

THE PENNSYLVANIA RAILROAD

EASTERN REGION
RECEIVED

SEP 23 1954

B. OF L. F. & E.
P. R. R. EAST - P. R. S. L.

DELMARVA DIVISION

Time-Table No. 6

In effect 2.01 A. M., Sunday, September 26, 1954

FOR THE GOVERNMENT OF EMPLOYES ONLY

EASTERN STANDARD TIME

J. A. SCHWAB,
General Manager.

H. B. STETSON,
Sup't Passenger Transportation.

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

C. R. LUCAS,
Sup't Freight Transportation.

M. H. LINGENFELTER,
Superintendent.

Original timetable from the collection of Rob Schoenberg

scanned by Rob Schoenberg -- r08sch@gmail.com

<http://PRR.Railfan.net>

2025

THE PENNSYLVANIA RAILROAD

EASTERN REGION

DELMARVA DIVISION

Time-Table No. 6

In effect 2.01 A. M., Sunday, September 26, 1954

FOR THE GOVERNMENT OF EMPLOYES ONLY

EASTERN STANDARD TIME

J. A. SCHWAB,
General Manager.

H. B. STETSON,
Sup't Passenger Transportation.

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

C. R. LUCAS
Sup't Freight Transportation.

M. H. LINGENFELTER,
Superintendent.

INDEX

	Pages
Schedule Pages:	
Bank to Cape Charles.....	10
Cape Charles to Bank.....	11
U. S. Mail Work.....	13

Arranged Freight Train Service.....	14 to 15
Authority to Proceed as Extra.....	23
Automatic Block Signal System.....	48
Automatic Highway Crossing Protection.....	24 to 27
Bulletin Boards.....	20
Clearances.....	44
Derrick Restrictions.....	33 to 35 & 43
Dragging Equipment Detectors.....	32
Employee in Charge of Sidings of Assigned Direction.....	31
Employee in Charge of Sidings of No Assigned Direction..	31
Employees' Registers.....	20

Engine Restrictions:	
Main Line.....	41
Secondary Tracks.....	42
Other than Main, Secondary and Sidings.....	42
Yard and Industrial Tracks.....	41 to 42

Engine Whistle Signals.....	18
Facing Hand Operated Switches connected with Manual Block Signals.....	20
First Aid Boxes and Stretchers.....	17
General Order Page.....	50
General Order Zones.....	21
Hand Operated Switches Equipped with Electric Locks.....	29
Highway Crossings.....	24 to 29
Hospitals.....	17
Letters and Characters.....	18
Manual Block Signal System.....	47

Maximum Speeds:	
Passenger and Freight Trains.....	32
Secondary Track and Sidings.....	40
Other than Main, Secondary and Sidings.....	40
Various.....	35
Curves, Bridges, etc.....	37 to 38
Major Calibre Gun Barrels.....	36
Approaching Movable Bridges.....	37
Turnouts.....	37
Engines.....	39 to 40
Medical Examiners and Company Surgeons.....	16
Movable Bridges not Part of an Interlocking.....	23
Movement of Trains in the Same Direction by Block Signals (Rule 251).....	45
Movement of Track Cars.....	21
Movement of Trains.....	21
Movement by Train Orders.....	44

INDEX

	Pages
Movement of Wreck Derricks.....	43
Non-interlocked Railroad Crossings at Grade.....	23
Normal position of switches and crossovers at specified locations.....	29
Opposing and Following Movement of Trains by Block Signals (Rule 261).....	45
Overhead Clearance.....	44
Other Equipment Restrictions.....	43
Passenger and Freight Train Operation.....	31 to 32
Personal Injuries.....	16
Protection for Public Highway Crossings at Grade.....	28
Qualification of Conductor or Engineman.....	21
Qualified for Service.....	49
Rule D93 in Effect.....	22
Signal Aspects Not in Conformity with Typical Aspects.....	45
Signal Failures Over Movable Bridges.....	23
Signal Rules.....	45
Speed Table.....	32
Spring Switches Located.....	29
Standard Clocks.....	20
Standard Time.....	18
Stations—Passenger, Block and Interlocking.....	4 to 9
Superiority of Trains.....	20
Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors.....	19
Ticket Offices Open For Sale of Tickets.....	12
 Track Assignments:	
Single Track.....	29
Two or More Tracks.....	30
Secondary Tracks.....	30
Other than Main, Secondary or Sidings.....	31
Trainmen Riding on Trains Over Movable Bridges.....	16
Uniforms.....	16
Use of Signals.....	19
Use of Telephones.....	44
U. S. Mail Work.....	13
Work Train Speeds.....	34
Wreck Train Speeds.....	33
Yard Limits.....	22

MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS		Distance from Wilmington	Sidings Assigned		
				PHILADELPHIA (P. T. Div.)			North	South	Both
X	X	X		WILMINGTON		2.1			
				BANK		4.0			
				FARNHURST		6.3			
		X		NEW CASTLE		6.5			
				TASKER		6.8			
				RAYON		11.7			
				BEAR		14.4			
				PORTER		16.4			
				KIRKWOOD		17.9			
				CANAL MOVABLE BRIDGE		20.6			
				MT. PLEASANT					
X	X	X		DIVISION POST (Md. Div.)		21.0			
				ARMS		22.7	109	109	
				MIDDLETOWN		24.8			
X	X	X		TOWNSEND		29.0			
				CLAYTON		36.8			
				CHESWOLD		42.4			
				DOVER		47.6			
				WYOMING		50.7			
				WOODSIDE		54.1			
				VIOLA		56.1			
X	X	X		FELTON		58.3			
				HARRINGTON		64.4	72	133	
				FARMINGTON		68.1			
				GREENWOOD		72.4	100	109	
				BRIDGEVILLE		77.0			
X	X	X		CANNON		79.9			
				SEAFORD MOVABLE BRIDGE		84.2			
				LAUREL MOVABLE BRIDGE		90.4			
		X		LAUREL		90.6			
				DELMAR		97.3			
							Distance from Delmar		
	X			DELMAR					
				PATTON		1.8			
				SALISBURY		5.9			
				FRUITLAND		9.7			
X	X	X		EDEN		12.9			
				PRINCESS ANNE		19.0			
				KINGS CREEK		21.6			
				COOLEYS		21.7			
				COSTEN		27.3			
				SOUTH COSTEN		27.4			
				CASSATT MOVABLE BRIDGE		30.6			
				POCOMOKE		30.9			
				NEW CHURCH		37.3			
X	X	X		LECATO		40.3			
				OAK HALL		41.4			
				MAKEMIE PARK		42.7			
				HALLWOOD		45.0			
				MEARS		46.7			
				BLOXOM		48.8			
				HOPETON		50.5			
X	X	X		PARKSLEY		52.4			
				GREENBUSH		55.6			
				TASLEY		58.0			
				ONLEY		59.7			
				MELFA		62.7			
				KELLER		65.2			
				PAINTER		67.7		250	
				BELLE HAVEN		70.6			
				EXMORE		72.0			
				NASSAWADDOX		76.3			
				WIERWOOD		77.6			
				BIRDSNEST		79.1			
				MACHIPONGO		81.9			
				EASTVILLE		86.0		175	
				COBBS		88.9			
X	X	X		CHERITON		90.4			
X	X	X		CAPES		92.4			
X	X	X		CHARLES		94.3			
X	X	X		CAPE CHARLES		95.0			

NOTE—X indicates in service continuously.

B indicates in service part-time.

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

Block Stations—Remote Controlled as follows:

Block Station	Controlled by
Capes	Charles

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Capes	Charles

CENTREVILLE SECONDARY TRACK

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

NOTE—X indicates in service.

Direction from Townsend to Centreville is southward.

Block-Limit stations controlled as follows:

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

CHESTERTOWN SECONDARY TRACK

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

NOTE—X indicates in service.

Direction from Mass to Chestertown is southward

Block-Limit stations controlled as follows:

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

OXFORD SECONDARY TRACK

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

NOTE—X indicates in service.

Direction from Clayton to Oxford is southward.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Hart	
Pet	
Anne	Clayton
Cross	

D. M. & V. SECONDARY TRACK

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

NOTE—X indicates in service.

Direction from Harrington to Franklin City is southward.

Block-Limit stations controlled as follows:

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

CAMBRIDGE SECONDARY TRACK

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

NOTE—X indicates in service.

Direction from Seaford to Cambridge is southward.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Coke	
Fed	
Lock	Seaford
Tank	

CRISFIELD SECONDARY TRACK

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

NOTE—X indicates in service.

Direction from Kings Creek to Crisfield is southward.

Block-Limit stations controlled as follows:

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

BANK TO CAPE CHARLES

STATIONS	FIRST CLASS			
	469	#453	#455	457
	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	A.M.
Leave	P.M.	A.M.	A.M.	A.M.
PENNA. 30th ST. (PT Div)	\$ 11.40	E 3.40	\$ 7.23	\$ 7.35
WILMINGTON	\$ 12.25	E 4.50	\$ 8.10	\$ 8.20
BANK	12.30	4.56	8.16	8.26
NEW CASTLE				
TASKER	12.37	5.02	8.23	8.33
BEAR				
PORTER				
KIRKWOOD				
MT. PLEASANT (Md. Div)				
ARMS	12.56	5.20	8.40	8.50
MIDDLETON	\$ 1.00	E 5.24	\$ 8.43	\$ 8.53
TOWNSEND		E 5.34		
CLAYTON	\$ 1.18	E 6.04	\$ 8.56	\$ 9.06
DOVER	\$ 1.87	E 6.40	\$ 9.10	\$ 9.20
WYOMING		E 6.47	Will Not Run	Will Run Sun. & May 30
WOODSIDE		E 6.54		
VIOLA		E 6.59	July 4	July 4
FELTON		E 7.04	Sept. 5	Sept. 5
HARRINGTON	\$ 2.03	E 7.33	\$ 9.28	\$ 9.38
GREENWOOD		E 7.47		
BRIDGEVILLE		E 8.00	\$ 9.43	\$ 9.53
SEAFORD	\$ 2.37	E 8.30	\$ 9.54	\$ 10.04
LAUREL	\$ 2.47	E 8.42	\$ 10.05	\$ 10.15
DELMAR	\$ 2.57	E 8.55	\$ 10.15	\$ 10.25
	3.02		10.21	10.31
SALISBURY	\$ 3.26		\$ 10.31	\$ 10.41
FRUITLAND				
PRINCESS ANNE	\$ 3.49		\$ 10.50	\$ 11.00
KINGS CREEK				
COSTEN		Will Not		
CASSATT	4.03	Run	11.02	11.12
POCOMOKE	\$ 4.11	May 30	\$ 11.06	\$ 11.16
NEW CHURCH	K 4.19	July 4		
LECATO	\$ 4.29	Sept. 5	\$ 11.20	\$ 11.30
OAK HALL				
HALLWOOD	\$ 4.39			
MEARS				
BLOXOM				
PARKSLEY	\$ 4.52		\$ 11.33	\$ 11.42
TASLEY	\$ 5.06		\$ 11.41	\$ 11.49
ONLEY			U 11.44	U 11.52
MELFA				
KELLER	\$ 5.19		F 11.51	F 11.58
PAINTER				
BELLE HAVEN				
EXMORE	\$ 5.31		\$ 11.59	\$ 12.05
NASSAWADOX				
WIERWOOD				
BIRDSNEST				
MACHIPONGO				
EASTVILLE	U 5.50		U 12.14	U 12.21
COBBS				
CHERITON				
CAPES	6.00		12.22	12.29
CHARLES	6.09		12.28	12.35
CAPE CHARLES	\$ 6.10		\$ 12.30	\$ 12.37
Arrive	A.M.	A.M.	P.M.	P.M.
	469	453	455	457
	Del. Div. G. O. 608 page 10	Del. Div. G. O. 608 page 10	Del. Div. G. O. 608 page 10	Del. Div. G. O. 608 page 10

FIRST CLASS

	454	452		468
	P.M.	A.M.		A.M.
	S 7.22	E 1.30		S 5.25
	S 6.35	E 12.13		S 4.40
	6.29	12.08		4.36
	6.22	12.01		4.28
		Mail and Express		
	6.04	11.35		4.07
	K 5.58	E 11.14		
	S 5.46	E 10.45		3.44
	S 5.26	E 10.13		T 3.29
	S 4.58	E 9.34		S 3.05
		E 9.07		
	S 4.37	E 8.57		
	S 4.26	E 8.31		F 2.36
	S 4.18	E 8.13		F 2.22
	4.08	E 8.00		2.11
	S 3.57			S 2.04
	S 8.45			S 1.51
	S 8.26			S 1.24
		Will Not Run May 30 July 4		
	S 3.10			S 1.07
	S 8.09			S 1.06
	S 2.54	Sept. 5		T 12.50
	S 2.89			S 12.32
	S 2.80			S 12.22
	S 2.18			T 12.07
	S 2.06			T 11.56
	T 1.50			
	1.41			11.31
	1.36			11.26
	S 1.35			S 11.25
	P.M.	P.M.		P.M.
	DAILY 454	DAILY EX. SUN. # 452		DAILY 468
	Del. Div. G. O. 608 page 11	Del. Div. G. O. 608 page 11		Del. Div. G. O. 608 page 11

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Middletown*	8.30 AM to 9.00 AM	Closed	Closed
Clayton	Continuously	Continuously	12.01 AM to 5.00 PM
Dover	8.30 AM to 5.30 PM	8.30 AM to 5.30 PM	8.30 AM to 5.30 PM
Harrington	Continuously	Continuously	Continuously
Bridgeville*	9.00 AM to 6.00 PM	9.00 AM to 6.00 PM	Closed
Seaford	Continuously	Continuously	Continuously
Laurel*	9.00 AM to 4.30 PM	Closed	Closed
Delmar	Continuously	Continuously	Continuously
Salisbury	10.00 AM to 5.00 PM 1.00 AM to 3.30 AM	10.00 AM to 4.30 PM 1.00 AM to 3.30 AM	10.00 AM to 4.30 PM 1.00 AM to 3.30 AM
Princess Anne@	10.30 AM to 3.30 PM 1.00 AM to 4.00 AM	1.00 AM to 4.00 AM	1.00 AM to 4.00 AM
Pocomoke@	1.00 AM to 4.30 AM 2.30 PM to 3.30 PM	1.00 AM to 4.30 AM	1.00 AM to 4.30 AM
Lecato*	1.30 PM to 3.30 PM	Closed	Closed
Parksley	Continuously	Continuously	Continuously
Tasley*	11.30 AM to 3.30 PM	Closed	Closed
Keller*	11.30 AM to 3.30 PM	Closed	Closed
Exmore*	11.30 AM to 3.30 PM	Closed	Closed
Cape Charles	6.00 AM to 10.30 AM 11.30 AM to 7.30 PM 8.30 PM to 11.59 PM	6.00 AM to 10.30 AM 11.30 AM to 7.30 PM 8.30 PM to 11.59 PM	6.00 AM to 10.30 AM 11.30 AM to 7.30 PM 8.30 PM to 11.59 PM

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

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

#Except closed 12.01 AM to 7.00 AM Monday.

U. S. MAIL WORK

STATIONS	Southward			Northward		
	469	453	455	454	452	468
Middletown		E			E	
Townsend		E	CD		C	
Clayton		E			E	
Cheswold		E	CD		CD	
Dover		E			E	
Wyoming		E				
Woodside		E			CD	
Viola		E	D		CD	
Felton		E	D		D	
Harrington		E			E	
Farmington		E			CD	
Greenwood		E	CD		CD	E
Bridgeville	H	E			E	
Cannon		E			CD	
Seaford		E			E	
Laurel		E			E	
Delmar		E			E	
Fruitland					CD	
Eden			D		CD	
New Church	J		CD		CDK	
Oak Hall	D		CD		CDK	
Makemie Park	D		CD		CDK	
Hallwood			CD		CDK	
Mears	D		CD		CD	
Bloxom	D		CD		CDK	
Hopeton			CD		CD	
Parksley						CM
Greenbush	D		CD		CD	
Onley			CD		CD	CM
Melfa	D		CD		CD	
Keller			CH			CM
Painter	DN		CD		CD	CM
Exmore						CM
Nassawadox			CD		CD	CL
Wierwood			CD		PCD	
Birdsnest			CD		CD	
Machipongo			CD		CD	
Eastville	N		CD		PE	
Cobbs			CD		PCD	
Cheriton			CD		PCD	

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

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

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

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

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

L—Sunday only.

M—Daily except Saturday.

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

P—Except Holidays.

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

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

The time shown conveys no time-table authority.

STATIONS	D-33 (1)	D-27 (1)	D-7 (2)	D-9 (2&11)	D-20 (2)	D-19 (2)	D-37 (1)	D-55 (2)	D-5 (2 & 8)	D-70 (2 & 7)	D-3 (1)	D-11 (2&12)	D-36 (2&10)	D-15 (2&13)	D-13 (2)	D-26 (2&9)	D-31 (2)	D-57 (2&4)
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Edgemont.....																		
Tasker.....	Leave 1.00	2.45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mt. Pleasant.....	Pass 1.30	3.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Centreville-Chestertown.....																		
Clayton.....																		
Dover.....																		
Chester.....																		
Easton.....																		
Felton.....																		
Harrington.....																		
Bridgeville.....																		
Georgetown.....																		
Rehoboth.....																		
Dagsboro.....																		
Snow Hill.....																		
Seaford.....																		
Vienna-Preston.....																		
Cambridge.....																		
Delmar.....	Arrive 7.00	9.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Delmar.....	Leave	4.30	6.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Salisbury.....																		
Crisfield-Pocomoke.....																		
Cape Charles.....																		
Cape Charles.....	Arrive	11.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Saturday. (4) Operates Easton to Chester via Denton daily except Sunday—Oxford, McDaniel when necessary. (5) When necessary. (6) Operates to Rehoboth, Monday, Wednesday, Friday, and to Chestertown, Tuesday, Thursday, Saturday with side trips to Mt. Pleasant. (7) Operates to Centreville, Monday, Wednesday, Friday and to Chestertown, Tuesday, Thursday, Saturday. (8) Operates to Crisfield, Monday, Wednesday, Friday. (9) Operates to Preston, Monday, Wednesday, Friday. (10) Operates to Pocomoke, Tuesday, Saturday. (11) Operates to Hebron when necessary. (12) Operates to Franklin City when necessary.

(13) Seasonal. (14) Operates to Willards when necessary. (15) Operates to Rehoboth when necessary. (16) Operates to Chestertown, Saturday with side trips to Mt. Pleasant. (17) Operates to Pocomoke, Monday, Wednesday, Friday, Saturday. (18) Operates to West Ocean City, Monday, Wednesday, Friday and to Franklin City when necessary. (19) Turn-around Service.

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

The time shown conveys no time-table authority.

STATIONS	D-32 (2 & 6)	D-2 (1)	D-200 (2)	D-38 (2)	D-68 (2)	D-40 (13)	D-74 (2 & 7)	D-252 (2)	D-38 (2)	D-10 (1)	D-20 (2)	D-4 (2)	D-8 (2 & 8)	1st D6 (2)	D-58 (2 & 10)	2nd D6 (2)	D-12 (13)	D-38 (2 & 10)	D-28 (6)
	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.
Cape Charles.....Leave	2.30																		
Crisfield-Pocomoke.....																			
Salisbury.....																			
Delmar.....Arrive	5.30																		
Delmar.....Leave	6.45																		
Cambridge.....																			
Vienna-Preston.....																			
Seaford.....																			
Snow Hill.....																			
Rehoboth.....																			
Bridgeville.....																			
Georgetown.....	1.00																		
Harrington.....	2.00																		
Felton.....	▲																		
Easton.....																			
Chester.....																			
Clayton.....																			
Centreville-Chestertown.....																			
Mt. Pleasant.....																			
Bank.....Pass	10.20																		
Edgemoor.....Arrive	10.45																		
	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	

(1) Daily. (2) Daily except Sunday. (3) Daily except Saturday. (4) Operates to Chester via Denton daily except Sunday—Oxford, McDaniel when necessary. (5) Operates to Rehoboth both Monday, Wednesday, Friday and to Rehoboth via Milton, Tuesday, Thursday, Saturday, Sunday, Friday and to Centreville, Monday, Wednesday, Friday and to Chestertown, Tuesday, Thursday, Saturday, Sunday, Friday. (6) When necessary. (7) Operates to Centreville, Monday, Wednesday, Friday, Saturday, Sunday, Friday. (8) Operates to Crieffield, Monday, Wednesday, Friday, Saturday, Sunday, Friday. (9) Operates to Pocomoke, Tuesday, Wednesday, Friday, Saturday, Sunday, Friday. (10) Operates to Preston, Monday, Wednesday, Friday, Saturday, Sunday, Friday. (11) Operates to Hebron when necessary. (12) Operates to Willards when necessary. (13) Seasonal. (14) Turn-around Service.

SPECIAL INSTRUCTIONS

GENERAL RULES

Uniforms

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

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

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

Unauthorized Persons Riding on Rear of Passenger Trains

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

Trainmen are required to ride on rear of trains moving over the following movable bridges:

Seaford—Bridge 84.35, Nanticoke River.

Laurel—Bridge 90.26, Broad Creek River.

Cassatt—Bridge 30.51, Pocomoke River.

Personal Injuries

100R-2A. Medical Officers and Surgeons

Location	Name and Address	Telephone number
Wilmington.....	F. H. ENMANN, Resident Assistant Medical Examiner, Penna. Station	8-4141 Ext. 336
	R. D. FERNANDEZ, Wilmington Shops.....	8-4141 Ext. 332
	A. G. LESSEY, Occulist, 1213 Gilpin Ave..... Office	6-3252
	H. L. SPRINGER, 1013 Washington St..... Residence	56032
Middletown.....	DORSEY W. LEWIS..... Residence	2722
Dover.....	Jos. S. McDANIEL..... Office	5838
Wyoming.....	I. J. MAC COLLUM..... Residence	Bedford 4631
Harrington.....	Wm. T. CHIPMAN..... Residence	374
Seaford.....	BRUCE BARNES..... {Office Residence	2921 637
Delmar.....	L. V. SOHLER..... Office	5121
Cape Charles.....	T. B. HARDMAN..... Office	542
Norfolk.....	ROBERT L. PAYNE..... Office	22649
	SOUTHGATE LEIGH, JR..... Office	24665
	ELLIOTT D. FLOYD..... Office	50675
Easton.....	Wm. N. PALMER, S. Washington St..... {Office Residence	606 131
Denton.....	E. PAUL KNOTTS, 406 Market St..... Residence	64
Lewes.....	JAMES BEEBE..... {Office Residence	2211 5431
	JAMES BEEBE, JR..... {Office Residence	2211 8587
Cambridge.....	JOHN MACE, JR..... Office	392

100R-3A. Locations of Hospitals

Location	Name and Address	Telephone number
Wilmington.....	Delaware Hospital.....	45211
	Memorial Hospital.....	63351
Dover.....	Kent General Hospital.....	4701
Seaford.....	Nanticoke Memorial Hospital.....	3103
Salisbury.....	Peninsula General Hospital.....	3161
Nassawadox.....	Northampton-Accomac Memorial Hospital.....	2-2021
Norfolk.....	Norfolk General Hospital.....	51491
	De Paul Hospital.....	51621
Easton.....	Memorial Hospital.....	204
Milford.....	Milford Memorial Hospital.....	4561
Lewes.....	Beebe Hospital.....	2211
Cambridge.....	Cambridge Hospital.....	111
Crisfield.....	Edw. W. McCready Memorial Hospital	75

100R-4A. First-Aid Boxes and Stretchers

First-Aid Boxes, location of:

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

At each passenger and freight station.

At yard offices and other suitable places in larger yards, car inspector's offices, power plants, block and interlocking stations, tool houses, pump houses, wreck trains, shop and engine houses, camp cars and on each track car and as provided by State laws.

Stretchers:

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

One stretcher must be carried on each passenger train.

OPERATING RULES

STANDARD TIME

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

TIME-TABLES

Letters and Characters

1004-A. The following letters and characters in schedules indicate:

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail or newspapers.
- G**—Regular stop, Saturday only.
- H**—Regular stop, Saturday only, to receive passengers.
- J**—Regular stop, Saturday only, to discharge passengers.
- K**—Regular stop, Sunday only.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- M**—Regular stop daily except Saturday and Sunday.
- N**—Regular stop daily except Sunday.
- No baggage service.
- ⊕—No baggage service Sunday.
- ✖—Passenger train—rail motor car.
- ✖—Passenger train—with passenger and freight equipment.
- ◊—Passenger train—No train baggageman.
- ‡—Will not run on specified dates shown on schedule pages.

1004-B1.

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

ENGINE WHISTLE SIGNALS

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

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

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

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

USE OF SIGNALS

Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors

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

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

Fusees and Torpedoes

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

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

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

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

* Upon application of enginemen, additional signals to carry out "Train Signal Rules" will be furnished at designated points, when required.

Facing Hand-operated Switches

1037-C. Train orders on main tracks and verbal permission of signalman when authorized by the Superintendent on secondary tracks must be used to advance a train or engine at a Manual Block Signal which cannot be cleared where facing point hand-operated switches are connected with the signal.

Facing Hand-operated Switches connected with Manual Block Signal.

1037-C1. Locations:

Facing Hand-operated Switches connected with Manual Block Signal.

Block Station	Block Signal Governing movement		Facing Switches Connected to Signal Between
	Direction	Track	
Capes	Northward	Single	Capes Block Station and Mile Post 92

NOTE—A train or engine receiving train order on main track or in the application of Rule 362 verbal permission of signalman on secondary track to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engine must approach such switches prepared to stop short of switches not properly lined.

SUPERIORITY OF TRAINS

1072-A1. Northward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

GENERAL ORDERS

Bulletin Boards, Employes' Registers, Standard Clocks

1075-A1. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employes' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employes' Register	Standard Clock	Location	Other Divisions
X	X	X	Delmar—Yard Master's Office	Phila. Term. Maryland
X	X	X	Clayton—Passenger Station	Maryland
X	X		Easton—Engine Preparers Building	
X	X	X	Harrington—Passenger Station	Maryland
X	X		Cambridge—Engine Preparers Building	
X	X	X	Cape Charles—Yard Master's Office	
X	X	X	Norfolk Yard—Yard Master's Office	

NOTE 1—X indicates in service.

NOTE 2—GENERAL NOTICE books are being maintained at all points where Bulletin Boards are located on the Delmarva Division for the benefit of employes whose duties are thereby affected.

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

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

Standard Clocks

1075-A3. Standard clocks at other points:

Train Dispatchers office.

All block and interlocking stations.

General Order Zones

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

- Zone A—Division Post (Md. Div.) to north end Delmar Yard,
Centreville Secondary track,
Chestertown Secondary track,
Oxford Secondary track,
D. M. & V. Secondary track,
Milton track,
Rehoboth track,
Cambridge Secondary track,
- Zone B—North end Delmar Yard to Mile Post 8, south of Delmar.
- Zone C—Mile Post 8, south of Delmar to Cape Charles,
Crisfield Secondary track,
Kiptopeke track.
- Zone D—Norfolk Yard to Camden Heights,
North Junction to St. Julian Avenue freight station.
- Zone E—Vienna track,
Denton track,
McDaniel track,
Mardela track,
Willard track,
Ocean City track.

Qualification of Conductor or Engineman

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

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

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

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

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

MOVEMENT OF TRACK CARS

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

MOVEMENT OF TRAINS

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

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

Yard Limits

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

Track	Between	And
Main	Cheriton—2034 feet north of Mile Post 92	Mile Post 95—Cape Charles.
Centreville Secondary	160 feet south of Main Line Jct. Townsend	3068 feet south of Townsend passenger station.
	3298 feet north of Massey station	1750 feet south of Massey station.
	1478 feet north of Centreville station	Centreville.
Chestertown Secondary	Mass	3000 feet south of Massey station.
	4718 feet north of Chestertown station	Chestertown.
	160 feet south of Main Line Jct. Clayton	3452 feet south of Clayton passenger station.
Oxford Secondary	4813 feet north of Greensboro station	3987 feet south of Greensboro station.
	2052 feet north of Queen Anne station	3245 feet south of Queen Anne station.
	3816 feet north of Easton station	5884 feet south of Easton station.
	1919 feet north of Oxford station	Oxford.
D. M. & V. Secondary	160 feet south of Main Line Jct. Harrington	228 feet south of Mile Post 1.
	2354 feet north of Mile Post 4	2737 feet south of Mile Post 4.
	1335 feet north of Mile Post 8	Mile Post 9.
	1050 feet north of Mile Post 15	360 feet north of Mile Post 16.
	784 feet north of Mile Post 23	892 feet north of Mile Post 1.
	6000 feet north of Mill Block-Limit Station	3670 feet south of Mill Block-Limit Station.
	3500 feet north of Dags Block-Limit Station	2850 feet south of Dags Block-Limit Station.
	215 feet south of Mile Post 18	2050 feet north of Mile Post 20.
	932 feet south of Mile Post 27	2150 feet north of Mile Post 29.
	950 feet north of Mile Post 41	800 feet south of Mile Post 42.
Cambridge Secondary	160 feet south of Main Line Jct. Seaford	1575 feet south of Mile Post 1.
	670 feet south of Mile Post 8	3359 feet south of Mile Post 10.
	1328 feet south of Mile Post 15	1824 feet south of Mile Post 16.

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

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

Authority to Proceed as an Extra

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

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

Non-interlocked Railroad Crossings At Grade

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

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

Movable Bridge—Not Part of an Interlocking

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

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

1098-B3. Narrows—Located in Denton track 1.8 miles east of Chester station—Normal position is movable bridge open for water traffic. Trains using movable bridge will notify agent at Queenstown, telephone Queenstown 2711 between 8:00 A. M. and 5:00 P. M.

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

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

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

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

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

Track	Crossing	Location	Notes
Main Line	Station track	Middletown	1
	Oil siding	Townsend	2
	Station track	Felton	1
	Milk track	Harrington	1
	Allens track	Salisbury	1
	Storage and Shifting track	Parksley	1
	Storage and Shifting track	Tasley	1
	Storage and Shifting track	Onley	1
	Storage and Shifting track	Exmore	1
	Station track	Milford	2
D. M. & V. Secondary	Station track	Ellendale	2
	Station track	Selbyville	2
	Station track	Dagsboro	2
	Station track	Frankford	2
	DuPont track	Seaford	4
Denton Track	Route 404	Willoughby	3
	Route 404	Hillsboro	3

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

Before engines or trains on station or other tracks move over crossing crews must know that automatic protection is operating.

NOTE 2. Push buttons are located in small boxes on relay cases at crossings to provide manual operation of flasher lights when necessary.

Before trains on station or other tracks move over crossing crew must know that flasher lights are operating.

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

Engines or Trains must stop after occupying this circuit and not proceed over crossing until flashers are operating.

NOTE 4. Push buttons are located in small boxes on relay cases at crossings. Before trains on station or other tracks move over crossing a member of the crew must operate push button until train occupies crossing.

Movements against Current of Traffic

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

Track	Crossing	Location
Main Line	Isabella Street	Salisbury

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

Locations at which Signs Mark Operating Limits of Automatic Crossing Protection

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

Track	Crossing or Station	Location
Main Line	3000 feet north and south of Main Street	Middletown
	3500 feet north and south of Blackbird crossing, 450 feet south of Mile Post 31	Townsend-Clayton
	900 feet south of Jimtown crossing, 2200 feet south of passenger station	Clayton
	3000 feet north and south of Main Street	Cheswold
	2100 feet north of and 1350 feet south of passenger station	Dover
	3000 feet north and south of Main Street	Felton
	4700 feet north of and 3700 feet south of passenger station	Harrington
	3000 feet north and south of Market Street	Greenwood
	3000 feet north and south of River Road	Seaford
	2600 feet north of and 3800 feet south of passenger station	Laurel
	1700 feet north of and 2800 feet south of Bateman Street, 1700 feet south of College Avenue.	Salisbury
	3000 feet north and south of Main Street	Fruitland
	3100 feet south of passenger station and 3100 feet north of passenger station	Parksley
	3500 feet north and south of Route 639 crossing, 9990 feet south of passenger station	Onley
	3080 feet north of and 1750 feet and 250 feet south of Route 13, crossing, 3400 feet north of Capes Interlocking	Cheriton-Cape Charles

Interrupting Operation of Automatic Highway Crossing Protection Manually

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

Track	Crossing	Location
D. M. & V. Secondary	495 feet north of freight station	Milford
	287 feet north of freight station	Dagsboro
	140 feet north of freight station	Frankford
	370 feet south of freight station	Frankford

Interrupting Operation of Automatic Highway Crossing Protection Automatically

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

Track	Crossing	Location	Notes
Main Line	Main Street—200 feet south of passenger station	Middletown	1, 2, 3 & 4
	Main Street—210 feet north of passenger station	Townsend	1, 2 & 17
	Blackbird—450 feet south of Mile Post 31	Townsend-Clayton	14
	Jimtown—2200 feet south of passenger station	Clayton	1, 2 & 15
	Main Street—2247 feet south of Mile Post 42	Cheswold	1 & 5
	Forrest Street—250 feet north of passenger station	Dover	1, 2 & 6
	Division Street—1150 feet north of passenger station	Felton	7
	Main Street—840 feet south of passenger station	Harrington	2 & 8
	Center Street—1600 feet north of passenger station	Greenwood	2 & 9
	Liberty Street—900 feet north of passenger station	Seaford	10
	Clark Street—100 feet south of passenger station	Laurel	1, 2, 3 & 4
	Market Street—240 feet north of passenger station	Laurel	1, 2 & 11
	River Road—2720 feet south of passenger station	Salisbury	1 & 16
	Sixth Street—356 feet south of passenger station	Fruitland	1, 2 & 12
	Seventh Street—726 feet south of passenger station	Parksley	1, 2 & 18
	Eighth Street—1156 feet south of passenger station	Onley	14
	Market Street—462 feet north of passenger station	Cheriton-Cape Charles	1 & 13
	Bateman Street—764 feet north of Mile Post 8		
	Main Street—287 feet north of passenger station		
	Bennett Street—521 feet south of passenger station		
	Adelaide Street—568 feet north of passenger station		
	Route 639—9990 feet south of passenger station		
	Route 13—3400 feet north of Capes Interlocking		

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

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

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

Note 4—Trains operating with current of traffic on No. 1 and No. 2 tracks performing work will stop before passing instrument case located approximately 800 feet from crossing.

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

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

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

Southward trains on No. 2 track when clearing Forrest Street crossing to allow street traffic to move, gates will raise when circuit extending 8 feet south of crossing is cleared, but rear trucks must clear yellow mark on platform 140 feet south of crossing before reverse movement is made over crossing.

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

Note 7—Northward trains on No. 1 track performing work must stop south of instrument case 800 feet south of crossing before detaching engine from train.

Note 8—Northward freight trains with 12 or more cars stopping to perform work must stop south of home signals No. 1 track and D. M. & V. Secondary track before detaching engine from train.
 Northward freight train on No. 1 track performing work at north end of North Advance track must clear yellow marks on rail, 70 feet north of Center Street crossing, leaving rear of train between that point and yellow marks on rail opposite instrument case 2800 feet (62 car lengths) north of Center Street crossing. Note marking on east side of instrument case reading—"No. 1 Track—Keep Rear of Train South of this Point."

Southward freight trains on No. 2 track with 16 or more cars stopping to perform work must stop north of Fleming's track before detaching engine from train.
 Northward block signal for No. 1 track will display stop indication for trains making station stop, or performing work, until engine whistle is sounded indicating train is ready to proceed.
 Southward home signal No. 2 track will display stop indication for trains making station stop until engine bell is sounded indicating train is ready to proceed. Low home signals governing southward movements on No. 1 track and movements from West side track will display stop indication until engine bell is sounded indicating train is ready to proceed.

Note 9—Northward freight trains on No. 1 track performing work, must stop south of clearance point for station track, indicated by yellow marks on rails 350 feet south of passenger station, before detaching engine from train.
 Northward freight trains on No. 2 track, performing work, must stop before passing instrument case, located 2200 feet south of passenger station before detaching engine from train.
 Southward freight trains on No. 2 track, performing work, must stop before passing instrument case, 660 feet north of Market Street crossing, before detaching engine from train.
 Southward freight trains on No. 1 track, performing work, must stop north of instrument case, 2200 feet north of Market Street crossing, before detaching engine from train.

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

Note 11—Gates will lower when trains, operating with current of traffic, pass CC sign located 2600 feet from crossing and will raise in 2 minutes if such trains have not passed instrument case located approximately 900 feet from crossing.
 Gates will raise when northward trains on No. 1 track consume more than 1½ minutes making station stop.
 Southward trains performing work must stop before passing signals at north end of movable bridge.

Note 12—Gates will lower when trains, operating with current of traffic, pass CC sign located approximately 3000 feet from crossing, and will raise again in 2 minutes if trains (running normal) have not passed instrument case located approximately 600 feet from crossing.
 Northward trains on No. 1 track and southward trains on No. 2 track, performing work, must stop before passing instrument cases located approximately 600 feet from crossing.

Note 13—Trains operating southward on main track, gates will lower after passing CC sign 3080 feet north of crossing, provided fixed signal 785 feet north of crossing is in proceed position. Trains consuming more than two minutes before passing signal will cause gates to rise.
 Trains operating northward on Capes Secondary Track, gates will lower after passing CC sign 1190 feet from crossing and will rise in thirty seconds if train has not passed CC sign 300 feet from crossing.

Note 14—Trains stopped after passing CC signs will cause gates to lower and must not occupy track within this area for a longer period than necessary.
 Trains moving over crossing with entire train, before clearing 3500 foot circuit must not move in reverse direction over crossing until protection is provided as prescribed by Rule 103.

Note 15—Northward trains with more than 33 cars, stopping to perform work must detach engine from train before passing CC sign located 900 feet south of crossing.
 Southward block signal No. 2 track will display stop indication for trains making station stop, or to perform work and a more favorable indication than stop will not be displayed until engine whistle is sounded. Upon receipt of signal to proceed trains must move promptly.

Note 16—Southward trains on No. 2 track consuming 2 minutes between College Avenue and Bateman Street will cause gates to raise.
 When shifting movements are made within limits of CC signs and crossing trains must approach crossing prepared to stop, unless the gates are down.

Note 17—Gates will lower when trains pass CC signs located approximately 3000 feet from crossing, and will rise again in 2 minutes if trains have not passed instrument case and CC signs located approximately 700 feet from crossing.
 Northward trains performing work must stop south of instrument case located 188 feet south of switch leading to station track before detaching engine from train.

Note 18—Gates will lower at Adelaide and Bennet Streets when trains operating southward on main track pass CC sign located approximately 2600 feet north of Adelaide Street and will rise in two minutes if train has not passed intermediate CC sign located 600 feet north of Adelaide Street.
 Gates will lower at Adelaide Street when trains operating southward on siding pass CC sign located 600 feet north of crossing.
 Gates will lower at Bennet Street when trains operating southward on siding, pass Adelaide Street.
 Gates will lower at both crossings when trains operating northward on main track pass CC sign located approximately 2600 feet south of Bennett Street and will rise in two minutes if train has not passed intermediate CC sign located at Northward block signal.
 Northward trains on main track and siding consuming more than one minute between Bennett and Adelaide Streets will cause gates to rise at Adelaide Street. When shifting movements are made within limits of CC signs trains must approach crossing prepared to stop unless gates are down.
 Block signal for southward movements will display stop indication for trains making station stop and a more favorable indication will not be displayed until engine whistle is sounded indicating train is ready to proceed..

Protection For Public Highway Crossings At Grade

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

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

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

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

Track	Crossing	Location
Centreville Secondary	Route 291 Route 302 Route 313	Millington Barclay Barclay
Chestertown Secondary	High Street Queen Street Route 213	Chestertown Chestertown Kennedyville
Oxford Secondary	Brookletts Avenue	Easton
Crisfield Secondary	Route 357	Marion
Cambridge Secondary	Main Street	Hurlock
Cambridge	Washington Street Maryland Avenue	Cambridge Cambridge
Rehoboth	Route 18 Kings Highway	Lewes Lewes
Milton	Route 5	Milton
Vienna	Pine Street	Hurlock
Denton	Route 313 Dundee Avenue	Denton Narrows
Mardela	North Division Street West Main Street Route 13 Isabella Street Chestnut Street	Salisbury Salisbury Salisbury Salisbury Salisbury
Willard	Truitt Street	Salisbury

1103-C2. Freight trainmen will, as far as possible, avoid blocking road or street crossings; when blocked more than five minutes, will cut and clear the crossing.

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

Switch Located at	Connecting	With	Normal Position is for Movements
Parksley	Single track	No. 1 and No. 2 tracks	To No. 1 track
Mass	Chestertown Secondary track	Centreville Secondary track	To Centreville Secondary track

Hand Operated Switches Equipped with Electric Locks

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

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

1104-E1. Spring Switches Located:

Location	Normal Position	Route for Which Sprung	Note
COBBS—End Cape Secondary track	Single track	Northward movements from Capes Secondary track to single track	

Secondary Tracks and Sidings

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

Secondary Tracks

Track	Between	And
D. M. & V.	Harrington	Court

Movement of Southward Passenger Trains at Delmar

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

Track Assignments

1151-A1. Single Track

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

1151-B1. Two or More Tracks

Current of traffic is as follows:

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

NOTE—Tracks are numbered from east to west**1151-D1. Secondary Tracks of No Assigned Direction**

Track	Between	And	Controlled by	Note
Capes (N)	Capes	Cobbs	Charles	3
Centreville (S)	Townsend	Centreville	Arms	2
Chestertown (S)	Mass	Chestertown	Arms	2
Oxford (S)	Clayton	Oxford	Clayton	2
D. M. & V. (S)	Harrington	Court	Harrington	1
D. M. & V. (S)	Court	Frank	Harrington	2
Cambridge (S)	Seaford	Tank	Seaford	2
Crisfield (S)	Kings Creek	Field	Cassatt	2

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

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

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

NOTE 3. Proceed signal indication for northward trains or engines at Capes will be authority for northward movement on this track.

Permission for southward movements on this track must be obtained from Signalman at Charles.

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

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

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

1151-F1. Employe in Charge of Sidings of No Assigned Direction

Siding	Employe in Charge	Note
Machipongo	Signalman at Charles	
Painter	Signalman at Charles	

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

Track	Between	And	Controlled by
Rehoboth (S)	Georgetown	Rehoboth	Harrington
Milton (S)	Ellendale	Milton	Harrington
Kiptopeke (S)	Capes	Kiptopeke	Charles
Vienna (E)	Preston	Vienna	Seaford
Denton (E)	Love Point	Denton	Clayton
McDaniel (E)	McDaniel	Easton Jet.	Clayton
Mardela (W)	Salisbury	Hebron	Delmar
Willard (E)	Salisbury	Willard	Delmar
Ocean City (E)	Whaleyville	W. Ocean City	Harrington
D. M. & V. (S)	Frank	Franklin City	Harrington
Cambridge (S)	Tank	Cambridge	Seaford
Crisfield (S)	Field	Crisfield	Cassatt

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

PASSENGER TRAIN OPERATION

Train Brake Tests at Other Than Initial Terminal

1154-A1. Train brake test will be made at Delmar in accordance with paragraph 5 of instruction 14, page 39, Brake and Train Air Signal Instruction 99-D-1. It will be the duty of the inbound engineman to notify verbally the outbound engineman of the condition of the brakes.

1154-A2. A stop must be made just prior to coupling to occupied passenger equipment.

PASSENGER AND FREIGHT TRAIN OPERATION

Braking Over Movable Bridges

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

Seaford.

Laurel.

Cassatt.

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

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

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

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

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

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

SPEED RESTRICTIONS

1157-A. Speed Table

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

PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum speeds, unless otherwise specified.

Main Line Between:	Single Track		No. 2 Track		No. 1 Track	
	M.	F.r.t.	M.	F.r.t.	M.	F.r.t.
Division Post (Md. Div.) and Parksley			65	50	65	50
Parksley and Cobbs	65	50				
Cobbs and Capes	55	45				
Capes and Charles	20	20				

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

1157-C2. Wreck trains

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

1157-C3. Work Trains

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

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

Main Line	Miles per Hour
1157-C4. Circus Trains	* 45
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-A.	*
—on straight track	30
—on curves	20
1157-C6. Snow Plows in service	* 20
Snow Flangers in service	20
Passing station platforms and trains on adjacent tracks.	4
NOTE 1. Must not be pushed with an engine or engines having more tractive effort than one L1s engine.	
NOTE 2. Snow plows must be brought to a stop before meeting or being passed by a passenger train.	
* When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
1157-C7. Operating against current of traffic:	
Passenger trains	50
Freight trains	40
1157-C8. Trains consisting of 50 per cent or more P. R. R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type	65
NOTE—For purpose of identification, P. R. R. Suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.	
Long Island Rail Road Suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.	
When handling such cars, conductors must know that enginemen have been so advised.	
1157-C9. Passenger train assisted by an engine on rear and air brake controlled by leading engine	30
1157-C10. Pushing Cars —Passenger trains	25
—Freight trains	20
1157-C11. Track Cars —unless otherwise restricted	20
—when hauling track cars or trailers	15
—hand cars operated under Rule 80	20
—through crossovers and turnouts, and over highway and railroad crossings	5

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

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

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

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

TURNOUTS

1157-D1. Maximum Speeds, unless otherwise Specified

Spring Switch Location	Movements Involving Spring Switch	Miles per Hour
Cobbs— North end Capes Secondary Track	Trailing—Springing switch through turnout.....	30
Non-Interlocked turnouts—diverging movements		15

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

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

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speeds, unless otherwise Specified

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

CURVES, BRIDGES, ETC.**1157-F1. Maximum Speeds, unless otherwise Specified**

	Miles per Hour
Centreville Secondary Track:	
Curve at station at Townsend.....	20
Curve at station at Massey.....	20
Chestertown Secondary Track:	
Curve at station at Massey.....	25
Oxford Secondary Track:	
Curve at Clayton.....	15
Easton—all grade crossings.....	6
Peach Blossom curve north of Llandaff.....	25
D. M. & V. Secondary Track:	
Harrington—between State Highway crossing Route 13 and northward home signal.....	20
Georgetown—curve passenger station to south leg of wye.....	15
Berlin—Crossing at grade to connection leading to Ocean City track.....	15
Berlin—Main Street crossing.....	6
Crisfield Secondary Track:	
Over State Highway crossings, Routes 13 and 413, north of Westover.....	6
Rehoboth Track:	
Nassau—over State Highway crossing, Route 14.....	6
Lewes movable bridge.....	6
Milton Track:	
Curve at Ellendale.....	10
Denton Track:	
Narrows movable bridge.....	6
Denton movable bridge.....	6
Hillsboro, first and second road crossings west of.....	6
Bloomingdale road crossing.....	6
McDaniel Track:	
McDaniel to Easton Jct.—all grade crossings.....	6
Royal Oak movable bridge.....	6
Mardela Track:	
Curve at Salisbury passenger station.....	5
Ocean City Track:	
Berlin, first crossing west of station.....	6
Berlin, State road crossings.....	6

ENGINES

1157-G1. Maximum Speeds, unless otherwise Restricted

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with train
A.....	15	15	15
B.....	20	20	20
C.....	20	20	20
D.....	40	50	65
E.....	25	50	65
G.....	40	50	65
H.....	35	40	50
I.....	25	40	50
K.....	25	50	65
L.....	25	40	50
M.....	25	50	65
N.....	20	35	35
Q.....	25	40	50
T.....	25	50	65
Rail Motor Cars.....	40	60	60

Road Diesel Engines

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

Yard Diesel Engines

Class Diesel Engines	Miles per Hour	
	Light	With Train
AS-16MS.....	50	65
AS- 6.....	40	40
AS-10.....	40	40
BS-12M.....	40	50
BS- 6.....	40	40
BS-10.....	40	40
ES- 6.....	40	40
ES-10.....	40	40

NOTE—

Road Diesel Engines.

First letter designates builder:

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

“B”—Baldwin-Lima-Hamilton Corporation.

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

“F”—Fairbanks, Morse and Company.

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

“F”—Freight.

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

“P”—Passenger.

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

Numerals indicate engine horsepower in nearest hundreds:

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

Final letter indicates special features as follows:

"T"—Tonnage rating increased.

Yard Diesel Engines.

The first letter indicates the same as for road diesel engines.

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

"A"—American Locomotive Company.

"S"—Shifting service.

"6"—600 or 660 horsepower.

SECONDARY TRACKS AND SIDINGS

1157-H1. Maximum speeds, unless otherwise specified

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

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

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

ENGINE RESTRICTIONS

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

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

R—Restricted account of light rail.

•—Restricted South end.

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

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

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

LOCATION	CLASS OF ENGINES												Engine with Tender Capacity of over 15,000 Gallons with 6-wheel Trucks.	
	AS-6	BS-10, BS-12M	C	DS-4	E	G	H-6	H-8,9,10, AS-16MS	K	L	BP-1,I,M,N,Q,S2,T	EP,AP,BP,FP	EF,FF,BF,AF,S-16	
MAIN LINE MAIN TRACKS	X	.....	.....	X
MIDDLETOWN: Short and Walls track.....	X	.....	X	X	X	X	X	X	X	X	X	X	X
CLAYTON: Smyrna track.....	X	.....	.....	.....	X	X	X	.....	.....	X
DOVER: Coal trestles.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Coty Inc. track.....	X	.....	X	X	X	5	5	X	X	X	5	5	X
Frear's track.....	X	.....	X	X	X	5	5	X	X	X	5	5	X
Suburban Gas Co.....	5	5	.....	X	X	X	5	5	X	X	X	5	5	X
Romeo's track.....	5	5	.....	X	X	5	5	X	X	X	5	5	X
Coal pocket, Lewes track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Diamond Cold Storage.....	X	.....	X	.....	.....	.....	.....	X
HARRINGTON: Harrington Lumber Co.....	X	X	X	X	X	X	X	X	.....	.....	X
SEAFORD: Atlantic Refining Co.....	5	X	X	X	5	5	X	X	X	5	5	5	X
North and south connection to Shell track.....	X	X	X	.....	.....	X
South connection to River track.....	X	.....	.....	.....	X	X	X	.....	.....	X
North end of Charcoal track.....	X	.....	.....	.....	.....	X	X	X	.....	.....	X
SALISBURY: Miller's track.....	X	.....	.....	.....	X	X	X	.....	.....	X
Short track at freight house.....	X	X	X	.....	.....	X
Back track at freight house.....	X	X	X	.....	.....	X
Standard Oil Co.....	X	X	X	.....	.....	X
Grier's track.....	X	X	X	X	X	X	X	X	X	X	X	X	X
Precision Development Co.....	X	.....	.....	.....	.....	X	X	X	.....	.....	X
POCOMOKE: Exchange track No. 1.....	X	.....	X	.....	.....	X	X	X	X	.....	.....	X
Exchange track No. 2.....	?	?	?	?	?	?	X	.....	.....	X
Exchange track No. 3.....	?	?	?	?	?	X	.....	.....	X
Exchange track No. 4.....	X	.....	.....	X
Dennis track.....	X	.....	.....	X
Storehouse track.....	X	.....	.....	X
Birdseye Snider track.....	X	.....	.....	X
EXMORE: Chandler's track.....	X	X	X	.....	.....	X
MACHIPONGO: Station track No. 3.....	X	.....	X	.....	.....	X
COBBS: Station track No. 1.....	X	.....	X	.....	.....	X
CAPE CHARLES: Reliable Coal trestle.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES												Engine with Tender Capacity of over 16,000 Gallons with 8-wheel Trucks.	
	AS-6	BS-10, BS-12M	C	DS-8	E	G	H-8	H-8, 9, 10, AS-16MS	K	L	BP-1, I, M, N, Q, S, T	EP, AP, BP, FP	EF, FF, BF, AF, S-15	
CENTREVILLE SECONDARY TRACK.....											X			X
CHESTERTOWN SECONDARY TRACK.....											X			X
CHESTERTOWN Kibler's track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
OXFORD SECONDARY TRACK.....											X			X
HENDERSON Public delivery tracks.....											X	X	X	X
GREENSBORO Back track—Pet Milk Co.....											X	X	X	X
D. M. & V. SECONDARY TRACK.....												X		X
CAMBRIDGE SECONDARY TRACK.....												X		X
CRISFIELD SECONDARY TRACK.....												X		X
CAPES SECONDARY TRACK.....												X		X
CRISFIELD Potomac and Handy track.....											X	X	X	X
REHOBOTH TRACK.....												X		X
LEWES Beach track.....											X	X	X	X
MILTON TRACK.....												X		X
KIPTOPEKE TRACK.....											X	X	X	X
VIENNA TRACK.....	X		X								X	X	X	X
DENTON TRACK Narrows Movable Bridge.....	X		X	X	X		10	10	X	X	X	X	X	X
McDANIEL TRACK.....	X		X	X							X	X	X	X
MARDELA TRACK.....	X		X								X	X	X	X
SALISBURY Mill street track.....	X		X	X							X	X	X	X
Conn. between Secondary track and west No. 1.....	X		X	X	X						X	X	X	X
Farmers and Planters track.....	X	X	X	X	X	X					X	X	X	X
Ruarks track.....	X	X	X	X	X	X					X	X	X	X
Nock Coal Co. track.....	X	X	X	X	X	X					X	X	X	X
Salisbury Milling Co. track.....	X	X	X	X	X	X					X	X	X	X
Pocohontas track.....	X	X	X	X	X	X					X	X	X	X
West end River track— Mill Street.....	X	X	X	X	X	X					X	X	X	X
WILLARD TRACK.....	X		X								X	X	X	X
OCEAN CITY TRACK.....	X		X								X	X	X	X
Whaleyville to Berlin.....	X		X								X	X	X	X

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

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

SECONDARY TRACKS:

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

Chestertown

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

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

Rehoboth track (Lewes Beach track)
Kiptopeke track
Vienna track
Denton track (Between Queenstown and West
Denton)
McDaniel track
Mardela track
Willard track
Ocean City track

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

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

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

Denton track
McDaniel track

Overhead Clearance

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

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

Clearance

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

USE OF TELEPHONES**Telephone**

1164-A2. Instructions covering use of telephones in train operation as outlined on card effective February 1, 1953, and posted at all telephone locations, must be followed.

MOVEMENT BY TRAIN ORDERS**1201-A1. Location of Train Dispatchers—****Cape Charles.**

Train Dispatchers in charge as follows:

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

Branches:

Delaware (Md. Div.)

Secondary Tracks:

Centreville

Chestertown

Oxford

D. M. & V.

Cambridge

Crisfield

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

SIGNAL RULES

Movement of Trains in the same Direction by Block Signals

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

	Track	Between	And
Main Line	No. 1 and No. 2	Division Post (Mid. Div.)	Parksley

Opposing and Following Movement of Trains by Block Signals

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

	Track	Between	And
Main Line	Single	Capes	Charles

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

ASPECTS	INDICATIONS			
	PROCEEDED	STOP	CAUTION	PROCEEDED
	RULE 281	RULE 292	RULE 285A	RULE 281
				
CLEAR	SMASH BOARD DRAW SET FOR TRAFFIC	SMASH BOARD DRAW NOT SET FOR TRAFFIC	DISTANT SWITCH INDICATOR SWITCH OPEN	DISTANT SWITCH INDICATOR SWITCH CLOSED
STOP			CAUTION	
CAUTION				CLEAR

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

1285A-A2. Distant Switch Indicators in Service

Location	Indication displayed for movements	Distance in feet from switch protected	Switches protected
1295 feet north of Mile Post 54	Southward	8900 21000	Greenbush station track North end storage and shifting track at Tasley
694 feet north of Mile Post 61	Southward	8700	Melfa station track
865 feet south of Mile Post 62	Northward	9627 13000 20200 21000	Suburban Gas Co. tracks, Onley South end storage and shifting track, Onley Farmers Exchange track, Tasley Ice Plant track, Tasley
1182 feet south of Mile Post 63	Southward	9000	North end Painter siding
1040 feet north of Mile Post 69	Southward	7817 8868 13675 16579 17492 22557	North end storage and shifting track, Belle Haven Duer and Turner track, Belle Haven Nortane Gas Co. track, Exmore Exmore Ice Plant track, Exmore South end storage and shifting track, Exmore Farmers Exchange track, Exmore
1250 feet north of Mile Post 70	Northward	10654	South end Painter siding
1168 feet south of Mile Post 74	Northward	6050 11229 12138 14395 18848	Farmers Exchange track, Exmore South end storage and shifting track, Exmore Exmore Ice Plant track, Exmore Nortane Gas Co. track, exmore Duer and Turner track, Belle Haven
1200 feet south of Mile Post 74	Southward	11902 18241	Nassawadox station track Wierwood station track
1648 feet north of Mile Post 78	Southward	6500 12048	Birdsnest station track North end Machipongo siding
2378 feet south of Mile Post 82	Southward	10262 17376	James & James track Eastville station track
2463 feet south of Mile Post 84	Northward	13430	South end Machipongo siding
60 feet north of Mile Post 86	Southward	7562 15121	Simpkins track North end Capes Secondary track
2605 feet north of Mile Post 91	Northward	9215	North end Capes Secondary Track

MANUAL BLOCK SIGNAL SYSTEM

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

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

1317-A1. Rule 317 will apply:

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

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

For Movements Against Current of Traffic

Main Line—No. 2 track between Division Post (Md. Div.) and Parksley.

No. 1 track, between Division Post (Md. Div.) and Parksley.

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

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

AUTOMATIC BLOCK SIGNAL SYSTEM

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

	Track	Between	And
Main Line	No. 1 and No. 2	Seaford	Cassatt
	Single	Capes	Charles

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

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

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

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

Home Division..... Name..... Occupation.....

QUALIFIED FOR SERVICE

DIVISION	ZONE	PART OF ZONE QUALIFIED FOR						

**THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION**

Cape Charles, Va., September 15, 1954

GENERAL ORDER NO. 601

Effective 2:01 A. M., Sunday, September 26, 1954

Applies in All Zones

(a) Time-Table No. 6 in effect. It contains the necessary instructions issued in general orders up to and including No. 509, all of which must be removed from bulletin boards.

Each employee must examine each page of Time-Table No. 6 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 5 to bulletin board attendant, after Time-Table No. 6 takes effect.

This General Order is printed in Time-Table No. 6 and will not be issued in sticker form.

Applies in Zone A

(b) CENTERVILLE SECONDARY TRACK
HAYDEN

Trailing hand-operated switch for northward movement, 1870 feet north of Mile Post 29, leading to station track, out of service.

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

THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION

Cape Charles, Va., October 14, 1954

RECEIVED

GENERAL ORDER NO. 602

OCT 18 1954

Effective 10:01 A. M., Monday, October 18, 1954

Applies in All Zones

21ST-P-1

(a) TIME-TABLE AUTHORITY

N stop for No. 468 at Dover, Page 11 added.
Employees must correct Page 11 in ink.

Applies in Zone C

(a) MAIN LINE

CASSATT-PARKSLEY

No. 1 and No. 2 tracks, between Cassatt Block and Interlocking Station and 569 feet south of Parksley Block Station, including Manual Block Signal System, fixed signals and switches, out of service.

Single track between these points, in service. Manual Block Signal System Rules 305 to 373 inclusive excepting 316, in effect.

Maximum authorized speed:

Passenger trains 65 miles per hour.

Freight trains 50 miles per.

Special Instruction 1104-A1, 1151-A1, 1151-B1, 1157-C1, 1251-A1, 1305-A1 and 1317-A1, changed.

(b) MAIN LINE

CASSATT

Block signal, 310 feet south of Cassatt Block Station, governing southward movement, controlled by Cassatt, in service.

This signal is located west of switching track and is equipped with Signal Mast Bracket Marker displaying blue light to the right of the signal aspect as seen from an approaching train, indicating one track intervenes between the signal and track it governs, in service.

Special Instructions 1280-A to 1294-A1, changed.

Home signal, 310 feet south of Cassatt, governing northward movement, controlled by Cassatt, in service.

Low Interlocking signal, 310 feet south of Cassatt Block Station governing northward movement from switching track, controlled by Cassatt, in service.

Distant signal No. 318, 7300 feet south of Cassatt, governing northward movement, connected with northward home signal at Cassatt, in service.

(c) MAIN LINE

PARKSLEY

Home signal, 1182 feet south of Parksley, governing northward movement, controlled by Parksley, will convey Manual block indication.

Block signal, 565 feet south of Parksley, governing southward movement, controlled by Parksley, in service.

Distant signal No. 507, 9200 feet north of Parksley, governing southward movement, connected with southward block signal at Parksley, in service.

(d) MAIN LINE

CASSATT-PARKSLEY

Facing interlocked switch for southward movement in main track at Cassatt, controlled by Cassatt; and facing hand-operated switch for northward movement, 4200 feet north of Mile Post 32, leading to Pocomoke switching track, capacity 60 cars, in service.

(d) MAIN LINE

CASSATT-PARKSLEY (Continued)

Hand-operated crossover between main track and switching track, 1150 feet south of Cassatt Block Station, north end of which is facing for southward movement on main track and connected with southward block signal at Cassatt, in service.

Special Instruction 1037-C1, changed.

Facing hand-operated switch for southward movement, 2800 feet south of Mile Post 34, leading to Fleming Brothers and James Julina, Inc. tracks, in service.

Facing hand-operated switch for southward movement, 600 feet south of Mile Post 37, leading to station tracks at New Church, in service.

Facing hand-operated switch for southward movement, 2300 feet south of Mile Post 37, leading to Kelley Canning Co. track, in service.

Facing hand-operated switch for southward movement, 10 feet south of Mile Post 39; and facing hand-operated switch for northward movement, 620 feet north of Mile Post 41, leading to Lecato siding of both directions, capacity 175 cars, controlled by Parksley, in service.

Employees must correct Page 4, in ink.

Special Instruction 1151-F1, changed.

Facing hand-operated switch for southward movement, 840 feet south of Mile Post 41, leading to station tracks at Oak Hall, in service.

Facing hand-operated switch for southward movement, 2450 feet south of Mile Post 42, leading to station tracks at Makemie Park, in service.

Facing hand-operated switch for southward movement, 4200 feet south of Mile Post 44, leading to station tracks at Hallwood, in service.

Facing hand-operated switch for southward movement, 400 feet south of Mile Post 45, leading to Taylor Packing Co. track, in service.

Facing hand-operated switch for southward movement, 2170 feet south of Mile Post 46, leading to station tracks at Mears, in service.

Facing hand-operated switch for southward movement, 3550 feet south of Mile Post 48, leading to station tracks at Bloxom, in service.

Facing hand-operated switch for southward movement, 2120 feet south of Mile Post 50; and facing hand-operated switch, connected with manual block signal at Parksley, for northward movement 3560 feet north of Mile Post 53 leading to Parksley siding of both directions, capacity 170 cars, controlled by Parksley, in service.

Employees must correct Page 4, in ink.

Special Instructions 1151-F1 and 1037-C1, changed.

(e) DISTANT SWITCH INDICATORS IN SERVICE

Location	Indication displayed for movements	Distances in feet from switch protected	Switches protected
25 feet north of Mile Post 33	Northward	9450	South end Pocomoke switching track
25 feet north of Mile Post 33	Southward	8130 21630 23370	Fleming Brothers and James Julian, Inc. tracks New Church station track Kelley Canning Co. track, New Church
2430 feet north of Mile Post 38	Southward	8090	North end Lecato siding
1800 feet north of Mile Post 40	Southward	8470 7930 14830	South end Lecato siding Oak Hall station track Makemie Park station track
1650 feet north of Mile Post 43	Northward	1280 8180 9640	Makemie Park station track Oak Hall station track South end Lecato siding
1190 feet south of Mile Post 43	Southward	8480 9800 17060	Hallwood station track Taylor Canning Co. track, Hallwood Mears station track
530 feet south of Mile Post 47	Southward	8200 18400	Bloxom station track North end Parksley siding

Special Instructions 1285A-A2, changed.

Page 2 of 3

(f) AUTOMATIC HIGHWAY CROSSING PROTECTION
ON SIDINGS, YARD OR OTHER TRACKS

Track	Crossing	Location	Note
Main Line	Switching track	Pocomoke	1

Special Instructions 1103-A2, changed.

(g) MAIN LINE
PARKSLEY BLOCK STATION

Delete letter X under Interlocking.

Employes must correct Page 4, in ink.

(h) INTERRUPTING OPERATION OF AUTOMATIC
HIGHWAY CROSSING PROTECTION AUTOMATICALLY

MAIN LINE
PARKSLEY

Sticker coupon attached to sticker form of this General Order must be detached and pasted in Time-Table as follows:

Note 18 over Note 18, Page 27.

Special Instruction 1103-A6, changed.

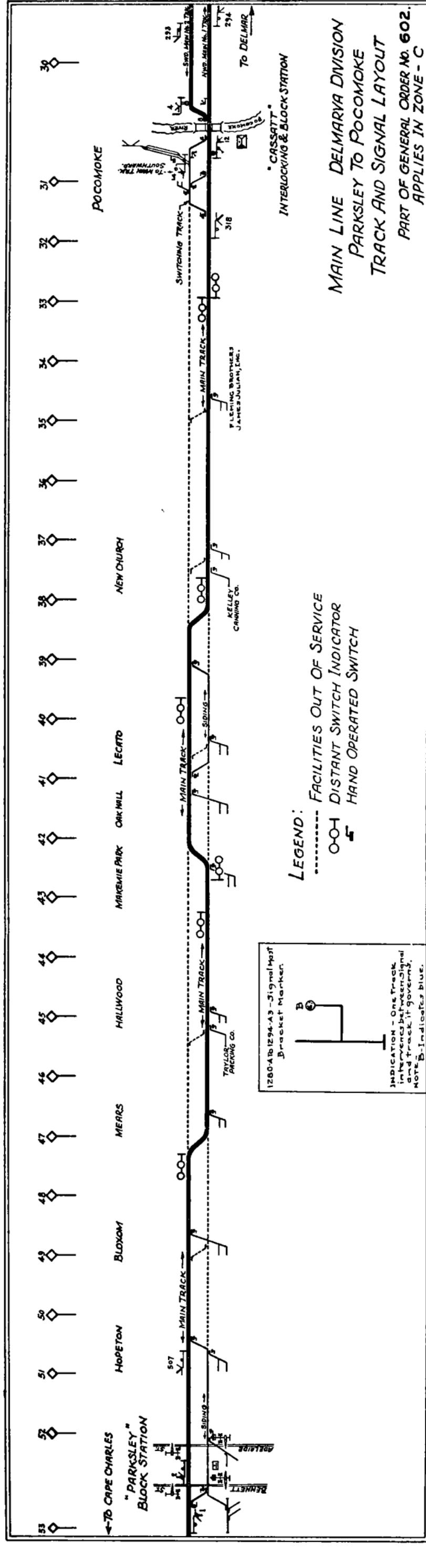
DIAGRAM SHOWING FACILITIES AND CHANGES ACCOMPANIES AND IS A PART OF THIS GENERAL ORDER.

(i) MAIN LINE
CAPES

Low home signal, 570 feet north of Capes Block and Interlocking Station, governing southward movements on Capes Secondary track moved southward 250 feet.

M. H. LINGENFELTER,
Superintendent.

Page 3 of 3



THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION

Cape Charles, Va., November 11, 1954

RECEIVED
GENERAL ORDER NO. 603

Effective 10:01 A. M., Friday, November 19, 1954

Applies in All Zones

(a) ENGINE WHISTLE SIGNALS ^{B OF L F & E} ST-P S.I.
Delete Seaford.
Special Instructions 1014(dc)-A1. Rule 14(dc) and 1014(ec) A1. Rule 14(ec), changed.
Employees must correct page 18, in ink.

(b) MEDICAL OFFICERS AND SURGEONS
Delete Jos. S. McDaniel, Dover.
Special Instruction 100R-2A, changed.
Employees must correct page 16, in ink.

Applies in Zone A

(c) MAIN LINE
CHESWOLD-DOVER
Trailing hand-operated switch in No. 2 track, with pipe connected derail, 740 feet south of Mile Post 47, leading to International Latex Corporation track, capacity 14 cars in service.

(d) MAIN LINE
LAUREL-DELMAR
Trailing hand-operated switch in No. 1 track, 2850 feet north of Mile Post 94, leading to Wilson Construction Co track, out of service.

(e) CAMBRIDGE SECONDARY TRACK
Approach Block-Limit signals Rule 293-A, Fig. A governing movements approaching Block-Limit Stations at the following locations, in service.
3,000 feet North of Coke Block-Limit Station.
3,000 feet South of Coke Block-Limit Station.
3,000 feet North of Fed Block-Limit Station.
3,000 feet South of Fed Block-Limit Station.
3,000 feet North of Lock Block-Limit Station.
3,000 feet South of Lock Block-Limit Station.
3,000 feet North of Tank Block-Limit Station.
3,000 feet South of Tank Block-Limit Station.

Applies in Zone C

(f) MAIN LINE
DELMAR-SALISBURY
Facing hand-operated switch in No. 1 track, with pipe connected derail, 3230 feet north of Mile Post 4, leading to Caper Acres Inc. track, capacity 8 cars, in service.

(g) MAIN LINE
GREENBUSH-TASLEY
Facing hand-operated switch for southward movement in main track, 1953 feet north of Mile Post 58, leading to north end Tasley storage and shifting track, equipped with pipe connected derail.

M. H. LINGENFELTER,
Superintendent.

THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION
RECEIVED

Cape Charles, Va., December 1, 1954

DEC 3 1954

GENERAL ORDER NO. 604

Effective 12:01 A. M., Sunday, December 5, 1954

Applies in All Zones

**(a) RULES FOR CONDUCTING TRANSPORTATION
BOOK OF RULES**

Rule 14, changed.

Employes governed thereby must provide themselves with a sticker copy and paste in their copy of the Book of Rules.

Rule 14 over Rule 14, and NOTE at top of page 19.

Rule 14 (m) over (m), page 20.

**(b) BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS
NO. 99-D-1.**

Rule 19-b, Passenger Trains annulled.

Blank sticker coupon issued and must be pasted in No. 99-D-1 book over Rule 19-b, page 43.

Applies in Zone A

(c) D. M. & V. SECONDARY TRACK

Approach Block-Limit signals Rule 293-A, Fig. A governing movements approaching Block-Limit Stations at the following locations, in service:

3,000 feet north of Houston Block-Limit Station.
3,000 feet south of Houston Block-Limit Station.
3,000 feet north of Milford Block-Limit Station.
3,000 feet south of Milford Block-Limit Station.
3,000 feet north of Dale Block-Limit Station.
3,000 feet south of Dale Block-Limit Station.
3,000 feet north of Court Block-Limit Station.
3,000 feet south of Court Block-Limit Station.
3,000 feet north of Mill Block-Limit Station.
3,000 feet south of Mill Block-Limit Station.
3,000 feet north of Dags Block-Limit Station.
3,000 feet south of Dags Block-Limit Station.
3,000 feet north of Selby Block-Limit Station.
3,000 feet south of Selby Block-Limit Station.
3,000 feet north of Iron Block-Limit Station.
3,000 feet south of Iron Block-Limit Station.
3,000 feet north of Snow Block-Limit Station.
3,000 feet south of Snow Block-Limit Station.
3,000 feet north of Frank Block-Limit Station.
3,000 feet south of Frank Block-Limit Station.

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

THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION

Cape Charles, Va., December 15, 1954.

RECEIVED
GENERAL ORDER NO. 605

Effective 10:01 A. M., Thursday, December 23, 1954

Applies in Zone A

(a) CHESTERTOWN SECONDARY TRACK
WORTON-CHESTERTOWN

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 16 and Yard Limit Board (4718 feet north of Chestertown).

Special Instruction 1157-F1, changed.

(b) CHESTERTOWN SECONDARY TRACK

Approach Block-Limit signals Rule 293-A, Fig. A governing movements approaching Block-Limit Stations at the following locations, in service:

3000 feet south of Mass Block-Limit Station.
3000 feet north of Ken Block-Limit Station.
3000 feet south of Ken Block-Limit Station.

(c) CENTREVILLE SECONDARY TRACK

Approach Block-Limit signals Rule 293-A, Fig. A governing movements approaching Block-Limit Stations at the following locations, in service:

3000 feet north of Mass Block-Limit Station.
3000 feet south of Mass Block-Limit Station.
3000 feet north of Sud Block-Limit Station.
3000 feet south of Sud Block-Limit Station.

(d) OXFORD SECONDARY TRACK

Approach Block-Limit signals Rule 293-A, Fig. A governing movements approaching Block-Limit Stations at the following locations, in service.

3000 feet north of Hart Block-Limit Station.
3000 feet south of Hart Block-Limit Station.
3000 feet north of Pet Block-Limit Station.
3000 feet south of Pet Block-Limit Station.
3000 feet north of Anne Block-Limit Station.
3000 feet south of Anne Block-Limit Station.
3000 feet north of Cross Block-Limit Station.
3000 feet south of Cross Block-Limit Station.

Applies in Zone C

(e) CRISFIELD SECONDARY TRACK

Approach Block-Limit signals Rule 293-A, Fig. A governing movements approaching Block-Limit Stations at the following locations, in service:

3000 feet north of Landon Block-Limit Station.
3000 feet south of Landon Block-Limit Station.
3000 feet north of Marion Block-Limit Station.
3000 feet south of Marion Block-Limit Station.
3000 feet north of Field Block-Limit Station.
3000 feet south of Field Block-Limit Station.

M. H. LINGENFELTER,
Superintendent.

THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION

RECEIVED
Cape Charles, Va., February 4, 1955.

GENERAL ORDER NO. 606

Effective 10:01 A. M., Thursday, February 10, 1955

Applies in Zone A

FEB 10 1955
PST-PSI

(a) OXFORD SECONDARY TRACK
KENTON
Automatic flashing signals at highway crossing, Route 300, 1330 feet north of Mile Post 5, in service.

(b) D. M. & V. SECONDARY TRACK
MILFORD
No crossing watchman on duty, Walnut Street, continuously.
Special Instruction 1103-B1, changed.

(c) MAIN LINE
SEAFORD
Trains and engines must not exceed a speed of 30 miles per hour over Seaford Moveable Bridge, 330 feet south of Seaford Block and Interlocking Station, account of repairs.
Special Instruction 1157-F1, changed.

Applies in Zone C

(d) MAIN LINE
PARKSLEY
Facing hand-operated crossover for northward movement leading from main track to Parksley siding, 670 feet south of Parksley Block Station, equipped with pipe connected center lever, locking both ends in normal position.

(e) MAIN LINE
ONLEY
Facing hand-operated switch for northward movement in main track, 1160 feet north of Mile Post 60, leading to Tasley storage and shifting track, equipped with pipe connected derail.

(f) MAIN LINE
BELLE HAVEN
Facing hand-operated switch for southward movement in main track, 1490 feet south of Mile Post 70, leading to Belle Haven storage and shifting track, equipped with pipe connected derail.

M. H. LINGENFELTER,
Superintendent.

THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION

RECEIVED

Cape Charles, Va., April 11, 1955

APR 15 1955

GENERAL ORDER NO. 608

Effective 2:01 A. M., Sunday, April 15, 1955 B. O. F. & E. & L.

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedules of No. 454, No. 452, No. 468, No. 469, No. 453, No. 455 and No. 457, changed.

Sticker coupons attached to sticker form of this General Order must be detached and posted in time-table as follows:

No. 454, No. 452, No. 468, No. 469, No. 453, No. 455 and No. 457 over corresponding schedules, pages 10 and 11.

M. H. LINGENFELTER,
Superintendent.

THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION

Cape Charles, Va., June 2, 1955

GENERAL ORDER NO. 609

Effective 10:01 A. M., ~~JUN 8 1955~~ Tuesday, June 7, 1955

Applies in All Zones ~~EXCEPT F. & E.
EAST - P. R. S. L.~~

(a) TIME-TABLE AUTHORITY

N stops for No. 468 at Dover, at 3:29 A.M., added.

Applies in Zone A

(b) MAIN LINE

DOVER - WYOMING

Facing hand-operated switch in No. 1 track, with pipe connected derail, 640 feet north of Mile Post 49, leading to south end storage track, capacity 80 cars, in service.

(c) DISTANT SWITCH INDICATOR IN SERVICE

Location	Indication displayed for movements	Distance in feet from switch protected	Switches protected
385 feet south of Mile Post 50	Northward	6305	South end Storage track

Special Instruction 1285A-A2, changed.

(d) OXFORD SECONDARY TRACK

CROSS - OXFORD

Secondary track between Cross and Oxford changed to Oxford Track, controlled by Clayton.

Special Instructions 1093-A1, 1103-C1, 1151-D1, 1151-G1, 1157-C2, 1157-C3, 1157-C25, 1157-F1, 1157-H1, and 1305-A1 changed.

M. H. LINGENFELTER,
Superintendent.

THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION

Cape Charles, Va., July 22, 1955

RECEIVED
GENERAL ORDER NO. 610

Effective 10:01 A. M. *JUL 22 1955* Thursday, July 28, 1955

Applies in Zone A

(a) OXFORD TRACK
CROSS-OXFORD

*TOP OF L.F. & E
EAST-POSL*

Controlled by Train Dispatcher.

Special Instruction 1151-G1, changed.

(b) CAMBRIDGE SECONDARY TRACK
EAST NEW MARKET

Trains and engines must not exceed a speed of 15 miles per hour over highway crossing, Route 14.

Special Instruction 1157-F1, changed.

M. H. LINGENFELTER,
Superintendent.

THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION

Cape Charles, Va., August 5, 1955.

GENERAL ~~RECEIVED~~ ORDER NO. 64

Effective 10:01 A. M., Thursday, August 11, 1955

~~AUG 11 1955~~

Applies in Zone A

(a) MAIN LINE
DIVISION POST (MD. DIV.) MIDDLETOWN
Trailing hand-operated switch in No. 1 track, 1600 feet north of Mile Post 22, and facing interlocked switch for northward movement in No. 1 track at Arms, leading to Arms northward siding, out of service.
Special Instruction 1151-E1, changed.
Facing interlocked switch for southward movement in No. 2 track at Arms, and trailing hand-operated switch in No. 2 track, 3960 feet south of Mile Post 23, leading to Arms southward siding, out of service.
Special Instruction 1151-E1, changed.
Trailing hand-operated switch in No. 1 track, 880 feet north of Arms Block and Interlocking station, leading to delivery track, capacity 4 cars, in service.

(b) MAIN LINE
TOWNSEND
Trailing hand-operated switch in No. 1 track, 1380 feet north of Townsend, leading to Supplee Wills Jones Co. track, out of service.
Trailing hand-operated crossover between No. 1 and No. 2 tracks, 750 north of Townsend, out of service.

(c) REHOBOTH TRACK
GEORGETOWN-REHOBOTH
Maximum speed, 20 miles per hour.
Special Instructions 1157-C2, 1157-C3, 1157-C25 and 1157-J1, changed.

(d) D. M. & V. SECONDARY TRACK
QUEPONCO-SNOWHILL
Trailing hand-operated switch, for southward movement in main track, 4410 feet south of Mile Post 35, leading to delivery track, out of service.

(e) MAIN LINE
GREENWOOD
Facing hand-operated switch in No. 1 track, 470 feet south of Mile Post 72, and trailing hand-operated switch in No. 1 track, 640 feet south of Mile Post 71, leading to Greenwood northward siding, out of service.
Special Instruction 1151-E1, changed.

(f) MAIN LINE
BRIDGEVILLE-SEAFORD
Trailing hand-operated switch in No. 2 track, 1900 feet south of Mile Post 78, leading to Bridgeville storage track, out of service.

Applies in Zone C

(g) MAIN LINE
PRINCESS ANNE-KINGS CREEK
Trailing hand-operated switch in No. 1 track, 1575 feet north of Mile Post 21, leading to storage track, out of service.

(h) MAIN LINE
COSTEN
Trailing hand-operated crossover between No. 1 and No. 2 tracks, 3380 feet north of Mile Post 28, out of service.
Trailing hand-operated switch in No. 1 track, 2680 feet north of Mile Post 28, leading to delivery track, out of service.

M. H. LINGENFELTER,
Superintendent.

THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION

AUG 31 1955

Cape Charles, Va., August 25, 1955

B. OF L. F. & E.

GENERAL ORDER NO. 612

Effective 10:01 A. M., Thursday, September 1, 1955

Applies in Zone A

(a) **MAIN LINE
WYOMING**

Trailing hand-operated switch in No. 2 track, 260 feet north of Wyoming, leading to public delivery track, out of service.

(b) **MAIN LINE
GREENWOOD**

Trailing hand-operated crossover between No. 1 and No. 2 tracks, 1680 feet north of Greenwood, out of service.

(c) **MAIN LINE
GREENWOOD-BRIDGEVILLE**

Distant signal No. 732, 865 feet south of Mile Post 73, governing northward movement on No. 1 track, out of service.

(d) **MAIN LINE
SEAFORD-LAUREL**

Trailing hand-operated switch in No. 1 track, 3050 feet south of Mile Post 85, leading to James Julian track, out of service.

M. H. LINGENFELTER,
Superintendent.



THE PENNSYLVANIA RAILROAD

MARYLAND DIVISION DELMARVA DIVISION

Baltimore, Md., September 7, 1955.
Cape Charles, Va., September 7, 1955.

MARYLAND DIVISION GENERAL ORDER No. 813 DELMARVA DIVISION GENERAL ORDER No. 613

Effective 12:01 P.M., Tuesday, September 13, 1955

Applies in Zone F, Maryland Division
Applies in Zone A, Delmarva Division

(a) MAIN LINE — DELMARVA DIVISION DELAWARE BRANCH—MARYLAND DIVISION CLAYTON - TASKER

No. 1 track between a point 829 feet north of Clayton Block and Interlocking Station and a point 435 feet south of Tasker Block Station, including Manual Block Signal System, switches and crossovers to No. 2 track, out of service.

No. 2 track between these points, changed from southward passenger, to single track.

Manual Block Signal System Rules 305 to 373 inclusive, except Rule 316, in effect.

Maximum authorized speeds:

Between Tasker and Mile Post 9—	Passenger trains— 55 miles per hour Freight trains— 50 miles per hour
Between Mile Post 9 and Mile Post 34—	
Between Mile Post 34 and Clayton South- ward Home Signal—	
Between Mile Post 34 and Clayton South- ward Home Signal—	Passenger trains— 65 miles per hour Freight trains— 50 miles per hour
Between Mile Post 34 and Clayton South- ward Home Signal—	
Between Mile Post 34 and Clayton South- ward Home Signal—	

Special Instructions 1151-A1, 1151-B1, 1151-E1, 1157-C1, 1251-A1, 1305-A1 and 1317-A1, Maryland and Delmarva Divisions, changed.

Distant Signal governing southward movement on single track, 2540 feet south of Mile Post 13, out of service.

Distant Signal No. 277 governing southward movement on single track, 1800 feet north of Mile Post 28, out of service.

Distant Signal No. D-88 governing northward movement in main track, 1025 feet north of Mile Post 9, in service. Distant Signal No. D-198 governing northward movement in main track, 555 feet north of Mile Post 20, in service.

Distant Signal No. 246 governing northward movement in main track, 9213 feet south of Arms Block and Interlocking Station, in service.

(b) DELAWARE BRANCH—MARYLAND DIVISION TASKER

Home signal, 2030 feet south of Tasker, controlled by Tasker, governing northward movement on main track, in service.

Trailing hand-operated switch in No. 1 track, equipped with electric lock, 405 feet south of Tasker Block Station, in charge of Tasker, leading to Tasker Siding of both directions, capacity 244 cars, in service.

Facing hand-operated switch for northward movement in main track, 1065 feet north of Mile Post 9, leading to Tasker Siding of both directions, capacity 244 cars, in service.

Employes must correct page 11, Maryland Division Time-Table and page 4, Delmarva Division Time-Table, in ink.

(c) DELAWARE BRANCH—MARYLAND DIVISION PORTER

Facing hand-operated switch for southward movement in main track, with pipe-connected derail, 1765 feet south

**MARYLAND DIVISION G. O. 813—Continued.
DELMARVA DIVISION G. O. 613—Continued.**

of Mile Post 14, leading to Newark and Delaware City track, in service.

(d) DELAWARE BRANCH—MARYLAND DIVISION KIRKWOOD

Facing hand-operated switch for southward movement in main track, with pipe-connected derail, 2250 feet south of Mile Post 16, leading to Kirkwood Coal Trestle track, in service.

(e) DELAWARE BRANCH—MARYLAND DIVISION CANAL MOVABLE BRIDGE

Low home signal governing northward movement on main track, 625 feet south of Canal Movable Bridge, changed to high type position light home signal, equipped with smash board.

Torpedo-placing Machine located 500 feet south of northward home signal at Canal Movable Bridge, governing northward movements on main track, in service.

Special Instruction **1050-A1**, Maryland Division, changed.

(f) MAIN LINE—DELMARVA DIVISION ARMS

Facing interlocked switch for northward movement in main track at Arms, and facing hand-operated switch for southward movement, 550 feet south of Mile Post 20, leading to Arms Siding of both directions, controlled by Arms, capacity 300 cars, in service.

Employes must correct page 4, Delmarva Division Time-Table and page 11 Maryland Division Time-Table, in ink.

Special Instruction **1151-F1**, Delmarva Division, changed.

Low home signal, 590 feet south of Arms Block and Interlocking Station, governing northward movement on main track, controlled by Arms, changed to high type position light home signal.

Facing hand-operated switch for northward movement in main track, 1362 feet north of Mile Post 21, leading to Crowthers track, connected to northward block signal, Arms.

Special Instruction **1037-C1**, Maryland and Delmarva Divisions, changed.

Low home signal, 500 feet north of Arms Block and Interlocking Station, governing southward movement from Arms Siding, controlled by Arms, in service.

(g) MAIN LINE—DELMARVA DIVISION MIDDLETOWN

Facing hand-operated crossover for northward movement in main track, equipped with pipe-connected center lever locking both ends in normal position, 120 feet south of Mile Post 25, leading to Middletown Switching track, capacity 45 cars, in service.

Pipe-connected derail on Middletown Station track, 250 feet south of Mile Post 25, in service.

(h) MAIN LINE—DELMARVA DIVISION TOWNSEND

Facing hand-operated switch for southward movement in main track, with hand-thrown derail, 4100 feet south of Mile Post 28, leading to Supplee-Wills-Jones track, in service.

Facing hand-operated switch for southward movement in main track, with pipe connected derail, 485 feet south of Mile Post 29, leading to Townsend Station track, in service.

(i) MAIN LINE—DELMARVA DIVISION CLAYTON

Block signal, 829 feet north of Clayton Block and Interlocking Station, governing northward movement on main track, controlled by Clayton, in service. This signal is located west of main track, with signal aspects displayed from south side of Clayton southward home signal.

**MARYLAND DIVISION G. O. 813—Continued.
DELMARVA DIVISION G. O. 613—Continued.**

Facing hand-operated crossover for northward movement in main track, 1750 feet north of Clayton Block and Interlocking Station, leading to No. 1 storage track, connected with Northward Block Signal, Clayton.

Special Instruction **1037-C1**, Delmarva Division, changed.

Facing hand-operated switch for southward movement in main track, 3350 feet south of Mile Post 34, leading to Clayton Siding of both directions, capacity 230 cars, in service.

Low home signal, 829 feet north of Clayton Block and Interlocking Station, governing southward movement from Clayton Siding, controlled by Clayton, in service.

NOTE: Clayton Siding controlled by Clayton.

**(j) DELAWARE BRANCH—MARYLAND DIVISION
TASKER**

Trains and engines must not exceed a speed of 20 miles per hour between northward home signal and curve at New Castle Station.

Special Instruction **1157-F1**, Maryland Division, changed.

(k) DISTANT SWITCH INDICATORS IN SERVICE

Location	Indication Displayed for Movements	Distance in Feet from Switch Protected	Switches Protected
535 feet South of Mile Post 11	Northward	9190 12150	Public Delivery Track, State Road Tasker siding
125 feet South of Mile Post 13	Northward	6905	Public Delivery Track, Bear
125 feet South of Mile Post 13	Southward	6900 8225 18100	N and DC Track N and DC Secondary Track Kirkwood Coal Trestle
400 feet South of Mile Post 27	Northward	10715 10845	Middletown Station Track Middletown Switching Track
400 feet South of Mile Post 27	Southward	9000 9800 10600	Supplee-Wills-Jones Co. Track, Townsend Centreville Secondary Track, Townsend Townsend Station Track
400 feet South of Mile Post 31	Northward	7900	Townsend Storage Track
780 feet North of Mile Post 33	Southward	9360	North end Clayton siding

Special Instruction **1285A-A2**, Delmarva Division, changed.

(l) AUTOMATIC HIGHWAY CROSSING PROTECTION ON SIDINGS, YARD OR OTHER TRACKS
At the following location automatic highway crossing protection indicates the approach of a train.

Track	Crossing	Location
Arms Siding	Mt. Pleasant Road	Mt. Pleasant

Special Instruction **1103-A2**, Maryland Division, changed.

**MARYLAND DIVISION G. O. 813—Continued.
DELMARVA DIVISION G. O. 613—Continued.**

(m) LOCATIONS AT WHICH SIGNS MARK OPERATING LIMITS OF AUTOMATIC CROSSING PROTECTION

Track	Direction	Location
Arms Siding	Northward	Mt. Pleasant Rd., Mt. Pleasant
	Southward	

Special Instruction **1103-A4**, Maryland Division, changed.

(n) INTERRUPTING OPERATION OF AUTOMATIC HIGHWAY CROSSING PROTECTION MANUALLY KIRKWOOD

Apparatus provided to interrupt the operation of automatic highway crossing protection manually at Red Lion Road, out of service.

Special Instruction **1103-A5**, Maryland Division, changed.

(o) INTERRUPTING OPERATION OF AUTOMATIC HIGHWAY CROSSING PROTECTION AUTOMATICALLY

Main Line—Delmarva Division

Middletown

Delete Note 4

Main Line—Delmarva Division

Townsend

Sticker coupon attached to sticker form of this General Order must be detached and pasted in time-table as follows:

NOTE 17—over Note 17, page 27, Delmarva Division Time-Table.

Special Instruction **1103-A6**, Delmarva Division, changed.

(p) YARD LIMITS

Yard Limit boards located at southward block signal, Tasker and Mile Post 9, in service.

Yard Limit boards located at Mile Post 34 and Clayton southward home signal, in service.

Special Instruction **1093-A1**, Maryland and Delmarva Divisions, changed.

(q) DELAWARE BRANCH—MARYLAND DIVISION RAYON

Distance from Wilmington changed to 8.2 miles.

Employes must correct page 11, Maryland Division Time-Table and page 4, Delmarva Division Time-Table, in ink.

(r) DELAWARE BRANCH—MARYLAND DIVISION STATE ROAD

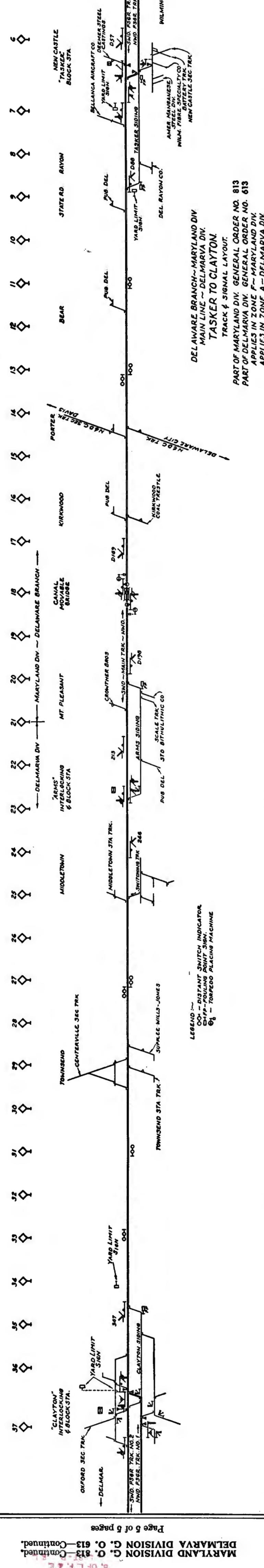
Distance from Wilmington changed to 9.0 miles.

Employes must correct page 11, Maryland Division Time-Table, in ink.

DIAGRAM SHOWING FACILITIES AND CHANGES ACCOMPANIES AND IS A PART OF THIS GENERAL ORDER.

H. H. VAUGHN,
Superintendent
Maryland Division

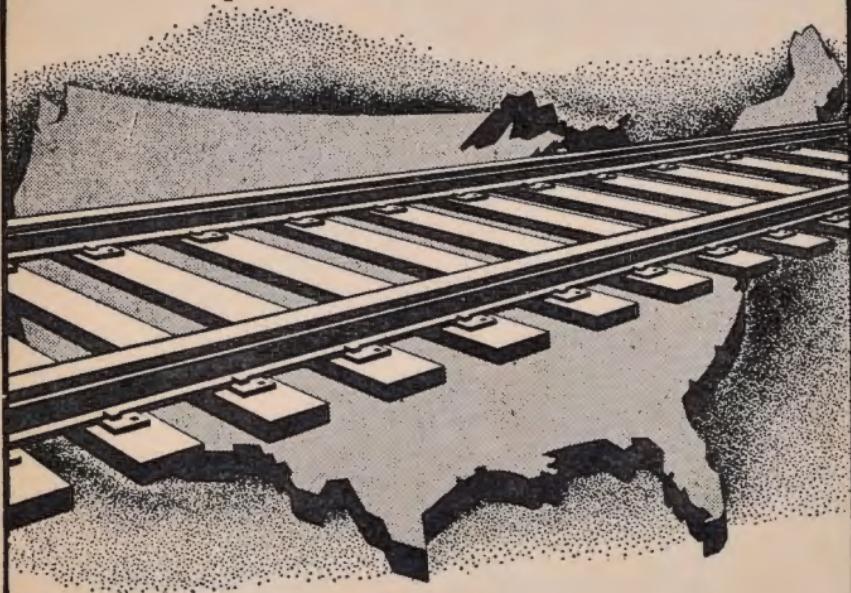
M. H. LINGENFELTER,
Superintendent
Delmarva Division



SEP 3 1955

HEAVY-DUTY HIGHWAY...

that costs the
taxpayer *Nothing*



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

ASSOCIATION OF AMERICAN RAILROADS

**“A CUSTOMER IS THE
MOST IMPORTANT PERSON
IN OUR BUSINESS”**