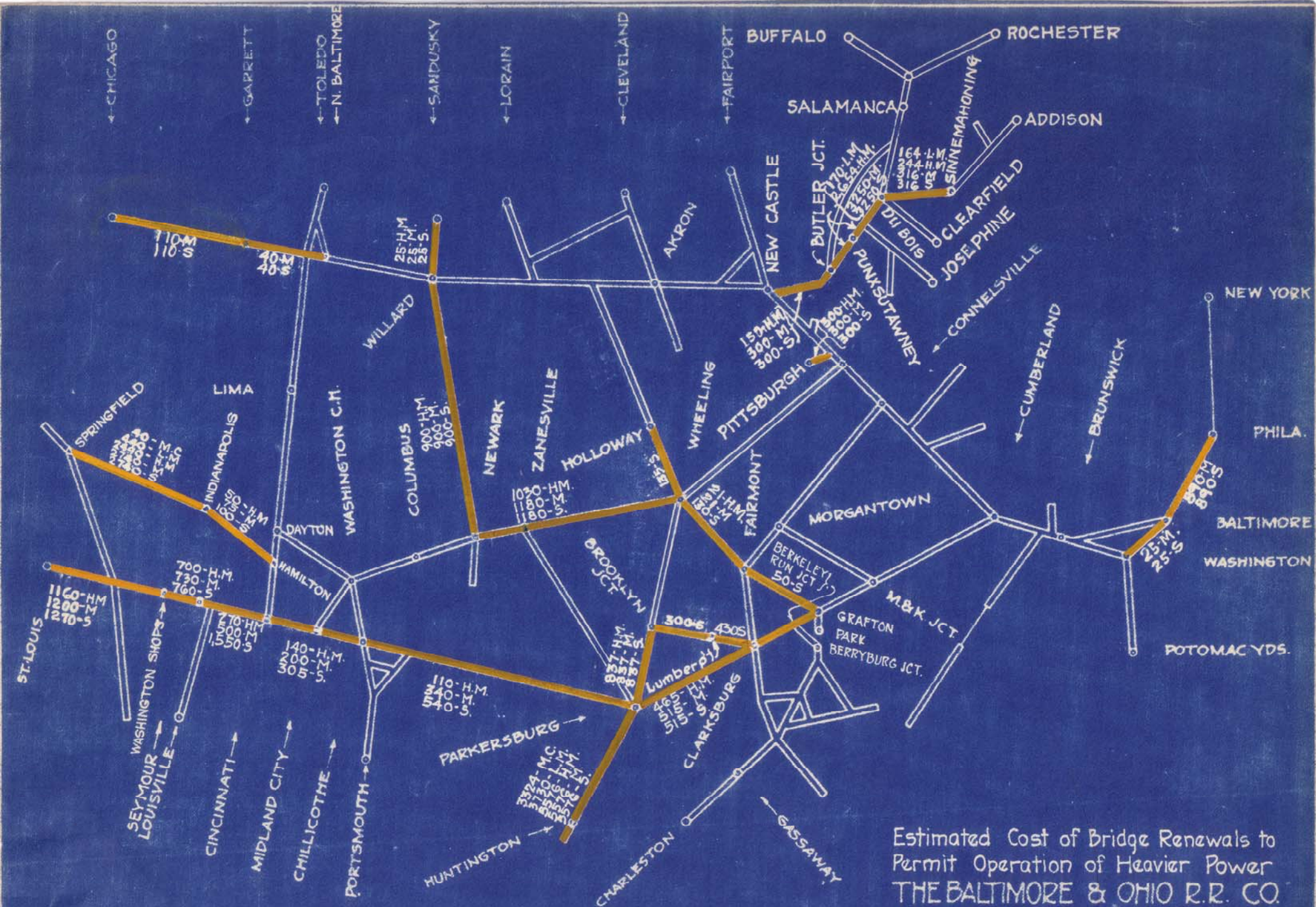


B7D
Rat

TERRITORY	220 Mod. Consol.	240 Light Mikados	270 Heavy Mikados	290 Mallet	320 Sante Fe
Park Jct. to Bay View.....	-	-	-	\$240,000	\$240,000
Bay View to Relay.....	-	-	-	650,000	650,000
Relay to Washington.....	-	-	-	25,000	25,000
Washington to Point of Rocks...	-	-	-	-	-
Relay to Point of Rocks.....	-	-	-	(CLEARANCES)	-
Point of Rocks to Brunswick....	-	-	-	-	-
Brunswick to Cumberland.....	-	-	-	-	-
Cumberland to Connellsville....	-	-	-	-	-
C'ville. to Laughlin Jct. (Glenwood Cut-off).....	-	-	-	-	-
Laughlin Jct. to Pittsburgh....	-	-	\$300,000	\$300,000	\$300,000
Pittsburgh to New Castle Jct....	-	-	-	-	-
New Castle Jct. to Willard.....	-	-	-	-	-
Willard to North Baltimore.....	-	-	-	-	-
North Baltimore to Garrett.....	-	-	-	40,000	40,000
Garrett to Chicago (Except B. & O. C. T.).....	-	-	-	110,000	110,000
Kidenau to Butler Jct.....	-	-	150,000	300,000	300,000
Butler Jct. to DuBois.....	-	\$170,000	2,654,000	3,250,000	3,250,000
DuBois to Sinnemahoning.....	-	164,000	244,000	316,000	316,000
Cumberland to Grafton.....	-	-	-	-	-
Grafton to Parkersburg.....	-	-	465,000	515,000	515,000
Parkersburg to Chillicothe.....	-	-	110,000	340,000	540,000
Chillicothe to Cincinnati.....	-	-	140,000	200,000	305,000
Cincinnati to Seymour.....	-	-	270,000	500,000	1,550,000
Seymour to Washington Shops....	-	-	700,000	730,000	760,000
Washington Shops to East St. Louis.....	-	-	1,160,000	1,200,000	1,270,000
Cincinnati to Dayton.....	-	-	-	-	-
Dayton to Toledo.....	-	-	-	-	-
Hamilton to Indianapolis.....	-	-	50,000	75,000	100,000
Indianapolis to Springfield....	\$40,000	440,000	2,490,000	2,740,000	2,740,000
Benwood to Bridgeport.....	-	-	-	-	-
Bridgeport to Holloway.....	-	-	-	-	135,000
Grafton to Fairmont.....	-	-	-	-	50,000
Fairmont to Wheeling.....	-	-	21,000	21,000	130,000
Benwood Jct. to Glenwood Jct...	-	-	-	-	-
Fairmont to Connellsville.....	-	-	-	-	-
Benwood to Newark.....	-	-	1,030,000	1,180,000	1,180,000
Newark to Willard.....	-	-	900,000	900,000	900,000
Willard to Sandusky.....	-	-	25,000	25,000	25,000
Clarksburg to Lumberport.....	-	-	-	-	430,000
Lumberport to Brooklyn Jct.....	-	-	-	-	300,000
Brooklyn Jct. to Wheeling.....	-	-	-	-	-
Brooklyn Jct. to Parkersburg...	-	-	837,000	837,000	837,000
Parkersburg to Kenova.....	\$3,324,000	3,730,000	5,576,000	5,576,000	5,576,000
Holloway to Lorain.....	-	-	-	-	-

Baltimore, Md.

May 27th, 1940.



All figures are in thousands that is 100=100,000
 MC=Modernized Consolidation LM=Light Mikados
 HM=Heavy Mikados M=Mallet S=Santa Fe

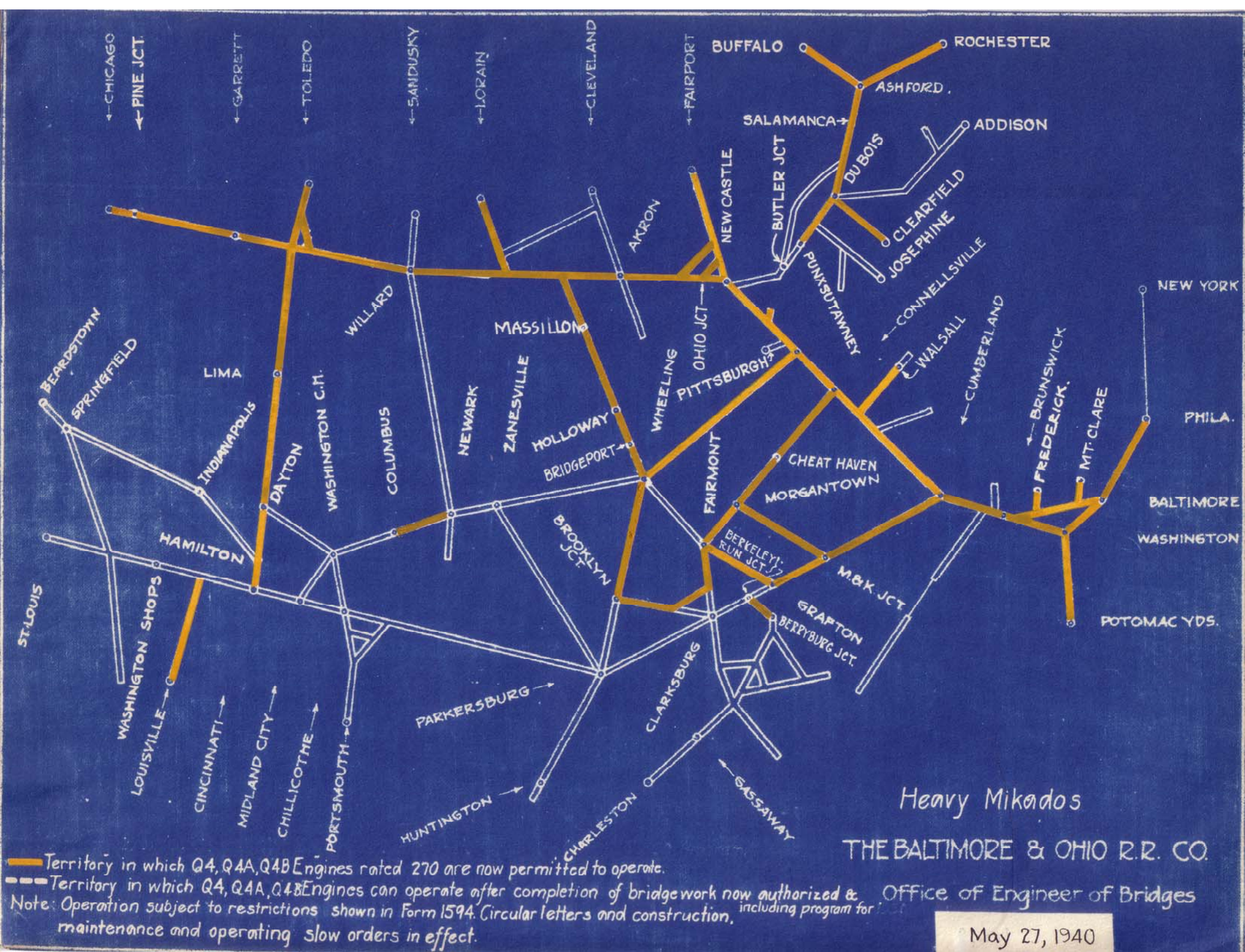


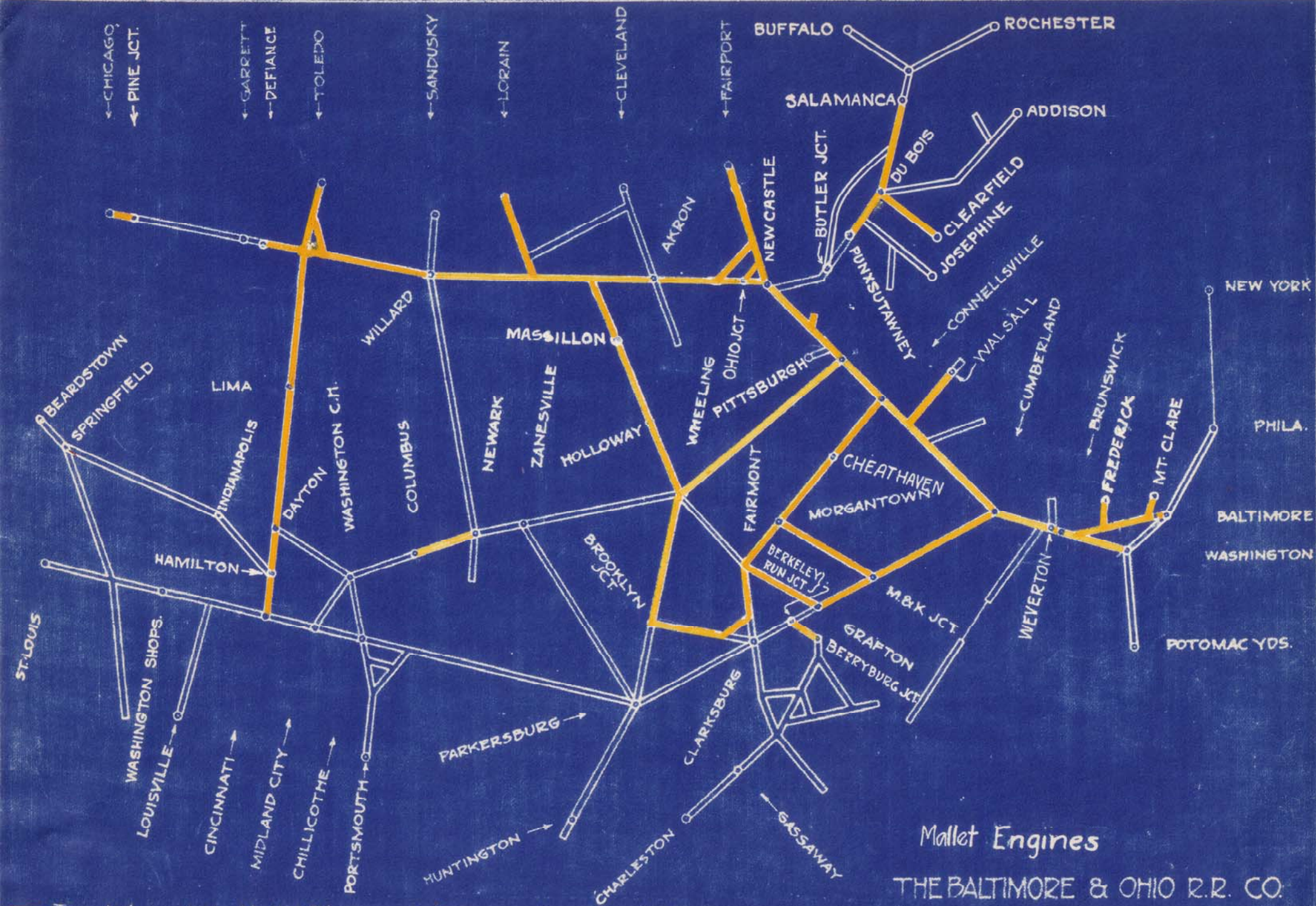
240-MIKADO'S
THE BALTIMORE & OHIO R.R. CO.

Office of Engineer of Bridges

May 27, 1940

— Territory in which Mikado engs. Q1A, Q1AA, Q1BA, Q1, Q1C, Q2, Q3, Q7F, QoddA are now permitted to operate
 - - - Territory in which the above Mikado engines can operate after completion of bridgework now authorized & including program for
 Note: Operation subject to restrictions shown in Form 1594-Circular letters and construction, maintenance and operating slow orders in effect



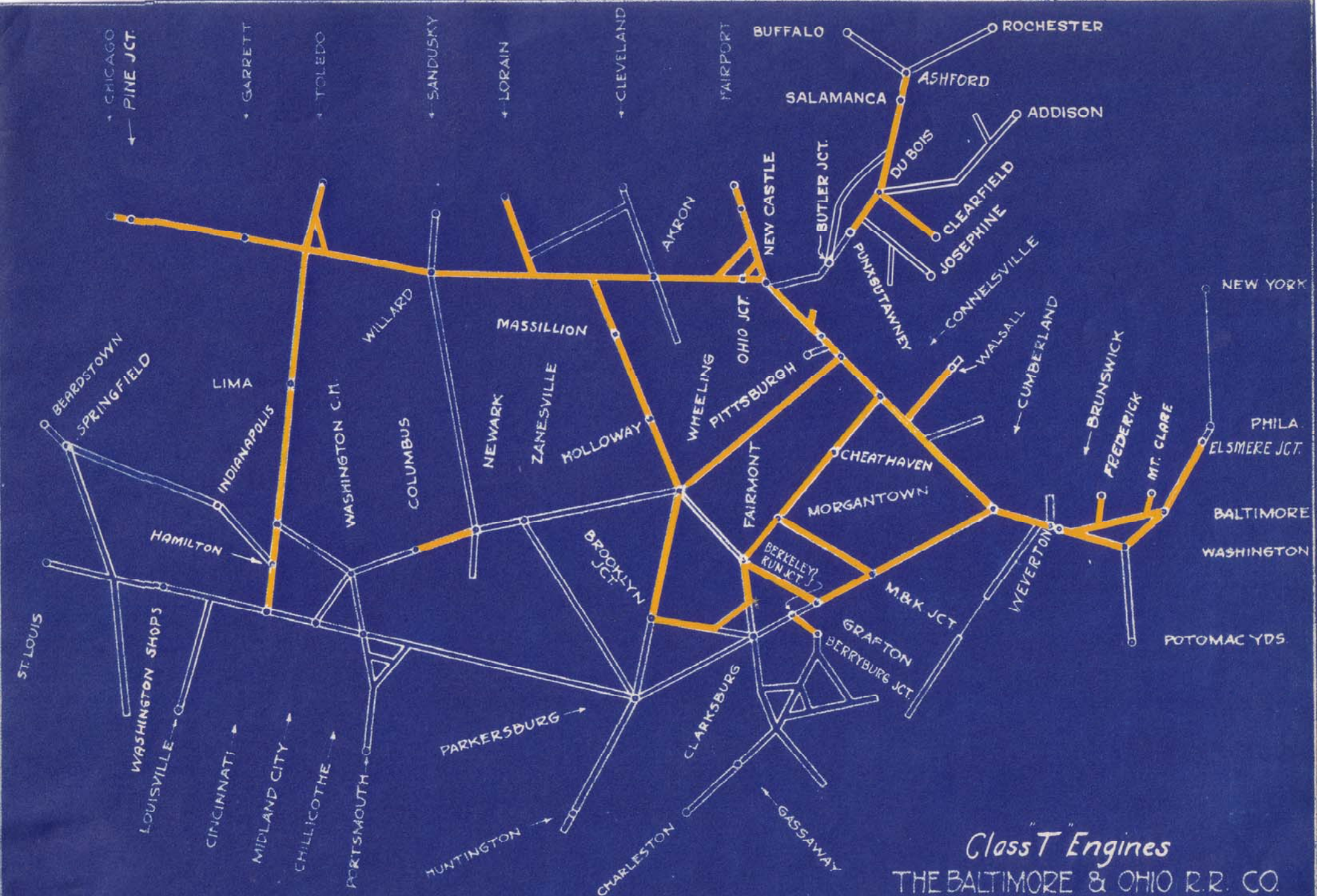


Mallet Engines

THE BALTIMORE & OHIO R.R. CO.

Office of Engineer of Bridges

May 27, 1940.

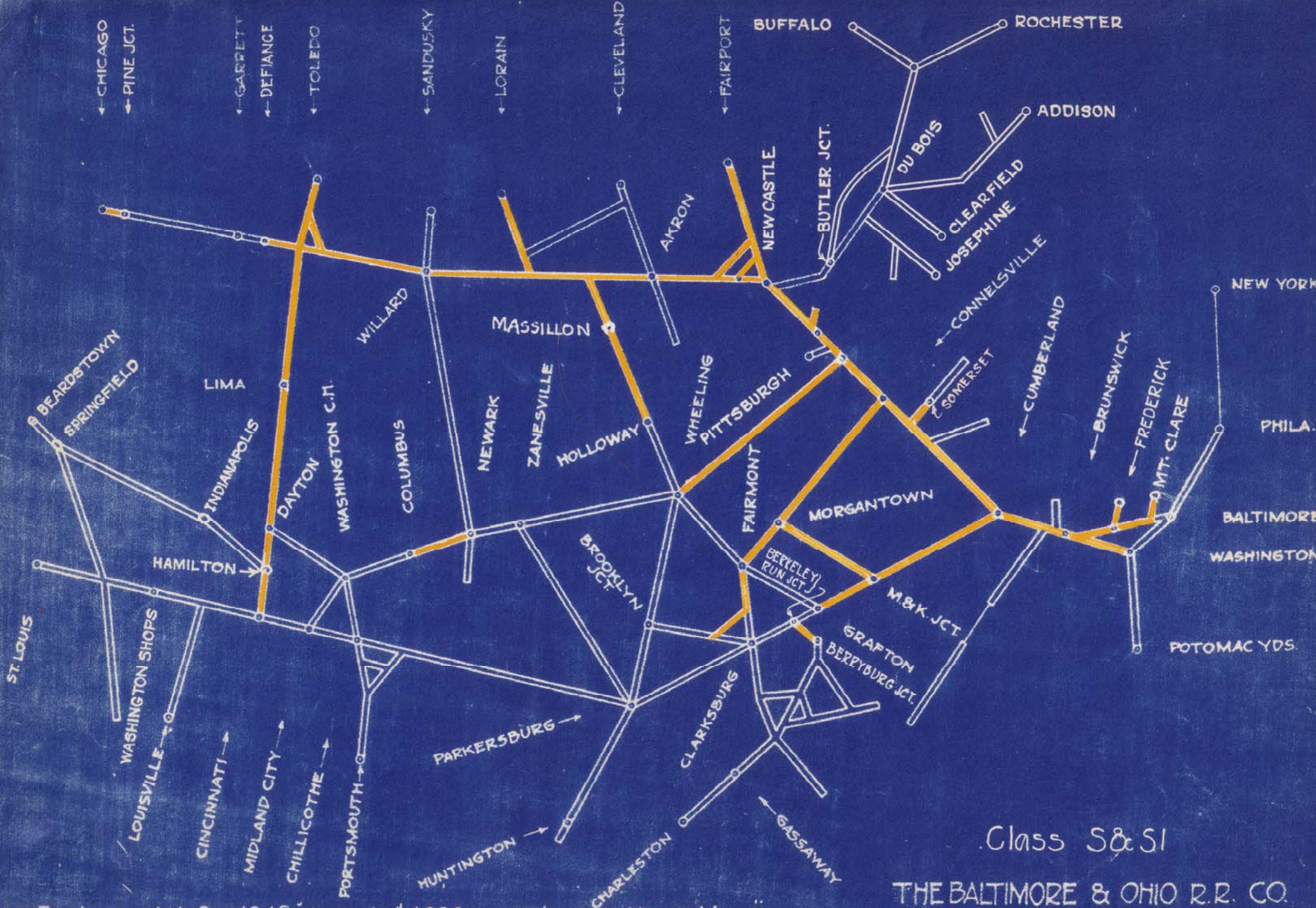


Class T Engines
THE BALTIMORE & OHIO R.R. CO.

Office of Engineer of Bridges

May 27, 1940

— Territory in which Class T Engines rated at 280 are now permitted to operate
 --- Territory in which Class T Engines can operate after completion of bridge work now authorized &
 Note: Operation subject to restrictions shown in Form 1594, Circular letters and including program for
 construction, maintenance and operating slow order in effect.



— Territory in which S and S-1 Engines rated at 320 are now permitted to operate
 --- Territory in which S and S-1 Engines can operate after completion of bridgework now authorized & including
 Note: Operation subject to restrictions shown in Form 1594. Circular letters and construction, program for maintenance and operating slow orders in effect.

Class S&S1
 THE BALTIMORE & OHIO R.R. CO.
 Office of Engineer of Bridges

May 27, 1940