

Pennsylvania Railroad

EASTERN REGION

Southern Division

DELMARVA DIVISION

Time Table No. 3

In effect 12:01 A. M., Sunday, April 24, 1932

FOR THE GOVERNMENT OF EMPLOYES ONLY

EASTERN STANDARD TIME

W. C. HIGGINBOTTOM,
General Manager.

C. E. WHITLOCK,
General Superintendent.

J. M. SYMES,
Supt. Passenger Transportation.

W. R. DAVIS,
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

Southern Division

DELMARVA DIVISION

SUPPLEMENT No. 2

TO

Time Table No. 3

In effect 12:01 A. M., Sunday, Sept. 25, 1932

Changing time of trains Nos. 452 and 467.

Supplement No. 2 consists of pages Nos. 12 and 14 and must be pasted over corresponding pages in Time Table No. 3.

FOR THE GOVERNMENT OF EMPLOYES ONLY

EASTERN STANDARD TIME

W. C. HIGGINBOTTOM,
General Manager.

J. M. SYMES,
Supt. Passenger Transportation.

C. E. WHITLOCK,
General Superintendent.

N. S. MENAUGH,
Supt. Freight Transportation.

K. R. VOUGHT,
Superintendent.

INDEX

	PAGE
Canal to Cape Charles Southward.....	10 to 13
Cape Charles to Canal Northward.....	14 to 17
B. and E. R. R. Trains.....	13 to 14
B. and E. R. R. Trains.....	21
B. and E. R. R. Trains.....	26 to 27
Norfolk Ferry.....	18 to 19
Crisfield Branch.....	20
Cambridge Branch.....	21
D. M. & V. R. R.....	22 to 25
Oxford Branch.....	26 to 27
Centreville Branch.....	28
Chestertown Branch.....	29
 Arranged Freight Train Service.....	34 to 35
Automatic Block System.....	59
Block Signal Rules.....	57
Bulletin Boards.....	43
Bus Schedules.....	30 to 31
Cab Signal Rules.....	59 to 60
Color Signals.....	40
Communicating Signals.....	41
Company Surgeons.....	65
Distances.....	3 to 9
Double Track.....	45
Express and Milk Trains.....	33
Employes Register.....	64
Engine and other Equipment Restrictions.....	62 to 64
Engine Whistle Signals.....	41
First Aid Boxes.....	66
General Orders.....	43 to 45
Hospitals.....	66
Interlocking Rules.....	60 to 61
Inspection of Passing Trains.....	72
Letters and Characters.....	39 to 40
Manual Block System.....	57 to 58
Maximum Speed.....	52
Miscellaneous.....	68 to 72
Movement of Trains.....	46 to 49
Movement by Train Orders.....	49
Non-Interlocked Switches Connected} with Manual Block Station Signals.....	61
Personal Injuries—(Company Surgeons).....	65
Qualification Record.....	73
Sidings, Capacity of.....	3
Signal Aspects—Not Standard.....	56
Speed Restrictions.....	51 to 55
Speed Table.....	51
Standard Time.....	39
Stations—Passenger, Block and Interlocking.....	3 to 9
Superiority of Trains.....	42
Symbols.....	39
Telephones—Use of.....	66 to 67
Ticket Offices open.....	36 to 38
Track Assignments.....	45
Track Cars, etc.....	61 to 62
Train Signals.....	41 to 42
Unattended Block Stations.....	58 to 59
Unattended Block Stations.....	3 to 9
U. S. Mail Work.....	32
Use of Signals.....	42
Yards and Yard Instructions.....	50
Zones—General Order.....	45

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Wilmington	STATIONS	Sidings assigned direction Car capacity 43 ft. cars		
						N	S	Both
WILMINGTON (Md. Div.)								
I		B	17.9	17.9	CANAL			
			2.7	20.6	MT. PLEASANT			
I		B	2.1	22.7	ARMSTRONG	109	109	
			2.1	24.8	MIDDLETON			
			4.2	29.0	TOWNSEND			
		B	0.4	29.4	BARLOW			
			1.7	31.1	BLACKBIRD			
			3.7	34.8	GREEN SPRING			
			2.0	36.8	CLAYTON			
I		B	1.7	38.5	ALSTON	86	86	
			0.9	39.4	BRENFORD			
			3.0	42.4	CHESWOLD			
			2.1	44.5	DUPONT			
			3.1	47.6	DOVER			
I		B	1.3	48.9	HOLLIDAY	86	86	
			1.8	50.7	WYOMING			
			3.4	54.1	WOODSIDE			
			2.0	56.1	VIOLA			
			2.2	58.3	FELTON			
I		B	6.1	64.4	HARRINGTON	72	133	
			3.7	68.1	FARMINGTON			
I		B	4.2	72.3	GREENWOOD JCT.	107	118	
			0.1	72.4	GREENWOOD			
			4.6	77.0	BRIDGEVILLE			
			2.9	79.9	CANNON			
I		B	4.3	84.2	SEAFORD			
			6.2	90.4	LAUREL			
			3.4	93.8	BACON			
	P		2.0	95.8	HEARN			
		B	1.5	97.3	DELMAR			
I		B	5.9	103.2	SALISBURY			
			3.8	107.0	FRUITLAND			
			3.2	110.2	EDEN			
			2.7	112.9	LORETTO			
			3.4	116.3	PRINCESS ANNE			
			2.6	118.9	KINGS CREEK	78	92	
			5.7	124.6	COSTEN			
I		B	3.3	127.9	CASSATT			
			0.3	128.2	POCOMOKE			
			3.9	132.1	BEAVER DAM			
			2.5	134.6	NEW CHURCH			
		B	3.0	137.6	LECATO			
			1.1	138.7	OAK HALL			
			1.3	140.0	MAKEMIE PARK			
			2.3	142.3	HALLWOOD			
			1.7	144.0	MEARS			
			2.1	146.1	BLOXOM			
			1.7	147.8	HOPETON			
		B	1.9	149.7	PARKSLEY	73	94	
			3.2	152.9	GREENBUSH			
			2.4	155.3	TASLEY			
			1.7	157.0	ONLEY			
		B	3.0	160.0	MELFA			
			2.5	162.5	KELLER			
			2.5	165.0	PAINTER			
			2.9	167.9	BELLE HAVEN			
		B	1.4	169.3	EXMORE	89	89	
			4.3	173.6	NASSAWADOX			
			1.3	174.9	WIERWOOD			
			1.5	176.4	BIRDS NEST			
			2.8	179.2	MACHIPONGO			
I		B	1.7	180.9	MANAHAN	81	81	
			2.4	183.3	EASTVILLE			
			2.9	186.2	COBBS			
			1.5	187.7	CHERITON			
		B	2.0	189.7	CAPE JUNCTION			
			2.6	192.3	CAPE CHARLES			

I Interlocking Station and Plant.

P Interlocking Plant.

B Block Station.

NOTE.—Block stations are open continuously, except—

Barlow.....	Closed	Week Days 7:30 p.m. to 11:30 a.m. Sunday Continuously.
Lecato.....	Closed	Sunday 7:00 a. m. to 3:00 p. m.
Melfa.....	Closed	Week Days 4:00 p. m. to 8:00 a. m. Sunday Continuously.
Manahan.....	Closed	Sunday 8:00 a. m. to 12 midnight

CENTREVILLE BRANCH

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Townsend	STATIONS
					TOWNSEND
			3.8	3.8	VANDYKE
		IB	2.1	5.9	GOLT
		IB	3.3	9.2	MASSEY
		B	3.6	12.8	MILLINGTON
		IB	5.1	17.9	SUDLERSVILLE
			2.9	20.8	BARCLAY
			3.5	24.3	ROBERTS
		IB	2.5	26.8	PRICE
			1.7	28.5	HAYDEN
			2.7	31.2	CARVILLE
		IB	3.7	34.9	CENTREVILLE

NOTE.—Block Stations are open continuously, except—

Also unattended Block Stations controlled by open Block Stations

†Golt.....	Unattended	Controlled by Barlow; when Barlow is closed, controlled by Armstrong.
†Massey.....	Unattended	Controlled by Barlow; when Barlow is closed, controlled by Armstrong.
Millington.....	Closed	Week Days 4:30 P. M. to 7:30 A. M., Sunday continuously.
†Sudlersville.....	Unattended	Controlled by Millington; when Millington is closed, controlled by Barlow; when Millington and Barlow are closed, controlled by Armstrong.
†Price.....	Unattended	Controlled by Millington; when Millington is closed, controlled by Barlow; when Millington and Barlow are closed, controlled by Armstrong.
†Centreville.....	Unattended	Controlled by Millington; when Millington is closed, controlled by Barlow; when Millington and Barlow are closed, controlled by Armstrong.

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Massey	STATIONS
		1B			MASSEY
			3.6	3.6	LAMBSON
			2.3	5.9	BLACK
		B	3.2	9.1	KENNEDYVILLE
			2.4	11.5	STILL POND
			1.5	13.0	LYNCH
			2.2	15.2	WORTON
		1B	5.0	20.2	CHESTERTOWN

NOTE.—Block Stations are open continuously, except—
Also unattended Block Stations controlled by open Block Stations

†Massey	Unattended	Controlled by Barlow; when Barlow is closed, controlled by Armstrong.
Kennedyville	Closed	Week Days 4:30 P.M. to 7:40 A.M., Sunday continuously.
†Chestertown.....	Unattended	Controlled by Kennedyville; when Kennedyville is closed, controlled by Barlow; when Barlow and Kennedyville are closed, controlled by Armstrong.

OXFORD BRANCH

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Dist. from Clayton	STATIONS
		B			CLAYTON
			4.7	4.7	KENTON
		B	4.9	9.6	HARTLY
			4.2	13.8	MARYDEL
			2.8	16.6	HENDERSON
			3.0	19.6	GOLDSBORO
		B	4.2	23.8	GREENSBORO
			4.3	28.1	RIDGELY
		B	4.2	32.3	QUEEN ANNE
		1B	3.8	36.1	CORDOVA
			3.0	39.1	CHAPEL
		B	5.1	44.2	EASTON
		1B	0.6	44.8	EASTON JUNCTION
			3.0	47.8	LLANDAFF
			2.7	50.5	TRAPPE
		1B	3.7	54.2	OXFORD

NOTE.—Block Stations are open continuously, except—
Also unattended Block Stations controlled by open Block Stations

Clayton	Closed	10:45 P.M. to 6:45 A.M. Daily.
Hartly	Closed	Week Days 4:45 P.M. to 7:45 A.M., Sunday continuously.
Greensboro.....	Closed	6:15 P.M. to 6:45 A.M. Daily except Sunday. Sun. 12:01 A.M. to 3:40 P.M. 8:00 P.M. to 11:59 P.M.
Queen Anne.....	Closed	8:15 P.M. to 7:00 A.M. Daily except Sunday. Sun. 12:01 A.M. to 10:30 A.M. 11:45 A.M. to 3:00 P.M. 8:30 P.M. to 11:59 P.M.

†Cordova.....	Unattended	Controlled by Easton; when Easton is closed, controlled by Clayton; when Easton and Clayton are closed, controlled by Alston.
Easton.....	Closed	8:15 P.M. to 5:00 A.M. Daily except Sunday. Sun. 12:01 A.M. to 10:30 A.M. 11:45 A.M. to 2:30 P.M. 9:00 P.M. to 11:59 P.M.
†Easton Junction..	Unattended	Controlled by Easton; when Easton is closed, controlled by Clayton, when Easton and Clayton are closed, controlled by Alston.
†Oxford.....	Unattended	Controlled by Easton; when Easton is closed, controlled by Clayton; when Easton and Clayton are closed, controlled by Alston.

D. M. & V. R. R.

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Distance from Harrington	STATIONS	
					Block Station	Dist. from Harrington
I ..		B ..	.....	.....	HARRINGTON ..	
		B	4.3	4.3	HOUSTON ..	
		B	4.0	8.3	MILFORD ..	
			3.0	11.3	LINCOLN CITY ..	
I ..		B	4.4	15.7	ELLENDALE ..	
			3.0	18.7	ROBBINS ..	
			1.5	20.2	REDDEN ..	
		B	3.7	23.9	GEORGETOWN ..	
			1.0	24.9	SUSSEX ..	
			5.0	29.9	BROADKILL ..	
			2.1	32.0	COOL SPRING ..	
		†B	3.5	35.5	NASSAU ..	
			2.7	38.2	LEWES ..	
		†B	5.4	43.6	REHOBOTH ..	
			4.5	28.4	STOCKLEY ..	
		B	4.5	32.9	MILLSBORO ..	
		†B	3.7	36.6	DAGSBORO ..	
		†B	2.2	38.8	FRANKFORD ..	
		B	4.2	43.0	SELBYVILLE ..	
			2.0	45.0	BISHOP ..	
			2.0	47.0	SHOWELL ..	
			1.9	48.9	FRIENDSHIP ..	
		B	3.1	52.0	BERLIN ..	
			2.9	54.9	IRONSHIRE ..	
			3.6	58.5	QUEPONCO ..	
			4.1	62.6	WESLEY ..	
		†B	3.1	65.7	SNOW HILL ..	
			3.2	68.9	SCARBORO ..	
			2.6	71.5	GIRDLETREE ..	
			2.8	74.3	HURSLEY ..	
		†B	3.9	78.2	FRANKLIN CITY ..	

NOTE.—Block Stations are open continuously, except—
Also unattended Block Stations controlled by open Block Stations

Houston.....	Closed	Week Days 5:30 P.M. to 8:30 A.M., Sunday continuously.
Milford.....	Closed	Week Days 7:00 P.M. to 7:00 A.M., Sunday continuously.
Ellendale.....	Closed	Week Days 5:15 P.M. to 8:15 A.M., Sunday continuously.
Georgetown.....	Closed	8:00 P.M. to 6:30 A.M. Daily except Sunday. Sun. 12:01 A.M. to 2:00 P.M. 4:00 P.M. to 7:00 P.M. 9:00 P.M. to 11:59 P.M.
†Sussex.....	Unattended	Controlled by Georgetown; when Georgetown is closed, controlled by Harrington.
†Nassau.....	Unattended	Controlled by Georgetown; when Georgetown is closed, controlled by Harrington.
†Rehoboth.....	Unattended	Controlled by Georgetown; when Georgetown is closed, controlled by Harrington.
Millsboro.....	Closed	Week Days 4:30 P.M. to 7:30 A.M., Sunday continuously
†Dagsboro.....	Unattended	Controlled by Selbyville; when Selbyville is closed, controlled by Berlin; when Berlin is closed, controlled by Harrington.
†Frankford.....	Unattended	Controlled by Selbyville; when Selbyville is closed, controlled by Berlin; when Berlin is closed, controlled by Harrington.
Selbyville.....	Attended	7:30 A.M. to 4:30 P.M. Daily except Sunday. Daily 4:30 P.M. to 7:30 A.M. Sun. 7:30 A.M. to 4:30 P.M. When unattended, controlled by Berlin; when Berlin is closed, controlled by Harrington.
Berlin.....	Closed	8:50 P.M. to 5:50 A.M. Daily except Sunday. Sun. 12:01 A.M. to 1:10 P.M. 3:10 P.M. to 8:00 P.M. 10:00 P.M. to 11:59 P.M.
†Snow Hill.....	Unattended	Controlled by Berlin; when Berlin is closed, controlled by Harrington.
†Franklin City....	Unattended	Controlled by Berlin; when Berlin is closed, controlled by Harrington.

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Distance from Seaford	STATIONS	
I		B			SEAFORD	
		‡B	1.0	1.0	RIVER	
			4.5	5.5	OAK GROVE	
		‡B	4.2	9.7	FEDERALSBURG	
			3.8	13.5	WILLIAMSBURG	
		B	2.3	15.8	HURLOCK	
			4.1	19.9	EAST NEW MARKET	
		‡B	4.4	24.3	LINKWOOD	
			2.7	27.0	AIREY	
			2.5	29.5	THOMPSON	
			2.6	32.1	WASHINGTON STREET	
		‡B	0.7	32.8	CAMBRIDGE	

NOTE.—Block Stations are open continuously, except—
Also unattended Block Stations controlled by open Block Stations

‡River.....	Unattended	Controlled by Seaford.
‡Federalsburg.....	Unattended	Controlled by Seaford.
Hurlock.....	Closed	Week Days 8:00 P.M. to 6:55 A. M., Sunday continuously.
‡Linkwood.....	Unattended	Controlled by Hurlock; when Hurlock is closed, controlled by Seaford.
‡Cambridge.....	Unattended	Controlled by Hurlock; when Hurlock is closed, controlled by Seaford.

CRISFIELD BRANCH.

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Distance from King's Creek	STATIONS	
		‡B			KING'S CREEK	
		‡B	0.5	0.5	LANDON	
			2.4	2.9	WESTOVER	
			3.7	6.6	KINGSTON	
		‡B	3.5	10.1	MARION	
			3.3	13.4	HOPEWELL	
		‡B	2.6	16.0	PINE STREET	
			0.6	16.6	CRISFIELD	

NOTE.—Unattended Block Stations controlled by open Block Stations

‡King's Creek (Crisfield Bch.).	Unattended	Controlled by Cassatt.
‡Landon.....	Unattended	Controlled by Cassatt.
‡Marion.....	Unattended	Controlled by Cassatt.
‡Pine Street.....	Unattended	Controlled by Cassatt.

Interlocking Station & Plant	Interlocking Plant	Block Station	Dist. between Stations	Distance from Cape Junction	STATIONS
		B			CAPE JUNCTION.....
			2.6	2.6	PLANTATION.....
			2.3	4.9	CAPEVILLE.....
			1.4	6.3	TOWNSEND.....
		#B	3.4	9.7	KIPTOPEKE.....

NOTE.—Block Stations are open continuously, except—
Also unattended Block Stations controlled by open Block Stations

#Kiptopeke.....	Unattended	Controlled by Cape Jct.
-----------------	------------	-------------------------

STATIONS	FIRST CLASS			
	4 4 9	4 5 1	4 9 1	
	DAILY	EX. SUN.	SUN. ONLY	
Leave	A. M.	A. M.	A. M.	
WILMINGTON (Md. Div.)	\$ 2.32	\$ 6.33	\$ 8.15	
CANAL	2.59	F 7.12	F 8.54	
MT. PLEASANT		\$ 7.17	\$ 8.59	
ARMSTRONG	3.04	F 7.21	F 9.03	
MIDDLETOWN		\$ 7.27	\$ 9.09	
TOWNSEND	3.10	S 7.43	S 9.17	
BLACKBIRD		F 7.47	F 9.21	
GREEN SPRING		F 7.53	F 9.26	
CLAYTON	3.21	S 8.09	S 9.32	
BRENFORD		F 8.14	F 9.38	
CHESWOLD		S 8.19	F 9.41	
DUPONT		F 8.23		
DOVER		S 8.33	S 9.50	
HOLLIDAY	3.35	8.36	9.53	
WYOMING		\$ 8.42	\$ 9.57	
WOODSIDE		\$ 8.49	F 10.03	
VIOLA		\$ 8.53	S 10.08	
FELTON	3.46	S 8.58	S 10.13	
HARRINGTON	3.53	S 9.21	S 10.23	
FARMINGTON		\$ 9.28	F 10.30	
GREENWOOD JCT.	4.01	9.35	10.37	
GREENWOOD		S 9.38	S 10.38	
BRIDGEVILLE	4.06	S 9.47	S 10.46	
CANNON		F 9.53	F 10.51	
SEAFORD	0 4.17	S 10.26	S 11.05	
LAUREL	4.25	S 10.39	S 11.17	
BACON		F 10.45	F 11.23	
DELMAR	{ \$ 4.35	S 10.53	S 11.30	
	4.58	11.08		
SALISBURY	\$ 5.09	S 11.24		
FRUITLAND		S 11.35		
EDEN		S 11.42		
LORETTO		F 11.47		
PRINCESS ANNE	M 5.24	S 11.54		
KINGS CREEK	5.29	S 12.07		
COSTEN		F 12.17		
POCOMOKE	M 5.41	S 12.28		
BEAVER DAM		F 12.35		
NEW CHURCH		S 12.41		
LECATO	0 5.56	S 12.47		
OAK HALL		S 12.52		
MAKEMIE PARK		S 12.58		
HALLWOOD		S 1.03		
MEARS		F 1.07		
BLOXOM		S 1.13		
HOPETON		F 1.19		
PARKSLEY	6.11	S 1.26		
GREENBUSH		F 1.33		
TASLEY	S 6.22	S 1.42		
ONLEY	0 6.27	S 1.48		
MELFA	6.30	S 1.55		
KELLER	0 6.36	S 2.02		
PAINTER		S 2.09		
BELLE HAVEN		F 2.16		
EXMORE	6.47	S 2.23		
NASSAWADOX		S 2.30		
WIERWOOD		F 2.35		
BIRDS NEST		S 2.40		
MACHIPONGO	6.59	S 2.46		
EASTVILLE		S 2.52		
COBBS		S 2.59		
CHERITON		S 3.05		
CAPE JCT (So. E. D. T.)	7.15	S 3.10		
CAPE CHARLES	\$ 7.20	S 3.15		
Arrive	A. M.	P. M.	A. M.	
	4 4 9	4 5 1	4 9 1	

FIRST CLASS

	453 DAILY EX. SUN A. M.	455 DAILY A. M.	4885 DAILY EX. SUN. P. M.	463 DAILY EX. SUN. P. M.	
	\$ 8.26	\$ 11.08		\$ 3.47	
F	8.56 9.01 9.04 \$ 9.09 \$ 9.18	11.35 — 11.40 \$ 11.44 11.49	— — — — —	4.17 — 4.23 \$ 4.26 \$ 4.37	— — — — —
	\$ 9.32	\$ 11.59		\$ 4.51	
F	9.40				
	\$ 9.49 9.52	\$ 12.13 12.15		\$ 5.06 5.09	
	\$ 9.55	\$ 12.19		\$ 5.13 F 5.20	
	\$ 10.07 \$ 10.15	F 12.28 \$ 12.38		\$ 5.28 \$ 5.46	
		12.46 \$ 12.48 \$ 12.56 \$ 1.08		F 5.53 5.59 \$ 6.02 \$ 6.10 F 6.15 \$ 6.25	
		\$ 1.19		\$ 6.38	
		\$ 1.29 1.34		\$ 6.51	
		\$ 1.47			
		\$ 2.09 2.13	\$ 2.35 \$ 2.50		
		\$ 2.26			
		R 2.34 \$ 2.39			
		L 2.48			
		L 2.53			
		\$ 2.59			
		\$ 3.09			
		F 3.14			
		L 3.18			
		F 3.22			
		L 3.26			
		\$ 3.32			
		L 3.38			
		L 3.47			
		\$ 3.53			
		4.06			
		\$ 4.10			
	A. M.	P. M.	P. M.	P. M.	
	453	455	4885	463	

STATIONS	FIRST CLASS			
	Leave	493	467	
		SUN. ONLY	DAILY EX. SUN.	P. M.
WILMINGTON (Md. Div.)		\$ 5.00	\$ 5.33	
CANAL		F 5.32	F 6.12	
MT. PLEASANT		F 5.36	S 6.17	
ARMSTRONG		5.39	F 6.21	
MIDDLETOWN		S 5.44	S 6.26	
TOWNSEND		S 5.54	S 6.34	
BLACKBIRD		F 5.58	F 6.37	
GREEN SPRING			F 6.41	
CLAYTON		S 6.12	S 6.46	
BRENFORD		F 6.16	F 6.50	
CHESWOLD		F 6.21	F 6.55	
DUPONT			F 6.58	
DOVER		S 6.29	S 7.04	
HOLIDAY		6.32	7.07	
WYOMING		S 6.35	S 7.10	
WOODSIDE		F 6.41	F 7.16	
VIOLA		F 6.45	F 7.20	
FELTON		S 6.49	S 7.24	
HARRINGTON		S 7.07	S 7.33	
FARMINGTON		F 7.14	F 7.40	
GREENWOOD JCT.		7.20	7.46	
GREENWOOD		S 7.22	S 7.48	
BRIDGEVILLE		S 7.30	S 7.56	
CANNON		F 7.36	F 8.01	
SEAFORD		S 7.46	S 8.11	
LAUREL		S 7.58	S 8.21	
BACON		F 8.04		
DELMAR	{	S 8.10	S 8.30	
SALISBURY				
FRUITLAND				
EDEN				
LORETO				
PRINCESS ANNE				
KINGS CREEK				
COSTEN				
POCOMOKE				
BEAVER DAM				
NEW CHURCH				
LECATO				
OAK HALL				
MAKEMIE PARK				
HALLWOOD				
MEARS				
BLOXOM				
HOPETON				
PARKSLEY				
GREENBUSH				
TASLEY				
ONLEY				
MELFA				
KELLER				
PAINTER				
BELLE HAVEN				
EXMORE				
NASSAWADOX				
WIERWOOD				
BIRDS NEST				
MACHIPONGO				
EASTVILLE				
COBBS				
CHERITON				
CAPE JCT. (So. E. D. T.)				
CAPE CHARLES				
Arrive		P. M.	P. M.	
		493	467	

FIRST CLASS

	△ 9 DAILY EX. SUN. P. M.		4 4 7 DAILY P. M.	
			\$ 11.45	
			12.14	
			12.21	
			\$ 12.26	
			12.32	
			\$ 12.43	
			\$ 12.59	
			1.02	
			P 1.17	
			S 1.29	
			1.38	
			P 1.47	
	\$ 8.30		S 2.03	
	\$ 8.42		\$ 2.16	
	F 8.48			
	\$ 8.54		\$ 2.29	
			2.40	
	\$ 9.05		\$ 2.55	
			\$ 3.14	
			3.18	
			S 3.35	
			M 3.46	
			S 3.52	
			M 4.00	
			M 4.04	
			M 4.13	
			S 4.20	
			S 4.29	
			S 4.34	
			F 4.38	
			S 4.43	
			M 4.48	
			S 4.56	
			M 5.03	
			M 5.14	
			S 5.20	
			F 5.26	
			5.34	
			S 5.40	
	P. M.		A. M.	
	△ 9		4 4 7	

△B. and E. R. R. Co. Train.

STATIONS	FIRST CLASS		
	452	6	490
Arrive	A. M.	A. M.	A. M.
WILMINGTON (Md. Div.)	\$ 8.44		\$ 9.58
CANAL	F 8.03		F 9.26
MT. PLEASANT	F 7.59		\$ 9.22
ARMSTRONG	F 7.54		F 9.18
MIDDLETOWN	S 7.50		\$ 9.15
TOWNSEND	S 7.40		\$ 9.06
BLACKBIRD	F 7.35		F 9.01
GREEN SPRING	F 7.30		
CLAYTON	S 7.27		\$ 8.53
BRENFORD	F 7.21		F 8.48
CHESWOLD	F 7.16		\$ 8.43
DUPONT	F 7.11		
DOVER	S 7.06		\$ 8.35
HOLLIDAY	7.03		8.31
WYOMING	S 7.00		\$ 8.28
WOODSIDE	F 6.54		F 8.22
VIOLA	S 6.50		\$ 8.17
FELTON	S 6.42		\$ 8.12
HARRINGTON	S 6.37		\$ 8.03
FARMINGTON	F 6.30		F 7.54
GREENWOOD JCT.	6.24		7.47
GREENWOOD	S 6.23		S 7.46
BRIDGEVILLE	S 6.15		S 7.38
CANNON	F 6.09		S 7.30
SEAFORD	S 6.02	\$ 6.55	S 7.22
LAUREL	S 5.52	\$ 6.43	\$ 7.13
BACON	F 5.45	F 6.36	F 7.06
DELMAR	{ S 5.40	\$ 6.30	\$ 7.00
SALISBURY		\$ 6.20	
FRUITLAND			
EDEN			
LORETTA			
PRINCESS ANNE			
KINGS CREEK			
COSTEN			
POCOMOKE			
BEAVER DAM			
NEW CHURCH			
LECATO			
OAK HALL			
MAKEMIE PARK			
HALLWOOD			
MEARS			
BLOXOM			
HOPETON			
PARKSLEY			
GREENBUSH			
TASLEY			
ONLEY			
MELFA			
KELLER			
PAINTER			
BELLE HAVEN			
EXMORE			
NASSAWADOX			
WIERWOOD			
BIRDS NEST			
MACHIPONGO			
EASTVILLE			
COBBS			
CHERITON			
CAPE JCT. (So. E. D. T.)			
CAPE CHARLES			
Leave	A. M.	A. M.	A. M.
	DAILY	DAILY	SUN. ONLY
	EX. SUN.	EX. SUN.	
	452	6	490

FIRST CLASS

FIRST CLASS

STATIONS

4 9 4

4 6 8

Arrive

P. M.

P. M.

WILMINGTON (Md. Div.)	\$ 7.00	\$ 7.35	
CANAL	6.21	6.59	
MT. PLEASANT	F 6.17	F 6.54	
ARMSTRONG	6.13	6.49	
MIDDLETOWN	S 6.10	S 6.45	
TOWNSEND	S 6.01	S 6.38	
BLACKBIRD	F 5.53		
GREEN SPRING	F 5.48		
CLAYTON	S 5.44	S 6.25	
BRENFORD	F 5.34		
CHESWOLD	F 5.30	F 6.15	
DUPONT			
DOVER	S 5.21	S 6.06	
HOLLIDAY	5.17	6.02	
WYOMING	S 5.14	S 5.59	
WOODSIDE	F 5.08	F 5.53	
VIOLA	S 5.03	F 5.49	
FELTON	S 4.59	S 5.45	
HARRINGTON	S 4.49	S 5.30	
FARMINGTON	F 4.38		
GREENWOOD JCT.	4.32		
GREENWOOD	S 4.31		
BRIDGEVILLE	S 4.23		
CANNON	F 4.18		
SEAFORD	S 4.10		
LAUREL	S 3.56		
BACON	F 3.51		
DELMAR	S 3.48		
SALISBURY			
FRUITLAND			
EDEN			
LORETTA			
PRINCESS ANNE			
KINGS CREEK			
COSTEN			
POCOMOKE			
BEAVER DAM			
NEW CHURCH			
LECATO			
OAK HALL			
MAKEMIE PARK			
HALLWOOD			
MEARS			
BLOXOM			
HOPETON			
PARKSLEY			
GREENBUSH			
TASLEY			
ONLEY			
MELFA			
KELLER			
PAINTER			
BELLE HAVEN			
EXMORE			
NASSAWADOX			
WIERWOOD			
BIRDS NEST			
MACHIPONGO			
EASTVILLE			
COBBS			
CHERITON			
CAPE JCT (So. E. D. T.)			
CAPE CHARLES			
Leave		P. M.	P. M.
		SUN. ONLY	DAILY EX. SUN.
		4 9 4	4 6 8

FIRST CLASS

	470		450	
	A. M.		A. M.	
	\$ 3.08		\$ 4.33	
	2.37		4.03	
	2.27		3.55	
	\$ 2.22		N 3.51	
	2.12		3.41	
	\$ 1.59		N 3.31	
	\$ 1.44		N 3.16	
	1.41		3.13	
	F 1.38			
	F 1.25			
	S 1.16		N 2.52	
	1.08		2.46	
	1.02		2.41	
	F 1.01			
	S 12.54		N 2.34	
	S 12.39		N 2.19	
	S 12.28		N 2.07	
	12.16		1.55	
	S 12.06		S 1.45	
	S 11.51		S 1.30	
	\$ 11.19		Q 1.04	
	11.11		1.01	
	\$ 11.00		\$ 12.50	
	\$ 10.48			
	S 10.38		N 12.32	
	F 10.32			
	S 10.27			
	S 10.22			
	F 10.17			
	S 10.14			
	F 10.10			
	S 10.05		12.16	
	F 9.59			
	S 9.54		S 12.07	
	S 9.47		N 12.01	
	S 9.39		11.57	
	S 9.33		N 11.52	
	S 9.26			
	F 9.22			
	S 9.18		11.44	
	S 9.10			
	S 9.04			
	S 8.58			
	S 8.50		11.24	
	F 8.46			
	S 8.41			
	8.35		11.15	
	S 8.30		\$ 11.10	
	P. M.		P. M.	
	DAILY		DAILY	
	470		450	

STATIONS	447		449	
	DAILY		DAILY	
Leave	A. M.		A. M.	
CAPE CHARLES.....	\$ 6.00		\$ 7.40	
OLD PT. COMFORT.....	\$ 7.40		\$ 9.40	
NORFOLK.....	\$ 8.40		\$ 10.40	
Arrive	A. M.		A. M.	
	447		449	

NORFOLK FERRY.

STATIONS		462		Note
	Arrive	P. M.		
Leave	A. M.		P. M.	
CAPE CHARLES.....		\$ 12.01		\$ 3.15
OLD PT. COMFORT.....		\$ 10.00		\$ 1.20
NORFOLK.....		\$ 9.10		\$ 12.30
	DAILY		DAILY	
	462			Note

Note—No train connection.

		Note		455	
		DAILY		DAILY	
		P. M.		P. M.	
		\$ 1.00		\$ 4.25	
		\$ 2.50		\$ 6.15	
		\$ 3.45		\$ 7.15	
		P. M.		P. M.	
		Note		455	

NORTHWARD.

		470		450	
		P. M.		P. M.	
		\$ 8.15		\$ 10.50	
		\$ 6.15		\$ 8.50	
		\$ 5.00		\$ 8.00	
		P. M.		P. M.	
		DAILY		DAILY	
		470		450	

Note—No train connection.

STATIONS	FIRST CLASS		
	* 4885 DAILY EX. SUN.	P. M.	
Leave			
KING'S CREEK	\$ 3.10		
WESTOVER	\$ 3.18		
KINGSTON	\$ 3.26		
MARION	\$ 3.36		
HOPEWELL	F 3.44		
PINE STREET	\$ 3.50		
CRISFIELD	\$ 4.00		
Arrive	P. M.		
	* 4885		

CRISFIELD BRANCH.—NORTHWARD.

STATIONS	FIRST CLASS		
	4882	P. M.	
Arrive			
KING'S CREEK	\$ 1.35		
WESTOVER	\$ 1.23		
KINGSTON	\$ 1.15		
MARION	\$ 1.07		
HOPEWELL	F 12.55		
PINE STREET	\$ 12.50		
CRISFIELD	\$ 12.45		
Leave	P. M.		
	DAILY EX. SUN. 4882		

STATIONS	FIRST CLASS		
	△ 6 DAILY EX. SUN.	4791 DAILY EX. SUN.	4851 SUN. ONLY
	Leave	A. M.	A. M.
SEAFORD	\$ 7.05	\$ 10.36	\$ 11.12
OAK GROVE	F 7.16	F 10.46	F 11.19
FEDERALSBURG	\$ 7.28	\$ 10.55	\$ 11.28
WILLIAMSBURG	\$ 7.37	\$ 11.03	\$ 11.34
HURLOCK	\$ 7.45	\$ 11.21	\$ 11.49
EAST NEW MARKET		\$ 11.29	\$ 11.57
LINKWOOD		\$ 11.38	\$ 12.05
AIREY		\$ 11.44	F 12.11
THOMPSON		F 11.49	F 12.17
WASHINGTON ST.		F 11.54	F 12.23
CAMBRIDGE		\$ 11.56	\$ 12.26
Arrive	A. M.	A. M.	P. M.
	△ 6	4791	4851

CAMBRIDGE BRANCH—NORTHWARD.

STATIONS	FIRST CLASS		
	4792	4850	△ 9
	Arrive	P. M.	P. M.
SEAFORD	\$ 3.08	\$ 3.12	\$ 3.20
OAK GROVE	F 2.58	F 3.02	F 3.08
FEDERALSBURG	\$ 2.50	\$ 2.54	\$ 3.00
WILLIAMSBURG	\$ 2.41	\$ 2.45	\$ 2.51
HURLOCK	\$ 2.35	\$ 2.39	\$ 2.45
EAST NEW MARKET	\$ 2.18	\$ 2.22	
LINKWOOD	\$ 2.09	\$ 2.14	
AIREY	\$ 2.02	F 2.07	
THOMPSON	F 1.57	F 2.02	
WASHINGTON ST.	F 1.52	F 1.57	
CAMBRIDGE	\$ 1.50	\$ 1.55	
Leave	P. M.	P. M.	P. M.
	DAILY EX. SUN.	SUN. ONLY	DAILY EX. SUN.
	4792	4850	△ 9

△B. and E. R. R. Co. Train.

Train No. 4791 is superior by direction to Train No. 4792.
 Train No. 4851 is superior by direction to Train No. 4850.

STATIONS		FIRST CLASS		
		Leave	453 DAILY EX. SUN.	* 4773 DAILY EX. SUN.
			A. M.	P. M.
HARRINGTON			\$ 10.22	
HOUSTON			\$ 10.29	
MILFORD			\$ 10.39	
LINCOLN CITY			\$ 10.45	
ELLENDALE			\$ 10.53	
ROBBINS			F 10.59	
REDDEN			F 11.02	
GEORGETOWN			\$ 11.20	\$ 1.25
BROADKILL	Rehoboth Del.			\$ 1.45
COOL SPRING				F 2.00
NASSAU				F 2.20
LEWES				\$ 3.00
REHOBOTH				\$ 3.45
STOCKLEY			F 11.28	
MILLSBORO			\$ 11.37	
DAGSBORO			\$ 11.44	
FRANKFORD			\$ 11.50	
SELBYVILLE			\$ 11.59	
BISHOP			\$ 12.04	
SHOWELL			\$ 12.09	
FRIENDSHIP			F 12.13	
BERLIN			\$ 12.22	
IRONSHIRE			F 12.28	
QUEPONCO			\$ 12.35	
WESLEY			F 12.41	
SNOW HILL			\$ 12.51	
SCARBORO			F 12.57	
GIRDLETREE			\$ 1.03	
HURSLEY			\$ 1.10	
FRANKLIN CITY			\$ 1.21	
Arrive			P. M.	P. M.
			453	* 4773

Train No. 453 is superior by direction to Train No. 468.

FIRST CLASS

	4771 DAILY EX. SUN.		4831 SUN. ONLY	*4833 SUN. ONLY	
	P. M.		P. M.	P. M.	
	\$ 5.55		\$ 7.12		
	\$ 6.03		\$ 7.20		
	\$ 6.18		\$ 7.28		
	\$ 6.20		\$ 7.34		
	\$ 6.29		\$ 7.42		
	F 6.36		F 7.47		
	F 6.39		F 7.51		
	\$ 6.50		\$ 8.04	\$ 8.09	
				F 8.25	
				F 8.32	
		.		F 8.42	
				\$ 8.51	
				\$ 9.06	
	F 6.59		F 8.13		
	\$ 7.07		\$ 8.21		
	\$ 7.15		\$ 8.28		
	\$ 7.22		\$ 8.33		
	\$ 7.31		\$ 8.41		
	F 7.36		F 8.45		
	F 7.40		F 8.50		
	F 7.45		F 8.55		
	\$ 7.53		\$ 9.03		
	F 7.59		F 9.08		
	\$ 8.06		F 9.15		
	F 8.13		F 9.22		
	\$ 8.21		\$ 9.30		
	F 8.27		F 9.36		
	\$ 8.34		\$ 9.42		.
	\$ 8.40		F 9.48		
	\$ 8.50		\$ 9.59		
	P. M.		P. M.	P. M.	
	4771		4831	*4833	

STATIONS	Arrive	FIRST CLASS	
		4 770	* 4 774
HARRINGTON		\$ 7.40	
HOUSTON		\$ 7.31	
MILFORD		\$ 7.23	
LINCOLN CITY		\$ 7.16	
ELLENDALE		\$ 7.08	
ROBBINS		F 7.03	
REDDEN		F 7.00	
GEORGETOWN		\$ 6.52	\$ 11.25
BROADKILL	Rehoboth Bch.		\$ 10.25
COOL SPRING			F 10.10
NASSAU			\$ 9.50
LEWES			\$ 9.30
REHOBOTH			\$ 9.00
STOCKLEY		F 6.41	
MILLSBORO		\$ 6.34	
DAGSBORO		\$ 6.27	
FRANKFORD		\$ 6.21	
SELBYVILLE		\$ 6.11	
BISHOP		F 6.06	
SHOWELL		F 6.02	
FRIENDSHIP		F 5.58	
BERLIN		\$ 5.53	
IRONSHIRE		F 5.46	
QUEPONCO		\$ 5.39	
WESLEY		F 5.31	
SNOW HILL		\$ 5.26	
SCARBORO		F 5.20	
GIRDLETREE		\$ 5.14	
HURSLEY		\$ 5.09	
FRANKLIN CITY		\$ 5.00	
Leave		A. M.	A. M.
		DAILY EX. SUN.	DAILY EX. SUN.
		4 770	* 4 774

FIRST CLASS

* 4832		* 4830		468	
P. M.	P. M.			P. M.	
	\$ 3.55			\$ 5.27	
	F 3.45			\$ 5.20	
	\$ 3.39			\$ 5.12	
	\$ 3.32			\$ 5.02	
	\$ 3.24			\$ 4.52	
	F 3.17			F 4.45	
	F 3.14			F 4.41	
\$ 2.59	\$ 3.06			\$ 4.33	
F 2.43					
F 2.36					
\$ 2.26					
\$ 2.17					
\$ 2.02					
	F 2.51			F 4.18	
	\$ 2.44			\$ 4.10	
	\$ 2.37			\$ 4.01	
	\$ 2.32			\$ 3.53	
	\$ 2.26			\$ 3.44	
	F 2.21			F 3.35	
	F 2.17			F 3.30	
	F 2.12			F 3.25	
	\$ 2.07			\$ 3.19	
	F 2.00			F 3.08	
	\$ 1.54			\$ 3.01	
	F 1.47			F 2.53	
	\$ 1.42			\$ 2.47	
	F 1.35			F 2.38	
	\$ 1.31			\$ 2.33	
	\$ 1.25			\$ 2.26	
	\$ 1.17			\$ 2.15	
P. M.	P. M.			P. M.	
SUN. ONLY	SUN. ONLY			DAILY EX. SUN.	
* 4832	* 4830			468	

STATIONS	FIRST CLASS			
	Leave	4761		
		DAILY EX. SUN.	A. M.	
CLAYTON		\$ 9.43		
KENTON		\$ 9.57		
HARTLY		\$ 10.07		
MARYDEL		\$ 10.17		
HENDERSON		\$ 10.23		
GOLDSBORO		\$ 10.31		
GREENSBORO		\$ 10.41		
RIDGELY		\$ 10.55		
QUEEN ANNE		\$ 11.08		
QUEEN ANNE JCT.				
CORDOVA		\$ 11.18		
CHAPEL		F 11.24		
EASTON		\$ 11.44		
EASTON JUNCTION		11.51		
LLANDAFF		F 11.57		
TRAPPE		\$ 12.03		
OXFORD		\$ 12.12		
Arrive			P. M.	
			4761	

OXFORD BRANCH.

STATIONS	FIRST CLASS			
	Arrive	4760		
		A. M.	△ 6	A. M.
CLAYTON		\$ 8.26		
KENTON		\$ 8.14		
HARTLY		\$ 8.05		
MARYDEL		\$ 7.56		
HENDERSON		\$ 7.50		
GOLDSBORO		\$ 7.44		
GREENSBORO		\$ 7.35		
RIDGELY		\$ 7.25		
QUEEN ANNE		\$ 7.16		\$ 9.04
QUEEN ANNE JCT.				
CORDOVA		\$ 7.07		F 8.55
CHAPEL		F 7.00		8.49
EASTON		\$ 6.51		\$ 8.43
EASTON JUNCTION		6.43		8.35
LLANDAFF				
TRAPPE		F 6.32		
OXFORD		\$ 6.25		
Leave		A. M.	A. M.	
			DAILY EX. SUN.	
		4760	△ 6	

△B. and E. R. R. Co. Train.

Train No. 4761 is superior by direction to Train No. 4768.

FIRST CLASS

△ 11 SUN ONLY	4 7 6 9 DAILY EX SUN.		4 8 2 1 SUN ONLY	△ 9 DAILY EX. SUN.	
A. M.	P. M.		P. M.	P. M.	
	\$ 4.58		\$ 6.16		
	\$ 5.06		\$ 6.24		
	\$ 5.15		\$ 6.33		
	F 5.23		\$ 6.43		
	F 5.28		\$ 6.49		
	\$ 5.34		\$ 6.55		
	\$ 5.43		\$ 7.04		
	\$ 5.52		\$ 7.13		
\$ 10.41	\$ 6.01		\$ 7.22	\$ 6.21	
F 10.49	\$ 6.10		\$ 7.31	\$ 6.33	
10.54	F 6.16		\$ 7.37	6.38	
\$ 11.05	\$ 6.26		\$ 7.47	\$ 6.53	
	6.28		7.49	6.57	
			F 7.56		
	F 6.42		F 8.03		
	\$ 6.51		\$ 8.11		
A. M.	P. M.		P. M.	P. M.	
△ 11	4 7 6 9		4 8 2 1	△ 9	

NORTHWARD.

FIRST CLASS

	4 7 6 8	4 8 2 0		△ 12	
	P. M.	P. M.		P. M.	
	\$ 3.38	\$ 5.30			
	\$ 3.19	\$ 5.13			
	\$ 3.06	\$ 4.53			
	\$ 2.56	\$ 4.45			
	\$ 2.50	\$ 4.39			
	\$ 2.44	\$ 4.33			
	\$ 2.33	\$ 4.21			
	\$ 2.22	\$ 4.09			
	\$ 2.00	\$ 3.51		\$ 4.06	
	\$ 1.51	\$ 3.44		\$ 3.58	
	F 1.42	F 3.36		F 3.53	
	\$ 1.32	\$ 3.29		\$ 3.45	
	1.18	3.17			
	F 1.12	F 3.12			
	\$ 1.07	F 3.07			
	\$ 1.00	\$ 3.00			
	P. M.	P. M.		P. M.	
	DAILY EX. SUN.	SUN. ONLY		SUN. ONLY	
	4 7 6 8	4 8 2 0		△ 12	

△B. and E. R. R. Co. Train.

STATIONS Leave	FIRST CLASS			
	4801 SUN. ONLY	4701 DAILY EX. SUN.	4703 DAILY EX. SUN.	4803 SUN. ONLY
	A. M.	A. M.	P. M.	P. M.
TOWNSEND	\$ 9.22	\$ 9.28	\$ 4.52	\$ 6.05
VANDYKE	F 9.37	F 9.43	F 5.00	F 6.13
GOLT	\$ 9.43	\$ 9.49	\$ 5.08	\$ 6.19
MASSEY	\$ 9.49	\$ 9.55	\$ 5.12	\$ 6.25
	{ 10.15	{ 10.10	{ 5.18	{ 6.31
MILLINGTON	\$ 10.26	\$ 10.21	\$ 5.27	\$ 6.39
SUDLERSVILLE	\$ 10.47	\$ 10.42	\$ 5.38	\$ 6.49
BARCLAY	\$ 10.53	\$ 10.48	\$ 5.44	F 6.56
ROBERTS	\$ 11.00	\$ 10.55	\$ 5.51	F 7.03
PRICE	\$ 11.07	\$ 11.02	\$ 5.57	\$ 7.09
HAYDEN	F 11.12	F 11.07	F 6.03	F 7.14
CARVILLE	F 11.18	F 11.13		F 7.20
CENTREVILLE	\$ 11.25	\$ 11.20	\$ 6.15	\$ 7.27
Arrive	A. M.	A. M.	P. M.	P. M.
	4801	4701	4703	4803

CENTREVILLE BRANCH.—NORTHWARD.

STATIONS Arrive	FIRST CLASS		
	4700	4702	4802
	A. M.	P. M.	P. M.
TOWNSEND	\$ 8.40	\$ 3.46	\$ 5.45
VANDYKE	F 8.34	F 3.38	F 5.38
GOLT	\$ 8.29	\$ 3.32	\$ 5.32
MASSEY	\$ 8.23	\$ { 3.25	\$ { 5.25
		{ 3.06	{ 5.06
MILLINGTON	\$ 8.09	\$ 2.58	\$ 4.57
SUDLERSVILLE	\$ 7.59	\$ 2.39	\$ 4.40
BARCLAY	F 7.52	F 2.32	F 4.33
ROBERTS	\$ 7.44	\$ 2.24	F 4.25
PRICE	\$ 7.38	\$ 2.18	\$ 4.18
HAYDEN	F 7.33	F 2.13	F 4.13
CARVILLE	F 7.27		F 4.07
CENTREVILLE	\$ 7.20	\$ 2.00	\$ 4.00
Leave	A. M.	P. M.	P. M.
	DAILY	DAILY EX. SUN.	SUN. ONLY
	4700	4702	4802

Trains Nos. 4701 and 4801 are superior by direction to
Trains Nos. 4702 and 4802.

STATIONS	FIRST CLASS		
	4 7 1 1	4 7 1 3	4 8 1 3
	DAILY	DAILY EX. SUN.	SUN. ONLY
Leave	A. M.	P. M.	P. M.
MASSEY	\$ 10.05	\$ 5.20	\$ 6.28
LAMBSON	\$ 10.12	\$ 5.27	\$ 6.35
BLACK	\$ 10.18	\$ 5.34	\$ 6.42
KENNEDYVILLE	\$ 10.31	\$ 5.42	\$ 6.50
STILL POND	\$ 10.36	\$ 5.48	\$ 6.57
LYNCH	\$ 10.40	\$ 5.52	\$ 7.01
WORTON	\$ 10.47	\$ 5.57	\$ 7.06
CHESTERTOWN	\$ 11.00	\$ 6.10	\$ 7.18
Arrive	A. M.	P. M.	P. M.
	4 7 1 1	4 7 1 3	4 8 1 3

CHESTERTOWN BRANCH.—NORTHWARD.

STATIONS	FIRST CLASS		
	4 7 1 0	4 7 1 2	4 8 1 2
	A. M.	P. M.	P. M.
MASSEY	\$ 8.11	\$ 3.10	\$ 5.06
LAMBSON	\$ 8.05	\$ 2.59	\$ 4.58
BLACK	\$ 7.59	\$ 2.52	\$ 4.51
KENNEDYVILLE	\$ 7.52	\$ 2.46	\$ 4.43
STILL POND	\$ 7.47	\$ 2.31	\$ 4.31
LYNCH	\$ 7.43	\$ 2.27	\$ 4.27
WORTON	\$ 7.38	\$ 2.22	\$ 4.22
CHESTERTOWN	\$ 7.28	\$ 2.12	\$ 4.12
Leave	A. M.	P. M.	P. M.
	DAILY	DAILY EX. SUN.	SUN. ONLY
	4 7 1 0	4 7 1 2	4 8 1 2

Train No. 4711 is superior by direction to Trains Nos. 4712, and 4812.

**PASSENGER HIGHWAY BUS SERVICE TRIPS—BETWEEN DELMAR,
SALISBURY AND CRISFIELD.**

	DAILY EX. SUN.	STATIONS		
	A. M.	Lv.	Ar.	P. M.
	4. 50	CRISFIELD	9.20	
	4. 52	PINE STREET	9.10	
	5. 00	HOPEWELL	9.01	
	5. 10	MARION	8.50	
	5. 22	KINGSTON	8.38	
	5. 33	WESTOVER	8.26	
	6. 42	KINGS CREEK	8.16	
	6. 51	PRINCESS ANNE	8.07	
	6. 01	LORETTA	7.56	
	6. 09	EDEN	7.47	
	6. 19	FRUITLAND	7.36	
	6. 40	SALISBURY B. & E.	7.23	
	6. 56	DELMAR	7.00	
		A. M.	Lv.	DAILY EX. SUN.
			P. M.	

[†]Motor Coach stops at Allen for Eden Passengers.

**PASSENGER HIGHWAY BUS SERVICE TRIPS—BETWEEN CAMBRIDGE, BRIDGEVILLE,
GEORGETOWN AND REHOBOTH.**

SUN. ONLY	DAILY EX. SUN.	DAILY EX. SUN.	A. M.	STATIONS	Ar.	P. M.	P. M.	P. M.
P. M.	P. M.	P. M.	Lv.	CAMBRIDGE	2.30	7.50	9.10	
4.30	4.15	6.05		EAST NEW MARKET	2.00	7.10	8.40	
4.55	4.40	6.30		HURLOCK	1.35	6.55	8.15	
5.15	5.00	6.50		WILLIAMSBURG	1.30	6.50	8.10	
5.20	5.05	6.55		FEDERALSBURG	1.20	6.40	8.00	
5.30	5.15	7.05		Ar. } { Lt.	1.00 PM	6.20	7.40	
6.10	5.45	7.35		BRIDGEVILLE	Ar. } { Lt.	7.35 AM	6.15	
	6.15	8.45	Lv.		Ar. } { Lt.	6.57	4.35	
	6.45	9.25	Ar.		Ar. } { Lt.	6.51	4.26	
	6.68	11.25	Lv.		Ar. } { Lt.	6.37	3.52	
	7.10	11.35		HARBESON				
	7.14	11.40		COOLSPRING				
	7.24	11.50		BELLTOWN				
	7.35	12.05		LEWES				
	7.65	12.40		REHOBOTH				
P. M.	P. M.	P. M.	Ar.	Lv.	A. M.	P. M.	P. M.	SUNDAY ONLY
					DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SUN.	

U. S. MAIL WORK.

STATIONS	SOUTHWARD						NORTHWARD					
	449	451	455	463	447	452	458	462	468	470	450	
Mt. Pleasant		E					CD					
Middletown		E	E	E	E	D	E	E		E		
Townsend		E		E		D	E	E				
Clayton		E	E	E	E	D	E	E		E		
Cheswold		E					CD	CD	CD			
Dover		E	E	E	E	D	E	E		E		
Wyoming		E	E	E	E	D	E	CD				
Woodside		E		CD			CD		CD			
Viola		E					CD		CD			
Felton		E		E		D	E					
Harrington	D	E	E	E	E		E	E		E		
Farmington		E		E			CD	CD				
Greenwood		E	E	E	E	D	E	E				
Bridgeville		E	E	E	E	D	E	E		E		
Cannon		CD		CD			CD	CD				
Seaford		E	E	E	E	D	E	E		E		
Laurel		E	E	E	E	D	E	E		E		
Delmar		E	E	E	E		E	E		E		
Salisbury	E	E	E	D			E		E	E		
Fruitland	D	E						CD				
Eden	D	E						CD				
Princess Anne	H	E	E	D			E		E			
King's Creek	D	E						CD				
Pocomoke	H	E	E	D			E		E	E		
Beaver Dam		CD					CD					
New Church	D	E					CD			E		
Lecato	H	E					E		E			
Oak Hall	D	E	GD				CD			C		
Makemie Park	D	E	D				CD			E		
Hallwood	D	E	CD				CD			E		
Mears		CD					CD			C		
Bloxom	D	E	D				CD			E		
Hopeton		CD					CD					
Parksley	D	E	E				E		E			
Green Bush	D	CD					CD					
Tasley	E	E	E				E		E	E		
Onley	D	E	D				E		E			
Melfa	D	E	D				CD			E		
Keller	D	E	D				E		E			
Painter	D	E	D				CD			E		
Exmore	D	E	D				E		E			
Nassawadox	D	E	D				CD			E		
Wierwood	D	CD					CD			C		
Birds Nest	D	E	D				CD			E		
Machipongo	D	E	D				CD			E		
Kendall Grove		CD					CD					
Eastville	D	E	E				E		E			
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.

C D—Mail caught and delivered

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

H—Pass station at reduced speed to exchange mail.

(Note.—Letters and characters as used in this page have no reference to their application as provided for in S4.)

No. 453 catch and deliver mail at Cheswold.

No. 482 deliver mail at Kendall Grove and Hopeton; receive and deliver mail at Tasley; deliver mail at Mears.

Daily except Sunday, train No. 449 will reduce speed to five (5) miles per hour passing Harrington to permit delivery of U. S. Mail.

Daily, train No. 449 will reduce speed to five (5) miles per hour passing Princess Anne to permit delivery of U. S. Mail.

Daily, train No. 449 will reduce speed to fifteen (15) miles per hour passing Pocomoke and Lecato to permit delivery of U. S. Mail.

EXPRESS AND MILK TRAINS

Between
CANAL AND PRINCESS ANNE
 THESE TRAINS RUN AS EXTRAS UNLESS OTHERWISE ORDERED.

STATIONS	SOUTHWARD		NORTHWARD		
	D-4 5 7		D-2 0	D-4 6 6	D-4 6 6
	DAILY	A. M.	P. M.	P. M.	P. M.
WILMINGTON (Md. Biv.)	E 5.35	E 9.00	E 5.55	E 7.35	
CANAL	6.05	8.30	6.30	7.10	
MT. PLEASANT	E 6.20				
ARMSTRONG					
MIDDLETOWN					
TOWNSEND	E 6.50		E 4.30	E 6.45	
BLACKBIRD					
GREEN SPRING					
CLAYTON	E 7.15	E 7.30	E 4.00	E 6.15	
BRENFORD					
CHESWOLD	E 7.25				
DUPONT					
DOVER	E 7.45	E 7.00	E 2.53	E 4.33	
HOLLIDAY					
WYOMING			E 2.40	E 4.20	
WOODSIDE			E 2.36		
VIOLA			E 2.33		
FELTON	E 8.10		E 2.30	E 4.10	
HARRINGTON	E 8.30	E 6.45	E 2.05	E 3.45	
FARMINGTON					
GREENWOOD JCT.					
GREENWOOD					
BRIDGEVILLE		E 5.35			
CANNON					
SEAFORD		E 5.20			
LAUREL			E 4.05		
BACON					
DELMAR		E 4.00			
SALISBURY			E 2.30		
FRUITLAND					
EDEN					
LORETTO					
PRINCESS ANNE			E 2.00		
	A. M.	P. M.	P. M.	P. M.	
		DAILY EX. SUN.	DAILY EX. SUN.	SUN. ONLY	
	D-4 5 7	D-3 0	D-4 6 6	D-4 6 6	

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

STATIONS	D 6	D 2	†NO 6	FH 2	CNE 2	D 56	†D 54	†D 60	D 4	†NO 2	D 24	D 252
Leave A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
Cape Charles.....	1.30	2.45			1.30					3.00		
Tasley.....									2.00			
Urisfield.....				6.45								
Delmar.....	1.00	7.00	2.45		7.45					10.00	3.00	
Delmar.....		1.45	8.30		9.15					8.30	5.00	5.15
Cambridge.....												
Franklin City.....						7.00						
Georgetown.....												
Harrington.....		4.15			3.30							10.45
Harrington.....		4.45										
Oxford.....							7.30					
Clayton.....							2.00					
Centreville.....								7.00				
Chestertown.....									7.00			
Canal.....								1.30		3.00	4.55	9.30
Pass	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.

†Tri-weekly service.

TIME SHOWN CONVEYS NO TIME TABLE AUTHORITY.

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

Pass	D 27	†D 53	†D 59	†NO 1	D 55	D 3	†NO 5	†NO 3	HF 1	D 1	D 251
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	A. M.
Canal.....	4.00	8.10	8.10			10.45					
Chestertown.....			2.00								
Centreville.....			2.30								
Clayton.....											
Oxford.....											
Harrington.....				Arrive							
Harrington.....				Leave							
Georgetown.....											
Franklin City.....											
Cambridge.....											
Delmar.....				Arrive							
Delmar.....				Leave							
Crisfield.....											
Tasley.....											
Cape Charles.....											
Arrive	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	

†Tri-weekly service.

TIME SHOWN CONVEYS NO TIME TABLE AUTHORITY.

**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	458	Mt. Pleasant..	Closed	.....
451	462	Middletown...	490	494
452	468	Townsend....	491	494
452	467	Clayton.....	490	493
452	453	Cheswold.....	Closed	.....
447	467	Dover.....	447	493
452	468	Wyoming.....	Closed	.....
458	451	Woodside.....	Closed	.....
458	468	Felton.....	Closed	.....
470	467	Harrington....	470	4831
458	463	Greenwood....	Closed	.....
458	463	Bridgeville....	462	493
458	451	Cannon.....	Closed	.....
470	467	Seaford.....	470	493
470	467	Laurel.....	470	493
470	467	Delmar.....	470	494
4700	4702	Golt.....	Closed	.....
4710	4703	Massey.....	4812	4803
4700	4702	Millington....	Closed	.....
4700	4702	Sudlersville....	Closed	.....
4700	4702	Barclay.....	Closed	.....
4700	4702	Price.....	Closed	.....
4700	4702	Centreville...	4700	4802
4710	4712	Lambson....	Closed	.....
4710	4712	Kennedyville....	Closed	.....
4710	4712	Still Pond....	Closed	.....
4710	4712	Worton.....	Closed	.....
4710	4712	Chestertown..	4710	4812

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.

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
4760	4768	Kenton.....	Closed	.....
4760	4768	Hartly.....	Closed	.....
4760	4768	Marydel.....	Closed	.....
4760	4768	Henderson.....	Closed	.....
4760	4768	Goldsboro.....	Closed	.....
4760	4769	Greensboro...	4820	4821
4760	4769	Ridgely.....	Closed	.....
4760	4769	Queen Anne...	4820	4821
4760	4768	Cordova.....	Closed	.....
4760	4769	Easton.....	4820	4821
4760	4768	Trappe.....	Closed	.....
4760	4768	Oxford.....	Closed	.....
453	468	Houston.....	Closed	.....
4770	4771	Milford.....	4830	4831
453	468	Lincoln City..	Closed	.....
453	468	Ellendale.....	Closed	.....
4770	4771	Georgetown...	4830	4833
4774	4773	Broadkill.....	Closed	.....
4774	4773	Nassau.....	Closed	.....
4774	4774	Lewes.....	Closed	.....
4770	468	Rehoboth.....	Closed	.....
453	468	Stockley.....	Closed	.....
4770	468	Millsboro.....	Closed	.....
4770	468	Dagsboro.....	Closed	.....
4770	468	Frankford.....	Closed	.....
453	468	Selbyville.....	Closed	.....
453	468	Bishop.....	Closed	.....
453	468	Showell.....	Closed	.....
4770	4771	Berlin.....	4830	4831
4770	468	Queponco.....	Closed	.....
4770	4771	Snow Hill.....	4830	4831
453	468	Girdletree.....	Closed	.....
453	468	Hursley.....	Closed	.....
468	468	Franklin City.	Closed	.....
4791	4792	Federalsburg..	Closed	.....
4791	4792	#Williamsburg.	Closed	.....
4791	4792	Hurlock.....	4851	4850
4791	4792	East New Market.....	Closed	.....
4791	4792	Linkwood.....	Closed	.....
4792	4792	Cambridge...	4850	4850

(#) Open for trains 4791-4792, daily except Sundays, July 1, to December 31. Closed January 1 to June 30.

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
Continuously		Salisbury, Md.....	Continuously	
451	451	Fruitland, Md.....	Closed	.....
451	451	Eden, Md.....	Closed	.....
451	451	Loretto, Md.....	See Note	
Continuously		Princess Anne, Md.....	Continuously	
451	451	King's Creek, Md.....	Closed	.....
4882	4885	Westover, Md.....	Closed	.....
4882	4885	Kingston, Md.....	Closed	.....
4882	4885	Marion, Md.....	Closed	.....
4882	4885	Crisfield, Md.....	Closed	.....
451	482	Costen, Md.....	Closed	.....
Continuously		Pocomoke, Md.....	Continuously	
482	451	Beaver Dam, Md.....	Closed	.....
482	451	New Church, Va.....	462	455
Continuously		Lecato, Va.....	Continuously	
482	451	Oak Hall, Va.....	Closed	.....
482	451	Makemie Park, Va.....	Closed	.....
482	451	Hallwood, Va.....	Closed	.....
482	451	Mears, Va.....	Closed	.....
482	451	Bloxom, Va.....	Closed	.....
482	451	Hopeton, Va.....	Closed	.....
Continuously		Parksley, Va.....	Continuously	
482	451	Greenbush, Va.....	Closed	.....
482	455	Tasley, Va.....	Closed	.....
482	455	Onley, Va.....	Closed	.....
482	451	Melfa, Va.....	Closed	.....
482	455	Keller, Va.....	462	455
482	451	Painter, Va.....	Closed	.....
482	451	Belle Haven, Va.....	Closed	.....
Continuously		Exmore, Va.....	Continuously	
482	451	Nassawadox, Va.....	Closed	.....
482	451	Wierwood, Va.....	Closed	.....
482	451	Birds Nest, Va.....	Closed	.....
482	451	Machipongo, Va.....	Closed	.....
482	455	Eastville, Va.....	Closed	.....
482	451	Cobbs, Va.....	Closed	.....
482	451	Cheriton, Va.....	Closed	.....
Continuously		Cape Charles, Va.....	Continuously	
447	450	Old Point Comfort, Va	447	450
462	450	Norfolk (Wharf Office)	462	450

NOTE: Loretto, Md., open for sale of tickets daily except Sunday for Train No. 451, June 1st to Oct. 31st.

SPECIAL INSTRUCTIONS.

S1. A rule referred to by number, unless otherwise specified, is a rule in the Book of Rules.

Employes whose duties are affected by Time Tables must have with them while on duty, a copy with all effective supplements properly inserted for all divisions or foreign railroads over which they are qualified to run.

TRAIN RULES

S2. STANDARD TIME.

S2A. Eastern Standard time applies on this division as indicated on the cover and title pages.

D201. Standard clocks are located as follows: Train Dispatcher's Office, attended Block Stations, and at all points where Conductors or Enginemen report for duty.

TIME TABLE

S3. SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5—Ⓐ Ⓑ Ⓒ Ⓓ, etc.

D301.

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified:

The following letters and characters 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, milk, newspapers or marketing.
- G**—Regular stop, Saturday only.
- H**—Regular stop to receive passengers, Saturday only.
- J**—Regular stop to discharge passengers, Saturday only.
- K**—Regular stop, Sunday only, to receive or discharge passengers.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- †**—Unattended Block Station.
- 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.

D401.

M—Stop to discharge passengers from Wilmington and beyond, and to receive passengers for Cape Charles and beyond.

N—Stop on signal to receive passengers for points beyond Philadelphia.

O—Stop to discharge passengers from New York Division and points beyond.

P—Stop on signal to discharge passengers from Wilmington and points north and to receive passengers for Delmar and points south.

Q—Stop on signal to receive passengers for points beyond Wilmington.

R—Stop to discharge passengers from Wilmington and beyond.

S5.**COLOR SIGNALS.**

S5A. At the end of double track where switches are not interlocked, 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).

D501. 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 restricted territory.

S6. HAND FLAG AND LAMP SIGNALS.

S7. ENGINE WHISTLE SIGNALS.

D701. Enginemen will not acknowledge a fusee as prescribed by Rule 14(g) (two short blasts of whistle) when fusee is placed on or near track as required by rule.

D702. Rule 14(l) amplified:

Sound

— — o o

Indication

Approaching public crossings at grade, to be prolonged or repeated until crossing is reached, unless otherwise provided; also when view is obscured by weather and other conditions, approaching interlocking plants, stations, yards or other points where men may be at work on tracks.

This signal should not be prolonged or repeated when trains are approaching stations at which stop is to be made, and at all other points when the speed is less than 20 miles per hour, when in the judgment of the engineman the prolonging of this signal is not necessary to afford safe warning.

D703. The use of the engine whistle as prescribed by Rule 14(m) is prohibited except in emergencies.

D704.

D705. Signal for a flagman to return to his train when the train is running on a track against the current of traffic will be the same signal as for a train running on that track with the current of traffic preceded by one long and one short sound.

D706. When enginemen of freight trains intend to stop for water, two long and three short blasts of the whistle must be given when passing the following named block stations:

NORTHWARD TRAINS

Passing Seaford for Bridgeville water station.

Passing Greenwood Junction for Harrington water station.

Passing Harrington for Dover water station.

Passing Holliday for Clayton water station.

SOUTHWARD TRAINS

Passing Canal for Middletown water station.

Signalmen on receiving this signal must immediately notify the Train Dispatcher.

S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.

S9. COMMUNICATING SIGNALS.

D901. Rule 16 amplified:

Sound

(ja) o o o o o o

Indication

When standing—deplete brake pipe pressure.

S10. TRAIN SIGNALS.

D1001. Rule 17a amplified:

(g) Approaching a fixed signal affecting the movement of the train when the weather conditions are such that, in the judgment of the engineman, his view of the signal will be thereby improved.

D1002. Rule 21a will apply on double track.

(a) On single track portions of the division, the display of white flags and white lights, as prescribed by Rule 21, will be omitted on all extra trains, except passenger extras.

(b) A regular train will be identified by its engine number.

(c) A train must be informed by train order as to the number of the engine on an opposing superior regular train; however, if the engine number is not received by train order, the identification will be made by a personal conference between the conductors and enginemen of trains involved.

(d) A train will obtain from the signalman the number of the engine on a superior regular train in the same direction it is moving.

(e) When a regular train is named in a train order by its schedule number, the engine number must be stated in addition to the schedule number.

(f) Signalmen must observe and record the engine number on regular trains, and when reporting them will give the engine number in addition to the train number.

D1003. Rule 26 amplified:

When a blue flag or blue light is placed at one or both ends of an engine, or cars to which an engine is attached, the engineman and fireman must be notified; they must also be notified when the blue flag or blue light is removed.

D1004. When built-in marker lamps showing a light to the outside and rear only are used, the bottom line under Figure 4, of Rule 19, page 24, modified to read:

Lights showing yellow to the outside, and red to the rear.

Note.—Markers will display colors to the rear as prescribed by Figure 5 and 6 when conditions require.

S11.**USE OF SIGNALS.****D1101.**

D1102. Proper application of Rule 27 in connection with Figure 1, Rule 287:

The marker light out on signal as shown in Figure 1, Rule 287, does not prevent the correct reading of that signal, therefore, the marker light being out, should be reported from the next point of communication, where this report can be made without serious delay to the train.

D1103. Rule 34. When calling signals, the name as it appears in the Book of Rules shall be used, omitting the word "signal," except Rule 275.

D1104. 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.

S12.**SUPERIORITY OF TRAINS.**

D1201. Northward trains are superior by direction to trains of the same class in the opposite direction unless otherwise specified.

S13. BULLETIN BOARDS.

D1301. Location of Bulletin Board points on this division where all General Orders of this division will be posted and delivered, and General Orders of other divisions will be posted and delivered at points on this division as indicated below.

LOCATION	OTHER DIVISIONS	ZONES
Delmar: Yard Master's Office.....	{ Phila. Terminal..... Maryland.....	C A B
Centreville: Passenger Station.....	{ Phila. Terminal..... Maryland.....	C A B
Chestertown: Passenger Station.....	{ Phila. Terminal..... Maryland.....	C A B
Clayton: Asst. Train Master's Office...	{ Phila. Terminal..... Maryland.....	C A B
Oxford: Passenger Station.....	{ Phila. Terminal..... Maryland.....	C A B
Harrington: Asst. Train Master's Office...	{ Phila. Terminal..... Maryland.....	C A B
Rehoboth: Passenger Station.....	{ Phila. Terminal..... Maryland.....	C A B
Franklin City: Passenger Station.....	{ Phila. Terminal..... Maryland.....	C A B
Cambridge: Freight Station.....	{ Phila. Terminal..... Maryland.....	C A B
Crisfield: Bunk Room.....		
Cape Charles: Train Dispatcher's Office.... Yard Master's Office..... Enginehouse Foreman's Office Hump Office.....		

General Orders of this division will be posted and delivered at points on the B. & E. R. R., as indicated below.

Love Point: Passenger Station..... Engine House.....	{ Delmarva.....	A B
Ocean City: Passenger Station.....	{ Delmarva.....	A B
Salisbury: Asst. Train Master's Office...	{ Delmarva.....	A B

S14. GENERAL ORDERS.

S14A. Rule 75 amplified:

D1401. 1. Conductors and enginemen must have a copy of all General Orders that pertain to any portion of a General Order Zone over which they are qualified to run either in part or as a whole. Conductors and enginemen will not be required to understand a General Order pertaining to territory over which they are not qualified to run.

The qualification page following the instructions under caption "Miscellaneous" in each conductor and engineman's Home Division time table must show their Home Division, Name, Occupation and all General Order Zones over which they are qualified to run either in part or as a whole. If a conductor or engineman is qualified to run over a Foreign Division, the qualification page in their time table for that Division must show General Order Zones of that Division over which they are qualified to run.

The Bulletin Board Attendant will be governed accordingly in checking time tables.

2. The Bulletin Board Attendant will supervise the handling of the employe's register, matters pertaining to General Orders and delivery of time slips to conductors and enginemans.

He must personally witness the signatures of conductors and enginemans on their register, personally inspect time tables to ascertain that they contain all General Orders as outlined in paragraph (1), punch and insert sticker copies of such General Orders in time tables, and, after each conductor and engineman has registered and had his time table verified as to containing all copies of General Orders required, he will cancel the figures on Form "Z" so as to indicate the date of reporting for duty and numbers of necessary General Orders, then deliver to the person presenting the time table and Form "Z" his time slip and Form "Z" properly prepared.

An additional Form "Z" card or cards must be used if a conductor or engineman is qualified to run over more than eight (8) General Order Zones and a notation made following his name indicating the number of cards.

If a conductor or engineman reports for duty at a point where the General Orders received do not cover all the territory over which he is qualified to run, the General Order Clearance received there does not apply to territory not covered by General Orders sent there and he must not run over such territory until after having received General Order Clearance at a point to which General Orders covering it are sent, unless otherwise instructed by the Superintendent of that territory.

The use of a receipted card furnished by the Bulletin Board Attendant, and as referred to in the second paragraph of Rule 75, also the use of a column with caption "last General Order" on employe's register, will be discontinued.

The method of preparing Form "Z" is as follows: To indicate date of reporting for duty, cancel the star under proper date; however, if a conductor or engineman reports for duty twice on the same date, cancel the figure or figures of that date to indicate the second time reporting for duty. To indicate General Order information, cancel the star under proper number. The figures 1 to 9, inclusive, represent the last figure of numbers above an even hundred and from 10 on the last two figures above an even hundred. The use of this punch must be confined to the Bulletin Board Attendant.

When a new time table is effective, or, after a Form "Z" card is used up, it must be turned in to the Bulletin Board Attendant, who will prepare a new card as follows:

At the end of a month, with no change in time table, prepare a new card in such a manner as to show the same General Order information as was shown on the old card, and proper information for first trip.

When a new time table is effective, the information shown on the old Form "Z" card need not be shown on the new one, but proper information for first trip must be shown.

Cards turned in must be sent to the Superintendent by the Bulletin Board Attendant.

3. Before starting out on a run the engineman must show his General Orders to his fireman and when he has no conductor he must also show his Form "Z" to his fireman. The conductor must show his General Orders to his trainmen.

4. When conductors and enginemen compare time, as required by Regulations 803, 807 and 817, they must in addition be governed as follows:

(a) Check the qualification page in each other's time tables to determine necessary qualification information for that trip.

(b) Check the latest General Orders in each other's time tables.

(c) Compare their Forms "Z" for that trip.

5. In the application of these instructions, a pilot will be regarded the same as a conductor or engineman.

6. The foregoing instructions apply to conductors and enginemen when serving in that capacity.

All qualified conductors and enginemen when not serving in that capacity must be provided with a Form "Z", and when they register at the beginning of each day's work present to the Bulletin Board Attendant their time tables and have necessary General Orders inserted, also present their Form "Z" to be punched as provided for by instructions covering conductors and enginemen serving in that capacity.

D1402. General Order Zones of this Division are as follows:

ZONE A—Between a point 2919 feet south of Mile Post 17 (south from Wilmington), and the north end of Delmar Yard, including Centreville, Chestertown, Oxford and Cambridge Branches, and D. M. & V. R. R.

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.

General Orders for each zone will be numbered consecutively followed by the proper zone letter.

S15. TRACK ASSIGNMENTS.

D1501. Double Track.

Canal to North End of Seaford Interlocking.

South End of Seaford Interlocking to North Side Pocomoke Drawbridge.

Cassatt to Cape Junction.

D1502. Track Assignment.

Northward track designated as No. 1 track.

Southward track designated as No. 2 track.

S16. MOVEMENT OF TRAINS.

D1601. Train Dispatchers are located at Cape Charles.

S16A. Rules 83 and 83a.

The information required by Rules 83 and 83a must be obtained as indicated below:

D1602. Rule 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.

Rule 83a. In the application of Rule 83a this information may be given verbally.

S16B. Rule 98.

D1603.

S16C. Rules 106 and 106a.

D1604. Rules 106 and 106a amplified:

A train approaching a station where a passenger train is receiving or discharging passengers must be stopped before reaching the passenger train unless protection is afforded by a member of the train crew or someone in authority. Local passenger trains must give preference at stations to through express trains, unless there is a track fence to protect the passengers.

S16D. Rules 251, 253 and 254.

D1605. Rule 251 will apply between Canal and Cape Junction.

D1606. 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.

D1607. In case of signal failure at drawbridges, trains will be permitted to pass the draw signal in stop position by Clearance Card (Form C), or by train order.

Lewes—Normal position of the draw at Lewes draw-bridge over Canal on Fish House track is open for movement through the canal.

Rehoboth—Normal position of the draw at Rehoboth draw-bridge is open for movement through the canal.

D1608. 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 Easton, Hurlock and Berlin. When the ball or red light is displayed trains on the Oxford and Cambridge branches and D. M. & V. R. R. must stop and not proceed until signals are removed.

D1609. Signs painted white with black letter "X" at top have been placed about 30 feet from these crossings to indicate the clearance points.

Passenger trains having a connection on other line must not stop between clearance signs until connecting train has arrived and stopped, except that when the connection is reported late, time so reported may be used to do necessary work between clearance signs after proper crossing signal has been displayed, clearing clearance signs before expiration of later arriving time given. Signalmen must not change crossing signal indication while any portion of a train is between clearance signs.

D1610. Lock Levers at Kings Creek, on Crisfield Branch Main Track Switch and Crossover between main tracks are equipped with electric switch locks.

The following instructions must be carefully followed in the operation of these switches:

INSTRUCTIONS FOR THE RELEASE OF ELECTRIC LOCKING CONNECTED WITH CRISFIELD BRANCH SWITCH IN MAIN TRACK AND CROSSOVER BETWEEN MAIN TRACKS 255 FT. NORTH OF KINGS CREEK STATION

No. 1-P. Showing Red indicates the approach of a train on No. 1 Track, with current of traffic.

No. 2-P. Showing Red indicates the approach of a train on No. 2 Track, with current of traffic.

Signal Levers must not be moved until permission has been received to do so, and then only with great care, as the first stroke of 1-M Semaphore Indicator Lever from the "R" position sets Block Signal No. 216 to display "Stop and Proceed" and the first stroke of 2-M Semaphore Indicator Lever from the "R" position sets Block Signal No. 215 to display "Stop and Proceed."

To release Electric Lock on Crisfield Branch Switch, move 2-M Semaphore Indicator Lever to the extreme left position.

To release Electric Lock on Crossover between Main Tracks, move 2-M Semaphore Indicator Lever to the extreme left position, and then move the 1-M Semaphore Indicator Lever to the extreme left position.

No. 1-M and 2-M Semaphore Indicators can be released only when 1-P or 2-P or both, show White, except when part of the train making the movement remains on either approach circuit.

No. 1 and 2 Clock Work type Time Slow Releases are sealed normally latched up, and are to be operated only by order of Train Dispatcher, and must be reset normal after using.

No. 1-SR will release No. 1-M Semaphore Indicator.

No. 2-SR will release No. 2-M Semaphore Indicator.

All levers must be restored normal after movements have been completed.

When a movement is to be made from Crisfield Branch to Main Line all switches must be set for the entire movement before the train passes the Unattended Block Station.

D1611. Rule 97a amplified:

On double, three or more tracks, all extra trains will run without train orders when proper signal is displayed or permission is given by the signalman.

D1612. Rules 331, 331a and 332 amplified:

A train stopped at Home Block Signal at which a telephone is located, may fill out a clearance card, Form C, or a caution card, Form D, as authorized by the signalman, and then proceed as prescribed by the card.

D1613. Rules 86 and 365b modified:

On single track portions of the Division, where manual block rules are in effect, an inferior train may proceed ahead of a superior train, without train orders, after receiving written permission from the signalman. The signalman must obtain this permission from the Superintendent.

D1614. Signalmen will open and close switches for trains at Cape Junction.

Trains enroute from Cape Charles R. R. Branch at Cape Junction must stop clear of No. 1 track unless a signal to proceed is given by the signalman with a green or yellow flag by day or a green or yellow light by night.

Trains approaching Cape Junction on No. 1 track, against the current of traffic must stop clear of the connection leading to Cape Charles R. R. Branch, unless a proceed signal is given by the signalman with a green or yellow flag by day or a green or yellow light by night.

D1615. Where flashing light signals and/or warning bells are located at highway crossings they indicate movements on the main track only. When movements on sidings at such points are made, a trainman must be stationed on crossing to give warning to persons using same.

Where flashing lights and/or warning bells, are in operation the crossing watchman is in no way relieved from performing his duties in the manner prescribed by the Rules.

D1616. When an engine or train is stopped after pulling over a road crossing protected by flashing light signals and/or warning bells, a reverse movement over the road crossing must not be made unless the entire train is 3,000 feet or more beyond the crossing, without protection as required by Rule 103a, Book of Rules.**D1617.** 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.**D1618.** That portion of No. 4 track Delmar Yard between the intersection with the Engine House and the ladder track south end, will be operated under Rule 90a. When using this track engines nearest to a switch will clear for opposing movements, except that outbound engines for passenger movements must be given preference at all times.

D1619. When necessary for an engine to be detached from its train, except in shifting movements at stations, a member of the train crew must be stationed at the front end of the train in such a position, and with proper signals, to protect the train on the return movement of the engine, and when engines are detached from trains near crossings he must also protect the crossings.

D1620. Kennedyville—All trains will stop and protect highway crossing Route 213, located 174 feet south of Kennedyville passenger station.

D1621. Chestertown—All trains will stop and protect High Street crossing before passing over it unless a watchman can be plainly seen protecting crossing. When necessary for any reason to move engine or cars over Queen Street crossing south of passenger station, conductor must arrange to protect the crossing with one of his trainmen in each instance where movement over crossing is made.

D1622. Millington—All trains will stop and protect highway crossing, located 218 feet south of Millington passenger station.

D1623. Milford—All trains will stop and protect Walnut Street crossing, located 1,354 feet south of Milford passenger station, and Causey Avenue crossing, located 228 feet north of Milford Passenger Station, before passing over these crossings, unless a watchman can be plainly seen protecting the crossings.

D1624. Georgetown—All trains will stop and protect Market Street crossing, located 799 feet south of Georgetown station, before passing over it, between the hours of 5:30 P. M. and 9:30 A. M., on week-days, and for the entire day on Sundays.

D1625. Rehoboth—All trains will stop and protect Rehoboth Avenue, located 180 feet north of Rehoboth station.

D1626. Hurlock—All trains will stop and protect Main Street crossing, located 928 feet south of Hurlock station.

D1627. Cambridge—All trains will stop and protect Washington Street crossing, located 3,696 feet north of Cambridge passenger station.

D1628. Westover—All trains will stop and protect highway crossing 1,074 feet north of Westover station.

D1629. Marion—All trains will stop and protect highway crossing 374 feet north of Marion passenger station.

S17. MOVEMENT BY TRAIN ORDERS.

D1701. While a train order signal is displayed in the direction of an approaching train or trains, it must not be passed by any such trains on any track except as provided in the last paragraph of Rule 221a.

D1702. Enginemen of helpers must be provided with a copy of orders pertaining to the movement of their trains.

S18. YARDS AND YARD INSTRUCTIONS.**S18A. Rules 93 and 317d are amplified as follows:**

The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by time-table schedule or train order to use the main track within yard limits, and they may do so without train orders. Under Manual Block operations, before entering the block, the conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of 10 miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

Rules 19 and 21 will not apply to such yard movements, but by night at least one red light must be displayed on the rear, and if the movement is made past a block station by day at least one yellow flag must be displayed on the rear to indicate the rear.

Except as hereby provided, all Rules and Special Instructions applicable to trains must be observed.

D1801.**D1802. Yards indicated by yard limit boards are located at:**

Townsend (Centreville Branch)	Centreville
Massey	Chestertown
Clayton, including entire	Oxford
Smyrna Branch	Georgetown
Queen Anne	Rehoboth
Easton	Franklin City
Harrington	Cambridge
Seaford (Cambridge Branch)	Salisbury
Delmar	Crisfield
	Cape Charles

D1803. At Delmar, the Assistant Train Master, or his representative, after making necessary arrangements with signalmen and conductors and providing for proper protection, is authorized to make movements ahead of delayed superior trains and movements against the current of traffic on main tracks within limits of Delmar Yard.

S19.

SPEED TABLE.

Time perMile	Miles per Hour	Time perMile	Miles per Hour	Time perMile	Miles per Hour	Time perMile	Miles per Hour
Min.Sec.		Min.Sec.		Min.Sec.		Min.Sec.	
0.51	70.59	1.27	41.38	2.02	29.51	2.37	22.93
0.52	69.23	1.28	40.91	2.03	29.27	2.38	22.78
0.53	67.92	1.29	40.45	2.04	29.03	2.39	22.64
0.54	66.66	1.30	40.00	2.05	28.80	2.40	22.50
0.55	65.45	1.31	39.56	2.06	28.57	2.41	22.36
0.56	64.29	1.32	39.13	2.07	28.34	2.42	22.22
0.57	63.16	1.33	38.71	2.08	28.12	2.43	22.08
0.58	62.07	1.34	38.29	2.09	27.91	2.44	21.95
0.59	61.02	1.35	37.89	2.10	27.69	2.45	21.82
1.00	60.00	1.36	37.50	2.11	27.48	2.46	21.69
1.01	59.02	1.37	37.11	2.12	27.27	2.47	21.56
1.02	58.06	1.38	36.73	2.13	27.08	2.48	21.43
1.03	57.14	1.39	36.36	2.14	26.87	2.49	21.30
1.04	56.25	1.40	36.00	2.15	26.66	2.50	21.18
1.05	55.38	1.41	35.64	2.16	26.47	2.51	21.05
1.06	54.54	1.42	35.29	2.17	26.28	2.52	20.93
1.07	53.73	1.43	34.95	2.18	26.09	2.53	20.81
1.08	52.94	1.44	34.61	2.19	25.90	2.54	20.70
1.09	52.18	1.45	34.29	2.20	25.71	2.55	20.58
1.10	51.43	1.46	33.96	2.21	25.53	2.56	20.45
1.11	50.70	1.47	33.64	2.22	25.35	2.57	20.34
1.12	50.00	1.48	33.33	2.23	25.17	2.58	20.22
1.13	49.31	1.49	33.03	2.24	25.00	2.59	20.11
1.14	48.65	1.50	32.73	2.25	24.83	3.00	20.00
1.15	48.00	1.51	32.43	2.26	24.66	3.15	18.46
1.16	47.37	1.52	32.14	2.27	24.49	3.30	17.14
1.17	46.75	1.53	31.86	2.28	24.32	3.45	16.00
1.18	46.15	1.54	31.58	2.29	24.16	4.00	15.00
1.19	45.55	1.55	31.30	2.30	24.00	5.00	12.00
1.20	45.00	1.56	31.03	2.31	23.84	6.00	10.00
1.21	44.44	1.57	30.77	2.32	23.68	6.40	9.00
1.22	43.90	1.58	30.51	2.33	23.53	7.30	8.00
1.23	43.37	1.59	30.35	2.34	23.38	8.34	7.00
1.24	42.86	2.00	30.00	2.35	23.23	10.00	6.00
1.25	42.35	2.01	29.75	2.36	23.08	12.00	5.00
1.26	41.86						

S20.

SPEED RESTRICTIONS.

S20A. 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, at least one regular passenger equipment car must be included in the makeup of the train.

1 empty freight car of the same type to equal 1 passenger car.

Otherwise the train must not be operated exceeding the highest speed restrictions which apply to freight trains.

When freight cars not equipped for passenger train service are placed in a passenger train, the above speed restrictions apply, and the train must be operated with the air pressures which apply to freight trains.

The weight of lading in an express car loaded with mixed freight does not normally exceed 25,000 pounds. Occasional shipments in carload lots of castings, scenery, etc., do exceed 50,000 pounds. In the latter case the weight of lading may be ascertained from the Express Agency.

Freight cars to comply with the above instructions must be equipped with steam heat line, air signal line, ten-inch air brake cylinder, three position retaining valve, E-7 safety valve and steel wheels.

D2001. Maximum Speed:

		Miles per hour
	Main Line: (Canal to Delmar).	
	With passenger engines.....	70
	With freight engines.....	50
	Main Line: (Delmar to Cape Charles).	
	With passenger engines.....	60
	With freight engines.....	50
	Centreville Branch:	
	With passenger engines.....	40
	With freight engines.....	30
	Chestertown Branch:	
	With passenger engines.....	40
	With freight engines.....	30
	Oxford Branch:	
	With passenger engines.....	40
	With freight engines.....	40
	D. M. & V. R. R.:	
	With passenger engines.....	40
	With freight engines.....	40
	Rehoboth Branch:	
	With passenger engines.....	25
	With freight engines.....	25
	Cambridge Branch:	
	With passenger engines.....	40
	With freight engines.....	40
	Crisfield Branch:	
	With passenger engines.....	35
	With freight engines.....	35
	Cape Charles R. R. Branch:	
	Cape Junction to Capeville.....	20
	Capeville to Kiptopeke.....	15
	Unless otherwise specified:	
	Main Line.....	50
	Centreville Branch.....	30
	Chestertown Branch.....	30
	Smyrna Branch.....	20
	Oxford Branch.....	40
	D. M. & V. R. R.	40
	Rehoboth Branch.....	25
	Cambridge Branch.....	40
	Crisfield Branch.....	35
	Cape Charles R. R. Branch:	
	Cape Junction to Capeville.....	20
	Capeville to Kiptopeke.....	15
	Main Line.....	30
	Branches	30
	Except Smyrna Branch.....	20
	Except Rehoboth Branch.....	25
	Except Cape Charles R. R. Branch.....	15
	Main Line:	
	Boom trailing.....	30
	Boom forward.....	20
	Branches:	
	Boom trailing.....	30
	Boom forward.....	20
	Except Smyrna Branch:	
	Boom trailing or forward.....	20
	Except Rehoboth Branch:	
	Boom trailing.....	25
	Boom forward.....	20
	Except Cape Charles R. R. Branch:	
	Boom trailing or forward.....	15

		Miles per hour
Track cars.....	Unless otherwise specified.....	20
	When hauling track cars or trailers..	10
	Through turnouts and over switches, frogs, street and highway crossings	5
	Hand cars.....	15

D2002. Speed indicated below must not be exceeded between stations named; on curves, and over bridges:

Main Line:

Corporate Limits Salisbury:

(College Ave. to Naylor St.).....	15
Curve at overhead bridge, Cape Charles.....	20
From End of Block, Cape Charles to Freight House...	6
All crossovers, except those controlled by interlocking..	15
All turn-outs and sidings, except those controlled by interlocking.....	10

No. 1 Track:

Between M. P. 44 and M. P. 46: (North of Dover)

All classes of engines.....	40
-----------------------------	----

Within limits of Delmar Yard:

All classes of engines.....	30
-----------------------------	----

No. 2 Track:

Within limits of Delmar Yard:

All classes of engines.....	30
-----------------------------	----

Between New Church and Hallwood:

K-2sa and K-4s engines.....	40
E-6s engines.....	35
L-1s engines.....	40
H-9s engines (when doubleheading).....	40

Between Painter and M. P. 76: (North of Nassawadox)

K-2sa and K-4s engines.....	40
E-6s engines.....	35
L-1s engines.....	40
H-9s engines (when doubleheading).....	40

Branches:

Centreville Branch:

Townsend, curve at station.....	25
Massey, curve at station.....	25

Between Mile Posts 19 and 23:

Passenger engines E-2 or heavier.....	25
---------------------------------------	----

Between Mile Posts 19 and 23:

Freight engines H-6 or heavier.....	25
-------------------------------------	----

Chestertown Branch:

Between Kennedyville and Lambson:

Passenger engines E-2 or heavier.....	25
Freight engines H-6 or heavier.....	25
Worton, curve at station.....	25
College cut, north of Chestertown.....	25
Curve at Wye, north of Chestertown.....	25

	Miles per hour
Symrna Branch:	
Clayton, curve.....	5
Oxford Branch:	
Within Yard Limits at Oxford.....	25
Easton, Street crossings within town limits.....	10
Easton B. & E. R. R. crossing.....	15
Peach Blossom Curve (North of Llandaff)	25
D. M. & V. R. R.:	
Georgetown Curve.....	25
Berlin, Main street crossing.....	6
Berlin, B. & E. R. R. crossing.....	15
Cambridge Branch:	
Seaford, curve at station.....	25
Hurlock, B. & E. R. R. crossing.....	15
Cambridge, Washington Street crossing.....	6
Crisfield Branch:	
Between Crisfield and Pine Street.....	6
All crossovers, turn-outs and sidings.....	10
BRANCHES: (Unless otherwise specified)	
All crossovers, except those controlled by interlocking.....	15
All turn-outs and sidings, except those controlled by interlocking.....	10

BRIDGES: (All Classes of Engines)

	Miles per hour
Canal drawbridge.....	45
Seaford drawbridge.....	20
Laurel drawbridge.....	20
Pocomoke drawbridge.....	15
Lewes drawbridge.....	10
Rehoboth drawbridge.....	20

D2003. Engines pushing trains, or running backward, light, or with train, must not exceed a speed of thirty (30) miles per hour.

Passenger engines running forward light must not exceed a speed of fifty (50) miles per hour. Freight Engines running forward light must not exceed a speed of forty (40) miles per hour. Where speed restrictions are lower they must be conformed to.

D2004. Maximum speed for following classes of engines:

CLASS	FORWARD	BACKWARD
A.....	15	15
B.....	20	20
F.....	50	25
H-6.....	50	25
H-8.....	50	25
H-9.....	50	25
L-1.....	50	25
CC-1.....	25	25
Passenger Engines.....	70	30

(a) Dead engines of a design having two or three pairs of drivers and no trucks may be moved only at speeds 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.

(b) Two or more such dead engines in the same train shall be separated by one or more cars.

D2005. Rule 750 amplified:

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.

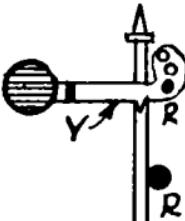
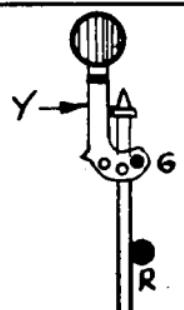
D2006. Snow plows must be brought to a stop before meeting or being passed by a passenger train. The speed must also be reduced to four (4) miles per hour while passing passenger stations.

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

D2007. In conforming to the speed when operating under Rule 282 (caution signal) and Rule 283 (approach signal), the train must not exceed one-half its maximum authorized speed when passing the signal, but not necessarily before reaching it. However, where the signal cannot be seen a sufficient distance to reduce to not exceeding one-half its maximum authorized speed at the signal, the speed should be so reduced as soon as proper handling of the train will permit.

S21. SIGNAL ASPECTS.

D2101. The following Signal Aspects, not standard in accordance with Rules 275 to 290, in service on this division:

INDICATIONS	STOP	PROCEED	APPROACH HOME • SIGNAL PREPARED TO STOP
ASPECTS	 Name Stop Signal Clear Signal	 Name Clear Signal	Slow Board when used as a Distant Signal  Y SLOW

Note 

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

S22. BLOCK SIGNAL RULES.**D2201. Rule 362 amplified:**

Trains must not pass a Stop Signal without receiving a Caution Card (Form D), a Clearance Card (Form C), or a train order authorizing them to do so, nor must an engine returning to its train in the block pass a Stop Signal without Clearance Card (Form C).

D2202. Unless it is known that gasoline motor cars and cars of similar type or construction will operate Automatic Block signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in Automatic Block System territory unless special provision is made for Manual Block protection, and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman; signalmen and levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

D2203. 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.

D2204. Rules 317b and 318b modified:

After an understanding with signalman, engines may be permitted to enter block at Townsend, Massey, Clayton, Harrington, Georgetown and Seaford, occupied by passenger trains, to add cars to, or take cars from such trains.

When necessary for a train to enter a block behind a train in order to proceed in the opposite direction, to enter a siding to clear, to do work at a station, or to cross over, it may do so under protection after securing permission as prescribed by Rule 365. Rules 152 and 327 must be observed.

S23. MANUAL BLOCK SYSTEM.

D2301. Rules 301 to 375 inclusive are in effect as follows, except that Rules 317a, 317b, 318a, and 318b, will apply only on portions of the Division as specified.

Main Line between
Canal and Seaford
Cassatt and Manahan.
Cape Junction and Cape Charles.
Centreville Branch.
Chestertown Branch.
Smyrna Branch.
Oxford Branch.
D. M. & V. R. R.
Rehoboth Branch.
Cambridge Branch.
Crisfield Branch.
Cape Charles R. R. Branch.

D2302. Rule 317a.

D2303. Rule 317b will apply on all single track portions of the Division where Manual Block System rules are in effect, and for all movements against the current of traffic.

D2304. Rule 318a.

D2305. Rule 318b will apply between Canal and Seaford, and between Manahan and Cassatt.

S23A. UNATTENDED BLOCK STATIONS.

An unattended block station is a point designated by a sign, indicating the limits of a block, the use of which is controlled by Manual Block System Rules, except as hereby modified.

D2306. Unattended Block Stations are controlled by the signalman specified in Time Table, or Special Instructions.

The sign indicating an unattended block station will display by day the station name, and in addition, by night a red light and a yellow light horizontal; the yellow light next to the main track.

The signalman may give a train oral permission to enter one block, and by the use of Clearance Card (Form K), may authorize a train to pass one or more unattended block stations.

Unless otherwise provided, trains must stop at unattended block stations, and conductor or engineman must obtain permission from the signalman to enter, and ascertain condition of the block, and report clear. If from any cause, conductor or engineman is unable to communicate with the signalman, either by the usual means of communication or by use of commercial lines and should no cause for detaining the train be known, it may proceed through that block on its rights or time table authority, preceded by a flagman to the next point of communication and report to the Superintendent.

Conductors and enginemen finding an unattended block station sign imperfectly displayed, or absent, must, if practicable, correct it, or replace the light and report the fact to the Superintendent.

Where a block station is attended a portion of the time, and unattended the remainder of the time, during a 24-hour period, the light on unattended sign will be extinguished during the time the station is attended.

A train receiving Clearance Card (Form K) to pass an unattended block station, and arriving at such station after the time for it to become an open block station, must identify the train to the signalman before accepting a signal to proceed at that station, as Clearance Card (Form K) is thereby annulled.

(To be printed on green paper, size 5 $\frac{1}{4}$ x 3 $\frac{1}{2}$.)



PENNSYLVANIA RAILROAD CLEARANCE CARD



.....Block Station,.....M.19.....

To Conductor and Engineman: Train.....

Proceed at.....as though.....signal was displayed.

Report Clear at.....

.....Signalman.

The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any, having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.

The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.

D2307. Unattended Block Stations.

S24. CONTROLLED MANUAL BLOCK SYSTEM.

D2401.

S25. AUTOMATIC BLOCK SYSTEM.

D2501. Rules 501 and 505, 505b to 514 inclusive are in effect between Seaford and Cassatt and between Manahan and Cape Junction.

D2502. Double, three or more tracks. In automatic Block System territory, at interlockings where there is no Block-signal that governs the use of the block from the limits of the interlocking, the Home-signals governing the use of routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next Block-signal beyond the interlocking.

D2503. In Automatic Block System territory, if, in connection with a train using hand operated main track switches, the entire movement clears a block and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the signalman, unless otherwise instructed by the Superintendent.

S25A. Rule 505a.

S25B. CAB SIGNAL RULES.

D2504. Definitions:

Cab Signal—Four-indication position light automatic signal located in engine cab indicating a condition affecting the movement of a train.

Cab Signal System—A series of consecutive blocks governed by cab signals operated by electric agency actuated by a train or by certain conditions affecting the use of a block, and used in conjunction with block and interlocking signals.

Equipped Engine—An engine equipped with cab signal apparatus, including whistle and acknowledger, in operative condition for the direction in which it is to move.

NOTE:—An engine equipped with automatic train control in operative condition will be considered an equipped engine.

Equipped Train—A train operating under cab signal protection.

D2505. Test track for testing cab signals on engines running with the current of traffic on No. 1 track in service—located between northward home signal at end of double track, Bank, Maryland Division, and northward home signal 300 feet south of Shell Pot Branch crossing.

Equipped engines running with current of traffic, destined to cab signal territory, must be tested while passing over test track, to ascertain whether cab signals are operating. All cab signal indications will be shown as engine passes over this test track.

Northward equipped engines must be cut in at last convenient stop before reaching test track.

Southward equipped engines will be cut out at first convenient stop after leaving Bank.

The following rules are in effect:

1. Non-equipped engines or trains must not be dispatched from terminals on the Delmarva Division, for movement in cab signal territory, except as shown below:

1a. Yard engines with or without cars.

Trains to or from the Delmarva Division, originating or terminating at Landlith.

Work, wire and wreck trains.

Engines and gas-electric cars not equipped with Cab Signal Equipment, moving light to or from the shops.

Passenger and freight engines moving backward light.

2. When there is a defect in the cab signal apparatus which cannot be repaired by the engineman, he may cut out the warning whistle (or the control of the air brake by the automatic train control apparatus on any engine equipped with automatic train control) and proceed as a non-equipped train, to the next point of communication, report, and be governed by instructions from the Superintendent.

S25C. AUTOMATIC TRAIN CONTROL.

S25D. GRADE SIGNALS.

S26. INTERLOCKING RULES.

D2601. Hearn Interlocking Plant operated by Delmar.

D2602. Rule 660 modified:

When a stop and proceed indication is displayed at a position light home interlocking signal, a train after having stopped, may proceed with caution expecting to find a train ahead, broken rail, obstruction, or switch not properly set.

S26A. Rule 663 amplified:

Trains or engines must not pass an interlocking stop-signal without receiving Clearance Card (Form C) or train order. The signalman may authorize a conductor or engineman to fill out Clearance Card (Form C).

S27. Non-interlocked switches connected with Manual Block Station Signals.**D2701.**

BLOCK STATION	NON-INTERLOCKED SWITCHES CONNECTED
Harrington (D. M. & V. R. R.)	South end Coach Track. North and South end Storage Track. North and South end Wreck Train Siding. South end Wye.
(Main Line) Seaford.....	North end Crossover to Storage Track. North and South end Advance Track. Main Track Switch to Cambridge Branch. Main Track Switch to Shell Track.

S28. TRACK CARS, ETC.**S28A.**

(a) General definition of track car—amplified:

Track car—A hand car, or self-propelled car or truck, which may be manually moved to or from the track.

(b) Rule 829, paragraph 10, amplified:

Track cars must not be operated except as prescribed by Rule 80 when so provided in the time table.

(c) Rule 206, amplified:

The prefix H:C to hand car running number will be used when issuing train orders or instructions to drivers of hand cars.

(d) Rule 80, amplified:

When track cars are approaching road crossings at grade, the trackman's whistle or other alarm signal provided for the purpose must be sounded before reaching the crossing, and track cars must approach all such crossings prepared to stop.

(e) Track cars must be equipped with Flagman's signals as follows:

Day Signals.—Two red flags, torpedoes and fusees.

Night Signals.—Two red lanterns, two white lanterns, torpedoes and fusees.

D2801.

(1) Track cars will be operated over entire Division, as provided for by Rule 80.

(2) Track cars must not be used in Automatic Block System territory unless special provision is made for Manual Block System protection.

(3) In Automatic Block System territory, signalmen will not permit trains or track cars to follow track cars without instructions from the Superintendent. He must also comply with Rule 221c when a track between his block station and the next block station in advance is occupied by a track car.

(4) In the application of Automatic Block System rules to track cars, signalmen must not give permission, nor a fixed signal, authorizing a track car to enter a block at any point without authority from the Superintendent.

(5) To avoid delay to passenger trains, track car extra must clear main track and report clear to the Superintendent or signalman before a passenger train is due to leave the block station in the rear.

(6) Where Automatic Block System rules for single track, Nos. 551 to 564, inclusive, are in effect and opposing movements are not protected by Controlled Manual Block System rules, track cars must clear main track and report clear to the Superintendent or signalman before an opposing or following passenger train is due to enter block at a block station; signalmen will not permit any train to enter a block occupied by a track car without instructions from the Superintendent.

(7) Track cars must not pass an attended block station without permission from the signalman.

(8) Track cars will not operate automatic or semi-automatic signals, or highway crossing warning signals, neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for protection to movements made by such cars; signalmen and levermen must assure themselves that such cars have cleared the switches before operating same.

(9) 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.

(10) Velocipedes to be operated by authority of the Superintendent.

(11) 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.

(12) The last four numerals of the present M. W. number shall be known as the running number.

(13) Speed of track cars shown under time table Special Instruction D2001.

D2802.

D2803. The use of hand trucks on main tracks shall be restricted as far as practicable, and they must not be used on main tracks unless attached to track cars without permission from the Superintendent.

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

D2901. Equipment as designated must not be permitted on tracks, bridges, etc. named:

Freight engines of longer wheel base than class H-9-s and passenger engines longer than class D-16-sb must not be used on the Smyrna Branch.

Engines must not be used on Coal trestles at Clayton Coaling Station, Dover, Delmar, Smyrna, Georgetown or Lewes.

When shifting at these trestles sufficient number of cars must be used to keep engines off the trestle.

Engines heavier than those specified below must not be used on tracks as follows:

MAIN LINE.

Passenger engines.....	K-4s
Freight engines.....	L-1s

CENTREVILLE BRANCH.

Passenger engines.....	E-3sd
Freight engines.....	H-9s

CHESTERTOWN BRANCH.

Passenger engines.....	E-3sd
Freight engines.....	H-9s

OXFORD BRANCH.

Passenger engines.....	E-6s
Freight engines.....	H-9s

CAMBRIDGE BRANCH.

Passenger engines.....	E-6s
Freight engines.....	H-9s

D. M. & V. R. R. .

Passenger engines.....	E-6s
Freight engines.....	H-9s

Rehoboth Branch.

Passenger engines.....	E-6s
Freight engines.....	H-9s

LEWES BEACH TRACK.

Passenger engines.....	E-3sd
Freight engines.....	H-9s

CRISFIELD BRANCH.

Passenger engines.....	E-5s
Freight engines.....	H-9s

CAPE CHARLES R. R. BRANCH.

Freight engines.....	H6sb
----------------------	------

D2902. Engines with wheel base longer than Class B-6 or B-8 must not be used on curves as follows:

MAIN LINE.

Middletown—Short & Walls Siding.

Harrington—I. D. Short Lumber Co. Siding.

When shifting at these points with engines other than Class B-6 or B-8, sufficient number of cars must be used to keep engines off the curves.

D2903. Engines with wheel base longer than H6sb must not be used on the following sidings:

Dover.....	Frears Siding; Standard Oil Co. Sdg.
Seaford.....	Atlantic Refining Co. Sdg.
Salisbury.....	Griers' Siding; Miller's Siding.
Pocomoke.....	Exchange Sidings Nos. 1 and 2; Marvel Siding.

Engines of all classes must not be used on trestle of Reliable Coal and Wood Sidings, Cape Charles.

D2904. Engines with wheel base longer than H-9s must not be used on the following sidings:

Greenwood Junction..M. & D. C. Connection.

D2905. L-1s engines must not be used on the following sidings:

Cobbs.....	No. 1 Station Siding.
Machipongo.....	No. 3 Station Siding.
Birds Nest.....	No. 3 Station Siding.
Exmore.....	Chandler's Siding.
"	Standard Oil Co. Siding.
Painter.....	No. 3 Station Siding.
Keller.....	No. 3 Station Siding.
Melfa.....	No. 3 Station Siding.
Onley.....	No. 3 Station Siding.
Greenbush.....	No. 3 Station Siding.
Parksley.....	No. 4 Station Siding.
"	Standard Oil Co. Siding.
"	Parksley Coal & Supply Siding.
"	Somers & Johnson Siding.
Bloxom.....	No. 2 Station Siding.
"	No. 3 Station Siding.
"	No. 4 Station Siding.
"	No. 5 Station Siding.
Mears.....	No. 2 Station Siding.
Hallwood.....	Taylors Siding.
Makemie Park.....	No. 2 Station Siding.
Lecato.....	No. 2 Station Siding.
Pocomoke.....	No. 3 Exchange Siding.
"	Dennis Siding.
"	Storehouse Siding.
"	No. 41 Siding.

S30. ELECTRICAL OPERATION.

S31. EMPLOYES' REGISTER.

S31A. When reporting for duty, trainmen, enginemen and firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Engine House Foreman or their representatives, or Operator when register is signed at a Block Station, who will witness the signatures.

D3101. Registers for this purpose are located as follows:

LOCATION OF REGISTER	EMPLOYEES WHO MUST REGISTER
Chestertown—Passenger Station.	{Train and engine crews leaving Chestertown.
Centreville—Passenger Station.	{Train and engine crews leaving Centreville.
Clayton—Assistant Train Master's Office.	{Train and engine crews reporting for duty at Clayton.
Oxford—Passenger Station.	{Train and engine crews leaving Oxford.
Harrington—Assistant Train Master's Office.	{Train and engine crews reporting for duty at Harrington
Rehoboth—Passenger Station.	{Train and engine crews leaving Rehoboth.
Franklin City—Passenger Station.	{Train and engine crews leaving Franklin City.
Cambridge—Freight Station.	{Train and engine crews leaving Cambridge.
Delmar—Yard Master's Office.	{Train and engine crews reporting for duty at Delmar.
Crisfield—Bunk Room.	{Train and engine crews leaving Crisfield.
Cape Charles—Train Dispatchers Office, Yard Office, Hump Office, Engine House.	{Train and engine crews reporting for duty at Cape Charles.
Norfolk Yard—Yard Office.	{Train and engine crews reporting for duty.

Crews reporting at points where there is no register must personally sign at the first registering point.

S32.

PERSONAL INJURIES.

S32A. Emergency calls for Surgeons will have preference over other business except train orders.

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

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 service, 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.

D3201. Medical Examiners and Company Surgeons.

LOCATION	NAME AND ADDRESS	TELEPHONE
Wilmington.....	S. A. BONNAFFON, M.D., Penna. Station.....	2652
Wilmington..... (Md. Div.)	CHAS. P. WHITE, Oculist, 507 Ford Bldg.....	2-2128 Bell.
New Castle..... (Md. Div.)	H. L. SPRINGER, M.D., 1013 Washington Street.....	2-6541 Bell.
Middletown.....	JULIUS DODD, M.D.....	452 Bell.
Smyrna.....	DORSEY W. LEWIS, M.D.....	32 Bell.
Dover.....	CHAS. G. HARMONSON, M.D.....	51 Bell.
Felton.....	L. A. H. BISHOP, M.D.....	63 Bell.
Seaford.....	Jos. S. McDANIEL, M.D.....	172 Bell.
Cambridge.....	Jos. BRINGHURST, M.D.....	7 Bell.
Delmar.....	W. F. HAINES, M.D.....	19 Bell.
Chestertown.....	E. E. WOLFF, M.D.....	C. & P. 82.
Easton.....	H. E. LECATES, M.D.....	C. & P. 58.
Georgetown.....	F. B. HINES, M.D.....	25 Bell.
Lewes.....	JAMES B. MERRITT, 3D, M.D.....	36 Bell.
Snow Hill.....	JOHN H. HAMMOND, M.D.....	139 R 11 Bell.
Norfolk, Va.....	ROWLAND G. PAYNTER, M.D.....	60 Bell.
Norfolk, Va.....	JAMES BEEBE, M.D.....	81.
Cape Charles, Va.	R. C. BEEBE, M. D.....	71.
Cape Charles, Va.	PAUL JONES, M.D.....	16 Bell.
Cheriton, Va.....	SOUTHGATE LEIGH, M.D.....	24665
Nassawadox, Va.	SOUTHGATE LEIGH, JR., M.D.....	24665
Crisfield, Md....	J. MORTIMER LYNCH, M.D.....	10F2
Crisfield, Md....	J. 'GATES GOODE, M.D.....	68F23
Salisbury, Md....	HARRY L. DENOON, JR., M.D.....	100-F-2
Princess Anne, Md.....	J. W. BOWDOIN, M.D.....	49F2
Ocean City, Md.. (B.&E.R.R.Co.)	HENRY M. LANKFORD, M. D.....	24
Denton, Md.... (B.&E.R.R.Co.)	CATHERINE F. LANKFORD, M.D.....	24
	G. T. ATKINSON, M.D.....	90
	R. R. NORRIS, M.D.....	66
	HENRY S. WAILES, M.D.....	436
	J. MCFADDEN DICK, M.D.....	1145
	FRANCIS J. TOWNSEND, M.D.....	C. & P. 38.
	FREDRICK N. NICHOLS, M.D.....	C. & P. 104.

D3202.

HOSPITALS.

LOCATION.	NAME AND ADDRESS.	TELEPHONE.
Wilmington.	Delaware Hospital.....	5211.
Milford.....	Emergency Hospital.....	D. S. 300.
Lewes.....	Beebe Hospital.....	D. S. 150.
Cambridge..	Cambridge Hospital.....	C. & P. 111, 112.
Easton.....	Emergency Hospital.....	C. & P. 204, 511.
Dover.....	Kent Co. General Hospital.....	500.
Salisbury...	Peninsula General Hospital.....	C. & P. 121
Norfolk	Sarah Leigh Hospital	C. & P. 22375
Nassawadox	Northampton-Accomac Memorial Hospital	C. & P. 100-F-2
Crisfield	Edw. W. McCready Memorial Hospital	C. & P. 75

D3203. First Aid Boxes location of, and stretchers in cars:
First Aid Boxes:

In baggage, combined, cabin cars and flagman's equipment box on trains not hauling such cars.

At each passenger and freight station.

At Yard Masters' and Car Inspectors' offices, power plants, 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.

Employees in charge of stations, towers, tool houses, etc., will notify the General Foreman at Cape Charles when the seal of a First Aid Box is broken, who will furnish a box properly sealed, to replace the box used, which must then be forwarded to General Foreman, Cape Charles, properly tagged showing where from, and why seal was broken.

S33. USE OF TELEPHONES.

S33A. Employes using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with proper persons.

Persons using telephones must yield line promptly for train movements.

If telephone fails, 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 trains by trainmen, the conductor or engineman 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 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine numbers, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

D3301. List of Telephones.

D3302. 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.

S34.**MISCELLANEOUS.**

S34A. Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless Form C. T. 310 is attached, one to each side of the pivoted machinery when moving on its own wheels, or to the car upon which it may be loaded, and Form C. T. 310a to the billing. When such shipments are set off for repairs that may affect the requirements of A. R. A. Loading Rules, they must not be moved except upon authority of the Trainmaster, and not until after proper inspection, and billing has been endorsed by Agent or Yardmaster, "Reinspected at..... and loaded as Per A. R. A. Loading Rules."

In order that the weight will be as nearly equalized as possible on both trucks of cranes shipped on their own wheels, having booms detached, all coal must be removed from the coal bunkers, all water left out of the boilers, and all water removed from the reservoirs. The light end of crane should trail. Where trucks are secured to body of keyed or nutted center pin, key or nut should be removed from pin on trailing end.

Conductors when setting off such shipments for repairs must notify the proper officer that it is pivoted machinery.

D3401. Rule 702 modified:

The end of car towards which the cylinder push rod travels shall be known as "B" end and the opposite end shall be known as "A" end.

D3402. Rule 706 modified:

UNIFORMS. 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.

D3403. Rule 737 modified:

Electric illuminated signs may be displayed on rear of passenger trains; also search or flood lights located under the vestibule of business cars may be displayed on the rear end of trains.

D3404. Rule 832 amplified:

To the signal equipment for each crossing watchman or gate-man, add:

Fusee.

Whistle.

Fourth paragraph to read:

"When a train, or engine or any type of rail equipment is approaching"

D3405. That part of Rule 701 reading: When a freight train having more than 15 cars is stopped for coal or water, engine must be detached from the train; will apply to Southward freight trains at Seaford, Northward freight trains at Tasley, and Northward freight trains of 85 cars or over at Middletown. In the latter case engines must be detached at Mile Post 26.

D3406. When it is necessary to couple to or cut off a portion of a train while transferring is being done to or from cars on the train, the coupling or cutting must not be made until men engaged in transferring have been notified and board, if used, removed; particular care must be used in cutting to see that cut-lever has raised and cut is properly made before signal is given to move.

Conductors must give this matter their personal attention, and see that these instructions are carried out at all times to prevent personal injury and damage to property.

D3407. 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.

D3408. Freight enginemen must advise the Superintendent by telegraph or telephone as much in advance as possible when in their judgment it will be necessary to have fire cleaned or get a supply of coal between terminals.

D3409. 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.

D3410. Conductors must send their train orders to the Superintendent at the close of each day's work.

D3411. 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.

D3412. 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.

D3413. In foggy weather or during a heavy snow storm 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.

D3414. 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.

D3415. The normal position of switch at Georgetown leading to Rehoboth Branch is for through movement to Franklin City.

The normal position of the switch from the Centreville Branch to siding at Townsend is from Centreville Branch, and from Centreville Branch to Chestertown Branch, at Massey, is for Centreville Branch.

D3416. 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.

D3417. When an engine on a passenger train fails enroute, where a freight engine is available, the conductor and engineman will substitute the freight engine for the disabled engine at once, and report the facts by wire from first available block station.

D3418. When passenger trains are double headed 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.

D3419. When passenger trains are double-headed, a passenger car equipped with the UC valve with the brake cylinder cut-out cock closed, may be the first car in a train (providing the train has the required 85% operative brakes exclusive of this car) but never when the cut-out cock in the branch pipe is closed.

D3420. 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.

D3421. Hours of Service Law.

The Hours-of-Service Law requires that no employes in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor permitted to be on duty more than sixteen hours in the aggregate in any twenty-four hour period, except in case of casualty, unavoidable accident or Act of God. After being on duty sixteen consecutive hours, he must not be required or permitted again to resume duty without having been off duty ten consecutive hours, and, after being on duty sixteen hours in the aggregate in any twenty-four hour period, he shall not be required or permitted again to go on duty without having had at least eight consecutive hours off duty.

D3422. Hand switches found unlocked must be reported promptly.

D3423. A Lock Lever in the CENTER of the crossover mechanically locks BOTH SWITCHES and must FIRST be thrown to UNLOCK the switches, then each switch may be thrown by a separate lever. After switches have been returned to normal position they must again be locked by the lock lever at center of crossover.

D3424. Conductors and enginemen will clear the main track when defects occur to engine or equipment which may cause detention to other trains.

D3425. 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.

D3426. 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.

D3427. Rule 5a of Air Brake and Train Air Signal Instructions 99-B-1 changed to read as follows:

5a. (Freight Cars in a Passenger Train)—Must be equipped with a safety valve applied to the brake cylinder, or the brake cylinder pipe, except in emergency cases cars may be operated without this safety valve and the engineman in charge of the train notified to operate his train brakes under normal operating conditions in such a manner so as to avoid a brake cylinder pressure in excess of 60 lbs. at speeds less than 25 miles per hour. The safety valve when applied must be removed when the car returns to freight service.

D3428. When repairs are made by train and engine crews to foreign and individual freight cars, conductors must make prompt report on Form M. P. 401 which, after being properly prepared, will be turned in at end of trip at Yard Master's Office from where it must be forwarded to foreman in charge of car inspectors. It is important that Form M. P. 401 be turned in whenever repairs are made to cars of other than Pennsylvania Railroad ownership and care must be taken to insure complete information being given. A supply of blank Forms M. P. 401 can be obtained from Assistant Train Masters or Yard Masters.

S35 INSPECTION OF PASSING TRAINS.

D3501. Rule 703 amplified:

The following instructions must be observed as far as practicable and other duties will permit. Employes will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

Trainmen of freight and passenger trains will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal members of such trains, calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

Train and engine crews on moving trains will be on the lookout for signals, when passing other trains, interlocking, block, water, coaling and other stations, sidings and points where trackmen are working, and when practicable, exchange signals.

The following signals will be used where other signals are not required:

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 OR CAR,
SWINGING CAR DOOR
OR ANY OTHER DAN-
GEROUS CONDITIONS.**

Stop signal.

HOME DIVISION NAME

OCCUPATION.

QUALIFIED FOR SERVICE

PART OF ZONE, QUALIFIED FOR

GENERAL ORDERS.

This Time Table must contain General Orders beginning with General Order No. 301.

PENNSYLVANIA RAILROAD EASTERN REGION DELMARVA DIVISION

Cape Charles, Va., April 24, 1932.

GENERAL ORDER No. 301—ZONE A **No. 301—ZONE B** **No. 301—ZONE C** **No. 301—ZONE D**

EFFECTIVE 12:01 A. M., SUNDAY, APRIL 24, 1932.

Time Table No. 3 takes effect 12:01 A. M., SUNDAY, APRIL 24, 1932, and contains the necessary instructions issued in General Orders up to and including:

No. 203—ZONE A **No. 202—ZONE B** **No. 202—ZONE C** **No. 201—ZONE D**

all of which must be removed from Bulletin Boards.

Each employee must carefully examine Time Table No. 3 to see that his copy is complete, with all schedule pages properly lined up, and note the changes.

Employees must turn in old Time Tables to Bulletin Board Attendants after Time Table No. 3 takes effect.

EFFECTIVE AT THE SAME TIME:

GREENWOOD.

Electric switch lock removed from switch at north end of Freight House Siding, south of passenger station.

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

Slow Boards, aspect as shown in Special Instruction D2101, Time Table No. 3, in service and used as distant signals in connection with block signals, located—southward, at yard limit board north end of yard; northward, at yard limit board south end of yard.

CASSATT:

Aspect Fig. 1., Rule 278, added to southward home signal, located 800 feet north of Cassatt Tower.

CAMBRIDGE:

All trains will stop and protect Washington Street crossing, located 3,696 feet north of Cambridge passenger station.

EFFECTIVE AT THE SAME TIME:

Maximum speed of freight trains, and of passenger trains with freight engines on Centreville and Chestertown Branches reduced to thirty (30) miles per hour. Speed of trains—all classes of engines increased to fifteen (15) miles per hour over Pocomoke drawbridge.

The use of the engine whistle as prescribed by Rule 14(m) is prohibited except in emergencies.

When built-in marker lamps showing a light to the outside and rear only are used, the bottom line under Figure 4, of Rule 19, page 24, modified to read:

Lights showing yellow to the outside, and red to the rear.

Note—Markers will display colors to the rear as prescribed by Figures 5 and 6 when conditions require.

W. R. DAVIS,
Superintendent.

**PENNSYLVANIA RAILROAD
Eastern Region
DELMARVA DIVISION**

Cape Charles, Va., April 29, 1932. .

**GENERAL ORDER No. 302—Zone A
No. 302—Zone B
No. 302—Zone C**

**EFFECTIVE 10:30 A. M., TUESDAY, MAY 3,
1932.**

CENTREVILLE BRANCH:

Speed restrictions between Mile Posts 19 and 23, annulled.

Special Instruction D-2002, Time Table No. 3, modified accordingly.

CHESTERTOWN BRANCH:

Speed restrictions between Kennedyville and Lambson, annulled.

Special Instruction D-2002, Time Table No. 3, modified accordingly.

Speed indicated below must not be exceeded:

No. 1 Track, between Alston and Clayton:

	Miles Per Hour
Passenger trains,	60
Freight trains,	45
No. 2 Track, between Greenspring and Clayton:	
Passenger trains,	60
Freight trains,	45

Special Instructions D-2002, Time Table No. 3, amplified accordingly.

CLAYTON (Oxford Branch):

Block Station closed 9:45 P. M. to 5:45 A. M., daily.

Employes whose duties require them to have a Time Table, correct Page 5, Time Table No. 3.

WOODSIDE:

Derail, pipe connected with main track switch leading from No. 1 track to siding just south of station, in service.

SEAFORD:

Block and Interlocking Station moved from present location to Passenger Station.

SALISBURY:

Electric switch locks removed from switch at north end East No. 1 Siding; from crossover between No. 1 Track and East No. 1 Siding; from switch at north end No. 5 Siding.

KINGS CREEK:

Mechanical release device (Yale lock) installed in the electric lock on lock levers on Crisfield Branch main track switch and crossover between main tracks, whereby the electric locks may be released by hand in case of a failure, after complying with instructions for the use of these locks. The key for the Yale locks is under seal in the telephone box adjacent to the framed instructions for release of the electric locks in case of failure.

Permission must be obtained from the Train Dispatcher to break key seal. Key must be replaced after locks have been released.

Special Instruction D-1610, Time Table No. 3, amplified accordingly.

Derails will be removed from sidings from time to time, and clearance posts installed in lieu thereof. Clearance posts will be installed from time to time at points where derails are not now in service.

Engines or cars must not be permitted to stand beyond clearance posts when main track switches are set normal.

W. R. DAVIS,
Superintendent

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION**

Cape Charles, Va., June 7, 1932.

GENERAL ORDER No. 303 Zone A

No. 303 Zone B

No. 303 Zone C

EFFECTIVE 12:01 P. M., SUNDAY, JUNE 12, 1932.

Supplement No. 1 to Time Table No. 3 will become effective at 12:01 P. M., Sunday, June 12, 1932.

All employes required to have a Time Table must procure a copy of this supplement prior to its effective date, or prior to going on duty, and must paste it in Time Tables as directed in the Supplement.

Copies of Supplement No. 1 will be ready for distribution Thursday, June 9, 1932.

EFFECTIVE 9:45 P. M., SUNDAY, JUNE 12, 1932.

CLAYTON (Oxford Branch):

Block Station abandoned.

Correct Page 5, Time Table No. 3.

ALSTON:

Signalmen will control Clayton end of Oxford Branch block continuously.

EFFECTIVE 11:01 A. M., MONDAY, June 13, 1932.

SEAFORD:

Distant Signal, No. 2 Track, located 6700 feet north of block station, moved 500 feet north of its present location.

EFFECTIVE 12:01 P. M., TUESDAY, JUNE 14, 1932.

BETWEEN DELMAR AND SEAFORD:

Signal No. 852, No. 1 Track, located 5000 feet south of Seaford, moved 3000 feet south of its present location, and renumbered No. 858.

K. R. VOUGHT,
Superintendent

THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION

Cape Charles, Va., July 14, 1932.

GENERAL ORDER No. 304, Zone A
No. 304, Zone B
No. 304, Zone C

EFFECTIVE 10:00 A. M., TUESDAY, JULY 19,
1932.

KINGS CREEK:

Signal No. 214 (No. 1 Track) located 1100 feet north of Station and Signal No. 219 (No. 2 Track) located 750 feet south of Station, abandoned.

REHOBOTH: (Assawoman Canal Drawbridge):

Northward interlocked Home Signal, 600 feet south of drawbridge, and Southward interlocked Home Signal, 600 feet north of drawbridge, abandoned.

Northward and Southward Smashboard Signals in accordance with Special Instruction D-2101, Time Table No. 3, in service at locations of former interlocked Home Signals.

Southward distant signal, located 4200 feet north of drawbridge, abandoned. In lieu thereof slow board, in accordance with Special Instruction D-2101, Time Table No. 3, in service.

Clearance points will be designated by a Strip of Yellow Paint 10 to 12 inches long on both sides of both rails in side track instead of by Clearance Posts. That portion of General Order No. 302, Zones A, B, and C, regarding derails and clearance posts, modified accordingly.

K. R. VOUGHT,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION

Cape Charles, Va., August 11, 1932.

GENERAL ORDER No. 305—Zone A
No. 305—Zone C

EFFECTIVE 9:00 A. M., TUESDAY, AUGUST 16, 1932.

BRIDGEVILLE:

Trailing Crossover between No. 1 and No. 2 tracks, located 7422 feet south of Passenger Station, out of service.

HARRINGTON: (Main Line)

Northward Home Signal, No. 1 track, located 775 feet north of block station, abandoned.

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

Southward Home Signal, located 775 feet south of block station, abandoned.

Northward Home Signal, located 3900 feet south of block station, abandoned.

Southward Block Signal, located 3600 feet south of block station, abandoned.

Electric Switch Locks (controlled from block station) Harrington Yard, abandoned. Special Instruction D 2701, Time Table No. 3, modified accordingly.

Southward Block Signal, displaying aspects Fig. 1, Rules 275, 280 and 287, located 775 feet south of block station, in service.

Aspect Fig. 1, Rule 279, added to northward Home Signal, located 775 feet south of block station.

Northward Slow Board moved 1500 feet north of its present location.

A speed of 20 miles per hour must not be exceeded between State Highway Crossing and northward home signal. Special Instruction D 2002, Time Table No. 3, amplified accordingly.

EDEN:

Trailing Crossover between No. 1 and No. 2 tracks, located 260 feet south of Passenger Station, out of service.

CRISFIELD BRANCH:

Pine Street Unattended Block Station abandoned.

“Field” Unattended Block Station established and located at Yard Limit board, controlled by Cassatt.

Correct Page 8, Time Table No. 3, accordingly.

EFFECTIVE 8:00 A. M., TUESDAY, AUGUST 16, 1932.

MELFA:

Block Station abandoned.

Correct Pages 3 and 4, Time Table No. 3, accordingly.

K. R. VOUGHT,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION

Cape Charles, Va., August 20, 1932.

GENERAL ORDER No. 306—Zone A
No. 305—Zone B
No. 306—Zone C
No. 302—Zone D

EFFECTIVE 12:01 A. M., WEDNESDAY, AUG. 24, 1932.

Clearance Card, Form K, authorizing a train to pass one or more unattended block stations without stopping, is annulled when train clears the main track and reports clear of the block.

Fourth Paragraph of Rule 80 amplified to read:

They must not be used in Controlled Manual Block System territory or in Automatic Block System territory unless special provision is made for manual block protection.

General Regulation 832, Fourth Paragraph, amplified to read:

When a train, engine or any type of rail equipment is approaching, watchmen must place themselves in the middle of the highway, near the track, and remain there until it is safe for vehicles and pedestrians to cross the track. By day they will display a Stop sign, holding it in an upright position so that the word "STOP" will plainly appear to any person approaching on the highway. By night, or when Stop sign cannot be plainly seen, they will display a red light, swinging it across the direction of highway traffic, care being used not to show the red light to an approaching train, engine or any type of rail equipment except when necessary to stop it.

K. R. VOUGHT,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION

Cape Charles, Va., August 24, 1932.

GENERAL ORDER No. 307—Zone A
No. 307—Zone C

EFFECTIVE 10:30 A. M., MONDAY, AUGUST 29, 1932.

HARTLY:

Block Station abandoned.

Unattended Block Station, designated "Hartly", located 100 feet south of passenger station, in service. Controlled by Alston.

Correct Page 5, Time Table No. 3, accordingly.

LECATO:

Block Station Abandoned.

Correct Pages 3 and 4, Time Table No. 3, accordingly.

BETWEEN MANAHAN AND CAPE JUNCTION:

Manahan Interlocking and Block Station abandoned; Switches and Signals controlled therefrom, abandoned.

Correct Pages 3 and 4, Time Table No. 3, accordingly.

Distant Signal, No. 2 track, located 3975 feet north of Manahan tower, governing southward movements to Manahan interlocking, abandoned.

Signals Nos. 847, 857, 889 and 913, No. 2 track, abandoned.

Signals Nos. 922, 904, 892, 868 and 846, No. 1 track, abandoned.

Special Instruction D2501, Time Table No. 3, modified to read:

Rules 501 and 505, 505b to 514 inclusive are in effect between Seaford and Cassatt.

Special Instruction D2301, Time Table No. 3, modified to read:

Main Line between

Canal and Seaford

Cassatt and Cape Charles

Special Instruction D2305, Time Table No. 3, modified to read:

Rule 318b will apply between Canal and Seaford and between Cassatt and Cape Junction.

Distant Signal, No. 2 track, located 550 feet south of Bay View Freight Station, displaying Aspects Fig. 3, Rule 282 and Fig. 8, Rule 286, governing southward movements to Cape Junction Block Station, in service.

Manual Block Signal, No. 1 track, located 800 feet north of Cape Junction Block Station, and controlled therefrom, displaying Aspects Fig. 6, Rule 275, Fig. 3, Rule 280 and Fig. 3, Rule 287, in service.

K. R. VOUGHT,
Superintendent.



THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION

Cape Charles, Va., Sept. 15, 1932.

GENERAL ORDER No. 308 Zone A
No. 306 Zone B
No. 308 Zone C
No. 303 Zone D

EFFECTIVE 7:00 P. M. SATURDAY, SEPT. 17, 1932.

GEORGETOWN:

Block Station closed.

Week days: 7:00 P. M. to 6:30 A. M.

Sundays: 12:01 A. M. to 2:00 P. M.

4:00 P. M. to 7:00 P. M.

9:00 P. M. to 11:59 P. M.

Correct Page 7, Time Table No. 3, accordingly.

EFFECTIVE 12:01 A. M., SUNDAY, SEPT. 25, 1932.

Supplement No. 2 to Time Table No. 3 takes effect 12:01 A. M. Sunday, September 25, 1932, and will be ready for distribution Monday, September 19, 1932.

K. R. VOUGHT,
Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION

Cape Charles, Va., November 7, 1932.

GENERAL ORDER No. 309—Zone A
307—Zone B
309—Zone C
304—Zone D

EFFECTIVE 10:30 A. M., THURSDAY, NOV. 10, 1932.

PRINCESS ANNE:

A speed of 50 miles per hour must not be exceeded on Nos. 1 and 2 tracks between Academy Street Crossing, 2025 feet north of station, and State Highway Crossing, 1775 feet south of station.

Special Instruction D2002, Time Table No. 3, amplified accordingly.

LAUREL:

Center locking mechanism applied to inter-main track crossover.

HARRINGTON:

Bulletin Board and Standard clock moved from present location in Assistant Train Master's Office to Yard Master's Office, north room, passenger station.

Special Instruction D1301, Time Table No. 3, modified accordingly.

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

Yard Limit Board moved north to a point 1750 feet south of State Highway Crossing.

Unattended Block Station, designated "Kent", located at Yard Limit Board, 1750 feet south of State Highway Crossing, in service.

GEORGETOWN:

Center locking mechanism removed from all crossovers.

When a train clears a block between block stations or at an unattended block station, Flagmen may, when authorized by the Conductor or Engineman, report clear to the Signalman.

Rules 365 and 505e amplified accordingly.

K. R. VOUGHT,

Superintendent.

THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION

Cape Charles, Va., December 2, 1932.

GENERAL ORDER No. 310—Zone A

EFFECTIVE AT ONCE:

Maximum speed indicated in Special Instruction D2001, Time Table No. 3, may be resumed by all classes of engines on No. 1 Track between Mile Posts 44 and 46, north of Dover.

Special Instruction D2002, Time Table No. 3, modified accordingly.

K. R. VOUGHT,
Superintendent



THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION

Cape Charles, Va., December 14, 1932.

GENERAL ORDER No. 311—Zone A

EFFECTIVE 10:30 A. M. TUESDAY, DECEMBER 20, 1932

EASTON:

Slow Board, aspect as shown in Special Instruction D2101, Time Table No. 3, located 1500 feet north of passenger station, in service and used as a distant signal in connection with southward block signal.

HARRINGTON:

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

REHOBOTH:

Unattended Block Station moved from present location to a point 600 feet north of Assawoman Canal drawbridge.

K. R. VOUGHT,
Superintendent



**THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION**

Cape Charles, Va., April 8, 1933.

**GENERAL ORDER No. 313—Zone A
No. 311—Zone C**

EFFECTIVE 9:30 A. M., WEDNESDAY, APRIL 12, 1933:

Special Instruction D1613, Time Table No. 3, annulled.

PRINCESS ANNE:

A speed of 45 miles per hour must not be exceeded on Nos. 1 and 2 tracks between Academy Street Crossing, 2025 feet north of station, and State Highway Crossing, 1775 feet south of station.

General Order No. 309—Zone C modified, and Special Instruction D2002, Time Table No. 3, amplified accordingly.

GREENSBORO:

Unattended Block Station, designated "Greensboro", located 241 feet south of passenger station, in service—week-days 4:00 P. M. to 7:00 A. M., Sundays continuously, controlled by Queen Anne; when Queen Anne is closed, controlled by Alston.

Attended Block Station closed—week-days 4:00 P. M. to 7:00 A. M., Sundays continuously.

Correct Page 5, Time Table No. 3, accordingly.

KINGS CREEK: (Crisfield Branch)

Signal No. C-06, located 3500 feet south of station, abandoned.

Ninth paragraph, Rule 702 (top of Page 139, Book of Rules) revised as follows:

Defective hose removed enroute must be tagged to show train number, initial and number of car or engine, date and place of removal. Enginemen to send hose from engine to engine-house foremen. Conductors to send hose from passenger equipment cars to foremen car inspectors at terminals; from freight cars to be delivered to first available car inspector who will furnish a new one. Freight conductors must carry as part of their equipment a supply of form M. P. 401—Conductors Report of Repairs Made and Material Applied to Foreign and Individual Freight Cars by Train and Engine Crews—and use these forms as directed thereon.

**K. R. VOUGHT,
Superintendent.**

DELMARVA DIVISION TIME TABLE NO. 3.