

THE PENNSYLVANIA RAILROAD

EASTERN REGION

SOUTHERN DIVISION

*Remember coach will not operate
the movement of Pass. or Frt.
service*

DELMARVA DIVISION

Time-Table No. 10

In effect 2.01 A. M., Sunday, September 26, 1948

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

H. L. NANCARROW,
General Manager.

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

J. A. SCHWAB,
General Superintendent.

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

T. M. GOODFELLOW,
Superintendent.

513 Market
weather prophet house

Original timetable from the collection of Rob Schoenberg

scanned by Rob Schoenberg -- r08sch@gmail.com

<http://PRR.Railfan.net>

2025

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INDEX

PAGES

List of Stations, Passenger, Block, Block-Limit, Interlocking, Distances, Siding Capacities, etc.	5 to 11
Schedule Pages:	
Main Line	
Bank to Cape Charles, Southward.....	12 to 13
Cape Charles to Bank, Northward.....	14 to 15
Centreville-Chestertown Branches	
Townsend to Chestertown, Southward.....	21
Chestertown to Townsend, Northward.....	21
Oxford Branch	
Clayton to Oxford, Southward.....	20
Oxford to Clayton, Northward.....	20
D. M. & V. R. R.	
Harrington to Franklin City, Southward.....	18
Franklin City to Harrington, Northward.....	19
Cambridge Branch	
Seaford to Cambridge, Southward.....	16
Cambridge to Seaford, Northward.....	17
Crisfield Branch	
Kings Creek to Crisfield, Southward.....	16
Crisfield to Kings Creek, Northward.....	17
N. Y. P. & N. R. R. Ferry	
Cape Charles to Norfolk, Southward.....	22
Norfolk to Cape Charles, Northward.....	23
Virginia Ferry	
Cape Charles to Little Creek, Southward.....	22
Little Creek to Cape Charles, Northward.....	23
Ticket Offices Open for Sale of Tickets.....	24 to 25
Extra Stops—Passenger Trains.....	26
Train Connections.....	26
U. S. Mail Work.....	27
Express and Milk Trains.....	28
Arranged Freight Train Service.....	29 to 30

SPECIAL INSTRUCTIONS

	PAGES
Automatic Block System.....	44
Automatic Highway Crossing Signals.....	39 to 42
Cars and Wreck Derricks of Excessive Weight moving over Bridges on Secondary Tracks.....	52
Engine Restrictions.....	51 to 52
Engines Equipped With Drop Couplers.....	59
Engine Whistle Signals.....	31 to 32
FIRST-AID BOXES AND STRETCHERS	61
Fixed Signals.....	43
Fusees and Torpedoes.....	32
General Instructions.....	53 to 59
General Orders, Bulletin Boards, Employes' Registers, Standard Clocks.....	33
General Order Page.....	63
General Order Zones.....	33
Hand, Flag and Lamp Signals.....	31
Hand Operated Switches Equipped With Electric Locks.....	36
Hours of Service.....	57
HOSPITALS, Locations of	61
Letters and Characters.....	31
Lost and Found Articles.....	59
Manual Block System.....	44
Maximum Speeds, Unless Otherwise Specified.....	45 to 50
Cars Carrying Major Calibre gun barrels.....	48
Passenger Trains and Freight Trains.....	45
Wreck Trains.....	46
Work Trains.....	46
Various.....	47
Operating Against Current of Traffic.....	47
Turnouts.....	48
Curves, Bridges, etc.....	49 to 50
Maximum Speeds, Unless Otherwise Restricted	
Engines.....	50
Maximum Speeds, Unless Otherwise Specified	
Secondary Tracks and Sidings.....	50

SPECIAL INSTRUCTIONS (Continued)

	PAGES
<u>MEDICAL EXAMINERS AND COMPANY SUR-</u>	
<u>GEONS</u>	60
Movement During Periods of Unusual Weather Con- ditions.....	58 to 59
Movement of Track Cars.....	35
Movement of Trains.....	35 to 39
Movement of Trains in the Same Direction by Block Signals.....	43
Non-interlocked Railroad Crossings at Grade.....	37
Normal Position of Switches and Crossovers at Specified Locations.....	36
Other Equipment Restrictions.....	52
Overhead Clearances.....	53
Protection for Public Highway Crossings at Grade.....	42
Qualification of Conductor or Engineman.....	34
Qualification for Service.....	62
Rule S-83.....	35
Rule D-83.....	36
Rule D-93.....	37
Side Clearances.....	53 to 58
Signalmen in Charge of Main Track Hand Operated Switches, etc.....	36
Speeds.....	45 to 50
Speed Table.....	45
Standard Time.....	31
Superiority of Trains.....	32
Switch Stands not Equipped with Lighted Switch Lamps	32
Track Assignments—Main Tracks.....	34
Secondary Tracks of no Assigned Direction.....	35
Uniforms.....	59
Use of Signals.....	32
Yard and Yard Instructions.....	37

MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Wilmington	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
				PHILADELPHIA (P. T. Div.)				
X	X	X		WILMINGTON	2.1			
				BANK	4.0			
				FARNHURST	6.3			
		X		NEW CASTLE	6.5			
				TASKER	6.8			
				RAYON	11.7			
				BEAR	14.4			
				PORTER	16.4			
				KIRKWOOD	17.9			
				CANAL DRAWBRIDGE	20.6			
				MT. PLEASANT (Md. Div.)				
X	X	X		DIVISION POST (Md. Div.)	21.0			
				ARMS	22.7	109	109	
		X		MIDDLETOWN	24.8			
X	X	X		TOWNSEND	29.0			
				CLAYTON	36.8			
				CHESWOLD	42.4			
				DOVER	47.6			
X	X	X		HOLLY	48.9	86	80	
				WYOMING	50.7			
				WOODSIDE	54.1			
				VIOLA	56.1			
				FELTON	58.3			
X	X	X		HARRINGTON	64.4	72	133	
				FARMINGTON	68.1			
		X		GREENWOOD	72.4	100	109	
				BRIDGEVILLE	77.0			
				CANNON	79.9			
X	X	X		SEAFORD	84.2			
				LAUREL DRAWBRIDGE	90.6			
				LAUREL	90.4			
		X		DELMAR	97.3			
				PATTON	99.1			
				SALISBURY	103.2			
				FRUITLAND	107.0			
				EDEN	110.2			
				PRINCESS ANNE	116.3			
				KINGS CREEK	118.9	77		
				COSTEN	124.6			
X	X	X		SOUTH COSTEN	124.7			
				CASSATT	127.9			
				POCOMOKE	128.2			
				BEAVER DAM	132.1			
				NEW CHURCH	134.6			
				LECATO	137.6			
				OAK HALL	138.7			
				MAKEMIE PARK	140.0			
				HALLWOOD	142.3			
				MEARS	144.0			
				BLOXOM	146.1			
				HOPETON	147.8			
		X		PARKSLEY	149.7			
				GREENBUSH	152.9			
				TASLEY	155.3			
				ONLEY	157.0			
				MELFA	160.0			
				KELLER	162.5			
				PAINTER	165.0			
				BELLE HAVEN	167.9			
		X		EXMORE	169.3			
				NASSAWADOX	173.6			
				WIERWOOD	174.9			
				BIRDSNEST	176.4			
				MACHIPONGO	179.2			
				KENDALL GROVE	181.8			
				EASTVILLE	183.3			
				COBBS	186.2			
				CHERITON	187.7			
				BAYVIEW	188.5			
		X		CAPE	189.7			
				CAPE CHARLES	192.3			

NOTE—X indicates in service.

Block stations open continuously, except:

Townsend	Closed	Daily except Sunday 6.15 P.M. to 6.45 A.M. 11.59 A.M. to 3.31 P.M. Sunday
Greenwood	Closed	Daily except Sunday 4.31 P.M. to 7.01 A.M. 10.46 A.M. to 12.48 P.M. Sunday 7.01 12.31
Exmore	Closed	11.59 P.M. to 7.59 A.M.

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	Signalman at Greenwood During the hours Greenwood Block Station is closed.....Signalman at Seaford
Greenwood South	Signalman at Greenwood During the hours Greenwood Block Station is closedSignalman at Harrington
Kings Creek North	Signalman at Cassatt.

CRISFIELD BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Kings Creek	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
			X	KINGS CREEK.....				
				LONDON.....	0.5			
				WESTOVER.....	2.9			
				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

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

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Harrington	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
X	X	X		HARRINGTON.....				
			X	HOUSTON.....	4.3			
			X	MILFORD.....	8.3			
				LINCOLN CITY.....	11.3			
				ELLEDALE.....	15.7			
			X	DALE.....	15.8			
				REDDEN.....	20.2			
		X		GEORGETOWN.....	23.9			
			X	COURT.....	23.9			
				STOCKLEY.....	28.4			
				MILLSBORO.....	32.9			
			X	MILL.....	32.9			
			X	DAGS.....	36.5			
				DAGSBORO.....	36.6			
				FRANKFORD.....	38.8			
			X	SELBY.....	42.9			
				SELBYVILLE.....	43.0			
				BISHOP.....	45.0			
				SHOWELL.....	47.0			
				FRIENDSHIP.....	48.9			
		X		BERLIN.....	52.0			
				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, 4.00 P.M. to 8.00 A.M. Sunday.
Berlin	Closed	Daily except Sunday, 3.30 P.M. to 7.30 A.M. Sunday.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Houston	Harrington
Milford	Harrington
Dale	Georgetown— 8.00 A.M. to 4.00 P.M. Harrington — 4.00 P.M. to 8.00 A.M. 8.00 A.M. to 4.00 P.M. Sunday
Court	Harrington — 4.00 P.M. to 8.00 A.M. 8.00 A.M. to 4.00 P.M. Sunday Note—During the hours Georgetown block station is open Court block-limit station out of service. All lights in block-limit station signal extinguished during hours block-limit station is out of service.
Mill	Georgetown— 8.00 A.M. to 4.00 P.M. Harrington — 4.00 P.M. to 8.00 A.M. 8.00 A.M. to 4.00 P.M. Sunday
Dags	Georgetown— 8.00 A.M. to 4.00 P.M. Harrington — 4.00 P.M. to 8.00 A.M. 8.00 A.M. to 4.00 P.M. Sunday

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Selby	Berlin — 7.30 A.M. to 3.30 P.M. Georgetown — 3.30 P.M. to 4.00 P.M. Harrington — 4.00 P.M. to 7.30 A.M. 7.30 A.M. to 4.00 P.M. Sunday
Iron	Berlin — 7.30 A.M. to 3.30 P.M. Georgetown — 3.30 P.M. to 4.00 P.M. Harrington — 4.00 P.M. to 7.30 A.M. — 7.30 A.M. to 4.00 P.M. Sunday
Snow	Berlin — 7.30 A.M. to 3.30 P.M. Georgetown — 3.30 P.M. to 4.00 P.M. Harrington — 4.00 P.M. to 7.30 A.M. 7.30 A.M. to 4.00 P.M. Sunday
Frank	Berlin — 7.30 A.M. to 3.30 P.M. Georgetown — 3.30 P.M. to 4.00 P.M. Harrington — 4.00 P.M. to 7.30 A.M. 7.30 A.M. to 4.00 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			
				QUEEN ANNE.....	32.4			
			X	ANNE.....	32.4			
				CORDOVA.....	36.1			
				CHAPEL.....	39.1			
		X		EASTON.....	44.2			
				EASTON JUNCTION.....	44.8			
			X	CROSS.....	45.3			
				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. Sunday.
Easton	Closed	Daily except Sunday, 6.15 P.M. to 9.45 A.M. 1.16 P.M. to 1.46 P.M. 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. — 6.15 A.M. to 7.15 A.M. Clayton — 7.15 P.M. to 6.15 A.M. 6.15 A.M. to 7.15 P.M. Sunday Note—During the hours Greensboro block station is open Pet block-limit station out of service. All lights in block-limit station signal extinguished during hours block-limit station is out of service.
Anne	Easton — 6.15 A.M. to 7.15 P.M. Clayton — 7.15 P.M. to 6.15 A.M. 6.15 A.M. to 7.15 P.M. Sunday
Cross	Easton — 7.15 A.M. to 6.15 P.M. Clayton — 6.15 P.M. to 7.15 A.M. 6.15 A.M. to 6.15 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			
				SUDLERSVILLE	17.9			
			X	SUDS	18.0			
				BARCLAY	20.8			
				ROBERTS	24.3			
				PRICE	26.8			
				HAYDEN	28.5			
				CARVILLE	31.2			
				CENTREVILLE	34.9			

NOTE—X indicates in service.

Direction from Townsend to Centreville is southward

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Mass	Townsend— 6.45 A.M. to 11.59 A.M. 3.31 P.M. to 6.15 P.M. Arms — 6.15 P.M. to 6.45 A.M. 11.59 A.M. to 3.31 P.M. 6.45 A.M. to 6.15 P.M. Sunday
Ken	Townsend— 6.45 A.M. to 11.59 A.M. 3.31 P.M. to 6.15 P.M. Arms — 6.15 P.M. to 6.45 A.M. 11.59 A.M. to 3.31 P.M. 6.45 A.M. to 6.15 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			
				KENNEDYVILLE.....	9.1			
			X	KEN.....	9.1			
				STILL POND.....	11.5			
				LYNCH.....	13.0			
				WORTON.....	15.2			
				CHESTERTOWN.....	20.2			

NOTE—X indicates in service.

Direction from Massey to Chestertown is southward

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Mass	Townsend— 6.45 A.M. to 11.59 A.M.
	3.31 P.M. to 6.15 P.M.
	Arms 6.15 P.M. to 6.45 A.M.
	11.59 A.M. to 3.31 P.M.
	6.45 A.M. to 6.15 P.M. Sunday
Suds	Townsend— 6.45 A.M. to 11.59 A.M.
	3.31 P.M. to 6.15 P.M.
	Arms — 6.15 P.M. to 6.45 A.M.
	11.59 A.M. to 3.31 P.M.
	6.45 A.M. to 6.15 P.M. Sunday

BANK TO CAPE CHARLES

STATIONS	FIRST CLASS			
	469	451		461
	DAILY	DAILY EX. SUN.		SUNDAY ONLY
Leave	P.M.	A.M.		A.M.
BROAD ST. PHILA. (PTD Div)		\$ 5.55		\$ 7.35
PENNSYLVANIA 30th ST.	\$ 11.10	\$ 6.02		\$ 7.40
WILMINGTON	\$ 11.56	\$ 7.10		\$ 8.15
BANK	12.02	7.16		8.20
NEW CASTLE		\$ 7.23		\$ 8.25
TASKER	12.09	7.24		8.26
BEAR		\$ 7.31		
PORTER				
KIRKWOOD		\$ 7.38		
MT. PLEASANT (Md. Div)		\$ 7.46		
ARMS	12.30	7.51		8.51
MIDDLETOWN	\$ 12.34	\$ 7.55		F 8.54
TOWNSEND		\$ 8.05		\$ 9.04
CLAYTON	\$ 12.53	\$ 8.20		\$ 9.19
CHESWOLD		\$ 8.28		F 9.25
DOVER	\$ 1.10	\$ 8.39		\$ 9.34
HOLLY	1.12	8.41		9.35
WYOMING		\$ 8.44		F 9.38
WOODSIDE		\$ 8.51		
VIOLA		\$ 8.55		F 9.45
FELTON		\$ 8.59		F 9.49
HARRINGTON	\$ 1.36	\$ 9.17		\$ 9.58
FARMINGTON		\$ 9.22		
GREENWOOD	1.45	\$ 9.30		F 10.07
BRIDGEVILLE	\$ 1.54	\$ 9.38		F 10.13
CANNON		F 9.43		
SEAFORD	\$ 2.11	\$ 10.15		\$ 10.25
LAUREL	\$ 2.21	\$ 10.25		\$ 10.34
DELMAR	\$ 2.31	\$ 10.38		\$ 10.45
	2.38	10.45		
SALISBURY	\$ 3.02	\$ 11.01		
FRUITLAND		\$ 11.08		
EDEN		\$ 11.14		
PRINCESS ANNE	\$ 3.26	\$ 11.24		
KINGS CREEK	3.29	11.28		
COSTEN		F 11.35		
CASSATT	3.40	11.39		
POCOMOKE	\$ 3.48	\$ 11.45		
BEAVER DAM		F 11.50		
NEW CHURCH	P 3.56	\$ 11.55		
LECATO	\$ 4.06	\$ 12.08		
OAK HALL		\$ 12.12		
MAKEMIE PARK		\$ 12.17		
HALLWOOD	\$ 4.16	\$ 12.21		
MEARS		\$ 12.25		
BLOXOM	0 4.22	\$ 12.30		
HOPETON		\$ 12.33		
PARKSLEY	\$ 4.29	\$ 12.41		
GREENBUSH		\$ 12.47		
TASLEY	\$ 4.43	\$ 12.57		
ONLEY		\$ 1.02		
MELFA		\$ 1.07		
KELLER	\$ 4.56	\$ 1.12		
PAINTER		\$ 1.18		
BELLE HAVEN		F 1.23		
EXMORE	\$ 5.08	\$ 1.30		
NASSAWADOX		\$ 1.38		
WIERWOOD		\$ 1.42		
BIRDSNEST		\$ 1.47		
MACHIPONGO	5.19	\$ 1.53		
EASTVILLE	\$ 5.27	\$ 2.02		
COBBS		\$ 2.08		
CHERITON		\$ 2.12		
CAPE	5.37	2.17		
CAPE CHARLES	\$ 5.56	\$ 2.25		
Arrive	A.M.	P.M.		A.M.
	469	451		461

*499	455	**470	463		*459
DAILY EX. SUN.	DAILY	DAILY EX. SUN.	DAILY EX. SUN.		SUNDAY ONLY
A. M.	A. M.	P. M.	P. M.		P. M.
	\$ 9.50		\$ 3.47		
	\$ 9.57		\$ 3.52		\$ 9.55
	\$ 10.50		\$ 4.27		\$ 10.30
	10.58		4.33		10.35
	11.03		\$ 4.38		10.42
			4.39		
	11.25		\$ 5.01		11.04
\$ 11.28			\$ 5.04		\$ 11.13
11.33		F 5.00	5.12		
\$ 11.47		\$ 5.40	\$ 6.22		11.27
\$ 12.03			\$ 5.38		
12.05			5.40		11.44
			\$ 5.44		
			\$ 5.53		
\$ 12.26			\$ 6.02		12.01
12.35			6.10		12.09
\$ 12.42			\$ 6.18		
\$ 12.53			\$ 6.30		\$ 12.26
\$ 1.03			\$ 6.40		
\$ 1.13			\$ 6.50		\$ 12.42
1.20					12.49
\$ 1.33			\$ 7.00		\$ 1.00
\$ 11.53	\$ 1.50				
11.59	1.53				
\$ 2.04					1.27
\$ 2.07					
\$ 2.18					U 1.37
		Delmarva Div. G. O. 1015			
\$ 2.32					1.49
\$ 2.43					\$ 2.00
U 2.45					
\$ 2.53					2.08
\$ 3.03					2.15
3.13					2.26
U 3.20					
3.28					2.40
\$ 3.35					\$ 2.45
A. M.	P. M.	P. M.	P. M.		A. M.
499	455	470	463		459

CAPE CHARLES TO BANK

STATIONS	FIRST CLASS			
	462	471	454	498
Arrive	A.M.	A. M.	P. M.	P.M.
BROAD ST. PHILA. (PT Div)	\$ 10.17		\$ 7.15	
PENNSYLVANIA 30th ST.	\$ 10.12		\$ 7.07	
WILMINGTON	\$ 9.35		\$ 6.37	
BANK	9.25		6.25	
NEW CASTLE	\$ 9.20			
TASKER	9.18		6.18	
BEAR	F 9.11			
PORTER				
KIRKWOOD	F 9.02			
MT. PLEASANT (Md. Div)	F 8.57			
ARMS	8.54		5.59	
MIDDLETOWN	\$ 8.50		T 5.54	
TOWNSEND	\$ 8.42	F 11.30	5.41	
CLAYTON	\$ 8.33	\$ 11.20	\$ 5.31	
CHESWOLD	FW 8.24			
DOVER	\$ 8.18		\$ 5.18	
HOLLY	8.13		5.12	
WYOMING	\$ 8.11			
WOODSIDE	F 8.06			
VIOLA	F 8.02			
FELTON	\$ 7.58			
HARRINGTON	\$ 7.50		\$ 4.56	
FARMINGTON				
GREENWOOD	\$ 7.39		4.45	
BRIDGEVILLE	\$ 7.32		TV 4.40	
CANNON				
SEAFORD	\$ 7.22		\$ 4.29	
LAUREL	\$ 7.12		\$ 4.16	
DELMAR	\$ 7.04		\$ 4.08	
			\$ 3.59	\$ 6.50
SALISBURY	\$ 6.55		\$ 3.49	\$ 6.35
FRUITLAND				
EDEN				
PRINCESS ANNE			\$ 3.29	\$ 6.10
KINGS CREEK				6.00
COSTEN				
CASSATT			3.14	
POCOMOKE			\$ 3.13	
BEAVER DAM				
NEW CHURCH				
LECATO			\$ 3.00	
OAK HALL				
MAKEMIE PARK				
HALLWOOD		Delmarva Div. G. O. 1015	Delmarva Div. G. O. 1015	
MEARS				
BLOXOM				
HOPETON				
PARKSLEY			\$ 2.46	
GREENBUSH			\$ 2.36	
TASLEY				
ONLEY				
MELFA				
KELLER			\$ 2.24	
PAINTER				
BELLE HAVEN				
EXMORE			\$ 2.13	
NASSAWADOX				
WIERWOOD				
BIRDSNEST				
MACHIPONGO			2.00	
EASTVILLE			\$ 1.55	
COBBS				
CHERITON				
CAPE			1.44	
CAPE CHARLES			\$ 1.40	
Leave	A.M.	A. M.	P. M.	P.M.
	DAILY EX. SUN. 462	DAILY EX. SUN. *471	DAILY 454	DAILY EX. SUN. *498

FIRST CLASS

	450		460	468	
	P.M.		P.M.	A.M.	
	\$ 11.37		\$ 9.20		
	\$ 11.32		\$ 9.11	\$ 5.25	
	\$ 10.55		\$ 8.40	\$ 4.48	
	10.27		8.33	4.35	
	10.20		\$ 8.27	4.29	
			8.26		
	10.01		8.08	4.07	
	\$ 9.52		\$ 8.03	F 4.02	
			\$ 7.55		
	\$ 9.32		\$ 7.46	F 3.40	
	F 9.21				
	\$ 9.12		\$ 7.24	F 3.24	
	9.06		7.19	3.21	
			F 7.16		
			\$ 7.07		
	\$ 8.46		\$ 7.00	F 2.59	
	8.34		\$ 6.50	2.47	
	\$ 8.27		\$ 6.43		
	\$ 8.14		\$ 6.34	\$ 2.30	
	\$ 7.57		\$ 6.24	F 2.18	
	7.45		\$ 6.15	2.05	
	\$ 7.37			\$ 1.58	
	\$ 7.11			\$ 1.45	
	\$ 6.41			\$ 1.22	
	6.30				
	F 6.26				
	6.22			1.04	
	\$ 6.21			\$ 1.03	
	F 6.12				
	\$ 6.07				
	\$ 6.01			F 12.47	
	\$ 5.49				
	\$ 5.45				
	\$ 5.40				
	F 5.32				
	\$ 5.29				
	\$ 5.25				
	\$ 5.21			F 12.30	
	F 5.13				
	\$ 5.08			\$ 12.20	
	\$ 5.00				
	\$ 4.55				
	\$ 4.49			\$ 12.05	
	\$ 4.39				
	F 4.35				
	\$ 4.31			\$ 11.55	
	\$ 4.18				
	F 4.13				
	\$ 4.08				
	\$ 4.02			11.43	
	\$ 3.49				
	\$ 3.42				
	\$ 3.39				
	3.25			11.31	
	\$ 3.20			\$ 11.25	
	P.M.		P.M.	P.M.	
	DAILY EX. SUN.		SUNDAY ONLY	DAILY	
	450		460	468	

KINGS CREEK TO CRISFIELD—SOUTHWARD

STATIONS		FIRST CLASS		
		*499 DAILY EX. SUN.		
	Leave	A. M.		
KINGS CREEK.....		11.59		
LANDON.....		12.01		
WESTOVER.....	S	12.24		
KINGSTON.....	S	12.39		
MARION.....	S	1.04		
FIELD.....		1.34		
PINE STREET.....	S	1.39		
CRISFIELD.....	S	2.09		
	Arrive	P. M.		
		499		

SEAFORD TO CAMBRIDGE—SOUTHWARD

STATIONS		FIRST CLASS		
		†493 DAILY EX. SUN.		†495 SUNDAY ONLY
	Leave	A. M.		A. M.
SEAFORD.....	S	10.40		S 10.30
COKE.....		10.46		10.33
FEDERALSBURG.....	S	11.05		S 10.47
FED.....		11.06		10.48
WILLIAMSBURG.....	F	11.13		F 10.54
LOCK.....		11.17		10.58
HURLOCK.....	S	11.23		S 11.04
EAST NEW MARKET.....	S	11.32		S 11.12
LINKWOOD.....	S	11.41		S 11.20
AIREY.....	F	11.46		F 11.25
THOMPSON.....	F	11.52		F 11.30
TANK.....		11.55		11.33
WASHINGTON ST.....	F	11.57		F 11.35
CAMBRIDGE.....	S	12.01		S 11.38
	Arrive	P. 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. 492.

CRISFIELD TO KINGS CREEK—NORTHWARD

STATIONS	FIRST CLASS			
	498			
	P.M.			
Arrive				
KINGS CREEK.....	6.00			
LONDON.....	5.37			
WESTOVER.....	S 5.35			
KINGSTON.....	S 5.20			
MARION.....	S 5.07			
FIELD.....	4.37			
PINE STREET.....	S 4.35			
CRISFIELD.....	S 4.30			
Leave	P.M.			
	DAILY EX. SUN. *498			

CAMBRIDGE TO SEAFORD—NORTHWARD

STATIONS	FIRST CLASS			
	492			
	P.M.			
Arrive				
SEAFORD.....	S 4.10			
COKE.....	4.01			
FEDERALSBURG.....	S 3.47			
FED.....	3.41			
WILLIAMSBURG.....	F 3.35			
LOCK.....	3.31			
HURLOCK.....	S 3.30			
EAST NEW MARKET.....	S 3.15			
LINKWOOD.....	S 3.08			
AIREY.....	F 3.03			
THOMPSON.....	F 2.58			
TANK.....	2.54			
WASHINGTON ST.....	F 2.52			
CAMBRIDGE.....	S 2.50			
Leave	P.M.			
	DAILY +492			

HARRINGTON TO FRANKLIN CITY—SOUTHWARD

STATIONS	FIRST CLASS			
	487 DAILY EX. SUN.			
	A.M.			
Leave				
HARRINGTON.....	\$ 9.35			
HOUSTON.....	\$ 9.45			
MILFORD.....	\$ 9.57			
LINCOLN CITY.....	\$ 10.05			
ELLENDALE.....	\$ 10.13			
DALE.....	10.14			
GEORGETOWN.....	\$ 10.34			
COURT.....	10.35			
STOCKLEY.....	\$ 10.45			
MILLSBORO.....	\$ 11.00			
MILL.....	11.01			
DAGS.....	11.08			
DAGSBORO.....	\$ 11.11			
FRANKFORD.....	\$ 11.19			
SELBY.....	11.26			
SELBYVILLE.....	\$ 11.35			
BISHOP.....	\$ 11.41			
SHOWELL.....	\$ 11.46			
BERLIN.....	\$ 12.06			
IRON.....	12.11			
QUEPONCO.....	\$ 12.19			
SNOW.....	12.29			
SNOW HILL.....	\$ 12.32			
GIRDLETREE.....	F 12.42			
HURSLEY.....	F 12.47			
FRANK.....	12.52			
FRANKLIN CITY.....	\$ 12.58			
Arrive	P.M.			
	487			

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

FRANKLIN CITY TO HARRINGTON—NORTHWARD

STATIONS	FIRST CLASS			
	486			
Arrive	P.M.			
HARRINGTON.....	S 4.40			
HOUSTON.....	S 4.21			
MILFORD.....	S 4.10			
LINCOLN CITY.....	S 3.58			
ELLENDALE.....	S 3.50			
DALE.....	3.47			
GEORGETOWN.....	S 3.35			
COURT.....	3.26			
STOCKLEY.....	F 3.19			
MILLSBORO.....	S 3.10			
MILL.....	3.08			
DAGS.....	3.02			
DAGSBORO.....	S 3.01			
FRANKFORD.....	S 2.56			
SELBY.....	2.48			
SELBYVILLE.....	S 2.47			
BISHOP.....	F 2.34			
SHOWELL.....	F 2.29			
BERLIN.....	S 2.21			
IRON.....	2.12			
QUEPONCO.....	S 2.06			
SNOW.....	1.54			
SNOW HILL.....	S 1.53			
GIRDLETREE.....	F 1.43			
HURSLEY.....	F 1.38			
FRANK.....	1.33			
FRANKLIN CITY.....	S 1.30			
Leave	P.M.			
	DAILY EX. SUN. 486			

CLAYTON TO OXFORD—SOUTHWARD

STATIONS	FIRST CLASS			
	†481	483	†479	
	DAILY EX. SUN.	SUNDAY ONLY	DAILY EX. SUN.	
	A.M.	A.M.	P.M.	
Leave				
CLAYTON.....	S 8.50	S 9.20	S 5.36	
KENTON.....	S 8.59	S 9.29		
HARTLY.....	S 9.07	F 9.36	F 5.49	
HART.....	9.08	9.37	5.50	
MARYDEL.....	S 9.16	F 9.45	F 5.55	
HENDERSON.....	S 9.21	F 9.52	F 6.00	
GOLDSBORO.....	S 9.28	F 9.58	F 6.05	
GREENSBORO.....	S 9.42	S 10.07	F 6.10	
PET.....	9.43	10.08	6.11	
RIDGELY.....	S 9.54	S 10.17	S 6.18	
QUEEN ANNE.....	S 10.07	S 10.25	F 6.24	
ANNE.....	10.08	10.26	6.25	
CORDOVA.....	S 10.16	F 10.33	F 6.31	
EASTON.....	S 10.49	S 10.56	S 6.45	
EASTON JCT.....	10.50	10.57		
CROSS.....	10.51	10.58		
LLANDAFF.....	F 10.57	F 11.03		
TRAPPE.....	F 11.02	F 11.09		
OXFORD.....	S 11.09	S 11.15		
Arrive	A.M.	A.M.	P.M.	
	481	483	479	

OXFORD TO CLAYTON—NORTHWARD

STATIONS	FIRST CLASS			
	478	480	482	
	A.M.	P.M.	P.M.	
Arrive				
CLAYTON.....	S 8.25	S 5.00	S 7.35	
KENTON.....		S 4.46		
HARTLY.....	F 8.12	S 4.39	F 7.20	
HART.....	8.09	4.29	7.19	
MARYDEL.....	F 8.03	S 4.22	F 7.11	
HENDERSON.....	F 7.58	S 4.16		
GOLDSBORO.....	F 7.53	S 4.09	F 7.02	
GREENSBORO.....	F 7.46	S 4.02	S 6.54	
PET.....	7.44	3.56	6.53	
RIDGELY.....	S 7.39	S 3.50	S 6.46	
QUEEN ANNE.....	F 7.32	S 3.40	F 6.38	
ANNE.....	7.31	3.36	6.35	
CORDOVA.....	F 7.26	S 3.30	F 6.30	
EASTON.....	S 7.14	S 3.18	S 6.18	
EASTON JCT.....		3.06	6.12	
CROSS.....		3.05	6.11	
LLANDAFF.....		F 3.01	F 6.07	
TRAPPE.....		S 2.57	F 6.03	
OXFORD.....		S 2.50	S 5.55	
Leave	A.M.	P.M.	P.M.	
	DAILY EX. SUN.	DAILY EX. SUN.	SUNDAY ONLY	
	†478	†480	482	

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

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

STATIONS		FIRST CLASS		
	Leave	••471 DAILY EX. SUN. P. M.		
TOWNSEND		\$12.01		
VANDYKE		F12.07		
GOLT		F12.13		
MASS		12.19 ¹⁵		
MASSEY		F12.30		
LAMBSON		F12.37 ⁶		
BLACK		F12.43		
KENNEDYVILLE		F12.50		
KEN		12.51		
STILL POND		F12.55		
LYNCH		F12.59		
WORTON		F 1.04		
CHESTERTOWN		S 1.50		
	Arrive	P. M. 471		

CHESTERTOWN TO TOWNSEND—NORTHWARD

STATIONS		FIRST CLASS		
	Arrive	470 P. M.		
TOWNSEND		F 5.00		
VANDYKE		F 4.16		
GOLT		F 4.12		
MASS		4.05 ¹⁵		
MASSEY		F 4.04		
LAMBSON		F 3.56 ⁶		
BLACK		F 3.51		
KENNEDYVILLE		F 3.44		
KEN		3.43		
STILL POND		F 3.36		
LYNCH		F 3.32		
WORTON		F 3.27		
CHESTERTOWN		S 3.15		
	Leave	P. M. DAILY EX. SUN. ••470		

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

N. Y. P. & N. R. R. FERRY—SOUTHWARD

CAPE CHARLES TO NORFOLK

STATIONS	469		455	
	DAILY		DAILY	
Leave	A.M.		P.M.	
CAPE CHARLES.....	\$ 6.55		\$ 3.55	
FORT MONROE..... (Old Point Comfort)	\$ 8.55		\$ 5.55	
NORFOLK.....	\$ 9.45		\$ 6.50	
Arrive	A.M.		P.M.	
	469		455	

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—NORTHWARD

NORFOLK TO CAPE CHARLES

STATIONS	454		468	
	P.M.		P.M.	
Arrive				
CAPE CHARLES.....	\$ 1.20		\$ 10.40	
FORT MONROE..... (Old Point Comfort)	\$ 11.20		\$ 8.40	
NORFOLK.....	\$ 10.20		\$ 7.45	
Leave	A.M.		P.M.	
	DAILY		DAILY	
	454		468	

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.

TICKET OFFICES OPEN FOR SALE OF TICKETS

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
451	463	Middletown.....	461	461 460
451	463	Townsend.....		
All Trains		Clayton.....	461	461 460
462	450	Dover.....		
462	451	Wyoming.....	All Trains	All Trains
462	451	Felton.....		
All Trains		Harrington.....	All Trains	All Trains
462	451	Greenwood.....		
462	454	Bridgeville.....	All Trains	All Trains
All Trains		Seaford.....		
451	455	Laurel.....	All Trains	All Trains
All Trains		Delmar.....		
All Trains		Salisbury.....	All Trains	All Trains
451	451	Fruitland.....		
All Trains		Princess Anne.....	All Trains	All Trains
All Trains		Pocomoke.....		
451	451	New Church.....	468	469
451	454	Lecato.....	All Trains	All Trains
451	451	Oak Hall.....		
451	451	Hallwood.....	All Trains	All Trains
451	451	Mears.....		
451	451	Bloxom.....	All Trains	All Trains
All Trains		Parksley.....		
451	454	Tasley.....	All Trains	All Trains
451	451	Onley.....		
451	451	Melfa.....	All Trains	All Trains
451	450	Keller.....		
451	450	Painter.....	All Trains	All Trains
451	451	Belle Haven.....		
All Trains		Exmore.....	All Trains	All Trains
451	450	Nassawadox.....		
450	450	Wierwood.....	All Trains	All Trains
451	450	Machipongo.....		
451	450	Eastville.....	All Trains	All Trains
451	450	Cobbs.....		
451	450	Cheriton.....	All Trains	All Trains
Continuous		Cape Charles.....		
All Steamers		Old Point Comfort.....	Continuous	Continuous
All Steamers		Norfolk (Brooke Ave.).....		
471	470	Massey.....		
471	470	Kennedyville.....		
470	470	Still Pond.....		
471	470	Chestertown.....		

TICKET OFFICES OPEN FOR SALE OF TICKETS

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

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
Clayton	481	D-17	DES	Cars
	481	451	DES	Passengers
	479	463	DES	Passengers
	483	461	Sunday	Cars & Psgrs.
	480	463	DES	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	D-16	454	DES	Passengers
	498	450	DES	Cars & Psgrs.
	454	460	Sunday	Passengers
Seaford	492	454	Daily	Passengers
	492	D-16	DES	Cars & Psgrs.
Harrington	486	454	DES	Passengers
	486	D-16	DES	Cars & Psgrs.
Clayton	478	462	DES	Passengers
	480 479	454	DES	Passengers
	480	D-16	DES	Cars & Psgrs.
	482	460	Sunday	Cars & Psgrs.
Townsend	470	454	DES	Passengers
	470	D-16	DES	Cars & Psgrs.

U. S. MAIL WORK

STATIONS	Southward					Northward			
	469	451	455	463		462	454	450	468
Townsend			CD	CD					
Cheswold			CD	CD		CD	CD		
Wyoming			CD						
Woodside				CD		CD	CD		
Viola			D			CD	CD		
Felton			D						
Harrington									E
Farmington				CD		CD	CD		
Greenwood			CD	CD			CD		
Cannon		CD		CD		CD	CD		
Fruitland							CD		
Eden							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		
Parkaley									C†
Greenbush	D						CD		
Onley			D				CD		C†
Melfa	D		D				CD		
Painter	D†		D				CD		C†
Nassawadox	D		D				CD		C*
Wierwood	D						CD	C	
Birdanest	D		D				CD		
Machipongo	D						CD		
Kendall Grove							CD		
Eastville			D						
Cobbs	D						CD		
Cheriton	D						CD		

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

E—No. 468, when flag stop is not made at Harrington, stop to receive U. S. Mail.

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

†—Sunday only.

‡—Daily except Saturday.

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

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

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

EXPRESS, MAIL OR MILK TRAINS

Between

ARMS AND DELMAR

(TIME SHOWN CONVEYS NO TIME-TABLE AUTHORITY)

STATIONS	SOUTHWARD		NORTHWARD	
	D-17 DAILY EX. SUN.		D-16	
	Leave	Ar.	P.M.	
BROADST. 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	
ARMS	6.35		8.00	
MIDDLETOWN			S 7.50	
TOWNSEND	E 6.55		S 7.38	
CLAYTON	E 7.20		S 7.28	
CHESWOLD	E 7.27			
DOVER	E 7.40		S 6.47	
HOLLY	7.42		6.35	
WYOMING			S 6.32	
WOODSIDE				
VIOLA				
FELTON	E 8.06		S 6.19	
HARRINGTON	E 8.15		S 6.10	
FARMINGTON				
GREENWOOD	E 8.25		S 5.43	
BRIDGEVILLE	E 8.33		S 5.36	
CANNON				
SEAFORD	E 8.55		S 5.25	
LAUREL	E 9.05		S 5.00	
DELMAR	E 9.15		S 4.50	
	Arrive		Lv.	
	A.M.		P.M.	
	D-17		DAILY EX. SUN. D-16	

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

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

Discharge all passenger travel at Wilmington for other connections.

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

The time shown conveys no time-table authority.

STATIONS		D-2 (1)	D-4 (2)	D-34 (1)	D-6 (2)	D-12 (1)	FH-2 (1)	D-56 (2 & 7)	D-54 (4)	CD-2 (3)	D-28 (1)	D-24 (1)	D-252 (2)	D-26 (2)	D-10 (2)	D-32 (2)	D-36 (2)	D-38 (1)	D-82 (2)	P-33 (1)	D-14 (6)	D-58 (2)	D-264 (1 & 8)
Cape Charles	Leave	12.30	4.30																				
Salisbury	Arrive	4.00	12.30			10.00																	
Delmar	Leave	5.00			3.15	11.00				7.30	11.00	11.45	8.00							9.30			
Seaford	Arrive																						
Seaford	Leave				4.00					8.50													
Hurllock																							
Cambridge													5.30										
Bridgeville	Leave				4.30					9.20							9.45						
Franklin City																							
Rehoboth							6.30																
Houston																11.00		12.40					
Harrington	Arrive						3.00																
Harrington	Leave			5.00	5.30						1.30												
Dover	Leave									10.25													
Oxford								2.45															
Easton																							
Love Point																							
Hartly																							
Clayton	Arrive			5.50																			
Clayton	Leave			6.30	8.30																		
Centreville																							
Massey									8.45														
Arms	Pass	8.14		7.15	12.10				9.30														
Porter									3.35														
Bank	Pass	8.58		8.05	12.55																		
Edgemoor	Arrive	9.15		8.20	1.10				4.20														
									4.30														

(1) Daily.
(2) Daily except Sunday.
(3) Daily except Saturday and Sunday.
(4) Daily except Sunday, Monday, Wednesday and Friday.
(5) Daily except Sunday, Monday, Wednesday and Friday.

(5) During perishable season only.

(8) Operates Hurlock to Vienna, Tue., Thur., Sat., Sun.-Hurlock to Preston, Mon., Wed., Fri.

(7, Operates Easton to Oxford Tuesday and Saturday---Trappe Thursday.

▲ Turnaround Service.

SPECIAL INSTRUCTIONS

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

STANDARD TIME

- ★ 1101. Eastern Standard Time applies on this Division.

LETTERS AND CHARACTERS

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

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail or newspapers.
- G**—Regular stop, Saturday only.
- H**—Regular stop, Saturday only, to receive passengers.
- J**—Regular stop, Saturday only, to discharge passengers.
- K**—Regular stop, Sunday only.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- M**—Regular stop daily except Saturday and Sunday.
- N**—Regular stop daily except Sunday.
 - No baggage service.
 - ⊕—No baggage service Sunday.
 - ✚—Passenger train—rail motor car.
 - *—Passenger train—with passenger and freight equipment.
 - ◇—Passenger train—No train baggageman.
 - #—Will not run 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 Fort Monroe.
- W**—Stop on signal for perishable parcel post.

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(r) will apply:

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

1502. 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.

USE OF SIGNALS

Fusees And Torpedoes

1801. 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.

1802. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

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

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

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

Changing Semaphore Signals to Position Light Signals

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, EMPLOYES' 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 Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	Delmar—Yard Master's Office	Phila. Term. Maryland
X	X	X	Centreville—Freight Station	Phila. Term. Maryland
X	X	X	Clayton—Passenger 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.

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	End of Block board, 814 feet north of Cape Charles passenger station
Crisfield Branch	Kings Creek	Crisfield
Cambridge Branch	Seaford	End of Block board, 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:

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

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—When trains carrying passengers are run on secondary tracks or on main tracks where no block system is in effect the equivalent of absolute block protection must be afforded.

MOVEMENT OF TRACK CARS

2301. Rule 80 will apply on all main tracks.

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

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.

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.	To P. R. R.
North Junction	P. R. R.	N. S. R. R.	To 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 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 Shell track	Seaford
Machipongo	Crossover between Nos. 1 and 2 tracks.	Machipongo (except when closed)

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

Location	Switch
Salisbury	Crossover between No. 1 and No. 2 tracks 600 feet south of passenger station. Facing switch in No. 1 track leading to Secondary track. Trailing switch in No. 2 track leading to West No. 1 side track.
Kings Creek	Crossover between Nos. 1 and 2 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:

Main Line	Cape Charles
Crisfield Branch	Crisfield
Cambridge Branch	Seaford
	Federalsburg
	Hurlock
	Cambridge
	Harrington
	Milford
	Ellendale
D. M. & V. R. R.	Georgetown
	Millsboro
	Dagsboro
	Selbyville
	Berlin
	Snow Hill
	Franklin City
Oxford Branch	Clayton
	Queen Anne
	Easton
	Oxford
Chestertown and Centreville Branches	Townsend
	Massey
	Chestertown
	Centreville

2418. 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.

2419. In the application of **Rule S-93.** Trains and engines may use the main track between Capes and End of block board 814 feet north of Cape Charles passenger station upon proper fixed signal indication or permission from the signalman at Capes without train orders.

2421. In the application of **Rule D-308.** After the conductor or engineman has secured permission from the signalman at Capes, trains are authorized to proceed northward on No. 2 track Capes to Parsons track, under flag protection, without train orders.

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		
Berlin	Ball and Light	Ball or light displayed for D. M. & V. R. R.	D. M. & V. R. R. trains stop. Secondary track trains proceed.	1, 2 and 3
		Ball or light not displayed for D. M. & V. R. R.	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. Trains on Secondary track will stop clear of crossing, crew will set signals for Secondary track movements after making the necessary arrangements, and restore signals to normal position immediately when movement has been completed. In the event of communications failure during the hours Berlin Block station closed, trains on the D. M. & V. R. R. or Salisbury-West Ocean City Secondary track finding Ball or Light signal displayed may proceed over railroad crossing under flag protection. Conductor or engineman must make report by wire to the Superintendent at first available point of communication.

Drawbridges—Not Part of an Interlocking

2428. 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.

Lewes Drawbridge—Located in Georgetown-Rehoboth Secondary track, 6.2 miles north of Rehoboth station—Normal position is drawbridge open for water traffic. In case of signal failure a train will be permitted to pass the stop signal after receiving a hand signal given under the direction of the bridge tender, by the bridge tender or trainman, 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.

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

Denton Drawbridge—Located in Love-Point-Denton Secondary track, 1870 feet west of Denton station—Normal position is drawbridge set for rail traffic.

Royal Oak Drawbridge—Located in McDaniel-Easton Jct. Secondard track, 6.4 miles west of Easton Jct.—Normal position is drawbridge open for water traffic.

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

Movement of Southward Passenger Trains at Delmar

2429. 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

2430. Southward movements on No. 1 track must not pass Northward Manual Block signal No. 1 track, located 790 feet north of Capes Block station without verbal permission from the signalman.

Movements from Capes-Kiptopeke Secondary track must not be made without verbal permission from the signalman.

Trains Using Crisfield Branch, Kings Creek to Clear Main Line or do Work

2431. Trains and engines may use Crisfield Branch, Kings Creek to clear main line, or do work, after making the necessary arrangements; not complying with **Rule S-97.**

L-1-s Engines Using Connection and Salisbury-West Ocean City Secondary track at Berlin

2432. L-1-s engines may use connection leading from D.M. & V.R.R. to Salisbury-West Ocean City Secondary track; and Salisbury-West Ocean City Secondary track from connection leading from D.M. & V.R.R. to a point 4500 feet west thereof. After making the necessary arrangements.

Northward Trains Clearing Main Track at Harrington

2433. Trains clearing the block at south end of northward siding at Harrington, must report clear to the signalman.

Southward Passenger Trains at Cape Charles

2434. Southward passenger trains, between the hours of 7.59 A.M. and 11.59 P.M., must not pass end of block board to enter passenger station without receiving a signal to proceed, given by a qualified employe. 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

2435. 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 block and interlocking station No. 1 track and home signal governing northward movement on D. M. & V. R. R.

Southward freight trains must detach engine from train clear of Fleming's 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

2436. 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 sand and 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(1)** 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 **Rules 14(1)** 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—sounding the warning as prescribed by **Rules 14(1)** 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. At road crossings protected by automatic highway crossing signals which are also crossed by side tracks, in some instances will be equipped so that these signals will operate when side track is occupied for short distances approaching crossing on both sides. The limits within which these signals will operate will be indicated by a yellow stripe painted on rails and equipment must not be left standing between 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.

2452. Automatic flashing light signals, short arm gate combination, and stop signs at River Road highway crossing, 2720 feet south of Seaford passenger station, in service. Automatic flashing light signals and short arm gates operate when trains approach crossing in either direction on either track, but do not relieve engineman from complying with **Rules 14 (1) and 30.**

When shifting moves are made on tracks equipped with stop signs, trains and engines must approach crossing prepared to stop clear of stop sign. When stop signs are illuminated, automatic crossing gates are in position for highway traffic to proceed over crossing, and train movements must not be made over crossing.

To actuate the automatic crossing protection for stopping highway traffic and extinguish stop sign, trains stopped clear of stop sign must occupy track circuit extending approximately 70 feet on each side of crossing.

When necessary to leave cars standing on either track on either side of crossing, such cars must be clear of track circuits that extend 70 feet from crossing. Clearance points of track circuits are indicated by yellow marks on rails.

Northward trains on No. 1 track having more than 25 cars when held at Northward Home Signal must stop before passing Instrument Case, located 800 feet south of crossing.

2453. Harrington—Automatic flashing light signals, short arm gates combination at Clark Street, 106 feet north of Harrington Interlocking and Block Station; Liberty Street, 1078 feet north of Harrington Interlocking and Block Station; and Center Street, 1894 feet north of Harrington Interlocking and Block Station, in service.

Automatic flashing light signals and short arm gates operate when trains approach crossing in either direction on either track, but do not relieve engineman from complying with **Rules 14(1) and 30.**

When shifting movements are made over crossings, trains and engines must approach crossings prepared to stop unless crossing gates are down. When crossing gates are in position for highway traffic to proceed over crossings, train movements must not be made over crossings.

To actuate the automatic crossing protections for stopping highway traffic, trains stopped clear of crossings must occupy track circuits extending approximately 70 feet on each side of crossings at Center and Liberty Streets.

When necessary for engines and cars to stand on either track on either side of crossings, such engines and cars must clear track circuits that extend approximately 70 feet from crossings.

Northward freight trains with 12 or more cars stopping for water, or to do work, must stop south of home signals No. 1 track and D. M. & V. R. R. track before detaching engine from train.

Northward freight trains working at north end of North Advance track must clear yellow marks on rails, 70 feet north of Center Street crossing, leaving rear end of train on main track between that point and yellow marks on rails opposite instrument case, 2025 feet (45 car lengths) north of northward block signal, 2884 feet north of Harrington Interlocking and Block Station.

Note markings on east side of instrument case, reading—**NO. 1 TRACK—KEEP REAR END OF TRAIN SOUTH OF THIS POINT.**

Southward freight trains detaching engine from train clear of Fleming's track to do work or take water will have crossing gates down at Center and Liberty Streets crossings until tender of engine clears yellow marks on rails at water plug, which yellow marks must be cleared as soon as possible. When detaching engine from train north of yellow marks on rails clear of Fleming's track, allowance must be made for clearing these marks when returning to train with additional cars. After returning to train and when ready to move permission must be obtained from the signalman before proceeding.

Telephones are located on south side of instrument case at Center Street crossing and on south side of northward block signal instrument case opposite Fleming's track.

Clearance points of track circuits are indicated by yellow marks on rails.

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

Southward home signal No. 2 track will display a stop indication for trains making station stop, and a more favorable indication than stop will not be displayed until engine bell is sounded indicating train is ready to proceed.

Low Home signals governing southward movements on No. 1 track and movements from West side track will display a stop indication until engine bell is sounded indicating train or engine is ready to proceed.

Laurel—Automatic flashing light signals, short arm gate combination at Sixth Street, 356 feet south of Laurel passenger station; Seventh Street, 726 feet south of Laurel passenger station; and Eighth Street 1156 feet south of Laurel passenger station, in service.

Automatic flashing light signals and short arm gates operate when trains approach crossings in either direction on either track, but do not relieve engineman from complying with **Rules 14(1) and 30.**

When shifting movements are made over crossings, trains and engines must approach crossings prepared to stop unless gates are down. When crossing gates are in position for highway traffic to proceed over crossings, train movements must not be made over crossings.

To actuate the automatic crossing protections for stopping highway traffic, trains stopped clear of crossings must occupy track circuits extending approximately 70 ft. on each side of crossing at Sixth, Seventh and Eighth Streets.

When necessary for engines and cars to stand on either track on either side of crossings, such engines and cars must clear track circuits extending approximately 70 feet from crossings.

Clearance points of track circuits indicated by yellow marks on rails.

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

Northward movements on No. 1 and No. 2 tracks when stopped before passing over Eighth Street will not exceed a speed of 15 miles per hour between telephone booth located 2686 feet south of Laurel passenger station and Sixth Street.

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 Route 302 Route 313	Millington Barclay Barclay
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

MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

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



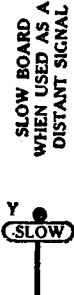




Main Line	Track No. 1 and No. 2	Between Division Post (Md. Div.)	And Capes
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On two or more tracks signal indication or permission of the signalman will be authority for a train to proceed as an extra.

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:

INDICATIONS	ASPECTS
STOP	
PROCEED	
APPROACH NEXT SIGNAL PREPARED TO STOP	
SECONDARY TRACK TRAINS--PROCEED	
D.M. & V.R.R. TRAINS--STOP	
SECONDARY TRACK TRAINS--STOP	
D.M. & V.R.R. 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	End of block board, 814 feet north of Cape Charles passenger station.
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	End of block board, 1168 feet north of Cambridge passenger sta.
Crisfield Branch	Single	Kings Creek	Crisfield

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. In the application of Rules 503 and 504: at Delmar after making the necessary arrangements with the signalman, 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 not complying with Rule 99 and Rule 152. 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.

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

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

MAIN LINE	Single Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
BETWEEN:	Miles per Hour					
Division Post (Md. Div.) and Capes			70	50	70	50
Capes and End of block board, 814 feet north of Cape Charles passenger station	55	45				
Centreville Branch						
Between:						
Townsend and Massey	40	30				
Massey and Centreville	30	30				
Chestertown Branch						
Between:						
Massey and Chestertown	40	30				
Oxford Branch						
Between:						
(Steam Engines)						
Clayton and Easton	50	40				
Easton and Oxford	40	40				
(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 Mile Post 12	40	40				
Mile Post 12 and Hurlock	30	30				
Hurlock and End of block board, 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 End of block board, 814 feet north of Cape Charles passenger station.	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. Seaford and Coke northward. Coke and End of block board, 1168 feet north of Cambridge passenger station.	25 30 30	20 20 20
Crisfield Branch Between: Kings Creek and Pine Street. Pine Street and Crisfield.	30 6	20 6

WORK TRAINS

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line Between: Division Post (Md. Div.) and End of block board, 814 feet north of Cape Charles passenger station.	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. Seaford and Coke northward. Coke and End of block board, 1168 feet north of Cambridge passenger station.	25 30 30	20 20 20
Crisfield Branch Between: Kings Creek and Pine Street. Pine Street and Crisfield.	30 6	20 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 Supplemental Instruction 4135..... —on straight track..... —on curves.....	30 20
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
Passenger and Freight trains approaching and moving over Seaford, Laurel and Pocomoke drawbridges.....	20
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..... —Freight Trains.....	25 20
Track Cars—unless otherwise restricted..... —when hauling track cars or trailers..... —hand cars operated under Rule 80..... —through crossovers and turnouts, and over highway and railroad crossings.....	20 15 20 5

Cars Carrying Major Calibre Gun Barrels

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

	Breech End For- ward	Breech End Trail- ing
	Miles per Hour	
Main Line Between: Division Post (Md. Div.) and End of block board, 814 feet north of Cape Charles passenger station.....	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..... Seaford and Coke northward..... Coke and End of block board 1168 feet north of Cambridge passenger station.....	25 30 30	20 20 20
Crisfield Branch Between: Kings Creek and Pine Street..... Pine Street and Crisfield.....	30 6	20 6

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

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

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
No. 2 track, Curve, 1035 feet south of Dover passenger station	50
Approaching Distant signal on No. 2 track 4043 feet north of Southward home signal and Distant signal on No. 1 track, 4027 feet south of Northward home signal Arms interlocking and block station.	
Passenger trains	65
Freight trains	40
Approaching Distant signal on No. 2 track 4003 feet north of Southward home signal Harrington interlocking and block station	
Passenger trains	65
Freight trains	40
Seaford drawbridge	45
K2, K4 and L1s engines doubleheading over Seaford and Pocomoke drawbridges	20
Laurel drawbridge	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 Exmore block station	20
Curve at Bayview	60
Curve at overhead bridge at Cape Charles	20
From End of block board 814 feet north of Cape Charles passenger station to south end of station tracks	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
SECONDARY TRACKS	
Ellendale-Milton:	
Curve at Ellendale	10

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

	Miles per Hour
Georgetown-Rehoboth:	
Lewes drawbridge.....	6
Love Point-Denton:	
Narrows drawbridge	6
Denton drawbridge	6
Hillsboro, first and second road crossings west of.....	6
Bloomingtondale 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
Rail Motor Cars.....	40	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... Mile Post 25... Mile Post 37...	Mile Post 25..... Mile Post 37..... Rehoboth.....	15 25 15
Capes-Kiptopeke..	{ Capes..... Love Point....	Kiptopeke..... Narrows.....	15 15
Love Point-Denton	{ Narrows..... Queen Anne....	Queen Anne..... Denton.....	30 20
McDaniel-Easton Jct.....	McDaniel.....	Easton Jct.....	20
Preston-Vienna...	{ Preston..... Hurlock.....	Hurlock..... Vienna.....	15 20
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 and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

R—Restricted account of light rail.

†—Restricted South end.

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

LOCATION	CLASS OF ENGINES											Engine with Tender Capacity of over 15,000 Gallons with 8-wheel Trucks
	B	C	D	E	G	H-6	H-8,9,10	K	L	M		
Main Line:												
MAIN TRACKS										X		X
MIDDLETOWN:												
Short and Walls track.....		X		X	X	X	X	X	X	X		X
CLAYTON:												
Coaling station.....	X	X	X	X	X	X	X	X	X	X		X
Smyrna track.....					X			X	X	X		X
DOVER:												
Coal trestles.....	X	X	X	X	X	X	X	X	X	X		X
Frear's track.....		X		X	X	5	5	X	X	X		X
Standard Oil track.....				X	X	5	5	X	X	X		X
Romeo's track.....		5		X	X	5	5	X	X	X		X
Coal pocket, Lewes track...	X	X	X	X	X	X	X	X	X	X		X
Delaware Power & Light Co.								X		X		X
HARRINGTON:												
I. D. Short Lumber Co.....				X	X	X	X	X	X	X		X
SEAFORD:												
Atlantic Refining Co.....		5	X	X	X	5	5	X	X	X		X
North and south connection to Shell track.....								X	X	X		X
South connection to River track.....					X			X	X	X		X
North end of Charcoal track					X			X	X	X		X
DELMAR:												
Enginehouse coal trestle....	X	X	X	X	X	X	X	X	X	X		X
SALISBURY:												
Miller's track.....					X			X	X	X		X
Short track at freight house.								X	X	X		X
Back track at freight house..								X	X	X		X
Standard Oil Co.....								X	X	X		X
Grier's track.....	X	X	X	X	X	X	X	X	X	X		X
Precision Development Co..					X			X	X	X		X
Mill Street track.....					X			X	X	X		X
Connections between Secondary track and west No. 1.....					X			X	X	X		X
Farmers and Planters track.	X	X	X	X	X	X	X	X	X	X		X
POCOMOKE:												
Exchange track No. 1.....		X		X	X		X	X	X	X		X
Exchange track No. 2.....		†		†	†		†	†	†	X		X
Exchange track No. 3.....					†			†	†	X		X
Exchange track No. 4.....										X		X
Dennis track.....										X		X
Storehouse track.....										X		X
Birdseye Snider track.....										X		X
EXMORE:												
Chandler's track.....								X	X	X		X
MACHIPONGO:												
Station track No. 3.....								X		X		X
COBBS:												
Station track No. 1.....								X		X		X
CAPE CHARLES:												
Reliable Coal trestle.....	X	X	X	X	X	X	X	X	X	X		X

LOCATION	CLASS OF ENGINES											Engine with Tender Capacity of over 15,000 Gallons with 6-wheel Trucks
	B	C	D	E	G	H-8	H-8,9,10	K	L	M		
Branches:												
CHESTERTOWN BRANCH.												
Chestertown—Kibler's track	X	X	X	X	X	X	X	X	X	X		X
CENTREVILLE BRANCH...										X		X
OXFORD BRANCH.....										X		X
Henderson—												
Public delivery tracks....								X	X	X		X
Greensboro—												
Back track—Pet Milk Co.								X	X	X		X
D. M. & V. R. R.....										X		X
CAMBRIDGE BRANCH.....										X		X
CRISFIELD BRANCH.....										X		X
Crisfield—house track	X	X	X	X	X	X	X	X	X	X		X
Potomac and Handy track..								X	X	X		X
SECONDARY TRACKS												
GEORGETOWN-												
REHOBOTH.....										X		X
Lewes—Beach track								X	X	X		X
ELLENDALE-MILTON.....										X		X
CAPE-S-KIPTOPEKE.....								X	X	X		X
LOVE POINT-DENTON.....		X		X	X	X	X	X	X	X		X
PRESTON-VIENNA.....		X		X				X	X	X		X
SALISBURY-MARDELA												
SPRINGS.....		X		X				X	X	X		X
SALISBURY-WEST OCEAN												
CITY.....		X		X				X	X	X		X
MCDANIEL-EASTON JCT...		X		X	X	X	X	X	X	X		X

3115. OTHER EQUIPMENT RESTRICTIONS

MAIN LINE:

A maximum weight of 251,000 pounds (car and lading) can be handled over the Delmarva Division, except as follows:

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

BRANCHES:

Cars exceeding a maximum weight (car and lading) of 210,000 pounds, must not be accepted for movement over the following tracks and bridges:

Centreville Branch
Chestertown Branch

Cars and Derricks of Excessive Weight Moving Over Tracks and Bridges on Secondary Tracks

3116. Cars exceeding a maximum weight (car and lading) of 210,000 pounds, must not be accepted for movement over the following tracks and bridges:

Preston-Vienna
Salisbury-Mardela Springs
Salisbury-West Ocean City
Capes-Kiptopeke

Cars exceeding a maximum weight (car and lading) of 180,000 pounds, must not be accepted for movement over Mill Street tracks (Salisbury-Mardela Springs Secondary track).

Cars exceeding a maximum weight (car and lading) of 160,000 pounds, and derricks heavier than 100 tons must not be accepted for movement over the following tracks and bridges:

Love-Point Denton
McDaniel-Easton Jct.

Unauthorized Persons Riding on Rear of Passenger Trains

3117. Unauthorized persons are prohibited from riding on the rear platform of passenger trains.

GENERAL INSTRUCTIONS

Overhead Clearance

★ 3601. Employees are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Bridge	Location	Description
	MAIN LINE	
	Norfolk Yard.....	House structure of barges.
	Cape Charles.....	House structures of barges.
		Entrance passenger station No. 1 station track.
	Salisbury.....	Ice plant chutes, west and east.
		No. 2 icing tracks.
	South Salisbury.....	McClosky-Grand plant track.
	Greenwood.....	Unloading beam, Delaware Aircraft Co. track.
	Clayton.....	Icing bridge No. 3 icing track.
26.08	South of Middletown.....	Icing platform No. 2 and No. 3 icing tracks.
		Overhead bridge.
13.55	Centreville Branch South of Millington.....	Overhead bridge.
	Georgetown-Rehoboth Secondary Track	
	Lewes.....	Covered Platform, Fish Products Co. track.
	McDaniel-Easton Jct. Secondary Track	
6.51	Royal Oak.....	Drawbridge.
	Preston-Vienna Secondary Track	
	Vienna.....	Unloading device Coal track, doorway Machinery track Eastern Shore Public Service Co.
	Salisbury-Mardela Springs Secondary Track	
	Salisbury (Mill Street).....	Platform and building, Farmers and Planters track.
		Building Noek Coal Co. track
	(Lake Street).....	Campbell Soup Co.: Overhead bridge, over secondary track and Nos. 1, 3 and 4 side track.

Side Clearance

3602. Employees are warned of close side clearance at the following locations and must not go on the side of box cars, engines or other equipment while movements are being made along side of these bridges or structures:

Bridge	Location	Description
	MAIN LINE	
	Port Norfolk.....	Stationary derrick, No. 4 track.
		Warehouse and platform, No. 4 track.
	St. Julian Ave. freight station.....	Perishable building, No. 11 track.
	Norfolk Yard.....	Platform Nos. 1, 2, 3, 5 and 6 tracks.
		House structure of all barges.
		Bridge racking No. 2 and No. 3 transfer bridges.
		Warehouse and grader on perishable loading track.
	Cape Charles.....	House structure of all barges.
		Bridge racking No. 1 and No. 2 transfer bridges.
		Scrap dock on No. 1 Shop track.
		Enginehouse doors on Back shop tracks Nos. 1, 2, 3, 4, 5 and 6.
		Doors on Enginehouse tracks, Nos. 1, 2, 3, 4, 5 and 6.
		Building, Enginehouse track No. 7.

Bridge	Location	Description
30.51	Cape Charles.....	Platform, Storeroom track. Entrance to passenger station No. 1 station track.
	Bayview.....	Platform, No. 48 track. Building, Container Co. track. Building, Eastern Shore Virginia Produce Exchange track.
	Cheriton.....	Grader No. 2 station track.
	Cobbs.....	Buildings, G. L. Webster Co. track.
	Simpkins.....	Grader, No. 2 station track.
	Eastville.....	Grader, No. 2 side track.
	Kendall Grove	Warehouse, Hollands track.
	Fitzhughs.....	Grader, Eastern Shore Virginia Produce Exchange track.
	Wierwood.....	Building and Grader, No. 2 side track.
	Nassawadox.....	Building, Eastern Shore Canning Co. track.
	Exmore.....	Grader, No. 1 station track.
	Belle Haven.....	Grader, No. 2 station track.
	Painter.....	Building, Northampton Canning Co. No. 1 station track.
	Keller.....	Grader, No. 3 station track.
	Melfa.....	Grader, No. 1 and No. 2 station tracks.
	Taaley.....	Warehouse, No. 3 station track.
	Greenbush.....	Building, Eastern Shore Public Service track.
	Parkaley.....	Platform, Building and Grader and Oil unloading pipes, Chandler's track.
	Bloxom.....	Grader, J. C. Ashby track extension of No. 3 station track.
	Hallwood.....	Grader, M. J. Duer track, extensions of No. 3 and No. 4 station tracks.
	Oak Hall.....	Warehouse, H. C. Watson Oil Co. No. 1 station track, east side.
	Lecato.....	Grader, station track, west side.
	New Church.....	Grader, No. 1 station track.
	Pocomoke.....	Between No. 1 and No. 3 station tracks on curve.
	Princess Anne.....	Gate, on Hickman's track.
	Fruitland.....	Grader, No. 1 station track.
	Salisbury.....	Grader, No. 1 station track.
		Grader, No. 3 station track.
		Grader shed and freight house platform, No. 1 station track.
		Platform Farmers Exchange track.
		Between No. 2 and No. 3 station tracks.
		Coal bin, Hopkins track.
		Between No. 1 and No. 2 station tracks.
		Graders, No. 4 station track.
		Unloading platform, Somers & Johnson track.
		Auto platform, No. 2 station track.
		Warehouse, Taylor's track.
		Between No. 1 and No. 2 station tracks, on curve.
		Auto platform, No. 2 station track.
		Grader, No. 1 station track.
		Grader platform, Farmers Exchange track.
		Warehouse, No. 2 station track.
		Cement house, No. 2 station track.
		Platforms and buildings No. 1 and No. 2 Station tracks.
		Building, Exchange No. 2 track.
		Platform and building, Dryden & Bull, Exchange No. 2 track.
		Platform, Birds Eye-Snyder, Inc. track.
		Building Matthews Co. Exchange No. 3 track.
		Auto platform, Storehouse track.
		Drawbridge motor house.
		Coal bin and shed, No. 1 station track.
		Building, Creamery track.
		Auto platform No. 3 Station track.
		Fence, Dulaney's No. 1 track.
		Building, Dulaney's No. 2 track.
		Freight platform on Lay track.
		Building, McCloskey-Grand track (South Salisbury.)

Bridge	Location	Description
84.35	Salisbury.....	Platform, Short track. Building and fence, Back track. Between Terminal Warehouse track and B. & E. Wye track. Building and platform Martin & Swarts Co. Plant No. 2 track.
	Delmar.....	Building, Holland's track. C. & D. Platform, station track. East Stall, Enginehouse track. Between Coal tippie and Wye track. Engine coaling track and East Pit track. Wheel hoist, East No. 4 track. Icing platform and building between East No. 4 and East No. 5 Yard tracks.
	Laurel.....	Building, Milford Rug Mill track. Building, Dickinson's track. Fence, Eastern Shore Pub. Svc. Co.
	Seaford.....	Drawbridge girders.
	Bridgeville.....	Building, Johnson's track. Building, H. P. Cannon's track. Platform freight station, No. 1 track. Building, O. A. Newton & Son Co. track. Building, Simpson Supply Co. track.
	Harrington.....	Coal bins, lumber sheds and Warehouse, I. D. Short's track.
	Felton.....	Building, Swift & Co. track.
	Wyoming.....	Building, Wyoming Ice and Cold Storage Co. track. Platform, and building, Libby, McNeill and Libby track. Trestle, Jenkins coal track. Trestle, Markers coal track.
	Dover.....	Platform and Roof, Eastern Shore Public Service track. Warehouse, Lewis track. Platform, Freight station track. Pile of stone, Mid-Atlantic Concrete Corp. track. Building, Eastern States Farmers Coop. track. Building, International Latex Co. track.
	Clayton.....	Shelter, passenger station, No. 1 track. Buildings, R. Y. Wallen's track. Oil unloading pipes, Sinclair Co., Field track. Sand shed on ash pit track. Icing bridge and storage platform No. 2 and No. 3 Icing tracks. Platform, No. 3 Ice track. Icing platform, No. 2 and No. 3 Icing tracks. Platform and fence W. L. Wheatley Cannery. Unloading platform, Smyrna track. Building, W. W. Price Co., Inc., track. Fence and platform, Smyrna Mills, Smyrna track. Unloading platform, King-Burrous Corp., Smyrna track. Building and Platform, Wilson Cabinet Co. track.
	Townsend.....	Platform, Supplee-Will Jones Milk Co.
	Middleton.....	Shelter, passenger station No. 1 and No. 2 tracks. Building, Southern States Corp., Peach track. Coal Bin, E. H. Shalleroes, Shalleroes track. Elevator platform, J. N. Kirk, station track. Buildings, Short and Walls Tracks No. 1 and No. 2.
	Crisfield Branch	
	Crisfield.....	Express platform, station track. Pier platform, station track. Building, Potomac track. Platform, J. C. Hardy track.

Bridge	Location	Description
	Cambridge Branch	
	Seaford.....	Platform and roof of freight house, main track. Platform, Parson's track. Platform and shed roof, duPont track. Platform, Auto track.
	Cambridge.....	Roof of passenger station, No. 1 station track. Phillips Packing Co.: Buildings, B-1, B-3 and B-5 on Phillips No. B-3 track. Buildings, B-3 and B-5 on Phillips No. 1 track. Buildings B-4 and B-6 on Phillips No. 2 track. Platform and roof of freight station, No. 1 station track. Auto platform, O track
	D. M. & V. R. R.	
	Georgetown.....	Cold storage building, John S. Isaac & Son. Ice Plant track. Building, Layton & Layton track. Building, Melson Fertz. track. Building, Townsend's track. Building, Georgetown Lumber Co. track.
	Houston.....	Building, Libby, McNeill and Libby track.
	Milford.....	Building, Lynne & Jacobs Back track.
	Millsboro.....	Building, W. B. Adkins Co. track Building, Collins & Ryan Co. track.
	Frankford.....	Eastern, States Farmers track
	Selbyville.....	Building, Consolidated Products track. Building, Holloway track.
	Snow Hill.....	Building, Snow Hill Canning Co., station track. Building, Exchange track. Building, Worcester Fertilizer Co., River track. Building and coal bin, Cordrey Coal Co., River track. Building, Paul Jones track.
	Berlin.....	Old freight house building, station track. Building, Ice Plant track.
24.88	Oxford Branch	
	Kenton.....	Coal bin, Breyer Ice Cream Co. track.
	Marydel.....	Unloading platform, L. A. Covell Co., station track. Building, T. Olin Ford, station track.
	Henderson.....	Building, and platform, T. Noble Jarrell track.
	Goldsboro.....	Building, Hobbs & Harman Co., Back track.
	Greensboro.....	Building, Pet Milk Co. track. Half through girder.
	South of Greensboro.....	Building, Breyer Ice Cream Co. track.
	Ridgely.....	Building, Salisbury Brothers, station track. Loading chute, Charles Jarrell, station track.
	Queen Anne.....	Machinery unloading platform, Back track. Loading platform, Phillips Packing Co. track.
	Cordova.....	Building, Abbotts Dairy track.
	Easton.....	Building, E. S. Adkins, Graveyard track. Warehouse platform, Douglas Co., Furniture track. Building, Southern States track. Freight house platform, Station track. Machinery unloading platform, Spur track. Terminal warehouse platform, Graveyard track. Building, Wholesale Grocery Co., Graveyard track. Fence, The Peoples Ice Co. Buildings and Platforms, Wrightson Canning Co. track.

Bridge	Location	Description
	Chestertown Branch	
	Massey.....	Platform, Harbisons Dairies track.
		Building, Sudlersville Supply Co. track.
	Kennedyville.....	Building, Kent County Farm Bureau Cooperative track.
	Lynch.....	Building, W. K. Hackett & Son, station track.
		Platform, H. S. Jewell, station track.
	Worton.....	Building, Supplee Wills Jones Co. track.
		Stock pen, Main track.
	Chestertown.....	Building, Kent Cooperative Inc. track.
		Loading Chute, Brooks Mills, Strawboard track.
		Building and fence, C. W. Kibler's track.
		Platform, Chestertown Shore Gas Corp. track.
		Fence, E. S. Adkins track.
		Platform, Station track.
	Centreville Branch	
	Millington.....	Coal bin, Breyers Ice Cream Co., station track.
		Coal bin, Paul Comegys, station track.
		Building, Millington Lumber Co., station track.
	Sudlersville.....	Platform and Building, Harbisons Dairies, station track.
		Platform, building and grain elevator, W. D. Roe & Son track.
	Barclay.....	Building, Paul W. Phillips, station track.
	Centreville.....	Platform on Freight house track.
		Pit-house on Coal track.
	SECONDARY TRACKS	
	Ellendale-Milton	
	Milton.....	Platform, station track.
	Georgetown-Rehoboth	
	Mile Post 28.....	Roof, Bennum's track
	Nassau.....	Building, Tom Best track.
	Lewes.....	Building, Platform, loading pipes and valves, Consolidated Fisheries track.
		Building, Government track south of gravel bin.
	Rehoboth.....	Covered Platform, Fish Products Co. track.
		Platform, Stockley Bros. Canal track.
		Building, Stockley Bros. track.
	Love Point-Denton	
	Love Point.....	Fence with gates erected across Secondary track 1,000 feet east of station.
		Platform and fence, Chesapeake Corp'n.
	Narrows.....	Drawbridge girders.
	Queenstown.....	Platform, S. & W. Friel, station track.
		Platform, freight house, station track.
		Platform, Friel Lumber Co., station track.
	Wye Mills.....	Building, S. & W. Friel, station track.
	Willoughby.....	Building, Phillips Packing Co., station track.
	Hillsboro.....	Platform and building, Co-Operative Corp., station track.
	Denton.....	Platform and building, Phillips Packing Co. track.
7.00	Denton.....	Drawbridge.
		Building, Nuttle Lumber Co., station track.
		Coal bin, Southern States Farmers Supply Co. track.
		Coal bin, Diamond Ice Co station track.
	McDaniel-Easton Junction	
	Easton.....	Unloading pipes, Chesapeake Gas Co track.
		Coal bin Enginehouse track.
0.50	Easton.....	Side girders.
6.51	Royal Oak.....	Drawbridge.

Bridge	Location	Description
	Salisbury-Mardela Springs	
	Salisbury—Division Street.....	Building, Eastern States Farmers Exchange track.
	Mill Street.....	Platform and Building, Farmers & Planters track.
		Building, Berlin Milling Co. track.
		Warehouse, T. L. Roark & Co. track.
		Platform, Martin & Swarts Co. track.
		Building, Nock Coal Co. track.
		Building, R. J. Rhodes Dist. Co. track.
	Lake Street.....	Building W E Sheppard Co., River track.
		Campbell Soup Co.:
		Gate Post, No. 1 side track.
		Conveyors and platforms, Nos. 1 and 2 side tracks.
		Unloading roof over Doors 2, 3 and 4, No. 1 side track.
		Steel columns, Secondary track and No. 4 side track.
		Steel plates used as transfer boards covering Secondary and Nos. 2, 3 and 4 side tracks (enginemen or trainmen must know that tracks are clear before proceeding).
	West Main Street.....	Building, Southern States Co-Operative track.
		Packing sheds on side track.
		Platform and building, Bounds and Taylor, side track.
	Rock-a-walkin	Packing shed, station track.
	Salisbury—West Ocean City	
	Salisbury.....	Platforms and roofs, Webb Packing Co. track.
	Pittsville.....	Platform, Secondary track.
		Building Hickman Feed Co., Old passing siding track.
	Berlin.....	Fence Davis Coal Co. track.
	Capes-Kiptopeke	
	Capeville.....	Grader, Eastern Shore Virginia Exchange track.
		Grader, No. 1 station track.
		Grader, No. 2 station track.
	Townsend.....	Grader, No. 2 station track.
	Cedar Grove.....	Platform and Grader No. 2 Station track.
	Latimers	Grader, side track.
	Kiptopeke.....	Platform, freight station, Secondary track.

Hours of Service

3605. Referring to Supplemental Instruction **4140**, conductor, trainman, engineman, fireman, or driver of track car after being on duty 14 hours must notify the Superintendent the time they will be on duty 16 hours.

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 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, 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, 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, and in addition notify division engineer and supervisor of track in their respective district.

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.

Uniforms

3613. Designated uniformed employees must wear the standard uniform November 1st to April 30th, both inclusive.

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

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

Lost and Found Articles

3614. 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.

3702. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone number
Wilmington	W. B. GIBSON, 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.....	WM. N. PALMER, S. Washington St.....	{Office 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.....	10J
	J. GATES GOODE.....	699W3
Cheriton.....	J. GATES GOODE.....	699W3
Princess Anne.....	HENRY M. LANKFORD.....	24
Salisbury.....	L. A. RADEMAKER.....	{Office Residence 1012 995
Denton.....	E. PAUL KNOTTS, 406 Market St.....	64

3703. Locations of Hospitals

Location	Name and Address	Telephone 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.....	9995
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 inspector's offices, power plants, block and interlocking stations, tool houses, pump houses, wreck trains, shop and engine houses, camp cars and on each track car and as provided by State laws.

Stretchers:

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

One stretcher must be carried on each passenger train.

Home Division Delmarva

Name Irving Selby

Occupation Engineman

QUALIFIED FOR SERVICE

DIVISION	ZONE	PART OF ZONE QUALIFIED FOR
<u>Delmarva</u>	<u>A</u>	<u>Entire Zone</u>
<u>"</u>	<u>B</u>	<u>Delmar yard</u>
<u>"</u>	<u>C</u>	<u>Preston Viaduct</u>
<u>"</u>	<u>D</u>	<u>Norfolk yard to Camden Heights and between</u>
<u>"</u>	<u>E</u>	<u>North Junction and St Julian avenue freight station</u>
<u>"</u>	<u>F</u>	<u>west yard to Bellevue</u>
<u>Wilmington</u>	<u>A</u>	<u>Delaware branch & New Castle branch Shellpot branch</u>
<u>"</u>	<u>F</u>	
<u>"</u>		
<u>"</u>		
<u>"</u>		

**THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION**

Cape Charles, Va., September 16, 1948.

GENERAL ORDER No. 1001

Effective 2.01 A.M., Sunday, September 26, 1948

Applies in All Zones

- (a) Time-Table No. 10 in effect. It contains the necessary instructions issued in general orders up to and including **No. 909**, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 10 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 9 to bulletin board attendant, after Time-Table No. 10 takes effect.

Applies in All Zones

- (b) **SUPPLEMENTARY INSTRUCTIONS TO OPERATING, SIGNAL AND INTERLOCKING RULES**

Supplementary Instructions to Operating, Signal and Interlocking Rules, dated September 26, 1948, in effect.

Employes whose duties are in any way affected by these instructions must provide themselves with a copy.

This General Order is printed in Time-Table No. 10 and will not be issued in sticker form.

T. M. GOODFELLOW,
Superintendent.

**THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION**

Cape Charles, Va., September 21, 1948.

GENERAL ORDER No. 1002

Effective 2.01 A.M., Sunday, September 26, 1948

Applies in All Zones

TIME TABLE AUTHORITY

- (a) **OXFORD BRANCH**

Changing time of No. 478 at Greensboro to 7.46 A. M., instead of 9.46 A. M.

Employes must correct page 20 in ink.

T. M. GOODFELLOW,
Superintendent.

**THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION**

Cape Charles, Va., October 4, 1948.

GENERAL ORDER No. 1003

Effective 12.01 A.M., Wednesday, October 13, 1948

Applies in All Zones

(a) TIME-TABLE AUTHORITY

F stop for No. 463 at Porter, page 13, withdrawn.

F stop for No. 463 at Kirkwood, at 4.54 P.M. page 13, added.

Employees must correct page 13, in ink.

(b) AUTOMATIC HIGHWAY CROSSING SIGNALS

When it is known that no trains or engines are approaching on other tracks and it is safe for vehicles or pedestrians to cross, the trainman will say "all right" and beckon to cross.

Special Instruction 2450, seventh paragraph, changed.

(c) MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED PASSENGER TRAINS AND FREIGHT TRAINS—VARIOUS

Cars Carrying Major Calibre Gun Barrels

MAIN LINE

DIVISION POST (MD.DIV.)—CAPE CHARLES

Breech End Trailing, 20 miles per hour, instead of 25 miles per hour.

Special Instruction 3102, changed.

Applies in Zone A

(d) TRAIN CONNECTIONS

CLAYTON—No. 479 with No. 454 for passengers.

Employees must correct page 26, in ink.

**(e) OXFORD BRANCH
PET BLOCK-LIMIT STATION**

Controlled by:

Easton—4.30 P.M. to 7.15 P.M., instead of 4.30 P.M. to 6.15 P.M.

Employees must correct page 10, in ink.

(f) YARD AND YARD INSTRUCTIONS

Yards indicated by yard limit boards at:

Houston, added.

Special Instruction 2417, changed.

T. M. GOODFELLOW,
Superintendent.

**THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION**

Cape Charles, Va., October 12, 1948.

GENERAL ORDER No. 1004

Effective 12.01 A.M., Wednesday, October 20, 1948

Applies in Zone A

**MAIN LINE
SEAFORD**

- (a) A speed of 15 miles per hour must not be exceeded by trains and engines approaching and moving over Seaford Drawbridge.

Special Instruction 3104, changed.

T. M. GOODFELLOW,
Superintendent.

**THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION**

Cape Charles, Va., October 23, 1948.

GENERAL ORDER No. 1005

Effective 12.01 A. M., Friday, October 29, 1948

Applies in Zone A

- (a) **CENTREVILLE BRANCH
CENTREVILLE**

Trailing hand-operated switch for southward movement with hand-operated derail in main track, 2239 feet north of Centreville station, leading to Wilson and Ashley track, capacity 7 cars, in service.

- (b) **CAMBRIDGE BRANCH
HURLOCK-CAMBRIDGE**

Maximum speed passenger trains and freight trains 30 miles per hour.
Special Instruction 3102, changed.

Applies in Zone C

- (c) **MAIN LINE
EXMORE BLOCK STATION**

Open continuously, except:
Closed 12.45 A.M. to 8.45 A.M.
Employees must correct page 6, in ink.

Effective 12.01 P. M., Friday, October 29, 1948

Applies in Zone A

- (d) **MAIN LINE
FELTON**

Automatic flashing light signals, short arm gate combination at Main Street; 840 feet south of Felton passenger station, in service.

Automatic flashing light signals and short arm gates operate when trains approach crossing in either direction on either track, but do not relieve engineman from complying with **Rules 14 (1) and 30.**

When shifting movements are made over crossing, trains and engines must approach crossing prepared to stop unless gates are down. When crossing gates are in position for highway traffic to proceed over crossing, train movements must not be made over crossing.

To actuate the automatic crossing protection for stopping highway traffic, trains stopped clear of crossing must occupy track circuits extending approximately 70 feet on each side of crossing.

When necessary for engines and cars to stand on either track on either side of crossing, such engines and cars must clear track circuits extending approximately 70 feet from crossing.

Clearance points of track circuits indicated by yellow marks on rails.

Northward trains on No. 1 track with work at Felton must stop south of Instrument Case located 800 feet south of crossing, before detaching engine from train and must not exceed a speed of 25 miles per hour between that point and crossing.

Special Instruction 2450 and 2453, changed.

T. M. GOODFELLOW,
Superintendent.

**THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION**

Cape Charles, Va., October 27, 1948.

GENERAL ORDER No. 1006

Effective 2.01 A. M., Sunday, November 7, 1948

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 463 changed.

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

No. 463 over No. 463, page 13.

**T. M. GOODFELLOW,
Superintendent.**

**THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION**

Cape Charles, Va., November 6, 1948.

GENERAL ORDER No. 1007

Effective 2.01 A.M., Sunday, November 14, 1948

Applies in All Zones*

(a) TIME-TABLE AUTHORITY

S stop for No. 463 at Felton, at 5.53 P. M. page 13, added.
Employees must correct page 13, in ink.

Applies in Zone A

(b) U. S. MAIL WORK

**MAIN LINE
TOWNSEND
GREENWOOD**

Letters CD No. 463, added.
Employees must correct page 27, in ink.

**T. M. GOODFELLOW,
Superintendent.**

**THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION**

Cape Charles, Va., November 24, 1948.

GENERAL ORDER No. 1008

Effective 12.01 A.M., Tuesday, November 30, 1948

Applies in Zone A

**(a) MAIN LINE
SEAFORD**

Trains and engines will resume a speed of 45 miles per hour approaching and moving over Seaford drawbridge.

General Order No. 1004 annulled.

T. M. GOODFELLOW,
Superintendent.

3115. OTHER EQUIPMENT RESTRICTIONS

Movement of Cars Maximum Weight

A maximum weight of 251,000 pounds (car and lading) can be handled over the Delmarva Division, except as follows:

MAIN LINE

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

BRANCHES

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

Centreville Branch

Chestertown Branch

SECONDARY TRACKS

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

Preston-Vienna

Georgetown-Rehoboth (Lewes Beach track)

Salisbury-Mardela Springs

Salisbury-West Ocean City

Capes-Kiptopeke

Cars exceeding a maximum weight (car and lading) of 180,000 pounds, must not be moved over Mill Street tracks (Salisbury-Mardela Springs Secondary track).

Cars exceeding a maximum weight (car and lading) of 160,000 pounds, must not be moved over the following:

Love Point-Denton

McDaniel-Easton Jct.

Movement of Wrecking Derricks over Secondary Tracks

3116. Wrecking derricks exceeding a maximum weight of 100 tons must not be moved over the following

Love Point-Denton

McDaniel-Easton Jct.

Unauthorized Persons Riding on Rear of Passenger Trains

3117. Unauthorized persons are prohibited from riding on the rear platform of passenger trains.

Delmarva Division G. O. 1009

**THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION**

Cape Charles, Va., December 30, 1948.

GENERAL ORDER No. 1009

Effective 12.44 A. M., Sunday, January 9, 1949

Applies in All Zones

(a) ENGINE RESTRICTIONS

Diesel Engines Operating in Tunnels or Confined Locations

When stopped in tunnels, engines and steam heat generators on all Diesel engine units shall be shut down unless it is known that Diesel engine will proceed within five (5) minutes.

Engines and steam heat generators on Diesel engine units shall not be allowed to run for extended periods of time in buildings or shops unless proper ventilation is provided. Special Instruction 3108 changed.

(b) OTHER EQUIPMENT RESTRICTIONS

Movement of Cars Maximum Weight

A maximum weight of 251,000 pounds (car and lading) can be handled over the Delmarva Division, except as follows:

MAIN LINE

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

BRANCHES

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

Centreville Branch
Chestertown Branch

SECONDARY TRACKS

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

Preston-Vienna
Georgetown-Rehoboth (Lewes Beach track)
Salisbury-Mardela Springs
Salisbury-West Ocean City
Capes-Kiptopeke

Cars exceeding a maximum weight (car and lading) of 180,000 pounds, must not be moved over Mill Street tracks (Salisbury-Mardela Springs Secondary track)

Cars exceeding a maximum weight (car and lading) of 160,000 pounds, must not be moved over the following:

Love Point-Denton
McDaniel-Easton Jct.

Special Instruction 3115 changed.

(c) Movement of Wrecking Derricks over Secondary Tracks

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

Love Point-Denton
McDaniel-Easton Jct.

Special Instruction 3116 changed.

Sticker coupon containing changes in Paragraphs (b) and (c) attached to sticker form of this General Order must be detached and pasted over corresponding location page 52 in time-table.

Applies in Zone C

(d) MAIN LINE

EXMORE BLOCK STATION

Open continuously, except:
Closed Daily except Sunday 4.45 P. M. to 8.45 A. M.
Closed Sunday

Employes must correct page 6, in ink.

T. M. GOODFELLOW,
Superintendent.

**THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION**

Cape Charles, Va., January 7, 1949.

GENERAL ORDER No. 1010

Effective 11.59 P. M., Friday January 14, 1949

Applies in Zone A

(a) OXFORD BRANCH

EASTON BLOCK STATION

Open continuously, except:

Closed Daily except Sunday, 6:15 P.M. to 9:45 A.M.
1:16 P.M. to 1:46 P.M.

Closed Sunday.

Employees must correct page 9, in ink.

(b) OXFORD BRANCH

PET BLOCK-LIMIT STATION

Controlled by:

Easton — 4:30 P.M. to 6:15 P.M.
— 12:01 P.M. to 1:16 P.M.

Clayton — 6:15 P.M. to 7:15 A.M.
— 7:15 A.M. to 6:15 P.M. Sunday

(c) OXFORD BRANCH

ANNE BLOCK-LIMIT STATION

Controlled by:

Easton — 9:45 A.M. to 1:16 P.M.
— 1:46 P.M. to 6:15 P.M.

Greensboro — 7:15 A.M. to 9:45 A.M.
— 1:16 P.M. to 1:46 P.M.

Clayton — 6:15 P.M. to 7:15 A.M.
— 7:15 A.M. to 6:15 P.M. Sunday

(d) OXFORD BRANCH

CROSS BLOCK-LIMIT STATION

Controlled by:

Easton — 9:45 A.M. to 1:16 P.M.
— 1:46 P.M. to 6:15 P.M.

Greensboro — 7:15 A.M. to 9:45 A.M.
— 1:16 P.M. to 1:46 P.M.

Clayton — 6:15 P.M. to 7:15 A.M.
— 7:15 A.M. to 6:15 P.M. Sunday

Sticker coupon containing changes in Paragraphs (b), (c) and (d) attached to sticker form of this General Order must be detached and pasted over corresponding location page 10 in time-table.

T. M. GOODFELLOW,
Superintendent.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Hart	Clayton
Pet	Easton — 4.30 P.M. to 6.15 P.M.
	— 12.01 P.M. to 1.16 P.M.
	Clayton — 6.15 P.M. to 7.15 A.M.
	— 7.15 A.M. to 6.15 P.M. Sunday
	NOTE—During the hours Greensboro block station is open Pet block-limit station out of service. All lights in block-limit station signal extinguished during hours block-limit station is out of service.
Anne	Easton — 9.45 A.M. to 1.16 P.M.
	— 1.46 P.M. to 6.15 P.M.
	Greensboro — 7.15 A.M. to 9.45 A.M.
	— 1.16 P.M. to 1.46 P.M.
	Clayton — 6.15 P.M. to 7.15 A.M.
Cross	— 7.15 A.M. to 6.15 P.M. Sunday
	Easton — 9.45 A.M. to 1.16 P.M.
	— 1.46 P.M. to 6.15 P.M.
	Greensboro — 7.15 A.M. to 9.45 A.M.
	— 1.16 P.M. to 1.46 P.M.
	Clayton — 6.15 P.M. to 7.15 A.M.
	— 7.15 A.M. to 6.15 P.M. Sunday
Delmarva Division G. O. 1010	

**THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION**

CAPE CHARLES, VA., JANUARY 28, 1949.

GENERAL ORDER No. 1011

Effective 2.01 A.M., Tuesday, February 1, 1949

Applies in All Zones

**(a) USE OF TELEPHONES OR TRAINPHONES IN
TRAIN OPERATION**

The conversation outlined below must be followed when permission is desired to occupy or obstruct a track or enter block and when reporting clear of a track or block:

The employe in charge when answering a call must (1) announce his station or location and (2) his name.

**TO OBTAIN PERMISSION TO OCCUPY OR OB-
STRUCT A TRACK OR ENTER BLOCK**

Train (No.) Eng. (No.).....Conductor or Engineman

Extra (Eng. No.) (Direction)...Conductor or Engineman

Engine (No.).....Engineman

T.C. Car (No.).....Driver

Other Equipment (No.—or Type) Employe in Charge

Desires permission to occupy or obstruct (spell number)
track or enter block at location (spell out) and proceed

(Direction) or not proceed. (M-I-D-W-A-Y)

If the employe in charge of the track or block can give the desired permission he must, after necessary arrangements have been made, grant permission in the following manner:

Train (No.) Eng. (No.).....Conductor or Engineman

Extra (Eng. No.) (Direction)..Conductor or Engineman

Engine (No.)Engineman

T.C. Car (No.).....Driver

Other Equipment (No.—or Type) Employe in Charge

May occupy or obstruct (spell number) track or enter block
at (spell out) location and proceed. If in Manual Block

(M-I-D-W-A-Y)

System territory, proceed as though
signal were displayed or not proceed. To be repeated by the employe making request, who must give his name, and if correctly repeated, the employe in charge will give correct and his name.

TO REPORT CLEAR OF A TRACK OR BLOCK

Train (No.) Eng. (No.)..... { Conductor, Engineman,
Extra (Eng. No.) (Direction)... { or member of Crew
Engine (No.) { when authorized by Con-
ductor or Engineman.

T.C. Car (No.)..... Driver

Other Equipment (No.—or Type) Employe in Charge

Clear of (spell number) Track or Block at (spell out)
location. (M-I-D-W-A-Y)

To be repeated by the Signalman or other employe in charge, who must give his name. When correctly repeated, the employe reporting clear will give correct and his name.

T. M. GOODFELLOW,
Superintendent.

**THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION**

Cape Charles, Va., March 5, 1949.

GENERAL ORDER No. 1013

Effective 12.01 A. M., Monday March 14, 1949

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedules of No. 499, No. 471 and No. 470 changed.

Sticker coupons attached to sticker form of this General Order must be detached and posted in time-table as follows: No. 499, No. 471 and No. 470 over corresponding schedules, pages 13, 16 and 21.

Applies in Zone A

**(b) MAIN LINE
DOVER**

Automatic flashing light signals, short arm gates combination at Forrest Street, 250 feet north of Dover Passenger Station and Division Street, 1150 feet north of Dover Passenger Station, in service.

Automatic flashing light signals and short arm gates operate when trains approach crossing in either direction on either track, but do not relieve engineman from complying with **Rules 14 (1)** and **30**.

When shifting movements are made over crossings, trains and engines must approach crossings prepared to stop unless crossing gates are down. When crossing gates are in position for highway traffic to proceed over crossing, train movements must not be made over crossing.

To actuate the automatic crossing protection for stopping highway traffic, trains stopped clear of crossings must occupy track circuits extending approximately 70 feet on each side of crossings.

When necessary for engines and cars to stand on either track on either side of crossings, such engines and cars must clear track circuits that extend approximately 70 feet from crossings.

Northward freight trains on No. 1 track stopping for water, or to do work, must stop south of instrument case 1100 feet south of Dover Passenger Station.

Southward freight trains on No. 2 track with 15 or more cars must stop before passing instrument case approximately 1100 feet north of Division Street crossing before detaching engine from train. Allowance must be made for clearing these points when returning to train with additional cars. Clearance points of track circuits are indicated by yellow marks on rails.

Special Instructions 2450 and 2451, changed.

Applies in Zone A

**(c) MAIN LINE
DOVER**

Derails (twin) pipe connected with hand operated switch in No. 2 track, 300 feet north of Passenger Station leading to freight house, West 1 and West 2 tracks, in service.

**(d) MAIN LINE
GREENWOOD**

Derail pipe connected with hand operated switch in No. 1 track, 219 feet south of Greenwood Passenger Station, in service.

**THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION**

Cape Charles, Va., January 28, 1949.

GENERAL ORDER No. 1012

Effective 12.01 A. M., Monday February 14, 1949

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedules of No. 471 and No. 470 changed.

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

Nos. 471 and 470 over corresponding schedules, page 21.

**T. M. GOODFELLOW,
Superintendent.**

Applies in Zone A

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

Open continuously except:

Closed Daily except Sunday 4.31 P. M. to 7.01 A. M.
11.01 A. M. to 12.31 P. M.

Closed Sunday.

Employees must correct page 6, in ink.

Applies in Zone A

**(f) D. M. & V. R. R. BRANCH
GEORGETOWN BLOCK STATION**

Open continuously except:

Closed Daily except Sunday 4.00 P. M. to 8.00 A. M.

Closed Sunday.

Employees must correct page 8, in ink.

Applies in Zone A

**(g) D. M. & V. R. R. BRANCH
BERLIN BLOCK STATION**

Open continuously except:

Closed Daily except Sunday 3.30 P. M. to 7.30 A. M.

Closed Sunday.

Employees must correct page 8, in ink.

**T. M. GOODFELLOW,
Superintendent.**

**THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION**

Cape Charles, Va., March 21, 1949.

**GENERAL ORDER No. 1014
Effective 2.01 P.M., Monday, April 4, 1949
Applies in Zone A**

(a) **CENTREVILLE BRANCH
TOWNSEND—MASS**

Centreville Branch, Townsend to Mass changed to Chestertown Branch.

Maximum speed passenger trains 40 miles per hour freight trains 30 miles per hour.

Pages 10 and 11, Special Instructions 2201, 2801, 2803 and 3102, changed.

(b) **CENTREVILLE BRANCH
MASS—CENTREVILLE**

Centreville Branch changed to Centreville Secondary track of no assigned direction.

Page 10, Special Instructions 2201 and 2204, changed.

(c) **CENTREVILLE SECONDARY TRACK
MASS—CENTREVILLE**

Centreville Secondary track controlled by Townsend, when Townsend is closed by Arms.

Permission of the signalman, when authorized by the Superintendent, will be the authority for a train to proceed as an extra. When a train is to run as a passenger extra it will be authorized by the Superintendent in writing.

Maximum speed Centreville Secondary track, 30 miles per hour.

Special Instruction 3106 changed.

Rules 305 to 373, inclusive, except Rule 316 will apply.

Special Instructions 1804, 2102, 2405, 2456, 2801, 3102, 3104, 3108, 3115, 3601 and 3602 will apply to Centreville Secondary track.

(d) **CAMBRIDGE BRANCH**

Maximum speed passenger trains and freight trains:

Between Seaford and Coke, 25 miles per hour.

Between Coke and Mile Post 12, 30 miles per hour.

Between Hurlock and End of Block Board, 1168 feet north of Cambridge passenger station, 25 miles per hour.

Special Instruction 3102 changed.

Employees must correct page 45, in ink.

(e) **Referring to General Order No. 1013, effective 12.01 A. M., Monday, March 14, 1949, Paragraphs (f) and (g).**

Pages 8 and 9 in sticker form containing changes in Paragraphs (f) and (g) attached to sticker form of this General Order must be detached and pasted in time-table as follows:

Page 8 over page 8.

Page 9 over page 9.

Applies in Zones A and E

- (f) **D. M. & V. R. R. AND SALISBURY-WEST OCEAN CITY SECONDARY TRACK
BERLIN**
Ball and light signals governing movements over non-interlocked railroad crossing at grade, out of service.
Signs painted white with black letter "X" at top, 30 feet from crossing indicating clearance points, out of service.
- (g) **D. M. & V. R. R.
BERLIN**
Stop signs located 30 feet north of and 30 feet south of Berlin passenger station in service.
- (h) **SALISBURY-WEST OCEAN CITY SECONDARY TRACK
BERLIN**
Stop signs located 30 feet east of and 30 feet west of Berlin passenger station in service.
Trains or engines moving over these tracks will be governed as follows:

Location	Signals, etc., Governing Movements Over Crossings		Requirements
	Type	Indication or Position	
Berlin	Stop Sign	Stop	Trains or engines on D. M. & V. R. R. must approach stop sign prepared to stop and stop unless track is seen or known to be clear.
Berlin	Stop Sign	Stop	Trains or engines on Salisbury-West Ocean City Secondary track must stop clear of stop sign, secure permission from signalman at Berlin between 7.30 A. M. and 3.30 P. M. Georgetown between 3.30 P. M. and 4.00 P. M. Harrington between 4.00 P. M. and 7.30 A. M. before fouling D. M. & V. R. R. in either direction.

Special Instructions 2427 and 2701 changed.

Applies in All Zones

(i) EXTINGUISHING FIRES ON DIESEL ENGINES

The Carbon-Dioxide fire extinguishing apparatus with which Diesel engines are equipped shall be used on all fires on the inside and outside of Diesel engines.

Water shall not be used except as last resort and then preferably with fog nozzles.

Fire departments assisting in extinguishing fires on Diesel engines shall be informed of these instructions.

Operation of Carbon-Dioxide systems—

- (1) Inside pull boxes and hose racks are located near doors and ends of each unit and outside pull boxes are located at sill at each end of unit.
To operate, open a pull box and pull handle hard; then go to the hose rack to be used and throw lever of valve to left; take hose discharge horn as close to fire as possible.
Squeeze horn control valve releasing carbon-dioxide gas; drive back smoke and then direct the gas at base of flames until extinguished and heat dissipated.
- (2) The pulling of the handle in a pull box discharges 2 of 4 cylinders; to obtain carbon-dioxide gas from other cylinders pull additional handles in pull boxes; if this is not enough go to valve at the adjoining end of the next Diesel engine unit and turn to left and then again operate pull boxes as heretofore described; repeat with each succeeding Diesel unit as may be necessary.
- (3) After any fire has been extinguished, return all valve levers to closed position; bleed hose line of gas by squeezing valve at horn.

(Note)—Baldwin two-unit Diesel engines have no between units. In Alco Diesel engines the main electrical cabinet is connected to carbon-dioxide system. In case of fire in these cabinets, operate pull boxes as heretofore described and throw valve lever at cabinet to left.

Operation of Dry Powder Extinguishers—

- (1) Dry Powder Extinguishers, two of which are provided on each Diesel engine unit, shall be used primarily for fires on outside, but may be used inside if fire is not extinguished from holder; remove ring pin from lever and push lever down hard; direct nozzle at base of flames squeezing nozzle handle and releasing extinguishing agent on fire.

Occurrence of fires and use of extinguishing apparatus shall be reported on form MP-62-DE.

T. M. GOODFELLOW,
Superintendent

**THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION**

Cape Charles, Va., March 26, 1949.

GENERAL ORDER NO. 1015

Effective 12.01 A. M., Wednesday, April 6, 1949

Applies in All Zones

(a) TIME-TABLE AUTHORITY

Schedule of No. 470 and No. 471 between Townsend and Clayton, added.

Schedule of No. 470 and No. 471 between Townsend and Chestertown, changed.

N stop for No. 454 at Townsend, page 14, withdrawn

T stop for No. 454 at Middletown, at 5.54 P. M., page 14, added.

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

No. 471 over No. 454, page 14.

No. 454 over blank column, page 14.

No. 470 over blank column, page 13.

No. 471 over No. 471, page 21.

No. 470 over No. 470, page 21.

Applies in Zone C

(b) Southward Passenger Trains at Cape Charles

Signal indication at Capes will be the authority to pass
End of block board, 814 feet north of Cape Charles passenger station to yard train on No. 1 Station track unless otherwise instructed

Special Instruction 2434 changed.

T. M. GOODFELLOW,
Superintendent.

469 - 10.41 P
 817 530 a)
 451 645
 461 750
 435 1025
 463 402 ✓

Transverse
 Equalizer Beam
 Transverse
 Radius bar

Dimer coil bot
 Dricks Steam shovel
 layers Journal cut
 Generator Respited

DR 3 Ring
 S.F. ----
 Main line SF --.
 C/K --
 Wilm --

America's No. 1 *Car*



previously
YES—the familiar, hard-working railroad freight car!

You almost live out of it! You depend upon it for virtually everything you eat, everything you wear, everything you use.

Freight cars are owned by many different railroads all over the country—and yet all of them can run on any railroad, carrying anything, anywhere, in any season.

Take this boxcar, for example. The brother of every other American freight car, it has interchangeable wheels, axles, trucks, brakes, draft gear, and couplings. It fits into any train, and can be repaired with standard parts at any railroad shop in America.

This universal interchange of freewheeling freight cars is the basis of the mass transportation that makes possible the marvel of American large-scale production. It is the very foundation of our system of marketing, which gives the American consumer the widest possible choice in the things he buys.

ASSOCIATION OF AMERICAN RAILROADS

WHAT IS A PATRON?

A Patron is the most important person in this institution—in person, on the telephone, or by mail.

A Patron is not dependent on us — we are dependent on him.

A Patron is not an interruption of our work—he is the purpose of it. We are not doing him a favor by serving him—he is doing us a favor by giving us the opportunity to do so.

A Patron is not an outsider to our business—he is part of it.

A Patron is not cold statistics—he is a flesh-and-blood human being with feelings and emotions like our own.

A Patron is a person who brings us his business. It is our job to handle him, or her, profitably both to him, or her, and to ourselves.

THE PENNSYLVANIA RAILROAD
DELMARVA DIVISION

Delmar Del. July 24, 1947

Mr. I Selby
Engineman.

I wish it were possible to speak to each one of you personally in connection with the AUGUST NO ACCIDENT CAMPAIGN. This being impossible I am taking this means to solicit your cooperation.

Accident to employees are occurring at a higher rate than in former years and a great majority of these accidents can and should be avoided by the unfailing use of care and forethought while in the performance of duty. That is why August has been designated as a NO ACCIDENT MONTH, a month in which it is hoped that every employee will do his best to avoid injury. It has been our aim to make every month a NO ACCIDENT MONTH but it is thought that if a sincere effort is made to prevent injuries in August the result obtained would have the effect of increasing the interest and consequently the effort put forth in subsequent months.

I am therefore asking you personally, to cooperate in this undertaking to the fullest possible extent. Specifically, I wish you would start each day with a determination to play safe yourself and to see that fireman under your supervision gets the spirit and performs his duties with the same alertness to safety. This can be done by assuring yourself as soon after reporting for duty as possible that Fireman and yourself know the Safety Rule of the day. Talk over Safety with the Fireman and urge him to be constantly alert to avoid dangerous practices and conditions. It would help a lot if you would review the Safety Rules and discuss them with your Fireman.

I have confidence that Enginemen will willingly enter into such team work with their Firemen, and that through thinking and talking Safety injuries will be prevented during the month of August. Accidents rarely occur when we are thinking about our personal safety.

Anything you do to make the NO ACCIDENT CAMPAIGN a success will be a valuable contribution and will be highly appreciated.

M. M. Quinn
Road Foreman of Engines.

Notice to all Employees

Railroad Retirement Tax Increased

Under the Governmental Railroad Retirement Plan, deductions have been made during the past year from the compensation paid to railroad employees at the rate of $3\frac{1}{2}\%$ of so much of the compensation of each employee as is not in excess of \$300.00 for any calendar month. The amounts so deducted have been paid by this Company into the United States Treasury, together with equivalent amounts taxed against the Company by the Act of Congress providing for the Retirement Plan.

The terms of an amendment to this Act, known as the Crosser Bill, which was passed by Congress and became a law on July 31, 1946, require that an increased tax, amounting to $5\frac{3}{4}\%$ of your monthly compensation not in excess of \$300.00, be deducted for the years 1947 and 1948, beginning on January 1, 1947, instead of the former tax of $3\frac{1}{2}\%$. As of the same date, a corresponding increase becomes effective in the tax paid by the Company under the plan.

The Crosser Bill also requires a further increase in the rate of deduction, with the result that in the years 1949, 1950 and 1951, 6% of your monthly compensation not in excess of \$300.00 will be deducted, and in 1952 and succeeding years, $6\frac{1}{4}\%$ will be deducted.

H. W. SCHOTTER,
Treasurer.