

# **THE PENNSYLVANIA RAILROAD**

**EASTERN REGION**

**SOUTHERN DIVISION**

---

**DELMARVA DIVISION**

---

**Time-Table No. 11**

**In effect 2.01 A. M., Sunday, April 24, 1949**

---

**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.

**W. C. ALLEN,**  
Sup't Freight Transportation.

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

**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
Chestertown Branch	
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. Branch	
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
U. S. Mail Work.....	26
Express Mail or Milk Trains.....	27
Arranged Freight Train Service.....	28 to 29

## SPECIAL INSTRUCTIONS

	PAGES
Automatic Block System.....	43
Automatic Highway Crossing Signals.....	38 to 40
Engine Restrictions.....	52 to 53
Engine Whistle Signals.....	30 to 31
<b>FIRST-AID BOXES AND STRETCHERS</b> .....	62
Fixed Signals.....	42
Fusees and Torpedoes.....	31
General Instructions.....	55 to 60
General Orders, Bulletin Boards, Employees' Registers, Standard Clocks.....	32
General Order Page.....	64
General Order Zones.....	32
Hand, Flag and Lamp Signals.....	30
Hand Operated Switches Equipped With Electric Locks.....	35
<b>HOSPITALS, Locations of</b> .....	62
Letters and Characters.....	30
Lost and Found Articles.....	60
Manual Block System.....	43
Maximum Speeds, Unless Otherwise Specified.....	44 to 51
Approaching a Drawbridge on a Track Not Pro- tected by Both a Home Signal and a Distant Signal.....	49
Cars Carrying Major Calibre gun barrels.....	48
Passenger Trains and Freight Trains.....	44
Wreck Trains.....	45
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 to 51
Maximum Speeds, Unless Otherwise Specified Secondary Tracks and Sidings.....	51

## **SPECIAL INSTRUCTIONS (Continued)**

	PAGES
<b><u>MEDICAL EXAMINERS AND COMPANY SUR-</u></b>	
<b><u>GEONS</u></b> .....	61
Movement of Cars Maximum Weight.....	54
Movement of Track Cars.....	34
Movement of Trains.....	34 to 41
Movement of Trains in the Same Direction by Block Signals.....	42
Movement of Wrecking Derricks over Secondary Tracks.....	54
Movement of 250-ton Wrecking Derricks.....	54
Non-interlocked Railroad Crossings at Grade.....	36
Normal Position of Switches and Crossovers at Specified Locations.....	35
Other Equipment Restrictions.....	54
Overhead Clearances.....	55
Protection for Public Highway Crossings at Grade.....	41
Qualification of Conductor or Engineman.....	33
Qualification for Service.....	63
Rule S-83.....	34
Rule D-83.....	35
Rule D-93.....	36
Side Clearances.....	55 to 60
Signalmen in Charge of Main Track Hand Operated Switches, etc.....	35
Speeds.....	44 to 51
Speed Table.....	44
Standard Time.....	30
Superiority of Trains.....	31
Switch Stands not Equipped with Lighted Switch Lamps.....	31
Track Assignments—Main Tracks.....	33
Secondary Tracks of no Assigned Direction.....	34
Uniforms.....	60
Use of Signals.....	31
Yard and Yard Instructions.....	36

# 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	
				MIDDLETOWN.....	24.8			
		X		<del>TOWNSEND.....</del>	29.0			
X	X	X		CLAYTON.....	36.8			
				CHESWOLD.....	42.4			
				DOVER.....	47.6			
X	X	X		HOLLY.....	48.9	86	80	
				WYOMING.....	50.7			
				WOODSIDE.....	54.1			
				VIOLA.....	56.1			
				FELTON.....	58.3			
X	X	X		HARRINGTON.....	64.4	72	133	
				FARMINGTON.....	68.1			
				<del>GREENWOOD.....</del>	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		
				COOLEYS.....	119.0			
				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 7.45 P.M. to 7.00 A.M. 11.50 A.M. to 6.31 P.M. <i>Aug 1 - 1948 out of service</i>
Greenwood	Closed	Daily except Sunday 4.31 P.M. to 7.01 A.M. 11.01 A.M. to 12.31 P.M. <del>Sunday</del>
Exmore	Closed	Daily except Sunday 4.45 P.M. to 8.45 A.M. Sunday

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

Siding	Employee 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 closed .....Signalman 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
<b>X</b>	<b>X</b>	<b>X</b>		HARRINGTON.....				
			<b>X</b>	HOUSTON.....	4.3			
			<b>X</b>	MILFORD.....	8.3			
				LINCOLN CITY.....	11.3			
				ELLEDALE.....	15.7			
			<b>X</b>	DALE.....	15.8			
				REDDEN.....	20.2			
		<b>X</b>		GEORGETOWN.....	23.9			
			<b>X</b>	COURT.....	23.9			
				STOCKLEY.....	28.4			
				MILLSBORO.....	32.9			
			<b>X</b>	MILL.....	32.9			
			<b>X</b>	DAGS.....	36.5			
				DAGSBORO.....	36.6			
				FRANKFORD.....	38.8			
			<b>X</b>	SELBY.....	42.9			
				SELBYVILLE.....	43.0			
				BISHOP.....	45.0			
				SHOWELL.....	47.0			
				FRIENDSHIP.....	48.9			
		<b>X</b>		BERLIN.....	52.0			
				IRONSHIRE.....	54.9			
			<b>X</b>	IRON.....	54.9			
				QUEPONCO.....	58.5			
				WESLEY.....	62.6			
			<b>X</b>	SNOW.....	65.6			
				SNOW HILL.....	65.7			
				GIRDLETREE.....	71.5			
				HURSLEY.....	74.3			
			<b>X</b>	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, <del>5.00</del> 5.30 P.M. to <del>8.00</del> 8.30 A.M. <del>12.30</del> 12.30 P.M. to <del>1.30</del> 1.30 P.M. Sunday.

## Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Hart	Clayton
Pet	Clayton — 4.30 P. M. to 7.15 A. M. 12.01 P. M. to 1.16 P. M. 7.15 A. M. to 4.30 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 — 8.00 A.M. to 12.30 P.M. 1.30 P.M. to 5.00 P.M. Greensboro— 7.15 A.M. to 8.00 A.M. — 1.16 P.M. to 1.30 P.M. Clayton — 5.00 P.M. to 7.15 A.M. 12.30 P.M. to 1.16 P.M. 7.15 A.M. to 5.00 P.M. Sunday
Cross	Easton — 8.00 A.M. to 12.30 P.M. 1.30 P.M. to 5.00 P.M. Greensboro— 7.15 A.M. to 8.00 A.M. 1.16 P.M. to 1.30 P.M. Clayton — 5.00 P.M. to 7.15 A.M. 12.30 P.M. to 1.16 P.M. 7.15 A.M. to 5.00 P.M. Sunday

## CHESTERTOWN 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			
				LAMBSON.....	12.8			
				BLACK.....	15.1			
				KENNEDYVILLE.....	18.3			
			X	KEN.....	18.3			
				STILL POND.....	20.7			
				LYNCH.....	22.2			
				WORTON.....	24.4			
				CHESTERTOWN.....	29.4			

NOTE—X indicates in service.

Direction from Townsend to Chestertown is southward

## Block-Limit stations controlled by open block stations:

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

Delmarva Div. G. O. 1103

# CENTREVILLE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Massey
			X	MASS.....	
				MASSEY.....	
				MILLINGTON.....	3.6
				SUDLERSVILLE.....	8.7
			X	SUDS.....	8.8
				BARCLAY.....	11.6
				ROBERTS.....	15.1
				PRICE.....	17.6
				HAYDEN.....	19.3
				CARVILLE.....	22.0
				CENTREVILLE.....	25.7

NOTE—X indicates in service.

Block-Limit stations controlled by open block stations:

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

## BANK TO CAPE CHARLES

STATIONS	FIRST CLASS		
	469	# 451	
	DAILY	DAILY EX. SUN.	
Leave	P.M.	A.M.	
BROAD ST. PHILA. (PT Div)		\$ 6.55	
PENNSYLVANIA 30th ST.	\$ 11.10	\$ 6.02	
WILMINGTON.....	\$ 12.01	\$ 7.10	
BANK.....	12.07	7.16	
NEW CASTLE.....		\$ 7.23	
TASKER.....	12.14	7.24	
BEAR.....		\$ 7.31	
PORTER.....			
KIRKWOOD.....		\$ 7.38	
MT. PLEASANT (Md. Div)		\$ 7.46	
ARMS.....	12.35	\$ 7.51	
MIDDLETOWN.....	\$ 12.39	\$ 7.55	
TOWNSEND.....		\$ 8.05	
CLAYTON.....	12.57	\$ 8.20	
CHESWOLD.....		\$ 8.28	
DOVER.....	\$ 1.13	\$ 8.39	
HOLLY.....	1.15	8.41	
WYOMING.....		\$ 8.44	
WOODSIDE.....		\$ 8.51	
VIOLA.....		\$ 8.55	
FELTON.....		\$ 8.59	
HARRINGTON.....	\$ 1.38	\$ 9.17	
FARMINGTON.....		\$ 9.22	
GREENWOOD.....	1.47	\$ 9.30	
BRIDGEVILLE.....	1.56	\$ 9.38	
CANNON.....		F 9.43	
SEAFORD.....	\$ 2.12	\$ 10.15	
LAUREL.....	U 2.22	\$ 10.25	
DELMAR.....	\$ 2.32	\$ 10.38	
	2.44	10.45	
SALISBURY.....	\$ 3.07	\$ 11.01	
FRUITLAND.....		\$ 11.08	
EDEN.....		\$ 11.14	
PRINCESS ANNE.....	\$ 3.31	\$ 11.24	
KINGS CREEK.....	3.34	11.28	
COSTEN.....		F 11.35	
CASSATT.....	3.45	11.39	
POCOMOKE.....	\$ 3.53	\$ 11.45	
BEAVER DAM.....		F 11.50	
NEW CHURCH.....	K 4.01	\$ 11.55	
LECATO.....	O 4.11	\$ 12.08	
OAK HALL.....		\$ 12.12	
MAKEMIE PARK.....		\$ 12.17	
HALLWOOD.....	O 4.21	\$ 12.21	
MEARS.....		\$ 12.25	
BLOXOM.....	4.27	\$ 12.30	
HOPETON.....		\$ 12.33	
PARKSLEY.....	O 4.34	\$ 12.41	
GREENBUSH.....		\$ 12.47	
TASLEY.....	\$ 4.48	\$ 12.57	
ONLEY.....		\$ 1.02	
MELFA.....		\$ 1.07	
KELLER.....	U 5.01	\$ 1.12	
PAINTER.....		\$ 1.18	
BELLE HAVEN.....		F 1.23	
EXMORE.....	U 5.13	\$ 1.30	
NASSAWADOX.....		\$ 1.38	
WIERWOOD.....		\$ 1.42	
BIRDSNEST.....		\$ 1.47	
MACHIPONGO.....	5.24	\$ 1.53	
EASTVILLE.....	U 5.32	\$ 2.02	
COBBS.....		\$ 2.08	
CHERITON.....		\$ 2.12	
CAPE.....	5.42	2.17	
CAPE CHARLES.....	\$ 6.00	\$ 2.25	
Arrive	A.M.	P.M.	
	469	451	

Delmarva Div. G. O. 1109-7-23-49

No. 451 will not run May 30, July 4, Sept. 5

No. 461 will not run May 29, July 3, Sept. 4

# <del>499</del>	455
DAILY EX. SUN.	DAILY
P.M.	A.M.
	\$ 9.45
	\$ 9.52
	\$ 10.50
	10.56
	11.03
	11.25
	\$ 11.28
	11.33
	\$ 11.47
	\$ 12.03
	12.06
	\$ 12.26
	12.35
	\$ 12.42
	\$ 12.53
	\$ 1.03
	\$ 1.13
	1.20
	\$ 1.33
\$ 12.50	\$ 1.50
<del>12.50</del>	1.53
	\$ 2.04
	\$ 2.07
	\$ 2.18
	\$ 2.32
	\$ 2.43
	U 2.45
	U 2.53
	U 3.03
	3.13
	U 3.20
	3.28
	\$ 3.35
P.M.	P.M.
<del>499</del>	455

Delmarva Div. G. O. 1109-7-23-49

Delmarva Div. G. O. 1109-7-23-49

# 459	
SUNDAY ONLY	
P.M.	
	\$ 9.55
	\$ 10.30
	10.35
	10.42
	11.04
	11.21
	\$ 11.34
	11.37
	11.54
	12.02
	12.18
	\$ 12.34
	12.41
	1.18
	U 1.29
	1.43
	2.04
	2.14
	2.27
	\$ 2.32
	A.M.
	459

470

463

No. 499 will not run May 30, July 4, Sept. 5

No. 470 will not run May 30, July 4, Sept. 5

No. 459 will not run May 29, July 3, Sept. 4-will run May 30, July 4, Sept. 5

## CAPE CHARLES TO BANK

STATIONS		CLASS	
Arrive		454	<del>498</del>
		P.M.	<del>P.M.</del>
BROAD ST. PHILA. (PT Div)		\$ 7.15	
PENNSYLVANIA 30th ST.		\$ 7.07	
WILMINGTON		\$ 6.37	
BANK		6.25	
NEW CASTLE			
TASKER		6.18	
BEAR			
PORTER			
KIRKWOOD			
MT. PLEASANT (Md. Div)			
ARMS		5.59	
MIDDLETOWN		T 5.54	
TOWNSEND		5.41	
CLAYTON		\$ 5.31	
CHESWOLD			
DOVER		\$ 5.18	
HOLLY		5.12	
WYOMING			
WOODSIDE			
VIOLA			
FELTON			
HARRINGTON		\$ 4.56	
FARMINGTON			
GREENWOOD		4.45	
BRIDGEVILLE		T 4.40	
CANNON		\$ 4.29	
SEAFORD		\$ 4.16	
LAUREL		\$ 4.06	
DELMAR		\$ 3.59	
SALISBURY		\$ 3.49	
FRUITLAND			
EDEN			
PRINCESS ANNE		\$ 3.29	\$ 3.10
KINGS CREEK			<del>3.00</del>
COSTEN			
CASSATT		3.14	
POCOMOKE		\$ 3.13	
BEAVER DAM			
NEW CHURCH			
LECATO		\$ 3.00	
OAK HALL			
MAKEMIE PARK			
HALLWOOD			
MEARS			
BLOXOM			
HOPETON			
PARKSLEY		\$ 2.46	
GREENBUSH		\$ 2.36	
TASLEY			
ONLEY			
MELFA			
KELLER		T 2.24	
PAINTER			
BELLE HAVEN			
EXMORE		\$ 2.13	
NASSAWADOX			
WIERWOOD			
BIRDSNEST			
MACHIPONGO		2.00	
EASTVILLE		T 1.55	
COBBS			
CHERITON			
CAPE		1.44	
CAPE CHARLES		\$ 1.40	
Leave		P.M.	P.M.
		DAILY	DAILY
		EX. SEN.	EX. SEN.
		454	<del>498</del>

Delmarva Div. G. O. 1109-7-23-49

Delmarva Div. G. O. 1109-7-23-49

462

#\*471

No. 471 will not run May 30, July 4, Sept. 5

No. 498 will not run May 30, July 4, Sept. 5



## FIRST CLASS

450		468	
P.M.		A.M.	
\$ 11.37		\$ 5.10	
\$ 11.32		\$ 4.33	
\$ 10.55		4.20	
10.27		4.14	
10.20			
10.01		3.52	
\$ 9.52			
\$ 9.32		3.27	
F 9.21		T 3.11	
\$ 9.12		3.08	
9.06			
\$ 8.46		E 2.48	
		2.37	
8.34			
\$ 8.27		2.20	
\$ 8.14		F 2.05	
\$ 7.57		1.56	
7.45		\$ 1.44	
\$ 7.37		\$ 1.32	
\$ 7.11		\$ 1.11	
\$ 6.41			
6.30		12.55	
F 6.26		\$ 12.54	
6.22			
\$ 6.21		T 12.40	
T 6.12			
\$ 6.07			
\$ 6.01			
\$ 5.49		T 12.25	
\$ 5.45		\$ 12.15	
\$ 5.40			
T 5.32		T 12.00	
\$ 5.29			
\$ 5.25		T 11.50	
\$ 5.21			
T 5.13		11.38	
\$ 5.08			
\$ 5.00			
\$ 4.55		11.26	
\$ 4.49		\$ 11.20	
\$ 4.39		P.M.	
T 4.35		DAILY	
\$ 4.31		EX. SUN.	
\$ 4.18		# 450	
T 4.13			
\$ 4.08			
\$ 4.02			
\$ 3.49			
\$ 3.42			
\$ 3.39			
3.25			
\$ 3.20			
P.M.			
DAILY			
EX. SUN.			
# 450			

Delmarva Div. G. O. 1109-7-23-49

No. 450 will not run May 30, July 4, Sept. 5

No. 460 will not run May 29, July 3, Sept. 4-will run May 30, July 4, Sept. 5

**KINGS CREEK TO CRISFIELD—SOUTHWARD**

STATIONS	FIRST CLASS		
	# 499 DAILY EX. SUN.		
Leave	P.M.		
KINGS CREEK	12.30		
LONDON	12.32		
WESTOVER	\$ 12.55		
KINGSTON	\$ 1.10		
MARION	\$ 1.35		
FIELD	2.05		
PINE STREET	\$ 2.10		
CRISFIELD	\$ 2.40		
Arrive	P.M.		
	499		

No. 499 will not run May 30, July 4, Sept. 5

**SEAFORD TO CAMBRIDGE—SOUTHWARD**

STATIONS	FIRST CLASS		
	# 493 DAILY EX. SUN.		# 495 SUNDAY ONLY
Leave	A.M.		A.M.
SEAFORD	\$ 10.40		\$ 10.30
COKE	10.45		10.33
FEDERALSBURG	\$ 11.05		\$ 10.51
FED	11.06		10.52
WILLIAMSBURG	F 11.14		F 11.00
LOCK	11.19		11.05
HURLOCK	\$ 11.25		\$ 11.11
EAST NEW MARKET	\$ 11.36		\$ 11.20
LINKWOOD	\$ 11.47		\$ 11.29
AIREY	F 11.53		F 11.35
THOMPSON	F 11.59		F 11.41
TANK	12.04		11.45
WASHINGTON ST.	F 12.06		F 11.47
CAMBRIDGE	\$ 12.10		\$ 11.50
Arrive	P.M.		A.M.
	493		495

No. 493 is superior by direction to No. 492

No. 495 is superior by direction to No. 492

No. 493 will not run May 30, July 4, Sept. 5

No. 495 will not run May 29, July 3, Sept. 4

# CRISFIELD TO KINGS CREEK—NORTHWARD

STATIONS	FIRST CLASS			
	498			
Arrive	P.M.			
KINGS CREEK	6.00			
LONDON	5.37			
WESTOVER	S 5.35			
KINGSTON	S 6.20			
MARION	S 5.07			
FIELD	4.37			
PINE STREET	S 4.35			
CRISFIELD	S 4.30			
Leave	P.M.			
	DAILY EX. SUN. ‡ *498			

No. 498 will not run May 30, July 4, Sept. 5

# CAMBRIDGE TO SEAFORD—NORTHWARD

STATIONS	FIRST CLASS			
	492			
Arrive	P.M.			
SEAFORD	S 4.10			
COKE	3.58			
FEDERALSBURG	S 3.43			
FED.	3.37			
WILLIAMSBURG	F 3.29			
LOCK	3.24			
HURLOCK	S 3.23			
EAST NEW MARKET	S 3.11			
LINKWOOD	S 3.01			
AIREY	F 2.55			
THOMPSON	F 2.49			
TANK	2.44			
WASHINGTON ST.	F 2.42			
CAMBRIDGE	S 2.40			
Leave	P.M.			
	DAILY ‡ ‡ 492			

No. 492 will not run May 29, May 30, July 3, July 4, Sept. 4. Sept. 5

# HARRINGTON TO FRANKLIN CITY—SOUTHWARD

STATIONS	Leave	FIRST CLASS			
		# 487 DAILY EX. SUN.			
		A.M.			
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			

No. 487 is superior by direction to No. 486  
 No. 487 will not run May 30, July 4, Sept. 5

# FRANKLIN CITY TO HARRINGTON—NORTHWARD

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

No. 486 will not run May 30, July 4, Sept. 5

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## TOWNSEND TO CHESTERTOWN—SOUTHWARD

21

STATIONS	FIRST CLASS			
	#**471			
	DAILY EX. SUN.			
Leave	P.M.			
TOWNSEND	S 12.01			
VANDYKE	F 12.09			
GOLT	F 12.14			
MASS	12.21			
MASSEY	F 12.29			
LAMBSON	F 12.37			
BLACK	F 12.43			
KENNEDYVILLE	F 12.50			
KEN	12.51			
STILL POND	F 12.56			
LYNCH	F 1.01			
WORTON	F 1.06			
CHESTERTOWN	S 1.50			
Arrive	P.M.			
	471			

## CHESTERTOWN TO TOWNSEND—NORTHWARD

STATIONS	FIRST CLASS			
	470			
	P.M.			
Arrive				
TOWNSEND	F 5.00			
VANDYKE	F 4.19			
GOLT	F 4.12			
MASS	4.06			
MASSEY	F 4.04			
LAMBSON	F 3.56			
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			

No. 471 is superior by direction to No. 470

No. 471 will not run May 30, July 4, Sept. 5

No. 470 will not run May 30, July 4, Sept. 5

# 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.	
CAPE CHARLES.....	\$ 1.20		\$ 10.35	
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.

## (m) MAIN LINE

## PARKSLEY BLOCK STATION

Open continuously, except:

Closed Saturday 3.00 P.M. to Monday 7.00 A.M.

**Applies in All Zones**

## (n) TICKET OFFICES OPEN FOR SALE OF TICKETS

**TICKET OFFICES OPEN FOR SALE OF TICKETS**

Daily except Saturday and Sunday		STATIONS	Daily except Saturday		Daily except Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.	Open for Train No.	Close after Train No.
451	455	Middletown.....				
451	451	Townsend.....				
All Trains		Clayton.....	All Trains			
451	450	Dover.....	451	450	455	454
451	451	Wyoming.....				
All Trains		Harrington.....	All Trains		469	454
451	451	Greenwood.....				
451	454	Bridgeville.....				
All Trains		Seaford.....	All Trains		All Trains	
451	454	Laurel.....	451	454		
All Trains		Delmar.....	All Trains		All Trains	
All Trains		Salisbury.....	All Trains		All Trains	
451	451	Fruitland.....				
All Trains		Princess Anne.....	468	469	468	469
All Trains		Pocomoke.....	468	469	468	469
451	451	New Church.....				
451	454	Lecato.....				
451	451	Oak Hall.....				
451	451	Hallwood.....				
451	451	Mears.....				
451	451	Bloxom.....				
All Trains		Parksley.....	468	455		
451	454	Tasley.....				
451	450	Onley.....				
451	450	Melfa.....				
451	450	Keller.....				
451	450	Painter.....				
451	451	Belle Haven.....				
451	450	Exmore.....	451	450		
451	450	Nassawadox.....				
450	450	Weirwood.....				
451	450	Machipongo.....				
451	450	Eastville.....				
451	450	Cobbs.....				
451	450	Cheriton.....				
Continuous		Cape Charles.....	Continuous		Continuous	
All Steamers		Fort Monroe.....	All Steamers		All Steamers	
		(Old Point Comfort)				
All Steamers		Norfolk (Brooke Ave.)	All Steamers		All Steamers	

Page 24, changed.

Sticker page and sticker coupons will not be issued nor will it be necessary for employees to make corrections in time-table of changes contained in Paragraphs (e), (f), (g), (h), (i), (m) and (n).

T. M. GOODFELLOW,  
Superintendent.

# 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.....		

# U. S. MAIL WORK

STATIONS	Southward					Northward				
	469	451	455	463		462	454	450	468	
Townsend			CD	CD						
Clayton	R									
Cheswold			CD	CD		CD	CD			
Wyoming			CD							
Woodside				CD		CD	CD			
Viola			D			CD	CD			
Felton			D							
Farmington				CD		CD	CD			
Greenwood			CD	CD			CD			
Bridgeville	R									
Cannon		CD		CD		CD	CD			
Laurel	R						<b>E</b>			
Fruitland							CD			
Eden							CD			
New Church	D*						CD			
Lecato	R									
Oak Hall	D		CD				CD*	C		
Makemie Park	D		D				CD			
Hallwood	R		D				CD*			
Mears	D						CD	C		
Bloxom	D		D				CD*			
Hopeton							CD			
Parksley									C†	
Greenbush	D						CD			
Onley			D				CD		C†	
Melfa	D		D				CD			
Keller	R		R				CD		C	
Painter	D†		D				CD		C†	
Exmore	R		R						C	
Nassawadox	D		D				CD		C*	
Wierwood	D						CD	C		
Birdanest	D		D				CD			
Machipongo	D						CD			
Kendall Grove		E					CD			
Eastville	R		D				CD			
Cobbs	D						CD			
Cheriton	D						CD			

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

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

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

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

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

•—Sunday only.

†—Daily except Saturday.

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

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

# EXPRESS, MAIL OR MILK TRAINS

Between

## ARMS AND BANK

(TIME SHOWN CONVEYS NO TIME-TABLE AUTHORITY)

STATIONS	SOUTHWARD		NORTHWARD	
	# D-17 DAILY EX. SUN.		D-16	
Leave	A.M.	Ar.	P.M.	
BROAD ST. PHILA. (PT Div.)	E 4.25		S 9.49	
PENNSYLVANIA 30th ST.				
WILMINGTON	E 5.55		S 8.39	
BANK (Md. Div.)	6.02		8.15	
ARMS	6.35		7.40	
MIDDLETOWN			S 7.31	
TOWNSEND	E 6.55		S 7.19	
CLAYTON	E 7.20		S 7.09	
CHESWOLD	E 7.27			
DOVER	E 7.40		S 6.28	
HOLLY	7.42		6.16	
WYOMING			S 6.13	
WOODSIDE				
VIOLA				
FELTON	E 8.06		S 6.00	
HARRINGTON	E 8.15		S 5.51	
FARMINGTON				
GREENWOOD	E 8.25		S 5.24	
BRIDGEVILLE	E 8.33		S 5.16	
CANNON				
SEAFORD	E 8.55		S 5.05	
LAUREL	E 9.05		S 4.35	
DELMAR	E 9.15		S 4.25	
Arrive	A.M.	Lv.	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 Bank, unless otherwise provided.

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

Discharge all passenger travel at Wilmington for other connections.

D-17 will not run May 30, July 4, Sept. 5

D-16 will not run May 30, July 4, Sept. 5

## ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

The time shown conveys no time-table authority.

STATIONS	D-7 (2)	D-27 (2)	D-53 (3)	D-55 (2)	D-3 (1)	D-11 (1)	D-33 (1)	HF-1 (6)	D-1 (1)	D-251 (2)	D-253 (4 & 9)	D-29 (2)	D-31 (5)	D-9 (2)	P-32 (8)	D-13 (6)	D-57 (7)
Edgmoor.....	A.M.	2.45	7.30	A.M.	11.45	P.M.	1.00	A.M.	7.45	A.M.				A.M.			
Tasker.....		3.30	7.50		12.30		1.30		8.30								
Porter.....																	
Arms.....		4.10	10.00		1.20		2.20		9.30						7.50		
Massey.....			2.00												8.15		
Centreville.....			4.45														
Clayton.....		4.45										9.45					
Clayton.....		5.40			10.30												
Love Point.....																	
Easton.....					1.45												
Oxford.....																	5.30
Dover.....																	8.30
Harrington.....		6.40					3.20					1.30					
Harrington.....		7.10											12.15				
Rehoboth.....													7.30				
Berlin.....																	
Franklin City.....																	
Bridgeville.....																	
Bridgeville.....																	
Seaford.....		7.50															
Seaford.....		8.30															
Hurlock.....										11.00						3.15	
Cambridge.....																	
Delmar.....		9.00			4.45					1.00		12.01					
Delmar.....					5.45				1.30							6.15	
Salisbury.....	4.30						4.00		5.00			4.30					
Salisbury.....							4.45										
Crisfield.....																	
Cape Charles.....	11.00				9.45				10.45								
	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.

(1) Daily (2) Daily except Sunday (3) Daily except Tuesday, Thursday, Saturday and Sunday (4) Alternate days.  
 (5) Monday, Wednesday and Friday. (6) Daily except Saturday. (7) Operates Easton-Oxford-McDaniel, Monday, Wednesday, Friday; Easton-Denton-Love Point, Tuesday, Thursday, Saturday.  
 (8) Seasonal. (9) Operates Hurlock to Vienna, daily; Hurlock to Preston, Monday, Wednesday, Friday. (10) Turn-around Service.

## 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 (2)	D-66 (2)	D-54 (4)	D-28 (1)	D-24 (1)	D-254 (3 & 8)	D-28 (2)	D-10 (2)	D-32 (5)	P-33 (9)	D-14 (6)	D-58 (7)
Cape Charles.....	12.30	4.30															
Crisfield.....																	
Salisbury.....																	
Delmar.....	4.00	12.30			10.00								2.30				
Delmar.....	5.00			3.15	11.00								3.30				
Seaford.....																	
Seaford.....				4.00													
Hurlock.....																	
Cambridge.....				4.30													
Bridgeville.....																	
Franklin City.....																	
Berlin.....																	
Rehoboth.....																	
Harrington.....																	
Harrington.....				5.00	5.30	3.00			1.30					10.30			
Dover.....														5.45			
Oxford.....																	
Easton.....																	
Love Point.....							2.45										2.00
Clayton.....				5.50													4.30
Clayton.....				6.30	8.30				4.40				4.30				
Centreville.....																	
Massey.....								8.45									
Arma.....	8.14		7.15	9.00				9.30									
Porter.....								3.35	5.25	5.50							
Bank.....	8.58		8.05	9.30				4.20	6.10	6.40					1.10		
Edgemoor.....	9.15		8.20	10.00				4.30	6.25	7.00					1.30		
	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

- (1) Daily.  
 (2) Daily except Sunday.  
 (3) Alternate days.  
 (4) Daily except Sunday, Monday, Wednesday and Friday.  
 (5) Tuesday, Thursday and Saturday.  
 (6) Daily except Saturday.  
 (7) Operates Easton-Oxford-McDaniel, Monday, Wednesday, Friday; Easton-Denton-Love Point; Tuesday, Thursday, Saturday.  
 (8) Operates Hurlock to Vienna, daily; Hurlock to Preston, Monday, Wednesday, Friday.  
 (9) Seasonal.  
 \* 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**—Stop on signal to discharge pay passengers from Wilmington and beyond, and to receive pay passengers for Fort Monroe, Norfolk and beyond.
- T**—Stop on signal to receive pay passengers for Wilmington and beyond, and to discharge pay passengers from Norfolk, Fort Monroe and beyond.
- U**—Stop on signal to discharge pay passengers from Wilmington and beyond.

## 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., operator 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
Chestertown Branch	Main Track	All Switches
Oxford Branch	Main Track	All Switches
D. M. & V. Branch	Main Track	All Switches
Cambridge Branch	Main Track	All Switches
Crisfield Branch	Main Track	All Switches
Centreville	Secondary 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

## SUPERIORITY OF TRAINS

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

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

★ **2001.** Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of 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 Chestertown, Oxford, Cambridge and D. M. & V. Branches, and Centreville, 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. Branch	Harrington	Franklin City
Oxford Branch	Clayton	Oxford
Chestertown Branch	Townsend	Chestertown

#### 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
Centreville (S)	Mass	Centreville	Townsend—when open Arms	1 & 2
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.

NOTE 2—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.

## MOVEMENT OF TRACK CARS

**2301.** Track cars will be governed by **Rule 80** on portions of the division as follows:

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
Mass	Chestertown Branch	Centreville Secondary track	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 River 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. Facing switch in No. 2 track leading to 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
	Houston
	Milford
	Ellendale
D. M. & V. Branch	Georgetown
	Millsboro
	Dagsboro
	Selbyville
	Berlin
	Snow Hill
	Franklin City
	Clayton
Oxford Branch	Queen Anne
	Easton
	Oxford
	Townsend
Chestertown Branch	Massey
	Chestertown

## 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
	Type	Indication or Position	
Berlin	Stop Sign	Stop	Trains and engines on D. M. & V. Branch must approach stop sign prepared to stop and stop unless track is seen or known to be clear.
Berlin	Stop Sign	Stop	Trains and engines on 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. Branch in either direction.

## **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. Branch to Salisbury-West Ocean City Secondary track; and Salisbury-West Ocean City Secondary track from connection leading from D.M. & V. Branch to a point 4500 feet west thereof.

## **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.** 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.

## 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. Branch.

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 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.



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 operate when trains approach crossing with and against the current of traffic, but do not relieve engineman from complying with **Rules 14 (1)** and **30**.

When shifting movements are made over crossing, trains or engines must approach crossing prepared to stop unless gates are down. On tracks equipped with stop signs, and 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 circuit that extends 70 feet from crossing.

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

Automatic flashing light signals, short arm gate combination in service as follows:

#### MAIN LINE DOVER

Forrest Street, 250 feet north of Dover passenger station.

Division Street, 1150 feet north of Dover passenger station.

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.

#### FELTON

Main Street, 840 feet south of Felton passenger station.

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.

## HARRINGTON

Clark Street, 106 feet north of Harrington interlocking and block station.

Liberty Street, 1078 feet north of Harrington interlocking and block station.

Center Street, 1894 feet north of Harrington interlocking and block station.

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

Southward freight trains detaching engine from train clear of Fleming's track to do work or to 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 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 ready to move permission must be obtained from signalman before proceeding.

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

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 plug and Liberty Street crossing.

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

## SEAFORD

River Road, 2420 feet south of Seaford passenger station.

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

## LAUREL

Sixth Street, 356 feet south of Laurel passenger station.

Seventh Street, 726 feet south of Laurel passenger station.

Eighth Street, 1156 feet south of Laurel passenger station.

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

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

**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
Nos. 3 and 4	State Street	Delmar	10.30 P.M. and 6.30 A.M.	
D. M. & V. Branch	Walnut Street	Millford	5.00 P.M. and 9.00 A.M. week days. Sunday continuously.	
D. M. & V. Branch	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
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
Centreville Secondary Track	Route 6 Route 302 Route 313	Millington Barclay Barclay
Ellendale—Milton Secondary Track	Route 5	Milton
Georgetown— Rehoboth Secondary Track	Route 14 Route 18 Kings Highway	Nassau Lewes Lewes
Salisbury— Mardela Springs Secondary Track	North Division Street West Main Street Route 13 Isabella Street Chestnut Street	Salisbury Salisbury Salisbury Salisbury Salisbury
Salisbury—West Ocean City Secondary Track	Truitt Street	Salisbury
Preston—Vienna Secondary Track	Pine Street	Hurlock
Love Point—Denton Secondary Track	Route 313	Denton

MOVEMENT OF TRAINS IN THE SAME DIRECTION  
BY BLOCK SIGNALS

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

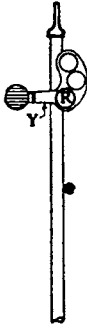


	Track	Between	And
Main Line	No. 1 and No. 2	Division Post (Md. Div.)	Capes

On two or more tracks signal indication or permission of the signalman will be authority for a train to proceed as an extra.

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

FIXED SIGNALS

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

INDICATIONS	ASPECTS
STOP	
PROCEED	
APPROACH NEXT SIGNAL PREPARED TO STOP	

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	Townsend	Chestertown
Oxford Branch	Single	Clayton	Oxford
D. M. & V. 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
Centreville Secondary Track	Single	Mass	Centreville

**2803.** Rule 317 will apply:

Main Line between:

Division Post (Md. Div.) and Seaford.

Cassatt and Cape Charles.

Chestertown Branch.

Oxford Branch.

D. M. & V. Branch.

Cambridge Branch.

Crisfield Branch.

Centreville Secondary Track.

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	
	Per.	Et.	Per.	Et.	Per.	Et.
<b>BETWEEN:</b>	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				
<b>Chestertown Branch</b>						
<b>Between:</b> Townsend and Chestertown	30	30				
<b>Oxford Branch</b>						
<b>Between:</b> Clayton and Oxford	40	40				
<b>D. M. &amp; V. Branch</b>						
<b>Between:</b> Harrington and Franklin City	40	40				
<b>Cambridge Branch</b>						
<b>Between:</b> Seaford and Coke	25	25				
Coke and End of block board, 1168 feet north of Cambridge passenger station	30	30				
<b>Crisfield Branch</b>						
<b>Between:</b> 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	
<b>Main Line</b> <b>Between:</b> Division Post (Md. Div.) and End of block board, 814 feet north of Cape Charles passenger station. ....	35	25
<b>Chestertown Branch</b> <b>Between:</b> Townsend and Chestertown.....	30	20
<b>Oxford Branch</b> <b>Between:</b> Clayton and Oxford.....	30	20
<b>D. M. &amp; V. Branch</b> <b>Between:</b> Harrington and Franklin City.....	30	20
<b>Cambridge Branch</b> <b>Between:</b> Seaford and Coke..... Coke and End of block board, 1168 feet north of Cambridge passenger station.....	25 30	20 20
<b>Crisfield Branch</b> <b>Between:</b> Kings Creek and Pine Street..... Pine Street and Crisfield.....	30 6	20 6
<b>Centerville Secondary Track</b> <b>Between:</b> Mass and Centerville.....	30	20
<b>Georgetown-Rehoboth Secondary Track</b> <b>Between:</b> Mile Post 25 and Mile Post 37.....	25	20
<b>Love Point-Denton Secondary Track</b> <b>Between:</b> Narrows and Queen Anne.....	30	20

## WORK TRAINS

	Boom Trailing	Boom Forward
	Miles per Hour	
<b>Main Line</b>		
<b>Between:</b>		
Division Post (Md. Div.) and End of block board, 814 feet north of Cape Charles passenger station. ....	35	25
<b>Chestertown Branch</b>		
<b>Between:</b>		
Townsend and Chestertown. ....	30	20
<b>Oxford Branch</b>		
<b>Between:</b>		
Clayton and Oxford. ....	30	20
<b>D. M. &amp; V. Branch</b>		
<b>Between:</b>		
Harrington and Franklin City. ....	30	20
<b>Cambridge Branch</b>		
<b>Between:</b>		
Seaford and Coke. ....	25	20
Coke and End of block board, 1168 feet north of Cambridge passenger station. ....	30	20
<b>Crisfield Branch</b>		
<b>Between:</b>		
Kings Creek and Pine Street. ....	30	20
Pine Street and Crisfield. ....	6	6
<b>Centreville Secondary Track</b>		
<b>Between:</b>		
Mass and Centreville. ....	30	20
<b>Georgetown-Rehoboth Secondary Track</b>		
<b>Between:</b>		
Mile Post 25 and Mile Post 37. ....	25	20
<b>Love Point-Denton Secondary Track</b>		
<b>Between:</b>		
Narrows and Queen Anne. ....	30	20

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 swing- ing type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Supplemental Instruc- tion 4135.....	
—on straight track.....	30
—on curves.....	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
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 lo- cated in toilet. When handling such cars, conductors must know that enginemen have been properly advised.	
Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30
Pushing Cars—Passenger Trains.....	25
—Freight Trains.....	20
Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	15
—hand cars operated under Rule 80.....	20
—through crossovers and turnouts, and over highway and railroad crossings.....	5

### 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	
<b>Main Line</b> <b>Between</b> Division Post (Md. Div.) and End of block board, 814 feet north of Cape Charles passenger station.....	35	20
<b>Chestertown Branch</b> <b>Between:</b> Townsend and Chestertown.....	30	20
<b>Oxford Branch</b> <b>Between:</b> Clayton and Oxford.....	30	20
<b>D. M. &amp; V. Branch</b> <b>Between:</b> Harrington and Franklin City.....	30	20
<b>Cambridge Branch</b> <b>Between:</b> Seaford and Coke.....	25	20
Coke and End of block board 1168 feet north of Cambridge passenger station.....	30	20
<b>Crisfield Branch</b> <b>Between:</b> Kings Creek and Pine Street.....	30	20
Pine Street and Crisfield.....	6	6
<b>Centreville Secondary Track</b> <b>Between:</b> Mass and Centreville.....	30	20
<b>Georgetown-Rehoboth</b> <b>Secondary Track</b> <b>Between:</b> Mile Post 25 and Mile Post 37.....	25	20
<b>Love Point-Denton</b> <b>Secondary Track</b> <b>Between:</b> Narrows and Queen Anne.....	30	20

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

When handling such cars, conductors must know that engine-men have been so advised.

### 3103. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED TURNOUTS

#### ENTIRE DIVISION

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

**3103A. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED  
APPROACHING A DRAWBRIDGE ON A TRACK NOT  
PROTECTED BY BOTH A HOME SIGNAL AND A DIS-  
TANT SIGNAL.**

LOCATION	Miles per Hour
<b>Main Line:</b>	
Seaford, against current of traffic	20
Laurel, against current of traffic	20
Pocomoke, against current of traffic	20
<b>Georgetown-Rehoboth Secondary Track</b>	
Lewes, approaching home signal	8

**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
No. 1 Track, 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
<b>Chestertown Branch:</b>	
Curve at station at Townsend	25
Curve at station at Massey	25
Curve at station at Worton	25
College cut north of Chestertown	25
Curve at wye, Chestertown	25
<b>Crisfield Branch:</b>	
Over State Highway crossings, Routes 13 and 413, north of Westover	6
Over State Highway crossing, Route 413, Crisfield	6

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

	Miles per Hour
<b>Oxford Branch:</b>	
Curve at Clayton.....	15
Peach Blossom curve north of Llandaff.....	25
Easton—all grade crossings.....	6
<b>D. M. &amp; V. Branch:</b>	
Harrington—between State Highway crossing Route 13 and northward home signal.....	20
Georgetown—curves passenger station to south leg of wyé.....	15
Berlin—Secondary track crossing to connection leading to Salisbury-West Ocean City Secondary track.....	15
Berlin—Main Street crossing.....	6
<b>SECONDARY TRACKS</b>	
<b>Centreville:</b>	
Curve at station at Massey.....	20
<b>Ellendale-Milton:</b>	
Curve at Ellendale.....	10
<b>Georgetown-Rehoboth:</b>	
Lewes drawbridge.....	6
<b>Love Point-Denton:</b>	
Narrows drawbridge.....	6
Denton drawbridge.....	6
Hillsboro, first and second road crossings west of.....	6
Bloomington road crossing.....	6
<b>McDaniel-Easton Junction:</b>	
McDaniel to Easton Jct.—all grade crossings.....	6
Royal Oak drawbridge.....	6
<b>Salisbury-Mardela Springs:</b>	
Curve at Salisbury passenger station.....	5
<b>Salisbury-West Ocean City:</b>	
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
Q.....	25	40	50
S.....	25	50	70
T.....	25	50	70
Rail Motor Cars.....	40	60	60

Class Diesel Engines	Miles per Hour	
	Forward— Light	Forward— with train
Road		
AP-3 .....	50	70
BP-1 .....	50	70
BP-3 .....	50	70
EP-3 .....	50	70
EF-4 .....	50	50
FF-3 .....	50	50
Yard		
AS-6 .....	40	40
AS-10 .....	40	40
BS-6 .....	40	40
BS-10 .....	40	40
ES-6 .....	40	40
ES-10 .....	40	40

## NOTE —

**Road Diesel Engines**

The first letter indicates the builder; i.e., "A"—American Locomotive Company, "B"—Baldwin Locomotive Works, "E"—Electro-Motive Division, General Motors Corporation, "F"—Fairbanks, Morse & Company.

The second letter indicates the service to which assigned; i.e., "P"—Passenger, "F"—Freight.

The numeral indicates the number of units in the engine. The "BP-1" is the Baldwin passenger engine—6000 horsepower, which is semi-permanently connected and is considered as one unit.

**Yard Diesel Engines**

The first letter indicates the same as for Road Diesel Engines.

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

"A"—American Locomotive Company.

"S"—Shifting Service.

"6"—600 or 660 horsepower.

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

Track	Between	And	Miles per Hour
Centreville .....	Mass .....	Centreville .....	30
Ellendale-Milton ..	Ellendale .....	Milton .....	15
Georgetown- Rehoboth .....	{ Georgetown ...	Mile Post 25 .....	15
	{ Mile Post 25 ...	Mile Post 37 .....	25
	{ Mile Post 37 ...	Rehoboth .....	15
Capes-Kiptopeke ..	Capes .....	Kiptopeke .....	15
	{ Love Point ...	Narrows .....	15
Love Point-Denton	{ Narrows .....	Queen Anne .....	30
	{ Queen Anne ...	Denton .....	20
McDaniel- Easton Jct. ....	McDaniel .....	Easton Jct. ....	20
Preston-Vienna ...	{ Preston .....	Hurlock .....	15
	{ Hurlock .....	Vienna .....	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.

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

LOCATION	CLASS OF ENGINES													Engine with Tender Capacity of over 15,000 Gallons with 8-wheel Trucks.
	A	B,S10	C	D,S-6	E	G	H-6	H-8,9,10	K	L	BP-1,M,N,Q,S,T	EP,AP,BP	EF,FF,BF,AF,S-16	
<b>Main Line:</b>														
<b>MAIN TRACKS:</b>											X			X
<b>MIDDLETOWN:</b>														
Short and Walls track.....			X		X	X	X	X	X	X	X	X	X	X
<b>CLAYTON:</b>														
Coaling station.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Smyrna track.....						X			X	X	X			X
<b>DOVER:</b>														
Coal trestles.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Frear's track.....			X		X	X	5	5	X	X	X	5	5	X
Standard Oil track.....			5		X	X	5	5	X	X	X	5	5	X
Romeo's track.....			5		X	X	5	5	X	X	X	5	5	X
Coal pocket, Lewes track...		X	X	X	X	X	X	X	X	X	X	X	X	X
Delaware Power & Light Co.									X		X			X
<b>HARRINGTON:</b>														
I. D. Short Lumber Co.....					X	X	X	X	X	X	X			X
<b>SEAFORD:</b>														
Atlantic Refining Co.....			5	X	X	X	5	5	X	X	X	5	5	X
North and south connection to Shell track.....									X	X	X			X
South connection to River track.....						X			X	X	X			X
North end of Charcoal track.....						X			X	X	X			X
<b>DELMAR:</b>														
Enginehouse coal trestle....		X	X	X	X	X	X	X	X	X	X	X	X	X
<b>SALISBURY:</b>														
Miller's track.....						X			X	X	X			X
Short track at freight house.....									X	X	X			X
Back track at freight house.....									X	X	X			X
Standard Oil Co.....									X	X	X			X
Grier's track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Precision Development Co.....						X			X	X	X			X
<b>POCOMOKE:</b>														
Exchange track No. 1.....			X		X	X		X	X	X	X			X
Exchange track No. 2.....			†		†	†		†	†	†	X			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
<b>EXMORE:</b>														
Chandler's track.....									X	X	X			X
<b>MACHIPONGO:</b>														
Station track No. 3.....									X		X			X
<b>COBBS:</b>														
Station track No. 1.....									X		X			X
<b>CAPE CHARLES:</b>														
Reliable Coal trestle.....		X	X	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES													Engine with Tender Capacity of over 15,000 Gallons with 8-wheel Trucks.
	A	B,S-10	C	D,S-6	E	G	H-6	H-8,9,10	K	L	BP-1,M,N,Q,S,T	EP,AP,BP	EF,FF,BF,AF,S-15	
<b>Branches:</b>														
<b>CHESTERTOWN BRANCH.</b>														
Chestertown—Kibler's track	X	X	X	X	X	X	X	X	X	X	X	X	X	X
<b>OXFORD BRANCH.</b>														
Henderson—											X			X
Public delivery tracks									X	X	X			X
Greensboro—									X	X	X			X
Back track—Pet Milk Co.									X	X	X			X
<b>D. M. &amp; V. BRANCH.</b>											X			X
<b>CAMBRIDGE BRANCH.</b>											X			X
<b>CRISFIELD BRANCH.</b>											X			X
Crisfield—house track	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Potomac and Handy track									X	X	X			X
<b>Secondary Tracks:</b>														
<b>CENTREVILLE.</b>											X			X
<b>GEORGETOWN-REHOBOTH</b>											X			X
Lewes—Beach track									X	X	X			X
<b>ELLENDALE-MILTON</b>											X			X
<b>CAPE-S-KIPTOPEKE</b>									X	X	X			X
<b>PRESTON-VIENNA</b>			X		X				X	X	X			X
<b>SALISBURY-MARDELA SPRINGS.</b>			X		X				X	X	X			X
Mill street track						X			X	X	X			
Conn. between Secondary track and west No. 1.						X			X	X	X			
Farmers and Planters track.	X	X	X	X	X	X	X	X	X	X	X	X	X	
Ruarks track	X	X	X	X	X	X	X	X	X	X	X	X	X	
Nock Coal Co. track.	X	X	X	X	X	X	X	X	X	X	X	X	X	
Salisbury Milling Co. track.	X	X	X	X	X	X	X	X	X	X	X	X	X	
West end River track—Mill Street	X	X	X	X	X	X	X	X	X	X	X	X	X	
<b>SALISBURY-WEST OCEAN CITY</b>			X		X				X	X	X			X
<b>LOVE POINT-DENTON.</b>			X		X	X	X	X	X	X	X	X	X	X
<b>MCDANIEL-EASTON JCT</b>			X		X	X			X	X	X			X

### Diesel Engines Operating in Tunnels of 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.

### **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:

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

Centreville

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 250-ton Wrecking Derricks**

**3116.** Movement of 250-ton wrecking derricks is prohibited over the Delmarva division, unless otherwise directed by the Superintendent.

#### **Movement of Wrecking Derricks over Secondary Tracks**

**3117.** 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**

**3118.** 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
26.08	<b>MAIN LINE</b>	
	Norfolk Yard.....	House structure of barges.
	Cape Charles.....	House structures of barges.
	Salisbury.....	Entrance passenger station No. 1 station track.
		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.
		Icing platform No. 2 and No. 3 icing tracks.
	South of Middletown.....	Overhead bridge.
13.55	<b>SECONDARY TRACKS</b>	
	Centreville	
	South of Millington.....	Overhead bridge.
6.51	<b>Georgetown-Rehoboth</b>	
	Lewes.....	Covered Platform, Fish Products Co. track.
	<b>McDaniel-Easton Jct.</b>	
	Royal Oak.....	Drawbridge.
	<b>Preston-Vienna</b>	
	Vienna.....	Unloading device Coal track, doorway Machinery track Eastern Shore Public Service Co.
	<b>Salisbury-Mardela Springs</b>	
	Salisbury (Mill Street).....	Platform and building, Farmers and Planters track.
		Building Nook 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
	<b>MAIN LINE</b>	
	Port Norfolk.....	Stationary derrick, No. 4 track.
		Warehouse and platform, No. 4 track.
		Perishable building, No. 11 track.
	St. Julian Ave. freight station.....	Platform Nos. 1, 2, 3, 5 and 6 tracks.
	Norfolk Yard.....	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
	Cape Charles.....	Platform, Storeroom track. Entrance to passenger station No. 1 station track. Platform, No. 48 track. Building Container Co. track.
	Bayview.....	Building, Eastern Shore Virginia Produce Exchange track. Grader No. 2 station track.
	Cheriton.....	Buildings, G. L. Webster Co. track.
	Cobbe.....	Grader, No. 2 station track.
	Simpkins.....	Grader, No. 2 side track.
	Eastville.....	Warehouse, Hollands track. Grader, Eastern Shore Virginia Produce Exchange track.
	Kendall Grove .....	Building and Grader, No. 2 side track.
	Fitzhughs.....	Building, Eastern Shore Canning Co. track.
	Wierwood.....	Grader, No. 1 station track. Grader, No. 2 station track.
	Nassawadox.....	Building, Northampton Canning Co. No. 1 station track. Grader, No. 3 station track. Grader, No. 1 and No. 2 station tracks. Warehouse, No. 3 station track.
	Exmore.....	Building, Eastern Shore Public Service track. Platform, Building and Grader and Oil unloading pipes, Chandlers track. Grader, J. C. Ashby track extension of No. 3 station track. Grader, M. J. Duer track, extensions of No. 3 and No. 4 station tracks.
	Belle Haven.....	Warehouse, H. C. Watson Oil Co. No. 1 station track, east side. Grader, station track, west side.
	Painter.....	Grader, No. 1 station track. Between No. 1 and No. 3 station tracks on curve. Gate, on Hickman's track.
	Keller.....	Grader, No. 1 station track.
	Melfs.....	Grader, No. 1 station track.
	Tasley.....	Grader, No. 3 station track. Grader shed and freight house platform, No. 1 station track.
	Greenbush.....	Platform Farmers Exchange track.
	Parksley.....	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.
	Bloxom.....	Warehouse, Taylor's track.
	Hallwood.....	Between No. 1 and No. 2 station tracks, on curve. Auto platform, No. 2 station track.
	Oak Hall.....	Grader, No. 1 station track. Grader platform, Farmers Exchange track.
	Lecato.....	Warehouse, No. 2 station track.
	New Church.....	Cement house, No. 2 station track. Platforms and buildings No. 1 and No. 2 Station tracks.
	Pocomoke.....	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.
30.51	Pocomoke.....	Drawbridge motor house.
	Princess Anne.....	Coal bin and shed, No. 1 station track. Building, Creamery track. Auto platform No. 3 Station track.
	Fruitland.....	Fence, Dulaney's No. 1 track.
	Salisbury.....	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 & Swartz Co. Plant No. 2 track.
	Delmar.....	Building, Holland's track. C. & D. Platform, station track. East Stall, Enginehouse track. Between Coal tipple 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. Building, Johnson's track.
	Bridgeville.....	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. 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.
	Clayton.....	Platform, Supplee-Will Jones Milk Co. Shelter, passenger station No. 1 and No. 2 tracks. Building, Southern States Corp., Peach track. Coal Bin, E. H. Shallcross, Shallcross track. Elevator platform, J. N. Kirk, station track. Buildings, Short and Walls Tracks No. 1 and No. 2.
	Smyrna.....	
	Townsend.....	
	Middleton.....	
	<b>Crisfield Branch</b>	
	Crisfield.....	Express platform, station track. Pier platform, station track. Building, Potomac track. Platform, J. C. Hardy track.

Bridge	Location	Description
	<b>Cambridge Branch</b>	
	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
	<b>D. M. &amp; V. Branch</b>	
	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. Building, Libby, McNeill and Libby track. Building, Lynne & Jacobs Back track. Building, W. B. Adkins Co. track. Building, Collins & Ryan Co. track. Eastern, States Farmers track Building, Consolidated Products track. Building, Holloway track. 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. Old freight house building, station track. Building, Ice Plant track.
24.88	<b>Oxford Branch</b>	
	Kenton.....	Coal bin, Breyer Ice Cream Co. track.
	Marydel.....	Unloading platform, L. A. Covell Co., station track. Building, T. Olin Ford, station track. Building, and platform, T. Noble Jarrell track. Building, Hobbs & Harman Co., Back track. Building, Pet Milk Co. track. Half through girder. Building, Breyer Ice Cream Co. track. Building, Salisbury Brothers, station track. Loading chute, Charles Jarrell, station track. Machinery unloading platform, Back track. Loading platform, Phillips Packing Co. track. Building, Abbotts Dairy track. 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.
	Henderson.....	
	Goldsboro.....	
	Greensboro.....	
	South of Greensboro.....	
	Ridgely.....	
	Queen Anne.....	
	Cordova.....	
	Easton.....	

Bridge	Location	Description
	<b>Chestertown Branch</b>	
	Massey.....	Platform, Harbisons Dairies track.
	Kennedyville.....	Building, Sudlersville Supply Co. track.
	Lynch.....	Building, Kent County Farm Bureau Cooperative track.
	Worton.....	Building, W. K. Hackett & Son, station track.
	Chestertown.....	Platform, H. S. Jewell, station track.
		Building, Supplee Wills Jones Co. track.
		Stock pen, Main track.
		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.
	<b>SECONDARY TRACKS</b>	
	<b>Centreville</b>	
	Millington.....	Coal bin, Breyers Ice Cream Co., station track.
		Coal bin, Paul Connegys, 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.
	<b>Ellendale-Milton</b>	
	Milton.....	Platform, station track.
	<b>Georgetown-Rehoboth</b>	
	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.
	<b>Love Point-Denton</b>	
	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.
	<b>McDaniel-Easton Junction</b>	
	Easton.....	Unloading pipes, Chesapeake Gas Co track.
0.50	Easton.....	Coal bin Enginehouse track.
6.51	Royal Oak.....	Side girders.
		Drawbridge.

Bridge	Location	Description
	<b>Salisbury-Mardela Springs</b>	
	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. Ruark & Co. track.
		Platform, Martin & Swartz Co. track.
		Building, Nock Coal Co. track.
		Building, R. J. Rhodes Dist. Co. track.
		Building W E Sheppard Co., River track.
	Lake Street.....	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.
	<b>Salisbury—West Ocean City</b>	
	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.
	<b>Capes-Kiptopeke</b>	
	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.

## Uniforms

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

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

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

## 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	L. M. PELOSI, Medical Examiner, Penna. Station.....	8-4141
	ALBERT J. STRIKOL, 621 Delaware Av.	3-2323
	H. L. SPRINGER, 1013 Washington St.	56032
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, {Office S. Washington St..... {Residence	606 131
Lewes.....	JAMES BEEBE.....	5431
	R. C. BEEBE.....	3571
Norfolk.....	ROBERT L. PAYNE.....	22649
	SOUTHGATE LEIGH, JR.....	24665
Cape Charles.....	J. MORTIMER LYNCH.....	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.....	65211
	Memorial Hospital.....	56321
Milford.....	Emergency Hospital.....	300
Lewes.....	Beebe Hospital.....	2211
Cambridge.....	Cambridge Hospital.....	111
Easton.....	Memorial 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
Delmarva	A	Entire Zone
"  "	B	Delmar yard
"  "	F	Preston Vienna
"  "	D	Norfolk yard to Camden heights and between north Junction
"  "	"	and St Julian avenue freight Station
Maryland	A	west yard to Bellevue
"  "	F	Delaware branch & new Castle Branch Shillpot branch
"  "		
"  "		

# THE PENNSYLVANIA RAILROAD DELMARVA DIVISION

Cape Charles, Va., April 15, 1949.

## GENERAL ORDER No. 1101

Effective 2.01 A. M., Sunday, April 24, 1949

### Applies in All Zones

- (a) Time-Table No. 11 in effect. It contains the necessary instructions issued in general orders up to and including No. 1015, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 11 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 10 to bulletin board attendant, after Time-Table No. 11 takes effect.

- (b) **Diesel Road Engines—Fire Fighting Equipment.**

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 Class BP-1 Diesel engines have no valves 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 by the Carbon-Dioxide System. To operate Dry Powder Extinguisher, remove extinguisher 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.

This General Order is printed in Time-Table No. 11 and will not be issued in sticker form.

T. M. GOODFELLOW,  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
DELMARVA DIVISION**

Cape Charles, Va., April 24, 1949.

**GENERAL ORDER No. 1102**

**Effective 2.16 A.M., Sunday, April 24, 1949**

**Applies in All Zones**

**(a) TIME-TABLE AUTHORITY**

Schedules of No. 492, No. 493 and No. 495 withdrawn.

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

Blank half page over portion reading Seaford to Cambridge—southward, page 16.

Blank half page over portion reading Cambridge to Seaford—northward, page 17.

**Applies in Zone A**

**(b) INDEX**

**CAMBRIDGE BRANCH**

Seaford to Cambridge, southward, page 16, withdrawn.

Cambridge to Seaford, northward, page 17, withdrawn.

**(c) TICKET OFFICES OPEN FOR SALE OF TICKETS**

**CAMBRIDGE BRANCH**

Federalsburg, Open for Train No. 493, Close after Train No. 492, daily except Sunday, withdrawn.

Hurlock, Open for Train No. 493, Close after Train No. 492, daily except Sunday, withdrawn.

East New Market, Open for Train No. 493, Close after Train No. 493, daily except Sunday, withdrawn.

Cambridge, Open for Train No. 493, Close after Train No. 492, daily except Sunday, withdrawn.

Sticker coupons will not be issued, nor will it be necessary for employees to make corrections in time-table of changes contained in paragraphs (b) and (c).

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

Cape Charles, Va., April 22, 1949.

**Effective 2.01 A.M., Sunday, May 1, 1949**

(a) TIME-TABLE AUTHORITY

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

No. 498 over No. 498, page 14.

(b) MAIN LINE  
TOWNSEND BLOCK STATION

**Closed Sunday.**

Employees must correct page 6, in ink.

(c) MAIN LINE  
CHESWOLD

Special Instruction 3104, changed.

(d) MAIN LINE  
FELTON-HARRINGTON

Special Instruction 3104, changed.

(e) U. S. MAIL WORK

TOWNSEND

Letter C, No. 454, added.

## BRIDGEVILLE

Letter E, No. 454, added.

**Employees must correct page 26, in ink.**

(f) OXFORD BRANCH  
EASTON BLOCK STATION

**Closed Sunday.**

Employees must correct page 9, in ink.

(g) CHESTERTOWN BRANCH  
MASS BLOCK-LIMIT STATION

Controlled by:

— 4.01 P. M. to 7.00 P. M.

## Arms

— 7.00 P. M. to 7.00 A. M.

→11.59 A. M. to 4.01 P. M.

— 7.00 A. M. to 7.00 P. M.

## KEN BLOCK-LIMIT STATION

Controlled by:

Townsend — 7.00 A. M. to 11.59 A. M.

— 4.01 P. M. to 7.00 P. M.

Arms — 7.00 P. M. to 7.00 A. M.

—11.59 A. M. to 4.01 P. M.

— 7.00 A. M. to 7.00 P. M. Sunday.

(h) OXFORD BRANCH  
PET BLOCK-LIMIT STATION

Controlled by:

Clayton — 4.30 P. M. to 7.15 A. M.  
— 12.01 P. M. to 1.16 P. M.  
— 7.15 A. M. to 4.30 P. M. Sunday.

ANNE BLOCK-LIMIT STATION

Controlled by:

Easton — 8.00 A. M. to 12.30 P. M.  
— 1.30 P. M. to 5.00 P. M.  
Greensboro — 7.15 A. M. to 8.00 A. M.  
— 1.16 P. M. to 1.30 P. M.  
Clayton — 5.00 P. M. to 7.15 A. M.  
— 12.30 P. M. to 1.16 P. M.  
— 7.15 A. M. to 5.00 P. M. Sunday.

CROSS BLOCK-LIMIT STATION

Controlled by:

Easton — 8.00 A. M. to 12.30 P. M.  
— 1.30 P. M. to 5.00 P. M.  
Greensboro — 7.15 A. M. to 8.00 A. M.  
— 1.16 P. M. to 1.30 P. M.  
Clayton — 5.00 P. M. to 7.15 A. M.  
— 12.30 P. M. to 1.16 P. M.  
— 7.15 A. M. to 5.00 P. M. Sunday.

Page 10 in sticker form containing changes in Paragraphs (g) and (h) attached to sticker form of this General Order must be detached and pasted in time-table as follows:

Page 10 over page 10.

(i) OXFORD BRANCH  
EASTON

Trailing hand-operated switch for southward movement in main track with hand-operated derail, 4518 feet south of Easton passenger station, leading to The Williams and Wilkins Co. track, capacity 8 cars, in service.

(j) CENTERVILLE SECONDARY TRACK  
MASS BLOCK-LIMIT STATION

Controlled by:

Townsend — 7.00 A. M. to 11.59 A. M.  
— 4.01 P. M. to 7.00 P. M.  
Arms — 7.00 P. M. to 7.00 A. M.  
— 11.59 A. M. to 4.01 P. M.  
— 7.00 A. M. to 7.00 P. M. Sunday.

SUDS BLOCK-LIMIT STATION

Controlled by:

Townsend — 7.00 A. M. to 11.59 A. M.  
— 4.01 P. M. to 7.00 P. M.  
Arms — 7.00 P. M. to 7.00 A. M.  
— 11.59 A. M. to 4.01 P. M.  
— 7.00 A. M. to 7.00 P. M. Sunday.

Page 11 in sticker form containing changes in Paragraph (j) attached to sticker form of this General Order must be detached and pasted in time-table as follows:

Page 11 over page 11.

**Applies in Zone C**

(k) U. S. MAIL WORK  
MAIN LINE  
LECATO  
HALLWOOD

Letter R, No. 469, withdrawn.

Letter E, No. 469, added.

MAIN LINE  
PARKSELY

Letter E, No. 469, added.

MAIN LINE  
EASTVILLE  
KELLER

Letters C and D, No. 454, withdrawn.

Letter E, No. 454, added.

Employees must correct page 26 in ink.

T. M. GOODFELLOW, Superintendent.



**THE PENNSYLVANIA RAILROAD  
DELMARVA DIVISION**

Cape Charles, Va., May 16, 1949.

**GENERAL ORDER NO. 1104**

**Effective 2.01 A. M., Sunday, May 22, 1949**

**Applies in Zone A**

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

Trailing hand operated switch in No. 2 track, 4.80 miles south of Seaford, leading to storage track, out of service.

(b) **CAMBRIDGE BRANCH  
SEAFORD-CAMBRIDGE**

Cambridge Branch changed to Cambridge Secondary Track of no assigned direction.  
Page 7, Special Instructions 2201 and 2204, changed.

(c) **CAMBRIDGE-SECONDARY TRACK  
SEAFORD-CAMBRIDGE**

Cambridge Secondary Track controlled by Seaford.

**Rules 105a and 105b** will not apply. All other Operating, Signal and Interlocking Rules, and Supplemental Instructions as they apply to main tracks and sidings, except **Rules 201 to 223**, inclusive, are in effect. Extratrains, except passenger extras, will run on verbal permission of the signalmen when authorized by the Superintendent; authority for the movement of passenger extras must be in writing. Train Dispatchers at Cape Charles, Va., will authorize signalmen to grant permission for trains to run as extras. Special Instruction 2401 changed.

Maximum speed Cambridge Secondary Track, 30 miles per hour.

Special Instruction 3106 changed.

**Rules 305 to 373**, inclusive, except **Rules 316 and 317**, in effect.

Special Instruction 2801 changed.

**Rule 317** in effect.

Special Instruction 2803 changed.

Special Instructions 1502, 1804, 2101, 2411, 2417, 2451, 2456, 3102, 3108 and 3602 will apply to Cambridge Secondary Track.

T. M. GOODFELLOW,  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
DELMARVA DIVISION**

Cape Charles, Va., May 28, 1949.

**GENERAL ORDER No. 1105**

**Effective 2.01 A.M., Wednesday, June 1, 1949**

**Applies in All Zones**

(a) **TIME-TABLE AUTHORITY**

S stop for No. 459, at Dover, at 11:34 P.M., page 13, added.  
S stop for No. 459, at Salisbury, at 12:50 A.M., page 13, added.

U stop for No. 455, at Keller, at 2:53 P.M., changed to F stop.

F stop for No. 468, at Seaford, at 2:20 A.M., page 15, added.  
Employees must correct pages 13 and 15, in ink.

(b) **U. S. MAIL WORK**

**MAIN LINE**

**KELLER**

**EXMORE**

**EASTVILLE**

Letter R, No. 469, withdrawn.

Letter E, No. 469, added.

Employees must correct page 26, in ink.

(c) **Diesel-Electric Road Locomotives—Procedure When Slipping or Sliding of Driving Wheels Occurs.**

All Diesel-electric road locomotives are equipped with a wheel-slip warning device (light or buzzer or both), which indicates slipping or sliding of the wheels of one or more driving axles of the locomotive.

If the warning indication is only momentary, no reduction in throttle position is necessary, but if the wheel-slip indications repeat rapidly, the throttle position must be reduced until the warning device ceases to register. The throttle may then be opened again to the desired position.

If the warning indication is steady, and continues even when the current supply to the traction motors is reduced, it may be due to a locked driving axle caused by a broken pinion or axle gear, a frozen armature shaft due to failure of an armature shaft bearing, or other causes. In this case the train must be brought to a stop and examination made to determine whether all locomotive wheels are able to rotate. If any wheels are locked the unit must be set off.

No wheel-slip or slide indications will be received from a traction motor that has been cut out. Consequently, when operating with a traction motor cut out, frequent checks should be made to ascertain that its associated axle is not locked.

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



**THE PENNSYLVANIA RAILROAD  
DELMARVA DIVISION**

Cape Charles, Va., June 16, 1949.

**GENERAL ORDER No. 1106**

**Effective 2.01 A. M., Monday, June 20, 1949**

**Applies in All Zones**

**(a) TIME-TABLE AUTHORITY**

Schedules of No. 487 and No. 486 withdrawn.

Blank pages in sticker form attached to this General Order must be detached and pasted in time-table as follows:

Blank page over page reading Harrington to Franklin City, Southward, page 18.

Blank page over page reading Franklin City to Harrington, Northward, page 19.

E stop for No. 468, at Harrington, at 2:48 A.M., page 15, added.

Employees must correct page 15, in ink.

**Applies in Zone A**

**(b) INDEX**

**D. M. & V. BRANCH**

Harrington to Franklin City, Southward, page 18, withdrawn.

Franklin City to Harrington, Northward, page 19, withdrawn.

**(c) TICKET OFFICES OPEN FOR SALE OF TICKETS  
D. M. & V. BRANCH**

Houston, Open for Train No. 487, Close after Train No. 486, daily except Sunday, withdrawn.

Milford, Open for Train No. 487, Close after Train No. 486, daily except Sunday, withdrawn.

Ellendale, Open for Train No. 487, Close after Train No. 486, daily except Sunday, withdrawn.

Georgetown, Open for Train No. 487, Close after Train No. 486, daily except Sunday, withdrawn.

Stockley, Open for Train No. 487, Close after Train No. 486, daily except Sunday, withdrawn.

Millsboro, Open for Train No. 487, Close after Train No. 486, daily except Sunday, withdrawn.

Dagsboro, Open for Train No. 487, Close after Train No. 486, daily except Sunday, withdrawn.

Frankford, Open for Train No. 487, Close after Train No. 486, daily except Sunday, withdrawn.

Selbyville, Open for Train No. 487, Close after Train No. 486, daily except Sunday, withdrawn.

Bishop, Open for Train No. 487, Close after Train No. 486, daily except Sunday, withdrawn.

Berlin, Open for Train No. 487, Close after Train No. 486, daily except Sunday, withdrawn.

Snow Hill, Open for Train No. 487, Close after Train No. 486, daily except Sunday, withdrawn.

Franklin City, Open for Train No. 487, Close after Train No. 486, daily except Sunday, withdrawn.

Sticker coupons will not be issued, nor will it be necessary for employees to make corrections in time-table of changes contained in paragraphs (b) and (c).

**Applies in All Zones**

**(d) 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 12:21 P. M.

Closed Sunday.

Employees must correct page 6, in ink.

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

**THE PENNSYLVANIA RAILROAD  
DELMARVA DIVISION**

Cape Charles, Va., June 30, 1949.

**GENERAL ORDER No. 1107**

**Effective 12.01 A.M., Sunday, June 26, 1949**

**Applies in All Zones**

**(a) TIME-TABLE AUTHORITY**

Schedules of No. 499 and No. 498 withdrawn.  
Blank half-pages over portion reading Kings Creek to Crisfield-Southward, Page 16.  
Blank half-page over portion reading Crisfield to Kings Creek-Northward, Page 17.  
Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table as follows:—  
Blank coupon over No. 499, page 13.  
Blank coupon over No. 498, Page 14.

**Applies in Zone C**

**(b) INDEX**

**CRISFIELD BRANCH**

Kings Creek to Crisfield, Southward, Page 16 withdrawn.  
Crisfield to Kings Creek, Northward, Page 17 withdrawn.

**(c) TICKET OFFICE OPEN FOR SALE OF TICKETS  
CRISFIELD BRANCH**

Westover, Open for Train No. 498, Close after Train No. 499, daily except Sunday, withdrawn.  
Kingston, Open for Train No. 498, Close after Train No. 499, daily except Sunday, withdrawn.  
Marion, Open for Train No. 498, Close after Train No. 499, daily except Sunday, withdrawn.  
Crisfield, Open for Train No. 498, Close after Train No. 499, daily except Sunday, withdrawn.  
Sticker coupons will not be issued, nor will it be necessary for employes to make corrections in time-table of changes contained in paragraphs (b) and (c).

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

**THE PENNSYLVANIA RAILROAD  
DELMARVA DIVISION**

Cape Charles, Va., July 16, 1949.

**GENERAL ORDER No. 1108**

**Effective 6.59 A. M., Monday July 25, 1949**

**Applies in All Zones**

**(a) TIME-TABLE AUTHORITY  
LAUREL**

F stop for train No. 468 at Laurel at 2:05 A.M., page 15, added.  
Employees must correct page 15, in ink.

**Applies in Zone A**

**(b) MAIN LINE  
DOVER**

Northward freight trains stopped for water, or to do work, must stop south of instrument case, 2000 feet south of Dover Passenger Station before detaching engine from train.

Allowance must be made to clear this point when returning to train with additional cars.

Northward trains which have been stopped between Holly and North Street, Dover, must not again exceed a speed of 25 miles per hour until passing North Street Crossing.

Southward freight trains on No. 2 track with 15 or more cars stopping for water, or to do work, must stop before passing instrument case, 1100 feet north of Division Street before detaching engine from train. Southward freight trains on No. 1 track stopping for water, or to do work, must stop before passing instrument case located 2200 feet north of Division Street.

Allowance must be made for clearing these points when returning to train with additional cars.  
Special Instruction 2452 changed.

**MAIN LINE  
GREENWOOD**

Greenwood Block Station, out of Service.

Employees must correct pages 5 and 6, in ink.

Northward Block Signal, located 280 feet north of Greenwood Passenger Station governing northward movements on No. 1 track, out of service.

Southward Block Signal, located 875 feet north of Greenwood Passenger Station, Governing southward movements on No. 2 track, out of service.

Automatic flashing light signals, short arm gate combination at Market Street Crossing, 240 feet north of Greenwood Passenger Station, in service.

Automatic flashing light signals and short arm gates operate when trains approach crossing in either direction on either track, but does not relieve engine-men 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 the crossing.

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

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

Northward freight trains on No. 1 track with work at Greenwood, must stop south of clearance point for station siding, indicated by yellow marks, 350 feet south of Greenwood Passenger Station, before detaching engine from train, and must not exceed a speed of 25 miles per hour between that point and crossing.

Northward freight trains on No. 2 track, with work at Greenwood, must stop before passing instrument case, located 2200 feet south of Greenwood Passenger Station before detaching engine from train.

Allowance must be made for clearing these points when returning to train with additional cars.

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

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

Allowance must be made for clearing these points when returning to train with additional cars.  
Special Instructions 2452 changed.

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

Rules 105a and 105b will not apply.

**(d) CAMBRIDGE SECONDARY TRACK  
CAMBRIDGE**

Trains and engines must not exceed a speed of 15 miles per hour between TANK and End of secondary track at Cambridge.

Special Instructions 3102 changed.

Distant Switch Indicator located 1091 feet north of Mile post No. 31 protecting facing switch for southward movements located 970 feet north of Mile post No. 32 leading to Phillips Packing Company Tracks, out of service.

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

**THE PENNSYLVANIA RAILROAD  
DELMARVA DIVISION**

Cape Charles, Va., July 23, 1949.

**GENERAL ORDER No. 1109**

**Effective 2.01 A. M., Monday, August 1, 1949**

**Applies in All Zones**

**(a) TIME-TABLE AUTHORITY**

Schedules of No. 461, No. 460, No. 463, No. 462, No. 470, No. 471 withdrawn.

Sticker coupons and blank pages attached to sticker form of this General Order must be detached and pasted in time-table No. 11 (changed) as follows:

Blank coupon over No. 460, page 15.

Blank coupon over No. 461, page 12.

Blank coupon over No. 462, page 14.

Blank coupon over No. 463, page 13.

Blank coupon over No. 470, page 13.

Blank coupon over No. 471, page 14.

Blank page over page reading Townsend to Chestertown-Southward and Chestertown to Townsend-Northward, page 21.

**Applies in Zone A**

**(b) INDEX**

**CHESTERTOWN BRANCH**

Townsend to Chestertown-Southward, page 21, withdrawn.  
Chestertown to Townsend-Northward, page 21, withdrawn.

**(c) TICKET OFFICE OPEN FOR SALE OF TICKETS  
CHESTERTOWN BRANCH**

Massey, Open for Train No. 470, Close after Train No. 470, daily except Sunday, withdrawn.

Kennedyville, Open for Train No. 471, Close after Train No. 471, daily except Sunday, withdrawn.

Still Pond, Open for Train No. 470, Close after Train No. 470, daily except Sunday, withdrawn.

Chestertown, Open for Train No. 471, Close after Train No. 470, daily except Sunday, withdrawn.

**(d) U. S. MAIL WORK**

**MAIN LINE**

**TOWNSEND**

**CHESWOLD**

**WOODSIDE**

**VIOLA**

**FARMINGTON**

**GREENWOOD**

**CANNON**

Letters CD, Nos. 462 and 463, withdrawn.

Employees must correct page 26, in ink.

**(e) MAIN LINE**

**TOWNSEND**

Townsend Block Station, out of service.

Employees must correct pages 5 and 6, in ink.

Northward Block Signal located 360 feet north of Townsend Passenger Station, governing northward movements on No. 1 track, out of service.

Southward Block Signal located 180 feet south of Townsend Passenger Station, governing southward movements on No. 2 track, out of service.

**(f) CHESTERTOWN BRANCH**

**MASS BLOCK LIMIT STATION**

Mass Block Limit Station controlled by Arms.

**KEN BLOCK LIMIT STATION**

Ken Block Limit Station controlled by Arms.

Employees must correct page 10, in ink.

**(g) CENTREVILLE SECONDARY TRACK**

**MASS BLOCK LIMIT STATION**

Mass Block Limit Station controlled by Arms.

**SUDS BLOCK LIMIT STATION**

Suds Block Limit Station controlled by Arms.

Employees must correct pages 11 and 34, in ink.

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

**THE PENNSYLVANIA RAILROAD  
DELMARVA DIVISION**

Cape Charles; Va., August 3, 1949.

**GENERAL ORDER No. 1110**

**Effective 2.01 A. M., Tuesday, August 9, 1949**

**Applies in All Zones**

(a) **TIME-TABLE AUTHORITY**

Schedules of No. 478, No. 479, No. 480, No. 481, No. 482 and No. 483, withdrawn.

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

Blank page over page 20.

**Applies in Zone A**

(b) **INDEX**

**OXFORD BRANCH**

Clayton to Oxford, southward, page 20, withdrawn.

Oxford to Clayton, northward, page 20, withdrawn.

(c) **TICKET OFFICES OPEN FOR  
SALE OF TICKETS**

**OXFORD BRANCH**

Marydel, Open for Train No. 481, Close after Train No. 480, Daily except Sunday, withdrawn.

Goldsboro, Open for Train No. 481, Close after Train No. 480, Daily except Sunday, withdrawn.

Greensboro, Open for Train No. 481, Close after Train No. 480, Daily except Sunday, withdrawn.

Ridgely, Open for Train No. 478, Close after Train No. 480, Daily except Sunday, withdrawn.

Queen Anne, Open for Train No. 481, Close after Train No. 480, Daily except Sunday, withdrawn.

Cordova, Open for Train No. 481, Close after Train No. 480, Daily except Sunday, withdrawn.

Easton, Open for all trains, Daily, withdrawn.

Trappe, Open for Train No. 481, Close after Train No. 480, Daily except Sunday, withdrawn.

Oxford, Open for Train No. 481, Close after Train No. 480, Daily except Sunday, withdrawn.

Sticker coupons will not be issued nor will it be necessary for employes to make corrections in time-table of changes contained in Paragraphs (b) and (c).

(d) **U. S. MAIL WORK**

**MAIN LINE**

**MIDDLETOWN**

Letter E, Character \* No. 454, added..

Employes must correct page 26 in ink

(e) **OXFORD BRANCH**

**QUEEN ANNE**

Trains and engines must not exceed a speed of 10 miles per hour between Queen Anne Passenger Station and Bridge 32.03 (2291 feet north of Queen Anne Passenger Station) account of track condition.

Special Instruction 3104, changed.

**Applies in Zone C**

(f) **MAIN LINE**

**EXMORE**

Trailing hand-operated switch in No. 1 track, with pipe-connected derail, 5808 feet south of Exmore Passenger Station, leading to Farmers Exchange track, capacity 6 cars, in service.

T. M. GOODFELLOW,  
Superintendent.

**THE PENNSYLVANIA RAILROAD  
DELMARVA DIVISION**

Cape Charles, Va., August 26, 1949.

**GENERAL ORDER No. 1111**

**Effective 12.01 A.M., Thursday, September 1, 1949**

**Applies in Zone A**

- (a) **OXFORD BRANCH  
CLAYTON-OXFORD**  
Oxford Branch changed to Oxford Secondary Track of no assigned direction.  
Pages 9 and 10, Special Instructions 2201 and 2204, changed.
- (b) **OXFORD-SECONDARY TRACK  
CLAYTON-OXFORD**  
Oxford Secondary Track controlled by Clayton, Greensboro and Easton.  
Pages 9 and 10 will apply.  
**Rules 105a and 105b** will not apply. All other Operating, Signal and Interlocking Rules, and Supplemental Instructions as they apply to main tracks and sidings, except **Rules 201 to 223**, inclusive, are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the Superintendent; authority for the movement of passenger extras must be in writing. Train Dispatchers at Cape Charles, will authorize signalmen to grant permission for trains to run as extras.  
Special Instruction 2401, changed.  
Maximum speed Oxford Secondary Track, 30 miles per hour.  
Special Instruction 3106, changed.  
**Rules 305 to 373**, inclusive, except **Rules 316 and 317**, in effect.  
Special Instruction 2801, changed.  
**Rule 317** will apply.  
Special Instruction 2803, changed.  
Special Instructions 1502, 1804, 2001, 2101, 2301, 2411, 2417, 2455, 3102, 3104, 3108, 3602 will apply to Oxford Secondary Track.
- (c) **D. M. & V. BRANCH  
HARRINGTON-FRANKLIN CITY**  
D. M. & V. Branch changed to D. M. & V. Secondary Track of no assigned direction.  
Pages 8 and 9, Special Instructions 2201 and 2204, changed.
- (d) **D. M. & V. SECONDARY TRACK  
HARRINGTON-FRANKLIN CITY**  
D. M. & V. Secondary Track controlled by Harrington, Georgetown and Berlin.  
Pages 8 and 9 will apply.  
**Rules 105a and 105b** will not apply. All other Operating, Signal and Interlocking Rules, and Supplemental Instructions as they apply to main tracks and sidings, except **Rules 201 to 223**, inclusive, are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the Superintendent; authority for the movement of passenger extras must be in writing. Train Dispatchers at Cape Charles, will authorize signalmen to grant permission for trains to run as extras.  
Special Instruction 2401, changed.  
Maximum speed D. M. & V. Secondary Track, 30 miles per hour.  
Special Instruction 3106, changed.  
**Rules 305 to 373**, inclusive, except **Rules 316 and 317**, in effect.  
Special Instruction 2801, changed.  
**Rule 317** will apply.  
Special Instruction 2803, changed.

Special Instructions 1502, 1804, 2001, 2101, 2301, 2417, 2427, 2432, 2435, 2450, 2451, 2452, 2455, 3102, 3104, 3108, 3602 will apply to D. M. & V. Secondary Track.

- (e) MAIN LINE  
HOLLY INTERLOCKING AND BLOCK STATION  
Open continuously, except:  
Closed Friday ~~11:00~~ 11:30 P.M. to Sunday ~~11:00~~ 11:30 P.M.
- (f) OXFORD SECONDARY TRACK  
GREENSBORO BLOCK STATION  
Open continuously, except:  
Closed Daily except Saturday and Sunday:  
4.30 P. M. to 7.15 A. M.  
12.01 P. M. to 1.16 P. M.  
Closed Saturday and Sunday.
- (g) OXFORD SECONDARY TRACK  
EASTON BLOCK STATION  
Open continuously, except:  
Closed Daily except Saturday and Sunday:  
5.00 P. M. to 8.00 A. M.  
12.30 P. M. to 1.30 P. M.  
Closed Saturday and Sunday.
- (h) D. M. & V. SECONDARY TRACK  
GEORGETOWN BLOCK STATION  
Open continuously, except:  
Closed Daily except Saturday and Sunday:  
4.00 P. M. to 8.00 A. M.  
Closed Saturday and Sunday.
- (i) D. M. & V. SECONDARY TRACK  
BERLIN BLOCK STATION  
Open continuously, except:  
Closed Daily except Saturday and Sunday:  
3.30 P. M. to 7.30 A. M.  
Closed Saturday and Sunday.
- (j) MAIN LINE  
LAUREL-DELMAR  
Facing hand-operated switch in No. 1 Track, 2380 feet south of Laurel Passenger Station, leading to east freight track, out of service.

### Applies in Zone C

- (k) CRISFIELD BRANCH  
KINGS CREEK-CRISFIELD  
Crisfield Branch changed to Crisfield Secondary Track of no assigned direction.  
Page 7, Special Instructions 2201 and 2204, changed.
- (l) CRISFIELD SECONDARY TRACK  
KINGS CREEK-CRISFIELD  
Crisfield Secondary Track controlled by Cassatt.  
**Rules 105a and 105b** will not apply. All other Operating, Signal and Interlocking Rules, and Supplemental Instructions as they apply to main tracks and sidings, except **Rules 201 to 223**, inclusive, are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the Superintendent; authority for the movement of passenger extras must be in writing. Train Dispatchers at Cape Charles will authorize the signalmen to grant permission for trains to run as extras. Special Instruction 2401, changed.  
Maximum speed Crisfield Secondary Track, 30 miles per hour.  
Special Instruction 3106, changed.  
**Rules 305 to 373**, inclusive, except **Rules 316 and 317**, in effect.  
Special Instruction 2801, changed.  
**Rule 317** will apply.  
Special Instruction 2803, changed.  
Special Instructions 1502, 1804, 2101, 2301, 2411, 2417, 2431, 2456, 3102, 3104, 3108, 3602 will apply to Crisfield Secondary Track.



**THE PENNSYLVANIA RAILROAD  
DELMARVA DIVISION**

Cape Charles, Va., September 2, 1949.

**GENERAL ORDER No. 1112**

**Effective 12.01 P. M., Thursday, September 8, 1949**

**Applies in Zone A**

**(a) MAIN LINE  
DOVER**

Northward freight trains on No. 1 Track stopped for water or to do work must stop south of "Gate Operating Sign" 1350 feet south of Dover passenger station.

Northward freight trains on No. 2 Track stopped for water or to do work, must stop south of "Gate Operating Sign" 2000 feet south of Dover passenger station.

Southward freight trains with 14 or more cars stopped for water or to do work must stop north of "Gate Operating Sign" 2100 feet north of Dover passenger station.

Allowance must be made for clearing these points when returning to train with additional cars.

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

When clearing Forrest Street Crossing on No. 2 track, (southward), to allow street traffic to move, gates will raise when circuit extending 18 feet south of crossing is cleared, but rear trucks must clear yellow mark on southward platform 140 feet south of crossing before reverse move is made over crossing.

Northward movements on No. 2 track, will actuate gates at that point when returning from water plug.

Yellow mark on south side of North Street must be cleared before operating switch to crossover from No. 2 to No. 1 track. Gates at Forrest Street crossing will remain up for this move until circuit extending 160 feet south of Forrest Street crossing on No. 1 Track, indicated by yellow mark on platform, is fouled.

Special Instruction 2452 changed.

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

Northward Trains on No. 1 Track between "Gate Operating Sign" 1350 feet south of Dover passenger station and Division Street, 20 miles per hour.

Northward Trains on No. 2 Track between "Gate Operating Sign" 2000 feet south of Dover passenger station and Division Street, 20 miles per hour.

Southward Trains on No. 2 and No. 1 tracks between "Gate Operating Sign" 2100 feet north of Dover passenger station and North Street, 20 miles per hour.

No. 1 and No. 2 Tracks, Curve, 1035 feet south of Dover passenger station, 40 miles per hour.

Special Instruction 3104 changed.

T. M. GOODFELLOW,  
Superintendent.











# *The* **RAILROAD HOUR**

**WORLD'S GREAT MUSICAL SHOWS**  
By RADIO

Set your dial for the Railroad Hour. It's star-studded with celebrities of the stage, screen and radio bringing you the hit songs and entertaining dialogue of Broadway's most popular musical shows.

**Monday Evenings ABC Network**

**8 P. M. EASTERN, MOUNTAIN & PACIFIC TIMES  
7 P. M. CENTRAL TIME**

Presented by the **AMERICAN RAILROADS**



*Practice*  
**SAFETY**  
*Until*  
*It Is a*  
**HABIT**



## CLAYTON TO OXFORD—SOUTHWARD

STATIONS	FIRST CLASS			
	# +481	#483	# +479	
	DAILY EX. SUN.	SUNDAY ONLY	DAILY EX. SUN.	
Leave	A.M.	A.M.	P.M.	
CLAYTON.....	S 9.15	S 8.30	S 4.36	
KENTON.....	S 9.24	S 8.40		
HARTLY.....	S 9.33	F 8.48	F 4.52	
HART.....		9.34	8.48	4.53
MARYDEL.....	S 9.42	F 8.57	F 5.00	
HENDERSON.....	S 9.47	F 9.04	F 5.05	
GOLDSBORO.....	S 9.54	F 9.10	F 5.11	
GREENSBORO.....	S 10.09	S 9.19	F 5.19	
PET.....		9.20	5.20	
RIDGELY.....	S 10.21	S 9.29	S 5.28	
QUEEN ANNE.....	S 10.34	S 9.38	F 5.35	
ANNE.....	10.35	9.39	5.36	
CORDOVA.....	S 10.43	F 9.46	F 5.44	
EASTON.....	S 11.15	S 10.09	S 6.00	
EASTON JCT.....	11.16	10.10		
CROSS.....	11.17	10.11		
LLANDAFF.....	F 11.22	F 10.17		
TRAPPE.....	F 11.28	F 10.23		
OXFORD.....	S 11.35	S 10.30		
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	A.M.	P.M.	P.M.	
CLAYTON.....	S 8.25	S 3.40	S 7.20	
KENTON.....		S 3.29		
HARTLY.....	F 8.09	S 3.20	F 7.04	
HART.....	8.07	3.11	7.03	
MARYDEL.....	F 8.00	S 3.04	F 6.55	
HENDERSON.....	F 7.54	S 2.58		
GOLDSBORO.....	F 7.48	S 2.52	F 6.45	
GREENSBORO.....	F 7.40	S 2.44	S 6.37	
PET.....	7.39	2.39	6.35	
RIDGELY.....	S 7.30	S 2.32	S 6.28	
QUEEN ANNE.....	F 7.22	S 2.22	F 6.20	
ANNE.....	7.21	2.18	6.17	
CORDOVA.....	F 7.14	S 2.12	F 6.10	
EASTON.....	S 7.00	S 1.59	S 5.56	
EASTON JCT.....		1.48	5.49	
CROSS.....		1.47	5.48	
LLANDAFF.....		F 1.42	F 5.43	
TRAPPE.....		S 1.37	F 5.37	
OXFORD.....		S 1.30	S 5.30	
Leave	A.M.	P.M.	P.M.	
	DAILY EX. SUN.	DAILY EX. SUN.	SUNDAY ONLY	
	# +478	# +480	#482	

No. 481 is superior by direction to No. 480

No. 483 is superior by direction to No. 482

No. 481 will not run May 30, July 4, Sept. 5

No. 479 will not run May 30, July 4, Sept. 5

No. 478 will not run May 30, July 4, Sept. 5

No. 480 will not run May 30, July 4, Sept. 5

No. 483 will not run May 29, July 3, Sept. 4

No. 482 will not run May 29, July 3, Sept. 4—will run May 30, July 4, Sept. 5