



BALTIMORE DIVISION

ROUTE MAPS
OF THE

METROPOLITAN SUBDIVISION

Drawn by Gill Ediger

TO REPORT CHANGES OR CORRECTIONS
CONTACT THE
BALTIMORE DIVISION
MANAGER OF OPERATING PRACTICES



THESE MAPS ARE ISSUED BY CSX FOR INFORMATIONAL PURPOSES ONLY. THEY ARE NOT OFFICIAL DOCUMENTS OR SUBSTITUTES FOR RULE BOOKS, TIMETABLES, SPECIAL INSTRUCTIONS, OR BULLETINS INTENDED TO GOVERN THE MOVEMENT OF TRAINS.

CONTENTS

METROPOLITAN SUBDIVISION

SHEET NUMBER

MET 1 – 17

About the maps....

These Route Maps are intended primarily to provide a maximum amount of *operationally significant* information about the territory they cover. Secondly they are designed to show the railroad's location in relation to roads and streets and other access points which might be used by MOW and other service personnel, by van drivers, and by Emergency Response Teams to which map sheets marked with specific locations could be faxed almost instantly. As a result of these multiple uses a lot of seemingly extraneous material clutters what could otherwise be a simple route map dedicated to operational information.

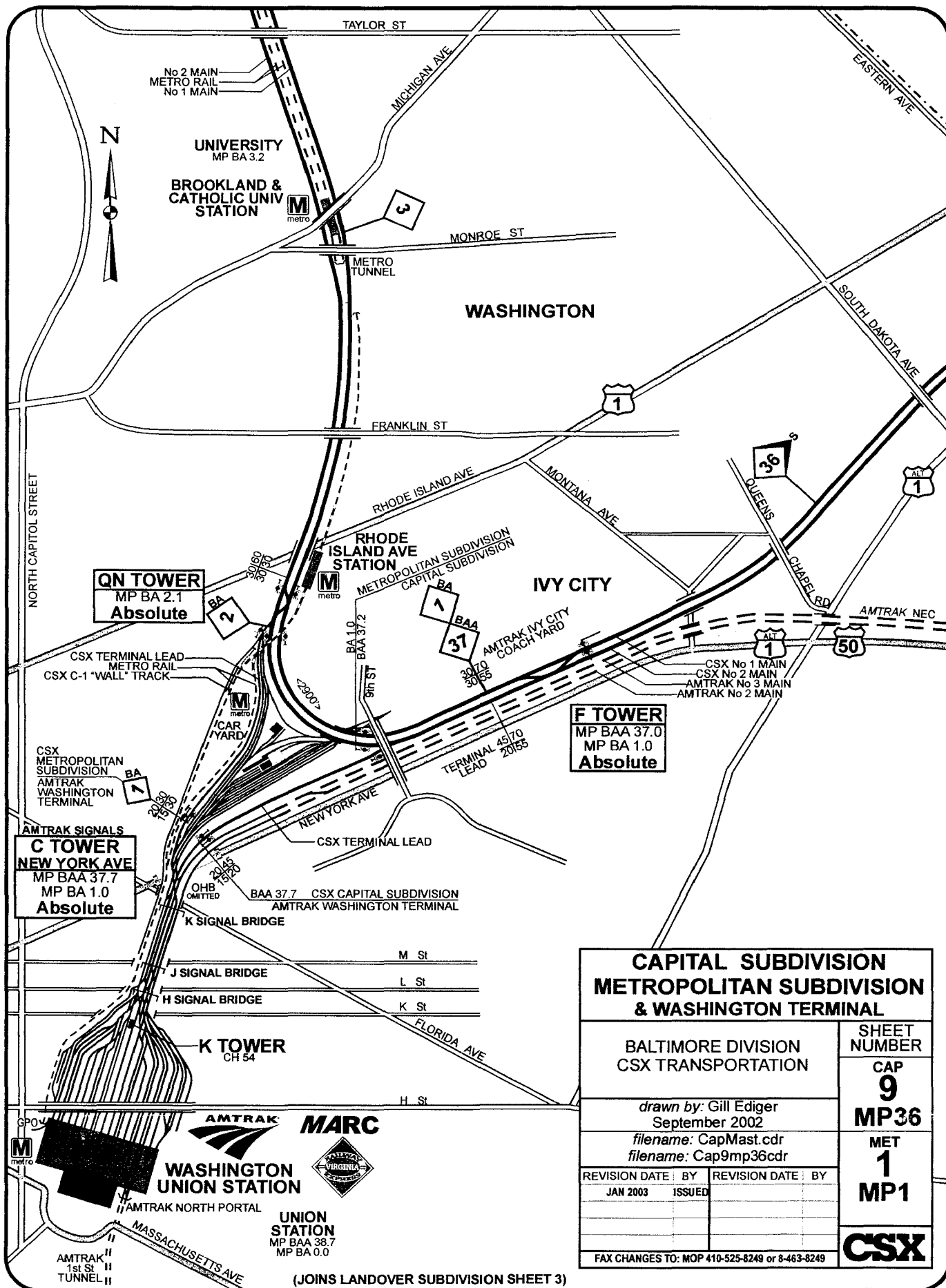
The scale is intended to be 3 inches equal 1 mile. Note that that is a lineal scale as measured along the length of the line. A few sheets have been reduced slightly more to allow specific detail to be included on a single page. The transverse scale, or width of the line, is greatly exaggerated in order to show detail. That is especially so where yards and other multi-track facilities are shown. Expect some distortion. Also, due to realignments and other changes over the years—in some cases 170 years—there are many "railroad miles" which are shorter or longer than 5280 feet. They are so marked whenever possible.

Sources used to produce these maps included base maps from USGS Topo Sheets and various local and county maps to establish geographic relationships such as railroad location, streets and roads, cities and towns, and stream crossings. Bernie Beavers' now timeworn maps provided not only a wealth of basic information—much of it years out of date, of course—but also the familiar and logical style upon which the new maps are based. Additional data came from many hand drawn maps furnished by Trainmasters and Yardmasters all over the Division. For accuracy of operational information the Timetable was consulted so often that 2 were worn out. Finally, field observations were made from both locomotives and the ground before drawings were begun and afterward to check their accuracy.

As the railroad is a dynamic institution subject to daily change in its physical plant and its operation many of these maps will become obsolete within days of their issue. Their computer design allows for quick and timely changes to be made to keep up with the changes in the field. You are encouraged to help by submitting any additions or corrections to the Manager of Operating Practices. Mark any changes directly on your copy and fax it to 8-463-8249 or 410-525-8249. Written suggestions are requested as well. Updated sheets will be provided from time to time at your supply point.

Thanks to all of you who have made contributions and comments along the way.
...and here's hoping you find these maps useful,

--Gill Ediger



(JOINS LANDOVER SUBDIVISION SHEET 3)

TAKOMA PARK
 EB No 1 PLATE 64-1
 EB No 2 PLATE 64-2
 WB No 2 PLATE G
 WB No 1 PLATE G

TAKOMA PARK STATION
 MP 6.3

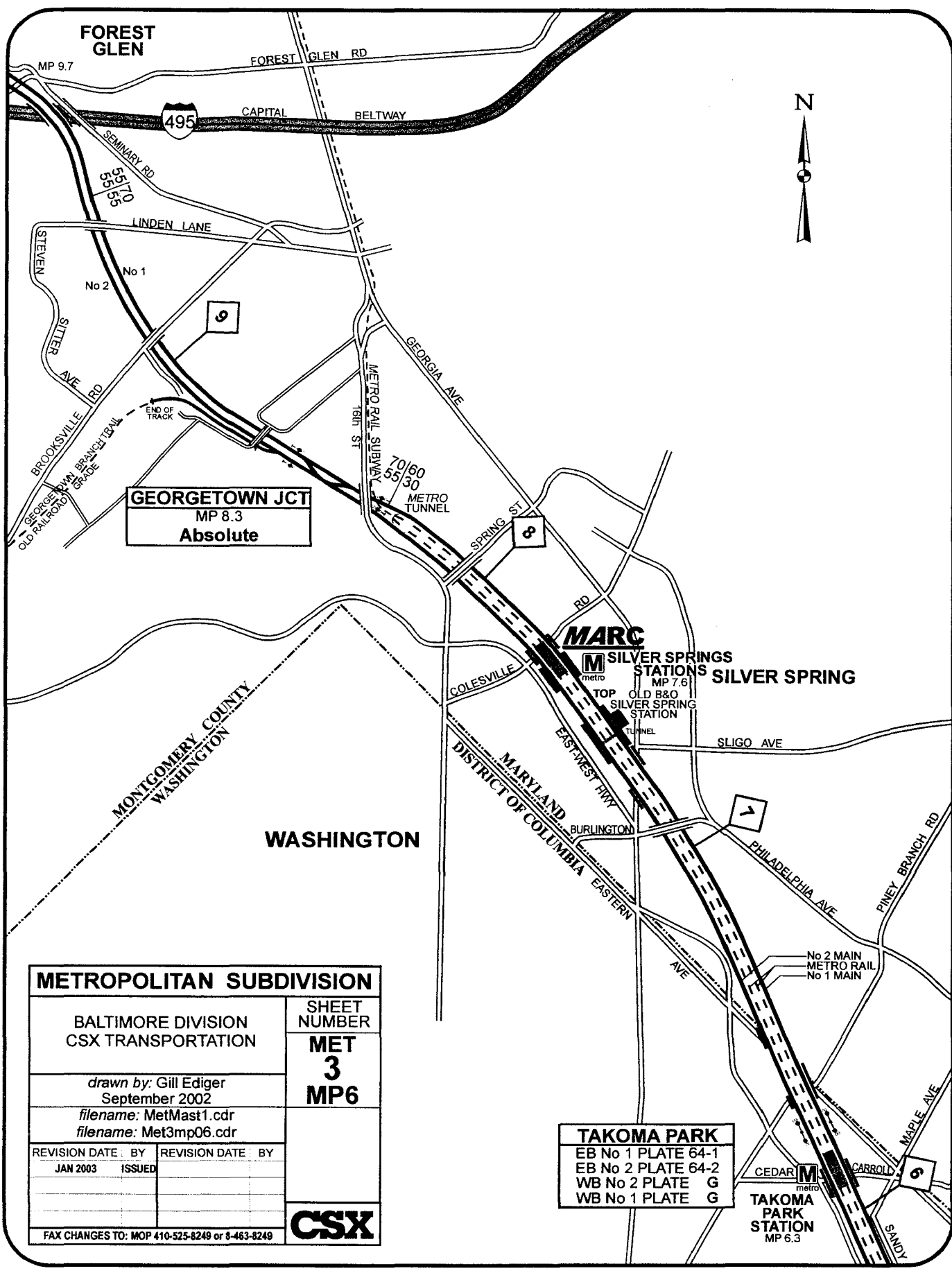
TERRA COTTA
 EB No 1 PLATE 40-1
 EB No 2 PLATE 40-2
 WB No 2 PLATE G
 WB No 1 PLATE G

METROPOLITAN SUBDIVISION			
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drawn by: Gill Ediger September 2002			
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REVISION DATE	BY	REVISION DATE	BY
JAN 2003	ISSUED		
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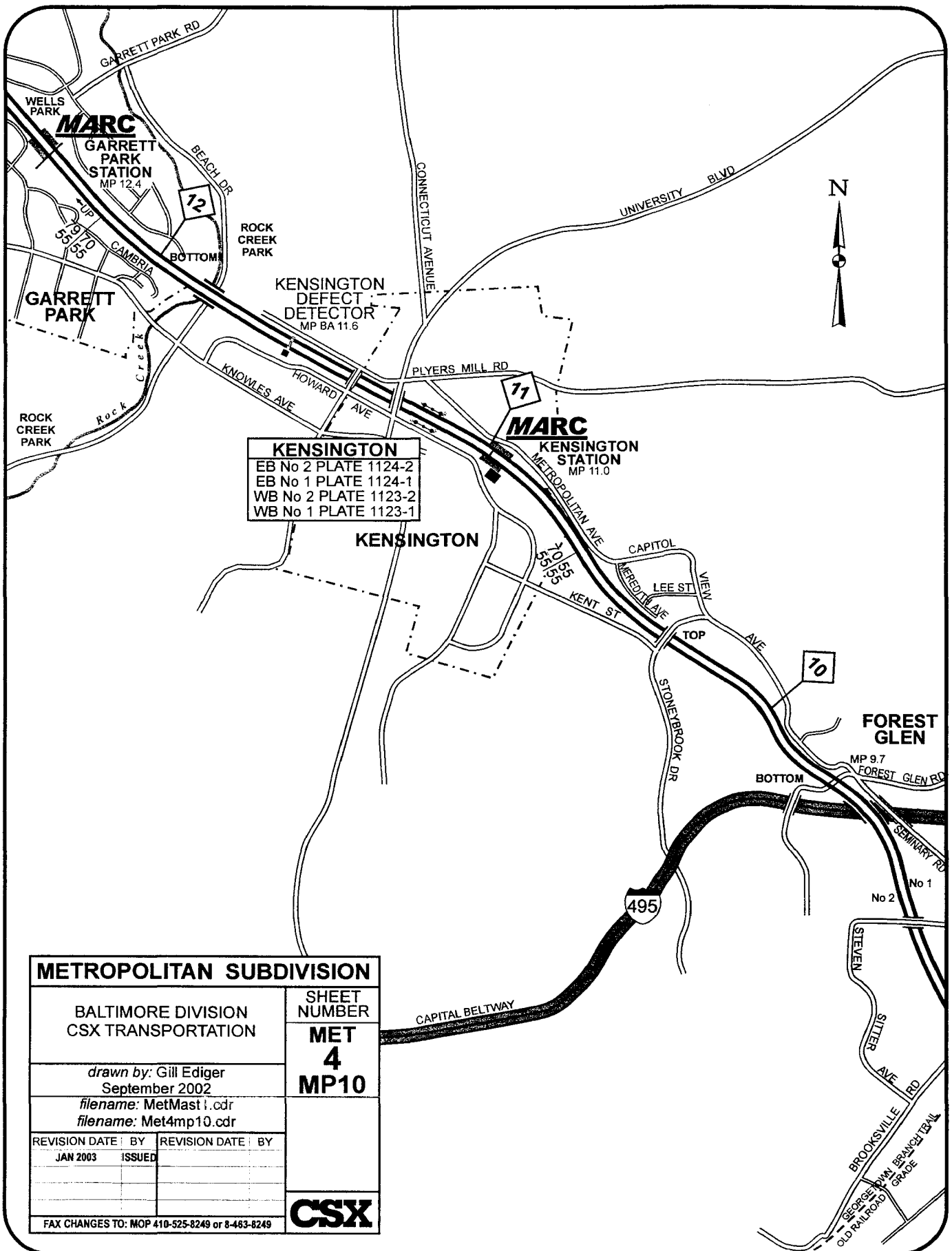
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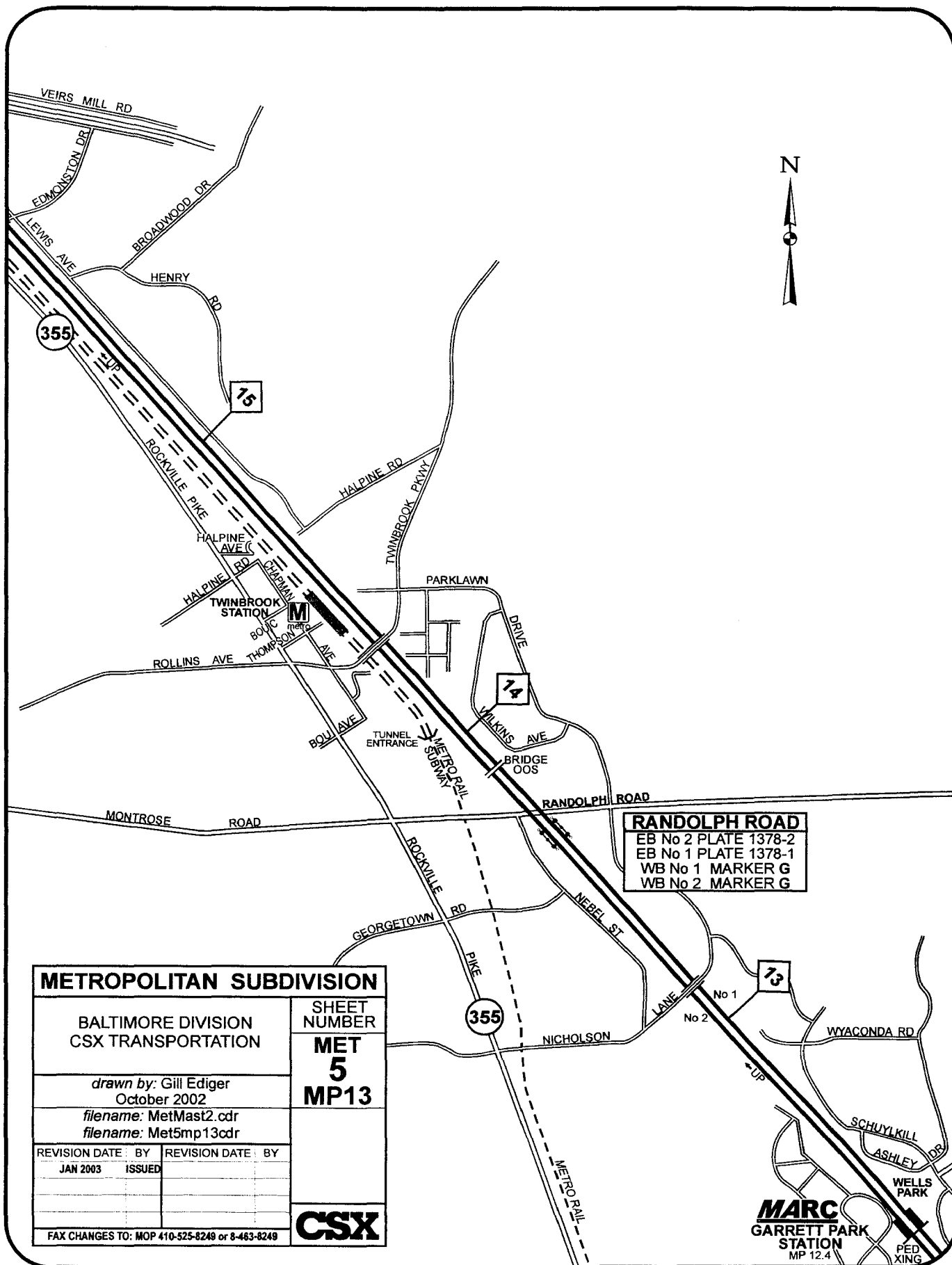
TAKOMA PARK
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WB No 2 PLATE G
WB No 1 PLATE G



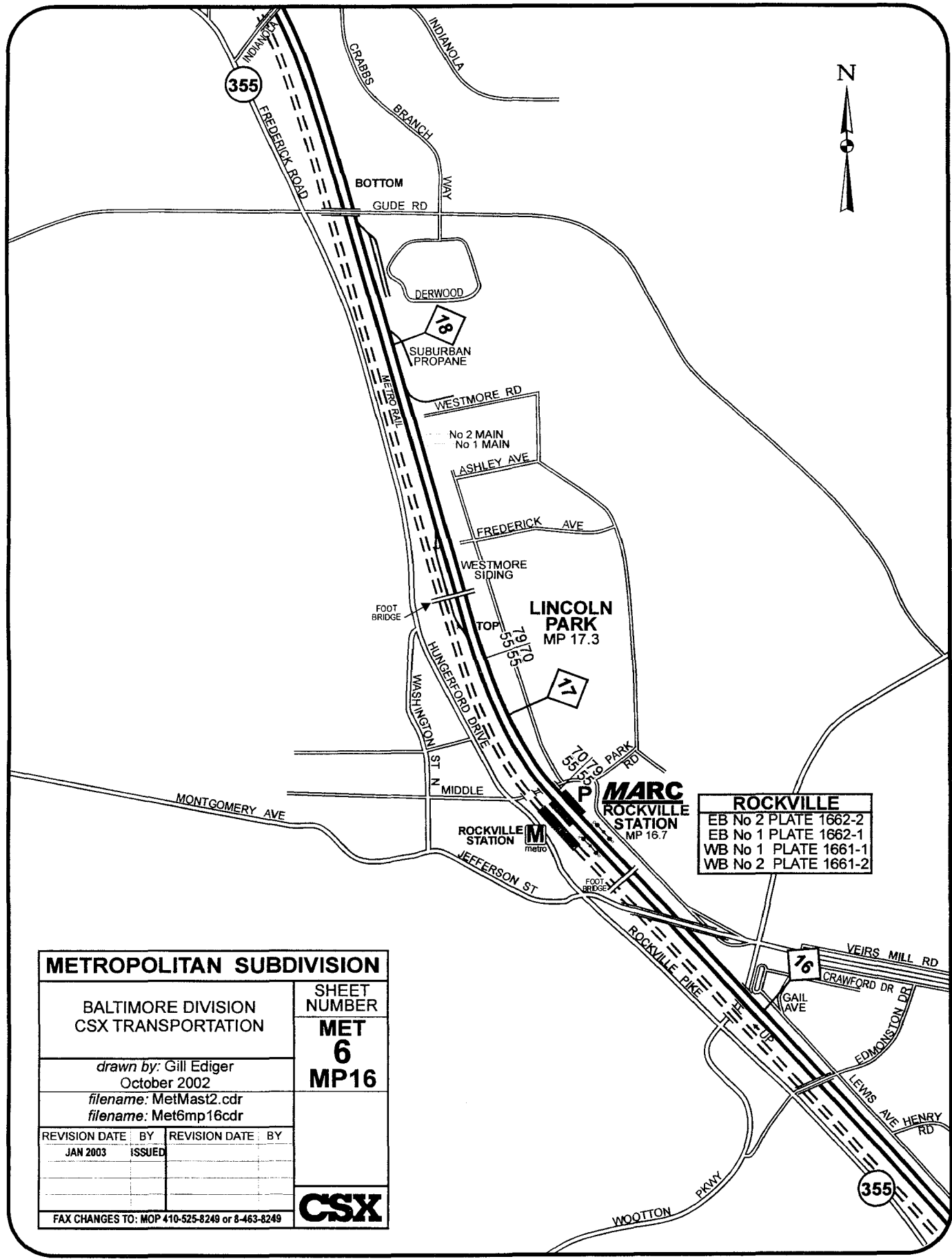
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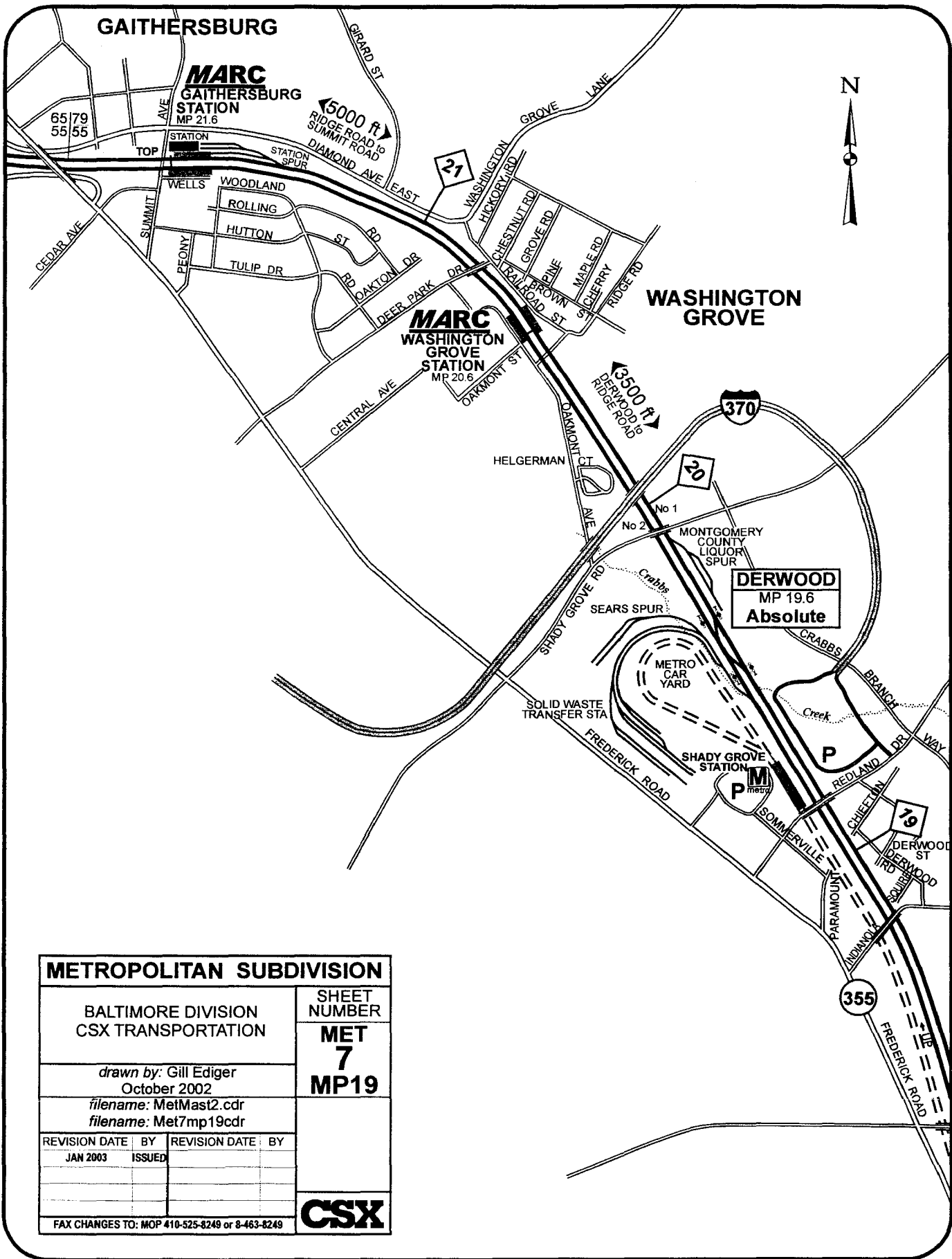
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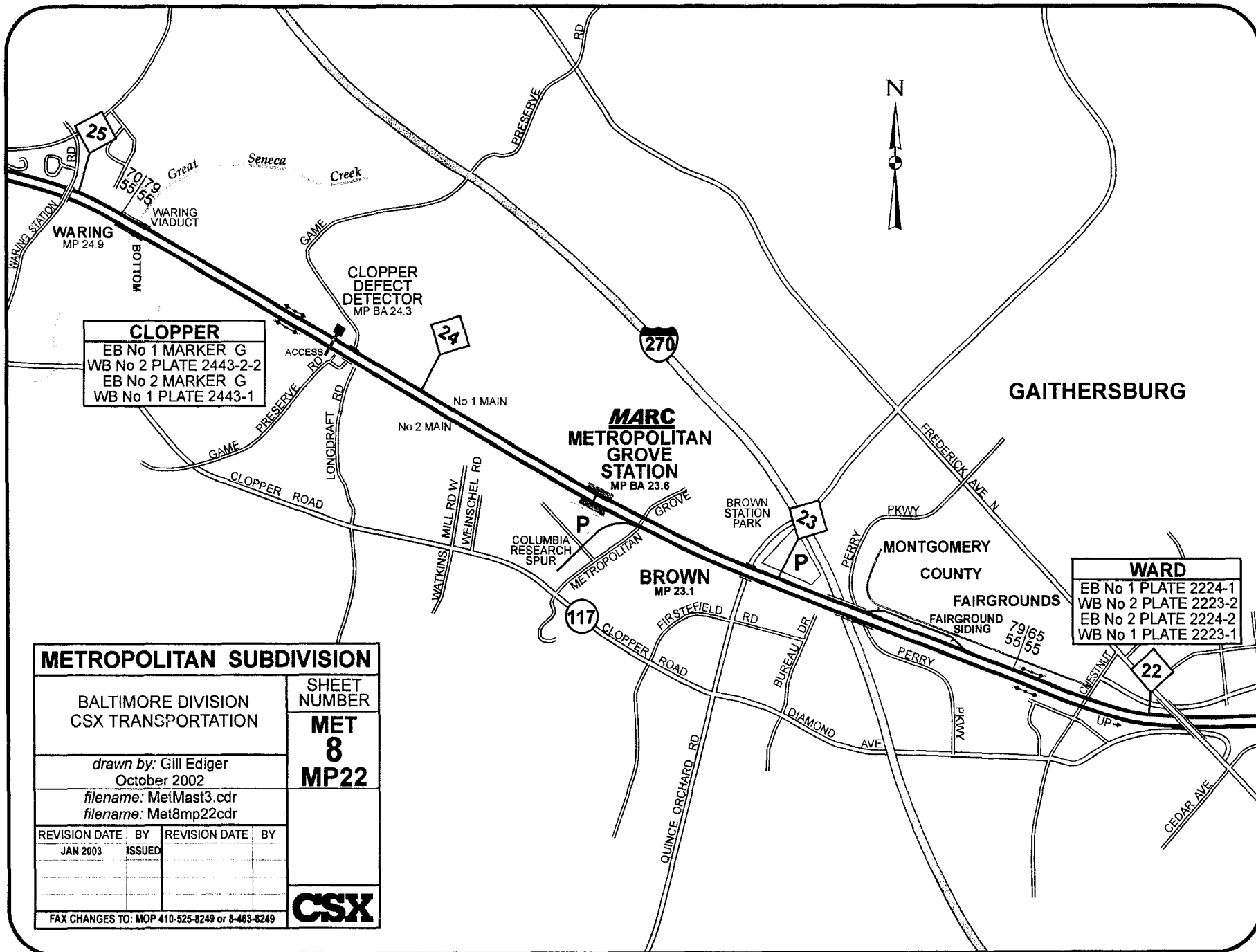
ROCKVILLE
EB No 2 PLATE 1662-2
EB No 1 PLATE 1662-1
WB No 1 PLATE 1661-1
WB No 2 PLATE 1661-2

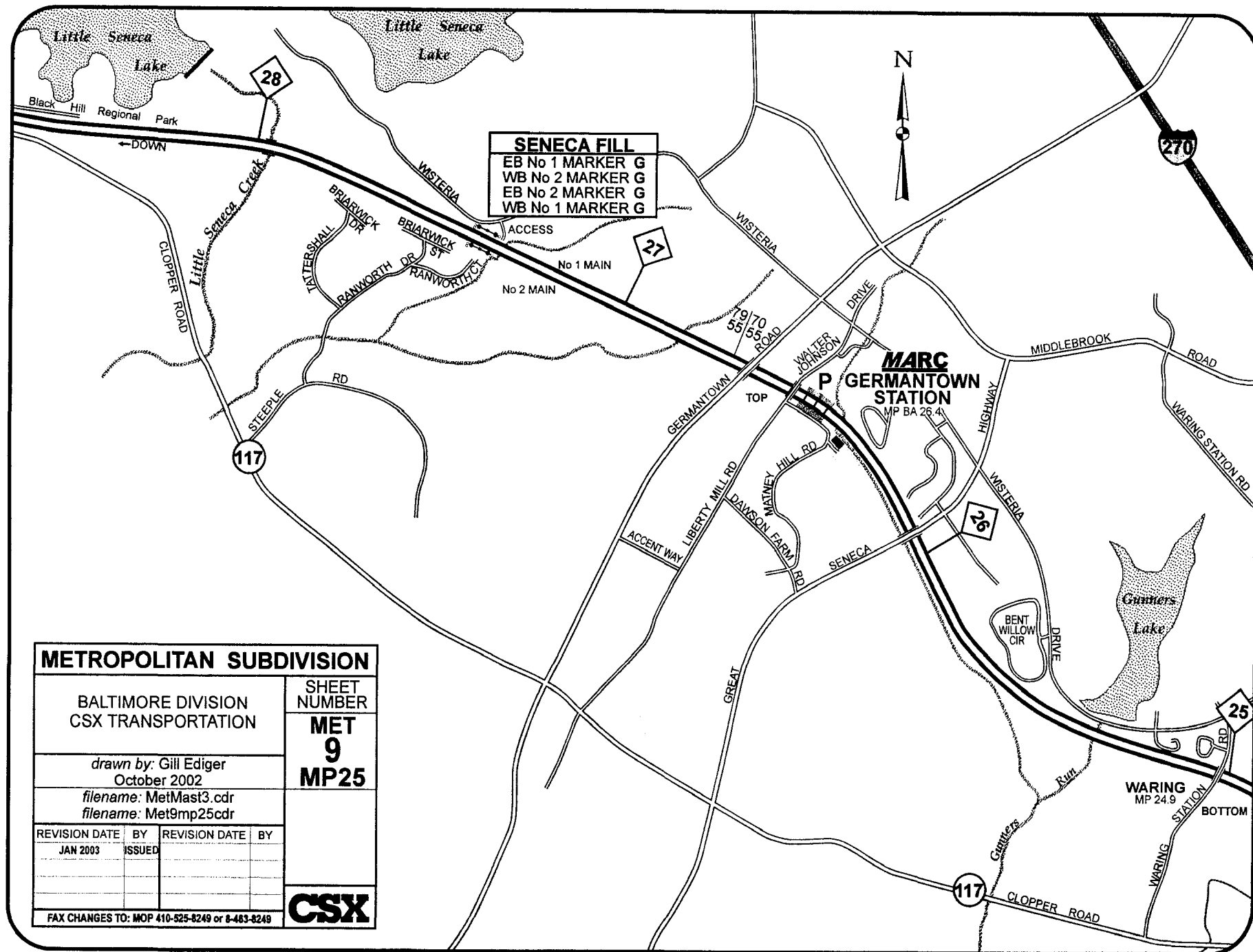
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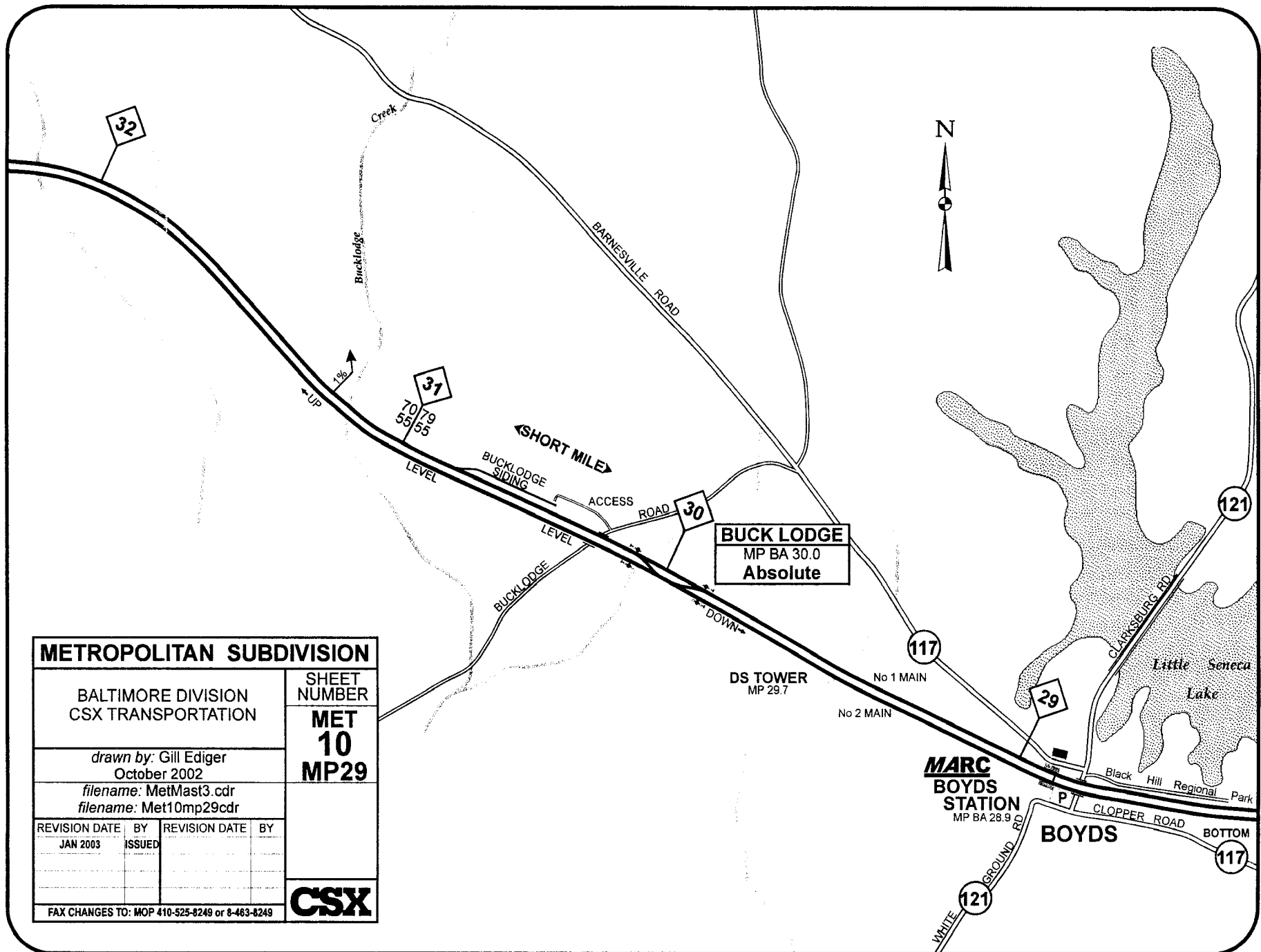
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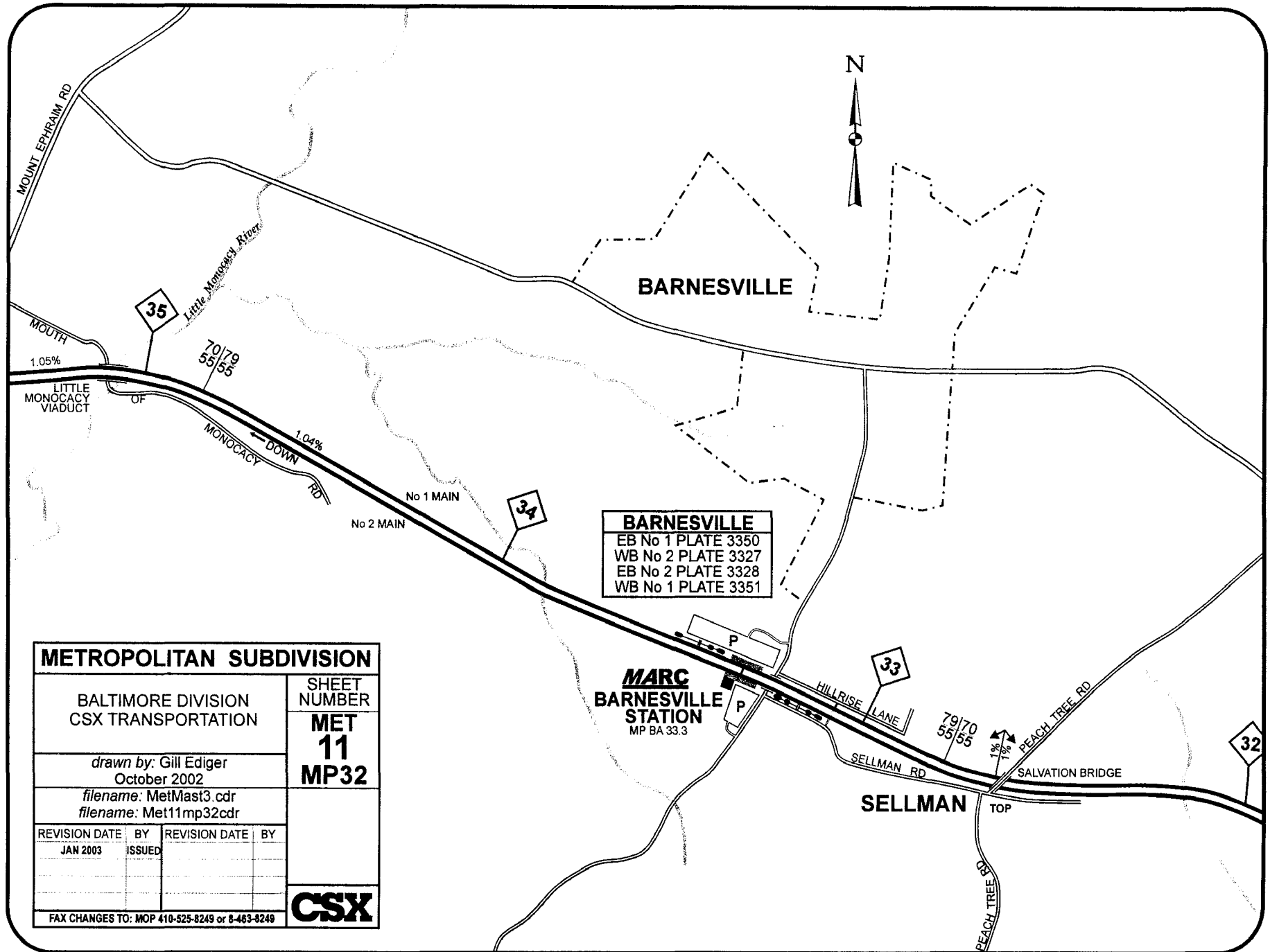
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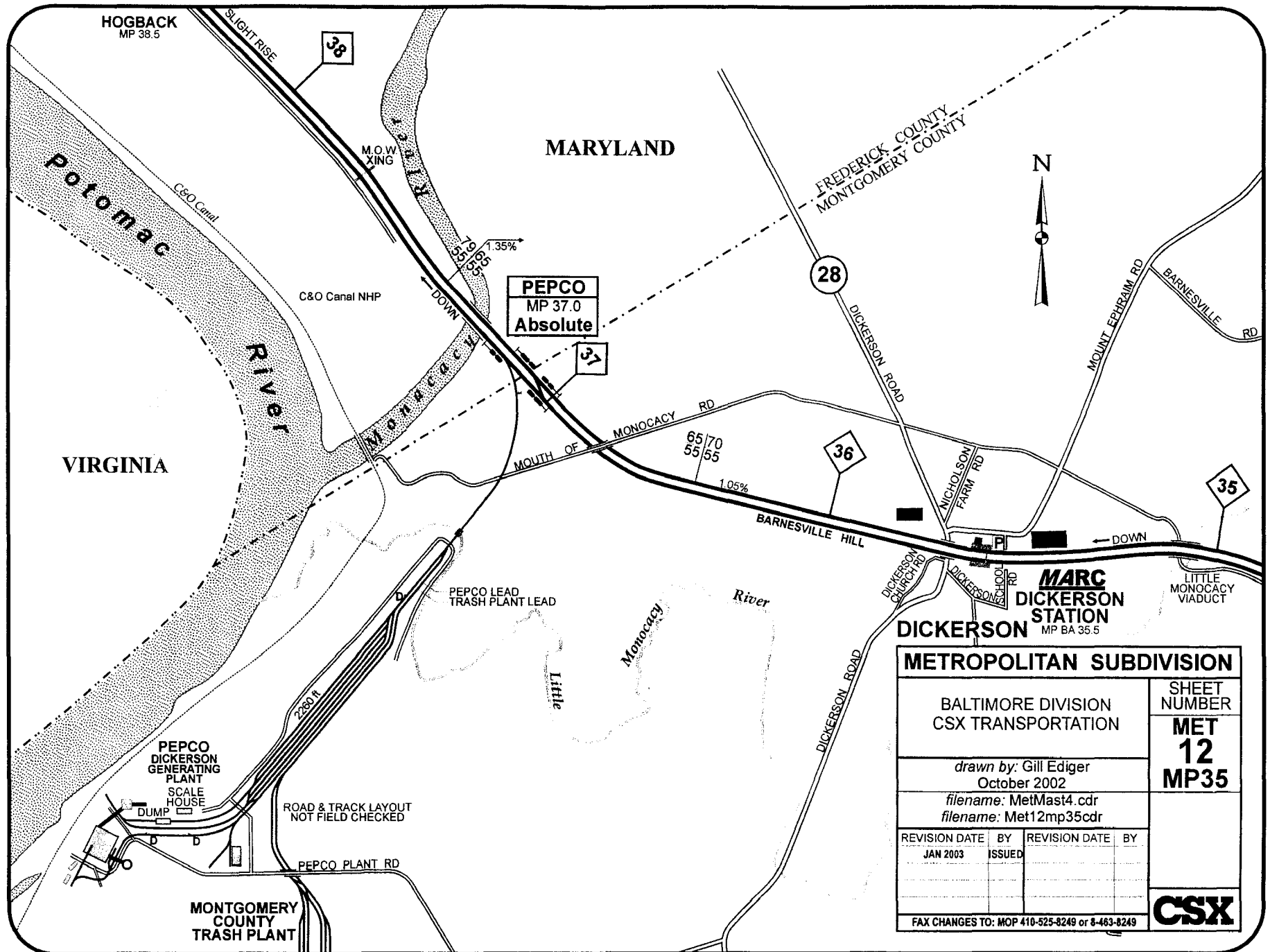




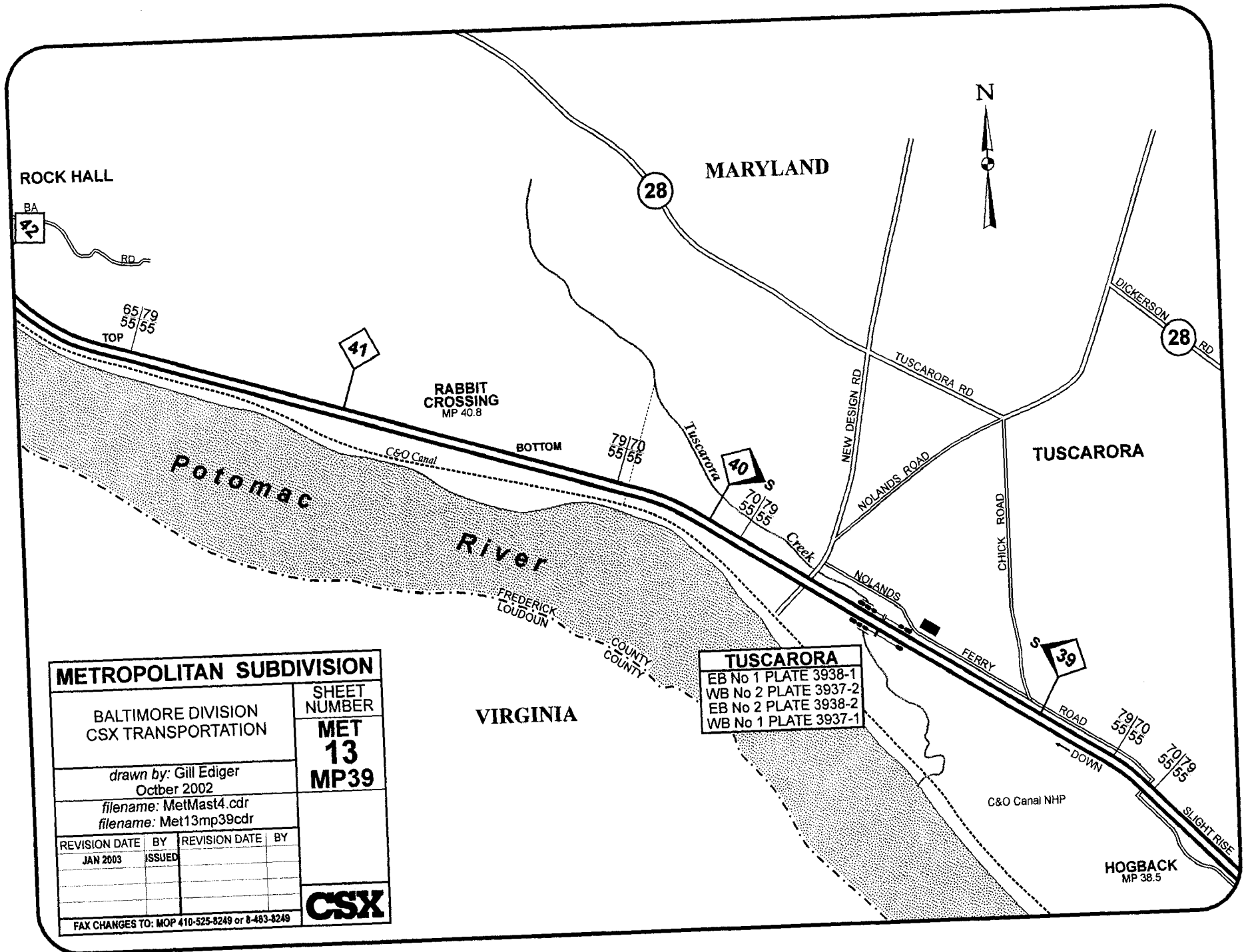








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TUSCARORA
 EB No 1 PLATE 3938-1
 WB No 2 PLATE 3937-2
 EB No 2 PLATE 3938-2
 WB No 1 PLATE 3937-1

