

J. Selby

THE PENNSYLVANIA RAILROAD

EASTERN REGION

SOUTHERN DIVISION

DELMARVA DIVISION

2140
2140

Time Table No. 1

In effect 2.01 A. M., Sunday, September 28, 1941

FOR THE GOVERNMENT OF EMPLOYES ONLY

EASTERN STANDARD TIME

W. C. HIGGINBOTTOM,
General Manager

A. F. McINTYRE,
Sup't Passenger Transportation

J. T. RIDGELY,
General Superintendent

H. H. PEVLER,
Sup't Freight Transportation

H. G. HOSTETTER,
Superintendent

THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION

Cape Charles, Va., May 27, 1942.

GENERAL ORDER No. 109 ZONE A
GENERAL ORDER No. 107 ZONE B
GENERAL ORDER No. 108 ZONE C
GENERAL ORDER No. 107 ZONE D
GENERAL ORDER No. 107 ZONE E

Effective at once:

INSTRUCTIONS GOVERNING BLACKOUTS

When instructed to black-out, you will comply with the following:

LOCOMOTIVE OPERATION:

Moving engines will operate headlight on dim. Standing engines must put headlights out.

All engine cab lights out except those necessary for operation.

Have fire in shape so the minimum firing will be necessary.

Stoker fired engines will have fire door and slide closed.

Hand fired engines will have openings of fire door kept to necessary minimum.

Shaking of grates prohibited during this period except in emergency.

All hand lamps must be concealed from outside view and reflection.

PASSENGER TRAIN OPERATION:

Train crews will notify passengers of black-out.

All window shades will be pulled down.

Trains will be operated with a minimum number of lights.

All vestibule lights will be extinguished on all cars.

Operate only one circuit in coaches.

Operate only one circuit in parlor cars.

Operate only floor lights in Pullman cars.

Marker lights will remain lighted.

Electric illuminated signs on rear of trains will be extinguished during black-out.

Deadhead equipment will have all lights extinguished except markers.

(continued)

GENERAL ORDER No. 109 ZONE A
GENERAL ORDER No. 107 ZONE B
GENERAL ORDER No. 108 ZONE C
GENERAL ORDER No. 107 ZONE D
GENERAL ORDER No. 107 ZONE E

Trainmen's lamps to be concealed from outside view and reflection.

Flagman will function normally with minimum use of fusees.

Lights will be extinguished in baggage and express cars.

Railway Mail Clerk will be notified by Member of Train Crew to extinguish lights in R.P.O.

FREIGHT TRAIN OPERATION:

Marker lights will remain lighted.

Trainmen's lamps to be concealed from outside view and reflection.

Flagman will function normally with minimum use of fusees.

All cabin car lights will be extinguished.

Lids and doors on cabin car stoves shall be kept closed.

Fire in stoves shall be controlled to prevent flame and sparks from stack.

YARD OPERATION:

All hand lamps to be extinguished.

Lights to be extinguished in cabin cars.

Cabin car stove fires to be controlled and all lids and openings closed.

Yard engines will have all lights extinguished in yard service.

GENERAL:

Use of flashlights is prohibited during black-out period.

Smoking and lighting matches and lighters outside of blacked out buildings and cars prohibited during black-out.

**P. W. TRIPLETT,
Superintendent.**

Original timetable from the collection of Rob Schoenberg

scanned by Rob Schoenberg -- r08sch@gmail.com

<http://PRR.Railfan.net>

2025

INDEX

	PAGE
Arms to Cape Charles Southward.....	16 to 17
Cape Charles to Arms Northward.....	18 to 19
Norfolk Ferry.....	20
Crisfield Branch.....	20
Cambridge Branch.....	21
D. M. & V. R. R.....	22 to 23
Oxford Branch.....	24
Chestertown Branch.....	25
Baltimore-Love Point Steamer Line.....	27
Arranged Freight Train Service.....	28 to 29
Automatic Block System.....	46
Automatic Highway Crossing Signals.....	36 to 38
Bulletin Boards.....	32
Cab Signals.....	44
Color Signals.....	30
Medical Examiners and Company Surgeons.....	49
Communicating Signals.....	31
Distances.....	3 to 13
Double Track.....	33
Express and Milk Trains.....	27
Employes Register.....	32
Engine and other Equipment Restrictions.....	47 to 48
Engine Whistle Signals.....	31
First Aid Boxes and Stretchers.....	50
Fixed Signals.....	44
General Orders.....	32
General Instructions.....	51 to 54
Hand, Flag and Lamp Signals.....	30
Hospitals.....	50
Interlocking.....	46
Inspection of Passing Trains.....	54
Letters and Characters.....	30
Manual Block System.....	45
Maximum Speed.....	40 to 43
Movement of Trains.....	34 to 39
Movement of Track Cars.....	34
Movement by Train Orders.....	39
Personal Injuries.....	48
Qualification Record.....	55
Sidings, Capacity of.....	3 to 13
Speed Restrictions.....	40 to 43
Speed Table.....	40
Standard Time.....	30
Standard Clocks.....	32
Stations—Passenger, Block, Interlocking and Block Limit.....	3 to 13
Superiority of Trains.....	31
Telephones—Use of.....	50
Ticket Offices Open.....	14 to 15
Track Assignments.....	32 to 33
Train Signals.....	31
U. S. Mail Work.....	26
Use of Signals.....	31
Yards and Yard Instructions.....	39
Zones—General Order.....	32

			STATIONS			Distance from Wilmington	Sidings Assigned direction Car Capacity 45 ft. cars		
Interlocking	Interlocking Station	Block Station	Block-Limit Station	Block Station	Block Station		North	South	Both
			PHILADELPHIA (P. T. Div.)						
			WILMINGTON (Md. Div.)						
X	X	X		ARMS.....		22.7	109	109	
				MIDDLETOWN.....		24.8			
X	X	X		TOWNSEND.....		29.0			
X	X	X		CLAYTON.....		36.8			
				CHESWOLD.....		42.4			
				DOVER.....		47.6			
X	X	X		HOLLY.....		48.9	86	80	
				WYOMING.....		50.7			
				WOODSIDE.....		54.1			
				VIOLA.....		56.1			
				FELTON.....		58.3			
X	X	X		HARRINGTON.....		64.4	72	133	
				FARMINGTON.....		68.1			
		X		GREENWOOD.....		72.4	107	118	
				BRIDGEVILLE.....		77.0			
X	X	X		CANNON.....		79.9			
X	X	X		SEAFORD.....		84.2			
				LAUREL.....		90.4			
		X		DELMAR.....		97.3			
				SALISBURY.....		103.2			
				FRUITLAND.....		107.0			
				EDEN.....		110.2			
				PRINCESS ANNE.....		116.3			
				KINGS CREEK.....		118.9	78	92	
X	X	X		COSTEN.....		124.6			
				CASSATT.....		127.9			
				POCOMOKE.....		128.2			
				BEAVER DAM.....		132.1			
				NEW CHURCH.....		134.6			
				LECATO.....		137.6			
				OAK HALL.....		138.7			
				MAKEMIE PARK.....		140.0			
				HALLWOOD.....		142.3			
				MEARS.....		144.0			
				BLOXOM.....		146.1			
				HOPETON.....		147.8			
	X			PARKSLEY.....		149.7	80	88	
				GREENBUSH.....		152.9			
				TASLEY.....		155.3			
				ONLEY.....		157.0			
				MELFA.....		160.0			
				KELLER.....		162.5			
				PAINTER.....		165.0			
		X		BELLE HAVEN.....		167.9			
				EXMORE.....		169.3	89	89	
				NASSAWADOX.....		173.6			
				WIERWOOD.....		174.9			
				BIRDS NEST.....		176.4			
				MACHIPONGO.....		179.2			
				EASTVILLE.....		183.3			
				COBBS.....		186.2			
		X		CHERITON.....		187.7			
				CAPES.....		189.7			
				CAPE CHARLES.....		192.3			

NOTE—**X** indicates in service.

Block stations open continuously, except:

Townsend	Closed	Daily except Sunday, 7.00 P.M. to 7.00 A.M. 11.59 A.M. to 4.01 P.M. Sunday.
Greenwood	Closed	Daily except Sunday, 4.45 P.M. to 6.45 A.M. 11.01 A.M. to 12.31 P.M. Sunday.
Exmore	Closed	Daily except Sunday, 4.45 P.M. to 8.45 A.M. Sunday.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by

Interlockings—Remote Controlled, operated from:

Interlocking	Operated from

Sidings of assigned direction that may be used in reverse direction by authority of employe in charge:

Siding	Employe in charge
Arms North	Signalman at Arms
Arms South	Signalman at Arms
Holly North	Signalman at Holly
Holly South	Signalman at Holly
Harrington South	Signalman at Harrington
Harrington North	Signalman at Harrington

CAPE CHARLES R. R. BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cape Junction	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
	X			CAPES.....				
				PLANTATION.....	2.6			
				CAPEVILLE.....	4.9			
				TOWNSEND.....	6.3			
				KIPTOPEKE.....	9.7			

NOTE X indicates in service.

Capes to Kiptopeke—Southward

Kiptopeke to Capes—Northward

Block stations open continuously, except:

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by

Interlockings—Remote Controlled, operated from:

Interlocking	Operated from

CRISFIELD BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Kings Creek	Sidings Assigned direction	Car Capacity 45 ft. cars
			X	KINGS CREEK			
			X	LANDON.....	0.5		
			X	WESTOVER.....	2.9		
			X	KINGSTON.....	6.6		
			X	MARION.....	10.1		
			X	HOPEWELL.....	13.4		
			X	FIELD.....	15.0		
				PINE STREET.....	16.0		
				CRISFIELD.....	16.6		

NOTE—X indicates in service.

Block stations open continuously, except:

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Landon	Cassatt
Marion	Cassatt
Field	Cassatt

Interlockings—Remote Controlled, operated from:

Interlocking	Operated from

CAMBRIDGE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Seaford	Sidings Assigned direction		
						Car Capacity 45 ft. cars	North	South
X	X	X	X	SEAFORD.....				
			X	RIVER.....	1.2			
			X	OAK GROVE.....	5.5			
			X	FEDERALSBURG.....	9.7			
			X	WILLIAMSBURG.....	13.5			
			X	HURLOCK.....	15.8			
				EAST NEW MARKET.....	19.9			
				LINKWOOD.....	24.3			
				AIREY.....	27.0			
				THOMPSON.....	29.5			
				WASHINGTON STREET.....	32.1			
			X	CAMBRIDGE.....	32.8			

NOTE—X indicates in service.

Block stations open continuously, except:

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
River	Seaford
Federalsburg	Seaford
Hurlock	Seaford
Cambridge	Seaford

Interlockings—Remote Controlled, operated from:

Interlocking	Operated from

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS				Distance from Harrington	Sidings Assigned direction Car Capacity 45 ft. cars		
				North	South	Both					
X	X	X	X	HARRINGTON.....							
				KENT.....	1.0						
				HOUSTON.....	4.3						
			X	MILFORD.....	8.3						
			X	LINCOLN CITY.....	11.3						
			X	ELLENDALE.....	15.7						
				REDDEN.....	20.2						
	X	X		GEOGETOWN.....	23.9						
				SUSSEX.....	24.9						
				BROADKILL.....	29.9						
				COOL SPRING.....	32.0						
				NASSAU.....	35.5						
				LEWES.....	38.2						
				REHOBOTH.....	43.6						
				STOCKLEY.....	28.4						
		X		MILLSBORO.....	32.9						
		X		DAGSBORO.....	36.6						
			X	FRANKFORD.....	38.8						
			X	SELBYVILLE.....	43.0						
				BISHOP.....	45.0						
				SHOWELL.....	47.0						
				FRIENDSHIP.....	48.9						
	X			BERLIN.....	52.0						
				IRONSHIRE.....	54.9						
				QUEPONCO.....	58.5						
			X	WESLEY.....	62.6						
			X	SNOW HILL.....	65.7						
				GIRDLETREE.....	71.5						
				HURSLEY.....	74.3						
		X		FRANKLIN CITY.....	78.2						

NOTE—X indicates in service.

Block stations open continuously, except:

Georgetown	Closed	Daily except Sunday, 4.00 P.M. to 8.00 A.M. Sunday.
Berlin	Closed	Daily except Sunday, 3.30 P.M. to 7.30 A.M. Sunday.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Kent	Harrington
Milford	Harrington
Ellendale	Georgetown—8.00 A.M. to 4.00 P.M. Harrington —4.00 P.M. to 8.00 A.M.
Georgetown	Harrington —4.00 P.M. to 8.00 A.M.
Millsboro	Georgetown—8.00 A.M. to 4.00 P.M. Harrington —4.00 P.M. to 8.00 A.M.
Dagsboro	Georgetown—8.00 A.M. to 4.00 P.M. Harrington —4.00 P.M. to 8.00 A.M.
Selbyville	Berlin— 7.30 A.M. to 3.30 P.M. Georgetown—3.30 P.M. to 4.00 P.M. Harrington —4.00 P.M. to 7.30 A.M.

D. M. & V. R. R. (Continued)

Block-Limit Stations controlled by open block stations:

Block-Limit Station	Controlled by
Snow Hill	Berlin —7.30 A.M. to 3.30 P.M. Georgetown—3:30 P.M. to 4.00 P.M. Harrington—4.00 P.M. to 7.30 A.M.
Franklin City	Berlin —7.30 A.M. to 3.30 P.M. Georgetown—3.30 P.M. to 4.00 P.M. Harrington—4.00 P.M. to 7.30 A.M.

Interlockings—Remote Controlled, operated from:

Interlocking	Operated from

MILTON BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS		Sidings Assigned direction Car Capacity 45 ft. cars	
					North	South	Both
				MILTON BRANCH JCT.....			
				PONDERS.....	3.9		
				RAUGHTS.....	5.0		
				MILTON.....	6.5		

Milton Branch Jct. to Milton—Southward
Milton to Milton Branch Jct.—Northward

Block stations open continuously, except:

Interlocking	Interlocking Station	Block Station	Block-Limit Station

Block-Limit stations controlled by open block stations

Block-Limit Station	Controlled by

Interlockings—Remote Controlled, operated from:

Interlocking	Operated from

OXFORD BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS		Sidings Assigned direction Car Capacity 45 ft. cars	
					North	South	Both
X	X	X	X	CLAYTON.....			
				KENTON.....	4.7		
			X	HARTLY.....	9.6		
				MARYDEL.....	13.8		
				HENDERSON.....	16.6		
		X	X	GOLDSBORO.....	19.6		
				GREENSBORO.....	23.8		
			X	RIDGELY.....	28.1		
			X	QUEEN ANNE.....	32.8		
				CORDOVA.....	36.1		
		X		CHAPEL.....	39.1		
				EASTON.....	44.2		
		X		EASTON JUNCTION.....	44.8		
				LLANDAFF.....	47.8		
				TRAPPE.....	50.5		
				OXFORD.....	54.2		

NOTE—X indicates in service.

Block stations open continuously, except:

Greensboro	Closed	Daily except Sunday, 4.30 P.M. to 7.30 A.M. Sunday.
Easton	Closed	Daily except Sunday, 7.00 P.M. to 6.30 A.M. Sunday.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Hartly	Clayton
Greensboro	Easton — 4.30 P.M. to 7.00 P.M. Clayton — 7.00 P.M. to 7.30 A.M.
Queen Anne	Easton — 6.30 A.M. to 7.00 P.M. Clayton — 7.00 P.M. to 6.30 A.M.
Easton Jct.	Easton — 6.30 A.M. to 7.00 P.M. Clayton — 7.00 P.M. to 6.30 A.M.

Interlockings—Remote Controlled, operated from:

Interlocking	Operated from

CENTREVILLE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Massey	Sidings Assigned direction Car Capacity 45 ft. cars
						North
						South
			X	MASSEY.....		
				MILLINGTON.....	3.6	
			X	SUDLERSVILLE.....	8.7	
				BARCLAY.....	11.6	
				ROBERTS.....	15.1	
				PRICE.....	17.6	
				HAYDEN.....	19.3	
				CARVILLE.....	22.0	
				CENTREVILLE.....	25.7	
						Both

NOTE—X indicates in service.

Massey to Centreville—Southward
Centreville to Massey—Northward

Block stations open continuously, except:

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Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Massey	Townsend— 7.00 A.M. to 11.59 A.M. 4.01 P.M. to 7.00 P.M. Arms — 7.00 P.M. to 7.00 A.M. 11.59 A.M. to 4.01 P.M.
Sudlersville	Townsend— 7.00 A.M. to 11.59 A.M. 4.01 P.M. to 7.00 P.M. Arms — 7.00 P.M. to 7.00 A.M. 11.59 A.M. to 4.01 P.M.

Interlockings—Remote Controlled, operated from:

Interlocking	Operated from

CHESTERTOWN BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Townsend	Sidings Assigned direction	Car Capacity 45 ft. cars	
						North	South	Both
	X			TOWNSEND.....				
				VANDYKE.....	3.8			
			X	GOLT.....	5.9			
				MASSEY.....	9.2			
				LAMBSON.....	12.8			
			X	BLACK.....	15.1			
				KENNEDYVILLE.....	18.3			
				STILL POND.....	20.7			
				LYNCH.....	22.2			
				WORTON.....	24.4			
				CHESTERTOWN.....	29.4			

NOTE—X indicates in service.

Block stations open continuously, except:

Townsend	Closed	Daily except Sunday, 7.00 P.M. to 7.00 A.M. 11:59 A.M. to 4.01 P.M. Sunday.
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Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Massey	Townsend— 7.00 A.M. to 11.59 A.M. 4.01 P.M. to 7.00 P.M. Arms — 7.00 P.M. to 7.00 A.M. 11.59 A.M. to 4.01 P.M.
Kennedyville	Townsend— 7.00 A.M. to 11.59 A.M. 4.01 P.M. to 7.00 P.M. Arms — 7.00 P.M. to 7.00 A.M. 11.59 A.M. to 4.01 P.M.

Interlockings—Remote Controlled, operated from:

Interlocking	Operated from

LOVE POINT TO DENTON.

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Love Point	Sidings Assigned direction	Car Capacity 45 ft. cars	
						North	South	Both
				LOVE POINT.....	3.8			
				STEVENSVILLE.....	5.4			
				CHESTER.....	7.2			
				NARROWS.....	9.7			
				GRASONVILLE.....	13.1			
				QUEENSTOWN.....	18.5			
				WYE MILLS.....	21.8			
				WILLOUGHBY.....	24.7			
				DENTON BRANCH JCT.....	25.1			
				QUEEN ANNE JCT.....	25.5			
				HILLSBORO.....	33.8			
				DENTON.....				

NOTE—X indicates in service.

Love Point to Denton—Eastward

Denton to Love Point—Westward

Block stations open continuously, except:

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Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
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Interlockings—Remote Controlled, operated from:

Interlocking	Operated from
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McDANIEL TO CLAIBORNE BCH. JCT.

Interlocking	Interlocking	Interlocking	Block Station	Block-Limit Station	STATIONS	Distance from McDaniel	Sidings Assigned direction	Car Capacity 45 ft. cars
					McDANIEL			
					ST. MICHAELS	2.8	North	
					ROYAL OAK	6.7	South	
					CLAIBORNE BCH. JCT.	13.4	Both	

PRESTON TO VIENNA.

Interlocking	Interlocking	Interlocking	Block Station	Block-Limit Station	STATIONS	Distance from Preston	Sidings Assigned direction	Car Capacity 45 ft. cars
					PRESTON			
					ELLWOOD	2.1		
					HURLOCK	5.9		
					RHODESDALE	10.1		
					REIDS GROVE	13.3		
					VIENNA	16.7		

MARDELA SPRINGS TO MARSH SIDING.

Interlocking	Interlocking	Interlocking	Block Station	Block-Limit Station	STATIONS	Distance from Mardela Spgs.	Sidings Assigned direction	Car Capacity 45 ft. cars
					MARDELA SPRINGS			
					HEBRON	4.8		
					ROCK-A-WALKIN	6.8		
					SALISBURY	11.1		
					WALSTON	16.1		
					PARSONSBURG	18.2		
					PITTSVILLE	21.3		
					WILLARDS	24.7		
					WHALEYVILLE	27.3		
					ST. MARTINS	30.8		
X					BERLIN	34.1		
					MARSH SIDING	41.0		

NOTE—X indicates in service.

McDaniel to Claiborne Bch. Jct.
 Preston to Vienna
 Mardela Springs to Marsh Siding } Eastward

Marsh Siding to Mardela Springs
 Vienna to Preston
 Claiborne Bch. Jct. to McDaniel } Westward

Block stations open continuously, except:

Berlin	Closed	Daily except Sunday, 3.30 P.M. to 7.30 A.M. Sunday.
--------	--------	--

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by

Interlockings—Remote Controlled, operated from:

Interlocking	Operated from

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

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
451	454	Middletown.....		
451	454	Townsend.....		
451	463	Clayton.....	461	454
449	450	Dover.....	449	460
462	463	Wyoming.....		
462	463	Felton.....		
All Trains		Harrington.....	449	454
462	454	Greenwood.....		
462	463	Bridgeville.....		
All Trains		Seaford.....	All Trains	
451	463	Laurel.....		
All Trains		Delmar.....	All Trains	
All Trains		Salisbury.....	All Trains	
451	451	Fruitland.....		
All Trains		Princess Anne.....		
All Trains		Pocomoke.....	All Trains	
451	451	New Church.....		
451	455	Lecato.....		
451	451	Oak Hall.....		
451	451	Makemie Park.....		
451	451	Hallwood.....		
451	451	Mears.....		
451	451	Bloxom.....		
All Trains		Parksley.....		
451	451	Greenbush.....		
451	455	Tasley.....		
451	455	Onley.....		
451	451	Melfa.....		
451	455	Keller.....		
451	451	Painter.....		
451	451	Belle Haven.....		
454	450	Exmore.....		
454	450	Nassawadox.....		
450	450	Wierwood.....		
451	450	Birds Nest.....		
451	450	Machipongo.....		
454	450	Eastville.....		
451	450	Cobbs.....		
454	450	Cheriton.....		
Continuous		Cape Charles.....	Continuous	
Continuous		Old Point Comfort.....	Continuous	
Continuous		Norfolk (Wharf Office).....	Continuous	
471	470	Massey.....		
471	470	Kennedyville.....		
470	470	Still Pond.....		
470	470	Chestertown.....	472	472

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
481	480	Hartly.....	483	482
481	480	Marydel.....		
481	480	Goldsboro.....		
481	480	Greensboro.....		
478	480	Ridgely.....		
481	480	Queen Anne.....		
481	480	Cordova.....		
478	479	Easton.....		
481	480	Trappe.....		
480	480	Oxford.....		
487	486	Houston.....		
487	486	Milford.....		
487	486	Ellendale.....		
487	486	Georgetown.....		
487	486	Stockley.....		
487	486	Millsboro.....		
487	486	Dagsboro.....		
487	486	Frankford.....		
487	486	Selbyville.....		
487	486	Bishop.....		
487	486	Berlin.....		
487	486	Snow Hill.....		
487	486	Hursley.....		
486	486	Franklin City.....		
493	492	Federalsburg.....	494	494
493	492	Hurlock.....		
493	492	East New Market.....		
492	492	Cambridge.....		
498	499	Westover.....		
498	499	Kingston.....		
498	499	Marion.....		
498	498	Crisfield.....		

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

ARMS TO CAPE CHARLES

STATIONS	FIRST CLASS			
	457	449	451	461
	DAILY	DAILY	DAILY EX.SUN.	SUN. ONLY
Leave	P.M.	A.M.	A.M.	A.M.
PHILADELPHIA (P.T. Div.)	\$ 10.30		\$ 5.50	
PENNSYLVANIA		12.53		
WILMINGTON (Md. Div.)	\$ 11.30	Z 1.32	\$ 7.02	\$ 8.20
ARMS	12.02	2.05	7.38	8.56
MIDDLETOWN	\$ 12.06		\$ 7.42	F 8.59
TOWNSEND			\$ 7.54	S 9.09
CLAYTON	\$ 12.26	2.25	S 8.09	S 9.24
CHESWOLD			S 8.17	F 9.30
DOVER	\$ 12.41		S 8.28	S 9.39
HOLLY	12.45	2.38	8.30	9.40
WYOMING			S 8.33	F 9.43
WOODSIDE			S 8.40	
VIOLA			S 8.44	F 9.50
FELTON			S 8.48	F 9.54
HARRINGTON	\$ 1.09	2.57	S 9.03	S 10.03
FARMINGTON			S 9.08	
GREENWOOD	1.18		S 9.17	F 10.12
BRIDGEVILLE	\$ 1.27		S 9.23	F 10.18
CANNON			F 9.26	
SEAFORD	\$ 1.48	3.25	S 9.56	S 10.30
LAUREL	\$ 1.58		S 10.06	S 10.39
DELMAR	\$ 2.10	Z 3.47	S 10.18	S 10.50
	2.17	3.54	10.25	
SALISBURY	\$ 2.37		S 10.42	
FRUITLAND			S 10.50	
EDEN			S 10.55	
PRINCESS ANNE	\$ 2.57		S 11.06	
KINGS CREEK	3.00		11.10	
COSTEN			F 11.18	
POCOMOKE	\$ 3.15	4.37	S 11.30	
BEAVER DAM			F 11.35	
NEW CHURCH	P 3.23		S 11.40	
LECATO	S 3.32		S 11.46	
OAK HALL			S 11.50	
MAKEMIE PARK			S 11.55	
HALLWOOD	\$ 3.42		S 11.59	
MEARS			S 12.03	
BLOXOM	O 3.48		S 12.08	
HOPETON			S 12.11	
PARKSLEY	\$ 3.58	5.04	S 12.17	
GREENBUSH			F 12.23	
TASLEY	\$ 4.12		S 12.31	
ONLEY			S 12.36	
MELFA			S 12.42	
KELLER	\$ 4.25		S 12.46	
PAINTER			S 12.52	
BELLE HAVEN			F 12.57	
EXMORE	\$ 4.41	5.29	S 1.02	
NASSAWADOX			S 1.10	
WIERWOOD			S 1.14	
BIRDSNEST			S 1.19	
MACHIPONGO			S 1.25	
EASTVILLE	\$ 5.00		S 1.34	
COBBS			S 1.40	
CHERITON			S 1.45	
CAPES (SEDT)	5.08	5.52	1.51	
CAPE CHARLES	\$ 5.30	S 6.00	S 1.55	
Arrive	A.M.	A.M.	P.M.	A.M.
	457	449	451	461

Delmarva Division G. O. 116-A, 111-B, 113-C—8-30-1942.

FIRST CLASS

455	+485	*499	463	+479
DAILY	SAT. ONLY	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SAT. AND SUN.
A.M.	P.M.	P.M.	P.M.	P.M.
S 9.05			S 3.15	
			S 3.20	
S 9.52	S 2.50		S 3.57	S 5.06
10.22	3.18		4.30	5.34
S 10.25			S 4.33	F 5.38
10.29			S 4.40	F 5.42
S 10.44	S 3.32		S 4.51	S 5.53
			UW4.58	
S 11.00			S 5.06	
11.02			5.09	
			S 5.12	
			F 5.16	
			F 5.19	
			S 5.23	
			S 5.33	
S 11.22				
11.31			S 5.43	
S 11.38			S 5.50	
S 11.49			S 5.59	
			S 6.07	
S 11.59				
S 12.09			S 6.17	
12.16			S 6.25	
S 12.29				
S 12.51		S 1.01		
12.54		1.09		
S 1.08				
S 1.20				
Del'a	Del'a			
Div'n	Div'n			
G. O.	G. O.			
116-A	116-A			
111-B	111-B			
113-C	113-C			
8-30-42	8-30-42			
S 1.35				
S 1.48				
U 1.50				
S 1.59				
S 2.10				
.				
S 2.27				
2.36				
S 2.40	P.M.		P.M.	P.M.
P.M.	+485		463	+479
455		*499		

Delmarva
Div'n
G. O.
114-A
110-B
112-C
July 28,
1942

CAPE CHARLES TO ARMS

STATIONS	FIRST CLASS			
	456	462	478	*498
Arrive	A.M.	A.M.	A.M.	P.M.
PHILADELPHIA (P.T. Div.)	S 6.00	S 9.35		
PENNSYLVANIA		S 9.30		
WILMINGTON (Md. Div.)	S 5.07	S 8.49	S 9.29	
ARMS	4.35	8.14	9.03	
MIDDLETOWN	T 4.30	S 8.11		
TOWNSEND		S 8.02	8.55	
CLAYTON	T 4.12	S 7.54	8.45	
CHESWOLD		QW 7.47		
DOVER	T 3.56	S 7.41		
HOLLY	3.53	7.38		
WYOMING		S 7.36		
WOODSIDE		F		
VIOLA		F 7.28		
FELTON		S 7.24		
HARRINGTON	T 3.87	S 7.17		
FARMINGTON				
GREENWOOD		S 7.06		
BRIDGEVILLE	T 3.21	S 7.00		
CANNON				
SEAFORD	S 3.09	S 6.51		
LAUREL	T 2.55	S 6.42		
DELMAR	2.45	S 6.34		
	S 2.38		S 1.25	
SALISBURY	S 2.28	S 6.25		S 1.10
FRUITLAND				
EDEN				
PRINCESS ANNE	S 2.09			S 12.48
KINGS CREEK	2.05			12.40
COSTEN				
POCOMOKE	S 1.55			
BEAVER DAM				
NEW CHURCH				
LECATO	T 1.39			
OAK HALL		Del'a		
MAKEMIE PARK		Div'n		
HALLWOOD		G. O.		
MEARS		114-A		
BLOXOM		110-B		
		112-C		
HOPETON		July 28,		
PARKSLEY	T 1.25	1942		
GREENBUSH				
TASLEY	S 1.15			
ONLEY	T 1.08			
MELFA				
KELLER				
PAINTER				
BELLE HAVEN				
EXMORE				
NASSAWADOX		TV 12.51		
WIERWOOD				
BIRDS NEST				
MACHIPONGO				
EASTVILLE				
COBBS				
CHERITON				
CAPES (SEDT)	12.25			
CAPE CHARLES	S 12.20	A.M.		
Leave	A.M.		A.M.	P.M.
		DAILY		
		EX. SUN.		
		462		
			478	*498

Delmarva

Div'n

G. O.

114-A

110-B

112-C

July 28,

1942

Del'a

Div'n

G. O.

116-A

111-B

113-C

8-30-42

FIRST CLASS

454	488	460	450	448
P.M.	P.M.	P.M.	P.M.	A.M.
S 7.58			S 11.53	
S 7.17	S 8.55	S 9.35	S 11.03	Z 4.22
8.45	8.29	9.09	10.31	3.43
S 8.40	S 8.26	S 9.06	S 10.25	
S 8.29	F 8.18		F 10.14	
S 8.14	S 8.09	S 8.53	S 10.05	3.23
			F 9.54	
S 5.57		S 8.83	S 9.45	
5.52		8.29	9.40	3.06
S 5.48			F 9.37	
			F 9.28	
			F 9.24	
S 5.29		S 8.15	S 9.15	2.50
			F 9.05	
5.15			F 8.59	
S 5.09		S 8.00	S 8.52	
			F 8.46	
S 4.56		S 7.51	S 8.39	2.19
S 4.41		S 7.43	S 8.22	
4.30		S 7.35	8.10	1.59
S 4.23			S 8.02	Z 1.52
S 4.13			S 7.52	
S 3.52			S 7.27	
3.45			7.14	1.20
S 3.33		Delmarva Div'n G. O. 114-A 110-B 112-C July 28, 1942	F 7.08	
S 3.20			S 7.03	1.10
Del'a			F 6.56	
Div'n			S 6.51	
G. O.			S 6.45	
114-A			S 6.38	
111-B			S 6.34	
113-C			S 6.29	
8-30-42			F 6.21	
			S 6.18	
S 3.01	Will run Nov. 20, 1941		S 6.14	
	Nov. 27, 1941		S 6.10	
S 2.51	Dec. 25, 1941		F 6.04	12.41
	Jan. 1, 1942		S 5.59	
			S 5.54	
			S 5.49	
S 2.34			S 5.43	
			S 5.36	
S 2.23			F 5.32	
F 2.13			S 5.28	12.18
			S 5.20	
			F 5.17	
			S 5.14	
			S 5.08	
S 2.02			S 5.00	
			S 4.56	
			S 4.53	
			4.49	
1.49				11.55
S 1.45	P.M.	P.M.	S 4.45	S 11.50
	SEE NOTE	SUN. ONLY	P.M.	P.M.
DAILY	488	460	DAILY EX. SUN.	DAILY
454			450	448

NORFOLK FERRY—SOUTHWARD

STATIONS	457			455
	449	DAILY		DAILY
Leave	A.M.			P.M.
CAPE CHARLES.....	\$ 6.20			\$ 3.00
OLD PT. COMFORT.....	\$ 8.20			\$ 5.00
NORFOLK.....	\$ 9.20			\$ 6.00
Arrive	A.M.			P.M.
	457			455
	449			

NORFOLK FERRY—NORTHWARD

STATIONS	454			448
				456
Arrive	P.M.			P.M.
CAPE CHARLES.....	\$ 1.25			\$11.20
OLD PT. COMFORT.....	\$11.25			\$ 9.20
NORFOLK.....	\$10.25			\$ 8.20
Leave	A.M.			P.M.
	DAILY			DAILY
	454			448
				456

CRISFIELD BRANCH—SOUTHWARD

STATIONS	FIRST CLASS		
	*499	DAILY	EX. SUN.
Leave	P.M.		
KINGS CREEK.....	1.09		
WESTOVER.....	\$ 1.30		
KINGSTON.....	\$ 1.38		
MARION.....	\$ 1.48		
HOPEWELL.....	F 1.56		
PINE STREET.....	\$ 2.02		
CRISFIELD.....	\$ 2.11		
Arrive	P.M.		
	*499		

CRISFIELD BRANCH—NORTHWARD

STATIONS	FIRST CLASS		
	*498		
Arrive	P.M.		
KINGS CREEK.....	12.36		
WESTOVER.....	\$ 12.26		
KINGSTON.....	\$ 12.18		
MARION.....	\$ 12.10		
HOPEWELL.....	F 12.00		
PINE STREET.....	\$ 11.55		
CRISFIELD.....	\$ 11.50		
Leave	A.M.		
	DAILY		
	EX. SUN.		
	*498		

Delmarva Division G. O. 116-A, 111-B, 113-C—8-30-1942.

CAMBRIDGE BRANCH—SOUTHWARD

21

STATIONS	FIRST CLASS		
	*493 DAILY EX. SUN.	495 SUN. ONLY	
Leave	A.M.	A.M.	
SEAFORD.....	S 9.59	S 10.35	
RIVER.....	10.05	10.38	
FEDERALSBURG.....	S 10.25	S 10.53	
WILLIAMSBURG.....	F 10.32	F 10.59	
HURLOCK.....	S 10.52	S 11.14	
EAST NEW MARKET.....	S 11.01	S 11.22	
LINKWOOD.....	S 11.10	S 11.30	
AIREY.....	F 11.15	F 11.35	
THOMPSON.....	F 11.21	F 11.40	
WASHINGTON ST.....	F 11.26	F 11.45	
CAMBRIDGE.....	S 11.29	S 11.48	
Arrive	A.M.	A.M.	
	*493	495	

CAMBRIDGE BRANCH—NORTHWARD

STATIONS	FIRST CLASS		
	*492	494	
Arrive	P.M.	P.M.	
SEAFORD.....	S 2.50	S 2.55	
RIVER.....	2.47	2.52	
FEDERALSBURG.....	S 2.33	S 2.37	
WILLIAMSBURG.....	F 2.21	F 2.30	
HURLOCK.....	S 2.16	S 2.24	
EAST NEW MARKET.....	S 2.01	S 2.09	
LINKWOOD.....	S 1.53	S 2.00	
AIREY.....	F 1.48	F 1.56	
THOMPSON.....	F 1.43	F 1.52	
WASHINGTON ST.....	F 1.37	S 1.47	
CAMBRIDGE.....	S 1.35	S 1.45	
Leave	P.M.	P.M.	
	DAILY EX. SUN.	SUN. ONLY	
	*492	494	

Train No. 493 is superior by direction to Train No. 492.

Train No. 495 is superior by direction to Train No. 494.

STATIONS	FIRST CLASS			
	487 DAILY EX. SUN.			
Leave	A.M.			
HARRINGTON.....	S 9.08			
KENT.....	9.10			
HOUSTON.....	S 9.16			
MILFORD.....	S 9.26			
LINCOLN CITY.....	S 9.31			
ELLENDALE.....	S 9.38			
GEORGETOWN.....	S 9.57			
STOCKLEY.....	F 10.05			
MILLSBORO.....	S 10.15			
DAGSBORO.....	S 10.23			
FRANKFORD.....	S 10.31			
SELBYVILLE.....	S 10.43			
BISHOP.....	S 10.48			
SHOWELL.....	S 10.52			
BERLIN.....	S 11.07			
QUEPONCO.....	S 11.18			
SNOW HILL.....	S 11.34			
GIRDLETREE.....	F 11.43			
HURSLEY.....	F 11.49			
FRANKLIN CITY.....	S 12.03			
Arrive	P.M.			
	487			

Train No. 487 is superior by direction to Train No. 486.

STATIONS	FIRST CLASS		
	Arrive		486
			P.M.
HARRINGTON.....			S 3.16
KENT.....			3.09
HOUSTON.....			S 3.03
MILFORD.....			S 2.55
LINCOLN CITY.....			S 2.44
ELLENDALE.....			S 2.36
GEORGETOWN.....			S 2.20
STOCKLEY.....			F 2.06
MILLSBORO.....			S 1.59
DAGSBORO.....			S 1.50
FRANKFORD.....			S 1.44
SELBYVILLE.....			S 1.36
BISHOP.....			F 1.25
SHOWELL.....			F 1.20
BERLIN.....			S 1.12
QUEPONCO.....			S 12.58
SNOW HILL.....			S 12.46
GIRDLETREE.....			F 12.36
HURSLEY.....			F 12.31
FRANKLIN CITY.....			S 12.23
Leave			P.M.
			DAILY EX. SUN.
			486

OXFORD BRANCH—SOUTHWARD

STATIONS	FIRST CLASS				
	481	483	485	479	DAILY EX. SAT. AND SUN.
Leave	A.M.	A.M.	P.M.	P.M.	
CLAYTON.....	\$ 8.48	\$ 9.25	3.32	5.53	
KENTON.....	\$ 8.57	\$ 9.34			
HARTLY.....	\$ 9.06	F 9.42	F 3.46	F 6.07	
MARYDEL.....	\$ 9.14	F 9.50	F 3.53	F 6.13	
HENDERSON.....	\$ 9.19	F 9.57			
GOLDSBORO.....	\$ 9.26	F 10.03	F 4.00	F 6.21	
GREENSBORO.....	\$ 9.37	\$ 10.13	F 4.09	F 6.29	
RIDGLEY.....	\$ 9.46	\$ 10.22	S 4.16	S 6.37	
QUEEN ANNE.....	\$ 9.56	\$ 10.31	F 4.23	F 6.44	
CORDOVA.....	\$ 10.04	F 10.38	F 4.80	F 6.51	
CHAPEL.....	F 10.10				
EASTON.....	\$ 10.38	\$ 11.02	S 4.44	S 7.05	
LLANDAFF.....	F 10.45				
TRAPPE.....	\$ 10.50	F 11.14			
OXFORD.....	\$ 10.57	\$ 11.20			
Arrive	A.M.	A.M.	P.M.	P.M.	
	481	483	485	479	

OXFORD BRANCH—NORTHWARD

STATIONS	FIRST CLASS				
	478	484	480	482	488
Arrive	A.M.	P.M.	P.M.	P.M.	P.M.
CLAYTON.....	\$ 8.45	\$ 4.10	\$ 4.30	\$ 8.48	\$ 8.09
KENTON.....		\$ 3.59	\$ 4.21		
		3.50			
HARTLY.....	F 8.32	\$ 3.41	\$ 4.12	8.34	7.56
MARYDEL.....	F 8.24	\$ 3.33	\$ 4.03	8.26	F 7.50
HENDERSON.....		\$ 3.26	\$ 3.56		
GOLDSBORO.....	F 8.16	\$ 3.19	\$ 3.49	8.18	F 7.42
GREENSBORO.....	F 8.09	\$ 3.10	\$ 3.40	8.10	S 7.35
RIDGLEY.....	S 8.00	\$ 2.57	\$ 3.27	8.02	S 7.28
QUEEN ANNE.....	F 7.53	\$ 2.48	\$ 3.18	7.54	7.20
CORDOVA.....	F 7.46	\$ 2.38	\$ 3.08	7.47	
CHAPEL.....		F 2.31	F 3.01		
EASTON.....	\$ 7.34	\$ 2.24	\$ 2.54	7.35	S 7.07
LLANDAFF.....		F 2.06	F 2.36		Will run
TRAPPE.....		S 2.02	S 2.32	7.20	Nov. 20, 1941
OXFORD.....		S 1.55	S 2.25	7.13	Nov. 27, 1941
					Dec. 25, 1941
					Jan. 1, 1942
Leave	A.M.	P.M.	P.M.	P.M.	P.M.
	DAILY EX. SUN.	SAT. ONLY	DAILY EX. SAT. and SUN.	SUN. ONLY	SEE NOTE
	478	484	480	482	488

Train No. 481 is superior by direction to Train No. 480 and 484.

Train No. 483 is superior by direction to Train No. 482.

Train No. 485 is superior by direction to Train No. 484.

CHESTERTOWN BRANCH—SOUTHWARD

25

STATIONS	FIRST CLASS		
	*471	473	
	DAILY EX. SUN.	SUN. ONLY	
Leave	A.M.	A.M.	
TOWNSEND.....	S 8.05	S 9.15	.....
VANDYKE.....	F 8.11	F 9.21	.....
GOLT.....	S 8.17	S 9.27	.....
MASSEY.....	S 8.24	S 9.34	.....
	S 9.59	S 11.09	.....
LAMBSON.....	S 10.06	S 11.16	.....
BLACK.....	S 10.12	S 11.22	.....
KENNEDYVILLE.....	S 10.19	S 11.29	.....
STILL POND.....	S 10.24	S 11.34	.....
LYNCH.....	S 10.28	S 11.38	.....
WORTON.....	S 10.33	S 11.43	.....
CHESTERTOWN.....	S 11.15	S 11.54	.....
Arrive	A.M.	A.M.	
	*471	473	

CHESTERTOWN BRANCH—NORTHWARD

STATIONS	FIRST CLASS		
	*470	472	
	P.M.	P.M.	
TOWNSEND.....	S 4.35	S 5.00	.....
VANDYKE.....	F 4.29	F 4.53	.....
GOLT.....	S 4.23	S 4.47	.....
MASSEY.....	S 4.16	S 4.40	.....
LAMBSON.....	S 3.43	S 4.07	.....
BLACK.....	S 3.39	S 4.03	.....
KENNEDYVILLE.....	S 3.32	S 3.56	.....
STILL POND.....	S 3.27	S 3.51	.....
LYNCH.....	S 3.23	S 3.47	.....
WORTON.....	S 3.18	S 3.42	.....
CHESTERTOWN.....	S 3.00	S 3.24	.....
Leave	P.M.	P.M.	
	DAILY EX. SUN.	SUN. ONLY	
	*470	472	

Train No. 471 is superior by direction to Train No. 470.

Train No. 473 is superior by direction to Train No. 472.

EXTRA STOPS BY PASSENGER TRAINS

Train No.	Stop at	For

U. S. MAIL WORK

STATIONS	Southward				Northward			
	449	451	455	463	462	454	450	448
Middletown	E	E	E	E	E	E	E	
Townsend		E	CD	E		E	E	
Clayton	E	E	E	E		E	E	
Cheswold		E	CD	CD		CD	CD	
Dover	E	E	E	E		E	E	
Wyoming		E	CD	E		E	E	
Woodside		E		CD		CD	CD	
Viola		E	D	CD		CD	CD	
Felton		E	D	E		E	CD	
Harrington	E	E	E	E		E	E	H
Farmington		E		CD		CD	CD	
Greenwood		E	CD	E		E	CD	
Bridgeville	E	E	E	E		E	E	E
Cannon		CD		CD		CD	CD	
Seaford	E	E	E	E		E	E	E
Laurel	E	E	E	E		E	E	E
Delmar	E	E	E	E		E	E	E†
Salisbury	E	E	E	E		E	E	E
Fruitland	D	E				CD		
Eden	D	E				CD		
Princess Anne	D	E	E			E	E	E
Pocomoke	D	E	E			E	E	E
New Church	D	E				CD	E	
Lecato	D	E				E	E	
Oak Hall	D	E	CD			CD	C	
Makemie Park	D	E	D			CD	E	
Hallwood	D	E	D			CD	E	
Mears	D	E				CD	C	
Bloxom	D	E	D			CD	E	
Hopeton		CD				CD		
Parksley	D	E	E			E	E	C†
Greenbush	D	CD				CD		
Tasley	E	E	E			E	E	E
Onley	D	E	D			CD	E	
Melfa	D	E	D			CD	E	
Keller	D	E	D			E	E	E
Painter	D	E	D			CD	E	C†
Exmore	D	E	D			E	E	C†
Nassawadox	D	E	D			CD	E	C*
Wierwood	D	E				CD	C	
Birds Nest	D	E	D			CD	E	
Machipongo	D	E				CD	E	
Kendall Grove		E				CD		
Eastville	D	E	E			E	E	C†
Cobbs	D	E				CD		
Cheriton	D	E				CD	E	
Cape Charles	E	E	E			E	E	E†

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

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

H—When flag stop is not made at Harrington, reduce speed to 30 miles per hour, daily except Sunday and Monday, to permit dispatch of U. S. Mail.

*—Sunday only.

†—Daily except Saturday.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in special instructions #1201 or 1202.

Leave	DAILY		DAILY	DAILY EX. SAT.
	A.M.		P.M.	P.M.
BALTIMORE.....	7.00		3.00	9.00
LOVE POINT.....	9.20		5.20	11.20
Arrive	A.M.		P.M.	P.M.

BALTIMORE-LOVE POINT STEAMER LINE—WESTWARD

Arrive	A.M.		A.M.	P.M.
BALTIMORE.....	3.20		11.55	8.20
LOVE POINT.....	1.00		9.35	6.00
Leave	A.M.		A.M.	P.M.
	DAILY EX. SUN.		DAILY	DAILY

EXPRESS AND MILK TRAINS

Between

ARMS AND DELMAR

STATIONS	SOUTHWARD	NORTHWARD	
	*D-17 DAILY		*D-16
Leave	A.M.	Ar.	P.M.
PHILADELPHIA (P.T. DIV.) PENNSYLVANIA.....			\$ 7.25
WILMINGTON (Md. Div.).....	E 6.05		S 6.13
ARMS.....	6.45		5.33
MIDDLETOWN.....			S 5.30
TOWNSEND.....	E 7.05		S 5.20
CLAYTON.....	E 7.30		S 4.50
CHESWOLD.....	E 7.37		
DOVER.....	E 7.50		S 4.18
HOLLY.....	7.52		4.13
WYOMING.....			S 4.10
WOODSIDE.....			
VIOLA.....			
FELTON.....	E 8.16		S 4.00
HARRINGTON.....	E 8.25		S 3.52
FARMINGTON.....			
GREENWOOD.....	E 8.35		S 3.28
BRIDGEVILLE.....	E 8.43		S 3.21
CANNON.....			
SEAFORD.....	E 9.05		S 3.10
LAUREL.....	E 9.15		S 2.39
DELMAR.....	E 9.25		S 2.30
Arrive	A.M.	Lv.	P.M.
	*D-17		DAILY *D-16

NOTE: D-17 will operate as a train other than a passenger train between Arms and Delmar, unless otherwise instructed.

D-16 will get the connections from the Crisfield Branch, at Delmar; also, from the Cambridge, D. M. & V. R. R., Oxford and Chestertown Branches, pick up passengers at scheduled stops, and operate as a passenger extra Delmar to Arms. Unload all passenger travel at Wilmington for other connections.

Delmarva Division G. O. 116-A, 111-B, 113-C—8-30-1942.

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

The time shown conveys no time-table authority.

STATIONS	D-6 (2)	D-2 (1)	D-8 (2)	FH-2 (2)	D-56 (2)	D-54 (7)	CD-2 (6)	D-28 (1)	D-24 (2)	D-252 (2)	D-26 (2)	D-10 (2)	D-32 (2)	D-62 (2)	
	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	
Cape Charles	Leave 4.30	2.45		6.00											
Crisfield			Arrive 1.00	7.00	8.45										
Delmar			Leave 1.45	8.30											
Delmar			Arrive 2.30												
Seaford								7.30	11.00						
Cambridge															
Bridgeville															
Bridgeville			Arrive 3.45												
Franklin City			Leave 3.45												
Rehoboth															
Harrington															
Harrington	Arrive 4.15							3.30							
Harrington	Leave 4.45							7.00							
Dover															
Oxford															
Easton															
Clayton															
Clayton	Arrive 6.30														
Centreville			Leave 6.30												
Chesterstown															
Massey															
Arms															
Edgemoor															
	Pass 6.50	11.00													
	Arrive 7.45	12.01													
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday.

(4) Daily except Tuesday.

(5) Tuesday and Friday.

(6) Daily except Saturday and Sunday.

(7) Daily except Monday, Wednesday and Friday.

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

The time shown conveys no time-table authority.

(5) Tuesday and Friday. (6) Daily except Tuesday, Thursday and Saturday.

(8) When authorized.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday.
 (7) Daily except Sunday and Monday between Edgmore and Delmar.

(5) Tuesday and Friday. (6) Daily except Tuesday, Thursday and Saturday.

SPECIAL INSTRUCTIONS

Note—Five point star symbol (★) indicates Special Instructions of System application.

★ 1001. A rule referred to by number, unless otherwise specified, is a rule in the Operating, Signal and Interlocking Rules.

STANDARD TIME

★ 1101. Eastern Standard time applies on this Division.

LETTERS AND CHARACTERS

★ 1201. The following letters and characters in schedules indicate:

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail or newspapers.
- G**—Regular stop, Saturday only.
- H**—Regular stop, Saturday only, to receive passengers.
- J**—Regular stop, Saturday only, to discharge passengers.
- K**—Regular stop, Sunday only.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- M**—Regular stop daily except Saturday and Sunday.
- N**—Regular stop daily except Sunday.
- No baggage service.
- ⊕—No baggage service Sunday.
- †—Passenger train—schedule assigned to gas or gas-electric rail motor cars.
- *—Passenger train—schedule assigned to handle passenger and freight equipment.
- ◊—Passenger train—no train baggageman.
- ‡—Indicates train that will not be operated on specified dates or holidays shown on schedule pages.

1202.

- O**—Stops to discharge passengers from Wilmington and beyond, and to receive passengers for Cape Charles and beyond.
- P**—Regular stop, Sunday only, for newspapers.
- Q**—Stop on signal to receive pay passengers for points Wilmington and beyond.
- R**—Stop on signal to discharge passengers from Wilmington and points north and to receive passengers for Delmar and points south.
- T**—Stop on signal to receive passengers for points beyond Wilmington.
- U**—Stop to discharge passengers from Wilmington and beyond.
- V**—Stop on signal to discharge pay passengers from Norfolk and Old Point Comfort.
- W**—Stop on signal for perishable parcel post.

COLOR SIGNALS

★ 1301. At the end of two main tracks where switch is not interlocked nor spring switch in service, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

1302. Track covered by a slow order, other than a train order or time table special instructions, will be indicated by a yellow flag or light placed to the right of track a sufficient distance ahead of the obstruction to reduce from maximum authorized speed to the speed required at point of obstruction.

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

HAND, FLAG AND LAMP SIGNALS

1401.

ENGINE WHISTLE SIGNALS

1501. Enginemen will not acknowledge a fusee as prescribed by Rule 14g (two short blasts of whistle) when fusee is placed on or near track as required by rule.

COMMUNICATING SIGNALS

★ 1601. When communicating signal is inoperative and cannot be put in working condition without detention, train may proceed after conductor and engineman have an understanding as to how train is to be operated.

TRAIN SIGNALS

1701.

USE OF SIGNALS

1801. When a pusher engine is assisting a train coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by throwing the fusees off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

1802. On account of fire hazard, lighted fusees must not be displayed on bridges or thrown to bridges from moving trains, except in cases of emergency.

1803. Switches on Centreville, Chestertown, Oxford, Crisfield, Cape Charles Railroad Branches, and B. & E. Railroad between Salisbury and Berlin equipped with low targets, instead of switch lamps.

1804. A red ball as a day signal and a red light as a night signal will govern movements over the B. & E. R. R. crossings at Hurlock and Berlin. When the ball or red light is displayed trains on Cambridge Branch and D. M. & V. R. R. must stop and not proceed until signals are removed.

Signs painted white with black letter "X" at top have been placed about 30 feet from these crossings to indicate the clearance points.

SUPERIORITY OF TRAINS

★ 1901. Northward and westward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

GENERAL ORDERS, BULLETIN BOARDS, EMPLOYEES' REGISTERS, STANDARD CLOCKS

★ 2001. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employes' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employes' Register	Standard Clock	Location	Other Divisions	Zones
X	X	X	Delmar—Yard Master's Office	Phila. Term. Maryland	C A, F
X	X	X	Centreville—Passenger Station	Phila. Term. Maryland	C A, F
X	X	X	Chestertown—Passenger Station	Phila. Term. Maryland	C A, F
X	X	X	Clayton—Passenger Station	Phila. Term. Maryland	C A, F
X	X	X	Easton— Passenger Station Engine Preparers Building, at Engine Terminal	Phila. Term. Maryland	C A, F
X	X	X	Harrington—Passenger Station	Phila. Term. Maryland	C A, F
X	X	X	Rehoboth—Engine Preparers Building, at Engine Terminal	Phila. Term. Maryland	C A, F
X	X	X	Franklin City—Bunk Room at Engine Terminal	Phila. Term. Maryland	C A, F
X	X	X	Cambridge—Freight Station	Phila. Term. Maryland	C A, F
X	X	X	Cape Charles— Train Dispatcher's Office Yard Master's Office Enginehouse Foreman's Office		
X	X	X	Norfolk Yard—Yard Master's Office		

2002. Standard Clocks at other points:

All Block and Interlocking Stations.

★ 2101. General Order Zones of this Division are as follows:

Zone A—Between Junction with Maryland Division and the north end of Delmar Yard, including Centreville, Chestertown, Oxford and Cambridge Branches, D. M. & V. R. R., and Milton Branch.

Zone B—Between north end of Delmar Yard and south end of Salisbury Yard.

Zone C—Between south end Salisbury Yard and Cape Charles, including Crisfield and Cape Charles R. R. Branches.

Zone D—Between Bridge Wharf, Norfolk Yard and Camden Heights; and between North Junction and St. Julian Avenue Freight Station.

Zone E—Baltimore and Eastern R. R.

TRACK ASSIGNMENTS

2201. Single Track

Track	Between	And
Crisfield Branch	Kings Creek	Crisfield
Cambridge Branch	Seaford	Cambridge
D. M. & V. R. R. Branch	Harrington	Franklin City
Oxford Branch	Clayton	Oxford
Chestertown Branch	Townsend	Chestertown
Centreville Branch	Massey	Centreville

2202. Two or More Tracks

Current of traffic is as follows:

Main Line	No. 1 Track	No. 2 Track
Capes to Junction with the Maryland Division	Northward Frt. & Pasgr.	
Junction with the Maryland Division to Capes		Southward Frt. & Psg.

NOTE—Tracks are numbered from east to west.**2203. Secondary Tracks of Assigned Direction**

Track	From	To	Assigned Direction	Controlled By	Reverse Movements on Permission From	Note

2204. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled By	Note
Cape Charles R. R. Branch	Junction of Main Line at Capes	Kiptopeke	Capes	(1)
Rehoboth Branch	Georgetown	Rehoboth	Georgetown— 8.00 AM to 4.00 PM Harrington— 4.00 PM to 8.00 AM	(1)
Milton Branch	Ellendale	Milton	Harrington	
B. & E. R. R.	Love Point Preston Claiborne Branch Junction	Denton Vienna McDaniel	Clayton	
	Mardela Springs	Yard Limit Board, west of Salisbury	Delmar	
	Yard Limit Board, east of Salisbury	Marsh Siding	Berlin— 7.30 AM to 3.30 PM Delmar— 3.30 PM to 7.30 AM	(1)

(1) Not more than one train will be permitted to occupy this track at any one time.

2205. Passenger trains as specified will use tracks as follows unless interlocking signals otherwise indicate:

Train	Use Track No.	From	To	To Pass

MOVEMENT OF TRACK CARS

2301. Rules 80 to 80f inclusive will apply on all main tracks, Except: Cape Charles R. R. Branch
Rehoboth Branch
Milton Branch
B. & E. R. R.

★ **2302.** Track cars will not operate spring switches.

2303. Pony trucks must use the least important track available, and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must be run on the rail nearest the ditch, and on double, three, or more tracks, on a track against the current of traffic; they must not use a track under conditions when an approaching train can not be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a flagman has been placed in position where train can be stopped before reaching the pony truck. In yards they must not be used except by permission of the yard master and under proper protection.

2304. Sperry cars and Burro cranes will be operated as track cars under Rule 80 to 80f, inclusive.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers:

Cape Charles.

Between Arms and Bank, train movements not provided for by time table, will be made on authority of train orders issued over the signature of the Superintendent of the Delmarva Division.

2402. Rule S-83:

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

2403. Rule D-83:

This information may be given verbally.

2408. Switch tenders are stationed at and have charge of main track switches as indicated:

2409. Signalmen in charge of main track hand operated switches:

Location	Switches
Capes	Crossover between Tracks Nos. 1 and 2. Crossovers between main track and Receiving No. 1 and Hump Lead. Switch from Receiving No. 1 and Hump Lead to Track No. 1. Switch to and from Cape Charles R. R. Branch. Crossover from single track to Track No. 1.

2410. Rule D-93 in effect as follows:

2412. Rule D-97:

(On two or more tracks). All extra trains will run without train orders when proper signal is displayed or permission is given by the signalman.

★ **2415.** Spring switches located:

Spring Switch is marked by disc with white background and black letters "SS." Switch lamp will display green light in both directions when switch is in normal position and red light in both directions when switch is in reverse position or not properly set.

When trailing movement through spring switch is stopped before movement is completed, slack must not be taken or reverse movement made until switch has been reversed by hand.

After passing with proper authority a Stop Signal, Rule 292, a Stop-and-Proceed Signal, Rule 291; a Caution Signal, Rule 285-A, or a Yellow Distant Switch Indicator protecting a spring switch; movement shall not be made over the switch until it has been operated by hand to the proper position and switch points have been examined by a member of the crew, unless a green light is displayed on the switch lamp. The switch must be restored to normal position after movement is completed.

2420. Hand-operated switches equipped with electric locks:

Clayton.....Main Track Switch Track No. 1 to Coach Track.
Seaford.....Main Track Switch to Cambridge Branch Main Track Switch to Shell Track.

Salisbury.....(P. R. R. and B. & E. R. R.). All main track switches.

Kings Creek....Crossover between main tracks, and main track switch to Crisfield Branch.

Salisbury—Instructions covering train movements to or from east and west No. 1 sidings; over facing point crossover, and over B. & E. R. R. crossing at grade posted in old tower building.

Instructions covering train movements to and from No. 1 main track to B. & E. R. R., connection, and over trailing point crossover, posted in relay case on station platform, south of passenger station.

Kings Creek—Electric locks must be operated according to instructions posted in telephone booth.

2425. Movement of Trains in the Same Direction by Block Signals, Rules 251, 253, 254 in effect:

Between Junction with Maryland Division and Capes, on No. 1 and No. 2 main track.

A train stopped for any purpose at or between block stations, having time to reach the next block station in advance ahead of a superior train, must be governed by Rule 365b between that point and the next interlocking station controlling a passing siding.

When a train stops for water or is delayed on account of equipment defects it will be considered as work under the provision of Rule 253.

2426. Opposing and Following Movement of Trains by Block Signals. Rules 261, 262, 263, 264 in effect:

★ **2440.** After each actuation of a dragging equipment detector, the train crew must examine the entire train and advise the signalman when this is done before proceeding.

Devices for detecting broken or dragging equipment on trains moving with the current of traffic in service between

LAUREL AND CANNON:

No. 1 Track, 1250 feet south of Mile Post 87. When device is actuated, the northward Distant Signal, in advance, will indicate APPROACH and the Home Signal will indicate STOP.

No. 2 Track, 2870 feet north of Mile Post 82. When device is actuated, the southward Distant Signal, in advance, will indicate CAUTION and the Home Signal will indicate STOP.

SEAFORD AND DELMAR:

No. 1 Track, 2327 feet north of Mile Post 93. When device is actuated, the northward Distant Signal, in advance, will indicate APPROACH and the Home Signal will indicate STOP.

No. 2 Track, 3577 feet south of Mile Post 87. When device is actuated, the southward Distant Signal, in advance, will indicate APPROACH and the Home Signal will indicate STOP.

COSTEN AND BEAVER DAM:

No. 1 Track, 50 feet north of Mile Post 33. When device is actuated, the northward Distant Signal, in advance, will indicate APPROACH and the Home Signal will indicate STOP.

No. 2 Track, 4828 feet south of Mile Post 27. When device is actuated the southward Distant Signal, in advance, will indicate APPROACH and the Home Signal will indicate STOP.

★ **2450.** Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 14(l) and 30. They operate when trains approach crossings with or against the current of traffic on main tracks only, except that at the locations they do not operate for movements against the current of traffic:

Salisbury—Trains making a southward movement on No. 1 track, after crossing over from No. 2 track to No. 1 track at trailing point crossover, 427 feet south of passenger station, must protect Isabella Street crossing, and at a speed not exceeding one-half their maximum authorized speed, prepared to stop short of an obstruction, and must comply with Rule 14(l).

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully—sound the warning as prescribed by Rules 14(l) and 30.

When a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing unless protection is provided as prescribed by Rule 103a.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to cross the track, the trainman will say "all right" and beckon to cross.

At the following locations:

Dover..... North Street highway crossing, 450 feet south of Passenger Station; when trains are shifting on sidings over this crossing, at North Street, Dover, trainmen must provide protection as per Rule 103a.

Milford..... 120 feet north of Passenger Station.

Dagsboro..... 287 feet north of Passenger Station.

Frankford..... 370 feet south of Passenger Station.

“..... 140 feet north of Passenger Station.

Selbyville..... 150 feet south of Passenger Station.

a device is provided to cut out the operation of the automatic highway crossing signals by trainmen. When such device is used, no movement may be made over the crossing by their train unless protection is provided as prescribed by Rule 103a, or the automatic operation of these signals has been restored.

Employes should observe the operation of automatic highway crossing signals and report promptly to the Superintendent any failures to operate properly.

★ **2451. (For Automatic Highway Crossing Signals.)**

Electric light indicators are in service on or adjacent to instrument cases of flashing light signals and crossing bells protecting road crossings.

Indicator light will be displayed when train is operating the flashing light signals or crossing bells. Absence of indicator light indicates commercial power has failed and that signals or bells will be entirely dependent upon storage battery.

If indicator light is not displayed as train approaches crossing, prompt report must be made to Superintendent.

2452. Haywards Crossing, located 3,600 feet north of Cassatt Interlocking Station, is equipped with Highway Guardian Barriers and Flashing Lights which are actuated by track circuits with and against the current of traffic.

The beginning of track circuits for northward movement are located 1,800 feet north of Cassatt Interlocking Station and are indicated by a sign H x B. The beginning of track circuits for southward movements are located 5,000 feet south of Mile Post 28 and are indicated by a similar sign.

A telephone is located on pole along No. 1 track just north of crossing.

When a car or any portion of a train is on the track circuit, the Barriers are automatically lowered and block all highway traffic. In order to avoid unnecessary delay to highway traffic when the track circuit is occupied, other than by a normal through movement, push buttons designated as RAISE and LOWER are provided by means of which the Barriers may be raised or lowered when necessary to do so.

The push buttons are located in a box on a post at the southeast corner of the crossing for No. 1 track and the northwest corner of the crossing for No. 2 track. When a delay on the track circuits occurs between the signs H x B and the crossing a member of the train or engine crew will immediately go to the crossing and operate the Barrier by means of the push buttons.

The button designated as RAISE must be pushed to raise the Barriers. The car or train delayed on the circuit and for which the RAISE button was pushed must not proceed over the crossing until the LOWER button is pushed restoring the operation of Barriers to normal.

The RAISE button must not be pushed to raise the Barrier unless it is seen that the crossing is clear of railway traffic. When the RAISE button has been pushed raising the Barriers, the normal operation of the Barriers for the adjacent track is not affected. When a car or any portion of a train is occupying the track circuit approaching the crossing and while the circuit is occupied a movement is made beyond the crossing the Barrier cannot be raised until the circuit beyond the crossing is cleared. When necessary to cut a train and move a portion beyond the crossing the part left standing should be left back of the H x B sign.

When push buttons are operated, the train will approach the highway crossing carefully and will not proceed over the crossing unless it is seen that the Barriers are down or protection is provided as prescribed by Rule 103a.

Instructions for operating push buttons are posted in each Push Button Box. The boxes housing the RAISE AND LOWER button are locked with switch lock. Boxes must be kept locked when not in use.

If for any reason a train should be unduly delayed within the limits of the track circuits, the Superintendent should be notified immediately so that special arrangements may be set up to operate the Barriers.

Employes should observe the operation of the Barriers and report by wire to the Superintendent any failure to operate properly.

2453. At road crossings protected by flashing lights which are also crossed by side tracks, these side tracks in some instances will be equipped so that the flashing light signals will operate when siding is occupied for short distances approaching

crossing on both sides. The limits within which the flashing lights will operate will be indicated by yellow strips painted on the rails and equipment must not be left standing between the yellow strips.

Sidings affected are at the following locations: Milford, Ellendale, Selbyville, Dagsboro, Frankford and Townsend, Del.

A push button and pilot light is located in a small box at the relay case at the crossings. Before trains on siding move over crossing a member of train crew must operate push button until the pilot lamp lights.

Instructions posted in push button boxes. Push button boxes must be kept locked when not in use.

2454. When freight trains or engines are standing in the vicinity of road crossings at times when other trains or engines are approaching, or are about to move over a road crossing, a trainman from the standing train or engine will protect the crossing when possible to do so. Enginemen and conductors must see that the train is stopped at least 300 feet away from the crossing whenever practicable.

2455. Trains or engines must stop before passing over following crossings, and trainman must station himself in center of crossing with a red flag or red light and stop all highway travel before giving signal to engineman to proceed:

Track	Crossing	Location
No. 4 Track	State Street: 10:30 P.M. to 6:30 A.M.	Delmar
Crisfield Branch	Chesapeake Avenue	Crisfield
	Route 413	Marion
	Route 413 U. S. Route 13	Westover Westover
Cambridge Branch	Washington Street Maryland Avenue	Cambridge Cambridge
	Main Street	Hurlock
D. M. & V. R. R.	Walnut Street: Unless watchman can be seen.	Milford
	Market Street: Between 5:30 P.M. and 9:30 P.M. on week days. Sunday continuously.	Georgetown
Milton Branch	Route 5	Milton
Rehoboth Branch	Route 14 Route 18	Nassau Lewes
Centreville Branch	Route 6	Millington
Chestertown Branch	High Street Queen Street	Chestertown
	Route 213	Kennedyville
B. & E. R. R.	North Division Street West Main Street Truitt Street	Salisbury
	Pine Street	Hurlock
Mill Street Branch (B. & E. R. R.)	Isabella Street Chestnut Street	Salisbury
Denton Branch (B. & E. R. R.)	Route 313	Denton

★ 2475. Gas-electric rail motor cars and gasoline rail motor cars must not use sand in automatic block system territory, except to avoid accidents. When these cars are used as trailers or are being towed, they must be placed only at end of train. If handled by passenger train, should not consist of more than 15 cars. If handled by freight train should not consist of more than 35 cars.

2476. Lewes—Normal position of drawbridge over Canal on Fish House track is open for movement through the Canal.

Royal Oak—Drawbridge stop signs located: westward, 398 feet east of center of drawbridge, eastward, 209 feet west of center of drawbridge.

Trains must stop before attempting to pass over drawbridge in either direction.

Normal position of draw is open for river traffic continuously.

Narrows—Normal position of drawbridge will be open for river traffic, between one hour before sunrise and one hour after sunset. Trains desiring to pass over this drawbridge during this period will notify the Agent at Queenstown.

Between one hour after sunset and one hour before sunrise the drawbridge will be normally set for rail traffic.

In the event the bridge is found other than normal position, report must be made, and be governed by instructions from the Train Dispatcher.

Denton—Normal position of drawbridge is closed to permit rail traffic.

2477. Clearance points will be designated by a stripe of yellow paint 10 to 12 inches long on both sides of both rails in side track. Engines or cars must not be permitted to stand beyond clearance points when main track switches are set normal.

2478. Seaford—On Cambridge Branch, main track, at junction with main line, clearance point is indicated by a yellow stripe.

2479. In cases where trains are doubleheaded the engineman and fireman of the second engine are not relieved from the responsibility for the proper observance of signals and must know that train is handled in a manner to avoid accident and violation of rules.

2480. Trains held at a siding where there is no block station, but where there is a telephone, will keep a man at the telephone so as to be in continuous communication with the block station.

2481. Trains clearing the block at south end of northward siding at Harrington, must report clear to the signalman.

MOVEMENT BY TRAIN ORDERS

2501.

YARDS AND YARD INSTRUCTIONS

2601. Yards indicated by yard limit boards located at:

Townsend (Chestertown Branch)	Centreville
Massey	Chestertown
Clayton (Oxford Branch)	Oxford
\ Smyrna Branch	Georgetown
Queen Anne	Franklin City
Easton	Cambridge
Harrington (D. M. & V. R. R.)	Crisfield
Seaford (Cambridge Branch)	Cape Charles
Delmar	Berlin (B. & E. R. R.)
Salisbury (B. & E. R. R.), including Mill Street Branch	

SPEEDS

★ 2701.

SPEED TABLE

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.										
0	36	100	0	48	75	1	12	50	2	24	25
0	38	95	0	51	70	1	20	45	3	00	20
0	40	90	0	55	65	1	30	40	4	00	15
0	42	85	1	00	60	1	43	35	6	00	10
0	45	80	1	05	55	2	00	30	12	00	5

2702. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED,
PASSENGER TRAINS AND FREIGHT TRAINS

GENERAL

MAIN LINE	Single Track		No. 1 Track		No. 2 Track	
	Passenger	Freight	Passenger	Freight	Passenger	Freight
Miles per Hour						
Junction with Maryland Division and Cape Charles			70	50	70	50
Within Limits of Delmar Yard			50	50	50	50
Corporate Limits Salisbury: (College Ave. to Naylor St.)			15	15	15	15
Princess Anne, between State Highway Crossing and Academy St.			45	45	45	45
From End of Block, Cape Charles to Freight House	6	6				
Crisfield Branch.						
Kings Creek to Pine Street	40	40				
Pine Street to Crisfield	6	6				
Cambridge Branch						
Seaford to Cambridge	40	40				
D. M. & V. R. R. Branch						
Harrington to Franklin City	40	40				
Oxford Branch.						
Clayton to Oxford	40	40				
Within Limits of Clayton Yard	15	15				
Gas-Electric Rail Motor Cars	50					
Chestertown Branch						
Townsend to Chestertown	40	30				
Centreville Branch						
Massey to Centreville	40	30				

VARIOUS

	Main Line	Branches
	Miles per Hour	
Circus Trains.....	45	30
—except Milton Branch.....	...	20
—except Rehoboth Branch.....	...	20
—except Cape Charles R. R. Branch.....	...	15
—B. & E. R. R.....	...	20
Wreck Trains—boom trailing.....	35	30
—boom forward.....	25	20
—except Cape Charles R. R. Branch:		
boom trailing.....	...	20
boom forward.....	...	15
—B. & E. R. R.:		
boom trailing or forward.....	...	15
Work Trains—on straight track—boom trailing.....	...	30
—on straight track—boom forward.....	...	20
—on curves.....	...	...

	Miles per Hour
Revenue Trains handling machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., moving on own wheels—see special instructions ---.	
—on straight track.....	30
—on curves.....	20
Snow Plows in service.....	25
Snow Flangers in service.....	20

Snow plows must be brought to a stop before meeting or being passed by a passenger train. The speed must also be reduced to four (4) miles per hour while passing passenger stations.

On single track the speed must not exceed four (4) miles per hour when passing passenger trains on sidings and passenger stations.

Note—When operated over territory not listed above, conform to maximum speed for freight trains in such territory.

Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	15
—hand cars operated under Rules 80 to 80-f, inclusive.....	8
—through crossovers and turnouts, and over highway and railroad crossings.....	5

Oxford Branch:

Easton	—all street crossings.....	6
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Cambridge Branch:

Hurlock	—B. & E. R. R., crossing at grade.....	15
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D. M. & V. R. R.:

Berlin	—B. & E. R. R., crossing at grade.....	15
	—Main Street crossing.....	6

B. & E. R. R.

Bloomingdale	—road crossing.....	6
Berlin	—first crossing west of station, and State road crossings.....	6
All railroad crossings at grade.....		15
First and second road crossings west of Hillsboro.....		6
All street crossings on the Mill Street Branch.....		6
All street crossings on the Claiborne Branch.....		6

2703. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED**TURNOUTS**

	Miles per Hour
Spring Switches—trailing movement.....	15
—facing movement.....	30
Non-interlocked turnouts—diverging movements.....	10

2704. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED**CURVES****MAIN LINE**

Curve at overhead bridge, Cape Charles.....	20
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BRANCHES

D. M. & V. R. R.:	
Georgetown, curve south of passenger station.....	25
Curve, 200 feet east of junction on Milton Branch.....	10

Oxford Branch:

Peach Blossom curve, north of Llandaff.....	25
Clayton, curve on Smyrna Branch.....	5

Chestertown Branch:

Curve at station, Townsend.....	25
Curve at station, Massey.....	25
Curve at station, Worton.....	25
College cut, north of Chestertown.....	25
Curve at wye, Chestertown.....	25

2705. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED**BRIDGES**

Location	CLASS OF ENGINE						
	D	E	F	G	H	K	L
Main Line	Miles per Hour						
59.82—south of Felton No. 2 track	35	35	35	35	35	35	35
60.71—south of Felton No. 2 track	35	35	35	35	35	35	35
Seaford drawbridge.....	20	20	20	20	20	20	20
Laurel drawbridge.....	45	45	45	45	45	45	45
Pocomoke drawbridge.....	15	15	15	15	15	15	15
Rehoboth Branch:							
Lewes drawbridge.....	20	20	20	20	20	20	20
B. & E. R. R.:							
31.10—east of Mardela Springs.....				6	6		
Royal Oak drawbridge.....	6						
Narrows drawbridge.....	6						

**2706. MAXIMUM SPEEDS UNLESS OTHERWISE RESTRICTED
ENGINES**

Class	Miles per Hour	
	Forward	Backward
A	15	15
B	20	20
C	20	20
D	70	40
E	70	25
G	70	40
H	50	35
I	50	25
K	70	25
L	50	20
M	70	25
N	35	20
Gas-electric rail motor cars	60	40
Gasoline rail motor cars	60	25

**MAXIMUM SPEED FOR ENGINES WHEN RUNNING
FORWARD LIGHT**

Passenger engines	50
Freight engines	40

2707. Engines pushing trains, or running backward with train must not exceed a speed of 30 miles per hour.

2708. Trains or drafts hauling gas-electric, or gasoline rail motor cars must not exceed a speed of 20 miles per hour.

2709. K2, K4 or L1s engines must not be doubleheaded with engines of the same or other classes over Pocomoke or Seaford drawbridge, unless engines are separated by three or more cars. Loaded H21 or H21a cars must not be used for spacing.

2710. Cars heavier than 160,000 pounds gross (car and lading), and wrecking derricks heavier than 100 tons must not be moved over bridges between Love Point and Denton and on the Claiborne Branch.

2711. Brakes must not be applied passing over bridges 60.71 and 59.82, north of Harrington, bridge 53.25, north of Woodside, Pocomoke and Laurel drawbridges, except in an emergency, and caution should be exercised to avoid dropping hot coals passing over these bridges.

2712. When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:

Class of Engines:	Miles per Hour
N-1-s}	
C-1}	8
I-1-s}	
All others	15

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

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

2713. Dead engines of a design having two or three pairs of drivers and no trucks may be moved only at speed not exceeding 20 miles per hour. Dead engines of a design having four or more pairs of drivers and no trucks shall be restricted to speeds not exceeding 25 miles per hour. Two or more such dead engines in the same train shall be separated by one or more cars.

FIXED SIGNALS

2801. Signal aspects not standard in service:

ASPECTS	INDICATIONS	STOP	PROCEED	APPROACH HOME SIGNAL PREPARED TO STOP	STOP	PROCEED
	STOP SIGNAL	CLEAR SIGNAL			STOP SIGNAL	CLEAR SIGNAL
				SLOW BOARD WHEN USED AS A DISTANT SIGNAL. 		

Note { R Indicates Red.
Y Indicates Yellow.
G Indicates Green.

CAB SIGNALS

2851. Cab Signal Rules 295 to 298, are in effect as follows:
—with current of traffic—

—against current of traffic—

2852. Cutting-in sections located:

★ **2853.** Required departure test of engines and trains must be made before entering territory in which the use of cab signals is prescribed.

Testing sections, in addition to those at terminals, located:

★ **2854.** Engine crews assigned to electric engines will make departure test of cab signals from both ends of a single unit. When two or more electric engines are coupled, departure test will be made from front end of leading unit and trailing end of rear unit, noting that cab signals and warning whistles are operative on all units.

When two or more electric engines are coupled and it becomes necessary enroute to operate one of the engines from an end from which departure test of cab signals has not been made, the train must operate as a non-equipped train.

★ **2855.** Enginemen should make their cab signal departure test as promptly as possible when taking charge of their equipment. After this has satisfactorily been completed, they must not pull the control plug or cut out cab signal warning whistle. If they desire to be relieved from holding the master controller in the "off" position, they may deplete the brake pipe pressure by making a 25-pound brake pipe reduction and then permitting the master controller handle to go to "dead man" position. The engineman must be in operating position and release the brakes at least four minutes before scheduled departure time.

MANUAL BLOCK SYSTEM

2901. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

Main Line between:

Junction with Maryland Division and Seaford.
Cassatt and Cape Charles.

Centreville Branch.

Chestertown Branch.

Oxford Branch.

D. M. & V. R. R.

Cambridge Branch.

Crisfield Branch.

2902. Rule 316 will apply:

2903. Rule 317 will apply:

Main Line between:

Junction with Maryland Division and Seaford.
Cassatt and Cape Charles.

Centreville Branch.

Chestertown Branch.

Oxford Branch.

D. M. & V. R. R.

Cambridge Branch.

Crisfield Branch.

AUTOMATIC BLOCK SYSTEM

3001. Rules 501 to 512, inclusive, are in effect as follows:
Seaford to Cassatt.

3002. Four wheel cabin cars must not be allowed to stand in an Automatic Block unless the block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman.

3003. At Delmar, on instructions, after making the necessary arrangements with the signalman, and providing for proper protection, conductors and enginemen are authorized to make crossover movements, and movements against the current of traffic within the limits between signal 4500 feet north of Yard Limit Board, south end of Delmar Yard, No. 1 track, and signal, 3150 feet south of Mile Post 95, No. 2 track.

After levers controlling the signals involved are placed in normal position, and Rule 221b has been complied with, signalman may permit crossover movements, and movements against the current of traffic, within the limits between signal, 4500 feet north of Yard Limit Board, south end of Delmar Yard, No. 1 track, and signal, 3150 feet south of Mile Post 95, No. 2 track.

Rules 503 and 504 modified accordingly.

3004. The following fixed signals are operated from Delmar Block Station, and normal position will display aspect Fig. A, Rule 292:

No. 1 Track:

Signal, 4500 feet north of Yard Limit Board, at south end of Delmar Yard.
Signal, 1200 feet south of center of Delmar Block Station.
Signal, 1110 feet north of center of Delmar Block Station.

No. 2 Track:

Signal, 3150 feet south of Mile Post 95.
Signal, 1000 feet north of center of Delmar Block Station.
Signal, 1750 feet south of center of Delmar Block Station.
Signal, 9452 feet south of center of Delmar Block Station.

Signal levers controlling the above signals must be kept in the position displaying the most restrictive indication, except when signals are to be cleared for an immediate train or engine movement.

3015. Rules 501 to 518, inclusive, are in effect as follows:

3016. Rule 515—following exceptions authorized:

INTERLOCKING

3101. Rule 672—instructions for manual operation of remote controlled interlocking switches are located:

ENGINE AND OTHER EQUIPMENT RESTRICTIONS

3201. Equipment as designated must not be permitted on tracks, bridges, etc., named.

	CLASS OF ENGINES							
	B	D	E	G	H	K	L	M
MAIN LINE:								
Arms to Cape Charles								B
CENTREVILLE BRANCH:			R			R	R	R
CHESTERTOWN BRANCH:		R	C	C		R	R	R
SMYRNA BRANCH:		C				C	C	C
OXFORD BRANCH:						R	R	R
CAMBRIDGE BRANCH:						R	R	R
D. M. & V. R. R.						R	R	R
MILTON BRANCH:		R				R	R	R
REHOBOTH BRANCH:			R			R	R	R
LEWES BEACH TRACK			R			R	R	R
CRISFIELD BRANCH:		R				R	R	R
CAPE CHARLES R. R. BRANCH		R				R	R	R
BALTIMORE AND EASTERN R. R.:								
Between Love Point and Denton	B		B	B	B	B	B	B
Between Preston and Vienna; Mardela Springs and Marsh Siding			B			B	B	B
VIENNA:								
Eastern Shore Public Ice. Co. Siding	B	B	B	B	B	B	B	B
CLAIBORNE BRANCH:	B		B	B	B	B	RC	RC
MILL STREET BRANCH:						C	C	C
MIDDLETON:						C	C	C
Short and Walls Siding			C	C	C	C	C	C
CLAYTON:			B	B	B	B	B	B
Coaling Station	B	B	B	B	B	B	B	B
DOVER:								
Coal Trestles	B	B	B	B	B	B	B	B
Frear's Siding			C	C		C	CC	CC
Standard Oil Siding			C	C		C	CC	CC
Romeo's Siding			C	C		C	CC	CC
HARRINGTON:								
I. D. Short Lumber Co. Siding			C	C	C	C	C	C
SEAFORD:								
Atlantic Refining Co. Siding			C	C		C	CC	CC
Greenbaum Siding						C	CC	CC
North and South Leg of Wye						C	CC	CC
North and South Connections to Shell Track						C	CC	CC
South Connection to River Track					C	C	CC	CC
North end of Charcoal Track					C	C	CC	CC
DELMAR:								
Coal Trestle	B	B	B	B	B	B	B	B
SALISBURY:								
Millers Siding			C	C		C	CR	CR
Short Track at Freight House						R	RR	RR
Back Track at Freight House						R	RR	RR
Standard Oil Co. Siding						R	RR	RR
Griers Siding	R	R	R	R	R	R	R	R
POCOMOKE:								
Exchange Sidings Nos. 1 and 2			C	C		C	CC	CC
Exchange Siding No. 3			C	C		C	CC	CC
Dennis Siding						C	CR	CR
Storehouse Siding						R	RR	RR
No. 41 Siding						R	R	R
EXMORE:								
Chandlers Siding						C	C	C
MACHIPONGO:								
Station Siding No. 3						C	C	C
COBBS:								
Station Siding No. 1						C	C	C
CAPE CHARLES:								
Reliable Coal and Wood Siding		B	B	B	B	B	B	B
CHESTERTOWN:								
Old Paper Mill Siding			C	C		C	C	C
LEWES:								
Coal Trestle	B	B	B	B	B	B	B	B
CRISFIELD:								
House Track	B	B	B	B	B	B	B	B

NOTE—Letters indicate use prohibited account:

B—Bridge
C—Curve
D—Clearance
R—Rail

★ 3252. P-54, MP-54 and MP-54c coaches; PB-54, MPB-54, MPB-54b and MPB-54c combined passenger and baggage cars; MPBM-54 passenger, baggage and mail cars; and MPM-62 baggage cars, must not be hauled between heavier steel cars or between heavier steel cars and engine.

★ 3253. Cabin cars, other than those having two four-wheel trucks, must not be moved in passenger trains.

★ 3254. Cars utilizing acetylene or propane gas for cooking, lighting or other purposes, must not be accepted for movement unless acetylene gas tanks are drained and propane gas cylinders are removed.

★ 3255. Cars 70 feet or more in length, not equipped with pivoted head couplers, must not be coupled to cabin car when moved in trains.

★ 3256. Freight cars equipped for passenger train service must have steam heat line, air signal line, steel wheels, E7 safety valve, three-position retaining valve, and air brake cylinder—10-inch minimum diameter.

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

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

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

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

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

1 empty passenger equipped freight car to equal 1 passenger car.

The weight of lading in a car in express service loaded with mixed freight normally does not exceed 25,000 pounds—occasional carload shipments exceed 50,000 pounds in which case the weight should be ascertained from the Railway Express Agent.

When the make-up of a passenger train is such that the number of allowable loaded freight cars exceeds the limit above prescribed, the train must be operated under the regulations and speed restrictions which apply to freight trains, as well as the use of retaining valves on grades as required by the Brake and Train Air Signal Instructions No. 99-B-1.

★ 3257. A car having air brakes inoperative must not be the rear car of a passenger train unless authorized by the Superintendent.

PERSONAL INJURIES

★ 3401. Emergency calls for Surgeons will have preference over other business, except train orders and power emergency calls.

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

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

3402. Medical Examiners and Company Surgeons

Location	Name and Address	Tel.
Wilmington	M. A. BARBOUHR, Medical Examiner, Penna. Station.....	3-4141
	ALBERT J. STRIKOL, 621 Delaware Av.	3-2323
	H. L. SPRINGER, 1013 Washington St.	6032
Middletown.....	DORSEY W. LEWIS.....	32
Smyrna.....	CHAS. G. HARMONSON.....	2331
Dover.....	L. A. H. BISHOP.....	63
	Jos. S. McDANIEL.....	150
Harrington.....	Wm. T. CHIPMAN.....	374
Wyoming.....	I. J. MAC COLLUM.....	Bedford 4631
Seaford.....	BRUCE BARNES.....	2921 637
Cambridge.....	JOHN MACE, JR.....	392
Delmar.....	H. E. LECATES.....	58
Chestertown.....	F. B. HINES.....	25
Easton.....	W.M. N. PALMER, S. Washington St.....	606 131
Georgetown.....	ROWLAND G. PAYNTER.....	60
Lewes.....	JAMES BEEBE.....	5431
	R. C. BEEBE.....	3571
Norfolk.....	ROBERT L. PAYNE.....	22649
	SOUTHGATE LEIGH, JR.....	24665
	R. DUVALL JONES.....	22649
Cape Charles.....	J. MORTIMER LYNCH.....	10F2
	J. GATES GOODE.....	68F23
Cheriton.....	J. GATES GOODE.....	68F23
Princess Anne.....	HENRY M. LANKFORD.....	24
Salisbury.....	HENRY S. WAILES.....	1613J
	RANDOLPH M. NOCK, 114 William St.....	1224 836
	FRANCIS J. TOWNSEND.....	38

3403. Location of Hospitals

Location	Name and Address	Tel.
Wilmington.....	Delaware Hospital.....	5211
	Homeopathic Hospital.....	6321
Milford.....	Emergency Hospital.....	300
Lewes.....	Beebe Hospital.....	2211
Cambridge.....	Cambridge Hospital.....	111
Easton.....	Emergency Hospital.....	204
Dover.....	Kent County General Hospital.....	500
Salisbury.....	Peninsula General Hospital.....	121
Norfolk.....	Norfolk General Hospital.....	25791
	St. Vincent's Hospital.....	26601
Nassawadox....	Northampton-Accomac Memorial Hospital.....	2021
Crisfield.....	Edw. W. McCready Memorial Hospital..	75

3404. First Aid Boxes and Stretchers:

First Aid Boxes, location of:

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

At each passenger and freight station.

At yard offices and other suitable places in larger yards, car inspectors' offices, power plants, substations, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shop and engine houses, camp cars and on each track and hand car and as provided by a State law.

Stretchers:

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

One stretcher must be carried on each passenger train.

USE OF TELEPHONES

★ **3501.** Employes using telephones in connection with train movements must satisfy themselves that they are in communication with proper persons.

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

If telephones fail, trainmen will use any means of communication, to avoid delay.

When used for block operations, transmitting train orders or making any arrangement pertaining to the movement of their trains, the conductor, engineman or driver must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 106.

Verbal arrangements and instructions in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

3502. Train crews will be required to close all telephone booths or box doors properly after using telephone, also telephones where two-way switches are located, switch must be left open after completing conversation. Particular care must be used in opening switches where telephones are connected to the train dispatcher's circuit.

GENERAL INSTRUCTIONS

★ **3601.** Machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., whether loaded on cars or moving on own wheels, must not be moved in revenue trains unless form CT-310 covering the specific movement is attached, one to each side of the car on which it is loaded, or one to each side of the machine when moving on own wheels, and form CT-310-A is attached to the billing.

When such shipments are set off for repairs that may affect the requirements of the A.A.R. Loading Rules, they must not again be moved except upon authority of the Superintendent, and not until proper inspection has been made and billing endorsed by agent or yardmaster "Re-inspected at..... and loaded as per A.A.R. Loading Rules". Conductors when setting off such shipments for repairs must notify the proper officer that it is rotary type machinery.

In all movements of such rotary or swinging type machinery on own wheels in revenue trains the boom end must trail, except that when necessary the Superintendent may authorize movement with boom end forward, in which event the authority will include any additional speed restrictions that may be required.

When cranes are shipped on their own wheels, all coal must be removed from the coal bunkers, and all water removed from the boilers and reservoirs. When boom is detached the light end of crane should trail. Where trucks are secured to body with keyed or nutted center pin, key or nut should be removed from pin on trailing end.

When pivoted machinery, equipped with swinging booms of which a part may swing or extend outward, is moved from one service point to another in work trains, boom anchors and cables must be in place and locking devices fastened. When such equipment is moved during progress of work on or about main tracks, stops must be in use to prevent fouling adjacent tracks, and crane operator must be in cab.

Boom must be securely anchored, with center lock in place, and crane operator must be in cab while train movements are being made on adjacent tracks.

★ **3602.** To provide against possible accident to railroad property, and insure the safe passage of heavy machinery or implements at grade crossings, special provision should be made to protect such movement over the tracks.

Agents and foremen should keep closely in touch with such matters and give the Track Supervisor advance information to enable him to make proper arrangements with the owners or those in charge of the equipment to insure full protection is afforded while tracks are to be crossed.

★ **3605.** Trainmen must not pass over container cars while cars are in motion.

★ **3606.** Trainmen riding in cabin cars must make frequent observations of air brake gauge to see that brake pipe pressure is normal. If gauge indicates brake pipe pressure is not normal, arrangements must be made to stop train and ascertain cause.

3607. When freight trains having more than 15 cars stop for coal or water, engine must be detached from train at:

Seaford—Southward.
Tasley—Northward.

Northward freight trains of 85 cars or over at Middletown, in which case engines must be detached at Mile Post 26.

3608. When, in the opinion of the engineman, it will be necessary to cut off a passenger engine, engineman must report by message to the Superintendent, giving full particulars as to the parts that have failed and where substitute engine should be provided.

3609. Freight trainmen will, as far as possible, avoid blocking road or street crossings; when blocked more than five minutes, will cut and clear the crossing.

3610. Conductors, enginemen and drivers must send their train orders to the Superintendent at the close of each day's work.

3611. When necessary for operators to deliver a message to a moving train, the block signal may be displayed in stop position until speed is reduced so that delivery can be safely made. The operator will then place himself in a position on the ground displaying red hand signal until the delivery is made.

3612. In order that movement, both passenger and freight, may be properly safeguarded during period of unusual weather conditions, such as exceptional severe local storms or prolonged rain, snow or sleet storms over an extended area, the following is in effect for the government of all employes:

Signalmen-Operators at all open block stations will advise Train Dispatcher at 6:00 A.M., 12:00 Noon, 6:00 P.M. and 12:00 Midnight, of the weather conditions in their territory, and in the event of an unusual storm occurring between the hours when the regular report is required, the unusual condition will be immediately reported and frequently thereafter until the cause for any emergency ceases.

Engine crews and train crews of all trains will observe conditions in the immediate territory through which their train is operating during period of exceptional storm conditions, and promptly report at the first available point of communication to the Train Dispatcher any unusual condition that would require any emergency action in order to properly safeguard the movement.

When other employes along the right-of-way, particularly supervisory men and Crossing Watchmen, become aware of physical conditions which in their opinion will endanger the operation of trains, it shall be their duty to immediately get in touch with a Signalman-Operator, Train Dispatcher, Agent or Foreman-Track, using for this purpose nearest available telephone or other means of communications of which he can avail himself, Foreman-Track and Agents being particular to keep themselves posted as to the availability of means of communication other than company telephones along their sections and adjacent to stations and block offices.

During periods of unusual storms or prolonged rains, snow or sleet in territories at which past experience indicates trouble may be expected (list of locations where trouble may be expected on each section shall at all times be posted in legible form at that section headquarters) the Foreman-Track will immediately, without being called by his Supervisor, patrol his section, call the Train Dispatcher and advise the Train Dispatcher that he is patrolling his section to determine the condition of the tracks, bridges and other wayside structures, and will report each hour to the Train Dispatcher until the emergency is over.

In the event there is any question in the mind of the Foreman-Track as to the safety of the track at any point prior to his reaching that point for personal inspection, he then and there should immediately advise Train Dispatcher so the Train Dispatcher can act accordingly.

Train Dispatcher will immediately upon receipt of information from any Signalman-Operator, a member of a train crew or Foreman-Track advising of conditions that may interfere with the safe movement of a train, place proper speed restriction upon such track or track structure and promptly notify each train crew by proper train order.

In the event the Train Dispatcher receives information as to unusual weather conditions from a Signalman-Operator and he does not within a reasonable time receive word from the Foreman-Track reporting as to the condition of the track or advice that the Foreman-Track is out patrolling his track, the Train Dispatcher will immediately call such Foreman-Track ordering him to patrol track and will advise the Supervisor and Division Engineer that he has done so.

In foggy weather operators will keep themselves acquainted with conditions and when signals cannot be seen for a distance of a half mile, will at once notify Train Dispatcher of this condition and again when weather clears up so that signals can be seen.

3613. Passenger trainmen and employes of the Pullman Company must keep the doors of toilet rooms in passenger equipment locked within the yard limits of Delmar.

3614. The normal position of switch at Massey, is for Chestertown Branch.

3615. When freight trains are delayed by reason of broken couplers, draft rigging or end of a car pulling out, air hose bursting, defective train lines, undesired quick action of air, hot boxes or other defects, conductors will be careful to give the following information in a report to be sent to Superintendent from first telegraph or telephone office from which the report can be sent, without serious delay to the train:

1. Date of accident.
2. Train number.
3. Direction train was moving.
4. Place where accident occurred.
5. Engine number and whether pulling or pushing train.
6. Number of loaded and number of empty cars in train.
7. Whether train was stopping or starting.
8. Initials and number of car, kind of car, end of car damaged whether loaded or empty.
9. Location of car in train.
10. Disposition made of car.
11. If loaded give lading, tonnage, consignor, consignee and destination.

3616. When passenger trains are doubleheaded and one engine fails to the extent of having to be cut off to avoid delay, conductor and engineman will leave it at first available siding and make report from first block station. If the failure occurs at a telegraph station report at once. The engine crew regularly assigned to the train will take charge, the extra crew will remain with disabled engine and report to the Superintendent when ready for movement.

3617. Certain Pullman cars and coaches are equipped with a folding type vestibule step and operate in conjunction with the vestibule trap door. When the trap door is closed, steps are folded. When the trap door is open, steps are down in position for use. Vestibule trap doors must not be opened or closed while cars are in motion as the steps will not clear bridges, platforms, etc., when in the process of being raised or lowered.

3618. There have been several cases of slid flat wheels and broken pinions and gears to both mechanical and gas-electric drive cars due to improper handling. Therefore, when moving gasoline or gas-electric cars with steam engines all concerned will be governed by following instructions:

- (a) **Mechanical Drive Cars:** It must be definitely determined before coupling to the car that transmission gears are in neutral. This applies to both the reverse gear and the transmission gear.

- (b) Before car is moved, it must be definitely determined that the brakes have released properly.
- (c) Gas-electric Cars: Extreme care must be exercised in coupling and while braking, and it must be definitely determined that the brakes are released before the car is moved.
- (d) Either gasoline or gas-electric cars, whenever possible, should be moved under their own power.

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

3619. Employes in engine and train service will be instructed in their duties by the head of their department upon entering the service, after having had six (6) months service each train or engine service employe will be examined on the Book of Rules, and will be re-examined every three years thereafter, regardless of examinations for promotion.

3620. When cars are left on sidings crossed by highways or streets at grade that also cross main tracks, the cars must not be left closer than 300 feet to either side of the highway or street.

3621. Articles found on passenger trains:

Lost articles found on trains terminating at Delmar to be turned in at Assistant Train Master's office. Those found on trains terminating at Cape Charles, at Train Master's office.

Lost articles found on Branch Road trains to be forwarded to Train Master's office at Cape Charles under valuable stamp with letter indicating by whom found, and on what train.

Crews operating trains terminating at Wilmington and Philadelphia will turn in found articles to the Lost and Found Departments at those points.

3622. In the application of Rule 77, the following signals will be used, when other signals are not required, to call train or enginemens attention to deffects:

HOT JOURNAL

{ By Day. Nose held with one hand, with other hand pointed toward track.
 { By Night. Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.

BRAKES STICKING

{ By Day. Hands shoved in sliding motion out from body.
 { By Night. Lamp raised and held stationary.

BROKEN WHEELS,
 DEFECTIVE TRUCK,
 DRAGGING BRAKE CON-
 NECTION, LADING
 SHIFTED OVER SIDE
 OR END OF CAR,
 SWINGING CAR DOOR
 OR ANY OTHER DAN-
 GEROUS CONDITIONS

} Stop signal.

DELMARVA

Home Division...

Name: _____

QUALIFIED FOR SERVICE

PART OF ZONE QUALIFIED FOR

This Time Table must contain General Orders beginning with General Order No. 101.

GENERAL ORDERS

THE PENNSYLVANIA RAILROAD EASTERN REGION DELMARVA DIVISION

Cape Charles, Va., Sept. 23, 1941.

GENERAL ORDER No. 101—ZONE A
GENERAL ORDER No. 101—ZONE B
GENERAL ORDER No. 101—ZONE C
GENERAL ORDER No. 101—ZONE D
GENERAL ORDER No. 101—ZONE E

Effective 2.01 A.M., Sunday, September 28, 1941:

Time Table No. 1 takes effect 2.01 A.M., September 28, 1941, and contains the necessary instructions issued in General Orders up to and including:

No. 1907—ZONE A
No. 1904—ZONE B
No. 1906—ZONE C
No. 1904—ZONE D
No. 1904—ZONE E

all of which must be removed from the Bulletin Boards.

Employes must carefully examine Time Table No. 1 to see that his copy is complete with all schedule pages properly lined, also note important changes in Special Instructions.

Each employe must turn in old time tables to Bulletin Board attendant after Time Table No. 1 takes effect.

(A) New Operating, Signal and Interlocking Rules, dated September 28, 1941, in effect, superseding all previous rules and instructions inconsistent therewith.

This General Order is printed in Time Table No. 1, and will not be issued in sticker form.

H. G. HOSTETTER,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION

Cape Charles, Va., September 26, 1941.

GENERAL ORDER No. 102 ZONE A
GENERAL ORDER No. 102 ZONE B
GENERAL ORDER No. 102 ZONE C
GENERAL ORDER No. 102 ZONE D
GENERAL ORDER No. 102 ZONE E

Effective 2:01 A. M., Sunday, September 28, 1941:

Rule 317 will apply for all movements against the current of traffic between Junction with Maryland Division and Capes. Special Instruction 2903, Time Table No. 1, amplified.

Effective at the same time:

That portion of B. & E. R. R., between Preston and Vienna assigned as Secondary Tracks of no assigned direction, controlled by Seaford, instead of Clayton. Correct Special Instruction 2204, Time Table No. 1.

H. G. HOSTETTER,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION

Cape Charles, Va., February 19, 1942.

GENERAL ORDER No. 106—ZONE A

Effective At Once:

First paragraph of General Order No. 105, ZONE A, dated February 4, 1942, ANNULLED.

Trains may resume maximum speed over Bridge 60.71, No. 2 track, south of Felton, as shown in Special Instruction 2702.

P. W. TRIPLETT,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION

Cape Charles, Va., October 28, 1941.

GENERAL ORDER No. 103 ZONE A

GENERAL ORDER No. 103 ZONE B

GENERAL ORDER No. 103 ZONE C

GENERAL ORDER No. 103 ZONE D

GENERAL ORDER No. 103 ZONE E

Effective At Once:

TIME TABLE AUTHORITY:

Page 18—schedule of train No. 454—pass Greenwood 3:29 P. M. Correct Time Table No. 1 accordingly.

Effective At Once:

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

Effective At Once:

CAPES:

Trains or engines moving southward on No. 1 track or enroute from the Cape Charles R. R. Branch, will be governed by Rule 104a.

H. G. HOSTETTER,
Superintendent.



THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION

Cape Charles, Va., December 26, 1941.

GENERAL ORDER No. 104—ZONE A
GENERAL ORDER No. 104—ZONE B
GENERAL ORDER No. 104—ZONE C
GENERAL ORDER No. 104—ZONE D
GENERAL ORDER No. 104—ZONE E

Effective at Once:

SEAFORD DRAWBRIDGE:

In case of signal failure, trains must obtain Form C (Clearance Card). Signalman must not issue Form C card until it has been ascertained that the draw is in place with rails lining up properly, wedges properly driven with smash boards vertical. Trains authorized to proceed here, by authority of Form C (Clearance Card), must not exceed a speed of four miles per hour over the draw with any part of train.

Effective at Once:

LAUREL DRAWBRIDGE:

The signals governing movements with and against the current of traffic must not be passed in stop position without authority from the Superintendent and in addition permission from the bridge tender before passing over the drawbridge.

The Superintendent's authority will be given by train order.

Bridge tender must examine the drawbridge before giving train permission to pass over it.

Effective at Once:

POCOMOKE DRAWBRIDGE:

In case of signal failure, trains must obtain Form C (Clearance Card). Signalman must not issue Form C card until it has been ascertained that the draw is in place with rails lining up properly, wedges properly driven with smash boards vertical. Trains authorized to proceed here, by authority of Form C (Clearance Card), must not exceed a speed of four miles per hour over the draw with any part of train.

Effective at Once:

HARRINGTON, (D. M. & V. R. R.):

Trains must not exceed a speed of 20 miles per hour between State Highway Crossing, Route 13, and Northward Home Signal.

(continued)

GENERAL ORDER No. 104—ZONE A
GENERAL ORDER No. 104—ZONE B
GENERAL ORDER No. 104—ZONE C
GENERAL ORDER No. 104—ZONE D
GENERAL ORDER No. 104—ZONE E

Effective at Once:

LEWES DRAWBRIDGE:

In case of signal failure, trains will be governed by instructions from the Train Dispatcher.

Effective at Once:

B. & E. R. R.:

In case of signal failure at DENTON and NARROWS drawbridges, trains will be governed by instructions from the Train Dispatcher.

Effective Tuesday, December 30, 1941:

TIME TABLE AUTHORITY:

No. 455 will make "U" stop at Onley, at 3:41 P. M.—Correct Page 17, Time Table No. 1, in ink accordingly.

Effective 10:30 A. M., Tuesday, December 30, 1941:

SEAFORD:

Home Signal, Semaphore type, located 2745 feet north of Seaford Block and Interlocking Station, governing southward movements on No. 2 track, moved northward 350 feet and changed to position light type.

H. G. HOSTETTER,

Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION

Cape Charles, Va., February 4, 1942.

GENERAL ORDER No. 105—ZONE A

GENERAL ORDER No. 105—ZONE B

GENERAL ORDER No. 105—ZONE C

GENERAL ORDER No. 105—ZONE D

GENERAL ORDER No. 105—ZONE E

Effective At Once:

Trains must not exceed a speed of 15 miles per hour over Bridge 60.71, No. 2 track, south of Felton. Special Instruction 2705 MODIFIED.

Maximum authorized speed for solid trains of tank cars loaded with petroleum products, 40 miles per hour.

Effective At Once:

LAUREL DRAWBRIDGE:

Telephone located at Southward Signal, just north of Laurel Drawbridge, IN SERVICE.

Effective At Once:

CHESTERTOWN:

Bulletin Board REMOVED. Special Instruction 2001 MODIFIED.

Restriction on Class "G" engines on Old Paper Mill Siding, REMOVED. Special Instruction 3201 MODIFIED.

Effective At Once:

Correct Special Instruction 2455, to read:

Rehoboth Branch	Route 14	Nassau
	Route 18	Lewes
	Kings Highway	Lewes

Effective At Once:

BALTIMORE & EASTERN R. R.:

VIENNA:

Engine restrictions on Eastern Shore Public Service Co., Siding, REMOVED. Special Instruction 3201 MODIFIED.

(continued)

GENERAL ORDER No. 105—ZONE A
GENERAL ORDER No. 105—ZONE B
GENERAL ORDER No. 105—ZONE C
GENERAL ORDER No. 105—ZONE D
GENERAL ORDER No. 105—ZONE E

Effective 2:00 A. M., Monday, February 9, 1942:

Standard Time is advanced one hour.

Standard clocks will be advanced one hour at 2:00 A. M., the time being changed to 3:00 A. M., Standard Time.

Employes advancing standard clocks must, as soon as the change has been made, compare time with the train dispatcher.

Offices where standard clocks are located, not open at 2:00 A. M., must advance clocks one hour at time office is opened and compare time with the train dispatcher.

Employes who are required by Rule 2, to use reliable watches, who are on duty at 2:00 A. M., must adjust their watches to show 3:00 A. M., instead of 2:00 A. M., and as soon thereafter as possible without incurring delay to train movements, compare their watches with a standard clock or secure time from operator.

At the moment the change in time is effective, trains enroute will be governed as follows:

- a. Where Rule 251 or Rule 261 is in effect, trains will proceed under the rules.
- b. Where Rule 251 or Rule 261 is not in effect, schedules of trains will be annulled prior to 2:00 A. M., and all trains will be governed by Train Orders.

H. G. HOSTETTER,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION

Cape Charles, Va., May 12, 1942.

GENERAL ORDER No. 107 ZONE A
GENERAL ORDER No. 106 ZONE B
GENERAL ORDER No. 107 ZONE C
GENERAL ORDER No. 106 ZONE D
GENERAL ORDER No. 106 ZONE E

Effective at once:

CRISFIELD BRANCH:

Restriction on class "E-3" engines removed. Special Instruction 3201 modified.

Effective at once:

IN THE APPLICATION OF RULE S93:

Yard engines will display a red light to the rear at night.

Note: That portion of General Order referring to Rule S93, printed in sticker form and must be detached and pasted over the last paragraph of Rule S93, Operating, Signal and Interlocking Rules.

P. W. TRIPPLETT,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION

Cape Charles, Va., May 20, 1942.

GENERAL ORDER No. 108 ZONE A

Effective At Once:

LEWES, DELAWARE:

Commanding Officer at Fort Miles has been granted permission to operate Government equipment, propelled by Diesel engine, daily from 12:30 P. M. to 4:00 P. M., or at such times during daylight as may be most convenient account of train movements. This movement is authorized on our track between the Government Reservation and the east side of canal at Lewes.

Conductors of trains desiring to use the Beach track will secure permission from the Agent at Lewes before closing the drawbridge and will then proceed expecting to find the track occupied.

Hand Thrown derail located 200 feet east of Canal Drawbridge in service.

P. W. TRIPPLETT,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION

Cape Charles, Va., June 1, 1942.

GENERAL ORDER No. 110 ZONE A
GENERAL ORDER No. 108 ZONE B
GENERAL ORDER No. 109 ZONE C
GENERAL ORDER No. 108 ZONE D
GENERAL ORDER No. 108 ZONE E

Effective at once:

That portion of General Order No. 107 Zone A, No. 106 Zone B, No. 107 Zone C and No. 106 Zones D and E, having reference to application of Rule S93, ANNULLED.

Adding Special Instructions *2602:

In the application of Rule S93—

Yard engines will display a red light to the rear at night.

P. W. TRIPLETT,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION

Cape Charles, Va., July 22, 1942.

GENERAL ORDER No. 113 ZONE A
GENERAL ORDER No. 109 ZONE B
GENERAL ORDER No. 111 ZONE C
GENERAL ORDER No. 109 ZONE D
GENERAL ORDER No. 109 ZONE E

Effective At Once:

TIME TABLE AUTHORITY:

Norfolk Ferry steamer scheduled to leave Cape Charles 12:10 P. M., arrive Old Point Comfort 2:00 P. M., and leaving Old Point Comfort 2:20 P. M., arrive Cape Charles 4:10 P. M., is ANNULLED.

Correct page 20, Time Table No. 1, accordingly.

P. W. TRIPLETT,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION

Cape Charles, Va., July 25, 1942.

GENERAL ORDER No. 114—ZONE A
GENERAL ORDER No. 110—ZONE B
GENERAL ORDER No. 112—ZONE C

Effective 2:01 A.M., Tuesday, July 28, 1942:

TIME TABLE AUTHORITY:

Changing schedules of Trains Nos. 460, 478, 479, 481, 482 and 485, and adding "F" stop to Train No. 483, at Cordova.

NOTE: Coupons for Trains Nos. 479, 478 and 460 are attached to this General Order in sticker form and must be detached and pasted in Delmarva Division Time Table No. 1 as follows:

- No. 479 over schedule of No. 479, page 17.
- No. 478 over schedule of No. 478, page 18.
- No. 460 over schedule of No. 460, page 19.

Page 24 is attached to this General Order in sticker form and must be detached, and pasted in Delmarva Division Time Table No. 1 accordingly.

Effective 12:01 P.M., Tuesday, July 28, 1942:

IRONSHIRE:

Block-Limit Station, OUT OF SERVICE. General Order No. 112 ZONE A, ANNULLED.

Effective 2:01 A.M., Wednesday, July 29, 1942:

TIME TABLE AUTHORITY:

Adding "F" stop to Train No. 463 at Woodside, at 5:16 P.M.
Adding "F" stop to Train No. 462 at Woodside, at 7:31 P.M.

Employes will make necessary additions in ink, pages 17 and 18, of Delmarva Division Time Table No. 1 accordingly.

P. W. TRIPLETT,
Superintendent

THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION

Cape Charles, Va., August 4, 1942.

GENERAL ORDER No. 115 ZONE A

Effective at once:

OXFORD BRANCH:

Maximum speed for Gas-Electric Rail Motor Cars increased to 60 miles per hour, between Clayton and Easton.

General Order No. 111, Zone A and Special Instruction 2702 AMPLIFIED.

Maximum speed for steam trains, passenger, increased to 50 miles per hour between Clayton and Easton.

Special Instruction 2702 AMPLIFIED.

P. W. TRIPPLETT,
Superintendent.

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION**

Cape Charles, Va., August 28, 1942.

GENERAL ORDER No. 116—ZONE A

GENERAL ORDER No. 111—ZONE B

GENERAL ORDER No. 113—ZONE C

GENERAL ORDER No. 110—ZONE E

Effective 2:01 A.M., Sunday, August 30, 1942:

TIME TABLE AUTHORITY:

Changing schedules of Trains Nos. 448, 449, 451, 454, 455, 470, 472, 480, 494, 498, 499 and D-16.

Adding Trains Nos. 456 and 457, between Arms and Cape Charles.

Changing schedules of N. Y. P. & N. R. R. Ferry between Cape Charles and Norfolk.

NOTE: Coupons for Trains Nos. 448, 454, 455, 456, 470, 472, 480, 494, 498, and 499 are attached to this General Order in sticker form and must be detached and pasted in Delmarva Division Time Table No. 1 as follows:

- No. 448 over schedule of No. 448, page 19.
- No. 454 over schedule of No. 498, page 19.
- No. 455 over schedule of No. 455, page 17.
- No. 456 over blank column left of page 18.
- No. 470 over schedule of No. 470, page 25.
- No. 472 over schedule of No. 472, page 25.
- No. 480 over schedule of No. 480, page 24.
- No. 494 over schedule of No. 494, page 21.
- No. 498 over schedule of No. 454, page 18.
- No. 499 over schedule of No. 499, page 17.

Pages 16, 20 and 27 are attached to this General Order in sticker form and must be detached and pasted over corresponding pages in Delmarva Division Time Table No. 1.

Changing character of stop on Train No. 462, at Cheswold to read letter "F", instead of "QW".

Changing character of stop on Train No. 463, at Cheswold to read letter "F", instead of "UW".

Employes will make corrections in Delmarva Division Time Table No. 1, in ink.

Making addition to Special Instruction under heading "LETTERS AND CHARACTERS", page 30, Delmarva Division Time Table No. 1—incorporating the letter "Z", which will indicate "Regular stop, to change crews only". Special Instruction 1202 AMPLIFIED.

U. S. MAIL WORK:

Employes will make the following changes in ink, page 26, Delmarva Division Time Table No. 1:

Change column in southward trains to read 457 instead of 449.

Change column in northward trains to read 456 instead of 448.

Trains must not exceed a speed of 20 miles per hour on secondary tracks. Special Instruction 2702 AMPLIFIED.

**P. W. TRIPPLETT,
Superintendent.**

THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION

Cape Charles, Va., September 3, 1942.

GENERAL ORDER No. 117 ZONE A

GENERAL ORDER No. 114 ZONE C

Effective At Once:

LECATO:

Block Station designated "LECATO", located in passenger station, IN SERVICE. Open continuously, except:

Closed, Daily 7:00 A. M., to 12:00 Noon.
8:00 P. M., to 11:00 P. M.

Rule 361a to apply.

KELLER:

Block Station designated "KELLER", located in passenger station, IN SERVICE. Open continuously, except:

Closed, Daily 7:00 A. M., to 12:00 Noon.
8:00 P. M., to 11:00 P. M.

Rule 361a to apply.

MACHIPONGO:

Block Station designated "MACHIPONGO", located in passenger station, IN SERVICE. Open continuously, except:

Closed, Daily 7:00 A. M., to 12:00 Noon.
8:00 P. M., to 11:00 P. M.

Rule 361a to apply.

Employes will make corrections on pages 3 and 4, Time-Table No. 1, in ink, accordingly.

Effective 6:45 A. M., Saturday, September 5, 1942:

GREENWOOD:

Block Station Closed,
Daily expect Sunday 4:15 P. M., to 6:45 A. M.
11:01 A. M., to 12:31 P. M.
Sunday.

Employes will make correction on page 4, Time-Table No. 1, in ink, accordingly.

P. W. TRIPLETT,
Superintendent.

THE PENNSYLVANIA RAILROAD

EASTERN REGION

DELMARVA DIVISION

Cape Charles, Va., September 21, 1942.

GENERAL ORDER No. 118 ZONE A

GENERAL ORDER No. 112 ZONE B

GENERAL ORDER No. 115 ZONE C

GENERAL ORDER No. 110 ZONE D

GENERAL ORDER No. 111 ZONE E

Effective at Once:

The following changes made in the Operating, Signal and Interlocking Rules:

Rule 34 ANNULLED.

Rule 106 changed to read:

Both the conductor and the engineman are responsible for the safety of the train and the observance of the rules, and under conditions not provided for by the rules, must take every precaution for protection.

They shall require assistance from the trainmen and fireman in all things requisite for the safe and prompt movement of their train.

Rule 289 changed to read:

Aspects—No change.

Indication—Block occupied; for passenger trains, Stop; for trains other than passenger trains, proceed at reduced speed, but not exceeding thirty miles per hour.

Name—Permissive-Block.

Coupons covering the above changes are attached to this General Order in sticker form, which must be detached and pasted over corresponding rules in Operating, Signal and Interlocking Rules.

P. W. TRIPPLETT,
Superintendent.



We WON'T let him down

MAVBE he is your son—who smiled so cheerfully when he boarded the troop train. Or maybe he is that serious young fellow who worked next to you. Or that happy-go-lucky boy of your neighbor's.

Whoever he is, he's an American and he is proud to do his bit for Uncle Sam. *He won't let us down!*

And *we won't let him down either!*

We're going to do our part to provide him with the food and clothing and things he needs to keep healthy and strong and comfortable. We're going to do our part to provide him with the planes, ships, guns, tanks, and all the other implements of modern warfare he needs to protect himself and to defend America.

Remember this—only the railroads can transport the huge quantities of food and materials and supplies and equipment he will need. Only the railroads handle that job and, at the same time, take care of the other mass transportation needs of the nation.

The speed and vastness of the defense program and the need for adequate, efficient railroad transportation constitutes a challenge to every railroader. But so far we have met that challenge. And we will continue to meet it in the future!

We have the plant. We have the man-power. We have the skill and the ingenuity to do the transportation job that only the railroads can do. Above all, we have a tradition of service to the nation that is the proud heritage of every railroader.

Neither the railroads nor the nation's loyal army of railroaders will let America down!

* * * * *

ASSOCIATION OF

AMERICAN RAILROADS

DELMARVA DIVISION—TIME TABLE NO. 1.