

# THE PENNSYLVANIA RAILROAD

EASTERN REGION

RECEIVED

OCT 24 1951

## DELMARVA DIVISION

### Time-Table No. 1

In effect 2.01 A. M., Sunday, September 30, 1951

FOR THE GOVERNMENT OF EMPLOYES ONLY

EASTERN STANDARD TIME

---

**H. L. NANCARROW,**  
General Manager.

**J. W. LEONARD,**  
Sup't Passenger Transportation.

**P. W. NEFF,**  
General Sup't Transportation.

**W. G. PFOHL,**  
Sup't Freight Transportation.

**M. H. LINGENFELTER,**  
Superintendent.

**Original timetable from the collection of Rob Schoenberg**

**scanned by Rob Schoenberg -- r08sch@gmail.com**

**<http://PRR.Railfan.net>**

**2025**

# THE PENNSYLVANIA RAILROAD

## EASTERN REGION

---

---

## DELMARVA DIVISION

---

---

### Time-Table No. 1

In effect 2.01 A. M., Sunday, September 30, 1951

---

---

FOR THE GOVERNMENT OF EMPLOYES ONLY

---

---

EASTERN STANDARD TIME

---

---

**H. L. NANCARROW,**  
General Manager.

**J. W. LEONARD,**  
Sup't Passenger Transportation.

**P. W. NEFF,**  
General Sup't Transportation.

**W. G. PFOHL,**  
Sup't Freight Transportation.

**M. H. LINGENFELTER,**  
Superintendent.

# INDEX

	<b>Pages</b>
<b>Schedule Pages:</b>	
Bank to Cape Charles.....	10
Cape Charles to Bank .....	11
N. Y. P. & N. R. R. Ferry, Cape Charles and Norfolk..	12
U. S. Mail Work.....	14
 _____	
 _____	
Arranged Freight Train Service.....	16 to 17
Authority to Proceed as Extra.....	25
Automatic Block Signal System.....	49
Automatic Highway Crossing Protection.....	26 to 29
Bulletin Boards.....	22
Clearances.....	46
Derrick Restrictions.....	35 to 37 & 45
Dragging Equipment Detectors.....	34
Employes' Registers.....	22
 _____	
<b>Engine Restrictions:</b>	
Main Line.....	43
Secondary Tracks.....	44
Other than Main, Secondary and Sidings.....	44
Yard and Industrial Tracks.....	43 to 44
 _____	
Engine Whistle Signals.....	20
Express and Milk Trains.....	15
First Aid Boxes and Stretchers.....	19
General Order Page.....	51
General Order Zones.....	23
Hand Operated Switches Equipped with Electric Locks.	31
Highway Crossings.....	26 to 31
Hospitals.....	19
Letters and Characters.....	20
Manual Block Signal System.....	48
 _____	
<b>Maximum Speeds:</b>	
Passenger and Freight Trains.....	34
Secondary Track and Sidings.....	42
Other than Main, Secondary and Sidings.....	42
Various.....	37
Curves, Bridges, etc.....	39 to 40
Major Calibre Gun Barrels.....	38
Approaching Movable Bridges.....	39
Turnouts.....	39
Engines.....	41 to 42
Medical Examiners and Company Surgeons.....	18
Movable Bridges not Part of an Interlocking.....	25
Movement of Trains in the Same Direction by Block Signals (Rule 251).....	47
Movement of Track Cars.....	23
Movement of Trains.....	23
Movement by Train Orders.....	46
Movement of Wreck Derricks.....	45

# INDEX

	<b>Pages</b>
Night Signals—to be used by flagman.....	21
Non-interlocked Railroad Crossings at Grade.....	25
Opposing and Following Movement of Trains by Block Signals (Rule 261).....	47
Overhead Clearance.....	46
Other Equipment Restrictions.....	45
Passenger and Freight Train Operation.....	33 to 34
Personal Injuries.....	18
Protection for Public Highway Crossings at Grade.....	30
Qualification of Conductor or Engineman.....	23
Qualified for Service.....	50
Rule D93 in Effect.....	24
Signal Aspects Not in Conformity with Typical Aspects.....	47
Signal Failures Over Movable Bridges.....	25
Signal Rules.....	47
Speed Table.....	34
Standard Clocks.....	22
Standard Time.....	20
Stations—Passenger, Block and Interlocking.....	4 to 9
Superiority of Trains.....	22
Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors.....	21
Ticket Offices Open For Sale of Tickets.....	13
 Track Assignments:	
Single Track.....	32
Two or More Tracks.....	32
Secondary Tracks.....	32
Other than Main, Secondary or Sidings.....	33
Trainmen Riding on Trains Over Movable Bridges.....	34
Uniforms.....	18
Use of Signals.....	21
Use of Telephones.....	46
U. S. Mail Work.....	14
Work Train Speeds.....	36
Wreck Train Speeds.....	35
Yard Limits.....	24

## MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS		Distance from Wilmington	Sidings Assigned		
							Direction	Car Capacity	45 ft. cars
				PHILADELPHIA (P. T. Div.)			North	South	Both
<b>X</b>	<b>X</b>	<b>X</b>		WILMINGTON.....		2.1			
				BANK.....		4.0			
				FARNHURST.....		6.3			
			<b>X</b>	NEW CASTLE.....		6.5			
				TASKER.....		6.8			
				RAYON.....		11.7			
				BEAR.....		14.4			
				PORTER.....		16.4			
				KIRKWOOD.....		17.9			
				CANAL MOVABLE BRIDGE.....		20.6			
				MT. PLEASANT.....					
<b>X</b>	<b>X</b>	<b>X</b>		DIVISION POST (Md. Div.).....		21.0			
				ARMS.....		22.7	109	109	
				MIDDLETOWN.....		24.8			
				TOWNSEND.....		29.0			
<b>X</b>	<b>X</b>	<b>X</b>		CLAYTON.....		36.8			
				CHESWOLD.....		42.4			
				DOVER.....		47.6			
				HOLLY.....		48.9	86	80	
				WYOMING.....		50.7			
				WOODSIDE.....		54.1			
				VIOLA.....		56.1			
				FELTON.....		58.3			
<b>X</b>	<b>X</b>	<b>X</b>		HARRINGTON.....		64.4	72	133	
				FARMINGTON.....		68.1			
				GREENWOOD.....		72.4	100	109	
				BRIDGEVILLE.....		77.0			
				CANNON.....		79.9			
<b>X</b>	<b>X</b>	<b>X</b>		SEAFORD.....		84.2			
				LAUREL MOVABLE BRIDGE.....		90.4			
				LAUREL.....		90.6			
		<b>X</b>		DELMAR.....		97.3			
							Distance from Delmar		
<b>X</b>				DELMAR.....					
				PATTON.....		1.8			
				SALISBURY.....		5.9			
				FRUITLAND.....		9.7			
				EDEN.....		12.9			
				PRINCESS ANNE.....		19.0			
				KINGS CREEK.....		21.6			
				COOLEYS.....		21.7			
				COSTEN.....		27.3			
				SOUTH COSTEN.....		27.4			
<b>X</b>	<b>X</b>	<b>X</b>		CASSATT.....		30.6			
				POCOMOKE.....		30.9			
				BEAVER DAM.....		34.8			
				NEW CHURCH.....		37.3			
				LECATO.....		40.3			
				OAK HALL.....		41.4			
				MAKEMIE PARK.....		42.7			
				HALLWOOD.....		45.0			
				MEARS.....		46.7			
				BLOXOM.....		48.8			
		<b>B</b>		HOPETON.....		50.5			
				PARKSLEY.....		52.4			
				GREENBUSH.....		55.6			
				TASLEY.....		58.0			
				ONLEY.....		59.7			
				MELFA.....		62.7			
				KELLER.....		65.2			
				PAINTER.....		67.7			
		<b>B</b>		BELLE HAVEN.....		70.6			
				EXMORE.....		72.0			
				NASSAWADOX.....		76.3			
				WIERWOOD.....		77.6			
				BIRDSNEST.....		79.1			
				MACHIPONGO.....		81.9			
				KENDALL GROVE.....		84.5			
				EASTVILLE.....		86.0			
				COBBS.....		88.9			
				CHERITON.....		90.4			
				BAYVIEW.....		91.2			
<b>X</b>	<b>X</b>	<b>X</b>		CAPES.....		92.4			
				CHARLES.....		94.3			
				CAPE CHARLES.....		95.0			

NOTE—**X** indicates in service continuously.

**B** indicates in service part-time.

Direction from Division Post (Md. Div.) to Cape Charles is southward.

Capes Block Station applies to northward trains only.

Interlockings and Interlocking, Block and Block-Limit Stations in service part-time as follows:

Station	Hours in service
Parksley	7.00 A. M. Monday to 3.00 P. M. Saturday
Exmore	8.45 A. M. to 4.45 P. M. Daily except Saturday and Sunday.

Block Stations—Remote Controlled as follows:

Block Station	Controlled by
Capes	Charles

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Capes	Charles

### CENTREVILLE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS		Distance from Townsend	Sidings Assigned		
							Direction	Car Capacity	45 ft. cars
				TOWNSEND					
				VANDYKE		3.8			
				GOLT		5.9			
			X	MASS		9.2			
				MASSEY		9.2			
				MILLINGTON		12.8			
				SUDLERSVILLE		17.9			
			X	SUDS		18.0			
				BARCLAY		20.8			
				ROBERTS		24.3			
				PRICE		26.8			
				HAYDEN		28.5			
				CARVILLE		31.2			
				CENTREVILLE		34.9			

NOTE—X indicates in service.

Direction from Townsend to Centreville is southward.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Mass Suds	Arms (Main Line)

## CHESTERTOWN SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Massey	Sidings Assigned
			X	MASS.....		Direction
			X	MASSEY.....		Car Capacity
			X	LAMBSON.....	3.6	45 ft. cars
			X	BLACK.....	5.9	
			X	KENNEDYVILLE.....	9.1	
			X	KEN.....	9.1	
			X	STILL POND.....	11.5	
			X	LYNCH.....	12.0	
			X	WORTON.....	14.2	
			X	CHESTERTOWN.....	19.2	

NOTE—X indicates in service.

Direction from Mass to Chestertown is southward

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Mass	Arms (Main Line)
Ken	

## OXFORD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS		Distance from Clayton	Sidings Assigned Direction Car Capacity 45 ft. cars		
				North	South		Both		
X	X	X		CLAYTON.....		4.7			
				KENTON.....		9.6			
				HARTLY.....		9.6			
		X		HART.....		13.8			
				MARYDEL.....		16.6			
				HENDERSON.....		19.6			
				GOLDSBORO.....		23.8			
		X		GREENSBORO.....		23.9			
				PET.....		28.1			
				RIDGELY.....		32.4			
	X			QUEEN ANNE.....		32.4			
				ANNE.....		36.1			
				CORDOVA.....		39.1			
		X		CHAPEL.....		44.1			
				CROSS.....		44.2			
				EASTON.....		44.8			
				EASTON JUNCTION.....		47.8			
				LLANDAFF.....		50.5			
				TRAPPE.....		54.2			
				OXFORD.....					

NOTE—X indicates in service.

Direction from Clayton to Oxford is southward.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Hart Pet Anne Cross	Clayton

## D. M. & V. SECONDARY TRACK

Interlocking		Interlocking Station		Block Station		Block-Limit Station		STATIONS		Distance from Harrington		Sidings Assigned		
												Direction		
												Car Capacity		
												45 ft. cars		
X	X	X	X	X	X	X	X	HARRINGTON				North	South	Both
								HOUSTON		4.3				
								MILFORD		8.3				
								LINCOLN CITY		11.3				
								ELLENDALE		15.7				
								DALE		15.8				
								REDDEN		20.2				
								GEORGETOWN		23.9				
								COURT		23.9				
											Distance from Georgetown			
								GEORGETOWN						
		X						COURT		4.5				
								STOCKLEY		9.0				
								MILLSBORO		9.0				
			X					MILL		12.6				
				X				DAGS		12.7				
								DAGSBORO		14.9				
								FRANKFORD		19.0				
								SELBY		19.1				
								SELBYVILLE		21.1				
								BISHOP		23.1				
								SHOWELL		25.0				
								FRIENDSHIP		28.1				
								BERLIN		31.0				
								IRONSHIRE		31.0				
			X					IRON		34.6				
								QUEPONCO		38.7				
								WESLEY		41.7				
								SNOW		41.8				
								SNOW HILL		47.6				
								GIRDLETREE		50.4				
								HURSLEY		53.2				
			X					FRANK		54.3				
								FRANKLIN CITY						

NOTE—X indicates in service.

Direction from Harrington to Franklin City is southward.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Houston	
Milford	
Dale	
Court	
Mill	
Dags	
Selby	
Iron	
Snow	
Frank	

## CAMBRIDGE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS		Distance from Seaford	Sidings Assigned		
							Direction	Car Capacity	45 ft. cars
X	X	X	X	SEAFORD			North	South	Both
			X	COKE	1.2				
				OAK GROVE	5.5				
			X	FEDERALSBURG	9.7				
			X	FED.	9.8				
			X	WILLIAMSBURG	13.5				
			X	LOCK	15.5				
				HURLOCK	15.8				
				EAST NEW MARKET	19.9				
				LINKWOOD	24.3				
			X	AIREY	27.0				
				THOMPSON	29.5				
			X	TANK	31.5				
				WASHINGTON STREET	32.1				
				CAMBRIDGE	32.8				

NOTE—X indicates in service.

Direction from Seaford to Cambridge is southward.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Coke	
Fed	
Lock	
Tank	Seaford

## CRISFIELD SECONDARY TRACK

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

NOTE—X indicates in service.

Direction from Kings Creek to Crisfield is southward.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Landon Marion Field	Cassatt (Main Line)

## BANK TO CAPE CHARLES

STATIONS	FIRST CLASS			
	469	455		*459
	DAILY	DAILY	SUNDAY ONLY	
Leave	P.M.	A.M.		P.M.
BROAD ST. PHILA. (PT Div)		\$ 10.05		
PENNSYLVANIA 30th ST.	\$ 11.10	\$ 10.12		\$ 9.56
WILMINGTON	\$ 11.56	\$ 10.50		\$ 10.30
BANK	12.02	10.69		10.35
NEW CASTLE				
TASKER	12.09	11.06		10.42
BEAR				
PORTER				
KIRKWOOD				
MT. PLEASANT (Md. Div)				
ARMS	12.30	11.25		11.04
MIDDLETOWN	\$ 12.34	\$ 11.28		
TOWNSEND				
CLAYTON	\$ 12.52	\$ 11.47		11.18
CHESWOLD				
DOVER	\$ 1.08	\$ 12.03		\$ 11.31
HOLLY	1.10	12.06		11.34
WYOMING				
WOODSIDE				
VIOLA				
FELTON				
HARRINGTON	\$ 1.33	\$ 12.29		11.51
FARMINGTON				
GREENWOOD				
BRIDGEVILLE		\$ 12.45		
CANNON				
SEAFORD	\$ 2.07	\$ 12.56		12.15
LAUREL	0 2.17	\$ 1.06		
DELMAR	{ \$ 2.27	\$ 1.16		\$ 12.31
	2.39	1.23		12.36
SALISBURY	\$ 3.02	\$ 1.36		\$ 12.45
FRUITLAND				
EDEN				
PRINCESS ANNE	\$ 3.26	\$ 1.52		
KINGS CREEK	3.29	1.55		
COSTEN				
CASSATT	3.40	2.08		1.15
POCOMOKE	\$ 3.48	\$ 2.09		
BEAVER DAM				
NEW CHURCH	K 3.56			
LECATO	0 4.06	\$ 2.20		0 1.24
OAK HALL				
MAKEMIE PARK				
HALLWOOD	0 4.16			
MEARS				
BLOXOM				
HOPETON				
PARKSLEY	0 4.29	\$ 2.34		1.38
GREENBUSH				
TASLEY	\$ 4.43	\$ 2.44		
ONLEY			U 2.46	
MELFA				
KELLER			F 2.53	
PAINTER				
BELLE HAVEN				
EXMORE	U 5.08	U 3.03		1.59
NASSAWADOX				
WIERWOOD				
BIRDSNEST				
MACHIPONGO				
EASTVILLE	U 5.27	U 3.20		
COBBS				
CHERITON				
CAPES	5.37	3.30		2.22
CHARLES	5.59	3.34		2.29
CAPE CHARLES	\$ 6.00	\$ 3.35		\$ 2.30
Arrive	A.M.	P.M.		A.M.
	469	455		459

## FIRST CLASS

	<b>454</b>			<b>468</b>	
	P.M.			A.M.	
	<b>S 7.25</b>			<b>S 5.25</b>	
	<b>S 7.16</b>				
	<b>S 6.37</b>			<b>S 4.48</b>	
	<b>6.25</b>			<b>4.35</b>	
	<b>6.18</b>			<b>4.29</b>	
	<b>6.01</b>			<b>4.07</b>	
	<b>T 5.52</b>				
	<b>S 5.28</b>			<b>3.40</b>	
	<b>S 5.14</b>			<b>T 3.24</b>	
	<b>5.02</b>			<b>3.21</b>	
	<b>S 4.46</b>			<b>F 2.59</b>	
	<b>T 4.30</b>				
	<b>S 4.19</b>			<b>F 2.30</b>	
	<b>S 4.06</b>			<b>F 2.16</b>	
	<b>3.56</b>			<b>2.05</b>	
	<b>S 3.49</b>			<b>S 1.58</b>	
	<b>S 3.37</b>			<b>S 1.46</b>	
	<b>S 3.17</b>			<b>S 1.18</b>	
	<b>S 2.59</b>			<b>S 1.02</b>	
	<b>S 2.58</b>			<b>S 1.01</b>	
	<b>S 2.45</b>			<b>T 12.47</b>	
	<b>S 2.31</b>			<b>S 12.30</b>	
	<b>S 2.22</b>			<b>S 12.20</b>	
	<b>T 2.10</b>			<b>T 12.05</b>	
	<b>S 1.59</b>			<b>T 11.55</b>	
	<b>T 1.43</b>				
	<b>1.34</b>			<b>11.31</b>	
	<b>S 1.31</b>			<b>11.26</b>	
	<b>S 1.30</b>			<b>S 11.25</b>	
	P.M.			P.M.	
	DAILY <b>454</b>			DAILY <b>468</b>	

**N. Y. P. & N. R. R. FERRY—SOUTHWARD****CAPE CHARLES TO NORFOLK**

STATIONS	469		455	
	DAILY	Leave	DAILY	Leave
Leave	A.M.			P.M.
CAPE CHARLES.....	\$ 6.55		\$ 8.55	
FORT MONROE..... <i>(Old Point Comfort)</i>	\$ 8.55		\$ 5.55	
NORFOLK.....	\$ 9.45		\$ 6.50	
Arrive	A.M.		P.M.	
	469		455	

**N. Y. P. & N. R. R. FERRY—NORTHWARD****NORFOLK TO CAPE CHARLES**

STATIONS	454		468	
	Arrive	P.M.		P.M.
Leave	A.M.		P.M.	
CAPE CHARLES.....	\$ 1.10		\$ 10.35	
FORT MONROE..... <i>(Old Point Comfort)</i>	\$ 11.20		\$ 8.40	
NORFOLK.....	\$ 10.20		\$ 7.45	
Leave	A.M.		P.M.	
	DAILY		DAILY	
	454		468	

## TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Middletown*	11.30 AM to 12.30 PM	Closed	Closed
Clayton	11.00 AM to 5.30 PM 11.50 PM to 2.00 AM	11.00 AM to 5.30 PM 11.50 PM to 2.00 AM	11.00 AM to 5.30 PM 11.50 PM to 2.00 AM
Dover	11.30 AM to 5.30 PM	11.30 AM to 5.30 PM	11.30 AM to 5.30 PM
Harrington	Continuously	Continuously	Continuously
Bridgeville*	12.15 PM to 2.00 PM	12.15 PM to 2.00 PM	Closed
Seaford	Continuously	Continuously	Continuously
Laurel*	12.30 PM to 4.30 PM	12.30 PM to 4.30 PM	Closed
Delmar	Continuously	Continuously	Continuously
Salisbury	1.00 PM to 4.30 PM 1.00 AM to 3.30 AM	1.00 PM to 4.30 PM 1.00 AM to 3.30 AM	1.00 PM to 4.30 PM 1.00 AM to 3.30 AM
Princess Anne@	1.00 PM to 4.00 PM 1.00 AM to 4.00 AM	1.00 AM to 4.00 AM	1.00 AM to 4.00 AM
Pocomoke@	1.00 AM to 4.00 AM 1.30 PM to 3.30 PM	12.30 AM to 4.30 AM	12.30 AM to 4.30 AM
Lecato*	1.30 PM to 3.30 PM	Closed	Closed
Parksley#	Continuously	12.01 AM to 3.00 PM	Closed
Tasley*	1.30 PM to 3.30 PM	Closed	Closed
Keller*	1.30 PM to 3.30 PM	Closed	Closed
Exmore*	1.30 PM to 3.30 PM	Closed	Closed
Cape Charles	6.00 AM to 10.30 AM 11.30 AM to 7.30 PM 8.30 PM to 11.59 PM	6.00 AM to 10.30 AM 11.30 AM to 7.30 PM 8.30 PM to 11.59 PM	6.00 AM to 10.30 AM 11.30 AM to 7.30 PM 8.30 PM to 11.59 PM
Fort Monroe (Old Point Comfort)	7.30 AM to 9.30 PM	7.30 AM to 9.30 PM	7.30 AM to 9.30 PM
Norfolk (Brooke Av.)	8.00 AM to 8.00 PM	8.00 AM to 8.00 PM	8.00 AM to 8.00 PM

\*Closed Memorial, Independence, Labor, Thanksgiving, Christmas and New Year's day.

@Open for No. 468 and No. 469 only Memorial, Independence, Labor, Thanksgiving, Christmas and New Year's day.

#Except closed 12.01 AM to 7.00 AM Monday.

## U. S. MAIL WORK

STATIONS	Southward			Northward		
	469	455		454		468
Middletown				E*		
Townsend		CD		C		
Clayton	E					
Cheswold		CD		CD		
Wyoming		CD				
Woodside				CD		
Viola		D		CD		
Felton		D				
Harrington						E
Farmington				CD		
Greenwood		CD		CD		
Bridgeville	R			E		
Cannon				CD		
Laurel	R					
Fruitland				CD		
Eden				CD		
New Church	D*			CD		
Locato	E					
Oak Hall	D	CD		CD*		
Makemie Park	D	D		CD		
Hallwood	E	D		CD*		
Mears	D			CD		
Bloxom	D	D		CD*		
Hopeton				CD		
Parksley	E					C†
Greenbush	D			CD		
Onley		D		CD		C†
Melfa	D	D		CD		
Keller		R		E		C
Painter	D‡	D		CD		C†
Exmore	E	R				C
Nassawadox	D	D		CD		C*
Wierwood	D			CD		
Birdaneet	D	D		CD		
Machipongo	D			CD		
Kendall Grove				CD		
Eastville	E			E		
Cobbs	D			CD		
Cheriton	D			CD		

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

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

R—Reduce speed to 30 miles per hour to permit delivery of mail and newspapers daily.

\*—No. 469 reduce speed to 30 miles per hour to permit delivery of mail, daily except Sunday.

\*—No. 454 reduce speed to 30 miles per hour to permit delivery of newspapers Thursdays only.

\*—Sunday only.

†—Daily except Saturday.

‡—No. 469 reduce speed to 30 miles per hour to permit delivery of newspapers, Sundays only.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in Special Instruction 1004-A or 1004-B1.

Between

## ARMS AND CAPE CHARLES

(TIME SHOWN CONVEYS NO TIME-TABLE AUTHORITY)

STATIONS	SOUTHWARD	NORTHWARD	
	# D-453	D-452	
Leave	A.M.	Ar.	A.M.
BROAD ST. PHILA.(PT Div) PENNSYLVANIA 30th ST.	E 4.25		E 1.35
WILMINGTON.....	E 5.40	E 12.50	
BANK.....	5.46	12.08	
NEW CASTLE.....			
TASKER.....	5.52	12.01	
BEAR.....			
PORTER.....			
KIRKWOOD.....			
MT. PLEASANT (Md. Div)			
ARMS.....	6.10	11.35	
MIDDLETON.....	E 6.17	E 11.15	
TOWNSEND.....	E 6.30	10.55	
CLAYTON.....	E 6.59	E 10.45	
CHESWOLD.....	E 7.06	10.10	
DOVER.....	E 7.35	E 10.00	
HOLLY.....			
WYOMING.....	E 7.41	E 9.30	
WOODSIDE.....	E 7.48		
VIOLA.....	E 7.52		
FELTON.....	E 7.57	9.15	
HARRINGTON.....	E 8.27	E 9.05	
FARMINGTON.....	E 8.32		
GREENWOOD.....	E 8.40	E 8.28	
BRIDGEVILLE.....	E 8.53	E 8.20	
CANNON.....	E 8.58		
SEAFORD.....	E 9.30	E 7.47	
LAUREL.....	E 9.42	E 7.29	
DELMAR.....	E 9.55	7.17	
	10.01	E 7.00	
SALISBURY.....	E 10.22	E 6.35	
FRUITLAND.....	E 10.33		
EDEN.....	E 10.36		
PRINCESS ANNE.....	E 10.56	E 6.00	
KINGS CREEK.....			
COSTEN.....	11.07	5.20	
CASSATT.....	11.11	5.16	
POCOMOKE.....	E 11.21	E 5.15	
BEAVER DAM.....	11.27	5.07	
NEW CHURCH.....	E 11.33	E 5.02	
LECATO.....	E 11.50	E 4.56	
OAK HALL.....	E 11.54	E 4.51	
MAKEMIE PARK.....	E 11.59	E 4.47	
HALLWOOD.....	E 12.03	E 4.42	
MEARS.....	E 12.07	E 4.34	
BLOXOM.....	E 12.12	E 4.31	
HOPETON.....	E 12.15	E 4.27	
PARKSLEY.....	E 12.24	E 4.23	
GREENBUSH.....	E 12.29	E 4.15	
TASLEY.....	E 12.40	E 4.10	
ONLEY.....	E 12.46	E 4.03	
MELFA.....	E 12.50	E 3.58	
KELLER.....	E 12.55	E 3.52	
PAINTER.....	E 1.01	E 3.43	
BELLE HAVEN.....	1.05	3.39	
EXMORE.....	E 1.11	E 3.35	
NASSAWADOX.....	E 1.19	E 3.26	
WIERWOOD.....	E 1.23	3.21	
BIRDSNEST.....	E 1.27	E 3.15	
MACHIPONGO.....	E 1.32	E 3.08	
KENDALL GROVE.....	E 1.34	3.06	
EASTVILLE.....	E 1.37	E 3.03	
COBBS.....	E 1.47	E 2.57	
CHERITON.....	E 1.51	E 2.54	
CAPES.....	1.56	2.50	
CHARLES.....	1.59	2.46	
CAPE CHARLES.....	E 2.00	E 2.46	
Arrive	P.M.	Lv.	P.M.
	D-453		DAILY EX. SUN. # D-452

D-452 and D-453 will not run Nov. 22, Dec. 25, Jan. 1, May 30, July 4, Sept. 1.

## ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

The time shown conveys no time-table authority.

(5) Seasonal. ▲ Turn-around Service  
▲ Tuesday Thursday Saturday

BARY.

en nécessitant

Daniel Wh-

200

y—Oxide

West Sundaic and Tai

ily except

77

er via D.

to Chest

Easton

### Operate

(4)

Saturday.

except S

B) Daily

3

Sept. Sunday

happily exceed

(2) D

Daily.

(1)

**ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD**

The time shown conveys no time-table authority.

(1) Daily (2) Daily except Sunday (3) Daily except Saturday (4) Operates Easton to Chester via Denton daily except Sunday—Oxford, McDaniel when necessary. (5) Seasonal. (6) Turn-around Service.

(7) Operates Massey to Chestertown, Tuesday, Thursday, Saturday.  
(7) Operates Massey to Berlin, Tuesday and Friday.

# SPECIAL INSTRUCTIONS

## GENERAL RULES

### Uniforms

**100J-1A.** Designated uniformed employes must wear the standard uniform November 1st to April 30th, both inclusive.

The uniform designated for summer use only, or standard mohair coats, may be worn May 1st to October 31st, both inclusive.

Coats must be buttoned except when trainmen are actually engaged in lifting transportation.

### Unauthorized Persons Riding on Rear of Passenger Trains

**100O-1A.** Unauthorized persons are prohibited from riding on the rear platform of passenger trains.

### Hours of Service

**100 Q-1.** Referring to **Rule Q**, conductor, trainman, engineer, fireman, or driver of track car after being on duty 12 hours must notify the superintendent the time he will be on duty 14 hours.

### Personal Injuries

#### **100R-2A. Medical Examiners and Company Surgeons**

Location	Name and Address	Telephone number
Wilmington.....	L. M. PELOSI, Medical Examiner, Penna. Station.....	8-4141 Ext. 336
	ALBERT J. STRIKOL, 621 Delaware Av. ....	5-2323
	H. L. SPRINGER, 1013 Washington St. ....	56032
Middletown.....	DORSEY W. LEWIS.....	2722
Dover.....	Jos. S. McDANIEL.....	5838
Wyoming.....	I. J. MAC COLLUM.....	Bedford 4631
Harrington.....	WM. T. CHIPMAN.....	374
Seaford.....	BRUCE BARNES.....	2921 637 {Office Residence
Delmar.....	L. V. SOHLER.....	5121
Salisbury.....	L. A. RADEMAKER.....	7473 21463 {Office Residence
Princess Anne.....	HENRY M. LANKFORD.....	25
Cheriton.....	J. GATES GOODE.....	Residence 699W3
Cape Charles.....	J. MORTIMER LYNCH.....	10J
Norfolk.....	J. GATES GOODE.....	Office 10J
Little Creek.....	ROBERT L. PAYNE.....	22649
Easton.....	SOUTHGATE LEIGH, JR.....	24665
Denton.....	J. PEERLESS.....	Residence 28162
Lewes.....	Wm. N. PALMER, S. Washington St.....	{Office Residence 606 131
Cambridge.....	E. PAUL KNOTTS, 406 Market St.....	64
	JAMES BEEBE.....	{Office Residence 5431
	R. C. BEEBE.....	{Office Residence 2211 3571
	JOHN MACE, JR.....	392

**100R-3A. Locations of Hospitals**

Location	Name and Address	Telephone number
Wilmington.....	Delaware Hospital.....	45211
	Memorial Hospital.....	63351
Dover.....	Kent County General Hospital.....	4701
Salisbury.....	Peninsula General Hospital.....	3161
Nassawadox.....	Northampton-Accomac Memorial Hospital.....	2-2021
Norfolk.....	Norfolk General Hospital.....	51491
	De Paul Hospital.....	51621
Easton.....	Memorial Hospital.....	204
Milford.....	Milford Memorial Hospital.....	4561
Lewes.....	Beebe Hospital.....	2211
Cambridge.....	Cambridge Hospital.....	111
Crisfield.....	Edw. W. McCready Memorial Hospital	75

**100R-4A. 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 inspector's offices, power plants, block and interlocking stations, tool houses, pump houses, wreck trains, shop and engine houses, camp cars and on each track car and as provided by State laws.

**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.

# OPERATING RULES

## STANDARD TIME

**1001-A1.** Eastern Standard Time applies on this Division.

## TIME-TABLES

### Letters and Characters

**1004-A.** 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—rail motor car.
  - \*—Passenger train—with passenger and freight equipment.
  - ◊—Passenger train—No train baggageman.
  - #—Will not run on specified dates shown on schedule pages.

### 1004-B1.

- O**—Stop on signal to discharge pay passengers from Wilmington and beyond, and to receive pay passengers for Fort Monroe, Norfolk and beyond.
- T**—Stop on signal to receive pay passengers for Wilmington and beyond, and to discharge pay passengers from Norfolk, Fort Monroe and beyond.
- U**—Stop on signal to discharge pay passengers from Wilmington and beyond.

## ENGINE WHISTLE SIGNALS

**1014(dc)-A1.** Rule 14(dc) will apply at Harrington and Seaford on secondary track.

**1014(ec)-A1.** Rule 14(ec) will apply at Harrington and Seaford on secondary track.

### 1014(r)-A1. Rule 14(r) will apply:

When stops are to be made for coal, water, hot parts, etc. Operator will notify train dispatcher promptly.

## USE OF SIGNALS

### Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors

**1027-A1.** Switch stands at the following locations are not equipped either with lighted lamps or reflectors:

Location	Main, secondary track or siding	Switch
Centreville	Secondary track	All switches
Chestertown	Secondary track	All switches
Location	Other than main, secondary track or siding	Switch
Milton	Track	All switches
Kiptopeke	Track	All switches
Vienna	Track	All switches
Denton	Track	All switches
McDaniel	Track	All switches
Mardela	Track	All switches
Willard	Track	All switches
Ocean City	Track	All switches

**1035-A.** An oil lamp must be used for the red light prescribed by **Rule 35, Night Signals**—to be used by flagman.

### Fusees and Torpedoes

**1035-B1.** On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

**1035-C1.** Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	12	12
Freight Service	12	12
Engines in Road Service	3	6
Engines in Shifting Service	3	6
Crossing Watchmen	4	6
Detector Cars	6	12
Burro Cranes	6	12
Track Cars	6	12

NOTE—Additional fusees and torpedoes must be carried when necessitated by weather conditions. In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replenished at convenient points.

## SUPERIORITY OF TRAINS

**1072-A1.** Northward 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**

**1075-A1.** Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' 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	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	Delmar—Yard Master's Office	Phila. Term. Maryland
X	X	X	Clayton—Passenger Station	Maryland
X	X		Easton—Engine Preparers Building	
X	X	X	Harrington—Passenger Station	Maryland
	X		Franklin City—Bunk Room	
X	X		Cambridge—Engine Preparers Building	
X	X	X	Cape Charles— Yard Master's Office Foreman Enginehouse Office	
X	X	X	Norfolk Yard—Yard Master's Office	

NOTE—X indicates in service.

**1075-A2.** Bulletin board locations where sixth paragraph, Rule 75, will apply:

Point	Location of Bulletin Boards
No exceptions to sixth paragraph <b>Rule 75</b> on Delmarva Division.	

### **Standard Clocks**

**1075-A3.** Standard clocks at other points:

Train Dispatchers office.

All block and interlocking stations.

### General Order Zones

**1075-A4.** General order zones of this division are as follows:

Zone A—Division Post (Md. Div.) to north end Delmar Yard,  
 Centreville Secondary track,  
 Chestertown Secondary track,  
 Oxford Secondary track,  
 D. M. & V. Secondary track,  
 Cambridge Secondary track,  
 Rehoboth track,  
 Milton track.

Zone B—North end Delmar Yard to Mile Post 8, south of Delmar.

Zone C—Mile Post 8, south of Delmar to Cape Charles,  
 Crisfield Secondary track,  
 Kiptopeke track.

Zone D—Norfolk Yard to Camden Heights,  
 North Junction to St. Julian Avenue freight station.

Zone E—Vienna track,  
 Denton track,  
 McDaniel track,  
 Mardela track,  
 Willard track,  
 Ocean City track.

### Qualification of Conductor or Engineman

**1075-A5.** A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of twelve months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

When a conductor or engineman makes a trip (not in service) for the purpose of retaining his qualifications he must notify the superintendent in writing, giving necessary details, and have conductor or engineman witness his certification.

Conductors or enginemens extending their qualifications by making trips (not in service) must be reexamined after the expiration of one year.

**NOTE 1.** Referring to **Rule 75** and Special Instruction **1075-A5.** It must be understood that a conductor or engineman shall be in service as such and that no service as a fireman or brakeman will be recognized in retaining qualifications as a conductor or engineman under this instruction.

**NOTE 2.** Referring to **Rule 75**, (eighth paragraph) conductors and enginemens will transfer information from "Qualification for Service" page of current time-table to succeeding issue.

### MOVEMENT OF TRACK CARS

**1080-A1.** First and second paragraphs **Rule 80** will apply on tracks other than main, secondary and sidings as listed under Special Instruction **1151-G1.**

### MOVEMENT OF TRAINS

**1083-A1. Rule S-83:** Except on portions of the railroad where **Rule 261** is in effect, the information as to the arrival or departure of superior trains will be furnished on form CT 1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

**1083-B1. Rule D-83:** Except on portions of the railroad where **Rule 251** is in effect, information as to the departure of superior trains will be furnished verbally to train by the signalman at initial stations or junctions.

### Yard Limits

**1093-A1.** Yard Limits indicated by yard limit boards as follows:

Track	Between	And
Centreville Secondary	160 feet south of Main Line Jct. Town-send	3068 feet south of Townsend passenger station.
	3298 feet north of Massey station	1750 feet south of Massey station.
	1478 feet north of Centreville station	Centreville.
Chestertown Secondary	Mass	3000 feet south of Massey station.
	4718 feet north of Chestertown station	Chestertown.
Oxford Secondary	160 feet south of Main Line Jct. Clayton	3452 feet south of Clayton passenger station.
	4813 feet north of Greensboro station	3987 feet south of Greensboro station.
	2052 feet north of Queen Anne station	3245 feet south of Queen Anne station.
	3816 feet north of Easton station	5834 feet south of Easton station.
	1919 feet north of Oxford station	Oxford.
D. M. & V. Secondary	160 feet south of Main Line Jct. Harrington	228 feet south of Mile Post 1.
	2354 feet north of Mile Post 4	2737 feet south of Mile Post 4.
	1335 feet north of Mile Post 8	Mile Post 9.
	1050 feet north of Mile Post 15	360 feet north of Mile Post 16.
	784 feet north of Mile Post 23	892 feet north of Mile Post 1.
	6000 feet north of Mill Block-Limit Station	3670 feet south of Mill Block-Limit Station.
	3500 feet north of Dags Block-Limit Station	2850 feet south of Dags Block-Limit Station.
	215 feet south of Mile Post 18	2050 feet north of Mile Post 20.
	932 feet south of Mile Post 27	2150 feet north of Mile Post 29.
	950 feet north of Mile Post 41	800 feet south of Mile Post 42.
Cambridge Secondary	160 feet south of Main Line Jct. Seaford	1575 feet south of Mile Post 1.
	2314 feet south of Mile Post 9	3359 feet south of Mile Post 10.
	1328 feet south of Mile Post 15	1824 feet south of Mile Post 16.

**1093-B1.** Rule D-93 in effect as follows:

Track	Between	And
No. 1	Signal 900 feet north of Mile Post 2, Delmar Yard.	Signal 3150 feet south of Mile Post 95, No. 2 track, Delmar Yard.
No. 2	Signal 3150 feet south of Mile Post 95, Delmar Yard.	Signal 900 feet north of Mile Post 2, No. 1 track, Delmar Yard.

### Authority to Proceed as an Extra

**1097-A1.** Where **Rules 261, 262, 263** and **264** are in effect, signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman.

### Non-interlocked Railroad Crossings At Grade

**1098-A1.** Movement of trains or engines on tracks of this division over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, etc., Governing Movements Over Crossings		Requirements
	Type	Indication or Position	
Berlin	Stop Sign	Stop	Trains and engines on D. M. & V. Secondary track must approach stop sign prepared to stop and stop unless track is seen or known to be clear.
Berlin	Stop Sign	Stop	Trains and engines on Ocean City track must stop clear of stop sign, secure permission from signalman at Harrington before fouling D. M. & V. Secondary track in either direction.

### Movable Bridge—Not Part of an Interlocking

**1098-B1. Laurel**—In case of signal failure a train will be permitted to pass the stop signal after receiving a hand signal given under the direction of or by the bridge tender or trainman stationed on the track on which the movement is to be made, after ascertaining that the movable bridge is in place with rails lining up properly and smash boards in a vertical position. A speed of 4 miles per hour must not be exceeded over the movable bridge with any part of train.

**1098-B2. Lewes**—Located in Rehoboth track, 6.2 miles north of Rehoboth station—Normal position is movable bridge open for water traffic. In case of signal failure a train will be permitted to pass the stop signal after receiving a hand signal given under the direction of or by the bridge tender or trainman, after ascertaining that the movable bridge is in place with rails lining up properly and smash boards in a vertical position. A speed of 4 miles per hour must not be exceed over the movable bridge with any part of train.

**1098-B3. Narrows**—Located in Denton track 7.1 miles east of Love Point station—Normal position is movable bridge open for water traffic, between one hour before sunrise and one hour after sunset. Trains using movable bridge during that period will notify agent at Queenstown, telephone Queenstown 2711. Normal position between one hour after sunset and one hour before sunrise is movable bridge set for rail traffic.

**1098-B4. Denton**—Located in Denton track, 1870 feet west of Denton station—Normal position is movable bridge set for rail traffic.

**1098-B5. Royal Oak**—Located in McDaniel track, 6.4 miles west of Easton Jct.—Normal position is movable bridge open for water traffic.

In the event a movable bridge is found in other than a normal position report must be made promptly to the superintendent. Trains desiring to use a movable bridge under such conditions will be governed by written instructions from the superintendent.

**Automatic Highway Crossing Protection on  
Sidings, Yard or other Tracks**

**1103-A2.** At the following locations automatic highway crossing protection indicates the approach of a train:

Track	Crossing	Location	Notes
Main Line	Station track	Middletown	1
	Old siding	Townsend	2
	Station track	Cheswold	1
	Mill track	Harrington	1
D. M. & V. Secondary	Station track	Milford	2
	Station track	Ellendale	2
	Station track	Selbyville	2
	Station track	Dagsboro	2
	Station track	Frankford	2
Cambridge Secondary	DuPont track	Seaford	2
Denton Track	Route 50	Willoughby	3
	Route 50	Hillsboro	3

**NOTE 1.** Automatic protection operates when trains occupy track circuit extending 70 feet from crossing.

**NOTE 2.** Push buttons are located in small boxes on relay cases at crossings. Before trains on station or other tracks move over crossing a member of the crew must operate push button until train occupies crossing.

**NOTE 3.** Automatic protection operates when trains occupy track circuit extending 70 feet from crossing.

Indicator light located on instrument case will be illuminated when automatic protection is operating properly.

**Movements against Current of Traffic**

**1103-A3.** At the following locations automatic highway crossing protection does not operate for movements against the current of traffic:

Track	Crossing	Location
Main Line	Isabella Street	Salisbury

**NOTE**—Trains making a southward movement on No. 1 track, after crossing over from No. 2 track at crossover north of freight station must protect crossing.

**Locations at which Signs Mark Operating Limits of Automatic Crossing Protection**

**1103-A4.** At the following locations, sign CC indicates point beyond which engines and cars will operate automatic crossing protection:

Track	Crossing or Station	Location
Main Line	3000 feet north and south of Main Street	Middletown
	3500 feet north and south of Blackbird crossing, 450 feet south of Mile Post 31	Townsend-Clayton
	3000 feet north and south of Main Street	Cheswold
	2100 feet north of and 1350 feet south of passenger station	Dover
	3000 feet north and south of Main Street	Felton
	4700 feet north of and 3700 feet south of passenger station	Harrington
	3000 feet north and south of Market Street	Greenwood
	3000 feet north and south of River Road	Seaford
	2600 feet north of and 3800 feet south of passenger station	Laurel
	3000 feet north and south of Main Street	Fruitland
	3080 feet north of and 2270 feet south of Route 13	Bayview-Cape Charles

**Interrupting Operation of Automatic Highway Crossing Protection Manually**

**1103-A5.** At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Track	Crossing	Location
D. M. & V. Secondary	120 feet north of freight station	Milford
	287 feet north of freight station	Dagsboro
	140 feet north of freight station	Frankford
	370 feet north of freight station	Frankford

## Interrupting Operation of Automatic Highway Crossing Protection Automatically

**1103-A6.** At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

Track	Crossing	Location	Notes
Main Line	Main Street—200 feet south of passenger station	Middletown	1, 2, 3 & 4
	Blackbird—450 feet south of Mile Post 31	Townsend-Clayton	15
	Main Street—2247 feet south of Mile Post 42	Cheswold	1 & 5
	Forrest Street—250 feet north of passenger station	Dover	2 & 6
	Division Street—1150 feet north of passenger station		
	Main Street—840 feet south of passenger station	Felton	7
	Center Street—1600 feet north of passenger station		
	Liberty Street—900 feet north of passenger station	Harrington	2 & 8
	Clark Street—100 feet south of passenger station		
	Market Street—240 feet north of passenger station	Greenwood	2 & 9
	River Road—2720 feet south of passenger station	Seaford	10
	Sixth Street—356 feet south of passenger station		
	Seventh Street—726 feet south of passenger station	Laurel	11
	Eighth Street—1156 feet south of passenger station		
	Market Street—462 feet north of passenger station	Laurel	1, 2 & 12
	Main Street—287 feet north of passenger station	Fruitland	1, 2 & 13
	Route 13—3400 feet north of Capes Interlocking	Bayview-Cape Charles	1, 3 & 14

**Note 1**—Trains taking water or performing work must occupy or clear track circuit extending approximately 70 feet from crossing to actuate gates.

**Note 2**—When detaching engine from train allowance must be made for clearing points involved when returning to train with additional cars.

**Note 3**—Trains and engines consuming more than 2 minutes between CC sign and instrument case 800 feet from crossing will cause gates to raise for highway traffic.

**Note 4**—Trains operating with current of traffic on No. 1 and No. 2 tracks performing work will stop before passing instrument case located approximately 800 feet from crossing and will not exceed a speed of 20 miles per hour from that point to crossing.

**Note 5**—Trains with current of traffic on No. 1 track performing work must stop before passing instrument case 600 feet south of crossing.

**Note 6**—Northward trains on No. 1 and No. 2 tracks and southward trains on No. 2 and No. 1 tracks with 14 or more cars taking water or performing work must stop before passing CC signs located 1350 feet south of and 2100 feet north of passenger station respectively.

Southward and northward trains on No. 2 track leaving cars standing between Division Street and Forrest Street while shifting freight station track will have gates down on southward movement at Forrest Street and on northward movement at Division Street until movement is made over switch leading to station tracks.

Southward trains on No. 2 track when clearing Forrest Street crossing to allow street traffic to move, gates will raise when circuit extending 18 feet south of crossing is cleared, but rear trucks must clear yellow mark on platform 140 feet south of crossing before reverse movement is made over crossing. Northward movements on No. 2 track will actuate gates at that point when returning from water plug.

When making crossover movement from No. 2 to No. 1 track before operating switches yellow marks on rails south side of North Street must be cleared. Gates at Forrest Street crossing will remain up until circuit extending 160 feet south of Forrest Street crossing No. 1 track (indicated by yellow mark on platform) is occupied.

**Note 7**—Northward trains on No. 1 track performing work must stop south of instrument case 800 feet south of crossing before detaching engine from train and must not exceed a speed of 25 miles per hour between that point and crossing.

**Note 8**—Northward freight trains with 12 or more cars taking water or performing work must stop south of home signals No. 1 track and D. M. & V. Secondary track before detaching engine from train.

Northward freight trains performing work at north end of North Advance track, must clear yellow marks on rails 70 feet north of Center Street crossing, leaving rear end of train on No. 1 track between that point and yellow mark on rails opposite

instrument case, 2025 feet (45 car lengths) north of northward block signal, 2400 feet north of passenger station. Note marking on east side of instrument case, reading—"No 1 track—Keep Rear End of Train South of this Point." Southward freight trains detaching engine from train clear of Fleming's track to take water or perform work will have crossing gates down at Center and Liberty Streets crossings until tender of engine clears yellow marks on rails at water plug, which yellow marks must be cleared promptly as possible. After returning to train and ready to proceed permission must be obtained from signalman before proceeding. Telephones are located on south side of instrument case at Center Street crossing and on south side of northward block signal instrument case opposite Fleming's track for use in connection with this movement.

Northward trains on No. 1 and No. 2 tracks when stopped before passing over Clark Street crossing, must not exceed a speed of 10 miles per hour between water plug and Liberty Street crossing.

Southward home signal No. 2 track will display stop indication for trains making station stop until engine bell is sounded indicating train is ready to proceed. Low home signals governing southward movements on No. 1 track and movements from West side track will display stop indication until engine bell is sounded indicating train is ready to proceed.

**Note 9**—Northward freight trains on No. 1 track performing work, must stop south of clearance point for station track, indicated by yellow marks on rails 350 feet south of passenger station, before detaching engine from train, and must not exceed a speed of 25 miles per hour between that point and crossing.

Northward freight trains on No. 2 track, performing work, must stop before passing instrument case, located 2200 feet south of passenger station before detaching engine from train.

Southward freight trains on No. 2 track, performing work, must stop before passing instrument case, 660 feet north of Market Street crossing, before detaching engine from train, and must not exceed a speed of 25 miles per hour between that point and crossing.

Southward freight trains on No. 1 track, performing work, must stop north of instrument case, 2200 feet north of Market Street crossing, before detaching engine from train, and must not exceed a speed of 25 miles per hour between that point and crossing.

**Note 10**—Northward trains on No. 1 track having 25 or more cars held at northward home signal must stop before passing instrument case, 800 feet south of crossing.

**Note 11**—Northward movements on No. 1 track when stopped before passing over Eighth Street crossing must not exceed a speed of 15 miles per hour between telephone booth located 2686 feet south of passenger station and Sixth Street crossing.

Southward movements on No. 1 and No. 2 tracks when stopped before passing over Sixth Street crossing must not exceed a speed of 15 miles per hour between Sixth and Eighth Streets crossings.

**Note 12**—Gates will lower when trains, operating with current of traffic, pass CC sign located 2600 feet from crossing and will raise in 2 minutes if such trains have not passed instrument case located approximately 900 feet from crossing.

Gates will raise when northward trains on No. 1 track consume more than 1½ minutes making station stop.

Southward trains performing work must stop before passing signals at north end of movable bridge and must not exceed a speed of 20 miles per hour from that point to crossing.

**Note 13**—Gates will lower when trains, operating with current of traffic, pass CC sign located approximately 3000 feet from crossing, and will raise again in 2 minutes if trains (running normal) have not passed instrument case located approximately 600 feet from crossing. Trains consuming more than 2 minutes or stopped before passing instrument case will not exceed a speed of 20 miles per hour between instrument case and crossing.

Northward trains on No. 1 track and southward trains on No. 2 track, performing work, must stop before passing instrument cases located approximately 600 feet from crossing.

**Note 14**—Trains operating with current of traffic on No. 2 track, gates will lower after passing CC sign 3080 feet north of crossing, provided fixed signal 785 feet north of crossing is in proceed position. Trains consuming more than 2 minutes before passing signal will cause gates to raise.

**Note 15**—Trains stopped after passing CC signs will cause gates to lower and must not occupy track within this area for a longer period than necessary.

Trains moving over crossing with entire train, before clearing 3500 foot circuit must not move in reverse direction over crossing until protection is provided as prescribed by **Rule 103**.

### Protection For Public Highway Crossings At Grade

**1103-B1.** Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty and, unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	No crossing watchman on Duty Between the Hours of	Note
Nos. 3 and 4 Yard	State Street	Delmar	10.30 P.M. and 6.30 A.M.	
D. M. & V. Secondary	Walnut Street	Milford	5.00 P.M. and 9.00 A.M. week days. Sunday continuously.	
D. M. & V. Secondary	Market Street	Georgetown	5.30 P.M. and 9.30 A.M. week days. Sunday continuously.	
Oxford Secondary	Smyrna Ave.	Clayton	Continuously.	1

Note 1. When Automatic Highway Crossing Signals are flashing movements may be made over crossing without protection by a member of the crew.

**1103-C1.** Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location
Centreville Secondary	Route 6 Route 302 Route 313	Millington Barclay Barclay
Chestertown Secondary	High Street Queen Street Route 213	Chestertown Chestertown Kennedyville
Cambridge Secondary	Washington Street Maryland Avenue Main Street	Cambridge Cambridge Hurlock
Crisfield Secondary	Route 357	Marion
Rehoboth	Route 18 Kings Highway	Lewes Lewes
Milton	Route 5	Milton
Vienna	Pine Street	Hurlock
Denton	Route 313	Denton
Mardela	North Division Street West Main Street Route 13 Isabella Street Chestnut Street	Salisbury Salisbury Salisbury Salisbury Salisbury
Willard	Truitt Street	Salisbury

**1103-C2.** 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.

**To Avoid Blocking Main Highway Crossings  
When Taking Water**

**1103-C3.** At Middletown, northward freight trains of 85 or more cars must detach engine from train at Mile Post 26.

**1103-C4.** At Bridgeville, southward freight trains of 72 or more cars must detach engine from train north of main crossing north of passenger station.

**1103-C5.** At Tasley, northward freight trains of 10 or more cars must detach engine from train south of Route 13 highway crossing.

**1104-A1. Normal Position of Switches and Crossovers  
at Specified Locations**

Switch Located at	Connecting	With	Normal Position is for Movements
Mass	Chestertown Secondary track	Centreville Secondary track	To Centreville Secondary track

**Hand Operated Switches Equipped with Electric Locks**

**1104-D1.** The following switches are equipped with electric lock; permission to unlock must be obtained from signalman before switch lock is removed from keeper.

Location	Switch	Controlled by
Clayton	Coach track	Clayton
Seaford	Cambridge Secondary track River track	Seaford

**Secondary Tracks and Sidings**

**1105-A1. Rule 105 will not apply and trains and engines will protect against following movements on secondary tracks and sidings as indicated:**

**Secondary Tracks**

Track	Between	And
D. M. & V.	Harrington	Franklin City
Cambridge	Seaford	Cambridge

### Movement of Southward Passenger Trains at Delmar

**1107-A1.** When a northward passenger train is at Delmar passenger station, southward trains will not pass, nor enter the station until the northward passenger train departs, unless hand or lamp signal is received to proceed.

### Track Assignments

#### 1151-A1. Single Track

Track	Between	And
Main Line	North end Seaford interlocking	South end Seaford interlocking
	North end Cassatt interlocking	South end Cassett interlocking
	Capes	Charles

#### 1151-B1. Two or More Tracks

Current of traffic is as follows:

Between:	Main Line	No. 2 Track	No. 1 Track
Division Post (Md. Div.) and north end Seaford interlocking		Southward Passenger	Northward Passenger
South end Seaford interlocking and north end Cassatt interlocking		Southward Passenger	Northward Passenger
South end Cassatt interlocking and Capes interlocking		Southward Passenger	Northward Passenger

**NOTE—Tracks are numbered from east to west**

#### 1151-D1. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Centreville (S)	Townsend	Centreville	Arms	2
Chestertown (S)	Mass	Chestertown	Arms	2
Oxford (S)	Clayton	Oxford	Clayton	2
D. M. & V. (S)	Harrington	Frank	Harrington	1
Cambridge (S)	Seaford	Tank	Seaford	1
Crisfield (S)	Kings Creek	Field	Cassatt	2

(N) (S) Indicates time-table direction from point first named.

**NOTE 1. Rule 105 and Rules 201 to 223 inclusive, will not apply. All other Rules as they apply to main tracks and sidings are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the superintendent; authority for movement of passenger extras must be in writing.**

**NOTE 2. Rules 201 to 223 inclusive, will not apply. All other Rules as they apply to main tracks and sidings are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the superintendent; authority for movement of passenger extras must be in writing.**

**1151-E1. Employes in Charge of Sidings of Assigned Directions as follows:**

Siding	Employe in Charge	Note
Arms-Northward	Signalman at Arms	1
Arms-Southward	Signalman at Arms	1
Holly-Northward	Signalman at Harrington	
Holly-Southward	Signalman at Clayton	
Harrington-Southward	Signalman at Harrington	1
Harrington-Northward	Signalman at Harrington	1
Greenwood-Northward	Signalman at Seaford	
Greenwood-Southward	Signalman at Harrington	

NOTE 1. A fixed signal routing to this track will convey authority to proceed.

**1151-G1. Tracks other than Main, Secondary or Sidings**

Track	Between	And	Controlled by
Rehoboth (S)	Georgetown	Rehoboth	Harrington
Milton (S)	Ellendale	Milton	Harrington
Kiptopeke (S)	Capes	Kiptopeke	Charles
Vienna (E)	Preston	Vienna	Seaford
Denton (E)	Love Point	Denton	Clayton
McDaniel (E)	McDaniel	Easton Jct.	Clayton
Mardela (W)	Salisbury	Hebron	Delmar
Willard (E)	Salisbury	Whaleyville	Delmar
Ocean City (E)	Whaleyville	Ocean City	Harrington

(S) (E) (W) Indicates time-table direction from point first named.

**PASSENGER AND FREIGHT TRAIN OPERATION**

**Braking Over Movable Bridges**

**1156-A1.** Brakes must not be applied while passing over the following movable bridges, except in case of emergency:

Seaford.

Laurel.

Pocomoke.

Caution should be exercised to avoid dropping sand and hot coals while passing over these bridges.

**Dragging Equipment Detectors—Observation  
of Trains For Defects—Laurel Movable Bridge**

**1156-A2.** Telephone boxes located at each fixed signal are equipped with a small light and push button in a sealed case to be used in connection with dragging equipment detectors.

When dragging equipment detector has been actuated, fixed signal will display stop indication and small light will be illuminated.

Trains stopped at signal and finding small light illuminated, engine or train crew must notify train dispatcher.

After correction of defects in train, permission must be obtained from train dispatcher to break seal and operate push button, which will restore signal to proceed indication.

**Trainmen Riding on Trains Over Movable Bridges**

**1156-A3.** Trainmen are required to ride on rear of trains moving over the following movable bridges:

Seaford— Bridge 84.35, Nanticoke River.

Laurel— Bridge 90.26, Broad Creek River.

Pocomoke—Bridge 40.51, Pocomoke River.

**SPEED RESTRICTIONS**

**1157-A. 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

**PASSENGER TRAINS AND FREIGHT TRAINS**

**1157-C1. Maximum speeds, unless otherwise specified.**

Main Line Between:	Single Track		No. 2 Track		No. 1 Track	
	P <sub>g</sub>	t <sub>g</sub>	P <sub>g</sub>	t <sub>g</sub>	P <sub>g</sub>	t <sub>g</sub>
Division Post (Md. Div.) and Capes			70	50	70	50
Capes and Charles	20	20				

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.

## 1157-C2. Wreck trains

	Boom Trailing	Boom Forward
	Miles per Hour	
<b>Main Line</b>		
<b>Between:</b>		
Division Post (Md. Div.) and Capes .....	35	25
Capes and Charles .....	20	20
<b>Centreville Secondary Track</b>		
<b>Between:</b>		
Townsend and Centreville.....	30	20
<b>Chestertown Secondary Track</b>		
<b>Between:</b>		
Mass and Chestertown.....	30	20
<b>Oxford Secondary Track</b>		
<b>Between:</b>		
Clayton and Oxford.....	30	20
<b>D. M. &amp; V. Secondary Track</b>		
<b>Between:</b>		
Harrington and Frank .....	30	20
<b>Cambridge Secondary Track</b>		
<b>Between:</b>		
Seaford and Coke.....	25	20
Coke and Tank.....	30	20
<b>Crisfield Secondary Track</b>		
<b>Between:</b>		
Kings Creek and Field.....	30	20
<b>Rehoboth Track</b>		
<b>Between:</b>		
Mile Post 25 and Mile Post 37 .....	30	20
<b>Vienna Track</b>		
<b>Between:</b>		
Hurlock and Vienna.....	30	20
<b>Denton Track</b>		
<b>Between:</b>		
Narrows and Queen Anne .....	30	20
<b>Mardela Track</b>		
<b>Between:</b>		
Salisbury and Hebron.....	30	20
<b>Willard Track</b>		
<b>Between:</b>		
Salisbury and Willard.....	30	20
<b>Ocean City Track</b>		
<b>Between:</b>		
Whaleyville and Berlin .....	15	15
Berlin and West Ocean City.....	30	20

## 1157-C3. Work Trains

	Boom Trailing	Boom Forward
	Miles per Hour	
<b>Main Line</b> <b>Between:</b> Division Post (Md. Div.) and Capes..... Capes and Charles.....	35 20	25 20
<b>Centreville Secondary Track</b> <b>Between:</b> Townsend and Centreville.....	30	20
<b>Chestertown Secondary Track</b> <b>Between:</b> Mass and Chestertown.....	30	20
<b>Oxford Secondary Track</b> <b>Between:</b> Clayton and Oxford.....	30	20
<b>D. M. &amp; V. Secondary Track</b> <b>Between:</b> Harrington and Frank.....	30	20
<b>Cambridge Secondary Track</b> <b>Between:</b> Seaford and Coke..... Coke and Tank.....	25 30	20 20
<b>Crisfield Secondary Track</b> <b>Between:</b> Kings Creek and Field.....	30	20
<b>Rehoboth Track</b> <b>Between:</b> Mile Post 25 and Mile Post 37.....	30	20
<b>Vienna Track</b> <b>Between:</b> Hurlock and Vienna.....	30	20
<b>Denton Track</b> <b>Between:</b> Narrows and Queen Anne.....	30	20
<b>Mardela Track</b> <b>Between:</b> Salisbury and Hebron.....	30	20
<b>Willard Track</b> <b>Between:</b> Salisbury and Willard.....	30	20
<b>Ocean City Track</b> <b>Between:</b> Whaleyville and Berlin..... Berlin and West Ocean City.....	15 30	15 20

Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

Main Line	Miles per Hour
<b>1157-C4. Circus Trains</b> .....	* 45
<b>1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-A.</b>	*
—on straight track.....	30
—on curves.....	20
<b>1157-C7. Snow Plows in service</b> .....	* 20
Snow Flangers in service .....	20
Passing station platforms and trains on adjacent tracks.	4
NOTE 1. Must not be pushed with an engine or engines having more tractive effort than one L1s engine.	
NOTE 2. Snow plows must be brought to a stop before meeting or being passed by a passenger train.	
* When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
<b>1157-C8. Operating against current of traffic:</b>	
Passenger trains .....	50
Freight trains.....	40
<b>1157-C10. Trains consisting of 50 per cent or more P. R. R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type .....</b>	65
NOTE—For purpose of identification, P. R. R. Suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.	
Long Island Rail Road Suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.	
When handling such cars, conductors must know that enginemen have been so advised.	
<b>1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine.....</b>	30
<b>1157-C12. Pushing Cars</b> —Passenger trains .....	25
—Freight trains .....	20
<b>1157-C13. Track Cars</b> —unless otherwise restricted.....	20
—when hauling track cars or trailers .....	15
—hand cars operated under <b>Rule 80</b> .....	20
—through crossovers and turnouts, and over highway and railroad crossings.....	5

**1157-C25.** Cars carrying major calibre gun barrels shall be placed on front end of train and the movement of such cars restricted to not exceeding the following speeds:

	Breech End For- ward	Breech End Trail- ing
	Miles per Hour	
<b>Main Line</b>		
<b>Between:</b>		
Division Post (Md. Div.) and Capes.....	35	25
Capes and Charles.....	20	20
<b>Centreville Secondary Track</b>		
<b>Between:</b>		
Townsend and Centreville.....	30	20
<b>Chestertown Secondary Track</b>		
<b>Between:</b>		
Mass and Chestertown.....	30	20
<b>Oxford Secondary Track</b>		
<b>Between:</b>		
Clayton and Oxford.....	30	20
<b>D. M. &amp; V. Secondary Track</b>		
<b>Between:</b>		
Harrington and Frank.....	30	20
<b>Cambridge Secondary Track</b>		
<b>Between:</b>		
Seaford and Coke.....	25	20
Coke and Tank.....	30	20
<b>Crisfield Secondary Track</b>		
<b>Between:</b>		
Kings Creek and Field.....	30	20
<b>Rehoboth Track</b>		
<b>Between:</b>		
Mile Post 25 and Mile Post 37.....	30	20
<b>Vienna Track</b>		
<b>Between:</b>		
Hurlock and Vienna.....	30	20
<b>Denton Track</b>		
<b>Between:</b>		
Narrows and Queen Anne.....	30	20
<b>Mardela Track</b>		
<b>Between:</b>		
Salisbury and Hebron.....	30	20
<b>Willard Track</b>		
<b>Between:</b>		
Salisbury and Willard.....	30	20
<b>Ocean City Track</b>		
<b>Between:</b>		
Whaleyville and Berlin.....	15	15
Berlin and West Ocean City.....	30	20

When conditions require, speed restrictions of less than those specified above shall be made effective by local instructions.

When handling such cars, conductors must know that engineers have been so advised.

## TURNOUTS

## 1157-D1. Maximum Speeds, unless otherwise Specified

	Miles per Hour
Non-Interlocked turnouts—diverging movements.....	15

1157-E1. Maximum Speeds, unless otherwise Specified  
approaching a Movable Bridge on a track not Protected by  
both a Home Signal and a Distant Signal

Location	Miles Per Hour
<b>Main Line:</b>	
Seaford      Northward on No. 2 track.....	20
Laurel      {Southward on No. 1 track.....	20
{Northward on No. 2 track.....	20
Pocomoke    {Southward on No. 1 track.....	20
{Northward on No. 2 track.....	20
<b>Rehoboth Track:</b>	
Lewes.....	8
<b>Denton Track:</b>	
Narrows.....	8
Denton.....	8
<b>McDaniel Track:</b>	
Royal Oak.....	8

## CURVES, BRIDGES, ETC.

## 1157-F1. Maximum Speeds, unless otherwise Specified

Main Line:	Miles per Hour
Approaching Distant signal on No. 2 track 4043 feet north of Southward home signal and Distant signal on No. 1 track, 4027 feet south of Northward home signal Arms interlocking and block station.	
Passenger trains.....	65
Freight trains.....	40
No. 1 and No. 2 tracks, northward trains between CC Sign 1350 feet south of Dover passenger station and Division Street.....	20
No. 2 and No. 1 tracks, southward trains between CC Sign 2100 feet north of Dover passenger station and North Street.....	20
No. 1 and No. 2 tracks, curve, 1035 feet south of Dover passenger station.....	40
No. 2 track between Mile Post 61 and Harrington.....	60
Approaching Distant signal on No. 2 track 4003 feet north of Southward home signal Harrington interlocking and block station	
Freight trains.....	40
Seaford movable bridge.....	45
Laurel movable bridge.....	45
No. 1 track from Mile Post 2, south of Delmar passenger station to Mile Post 95 north of Delmar passenger station.....	50
No. 2 track from Mile Post 95, north of Delmar passenger station to Mile Post 2 south of Delmar passenger station.....	50
Corporate limit Salisbury, College Avenue to Naylor Street.....	15
Princess Anne between State Highway crossing and Academy Street.....	45
Pocomoke movable bridge.....	45
K2, K4 and L1s engines doubleheading over Seaford and Pocomoke movable bridges.....	20
No. 1 track, curve at Bayview.....	60

## CURVES, BRIDGES, ETC.

## 1157-F1. Maximum Speeds, unless otherwise Specified

	Miles per Hour
<b>Centreville Secondary Track:</b>	
Curve at station at Townsend.....	20
Curve at station at Massey.....	20
<b>Chestertown Secondary Track:</b>	
Curve at station at Massey.....	25
Between Lynch and Chestertown.....	15
<b>Oxford Secondary Track:</b>	
Curve at Clayton.....	15
Bridge 32.03, to Queen Anne passenger station.....	10
Easton—all grade crossings.....	6
Peach Blossom curve north of Llandaff.....	25
<b>D. M. &amp; V. Secondary Track:</b>	
Harrington—between State Highway crossing Route 13 and northward home signal.....	20
Georgetown—curve passenger station to south leg of wye.....	15
Berlin—Crossing at grade to connection leading to Ocean City track.....	15
Berlin—Main Street crossing.....	6
<b>Crisfield Secondary Track:</b>	
Over State Highway crossings, Routes 13 and 413, north of Westover.....	6
<b>Rehoboth Track:</b>	
Lewes movable bridge.....	6
<b>Milton Track:</b>	
Curve at Ellendale.....	10
<b>Denton Track:</b>	
Narrows movable bridge.....	6
Denton movable bridge.....	6
Hillsboro, first and second road crossings west of.....	6
Bloomingdale road crossing.....	6
<b>McDaniel Track:</b>	
McDaniel to Easton Jct.—all grade crossings.....	6
Royal Oak movable bridge.....	6
<b>Mardela Track:</b>	
Curve at Salisbury passenger station.....	5
<b>Ocean City Track:</b>	
Berlin, first crossing west of station.....	6
Berlin, State road crossings.....	6

## ENGINES

### 1157-G1. Maximum Speeds, unless otherwise Restricted

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with train
A .....	15	15	15
B .....	20	20	20
C .....	20	20	20
D .....	40	50	70
E .....	25	50	70
G .....	40	50	70
H .....	35	40	50
I .....	25	40	50
K .....	25	50	70
L .....	25	40	50
M .....	25	50	70
N .....	20	35	35
Q .....	25	40	50
S2 .....	25	50	70
T .....	25	50	70
Rail Motor Cars .....	40	60	60

### Road Diesel Engines

Class Diesel Engines				Miles per Hour	
Single Unit	Two or More Units			Light	With Train
AP-20	AP-40	AP-60	.....	50	70
AF-15	AF-30	AF-45	AF-60	50	50
EFP-15	EFP-30	EFP-45	.....	50	50

### Yard Diesel Engines

Class Diesel Engines	Miles per Hour	
	Light	With Train
AS- 6 .....	40	40
AS-10 .....	40	40
BS- 6 .....	40	40
BS-10 .....	40	40
ES- 6 .....	40	40
ES-10 .....	40	40

### NOTE—

#### Road Diesel Engines.

First letter designates builder:

“A”—American Locomotive Works—General Electric Company.

“B”—Baldwin-Lima-Hamilton Corporation.

“E”—Electro-Motive Division of General Motors Corporation.

“F”—Fairbanks, Morse and Company.

Second letter (and third letter where used) designates service:

“F”—Freight.

“H”—Freight with lower speed gearing, primarily for helper service.

“P”—Passenger.

“FP”—Normally freight, but equipped for use in passenger service.

Numerals indicate engine horsepower in nearest hundreds:

"15"—1500 Horsepower.	"40"—4000 Horsepower.
"16"—1600 Horsepower.	"45"—4500 Horsepower.
"20"—2000 Horsepower.	"48"—4800 Horsepower.
"22"—2250 Horsepower.	"50"—5000 Horsepower.
"30"—3000 Horsepower.	"60"—6000 Horsepower.
"32"—3200 Horsepower.	"64"—6400 Horsepower.

Final letter indicates special features as follows:

"T"—Tonnage rating increased.

### **Yard Diesel Engines.**

The first letter indicates the same as for road diesel engines.  
The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

"A"—American Locomotive Company.

"S"—Shifting service.

"6"—600 or 660 horsepower.

### **SECONDARY TRACKS AND SIDINGS**

#### **1157-H1. Maximum speeds, unless otherwise specified**

Track	Between	And	Miles per Hour
Centreville.....	Townsend.....	Centreville.....	30
Chestertown.....	Massey.....	Chestertown.....	30
Oxford.....	Clayton.....	Oxford.....	30
D. M. & V.....	Harrington....	Frank.....	30
Cambridge.....	Seaford.....	Coke.....	25
	Coke.....	Tank.....	30
Crisfield.....	Kings Creek...	Field.....	30
All Sidings.....			15

#### **1157-J1. Movements on tracks, other than main, secondary and sidings must be made at Restricted speed, except:**

Track	Between	And	Miles per Hour
Rehoboth.....	Mile Post 25...	Mile Post 37.....	30
Vienna.....	Hurlock.....	Vienna.....	30
Denton.....	Narrows.....	Queen Anne.....	30
	Queen Anne.....	Denton.....	20
McDaniel.....	McDaniel.....	Easton Jet.....	20
Mardela.....	Salisbury.....	Hebron.....	30
Willard.....	Salisbury.....	Willard.....	30
Ocean City.....	Whaleyville...	Berlin.....	15
	Berlin.....	West Ocean City..	30

## ENGINE RESTRICTIONS

**1160-A1. Engines are restricted at locations shown below:**

NOTE—Letters and figures indicate:

**X**—Prohibited.

**A**—Backward movement prohibited.

**B**—Backward movement restricted to speed indicated.

**D**—Operation of engines coupled prohibited.

**E**—Operation of engines coupled restricted to speed indicated.

**R**—Restricted account of light rail.

**♀**—Restricted South end.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

Engines of classes other than those listed shall not be run over any portion of the division unless authorized by Superintendent.

Diesel engines having less units than the number listed for that class may be operated under the same restrictions.

LOCATION	CLASS OF ENGINES												Engine with Tender Capacity of over 15,000 Gallons with 6-wheel Trucks.	
	A	B,S-10	C	D,S-8	E	G	H-6	H-8,9,10	K	L	BP-1,I,M,N,Q,S2,T	EP,AP,BP,FP	EF,FF,BF,AF,S-16	
<b>MAIN LINE</b> <b>MAIN TRACKS</b> .....											X			X
<b>MIDDLETOWN:</b> Short and Walls track.....		X		X	X	X	X	X	X	X	X	X	X	X
<b>CLAYTON:</b> Coaling station.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Smyrna track.....					X				X	X	X			
<b>DOVER:</b> Coal trestles.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Frear's track.....		X		X	X	5	5	X	X	X	X	5	5	X
Suburban Gas Co.....	5		X	X	5	5	5	X	X	X	X	5	5	X
Romeo's track.....	5		X	X	5	5	X	X	X	X	X	5	5	X
Coal pocket, Lewes track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Delaware Power & Light Co.....									X					
<b>HARRINGTON:</b> I. D. Short Lumber Co.....				X	X	X	X	X	X	X	X			X
<b>SEAFORD:</b> Atlantic Refining Co.....		5	X	X	X	5	5	X	X	X	X	5	5	X
North and south connection to Shell track.....									X	X	X			X
South connection to River track.....					X				X	X	X			X
North end of Charcoal track.....					X				X	X	X			X
<b>DELMAR:</b> Enginehouse coal trestle.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>SALISBURY:</b> Miller's track.....					X				X	X	X			X
Short track at freight house.....									X	X	X			X
Back track at freight house.....									X	X	X			X
Standard Oil Co.....									X	X	X			X
Grier's track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Precision Development Co.....					X				X	X	X			X
<b>POCOMOKE:</b> Exchange track No. 1.....		X		X	X		X		X	X	X			X
Exchange track No. 2.....		♀		♀	♀		♀		♀	♀	♀			X
Exchange track No. 3.....					♀		♀		♀	♀	♀			X
Exchange track No. 4.....														X
Dennis track.....														X
Storehouse track.....														X
Birdseye Snider track.....														X
<b>EXMORE:</b> Chandler's track.....									X	X	X			X
<b>MACHIPONGO:</b> Station track No. 3.....									X		X			X
<b>COBBS:</b> Station track No. 1.....									X		X			X
<b>CAPE CHARLES:</b> Reliable Coal trestle.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X

## CLASS OF ENGINES

## LOCATION

	A	B, S-10	C	D, S-6	E	G	H-6	H-6, 9, 10	K	L	BP-1, I, M, N, Q, S-2, T	EP, AP, BP, FP	EF, FF, BF, AF, S-16	Engine with Tender Capacity of over 15,000 Gallons with 6-wheel Trucks.
<b>CENTREVILLE</b> Secondary track.....											X			X
<b>CHESTERTOWN</b> Secondary track.....											X			X
<b>CHESTERTOWN</b> Kibler's track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>OXFORD</b> Secondary track.....											X			X
<b>HENDERSON</b> Public delivery tracks.....											X	X	X	X
<b>GREENSBORO</b> Back track—Pet Milk Co.....											X	X	X	X
<b>D. M. &amp; V.</b> Secondary track.....											X			X
<b>CAMBRIDGE</b> Secondary track.....											X			X
<b>CRISFIELD</b> Secondary track.....											X			X
<b>CRISFIELD</b> House track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Potomac and Handy track.....														
<b>REHOBOTH TRACK</b> .....											X			X
<b>LEWES</b> Beach track.....											X	X	X	X
<b>MILTON TRACK</b> .....												X		X
<b>KIPTOKEKE TRACK</b> .....											X	X	X	X
<b>VIENNA TRACK</b> .....	X		X								X	X	X	X
<b>DENTON TRACK</b> Narrows Movable Bridge.....	X		X	X	X	10	10	X	X	X	X	X	X	X
<b>MedANIEL TRACK</b> .....	X		X	X							X	X	X	X
<b>MARDELA TRACK</b> .....	X		X								X	X	X	X
<b>SALISBURY</b> Mill street track.....		X		X	X						X	X	X	X
Conn. between Secondary track and west No. 1.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Farmers and Planters track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Ruarks track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Nock Coal Co. track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Salisbury Milling Co. track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
West end River track— Mill Street.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>WILLARD TRACK</b> .....	X	X	X								X	X	X	X
<b>OCEAN CITY TRACK</b> Whaleyville to Berlin.....	X	X	X								X	X	X	X

**1160-B1. Other Equipment Restrictions****MAIN LINE:**

Cars exceeding a maximum weight (car and lading) of 210,000 pounds, must not be moved over Float Bridges—Norfolk and Cape Charles.

**SECONDARY TRACKS:**

Cars exceeding a maximum weight (car and lading) of 210,000 pounds, must not be moved over the following:

Chestertown

**TRACKS OTHER THAN MAIN,  
SECONDARY AND SIDINGS:**

Cars exceeding a maximum weight (car and lading) of 210,000 pounds, must not be moved over the following:

Rehoboth track (Lewes Beach track)

Kiptopeke track

Vienna track

Denton track (Between Queenstown and West  
Denton)

McDaniel track

Mardela track

Willard track

Ocean City track

**1160-B2.** Cars exceeding a maximum weight (car and lading) of 180,000 pounds, must not be moved over Mill Street tracks (Mardela Track).

**1160-C1.** Movement of 250-ton wrecking derricks is prohibited over the Delmarva Division, unless otherwise directed by the superintendent.

**1160-C2.** Wrecking derricks exceeding a maximum weight of 100-tons must not be moved over the following:

Denton track

McDaniel track

### Overhead Clearance

**1163-A1.** Employes are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Bridge	Location	Description
	<b>MAIN LINE</b>	
26.08	South of Middletown..... Clayton..... Greenwood..... South Salisbury..... Cape Charles.....  Norfolk Yard.....	Overhead bridge. Icing bridge No. 3 icing track. Unloading beam, Delaware Aircraft Co. track. McClosky-Grand plant track. House structures of barges. Entrance passenger station No. 1 station track House structure of barges.
13.55	<b>Centreville Secondary Track</b> South of Millington.....	Overhead bridge.
	<b>Rehoboth Track</b> Lewes.....	Covered Platform, Fish Products Co. track.
	<b>Vienna Track</b> Vienna.....	Unloading device Coal track. Doorway Machinery track Eastern Shore Public Service Co.
6.51	<b>McDaniel Track</b> Royal Oak.....	Movable Bridge.
	<b>Mardela Track</b> Salisbury (Mill Street).....  (Lake Street).....	Platform and building, Farmers and Planters track. Building Nock Coal Co. track. Campbell Soup Co.: Overhead bridge over Mardela track and Nos. 1, 3 and 4 side tracks.

### Clearance

**1163-C1.** Employes are warned of close side clearance at various locations on Delmarva Division and must use care and take precautions necessary to protect against injuries.

### USE OF TELEPHONES

#### Telephone

**1164-A2.** Instructions covering use of telephones in train operation as outlined on card effective February 1, 1949, and posted at all telephone locations, must be followed.

### MOVEMENT BY TRAIN ORDERS

**1201-A1.** Location of Train Dispatchers—

#### Cape Charles.

Train Dispatchers in charge as follows:

Main Line Division Post (Md. Div.) to Charles.

#### Branches:

Delaware (Md. Div.)

#### Secondary Tracks:

Centreville  
Chestertown  
Oxford  
D. M. & V.  
Cambridge  
Crisfield

NOTE—Movements on No. 1 and No. 2 tracks between Bank (Md. Div.) and Division Post (Md. Div.), in charge of train dispatcher, Cape Charles. Train orders will be issued over signature of superintendent of the Delmarva Division.

## SIGNAL RULES

**Movement of Trains in the same Direction by Block Signals**

**1251-A1. Rules 251, 253 and 254 in effect:**

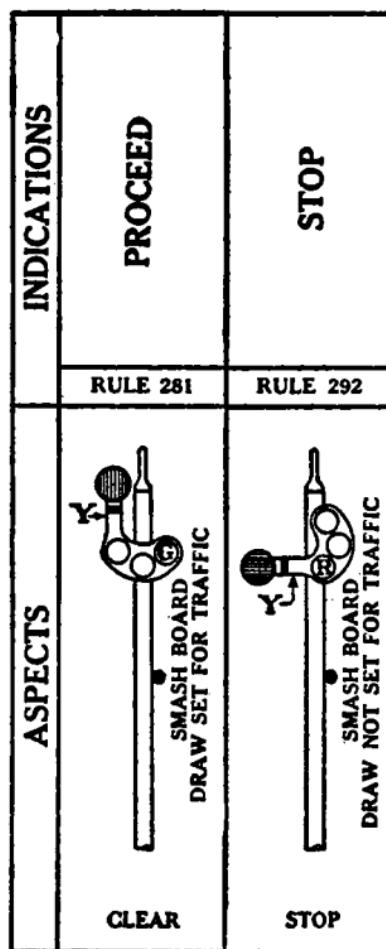
	Track	Between	And
Main Line	No. 2	Division Post (Md. Div.)	4258 feet north of Capes Interlocking.
	No. 1	Division Post (Md. Div.)	Capes Block Station

**Opposing and Following Movement of Trains by Block Signals**

**1261-A1. Rules 261, 262, 263 and 264 in effect:**

	Track	Between	And
Main Line	Single	Capes	Charles

**1280-A to 1294-A1.** Signal aspects not in conformity with the typical aspects, in service:



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

## MANUAL BLOCK SIGNAL SYSTEM

**1305-A1.** Rules 305 to 373, inclusive, are in effect as follows, except that Rule 316 and 317 will apply only on portions of the division as specified:

	Track	Between	And
Main Line	No. 1 and No. 2	Division Post (Md. Div.)	Seaford
	No. 2	Cassatt	4258 feet north of Capes Interlocking
	No. 1	Cassatt	Capes Block Station
Centreville	Secondary	Townsend	Centreville
Chestertown	Secondary	Mass	Chestertown
Oxford	Secondary	Clayton	Oxford
D. M. & V.	Secondary	Harrington	Frank
Cambridge	Secondary	Seaford	Tank
Crisfield	Secondary	Kings Creek	Field

**1317-A1.** Rule 317 will apply:

On Secondary Tracks between points listed under Special Instruction 1305-A1.

For movements with the current of traffic between points listed under Special Instruction 1305-A1.

**For Movements Against Current of Traffic**

Main Line—No. 2 track between Division Post (Md. Div.) and 4258 feet north of Capes Interlocking.

No. 1 track, between Division Post (Md. Div.) and Capes Block Station.

**1365-A1.** Trains clearing the block at south end of northward passing siding at Harrington, must report clear to the signalman.

**1365-A3.** Southward freight trains clearing main track at Capes must report clear to the signalman at Charles

## AUTOMATIC BLOCK SIGNAL SYSTEM

**1501-A1.** Rules 501 to 512, inclusive, are in effect on portions to the division as follows:

	Track	Between	And
Main Line	No. 1 and No. 2	Seaford	Cassatt
	No 2 Track	4258 feet north of Capes Inter- locking	Capes Inter- locking
	Single	Capes	Charles

**1503-A1.** In the application of **Rule 503**; at Delmar after making the necessary arrangements with signalman conductors and enginemen, are authorized to operate against the current of traffic within limits between Home Signal, No. 1 track, 900 feet north of Mile Post 2 and Home Signal, No. 2 track, 3150 feet south of Mile Post 95, not complying with **Rule 99**. After movement authorized has been made conductor or engineman must report completion of the movement to signalman.

After levers controlling signals involved have been placed in normal position and blocked with standard blocking device, signalman may permit movements against current of traffic within limits specified.

**1504-A1.** In the application of **Rule 504**; at Delmar after making the necessary arrangements with signalman, conductors and enginemen are authorized to make crossover movements within limits between Home Signal, No. 1 track, 900 feet north of Mile Post 2 and Home Signal, No. 2 track, 3150 feet south of Mile Post 95, not complying with **Rule 152**. After movement authorized has been made, conductor or engineman must report completion of movement to signalman.

After levers controlling signals involved have been placed in normal position and blocked with standard blocking device, signalman may permit crossover movements within limits specified.

## Home Division.....

Name..

### ...Occupation..

## QUALIFIED FOR SERVICE

DIVISION	ZONE	PART OF ZONE QUALIFIED FOR												

**THE PENNSYLVANIA RAILROAD  
DELMARVA DIVISION**

Cape Charles, Va., September 10, 1951.

**GENERAL ORDER NO. 101**

**Effective 2.01 A. M., Sunday, September 30, 1951**

**Applies in All Zones**

- (a) Time-Table No. 1 in effect. It contains the necessary instructions issued in general orders up to and including **No. 1405** all of which must be removed from bulletin boards. Each employee must examine each page of Time-Table No. 1 to see that his copy is complete, pages properly lined up, and note changes. Employees must turn in Time-Table No. 14 to bulletin board attendant, after Time-Table No. 1 takes effect.
- (b) Referring to **NOTE to Rule 38**. Until such time as Advance Speed Limit, Speed Limit, and Resume-Speed signs, shown on Page 69 of Book of Rules (Rules for Conducting Transportation) are available, yellow flags and lights in lieu of Advance Speed Limit, Speed Limit signs, and green flags and lights in lieu of Resume-Speed signs will be used.
- (c) General Order and General Notice Books containing all General Orders and General Notices in effect are permanently maintained at each Bulletin Board location as shown under Special Instruction **1075-A1** for the convenience of employees.

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

**M. H. LINGENFELTER,**  
**Superintendent.**





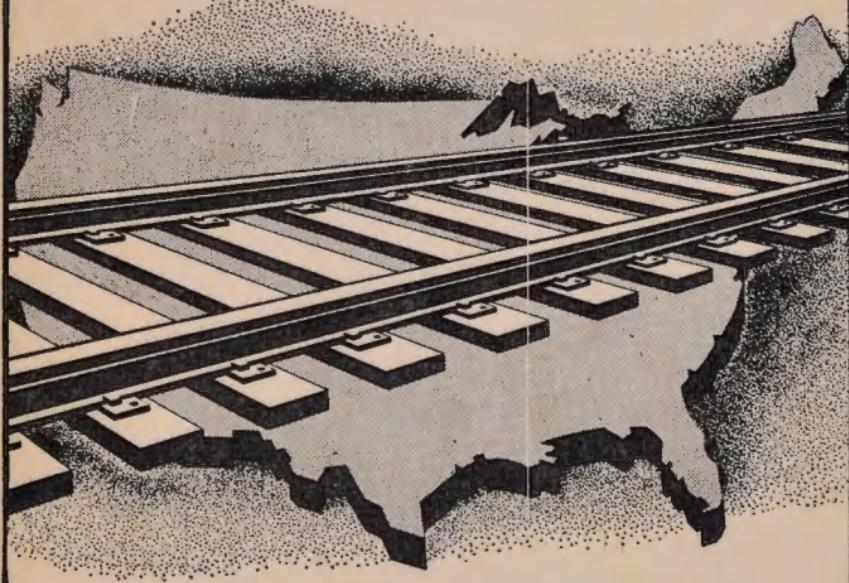






# HEAVY-DUTY HIGHWAY...

that costs the  
taxpayer *Nothing*



The more the ample capacity of these special steel highways is used to carry the commerce of the nation, the less the wear and damage on the public highways, the lower the cost of their repair and rebuilding—and the greater the safety and convenience with which you and your car can use them.

*Association of American Railroads*

DELMARVA DIVISION—TIME-TABLE NO. 1

**SAFETY IS OF THE FIRST  
IMPORTANCE IN THE  
DISCHARGE OF DUTY**