

THE PENNSYLVANIA RAILROAD

EASTERN REGION

SOUTHERN DIVISION

DELMARVA DIVISION

Time-Table No. 6

In effect 2.01 A. M., Sunday, September 29, 1946

FOR THE GOVERNMENT OF EMPLOYES ONLY

EASTERN STANDARD TIME

H. L. NANCARROW,
General Manager.

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

J. A. SCHWAB,
General Superintendent.

A. M. HARRIS,
Sup't Freight Transportation.

R. W. GRIGG,
Superintendent.

PPR 3A 11/1968

Original timetable from the collection of Rob Schoenberg

scanned by Rob Schoenberg -- r08sch@gmail.com

<http://PRR.Railfan.net>

2025

THE PENNSYLVANIA RAILROAD

EASTERN REGION

SOUTHERN DIVISION

DELMARVA DIVISION

Time-Table No. 6

In effect 2.01 A. M., Sunday, September 29, 1946

FOR THE GOVERNMENT OF EMPLOYES ONLY

EASTERN STANDARD TIME

H. L. NANCARROW,
General Manager.

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

J. A. SCHWAB,
General Superintendent.

A. M. HARRIS,
Sup't Freight Transportation.

R. W. GRIGG,
Superintendent.

INDEX

PAGE

Arms to Cape Charles Southward.....	10 to 13
Cape Charles to Arms Northward.....	14 to 17
N. Y. P. & N. R. R. Ferry.....	24 to 27
Virginia Ferry.....	24 to 26
Baltimore-Love Point Ferry.....	25 to 27
Crisfield Branch.....	18 to 19
Cambridge Branch.....	18 to 19
D. M. & V. R. R.....	20 to 21
Oxford Branch.....	22
Chestertown Branch	23
Arranged Freight Train Service.....	31 to 32
Automatic Block System.....	46
Automatic Highway Crossing Signals.....	41 to 42
Bulletin Boards.....	35
Cabin Cars in Passenger Trains.....	54
Clearance Points on Side Tracks.....	62
Clearance Restrictions.....	57 to 60
Color Signals.....	33
Communicating Signals.....	34
Company Surgeons.....	63
Dead or Disabled Engines.....	54 to 55
Distances.....	3 to 8
Double Track.....	36
Dragging Equipment Detector.....	43
Employes Register.....	35
Engine Restrictions.....	52 to 53
Engines Equipped with Drop Couplers.....	62
Engine Whistle Signals.....	34
Express and Milk Trains.....	30
First Aid Boxes and Stretchers.....	64
Fixed Signals.....	44
Four-Wheel Cabin Cars.....	43
Gas-Electric, Gasoline and Oil-Electric Rail Motor Cars	43
General Instructions.....	56 to 62
General Orders.....	35
General Order Zones.....	35
Hand, Flag, and Lamp Signals.....	33
Hospitals.....	64
Interlocking.....	3 to 7
Letters and Characters.....	33
Lost and Found Articles.....	62
Manual Block System.....	45
Maximum Speeds.....	47 to 51
Medical Examiners.....	63
Movement During Periods of Unusual Weather Conditions.....	61
Movement by Train Orders.....	43 to 44
Movement of Track Cars.....	37
Movement of Trains.....	37 to 41
Movement Over Drawbridges.....	40 to 41
Non-Interlocked Railroad Crossings at Grade.....	39
Observation of Trains for Defects.....	62
Other Equipment Restrictions.....	53 to 55
Personal Injuries.....	63
Qualification of Conductor or Engineman.....	36
Qualification Record.....	65
Roller Bearing Equipment.....	55
Secondary Tracks.....	37
Sidings, Capacity of.....	3 to 7
Single Track	36
Speed Table.....	47
Standard Clock.....	35
Standard Time.....	33
Stations, Passenger, Block, Interlocking and Block-Limit.....	3 to 9
Superiority of Trains.....	35
Telephones—Use of	55
Track Assignments.....	36 to 37
Train Connections.....	28
Uniforms.....	62
U. S. Mail Work.....	29
Use of Signals.....	34
Yards and Yard Instructions.....	39

MAIN LINE

STATIONS					Distance from Wilmington	Sidings Assigned direction Car Capacity 45 ft. cars		
Interlocking	Interlocking Station	Block Station	Block-Limit Station			North	South	Both
				PHILADELPHIA (P. T. Div.)				
X	X	X		WILMINGTON.....	2.1			
				BANK (Md. Div.)				
X	X	X		DIVISION POST (Md. Div.)	21.0			
X	X	X		ARMS.....	22.7	109	109	
				MIDDLETOWN.....	24.8			
			X	TOWNSEND.....	29.0			
X	X	X		CLAYTON.....	36.8			
				CHESWOLD.....	42.4			
				DOVER.....	47.6			
X	X	X		HOLLY.....	48.9	86	80	
				WYOMING.....	50.7			
				WOODSIDE.....	54.1			
				VIOLA.....	56.1			
				FELTON.....	58.3			
X	X	X		HARRINGTON.....	64.4	72	133	
			X	FARMINGTON.....	68.1			
				GREENWOOD.....	72.4	100	109	
				BRIDGEVILLE.....	77.0			
				CANNON.....	79.9			
X	X	X		SEAFORD.....	84.2			
				LAUREL.....	90.4			
			X	DELMAR.....	97.3			
				SALISBURY.....	103.2			
				FRUITLAND.....	107.0			
				EDEN.....	110.2			
				PRINCESS ANNE.....	116.3			
				KINGS CREEK.....	118.9	77	47	
				COSTEN.....	124.6			
X	X	X		CASSATT.....	127.9			
				POCOMOKE.....	128.2			
				BEAVER DAM.....	132.1			
			X	NEW CHURCH.....	134.6			
				LECATO.....	137.6			
				OAK HALL.....	138.7			
				MAKEMIE PARK.....	140.0			
				HALLWOOD.....	142.3			
				MEARS.....	144.0			
				BLOXOM.....	146.1			
				HOPETON.....	147.8			
			X	PARKSLEY.....	149.7			
				GREENBUSH.....	152.9			
				TASLEY.....	155.3			
				ONLEY.....	157.0			
				MELFA.....	160.0			
			X	KELLER.....	162.5			
				PAINTER.....	165.0			
				BELLE HAVEN.....	167.9			
			X	EXMORE.....	169.3			
				NASSAWADOX.....	173.6			
				WIERWOOD.....	174.9			
				BIRDSNEST.....	176.4			
			X	MACHIPONGO.....	179.2			
				KENDALL GROVE.....	181.8			
				EASTVILLE.....	183.3			
				COBBS.....	186.2			
				CHERITON.....	187.7			
				BAYVIEW.....	188.5			
			X	CAPES.....	189.7			
				CAPE CHARLES.....	192.3			

NOTE—X indicates in service.

Block stations open continuously, except:

Townsend	Closed	Daily except Sunday, 7.00 P.M. to 7.00 A.M. 11.59 A.M. to 4.01 P.M.
	Closed	Sunday.
Greenwood	Closed	11.00 P.M. Saturday to 11.00 P.M. Sunday
Lecato	Closed	Daily, 7.00 A.M. to 11.00 A.M. 7.00 P.M. to 11.00 P.M.
	Closed	11.00 P.M. Saturday to 11.00 P.M. Sunday
Keller	Closed	Daily, 7.00 A.M. to 12.00 Noon 8.00 P.M. to 11.00 P.M.
	Closed	11.00 P.M. Saturday to 11.00 P.M. Sunday
Machipongo	Closed	Daily, 7.00 A.M. to 12.00 Noon 8.00 P.M. to 11.00 P.M.
	Closed	11.00 P.M. Saturday to 11.00 P.M. Sunday

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

Siding	Employe in charge
Arms North	Signalman at Arms
Arms South	Signalman at Arms
Holly North	Signalman at Holly
Holly South	Signalman at Holly
Harrington South	Signalman at Harrington
Harrington North	Signalman at Harrington
Greenwood North	Daily except Saturday 11.00 P.M. Sunday 11.00 P.M. Signalman at Greenwood
	Saturday 11.00 P.M. Sunday 11.00 P.M. Signalman at Harrington
Greenwood South	Daily except Saturday 11.00 P.M. Sunday 11.00 P.M. Signalman at Greenwood
	Saturday 11.00 P.M. Sunday 11.00 P.M. Signalman at Harrington
Kings Creek North	Signalman at Cassatt.
Kings Creek South	Signalman at Delmar.

CRISFIELD BRANCH

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

NOTE—X indicates in service.

Block-Limit stations controlled by open block stations:

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

CAMBRIDGE BRANCH

STATIONS					Distance from Seaford	Sidings Assigned direction Car Capacity 45 ft. cars		
Block-Limit Station	Block Station	Block Station	Block Station	Interlocking Station		North	South	Both
				SEAFORD.....				
		X	X	COKE.....	1.2			
				FEDERALSBURG.....	9.7			
		X		FED.....	9.8			
		X		WILLIAMSBURG.....	13.5			
		X		LOCK.....	15.5			
				HURLOCK.....	15.8			
				EAST NEW MARKET.....	19.9			
				LINKWOOD.....	24.3			
				AIREY.....	27.0			
		X		THOMPSON.....	29.8			
				TANK.....	31.5			
				WASHINGTON STREET.....	32.1			
				CAMBRIDGE.....	32.8			

NOTE—X indicates in service.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Coke	Seaford
Fed	Seaford
Lock	Seaford
Tank	Seaford

D. M. & V. R. R.

				STATIONS	Distance from Harrington	Sidings Assigned direction	Car Capacity 45 ft. cars	
Interlocking	Interlocking Station	Block Station	Block-Limit Station			North	South	Both
X	X	X	X	HARRINGTON.....				
			X	HOUSTON.....	4.3			
			X	MILFORD.....	8.3			
				LINCOLN CITY.....	11.3			
			X	ELLENDALE.....	15.7			
				DALE.....	15.8			
		X		REDDEN.....	20.2			
			X	GEORGETOWN.....	23.9			
			X	COURT.....	23.9			
				STOCKLEY.....	28.4			
			X	MILLSBORO.....	32.9			
			X	MILL.....	32.9			
			X	DAGS.....	36.5			
				DAGSBORO.....	36.6			
			X	FRANKFORD.....	38.8			
			X	SELBY.....	42.9			
				SELBYVILLE.....	43.0			
				BISHOP.....	45.0			
				SHOWELL.....	47.0			
		X		FRIENDSHIP.....	48.9			
				BERLIN.....	52.0			
			X	IRONSHIRE.....	54.9			
			X	IRON.....	54.9			
				QUEPONCO.....	58.5			
				WESLEY.....	62.6			
			X	SNOW.....	65.6			
				SNOW HILL.....	65.7			
				GIRDLETREE.....	71.5			
				HURSLEY.....	74.3			
			X	FRANK.....	77.1			
				FRANKLIN CITY.....	78.2			

NOTE—X indicates in service.

Block stations open continuously, except:

Georgetown	Closed	Daily except Sunday, 5.00 P.M. to 9.00 A.M.
	Closed	Sunday.
Berlin	Closed	Daily except Sunday, 4.00 P.M. to 8.00 A.M.
	Closed	Sunday.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Houston	Harrington
Milford	Harrington
Dale	Georgetown— 9.00 A.M. to 5.00 P.M. Harrington — 5.00 P.M. to 9.00 A.M. 9.00 A.M. to 5.00 P.M. Sunday
Court	Harrington — 5.00 P.M. to 9.00 A.M. 9.00 A.M. to 5.00 P.M. Sunday
Mill	Georgetown— 9.00 A.M. to 5.00 P.M. Harrington — 5.00 P.M. to 9.00 A.M. 9.00 A.M. to 5.00 P.M. Sunday
Dags	Georgetown— 9.00 A.M. to 5.00 P.M. Harrington — 5.00 P.M. to 9.00 A.M. 9.00 A.M. to 5.00 P.M. Sunday
Selby	Berlin — 8.00 A.M. to 4.00 P.M. Georgetown— 4.00 P.M. to 5.00 P.M. Harrington — 5.00 P.M. to 8.00 A.M. 8.00 A.M. to 5.00 P.M. Sunday
Iron	Berlin — 8.00 A.M. to 4.00 P.M. Georgetown— 4.00 P.M. to 5.00 P.M. Harrington — 5.00 P.M. to 8.00 A.M. — 8.00 A.M. to 5.00 P.M. Sunday

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Snow	Berlin — 8.00 A.M. to 4.00 P.M. Georgetown — 4.00 P.M. to 5.00 P.M. Harrington — 5.00 P.M. to 8.00 A.M. 8.00 A.M. to 5.00 P.M. Sunday
Frank	Berlin — 8.00 A.M. to 4.00 P.M. Georgetown — 4.00 P.M. to 5.00 P.M. Harrington — 5.00 P.M. to 8.00 A.M. 8.00 A.M. to 5.00 P.M. Sunday

OXFORD BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Clayton	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
X	X	X		CLAYTON				
				KENTON	4.7			
				HARTLY	9.6			
			X	HART	9.6			
				MARYDEL	13.8			
				HENDERSON	16.6			
				GOLDSBORO	19.6			
			X	GREENSBORO	23.8			
			X	PET	23.9			
				RIDGELY	28.1			
			X	QUEEN ANNE	32.8			22
			X	ANNE	32.8			
				CORDOVA	36.1			
			X	EASTON	44.2			
				EASTON JUNCTION	44.8			
			X	CROSS	44.9			
				LLANDAFF	47.8			
				TRAPPE	50.5			
				OXFORD	54.2			

NOTE—X indicates in service.

Block stations open continuously, except:

Greensboro	Closed	Daily except Sunday, 4.30 P.M. to 7.15 A.M. 12.01 P.M. to 1.16 P.M.
	Closed	Sunday.
Easton	Closed	Daily except Sunday, 7.15 P.M. to 7.15 A.M.
	Closed	Sunday.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Hart	Clayton
Pet	Easton — 4.30 P.M. to 7.15 P.M. —12.01 P.M. to 1.16 P.M. Clayton — 7.15 P.M. to 7.15 A.M. 7.15 A.M. to 7.15 P.M. Sunday
Anne	Easton — 7.15 A.M. to 7.15 P.M. Clayton — 7.15 P.M. to 7.15 A.M. 7.15 A.M. to 7.15 P.M. Sunday
Cross	Easton — 7.15 A.M. to 7.15 P.M. Clayton — 7.15 P.M. to 7.15 A.M. 7.15 A.M. to 7.15 P.M. Sunday

CENTREVILLE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS				Distance from Townsend	Sidings Assigned direction Car Capacity 45 ft. cars
				North	South	Both			
		X		TOWNSEND.....					
				VANDYKE.....	3.8				
				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				
				HAYDEN.....	28.5				
				CARVILLE.....	31.2				
				CENTREVILLE.....	34.9				

NOTE—X indicates in service.

Townsend to Centreville—Southward

Centreville to Townsend—Northward

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Mass	Townsend— 7.00 A.M. to 11.59 A.M. 4.01 P.M. to 7.00 P.M. Arms — 7.00 P.M. to 7.00 A.M. 11.59 A.M. to 4.01 P.M. 7.00 A.M. to 7:00 P.M. Sunday
Suds	Townsend— 7.00 A.M. to 11.59 A.M. 4.01 P.M. to 7.00 P.M. Arms — 7.00 P.M. to 7.00 A.M. 11.59 A.M. to 4.01 P.M. 7.00 A.M. to 7.00 P.M. Sunday

CHESTERTOWN BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS				Distance from Massey	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.....	13.0				
				WORTON.....	15.2				
				CHESTERTOWN.....	20.2				

NOTE—X indicates in service.

Massey to Chestertown—Southward

Chestertown to Massey—Northward

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Mass	Townsend— 7.00 A.M. to 11.59 A.M. — 4.01 P.M. to 7.00 P.M.
	Arms — 7.00 P.M. to 7.00 A.M. 11.59 A.M. to 4.01 P.M. 7.00 A.M. to 7.00 P.M. Sunday
Ken	Townsend— 7.00 A.M. to 11.59 A.M. — 4.01 P.M. to 7.00 P.M.
	Arms — 7.00 P.M. to 7.00 A.M. 11.59 A.M. to 4.01 P.M. 7.00 A.M. to 7.00 P.M. Sunday

ARMS TO CAPE CHARLES

STATIONS	FIRST CLASS	
	469	DAILY
Leave	A.M.	
BROAD ST. PHILA.(PTDiv)		
PENNSYLVANIA 30th ST.	S 12.11	
WILMINGTON.....	S 1.01	
BANK (Md. Div.).....	1.06	
ARMS.....	1.35	
MIDDLETOWN.....	S 1.39	
TOWNSEND.....		
CLAYTON.....	S 1.57	
CHESWOLD.....		
DOVER.....	S 2.12	
HOLLY.....	2.14	
WYOMING.....		
WOODSIDE.....		
VIOLA.....		
FELTON.....		
HARRINGTON.....	S 2.35	
FARMINGTON.....		
GREENWOOD.....	2.44	
BRIDGEVILLE.....	S 2.51	
CANNON.....		
SEAFORD.....	S 3.06	
LAUREL.....	S 3.18	
DELMAR.....	{ S 3.26	
	3.33	
SALISBURY.....	S 3.50	
FRUITLAND.....		
EDEN.....		
PRINCESS ANNE.....	S 4.10	
KINGS CREEK.....	4.13	
COSTEN.....		
CASSATT.....	4.23	
POCOMOKE.....	S 4.28	
BEAVER DAM.....		
NEW CHURCH.....	P 4.36	
LECATO.....	S 4.45	
OAK HALL.....		
MAKEMIE PARK.....		
HALLWOOD.....	S 4.55	
MEARS.....		
BLOXOM.....	O 5.01	
HOPETON.....		
PARKSLEY.....	S 5.08	
GREENBUSH.....		
TASLEY.....	S 5.20	
ONLEY.....		
MELFA.....		
KELLER.....	S 5.33	
PAINTER.....		
BELLE HAVEN.....		
EXMORE.....	S 5.45	
NASSAWADOX.....		
WIERWOOD.....		
BIRDSNEST.....		
MACHIPONGO.....	5.55	
EASTVILLE.....	S 6.03	
COBBS.....		
CHERITON.....		
CAPES.....	6.12	
CAPE CHARLES.....	S 6.20	
Arrive	A.M.	
	469	

FIRST CLASS	
451	461
DAILY	SUNDAY ONLY
EX. SUN.	
A. M.	A.M.
S 6.10	
S 6.17	
S 7.07	S 8.20
7.13	8.26
7.48	
S 7.52	8.56
S 8.02	F 8.59
S 8.17	S 9.09
S 8.25	*
S 8.36	S 9.24
8.38	
S 8.41	F 9.30
S 8.48	S 9.39
S 8.52	F 9.40
S 8.56	F 9.43
S 9.14	
S 9.19	S 10.03
S 9.27	
S 9.35	F 10.12
F 9.40	F 10.18
S 10.12	
S 10.22	S 10.30
S 10.35	
10.42	S 10.39
S 11.08	
S 11.15	
S 11.21	
S 11.31	
11.35	
F 11.42	
11.46	
S 11.52	
F 11.57	
S 12.02	
S 12.15	
S 12.19	
S 12.24	
S 12.28	
S 12.32	
S 12.37	
S 12.40	
S 12.48	
S 12.54	
S 1.04	
S 1.09	
S 1.14	
S 1.19	
S 1.25	
F 1.30	
S 1.37	
S 1.45	
S 1.49	
S 1.54	
S 2.00	
S 2.09	
S 2.15	
S 2.19	
2.24	
S 2.35	
P.M.	A.M.
451	461

ARMS TO CAPE CHARLES

STATIONS	Leave	.455	*499		CLASS DAILY EX. SUN. A.M.	+485 SAT. ONLY P.M.
			DAILY	A.M.		
			'A.M.	A.M.		
BROAD ST. PHILA. (PTDiv)		\$ 9.22				
PENNSYLVANIA 30th ST.						
WILMINGTON.....		\$ 10.03				\$ 2.00
BANK (Md. Div.).....		10.08				2.05
ARMS.....		10.38				2.29
MIDDLETOWN.....		\$ 10.42				
TOWNSEND.....		10.46				
CLAYTON.....		\$ 11.01				\$ 2.47
CHESWOLD.....						
DOVER.....		\$ 11.18				
HOLLY.....		11.20				
WYOMING.....						
WOODSIDE.....						
VIOLA.....						
FELTON.....						
HARRINGTON.....		\$ 11.40				
FARMINGTON.....						
GREENWOOD.....		11.49				
BRIDGEVILLE.....		\$ 11.56				
CANNON.....						
SEAFORD.....		\$ 12.07				
LAUREL.....		\$ 12.17				
DELMAR.....		\$ 12.27				
		12.37				
SALISBURY.....		\$ 12.52				
FRUITLAND.....						
EDEN.....						
PRINCESS ANNE.....		\$ 1.16				\$ 11.35
KINGS CREEK.....		1.19				11.40
COSTEN.....						
CASSATT.....		1.30				
POCOMOKE.....		\$ 1.36				
BEAVER DAM.....						
NEW CHURCH.....						
LECATO.....		\$ 1.50				
OAK HALL.....						
MAKEMIE PARK.....						
HALLWOOD.....						
MEARS.....						
BLOXOM.....						
HOPETON.....						
PARKSLEY.....		\$ 2.07				
GREENBUSH.....						
TASLEY.....		\$ 2.21				
ONLEY.....		U 2.24				
MELFA.....						
KELLER.....		\$ 2.34				
PAINTER.....						
BELLE HAVEN.....						
EXMORE.....		\$ 2.45				
NASSAWADOX.....						
WIERWOOD.....						
BIRDSNEST.....						
MACHIPONGO.....		2.55				
EASTVILLE.....		\$ 3.03				
COBBS.....						
CHERITON.....						
CAPES.....		3.14				
CAPE CHARLES.....		\$ 3.20				
Arrive		P.M.				P.M.
		455				+485
						*499

Delmarva Divn. G. O. 610 12-9-46

FIRST CLASS

463		479	459
DAILY EX. SUN.		DAILY EX. SAT. AND SUN.	SUNDAY ONLY
P.M.		P.M.	P.M.
\$ 2.55			
\$ 3.00			\$ 9.55
\$ 3.38	\$ 5.15		\$ 10.30
3.43	5.19		10.35
4.18	5.44		11.04
\$ 4.22	F 5.48		\$ 11.13
\$ 4.30	F 5.54		
\$ 4.42	S 6.06		11.27
FW 4.48			
\$ 4.59			
5.02			11.44
\$ 5.05			
F 5.09			
S 5.16			
\$ 5.27			12.01
S 5.36			12.09
\$ 5.44			
S 5.55			\$ 12.26
S 6.05			
\$ 6.13			\$ 12.42
			12.49
S 6.35			\$ 1.00
			1.27
			1.37
			1.49
			S 2.00
			2.08
			2.15
			2.26
			2.40
			S 2.45
	P.M.		A.M.
	479		459

CAPE CHARLES TO ARMS

STATIONS	FIRST CLASS			*498
	462		478	
Arrive	A.M.	A.M.	P.M.	
BROAD ST. PHILA. (PTDiv)	\$ 9.35			
PENNSYLVANIA 30th ST.	\$ 9.30			
WILMINGTON.....	\$ 8.57		\$ 9.29	
BANK (Md. Div.).....	8.45		9.25	
ARMS.....	8.14		9.02	
MIDDLETOWN.....	\$ 8.10			
TOWNSEND.....	\$ 8.02		8.55	
CLAYTON.....	\$ 7.53		\$ 8.45	
CHESWOLD.....	FW 7.44			
DOVER.....	\$ 7.38			
HOLLY.....	7.33			
WYOMING.....	\$ 7.31			
WOODSIDE.....	F 7.26			
VIOLA.....	F 7.22			
FELTON.....	\$ 7.18			
HARRINGTON.....	\$ 7.10			
FARMINGTON.....				
GREENWOOD.....	\$ 6.59			
BRIDGEVILLE.....	\$ 6.52			
CANNON.....				
SEAFORD.....	\$ 6.42			
LAUREL.....	\$ 6.32			
DELMAR.....	\$ 6.24			\$ 6.50
SALISBURY.....	\$ 6.15			\$ 6.35
FRUITLAND.....				
EDEN.....				
PRINCESS ANNE.....				\$ 6.10
KINGS CREEK.....				6.00
COSTEN.....				
CASSATT.....				
POCOMOKE.....				
BEAVER DAM.....				
NEW CHURCH.....				
LECATO.....				
OAK HALL.....				
MAKEMIE PARK.....				
HALLWOOD.....				
MEARS.....				
BLOXOM.....				
HOPETON.....				
PARKSLEY.....				
GREENBUSH.....				
TASLEY.....				
ONLEY.....				
MELFA.....				
KELLER.....				
PAINTER.....				
BELLE HAVEN.....				
EXMORE.....				
NASSAWADOX.....				
WIERWOOD.....				
BIRDSNEST.....				
MACHIPONGO.....				
EASTVILLE.....				
COBBS.....				
CHERITON.....				
CAPES.....				
CAPE CHARLES.....				
Leave	A.M.		A.M.	
	DAILY		DAILY	
	EX. SUN.		EX. SUN.	
	462		478	
				P.M.
				DAILY
				EX. SUN.
				*498

Delmarva Divn. G. O. 610.12-9-46

FIRST

454			464
P.M.			P.M.
S 7.28			S 8.22
S 6.58			S 7.41
6.46			7.36
6.19			7.09
S 6.06			S 7.06
S 5.56			S 6.58
S 5.45			S 6.37
5.39			6.34
			S 6.31
			S 6.22
S 5.23			S 6.15
5.13			S 6.07
			S 6.00
S 5.00			S 5.51
S 4.47			S 5.39
4.37			S 5.30
S 4.30			
S 4.20			
S 3.59			
	Delmarva Division G. O. 613-3-247		
3.41			
S 3.40			
S 3.27			
	Delmarva Division G. O. 612, 1-19-47		
S 3.11			
S 3.01			
S 2.47			
S 2.36			
2.22			
S 2.17			
2.04			
S 2.00			
P.M.			P.M.
DAILY			SUNDAY ONLY
454			464

CAPE CHARLES TO ARMS

STATIONS	FIRST CLASS		
	450	P.M.	
Arrive			
BROAD ST. PHILA. (PTD Div.)	S 11.37		
PENNSYLVANIA 30th ST.	S 11.30		
WILMINGTON	S 10.55		
BANK (Md. Div.)	10.27		
ARMS	10.01		
MIDDLETOWN	S 9.55		
TOWNSEND			
CLAYTON	S 9.35		
CHESWOLD	F 9.25		
DOVER	S 9.16		
HOLLY	9.11		
WYOMING			
WOODSIDE			
VIOLA			
FELTON			
HARRINGTON	S 8.51		
FARMINGTON			
GREENWOOD	8.39		
BRIDGEVILLE	S 8.32		
CANNON			
SEAFORD	S 8.19		
LAUREL	S 8.02		
DELMAR	7.50		
	S 7.42		
SALISBURY	S 7.22		
FRUITLAND			
EDEN			
PRINCESS ANNE	S 6.46		
KINGS CREEK	6.35		
COSTEN	F 6.31		
CASSATT	6.27		
POCOMOKE	S 6.26		
BEAVER DAM	F 6.17		
NEW CHURCH	S 6.12		
LECATO	S 6.06		
OAK HALL	S 5.54		
MAKEMIE PARK	S 5.50		
HALLWOOD	S 5.45		
MEARS	F 5.37		
BLOXOM	S 5.34		
HOPETON	S 5.30		
PARKSLEY	S 5.26		
GREENBURN	F 5.18		
TALEY	S 5.13		
ONLEY	S 5.05		
MELFA	S 5.00		
KELLER	S 4.54		
PAINTER	S 4.44		
BELLE HAVEN	F 4.40		
EXMORE	S 4.36		
NASSAWADOX	S 4.23		
WIERWOOD	F 4.18		
BIRDSNEST	S 4.13		
MACHIPONGO	S 4.07		
EASTVILLE	S 3.54		
COBBS	S 3.47		
CHERITON	S 3.44		
CAPES	3.34		
CAPE CHARLES	S 3.30		
Leave		P.M.	
		DAILY EX. SUN.	
		450	

FIRST CLASS

KINGS CREEK TO CRISFIELD—SOUTHWARD

STATIONS	FIRST CLASS		
	Leave	*499 DAILY EX. SUN.	A.M.
KINGS CREEK.....		11.40	
LANDON.....		11.42	
WESTOVER.....		\$12.00	
KINGSTON.....		\$12.15	
MARION.....		\$12.30	
HOPEWELL.....		12.41	
FIELD.....			
PINE STREET.....		\$12.50	
CRISFIELD.....		\$ 1.00	
	Arrive	P.M.	
		*499	

SEAFORD TO CAMBRIDGE—SOUTHWARD

STATIONS	FIRST CLASS		
	Leave	*493 DAILY EX. SUN.	A.M.
SEAFORD.....		\$10.30	\$ 10.35
COKE.....		10.36	10.38
FEDERALSBURG.....		\$10.55	\$ 10.52
FED.....		10.56	10.53
WILLIAMSBURG.....		F11.03	F 10.59
LOCK.....		11.07	11.03
HURLOCK.....		\$11.13	\$ 11.09
EAST NEW MARKET.....		\$11.22	\$ 11.17
LINKWOOD.....		\$11.31	\$ 11.25
AIREY.....		F11.36	F 11.30
THOMPSON.....		F11.42	F 11.35
TANK.....		11.45	11.38
WASHINGTON ST.....		F11.47	F 11.40
CAMBRIDGE.....		\$11.50	\$ 11.43
	Arrive	A.M.	A.M.
		*493	495

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

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

CRISFIELD TO KINGS CREEK—NORTHWARD

STATIONS	Arrive	FIRST CLASS	
		P.M.	
KINGS CREEK.....	6.00		
LANDON.....	5.37		
WESTOVER.....	\$5.35		
KINGSTON.....	\$5.20		
MARION.....	\$5.07		
HOPEWELL.....			
FIELD.....	4.37		
PINE STREET.....	\$4.35		
CRISFIELD.....	\$4.30	Delmarva Divn. G. O. 610, 12-9-46	
Leave		A.M.	
		DAILY EX. SUN.	
		*498	

CAMBRIDGE TO SEAFORD—NORTHWARD

STATIONS	Arrive	FIRST CLASS	
		P.M.	P.M.
SEAFORD.....	\$ 4.50	\$ 5.45	
COKE.....	4.41	5.41	
FEDERALSBURG.....	\$ 4.27	\$ 5.26	
FED.....	4.21	5.24	
WILLIAMSBURG.....	F 4.15 ¹⁻¹⁹⁻⁴⁷	F 5.18	
LOCK.....	4.11	5.13	
HURLOCK.....	\$ 4.10	5.12	
EAST NEW MARKET.....	\$ 4.00	5.00	
LINKWOOD.....	\$ 3.53	4.51	
AIREY.....	F 3.48	F 4.46	
THOMPSON.....	F 3.43	F 4.42	
TANK.....	3.39	4.39	
WASHINGTON ST.....	F 3.37	F 4.37	
CAMBRIDGE.....	\$ 3.35	\$ 4.35	
Leave		P.M.	
		DAILY EX. SUN.	
		*492	
			494
		SUNDAY ONLY	

HARRINGTON TO FRANKLIN CITY—SOUTHWARD

STATIONS	FIRST CLASS		
	487	DAILY EX. SUN.	
Leave	A. M.		
HARRINGTON.....	\$ 9.25		
HOUSTON.....	\$ 9.35		
MILFORD.....	\$ 9.47		
LINCOLN CITY.....	\$ 9.55		
ELLENDALE.....	\$10.03		
DALE.....	10.04		
GEORGETOWN.....	\$10.24		
COURT.....	10.25		
STOCKLEY.....	\$10.35		
MILLSBORO.....	\$10.50		
MILL.....	10.51		
DAGS.....	10.58		
DAGSBORO.....	\$11.01		
FRANKFORD.....	\$11.09		
SELBY.....	11.16		
SELBYVILLE.....	\$11.25		
BISHOP.....	\$11.31		
SHOWELL.....	\$11.36		
BERLIN.....	\$11.56		
IRON.....	12.01		
QUEPONCO.....	\$12.09		
SNOW.....	12.19		
SNOW HILL.....	\$12.22		
GIRDLETREE.....	F12.32		
HURSLEY.....	F12.37		
FRANK.....	12.42		
FRANKLIN CITY.....	\$12.48		
Arrive	P.M.		
		487	

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

FRANKLIN CITY TO HARRINGTON—NORTHWARD

STATIONS	FIRST CLASS		
	486	P.M.	
Arrive			
HARRINGTON.....	S 5.10		
HOUSTON.....	S 5.01		
MILFORD.....	S 4.50		
LINCOLN CITY.....	S 4.38		
ELLENDALE.....	S 4.30		
DALE.....	4.27		
GEORGETOWN.....	S 4.15		
COURT.....	4.06		
STOCKLEY.....	F 3.59		
MILLSBORO.....	S 3.50		
MILL.....	3.48		
DAGS.....	3.42		
DAGSBORO.....	S 3.41		
FRANKFORD.....	S 3.36		
SELBY.....	3.28		
SELBYVILLE.....	S 3.27		
BISHOP.....	F 3.14		
SHOWELL.....	F 3.09		
BERLIN.....	S 3.01		
IRON.....	2.52		
QUEPONCO.....	S 2.46		
SNOW.....	2.34		
SNOW HILL.....	S 2.33		
GIRDLETREE.....	F 2.23		
HURSLEY.....	F 2.18		
FRANK.....	2.13		
FRANKLIN CITY.....	S 2.10		
Leave			
	P.M.		
	DAILY EX. SUN.		
	486		
	486		

CLAYTON TO OXFORD—SOUTHWARD

STATIONS	FIRST CLASS			
	Leave	A. M.	A. M.	P. M.
	481	483	485	479
	DAILY EX. SUN.	SUNDAY ONLY	SAT. ONLY	DAILY EX. SAT. AND SUN.
CLAYTON	S 8.50	S 9.25	S 2.47	S 6.06
KENTON	S 8.59	S 9.34		
HARTLY	S 9.07	F 9.41	F 3.01	F 6.19
HART	9.08	9.42	3.02	6.20
MARYDEL	S 9.16⁴⁶	F 9.50	F 3.09	F 6.28
HENDERSON	S 9.21¹⁹⁻⁴⁶	F 9.57	F 3.14	F 6.31
GOLDSBORO	S 9.28	F 10.03	F 3.19	F 6.38
GREENSBORO	S 9.38⁶²	S 10.12	F 3.25	F 6.41
PET	9.39⁶²	10.13	3.26	6.42
RIDGELEY	S 9.48⁶²	S 10.22	S 3.33	S 6.49
QUEEN ANNE	S 9.57⁶²	S 10.30	F 3.40	F 6.55
ANNE	9.58⁶²	10.31	3.41	6.56
CORDOVA	S 10.06⁶²	F 10.38	F 3.46	F 7.02
EASTON	S 10.39⁶²	S 11.01⁶²	S 3.56⁶²	S 7.15⁶²
EASTON JCT.	10.40⁶²	Delmarva Divn. G.	11.02⁶²	
CROSS	10.41	11.03		
LLANDAFF	F 10.47	F 11.08		
TRAPPE	F 10.52	F 11.14		
OXFORD	S 10.59	S 11.20		
Arrive	A. M.	A. M.	P. M.	P. M.
	481	483	485	479

OXFORD TO CLAYTON—NORTHWARD

STATIONS	FIRST CLASS			
	Arrive	A. M.	P. M.	P. M.
	478	484	480	482
CLAYTON	S 8.45	S 5.40	S 5.45	S 8.43
KENTON		S 5.29	S 5.35	
HARTLY	F 8.32	S 5.20	S 5.26	F 8.29
HART	8.29	5.17	5.23	8.28
MARYDEL	F 8.23	S 5.10	S 5.16	F 8.21
HENDERSON	F 8.18	S 5.03	S 5.09	
GOLDSBORO	F 8.13	S 4.55	S 5.01	F 8.13
GREENSBORO	F 8.06	S 4.46	S 4.52	S 8.05
PET	8.04	4.38	4.44	8.04
RIDGELEY	S 7.59	S 4.32	S 4.38	S 7.57
QUEEN ANNE	F 7.52	S 4.22	S 4.28	F 7.49
ANNE	7.51	4.17	4.23	7.47
CORDOVA	F 7.46	S 4.11	S 4.17	F 7.42
EASTON	S 7.34	3.57	S 4.03	S 7.30
EASTON JCT.		S 3.31		
		3.30	3.51	7.24
CROSS		3.29	3.50	7.23
LLANDAFF		F 3.24	F 3.46	F 7.19
TRAPPE		S 3.22	S 3.42	F 7.15
OXFORD		S 3.15	S 3.35	S 7.08
				Will Run Nov. 28, 1946 Dec. 25, 1946 Jan 1, 1947
Leave	A. M.	P. M.	P. M.	P. M.
Delmarva Divn. G. O. 610. 12-9-46	DAILY EX. SUN.	SAT. ONLY	DAILY EX. SAT. AND SUN.	SUNDAY ONLY
	478	484	480	482

Train No. 481 is superior by direction to Trains No. 480 and No. 484.
 Train No. 483 is superior by direction to Train No. 482.
 Train No. 485 is superior by direction to Train No. 484.
 Train No. 479 is superior by direction to Trains No. 480 and No. 482.

STATIONS	FIRST CLASS		
	*471	DAILY EX. SUN.	473
Leave	A. M.	A. M.	SUNDAY ONLY
TOWNSEND.....	S 8.15		S 9.15
VANDYKE.....	F 8.21		F 9.21
GOLT.....	F 8.27		F 9.27
MASS.....	8.34 ⁴⁷		9.32
MASSEY.....	S 9.09 ¹²		S 9.34
LAMBSON.....	F 9.16 ⁶¹²		F 9.41
BLACK.....	F 9.22 ⁰		F 9.47
KENNEDYVILLE.....	S 9.29 ^{Div.}		S 9.54
KEN.....	9.30 ^{Delmarva}		9.58
STILL POND.....	F 9.34		F 9.59
LYNCH.....	F 9.38 ^{Delmarva}		F 10.03
WORTON.....	F 9.43		F 10.08
CHESTERTOWN.....	S 10.25		S 10.19
Arrive	A. M.	A. M.	
	*471		473

CHESTERTOWN TO TOWNSEND—NORTHWARD

STATIONS	FIRST CLASS		
	*470	P.M.	*472
Arrive	P.M.	P.M.	
TOWNSEND.....	S 5.55		S 6.50
VANDYKE.....	F 5.37		F 6.44
GOLT.....	F 5.33		F 6.39
MASS.....	5.26 ⁴⁷		6.33
MASSEY.....	S 5.25 ¹¹		S 6.32
LAMBSON.....	F 5.15 ⁶¹²		F 6.24
BLACK.....	F 5.05 ⁰		F 6.20
KENNEDYVILLE.....	S 4.56 ^{Div.}		S 6.13
KEN.....	4.52 ^{Delmarva}		6.12
STILL POND.....	F 4.48 ^{Delmarva}		F 6.08
LYNCH.....	F 4.42 ^{Delmarva}		F 6.04
WORTON.....	F 4.36		F 6.00
CHESTERTOWN.....	S 4.20		S 5.45
Leave	P.M.	P.M.	
	DAILY EX. SUN.		SUNDAY ONLY
	*470		472

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

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

N. Y. P. & N. R. R. FERRY

CAPE CHARLES TO NORFOLK

STATIONS	469			
	DAILY			
Leave	A.M.			
CAPE CHARLES.....	\$ 6.40			
OLD PT. COMFORT.....	\$ 8.30			
NORFOLK.....	\$ 9.30			
Arrive	A.M.			
Delmarva Divn. G. O. 610. 12-9-46	469			

VIRGINIA FERRY—SOUTHWARD

Leaves CAPE CHARLES

3.00 A.M.

5.45 A.M.

7.15 A.M.

8.45 A.M.

10.15 A.M.

11.45 A.M.

1.15 P.M.

2.45 P.M.

4.15 P.M.

5.45 P.M.

7.15 P.M.

8.45 P.M.

10.15 P.M.

11.45 P.M.

Crossing time 1 hour 45 minutes.

N. Y. P. & N. R. R. FERRY

SOUTHWARD

	455				
	DAILY				
	P.M.				
	S 3.40				
	S 5.30				
	S 6.30				
	P.M.				
	455	Delmarva Divn. G. O. 610.12-9-46			

BALTIMORE-LOVE POINT FERRY—EASTWARD

Leave	DAILY	DAILY	DAILY EX. SAT	
	A.M.			
BALTIMORE.....	7.00		8.00	9.00
LOVE POINT.....	9.20		5.20	11.20
Arrive	A.M.		P.M.	P.M.

26
N. Y. P. & N. R. R. FERRY

NORFOLK TO CAPE CHARLES

STATIONS	454		
Arrive	P.M.	612, 1-19-47	
CAPE CHARLES	\$ 1.40		
OLD PT. COMFORT	\$11.40		
NORFOLK	\$10.40		
Leave	A. M.		
Delmarva Divn. G. O. 610. 12-9-46	DAILY	Delmarva Divn. G. O. 610. 12-9-46	454

VIRGINIA FERRY—NORTHWARD

Leaves LITTLE CREEK

3.30 A.M.
5.00 A.M.
6.30 A.M.
8.00 A.M.
9.30 A.M.
11.00 A.M.
12.30 P.M.
2.00 P.M.
3.30 P.M.
5.00 P.M.
6.30 P.M.
8.00 P.M.
9.30 P.M.
11.00 P.M.

Crossing time 1 hour 45 minutes.

N. Y. P. & N. R. R. FERRY

NORTHWARD

	468				
	P.M.				
	\$ 11.00				
	\$ 9.00				
	\$ 8.00				
	P.M.				
	DAILY				
	468	Delmarva Divn. G. O. 610. 12-9-46			

BALTIMORE-LOVE POINT FERRY—WESTWARD

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

EXTRA STOPS—PASSENGER TRAINS

Train No.	Stop at	For
451	Kendall Grove.....	Mail

TRAIN CONNECTIONS

Southward				
Station	Train	Connection	Frequency	For
Townsend	471	D-17	DES	Cars
	471	451	DES	Passengers
	473	461	Sunday	Passengers
Clayton	481	D-17	DES	Cars
	481	451	DES	Passengers
	483	D-17	Sunday	Cars
	483	461	Sunday	Passengers
Harrington	487	D-17	DES	Cars
	487	451	DES	Cars & Psgrs.
Seaford	493	451	DES	Cars & Psgrs.
	495	461	Sunday	Cars & Psgrs.
Delmar	499	D-17	Extra	Cars
Princess Anne	499	451	DES	Passengers
Northward				
Delmar	454	D-16	DES	Passengers
	450	498	DES	Cars & Psgrs.
	464	454	Sunday	Cars & Psgrs.
Seaford	454	492	DES	Passengers
	464	494	Sunday	Passengers
	D-16	492	DES	Cars & Psgrs.
Harrington	454	486	DES	Passengers
	D-16	486	DES	Cars & Psgrs.
Clayton	454	480	DES&S	Passengers
	454	484	Saturday	Passengers
	D-16	480	DES&S	Cars & Psgrs.
	D-16	484	Saturday	Cars & Psgrs.
	460	482	Sunday	Cars & Psgrs.
Townsend	454	470	DES	Passengers
	464	472	Sunday	Passengers
	D-16	470	DES	Cars & Psgrs.

U. S. MAIL WORK

STATIONS	Southward					Northward				
	457	453	455	463		462	454	452	450	456
Townsend			CD							
Cheswold			CD	CD		CD		CD		
Wyoming			CD							
Woodside				CD		CD		CD		
Viola			D			CD		CD		
Felton			D							
Harrington										H
Farmington		CD		CD		CD		CD		
Greenwood			CD							
Cannon		CD		CD		CD		CD		
Fruitland	D						CD			
Eden	D						CD			
New Church	D						CD			
Oak Hall	D		CD				CD*		C	
Makemie Park	D		D				CD			
Hallwood			D				CD*			
Mears	D						CD		C	
Bloxom	D		D				CD*			
Hopeton							CD			
Parksley										C†
Greenbush	D						CD			
Onley	D		D				CD			
Melfa	D		D				CD			
Painter	D		D				CD			C†
Exmore										C†
Nassawadox	D		D				CD		C*	
Wierwood	D						CD		C	
Birdsnest	D		D				CD			
Machipongo	D						CD			
Kendall Grove							CD			
Cobbs	D						CD			
Cheriton	D						CD			

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

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

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

*—Sunday only.

†—Daily except Saturday.

Note—Letters and characters as used on this page have no reference to their application as provided for in Special Instructions ★1201 or 1202.

EXPRESS AND MILK TRAINS

Between

ARMS AND DELMAR

STATIONS	SOUTHWARD		NORTHWARD	
	*D-17 DAILY	Leave A. M.	Ar.	P.M.
BROAD ST. PHILA. (PT Div)	E 4.45		S 10.15	
PENNSYLVANIA 30th ST.				
WILMINGTON	E 5.55		S 9.00	
BANK (Md. Div.)	6.04		8.35	<i>new</i>
ARMS	6.35		8.01	
MIDDLETOWN			S 7.57	
TOWNSEND	E 6.55		S 7.45	
CLAYTON	E 7.20		S 7.30	
CHESWOLD	E 7.27			
DOVER	E 7.40		S 6.54	
HOLLY	7.42		6.44	
WYOMING			S 6.41	
WOODSIDE				
VIOLA				
FELTON	E 8.06		S 6.28	
HARRINGTON	E 8.15		S 6.20	
FARMINGTON				
GREENWOOD	E 8.25		S 5.55	
BRIDGEVILLE	E 8.33		S 5.45	
CANNON				
SEAFORD	E 8.55		S 5.30	
LAUREL	E 9.05		S 5.00	
DELMAR	E 9.15		S 4.50	
Arrive	A. M.	Lv.	P.M.	
			DAILY	
			EX. SUN.	
			*D-16	

NOTE: D-17 will run as a train other than a passenger train between Arms and Delmar, unless otherwise instructed. Time shown conveys no time-table authority.

D-16 will get connecting cars from the Cambridge, D. M. & V. R. R., Oxford and Chestertown Branches, and run as a passenger train between Delmar and Arms.

Discharge all passenger travel at Wilmington for other connections.

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

The time shown conveys no time-table authority.

(2) Daily except Sunday.
(3) Daily except Tuesday, Thursday, Saturday and Sunday.

(5) Sunday only.

(e) *Emergency Only*
when needed.

Turn-around Service.

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

The time shown conveys no time-table authority.

STATIONS	D-2 (1)	D-4 (2)	D-6 (2)	D-8 (2)	D-10 (2)	D-12 (2)	D-14 (2)	D-16 (2)	D-18 (1)	D-20 (2)	D-22 (1)	D-24 (1)	D-26 (2)	D-28 (1)	D-30 (2)	D-32 (2)	D-34 (2)	D-36 (2)	D-38 (2)	D-40 (1)	D-42 (1)	D-44 (2)	D-46 (2)	D-48 (2)	
	A.M.	A.M.	P.M.	P.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.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Cape Charles.....	Leave 2.45	4.30			5.15																				
Crisfield.....																									
Salisbury.....																									
Delmar.....	Arrive 7.00	12.30	7.25																						
Delmar.....	Leave 8.30		1.45																						
Seaford.....																									
Seaford.....	Arrive																								
Cambridge.....																									
Bridgeville.....																									
Bridgeville.....	Leave																								
Franklin City.....																									
Rehoboth.....																									
Georgetown.....																									
Harrington.....																									
Harrington.....	Arrive																								
Dover.....																									
Dover.....	Leave																								
Oxford.....																									
Easton.....																									
Love Point.....																									
Clayton.....																									
Clayton.....	Arrive																								
Clayton.....	Leave		7.45																						
Centreville.....																									
Massey.....																									
Arms.....																									
Porter.....																									
Bank.....																									
Edgemoor.....																									
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	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 and Sunday.

(4) Daily except Sunday, Monday, Wednesday and Friday.
(5) Monday only.

(6) Daily except Tuesday, Thursday, Saturday and Sunday.

*Turnaround Service.

SPECIAL INSTRUCTIONS

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

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

STANDARD TIME

★ 1101. Eastern Standard Time applies on this Division.

★ 1102. Referring to Rule 2, drivers of track cars must use reliable watches.

LETTERS AND CHARACTERS

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

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

1202.

- O**—Stops on signal to discharge passengers from Wilmington and beyond, and to receive passengers for Cape Charles and beyond.
- P**—Regular stop, Sunday only, for newspapers.
- R**—Stop on signal Friday only, to receive passengers.
- T**—Stop on signal to receive passengers for Wilmington and beyond.
- U**—Stop on signal to discharge passengers from Wilmington and beyond.
- V**—Stop on signal to discharge pay passengers from Norfolk and Old Point Comfort.
- W**—Stop on signal for perishable parcel post.
- Y**—Regular stop, to receive passengers for New York and beyond only.
- Z**—Regular stop, to change crews only.

COLOR SIGNALS

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

★ 1302. A yellow flag or light placed to the right of track indicates the approach to a portion of track covered by a slow order and is located a sufficient distance ahead of the obstruction to permit the speed of train to be reduced from maximum authorized speed to the speed required.

The end of the restricted territory will be indicated by a green flag or light.

HAND, FLAG AND LAMP SIGNALS

★ 1401. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

ENGINE WHISTLE SIGNALS

1501. Rule 14(dc). — — — — o o will apply at Townsend, Clayton, Harrington, Seaford and King's Creek on branches.

Rule 14(ec). — — — — o o will apply at Townsend, Clayton, Harrington, Seaford and King's Creek on branches.

1502. Rule 14(r) will apply:

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

COMMUNICATING SIGNALS

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

USE OF SIGNALS

Fusees And Torpedoes

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

1802. On account of fire hazard lighted fusees must not be displayed on bridges that do not have cinder or stone between the ties, or trestles unless necessary to prevent an accident.

1803. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

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

Switch Stands Not Equipped With Lighted Switch Lamps

1804. Switch stands at the following locations either not equipped with switch lamps or equipped with switch lamps not lighted:

Location	Main, Secondary track or siding	Switch
Centreville Branch	Main Track	All Switches
Chestertown Branch	Main Track	All Switches
Oxford Branch	Main Track	All Switches
D. M. & V. R. R.	Main Track	All Switches
Cambridge Branch	Main Track	All Switches
Crisfield Branch	Main Track	All Switches
Ellendale-Milton	Secondary Track	All Switches
Georgetown-Rehoboth	Secondary Track	All Switches
Capes-Kiptopeke	Secondary Track	All Switches
Love Point-Denton	Secondary Track	All Switches
McDaniel-Easton Jct.	Secondary Track	All Switches
Preston-Vienna	Secondary Track	All Switches
Salisbury-Mardela Springs	Secondary Track	All Switches
Salisbury-West Ocean City	Secondary Track	All Switches

1805. Effective from time to time semaphore signals at various locations on the Delmarva Division will be changed to position light signals in the same location without additional notice.

SUPERIORITY OF TRAINS

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

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

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

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

NOTE—X indicates in service.

2002. Standard Clocks At Other Points:

All Block and Interlocking Stations.

★ 2003. At points where there is no designated employe on duty to witness signatures, as required by Rule 75b, conductor or engineman must witness the signatures of all members of his crew.

GENERAL ORDER ZONES

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

Zone A—Between Division Post (Maryland Division) and the north end of Delmar Yard, including Centreville, Chestertown, Oxford, Cambridge and D. M. & V. R. R. Branches, and Ellendale-Milton, and Georgetown-Rehoboth Secondary Tracks.

Zone B—Between north end of Delmar Yard and Mile Post 8 south of Salisbury.

Zone C—Between Mile Post 8 south of Salisbury and Cape Charles, including Crisfield Branch and Capes-Kiptopeke Secondary Track.

Zone D—Norfolk Yard to Camden Heights; and between North Junction and St. Julian Avenue Freight Station.

Zone E—Love Point-Denton, McDaniel-Easton Junction, Preston-Vienna, Salisbury-Mardela Springs, and Salisbury-West Ocean City Secondary Tracks.

Qualification of Conductor or Engineman

2102. 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 enginemen extending their qualifications by making trips (not in service) must be re-examined after the expiration of one year.

TRACK ASSIGNMENTS

2201.

Single Track

Track	Between	And
Main Line	North end Seaford Interlocking	South end Seaford Interlocking
	North end Cassatt Interlocking	South end Cassatt Interlocking
	Capes	Cape Charles
Crisfield Branch	Kings Creek	Crisfield
Cambridge Branch	Seaford	1168 feet north of Cambridge Passenger Station
D. M. & V. R. R.	Harrington	Franklin City
Oxford Branch	Clayton	Oxford
Chestertown Branch	Massey	Chestertown
Centreville Branch	Townsend	Centreville

2202.

Two or More Tracks

Current of traffic is as follows:

Main Line	No. 1 Track	No. 2 Track
Division Post (Md. Div.) and North end Seaford Interlocking	Northward	Southward
South end Seaford Interlocking and North end Cassatt Interlocking	Northward	Southward
South end Cassatt Interlocking and Capes	Northward	Southward

NOTE—Tracks are numbered from east to west

2204. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Capes-Kiptopeke (S)	Capes	Kiptopeke	Capes	1
Georgetown-Rehoboth (S)	Georgetown	Rehoboth	Georgetown—when open Harrington	1
Ellendale-Milton (S)	Ellendale	Milton	Harrington	1
Preston-Vienna (E)	Preston	Vienna	Seaford	1
Love Point-Denton (E)	Love Point	Denton	Easton—when open Clayton	1
McDaniel-Easton Jct. (E)	McDaniel	Easton Jct.	Easton—when open Clayton	1
Salisbury-Mardela Springs (W)	Salisbury	Mardela Springs	Delmar	1
Salisbury-West Ocean City (E)	Salisbury	West Ocean City	Berlin—when open Delmar	1

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

NOTE 1. Passenger trains must not use secondary tracks, without train orders from the Superintendent; except when using for the purpose of clearing main track.

Before admitting a passenger train, except for the purpose of clearing main track, the train dispatcher must know that the secondary track is clear and arrange to apply **Rule 316** before issuing a train order authorizing the movement.

MOVEMENT OF TRACK CARS

2301. Rules 80 to 80f, inclusive, will apply on all main tracks.

Rules 80, 80a and 80b will apply on all secondary tracks.

★ 2304. Signalmen will not admit a one-man track car to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track car without instructions from the Superintendent.

Movement of Detector Cars, Burro Cranes, etc.

★ 2305. Unless otherwise provided, Rules and Special Instructions applying to movement of track cars will apply to detector cars (device for detecting defective rails), burro cranes or cars of similar type or construction, except that detector cars will display markers in accordance with **Rules 19 and 19a**, and will not be required to conform to speed for track cars.

Detector cars will be designated as Detector car extra, burro cranes as Burro crane extra and other cars in a like manner.

When detector cars are testing rail in manual block system territory, **Rule 316** will apply to following movements.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers:

Cape Charles.

Movements on No. 1 and No. 2 tracks between Bank (Md. Div.) and Arms, in charge of Train Dispatcher, Cape Charles. Train orders will be issued over signature of Superintendent of the Delmarva Division.

★ 2402. 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.

Except: At Capes a Proceed signal displayed for southward train will indicate that all trains due which are superior have arrived or left.

★ 2403. Rule D-83: Except on portions of the railroad where **Rules 251 or 261** are in effect, information as to the departure of superior trains will be furnished verbally to train by the signalman at initial stations or junctions.

Engineman Pilot

★ 2404. Enginemen, when acting as pilots, will operate the engine of train to which assigned, unless otherwise instructed.

2405. Normal Position of Switches and Crossovers at Specified Locations

Switch Located at	Connecting	With	Normal Position is for Movements
Massey	Chestertown Branch	Centreville Branch	To Chestertown Branch
Camden Heights	P. R. R.	N. S. R. R.	On N. S. R. R.

2409. Signalmen in charge of main track hand operated switches when block station is open; Rules 33a and 104a will apply.

Location	Switches
Capes	Crossover between Nos. 1 and 2 Main Tracks. Crossover between Main Track and Receiving Yard Lead. Switch connecting Hump Yard Leads with Receiving Yard Lead. Capes-Kiptopeke Secondary Track Switch.

Hand Operated Switches Equipped With Electric Locks

2411. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman:

Location	Switch	Controlled By
Clayton	Coach Track	Clayton
Seaford	Cambridge Branch	Seaford
	Shell Track	
Machipongo	Crossover between Nos. 1 and 2 main tracks.	Machipongo (except when Machipongo is closed electric lock is not operative)

The following switches are equipped with electric lock, not controlled by signalman:

Location	Switch
Salisbury	Crossover between main tracks 600 feet south of Passenger Station.
	Facing switch in No. 1 track leading to Secondary Track.
	Facing switch in No. 1 track leading to East No. 1 side track.
	Trailing switch in No. 2 track leading to West No. 1 side track.
Kings Creek	Crossover between Nos: 1 and 2 main tracks.
	Crisfield Branch

NOTE—The switch lock on these switches must not be removed from keeper until after permission has been obtained from signalman. Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch.

Yard and Yard Instructions

2417. Yards indicated by yard limit boards located at:

Townsend (Centreville Branch)	Centreville
Massey	Chestertown
Clayton (Oxford Branch)	Oxford
Queen Anne	Georgetown
Easton	Franklin City
Harrington (D. M. & V. R. R.)	Cambridge
Seaford (Cambridge Branch)	Crisfield
	Cape Charles

2418. In the application of **Rule S-93.** Trains and engines may use the main track between Capes and End of Block board at Cape Charles upon proper fixed signal indication or permission from the signalman at Capes without train orders.

2419. 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.

Non-Interlocked Railroad Crossings At Grade

2427. 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	Notes
	Type	Indication or Position		
Hurlock	Ball and Light	Ball or light displayed.	Cambridge Branch trains stop. Secondary Track trains proceed.	1, 2 and 3
		Ball or light not displayed.	Cambridge Branch trains proceed. Secondary Track trains stop.	
Berlin	Ball and Light	Ball or light displayed.	D. M. & V. R. R. trains stop. Secondary Track trains proceed.	1, 2 and 3
		Ball or light not displayed.	D. M. & V. R. R. trains proceed. Secondary Track trains stop.	

Notes:

1. Day Signal—Red Ball.
Night Signal—Red Light.
2. Signs painted white with black letter "X" at top have been placed 30 feet from crossings to indicate clearance points.
3. Normal position of signals—ball or light not displayed. Secondary Track crews will stop clear of crossing, set signals for Secondary Track movement, and restore signals to normal position when movement has been completed.

Movement Over Drawbridges

2430. Lewes—Normal position is drawbridge open for water traffic.

Royal Oak—Normal position is drawbridge open for water traffic.

Narrows—Normal position is drawbridge open for water traffic, between one hour before sunrise and one hour after sunset. Trains desiring to pass over drawbridge during that period will notify the Agent at Queenstown. Telephone Queenstown 2711.

Normal position between one hour after sunset and one hour before sunrise is drawbridge set for rail traffic.

In the event the drawbridge is found other than in normal position, report must be made to the Superintendent and be governed by his instructions.

Denton—Normal position is drawbridge set for rail traffic.

Movement Over Drawbridges In Case of Signal Failure

MAIN LINE

2431. Seaford Drawbridge—Trains must obtain Form C (Clearance Card). Signalman must not issue Form C card until it has been ascertained that the draw is in place with rails lining up properly, wedges properly driven and smash boards vertical. Trains authorized to proceed, by authority of Form C (Clearance Card), must not exceed a speed of four miles per hour over the draw with any part of train.

Laurel Drawbridge—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 the Bridge Tender, by the Bridge Tender or Trainman stationed on the track on which the movement is to be made, after ascertaining that the drawbridge 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 drawbridge with any part of train.

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

SECONDARY TRACKS

Trains will be governed by instructions from the Superintendent at the following drawbridges: Lewes, Royal Oak, Narrows and Denton.

Movement of Southward Passenger Trains at Delmar

2440. 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.

Southward movements on No. 1 track and movements from secondary track at Capes

2441. Southward movements on No. 1 track and movements from Capes-Kiptopeke Secondary Track will be made on verbal permission instead of hand signal from signalman.

Northward Trains Clearing Main Track at Harrington

2444. Trains clearing the block at south end of northward siding at Harrington, must report clear to the signalman.

Southward Passenger Trains at Cape Charles

2445. Southward passenger trains must not pass End of Block sign to enter passenger station without receiving a signal to proceed. A yellow flag by day and a yellow light by night will be used for this signal.

To Avoid Blocking Main Highway Crossings When Taking Water

2446. At Middletown, northward freight trains of 85 or more cars must detach engine from train at Mile Post 26.

At Harrington, northward freight trains of 12 or more cars must detach engine from train just south of Home Signal located 725 feet south of Harrington Tower No. 1 track.

At Bridgeville, southward freight trains of 72 or more cars must detach engine from train north of main crossing north of Passenger Station.

At Tasley, northward freight trains of 15 or more cars must detach engine from train south of Route 13 highway crossing.

Braking Over Bridges

2448. Brakes must not be applied while passing over the following bridges, except in case of emergency:

Seaford Drawbridge.

Laurel Drawbridge.

Pocomoke Drawbridge.

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

Automatic Highway Crossing Signals

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

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

Trains moving against the current of traffic must approach these crossings at not to exceed one-half their maximum authorized speed, prepared to stop short of an obstruction, and must comply with **Rule 14(l)** and **30**.

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

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

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

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

At the following locations a device is provided to cut out the operation of the automatic highway crossing signals by trainmen:

Milford.....120 feet north of Passenger Station.
 Dagsboro.....287 feet north of Passenger Station.
 Frankford.....370 feet south of Passenger Station.
 ".....140 feet north of Passenger Station.

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

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

★ 2451. (For Automatic Highway Crossing Signals.)

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

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

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

2452. At road crossings protected by flashing lights which are also crossed by side tracks, these side tracks in some instances will be equipped so that the flashing light signals will operate when side track is occupied for short distances approaching crossing on both sides. The limits within which the flashing lights will operate will be indicated by yellow stripe painted on the rails and equipment must not be left standing between the yellow stripes.

Side tracks affected are at the following locations: Milford, Ellendale, Selbyville, Dagsboro, Frankford, Townsend, Del., and Cambridge Branch, Seaford.

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

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

2453. When freight trains or engines are standing in the vicinity of road crossings at times when other trains or engines are approaching, or are about to move over a road crossing, a trainman from the standing train or engine will protect the crossing when possible to do so. Enginemen and conductors must see that the train is stopped at least 300 feet away from the crossing whenever practicable.

2454. 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.

Protection For Public Highway Crossings At Grade

2455. 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
No. 4	State Street	Delmar	10.30 P.M. and 6.30 A.M.	
D.M.&V.R.R.	Walnut Street	Milford	5.00 P.M. and 9.00 A.M. week days. Sunday continuously.	•
D.M.&V.R.R.	Market Street	Georgetown	5.30 P.M. and 9.30 A.M. week days. Sunday continuously	
Oxford Branch	Smyrna Ave.	Clayton		1

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

2456. 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 Branch	Route 6	Millington
Chestertown Branch	High Street Queen Street Route 213	Chestertown Chestertown Kennedyville
Cambridge Branch	Washington Street Maryland Avenue Main Street	Cambridge Cambridge Hurlock
Crisfield Branch	Route 357	Marion
Ellendale to Milton	Route 5	Milton
Georgetown to Rehoboth	Route 14 Route 18 Kings Highway	Nassau Lewes Lewes
Salisbury to Mardela Springs	North Division Street West Main Street Route 13 Isabella Street Chestnut Street	Salisbury Salisbury Salisbury Salisbury Salisbury
Salisbury to West Ocean City	Truitt Street	Salisbury
Preston to Vienna	Pine Street	Hurlock
Love Point to Denton	Route 313	Denton

Gas-Electric, Gasoline and Oil-Electric Rail Motor Cars

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

Four-Wheel Cabin Cars

★ 2476. Four-wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlockings and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission of signalman.

Dragging Equipment Detector

★ 2478. After each actuation of a dragging equipment detector, the train crew must examine the entire train and advise the signalman when this has been done before proceeding.

MOVEMENT BY TRAIN ORDERS

2501. Train orders will be issued covering the meeting of First-Class trains on single track at scheduled meeting points.

2502. Train orders copied by conductors, enginemen or TC drivers must be forwarded to their immediate superior officer when fulfilled.

★ 2505. While train order signal (Rules 294, Fig. A; and 294, Fig. B) is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in Rule 221a.

★ 2506. Referring to Rule 221a, message form C.T. 1250 will be used.

2507. Train order signal (Rule 294, Fig. B) in service at following location:

Clayton Interlocking: For northward movements on No. 1 track and southward movements on No. 2 track.

MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

★ 2601. Rules 251, 253 and 254 in effect:

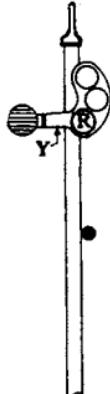
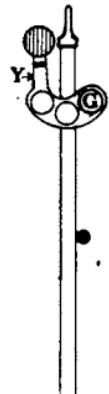
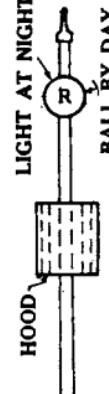
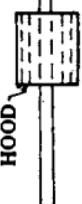
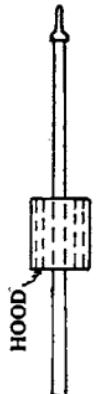
	Track	Between	And
Main Line	No. 1 and No. 2	Division Post (Md. Div.)	Capes

On two or more tracks 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.

FIXED SIGNALS

2701. Signal aspects not in conformity with the typical aspects, in service:

ASPECTS	INDICATIONS	STOP	PROCEED	APPROACH NEXT SIGNAL PREPARED TO STOP	SECONDARY TRACK TRAINS--PROCEED	D.M. & V.R.R. and CAMBRIDGE BRANCH TRAINS--STOP	SECONDARY TRACK TRAINS--STOP	D.M. & V.R.R. and CAMBRIDGE BRANCH TRAINS--PROCEED
								

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

MANUAL BLOCK SYSTEM

2801. 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	Capes
	Single	Capes	Cape Charles
Chestertown Branch	Single	Massey	Chestertown
Centreville Branch	Single	Townsend	Centreville
Oxford Branch	Single	Clayton	Oxford
D.M & V.R.R. Branch	Single	Harrington	Franklin City
Cambridge Branch	Single	Seaford	1168 feet north of Cambridge Passenger Sta.
Crisfield Branch	Single	Kings Creek	Crisfield

2802. Rule 316 will apply:

All passenger movements on Secondary Tracks.

2803. Rule 317 will apply:

- Main Line between:
 - Division Post (Md. Div.) and Seaford.
 - Cassatt and Cape Charles.
 - Centreville Branch.
 - Chestertown Branch.
 - Oxford Branch.
 - D. M. & V. R. R.
 - Cambridge Branch.
 - Crisfield Branch.

When running against current of traffic between Division Post (Md. Div.) and Capes.

AUTOMATIC BLOCK SYSTEM

2901. Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:

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

2902. At Delmar after making the necessary arrangements with the signalman, and providing for proper protection, conductors and enginemen are authorized to make crossover movements, and movements against the current of traffic within limits between signal 900 feet north of Mile Post 2, No. 1 track and signal 3150 feet south of Mile Post 95, No. 2 track. After movements authorized have been made, conductor or engineman must report completion of the movement to the signalman.

After levers controlling the signals involved are placed in normal position and levers blocked by the standard blocking device, signalman may permit crossover movements, and movements against the current of traffic, within the limits between signal, 900 feet north of Mile Post 2, No. 1 track, and signal, 3150 feet south of Mile Post 95, No. 2 track.

Rules 503 and 504 modified accordingly.

2903. The following fixed signals are operated from Delmar Block Station, and normal position will display aspect Fig. A, **Rule 292:**

No. 1 Track:

Signal, 900 feet north of Mile Post 2.
 Signal, 1200 feet south of Delmar Block Station.
 Signal, 1110 feet north of Delmar Block Station.

No. 2 Track:

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

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

SPEEDS

★ 3101.

SPEED TABLE

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

3102. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED,
PASSENGER TRAINS AND FREIGHT TRAINS

MAIN LINE	Single Track		No. 2 Track		No. 1 Track	
	Pegr.	Ft.	Pegr.	Ft.	Pegr.	Ft.
BETWEEN:						
Division Post (Md. Div.) and Capes						
Capes and Cape Charles	70	50				
Centreville Branch						
Between: Townsend and Centreville	40	30				
Chestertown Branch						
Between: Massey and Chestertown .	40	30				
Oxford Branch						
Between: (Steam Engines) Clayton and Easton	50	40				
Easton and Oxford	40	40				
(Gas-Electric Gasoline and Oil-Electric Rail Motor Cars)						
Clayton and Easton	60					
Easton and Oxford	50					
D. M. & V. R. R.						
Between: Harrington and Franklin City	40	40				
Cambridge Branch						
Between: Seaford and Coke, Southward	25	25				
Seaford and Coke, Northward	40	40				
Coke and 1168 feet North of Cambridge Passenger Station	40	40				
Crisfield Branch						
Between: King's Creek and Pine Street	30	30				
Pine Street and Crisfield	6	6				

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

WRECK TRAINS

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line		
Between:		
Division Post (Md. Div.) and Cape Charles	35	25
Chestertown Branch		
Between:		
Massey and Chestertown.....	30	20
Centreville Branch		
Between:		
Townsend and Centreville.....	30	20
Oxford Branch		
Between:		
Clayton and Oxford.....	30	20
D. M. & V. R. R.		
Between:		
Harrington and Franklin City.....	30	20
Cambridge Branch		
Between:		
Seaford and Coke southward.....	25	20
Seaford and Coke northward.....	30	20
Coke and 1168 feet north of Cambridge Passenger Station.....	30	20
1168 feet north of Cambridge Passenger Station to End of Line.....	6	6
Crisfield Branch		
Between:		
Kings Creek and Pine Street.....	30	20
Pine Street and Crisfield.....	6	6

WORK TRAINS

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line		
Between:		
Division Post (Md. Div.) and Cape Charles	35	25
Chestertown Branch		
Between:		
Massey and Chestertown.....	30	20
Centreville Branch		
Between:		
Townsend and Centreville.....	30	20
Oxford Branch		
Between:		
Clayton and Oxford.....	30	20
D. M. & V. R. R.		
Between:		
Harrington and Franklin City.....	30	20
Cambridge Branch		
Between:		
Seaford and Coke southward.....	25	20
Seaford and Coke northward.....	30	20
Coke and 1168 feet north of Cambridge Passenger Station.....	30	20
1168 feet north of Cambridge Passenger Station to End of Line.....	6	6
Crisfield Branch		
Between:		
Kings Creek and Pine Street	30	20
Pine Street and Crisfield	6	6

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

VARIOUS

MAIN LINE	Miles per Hour
Circus Trains.....	45
Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Special Instruction ★3601.	
—on straight track.....	30
—on curves.....	20
Freight trains consisting of 50 percent or more tank cars loaded with petroleum products, unless otherwise authorized.....	40
Note—When handling such trains Conductors must know that enginemen have been so advised.	
Snow Plows in service.....	25
Snow Flangers in service.....	20
Passing station platforms and trains on adjacent tracks.....	4
Note—Snow plows must be brought to a stop before meeting or being passed by a passenger train.	
NOTE—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.	
Operating against current of traffic:	
Passenger Trains.....	50
Freight Trains.....	40
Trains consisting of 50% 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 properly advised.	
Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30
Pushing Cars—Passenger Trains.....	25
—Freight Trains.....	20
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

3103. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED
TURNOUTS

ENTIRE DIVISION

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

**3104. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED,
CURVES, BRIDGES, ETC.**

MAIN LINE	Miles per Hour
Seaford Drawbridge.....	45
Laurel Drawbridge.....	45
No. 1 and No. 2 Tracks from North End of Laurel Drawbridge to Laurel Passenger Station.....	45
No. 1 Track from Mile Post 3, south of Delmar Passenger Station to Mile Post 97 north of Delmar Passenger Station.....	50
No. 2 Track from Mile Post 97, north of Delmar Passenger Station to Mile Post 2 south of Delmar Passenger Station.....	50
Corporate limit Salisbury, College Avenue to Naylor Street.....	15
Princess Anne between State Highway crossing and Academy Street.....	45
Pocomoke Drawbridge.....	45
Approaching Lecato Block Station.....	20
Approaching Keller Block Station.....	20
Approaching Exmore Block Station.....	20
Curve at overhead bridge at Cape Charles.....	20
From End of Block Cape Charles to south end of Station Tracks.....	6
From 1168 feet north of Cambridge Passenger Station to End of Line.....	6
Centreville Branch:	
Curve at station at Townsend.....	25
Curve at station, Massey.....	20
Chestertown Branch:	
Curve at station at Massey.....	25
Curve at station at Worton.....	25
College cut north of Chestertown.....	25
Curve at wye, Chestertown.....	25
Crisfield Branch:	
Over State Highway Crossings, Routes 13 and 413, north of Westover.....	6
Over State Highway Crossing, Route 413, Crisfield.....	6
Oxford Branch:	
Curve at Clayton.....	30
Bridge 24.08 south of Greensboro.....	40
Bridge 44.11 north of Easton.....	40
Peach Blossom curve north of Llandaff.....	25
Easton—All grade crossings.....	6
D. M. & V. R. R.	
Harrington—between State Highway Crossing Route 13 and Northward Home Signal.....	20
Georgetown—curve south of Passenger Station.....	25
Berlin—Secondary Track crossing.....	15
Berlin—Main Street crossing.....	6
Cambridge Branch:	
Hurlock—Secondary Track crossing.....	15
SECONDARY TRACKS	
Ellendale-Milton:	
Curve at Ellendale.....	10
Georgetown-Rehoboth:	
Lewes Drawbridge.....	6

**3104. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED,
CURVES, BRIDGES, ETC. (Continued)**

	Miles per Hour
Love Point-Denton:	
Narrows Drawbridge.....	6
Denton Drawbridge.....	6
Hillsboro, first and second road crossings west of.....	6
Bloomingdale road crossing.....	6
McDaniel-Easton Junction:	
McDaniel to Easton Jct.—All grade crossings.....	6
Royal Oak Drawbridge.....	6
Salisbury-West Ocean City:	
Berlin, first crossing west of station.....	6
Berlin, State road crossings.....	6

**3105. MAXIMUM SPEEDS—UNLESS OTHERWISE RESTRICTED
ENGINES**

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with train
A.....	15	15	15
B.....	20	20	20
C.....	20	20	20
D.....	40	50	70
E.....	25	50	70
G.....	40	50	70
H.....	35	40	50
K.....	25	50	70
L.....	25	40	50
M.....	25	50	70
N.....	20	35	35
Gas-Electric or Oil-Electric Rail Motor Cars.....	40	60	60
Gasoline Rail Motor Cars...	25	60	60

**3106. MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED
SECONDARY TRACKS AND SIDINGS**

Track	Between	And	Miles per Hour
Ellendale-Milton ..	Ellendale.....	Milton.....	15
Georgetown— Rehoboth.....	Georgetown....	Rehoboth.....	15
Capes-Kiptopeke..	Capes.....	Kiptopeke.....	15
Love Point-Denton	{Love Point..... Stevensville	Stevensville..... Denton.....	15 20
McDaniel— Easton Jct.....	McDaniel.....	Easton Jct.....	20
Preston-Vienna ...	Preston.....	Vienna.....	15
Salisbury			
Mardela Springs.	Salisbury.....	Mardela Springs...	20
Salisbury-West			
Ocean City.....	Salisbury.....	West Ocean City..	20
All sidings.....			15

★ 3107. Movements on tracks, other than main, secondary and sidings must be made at restricted speed, except:

Location	Miles per Hour
Clayton, curve to Smyrna track.....	5

ENGINE RESTRICTIONS

3108. ENGINES ARE RESTRICTED AT LOCATIONS
SHOWN BELOW:

NOTE—Letters, figures and symbol 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.

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

LOCATION	CLASS OF ENGINES												Engines with Tender Capacity of over 15,000 Gallons			
	B	C	D	E	G	H	8	9	10	I	J	K	L	M	N	
Main Line: MAIN TRACKS	X	X	X	X	X
MIDDLETOWN: Short and Walls Track.....	.....	X	...	X	X	X	X	X	X	X	X	X	X	X	X
CLAYTON: Coaling Station..... Smyrna Track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
DOVER: Coal Trestles..... Freer's Track..... Standard Oil Track..... Romeo's Track..... Coal Pocket, Lewes Track..... Delaware Light & Power Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
HARRINGTON: I. D. Short Lumber Co.....	.....	.....	.....	X	X	X	X	X	X	X	X	X	X	X	X
SEAFORD: Atlantic Refining Co..... North and South Connection to Shell Track..... South Connection to River Track..... North end of Charcoal Track	.....	5	X	X	X	5	5	X	X	X	X	X	X	X	X
DELMAR: Enginehouse Coal Trestle...	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
SALISBURY: Miller's Track..... Short Track at Freight House..... Back Track at Freight House..... Standard Oil Co..... Grier's Track..... Precision Development Co..... Mill Street Secondary Track..... Connections between Secondary Track and West No. 1.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	X	X	X	X	X	X
POCOMOKE: Exchange Tracks Nos. 1 and 2..... Exchange Track No. 3..... Exchange Track No. 4..... Dennis Track..... Storehouse Track..... Birdseye Snider.....	.....	X	.....	X	.....	X	X	X	X	X	X	X	X	X	X
EXMORE: Chandler's Track.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	X	X	X	X	X	X
MACHIPONGO: Station Track No. 3.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	X	X	X	.....	X	X
COBBS: Station Track No. 1.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	X	X	X	.....	X	X
CAPE CHARLES: Reliable Coal Trestle.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of over 15,000 Gallons	
	B	C	D	E	G	H	8	9	10	I	J	K	L	M	N
Branches:															
CHESTERTOWN BRANCH. Chestertown—Kibler's Track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
CENTREVILLE BRANCH.....	...	...	...	...	...	...	...	...	...	X	X	...	...	X	X
OXFORD BRANCH.....	...	...	...	...	...	...	...	...	...	X	X	...	...	X	X
D. M. & V. R. R......	...	...	...	...	...	...	...	...	...	X	X	...	...	X	X
CAMBRIDGE BRANCH.....	...	...	...	...	...	...	...	...	...	X	X	...	...	X	X
CRISFIELD BRANCH. Crisfield—House Track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
SECONDARY TRACKS															
GEORGETOWN-															
REHOBOTH															
Lewes—Coal Trestle.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Lewes—Beach Track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Fort Miles—Gravel Track..	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
ELLEDALE-MILTON.....	...	...	R	...	...	...	...	...	...	X	X	...	...	X	X
CAPES-KIPTOKEE.....	...	...	R	...	...	...	...	...	...	X	X	X	X	X	X
LOVE POINT-DENTON	X	...	X	X	X	X	X	X	X	X	X	X	X	X	X
PRESTON-VIENNA	X	...	X	...	...	...	...	...	...	X	X	X	X	X	X
SALISBURY-MARDELA SPRINGS.....	X	...	X	...	...	...	...	...	...	X	X	X	X	X	X
SALISBURY-WEST OCEAN CITY.....	X	...	X	...	...	...	...	...	...	X	X	X	X	X	X
EASTON JCT.-MCDANIEL	X	...	X	X	X	X	X	X	X	X	X	X	X	X	X

3115. OTHER EQUIPMENT RESTRICTIONS

MAIN LINE:

Pocomoke and Seaford Drawbridges:

K2, K4 or L1s engines doubleheading must not exceed a speed of 20 miles per hour.

A speed of 20 miles per hour must not be exceeded by trains and engines running against the current of traffic approaching and moving over these drawbridges.

Laurel Drawbridge:

A speed of 20 miles per hour must not be exceeded by trains and engines running against the current of traffic approaching and moving over this drawbridge.

SECONDARY TRACKS:

Cars heavier than 160,000 pounds gross (car and lading), and wreck derricks heavier than 100 tons must not be moved over bridges on Secondary Tracks between Love Point and Denton or between McDaniel and Easton Jct.

Steam Suburban Cars

★ 3116. The following classes of passenger cars must not be hauled between heavier steel cars or between heavier steel cars and the engine:

Coaches	Combined Passenger and Baggage	Passenger—Baggage and Mail
P-54	PB-54	MPBM-54
MP-54	MPB-54	MBM-62
MP-54c	MPB-54b MPB-54c	

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.

Cabin Cars In Passenger Trains

★ 3117. Cabin Cars, other than all-steel construction equipped with four-wheel trucks, must not be moved in passenger, mail, express or Main trains.

Cars Utilizing Compressed Inflammable Gas

★ 3118. Cars utilizing acetylene, butane, propane or other compressed inflammable gas for cooking, lighting, or other purposes, must not be accepted for movement unless the pintsch or acetylene gases have been drained from the permanent containers on cars so equipped, or unless the portable containers with other types of gases have been removed.

Cars Seventy Feet Or More In Length

★ 3119. Cars having a stenciled length of load space of seventy feet or more, or passenger-carrying cars of P70 car length or greater, must not be coupled to cabin cars of the 2-axle type nor to cabin cars having 4-wheel trucks if the latter have couplers of the riveted yoke type.

Passenger—Mail—Express—Main Trains

★ 3120. The following restrictions must be observed with reference to physical condition of foreign railroad cars received for movement over our lines:

(a) Passenger equipment cars of all-wood construction must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(b) Cars having steel underframe with wood superstructure or having steel underframe with composite superstructure and wood sheathing must not be used for transporting passengers.

(c) Baggage or kitchen cars with steel underframe and wood superstructure assigned in Main movement, may be moved in Main trains or exclusive express trains to any point on line except when required to operate through East and North River Tunnels, New York Division.

(d) Passenger refrigerator cars with steel underframe and wood or composite superstructure, without lights or heating stoves, will be accepted for movement through East and North River Tunnels, New York Division.

(e) Passenger equipment cars with trucks having wood side and end members, with or without plates bolted thereto, must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(f) Cars with cast iron wheels must not be operated in passenger trains. Mail, express or Main trains having such cars must be operated at freight train speed.

Cars offered for movement in violation of clearances or any of these physical restrictions must not be accepted for movement over our lines.

Passenger Car Buffer Plates

★ 3121. Passenger train cars having continuous buffer plates must not be coupled to freight cars having coupler release levers with a center projecting arm.

Folding Steps

★ 3122. Folding steps which operate in conjunction with vestibule trap doors on passenger cars are not within the established clearance limits, unless in fully closed position or fully open position. Vestibule traps of cars equipped with folding steps must not be opened or closed while cars are in motion.

Dead Or Disabled Engines

★ 3123. Dead engines of a design having two or three pairs of drivers and not trucks, may be moved only at speeds not exceeding 20 miles per hour. Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding 25 miles per hour.

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

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

(List classes of engines as required) Class of Engines	Miles per Hour
C1	
HH1	
I1s	
I1sa	
J1	
J1a	
N1s	
N2sa	
All others.....	15

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

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

When necessary to tow a diesel engine designed for road service, the reverser drum must be locked in neutral position. All isolation switches must be placed in "start" position. If necessary to keep power units idling, the fuel pumps and control switches must be in closed position.

Roller Bearing Equipment

★ 3124. Engines and cars equipped with roller bearing journals must not be operated through water, except in emergency when authorized by the Superintendent and then, only as specified below:

(a) Steam and electric engines and cars, other than MU cars and rail motor cars, may be run through water when its depth does not exceed 7 inches (measured from top of rail) at a speed not exceeding 2 miles per hour.

(b) MU cars, rail motor cars and diesel engines may be run through water when its depth does not exceed 2 inches (measured from top of rail), at a speed not exceeding 2 miles per hour.

Unauthorized Persons Riding on Rear of Passenger Trains

3125. Unauthorized persons are prohibited from riding on the rear platform of passenger trains.

USE OF TELEPHONES

★ 3501. Employes using telephones in connection with train movements must satisfy themselves that they are in communication with the proper persons and must not consider conversation finished until the persons taking part are assured that they have heard all of the conversation and that it is understood.

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

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

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

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

3502. Trains held at a point where there is no block station will keep a member of the crew at the telephone in order to be in continuous communication with the block station until the situation has cleared up.

GENERAL INSTRUCTIONS

Machinery Of Rotary Or Swinging Type

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

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

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

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

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

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

Heavy Machinery Over Tracks At Grade Crossing

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

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

Overhead and Side Clearances

★ 3610. Employes are warned of close overhead and side clearance at the following locations and must not go on top of or the side of box cars, engines or other equipment while movements are being made under or along side of these bridges or structures:

Bridges	Locations	Description	Over-head, Side or Both
	Port Norfolk.....	Stationary derrick, No. 4 side track..... Warehouse and platform No. 4 side track.....	Side
	St. Julian Ave. Freight Station.....	Perishable building, No. 11 side track.....	Side
	Norfolk Yard.....	Platform Nos. 1, 2, 3, 5 and 6 tracks..... House structure of all barges.....	Side Both
	Cape Charles.....	Bridge racking No. 2 and No. 3 Transfer bridges..... Warehouse and grader on the perishable loading side track..... House structure of all barges.....	Side Side Both
	Bayview.....	Bridge racking No. 1 and No. 2 Transfer bridges..... Scrap dock on No. 1. shop track..... Back shop tracks Nos. 1, 2, 3, 4, 5 and 6 enginehouse doors..... Enginehouse tracks 1, 2, 3, 4, 5 and 6 doors..... Enginehouse track No. 7 building..... Storehouse track-platform..... Entrance passenger station No. 1 track..... C & D platform..... Building on container side track..... Eastern Shore Virginia Produce Exchange side track.....	Side Side Side Side Side Side Side Both Side Side Side
	Cheriton.....	Grader No. 2 side track.....	Side
	Cobbs.....	G. L. Webster Co. side track.....	Side
	Simpkins.....	Grader, No. 2 side track.....	Side
	Eastville.....	Grader No. 2, side track.....	Side
	Kendall Grove.....	Warehouse on Holland side track.....	Side
	Fitzhughs Side Track.....	Grader, Eastern Shore of Virginia Produce Exchange track.....	Side
	Wierwood.....	Grader, No. 2 side track.....	Side
	Nassawadox.....	Building, Eastern Shore Canning Co..... Grader, No. 1 side track..... Grader, platform No. 3 side track..... Northampton Canning Co. building, No. 1 side track..... Grader, No. 3 side track..... Grader, platforms No. 1 and No. 2 side tracks..... Warehouse, No. 3 side track.....	Side Side Side Side Side Side Side Side
	Exmore.....	Eastern Shore Public Service Co. side track..... Fertilizer building and grader, No. 3 side track..... Warehouse and oil unloading pipe..... Growers Feed & Fertilizer Co. track..... Grader and platforms on M. J. Due tracks.....	Side Side Side Side Side
	Belle Haven.....	H. C. Watson Oil Co. warehouse..... Graders on east and west side track..... Grader, No. 1 side track.....	Side Side Side
	Painter.....	Between Nos. 2 and 3 side tracks on curve.....	Side
	Keller.....	Gate, on Hickmans side track.....	Side
	Melfa.....	Grader, No. 1 sidetrack.....	Side
	Tasley.....	Grader, No. 1 side track..... Grader, No. 3 side track..... Grader shed and freight house platform, No. 1 side track..... Auto Platform, No. 3 side track..... Between Nos. 2 and 3 side tracks on curve.....	Side Side Side Side Side

Bridges	Locations	Description	Over-head, Side or Both
	Greenbush.....	Between Nos. 2 and 3 side tracks.....	Side
	Parksley.....	Coal Bin, Hopkins side track.....	Side
	Bloxom.....	Between Nos. 1 and 2 side tracks.....	Side
	Hallwood.....	Graders, No. 4 side track.....	Side
		Somers & Johnson unloading platform.....	Side
		Auto platform, No. 2 side track.....	Side
		Taylors side track warehouse.....	Side
	Oak Hall.....	Between Nos. 1 and 2 side tracks on curve.....	Side
		Auto platform, No. 2 side track.....	Side
		Grader, No. 1 side track.....	Side
		Grader, platform Farmers Exchange track.....	Side
	Lecato.....	Warehouse, No. 2 sidetrack.....	Side
	New Church.....	Platforms and buildings No. 1 and No. 2 side tracks.....	Side
	Pocomoke.....	Canning House Exchange No. 2.....	Side
		Platform and building, Dryden & Bull, Exchange No. 2 track.....	Side
		Platform, Birds Eye-Snider, Inc.....	Side
		Draybridge motor house.....	Side
		Coal bin and shed, No. 1 side track.....	Side
		Fence Dulaney's track.....	Side
		Building, Dulaney's new track.....	Side
		Freight platform on Lay track.....	Side
		Bounds and Taylor platform and building.....	Side
		McCloskey-Grand plant side track, South Salisbury.....	Side
		Ice plant chute, west and east icing No. 2.....	OH
		Building, Holland track.....	Side
		C. & D. platform.....	Side
		Drawbridge, girders.....	Side
		Freighthouse roof and platform.....	Side
		Platform, Parsons track.....	Side
		Dupont track platform and shed roof.....	Side
		H. P. Cannon side track.....	Side
		Freight Station platform.....	Side
		Building, O. A. Newton and Son Co. track.....	Side
		Simpson Supply Co. side track.....	Side
		I. D. Short side track.....	Side
		Swift Packing Co., platform.....	Side
		Wyoming Ice and Cold Storage Co. side track.....	Side
		Platform, Libby, McNeill and Libby.....	Side
		Eastern Shore Public Service side track.....	Side
		Lewes Warehouse side track.....	Side
		Dover freight station platform.....	Side
		Mid-Atlantic Concrete Corp. side track.....	Side
		Passenger station shelter, No. 1 track.....	Side
		R. Y. Wallens side track, buildings.....	Side
		Sinclair Co., oil unloading pipes.....	Side
		Sand shed on ash pit.....	Side
		Icing bridge and storage platform, Nos. 2 and 3.....	Both
		Icing platform, Nos. 2 and 3 icing track.....	Both
		Icing bridge over new diversion track.....	Both
		Unloading platform.....	Side
		W. W. Price Co., Inc., side track.....	Side
		King-Burrous Corp. unloading platform.....	Side
		Wilson Cabinet Co., building and platform.....	Side
		Middletown overhead bridge.....	OH
		Station shelter.....	Side
		Southern States building.....	Side
		E. H. Shallock side track.....	Side
		J. N. Kirk elevator platform.....	Side
30.51	Pocomoke.....		
	Princess Anne.....		
	Fruitland.....		
	Salisbury.....		
84.35	Delmar.....		
	Seaford.....		
	Bridgeville.....		
	Harrington.....		
	Feiton.....		
	Wyoming.....		
	Dover.....		
	Clayton.....		
	Smyrna.....		
26.08	South of Middleton.....		

Bridges	Locations	Description	Over-head, Side or both
	Crisfield.....	Express platform..... Pier platform..... Potomac side track..... Roof of passenger station..... Phillips Packing Co.: Buildings, B-5, B-3 and B-1 on No. B-3 track..... Buildings, B-5, B-3 on No. 1 side track..... Buildings, B-6, B-4 on No. 2 side track.....	Side Side Side Side Side Side Side
	Cambridge.....	Roof and platform of freight station..... Building, Libby, McNeill and Libby track..... Lynne & Jacobs side track..... Building Consolidated Products..... Snow Hill Canning Co. building..... Exchange side track..... Worcester Fertilizer Co. building, river tracks.....	Side Side Side Side Side Side Side
	Houston.....	Cordrey Coal Co., bin and building..... Old freight house building..... Breyer Ice Cream Co., coal bin..... L. A. Covell Co., unloading plat- form.....	Side Side Side Side
	Milford.....	T. Olin Ford building.....	Side
	Selbyville.....	T. Noble Jarrel building.....	Side
	Snow Hill.....	Hobbs & Harman Co. building.....	Side
	Berlin.....	Pet Milk Co. side track.....	Side
	Kenton.....	Half through girder.....	Side
	Marydel.....	Breyer Ice Cream Co. building.....	Side
	Henderson.....	Salisbury Brothers building.....	Side
	Goldsboro.....	Charles Jarrel loading chute.....	Side
	Greensboro.....	Phillips Packing Co. loading platform.....	Side
24.88	South of Greensboro.....	Abbotts Dairy building.....	Side
	Ridgely.....	E. S. Adkins building.....	Side
	Queen Anne.....	Douglas warehouse platform.....	Side
	Cordova.....	Eley Lumber Co. platform.....	Side
	Easton.....	Terminal warehouse platform.....	Side
		Wholesale Grocery Co. building.....	Side
		Stock pen.....	Side
		R. B. Dixon & Co., Inc. fence.....	Side
		Wrightson Canning Co. platforms and buildings.....	Side
	Massey.....	Harbisons Dairies platform.....	Side
	Kennedyville.....	Metcalf Brothers building.....	Side
	Lynch.....	Metcalf Brothers building.....	Side
	Worton.....	Milk station.....	Side
	Chestertown.....	W. K. Hackett & Son building.....	Side
	Millington.....	H. S. Jewell platform.....	Side
13.55	South of Millington.....	Supplee Wills Jones Co. building.....	Side
	Sudlersville.....	Stock pen.....	Side
		Metcalfe Brothers building.....	Side
		C. W. Kiblers building and fence.....	Side
		Supplee Wills Jones Co. building.....	Side
		Breyers Ice Cream Co. coal bin.....	Side
		Paul Comegys coal bin.....	Side
		J. P. Ahern Co. coal bin.....	Side
		Overhead bridge.....	Side
		Harbisons Dairies platform and building.....	Side
		W. D. Roe & Son platform and building.....	Side
		Grain elevator, Roe's side track.....	Side
		Frank A. Brower grain elevator.....	Side
		Pit-house on coal track.....	Side
		Freight platform.....	Side

Bridges	Locations	Description	Over-head, Side or both
	SECONDARY TRACKS		
	Ellendale-Milton		
	Milton.....	Public delivery side track, platform.....	Side
	Georgetown-Rehoboth		
	Lewes.....	Consolidated Fisheries, side track, building.....	Side
		Building on Government track just south of gravel bin.....	Side
	Love Point-Denton		
	Queenstown.....	S. & W. Friel platform	Side
		Friel Lumber Co. platform	Side
	Hillsboro	Co-Operative Corp. platform and buildings.....	Side
		Phillips Packing Co. platform and building	Side
	Denton	Nuttle Lumber Co. building.....	Side
		Farmers Supply Co. coal bin.....	Side
		Clayton Ice Co. coal bin.....	Side
	McDaniel-Easton Junction		
	Easton	Enginehouse coal bin.....	Side
0.50	Easton	Side girders.....	Side
6.51	Royal Oak	Drawbridge.....	Both
	Salisbury-Mardela Springs		
	Salisbury	Berlin Milling Co. building	Side
	Mill Street.....	Farmers & Planters platform and building.....	Both
		T. L. Ruark & Co. warehouse.....	Side
		Martin and Swartz Co. platform.....	Side
		Nock Coal Co. building.....	Side
		R. J. Rhodes Distributing Co. building	Side
		W. E. Sheppard Co. building.....	Side
		Building, Southern States Cooperative Packing shed.....	Side
		Webb Packing Co. platforms and roofs	Side
	West Main Street	Phillips Bros. No. 1 gate post.....	Side
		Phillips Bros. Nos. 2, 3 and 4 con- veyors and platforms.....	Side
	Lake Street	Tri-State Feed Co. building.....	Side
		Rock-a-walkin packing shed.....	Side

Movement During Periods Of Unusual Weather Conditions

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

Signalmen-Operators at all open block stations will advise Train Dispatcher at 6.00 A.M., 12.00 Noon, 6.00 P.M. and 12.00 Midnight, of the weather conditions in their territory, and in the event of an unusual storm occurring between the hours when the regular report is required, the unusual condition will be immediately reported and frequently thereafter until the cause for any emergency ceases.

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

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

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

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

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

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

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

Spectacles With Colored Glass

★ **3615.** The use of spectacles with colored glass by employes whose duties require them to distinguish the position of color of signals is prohibited.

Uniforms

3616. Designated uniformed employes must wear the standard uniform November 1st to April 30th, both inclusive.

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

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

Clearance Points on Side Tracks

3618. Clearance points on tracks not equipped with derails will be designated by a stripe of yellow paint 10 to 12 inches long on both sides of both rails in side track. Engines or cars must not be permitted to stand beyond clearance points when main track switches are set normal.

Observation Of Trains For Defects

3620. Referring to **Rule 77**, a train must be stopped when it is observed with any of the following defects or other indications of conditions endangering the train:

- Hot Journal
- Sliding Wheels
- Broken Wheels
- Defective Truck
- Dragging Brake Connection
- Lading Shifted Over Side Or End Of Car
- Swinging Car Door

Lost and Found Articles

3621. Articles found on passenger trains or on Company's property:

Lost articles found on trains terminating at Delmar to be delivered to Ticket Agent, Delmar. Those found on trains terminating at Cape Charles to be delivered to Ticket Agent, at Cape Charles.

Lost articles found on Branch line trains to be forwarded to Ticket Agent, at Cape Charles, properly tagged, with letter indicating where found and by whom.

Crews operating trains terminating at Wilmington or Philadelphia will deliver such articles to the Lost and Found department at these points.

Engines Equipped With Drop Couplers

3623. Steam and electric engines equipped with drop couplers when operating in road service must have front coupler in "drop" position.

Couplers will be dropped by enginehouse employes before engines leave storage tracks.

When conditions require couplers to be raised or lowered after engines leave enginehouse territory, engine crew will raise or lower couplers unless Car Inspectors are immediately available; except that where trainmen couple or uncouple steam and electric engines and as the result of such coupling or uncoupling it is necessary to raise or lower couplers, it will be performed by trainmen.

It will be the engineman's responsibility to know that couplers are in proper position when engine is in his charge.

PERSONAL INJURIES

★ **3701.** Emergency calls for surgeons will have preference over other business, except train orders and power emergency calls.

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

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

3702. Medical Examiners and Company Surgeons

Location	Name and Address	Tel. number
Wilmington	M. A. BARBOUHR, Medical Examiner, Penna. Station.....	3-4141
	ALBERT J. STRIKOL, 621 Delaware Av.	3-2323
	H. L. SPRINGER, 1013 Washington St.	6032
Middletown.....	DORSEY W. LEWIS.....	32
Dover.....	Jos. S. McDANIEL.....	5838
Harrington.....	Wm. T. CHIPMAN.....	374
Wyoming.....	I. J. MAC COLLUM.....	Bedford 4631
Seaford.....	BRUCE BARNES..... {Office Residence	2921 637
Cambridge.....	JOHN MACE, JR.....	392
Delmar.....	L. V. SOHLER.....	281
Chestertown.....	F. B. HINES.....	25
Easton.....	W.M. N. PALMER, {Office S. Washington St..... {Residence	606 131
Lewes.....	JAMES BEEBE.....	5431
	R. C. BEEBE.....	3571
Norfolk.....	ROBERT L. PAYNE.....	22649
	SOUTHGATE LEIGH, JR.....	24665
Cape Charles.....	J. MORTIMER LYNCH.....	10F2
	J. GATES GOODE.....	68F23
Cheriton.....	J. GATES GOODE.....	68F23
Princess Anne.....	HENRY M. LANKFORD.....	24
Salisbury.....	RANDOLPH M. NOCK, {Office 114 William St..... {Residence	1224 836
Denton.....	E. PAUL KNOTTS, 406 Market St.....	64

3703. Locations of Hospitals

Location	Name and Address	Tel. number
Wilmington.....	Delaware Hospital.....	5211
	Memorial Hospital.....	6321
Milford.....	Emergency Hospital.....	300
Lewes.....	Beebe Hospital.....	2211
Cambridge.....	Cambridge Hospital.....	111
Easton.....	Emergency Hospital.....	204
Dover.....	Kent County General Hospital.....	500
Salisbury.....	Peninsula General Hospital.....	121
Norfolk.....	Norfolk General Hospital.....	25791
	De Paul Hospital.....	51621
Nassawadox....	Northampton-Accomac Memorial Hospital.....	2021
Crisfield.....	Edw. W. McCready Memorial Hospital..	75

First Aid Boxes and Stretchers**3704. First Aid Boxes, location of:**

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

At each passenger and freight station.

At yard offices and other suitable places in larger yards, car inspectors' offices, power plants, substations, block and interlocking stations, tool houses, pump houses, 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.

3705. Injuries to persons or employes must be reported immediately to the Superintendent by wire and full report made to head of department within twenty-four hours.

Home Division

Name W. Bellevue Occupation.

QUALIFIED FOR SERVICE

DIVISION	ZONE	PART OF ZONE QUALIFIED FOR
<u>Bellevue</u>	<u>A</u>	Entire <u>A</u>
	<u>B</u>	<u>Delmar Yard</u>
	<u>C</u>	West Yard to Bellevue -
<u>Maryland</u>	<u>D</u>	<u>Delaware Branch & New Castle Branch</u> <u>St. Marys Park</u>
	<u>E</u>	
	<u>F</u>	
	<u>G</u>	
	<u>H</u>	
	<u>I</u>	
	<u>J</u>	
	<u>K</u>	
	<u>L</u>	
	<u>M</u>	
	<u>N</u>	
	<u>O</u>	
	<u>P</u>	
	<u>Q</u>	
	<u>R</u>	
	<u>S</u>	
	<u>T</u>	
	<u>U</u>	
	<u>V</u>	
	<u>W</u>	
	<u>X</u>	
	<u>Y</u>	
	<u>Z</u>	

**THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION**

Cape Charles, Va., September 21, 1946.

GENERAL ORDER No. 601

Effective 2.01 A. M., Sunday, September 29, 1946

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. 527**, all of which must be removed from bulletin boards.

Each employee must examine Time-Table No. 6 to see that his copy is complete with all schedule pages properly lined up and note changes in schedules and Special Instructions. Employees must turn in Time-Table No. 5 to bulletin board attendant, after Time-Table No. 6 takes effect.

Applies in Zone A

(b) **OXFORD BRANCH
HARTLY-MARYDEL**

Facing hand-operated switch for southward movement in main track 912 feet south of Mile Post 44, leading to Slaughter's track, out of service.

(c) **D. M. & V. R. R.
HOUSTON**

Facing hand-operated switch for southward movement in main track 1961 feet north of Houston passenger station, leading to station track, moved northward 200 feet, capacity increased 4 cars, in service.

(d) **CAMBRIDGE BRANCH
CAMBRIDGE**

Track extending between a point 1168 feet north of Cambridge passenger station and End of Line formerly known as main track now designated No. 1 station track, capacity 53 cars.

(e) Facing hand-operated switch for southward movement in main track, 1763 feet north of Cambridge passenger station, east side, leading to Dorchester Fertilizer Co. and W. H. Leonard & Son track, capacity 10 cars, in service.

Applies in Zone B

(f) **MAIN LINE
SALISBURY-FRUITLAND**

Trailing hand-operated switch in No. 2 track, with pipe connected derail, 600 feet north of Mile Post 8, leading to W. F. Allen & Co. track, moved southward 310 feet, capacity increased 7 cars, in service.

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

**R. W. GRIGG,
Superintendent.**

**THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION**

Cape Charles, Va., October 1, 1946.

GENERAL ORDER NO. 602

Effective 12.01 A. M., Wednesday, October 9, 1946

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Changing time of No. 451 at Broad Street, Philadelphia (PT Div.) to 7.30 A.M. instead of 7.35 A.M., and at Pennsylvania, 30th Street to 7.35 A.M. instead of 7.40 A.M.

Changing time of No. 456 at Pennsylvania, 30th Street to 6.00 A.M. instead of 5.55 A.M., and at Broad Street, Philadelphia (PT Div.) to 6.05 A.M. instead of 6.00 A.M.

Employes must correct pages 11 and 17 in ink.

Applies in Zone A

**(b) CAMBRIDGE BRANCH
CAMBRIDGE**

Facing hand-operated switch for southward movement in main track, 6271 feet north of Cambridge passenger station, west side, leading to Freezing Plant, Phillips Packing Co. track, capacity 31 cars, in service.

**(c) ELLENDALE-MILTON,
GEORGETOWN-REHOBOTH,
SECONDARY TRACKS**

Engine restrictions for class K and L engines, withdrawn.
Special Instruction 3108 changed.

Employes must correct page 53 in ink.

Applies in Zone C

(d) U. S. MAIL WORK

**MAIN LINE
PAINTER**

Symbol ‡ added:

‡No. 457 reduce speed to 30 miles per hour to permit delivery of newspapers, Sundays only.

Employes must correct page 29 in ink.

**(e) MAIN LINE
CAPE CHARLES**

Facing hand-operated switch for southward movement in main track, with pipe connected derail, 3716 feet north of Cape Charles passenger station, west side, leading to Eastern Shore Public Service Co. of Virginia track, capacity 1 car, in service.

**R. W. GRIGG,
Superintendent.**

**THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION**

Cape Charles, Va., October 19, 1946.

**GENERAL ORDER NO. 603
Effective 12.01 A. M., Sunday, October 27, 1946**

Applies in All Zones

(a) TIME-TABLE AUTHORITY

F stop for No. 453 at Farmington, Page 11, changed to S stop.

F stop for No. 499, page 18, and No. 498, page 19, at Hopewell, withdrawn.

Employees must correct pages 11, 18 and 19 in ink.

Applies in Zone A

**(b) OXFORD BRANCH
GREENSBORO**

During the hours Greensboro Block Station is open Pet Block Limit Station out of service. All lights in Block Limit Station Signal extinguished.

Special Instruction 2413 added.

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

During the hours Georgetown Block Station is open Court Block Limit Station out of service. All lights in Block Limit Station Signal extinguished.

Special Instruction 2413 added.

R. W. GRIGG,
Superintendent.

**THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION**

Cape Charles, Va., November 1, 1946.

**GENERAL ORDER NO. 604
Effective 12.01 A. M., Sunday, November 10, 1946**

Applies in Zone A

**(a) MAIN LINE
LAUREL**

Maximum speed on No. 1 and No. 2 tracks from North End of Laurel Drawbridge to Laurel Passenger Station 15 miles per hour, withdrawn.

Special Instruction 3104 changed.

Employees must correct page 50, in ink.

R. W. GRIGG,
Superintendent.

**THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION**

Cape Charles, Va., November 11, 1946.

GENERAL ORDER NO. 605

Effective 12.01 A. M., Sunday, November 17, 1946

Applies in All Zones

(a) TIME-TABLE AUTHORITY

No. 460 and No. 482 changed to run November 28, 1946, instead of November 22, 1946.

Employes must correct pages 17 and 22 in ink.

Applies in Zone A

**(b) D. M. & V. R. R.
HOUSTON**

Derail pipe connected with hand-operated switch at north end of Station track, in service.

Applies in Zone C

**(c) MAIN LINE
POCOMOKE**

Trailing hand-operated switch in No. 2 track, 1223 feet north of Pocomoke passenger station, west side, leading to Exchange No. 2 track, moved southward 96 feet, in service.

**R. W. GRIGG,
Superintendent.**

THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION

Cape Charles, Va., November 22, 1946.

GENERAL ORDER No. 606

Effective 11:59 P.M., Sunday, November 24, 1946

Applies in All Zones

(a) TIME-TABLE AUTHORITY

The following trains will not run until further notice:
No. 452, No. 458, No. 464, No. 451 between Bank and Delmar
and No. 463 between Salisbury and Cape Charles.
No. 454 changed to run as follows until further notice:

Leave	Cape Charles	.....	S 1.20 P.M.
	Capes	.....	1.24 P.M.
	Eastville	.....	S 1.37 P.M.
	Machipongo	.....	1.42 P.M.
	Exmore	.....	S 1.58 P.M.
	Keller	.....	S 2.09 P.M.
	Tasley	.....	S 2.23 P.M.
	Parksley	.....	S 2.33 P.M.
	Lecato	.....	S 2.49 P.M.
	Pocomoke	.....	S 3.02 P.M.
	Cassatt	.....	3.03 P.M.
	Princess Anne	.....	S 3.21 P.M.
	Salisbury	.....	S 3.42 P.M.
	Delmar	.....	{ S 3.52 P.M.
			3.59 P.M.
	Seaford	.....	S 4.19 P.M.
	Greenwood	.....	4.32 P.M.
	Harrington	.....	S 4.42 P.M.
	Holly	.....	4.56 P.M.
	Dover	.....	S 4.59 P.M.
	Clayton	.....	S 5.10 P.M.
	Townsend	.....	S 5.20 P.M.
	Middletown	.....	S 5.31 P.M.
	Arms	.....	5.35 P.M.
	Bank (Md. Div.)	....	6.03 P.M.
Arrive	Wilmington	.....	S 6.15 P.M.

(b) EXPRESS AND MILK TRAINS

Time and Letters of D-16 changed and will run as passenger train daily except Sunday representing the following schedule until further notice:

Leave	Delmar	.....	S 4.40 P.M.
	Laurel	.....	S 4.50 P.M.
	Seaford	.....	S 5.15 P.M.
	Bridgeville	.....	S 5.28 P.M.
	Greenwood	.....	S 5.35 P.M.
	Harrington	.....	S 6.00 P.M.
	Felton	.....	S 6.08 P.M.
	Wyoming	.....	S 6.21 P.M.
	Holly	.....	6.24 P.M.
	Dover	.....	S 6.34 P.M.
	Clayton	.....	S 7.10 P.M.
	Townsend	.....	S 7.25 P.M.
	Middletown	.....	S 7.37 P.M.
	Arms	.....	7.40 P.M.
	New Castle	.....	S 8.00 P.M.
	Bank (Md. Div.)	....	8.10 P.M.
Arrive	Wilmington	.....	S 8.35 P.M.

Applies in Zone C

(c) N. Y. P. & N. R. R. ferry service between Cape Charles, Old Point Comfort and Norfolk changed as follows:

459, 463, 458 and extra service between Cape Charles and Old Point Comfort will not run until further notice.

454 changed to run as follows until further notice:

Leave Norfolk

..... S 10.00 A.M.

Old Pt. Comfort

..... S 11.00 A.M.

Arrive Cape Charles

..... S 1.00 P.M.

Sticker coupons will not be issued for the above changes, nor will it be necessary for employes to make corrections in Time-Table No. 6.

R. W. GRIGG,
Superintendent.

THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION

Cape Charles, Va., December 2, 1946.

GENERAL ORDER No. 607

Effective 12.01 P.M., Saturday, December 7, 1946

Applies in All Zones

(a) 3102. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED,
PASSENGER TRAINS AND FREIGHT TRAINS

VARIOUS	
MAIN LINE AND BRANCHES	Miles per Hour
Test weight cars	30
Empty Compartment test weight cars of the non-truck 4 wheel type	25
NOTE—Test weight cars must be handled at rear of train just ahead of cabin car. —Non-truck 4 wheel cars must not be placed between pusher engine and other cars in yard or road movement	

Special Instruction 3102 changed.

Applies in Zone A

(b) OXFORD BRANCH
EASTON JUNCTION
Cross Block Limit Station moved southward 1170 feet.

R. W. GRIGG,
Superintendent.

THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION

Cape Charles, Va., December 9, 1946.

GENERAL ORDER NO. 610

Effective 12.01 A. M., Saturday, December 14, 1946.

Applies in All Zones

(a) General Order No. 606, effective 11.59 P. M., Sunday, November 24, 1946, annulled.

(b) **TIME-TABLE AUTHORITY:**

No. 458 between Cape Charles and Bank and No. 463 between Salisbury and Cape Charles, withdrawn.

Schedule of No. 452, No. 454, No. 470, No. 480, No. 484, No. 486, No. 492, No. 498 and No. 499, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted over corresponding pages in time-table.

Nos. 452, 454, 463, 470, 485, 486, 492, 498 and 499 over corresponding schedules, pages 12, 13, 14, 15, 18, 19, 21, 22, and 23.

Blank coupon over No. 458, page 16.

Half page 22 attached to sticker form of this General Order must be detached and pasted over corresponding location, page 22.

(c) **EXPRESS AND MILK TRAINS:**

Time of D-16 changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding column of D-16, page 30, in time-table.

Applies in Zone C

(d) **N.Y.P.&N.R.R. ferry service between Cape Charles, Old Point Comfort and Norfolk.**

458 between Norfolk, Old Point Comfort and Cape Charles and 459 and 463 between Cape Charles, Old Point Comfort and Norfolk, withdrawn.

Extra service between Cape Charles and Old Point Comfort and extra service between Old Point Comfort and Cape Charles, withdrawn.

454 between Norfolk, Old Point Comfort and Cape Charles, changed.

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

Cape Charles to Norfolk and Southward over corresponding location, pages 24 and 25; Norfolk to Cape Charles and Northward over corresponding locations, pages 26 and 27.

R. W. GRIGG,
Superintendent.

THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION

Cape Charles, Va., December 21, 1946.

GENERAL ORDER NO. 611

Effective 12.01 A. M., Saturday, December 28, 1946

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Changing time of No. 498 at Crisfield to 4.30 P. M. instead of 4.30 A. M.

Employes must correct page 19, in ink.

Applies in Zone A

**(b) OXFORD BRANCH
EASTON**

Flashing Light Highway Crossing Signals arranged to operate automatically at New highway crossing Route 213, 8800 feet north of Easton passenger station, in service.

Applies in Zone C

(c) ENGINE RESTRICTIONS

**MAIN LINE
POCOMOKE**

Dennis Track and Storehouse Track, restrictions for class G, K and L engines, withdrawn.

Special Instruction 3108 changed.

Employes must correct page 52, in ink.

(d) U. S. MAIL WORK

**MAIN LINE
NEW CHURCH**

Symbol ♦ added:

♦No. 457 reduce speed to 30 miles per hour to permit delivery of mail, Daily except Sunday.

Employes must correct page 29, in ink.

R. W. GRIGG,
Superintendent.

THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION

Cape Charles, Va., January 10, 1947.

GENERAL ORDER No. 612

Effective 2:01 A.M., Sunday, January 19, 1947.

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 452 and No. 453, withdrawn.

Schedule of No. 451, No. 454, No. 470, No. 471, No. 481, No. 486, No. 487, No. 492 and No. 493, changed.

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

Blank coupon over No. 453, page 11.

Blank coupon over No. 452, page 15.

Nos. 451, 454, 470, 471, 481, 486, 487, 492 and 493 over corresponding schedules, pages 11, 15, 18, 19, 20, 21, 22 and 23.

EXPRESS AND MILK TRAINS

Time and Letters of D-16 changed and will run as passenger train daily except Sunday, representing schedule shown on page 30, in time-table.

Page 30 attached to sticker form of this General Order must be detached and pasted over corresponding page in time-table.

N.Y.P.& N.R.R. FERRY SERVICE

Time of 454 between Norfolk, Old Point Comfort and Cape Charles, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding column of 454, page 26, in time-table.

Applies in Zone A

(b) U. S. MAIL WORK

CD mail work for No. 453 changed to No. 451.

CD mail work for No. 452 changed to No. 454.

CD mail work for No. 451 at Farmington, withdrawn.

Employees must correct page 29, in ink.

Applies in Zones A, B and C

(c) TRAIN CONNECTIONS

No. 487 with No. 453 at Harrington, No. 493 with No. 453 at Seaford, No. 451 with No. 453 at Delmar and No. 499 with No. 455 at Princess Anne, withdrawn.

No. 499 with No. 451 at Princess Anne, added.

No. 454 with No. 498, No. 452 with No. 498, No. 452 with No. 454 at Delmar, withdrawn.

No. 454 with D-16 and No. 450 with No. 498 at Delmar, added.

No. 452 with No. 492 at Seaford, withdrawn.

No. 454 with No. 492 at Seaford, added.

No. 452 with No. 486 at Harrington, withdrawn.

No. 454 with No. 486 at Harrington, added.

No. 452 with No. 480 and No. 452 with No. 484 at Clayton, withdrawn.

No. 454 with No. 480 and No. 454 with No. 484 at Clayton, added.

No. 452 with No. 470 at Townsend, withdrawn.

No. 454 with No. 470 at Townsend, added.

Page 28 attached to sticker form of this General Order must be detached and pasted over corresponding page in time-table.

R. W. GRIGG,
Superintendent.

THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION

Cape Charles, Va., February 17, 1947.

GENERAL ORDER No. 613

Effective 2:01 A.M., Sunday, March 2, 1947

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedules of No. 456 and No. 457, withdrawn.
Schedules of No. 454, No. 468 and No. 469, changed.

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

No. 469 over No. 457, page 10,
Blank coupon over No. 469, page 10.
No. 454 over No. 454, page 15.
No. 468 over No. 468, page 17.
Blank coupon over No. 456, page 17.

S stop for No. 455 at Eastville, page 12, withdrawn.
Employes must correct page 12, in ink.

N.Y.P. & N.R.R. FERRY SERVICE

Time of 469 between Cape Charles, Old Point Comfort and Norfolk, and of 468 between Norfolk, Old Point Comfort and Cape Charles, changed.

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

469 over 469, page 24.
468 over 468, page 27.

Applies in Zone A

(b) MAIN LINE
SEAFORD-LAUREL

Trailing hand-operated switch in No. 1 track, 1024 feet south of Mile Post 88, leading to Broad Creek public delivery track, out of service.

Applies in Zone C

(c) MAIN LINE
KELLER BLOCK STATION

Open continuously except:

Closed daily 8:00 P.M. to 12:00 Noon.
Closed 12:00 noon to 8:00 P.M., Sunday.
Employes must correct page 4, in ink.

Applies in Zones A, B and C

(d) U.S. MAIL WORK

Mail work for No. 456 changed to No. 468 and for No. 457 to No. 469.

Employes must correct page 29, in ink.

R. W. GRIGG,
Superintendent.

THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION

Cape Charles, Va., March 22, 1947.

GENERAL ORDER No. 614
Effective 10.59 P.M., Saturday, March 29, 1947

Applies in Zone A

(a) **MAIN LINE**
GREENWOOD BLOCK STATION

Open continuously, except:

Closed daily except Sunday,
4.31 P.M. to 7.01 A.M.
10.46 A.M. to 12.16 P.M.

Closed Sunday.

Employes must correct page 4, in ink.

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

Siding	Employe in Charge
Greenwood North	During hours Greenwood Block Station is closed.....Signalman at Seaford
Greenwood South	During hours Greenwood Block Station is closed.....Signalman at Harrington

Employes must correct page 4, in ink.

(c) **CAMBRIDGE BRANCH**
FEDERALSBURG

Flashing Light Highway Crossing Signals arranged to operate automatically at Highway Crossing, Route 313, 1600 feet north of Federalsburg passenger station, in service.

Highway Crossing Bell at Highway Crossing, Route 313, 1600 feet north of Federalsburg passenger station, out of service.

Applies in Zone C

(d) **MAIN LINE**
MACHIPONGO BLOCK STATION

Open continuously, except:

Closed daily 8.00 P.M. to 12.00 Noon.
Closed 12.00 Noon to 8.00 P.M., Sunday.
Employes must correct page 4, in ink.

Applies in Zones A and C

(e) **MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED, CURVES, BRIDGES, ETC.**

During the hours, Greenwood, Keller and Machipongo Block Stations are closed, trains operating under **Rule 289** in the extended blocks must not exceed a speed of 20 miles per hour.

Special Instruction 3104, changed.

R. W. GRIGG,
Superintendent.

Bidner Coal Co.

Derrick:

steep shovels

Rail layer:

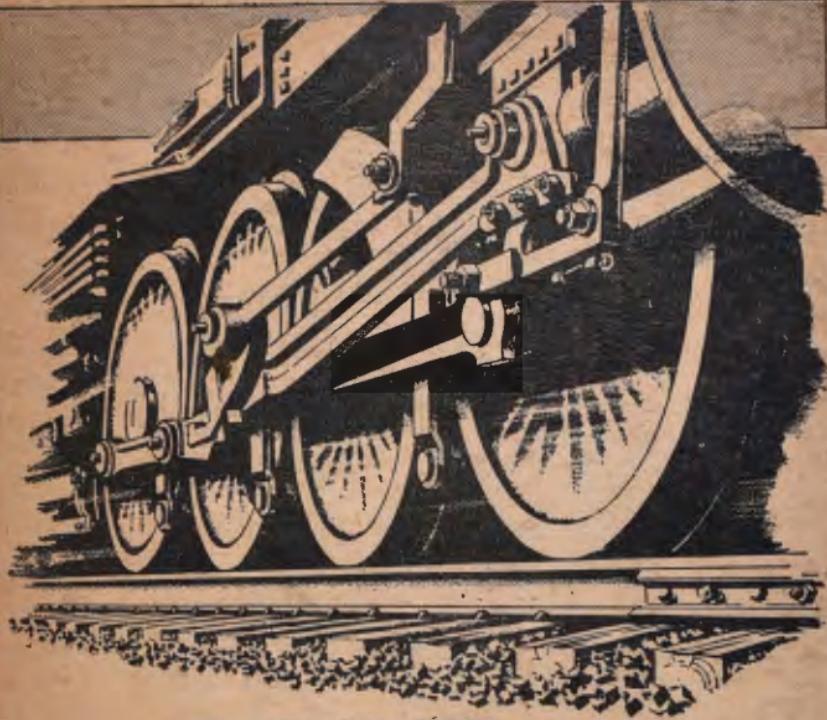
pg. 37

Journal

names

~~Journal~~ Cut back

Generator



THE **DRIVE** THAT GIVES AMERICA ITS **GO**

The successful working of American industry depends upon the giant driving rods of American railroads.

That was true in war—it is true in peace—because railroads are the nation's great common carriers. They handle every sort of freight, everywhere in the country, every day in the year . . . and at the lowest average charge for comparable service. Rail transportation opens nation-wide markets to every industry. And they are driving rods of prosperity for still another reason—the effect of the purchases of railroads upon the industries of the nation.

For railroads buy all sorts of things—100,000 different items—which range from food and fuel for daily use to long-range investment in heavy machinery and construction.

Look back and you will see that when this country has been prosperous, the business of its heavy industries has been brisk . . . and that never in peace-time has there been brisk business in the heavy industries without active buying by the American railroads.

And it will be true in the future that the ability of railroads to buy, as well as their ability to haul, the products of American industry will continue to be a major factor in the nation's well-being and prosperity.

Association of
AMERICAN RAILROADS

DELMARVA DIVISION—TIME TABLE NO. 6.