

THE PENNSYLVANIA RAILROAD.

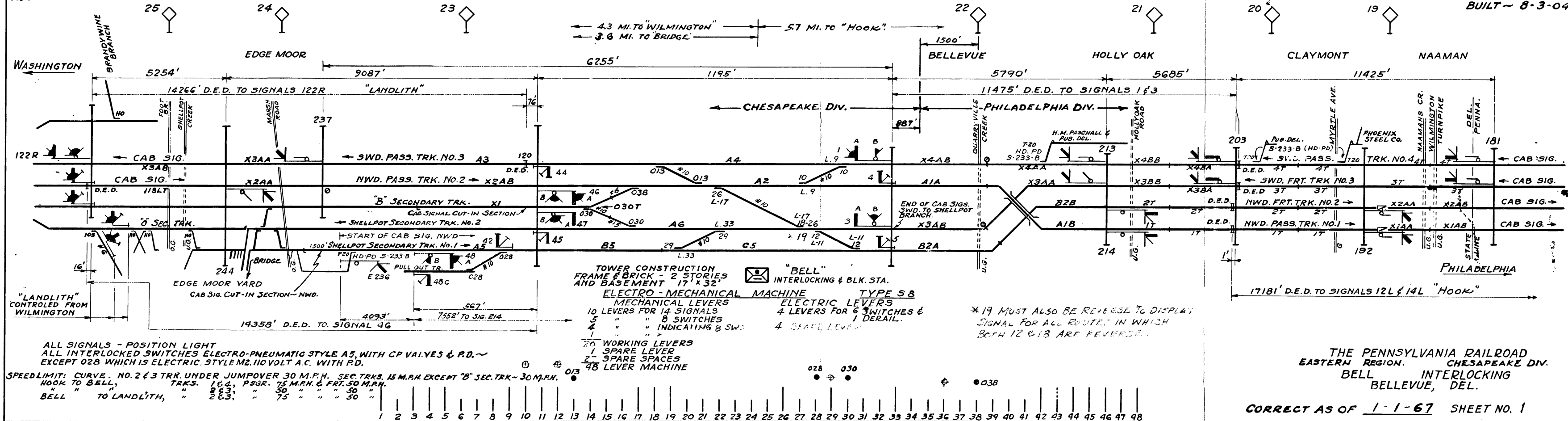
EASTERN REGION.

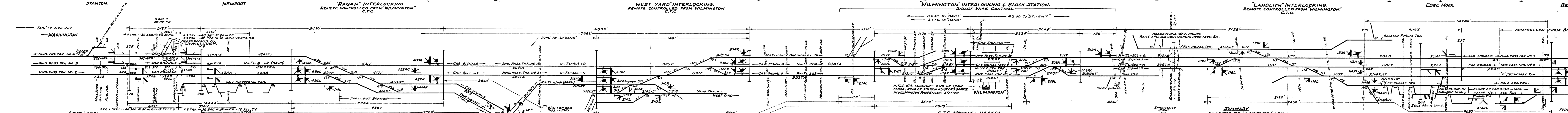
CHESAPEAKE DIVISION.

BLOCK STATIONS, INTERLOCKINGS, ETC.

1-1-67

Page	Location	Page	Location
13	Anacostia	5	Magnolia
24	Bank	27	McCalls
7	B. & P. Junction	27	Midway
6	Bay	19	Mill Creek Junction
16	Bay View Hump	4	Minnick
1	Bell	7	Mount Vernon
57	Berlin Xing.	34	North Ave. "NA", B&O Xing
7	Biddle Street	3	North East
11	Bowie	6	North Point
29	Bowie Race Track	33	Ore Pier Xing, Canton
21	Bridge	4	Oak
5	Bush	10	Odenton
5	Bush River Mov. Bridge	28	Park
26	Canal Mov. Bridge	55	Patton
31	Canton, B. & O. Xing.	4	Perryville
6	Canton Junction	27	Pilot and W. Pilot
27	C&PD - Cres to Tome	15	Potomac Riv. Mov. Bridge
51	Clayton	22	Pidgeon Pt. Xing., New Castle, Del.
56	Cassatt	4	Principio
3	Davis	4	Quarry
29	Del	2	Ragan
28	Delaware Park R. T.	21	Read
55	Delmar Train Order Off.	6	River
17	Edgemoor Yd. N.B. Hump	27	Rock and W. Rock
18	Edgemoor Yd. S.B. Hump	59	Royal Oak Mov. Bridge
5	Edgewood	53	Seaford
14	Fourteenth Street	4	Short Lane
8	Fulton	32	Sixteenth Street, Canton
5	Gunpow	15	South End, R.F.&P. R.R.
9	Gwynn	28	Stan
52	Harrington	4	Susquehanna Mov. Bridge
27	Harbor and W. Harbor	25	Tasker
4	Havre de Grace	27	Tome
23	Hazel Dell, P.&R. Xing.	29	Track
55	Hearn	30	Union Xing, Highlandtown
27	Holtwood	7	Union Junction
3	Iron Hill	10	Vern
2	Landlith	14	Virginia
12	Landover	21	Ward
54	Laurel Mov. Bridge	2	West Yard
58	Lewes Mov. Bridge	2	Wilmington
		9	Winans
		20	WY, Wilmington





**SPEED LIMIT:**  
#2 & 3 TRKS. ~40 SEC. @ 80 M.P.H. - 15 SEC. T.D.  
#2 TRK. ~36 SEC. @ 50 M.P.H. - 15 SEC. T.D.  
#2 & 3 TRKS. ~40 SEC. @ 80 M.P.H. - 15 SEC. T.D.  
#2 TRK. ~36 SEC. @ 50 M.P.H. - 15 SEC. T.D.

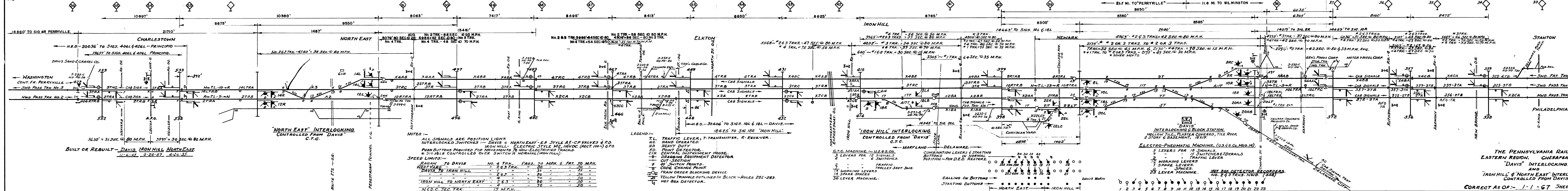
**LEGEND:**  
D.E.D. - DRAGGING EQUIPMENT DETECTOR.  
HD-PD - HEAVY DUTY POINT DETECTOR.  
T.L. - TRAFFIC LEVER.  
SPACES UNUSABLE.  
TROLLEY SECTIONALIZING.  
HAND OPERATED.  
SWITCH POINTS (SWITCHES 333 & 425 WITH A1 AT MIDPOINT).

**NOTE:**  
ALL SIGNALS POSITION LIGHT.  
INTERLOCKED SWITCHES - LANDLITH, WEST YARD & RAGAN - ELECTRO-PNEUMATIC - AS WITH C.P. VALVES & P.D.  
WILMINGTON - ELECTRIC - M2 - AC-DC WITH P.D. (207, NE 211 ARE M3).  
LEVERS 221 & 222 WIRED FOR MEATHOUSE SEC. TRK. EXTENSION.

**SUMMARY:**  
23 LEVERS FOR 37 SWITCHES & 1 DERAIL.  
22 " " 38 SIGNALS.  
6 " " 6 TRAFFIC.  
18 " " TROLLEY SECTIONALIZING.  
69 WORKING LEVERS.  
76 SPARE LEVERS.

**REBUILT:**  
WILMINGTON 2-25-42  
RAGAN 4-16-42  
WEST YARD 3-12-42  
LANDLITH 6-23-42

**THE PENNSYLVANIA RAILROAD.**  
EASTERN REGION  
WILMINGTON, DEL.  
WILMINGTON INTERLOCKING  
& REMOTE CONTROL OF RAGAN  
WEST YARD & LANDLITH INTLGS.  
CORRECT AS OF 1-1-66 SH. NO. 2



SPEED LIMIT:~

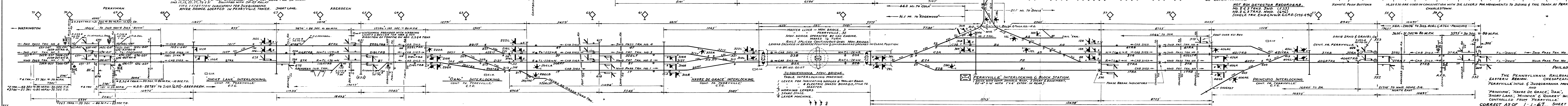
NORTH EAST TO PRINCIPIO	NO. 2 & 3 TRKS.	PASS.	80 M.P.H.	50 M.P.H.
PRINCIPIO TO PERRYVILLE	"	"	"	"
PERRYVILLE TO HAVRE DE GRACE	"	"	"	"
HAVRE DE GRACE TO OAK	"	"	"	"
OAK TO BUSH	"	"	"	"
PERRYVILLE TO QUARRY	"	"	"	"
QUARRY TO TOME	"	"	"	"
CURVES ~ N. & S. LEG OF WYE, PERRYVILLE - 15 M.P.H.	"	"	"	"

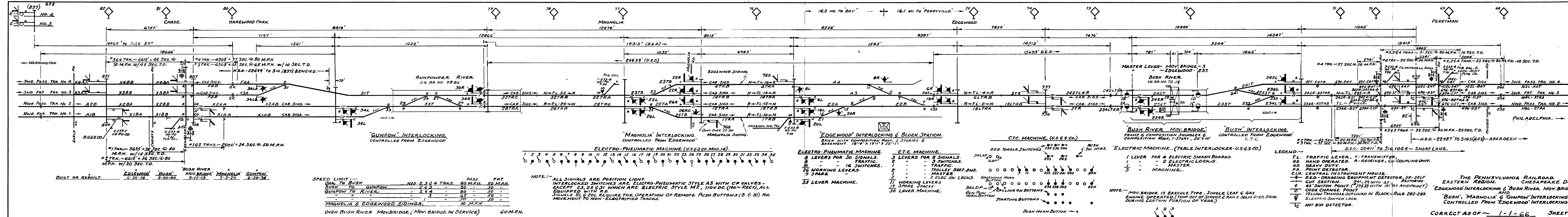
LEGEND:~

- T.L. - TRAFFIC LEVER, T-TRANSMITTER.
- H.O. - HAND OPERATED, R-RECEIVER.
- H.D. - HEAVY DUTY.
- P.D. - POINT DETECTOR.
- C.I.H. - CENTRAL INSTRUMENT HOUSE.
- D.E.D. - DRAGGING EQUIPMENT DETECTOR.
- CUT SECTION.
- 45' SWITCH POINT.
- CODE CHANGE POINT (BRIDGING TRANSFORMER).
- YELLOW TRIANGLE OUTLINED IN BLACK, RULE 282-283.

NOTE 1:~

ALL SIGNALS ARE POSITION LIGHT. INTERLOCKED SWITCHES - PERRYVILLE - ELEC. STYLE "M2" EXCEPT QUARRY - ELEC. STYLE M3, 110V.D.C. (RECT. 100V) WITH P.D., PRINCIPIO, HAVRE DE GRACE, OAKINGTON, SHORT LANE & MINNICK ARE E.P. STYLE AS, C.P. VALVES & P.D. \* CROSSOVERS 9 & 11 NOT STANDARD. NO. 9 NOT GOOD FOR 30 M.P.H. SW. 17, 19, 25, 27, 29 & 31 EQUIPPED WITH DP-25 RELAY. FIRE DETECTION INDICATION FOR JUSQUEHANNA RIVER BRIDGE LOCATED IN PERRYVILLE TOWER.

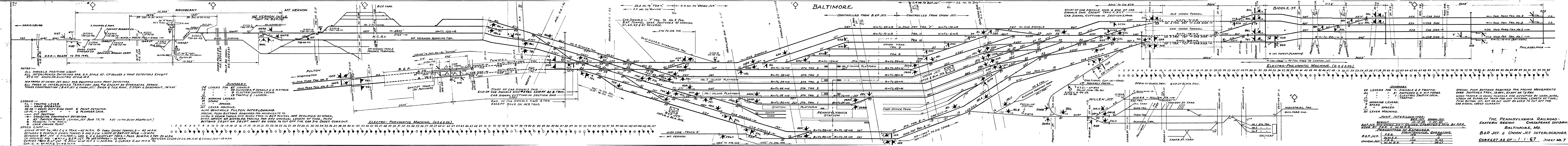










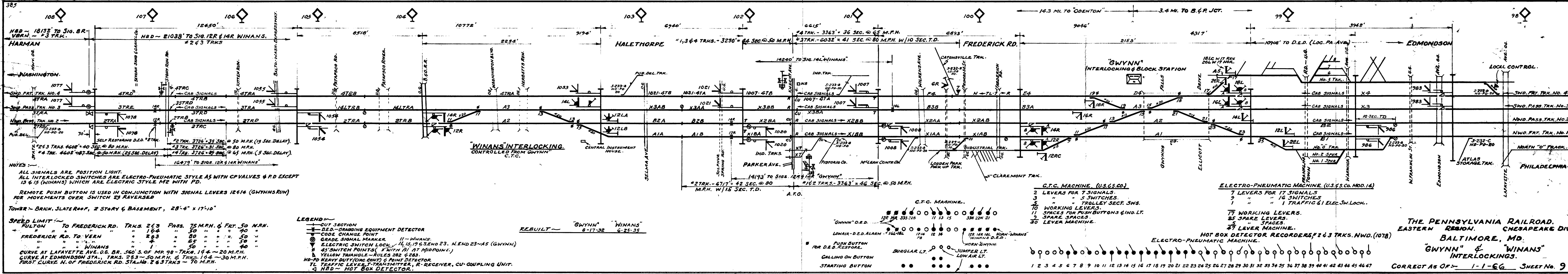




CURVE AT LAFAYETTE AVE. 06. BR. 360 S. OF MP-98. - TRKS. 104 - 20 M.P.H.

	<u>MAINTENANCE</u>	<u>OPERATING</u>
<u>P.R.R.</u>	100	71.33
<u>W.M.R.R.</u>	0	28.67

"FULTON" INTERLOCKING.  
REMOTE CONTROLLED FROM B. & P. JCT.  
CORRECT AS OF: - 1-1-67 SHEET NO. 8

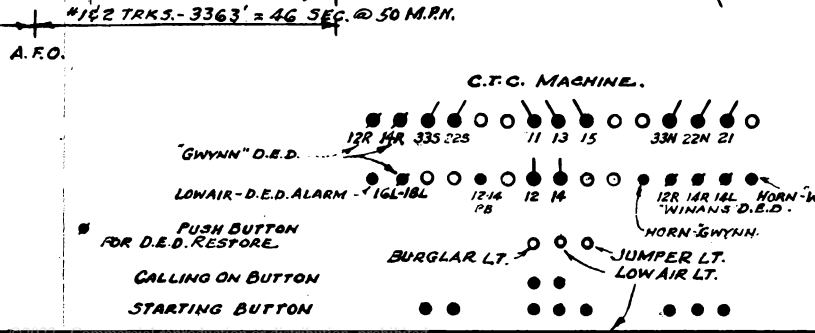


NOTES: -  
ALL SIGNALS ARE POSITION LIGHT.  
ALL INTERLOCKED SWITCHES ARE ELECTRO-PNEUMATIC STYLE A5 WITH CP VALVES & P.D EXCEPT 13 & 15 (WINANS) WHICH ARE ELECTRIC STYLE M2 WITH PD.  
REMOTE PUSH BUTTON IS USED IN CONJUNCTION WITH SIGNAL LEVERS 12 & 14 (GWYNN) RUN FOR MOVEMENTS OVER SWITCH 23 REVERSED  
TOWER: BRICK, SLATE ROOF, 2 STORY & BASEMENT, 28'-4" x 17'-10"

SPEED LIMIT: -  
FULTON TO FREDERICK RD. TRKS. 2 & 3 PASS. 75 M.P.H. & FRT. 50 M.P.H.  
FREDERICK RD. TO VERN " " 2 & 3 " 80 " " " 50 "  
" " WINANS " " 1 " 50 " " " 40 "  
CURVE AT LAFAYETTE AVE. O.G. BR. 560' S. OF MP. 98 - TRKS. 1 & 4 - 20 M.P.H.  
CURVE AT EDMONDSON STA., TRKS. 2 & 3 - 50 M.P.H. & TRKS. 1 & 4 - 30 M.P.H.  
FIRST CURVE N. OF FREDERICK RD. STA. NO. 2 & 3 TRKS - 70 M.P.H.

LEGEND: -  
CUT SECTION  
D.E.D. - DRAGGING EQUIPMENT DETECTOR  
CODE CHANGE POINT  
GRADE SIGNAL MARKER 11 - WINANS.  
ELECTRIC SWITCH LOCK 14, 15, 19 & 23. N. END 23 - 45 (GWYNN)  
45' SWITCH POINTS (5' WITH A1 AT MIDPOINT.)  
YELLOW TRIANGLE - RULES 282 & 283.  
HD-PD HEAVY DUTY (CIRC. CONT.) & POINT DETECTOR.  
TL TRAFFIC LEVER, T-TRANSMITTER, R-RECEIVER, CU-COUPLING UNIT.  
HBD - HOT BOX DETECTOR.

REBUILT - "GWYNN" 8-17-32 "WINANS" 6-25-35



G.T.C. MACHINE. (U.S. & S. CO.)  
2 LEVERS FOR 7 SIGNALS.  
3 " " 5 SWITCHES.  
5 " " TROLLEY SECT. SHS.  
10 WORKING LEVERS.  
11 SPACES FOR PUSH BUTTONS & IND. LT.  
9 SPARE SPACES.  
30 LEVER MACHINE.

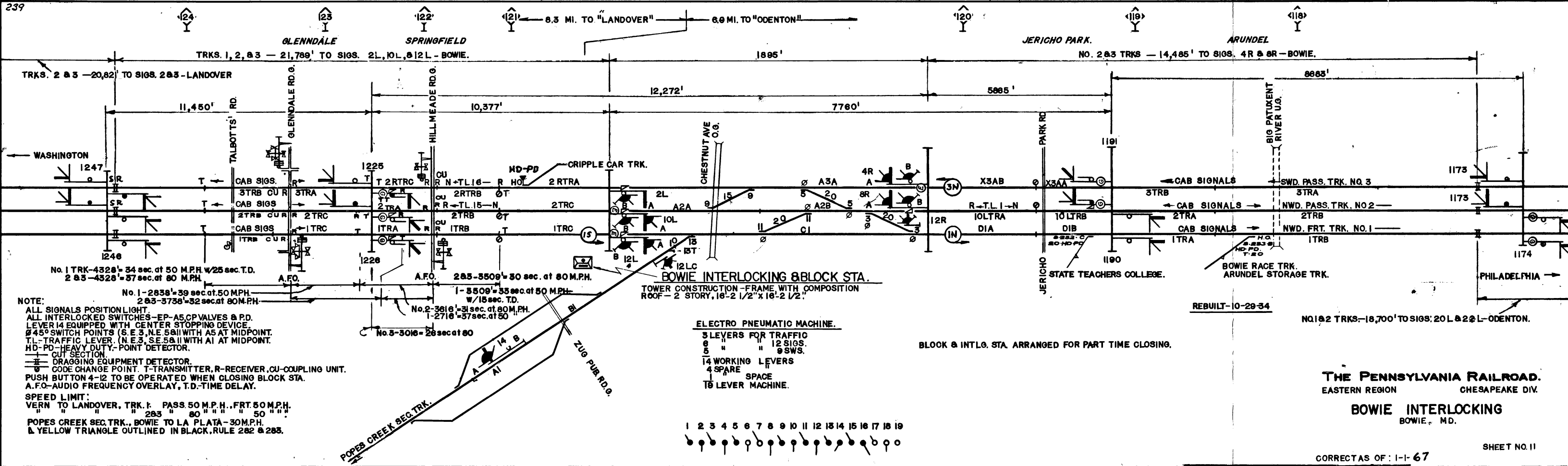
ELECTRO-PNEUMATIC MACHINE. (U.S. & S. CO. MOD. 14)  
7 LEVERS FOR 17 SIGNALS  
9 " " 16 SWITCHES  
1 " " 1 TRAFFIC & 1 ELEC. SW. LOCK.  
17 WORKING LEVERS.  
25 SPARE LEVERS.  
5 " SPACES.  
47 LEVER MACHINE.

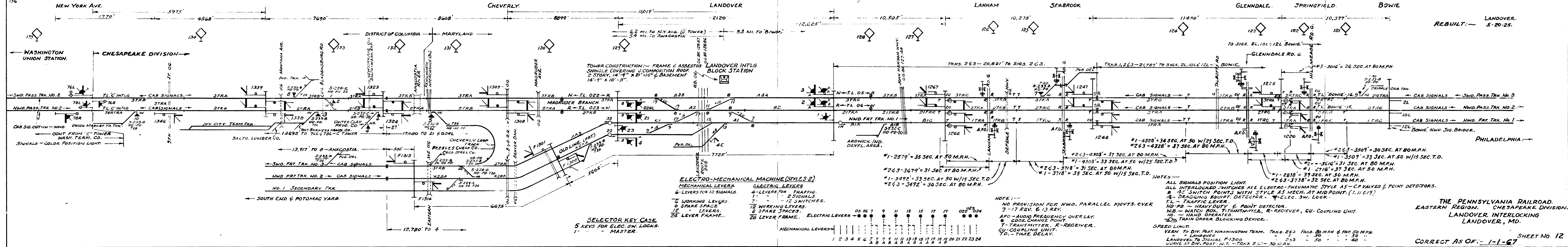
HOT BOX DETECTOR RECORDERS, 2 & 3 TRKS. NWD. (1078)  
ELECTRO-PNEUMATIC MACHINE.



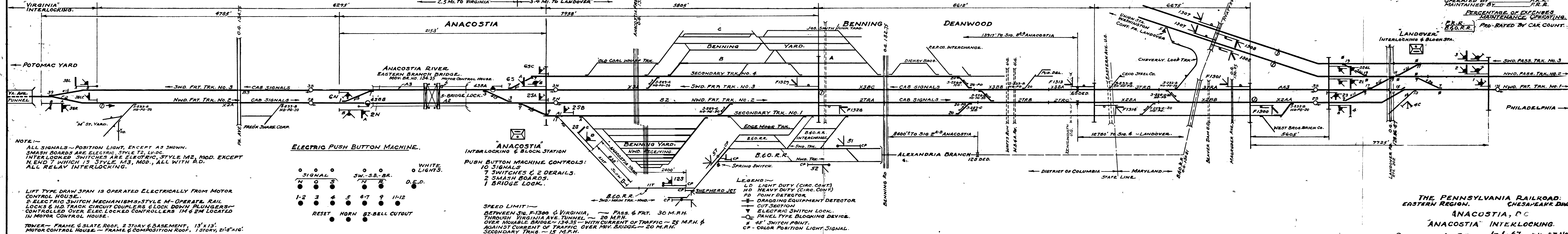
THE PENNSYLVANIA RAILROAD.  
EASTERN REGION. CHESAPEAKE DIV.  
BALTIMORE, MD.  
"GWYNN" & "WINANS" INTERLOCKINGS.  
CORRECT AS OF 1-1-66 SHEET No. 9

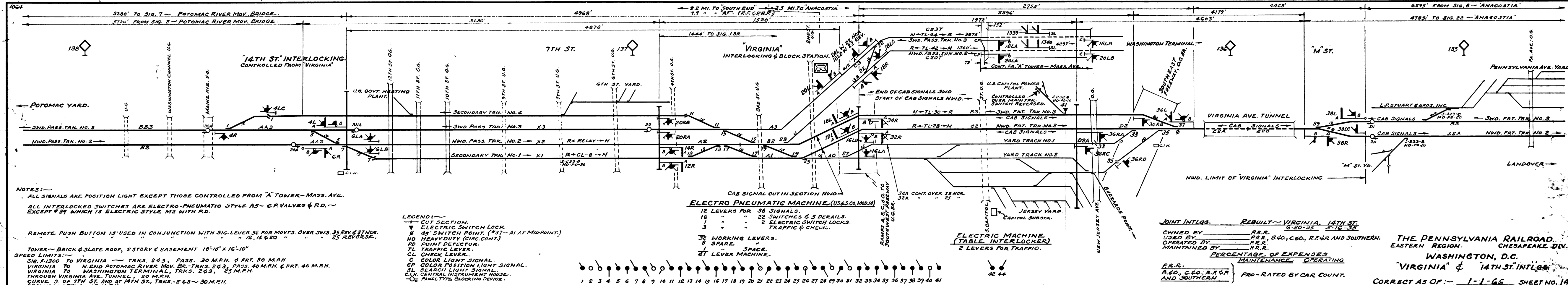


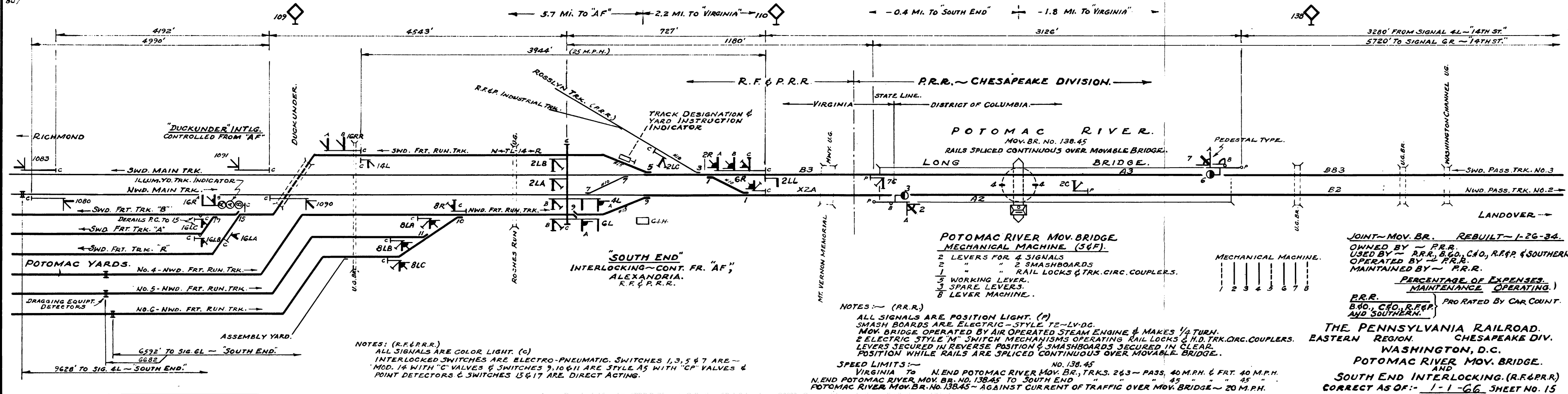


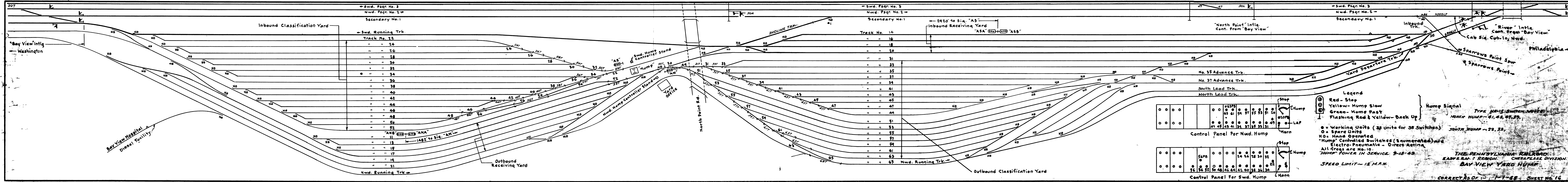


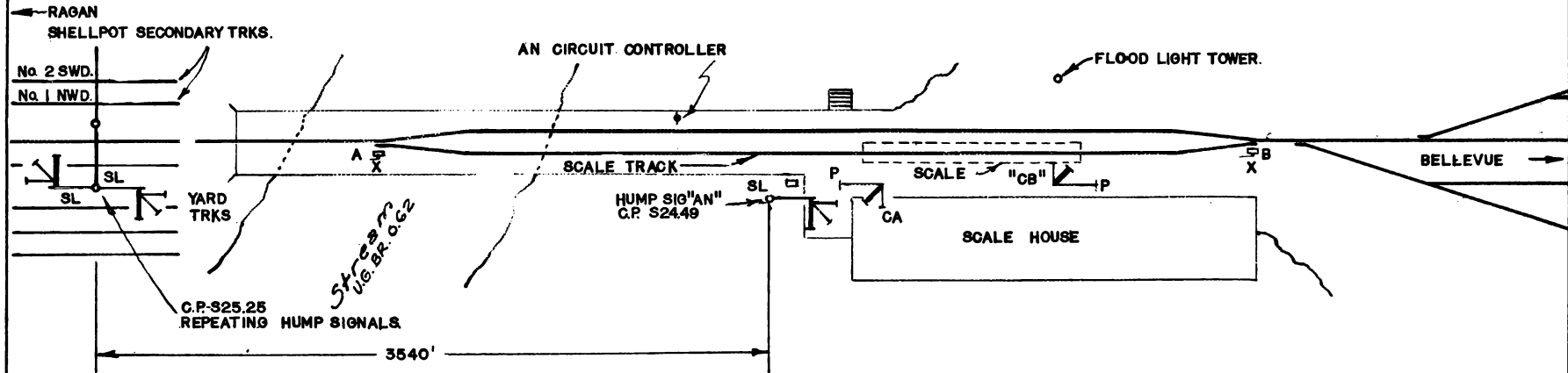












**NOTES:**

AN-SEARCH LIGHT TYPE HUMP SIGNAL CONTROLLED OVER 4 POSITION CIRCUIT CONTROLLER.  
 #1 POSITION RED STOP. #3 POSITION GREEN PROCEED.  
 #2 YELLOW HUMP. #4 FLASHING RED BACKUP.  
 DWARF SIGNALS CA & CB- POSITION LIGHT TYPE CONTROLLED OVER SCALE TRK. SWITCHES A & B.  
 RESTRICTING WHEN SWITCHES A & B ARE NORMAL.  
 STOP- REVERSED, PERMITTING CARS ONLY OVER SCALE TRK.  
 ALL SWITCHES HAND OPERATED  
 SPEED LIMIT 15 M.P.H.

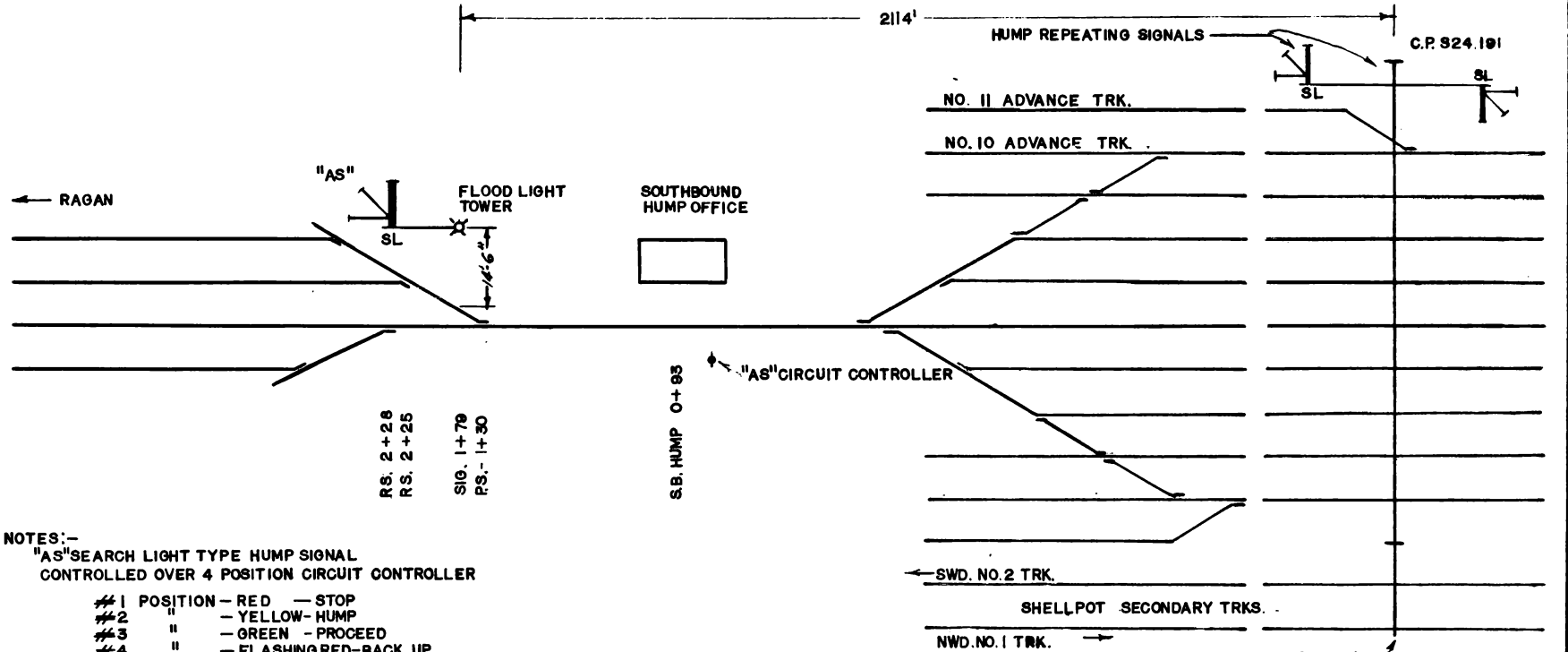
**THE PENNSYLVANIA RAILROAD.**  
 EASTERN REGION CHESAPEAKE DIV.  
 DELMARVA BRANCH  
**NORTH BOUND HUMP**  
 EDGE MOOR YARD

CORRECT AS OF 1-1-66

SHEET NO. 17

HUMP REPEATING SIGS. IN SERVICE 5-14-57.

SEARCH LIGHT SIGNAL IN SERVICE 4-10-53



NOTES:-

"AS" SEARCH LIGHT TYPE HUMP SIGNAL  
CONTROLLED OVER 4 POSITION CIRCUIT CONTROLLER

- #1 POSITION - RED - STOP
- #2 " - YELLOW - HUMP
- #3 " - GREEN - PROCEED
- #4 " - FLASHING RED - BACK UP

ALL SWITCHES - HAND OPERATED  
SPEED LIMIT - 15 M.P.H.

**THE PENNSYLVANIA RAILROAD.**  
EASTERN REGION CHESAPEAKE DIV.  
DELMARVA BRANCH  
**SOUTH BOUND HUMP**  
EDGE MOOR YARD

CORRECT AS OF 1-1-66

SHEET NO. 18



FORMERLY SEMAPHORE SIGNALS WITH DERAILS ON P.R.R.  
TRACK PIPE CONNECTED TO GROUND LEVER AT CROSSING.  
STOP SIGNS INSTALLED 4-3-63

## STOP SIGN

↑  
— WILMINGTON

**JOINT XING.**

**BUILT 1889**

OWNED BY \_\_\_\_\_ READING CO.  
USED BY \_\_\_\_\_ READING & P.R.R.  
OPERATED BY \_\_\_\_\_ STOP SIGNS.  
MAINTAINED BY \_\_\_\_\_ READING CO.

**PERCENTAGE OF EXPENSES.**

MAINTENANCE		OPERATING	
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

<u>READING</u>	<u>50</u>	<u>50</u>
<u>P.R.R.</u>	<u>50</u>	<u>50</u>

WEST YARD-# 13 TRK.

**PRIVATE RD.**

**STOP SIGN.**

**P.R.R.**

**READING CO.**

DELAWARE RIVER EXTENSION

## STOP SIGN

**WHARTON & WHANN  
PULP WORKS**

**NOTE :-**

**STOP SIGNS—STANDARD HIGHWAY RED REFLECTORIZED STOP SIGNS.**  
**SPEED LIMIT:—P.R.R. 15 M.P.H.**

**THE PENNSYLVANIA RAILROAD.**  
EASTERN REGION. CHESAPEAKE DIV.  
NEW CASTLE SECONDARY TRACK  
**MILL CREEK JUNCTION**  
WILMINGTON, DEL.

**SHEET NO. 19**

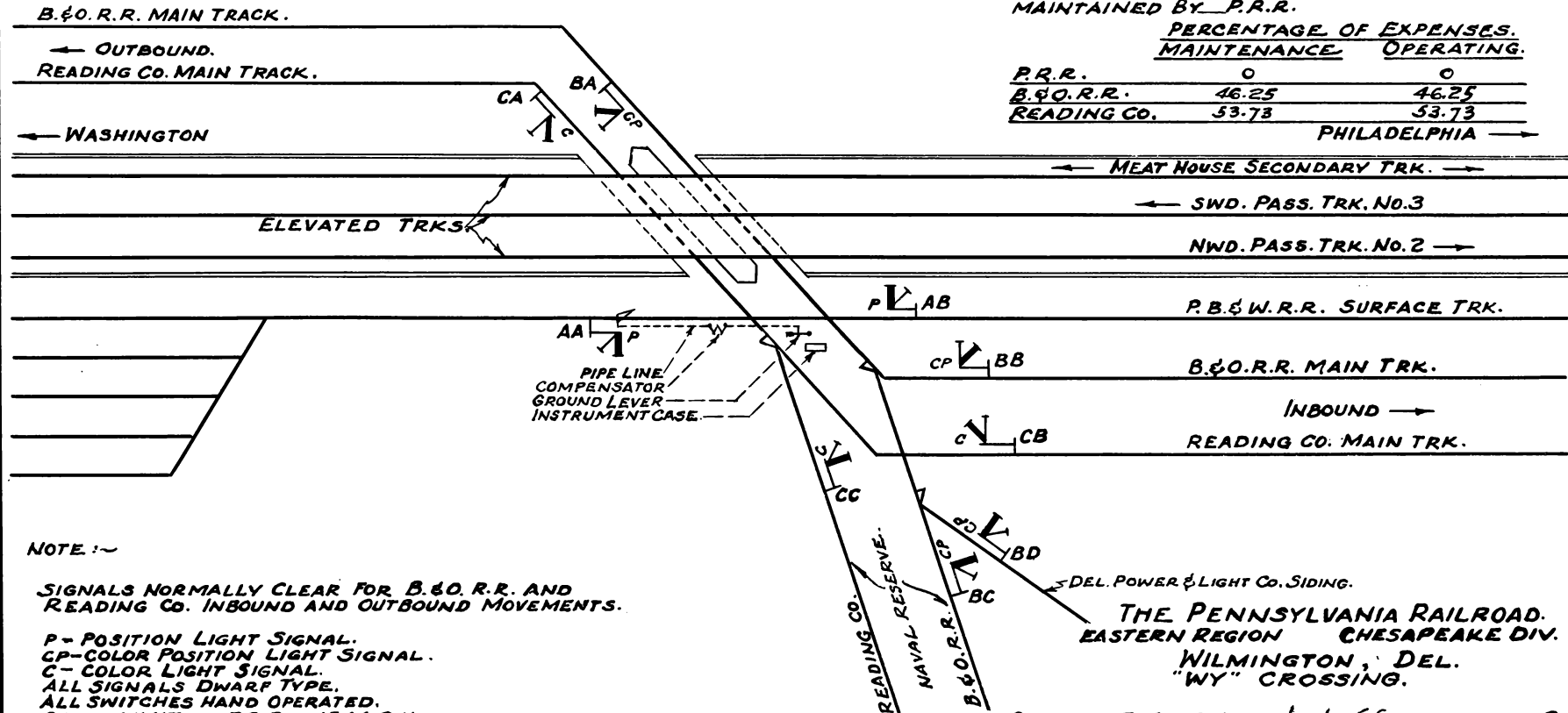
**CORRECT AS OF: 1-1-66**

**JOINT XING.** — BUILT:~ P.R.R.-1835, READING Co.-1877 & B.&O.R.R.-1878.  
 PRESENT ARRANGEMENT - 10-15-34.  
 OWNED BY P.R.R.  
 USED BY P.R.R., B.&O.R.R. & READING CO.  
 OPERATED BY TRAINMEN  
 MAINTAINED BY P.R.R.

**PERCENTAGE OF EXPENSES.**  
MAINTENANCE OPERATING

P.R.R.	0	0
B.&O.R.R.	46.25	46.25
READING CO.	53.73	53.73

PHILADELPHIA →

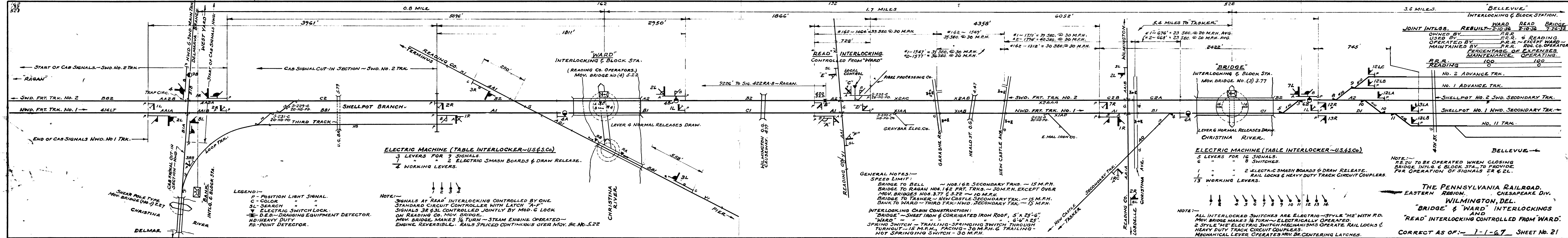


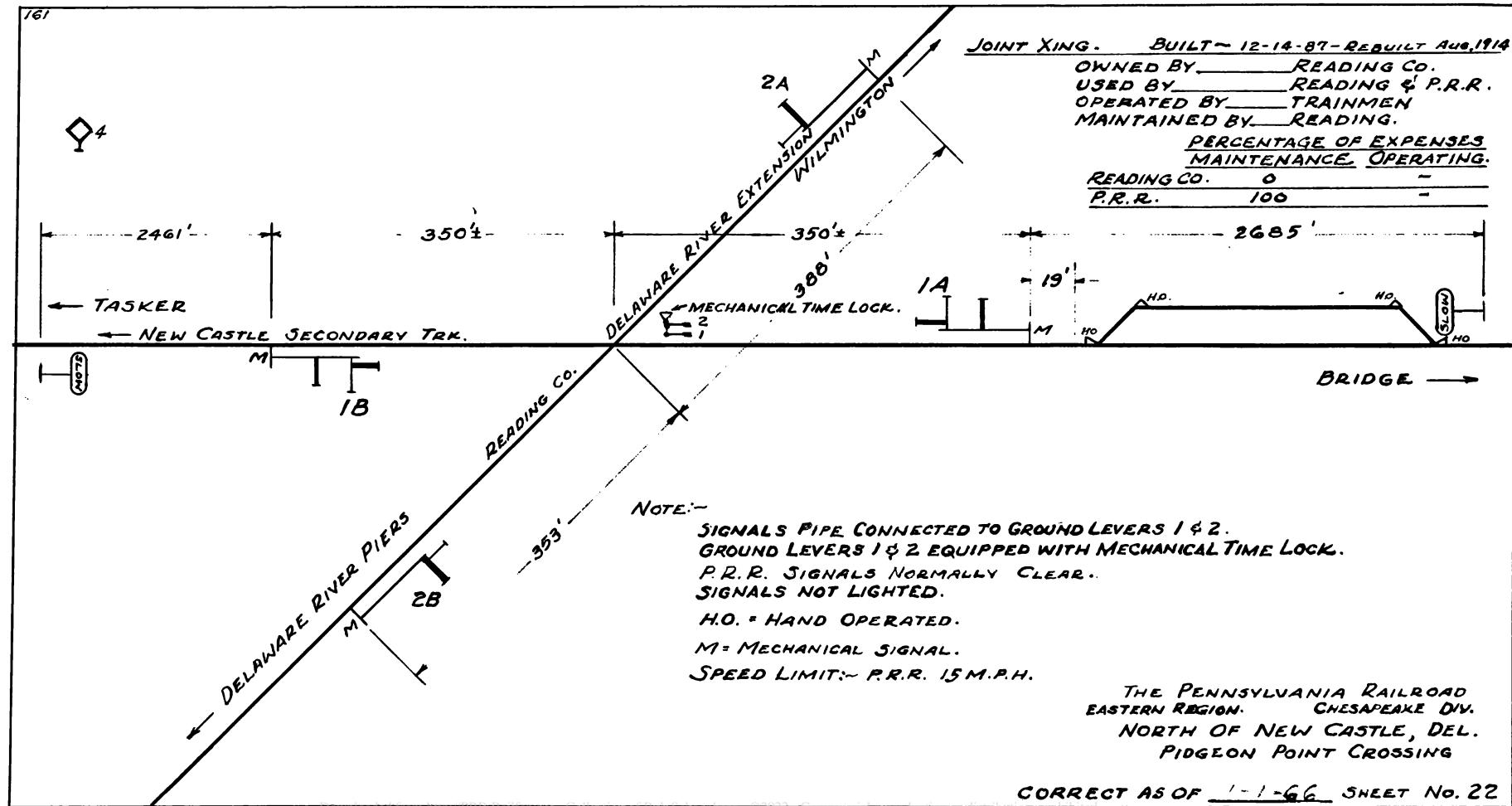
NOTE:~

SIGNALS NORMALLY CLEAR FOR B.&O. R.R. AND READING CO. INBOUND AND OUTBOUND MOVEMENTS.

P - POSITION LIGHT SIGNAL.  
 CP - COLOR POSITION LIGHT SIGNAL.  
 C - COLOR LIGHT SIGNAL.  
 ALL SIGNALS DWARF TYPE.  
 ALL SWITCHES HAND OPERATED.  
 SPEED LIMIT:~ P.R.R.- 15 M.P.H.

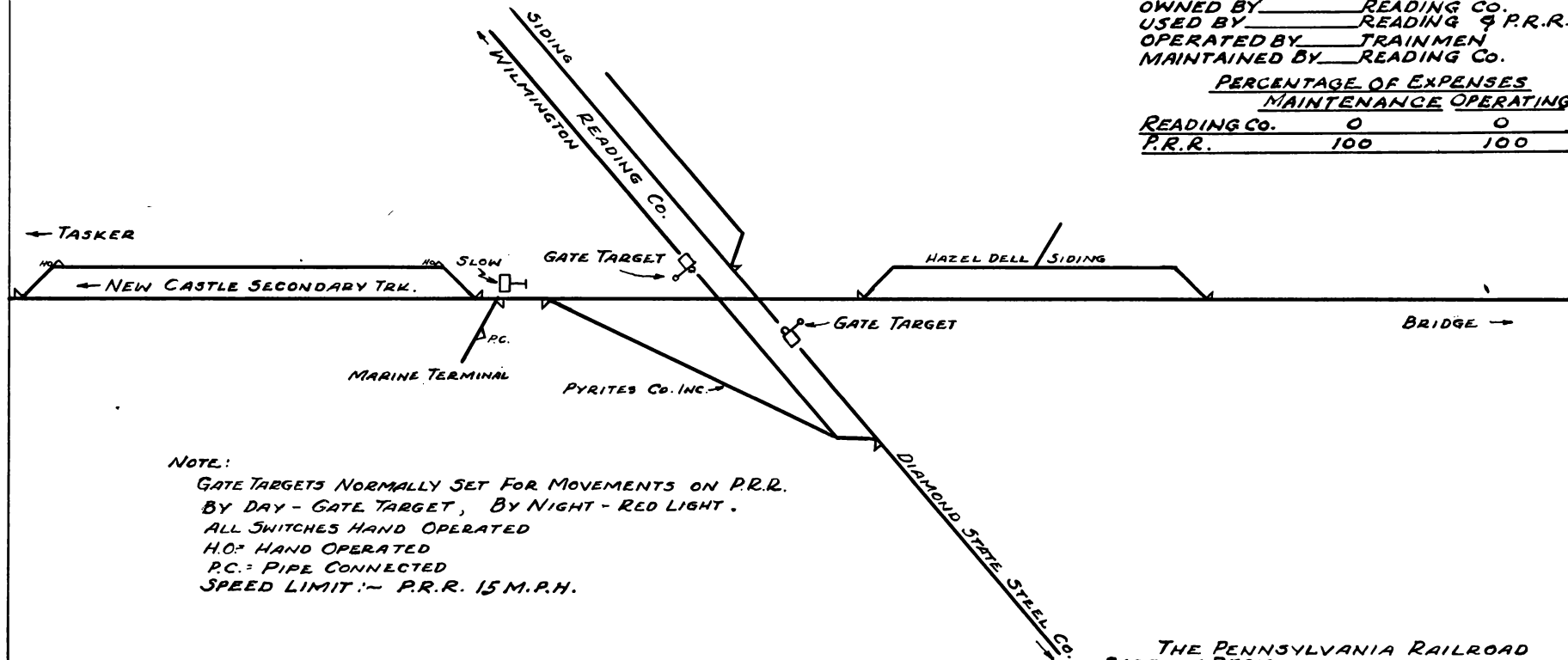
CORRECT AS OF:~ 1-1-66 SHEET No. 20





JOINT XING. BUILT ~ 12-14-87  
 OWNED BY \_\_\_\_\_ READING CO.  
 USED BY \_\_\_\_\_ READING & P.R.R.  
 OPERATED BY \_\_\_\_\_ TRAINMEN  
 MAINTAINED BY \_\_\_\_\_ READING CO.

	PERCENTAGE OF EXPENSES	
	MAINTENANCE	OPERATING
READING CO.	0	0
P.R.R.	100	100

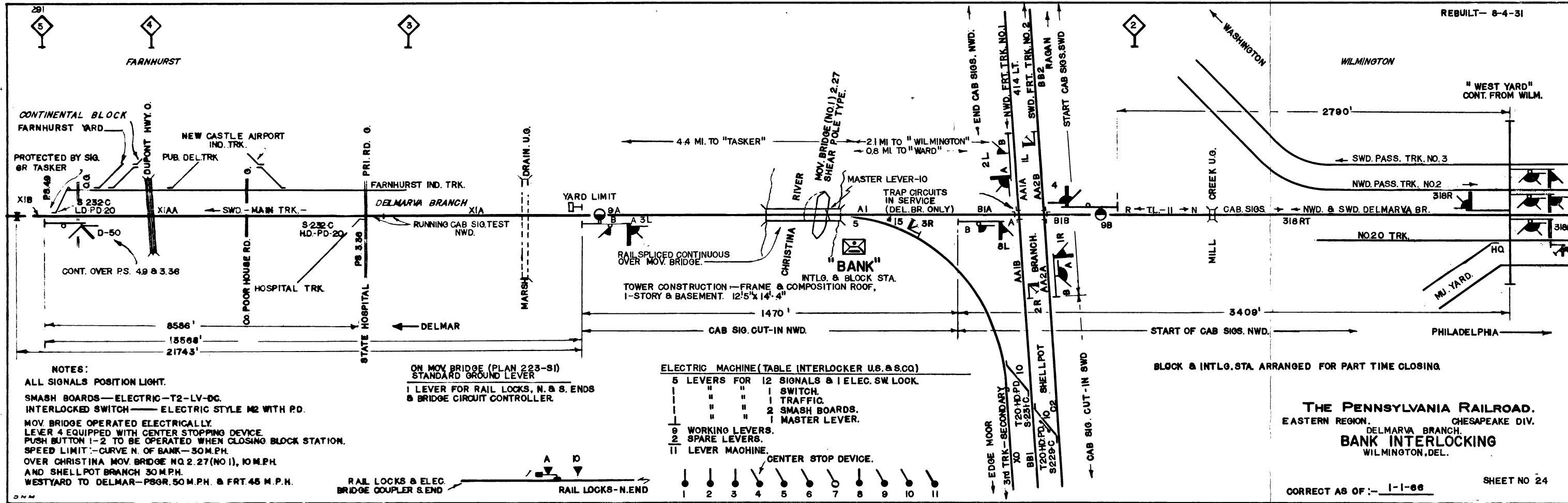


## NOTE:

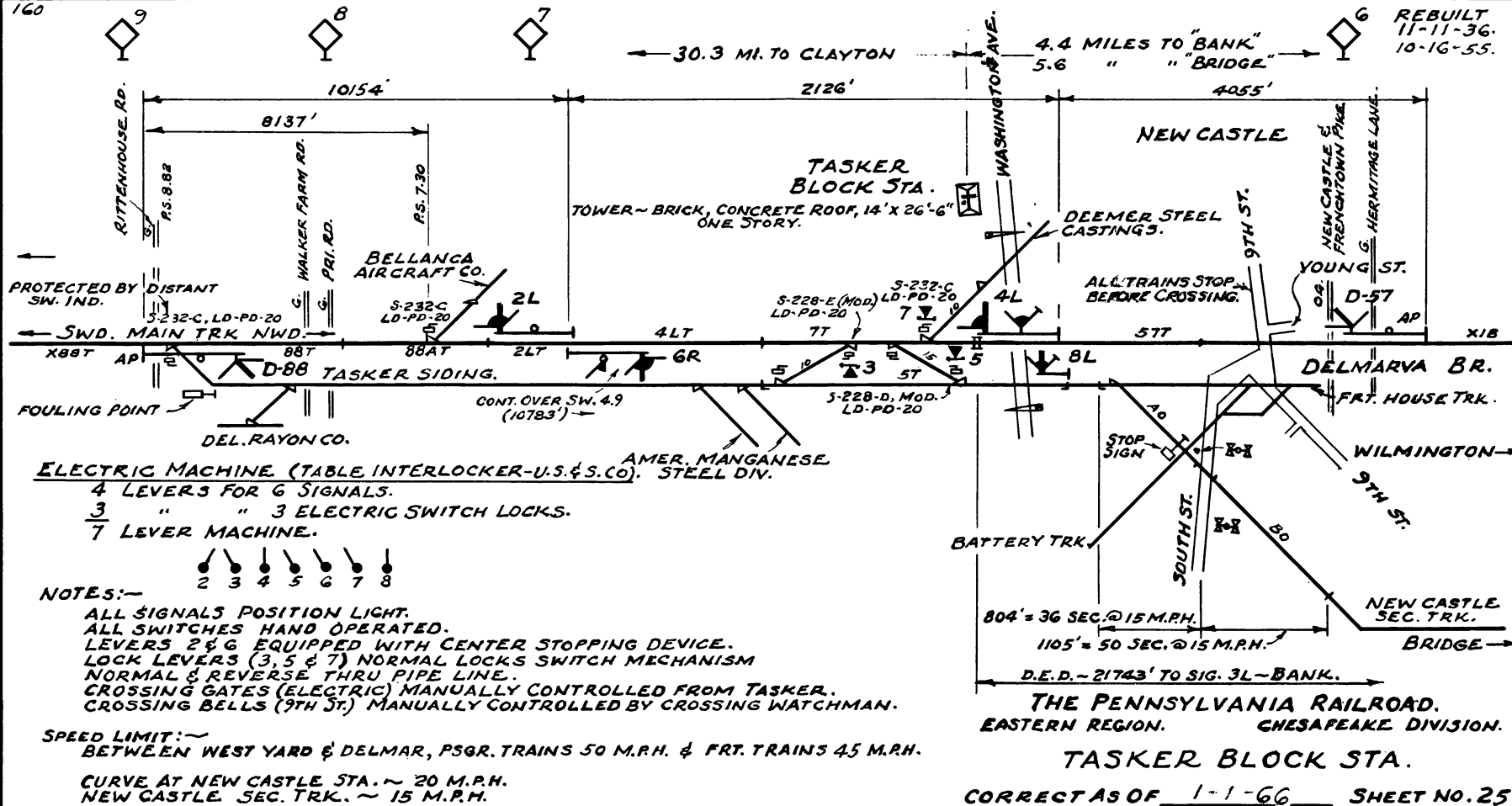
GATE TARGETS NORMALLY SET FOR MOVEMENTS ON P.R.R.  
 BY DAY - GATE TARGET, BY NIGHT - RED LIGHT.  
 ALL SWITCHES HAND OPERATED  
 H.O.: HAND OPERATED  
 P.C.: PIPE CONNECTED  
 SPEED LIMIT: ~ P.R.R. 15 M.P.H.

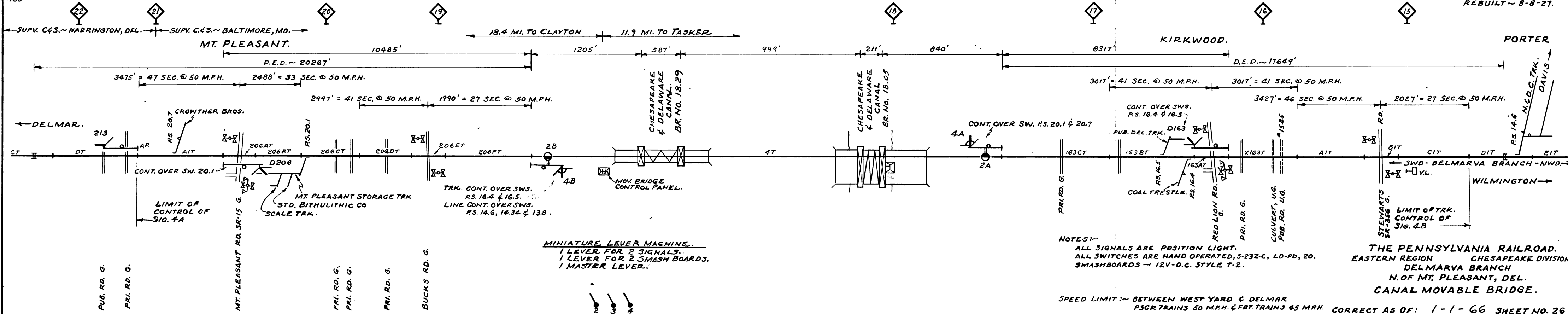
THE PENNSYLVANIA RAILROAD  
 EASTERN REGION. CHESAPEAKE DIV.  
 S. WILMINGTON DEL.  
 HAZEL DELL CROSSING

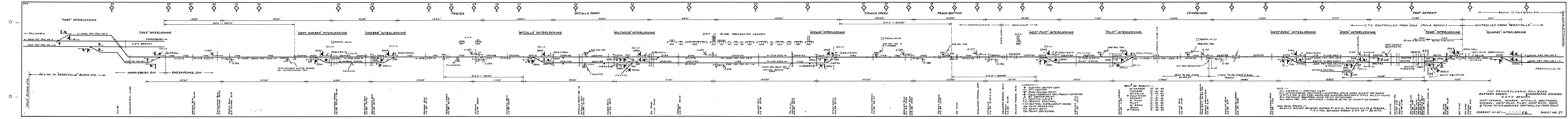
CORRECT AS OF: 1-1-66 SHEET No. 23











BUILT 6-15-37

DELAWARE PARK  
STORAGE TRACKS

NO. 4

NO. 3

NO. 2

NO. 1

1597' 5 M.P.H.  
DELAWARE PARK  
RACE TRACK

"PARK"

25 M.P.H.

WHITE CLAY CR.

4723'

SIDING

8197'

STATION TRKS.

325

SWD. FR. NO. 4 TRK.

309

NO. 1 IND. TRK.

308

CAB SIG.

CAB SIG.

430R

RAGAN INT'L.

CONT. FR. WILMINGTON.

PHILADELPHIA

328

STANTON

1500'

SWD. PASS. NO. 3 TRK.

7816'

SWD. PASS. NO. 2 TRK.

7816'

PIPE CONNECTED

339

WASHINGTON

338

338

NOTE:

ALL SWITCHES HAND OPERATED

STAN & PARK BLOCK STATIONS PLACED IN SERVICE BY S.C.

WHEN REQUIRED FOR RACE TRACK MEET.

**THE PENNSYLVANIA RAILROAD**  
EASTERN REGION CHESAPEAKE DIV.  
DELAWARE PARK BRANCH  
**STAN & PARK BLOCK STATIONS**  
**DELAWARE PARK RACE TRACK**  
STANTON, DEL.

CORRECT AS OF 1-1-66

SHEET NO. 28

D.N.M.

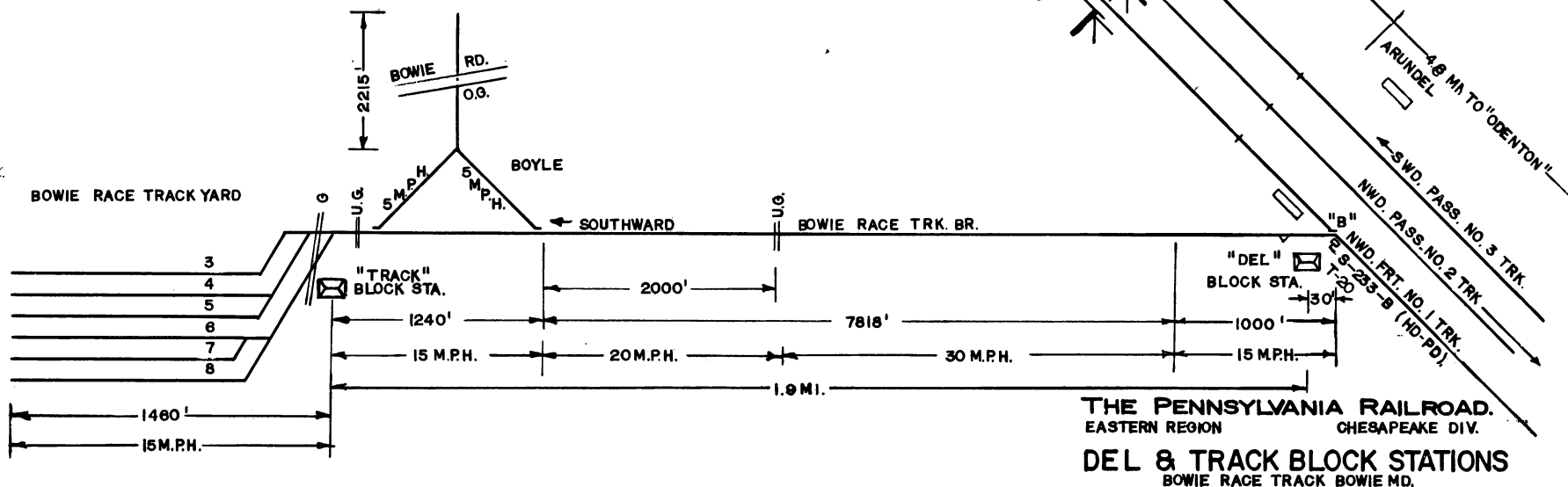
SET UP FOR HAND SWITCHES FOR BOWIE RACE TRACK.  
EFFECTIVE FIRST DAY OF MEET IN ACCORDANCE WITH HOURS PRESCRIBED BY  
GENERAL ORDER AND CONTINUING DAILY EXCEPT SUNDAYS THROUGH LAST DAY OF MEET  
WHEN BLOCK STATIONS ARE OPEN DURING RACE MEET.

HAND SWITCH B WILL BE WEDGED & SPIKED REVERSE.  
WHEN BLOCK STATIONS ARE CLOSED.

HAND SWITCH B WILL BE PLACED IN NORMAL POSITION & PROTECTED BY S-233-B.

TRACK & DEL BLOCK STATIONS PLACED IN SERVICE BY G.O. WHEN REQUIRED FOR MEET.  
ALL SWITCHES — HAND OPERATED.  
ALL SIGNALS ARE POSITION LIGHT.

BUILT 11-8-36  
REBUILT-ANNUALLY



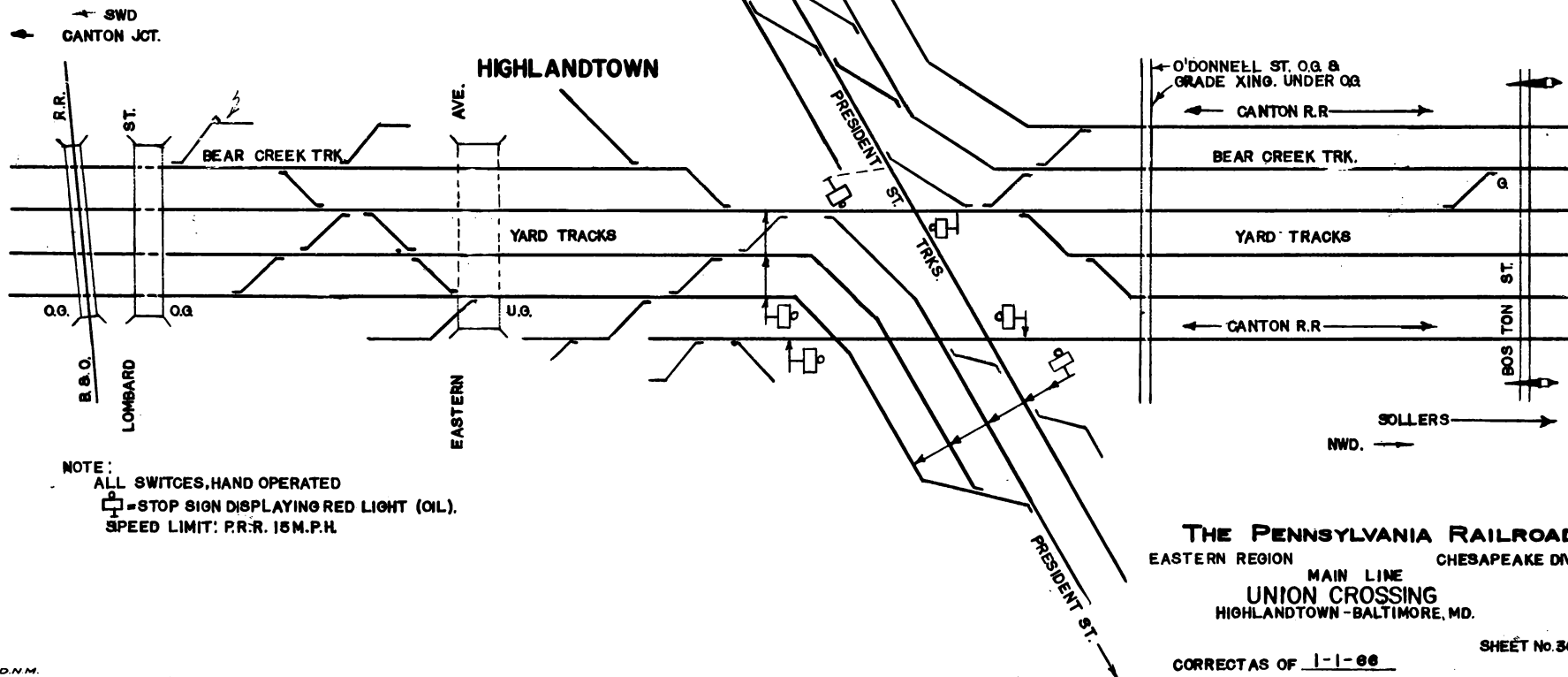
THE PENNSYLVANIA RAILROAD.  
EASTERN REGION CHESAPEAKE DIV.  
**DEL & TRACK BLOCK STATIONS**  
BOWIE RACE TRACK BOWIE MD.

CORRECT AS OF 1-1-66

SHEET NO. 29

REBUILT 6-6-38

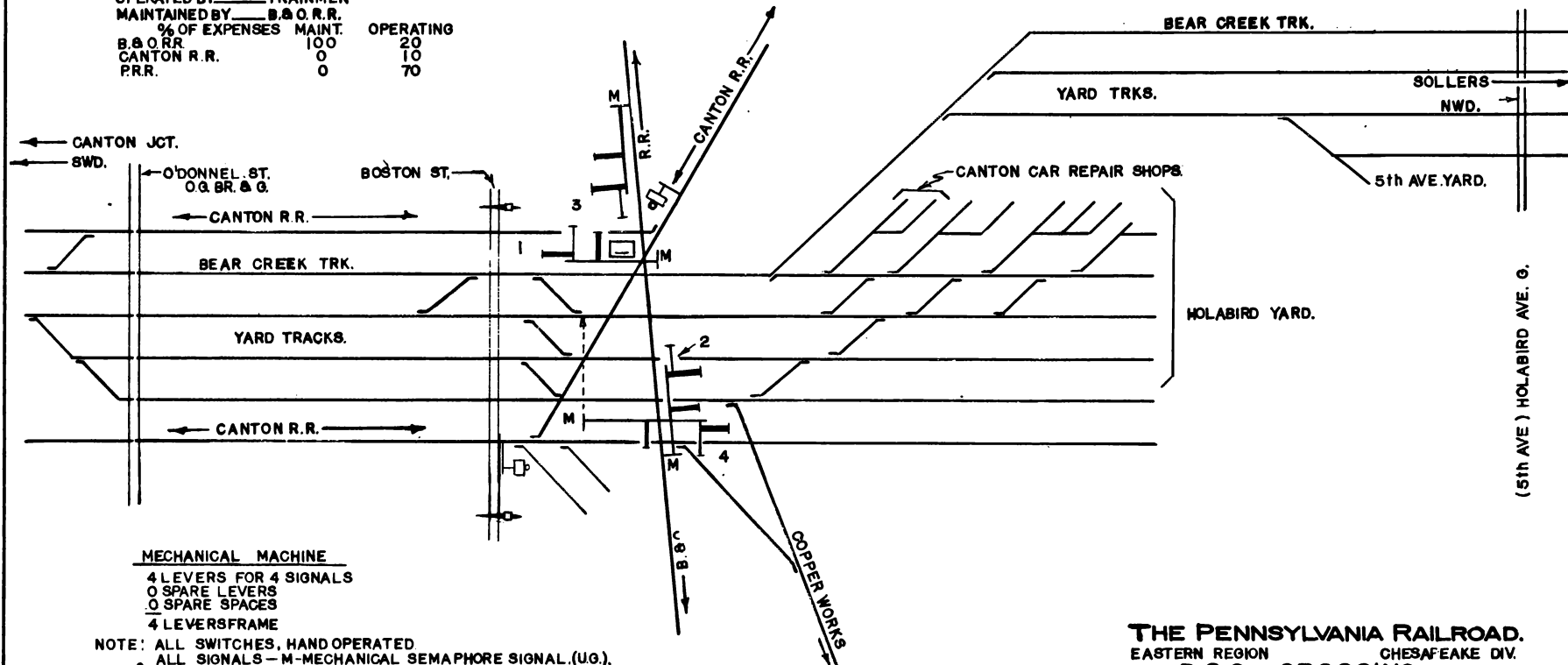
JOINT XING.			
OWNED BY	_____	P.R.R.	
USED BY	_____	P.R.R. & CANTON R.R.	
OPERATED	_____	STOP SIGNS.	
MAINTAINED BY	_____	P.R.R.	
% OF EXPENSES		MAINT.	OPER.
P.R.R.	_____	81.13	81.13
CANTON R.R.	_____	18.67	18.67





JOINT XING.  
 OWNED BY \_\_\_\_\_ B. & O. R.R.  
 USED BY \_\_\_\_\_ B. & O. R.R., CANTON, & P.R.R.  
 OPERATED BY \_\_\_\_\_ TRAINMEN  
 MAINTAINED BY \_\_\_\_\_ B. & O. R.R.  
 % OF EXPENSES MAINT. OPERATING  
 B. & O. R.R. 100 20  
 CANTON R.R. 0 10  
 P.R.R. 0 70

BUILT 1887



MECHANICAL MACHINE

4 LEVERS FOR 4 SIGNALS  
 0 SPARE LEVERS  
 0 SPARE SPACES  
 4 LEVERS FRAME

NOTE: ALL SWITCHES, HAND OPERATED  
 ALL SIGNALS - M - MECHANICAL SEMAPHORE SIGNAL (U.G.)  
 □ - STOP SIGN DISPLAYING RED LIGHT.  
 SPEED LIMIT: P.R.R. 15 M.P.H.

THE PENNSYLVANIA RAILROAD.  
 EASTERN REGION CHESAPEAKE DIV.  
**B. & O. CROSSING**  
 CANTON - BALTIMORE, MD

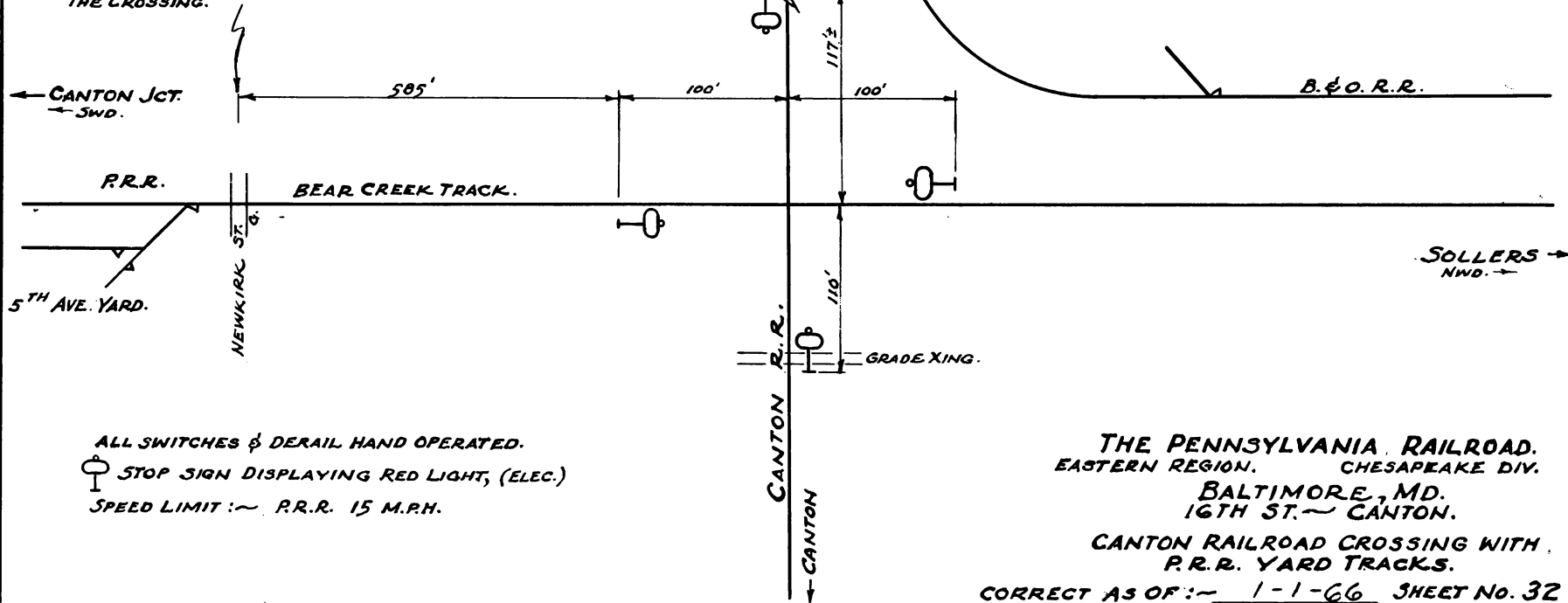
SHEET NO. 31

CORRECT AS OF 1-1-66

JOINT XING.  
OWNED BY P.R.R.  
USED BY P.R.R. & CANTON R.R.  
OPERATED BY STOP SIGNS  
MAINTAINED BY P.R.R.

PERCENTAGE OF EXPENSES  
MAINTENANCE OPERATING  
P.R.R. NO BILLING OR  
CANTON R.R. AGREEMENT FOUND.

TRAINS OR ENGINES MUST STOP BEFORE PASSING OVER  
NEWKIRK ST. AND A MEMBER OF THE CREW MUST PROTECT  
THE CROSSING IN ADVANCE OF EACH MOVEMENT OVER  
THE CROSSING.

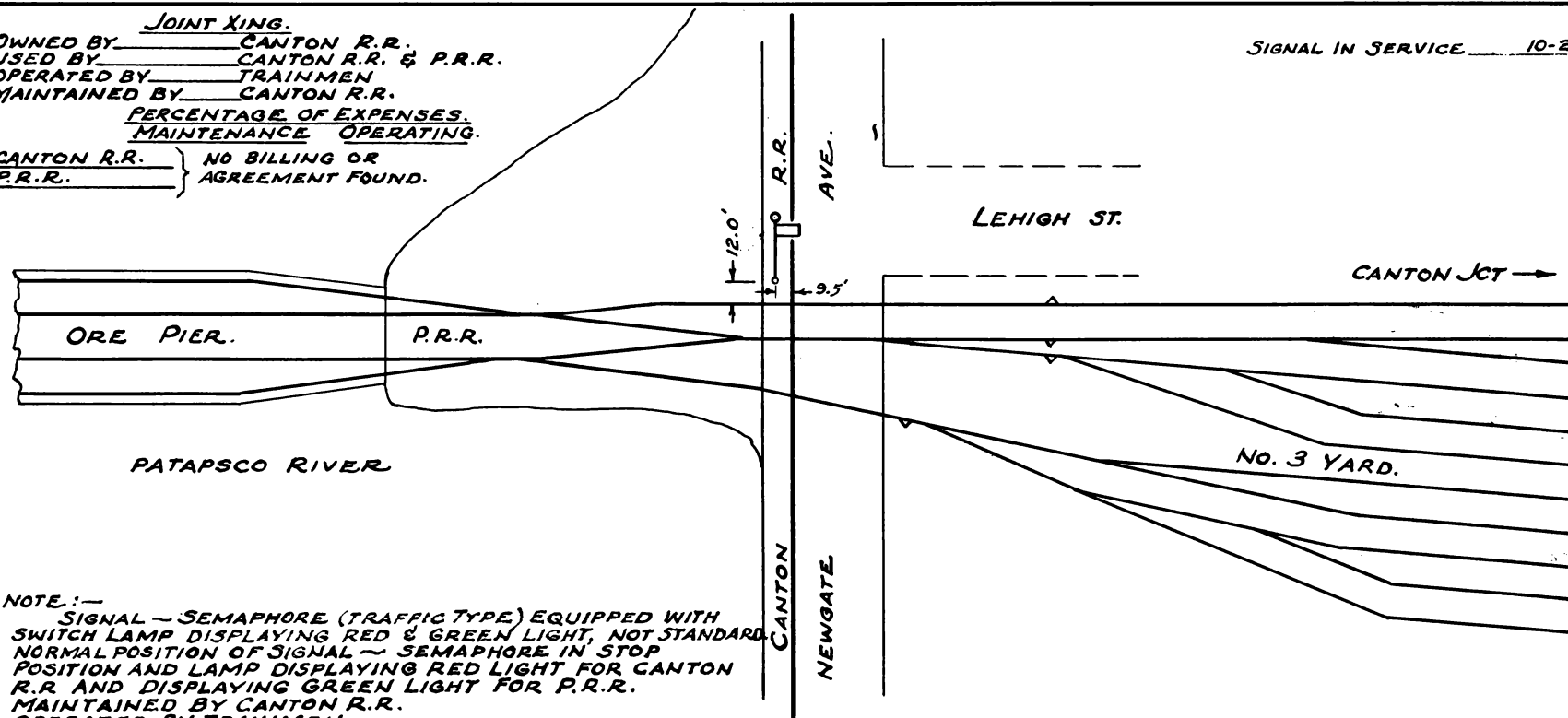


OWNED BY JOINT XING.  
 CANTON R.R.  
 USED BY CANTON R.R. & P.R.R.  
 OPERATED BY TRAINMEN  
 MAINTAINED BY CANTON R.R.

PERCENTAGE OF EXPENSES.  
MAINTENANCE OPERATING.

CANTON R.R. } NO BILLING OR  
 P.R.R. } AGREEMENT FOUND.

SIGNAL IN SERVICE 10-23-07



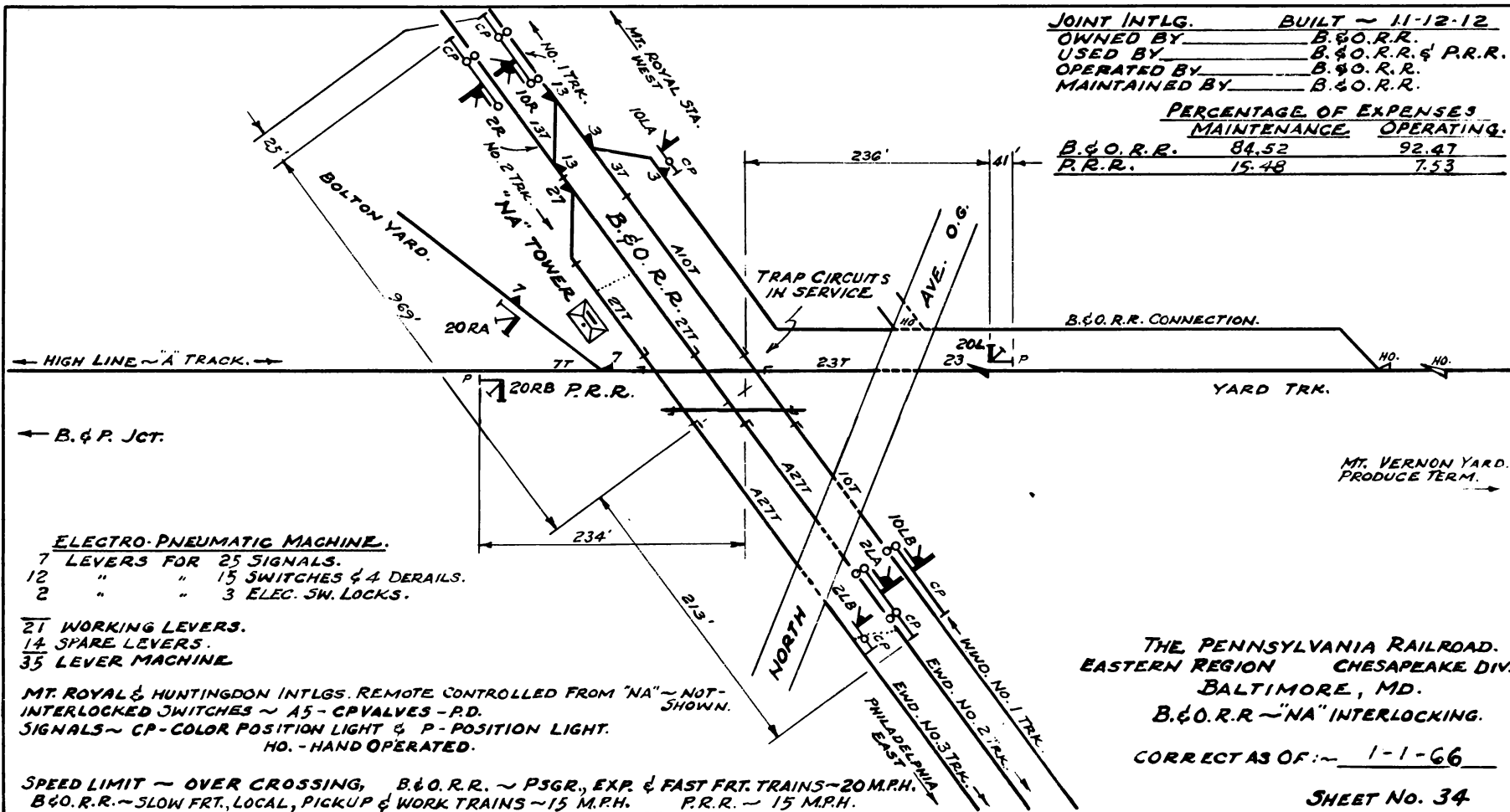
NOTE:—

SIGNAL ~ SEMAPHORE (TRAFFIC TYPE) EQUIPPED WITH  
 SWITCH LAMP DISPLAYING RED & GREEN LIGHT, NOT STANDARD  
 NORMAL POSITION OF SIGNAL ~ SEMAPHORE IN STOP  
 POSITION AND LAMP DISPLAYING RED LIGHT FOR CANTON  
 R.R. AND DISPLAYING GREEN LIGHT FOR P.R.R.  
 MAINTAINED BY CANTON R.R.  
 OPERATED BY TRAINMEN.  
 ALL SWITCHES & DERAILS ARE HAND OPERATED.  
 SPEED LIMIT:— P.R.R. 15 M.P.H.

THE PENNSYLVANIA RAILROAD  
 EASTERN REGION. CHESAPEAKE DIV.

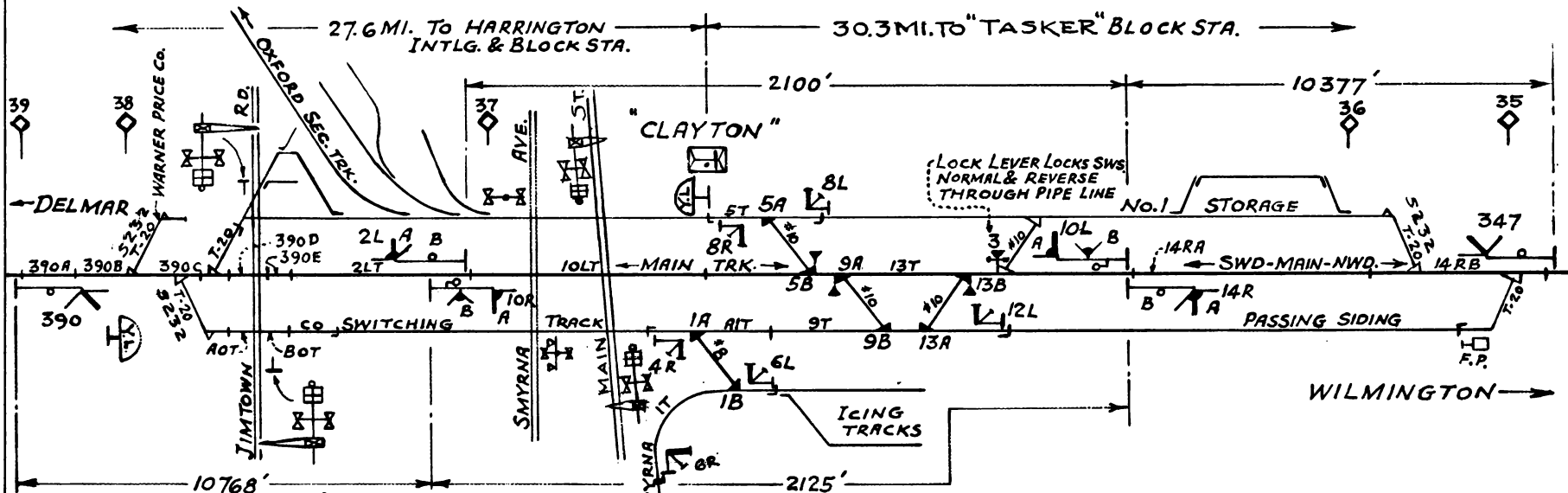
ORE PIER CROSSING.  
 CANTON, BALTIMORE, MD.

CORRECT AS OF ~ 1-1-66 SHEET No. 33



ORIGINAL INTLG. INSTALLED: PRIOR TO 1941.  
IN SERVICE SINGLE TRACK OPERATION: 10-25-55.

CORRECT AS OF 1-1-67



**ELECTRO-MECHANICAL MACHINE (U.S. & S. TYPE P)**  
**MECHANICAL LEVERS:**  
 0 - LEVERS FOR SIGNALS  
 8 - LEVERS " 8 SWITCHES  
 8 - WORKING LEVERS  
 0 - SPARE LEVERS  
 0 - " SPACES  
 8 - LEVER FRAME  
**ELECTRIC LEVERS:**  
 7 - LEVERS FOR 12 - SIGNALS  
 1 - " " 1 - ELEC. SW. Lock  
 4 - " " IND. 8 SWITCHES  
 12 - WORKING LEVERS  
 0 - SPARE LEVERS  
 3 - " SPACES  
 15 - LEVER FRAME

**SIGNALS:** POSITION LIGHT  
**SWITCHES:** PIPE CONNECTED

**MAX. AUTHORIZED SPEED:** MAIN LINE - PASS. 50 M.P.H., FRT. 45 M.P.H.

**OXFORD SECONDARY - 30 M.P.H.**

**THE PENNSYLVANIA RAILROAD**  
**DELMARVA DISTRICT**  
**"CLAYTON" INTERLOCKING & BLOCK STATION**  
**CLAYTON, DEL.**

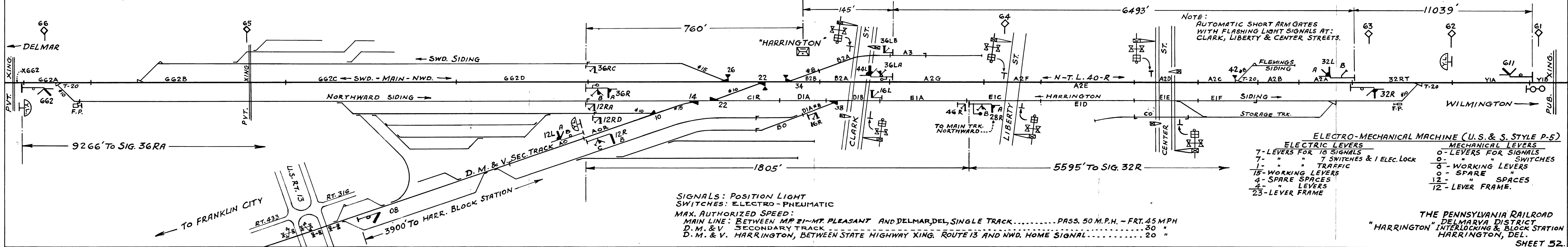
**SHEET 51.**

ORIGINAL INT'L'G. INSTALLED: PRIOR TO 1917.  
IN SERVICE SINGLE TRACK OPERATION: 12-10-55.  
IN SERVICE ELECTRO-PNEUMATIC: 10-10-61.

CORRECT AS OF 1-1-66

—19.7 MI. TO SEAFORD INTLG. & BLOCK STA.

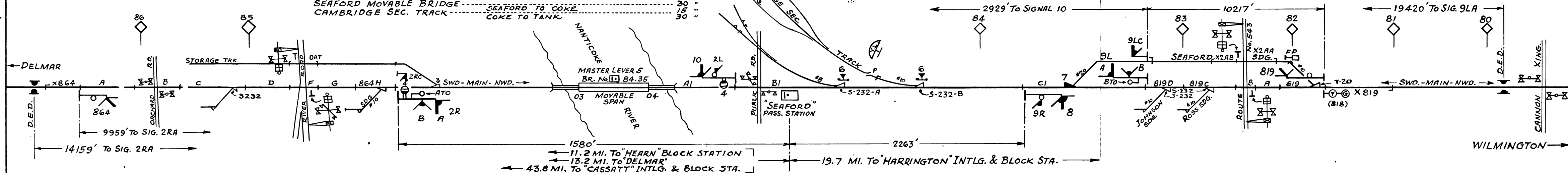
—27.6 MI. TO CLAYTON INTLG. & BLOCK STA



**SPEED LIMITS:**

MP 78 To 500' N. OF NORTH END OF SEAFORD SDG, SINGLE TRK.....	PSGR. 50 MPH-FRT. 45 MPH.
500' N. OF NORTH END OF SEAFORD SDG. To MP 85, SINGLE TRK. ....	" 50 " - " 45 "
MP 85 To MP 95, SINGLE TRACK-----	" 50 " - " 45 "
SEAFORD MOVABLE BRIDGE-----	30 "
CAMBRIDGE SEC. TRACK-----	15 "
SEAFORD TO COKE-----	30 "
COKE TO TANK-----	30 "

CORRECT AS OF 1-1-66



4-LEVERS FOR 10 SIGNALS  
2-LEVER " 2 SWITCH  
1- " " 2 ELECTRIC LOCKS  
1- " " 1 MASTER  
1- " " 2 SMASHBOARDS.

MECHANICAL MACHINE FOR MOVABLE BRIDGE (4 LEVER MACHINE)

1- LEVER 03 FOR RAIL LOCKS, AND ELEC. COUPLER SOUTH END OF BRIDGE AND MASTER LEVER.

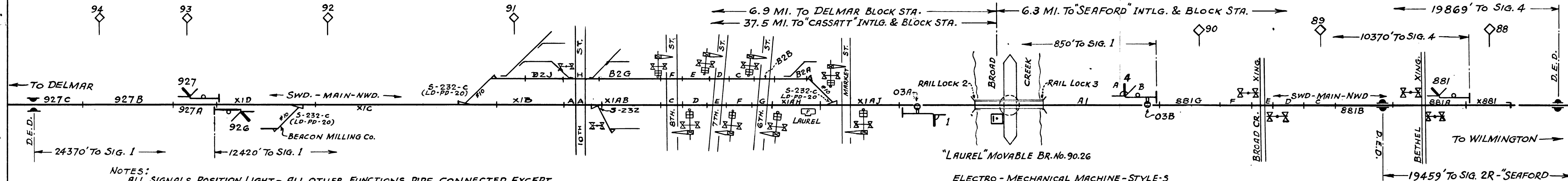
1- " 04 " " " " " " NORTH " " " " CAPSTAN LOCK AND MOTOR CONTROL.

2 WORKING LEVERS  
2 SPARE SPACES  
4 LEVER MACHINE

THE PENNSYLVANIA RAILROAD  
DELMARVA DISTRICT  
"SEAFORD" INTERLOCKING & BLOCK STATION  
SEAFORD, DEL. SHEET 53.

IN SERVICE - ORIGINALLY : PRIOR TO 1916.  
IN SERVICE - SINGLE TRACK OPERATION : 3-28-56.

CORRECT AS OF 1-1-66



NOTES:  
ALL SIGNALS POSITION LIGHT - ALL OTHER FUNCTIONS PIPE CONNECTED EXCEPT SMASHBOARDS WHICH ARE ELEC. (12V-DC).

TO PROVIDE FOR THE NORMAL OPERATION OF SIGNALS 1 & 4 IN CASE D.E.D. IS BROKEN A PUSH BUTTON AND IND. LAMP ARE LOCATED IN TELEPHONE BOX AT THE SIG. INVOLVED. PUSH BUTTONS MUST NOT BE OPERATED EXCEPT ON INSTRUCTIONS OF SUPT. TRANSPORTATION.

SPEED LIMITS:  
BETWEEN HARRINGTON & DELMAR SINGLE TRK. ----- PASS. 50 M.P.H. - FRT. 45 M.P.H.  
LAUREL MOVABLE BRIDGE ----- 45 "

ELECTRO - MECHANICAL MACHINE - STYLE-S

01 03 03 04  
O O O O ELECTRIC LEVERS

1 2 3 4  
MECHANICAL LEVERS

ELECTRIC LEVERS  
2-LEVERS FOR SMASHBOARDS  
2-WORKING LEVERS  
2-SPARE SPACES  
4-LEVER MACHINE

MECHANICAL MACHINE  
2-LEVERS FOR 2 SIGNALS  
1-LEVER FOR ELEC. BRIDGE COUPLER, RAIL LOCKS No. 3.  
1- " " " " " " No. 2.  
4-LEVER MACHINE

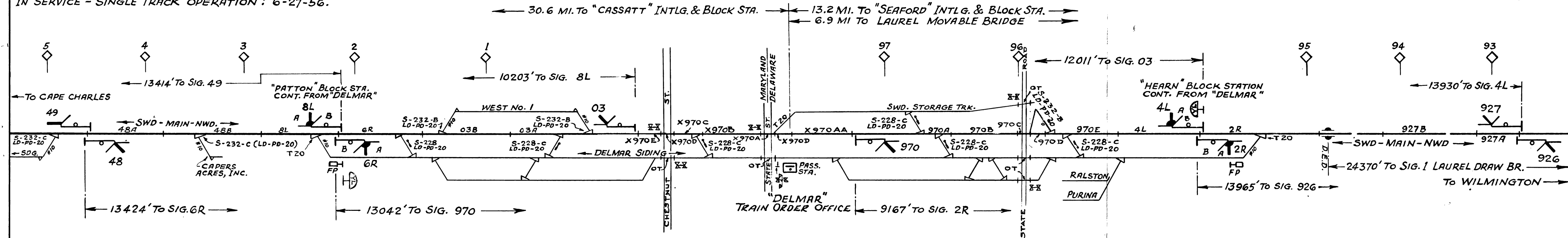
THE PENNSYLVANIA RAILROAD  
DELMARVA DISTRICT  
LAUREL MOVABLE BRIDGE  
LAUREL, DEL.

SHEET 54



IN SERVICE - ORIGINALLY: PRIOR TO 1929.  
IN SERVICE - SINGLE TRACK OPERATION: 6-27-56.

CORRECT AS OF 1-1-66



SPEED LIMITS:  
BETWEEN HARRINGTON AND DELMAR, SINGLE TRACK ----- PASS. 50 M.P.H. - FRT. 45 M.P.H.  
BETWEEN "DELMAR" AND "CASSATT" ----- " 45 " - " 45 "

ELECTRICALLY LOCKED SEMAPHORE INDICATORS  
AND CIRCUIT CONTROLLERS.

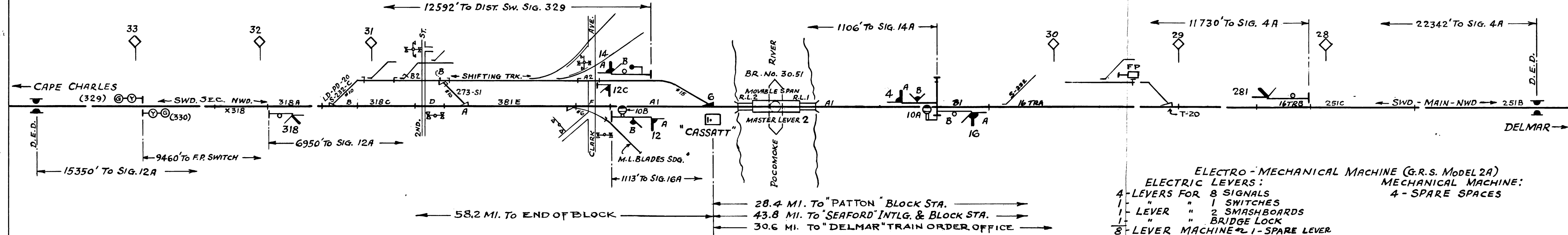


Note:  
All Signals Position Light.

THE PENNSYLVANIA RAILROAD  
DELMARVA DISTRICT  
DELMAR - TRAIN ORDER OFFICE  
DELMAR, DEL.  
SHEET 55.

ORIGINAL INTLG. INSTALLED:- PRIOR To 1919.  
IN SERVICE SINGLE TRACK OPERATION:- 6-27-56.

CORRECT AS OF 1-1-67



ELECTRO-MECHANICAL MACHINE (G.R.S. Model 2A)  
ELECTRIC LEVERS:  
4- LEVERS FOR 8 SIGNALS  
1- " " 1 SWITCHES  
1- LEVER " 2 SMASHBOARDS  
1- " " BRIDGE LOCK  
8- LEVER MACHINE & 1- SPARE LEVER  
MECHANICAL MACHINE:  
4- SPARE SPACES

NOTE:

ALL SIGNALS POSITION LIGHT  
SMASHBOARDS: LV-DC-T2  
SWITCHES: ELEC. 110V. AC.

SPEED LIMITS: BETWEEN "CASSATT" AND END OF BLOCK

BETWEEN DELMAR AND "CASSATT" SINGLE TRACK

"CASSATT" MOVABLE BRIDGE

PSGR 40 MPH - FRT. 40 MPH.

PSGR 45 MPH - FRT. 45 MPH.

30 MPH.

THE PENNSYLVANIA RAILROAD  
DELMARVA DISTRICT  
"CASSATT" INTERLOCKING & BLOCK STATION  
POCOMOKE, MD.

SHEET 56

○ 187

○ 3

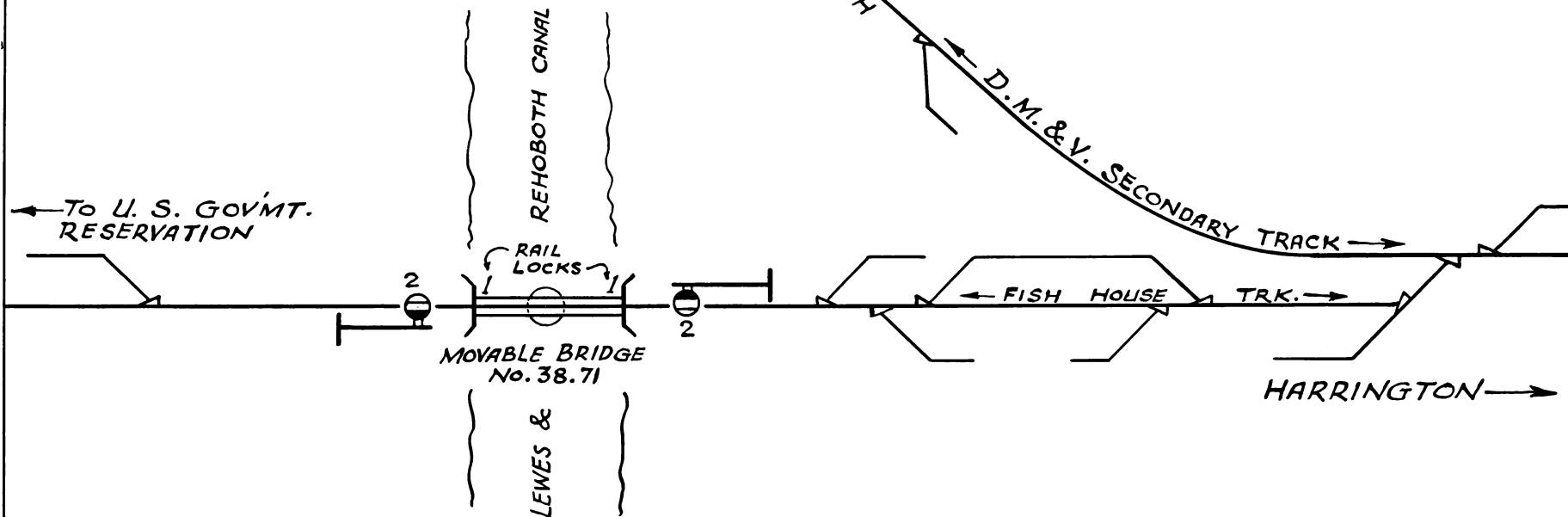


○ 3

**NOTE:**  
TRAINS AND ENGINES MUST APPROACH STOP  
SIGNS PREPARED TO STOP, AND STOP UNLESS  
TRACK IS SEEN OR KNOWN TO BE CLEAR.

IN SERVICE: PRIOR TO JUNE 1918.

CORRECT AS OF 1-1-66



MECHANICAL MACHINE ON DRAW  
(GROUND LEVERS)

- 1- LEVER FOR SMASHBOARDS - 2
- 1- " " RAIL LOCKS - 1
- 2- LEVER MACHINE

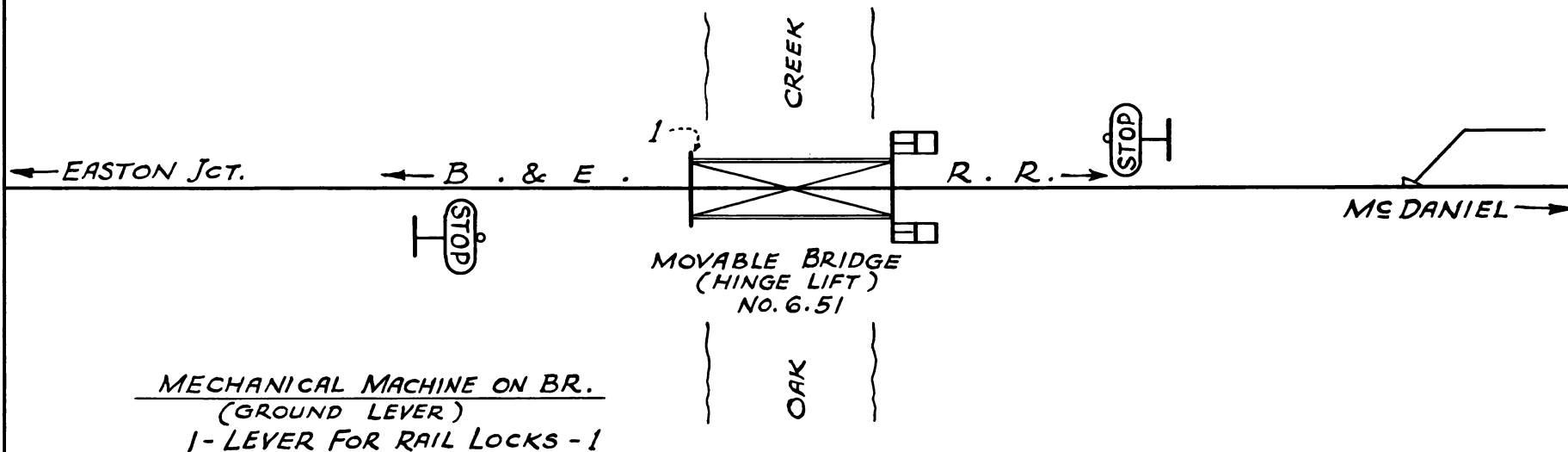
THE PENNSYLVANIA RAILROAD  
DELMARVA DISTRICT  
LEWES MOVABLE BRIDGE  
LEWES, DEL.

SPEED LIMIT : LEWES MOVABLE BR. ----- 6 M.P.H.

SHEET 58

IN SERVICE : PRIOR TO DEC. 1927.

CORRECT AS OF 1-1-66



NOTE:  
TRAINS MUST STOP BEFORE PASSING OVER BRIDGE.

THE PENNSYLVANIA RAILROAD  
DELMARVA DISTRICT  
ROYAL OAK MOVABLE BRIDGE  
ROYAL OAK, MD.

SPEED LIMIT : ROYAL OAK MOVABLE BR. .... 6 M.P.H.

SHEET 59

