic signal territory.

HOURS-OF-SERVICE LAW.

24. The Hours-of-Service law requires that no employe in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor permitted to be on duty more than sixteen hours in the aggregate in any twenty-four hour period, except in case of casualty, unavoidable accident or Act of God. After being on duty sixteen consecutive hours, he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and after being on duty sixteen hours in the aggregate in any twenty-four hour period, he shall not be required or permitted to again go on duty without having had at least eight consecutive hours off duty.

24(a). Any employe concerned who may be ordered for duty before his legal rest period has expired, must report the fact to the Trainmaster before going on duty.

24(b). A report must be made to the Trainmaster at least two hours in advance of the expiration of the time on duty permitted by the Hours-of-Service law and without regard to exceptions as specified above. The conductor must make this report for each member of the crew. When there is no conductor, the engineman will make the report.

24(c). When trainmen or enginemen are relieved from duty account of Hours-of-Service law, they will show on back of time card, time and place relieved and by whom.

24(d). At all points where crews are handled, rest register forms will be provided, Form C. T. 151, in which the conductor will register upon arrival at terminal for himself and members of the train crew completing the run at the same time, and Form C. T. 150 in which the engineman will register upon arrival at terminal for himself and fireman, if the fireman completes the run with the engineman.

24(e). If all members of the train crew were not relieved from duty on the same date and hour on previous or present trip, the conductor will first enter his name and those of his crew who were relieved from duty at the same time and enter on subsequent lines names of other members of his crew. The engineman will follow same method for himself and fireman.

24(f). Where any member of the crew does not reach the terminal with the conductor or engineman, such employe will register for himself upon reaching the terminal. Information called for on Form C. T. 151 and C. T. 150 will be filled in by the conductor and engineman, except as noted above.

MISCELLANEOUS.

25. All Scale Test Cars must be hauled on the rear of freight trains ahead of caboose. When helper engines are used on rear of trains, these cars must be placed behind helper engines.

25(a). Conductors in placing refrigerator cars on sidings where there is no agent, will remove cards reading, "CLEANED" Form C. T. 91, enter the car number thereon, and forward to agent having jurisdiction over siding.

25(b). The use of white flags to designate extra trains is discontinued. Extra trains will display two (2) white lights by day and night in the places provided for that purpose on the front of the engine, unless otherwise specified.

Trains on the Tide, West and Lurgan Subdivisions will run extra without displaying two (2) white (classification) lights in the places provided for that purpose on the front of the engine.

Rule 21 is modified.

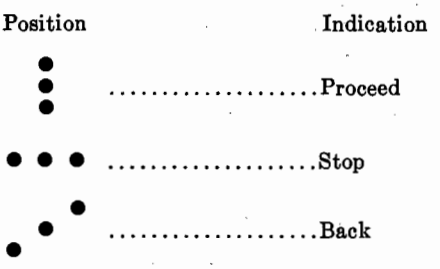
25(c), Rule 19 is modified to permit B. & O. R. R. trains to use green instead of yellow lights in marker lamps.

25(d). Special signals are in service at the following locations:

Hagerstown. "C" Tower and Train Dispatchers Office.—Red light indicates that train(s) must stop. Crew will promptly ascertain why red light is displayed.

Antietam Street—Position light-type signal may be used to control switching movements in lieu of hand signals.

The following indications will govern when the signal aspects, three yellow lights in a row, are positioned as illustrated:



25(e). Not more than five (5) persons, including the engines man, fireman and trainmen will be permitted to ride on engine in road service unless otherwise authorized by the Superintendent.

25(f). Trainmen and enginemen will ascertain that the air is coupled through and brakes operative on a sufficient number of cars, so that the enginemen may safely control the speed at all times while switching.

25(g). Helper locomotives detached from moving trains must be cut off in the following manner:

Trainmen will give the helper engineman cut-off signal; after the engineman acknowledges this signal, as prescribed by Rule 14-g or hand signal, trainman will close angle cock on caboose, and lift coupler lock on caboose. This will permit knuckle to open, leaving angle cock, brake pipe end cock or cut-out cock on locomotive open. Trainman will then uncouple the air hose between caboose and locomotive by using the hose uncoupling device. When hose is separated; the brakes will apply in emergency on the helper locomotive. Care must be exercised to see that the hose is not permitted to pull apart.

Approaching point where helper locomotive will be cut off, helper engineman should ease off power gradually and allow ample time between throttle changes for the slack to stretch out. When helper engineman sees caboose separate from locomotve he will close throttle immediately and bring locomotive to a stop. Sand should be running at the time the brakes apply.

25(h). Carrying unauthorized firearms and ammunition on freight trains is prohibited.

25(i). Conductors in complying with Rule 812 will see that fifteen (15) hand brakes are set on head end of all Eastward tonnage trains upon arrival at Hagerstown Yard before engine is detached.

25(j). Eastward trains switching at Leahigh will notify operator at Arlington by telephone when ready to leave.

25(k). When **STOP** indication is displayed on signal T-39, located on Wicomico Street overhead bridge, 1700 feet east of Washington Road, Eastward trains must stop west of Washington Road.

25(l). In case of fatal accident on line of road, trains will not be held awaiting Coroner. Bodies will be moved to nearest station or some other place where information can be given the Coroner, and trains should proceed without further delay. Rule 734 is amended.

25(m). When necessary for yard engines to enter C.T.C. territory at Antietam St., yard foremen must obtain permission from operator at "YD" office, who will obtain permission from Yardmaster and Train Dispatcher before authorizing movement.

CONNECTIONS WITH OTHER LINES.

26.

B. & O. R. R......Westport, Security, Hagerstown, Cherry Run, Jerome and North Branch.
Reading Company.....Gettysburg, Shippensburg and Lurgan.
Potomac Edison Co...Thurmont.
N. & W. Ry......Hagerstown.
P. R. R......Fulton, Keymar, Union Bridge, York, Spring Grove, Hanover, Hagerstown, Waynesboro and Chambersburg.

APPLICABLE TO CUMBERLAND TERMINAL.

27. Train-order fixed signal at MY is an exception to Rule 221 and illustration on page 67 of Rules for the Government of the Operating Department, being provided with two (2) semaphores for Eastward movement. Upper arm governs trains on track No. 35 and lower arm governs trains on Ridgely leg of Maryland Junction Wye. This is also a modification of Special Instruction 6.

27(a). Permission must be obtained from operator at MY before yard and other engines will make any move between MY and West end of Knobley Tunnel, or on Ridgely leg of Maryland Junction Wye.

27(b). All movements between West end of Knobley Tunnel and Yard Limit Board, Virginia Avenue, must be authorized by train orders issued by Hagerstown Division Train Dispatcher.

27(c). Operator, MY, will enter on train register all Elkins Division first class trains, obtaining the register information from Train Dispatcher, Cumberland, and will register all trains passing MY (from or to Hagerstown Division), obtaining the register information from Train Dispatcher, Hagerstown.

27(d). Operator, MY, must deliver to Westward trains from Hagerstown Division, Clearance Form A, register information of Elkins Division superior trains affecting its movement.

27(e). When Hagerstown Division freight trains are ready to leave, conductor will call operator at MY for additional train orders or instructions.

27(f). Normal position of Wye switch at MY is for Ridgely leg of Maryland Junction Wye. Operator will handle Wye switch for Hagerstown Division trains using West leg of Wye and will also handle switches for Hagerstown Division trains using Nos. 1 and 2 Receiving Tracks.

Switch Controlled Fixed Signals.

27(g). Fixed signal 16 located on North side of Westward main track 544 feet East of crossover at West end of West leg, Maryland Junction Wye gives two indications: **Proceed** when crossover switches are set for main tracks; and **Stop** when crossover switches are set for crossover movement.

Fixed signal 15 located on South side of Eastward main track 425 feet West of crossover at East end Ridgely leg of Maryland Junction Wye gives two indications: **Proceed** when Wye and crossover switches are set for the main tracks; and **Stop** when Wye switch is set for Wye or crossover switches are set for crossover movement and when trailing movement is being made through spring switch at Ridgely end of Wye.

LOCATION OF WATCH INSPECTORS.

28.

Baltimore, Md.	S. & N. Katz, Inc., 105-111 N. Charles St.
Baltimore, Md.	Chas. Erkes, 1131 Light St.
Westminster, Md.	J. E. Clifford, 51 E. Main St.
Hagerstown, Md.	G. F. Baker, 32 E. Washington St.
" "	Melart Jewelers, 98 W. Washington St.
Hancock, Md.	H. F. Diehl, Main St.
Hanover, Pa.	C. H. Hartman, 39 Baltimore St.
Gettysburg, Pa.	Blocher's Jewelry Store, 25 Chambersburg St.
York, Pa.	Oscar Kranich, 52 S. George St.
Chambersburg, Pa.	Ludwig and Hunter, 121 S. Main St.

TELEPHONES CONNECTED WITH DISPATCHING CIRCUIT.

29. Telephones are located at manual block stations and train order offices, ends of two or more main tracks, sidings, wyes, junctions, and 100 feet east and west of remotely controlled interlocking signals.

Additional telephones are located as follows:

East Subdivision.

West of Walbrook	Signal A-53.
Arlington	Cold Spring Lane.
	Watch Box Garrison Avenue.
	East of Hayward Avenue.
Mt. Hope	West of Crossing.
Pikesville	Crossover.
McDonogh	Crossover.
Owings Mills	Crossover.
St. Georges	Signal A181
Lawndale	Signal A-251.
Patapsco	Signal A-267.
Bet. Westminster and Avondale	Signal A-353.
Detour	East of Crossing.
Bet. Rocky Ridge and Loys	Signal A-556.
Bet. Thurmont and Flint	Signal A-602.
	West end bridge 612.
West of Sabillasville	75 Feet East SignalA-668.
Fort Ritchie	East of Road Crossing.
Afton	Crossover.
East of Edgemont	Road Crossing.
Bissell	Crossover.
Mulberry Avenue	Signal A-854.

Tide Subdivision.

Westport	B&O Railroad Crossing
Westport	West of Annapolis Road
Mt. Winans	Crossover.
Washington Road	Watch Box.

Hanover Subdivision.

Greenmount	Freight Shed.
Granite	Near Tool House.
Orrtanna	Near Tool House.
Jacks Mountain Tunnel	East Portal.
East of Highfield	Second Road Crossing.

York Subdivision.

Nashville	Summit of Grade.

West Subdivision.

East of Kemps	Signal A-912.
Kemps	Crossover.
Williamsport	Crossover West End.
Pinesburg	Crossover.
Charlton	East of Highway.
West of Big Spring	Signal A-1009.
McCoys	1 Mile West.
Big Pool	West of Tool House.
Cherry Run	West end River Bridge.
Moffet	Signal A-1104.
East of Stanley	Signal A-1121.
Round Top	Watch Box 1186.
Bet. Cohill and Tonoloway	Mile Post 124.
Tonoloway	Watch Box.
1 Mile West of Pearre	Watch Box.
Indigo Tunnel	East End. West End.
Little Orleans	Station.
Stickpile Tunnel	East End.
Kessler Tunnel	East End. West End.
Keifer	Tool House.
Knuckles Cut	Watch Box.
Bet. Oldtown and North Branch	Signal A-1559.
North Branch	Tool House.

Lurgan Subdivision.

West Lurgan	Signal F-308.
Kobeen	Crossover. One Mile West.
Culbertson Elevator	East of Crossing. Signal F-272.
Brandon	4,000 Feet West of Office.
West Brandon	Crossover.
New Franklin	Signal F-182.
West of New Franklin	Signal F-169.
Guilford	Crossover. Signal F-156.
Altenwald	Road Crossing.
Greendale	1 mile West.
Wingerton	Summit of Grade. West of Road Crossing.
Waynesboro	In booth opposite Freight Station
Reid	Crossover. Crossover, 5000 feet East.
Paramount	Near Road Crossing.
Hagerstown	Country Club Road Crossing. Middleburg Pike Crossing.

THE WORLD'S BEST SAFETY DEVICE IS A CAREFUL EMPLOYE

SAFETY FIRST