

The Pennsylvania Railroad

EASTERN REGION

Southern Division

RICHARD STAIR

~~404 S. 6TH ST.~~

CHAMPAIGN, ILL.

DELMARVA DIVISION

BERT PENNYPACKER - I.C.

~~RICHARD STAIR~~

~~404 S. 6TH ST.~~

~~COATESVILLE, PA.~~

Time Table No. 16

In effect 2:01 A. M., Sunday, Sept. 24, 1939

FOR THE GOVERNMENT OF EMPLOYES ONLY

EASTERN STANDARD TIME

W. C. HIGGINBOTTOM,
General Manager

H. L. NANCARROW,
Supt. Passenger Transportation.

C. E. WHITLOCK,
General Superintendent.

A. F. McINTYRE,
Supt. Freight Transportation.

J. A. SCHWAB,
Superintendent.

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<http://PRR.Railfan.net>

2025

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Interlockings	Block Stations	Dist. between Stations	Distance from Wilmington	STATIONS		Station Signals	Sidings assigned direction		
				PHILADELPHIA (P.T. Div.)			Car capacity 45 ft. cars		
				WILMINGTON (Md. Div.)			N	S	Both
I	B	22.7	22.7	ARMS			109	109	
		2.1	24.8	MIDDLETOWN					
	B	4.2	29.0	TOWNSEND					
		2.1	31.1	BLACKBIRD					
		3.7	34.8	GREEN SPRING					
		2.0	36.8	CLAYTON					
I	B	1.7	38.5	ALSTON			86		
		0.9	39.4	BRENFORD					
		8.0	42.4	CHESWOLD					
		2.1	44.5	DUPONT					
		8.1	47.6	DOVER					
I	B	1.8	48.9	HOLLY			86	80	
		1.8	50.7	WYOMING					
		8.4	54.1	WOODSIDE					
		2.0	56.1	VIOLA					
		2.2	58.3	FELTON					
I	B	6.1	64.4	HARRINGTON			72	133	
		3.7	68.1	FARMINGTON					
	B	4.3	72.4	GREENWOOD			107	118	
		4.6	77.0	BRIDGEVILLE					
		2.9	79.9	CANNON					
I	B	4.3	84.2	SEAFORD					
		6.2	90.4	LAUREL					
		8.4	98.8	BACON					
	B	3.5	97.3	DELMAR					
		5.9	103.2	SALISBURY					
		3.8	107.0	FRUITLAND					
		8.2	110.2	EDEN					
		2.7	112.9	LORETTO					
		3.4	116.3	PRINCESS ANNE					
		2.6	118.9	KINGS CREEK			78	92	
		5.7	124.6	COSTEN					
I	B	3.3	127.9	CASSATT					
		0.3	128.2	POCOMOKE					
		3.9	132.1	BEAVER DAM					
		2.5	134.6	NEW CHURCH					
		8.0	137.6	LECATO					
		1.1	138.7	OAK HALL					
		1.3	140.0	MAKEMIE PARK					
		2.3	142.3	HALLWOOD					
		1.7	144.0	MEARS					
		2.1	146.1	BLOXOM					
		1.7	147.8	HOPETON					
	B	1.9	149.7	PARKSLEY			80	88	
		8.3	152.9	GREENBUSH					
		2.4	155.3	TASLEY					
		1.7	157.0	ONLEY					
		8.0	160.0	MELFA					
		2.5	162.5	KELLER					
		2.5	165.0	PAINTER					
		2.9	167.9	BELLE HAVEN					
	B	1.4	169.3	EXMORE			89	89	
		4.3	173.6	NASSAWADOX					
		1.8	174.9	WIERWOOD					
		1.5	176.4	BIRDS NEST					
		2.8	179.2	MACHIPONGO					
		4.1	183.3	EASTVILLE					
		2.9	186.2	COBBS					
		1.5	187.7	CHERITON					
	B	2.0	189.7	CAPES					
		2.6	192.3	CAPE CHARLES					

NOTE.—(I) Interlocking Station and Plant.
 (P) Interlocking Plant—Remote controlled.
 (A) Interlocking Plant—Automatic.
 (B) Block Station.
 (tB) Unattended Block Station.

NOTE.—Block stations are open continuously, except—

Townsend.....	Closed	7:00 P. M. to 7:00 A. M. 11:59 A. M. to 4:01 P. M. Daily except Sunday; Sunday continuously.
Greenwood.....	Closed	4:31 P. M. to 7:01 A. M. 11:01 A. M. to 12:31 P. M. Daily except Sunday; Sunday continuously.
Parksley.....	Closed	11:00 P. M., Saturday, to 11:00 P. M., Sunday.
Exmore.....	Closed	4:45 P. M. to 8:45 A. M. Daily except Sunday; Sunday con- tinuously.

CAPE CHARLES R. R. BRANCH.

Interlockings	Block Stations			STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
		Dist. between Stations	Distance from Cape Junction			N	S	Both
	B	.....	.....	CAPES.....				
		2.6	2.6	PLANTATION.....				
		2.3	4.9	CAPEVILLE.....				
		1.4	6.3	TOWNSEND.....				
		8.4	9.7	KIPTOPEKE.....				

NOTE.—Block Stations are open continuously, except—

CRISFIELD BRANCH.

Interlockings	Block Stations			STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
		Dist. between Stations	Distance from Kings Creek			N	S	Both
		.....	.....	KINGS CREEK.....				
	tB	0.5	0.5	LANDON.....				
		2.4	2.9	WESTOVER.....				
		3.7	6.6	KINGSTON.....				
	tB	3.5	10.1	MARION.....				
		3.3	13.4	HOPEWELL.....				
	tB	1.6	15.0	FIELD.....				
		1.0	16.0	PINE STREET.....				
		0.6	16.6	CRISFIELD.....				

NOTE.—Unattended Block Stations controlled by open Block Stations

tLandon.....	Unattended	Controlled by Cassatt.
tMarion.....	Unattended	Controlled by Cassatt.
tField.....	Unattended	Controlled by Cassatt.

CAMBRIDGE BRANCH.

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Interlockings	Block Stations	Dist. between Stations	Distance from Seaford	STATIONS			Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
								N	S	Both
I	B			SEAFORD						
	1B	1.2	1.2	RIVER						
		4.3	5.5	OAK GROVE						
	1B	4.2	9.7	FEDERALSBURG						
		3.8	13.5	WILLIAMSBURG						
	1B	2.3	15.8	HURLOCK						
		4.1	19.9	EAST NEW MARKET						
	1B	4.4	24.3	LINKWOOD						
		2.7	27.0	AIREY						
		2.5	29.5	THOMPSON						
		2.6	32.1	WASHINGTON STREET						
	1B	0.7	32.8	CAMBRIDGE						

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

†River.....	Unattended	Controlled by Seaford.
†Federalsburg.....	Unattended	Controlled by Seaford.
†Hurlock.....	Unattended	Controlled by Seaford.
†Linkwood.....	Unattended	Controlled by Seaford.
†Cambridge.....	Unattended	Controlled by Seaford.

D. M. & V. R. R.

Interlockings	Block Stations	Dist. between Stations	Distance from Harrington	STATIONS			Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
								N	S	Both
I	B			HARRINGTON						
	1B	1.0	1.0	KENT						
		3.3	4.3	HOUSTON						
	1B	4.0	8.3	MILFORD						
		3.0	11.3	LINCOLN CITY						
	1B	4.4	15.7	ELLENDALE						
		4.5	20.2	REDDEN						
	B	3.7	23.9	GEORGETOWN						
	1B	1.0	24.9	SUSSEX						
		5.0	29.9	BROADKILL						
		2.1	32.0	COOL SPRING						
	1B	3.5	35.5	NASSAU						
		2.7	38.2	LEWES						
	1B	5.4	43.6	REHOBOTH						
		4.5	28.4	STOCKLEY						
	1B	4.5	32.9	MILLSBORO						
	1B	3.7	36.6	DAGSBORO						
		2.2	38.8	FRANKFORD						
	1B	4.2	48.0	SELBYVILLE						
		2.0	45.0	BISHOP						
		2.0	47.0	SHOWELL						
		1.0	48.0	FRIENDSHIP						
	B	3.1	52.0	BERLIN						
		2.9	54.9	IRONSHIRE						
		3.6	58.5	QUEPONCO						
		4.1	62.6	WESLEY						
	1B	3.1	65.7	SNOW HILL						
		5.8	71.5	GIRDLETREE						
		2.8	74.3	HURSLEY						
	1B	3.9	78.2	FRANKLIN CITY						

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

†Kent.....	Unattended	Controlled by Harrington.
†Milford.....	Unattended	Controlled by Harrington.
†Ellendale.....	Unattended	Controlled by Georgetown; when Georgetown is closed, controlled by Harrington.
Georgetown.....	Closed †Unattended †Unattended	4:00 P.M. to 8:00 A.M. Daily except Sunday. Daily 4:00 P.M. to 8:00 A.M. Sunday continuously. When unattended, controlled by Harrington.
†Sussex.....	Unattended	Controlled by Georgetown; when Georgetown is closed, controlled by Harrington.
†Nassau.....	Unattended	Controlled by Georgetown; when Georgetown is closed, controlled by Harrington.
†Rehoboth.....	Unattended	Controlled by Georgetown; when Georgetown is closed, controlled by Harrington.
†Millsboro.....	Unattended	Controlled by Georgetown; when Georgetown is closed, controlled by Harrington.
†Dagsboro.....	Unattended	Controlled by Georgetown; when Georgetown is closed, controlled by Harrington.
†Selbyville.....	Unattended	Controlled by Berlin; when Berlin is closed, controlled by Harrington.
Berlin.....	Closed	3:30 P.M. to 7:30 A.M. Daily except Sunday. Sunday continuously.
†Snow Hill.....	Unattended	Controlled by Berlin; when Berlin is closed, controlled by Harrington.
†Franklin City....	Unattended	Controlled by Berlin; when Berlin is closed, controlled by Harrington.

MILTON BRANCH

Interlockings	Block Stations	Dist. between Stations	Distance from Milton Branch Jct.	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						N	S	Both
.....	3.9	3.0	MILTON BRANCH JCT.	.....	.....	.....	.....
.....	1.1	5.0	PONDERS	.....	.....	.....	.....
.....	1.5	6.5	RAUGHTS	.....	.....	.....	.....
.....	MILTON	.....	.....	.....	.....

Interlockings	Block Stations	Dist. between Stations	Distance from Clayton	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						N	S	Both
				CLAYTON				
		4.7	4.7	KENTON				
	IB	4.9	9.6	HARTLY				
		4.2	13.8	MARYDEL				
		2.8	16.6	HENDERSON				
		3.0	19.6	GOLDSBORO				
	B	4.2	23.8	GREENSBORO				
		4.3	28.1	RIDGELEY				
	IB	4.2	32.3	QUEEN ANNE				
		3.8	36.1	CORDOVA				
		3.0	39.1	CHAPEL				
	B	5.1	44.2	EASTON				
	IB	0.6	44.8	EASTON JUNCTION				
		3.0	47.8	LLANDAFF				
		2.7	50.5	TRAPPE				
		3.7	54.2	OXFORD				

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

†Hartly.....	Unattended	Controlled by Alston.
Greensboro.....	Closed †Unattended †Unattended	4:30 P.M. to 7:30 A.M. Daily except Sunday. Daily 4:30 P.M. to 7:30 A.M. Sunday continuously. When unattended, controlled by Easton; when Easton is closed, controlled by Alston.
†Queen Anne.....	Unattended	Controlled by Easton; when Easton is closed, controlled by Alston.
Easton.....	Closed	7:15 P.M. to 7:30 A.M. Daily except Sunday. Sunday continuously.
†Easton Junction..	Unattended	Controlled by Easton; when Easton is closed, controlled by Alston.

CENTREVILLE BRANCH

Interlockings	Block Stations	Dist. between Stations	Distance from Massey	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						N	S	Both
	IB	....	....	MASSEY				
	IB	3.6	3.6	MILLINGTON				
	IB	5.1	8.7	SUDLERSVILLE				
		2.9	11.6	BARCLAY				
		3.5	15.1	ROBERTS				
	IB	2.5	17.6	PRICE				
		1.7	19.3	HAYDEN				
		2.7	22.0	CARVILLE				
		3.7	25.7	CENTREVILLE				

NOTE.—Unattended Block Stations controlled by open Block Stations

†Massey.....	Unattended	Controlled by Townsend; when Townsend is closed, controlled by Arms.
†Millington.....	Unattended	Controlled by Townsend; when Townsend is closed, controlled by Arms.
†Sudlersville.....	Unattended	Controlled by Townsend; when Townsend is closed, controlled by Arms.
†Price.....	Unattended	Controlled by Townsend; when Townsend is closed, controlled by Arms.

Interlockings	Block Stations	Dist. between Stations	Distance from Townsend	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						N	S	Both
.....	B	.....	.....	TOWNSEND	.....	.....	.....	.....
.....		3.8	3.8	VANDYKE	.....	.....	.....	.....
.....		2.1	5.9	GOLT	.....	.....	.....	.....
.....	tB	3.3	9.2	MASSEY	.....	.....	.....	.....
.....		3.6	12.8	LAMBSON	.....	.....	.....	.....
.....		2.3	15.1	BLACK	.....	.....	.....	.....
.....	tB	3.2	18.3	KENNEDYVILLE	.....	.....	.....	.....
.....		2.4	20.7	STILL POND	.....	.....	.....	.....
.....		1.5	22.2	LYNCH	.....	.....	.....	.....
.....		2.2	24.4	WORTON	.....	.....	.....	.....
.....	tB	5.0	29.4	CHESTERTOWN	.....	.....	.....	.....

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

Townsend.....	Closed	7:00 P. M. to 7:00 A. M., 11:59 A. M. to 4:01 P. M., Daily except Sunday; Sunday continuously.
†Massey.....	Unattended	Controlled by Townsend; when Townsend is closed, controlled by Arms.
†Kennedyville....	Unattended	Controlled by Townsend; when Townsend is closed, controlled by Arms.
†Chestertown....	Unattended	Controlled by Townsend; when Townsend is closed, controlled by Arms.

LOVE POINT TO QUEEN ANNE JCT.

Interlockings	Block Stations	Dist. between Stations	Distance from Love Point	STATIONS	Station Signals			Sidings assigned direction Car capacity 45 ft. cars
					N	S	Both	
.....	.....	.....	.....	LOVE POINT	.....	.....	.....	.....
.....	3.8	3.8	.....	STEVENSVILLE	.....	.....	.....	.....
.....	1.6	5.4	.....	CHESTER	.....	.....	.....	.....
.....	1.8	7.2	.....	NARROWS	.....	.....	.....	.....
.....	2.5	9.7	.....	GRASONVILLE	.....	.....	.....	.....
.....	3.4	13.1	.....	QUEENSTOWN	.....	.....	.....	.....
.....	5.4	18.5	.....	WYE MILLS	.....	.....	.....	.....
.....	3.3	21.8	.....	WILLOUGHBY	.....	.....	.....	.....
.....	2.9	24.7	.....	DENTON BRANCH JCT.	.....	.....	.....	.....
.....	0.9	25.6	.....	QUEEN ANNE JCT.	.....	.....	.....	.....

PRESTON TO VIENNA.

Interlockings	Block Stations	Dist. between Stations	Distance from Preston	STATIONS	Station Signals			Sidings assigned direction Car capacity 45 ft. cars
					N	S	Both	
.....	.....	.....	.....	PRESTON	.....	.....	.....	.....
.....	2.1	2.1	.....	ELLWOOD	.....	.....	.....	.....
.....	3.8	5.9	.....	HURLOCK	.....	.....	.....	.....
.....	4.2	10.1	.....	RHODESDALE	.....	.....	.....	.....
.....	3.2	13.3	.....	REIDS GROVE	.....	.....	.....	.....
.....	3.4	16.7	.....	VIENNA	.....	.....	.....	.....

MARDELLA SPRINGS TO MARSH SIDING.

Interlockings	Block Stations	Dist. between Stations	Distance from Marcella Spgs.	STATIONS	Station Signals			Sidings assigned direction Car capacity 45 ft. cars
					N	S	Both	
.....	.....	.....	.....	MARDELLA SPRINGS	.....	.....	.....	.....
.....	4.8	4.8	.....	HEBRON	.....	.....	.....	.....
.....	2.0	6.8	.....	ROCK-A-WALKIN	.....	.....	.....	.....
.....	4.3	11.1	.....	SALISBURY	.....	.....	.....	.....
.....	5.0	16.1	.....	WALSTON	.....	.....	.....	.....
.....	2.1	18.2	.....	PARSONSBURG	.....	.....	.....	.....
.....	3.1	21.3	.....	PITTSVILLE	.....	.....	.....	.....
.....	3.4	24.7	.....	WILLARDS	.....	.....	.....	.....
.....	2.6	27.3	.....	WHALEYVILLE	.....	.....	.....	.....
.....	3.5	30.8	.....	ST. MARTINS	.....	.....	.....	.....
.....	B	3.3	34.1	BERLIN	.....	.....	.....	.....
.....	6.9	41.0	.....	MARSH SIDING	.....	.....	.....	.....

DENTON BRANCH.

Interlockings	Block Stations	Dist. between Stations	Distance from Denton Branch Jct.	STATIONS			Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
				STATIONS				N	S	Both
				DENTON BRANCH JCT.						
		0.8	0.8	HILLSBORO						
		7.5	8.3	DENTON						

CLAIBORNE BRANCH.

Interlockings	Block Stations	Dist. between Stations	Distance from Claiborne Branch Jct.	STATIONS			Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
				STATIONS				N	S	Both
				CLAIBORNE BCH. JCT.						
		2.7	2.7	BLOOMFIELD						
		2.1	4.8	KIRKHAM						
		1.9	6.7	ROYAL OAK						
		3.9	10.6	ST. MICHAELS						
		2.8	13.4	McDANIEL						

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

Berlin.....	Closed	3:30 P.M. to 7:30 A.M. Daily except Sunday. Sunday continuously.
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NOTE.—Block operation on B. & E. R. R., between Salisbury and Berlin, controlled by Berlin; when Berlin is closed, controlled by Delmar.

STATIONS	FIRST CLASS		
	449	451	461
	DAILY Leave P. M.	DAILY EX. SUN. A. M.	SUN. ONLY A. M.
PHILADELPHIA (P. T. Div.)			
PENNSYLVANIA	\$ 11.14	\$ 6.13	
WILMINGTON (Md. Div.)	\$ 12.01	\$ 7.05	\$ 8.20
ARMS	12.35	7.45	8.56
MIDDLETOWN	\$ 12.40	\$ 7.50	F 8.59
TOWNSEND		\$ 8.05	\$ 9.09
CLAYTON	\$ 12.57	\$ 8.20	\$ 9.24
ALSTON	12.59	8.22	9.26
CHESWOLD		\$ 8.28	F 9.30
DOVER	\$ 1.12	\$ 8.37	\$ 9.39
HOLLY	1.15	8.39	9.40
WYOMING	P 1.18	\$ 8.42	F 9.43
WOODSIDE		\$ 8.49	
VIOLA		\$ 8.53	F 9.50
FELTON	P 1.28	\$ 8.58	F 9.54
HARRINGTON	\$ 1.41	\$ 9.10	\$ 10.03
FARMINGTON		\$ 9.15	
GREENWOOD	1.50	\$ 9.22	F 10.12
BRIDGEVILLE	\$ 1.58	\$ 9.30	F 10.18
CANNON		F 9.34	
SEAFORD	\$ 2.15	\$ 9.51	\$ 10.30
LAUREL	\$ 2.25	\$ 10.00	\$ 10.39
DELMAR	\$ 2.35	\$ 10.10	\$ 10.50
	2.40	10.17	
SALISBURY	\$ 2.57	\$ 10.34	
FRUITLAND		\$ 10.44	
EDEN		\$ 10.50	
PRINCESS ANNE	\$ 3.16	\$ 11.01	
KINGS CREEK	3.19	11.07	
COSTEN		F 11.18	
POCOMOKE	\$ 3.32	\$ 11.27	
BEAVER DAM		F 11.32	
NEW CHURCH	N 3.40	\$ 11.37	
LECATO	\$ 3.49	\$ 11.43	
OAK HALL		\$ 11.47	
MAKEMIE PARK		\$ 11.52	
HALLWOOD	\$ 3.59	\$ 11.56	
MEARS		\$ 12.00	
BLOXOM	M 4.05	\$ 12.05	
HOPETON		F 12.08	
PARKSLEY	\$ 4.13	\$ 12.14	
GREENBUSH		F 12.20	
TASLEY	\$ 4.24	\$ 12.28	
ONLEY	\$ 4.29	\$ 12.33	
MELFA		\$ 12.39	
KELLER	\$ 4.38	\$ 12.43	
PAINTER	M 4.43	\$ 12.49	
BELLE HAVEN		F 12.54	
EXMORE	\$ 4.54	\$ 12.59	
NASSAWADOX		\$ 1.06	
WIERWOOD		F 1.09	
BIRDS NEST		\$ 1.14	
MACHIPONGO		\$ 1.19	
EASTVILLE	\$ 5.13	\$ 1.25	
COBBS		\$ 1.31	
CHERITON		\$ 1.36	
CAPES (S. E. D. T.)	5.25	1.40	
CAPE CHARLES	\$ 5.40	\$ 1.45	
Arrive	A. M. 449	P. M. 451	A. M. 461

FIRST CLASS

455	485	*499	463	479
DAILY	SAT. ONLY	DAILY EX. SUN.	DAILY EX. SUN.	DAILY EX. SAT. AND SUN.
A. M.	P. M.	P. M.	P. M.	P. M.
\$ 11.19			\$ 3.23	
\$ 11.55	\$ 2.50		\$ 3.59	\$ 5.05
12.25	3.19		4.30	5.36
\$ 12.28			\$ 4.33	\$ 5.39
12.32			\$ 4.40	F 5.46
\$ 12.43	\$ 3.36		\$ 4.51	\$ 5.53
12.45			4.53	
			RU 4.58	
\$ 12.55			\$ 5.06	
12.57			5.09	
\$ 1.00			\$ 5.12	
			F 5.19	
F 1.10			\$ 5.23	
\$ 1.19			\$ 5.33	
F 1.29			\$ 5.43	
\$ 1.36			\$ 5.50	
\$ 1.47			\$ 5.59	
\$ 1.57			\$ 6.07	
\$ 2.07				
2.12			\$ 6.17	
\$ 2.25			\$ 6.25	
\$ 2.46		\$ 2.55		
2.49		3.03		
\$ 3.01				
\$ 3.13				
\$ 3.26				
\$ 3.37				
F 3.41				
\$ 3.49				
\$ 3.57				
\$ 4.13				
4.22				
\$ 4.25				
P. M.	P. M.	P. M.	P. M.	P. M.
455	485	*499	463	479

STATIONS	FIRST CLASS			
	Arrive	4 6 2 A. M.	4 7 8 A. M.	4 5 4 P. M.
PHILADELPHIA (P. T. DIV.)				
PENNSYLVANIA		\$ 9.27		\$ 6.04
WILMINGTON (Md. Div.)		\$ 8.50	\$ 9.37	\$ 5.22
ARMS		8.14	9.09	4.52
MIDDLETON		\$ 8.11		\$ 4.49
TOWNSEND		\$ 8.02		\$ 4.39
CLAYTON		\$ 7.54	8.48	\$ 4.26
ALSTON		7.51		4.22
CHESWOLD		OU 7.47		0 4.18
DOVER		\$ 7.41		\$ 4.11
HOLLY		7.38		4.05
WYOMING		\$ 7.36		\$ 4.02
WOODSIDE				
VIOLA		F 7.28		
FELTON		\$ 7.24		F 3.51
HARRINGTON		\$ 7.17		\$ 3.42
FARMINGTON				
GREENWOOD		\$ 7.06		\$ 3.29
BRIDGEVILLE		\$ 7.00		\$ 3.22
CANNON				
SEAFORD		\$ 6.51		\$ 3.10
LAUREL		\$ 6.42		\$ 2.55
DELMAR	{	\$ 6.34		2.46
				\$ 2.41
SALISBURY		\$ 6.25		\$ 2.31
FRUITLAND				
EDEN				
PRINCESS ANNE				\$ 2.11
KINGS CREEK				2.00
COSTON				
POCOMOKE				\$ 1.49
BEAVER DAM				
NEW CHURCH				
LECATO				\$ 1.37
OAK HALL				
MAKEMIE PARK				
HALLWOOD				
MEARS				
BLOXOM				
HOPETON				
PARKSLEY				\$ 1.18
GREENBUSH				
TASLEY				\$ 1.09
ONLEY				\$ 1.04
MELFA				
KELLER				\$ 12.55
PAINTER				
BELLE HAVEN				
EXMORE				\$ 12.45
NASSAWADOX				F 12.37
WIERWOOD				
BIRDS NEST				
MACHIPONGO				
EASTVILLE				\$ 12.26
COBBS				
CHERITON				F 12.19
CAPES (S. E. D. T.)				12.14
CAPE CHARLES				\$ 12.10
Leave		A. M. DAIL EX. SUN. 4 6 2	A. M. DAILY EX. SUN. 4 7 8	P. M. DAILY 4 5 4

FIRST CLASS

	*498 P. M.	460 P. M.	450 A. M.		448 A. M.
					\$ 4.55
			\$ 12.03		4.51
		\$ 9.33	\$ 11.13		\$ 4.17
		9.02	10.31		3.40
		\$ 8.58	\$ 10.25		Q 3.33
		\$ 8.50	F 10.14		3.22
		\$ 8.41	\$ 10.06		Q 3.11
		8.39	9.59		3.09
		F 8.33	F 9.54		
		\$ 8.27	\$ 9.45		Q 2.55
		8.24	9.40		2.52
		\$ 8.21	F 9.37		
		F 8.14	F 9.28		
		\$ 8.10	F 9.24		
		\$ 8.02	\$ 9.15		Q 2.26
			F 9.05		
		\$ 7.51	F 8.59		
		\$ 7.45	\$ 8.52		Q 2.08
		\$ 7.36	\$ 8.39		\$ 1.57
		\$ 7.28	\$ 8.26		Q 1.43
		\$ 7.20	8.14		1.34
			\$ 8.06		\$ 1.29
			\$ 7.56		\$ 1.20
	\$ 1.50		\$ 7.31		\$ 1.01
	1.46		7.18		12.56
			F 7.12		
			S 7.07	•	\$ 12.46
			F 7.00		
			S 6.55		
			S 6.49		Q 12.32
			S 6.42		
			S 6.38		
			S 6.33		
			F 6.25		
			S 6.22		
			F 6.18		
			S 6.14		Q 12.18
			F 6.08		
			S 6.03		\$ 12.11
			S 5.58		Q 12.04
			S 5.53		
			S 5.47		\$ 11.57
			S 5.40		
			F 5.36		
			S 5.32		QT 11.49
			S 5.24		
			F 5.21		
			S 5.18		
			S 5.12		
			S 5.04		
			S 5.00		
			S 4.57		
			4.49		11.25
			\$ 4.45		\$ 11.15
	P. M.	P. M.	P. M.		P. M.
	DAILY EX. SUN. *498	SUN ONLY 460	DAILY EX. SUN. 450		DAILY 448

NORFOLK FERRY.—SOUTHWARD.

STATIONS	4 4 9	DAILY	4 5 5	DAILY
Leave	A. M.		P. M.	P. M.
CAPE CHARLES	\$ 6.05		\$12.10	\$ 4.40
OLD PT. COMFORT	\$ 7.55		\$ 2.00	\$ 6.30
NORFOLK	\$ 8.45			\$ 7.30
Arrive	A. M.		P. M.	P. M.
	4 4 9			4 5 5

NORFOLK FERRY.—NORTHWARD.

STATIONS	4 5 4	DAILY	4 4 8	DAILY
Arrive	NOON		P. M.	P. M.
CAPE CHARLES	\$12.00		\$ 4.10	\$10.50
OLD PT. COMFORT	\$10.00		\$ 2.20	\$ 8.50
NORFOLK	\$ 9.10			\$ 8.00
Leave	A. M.		P. M.	P. M.
	DAILY		DAILY	DAILY
	4 5 4			4 4 8

CRISFIELD BRANCH.—SOUTHWARD.

STATIONS	FIRST CLASS			
	* 4 9 9 DAILY EX. SUN.	P. M.	P. M.	P. M.
Leave				
KINGS CREEK	3.03			
WESTOVER	\$ 3.24			
KINGSTON	\$ 3.32			
MARION	\$ 3.42			
HOPEWELL	F 3.50			
PINE STREET	\$ 3.56			
CRISFIELD	\$ 4.05			
Arrive	P. M.			
	* 4 9 9			

CRISFIELD BRANCH.—NORTHWARD.

STATIONS	FIRST CLASS			
	* 4 9 8	P. M.	P. M.	P. M.
Arrive				
KINGS CREEK	1.42			
WESTOVER	\$ 1.38			
KINGSTON	\$ 1.25			
MARION	\$ 1.17			
HOPEWELL	F 1.05			
PINE STREET	\$ 1.00			
CRISFIELD	\$ 12.55			
Leave	P. M.			
	DAILY EX. SUN. * 4 9 8			

STATIONS	FIRST CLASS		
	* 493 DAILY EX. SUN.	495 SUN. ONLY	
Leave	A. M.	A. M.	
SEAFORD	\$ 9.51	\$ 10.35	
RIVER	9.54	10.38	
FEDERALSBURG	\$ 10.14	\$ 10.53	
WILLIAMSBURG	F 10.21	F 10.59	
HURLOCK	\$ 10.41	\$ 11.14	
EAST NEW MARKET	\$ 10.50	\$ 11.22	
LINKWOOD	\$ 10.59	\$ 11.30	
AIREY	F 11.04	F 11.35	
THOMPSON	F 11.10	F 11.40	
WASHINGTON ST.	F 11.15	F 11.45	
CAMBRIDGE	\$ 11.18	\$ 11.48	
Arrive	A. M.	P. M.	
	* 493	495	

CAMBRIDGE BRANCH—NORTHWARD.

STATIONS	FIRST CLASS		
	* 492	494	
Arrive	P. M.	P. M.	
SEAFORD	\$ 2.55	\$ 2.55	
RIVER	2.52	2.52	
FEDERALSBURG	\$ 2.38	\$ 2.37	
WILLIAMSBURG	F 2.26	F 2.30	
HURLOCK	\$ 2.21	\$ 2.24	
EAST NEW MARKET	\$ 2.06	\$ 2.09	
LINKWOOD	\$ 1.58	\$ 2.00	
AIREY	F 1.53	F 1.56	
THOMPSON	F 1.48	F 1.52	
WASHINGTON ST.	F 1.42	F 1.47	
CAMBRIDGE	\$ 1.40	\$ 1.45	
Leave	P. M.	P. M.	
	DAILY EX. SUN. * 492	SUN. ONLY 494	

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

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

STATIONS	FIRST CLASS			
	Leave	487		
		DAILY EX. SUN.		
		A. M.		
HARRINGTON		\$ 9.15		
KENT		9.17		
HOUSTON		\$ 9.23		
MILFORD		\$ 9.33		
LINCOLN CITY		\$ 9.38		
ELLENDALE		\$ 9.45		
GEORGETOWN		\$ 10.04		
STOCKLEY		F 10.12		
MILLSBORO		\$ 10.22		
DAGSBORO		\$ 10.30		
FRANKFORD		\$ 10.38		
SELBYVILLE		\$ 10.50		
BISHOP		\$ 10.55		
SHOWELL		\$ 10.59		
FRIENDSHIP		F 11.03		
BERLIN		\$ 11.14		
QUEPONCO		\$ 11.25		
SNOW HILL		\$ 11.41		
GIRDLETREE		F 11.50		
HURSLEY		F 11.56		
FRANKLIN CITY		\$ 12.10		
Arrive		P. M.		
		487		

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

STATIONS	FIRST CLASS		
	Arrive		
			4 8 6
			P. M.
HARRINGTON			\$ 3.23
KENT			3.16
HOUSTON			\$ 3.10
MILFORD			\$ 3.02
LINCOLN CITY			\$ 2.51
ELLENDALE			\$ 2.43
GEORGETOWN			\$ 2.27
STOCKLEY			F 2.13
MILLSBORO			\$ 2.06
DAGSBORO			\$ 1.57
FRANKFORD			\$ 1.51
SELBYVILLE			\$ 1.43
BISHOP			F 1.32
SHOWELL			F 1.27
FRIENDSHIP			
BERLIN			\$ 1.19
QUEPONCO			\$ 1.05
SNOW HILL			\$ 12.53
GIRDLETREE			F 12.43
HURSLEY			F 12.38
FRANKLIN CITY			\$ 12.30
Leave			P. M.
			DAILY EX. SUN.
			4 8 6

STATIONS	FIRST CLASS			
	481 DAILY EX. SUN.	483 SUN. ONLY	485 SAT. ONLY	479 DAILY EX. SAT. AND SUN.
Leave	A. M.	A. M.	P. M.	P. M.
CLAYTON	\$ 8.50	\$ 9.25	3.37	5.54
KENTON	\$ 9.00	\$ 9.34		
HARTLY	\$ 9.10	F 9.42	(A) 3.49	6.06
MARYDEL	\$ 9.17	F 9.50	F 3.55	F 6.12
HENDERSON	\$ 9.23	F 9.57		
GOLDSBORO	\$ 9.30	F 10.03		
GREENSBORO	\$ 9.40	\$ 10.13	4.10	6.27
RIDGELY	\$ 9.51	\$ 10.22	\$ 4.17	\$ 6.34
QUEEN ANNE	\$ 10.01	\$ 10.31	4.23	6.40
CORDOVA	\$ 10.10			
CHAPEL	F 10.16			
EASTON	\$ 10.41	\$ 11.02	\$ 4.40	\$ 6.57
LLANDAFF	F 10.49			
TRAPPE	\$ 10.54	F 11.14		
OXFORD	\$ 11.00	\$ 11.20		
Arrive	A. M.	A. M.	P. M.	P. M.
	481	483	485	479

OXFORD BRANCH—NORTHWARD.

STATIONS	FIRST CLASS		
	478	480	482
Arrive	A. M.	P. M.	P. M.
CLAYTON	\$ 8.48	\$ 4.12	\$ 8.35
KENTON		\$ 4.00	
HARTLY	8.38	\$ (A) 3.44	F 8.18
MARYDEL	F 8.30	\$ 3.37	F 8.11
HENDERSON		\$ 3.30	F 8.07
GOLDSBORO		\$ 3.23	F 8.02
GREENSBORO	8.15	\$ 3.13	\$ 7.56
RIDGELY	\$ 8.08	\$ 2.59	\$ 7.46
QUEEN ANNE	8.02	\$ 2.50	\$ 7.39
CORDOVA		\$ 2.40	
CHAPEL		F 2.33	
EASTON	\$ 7.45	\$ 2.26	\$ 7.21
LLANDAFF		F 2.08	
TRAPPE		\$ 2.04	F 7.10
OXFORD		\$ 1.55	\$ 7.05
Leave	A. M.	P. M.	P. M.
	DAILY EX. SUN.	DAILY EX. SUN.	SUN. ONLY
	478	480	482

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

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

Train No. 485 is superior by direction to Train No. 480.

STATIONS	FIRST CLASS		
	Leave	* 471	473
		DAILY EX. SUN.	SUN. ONLY
	A. M.	A. M.	
TOWNSEND		\$ 8.10	\$ 9.15
VANDYKE		F 8.16	F 9.21
GOLT		\$ 8.22	\$ 9.27
MASSEY		\$ { 8.29	\$ 9.34
		10.04	11.09
LAMBSON		\$ 10.11	\$ 11.16
BLACK		\$ 10.17	\$ 11.22
KENNEDYVILLE		\$ 10.24	\$ 11.29
STILL POND		\$ 10.29	\$ 11.34
LYNCH		\$ 10.33	\$ 11.38
WORTON		\$ 10.38	\$ 11.43
CHESTERTOWN		\$ 11.15	\$ 11.54
Arrive	A. M.	A. M.	
	* 471	473	

CHESTERTOWN BRANCH.—NORTHWARD.

STATIONS	FIRST CLASS		
	Arrive	* 470	472
		P. M.	P. M.
TOWNSEND		\$ 4.20	\$ 4.26
VANDYKE		F 4.14	F 4.19
GOLT		\$ 4.08	\$ 4.13
MASSEY		\$ 4.01	\$ 4.06
LAMBSON		\$ 3.28	\$ 3.33
BLACK		\$ 3.24	\$ 3.29
KENNEDYVILLE		\$ 3.17	\$ 3.22
STILL POND		\$ 3.12	\$ 3.17
LYNCH		\$ 3.08	\$ 3.13
WORTON		\$ 3.03	\$ 3.08
CHESTERTOWN		\$ 2.45	\$ 2.50
Leave	P. M.	P. M.	
	DAILY EX. SUN.	SUN. ONLY	
	* 470	472	

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

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

BALTIMORE-LOVE POINT STEAMER LINE—EASTWARD

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

BALTIMORE-LOVE POINT STEAMER LINE—WESTWARD

Arrive	A. M.		A. M.	P. M.
BALTIMORE	3.20		11.55	8.20
LOVE POINT	1.00		9.35	6.00
Leave	A. M.		A. M.	P. M.
	DAILY EX. SUN.		DAILY	DAILY

EXPRESS AND MILK TRAINS

Between

ARMS AND DELMAR

THESE TRAINS RUN AS EXTRAS UNLESS OTHERWISE ORDERED.

STATIONS	SOUTHWARD		NORTHWARD
	D-467		D-466
	DAILY		
PHILADELPHIA (P.T. DIV.)			7.25
PENNSYLVANIA	E 5.05		
WILMINGTON (Md. Div.)	E 6.07		E 6.22
ARMS	6.45		5.33
MIDDLETOWN			E 5.30
TOWNSEND	E 7.05		E 5.20
CLAYTON	E 7.30		E 5.00
ALSTON	7.32		4.50
CHESWOLD	E 7.37		
DOVER	E 7.50		E 4.40
HOLLY	7.52		4.35
WYOMING			E 4.32
WOODSIDE			
VIOLA			
FELTON	E 8.16		E 4.20
HARRINGTON	E 8.25		E 4.10
FARMINGTON			
GREENWOOD	E 8.35		E 3.54
BRIDGEVILLE	E 8.43		E 3.46
CANNON			
SEAFORD	E 9.05		E 3.34
LAUREL	E 9.15		E 3.14
DELMAR	E 9.25		E 3.05
	A. M.		P. M.
	D-467		D-466

U. S. MAIL WORK.

STATIONS	SOUTHWARD				NORTHWARD				450	448
	449	451	455	463	462	454	453	450		
Middletown.....	E	E	E	E	E	E	E	E		
Townsend.....		E	CD	E	E	E	E			
Clayton.....	E	E	E	E	E	E	E			
Cheswold.....		E	CD	CD	CD	CD	CD			
Dover.....	E	E	E	E	E	E	E	E		
Wyoming.....		E	E	E	E	E	E			
Woodside.....		E		CD	CD	CD	CD			
Viola.....		E	D	CD	CD	CD	CD			
Felton.....		E	D	E	E	CD				
Harrington.....	E	E	E	E	E	E	E	E		
Farmington.....		E		CD	CD	CD	CD			
Greenwood.....		E	CD	E	E	E	E			
Bridgeville.....	E	E	E	E	E	E	E	E		
Cannon.....		CD		CD	CD	CD	CD			
Seaford.....	E	E	E	E	E	E	E	E		
Laurel.....	E	E	E	E	E	E	E	E		
Delmar.....	E	E	E	E	E	E	E	E	E	E↑
Salisbury.....	E	E	E	E	E	E	E	E	E	E
Fruitland.....	D	E				CD				
Eden.....	D	E				CD				
Princess Anne.....	D	E	E			E		E	E	E
Pocomoke.....	D	E	E			E		E	E	E
New Church.....	D	E				CD		E	E	E
Lecato.....	D	E				E		E	E	E
Oak Hall.....	D	E	CD			CD		C		
Makemie Park.....	D	E	D			CD		E		
Hallwood.....	D	E	D			CD		F		
Mears.....	D	E				CD		C		
Bloxom.....	D	E	D			CD		E		
Hopeton.....		CD				CD				
Parksley.....	D	E	E			E		E	C†	
Greenbush.....	D	CD				CD				
Tasley.....	E	E	E			E		E	E	
Onley.....	D	E	D			E		E		
Melfa.....	D	E	D			CD		E		
Keller.....	D	E	D			E		E	E	
Painter.....	D	E	D			CD		E	C†	
Exmore.....	D	E	D			E		E	C†	
Nassawadox.....	D	E	D			CD		E	C*	
Wierwood.....	D	CD				CD		C		
Birds Nest.....	D	E	D			CD		E		
Machipongo.....	D	E				CD		E		
Kendall Grove.....		E				CD				
Eastville.....	D	E	E			E		E	C†	
Cobbs.....	D	E				CD				
Cheriton.....	D	E				CD		E		
Cape Charles.....	E	E	E			E		E	E†	

C—Mail caught from crane only.

D—Mail delivered only.

C D—Mail caught and delivered.

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

*—Sunday only.

†—Daily except Saturday.

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

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

STATIONS	D 6	D 2	D 8	FH 2	D 56	D 54	D 60	CD 2	D 28	D 24	D 252	D 26	D 34	D 10	D 32	D 62	
	A. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	
Cape Charles																	
Crisfield																	
Delmar	4.30	2.45															
Delmar																	
Seaford																	
Cambridge																	
Bridgeville																	
Bridgeville																	
Franklin City																	
Rehoboth																	
Harrington																	
Harrington																	
Dover																	
Oxford																	
Easton																	
Clayton																	
Clayton																	
Centreville																	
Chestertown																	
Massey																	
Arms																	
Edgemoor																	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	

TIME SHOWN CONVEYS NO TIME TABLE AUTHORITY.

*Turn-around service.

ARRANGED FREIGHT TRAIN SERVICE — SOUTHWARD

	D 27	D 53	D 69	D 55	D 3	D 6	CD 1	HF 1	D 1	D 29	D 31	D 61	D 9	D 33	
	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	
Edgemoor.....	Leave 2.45	Leave 4.10	.....	.....	.....	11.15	.....	2.05	.....	.....	.....	.....	.....	.....	.....
Arms.....	Pass 8.20	.....	.....	.....	12.45	.....	3.00	.....	7.45	.....	.....	.....	.....	.....	.....
Massey.....	.....	12.30	4.30	.....	.....	.....	.....	9.30	.....	.....	.....	.....	.....	.....	.....
Chestertown.....	.....	.....	6.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Centreville.....	.....	.....	2.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clayton.....	Arrive Leave	.....	.....	.....	8.01	.....	.....	.....	7.00	.....	.....	.....	.....	.....	.....
Easton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oxford.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dover.....	Arrive Leave	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Harrington.....	Arrive Leave	.....	.....	.....	.....	.....	.....	.....	4.00	.....	.....	.....	.....	.....	.....
Harrington.....	Arrive Leave	.....	.....	.....	.....	.....	.....	.....	.....	8.45	.....	.....	.....	7.30	.....
Rehoboth.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.15	.....
Franklin City.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6.15	.....	.....	.....	.....	.....
Bridgeville.....	Arrive Leave	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bridgeville.....	Arrive Leave	.....	.....	.....	.....	.....	.....	.....	.....	4.55	.....	.....	.....	11.30	.....
Seaford.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2.30	.....	.....	.....	.....
Cambridge.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1.00	.....	.....	.....	.....
Delmar.....	Arrive Leave	9.00	.....	.....	3.40	10.30	6.05	6.10	5.30	.....	3.00	.....	.....	12.01	.....
Delmar.....	.....	.....	.....	.....	.....	.....	.....	.....	5.45	.....	.....	.....	.....	.....	.....
Crisfield.....	.....	.....	.....	.....	.....	.....	.....	.....	9.45	.....	.....	.....	.....	.....	.....
Parksley.....	.....	.....	.....	.....	.....	.....	9.30	.....	12.01	10.45	.....	.....	.....	.....	.....
Cape Charles.....	Arrive Leave	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	P. M.	

TIME SHOWN CONVEYS NO TIME TABLE AUTHORITY.

*Turn-around service.

**THE TICKET OFFICES OF STATIONS NAMED
BELOW WILL BE OPEN FOR THE
SALE OF TICKETS AS FOLLOWS:**

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
451	454	Middletown.....		
451	454	Townsend.....		
451	463	Clayton.....	461	454
449	450	Dover.....	449	460
462	463	Wyoming.....		
462	463	Felton.....		
Continuous		Harrington.....	Continuous	
462	454	Greenwood.....	Continuous	
462	463	Bridgeville.....	Continuous	
Continuous		Seaford.....	Continuous	
451	463	Laurel.....	Continuous	
Continuous		Delmar.....	Continuous	
Continuous		Salisbury.....	Continuous	
451	451	Fruitland.....		
451	450	Princess Anne.....		
Continuous		Pocomoke.....	Continuous	
451	451	New Church.....		
451	455	Lecato.....		
451	451	Oak Hall.....		
451	451	Makemie Park.....		
451	451	Hallwood.....		
451	451	Mears.....		
451	451	Bloxom.....		
Continuous		Parksley.....		
451	451	Greenbush.....		
451	455	Tasley.....		
451	455	Onley.....		
451	451	Melfa.....		
451	455	Keller.....		
451	451	Painter.....		
451	451	Belle Haven.....		
454	450	Exmore.....		
454	450	Nassawadox.....		
451	450	Wierwood.....		
451	450	Birds Nest.....		
451	450	Machipongo.....		
454	450	Eastville.....		
451	450	Cobbs.....		
454	450	Cheriton.....		
Continuous		Cape Charles.....	Continuous	
Continuous		Old Point Comfort.....	Continuous	
Continuous		Norfolk (Wharf Office)	Continuous	
471	470	Massey.....		
471	470	Kennedyville.....		
470	470	Still Pond.....	472	472
470	470	Chestertown.....		

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
481	480	Hartly.....		
481	480	Marydel.....		
481	480	Goldsboro.....		
481	480	Greensboro.....		
478	480	Ridgely.....		
481	480	Queen Anne.....		
481	480	Cordova.....		
478	479	Easton.....	483	482
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	Hursley.....		
486	486	Franklin City.....		
493	492	Federalsburg.....		
493	492	Hurlock.....		
493	492	East New Market.....		
492	492	Cambridge.....	494	494
498	499	Westover.....		
498	499	Kingston.....		
498	499	Marion.....		
498	499	Crisfield.....		

When an unusual number of passengers are expected for any train not included in the foregoing list, Agents will open their respective ticket offices to meet the demand.

SPECIAL INSTRUCTIONS

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

Employees whose duties are affected by a Time Table, must have a copy with them while on duty.

TRAIN RULES

S2. STANDARD TIME.

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

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

TIME TABLE

S3. SYMBOLS.

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

D301.

Ⓐ—No. 480 meet No. 485, Saturday only.

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified:

The following letters and characters indicate:

S—Regular stop.

F—Stop on signal to receive or discharge passengers.

A—Stop on signal to receive passengers.

B—Stop on signal to discharge passengers.

C—Regular stop to receive passengers.

D—Regular stop to discharge passengers.

E—Regular stop for express, mail, milk, newspapers or marketing.

G—Regular stop, Saturday only.

H—Regular stop to receive passengers, Saturday only.

J—Regular stop to discharge passengers, Saturday only.

K—Regular stop, Sunday only, to receive or discharge passengers.

L—Stop on signal, Sunday only, to receive or discharge passengers.

‡—Unattended Block Station.

•—No baggage service.

•—No baggage service Sunday.

✖—Passenger train—schedule assigned to gas or gas-electric rail motor cars.

*****—Passenger train—schedule assigned to handle passenger and freight equipment.

◊—Passenger train—no train baggageman.

D401.

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

N—Regular stop, Sunday only, for Newspapers.

O—Stop on signal to receive pay passengers for points Wilmington and beyond.

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

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

R—Stop to discharge passengers from Wilmington and beyond.

T—Stop on signal to discharge pay passengers from Norfolk and Old Point Comfort.

U—Stop on signal for perishable parcel post.

S5.**COLOR SIGNALS.**

S5A. At the end of double track where switches are not interlocked, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

D501. Track covered by a slow order, other than a train order or time table special instructions, will be indicated by a yellow flag or light placed to the right of track a sufficient distance ahead of the obstruction to reduce from maximum authorized speed to the speed required at point of obstruction.

A green flag or light placed to the right of track marks the end of restricted territory.

S6.**HAND FLAG AND LAMP SIGNALS.**

S7. ENGINE WHISTLE SIGNALS.

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

D702. Rule 14(l) amplified:

Sound

— — o o

Indication

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

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

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

D704. Signal for a flagman to return to his train when the train is running on a track against the current of traffic will be the same signal as for a train running on that track with the current of traffic preceded by one long and one short sound.

S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.

S9. COMMUNICATING SIGNALS.

S10. TRAIN SIGNALS.

Rule 19, Rule 20, Rule 20a, Rule 21, Rule 21a, Rule 21b, Rule 22, Rule 23, Rule 24, Rule 24a, Figures 1 to 17 inclusive, notes, amplifications and modifications annulled.

D1001. Rule 17a amplified:

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

D1002. Rule 19 (new):

The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, on cars, marker lamps not lighted; on engines and cars equipped with fixed electric marker lamps, marker lamps lighted as at night. By night, on engine and cars, marker lamps lighted showing red to the rear, except in Manual Block System territory, when clear of the main track, marker lamps lighted showing yellow to the rear.

D1003. Rule 19a (new):

A train not equipped to display the markers prescribed by Rule 19, will display on rear of train, by day, a red flag; by night, a red light, except in Manual Block System territory, when clear of main track, a white light.

D1004. Rule 19b (new):

When cars are pushed by an engine (except when shifting or making up trains in yards) a white light must be displayed on the front of the leading car by night.

When an engine is running backward without cars, or at the front of a train pulling cars, a white light must be displayed by night on the rear of the tender if not equipped with a head light.

D1005. Rule 26 amplified:

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

S11. USE OF SIGNALS.

D1101.**D1102. Proper application of Rule 27 in connection with Figure 1, Rule 287:**

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

D1103. Rule 27 modified:

Switches on Centreville Branch, Chestertown Branch, Oxford Branch, Crisfield Branch, Cape Charles Railroad Branch, and B. & E. Railroad between Salisbury and Berlin equipped with low targets, instead of switch lamps.

D1104. Rule 34. When calling signals, the name as it appears in the Book of Rules shall be used, omitting the word "signal," except Rule 275.**D1105. When a pusher engine is assisting a train coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by throwing the fusees off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.**

D1106. On account of fire hazard, lighted fusees must not be displayed on bridges or thrown to bridges from moving trains, except in cases of emergency.

S12. SUPERIORITY OF TRAINS.

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

S13. BULLETIN BOARDS.

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

LOCATION	OTHER DIVISIONS	ZONES
Delmar: Yard Master's Office.....	Phila. Terminal..... Maryland.....	C E D
Centreville: Passenger Station.....	Phila. Terminal..... Maryland.....	C E D
Chestertown: Passenger Station.....	Phila. Terminal..... Maryland.....	C E D
Clayton: Passenger Station.....	Phila. Terminal..... Maryland.....	C E D
Easton: Passenger Station.....	Phila. Terminal..... Maryland.....	C E D
Harrington: Passenger Station.....	Phila. Terminal..... Maryland.....	C E D
Rehoboth: Engine Preparers Building, at Engine Terminal	Phila. Terminal..... Maryland.....	C E D
Franklin City: Bunk Room at Engine Terminal.....	Phila. Terminal..... Maryland.....	C E D
Cambridge: Freight Station.....	Phila. Terminal..... Maryland.....	C E D
Cape Charles: Train Dispatcher's Office.... Yard Master's Office..... Enginehouse Foreman's Office		
Norfolk, Yard: Yard Master's Office		

S14. GENERAL ORDERS.

S14A. Rule 75 amplified:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ZONE A—Between Junction with Maryland Division and the north end of Delmar Yard, including Centreville, Chestertown, Oxford and Cambridge Branches, D. M. & V. R. R., and Milton Branch.

ZONE B—Between north end of Delmar Yard and south end of Salisbury Yard.

ZONE C—Between south end Salisbury Yard and Cape Charles, including Crisfield and Cape Charles R. R. Branches.

ZONE D—Between Bridge Wharf, Norfolk Yard, and Camden Heights, and between North Junction and St. Julian Avenue Freight Station.

ZONE E—Baltimore and Eastern R. R.

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

S15. TRACK ASSIGNMENTS.

D1501. Double Track.

From Junction with Maryland Division to north end of Seaford interlocking.

South end of Seaford Interlocking to north end of Cassatt Interlocking.

South end of Cassatt Interlocking to Capes.

D1502. Track Assignment.

Northward track designated as No. 1 track.

Southward track designated as No. 2 track.

S16. MOVEMENT OF TRAINS.

Definition of Section, Rule 85a, Rule 85b, Rule 95, and Rule 96 are annulled.

D1601. Train Dispatchers are located at Cape Charles.

D1602. Between Junction with Maryland Division and Arms, train movements not provided for by time table, will be made on authority of train orders issued over the signature of the Superintendent of the Maryland Division.

S16A. Rules 83 and 83a.

D1603. Rule 83. That clearance message C. T. 1246 given by the signalman without consulting the Dispatcher be used where information is given to a train at its initial station on any Division, or at a junction, or at a point where it passes from double to single track; and where the information is given by the Dispatcher to a train before reaching a point such as above indicated, it should be done by a train order.

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

D1604. Rule 97a amplified:

(ON DOUBLE, THREE OR MORE TRACKS) All extra trains will run without train orders when proper signal is displayed or permission is given by the signalman.

D1605. Rule 97b (new):

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

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

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

D1605A. Rule 97c (new):

(DOUBLE, THREE OR MORE TRACKS) Regular trains must be designated by both schedule and engine number.

S16B. Rule 98.

D1606.

S16C. Rule 104.

Unless hand-operated switches in main track are listed in the time-table as being in charge of a switch tender or a signalman, they must be operated by a member of the train or engine crew using the switch, except as otherwise provided in Rule 104 and at a meeting point where the train holding main track may set switch for opposing train to enter siding.

Trains or engines must approach switches where switch tenders are stationed, prepared to stop and must stop clear of any switch or route unless signal to proceed is received from the switch tender.

A switch tender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed 10 miles per hour.

D1607. Signalmen are stationed at and have charge of main track switches as indicated:

LOCATION

SWITCHES

S16D. Rules 106 and 106a.**D1608.** Rule 106 modified:

Trains must not pass between a passenger train which is receiving or discharging traffic at a station, and the platform at which the traffic is being received or discharged.

D1608A. Rule 106a modified:

Unless otherwise provided, the conductor and engineman of a passenger train receiving or discharging traffic across tracks between their train and station platform, must see that the traffic is protected against trains running on such tracks. When the passenger train is a regular train making schedule stops on its assigned track, or, when it is known that other trains have been notified of the stopping of the train at the stations where protection would otherwise be required, protection against other trains is not required.

S16E. Rules 251, 253 and 254.**D1609.** Rule 251 will apply between Junction with Maryland Division and Capes.

D1610. A train stopped for any purpose at or between block stations, having time to reach the next block station in advance ahead of a superior train, must be governed by Rule 365b between that point and the next interlocking station controlling a passing siding.

When a train stops for water or is delayed on account of equipment defects it will be considered as work under the provision of Rule 253.

D1611. In case of signal failure at drawbridges, trains will be permitted to pass the draw signal in stop position by Clearance Card (Form C), or by train order.

D1612. Lewes—Normal position of the draw at Lewes drawbridge over Canal on Fish House track is open for movement through the Canal.

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

D1613. Baltimore and Eastern R. R.:

Royal Oak—Drawbridge stop signs located: westward, 398 feet east of center of drawbridge; eastward, 209 feet west of center of drawbridge.

Trains must stop before attempting to pass over drawbridge in either direction.

Normal position of draw is open for river traffic continuously.

Narrows—The normal position of drawbridge will be open for river traffic, between one hour before sunrise and one hour after sunset. Trains desiring to pass over this drawbridge during this period will notify the Agent at Queenstown.

Between one hour after sunset and one hour before sunrise the drawbridge will be normally set for rail traffic.

In the event the bridge is found other than normal position, report must be made, and be governed by instructions from the Train Dispatcher.

Denton—The normal position of drawbridge is closed to permit rail traffic.

D1614. A red ball as a day signal and a red light as a night signal will govern movements over the B. & E. R. R. crossings at Hurlock and Berlin. When the ball or red light is displayed trains on Cambridge Branch and D. M. & V. R. R. must stop and not proceed until signals are removed.

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

D1615. Lock levers at Kings Creek, on Crisfield Branch main track switch and crossover between main tracks are equipped with electric locks which must be operated according to the instructions posted in the telephone booth at that point.

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

D1616. Salisbury—(P. R. R. and B. & E. R. R.): All switches are hand operated and protected by electric locks connected to hand operated levers; fixed signals controlled by Delmar.

For train movements to or from East and West No. 1 Sidings, over facing point crossover, and over the B. & E. R. R. railroad crossing at grade, trainmen will be governed by instructions posted on first floor of old Salisbury tower.

For train movements to and from No. 1 main track to B. & E. R. R. connection, and over trailing point crossover, trainmen will be governed by instructions posted in relay case on station platform, 465 feet south of Salisbury station.

D1617. Rules 331, 331a and 332 amplified:

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

D1618. Signalmen will open and close switches for trains at Capes.

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

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

D1619. Brakes must not be applied passing over Bridges 60.71 and 59.82, north of Harrington; Bridge 53.25, north of Woodside, Pocomoke and Laurel draw bridges, except in an emergency; and caution should be exercised to avoid dropping hot coals passing over these bridges.

D1620. That portion of No. 4 track Delmar Yard between the intersection with the Engine House and the ladder track south end, will be operated under Rule 90a. When using this track engines nearest to a switch will clear for opposing movements, except that outbound engines for passenger movements must be given preference at all times.

D1621. Milton Branch—Tracks between Milton Branch Junction and a point 1321 feet east of Milton operated as a siding under Rule 90a.

Smyrna Branch—Tracks between Clayton and Smyrna operated as a siding under Rule 90a.

D1622. Baltimore and Eastern R. R.—Between Love Point and Queen Anne Junction; Preston and Vienna; Mardella Springs and "End of Block Sign" at east end of Salisbury Yard; and Berlin and Marsh Siding; track between these points operated as a siding under Rule 90a.

Claiborne Branch—Tracks between Claiborne Branch Jct. and McDaniel operated as a siding under Rule 90a.

Denton Branch—Tracks between Denton Branch Jct. and Denton operated as a siding under Rule 90a.

D1623. When necessary for an engine to be detached from its train, except in shifting movements at stations, a member of the train crew must be stationed at the front end of the train in such a position, and with proper signals, to protect the train on the return movement of the engine, and when engines are detached from trains near crossings he must also protect the crossings.

S16-F. AUTOMATIC HIGHWAY CROSSING SIGNALS.

Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 30 and 31. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains moving on sidings or in yards which cross a highway where automatic highway crossing signals are installed, will run carefully, sounding the warnings as prescribed by Rules 30 and 31.

If a train passes entirely over a highway crossing protected by automatic highway crossing signals, crossing bells or Highway Guardian Barriers, it must not move in opposite direction over the crossing unless protection is provided as prescribed by Rule 103a.

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

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

Employes should observe the operation of automatic highway crossing signals and report by wire to the Superintendent any failures to operate properly.

D1624. Frogtown Crossing, located 4,500 feet north of Middletown Station is equipped with Highway Guardian Barriers and Flashing Lights which are actuated by track circuits with and against the current of traffic.

The beginning of track circuits for northward movements are located 1,600 feet north of Middletown Station and are indicated by a sign HXB. The beginning of track circuits for southward movements are located 500 feet south of Mile Post 23 and are indicated by a similar sign.

A telephone is located on pole along No. 2 track, just south of crossing.

Haywards Crossing, located 3,600 feet north of Cassatt Interlocking Station, is equipped with Highway Guardian Barriers and Flashing Lights which are actuated by track circuits with and against the current of traffic.

The beginning of track circuits for northward movement are located 1,800 feet north of Cassatt Interlocking Station and are indicated by a sign HXB. The beginning of track circuits for southward movements are located 5,000 feet south of Mile Post 28 and are indicated by a similar sign.

A telephone is located on pole along No. 1 just north of crossing.

When a car or any portion of a train is on the track circuit, the Barriers are automatically lowered and block all highway traffic. In order to avoid unnecessary delay to highway traffic when the track circuit is occupied, other than by a normal through movement, push buttons designated as RAISE and LOWER are provided by means of which the Barriers may be raised or lowered when necessary to do so.

The push buttons are located in a box on a post at the southeast corner of the crossing for No. 1 track and the northwest corner of the crossing for No. 2 track. When a delay on the track circuits occurs between the signs HXB and the crossing a member of the train or engine crew will immediately go to the crossing and operate the Barrier by means of the push buttons.

The button designated as RAISE must be pushed to raise the Barriers. The car or train delayed on the circuit and for which the RAISE button was pushed must not proceed over the crossing until the LOWER button is pushed restoring the operation of Barriers to normal.

The RAISE button must not be pushed to raise the Barrier unless it is seen that the crossing is clear of railway traffic. When the RAISE button has been pushed raising the Barriers, the normal operation of the Barriers for the adjacent track is not affected. When a car or any portion of a train is occupying the track circuit approaching the crossing and while the circuit is occupied a movement is made beyond the crossing the Barrier cannot be raised until the circuit beyond the crossing is cleared. When necessary to cut a train and move a portion beyond the crossing the part left standing should be left back of the HXB sign.

When push buttons are operated, the train will approach the highway crossing carefully and will not proceed over the crossing unless it is seen that the Barriers are down or protection is provided as prescribed by Rule 103a.

Instructions for operating push buttons are posted in each Push Button Box. The boxes housing the RAISE AND LOWER buttons are locked with switch lock. Boxes must be kept locked when not in use.

If for any reason a train should be unduly delayed within the limits of the track circuits, the Superintendent should be notified immediately so that special arrangements may be set up to operate the Barriers.

Employees should observe the operation of the Barriers and report by wire to the Superintendent any failure to operate properly.

D1625. Flashing light signals and/or warning bells protecting highway crossings operate when trains approach crossings with and against the current of traffic on main tracks only. When movements on sidings at such points are made, a trainman must be stationed on crossing to give warning to persons using same.

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

D1626. When freight trains or engines are standing in the vicinity of road crossings at times when other trains or engines are approaching, or are about to move over a road crossing, a trainman from the standing train or engine will protect the crossing when possible to do so. Enginemen and conductors must see that the train is stopped at least 300 feet away from the crossing whenever practicable.

D1627. An electric light has been installed on the track side of relay cases at all highway crossings protected by flashing light crossing signals between Arms and Laurel; between Makemie Park and Capes; DM&V Branch, and Oxford Branch. This electric light will burn when trains approach these crossings. Train crews or others, observing this light not burning when trains are moving over these crossings will make prompt report to the Superintendent.

D1628. Highway crossing signals at Ellendale are arranged to operate when trains occupy station siding from a point 70 feet north of the crossing to a point 70 feet south thereof. Cars must not be placed on this siding between the station siding switch located opposite Ellendale Station and a point marked by a yellow stripe 70 feet north of the crossing.

A push button and pilot lamp is located in small box on north side of relay case at the crossing. Before train on the siding moves over crossing, trainmen must operate push button until pilot lamp lights.

D1629. Enginemen, and other employes when practicable, must observe the operation of highway crossing warning bells, and report by wire to the Superintendent any failures.

Conductors, enginemen and trainmen will report any failures of crossing watchmen to provide protection, by gates at grade crossings so equipped, or by proper watchmen's signals.

D1630. All trains stop and protect highway crossings at locations as indicated:

Kennedyville . . Highway crossing, 174 feet south of station.
Chestertown . . High Street, unless watchman can be seen protecting crossing.

" Queen Street, south of station.

Millington..... Highway crossing, 218 feet south of station.
 Milford..... Walnut Street, 1,354 feet south of station.
 " Causey Avenue, 228 feet north of station, unless
 watchmen can be seen protecting these cross-
 ings.
 Milton..... Highway crossing, 660 feet west of station.
 Georgetown.... Market Street, 799 feet south of station, between
 5:30 P. M. and 9:30 A. M., week days, and
 Sunday continuously.
 Nassau..... Highway crossing, 100 feet north of station.
 Lewes..... State highway, 750 feet north of station.
 Rehoboth..... Rehoboth Avenue, 180 feet north of station.
 Hurlock..... Main Street, 928 feet south of station.
 Cambridge.... Washington Street, 3,696 feet north of station.
 Westover..... Highway crossing, 1,074 feet north of station;
 " Highway crossing, 4,070 feet north of station.
 Marion..... Highway crossing, 374 feet north of station.
 Crisfield..... Chesapeake Avenue, 650 feet north of Pine
 Street station.
 Delmar..... All movements on No. 4 track must stop and
 protect before moving over State Street
 crossing, between the hours of 10:30 P. M. and
 6:30 A. M.

BALTIMORE AND EASTERN R. R.:

Salisbury..... North Division Street.
 " West Main Street.
 " Isabelle Street (Mill Street Branch).
 " Chestnut Street (Mill Street Branch).
 Hurlock..... Pine Street, 2,240 feet east of station.
 Denton..... Highway crossing, 100 feet west of station.

D1631. Salisbury: Trains making southward movement on No. 1 Track, after crossing over from No. 2 Track to No. 1 Track at trailing point crossover, located 427 feet south of Salisbury passenger station, must stop and protect Isabella Street crossing. Highway crossing signals will not indicate the approach of a train when this movement is made.

D1632. Seaford: On Cambridge Branch, main track, at junction with main line, clearance point is indicated by a yellow stripe.

D1633. In cases where trains are doubleheaded the engineer and fireman of the second engine are not relieved from the responsibility for the proper observance of signals and must know that train is handled in a manner to avoid accident and violation of rules.

S17. MOVEMENT BY TRAIN ORDERS.

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

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

D1703. Rule 206, first sentence modified:

In train orders, regular trains will be designated by schedule and engine number; as No. 10, engine 3850.

D1704. Rule 218 annulled.

D1705. Rule 221a, modified:

When a train order is to be delivered to a train at a train order office, the Fixed-signal must be displayed at Stop for the track and in the direction of the approaching train and a Train-Order-Signal must be displayed in the place provided for the purpose.

Operators must not clear these signals for an approaching train unless they know that the train is not the one to which orders are addressed.

This combination of signals must be acknowledged by the engineman by two short sounds of the engine whistle.

In delivering train orders without stopping a train, the operator, after the signal has been acknowledged, must leave the Train-Order-Signal displayed until the orders have been delivered, place the Fixed-signal at its proper position, go on the ground and hand the orders to the engineman and conductor. For freight trains the conductor's copies must be handed on the cabin car.

D1706. Rule 221b, modified:

When train orders are issued that restrict the superiority of train addressed at the point where they are to be delivered to the train, the Fixed-signal at that point must remain at Stop until the orders are delivered.

When train orders are issued to hold trains, the Fixed-signal at the point at which the trains are to be held must remain at Stop until the order is annulled or an order is given to the operator permitting the trains to proceed.

D1707. Rule 222, modified:

Operators must promptly record the time of arrival and time of departure of all trains and report to the Superintendent such information as directed.

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

D1708. Rule 223 modified:

Abbreviation, Sec. for Section, cancelled.

D1709. FORM OF TRAIN ORDER.

Form F, for Sections, annulled.

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

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

Rule 19 will not apply to such movements, but by night one red light will be displayed on the rear, and when movements are made past a block station by day, a red flag must be displayed on the rear.

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

D1801. Rule 93b:

On portions of the railroad, within defined limits within terminals specified on the time-table, trains and engines are not required to protect against following movements. On main tracks, within these limits, trains and engines must move with caution, prepared to stop short of other movements or obstructions, unless by signal indication the track ahead, on which movement is to be made, is known to be clear. On other than main tracks within these limits, trains and engines must move at such speed that they can stop within range of vision, unless such track is seen or known to be clear and switches properly set.

D1802. Rule 93b not in effect on this division.

D1803. Yards indicated by yard limit boards are located at:

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

Cape Charles
Salisbury R. & E. R. R. Berlin R. & E. R. R.

D1803. Trains moving on yard tracks, industrial tracks and tracks designated as branches but not operated under block signal rules or by train orders, must run prepared to stop within range of vision, unless tracks are known to be clear and switches properly set.

S10

SPEEDED TABLE

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

S20. SPEED RESTRICTIONS

S20A. Freight cars equipped for passenger train service must have steam heat line, air signal line, steel wheels, E7 safety valve, three position retaining valve, and air brake cylinder—ten inch minimum diameter.

On account of braking arrangement, when passenger trains have class X-29, or other types of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars, the lading of which is less than 25,000 pounds each, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty passenger equipped freight car to equal 1 passenger car. The weight of lading in a car in express service loaded with mixed freight normally does not exceed 25,000 pounds—occasional car load shipments exceed 50,000 pounds in which case the weight should be ascertained from the Railway Express Agent.

When the make-up of a passenger train is such that the number of allowable loaded freight cars exceeds the limit above prescribed, the train must be operated under the regulations and speed restrictions which apply to freight trains, as well as the use of retaining valves on grades as required by the Brake and Train Air Signal Instructions No. 99-B-1.

D2001. Maximum Speed:		Miles per hour
	Main Line:	
	With passenger engines.....	70
	With freight engines.....	50
	Centreville Branch:	
	With passenger engines.....	40
	With freight engines.....	40
	Chestertown Branch:	
	With passenger engines.....	40
	With freight engines.....	40
	Oxford Branch:	
	With passenger engines.....	40
	With freight engines.....	40
	With gas-electric engines.....	45
	D. M. & V. R. R.:	
	With passenger engines.....	40
	With freight engines.....	40
Passenger trains...	Milton Branch:	
	With passenger engines.....	25
	With freight engines.....	25
	Rehoboth Branch:	
	With passenger engines.....	20
	With freight engines.....	20
	Cambridge Branch:	
	With passenger engines.....	40
	With freight engines.....	40
	Crisfield Branch:	
	With passenger engines.....	40
	With freight engines.....	40
	Cape Charles R. R. Branch:	
	Capes to Capeville.....	20
	Capeville to Kiptopeke	15
	Unless otherwise specified:	
	Main Line	50
	Centreville Branch	30
	Chestertown Branch	30
	Smyrna Branch	20
	Oxford Branch	40
	D. M. & V. R. R.	40
	Milton Branch	25
	Rehoboth Branch	20
	Cambridge Branch	40
	Crisfield Branch	40
Freight trains...	Cape Charles R. R. Branch:	
	Capes to Capeville.....	20
	Capeville to Kiptopeke	15
	Baltimore and Eastern R. R.:	
	Love Point to Queen Anne Junction	20
	Preston to Hurlock	20
	Hurlock to Vienna.....	20
	Mardela Springs to Marsh Siding.	20
	Denton Branch.....	20
	Claiborne Branch.....	20
	Mill Street Branch	10

		Miles per hour
	Main Line.....	30
	Branches	30
	Except Smyrna Branch.....	20
	Except Milton Branch.....	20
	Except Rehoboth Branch.....	20
	Except Cape Charles R. R. Branch.....	15
	Baltimore and Eastern R. R.:	
Circus trains.....	Love Point to Queen Anne Junction.....	20
	Preston to Hurlock	20
	Hurlock to Vienna	20
	Mardela Springs to Marsh Siding.....	20
	Branches.....	10
	Main Line:	
	Boom trailing.....	30
	Boom forward.....	20
	Branches:	
	Boom trailing.....	30
	Boom forward.....	20
	Except Smyrna Branch:	
	Boom trailing or forward.....	20
	Except Milton Branch:	
	Boom trailing or forward.....	20
	Except Rehoboth Branch:	
	Boom trailing or forward	20
	Except Cape Charles R. R. Branch:	
	Boom trailing or forward.....	15
Wreck trains.....	Baltimore and Eastern R. R.:	
	Love Point to Queen Anne Junction:	
	Boom trailing or forward	20
	Preston to Hurlock:	
	Boom trailing or forward.....	20
	Hurlock to Vienna:	
	Boom trailing or forward.....	20
	Mardela Springs to Marsh Siding:	
	Boom trailing or forward.....	20
	Branches:	
	Boom trailing or forward.....	10
	Track cars.....	
	Unless otherwise specified.....	20
	When hauling track cars or trailers..	10
	Through turnouts and over switches, frogs, street and highway crossings	5
	Hand cars.....	15

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

Main Line:	Miles per hour
Within limits of Delmar Yard.....	50
Corporate Limits Salisbury:	
(College Ave. to Naylor St.).....	15
Princess Anne, between State Highway Crossing and Academy St.	45
Curve at overhead bridge, Cape Charles.....	20
From End of Block, Cape Charles to Freight House...	6
All crossovers, except those controlled by interlocking..	15
All turn-outs and sidings, except those controlled by interlocking.....	10
Curve south of Bayview No. 1 track.....	50

Minimum running time for passenger trains in either direction:

	Northward Minutes	Southward Minutes
Between Arms and Clayton.....	13	13
Between Clayton and Harrington.	24	26
Between Harrington and Delmar..	32	33
Between Delmar and Cassatt	36	36
Between Cassatt and Cape Charles	59	58
Total.....	2 hrs. 44 min.	2 hrs. 46 min.

In case of delay enroute, the number of minutes delayed must be added to the minimum time.

Branches:

	Miles per hour
Centreville Branch:	
Townsend, curve at station.....	25
Massey, curve at station.....	25
Mile Post 22 to 24, between Barclay and Roberts.....	25

Chestertown Branch:

Worton, curve at station.....	25
College cut, north of Chestertown.....	25
Curve at Wye, north of Chestertown.....	25

Smyrna Branch:

Clayton, curve.....	5
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Oxford Branch:

Within limits of Clayton Yard.....	15
Between Mile Post 11 (south of Hartly) and Mile Post 33 (south of Queen Anne) and between Easton and Oxford with gas-electric engines.....	40
Easton, street crossings within town limits.....	10
Peach Blossom Curve (north of Llandaff).....	25
Within yard limits, Oxford Yard.....	15

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

Harrington, between State Highway Crossing and Northward Home Signal.....	20
Georgetown, curve south of passenger station.....	25
Berlin, Main street crossing.....	6
Berlin, B. & E. R. R. crossing.....	15

Milton Branch:

On curve, 200 feet east Milton Branch Jet.....	10
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Cambridge Branch:

River, to Branch connection with main line, Seaford...	20
Hurlock, B. & E. R. R. crossing.....	15
Cambridge, Washington Street crossing.....	6

	Miles per hour
Crisfield Branch:	
Between Crisfield and Pine Street.....	6
BALTIMORE & EASTERN R. R.:	
Road Crossing at Bloomingdale.....	6
Berlin—First crossing west of Station and State Road Crossings.....	6
Denton Branch Jct. to Queen Anne Jct.....	10
Railroad crossings at grade.....	15

BRANCHES:**Denton Branch:**

First and Second road crossings west of Hillsboro.....	6
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Mill Street Branch:

All Street crossings.....	6
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Claiborne Branch:

All street and highway crossings.....	10
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BRIDGES: (All Classes of Engines)

Bridges 59.82 and 60.71, south of Felton (No. 2 track)	35
Seaford drawbridge.....	20
Laurel drawbridge.....	20
Pocomoke drawbridge.....	15
Lewes drawbridge.....	20
Rehoboth drawbridge.....	20

Baltimore and Eastern Railroad:**H-9s Engines passing over bridge:**

31.10 (Barren Creek), east of Mardella Springs.....	6
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No train will exceed a speed of six (6) miles per hour over any draw-bridge or the trestle approaches thereto on the B & E R R; air brakes will not be applied when engine is on bridge, except when necessary to prevent accident.

D2003. Trains or drafts hauling gas or gas-electric cars must not exceed a speed of 20 miles per hour.

D2004. Engines pushing trains, or running backward with train must not exceed the speed shown in the table below. Where speed restrictions are lower they must be conformed to.

Maximum speed for following classes of engines:

Class	Forward	Backward
A.....	15	15
B.....	20	20
C.....	20	20
E.....	50	25
G.....	50	25
H.....	40	25
I.....	35	25
K.....	50	25
L.....	40	25
M.....	45	25

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

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

D2005. Rule 750 amplified:

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

Class of Engines:	Miles per Hour
N-1-s}	
C-1	8
I-1-s}	
All others.....	15

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

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

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

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

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

S21. SIGNAL ASPECTS.

Rule 279 Modified:

Indication—Proceed, prepared to stop at next signal. Within interlocking limits, a train must not exceed 15 miles per hour.

Name—Slow—speed—signal.

Rule 281 Modified:

Indication—Proceed. Within interlocking limits, a train must not exceed 15 miles per hour.

Name—Clear—slow—speed—signal.

Rule 282 Modified:

Indication—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Where a facing switch is connected with the signal, approach that switch prepared to stop. Approach next signal prepared to stop.

Name—Caution—signal.

Rule 283 Modified:

Indication—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Approach next signal prepared to stop.

Name—Approach—signal.

Rule 284 Modified:

Indication—Approach next signal at not exceeding one-half the speed authorized for passenger trains at next signal, but not exceeding 30 miles per hour.

Name—Approach—restricting—signal.

Rule 285 Modified:

Indication—Proceed. Within interlocking limits, a train must not exceed one-half the speed authorized for passenger trains, but not exceeding 30 miles per hour.

Name—Clear—restricting—signal.

Rule 289 Annulled.

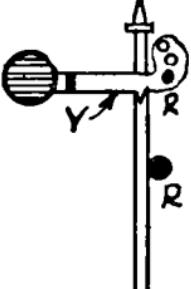
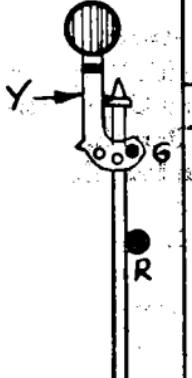
Rule 290 Modified:

Indication—When proper indication is displayed by Fixed-signal, proceed at slow speed prepared to stop unless train orders are received.

Name—Train—Order—Signal.

S21A.

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

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

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

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

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

D2202. Four wheel cabin cars must not be allowed to stand in an Automatic Block unless the block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman.

D2203. Rules 317b and 318b modified:

When necessary for a train to enter a block behind a train in order to return to main track to proceed in the opposite direction, it may do so under protection, after securing permission from the signalman as prescribed by Rule 365.

After an understanding with the signalman, and under Permissive Signal, an engine may enter a block occupied by a standing passenger train which it is to move or assist, or to add cars to, or detach cars from the passenger train.

D2204. Rules 365 and 505e amplified:

When a train clears a block between block stations or at an unattended block station, flagmen may, when authorized by the conductor or engineman, report clear to the signalman.

D2205. Trains clearing the block at south end of northward siding at Harrington, must report clear to the signalman.

S23. MANUAL BLOCK SYSTEM.

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

Main Line between

Junction with Maryland Division and Seaford.

Cassatt and Cape Charles.

Centreville Branch.

Chestertown Branch.

Oxford Branch.

D. M. & V. R. R.

Rehoboth Branch.

Cambridge Branch.

Crisfield Branch.

Cape Charles R. R. Branch.

Baltimore and Eastern R. R. between

Salisbury and Berlin.

D2302. Rule 307a (new):

When a train is authorized by train order to run against the current of traffic to an interlocking plant—remote controlled, the portion of the main track between that interlocking plant and the first block station in the rear, will constitute a block for that train.

D2303. Rule 317a.

D2304. Rule 317b will apply on all single track portions of the Division where Manual Block System rules are in effect, and for all movements against the current of traffic.

Rule 317b will apply on all portions of the Baltimore and Eastern R. R. where Manual Block System rules are in effect.

D2305. Rule 318a.

D2306. Rule 318b will apply between Junction with Maryland Division and Seaford, and between Cassatt and Capes.

D2307. Rule 330, modified:

A signalman having train orders for a train, must display the Home-signal at Stop, and in addition the Train-Order-Signal. He may permit trains to proceed under Block Signal Rules after complying with rules for movement by train orders.

S23A. UNATTENDED BLOCK STATIONS.

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

D2308. Unattended Block Stations are controlled by the signalman specified in Time Table, or Special Instructions.

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

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

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

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

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

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

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

FORM K	THE PENNSYLVANIA RAILROAD CLEARANCE CARD	FORM K
Block Station, <u>M.</u> 19		
To Conductor and Engineman: Train		
Proceed at _____ as though _____ signal was displayed.		
Report Clear at _____		
Signalman.		
<p><i>The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any, having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.</i></p> <p><i>The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.</i></p>		

D2307. Unattended Block Stations.

S24. CONTROLLED MANUAL BLOCK SYSTEM.

D2401. Rule 430, modified:

A signalman having train orders for a train, must display the Home-signal at Stop, and in addition the Train-Order-Signal. He may permit trains to proceed under Block Signal Rules after complying with rules for the movement by train orders.

S25. AUTOMATIC BLOCK SYSTEM.

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

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

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

(To be printed on green paper, size 5½ x 3½.)

S25A. Rule 505a.

S25B. _____

D2504.

S25C. Rule 511a.

When moving from main track to siding, switch must remain open until train is clear, and when moving from siding to main track, switch must be opened before main track is fouled.

S25D. _____

D2505. Unless it is known that gasoline motor cars and cars of similar type or construction will operate Automatic Block signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in Automatic Block System territory unless special provision is made for Manual Block protection, and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman; signalmen and levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

D2506. At Delmar, on instructions, after making the necessary arrangements with the signalman, and providing for proper protection, conductors and enginemen are authorized to make cross-over movements, and movements against the current of traffic within the limits between Signal 4500 feet north of Yard Limit Board, south end of Delmar Yard, No. 1 track, and Signal, 3150 feet south of Mile Post 95, No. 2 track.

After levers controlling the signals involved are placed in normal position, and Rule 221c has been complied with, signalman may permit crossover movements, and movements against the current of traffic, within the limits between Signal, 4500 feet north of Yard Limit Board, south end of Delmar Yard, No. 1 track, and Signal, 3150 feet south of Mile Post 95, No. 2 track.

Rules 505c, 505d, and 505g modified accordingly.

S26. INTERLOCKING RULES.

D2601. Rule 630, modified:

A signalman having train orders for a train, must display the Home-signal at Stop, and in addition the Train-Order-Signal. He may permit trains to proceed under Interlocking Rules after complying with rules for movement by train orders.

D2602. The following fixed signals are operated from Delmar Block Station, and normal position will display aspect Fig. 1, Rule 275:

No. 1 Track:

Signal, 4500 feet north of Yard Limit Board, at south end of Delmar Yard.

Signal, 1200 feet south of center of Delmar Block Station.

Signal, 1110 feet north of center of Delmar Block Station.

No. 2 Track:

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

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

S26A. Rule 663 amplified:

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

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

BLOCK STATION	NON-INTERLOCKED SWITCHES CONNECTED
Townsend.....	Crossover between Main Tracks.
Harrington (Main Line).....	Switch, South end Advance Track.
Greenwood.....	Crossover between Main Tracks, South end Northward Siding and North end Southward Siding.
Seaford.....	Main Track Switch to Cambridge Branch, Main Track Switch to Shell Track.
Parksley.....	Crossover between Main Tracks.
Exmore.....	Crossover between Main Tracks, Main Track Switch No. 1 Track to Siding.
Capes.....	Crossover, end of Double Track, Crossover between Main Track and Siding, Main Track Switch, No. 1 Track to Cape Charles R. R. Branch.

S28. TRACK CARS, ETC.

An employee who has been on duty 16 consecutive hours during any 24 hour period shall not be permitted to operate nor be responsible for the operation of a track car until after he has had 10 consecutive hours of rest.

An employee who has been on duty 16 hours in the aggregate during any 24 hour period shall not be permitted to operate nor be responsible for the operation of a track car until after he has had 8 consecutive hours of rest.

An employee coming within the provisions of paragraph 1 or 2 must take action through his immediate superior at least 2 hours in advance of the time his services would be restricted to avoid being called upon to operate or be responsible for the operation of a track car when on duty in excess of 16 hours.

Employees called upon for such service before the expiration of the full rest period, as required in paragraph 1 or 2, must report the fact to his immediate superior before going on duty.

S28A.**(a) General definition of track car—amplified:**

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

(b) Rule 829, tenth paragraph amplified:

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

(c) Rule 206, amplified:

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

(d) Rule 80, amplified:

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

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

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

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

(f) Rule 80, fifth paragraph, amplified:

They will not be authorized to represent or run as a section of a schedule; and under Manual Block System Rules will be operated as a "train other than a passenger train," and may be admitted by Train Order and under Stop Block Signal to a block following a passenger train in Manual Block territory.

(g) Rule 80, sixth paragraph modified:

All movements will be made without displaying the signals prescribed by Rule 19 and 19a.

D2801.

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

(2) Track cars must not be used in Controlled Manual Block System territory or in Automatic Block System territory unless special provision is made for Manual Block System protection. (Fourth Paragraph Rule 80 amplified.)

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

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

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

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

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

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

(9) Pony trucks must use the least important track available, and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must be run on the rail nearest the ditch, and on double, three, or more tracks, on a track against the current of traffic; they must not use a track under conditions when an approaching train can not be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a flagman has been placed in position where train can be stopped before reaching the pony truck. In yards they must not be used except by permission of the yard master and under proper protection.

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

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

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

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

D2802.

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

D2804. Burro Crane.—A motor driven car used to lay rails, etc. Such equipment must not be depended upon to operate automatic signals, nor shunt track circuits at interlockings and electric switch locking. They cannot be easily or quickly moved to or from track. They will be numbered for identification, as a running number, and when no car number is used, the last four figures of the badge plate should be used.

The prefix B. C. to number will be used when issuing train orders or instructions to drivers.

All rules and special instructions governing the movement of track cars will apply to Burro Cranes.

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

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

Restrictions in the Use of Various Classes of Engines in Service.

A letter or symbol under type of engine indicates restriction in the use thereof and refers to a note below in explanation.

Absence of a letter or symbol indicates no restriction.

LOCATION	D16	B6	E2	H6	E5	G5	E6	H8	L1	I1	K2	K4
	B8	E3					H9		M1			
Main Line:												
Arms to Cape Charles.....										A	X	A
Centreville Branch.....					X		X			X	X	X
Chestertown Branch.....					X		X			X	X	X
Smyrna Branch.....	C	C	X	C	X	C	X	C	X	X	X	X
(Including Smyrna Station)												
Oxford Branch.....										X	X	X
Cambridge Branch.....										X	X	X
D. M. & V. R. R.....										X	X	X
Milton Branch.....					X		X			X	X	X
Rehoboth Branch.....										X	X	X
Lewes Beach Track.....					X		X			X	X	X
Crisfield Branch.....							X			X	X	X
Cape Charles R. R. Branch.....					X		X			X	X	X
Baltimore and Eastern R. R.:												
Between Love Point and Denton.....	X	X	X	X	X	X	X	X	X	X	X	X
Between Preston and Vienna;					X		X					
Mardella Springs and Marsh Siding.....							X			X	X	X
Claiborne Branch.....	XB	XB	XB	XB	XB	XB	XB	XB	X	X	X	X
Mill Street Branch:					X		X			X	X	X
Berlin Milling Company.....	X	X	X	X	X	X	X	X	X	X	X	X
Salisbury Coal Company.....	X	X	X	X	X	X	X	X	X	X	X	X
T. L. Ruark Company.....	X	X	X	X	X	X	X	X	X	X	X	X
Middletown:												
Short and Walls Siding.....	XD	XD	XD	XD	XD	XD	XD	XD	X	X	X	X
Clayton:												
Coaling Station.....	C	C	C	C	C	C	C	C	C	XC	C	C
Dover:												
Coal Trestles.....	C	C	C	C	C	C	C	C	C	C	C	C
Frear's Siding.....			X		X		X			X	X	X
Standard Oil Siding.....			X		X		X			X	X	X
Romeo's Siding.....			X		X					X	X	X
Harrington:												
I. D. Short Lbr. Co. Siding.....			XD	XD	XD	XD	XD	XD	X	X	X	X
Seaford:												
Atlantic Refining Co. Siding.....			X		X		X			X	X	X
Greenbaum Siding.....										X	X	X
North and South Leg of Wye.....										X	X	X
North and South Connns to Shell Track.....										X	X	X
South Conn. to River Track.....										X	X	X
North end of Charcoal Track.....										X	X	X
Delmar:												
Coal Trestle.....	C	C	C	C	C	C	C	C	C	C	C	C
Salisbury:												
Millers Siding.....			X		X		X			X	X	X
Short Track at Freight House.....										X	X	X
Back Track at Freight House.....										X	X	X
Standard Oil Co. Siding.....										X	X	X
Griess Siding.....	X	X	X	X	X	X	X	X	X	X	X	X
Pocomoke:												
Exchange Sidings Nos. 1 and 2.....			X		X	X	X	X	X	X	X	X
Exchange Siding No. 3.....										X	X	X
Dennis Siding.....										X	X	X
Storehouse Siding.....										X	X	X
No. 41 Siding.....										X	X	X

LOCATION	D16	B6	E2	H6	E5	G5	E6	H8 H9	L1	I1 M1	K2 K4
Exmore:											
Chandlers Siding.....									X	X	X
Standard Oil Co. Siding.....									X	X	X
Machipongo:											
Station Siding No. 3.....									X	X	X
Cobbe:											
Station Siding No. 1.....									X	X	X
Cape Charles:											
Reliable Coal and Wood Siding..	C	C	C	C	C	C	C	C	X	X	X
Chestertown:											
Old Paper Mill Siding.....			X		X		X		X	X	X
Lewes:											
Coal Trestle.....	C	C	C	C	C	C	C	C	X	X	X
Crisfield:											
House Track.....	X	X	X	X	X	X	X	X	X	X	X

X—Indicates type of engines that must not be used.

A—K2, K4 or L1s engines must not be double headed with engines of the same or other classes over Bridge 30.51 (Poocomoke Draw) or Bridge 84.35 (Seaford Draw) unless engines are separated by three or more cars. Loaded H21 or H21a cars must not be used for spacing.

B—Engines not exceeding the weight H9 may be used on the Claiborne Branch between switch at junction with Oxford Branch and a point 200 feet West of Aurora Street, Easton.

C—Engines must not be used on coal trestle.

D—When shifting at these points with other than Class B6 or B8 engines, sufficient number of cars must be used to keep engines off the curve.

D2902. Certain Pullman cars and coaches are equipped with a folding type vestibule step and operate in conjunction with the vestibule trap door. When the trap door is closed, steps are folded. When the trap door is open, steps are down in position for use. Vestibule trap doors must not be opened or closed while cars are in motion as the steps will not clear bridges, platforms, etc., when in the process of being raised or lowered.

D2903. Cars utilizing propane gas as a fuel, either in the kitchen or for air-conditioning purposes, can only be accepted on condition that the propane cylinders be removed from cars before movement over our lines, the cylinders to be returned in such manner and to such locations as the foreign railroad in question may designate.

D2904. BALTIMORE AND EASTERN R. R.:

Cars heavier than 160,000 pounds gross (car and lading), and wrecking derricks heavier than 100 tons must not be moved over bridges between Love Point and Denton and on the Claiborne Branch.

S30. ELECTRICAL OPERATION.

S31. EMPLOYES' REGISTER.

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

D3101. Registers for this purpose are located as follows:

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

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

S32. PERSONAL INJURIES.

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

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

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

D3201. Medical Examiners and Company Surgeons.

LOCATION	NAME AND ADDRESS	TELEPHONE
Wilmington..... (Md. Div.)	M. A. BARBOUHR, M.D., Penns. Station..... ALBERT J. STRIKOL, 621 Delaware Avenue.....	3-4141
Wilmington..... (Md. Div.)	H. L. SPRINGER, M.D., 1013 Washington Street.....	3-2323
Middletown.....	DORSEY W. LEWIS, M.D.....	6032
Smyrna.....	CHAS. G. HARMONSON, M.D.	42 Bell.
Dover.....	L. A. H. BISHOP, M.D.....	51 Bell.
Harrington, Del.	Jos. S. McDANIEL, M.D.....	63 Bell.
Seaford, Del.....	Wm. T. CHIPMAN, M. D..... BRUCE BARNES.....	172 Bell. 55 152-174

LOCATION	NAME AND ADDRESS	TELEPHONE
Cambridge.....	JOHN MACE, JR., M.D.....	C. & P. 392
Delmar.....	H. E. LECATES, M.D.....	C. & P. 58.
Chestertown....	F. B. HINES, M.D.....	25 Bell.
Easton.....	JAMES B. MERRITT, 3D, M.D.	336 Bell.
Georgetown.....	ROWLAND G. PAYNTER, M.D.	60 Bell.
Lewes.....	JAMES BEEBE, M.D.....	81.
	{ R. C. BEEBE, M. D.....	71.
Norfolk, Va.....	ROBERT L. PAYNE, M. D.	22649
	{ SOUTHGATE LEIGH, JR., M. D.	24665
	{ R. DUVALL JONES, M. D....	22649
Cape Charles...	J. MORTIMER LYNCH, M.D...	10F2
Cape Charles...		
Cheriton, Va....	J. GATES GOODE, M.D.....	68F23
Princess Anne...	HENRY M. LANKFORD, M. D.	24
Crisfield, Md....	{ G. T. ATKINSON, M.D.....	90
	{ R. R. NORRIS, M.D.....	66
Salisbury, Md...	HENRY S. WAILES, M.D.....	436
Ocean City, Md..	FRANCIS J. TOWNSEND, M.D.	C. & P. 38, 241
(B. & E.R.R. Co.)		
Denton, Md....	FREDRICK N. NICHOLS, M.D.	C. & P. 104.
(B. & E.R.R. Co.)		

D3202.

HOSPITALS.

LOCATION.	NAME AND ADDRESS.	TELEPHONE.
Wilmington.	Delaware Hospital.....	5211.
Wilmington.	Homeopathic Hospital.....	6321.
Milford.....	Emergency Hospital.....	D. S. 300.
Lewes.....	Beebe Hospital.....	D. S. 150.
Cambridge..	Cambridge Hospital.....	C. & P. 111
Easton.....	Emergency Hospital.....	C. & P. 204
Dover.....	Kent Co. General Hospital.....	500.
Salisbury...	Peninsula General Hospital....	C. & P. 121
Norfolk.....	{ Norfolk General Hospital....	25791.
	{ St. Vincent's Hospital.....	26601.
Nassawadox	Northampton-Accomac Memo- rial Hospital	C. & P. 100-F-2
Crisfield	Edw. W. McCready Memorial Hospital	C. & P. 75

D3203. FIRST AID BOXES AND STRETCHERS:

First Aid Boxes, location of:

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

At each passenger and freight station.

At yard offices and other suitable places in larger yards, Car Inspectors' offices, power plants, substations, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shop and engine houses, camp cars and on each track and hand car and as provided by a State law.

STRETCHERS:

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

One stretcher must be carried on each passenger train.

S33. USE OF TELEPHONES.

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

Persons using telephones must yield line promptly for train movements.

If telephone fails, trainmen will use any means of communication, to avoid delay.

When used for Block Operations, transmitting train orders or making any arrangement pertaining to the movement of trains by trainmen, the conductor or engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 105.

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

D3301.

D3302. Train crews will be required to close all telephone booths or box doors properly after using telephone, also telephones where two-way switches are located, switch must be left open after completing conversation. Particular care must be used in opening switches where telephones are connected to the train dispatcher's circuit.

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S34.

MISCELLANEOUS.

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

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

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

D3401. Clearance points will be designated by a stripe of yellow paint 10 to 12 inches long on both sides of both rails in side track. Engines or cars must not be permitted to stand beyond clearance points when main track switches are set normal.

D3402. Rule 706 modified:

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

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

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

D3403. Rule 737 modified:

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

D3404. Rule 832 amplified:

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

Fusee.

Whistle.

Fourth paragraph to read:

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

approaching train, engine or any type of rail equipment except when necessary to stop it.

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

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

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

D3407. When, in the opinion of the engineman, it will be necessary to cut off a passenger engine, engineman must report by message to the Superintendent, giving full particulars as to the parts that have failed and where substitute engine should be provided.

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

D3409. Freight trainmen will, as far as possible, avoid blocking road or street crossings; when blocked more than five minutes, will cut and clear the crossing.

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

D3411. Trains held at a siding where there is no block station, but where there is a telephone, will keep a man at the telephone so as to be in continuous communication with the block station.

D3412. When necessary for operators to deliver a message to a moving train, the block signal may be displayed in stop position until speed is reduced so that delivery can be safely made.

The operator will then place himself in a position on the ground displaying red hand signal until the delivery is made.

D3413. In order that movement, both passenger and freight, may be properly safeguarded during period of unusual weather conditions, such as exceptional severe local storms or prolonged rain, snow or sleet storms over an extended area, the following is in effect for the government of all employees:

Signalmen-Operators at all open block stations will advise Train Dispatcher at 6:00 A. M., 12:00 Noon, 6:00 P. M. and 12:00 Midnight, of the weather conditions in their territory, and in the event of an unusual storm occurring between the hours when the regular report is required, the unusual condition will be immediately reported and frequently thereafter until the cause for any emergency ceases.

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

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

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

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

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

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

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

D3414. Passenger trainmen and employes of the Pullman Company must keep the doors of toilet rooms in passenger equipment locked within the yard limits of Delmar.

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

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

D3416. When freight trains are delayed by reason of broken couplers, draft rigging or end of a car pulling out, air hose bursting, defective train lines, undesired quick action of air, hot boxes or other defects, conductors will be careful to give the following information in a report to be sent to Superintendent from first telegraph or telephone office from which the report can be sent, without serious delay to the train:

1. Date of accident.
2. Train number.
3. Direction train was moving.
4. Place where accident occurred.
5. Engine number and whether pulling or pushing train.
6. Number of loaded and number of empty cars in train.
7. Whether train was stopping or starting.
8. Initials and number of car; kind of car; end of car damaged; whether loaded or empty.
9. Location of car in train.
10. Disposition made of car.
11. If loaded give lading, tonnage, consignor, consignee and destination.

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

D3418. When passenger trains are double headed and one engine fails to the extent of having to be cut off to avoid delay, conductor and engineman will leave it at first available siding and make report from first block station. If the failure occurs at a telegraph station report at once. The engine crew regularly assigned to the train will take charge, the extra crew will remain with disabled engine and report to the Superintendent when ready for movement.

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

D3420. There have been several cases of slid flat wheels and broken pinions and gears to both mechanical and gas-electric drive cars due to improper handling. Therefore, when moving gasoline or gas-electric cars with steam engines all concerned will be governed by following instructions:

- (a) **Mechanical Drive Cars:** It must be definitely determined before coupling to the car that transmission gears are in neutral. This applies to both the reverse gear and the transmission gear.
- (b) Before car is moved, it must be definitely determined that the brakes have released properly.
- (c) **Gas Electric Cars:** Extreme care must be exercised in coupling and while braking, and it must be definitely determined that the brakes are released before the car is moved.
- (d) Either gasoline or gas-electric cars, whenever possible, should be moved under their own power.

The automatic brake valve handle on gas-electric cars must in no case be fastened or otherwise tampered with, in such a manner as to prevent a brake application, if the engineman's hand is removed.

D3421. The following instructions apply when gas or gas-electric cars are used as trailers or are being towed:

Car to be placed only at end of train.

If hauled by passenger train, train should not consist of more than fifteen (15) cars.

If hauled by freight train, train should not consist of more than thirty-five (35) cars.

D3422. Hours of Service Law.

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

D3423. Hand switches and lock levers found unlocked must be reported promptly.

D3424. A lock lever in the center of the crossover, or adjacent to main track switch, mechanically locks both switches and must first be thrown to unlock the switches, then each switch may be thrown by a separate lever. After switches have been returned to normal position they must again be locked by the lock lever.

D3425. Conductors and enginemen will clear the main track when defects occur to engine or equipment which may cause detention to other trains.

D3426. Employes in engine and train service will be instructed in their duties by the head of their department upon entering the service; after having had six (6) months service each train or engine service employe will be examined on the Book of Rules, and will be re-examined every three years thereafter, regardless of examinations for promotion.

D3427. When cars are left on sidings crossed by highways or streets at grade that also cross main tracks, the cars must not be left closer than 300 feet to either side of the highway or street.

D3428. Rule 5a of Air Brake and Train Air Signal Instructions 99-B-1 changed to read as follows:

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

D3429. Repairs made and material applied to foreign and individual freight cars by train and engine crews must be reported on form M. P. 401 by the conductor, which must be turned in to car inspector or yard master at end of trip.

D3430. Rule 702—Ninth paragraph, revised:

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

D3431. Trainmen must not pass over container cars while cars are in motion.

D3432. Articles found on passenger trains:

Lost articles found on trains terminating at Delmar to be turned in at Assistant Train Master's office. Those found on trains terminating at Cape Charles, at Train Master's office.

Lost articles found on Branch Road trains to be forwarded to Train Master's office at Cape Charles under valuable stamp with letter indicating by whom found, and on what train.

Crews operating trains terminating at Wilmington and Philadelphia will turn in found articles to the Lost and Found Departments at those points.

D3432. Rule 739 annulled:

S35 INSPECTION OF PASSING TRAINS.

D3501. Rule 703 amplified:

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

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

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

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

HOT JOURNAL

{ By Day. Nose held with one hand, with other hand pointed toward track.
By Night. Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.

BRAKES STICKING

{ By Day. Hands shoved in sliding motion out from body.
By Night. Lamp raised and held stationary.

BROKEN WHEELS
DEFECTIVE TRUCK,
DRAGGING BRAKE CON-
NECTION, LADING
SHIFTED OVER SIDE
OR END OF CAR,
SWINGING CAR DOOR
OR ANY OTHER DAN-
GEROUS CONDITIONS.

} Stop signal.

Delmar

NAME

HOME DIVISION

Occupation

Bricklayer

QUALIFIED FOR SERVICE

DIVISION	ZONE	PART OF ZONE, QUALIFIED FOR
Del	A	Entire Zone
"	B	Delmar Yard
11	C	Passenger Tracks: Broad St.; to Brill; Zoo and Cath. St.; Craya Ferry Branch and Pittsburgh Subway; Brill to Div. Board South of Darby. Freight Tracks: Brill to Zoo and Powlton Avenue Coach Yards.
11	"	Entire Zone Board South of Darby to West Yards, Delaware Branch
11	F	

**THE PENNSYLVANIA RAILROAD
EASTERN REGION
DELMARVA DIVISION**

Cape Charles, Va., September 15, 1939.

GENERAL ORDER No. 1601—ZONE A
No. 1601—ZONE B
No. 1601—ZONE C
No. 1601—ZONE D
No. 1601—ZONE E

Effective 2:01 A. M., Sunday, September 24, 1939:

Time Table No. 16 takes effect 2:01 A. M., Sunday, September 24, 1939, and contains the necessary instructions issued in General Orders up to and including:

No. 1505—ZONE A
No. 1503—ZONE B
No. 1505—ZONE C
No. 1503—ZONE D
No. 1504—ZONE E

all of which must be removed from Bulletin Boards.

Each employe must carefully examine Time Table No. 16 to see that his copy is complete and with all schedule pages properly lined up and note the changes.

Employees must turn in old Time Tables to Bulletin Board Attendants after Time Table No. 16 takes effect.

S17. MOVEMENT BY TRAIN ORDERS:

D1705. Rule 221a, modified:

When a train order is to be delivered to a train at a train order office, the Fixed-signal must be displayed at Stop for the track and in the direction of the approaching train and a Train-Order-Signal must be displayed in the place provided for the purpose.

Operators must not clear these signals for an approaching train unless they know that the train is not the one to which orders are addressed.

This combination of signals must be acknowledged by the engineman by two short sounds of the engine whistle.

In delivering train orders without stopping a train, the operator, after the signal has been acknowledged, must leave the Train-Order-Signal displayed until the orders have been delivered, place the Fixed-signal at its proper position, go on the ground and hand the orders to the engineman and conductor. For freight trains the conductor's copies must be handed on the cabin car.

D1706. Rule 221b, modified:

When train orders are issued that restrict the superiority of train addressed at the point where they are to be delivered to the train, the Fixed-signal at that point must remain at Stop until the orders are delivered.

When train orders are issued to hold trains, the Fixed-signal at the point at which the trains are to be held must remain at Stop until the order is annulled or an order is given to the operator permitting the trains to proceed.

D1707. Rule 222, modified:

Operators must promptly record the time of arrival and time of departure of all trains and report to the Superintendent such information as directed.

S21. SIGNAL RULES:

Rule 289 annulled.

Rule 290, modified:

Indication—When proper indication is displayed by Fixed-signal, proceed at slow speed prepared to stop unless train orders are received.

Name—Train-Order-Signal.

S23. MANUAL BLOCK SYSTEM:

D2302. Rule 307a (new):

When a train is authorized by train order to run against the current of traffic to an interlocking plant—remote controlled, the portion of the main track between that interlocking plant and the first block station in the rear, will constitute a block for that train.

(Continued on next page)

D2307. Rule 330, modified:

A signalman having train orders for a train, must display the Home-signal at Stop, and in addition the Train-Order-Signal. He may permit trains to proceed under Block Signal Rules after complying with rules for movement by train orders.

S24. CONTROLLED MANUAL BLOCK SYSTEM:**D2401.** Rule 430, modified:

A signalman having train orders for a train, must display the Home-signal at Stop, and in addition the Train-Order-Signal. He may permit trains to proceed under Block Signal Rules after complying with rules for the movement by train orders.

S26. INTERLOCKING RULES:**D2601.** Rule 630, modified:

A signalman having train orders for a train, must display the Home-signal at Stop, and in addition the Train-Order-Signal. He may permit trains to proceed under Interlocking Rules after complying with rules for movement by train orders.

D3432. Rule 739 annulled.

Rule 27, modified:

Switches on Centreville Branch, Chestertown Branch, Oxford Branch, Crisfield Branch, Cape Charles Railroad Branch and B. & E. R. R., between Salisbury and Berlin equipped with low targets instead of switch lamps.

Brakes must not be applied passing over Pocomoke and Laurel drawbridges, except in emergency; and caution should be exercised to avoid dropping hot coals passing over these bridges.

In cases where trains are doubleheaded the engineman and fireman of the second engine are not relieved from responsibility for the proper observance of signals and must know that train is handled in a manner to avoid accident and violation of rules.

Trains moving on yard tracks, industrial tracks and tracks designated as branches but not operated under block signal rules or by train orders, must run prepared to stop within range of vision, unless tracks are known to be clear and switches properly set.

Engines pushing trains, or running backward with train must not exceed the speed shown in the table below. Where speed restrictions are lower they must be conformed to.

Maximum speed for following classes of engines:

Class	Forward	Backward
A.....	15	15
B.....	20	20
C.....	20	20
E.....	50	25
G.....	50	25
H.....	40	25
I.....	35	25
K.....	50	25
L.....	40	25
M.....	45	25

DOVER:

The following classes of engines are restricted on Romeo's siding: E2, E3, E5, L1, I1, M1, K2, and K4.

Restrictions removed on all classes of engines at the following points:

Johnson's siding, (north of Seaford), Bloxom and Parksley.

GREENSBORO:

Block station closed 4:30 P. M., to 7:30 A. M., daily except Sunday.

Unattended 4:30 P. M. to 7:30 A. M., daily.

Unattended Sunday continuously.

EASTON:

Block station closed 7:15 P. M. to 7:30 P. M., daily except Sunday.

Sunday continuously.

LEWES:

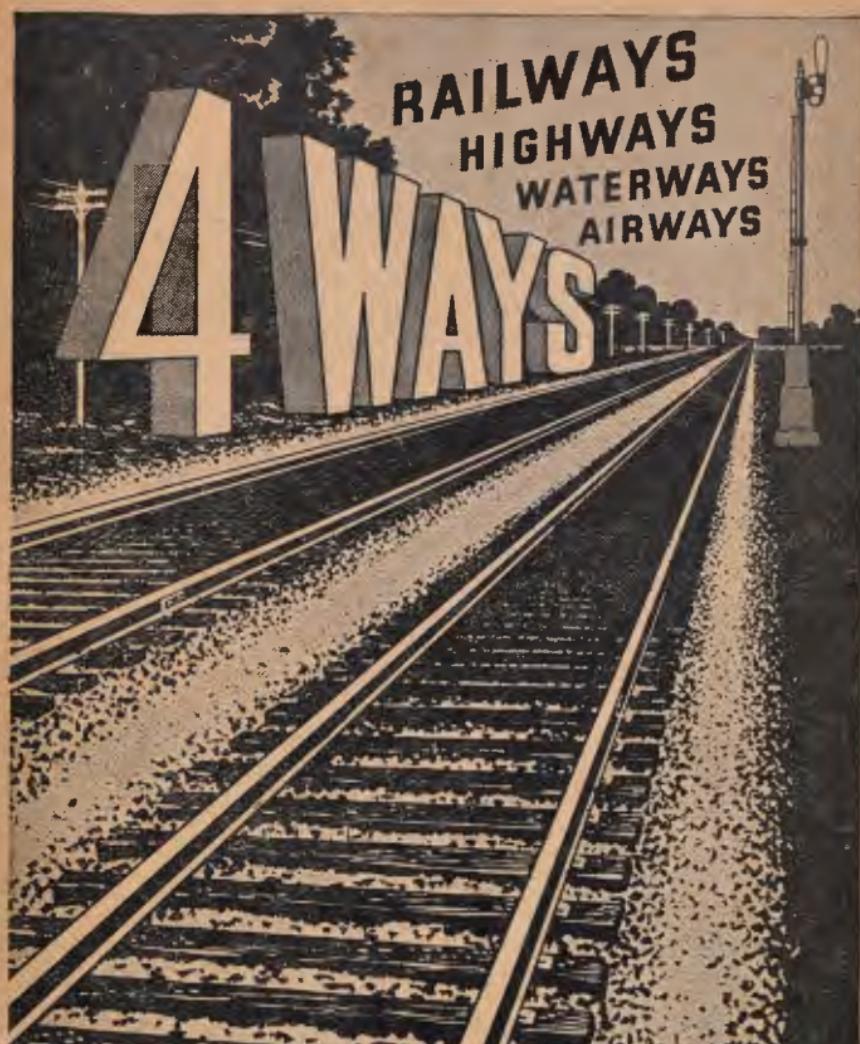
Maximum speed over Lewes draw bridge increased to 20 miles per hour.

This General Order is printed in Time Table No. 16 and will not be issued in sticker form.

J. A. SCHWAB,
Superintendent.

4 WAYS

RAILWAYS
HIGHWAYS
WATERWAYS
AIRWAYS



The people of the United States use four "ways" of transportation.

Of these four, the railroads alone now build and maintain their own "ways" without the aid of tax money.

More than that, the railroads pay taxes on their "ways" -- taxes which help to support schools and other functions of government.

**Association Of
AMERICAN RAILROADS**

DELMARVA DIVISION—TIME TABLE NO. 16.

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