

THE PENNSYLVANIA RAILROAD

CHESAPEAKE REGION

Time-Table No. 8

In effect 2.01 A.M., Sunday, October 25, 1959

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

P. M. ROEPER,
General Manager Transportation

J. D. MORRIS,
Regional Manager

A. M. SCHOFIELD,
Superintendent Transportation

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151	The Potomac	25	909	Phila.-Wilmn. Local	19
153	The Southerner	25	911	Phila.-Wilmn. Local	19
155	The Afternoon Congressional	27	913	Phila.-Wilmn. Local	20
158	The Embassy-FFV	28	915	Phila.-Wilmn. Local	21
161	The Mt. Vernon-Peach Queen	29	917	Phila.-Wilmn. Local	22
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185	The Colonial	24	933	Phila.-Wilmn. Local	27
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		32	454	Delmar-Phila. Exp.	45
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114	Silver Meteor	35	571	Buffalo Day Express	50
118	The Crescent, FFV, Augusta-Asheville Special	33	573	Buffalo Day Express	50
120	The Potomac, Palmetto and The Palmland	38	575	Northern Express-Penn-Texas	45
122	Washn.-N.Y.-Expr.	38	900	Wilmn.-Phila. Local	32
126	The Legislator	38	904	Wilmn.-Phila. Local	33
128	The Southerner	38	908	Wilmn.-Phila. Exp.	34
130	The Geo. Washington	38	909	Wilmn.-Phila. Local	35
132	Silver Star	41	912	Wilmn.-Phila. Exp.	35
142	The Mid-Day Congressional and Silver Star	39	914	Wilmn.-Phila. Local	37
182	The Representative	40	918	Wilmn.-Phila. Local	38
154	The Executive	41	920	Wilmn.-Phila. Local	39
158	The Afternoon Congressional	43	922	Wilmn.-Phila. Local	39
160	The Embassy-General	44	924	Wilmn.-Phila. Local	41
168	The Mount Vernon	44	928	Wilmn.-Phila. Local	41
170	The Evening Keystone	45	932	Wilmn.-Phila. Local	42
172	The President	46	934	Wilmn.-Phila. Local	42
174	The Federal	46	938	Wilmn.-Phila. Local	43
180	The Colonial-Silver Comet	39	940	Wilmn.-Phila. Local	45
184	Washn.-N.Y. Mail & Exp.	32	942	Wilmn.-Phila. Local	46
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NOTE—Applies on pages 6 to 17, inclusive.
 X Indicates in service continuously.
 B Indicates in service part-time.
 C Indicates controlled by.
 O Indicates trainphone.
 R Indicates remote controlled from.

MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Suburban Sta. Philadelphia	Sidings Assigned Direction.		
						North	South	Both
X	X	X		SUBURBAN STA., PHILA.	4.1			
				BRILL	6.0			
				DARBY (Phila. Reg.)				
				REGION POST (Phila. Reg.)	6.3			
				CURTIS PARK	6.6			
				SHARON HILL	7.1			
				FOLCROFT	7.6			
				GLENOLDEN	8.2			
				NORWOOD	8.9			
				MOORE	9.4			
				RIDLEY PARK	10.3			
X	X	X		CRUM LYNNE	11.0			
				BALDWIN	11.6			
				EDDYSTONE	12.2			
X	X	X		CHESTER	13.3			
				LAMOKIN	14.2			
				LAMOKIN ST.	14.2			
				HIGHLAND AVE.	15.3			
X	X	X		TRAINER	16.2			
				HOOK	16.7			
				MARCUS HOOK	17.0			
				NAAMAN	18.4			
				CLAYMONT	19.4			
X	X	X		HOLLY OAK	21.1			
				BELLEVUE	22.0			
				EDGE MOOR	23.3			
X	X	X		LANDLITH—R-Wilmington	25.2			
X	X	X		WILMINGTON	26.6			
X	X	X		WEST YARD	28.0			
X	X	X		RAGAN—R-Wilmington	29.3			
				NEWPORT	30.4			
X	X	X		STANTON	32.8			
				DAVIS	38.4			
				NEWARK	38.6			
X	X	X		IRON HILL—R-Davis	41.3			
				ELKTON	44.7			
X	X	X		NORTH EAST—R-Davis	50.9			
				CHARLESTOWN	53.5			
X	X	X		PRINCIPLO—R-Perryville	58.7			
X	X	X		PERRYVILLE	58.9			
X	X	X		HAVRE DE GRACE—R-Perryville	60.1			
X	X	X		OAK	62.4			
				ABERDEEN	64.9	188		
X	X	X		SHORT LANE—R-Perryville	68.1			
				PERRYMAN	68.5			
				DUSH—R-Edgewood	74.6			
X	X	X		EDGEWOOD	76.5			139
X	X	X		MAGNOLIA	76.5			139
				GUNPOW—R-Edgewood	78.8			
				HAREWOOD PARK	79.4			
				CHASE	80.4			
				BENGIES	82.9			
				MIDDLE RIVER	84.8			
				STEMMER'S RUN	86.4			
				RIVER	88.8			
X	X	X		NORTH POINT—R-Bay	89.5			
X	X	X		BAY	91.4			
				CANTON JUNCTION—R-Bay	92.1			
X	X	X		BIDDLE ST.	93.7			
				UNION JUNCTION	94.8			
X	X	X		BALTIMORE	95.0			
X	X	X		B & P JUNCTION	95.2			
X	X	X		FULTON	97.0			
				EDMONDSON	97.7			
X	X	X		GWYNN	98.5			
				FREDERICK ROAD	99.1			
				HALETHORPE	102.2			
X	X	X		WINANS—R-Gwynn	102.8			
				HARMAN	107.9			
				SEVERN	109.3			
X	X	X		VERN—R-Odenton	110.4			
X	X	X		ODENTON	112.8			
				PATUXENT	115.6			
				ARUNDEL	117.5			
X	X	X		JERICO PARK	118.7			
				BOWIE	119.8			
				GLENNDAL	122.3			
				SEABROOK	123.9			
X	X	X		LANHAM	125.3			
				LANDOVER	128.0			
X	X	X		CHEVERLY	129.5			
				REGION POST (W.T.)	133.2			
X	X	X		NEW YORK AVE. (W.T.)	133.8			
				WASHINGTON	135.1			

NOTE—Train order offices other than block stations in service as follows:

Washington Union Terminal "DC" office.

MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Philadelphia	Sidings Assigned Direction.		
						North	South	Both
X	X	X		LANDOVER	128.0			
				DEANWOOD	132.4			
X	X	X		BENNING	133.4			
X	X	X		ANACOSTIA	134.2			
				VIRGINIA	135.9			
				7th STREET	136.3			
X				14th STREET—R-Virginia	136.9			
				POTOMAC RIVER				
				MOVABLE BRIDGE	137.7			
				REGION POST (R.F.&P.)	137.9			
X	X	X		SOUTH END (R.F.&P.)	138.1			

The direction from Landover to South End is southward.

NORTHERN CENTRAL BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Calvert	Sidings Assigned Direction.		
						West	East	Both
				CALVERT				
				MADISON ST.	0.2			
X	X	X		HILLEN JUNCTION	0.5			
				UNION JUNCTION	0.8			
X	X	X-O		BALTIMORE	1.0			
				B & P JUNCTION	1.2			
				MT. VERNON	2.1			
				WOODBERRY	3.3		79	
				MELVALE	4.3			
				MT. WASHINGTON	6.0			
				BARE HILLS	6.6			
				HOLLINS	7.1			
				LAKE	7.8			
				RUXTON	8.4			
				RIDERWOOD	9.2			
				LUTHERVILLE	10.5			
				TIMONIUM	11.7			
				PADONIA	12.9		60	
				TEXAS	13.5			
				COCKEYSVILLE	14.9			
				ASHLAND	15.3			
				PHOENIX	17.8			
X	X	B-O		SPARKS	19.6			
				GLENCOE	20.5			
				CORBETT	22.3			
				MONKTON	23.0			
				BLUE MOUNT	25.0			
				WHITE HALL	26.5			
				GRAYSTONE	27.2			
				PARKTON	28.3			66
				BENTLEY SPRINGS	31.5			
				FREELAND	34.3			
				NEW FREEDOM	37.1			53
				SHREWSBURY	38.6			
				SEITZLAND	41.0			
				GLEN ROCK	41.8			
				SEITZVILLE	44.9			
				SMYSER	47.0			131
				GLATFELTER	49.0			
				HYDE	54.6			
X	X	X-O		GRANTLEY	55.7			
				YORK	57.2			86
				LOUCKS	58.5			
				EMIGSVILLE	61.6			
				MT. WOLF	64.9			62
				REGION POST (Phila. Reg.)	66.7			
X	X	X-O		YORK HAVEN (Phila. Reg.)	68.5			
				OLY	69.9			
				HARRISBURG	84.4			

Interlocking, Block and Block-Limit Stations in service part-time as follows:								
Station	Hours in Service							
Glencoe	6.30 A.M. to 10.30 P.M. Daily							
SHELLPOT BRANCH								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bridge	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		BRIDGE.....	0.0			
X	X	X		LANE—R-Ward.....	1.4			
X	X	X		WARD.....	2.2			
X	X	X		BANK.....	2.9			
X	X	X		RAGAN—R-Wilmington.....	2.9			
The direction from Bridge to Ragan is southward.								
Interlocking, Block and Block-Limit Stations in service part-time as follows:								
Station	Hours in service							
Ward	7.01 A.M., to 11.01 P.M., Daily Except Sunday.							
COLUMBIA AND PORT DEPOSIT BRANCH								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Perryville	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						West	East	Both
X	X	X-O		PERRYVILLE.....	2.0			
X	X	X-O		MINNICK (.....)	3.2			
X	X	X-O		QUARRY (R-Perryville.....)	4.3			
X	X	X-O		TOME.....	4.7			
X	X	X-O		PORT DEPOSIT.....	6.5			
X	X	X-O		ROCK.....	7.4			
X	X	X-O		WEST ROCK.....	10.0			
X	X	X-O		CONOWINGO.....	11.7			130
X	X	X-O		PILOT.....	13.0			
X	X	X-O		WEST PILOT.....	17.4			
X	X	X-O		PEACH BOTTOM.....	20.5			
X	X	X-O		FISHING CREEK.....	21.7			
X	X	X-O		MIDWAY.....	25.0			
X	X	X-O		HOLTWOOD.....	25.7			
X	X	X-O		McCALLS FERRY.....	26.8			
X	X	X-O		McCALLS.....	29.7			
X	X	X-O		PEQUEA.....	31.9			
X	X	X-O		HARBOR.....	33.2			123
X	X	X-O		WEST HARBOR.....	35.2			
X	X	X-O		REGION POST (Phila Reg.).....	38.2			
X	X	X-O		CRES (Phila. Reg.)—R-Cola.....	38.8			
X	X	X-O		COLA.....	44.0			
The direction from Perryville to Cola is westward.								

DELMARVA BRANCH								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Wilmington	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		WILMINGTON.....				
X	X	X		WEST YARD—R-Wilmington.....	1.4			
X	X	X		BANK.....	2.1			
X	X	X		FARNHURST.....	4.0			
X	X	X		NEW CASTLE.....	6.3			
X	X	X-O		TASKER.....	6.5			219
X	X	X-O		STATE ROAD.....	9.0			
X	X	X-O		BEAR.....	11.7			
X	X	X-O		PORTER.....	14.4			
X	X	X-O		KIRKWOOD.....	16.4			
X	X	X-O		CANAL MOVABLE BRIDGE.....	17.9			
X	X	X-O		MT. PLEASANT.....	20.6			
X	X	X-O		MIDDLETOWN.....	24.8			
X	X	X-O		TOWNSEND.....	29.0			
X	X	X-O		CLAYTON.....	36.8			207
X	X	X-O		CHESWOLD.....	42.4			
X	X	X-O		DOVER.....	47.6			
X	X	X-O		WYOMING.....	50.7			243
X	X	X-O		WOODSIDE.....	54.1			
X	X	X-O		VIOLA.....	56.1			
X	X	X-O		FELTON.....	58.3			
X	X	X-O		HARRINGTON.....	64.4	144	119	159
X	X	X-O		FARMINGTON.....	68.1			
X	X	X-O		GREENWOOD.....	72.4			
X	X	X-O		BRIDGEVILLE.....	77.0			
X	X	X-O		CANNON.....	79.9			
X	X	X-O		SEAFORD.....	84.2			180
X	X	X-O		LAUREL MOVABLE BRIDGE.....	90.4			
X	X	X-O		LAUREL.....	90.6			
X	X	X-O		HEARN—R-Delmar.....	95.3			
X	X	X-O		DELMAR.....	97.3			440
					Distance from Delmar			
		O		DELMAR.....				
		X		PATTON—R-Delmar.....	2.2			
		X		SALISBURY.....	5.2			
		X		FRUITLAND.....	9.7			
		X		EDEN.....	12.9			
		X		PRINCESS ANNE.....	19.0			
		X		KINGS CREEK.....	21.6			
		X		COOLEYS.....	21.7			
		X		CASSATT.....	30.6			200
		X		POCOMOKE.....	30.9			
		X		BEAVER DAM.....	34.8			
		X		NEW CHURCH.....	37.3			
		X		LECATO.....	40.3			157
		X		OAK HALL.....	41.4			
		X		MAKEME PARK.....	42.7			
		X		HALLWOOD.....	45.0			
		X		MARS.....	46.7			
		X		BLOXOM.....	48.3			
		X		HOPKINSON.....	50.5			
		X		PARKSLEY.....	52.4			153
		X		GREENBUSH.....	55.6			
		X		TASLEY.....	58.7			
		X		ONLEY.....	59.7			
		X		MELFA.....	62.7			
		X		KELLER.....	65.7			
		X		PAINTERS.....	67.7			225
		X		BELLE HAVEN.....	70.6			
		X		EXMORE.....	72.0			
		X		NASSAWADOX.....	76.3			
		X		WIERWOOD.....	77.6			
		X		BIRNENEST.....	77.1			
		X		MACEPONGO.....	81.9			157
		X		EASTVILLE.....	86.0			
		X		COBBS.....	88.9			
		X		CHERRITON.....	90.4			
		X		CAPE.....R-Charles.....	92.4			
		X		CHARLES.....	94.3			
		X		CAPE CHARLES.....	95.0			
NOTE—Train order office other than block stations in service as follows: Delmar—Continuously.								

OCTORARO SECONDARY TRACK								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Philadelphia	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
				WAWA (Phila. Reg.).....	18.0			
				REGION POST (Phila. Reg.).....	18.3			
				CHESTER HEIGHTS.....	19.2			
				CONCORDVILLE.....	22.2			
				BRANDYWINE SUMMIT.....	24.0			
X				CHADD'S FORD.....	26.7			
				CHADD.....	26.9			
				CHADD'S FORD JUNCTION.....	26.9			
				MENDENHALL.....	29.5			
			X	ROSEDALE.....	30.8			
			X	SQUARE—C-Lamokin.....	33.3			
			X	KENNETT SQUARE.....	33.4			
				TOUGHKENAMON.....	36.0			
			X	AVONDALE.....	37.7			
			X	AVON—C-Lamokin.....	37.9			
			X	WEST GROVE.....	40.3			
			X	KEL—C-Lamokin.....	42.9			
				KELTON.....	43.1			
				ELKVIEW.....	44.1			
			X	LINCOLN UNIVERSITY.....	45.8			
				OXFORD.....	49.0			
			X	OX—C-Lamokin.....	49.4			
				NOTTINGHAM.....	52.5			
				SYLMAR.....	54.4			
				RISING SUN.....	57.0			
				COLORA.....	59.6			
				GROVE.....	60.4			
X		X		OCTORARO.....	63.7			
				ROCK—R-Cola.....	66.1			

The direction from Wawa to Rock is southward.

YORK SECONDARY TRACK								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Columbia	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		COLA (Phila. Reg.).....				
				REGION POST (Phila. Reg.).....	0.1			
				End of Track (1800 feet south of M.P. 1)				
				WRIGHTSVILLE.....	1.2			
			X	HELLAM.....	6.1			
				CAMP—C-York.....	7.2			23
X	X	X-O		STONY BROOK.....	8.3			
				YORK.....	13.1			

The direction from Cola to York is southward.

POPE'S CREEK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bowie	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		BOWIE.....				
				COLLINGTON.....	3.1			
				MULLIKIN.....	6.2			
				HALL.....	7.9			
			X	BORO—C-Bowie.....	13.6			
				MARLBORO.....	13.8			12
				CROOME.....	17.5			
			X	CHELTENHAM.....	22.2			
				WINE—C-Bowie.....	24.8			
				BRANDYWINE.....	25.0			
				WALDORF.....	31.1			9
			X	INDIAN HEAD JUNCTION.....	34.1			15
				WHITE—C-Bowie.....	34.3			
				LA PLATA.....	38.8			
				PORT TOBACCO.....	40.5			
				COX.....	43.4			
				LOTHAIR.....	45.2			
			X	POPE—C-Bowie.....	48.3			
				POPE'S CREEK.....	48.7			

The direction from Bowie to Pope's Creek is southward.

FREDERICK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Columbia	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
X	X	X-O		YORK	13.1			
			X	WEST YORK	14.3			
				PAL—C-York	16.4			63
				GRAYBILL	18.1			
				BAIR	20.1			
				SPRING GROVE	23.2			45
			X	SPRING—C-York	23.3			
				HANOVER	31.7			45
			X	FISH—C-York	32.1			
			X	LITTLE—C-York	38.7			
				LITTLESTOWN	38.8			7
			X	TANEYTOWN	46.8			14
				TANEY—C-York	46.8			
				KEYMAR	51.9			
				KEYMAR SIDING	52.2			28
				JCT. UNION BRIDGE TRACK	52.3			
				L ⁿ GORE	57.3			
			X	WOOD—C-York	58.4			
				WOODSBORO	58.4			12
				WALKERSVILLE	62.8			
			X	FRED—C-York	68.0			
				FREDERICK	68.8			

The direction from York to Frederick is southward.

SHELLPOT SECONDARY TRACKS

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bellevue	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		BELLEVUE				
				EDGE MOOR	1.8			
X	X	X		SWITCH BOX No. 6	3.0			
				BRIDGE	4.1			

The direction from Bellevue to Bridge is southward.

NEW CASTLE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bridge	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		BRIDGE				
				HAZEL DELL (Rdg. Co.)	0.9			
				PIGEON POINT CROSS-ING (Rdg. Co.)	1.5			
			X-O	NEW CASTLE	5.2			
				TASKER	5.4			

The direction from Bridge to Tasker is southward.

CHESTER CREEK SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Lamokin	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		LAMOKIN				
				UPLAND	0.8			
				BRIDGEWATER	2.5			
				ROCKDALE	5.6			
				REGION POST (Phila. Reg.)	6.1			
				WAWA (Phila. Reg.)	7.2			

The direction from Lamokin to Wawa is southward.

CHESTERTOWN SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Massey	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
			X	MASS—C-Clayton				
				MASSEY				
				LAMBSON	3.6			
				BLACK	5.9			
			X	KENNEDYVILLE	9.1			
				KEN—C-Clayton	9.1			
				STILL POND	11.5			
				LYNCH	13.0			
				WORTON	15.2			
				CHESTERTOWN	20.2			

The direction from Mass to Chestertown is southward.

CENTREVILLE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Townsend	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
				TOWNSEND				
			X	GOLT	5.9			
				MASS—C-Clayton	9.2			
				MASSEY	9.2			
				MILLINGTON	12.8			
				SUDLERSVILLE	17.9			
			X	SUDS—C-Clayton	18.0			
				BARCLAY	20.8			
				ROBERTS	24.3			
				PRICE	26.8			
				CARVILLE	31.2			
				CENTREVILLE	34.9			

The direction from Townsend to Centreville is southward.

D.M. & V. SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Harrington	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
X	X	X-O	X	HARRINGTON.....				
			X	HOUSTON—C-Harrington.....	4.3			
			X	MILFORD—C-Harrington.....	8.3			
				LINCOLN CITY.....	11.3			
				ELLEDALE.....	15.7			
			X	DALE—C-Harrington.....	15.8			
				REDDEN.....	20.2			
				GEORGETOWN.....	23.9			
			X	COURT—C-Harrington.....	23.9			
					Distance from Georgetown			
			X	GEORGETOWN.....				
				COURT—C-Harrington.....				
				STOCKLEY.....	4.5			
				MILLSBORO.....	9.0			
			X	MILL—C-Harrington.....	9.0			
			X	DAGS—C-Harrington.....	12.6			
				DAGSBORO.....	12.7			
				FRANKFORD.....	14.9			
			X	SELBY—C-Harrington.....	19.0			
				SELBYVILLE.....	19.1			
				BISHOP.....	21.1			
				SHOWELL.....	23.1			
				BERLIN.....	28.1			
			X	IRON—C-Harrington.....	31.0			
				QUEPONCO.....	34.6			
				WESLEY.....	38.7			
			X	SNOW—C-Harrington.....	41.7			
				SNOW HILL.....	41.8			

The direction from Harrington to Snow Hill is southward.

CRISFIELD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Kings Creek	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
			X	KINGS CREEK.....				
				LONDON—C-Cassatt.....	0.5			
				WESTOVER.....	2.9			
				KINGSTON.....	6.6			
			X	MARION—C-Cassatt.....	10.1			
				CRISFIELD.....	14.5			
			X	FIELD—C-Cassatt.....	15.0			

The direction from Kings Creek to Field is southward.

CAMBRIDGE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Seaford	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
X	X	X-O	X	SEAFORD.....				
				COKE—C-Seaford.....	1.2			
				OAK GROVE.....	5.5			
				FEDERALSBURG.....	9.7			
			X	FED—C-Seaford.....	9.8			
				WILLIAMSBURG.....	13.5			
			X	LOCK—C-Seaford.....	15.5			
				HURLOCK.....	15.8			
				EAST NEW MARKET.....	19.9			
				LINKWOOD.....	24.3			
			X	TANK—C-Seaford.....	31.5			
				CAMBRIDGE.....	32.8			

The direction from Seaford to Cambridge is southward.

OXFORD SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Clayton	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
X	X	X-O		CLAYTON.....				
				KENTON.....	9.4			
			X	HARTLY.....	9.6			
				HART—C-Clayton.....	9.6			
				MARYDEL.....	13.0			
				HENDERSON.....	15.0			
				GOLDSBORO.....	15.0			
			X	GREENSBORO.....	23.0			
				PET—C-Clayton.....	23.0			
				RIDGELEY.....	23.1			
			X	QUEEN ANNE.....	32.4			
				ANNE—C-Clayton.....	32.4			
				CORDOVA.....	38.1			
			X	CHAPEL.....	39.1			
				CROSS—C-Clayton.....	44.2			
				EASTON.....	44.2			
				EASTON JUNCTION.....	44.8			

The direction from Clayton to Easton Junction is southward.

B. & P. JCT. TO MT. VERNON YARD

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from B. & P. Jct.	Sidings Assigned Direction. Car Capacity 50 ft. cars		
						North	South	Both
X	X	X-O		B. & P. JUNCTION.....				
				NORTH AVE. (B. & O.R.R.).....	0.4			
				MT. VERNON YARD.....	0.6			

The direction from B. & P. Jct. to Mt. Vernon Yard is westward.

STATIONS	FIRST CLASS			
	◆#161 MONDAY ONLY	‡455 DAILY EX. SUN.	‡945 DAILY EX. SUN. & MON.	195 DAILY EX. MON.
	Leave A.M.	A.M.	A.M.	A.M.
SUBURBAN STATION.....			\$ 12.30	
PHILA.—30th ST.....	\$ 12.01	\$ 12.05	\$ 12.33	E 1.01
BRILL.....	12.08	12.12	12.40	1.29
DARBY (Phila. Reg.).....			\$ 12.42	
CURTIS PARK.....	Will Not Run		F 12.43	
SHARON HILL.....	Feb. 22.		\$ 12.45	
FOLCROFT.....	Will Run		\$ 12.47	
GLENOLDEN.....	Feb. 23.		\$ 12.49	
NORWOOD.....			\$ 12.51	
MOORE.....			\$ 12.53	
RIDLEY PARK.....			\$ 12.55	
CRUM LYNNE.....			F 12.57	
BALDWIN.....	12.15	12.20	F 12.59	1.36
EDDYSTONE.....			F 1.01	
CHESTER.....			\$ 1.03	
LAMOKIN ST.....			F 1.05	
HIGHLAND AVE.....			F 1.07	
TRAINER.....				
HOOK.....	12.19	12.25		1.41
MARCUS HOOK.....			\$ 1.13	
NAAMAN.....				
CLAYMONT.....			F 1.16	
BELLEVUE.....	12.24	12.29		1.45
EDGE MOOR.....			F 1.22	
WILMINGTON.....		\$ 12.35	\$ 1.27	E 1.51
	\$ 12.30	12.50		# 1.58
WEST YARD.....	12.33	12.54		2.01
DAVIS.....	12.41		MU	2.09
NEWARK.....				
ELKTON.....				
NORTH EAST.....	12.51			2.19
CHARLESTOWN.....				
PERRYVILLE.....	12.58			2.26
HAVRE-DE-GRACE.....		Will Not Run	Will Not Run	
OAK.....		Nov. 26,	Nov. 27,	2.30
ABERDEEN.....	\$ 1.06	Dec. 25,	Dec. 26,	
PERRYMAN.....		Jan. 1,	Jan. 2,	
EDGEWOOD.....	\$ 1.16			2.40
MAGNOLIA.....				
HAREWOOD PARK.....				
BENGIES.....				
MIDDLE RIVER.....				
STEMMER'S RUN.....				
BAY.....	1.31			2.53
UNION JUNCTION.....				
BALTIMORE.....				E 2.59
	\$ 1.41			# 3.18
FULTON.....	1.46			3.23
EDMONDSON.....				
FREDERICK ROAD.....				
HALETHORPE.....				
ODENTON.....	\$ 2.01			3.37
JERICHO PARK.....				
BOWIE.....	2.09			3.43
GLENNDALE.....				
SEABROOK.....				
LANHAM.....				
LANDOVER.....	2.16			3.50
CHEVERLY.....				
NEW YORK AVE. (W.T.).....	2.22			3.57
WASHINGTON.....	\$ 2.25			E 4.00
Arrive	A.M.	A.M.	A.M.	A.M.
	161	455	945	195

FIRST CLASS					
	191 DAILY EX. SUN.	‡405 DAILY EX. SAT. & SUN.	193 DAILY	‡971 DAILY EX. SAT. & SUN.	‡407 DAILY EX. SAT. & SUN.
	A.M.	A.M.	A.M.	A.M.	A.M.
				\$ 4.47	
	E 2.12		E 3.11	\$ 4.50	
	2.43		3.42	4.56	
				F 5.00	
				F 5.02	
				F 5.04	
				F 5.10	
	2.50		3.49	5.16	
				\$ 5.20	
				5.23	
	2.55		3.54		
	2.59		4.00		
	E 3.05		E 4.11		
	3.10		4.31		
	3.13		4.34		
	3.21	MU	4.43	MU	
				E 4.56	
	3.31		5.04		
			U 5.08		
			E 5.25		
	3.42	Will Not Run Nov. 26, Dec. 25, Jan. 1.	E 5.32	Will Not Run Nov. 26, Dec. 25, Jan. 1.	Will Not Run Nov. 26, Dec. 25, Jan. 1.
	3.52		U 5.55		Feb. 22.
	4.05		6.15		
	E 4.11		E 6.21		
	# 4.30	\$ 6.20	# 6.45		\$ 7.05
	4.35	\$ 6.25	6.50		\$ 7.10
		\$ 6.27			\$ 7.11
		\$ 6.31			\$ 7.14
		\$ 6.35			\$ 7.19
	4.48	\$ 6.48	7.04		\$ 7.30
		\$ 6.57			
	4.53	\$ 7.00	7.10		\$ 7.37
		\$ 7.05			
		\$ 7.08			\$ 7.43
		F 7.10			
	5.00	\$ 7.13	7.18		7.46
		\$ 7.16			
	5.07	7.22	7.27		7.52
	E 5.10	\$ 7.25	E 7.30		\$ 7.55
	A.M.	A.M.	A.M.	A.M.	A.M.
	191	405	193	971	407

STATIONS	FIRST CLASS		
	#131 DAILY EX. SUN.	#913 DAILY EX. SAT. & SUN.	111 DAILY
	A.M.	A.M.	A.M.
SUBURBAN STATION.....		\$ 8.20	
PHILA.—30th ST.....	\$ 8.09	\$ 8.23	\$ 9.35
BRILL.....	8.17	8.29	9.42
DARBY (Phila. Reg.).....			
CURTIS PARK.....	Will Not Run		
SHARON HILL.....	Nov. 26,		
FOLCROFT.....	Dec. 25,		
GLENOLDEN.....	Jan. 1.		
NORWOOD.....			
MOORE.....			
RIDLEY PARK.....			
ORUM LYNNE.....			
BALDWIN.....	8.24	\$ 8.37	9.49
EDDYSTONE.....			
OHESTER.....		\$ 8.41	
LAMOKIN ST.....			
HIGHLAND AVE.....			
TRAINER.....			
HOOK.....	8.28	8.49	9.53
MARCUS HOOK.....			
NAAMAN.....			
CLAYMONT.....			
BELLEVUE.....	8.32	8.54	9.58
EDGE MOOR.....			
WILMINGTON.....	\$ 8.38	\$ 9.00	\$ 10.04
WEST YARD.....	8.41		10.07
DAVIS.....	8.49	MU	10.15
NEWARK.....			
ELETON.....			
NORTH EAST.....	8.58		10.24
CHARLESTOWN.....			
PERRYVILLE.....	9.05		10.31
HAVRE-DE-GRAVE.....		Will Not Run	
OAK.....	9.09	Nov. 26,	10.35
ABERDEEN.....		Dec. 25,	
PERRYMAN.....		Jan. 1.	
EDGEWOOD.....	9.19		10.45
MAGNOLIA.....			
HAREWOOD PARK.....			
BENGIES.....			
MIDDLE RIVER.....			
STEMMER'S RUN.....			
BAY.....	9.32		10.58
UNION JUNCTION.....			
BALTIMORE.....	\$ 9.39		\$ 11.05
FULTON.....	9.44		11.10
EDMONDSON.....			
FREDERICK ROAD.....			
HALETHORPE.....			
ODENTON.....	9.58		11.24
JERICOHO PARK.....			
BOWIE.....	10.04		11.29
GLENNDALE.....			
SEABROOK.....			
LANHAM.....			
LANDOVER.....	10.10		11.36
CHEVERLY.....			
NEW YORK AVE. (W.T.)	10.17		11.42
WASHINGTON.....	\$ 10.20		\$ 11.45
Arrive	A.M.	A.M.	A.M.
	131	913	111

FIRST CLASS				
915 DAILY	#403 DAILY EX. SUN.	115 DAILY	127 DAILY	107 DAILY
A.M.	A.M.	A.M.	A.M.	P.M.
\$ 9.40				
\$ 9.43	\$ 10.40	\$ 11.05	\$ 11.39	\$ 12.09
9.50	10.47	11.12	11.46	12.16
\$ 9.53				
F 9.54	Will Not Run		First Trip	First Trip
\$ 9.55	Nov. 26,		Dec. 17.	Dec. 17.
\$ 9.57	Dec. 25,			
\$ 9.59	Jan. 1.			
\$ 10.01				
\$ 10.03				
\$ 10.05				
\$ 10.07				
\$ 10.09	10.54	11.19	11.53	12.23
\$ 10.20	\$ 10.57			
\$ 10.22				
\$ 10.24				
	11.01	11.23	11.57	12.27
\$ 10.30				
F 10.34				
F 10.38	11.05	11.27	12.01	12.31
\$ 10.41				
\$ 10.45	\$ 11.11			
	\$ 11.25	\$ 11.33	\$ 12.07	\$ 12.37
	11.28	11.36	12.10	12.40
MU		11.44	12.18	12.48
	\$ 11.40			
	\$ 11.48			
	11.55	11.53	12.28	12.58
	\$ 12.05	12.00	12.35	1.05
	\$ 12.13	12.05	12.39	1.09
	\$ 12.25	12.15	12.48	1.19
	12.42	12.29	1.02	1.33
	\$ 12.50			
	\$ 1.15	\$ 12.35	\$ 1.10	\$ 1.40
	1.20	12.40	1.15	1.45
		1.34	12.54	1.29
		1.40	12.59	1.34
		1.47	1.06	1.41
		1.57	1.12	1.47
	\$ 2.00	\$ 1.15	\$ 1.50	\$ 2.20
	A.M.	P.M.	P.M.	P.M.
	915	403	115	127
				107

STATIONS	FIRST CLASS			
	◇175	●149	‡419	
	DAILY	DAILY	DAILY EX. SAT. & SUN.	
Leave	P.M.	P.M.	P.M.	
SUBURBAN STATION.....				
PHILA.—30th ST.....	\$ 3.25	\$ 4.05	\$ 4.20	
BRILL.....	3.32	4.12	4.27	
DARBY (Phila. Reg.).....			\$ 4.30	
COURTIS PARK.....			\$ 4.32	
SHARON HILL.....			\$ 4.34	
FOLCROFT.....			\$ 4.36	
GLENOLDEN.....			\$ 4.38	
NORWOOD.....			\$ 4.40	
MOORE.....			\$ 4.42	
RIDLEY PARK.....			\$ 4.44	
CRUM LYNNE.....			\$ 4.46	
BALDWIN.....	3.39	4.19	F 4.48	
EDDYSTONE.....			\$ 4.50	
CHESTER.....			\$ 4.54	
LAMOKIN ST.....			\$ 4.57	
HIGHLAND AVE.....			\$ 5.00	
TRAINER.....				
HOOK.....	3.44	4.23		
MARCUS HOOK.....			\$ 5.03	
NAAMAN.....				
CLAYMONT.....			\$ 5.07	
BELLEVUE.....	3.48	4.27		
EDGE MOOR.....			\$ 5.13	
WILMINGTON.....	\$ 3.54	\$ 4.33	\$ 5.27	
WEST YARD.....	3.57	4.36	5.31	
DAVIS.....	4.05	4.44		
NEWARK.....			\$ 5.45	
ELKTON.....			\$ 5.53	
NORTH EAST.....	4.15	4.54	\$ 6.02	
CHARLESTOWN.....			F 6.05	
PERRYVILLE.....	4.22	5.01	\$ 6.22	
HAVRE-DE-GRACE.....			\$ 6.26	
OAK.....	4.26	5.05		
ABERDEEN.....			\$ 6.34	
PERRYMAN.....			F 6.40	
EDGEWOOD.....	4.35	5.15	\$ 6.51	
MAGNOLIA.....				
HAREWOOD PARK.....				
BENGIES.....				
MIDDLE RIVER.....				
STEMMER'S RUN.....				
BAY.....	4.49	5.29	7.08	
UNION JUNCTION.....				
BALTIMORE.....	\$ 4.55	\$ 5.35	\$ 7.15	
FULTON.....	5.00	5.40	Will Not Run	
EDMONDSON.....			Nov. 26,	
FREDERICK ROAD.....			Dec. 25,	
HALETHORPE.....			Jan. 1.	
ODENTON.....	5.14	5.54		
JERICO PARK.....				
BOWIE.....	5.19	5.59		
GLENNDALE.....				
SEABROOK.....				
LANHAM.....				
LANDOVER.....	5.26	6.06		
CHEVERLY.....				
NEW YORK AVE. (W.T.).....	5.32	6.12		
WASHINGTON.....	\$ 5.35	\$ 6.15		
Arrive	P.M.	P.M.	P.M.	
	175	149	419	

	FIRST CLASS				
	113	‡925	105	●151	‡973
	DAILY	DAILY	DAILY	DAILY	DAILY
	P.M.	EX. SUN.	P.M.	P.M.	EX. SUN.
	P.M.	P.M.	P.M.	P.M.	P.M.
	\$ 4.40				\$ 5.04
	\$ 4.28	\$ 4.43	\$ 4.50	\$ 5.02	\$ 5.07
	4.35	4.49	4.57	5.09	5.14
	\$ 4.51				\$ 5.17
	\$ 4.53				\$ 5.18
	\$ 4.54				\$ 5.20
	\$ 4.56				
	\$ 4.58				\$ 5.22
	\$ 5.00				
	\$ 5.02				\$ 5.24
	\$ 5.04				\$ 5.26
	\$ 5.06				\$ 5.28
	4.42	\$ 5.08	5.04	5.16	5.30
	\$ 5.10				\$ 5.32
	\$ 5.13				\$ 5.34
	\$ 5.15				\$ 5.36
	\$ 5.17				
	F 5.19				
	4.46		5.09	5.21	
	\$ 5.25				
	\$ 5.29				
	4.51		5.14	5.26	
	F 5.36				
	\$ 5.40				
	\$ 4.57		\$ 5.20	\$ 5.31	
	5.00		5.23	5.34	
	5.08	MU	5.31	5.42	MU
	5.18		5.41	5.52	
	5.25		5.48	5.59	
	5.30	Will Not Run Nov. 26, Dec. 25, Jan. 1.	5.53	6.03	Will Not Run Nov. 26, Dec. 25, Jan. 1.
	5.40		6.03	6.13	
	5.54		6.17	6.27	
	\$ 6.00		\$ 6.23	\$ 6.34	
	6.05		6.28	6.39	
	6.19		6.43	6.53	
	6.24		6.49	6.58	
	6.31		6.56	7.05	
	6.37		7.02	7.12	
	\$ 6.40		\$ 7.05	\$ 7.15	
	P.M.	P.M.	P.M.	P.M.	P.M.
	113	925	105	151	973

STATIONS	FIRST CLASS			
	#947	#927		
	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.		
Leave	P.M.	P.M.		
SUBURBAN STATION.....	\$ 5.08	\$ 5.13		
PHILA.—30th ST.....	\$ 5.11	\$ 5.16		
BRILL.....	5.18	5.23		
DARBY (Phila. Reg.).....				
CURTIS PARK.....				
SHARON HILL.....				
FOLCROFT.....		\$ 5.30		
GLENOLDEN.....				
NORWOOD.....		\$ 5.33		
MOORE.....				
RIDLEY PARK.....		\$ 5.36		
CRUM LYNNE.....				
BALDWIN.....	5.26	5.33		
EDDYSTONE.....				
CHESTER.....	\$ 5.30	\$ 5.40		
LAMOKIN ST.....				
HIGHLAND AVE.....				
TRAINER.....				
HOOK.....	5.35	5.45		
MARCUS HOOK.....				
NAAMAN.....				
CLAYMONT.....	\$ 5.38	\$ 5.48		
BELLEVUE.....	\$ 5.41	5.52		
EDGE MOOR.....				
WILMINGTON.....	\$ 5.47	\$ 5.59		
WEST YARD.....				
DAVIS.....	MU	MU		
NEWARK.....				
ELKTON.....				
NORTH EAST.....				
CHARLESTOWN.....				
PERRYVILLE.....				
HAVRE-DE-GRACE.....	Will Not Run	Will Not Run		
OAK.....	Nov. 26,	Nov. 26,		
ABERDEEN.....	Dec. 25,	Dec. 25,		
PERRYMAN.....	Jan. 1.	Jan. 1.		
EDGEWOOD.....				
MAGNOLIA.....				
HAREWOOD PARK.....				
BENGIES.....				
MIDDLE RIVER.....				
STEMMER'S RUN.....				
BAY.....				
UNION JUNCTION.....				
BALTIMORE.....				
FULTON.....				
EDMONDSON.....				
FREDERICK ROAD.....				
HALETHORPE.....				
ODENTON.....				
JERICOHO PARK.....				
BOWIE.....				
GLENNDALE.....				
SEABROOK.....				
LANHAM.....				
LANDOVER.....				
CHEVERLY.....				
NEW YORK AVE. (W.T.).....				
WASHINGTON.....				
Arrive	P.M.	P.M.		
	947	927		

FIRST CLASS					
●929	◇101	#975	●153	●933	
DAILY	DAILY	DAILY EX. SAT. & SUN.	DAILY	DAILY	
P.M.	P.M.	P.M.	P.M.	P.M.	
\$ 5.22		\$ 5.41		\$ 6.13	
\$ 5.25	\$ 5.35	\$ 5.44	\$ 5.59	\$ 6.16	
5.32	5.42	5.51	6.05	6.22	
\$ 5.34		\$ 5.54		\$ 6.24	
\$ 5.35		\$ 5.55		\$ 6.25	
\$ 5.37		\$ 5.57		\$ 6.27	
\$ 5.39		\$ 5.59		\$ 6.29	
\$ 5.41		\$ 6.01		\$ 6.31	
\$ 5.43		\$ 6.03		\$ 6.33	
\$ 5.45		\$ 6.05		\$ 6.35	
\$ 5.47		\$ 6.08		\$ 6.37	
\$ 5.49		\$ 6.10		\$ 6.39	
5.51	5.49	6.12	6.12		
\$ 5.53		\$ 6.14		F 6.43	
\$ 5.55		\$ 6.17		\$ 6.46	
\$ 5.57		\$ 6.20		F 6.48	
\$ 5.59				\$ 6.50	
	5.54		6.16		
\$ 6.03				\$ 6.54	
\$ 6.06				\$ 6.58	
	5.58		6.20		
				\$ 7.04	
\$ 6.19				\$ 7.10	
	\$ 6.04		\$ 6.25		
	MU	6.07	6.28		
	6.15	MU	6.36	MU	
	6.25		6.45		
	6.32		6.52		
		Will Not Run			
	6.36	Nov. 26,	6.56		
		Dec. 25,			
		Jan. 1.			
	6.46		7.05		
	6.59		7.18		
	\$ 7.05		\$ 7.24		
	7.10		7.29		
	7.24		7.43		
	7.29		7.49		
	7.36		7.55		
		7.42		8.02	
	\$ 7.45		\$ 8.05		
	P.M.	P.M.	P.M.	P.M.	P.M.
	929	101	975	153	933

STATIONS	FIRST CLASS			
	●155 DAILY	±935 DAILY EX. SAT. & SUN.	137 DAILY EX. SUN.	
	Leave P.M.	P.M.	P.M.	
SUBURBAN STATION.....		\$ 7.32		
PHILA.—30th ST.....	\$ 7.18	\$ 7.35	\$ 8.28	
BRILL.....	7.25	7.42	8.35	
DARBY (Phila. Reg.).....		\$ 7.44		
CURTIS PARK.....		\$ 7.46		
SHARON HILL.....		\$ 7.47		
FOLCROFT.....		\$ 7.49		
GLENOLDEN.....		\$ 7.51		
NORWOOD.....		\$ 7.53		
MOORE.....		\$ 7.55		
RIDLEY PARK.....		\$ 7.57		
CRUM LYNNE.....		F 7.59		
BALDWIN.....	7.32	F 8.01	8.42	
EDDYSTONE.....		F 8.03		
CHESTER.....		\$ 8.06		
LAMOKIN ST.....		F 8.08		
HIGHLAND AVE.....		\$ 8.10		
TRAINER.....				
HOOK.....	7.37		8.46	
MARCUS HOOK.....		\$ 8.14		
NAAMAN.....				
CLAYMONT.....		F 8.17		
BELLEVUE.....	7.41	8.20	8.50	
EDGE MOOR.....				
WILMINGTON.....	\$ 7.47	\$ 8.26	\$ 8.56	
			9.01	
WEST YARD.....	7.50		9.04	
DAVIS.....	7.58	MU	9.12	
NEWARK.....				
ELKTON.....				
NORTH EAST.....	8.08		9.22	
CHARLESTOWN.....				
PERRYVILLE.....	8.15		9.29	
HAVRE-DE-GRAVE.....		Will Not Run		
OAK.....	8.19	Nov. 26,	9.33	
ABERDEEN.....		Dec. 25,		
PERRYMAN.....		Jan. 1.		
EDGEWOOD.....	8.29		9.43	
MAGNOLIA.....				
HAREWOOD PARK.....				
BENGIES.....				
MIDDLE RIVER.....				
STEMMER'S RUN.....				
BAY.....	8.42		9.56	
UNION JUNCTION.....				
BALTIMORE.....	\$ 8.48		\$ 10.02	
			10.15	
FULTON.....	8.53		10.20	
EDMONDSON.....				
FREDERICK ROAD.....				
HALETHORPE.....				
ODENTON.....	9.07		10.34	
JERICOHO PARK.....				
BOWIE.....	9.13		10.40	
GLENNDALE.....				
SEABROOK.....				
LANHAM.....				
LANDOVER.....	9.20		10.47	
CHEVERLY.....				
NEW YORK AVE. (W.T.).....	9.27		10.57	
WASHINGTON.....	\$ 9.30		\$ 11.00	
Arrive	P.M.	P.M.	P.M.	
	155	935	137	

	FIRST CLASS				
	●159 SUNDAY ONLY	937 DAILY	●171 DAILY	●939 DAILY	±941 DAILY EX. SAT. & SUN.
	P.M.	P.M.	P.M.	P.M.	P.M.
		\$ 8.38		\$ 9.44	\$ 10.50
	\$ 8.38	\$ 8.42	\$ 9.17	\$ 9.47	\$ 10.53
	8.45	8.49	9.24	9.53	10.59
		\$ 8.52		\$ 9.55	\$ 11.03
		F 8.53		F 9.56	F 11.05
		\$ 8.55		\$ 9.58	\$ 11.07
		\$ 8.57		\$ 10.00	\$ 11.09
		\$ 8.59		\$ 10.02	\$ 11.11
		\$ 9.01		\$ 10.04	\$ 11.13
		\$ 9.03		\$ 10.06	\$ 11.15
		\$ 9.05		\$ 10.08	\$ 11.17
		\$ 9.07		\$ 10.10	\$ 11.19
	8.52		9.31		\$ 11.21
		\$ 9.10		\$ 10.12	\$ 11.23
		\$ 9.13		\$ 10.14	\$ 11.26
		F 9.15		F 10.16	F 11.28
		\$ 9.17		\$ 10.18	\$ 11.30
	8.56		9.36		
		\$ 9.21		\$ 10.21	\$ 11.33
		F 9.24		F 10.24	F 11.37
	9.01		9.40		F 11.41
		\$ 9.30		\$ 10.30	F 11.44
		\$ 9.35		\$ 10.37	\$ 11.50
	\$ 9.07		\$ 9.46		
	9.10		9.49		
	9.18	MU	9.57	MU	MU
	9.28		10.07		
	9.35		K 10.14		
	9.39		10.18		Will Not Run Nov. 26, Dec. 25, Jan. 1.
	9.48		10.28		
	10.02		10.41		
	\$ 10.08		\$ 10.47		
	10.13		10.52		
	10.27		11.06		
	10.33		11.12		
	10.40		11.19		
	10.47		11.27		
	\$ 10.50		\$ 11.30		
	P.M.	P.M.	P.M.	P.M.	
	159	937	171	939	941

STATIONS	FIRST CLASS			
	906	968	970	
	Arrive A.M.	A.M.	A.M.	
SUBURBAN STATION.....	\$ 7.55	\$ 8.08	\$ 8.13	
PHILA.—30th ST.....	\$ 7.52	\$ 8.03	\$ 8.10	
BRILL.....	7.45	7.56	8.03	
DARBY (Phila. Reg.).....		\$ 7.53		
CURTIS PARK.....			\$ 7.59	
SHARON HILL.....		\$ 7.50		
FOLCROFT.....			\$ 7.56	
GLENOLDEN.....	\$ 7.39	\$ 7.47		
NORWOOD.....	\$ 7.37		\$ 7.53	
MOORE.....		\$ 7.44		
RIDLEY PARK.....			\$ 7.50	
CRUM LYNNE.....		\$ 7.41		
BALDWIN.....	7.33		\$ 7.43	
EDDYSTONE.....		\$ 7.38		
CHESTER.....	\$ 7.31		\$ 7.40	
LAMOKIN ST.....		\$ 7.34	\$ 7.38	
HIGHLAND AVE.....				
TRAINER.....				
HOOK.....	7.26			
MARCUS HOOK.....				
NAAMAN.....				
CLAYMONT.....	\$ 7.23			
BELLEVUE.....	7.20			
EDGE MOOR.....				
WILMINGTON.....	\$ 7.15			
WEST YARD.....				
DAVIS.....	MU	MU	MU	
NEWARK.....				
ELKTON.....				
NORTH EAST.....				
CHARLESTOWN.....				
PERRYVILLE.....				
HAVRE-DE-GRACE.....	Will Not Run	Will Not Run	Will Not Run	
OAK.....	Nov. 26,	Nov. 26,	Nov. 26,	
ABERDEEN.....	Dec. 25,	Dec. 25,	Dec. 25,	
PERRYMAN.....	Jan. 1,	Jan. 1,	Jan. 1,	
EDGEWOOD.....				
MAGNOLIA.....				
HAREWOOD PARK.....				
BENGIES.....				
MIDDLE RIVER.....				
STEMMER'S RUN.....				
RAY.....				
UNION JUNCTION.....				
BALTIMORE.....				
FULTON.....				
EDMONDSON.....				
FREDERICK ROAD.....				
HALETHORPE.....				
ODENTON.....				
JERICO PARK.....				
BOWIE.....				
GLENNDALE.....				
SEABROOK.....				
LANHAM.....				
LANDOVER.....				
CHEVERLY.....				
NEW YORK AVE. (W.T.).....				
WASHINGTON.....				
Leave	A.M.	A.M.	A.M.	
DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.	
‡906	‡968	‡970		

	FIRST CLASS				
	908	958	980	114	912
	A.M.	A.M.	A.M.	A.M.	A.M.
	\$ 8.24	\$ 8.38	\$ 8.43		\$ 8.56
	\$ 8.21	\$ 8.35	\$ 8.40	\$ 8.43	\$ 8.53
	8.15	8.28	8.33	8.36	8.47
		\$ 8.25	\$ 8.30		
		F 8.23	F 8.28		
		\$ 8.22	\$ 8.26		\$ 8.39
		\$ 8.20	\$ 8.24		
		\$ 8.18	\$ 8.22		
		\$ 8.16	\$ 8.20		
	\$ 8.07	\$ 8.12	\$ 8.16		\$ 8.36
		\$ 8.10	\$ 8.14		
		F 8.08	\$ 8.12	8.28	8.34
		F 8.06	\$ 8.10		
	\$ 8.00	\$ 8.04	\$ 8.08		\$ 8.31
	\$ 7.58	\$ 7.58	8.05		
	\$ 7.56	\$ 7.56			
	F 7.54				
				8.21	8.27
	\$ 7.52	\$ 7.52			\$ 8.26
	\$ 7.47	\$ 7.47			C 8.23
	F 7.43			8.17	8.20
	\$ 7.41	\$ 7.41			
	\$ 7.36	\$ 7.36		\$ 8.12	\$ 8.16
				8.09	
	MU	MU	MU	8.01	MU
				7.51	
				7.44	
	Will Not Run	Will Run	Will Not Run		Will Not Run
	Nov. 26,	Sat., Sun. &	Nov. 26,	7.40	Nov. 26,
	Dec. 25,	Nov. 26,	Dec. 25,		Dec. 25,
	Jan. 1,	Dec. 25,	Jan. 1,		Jan. 1,
		Jan. 1,			
				7.30	
				7.17	
				\$ 7.11	
				7.05	
				6.51	
				6.46	
				6.39	
				6.33	
				\$ 6.30	
	A.M.	A.M.	A.M.	A.M.	A.M.
	DAILY EX. SAT. & SUN.		DAILY EX. SAT. & SUN.	DAILY	DAILY EX. SAT. & SUN.
	‡908	‡958	‡980	114	‡912

STATIONS Arrive	FIRST CLASS		
	950	104	120
	A.M.	A.M.	A.M.
SUBURBAN STATION	\$ 9.10		
PHILA.—30th ST.	\$ 9.07	\$ 9.02	\$ 9.15
BRILL	9.00	8.55	9.08
DARBY (Phila. Reg.)	\$ 8.57		
CURTIS PARK	\$ 8.55		
SHARON HILL	\$ 8.53		
FOLOROFT	\$ 8.51		
GLENOLDEN	\$ 8.49		
NORWOOD	\$ 8.47		
MOORE	\$ 8.45		
RIDLEY PARK	\$ 8.43		
CRUM LYNNE	F 8.41		
BALDWIN		8.43	9.01
EDDYSTONE			
CHESTER	\$ 8.37		
LAMOKIN ST.			
HIGHLAND AVE.			
TRAINER			
HOOK	8.32	8.38	8.57
MARCUS HOOK			
NAAMAN			
CLAYMONT	C 8.28		
BELLEVUE	8.25	8.33	8.52
EDGE MOOR			
WILMINGTON	\$ 8.20	\$ 8.28	\$ 8.46
WEST YARD		8.24	8.42
DAVIS	MU	8.16	8.34
NEWARK			
ELKTON			
NORTH EAST		8.06	8.25
CHARLESTOWN			
PERRYVILLE		7.59	8.18
HAVRE-DE-GRAVE			
OAK		7.55	8.14
ABERDEEN			
PERRYMAN			
EDGEWOOD		7.45	8.04
MAGNOLIA			
HAREWOOD PARK			
BENGIES			
MIDDLE RIVER			
STEMMER'S RUN			
BAY		7.32	7.51
UNION JUNCTION			
BALTIMORE		\$ 7.26	\$ 7.45
FULTON		7.20	7.35
EDMONDSON			
FREDERICK ROAD			
HALETHORPE			
ODENTON		7.06	7.21
JERICHO PARK			
BOWIE		7.01	7.16
GLENDALE			
SEABROOK			
LANHAM			
LANDOVER		6.54	7.09
CHEVERLY			
NEW YORK AVE. (W.T.)		6.48	7.03
WASHINGTON		\$ 6.45	\$ 7.00
Leave	A.M.	A.M.	A.M.
SATURDAY ONLY		DAILY	DAILY
●950		104	●120

	FIRST CLASS			
	410	984	100	914
	A.M.	A.M.	A.M.	A.M.
		\$ 9.57		\$ 10.54
	\$ 10.00	\$ 9.54	\$ 10.09	\$ 10.51
	9.52	9.47	10.02	10.44
	\$ 9.49	\$ 9.44		\$ 10.41
	\$ 9.46	\$ 9.41		F 10.39
	\$ 9.43	\$ 9.39		\$ 10.37
	\$ 9.41	\$ 9.37		\$ 10.35
	\$ 9.39	\$ 9.35		\$ 10.33
	\$ 9.37	\$ 9.33		\$ 10.31
	\$ 9.35	\$ 9.31		\$ 10.29
	\$ 9.32	\$ 9.29		\$ 10.27
	\$ 9.29	\$ 9.27		\$ 10.25
	9.27	9.25	9.55	F 10.23
				F 10.21
	\$ 9.22	\$ 9.22		\$ 10.19
	\$ 9.19	\$ 9.20		\$ 10.16
	\$ 9.17			
			9.50	
	\$ 9.13			\$ 10.11
	\$ 9.09			\$ 10.08
			9.45	10.05
	F 9.04			
	\$ 9.00		\$ 9.39	\$ 10.00
			9.35	
		MU	9.27	MU
			9.17	
			9.10	
	Will Not Run Nov. 26, Dec. 25, Jan. 1.		9.06	Will Not Run Nov. 28.
			8.56	
			8.43	
			\$ 8.37	
			8.30	
			8.16	
			8.11	
			8.04	
			7.58	
			\$ 7.55	
	A.M.	A.M.	A.M.	A.M.
	DAILY EX. SAT. & SUN.	SATURDAY ONLY	DAILY	DAILY EX. SUN.
	◆410	●984	◇100	◆914

STATIONS	FIRST CLASS			
	126	916	122	
	Arrive A.M.	A.M.	A.M.	
SUBURBAN STATION.....		\$ 11.55		
PHILA.—30th ST.....	\$ 10.39	\$ 11.52	\$ 11.42	
BRILL.....	10.33	11.44	11.35	
DARBY (Phila. Reg.).....		\$ 11.41		
CURTIS PARK.....				
SHARON HILL.....		\$ 11.37		
FOLCROFT.....		\$ 11.35		
GLENOLDEN.....		\$ 11.33		
NORWOOD.....		\$ 11.31		
MOORE.....		\$ 11.29		
RIDLBY PARK.....		\$ 11.27		
CRUM LYNNE.....		\$ 11.25		
BALDWIN.....	10.26	11.23	11.26	
EDDYSTONE.....				
CHESTER.....		\$ 11.20		
LAMOKIN ST.....				
HIGHLAND AVE.....		\$ 11.15		
TRAINER.....				
HOOK.....	10.22		11.21	
MARCUS HOOK.....		\$ 11.12		
NAAMAN.....				
CLAYMONT.....		\$ 11.08		
BELLEVUE.....	10.17	11.05	11.16	
EDGE MOOR.....				
WILMINGTON.....	\$ 10.11	\$ 11.00	11.10	
			\$ 11.00	
WEST YARD.....	10.08		10.56	
DAVIS.....	10.00	MU	10.48	
NEWARK.....				
ELKTON.....			\$ 10.43	
NORTH EAST.....	9.50		10.35	
CHARLESTOWN.....				
PERRYVILLE.....	9.43		\$ 10.25	
HAVRE-DE-GRACE.....				
OAK.....	9.39			
ABERDEEN.....			\$ 10.15	
PERRYMAN.....				
EDGEWOOD.....	9.29		\$ 10.04	
MAGNOLIA.....				
HAREWOOD PARK.....				
BENGIES.....				
MIDDLE RIVER.....				
STEMMER'S RUN.....				
BAY.....	9.16		9.48	
UNION JUNCTION.....				
BALTIMORE.....	\$ 9.10		9.42	
			\$ 9.30	
FULTON.....	9.05		9.25	
EDMONDSON.....				
FREDERICK ROAD.....				
HALETHORPE.....				
ODENTON.....	8.51		\$ 9.08	
JERICHO PARK.....				
BOWIE.....	8.46		9.01	
GLENNDALE.....				
SEABROOK.....				
LANHAM.....				
LANDOVER.....	8.39		8.54	
CHEVERLY.....				
NEW YORK AVE. (W.T.).....	8.33		8.48	
WASHINGTON.....	\$ 8.30		\$ 8.45	
Leave	A.M.	A.M.	A.M.	
	DAILY	DAILY	DAILY EX. SUN.	
	●126	●916	122	

	FIRST CLASS				
	174	918	130	952	920
	P.M.	P.M.	P.M.	P.M.	P.M.
		\$ 12.53		\$ 2.04	\$ 2.11
	\$ 12.09	\$ 12.50	\$ 1.28	\$ 2.01	\$ 2.08
	12.03	12.44	1.22	1.55	1.59
		\$ 12.41		\$ 1.52	\$ 1.56
		F 12.39		F 1.51	F 1.54
		\$ 12.37		\$ 1.49	\$ 1.53
		\$ 12.35		\$ 1.47	\$ 1.51
		\$ 12.33		\$ 1.45	\$ 1.49
		\$ 12.31		\$ 1.43	\$ 1.47
		\$ 12.29		\$ 1.41	\$ 1.45
		\$ 12.27		\$ 1.39	\$ 1.43
		F 12.25		F 1.37	\$ 1.41
	11.56	F 12.23	1.15	1.34	1.39
		F 12.21			
		\$ 12.19		\$ 1.31	\$ 1.37
		F 12.17		\$ 1.29	
		F 12.15		\$ 1.27	F 1.29
	11.52		1.11		
		\$ 12.12		\$ 1.24	\$ 1.25
		\$ 12.08		\$ 1.20	\$ 1.20
	11.47	12.06	1.06	1.17	
		\$ 12.04			F 1.15
	\$ 11.41	\$ 12.00	\$ 1.00	\$ 1.10	\$ 1.10
	11.38		12.56		
	11.30	MU	12.48	MU	MU
	11.20		12.38		
	11.13		12.31		
	11.09	Will Not Run Nov. 26, Dec. 25, Jan. 1.	\$ 12.23	Will Run Sun. and Nov. 26, Dec. 25, Jan. 1.	Will Not Run Nov. 26, Dec. 25, Jan. 1.
	11.00		12.15	Jan. 1.	
	10.47		12.02		
	\$ 10.41		\$ 11.56		
	10.35		11.50		
	10.21		11.36		
	10.16		11.31		
	10.09		11.24		
	10.03		11.18		
	\$ 10.00		\$ 11.15		
	A.M.	NOON	A.M.	P.M.	P.M.
	DAILY	DAILY EX. SUN.	DAILY		DAILY EX. SUN.
	◇174	●918	●130	●952	●920

STATIONS Arrive	FIRST CLASS			
	982	132	922	
	P.M.	P.M.	P.M.	
SUBURBAN STATION.....	\$ 2.43		\$ 3.57	
PHILA.—30th ST.....	\$ 2.40	\$ 2.58	\$ 3.50	
BRILL.....	2.34	2.52	3.44	
DARBY (Phila. Reg.).....	\$ 2.31		\$ 3.41	
CURTIS PARK.....	F 2.30		F 3.37	
SHARON HILL.....	\$ 2.28		\$ 3.35	
FOLCROFT.....	\$ 2.26		\$ 3.33	
GLENOLDEN.....	\$ 2.24		\$ 3.31	
NORWOOD.....	\$ 2.22		\$ 3.29	
MOORE.....	\$ 2.20		\$ 3.27	
RIDLEY PARK.....	\$ 2.18		\$ 3.25	
CRUM LYNNE.....	\$ 2.16		\$ 3.23	
BALDWIN.....	F 2.14	2.45	\$ 3.21	
EDDYSTONE.....	F 2.12		\$ 3.19	
CHESTER.....	\$ 2.10	\$ 2.41	\$ 3.17	
LAMOKIN ST.....	\$ 2.06		\$ 3.14	
HIGHLAND AVE.....			\$ 3.12	
TRAINER.....				
HOOK.....		2.37		
MARCUS HOOK.....			\$ 3.09	
NAAMAN.....				
CLAYMONT.....			\$ 3.05	
BELLEVUE.....		2.33		
EDGE MOOR.....			F 2.59	
WILMINGTON.....		\$ 2.27	\$ 2.55	
WEST YARD.....		2.24		
DAVIS.....	MU	2.16	MU	
NEWARK.....				
ELKTON.....				
NORTH EAST.....		2.06		
CHARLESTOWN.....				
PERRYVILLE.....		1.59		
HAVRE-DE-GRACE.....				
OAK.....		1.55		
ABERDEEN.....				
PERRYMAN.....				
EDGEWOOD.....		1.45		
MAGNOLIA.....				
HAREWOOD PARK.....				
BENGIES.....				
MIDDLE RIVER.....				
STEMMER'S RUN.....				
BAY.....		1.32		
UNION JUNCTION.....				
BALTIMORE.....		\$ 1.26		
FULTON.....		1.20		
EDMONDSON.....				
FREDERICK ROAD.....				
HALETHORPE.....				
ODENTON.....		1.06		
JERICO PARK.....				
BOWIE.....		1.01		
GLENNDALE.....				
SEABROOK.....				
LANHAM.....				
LANDOVER.....		12.54		
CHEVERLY.....				
NEW YORK AVE. (W.T.).....		12.48		
WASHINGTON.....		\$ 12.45		
Leave	P.M.	P.M.	P.M.	
	SATURDAY ONLY	DAILY	DAILY EX. SAT.	
	●982	●132	922	

	FIRST CLASS				
	142	924	106	128	928
	P.M.	P.M.	P.M.	P.M.	P.M.
		\$ 4.46			\$ 5.23
	\$ 4.12	\$ 4.43	\$ 4.28	\$ 4.37	\$ 5.20
	4.05	4.37	4.21	4.30	5.14
		\$ 4.34			\$ 5.11
		\$ 4.33	First Trip	First Trip	\$ 5.09
		\$ 4.31	Dec. 19	Dec. 19.	\$ 5.07
		\$ 4.29			\$ 5.05
		\$ 4.27			\$ 5.03
		\$ 4.25			\$ 5.01
		\$ 4.23			\$ 4.59
		\$ 4.20			\$ 4.57
		\$ 4.18			\$ 4.55
	3.58	\$ 4.16	4.14	4.23	\$ 4.53
		\$ 4.14			\$ 4.51
		\$ 4.12			\$ 4.49
		\$ 4.09			\$ 4.46
		\$ 4.07			\$ 4.44
		F 4.05			\$ 4.42
	3.53		4.09	4.18	
		\$ 4.03			\$ 4.41
					\$ 4.39
		\$ 3.59			
	3.48		4.04	4.13	4.33
		F 3.55			
	\$ 3.42	\$ 3.50	\$ 3.58	\$ 4.07	\$ 4.28
	3.39		3.54	4.04	
	3.31	MU	3.46	3.56	MU
	3.21		3.36	3.46	
	3.14		3.29	3.39	
		Will Not Run			Will Not Run
	3.10	Nov. 26,	3.25	3.35	Nov. 26,
		Dec. 25,			Dec. 25,
		Jan. 1.			Jan. 1.
	3.00		3.15	3.25	
	2.47		3.02	3.12	
	\$ 2.41		\$ 2.56	\$ 3.06	
	2.35		2.50	3.00	
	2.21		2.36	2.46	
	2.16		2.31	2.41	
	2.09		2.24	2.34	
	2.03		2.18	2.28	
	\$ 2.00		\$ 2.15	\$ 2.25	
	P.M.	P.M.	P.M.	P.M.	
	DAILY	DAILY EX. SAT. & SUN.	DAILY	DAILY	DAILY EX. SAT. & SUN.
	◇142	●924	106	●128	●928

STATIONS	FIRST CLASS			
	170	932	934	
	Arrive P.M.	P.M.	P.M.	
SUBURBAN STATION.....		\$ 5.40	\$ 6.13	
PHILA.—30th ST.....	\$ 5.09	\$ 5.37	\$ 6.10	
BRILL.....	5.03	5.31	6.04	
DARBY (Phila. Reg.).....		\$ 5.28	\$ 6.01	
CURTIS PARK.....		F 5.27	F 5.58	
SEARON HILL.....		\$ 5.26	\$ 5.56	
FOLOROFT.....		\$ 5.24	\$ 5.54	
GLENOLDEN.....		\$ 5.22	\$ 5.52	
NORWOOD.....		\$ 5.20	\$ 5.50	
MOORE.....		\$ 5.18	\$ 5.48	
RIDLEY PARK.....		\$ 5.16	\$ 5.46	
CRUM LYNNE.....		\$ 5.14	F 5.44	
BALDWIN.....	4.56	\$ 5.12	5.42	
EDDYSTONE.....				
CHESTER.....		\$ 5.09	\$ 5.39	
LAMOKIN ST.....		\$ 5.07		
HIGHLAND AVE.....		F 5.05	F 5.34	
TRAINER.....		F 5.03		
HOOK.....	4.51		5.31	
MARCUS HOOK.....		\$ 5.01	F 5.30	
NAAMAN.....			\$ 5.28	
OLAYMONT.....		\$ 4.57		
BELLEVUE.....	4.47	4.55	5.25	
EDGE MOOR.....		\$ 4.52		
WILMINGTON.....	\$ 4.41	\$ 4.48	\$ 5.20	
WEST YARD.....	4.38		5.14	
DAVIS.....	4.30	MU	MU	
NEWARK.....			\$ 5.05	
ELKTON.....				
NORTH EAST.....	4.21			
CHARLESTOWN.....				
PERRYVILLE.....	4.14			
HAVRE-DE-GRACE.....			Will Not Run	
OAK.....	4.10		Nov. 26,	
ABERDEEN.....			Dec. 25,	
PERRYMAN.....			Jan. 1.	
EDGEWOOD.....	4.00			
MAGNOLIA.....				
HAREWOOD PARK.....				
BENGIES.....				
MIDDLE RIVER.....				
STEMMER'S RUN.....				
BAY.....	3.47			
UNION JUNCTION.....				
BALTIMORE.....	\$ 3.41			
FULTON.....	3.35			
EDMONDSON.....				
FREDERICK ROAD.....				
HALETHORPE.....				
ODENTON.....	3.21			
JERICO PARK.....				
BOWIE.....	3.16			
GLENNDALE.....				
SEABROOK.....				
LANHAM.....				
LANDOVER.....	3.09			
CHEVERLY.....				
NEW YORK AVE. (W.T.).....	3.03			
WASHINGTON.....	\$ 3.00			
Leave	P.M.	P.M.	P.M.	
	DAILY	DAILY	DAILY EX. SAT. & SUN.	
	●170	●932	●934	

	FIRST CLASS				
	152	976	956	938	400
	P.M.	P.M.	P.M.	P.M.	P.M.
		\$ 6.37	\$ 7.06	\$ 7.26	
	\$ 6.08	\$ 6.34	\$ 7.03	\$ 7.20	\$ 8.00
	6.00	6.28	6.57	7.14	7.54
		\$ 6.25	\$ 6.54	\$ 7.11	
		F 6.23			Will Not Run
		\$ 6.21	\$ 6.50	\$ 7.05	Nov. 26,
		\$ 6.19	\$ 6.48	\$ 7.03	Dec. 25,
		\$ 6.17	\$ 6.46	\$ 7.01	Jan. 1.
		\$ 6.15	\$ 6.44	\$ 6.59	
		\$ 6.14	\$ 6.42	\$ 6.57	
		\$ 6.12	\$ 6.40	\$ 6.54	
		F 6.10	F 6.38	\$ 6.52	
	5.53	\$ 6.08	F 6.36	\$ 6.50	7.47
		\$ 6.06	\$ 6.34		
		\$ 6.04	\$ 6.32	\$ 6.47	
		\$ 6.00	\$ 6.30	\$ 6.43	
			\$ 6.28	\$ 6.41	
	5.48				
			\$ 6.25	\$ 6.38	7.42
			\$ 6.21	\$ 6.34	
	5.44			6.31	7.36
			F 6.14		
	\$ 5.39		\$ 6.10	\$ 6.25	7.30
					\$ 7.15
	5.36				7.10
	5.28	MU	MU	MU	
					\$ 7.02
					\$ 6.52
	5.19				\$ 6.41
	5.12				\$ 6.31
	5.08	Will Not Run Nov. 26, Dec. 25, Jan. 1.	Will Run Sat. & Sun. and Nov. 26,	Will Not Run Nov. 26, Dec. 25, Jan. 1.	\$ 6.26
	4.59		Dec. 25, Jan. 1.		\$ 5.58
					F 5.48
					\$ 5.42
					F 5.39
	4.46				5.36
	\$ 4.40				5.30
					\$ 5.20
	4.35				5.15
					\$ 5.13
					\$ 5.08
	4.21				\$ 4.54
	4.16				4.47
	4.09				4.40
	\$ 4.03				4.33
	\$ 4.00				\$ 4.30
	P.M.	P.M.	P.M.	P.M.	P.M.
	DAILY	DAILY EX. SAT. & SUN.		DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.
	●152	●976	●956	●938	●400

STATIONS	FIRST CLASS		
	154 P.M.	414 P.M.	156 P.M.
Arrive			
SUBURBAN STATION.....			
PHILA.—30th ST.....	\$ 7.17		\$ 8.14
BRILL.....	7.10		8.07
DARBY (Phila. Reg.).....			
CURTIS PARK.....			
SHARON HILL.....			
FOLOROFT.....			
GLENOLDEN.....			
NORWOOD.....			
MOORE.....			
RIDLEY PARK.....			
ORUM LYNNE.....			
BALDWIN.....	7.03		8.00
EDDYSTONE.....			
CHESTER.....			
LAMOKIN ST.....			
HIGHLAND AVE.....			
TRAINER.....			
HOOK.....	6.59		7.55
MARCUS HOOK.....			
NAAMAN.....			
CLAYMONT.....			
BELLEVUE.....	6.54		7.50
EDGE MOOR.....			
WILMINGTON.....	\$ 6.48		\$ 7.45
WEST YARD.....	6.43		7.41
DAVIS.....	6.35	MU	7.33
NEWARK.....			
ELKTON.....			
NORTH EAST.....	6.25		7.23
CHARLESTOWN.....			
PERRYVILLE.....	T 6.18		7.16
HAVRE-DE-GRACE.....	6.14	Will Not Run Nov. 26, Dec. 25, Jan. 1.	7.12
OAK.....			
ABERDEEN.....			
PERRYMAN.....			
EDGEWOOD.....	6.04		7.03
MAGNOLIA.....			
HAREWOOD PARK.....			
BENGIES.....			
MIDDLE RIVER.....			
STEMMER'S RUN.....			
BAY.....	5.51		6.50
UNION JUNCTION.....			
BALTIMORE.....	\$ 5.45		\$ 6.44
FULTON.....	5.37	\$ 6.20	6.38
EDMONDSON.....	R 5.35	\$ 6.18	R 6.35
FREDERICK ROAD.....		\$ 6.14	
HALETHORPE.....		\$ 6.11	
ODENTON.....	5.21	\$ 5.58	6.21
JERICO PARK.....		\$ 5.51	
BOWIE.....	5.16	\$ 5.49	6.16
GLENNDALE.....		\$ 5.45	
SEABROOK.....		\$ 5.42	
LANHAM.....		F 5.39	
LANDOVER.....	5.09	\$ 5.36	6.09
CHEVERLY.....		\$ 5.34	
NEW YORK AVE. (W.T.).....	5.03	5.28	6.03
WASHINGTON.....	\$ 5.00	\$ 5.25	\$ 6.00
Leave			
	P.M.	P.M.	P.M.
	DAILY	DAILY EX. SAT. & SUN.	DAILY
	●154	‡414	●156

	FIRST CLASS				
	192 P.M.	940 P.M.	575 P.M.	158 P.M.	454 P.M.
		\$ 9.31			
	E 8.49	\$ 9.28		\$ 9.45	\$ 10.35
	8.43	9.22		9.37	10.28
		\$ 9.19			
		\$ 9.16			
		\$ 9.14			
		\$ 9.12			
		\$ 9.10			
		\$ 9.08			
		\$ 9.06			
		F 9.04			
	8.36	F 9.03		9.30	10.18
		F 9.01			
		\$ 8.59		\$ 9.26	
		F 8.57			
		F 8.55			
	8.32			9.23	10.10
		\$ 8.53			
	8.27	8.47		9.18	10.05
		\$ 8.45			
	8.21	\$ 8.40		\$ 9.12	\$ 10.00
	E 8.16				\$ 9.45
	8.13			9.09	9.42
	8.05	MU		9.01	
	7.55			8.51	
	7.48			8.44	
	7.44			8.40	Will Not Run Nov. 26, Dec. 25, Jan. 1.
	7.34			8.30	
	7.21			8.17	
	7.15		7.55	\$ 8.11	
	E 7.10		\$ 7.40		
	7.05		7.35	8.05	
	6.51		7.21	7.51	
	6.46		7.16	7.46	
	6.39		7.09	7.39	
	6.33		7.03	7.33	
	E 6.30		\$ 7.00	\$ 7.30	
	P.M.	P.M.	P.M.	P.M.	P.M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	EX. SAT.				EX. SUN.
	◇192	●940	575	●158	‡454

STATIONS Arrive	FIRST CLASS			
	160	942	172	
	P.M.	A.M.	A.M.	
SUBURBAN STATION.....		\$ 12.03		
PHILA.—30th ST.....	\$ 11.32	\$ 12.00	\$ 12.36	
BRILL.....	11.25	11.54	12.30	
DARBY (Phila. Reg.).....		\$ 11.51		
CURTIS PARK				
SHARON HILL.....		\$ 11.48		
FOLCROFT.....		\$ 11.46		
GLENOLDEN.....		\$ 11.44		
NORWOOD.....		\$ 11.42		
MOORE				
RIDLEY PARK.....		\$ 11.38		
CRUM LYNNE.....		\$ 11.36		
BALDWIN.....	11.18	F 11.34	12.23	
EDDYSTONE.....		F 11.32		
CHESTER				
LAMOKIN ST.....		\$ 11.30		
HIGHLAND AVE.....		\$ 11.28		
TRAINER.....		\$ 11.26		
HOOK.....	11.14		12.18	
MARCUS HOOK				
NAAMAN.....		\$ 11.24		
CLAYMONT.....		F 11.19		
BELLEVUE.....	11.09	F 11.16	12.13	
EDGE MOOR.....		F 11.14		
WILMINGTON.....	\$ 11.03	\$ 11.10	\$ 12.07	
WEST YARD				
DAVIS.....	10.58		12.03	
NEWARK.....	10.50	MU	11.55	
ELKTON.....				
NORTH EAST				
CHARLESTOWN.....	10.40		11.45	
PERRYVILLE.....	10.33		11.38	
HAVRE-DE-GRACE				
OAK.....	10.29		11.33	
ABERDEEN.....				
PERRYMAN.....				
EDGEWOOD				
MAGNOLIA.....	10.19		11.20	
HAREWOOD PARK.....				
BENGIES.....				
MIDDLE RIVER				
STEMMER'S RUN.....				
BAY.....	10.06		11.07	
UNION JUNCTION.....				
BALTIMORE				
FULTON.....	\$ 10.00		\$ 11.01	
EDMONDSON.....	9.50		10.55	
FREDERICK ROAD.....				
HALETHORPE.....				
ODENTON				
JERICO PARK.....	9.36		10.41	
BOWIE.....	9.31		10.36	
GLENDALE.....				
SEABROOK				
LANHAM.....				
LANDOVER.....	9.24		10.29	
CHEVERLY.....				
NEW YORK AVE. (W.T.).....	9.18		10.23	
WASHINGTON.....	\$ 9.15		\$ 10.20	
Leave	P.M.	P.M.	P.M.	
	DAILY	DAILY	DAILY	
	160	●942	◇172	

FIRST CLASS				
	194			
	A.M.			
	E 1.45			
	1.38			
	1.31			
	1.26			
	1.21			
	\$ 1.15			
	E 1.05			
	12.59			
	12.51			
	12.41			
	12.34			
	12.29			
	12.19			
	12.06			
	\$ 12.00			
	E 11.40			
	11.35			
	11.21			
	11.16			
	11.09			
	11.03			
	E 11.00			
	P.M.			
	DAILY			
	EX. SAT.			
	194			

WASHINGTON TO SOUTH END

STATIONS	FIRST CLASS		
	R.F.& P. 9	R.F.& P. 75	SOU. 233
	DAILY	DAILY	DAILY
Leave	A.M.	A.M.	A.M.
WASHINGTON.....	\$ 12.15	\$ 2.15	\$ 3.00
VIRGINIA.....	12.20	2.20	3.06
SOUTH END.....	12.26	2.26	3.11
Arrive	A.M.	A.M.	A.M.
	R.F.& P. 9	R.F.& P. 75	SOU. 233
	DAILY	DAILY	DAILY
STATIONS	FIRST CLASS		
	R.F.& P. 21	R.F.& P. 21	SOU. 219
	DAILY	DAILY	DAILY
Leave	P.M.	P.M.	P.M.
WASHINGTON.....	\$ 1.50	\$ 2.15	\$ 2.30
VIRGINIA.....	1.55	2.20	2.35
	Last Trip Dec. 16.	First Trip Dec. 17.	
SOUTH END.....	2.01	2.26	2.41
Arrive	P.M.	P.M.	P.M.
	R.F.& P. 21	R.F.& P. 21	SOU. 219
	DAILY	DAILY	DAILY
STATIONS	FIRST CLASS		
	SOU. 237	R.F.& P. 57	R.F.& P. 1
	DAILY	DAILY	DAILY
Leave	P.M.	P.M.	P.M.
WASHINGTON.....	\$ 6.40	\$ 7.05	\$ 7.40
VIRGINIA.....	6.45	7.10	7.45
SOUTH END.....	6.51	7.16	7.51
Arrive	P.M.	P.M.	P.M.
	SOU. 237	R.F.& P. 57	R.F.& P. 1
	DAILY	DAILY	DAILY
STATIONS	FIRST CLASS		
	SOU. 241		
	DAILY		
Leave	P.M.		
WASHINGTON.....	\$ 11.55		
VIRGINIA.....	12.00		
SOUTH END.....	12.06		
Arrive	A.M.		
	SOU. 241		
	DAILY		

SOUTHWARD

	FIRST CLASS				
	SOU. 245	R.F.& P. 93	C.& O. 205	SOU. 235	R.F.& P. 375
	DAILY	DAILY	DAILY	DAILY	DAILY
	A.M.	A.M.	A.M.	A.M.	A.M.
	\$ 8.00	\$ 9.15	\$ 9.30	\$ 11.05	\$ 11.15
	8.05	9.20	9.35	11.10	11.20
	8.11	9.26	9.41	11.16	11.26
	A.M.	A.M.	A.M.	A.M.	A.M.
	SOU. 245	R.F.& P. 93	C.& O. 205	SOU. 235	R.F.& P. 375
	DAILY	DAILY	DAILY	DAILY	DAILY
	FIRST CLASS				
	R.F.& P. 87	SOU. 217	R.F.& P. 33	C.& O. 201	R.F.& P. 77
	DAILY	DAILY	DAILY	DAILY	DAILY
	P.M.	P.M.	P.M.	P.M.	P.M.
	\$ 2.50	\$ 3.50	\$ 4.50	\$ 5.35	\$ 6.15
	2.55	3.55	4.55	5.41	6.20
	First Trip Dec. 17.				
	3.01	4.01	5.01	5.46	6.26
	P.M.	P.M.	P.M.	P.M.	P.M.
	R.F.& P. 87	SOU. 217	R.F.& P. 33	C.& O. 201	R.F.& P. 77
	DAILY	DAILY	DAILY	DAILY	DAILY
	FIRST CLASS				
	SOU. 247	R.F.& P. 91	R.F.& P. 95	C.& O. 203	SOU. 229
	DAILY	DAILY	DAILY	DAILY	DAILY
	P.M.	P.M.	P.M.	P.M.	P.M.
	\$ 8.00	\$ 8.20	\$ 10.15	\$ 10.30	\$ 11.25
	8.05	8.25	10.20	10.35	11.30
	8.11	8.31	10.26	10.41	11.36
	P.M.	P.M.	P.M.	P.M.	P.M.
	SOU. 247	R.F.& P. 91	R.F.& P. 95	C.& O. 203	SOU. 229
	DAILY	DAILY	DAILY	DAILY	DAILY
FIRST CLASS					

SOUTH END TO WASHINGTON

STATIONS	FIRST CLASS			
	R.F.& P. 76	SOU. 234	C.& O. 206	
	A.M.	A.M.	A.M.	
WASHINGTON.....	\$ 12.40	\$ 1.00	\$ 3.85	
VIRGINIA.....	12.32	12.55	3.31	
SOUTH END.....	12.25	12.49	3.24	
Leave	A.M.	A.M.	A.M.	
	DAILY	DAILY	DAILY	
	R.F.& P. 76	SOU. 234	C.& O. 206	
STATIONS	FIRST CLASS			
	SOU. 242	SOU. 230	R.F.& P. 92	
	A.M.	A.M.	A.M.	
WASHINGTON.....	\$ 6.25	\$ 6.45	\$ 7.25	
VIRGINIA.....	6.21	6.41	7.17	
SOUTH END.....	6.12	6.34	7.10	
Leave	A.M.	A.M.	A.M.	
	DAILY	DAILY	DAILY	
	SOU. 242	SOU. 230	R.F.& P. 92	
STATIONS	FIRST CLASS			
	R.F.& P. 88	R.F.& P. 22	R.F.& P. 108	
	P.M.	P.M.	P.M.	
WASHINGTON.....	\$ 1.40	\$ 1.55	\$ 2.25	
VIRGINIA.....	1.35 First Trip Dec. 19.	1.50 First Trip Dec. 19.	2.17	
SOUTH END.....	1.25	1.40	2.10	
Leave	P.M.	P.M.	P.M.	
	DAILY	DAILY	DAILY	
	R.F.& P. 88	R.F.& P. 22	R.F.& P. 108	
STATIONS	FIRST CLASS			
WASHINGTON.....				
VIRGINIA.....				
SOUTH END.....				
Arrive				

NORTHWARD

FIRST CLASS					
	SOU. 238	R.F.& P. 10	R.F.& P. 58	R.F.& P. 78	R.F.& P. 2
	A.M.	A.M.	A.M.	A.M.	A.M.
	\$ 4.20	\$ 5.10	\$ 6.05	\$ 6.15	\$ 6.20
	4.11	5.01	5.57	6.07	6.12
	4.01	4.55	5.50	6.00	6.05
	A.M.	A.M.	A.M.	A.M.	A.M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	SOU. 238	R.F.& P. 10	R.F.& P. 58	R.F.& P. 78	R.F.& P. 2
FIRST CLASS					
	SOU. 248	C.& O. 202	R.F.& P. 34	R.F.& P. 22	SOU. 218
	A.M.	A.M.	A.M.	A.M.	A.M.
	\$ 7.50	\$ 7.55	\$ 9.20	\$ 10.30	\$ 11.40
	7.46	7.51	9.15	10.22 Last Trip Dec. 18.	11.36
	7.39	7.44	9.05	10.15	11.29
	A.M.	A.M.	A.M.	A.M.	A.M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	SOU. 248	C.& O. 202	R.F.& P. 34	R.F.& P. 22	SOU. 218
FIRST CLASS					
	SOU. 220	C.& O. 204	SOU. 236	R.F.& P. 376	SOU. 246
	P.M.	P.M.	P.M.	P.M.	P.M.
	\$ 4.25	\$ 4.43	\$ 6.30	\$ 7.15	\$ 7.40
	4.21	4.43	6.26	7.07	7.35
	4.14	4.37	6.19	7.00	7.26
	P.M.	P.M.	P.M.	P.M.	P.M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	SOU. 220	C.& O. 204	SOU. 236	R.F.& P. 376	SOU. 246
FIRST CLASS					

BALTIMORE TO HARRISBURG

STATIONS	FIRST CLASS			
	571 DAILY EX. SUN.	573 SUNDAY ONLY	◇549 DAILY	575 DAILY
	A.M.	A.M.	P.M.	P.M.
Leave				
BALTIMORE.....	\$ 8.15	\$ 8.15	\$ 8.00	\$ 7.55
LAKE.....	8.27	8.27	8.12	8.07
LUTHERVILLE.....				
TIMONIUM.....	8.33	8.33	6.18	8.15
COCKEYSVILLE.....				
GLENCOE.....	8.42	8.42	6.27	8.27
PARKTON.....	8.55	8.55	6.43	8.40
NEW FREEDOM.....	\$ 9.10	\$ 9.10	7.00	8.53
GLEN ROCK.....	\$ 9.21	\$ 9.21		
SMYSER.....	9.27	9.27	7.11	9.07
HYDE.....	9.48	9.48	7.28	9.19
YORK.....	\$ 9.58	\$ 9.58	7.35	9.33
LOUCKS.....	10.01	10.01	7.38	9.36
MT. WOLF.....	10.05	10.05	7.42	9.41
OLY (Phila. Reg.).....	10.20	10.20	7.55	9.58
HARRISBURG.....	\$ 10.45	\$ 10.45	\$ 8.20	\$ 10.23
Arrive	A.M.	A.M.	P.M.	P.M.
	571	573	549	575

HARRISBURG TO BALTIMORE

STATIONS	FIRST CLASS			
	548	554	570	572
	A.M.	P.M.	P.M.	P.M.
Arrive				
BALTIMORE.....	\$ 8.05	\$ 5.00	\$ 8.40	\$ 8.40
LAKE.....	7.54	4.47	8.20	8.20
LUTHERVILLE.....				
TIMONIUM.....	7.45	4.41	8.14	8.14
COCKEYSVILLE.....				
GLENCOE.....	7.33	4.29	8.01	8.01
PARKTON.....	7.20	4.16	7.48	7.48
NEW FREEDOM.....	7.03	3.59	F 7.30	F 7.30
GLEN ROCK.....			F 7.22	F 7.22
SMYSER.....	6.43	3.44	7.11	7.11
HYDE.....	6.31	3.32	7.01	7.01
YORK.....	\$ 6.25	\$ 3.26	\$ 6.55	\$ 6.55
LOUCKS.....	6.13	3.22	6.43	6.43
MT. WOLF.....	6.09	3.18	6.38	6.38
OLY (Phila. Reg.).....	6.00	3.05	6.25	6.25
HARRISBURG.....	\$ 5.35	\$ 2.40	\$ 6.00	\$ 6.00
Leave	A.M.	P.M.	P.M.	P.M.
	DAILY	DAILY	DAILY EX. SUN.	SUNDAY ONLY
	548	554	◇570	◇572

WEST YARD TO DELMAR

STATIONS	FIRST CLASS		FIRST CLASS	
	SOUTHWARD		NORTHWARD	
	#455 DAILY EX. SUN.		454	
	Leave A.M.		Arrive P.M.	
WILMINGTON.....	\$ 12.50		\$ 9.45	
WEST YARD.....	12.54		9.42	
BANK.....	12.56		9.40	
TASKER.....	1.04		9.30	
MIDDLETOWN.....				
TOWNSEND.....				
CLAYTON.....	\$ 1.49		\$ 8.40	
DOVER.....	\$ 2.09		\$ 8.20	
WYOMING.....	Will Not Run		Will Not Run	
WOODSIDE.....	Nov. 26,		Nov. 26,	
VIOLA.....	Dec. 25,		Dec. 25,	
FELTON.....	Jan. 1,		Jan. 1,	
HARRINGTON.....	\$ 2.39		\$ 7.20	
GREENWOOD.....				
BRIDGEVILLE.....	\$ 3.24		\$ 7.05	
SEAFORD.....	\$ 3.51		\$ 6.38	
LAUREL.....	E 4.04		E 6.25	
HEARN.....	E 4.11		E 6.12	
DELMAR.....	\$ 4.20		\$ 6.10	
	A.M.		P.M.	
	Arrive		Leave	
	455		DAILY EX. SUN. #454	

EXTRA STOPS—PASSENGER TRAINS

Train No.	Stop at	For
⊙903	Wilmington Shop Overhead Bridge.....	Employees.
⊙904		
△907		
△908		
†909		
△919		
⊙921		
#922		
△924		
⊙932		
939	Bay Block Station, on Signal.....	Employees.
△941		
942		
△402		
△419	Ivy City Enginehouse, on Signal.....	Employees.
△406		

† Saturday only.

‡ Sunday only.

⊙ Daily Except Sunday.

△ Daily Except Sat. & Sun.

Daily Except Sat.

YORK - LANCASTER HIGHWAY BUS SERVICE

SOUTHWARD	NORTHWARD
BETWEEN LANCASTER AND YORK	BETWEEN YORK AND LANCASTER

STATIONS	0553		0557		0559		0567		0552		0554		0558		0560		0572		
	DAILY	A.M.	DAILY	P.M.	DAILY	P.M.	DAILY	P.M.	DAILY	A.M.	DAILY	P.M.	DAILY	P.M.	DAILY	P.M.	DAILY	EX. SAT.	P.M.
Lv. LANCASTER.....Ar.	10.30	3.10	8.00	10.06	8.00	10.06	10.06	Ar.	8.00	9.10	8.05	6.20	9.55						
MOUNTVILLE.....	10.62	3.32	8.22	10.27	8.22	10.27	10.27		7.33	8.43	2.45	5.53	9.28						
COLUMBIA.....	10.57	3.37	8.27	10.32	8.27	10.32	10.32		7.28	8.38	2.33	5.48	9.23						
WRIGHTSVILLE.....	11.01	3.41	8.31	10.36	8.31	10.36	10.36		7.24	8.34	2.29	5.44	9.19						
STRICKLER.....	11.05	3.45	8.35	10.40	8.35	10.40	10.40		7.20	8.30	2.25	5.40	9.15						
HELLAM.....	11.25	4.05	8.55	11.00	8.55	11.00	11.00	Lv.	7.05	8.15	2.10	5.25	9.00						

A.M.	A.M.
Will Not Run Nov. 26, Dec. 25, Jan. 1.	Will Run Nov. 26, Dec. 25, Jan. 1.

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
S Sharon Hill*	6.45 AM to 11.45 AM 12.45 PM to 3.45 PM	Closed	Closed
Folercroft*	6.45 AM to 11.00 AM 12.00 Noon to 3.45 PM	Closed	Closed
Glenoiden*	6.45 AM to 11.45 AM 12.45 PM to 3.30 PM	Closed	Closed
Norwood*	6.40 AM to 11.40 AM 12.40 PM to 3.40 PM	Closed	Closed
Moore*	6.30 AM to 11.00 A.M. 12.00 Noon to 3.30 PM	Closed	Closed
Ridley Park*	6.30 AM to 11.30 AM 12.30 PM to 3.30 PM	Closed	Closed
Eddystone*	7.30 AM to 11.30 AM 12.30 PM to 4.30 PM	Closed	Closed
Chester	6.00 AM to 11.45 PM	6.00 AM to 11.45 PM	6.00 AM to 11.45 PM
Marcus Hook*	7.45 AM to 12.00 Noon 1.00 PM to 4.45 PM	Closed	Closed
Claymont*	7.00 AM to 5.00 PM	9.00 AM to 5.00 PM	Closed
Wilmington	Continuously	Continuously	Continuously
Newark*	7.00 AM to 5.00 PM	Closed	Closed
Elkton*	7.00 AM to 5.00 PM	Closed	Closed
Perryville*	6.30 AM to 6.30 PM	9.30 AM to 12.30 PM	Closed
Havre de Grace*	6.00 AM to 12.00 Noon 1.00 PM to 3.00 PM	Closed	Closed
Aberdeen*	8.00 AM to 5.00 PM	8.00 AM to 1.00 PM	Closed
Edgewood*	7.00 AM to 5.00 PM	Closed	Closed
Baltimore	Continuously	Continuously	Continuously
Edmondson*	6.00 AM to 7.15 AM (Open Mondays Only)	Closed	Closed
Odenton*	6.30 AM to 5.00 PM	Closed	Closed
Bowie*	6.45 AM to 9.00 AM	Closed	Closed
New Freedom*	7.30 AM to 11.30 AM 12.30 PM to 4.30 PM	Closed	Closed
Glen Rock*	7.30 AM to 10.00 AM 2.00 PM to 4.00 PM	Closed	Closed
York	6.00 AM to 10.30 PM	6.00 AM to 10.30 PM	6.00 AM to 10.30 PM
Middletown*	8.00 AM to 5.00 PM	Closed	Closed

Station	Monday to Friday	Saturday	Sunday
Clayton	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM	Closed
Dover	8.30 AM to 5.30 PM	8.30 AM to 5.30 PM	12.00 Noon to 9.00 PM
Harrington	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM	Closed
Bridgeville*	11.30 AM to 8.30 PM	11.30 AM to 9.30 PM	Closed
Seaford	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM	Closed
Laurel*	8.00 AM to 5.00 PM	Closed	Closed
Delmar*	7.30 AM to 5.00 PM	Closed	Closed

* Closed November 26, Thanksgiving Day, December 25, Christmas Day, January 1, New Year's Day.

U. S. MAIL WORK

STATIONS	Southward				Northward			
	455				454			
Middletown								
Townsend					C			
Cheswold					C			
Dover								
Woodside					CD			
Viola					D			
Farmington					CD			
Greenwood	ER				E			
Bridgeville								
Cannon					CD			

U. S. MAIL WORK

STATIONS	Northward						Southward					
	938	400	402				193	403	419			
Curtis Park	E											
Sharon Hill								C				
Foloroft								C				
Glenolden												
Norwood								C				
Ridley Park								C				
Chester												
Marcus Hook												
Claymont								D				
Wilmington												
Newark	E											
Elkton												
North East								CD				
Charlestown		E						CD	EV			
Principio			D					CD	EV			
Perryman	E	E					HH	CD	DV			
Edgewood												
Magnolia		E							EV			
Chase		E							EV			
Odenton								HV				
Bowie								HVP				

STATIONS	Westward			Eastward		
				548	570	
Smyser				DVP		
Glen Rock				LV	E	
New Freedom				EV	E	
White Hall				DVP		

- C—Mail caught from crane only.
D—Mail delivered only.
CD—Mail caught and delivered.
E—Train stops; mail received or delivered; or both.
G—Saturday only.
H—Reduce speed to 30 miles per hour to permit delivery of mail and newspapers.
HH—Reduce speed to 30 miles per hour to permit delivery of mail, Saturday only.
J—Reduce speed to 10 miles per hour to exchange mail.
K—Reduce speed to 30 miles per hour to permit delivery of newspapers Thursdays only.
L—Reduce speed to 10 miles per hour to permit delivery of mail and newspapers.
M—Daily except Saturday.
N—Reduce speed to 30 miles per hour to permit delivery of newspapers Sundays only.
P—Except Holidays.
R—Monday only.
V—Daily except Sunday.

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

ARRANGED FREIGHT TRAIN SERVICE

The times shown convey no time-table authority.

WESTWARD AND NORTHWARD

Stations	YE-3 (3)	B-83 (14)	B-93 (15)	F-100 (2)	F-93 (6)	F-80 (15)	F-84 (2)	B-95 (2)	Stations	B-84 (2)	YE-4 (3)	YE-2 (1)	B-82 (14)	B-82 (15)	F-101 (13)	F-82 (9)	F-81 (13)	F-85 (2)
Leave	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	Arrive	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Mt. Vernon	12.30	2.00	3.30					8.15	Mt. Vernon	3.45			11.30	12.30				
Parkton							2.00	10.30	Parkton	10.45								
New Freedom									New Freedom									
Frederick				7.00					Frederick									1.01
Hanover				10.00					Hanover									
Spring Grove		2.00	5.30	10.00	2.30	9.30	9.00		Spring Grove		8.00	6.30	9.30	11.30	6.00	5.00	3.30	3.30
York					3.00				York		7.15	4.45						
Cx	1.45	10.45							Cx		6.00	3.30						
Enola	3.00								Enola									
Arrive	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	Leave	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.

EASTWARD AND SOUTHWARD

Stations	B-84 (2)	YE-4 (3)	YE-2 (1)	B-82 (14)	B-82 (15)	F-101 (13)	F-82 (9)	F-81 (13)	F-85 (2)
Leave	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Mt. Vernon	3.45			11.30	12.30				
Parkton									
New Freedom									
Frederick									
Hanover									
Spring Grove		8.00	6.30	9.30	11.30	6.00	5.00	4.00	4.00
York		7.15	4.45						
Cx		6.00	3.30						
Enola									
Arrive	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.

OCTOBORO SECONDARY TRACK

Stations	MD-48 (2)	MD-47 (2)
Arrive	P.M.	A.M.
ThurLOW	2.00	7.30
Wawa	1.01	8.30
Avondale	11.01	10.30
Leave	A.M.	A.M.

Md. 47-48 does Local Work
on Wednesday and Saturday
Sharon Hill and Thurlow.

OCTOBORO SECONDARY TRACK

Stations	MD-48 (2)	MD-47 (2)
Leave	P.M.	A.M.
ThurLOW	2.00	7.30
Wawa	1.01	8.30
Avondale	11.01	10.30
Arrive	A.M.	A.M.

(1) Daily. (2) Daily, Ex. Sun. (3) Daily, Ex. Mon. (4) Daily, Ex. Sun. and Mon. (5) Daily, Ex. Thurs. (6) Daily, Ex. Tues., Fri., Sat.
(8) Daily Ex. Sat. * Operates to Rockland when necessary. (9) Tues., Thur. and Sat. (10) Operates when necessary. (11) Daily Ex. Tues.
(12) Monday through Friday. (13) Saturday only. (14) Mon. and Wed. (15) Friday only. (16) Daily Ex. Sat. and Sun. (17) Fri. and Sat. (18) Daily Ex. Wed.

ARRANGED FREIGHT TRAIN SERVICE -- SOUTHWARD

The times shown convey no time-table authority.

Stations	D-27 (1)	D-7 (2)	D-9 (2 & 11)	D-5 (2 & 8)	D-19 (2)	D-37 (3)	D-29 (2 & 12)	D-55 (2 & 4)	D-201 (2 & 9)	D-3 (1)	D-35 (2 & 10)	D-13 (2)	D-15 (2)	D-31 (2 & 6)	D-33 (2 & 3)	D-70 (2 & 7)	D-11 (2 & 11)
Leave	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.
Engemoore	2.45									2.45							
Faber	3.15									3.15							
Mt. Pleasant																	
Centerville - Chestertown																	
Clayton	4.45						1.30										
Cover	5.45						2.30										
Queenstown																	
Sayon																	
Fulton							3.00										
Harrington																	
Bridgeville																	
Georgetown																	
Lebanon																	
Dagsboro																	
Snow Hill																	
Selvon																	
Vienna - Preston					10.45	2.01											
Cambridge					2.00	2.50											
Delmar																	
Delmar	9.00																
Delmar																	
Salisbury		5.30	9.30	7.45													
Salisbury		9.00	11.15														
Salisbury - Pocomoke																	
Cape Charles		12.30															
Arrive	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.

(1) Daily. (2) Daily Ex. Sun. (3) Daily Ex. Sat. (4) Operates to Denton Mon., Wed., Fri.; to McDaniel Tues., Thurs., Sat.; and to Queenstown Tues. and Sat.
(5) Daily Ex. Sat. * Operates to Rockland when necessary. (6) Daily, Ex. Thurs. (7) Operates to Centerville Mon., Wed., Fri.; and to Chestertown Tues., Thurs., Sat.
(8) Operates to Centerville Mon., Wed., Fri.; and to Queenstown Tues., Thurs., Sat. (9) Operates to West Ocean City Mon., Wed., Fri. (10) Operates to Hebron and Willards when necessary.
(11) Operates to Mt. Pleasant Tue., Thurs., Sat.

ARRANGED FREIGHT TRAIN SERVICE — NORTHWARD

The times shown convey no time-table authority.

Stations	D-32 (2 & 6)		D-2		D-28 (5)		D-26 (2 & 12)		D-200 (2 & 9)		D-56 (2 & 4)		D-14 (2)		D-36 (3)		D-8 (2 & 8)		D-10 (2 & 11)		D-20 (2)		1st		2nd		D-18 (2)		D-36 (2 & 10)		D-71 (2 & 7)		D-12 (2 & 11)			
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.				
Leave																																				
CAFF CHARLER			3:45																																	
CHESTERFIELD - FOCOMOKE																																				
SALISBURY																																				
DELMAR			7:25																																	
DELMAR			8:40		5:35																															
CAMERIDGE								7:30																												
VIENNA - FRESTON																																				
SNOW HILL																																				
DAGSBORO																																				
REHOBOTH																																				
BRIDGEVILLE			2:00																																	
GEORGETOWN																																				
WASHINGTON																																				
BELTON																																				
BARTON																																				
QUEENSTOWN																																				
CLAYTON																																				
CENTREVILLE - CHESTERTOWN																																				
Mt. Pleasant																																				
BANK			1:05		11:30																															
EDGEWOOD			1:30		11:45																															
Arrive																																				

(1) Daily. (2) Daily Ex. Sun. (3) Daily Ex. Sat. (4) Operates to Denton Mon., Wed., Fri.; to McDaniel Tues., Thurs., Sat.; and to Queenstown Tues. and Sat. both Mon., Wed., Fri., and to Georgetown via Milton Tues., Thurs., Sat. (5) Operates to West Ocean City Mon., Wed., Fri. (6) Operates to Rehoboth Mon., Wed., Fri., and to Georgetown via Milton Tues., Thurs., Sat. (7) Operates to Centerville Mon., Wed., Fri., and to Chester town Tues., Thurs., Sat. (8) Operates to Crisfield Mon., Wed., Fri.; to Pocomoke Tues., Thurs., Sat. (9) Operates to Preston Mon., Wed., Fri.; to Vienna Tues., Thurs., Sat. (10) Operates to West Ocean City Mon., Wed., Fri. (11) Operates to Hebron and Willards when necessary. (12) Operates to Mt. Pleasant Tues., Thurs., Sat.

SPECIAL INSTRUCTIONS

GENERAL RULES

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

The uniform designated for summer use only may be worn May 1st to October 31st, inclusive.

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

The removal of the uniform coat will be permitted while passenger trainmen are engaged in preparing and loading their trains at the originating terminal, except coats are not to be removed if suspenders are worn outside of dress shirt. Wearing of the coat is to be resumed on departure of the train and continued during the trip. It is understood that a neat appearance must be presented by trainmen at all times.

Passenger trainmen in Suburban Commuter Service may perform their duties without uniform coats and vests during the period May 15th to September 15th, inclusive.

Trainmen in Suburban Commuter Service, who perform their duties without uniform coats and vests, must wear a clean, plain white broadcloth shirt with long sleeves, a black four-in-hand tie, and a black belt. Paraphernalia must be carried in such a manner as to assure a neat appearance at all times.

This privilege will not apply to train personnel in through passenger service.

100M-1A. In the event of an accident or irregularity occurring to a train in the B. & P. Tunnel which endangers the safety of passengers or train, immediate action must be taken to get passengers to a place of safety. If it can be safely done, trains should be moved out of the tunnel. If this is not practicable, trains should proceed to the first tunnel exit.

When necessary to remove passengers from trains at tunnel exits, trainmen will exercise the greatest care for their protection.

When necessary to transfer passengers from one train to another, trainmen will endeavor to spot the platforms on the opposite track to facilitate transfer of passengers.

Engine crews will exercise particular care to prevent unnecessary smoke and the lifting of safety valves when trains are detained in the tunnel. The blower must not be used stronger than is necessary to raise smoke and gases.

It is of the utmost importance that conductors should report promptly from the first available telephone any detentions or troubles to their trains in the tunnel, and when air brakes become inoperative, comply with Air Brake Rules.

Telephone locations are indicated by blue lights.

Personal Injuries		
100R-2A. Medical Officers and Surgeons		
Location	Name and Address	Telephone Number
Ridley Park, Pa.....	CLARK D. STULL, M.D.....	{ Washburn 8-2014 or 8-2222
Wilmington, Del.....	A. G. LESSEY, M.D. (Surgeon) 1213 Gilpin Avenue.....	Olympia 6-3252
	JOSEPH A. ARMINIO, Surgeon, Professional Building, Augustine Cut-off.....	Olympia 4-6245
	J. F. DOUGHERTY, M.D., Wilmington Shops.....	Olympia 8-4141-Ext.332
	H. B. HAMILTON, M.D., Pennsylvania Station.....	Olympia 8-4141-Ext.336
Newark, Del.....	WALLACE M. JOHNSON, M.D., 257 E. Main Street.....	ENdicott 8-8563
Elkton, Md.....	HARRY A. CANTWELL, M.D., 206 Cathedral Avenue.....	Elkton 291
	J. HERBERT BATES, M.D., 230 E. Main Street.....	Elkton 291
North East, Md.....	HARRY A. CANTWELL, Surgeon Cecil Avenue.....	North East 2611
Havre de Grace, Md.....	WALLACE H. SADOWSKY, Surgeon, 504 Lewis St.....	Havre de Grace Day 121 Perryville, Night 4606
Oxford, Pa.....	G. T. HOLCOMBE, M.D., N-4th Street.....	Oxford 141
Baltimore, Md.....	H. B. MCELWAIN, M.D., 1800 N. Charles St.....	{ Lexington 9-0660 (Day) Belmont 5-3257 (after 9.00 P.M.)
	H. C. PILLSBURY, M.D., 1800 N. Charles St.....	{ Lexington 9-0660 (Day) Annapolis 3222 (after 9.00 P.M.)
	JOHN H. BECHTEL, M.D., Regional Medical Officer, Walbert Bldg., 1800 N. Charles St. E. B. KELLY, M.D., Walbert Bldg., 1800 N. Charles St.	{ Mulberry 5-4800 - Ext. 279 { Mulberry 5-4800 - Ext. 353
Bowie, Md.....	G. E. LANCASTER, M.D.....	Central 8-2161
Washington, D.C.....	H. L. PHILLIPS, M.D., Room 217, Wash. Term. Station...	{ Executive 3-4300 - Ext. 514
	JOSEPH R. YOUNG, DR., 201 8th Street, N.E..... (Home) 611 E. Thornapple Street Chevy Chase, Md.....	Lincoln 4-3747
	JAMES W. BRADEN, DR., 201-8th Street, N.E..... (Home) 708 Mass. Ave., N.E.....	Oliver 4-4481
	ARTHUR J. MOUTROT, M.D., 811 Prince St., Alexandria, Va.....	Lincoln 4-3747 Lincoln 4-7000
York, Pa.....	GLENN P. GROVE, Surgeon 912 S. George St., York, Pa..... (Home) 1397 Sleepy Hollow Rd.....	York 6638 York 8-1969
	H. R. KNOCH, DR., 423 W. Market Street.....	York 8-2700
Middletown, Del..	DORSEY W. LEWIS, DR..... Res:	Frontier 8-2722
Wyoming, Del.....	I. J. MACCOLLUM, DR..... Res:	Bedford 4631
Harrington, Del.....	WM. T. CHIPMAN, Surgeon... Res:	8374
Seaford, Del.....	BRUCE BARNES, DR..... Office: Res:	7037 637
Delmar, Del.....	L. V. SOHLER..... Office:	Twining 6-5121
Cape Charles, Va....	T. B. HARDMAN..... Office:	542
	J. B. FREEMAN, DR..... Office:	542

Location	Name and Address	Telephone Number	
Norfolk, Va.....	ROBERT L. PAYNE, DR..... Office: SOUTHGATE LEIGH, JR., DR... Office: 300 Colonial Ave..... Res: ELLIOTT D. FLOYD, Surgeon, Office: RICHARD D. BOWLES, DR. Mathews Court House Office: Mathews, Va..... Res:	MAdison 2-2649 MAdison 2-6924 MAdison 2-6924 MAdison 5-0675 Mathews 5-2055 Mathews 5-2044	
	Easton, Md.....	WM. N. PALMER, DR..... Office: S. Washington St..... Res:	Talbert 2-2626 Talbert 2-0422
	Denton, Md.....	E. PAUL KNOTTS, DR. 406 Market Street..... Res:	64
	Lewes, Del.....	JAMES BEEBE, DR..... Office: Res:	2211 Rehoboth 2051
JAMES BEEBE, JR., DR..... Office: Res:		2211 8587	
Cambridge, Md.....	JOHN MACE, JR., DR..... Office:	392	
100R-3A. Locations of Hospitals			
Location	Name and Address	Telephone Number	
Chester, Pa.....	CHESTER HOSPITAL.....	Chester 2-6121	
Wilmington, Del....	DELAWARE HOSPITAL.....	Olympia 4-5211	
	MEMORIAL HOSPITAL.....	Olympia 6-3351	
Elkton, Md.....	UNION HOSPITAL.....	Elkton 485	
Havre de Grace, Md.....	HARFORD MEMORIAL HOSPITAL.....	Havre de Grace 535	
West Grove, Pa.....	WEST GROVE HOSPITAL.....	West Grove 4841	
Baltimore, Md.....	ST. JOSEPH'S HOSPITAL, Caroline and Hoffman Streets.....	Mulberry 5-5800	
Washington, D.C.....	CASUALTY HOSPITAL, 8th & Massachusetts Ave., N.E....	Lincoln 4-7000	
York, Pa.....	YORK HOSPITAL, S. George St. & Rathton Rd.....	York 2-1511	
Harrisburg, Pa.....	HARRISBURG HOSPITAL, Front and Mulberry Streets.....	CEdar 8-5221	
Columbia, Pa.....	COLUMBIA HOSPITAL, 7th and Poplar Streets.....	Columbia 4-2141	
Frederick, Md.....	FREDERICK MEMORIAL HOSPITAL, Park and Trail Avenues.....	Monument 2-1131	
Dover, Del.....	KENT GENERAL HOSPITAL.....	4701	
Seaford, Del.....	NANTICOKE MEMORIAL HOSPITAL...	9103	
Salisbury, Md.....	PENINSULA GENERAL HOSPITAL.....	Pioneer 9-3161	
Nassawadox, Va....	NORTHAMPTON-ACCOMAC MEMORIAL HOSPITAL.....	Gilbert 2-2021	

Location	Name and Address	Telephone Number
Norfolk, Va.....	NORFOLK GENERAL HOSPITAL.....	MAdison 5-1481
	DR PAUL HOSPITAL.....	MAdison 5-3251
Easton, Md.....	MEMORIAL HOSPITAL.....	2100
Milford, Del.....	MILFORD MEMORIAL HOSPITAL.....	4561
Lewes, Del.....	BEEBE HOSPITAL.....	2211
Cambridge, Md.....	CAMBRIDGE HOSPITAL.....	101-111-112
Crisfield, Md.....	EDW. W. MCCREADY MEMORIAL HOSPITAL.....	75

100R-4A. First-Aid Boxes and Stretchers, Location of First-Aid Boxes:

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

At each passenger and each freight station.

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

One stretcher has been placed in each block station in electrified territory.

100R-5A. Gas Masks

Gas masks for emergency use in tunnels are located as follows:

- 1 at Station Master's Office — Baltimore.
- 6 at Office of Foreman Electric Traction — Passenger Station, Baltimore.
- 3 at Fan Control Room — Penna. Avenue opening, B.& P. Tunnel.
- 2 at Yard Master's Office — Jersey Yard, Washington.
- 9 on Wire Train — Baltimore.
- 9 on Wire Train — Washington.

There is also located in the Station Master's Office, Baltimore, a mask for protection against ammonia fumes. Necessary periodical inspection will be made by M. of E. Department.

OPERATING RULES

STANDARD TIME

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

TIME - TABLES

Letters and Characters

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

- S** —Regular stop.
- F** —Stop on signal to receive or discharge passengers.
- A** —Stop on signal to receive passengers.
- B** —Stop on signal to discharge passengers.
- C** —Regular stop to receive passengers.
- D** —Regular stop to discharge passengers.
- E** —Regular stop for express, mail or newspapers.
- G** —Regular stop Saturday only.
- H** —Regular stop Saturday only to receive passengers.
- J** —Regular stop Saturday only to discharge passengers.
- K** —Regular stop Sunday only.
- L** —Stop on signal Sunday only, to receive or discharge passengers.
- M** —Regular stop daily except Saturday and Sunday.
- N** —Regular stop daily except Sunday.
- —No baggage service.
- ⊕ —No baggage service Sunday.
- ✦ —Passenger train — rail motor car.
- * —Passenger train — with passenger and freight equipment.
- ◇ —Passenger train — no train baggageman.
- ‡ —Will not run on specified dates shown on schedule pages.
- ‡ —Train may leave in advance of scheduled leaving time when station work is completed, except that trains making station stops to receive passengers will not leave ahead of scheduled arriving time.

1004-B1.

- —Regular stop Monday.
- P —Regular stop to receive or discharge passengers to or from points south of Washington.
- Q —Regular stop to discharge passengers except Sunday and Holidays.
- R —Regular stop daily except Saturday, Sunday, Nov. 26, Dec. 25 and Jan. 1.
- T —Regular stop Friday to receive passengers except Dec. 25 and Jan. 1. Will also stop Thursday, Dec. 24, and Dec. 31.
- U —Regular stop Sunday only, for express, mail or newspapers.
- MU**—Multiple Unit Operation.

SIGNALS

1007-A1. Passenger Trainmen; Rail Motor Car and Multiple Unit Service:

Baggage Master and Front Brakeman in the performance of their duties are required to carry the following signal appliances: 1 white lamp, 1 red lamp, and 1 red flag.

When crew consists of Conductor and Flagman only, Conductor will be held responsible for providing proper equipment to flag front end of train.

ENGINE WHISTLE SIGNALS

1014-A1. Recalling Flagmen.

Two or More Main Tracks:

Main Line	No. 2 Track	No. 3 Track
Between Landover and Virginia	----- o o	----- o o
Shellpot Branch	No. 1 Track	No. 2 Track
Between Ragan and Bridge	----- o o	----- o o

1014(I)-B1. Portable whistle post (yellow disc with black letter W) will be placed approximately 1250 feet from point where section gangs are working, at following locations:

LANDOVER — SOUTH END.
RIDERWOOD — REGION POST (Phlla. Region).
SHELLPOT BRANCH.
COLUMBIA AND PORT DEPOSIT BRANCH.

When portable whistle post is displayed, Rule 14(I) will apply.

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

When stops are to be made for fuel, water, hot parts, etc.

Display of red flag or red light from cab of engine will indicate change of engines will be required for mechanical or electrical defects at next available point.

Operator will notify train dispatcher promptly.

TRAIN SIGNALS

1017-A1.

Rule 17 and Rule 102, as they apply to the use of oscillating lights will apply to the use of these rotating lights on both Single and Two or More Tracks.

1019-A1. Night signals will be displayed on rear of trains and engines while passing through tunnels, as follows:

Union Tunnels.
B. & P. Tunnel.
Virginia Avenue Tunnel.

Foreign Railroads.

1019-B1. Trains of foreign railroads may display train signals as required by the operating rules of their respective railroads when on this Region except that R.F. & P. and Southern Rwy. using reflectorized discs on rear of their trains in lieu of markers, train and engine crews in addition will display to the rear a red light at night, or a red flag by day.

USE OF SIGNALS

Fusees and Torpedoes

1035-B1. On account of fire hazard lighted fusees must not be displayed on bridges or trestles that do not have cinder or stone between the ties, nor in the following territory unless necessary to prevent an accident:

Between Fulton and Biddle Street.
Between Union Junction and Calvert.
Between Grantley and York.

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

	Fusees	Torpedoes
Passenger Service	10	10
Freight Service	12	12
Engines	3	3
Engine Helper Service	6	6
Crossing Watchman	3	0
Detector Cars and Burro Cranes	6	12
Track Cars	4	8

NOTE—In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replaced at convenient points.

Slide Protection Fence

1043-A. The letters SP on a signal mast indicate the signal is connected with a slide protection fence and the most restrictive indication on such signal may be caused by a slide.

Employes finding such signals displaying the most restrictive indication, caused by a slide, must promptly report to Superintendent Transportation.

1043-A1. Slide protection fences in service:

Columbia and Port Deposit Branch between West Pilot and Harbor.

1043-A2. Between Midway and Holtwood trains or engines authorized to operate non-equipped and moving against the current of traffic must be governed by signal marked SP for normal track, in so far as protection against slides is concerned, approaching point where track may be obstructed prepared to stop when the signal displays its most restrictive indication.

Torpedo-Placing Machine

1050-A1. Torpedo-placing machine located 500 feet north of southward home signal at Canal movable bridge, governing southward movements on single track.

Torpedo-placing machine located 500 feet south of northward home signal at Canal movable bridge, governing northward movements on single track.

Torpedo-placing machine is marked by a sign showing the letter T illuminated when the home signal with which it is connected is in Stop position. The torpedo-placing machine places a torpedo in position to be exploded by a train or engine passing over it when the home signal with which it is connected is in Stop position. Trains or engines approaching a home signal governing movements on a track equipped with torpedo-placing machine must stop clear of the illuminated sign when the home signal indicates Stop.

When the home signal indicates Stop, and a train or engine passes the sign and explodes a torpedo, the train or engine must stop at once and report the occurrence to the operator.

SUPERIORITY OF TRAINS

1072-A1. Northward and westward trains are superior by direction to trains of the same class in the opposite direction, unless provided by train order.

GENERAL ORDERS

Bulletin Boards, Employees' Registers, Standard Clocks

1075-A1. Location of Bulletin Boards where General Orders of this Region, other regions and other railroads are posted and delivered. Locations on this Region of Employee's Registers and Standard Clocks:

Bulletin Board	Employee's Register	Standard Clock	Location	Other Regions and Railroads
X	X	.....	Eddystone—Yard Office	.....
X	X	X	Lamokin Block Station	Philadelphia
X	X	X	Thurlow Yard—Yard Master's Office	Philadelphia
X	X	.....	Stony Creek—Yard Office	Philadelphia
X	X	.....	Ford Motor Co., Chester—Yard Office	.....
X	X	X	Landlith—Crew Dispatcher's Office	New York Atlantic District Philadelphia Wash. Term. Co. Potomac Yard

Bulletin Board	Employee's Register	Standard Clock	Location	Other Regions and Railroads
X	X	.....	Edge Moor—North End Yard Office	.....
X	X	.....	Edge Moor—South End Yard Office	.....
X	X	.....	Edge Moor—Northbound Hump	.....
X	X	.....	Edge Moor—Southbound Hump	.....
X	X	X	Wilmington—Station Master's Office	Philadelphia New York Wash. Term. Co. Potomac Yard
X	X	X	West Yard—Yard Office	Philadelphia New York Wash. Term. Co. Potomac Yard
X	X	.....	Perryville—Freight Office	Philadelphia
X	X	.....	Baltimore—Wise Ave. Yard Office	.....
X	X	.....	Baltimore—Canton Yard Master's Office	.....
X	X	.....	Baltimore—Canton No. 3 Yard Ast. Yard Master's Office	.....
X	X	.....	Baltimore—Highland Yard Yard Master's Office	.....
X	X	X	Baltimore—Orangeville Crew Dispatcher's Office	New York Atlantic District Philadelphia Wash. Term. Co. Potomac Yard
X	X	.....	Baltimore—Bay View Hump	.....
X	X	.....	Baltimore—Bay View, South End Yard Office	.....
X	X	.....	Baltimore—President Sta. Agt's Yd. Office...	.....
X	X	X	Baltimore—Jackson's Wharf Agent's Office...	.....
X	X	X	Baltimore—Station Station Master's Office	New York Philadelphia Wash. Term. Co. Potomac Yard
X	X	.....	Baltimore—Mt. Vernon, Yd. Master's Office	.....
X	X	.....	Baltimore—Gwynns Run, Yd. Master's Office	.....
X	X	X	Benning—Yard Office	Wash. Term. Co. Potomac Yard
X	X	X	Washington—Jersey Yard Yard Master's Office	New York Atlantic District Philadelphia Wash. Term. Co. Potomac Yard
X	X	.....	Washington—Ivy City Team Track	New York Philadelphia Potomac Yard Wash. Term. Co.
X	X	X	Washington—Union Station Station Master's Office	New York Philadelphia Wash. Term. Co. Potomac Yard
X	X	X	Washington—Ivy City Enginehouse	New York Atlantic District Philadelphia Wash. Term. Co. Potomac Yard
X	X	X	Potomac Yard—R.F. & P.R.R. Enginehouse	New York Atlantic District Philadelphia Wash. Term. Co. Potomac Yard
X	X	X	York—Enginehouse Foreman's Office	Philadelphia
X	X	X	York—Yard Master's Office	Philadelphia
X	X	.....	Frederick—Freight House Office	.....
X	X	X	Delmar—Yard Master's Office	Philadelphia

Bulletin Board	Employee Register	Standard Clock	Location	Other Regions and Railroads
X	X	X	Clayton—Passenger Station	.....
X	X	X	Harrington—Passenger Station	.....
X	X	.....	Cambridge—Engine Preparers Building	.....
X	X	X	Cape Charles—Yard Master's Office	.....
X	X	X	Norfolk Yard—Yard Master's Office	.....
			W. M. Ry.— Port Covington—Yardmaster's Office Union Bridge—Passenger Station Hagerstown—Caller's Office	

NOTE 1—X indicates in service.

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

Standard Clocks

1075-A3. Standard clocks at other points:
Train Dispatcher's Office and Block Stations.

General Order Zones

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

- Zone A—Region Post (Phlla. Reg.) south of Darby to River.
- Zone B—River to Region Post (W.T.).
Pope's Creek Secondary Track.
- Zone C—Landover to Region Post (R.F. & P.R.R.).
- Zone D—Calvert to Region Post (Philadelphia Region),
York Secondary Track,
Frederick Secondary Track.
- Zone E—Columbia and Port Deposit Branch,
Chester Creek Secondary Track,
Octoraro Secondary Track.
- Zone F—Shellpot Branch,
Shellpot Secondary Tracks,
New Castle Secondary Track.
- Zone G—Delmarva Branch—West Yard, to north end Delmar Yard,
Newark and Delaware City Secondary Track.
- Zone H—Centreville Secondary Track,
Chestertown Secondary Track,
Oxford Secondary Track,
Denton Track,
McDaniel Track.
- Zone J—D.M. & V. Secondary Track,
Milton Track,
Rehoboth Track,
Ocean City Track
Cambridge Secondary Track.
Vienna Track.
- Zone K—North end Delmar Yard to Mile Post 8, south of
Delmar,
Mardela Track,
Willard Track.
- Zone L—Mile Post 8, south of Delmar to Cape Charles,
Crisfield Secondary Track,
Kiptopeke Track.
- Zone M—Norfolk Yard to Camden Helghts,
North Junction to St. Julian Avenue Freight
Station.

Qualification of Conductor or Engineman

1075-A5. Referring to Rule 75 (eighth paragraph), conductors and enginemen will transfer information from "Qualification for Service" page of current time-table to succeeding issue, showing correct qualifications.

1075-A6. Passenger trainmen and passenger engine crews, unless otherwise instructed, must register for duty prior to scheduled leaving time of trains as follows and personally sign employe register, ready for duty, not later than time specified:

Number of minutes required to register in advance of departing time.

LOCATION	SERVICE	Notes	Passenger Engine Crews			
			Passenger Trainmen	Diesel and Electric Engines	MU Trains	Gas and Oil—Electric
Wash.—Union Sta.....	Trains from Union Sta.....	1	30	75	75	.....
Wash.—Union Sta.....	Trains from G&H Yd.....	1	75	75	.....	.....
Wash.	Trains from Potomac Yd.....	2	30	75	.....	.....
Balto.-Orangeville.....	Trains from Penna. Sta.....	1	.....	75	.....	.....
Balto.—Penna. Sta.....	Trains from Penna. Sta.....	1	25	60	25	25
Wilm.—Penna. Sta.....	Trains from Penna. Sta.....	1	25	75	25	.....
Wilm.—West Yd.....	Trains from West Yd.....	1	25	75	25	.....
Lamokin.....	Trains from Lamokin.....	1	25	25	25	.....
Delmar.....	Trains from Delmar.....	1	20	60	.....	.....

Passenger trainmen deadheading must sign employe register 10 minutes prior to leaving time of train on which deadheading.

NOTE 1—Prior to schedule departure.

NOTE 2—Prior to reporting at Potomac Yard.

1075-A7. Crews of all Chesapeake Region trains will be governed by the following instructions before leaving Washington:

Conductors of departing trains, when registering at Station Master's Office, Union Station, Washington, will inquire of operator in D.C. Telegraph Office for instructions or train orders for their trains.

If instructions or train orders are received, conductors must personally deliver them to enginemen and see that enginemen properly understand them.

When there are no orders or messages, the conductor will personally notify the engineman before the train departs.

Observation of Trains for Defects

1076-A1. Indicator light displaying illuminated letter "E" located adjacent to fixed signals governing movement on No. 1, No. 2, No. 3, and No. 4 tracks located on Signal Bridge 1738 feet north of Mile Post 84, in service.

Indicator light displaying illuminated letter "E" indicates the dragging equipment detector has been actuated and train must stop as soon as safe handling will permit. Train crew must notify the operator at next block station in the rear of the actuation, and must examine the entire train, and advise operator when this has been done before proceeding.

Laurel Movable Bridge

1076-A2. Telephone boxes located at each fixed signal are equipped with a small light and push button in a sealed case to be used in connection with dragging equipment detectors.

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

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

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

MOVEMENT OF TRAINS

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

1083-A2. NORTHERN CENTRAL BRANCH. A proceed signal displayed for eastward movement of yard engines to single track at York Block and Interlocking Station will indicate that all trains due which are superior, have arrived or left.

1083-B. Rule D-83: Except on portions of the railroad where Rules 251 or 261 are in effect, information as to the departure of superior trains will be furnished verbally to train by the operator at initial stations or junctions.

Train Ready Indicators

1084-A1. WILMINGTON STATION. Conductors of trains using the Middle Track at Wilmington Passenger Station will, prior to leaving time, or when ready to proceed, Tap Out, by displaying the red light in the Train Starting Tap Signal System, located at the head of the north stairway adjacent to the Middle Track. Light to be extinguished by the operator after train has departed.

1084-A2. BALTIMORE STATION. Train-starting indicator, consisting of a yellow and green light suspended from shelter shed 20 feet south of Charles Street Bridge, governing departure of southward and westward trains on Station Tracks No. 2, No. 3, No. 4 and No. 5. Push buttons located at convenient points on shelter posts on island platforms, No. 1 and No. 2, marked "Start" and "Track Number."

Train crews, station forces, and operator B.& P. Junction block station must be governed as follows:

When passenger trains are ready to leave, conductor must push button on post adjacent to track on which train is standing, which will display yellow light on train-starting indicator and yellow light on indicator in B.& P. Junction block station.

Yellow light on indicator in B.& P. Junction block station will show track from which train is ready to leave. When ready to start train, operator will push button marked S, which will display green light on starting indicator.

Conductor must observe train-starting indicator, and when green light is displayed, give proper communicating signal to engineman to proceed unless otherwise instructed.

Lights to be extinguished by the operator after train has departed.

Yard Limits

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

Track	Between	And
Northern Central Branch	281 feet east of Parkton	4708 feet west of Parkton
	1729 feet east of Mile Post 80	2439 feet east of Mile Post 55
Delmarva Branch	Northward Home Signal Bank	Mile Post 5
	Southward Home Signal Tanker	Mile Post 15
	Townsend—1130 feet north of M.P. 29	2600 feet north of Mile Post 38
	Dover—Mile Post 46	2700 feet south of Mile Post 51
	Harrington—Mile Post 62	1620 feet south of Mile Post 66
	Bridgeville—Mile Post 76	Mile Post 78
	Seaford—500 feet north of north end Seaford Siding	Mile Post 85
	Laurel—Mile Post 90	Salisbury—Mile Post 9
	Cobbs—1261 feet north of Mile Post 89	Mile Post 95—Cape Charles
	Centreville Secondary	160 feet south of Main Line Junction Townsend	3068 feet south of Townsend passenger station
Oxford Secondary	160 feet south of Main Line Junction Clayton	3452 feet south of Clayton passenger station
D.M. & V. Secondary	160 feet south of Main Line Junction Harrington	228 feet south of Mile Post 1
Cambridge Secondary	160 feet south of Main Line Junction Seaford	1300 feet south of Mile Post 2
Frederick Secondary	3093 feet north of Mile Post 14	3305 feet south of Mile Post 16
	4392 feet north of Mile Post 32	3394 feet south of Mile Post 32
Pope's Creek Secondary	Bowie	975 feet north of Mile Post 1

1093-A2. Shifting engines of the Western Maryland Ry., when using Frederick Secondary Track, within York yard limits, must not move north of Gas Company track, nor south of north end West York siding.

Permission for use of Frederick Secondary Track must be secured from operator at York block and interlocking station. After clearing the Pennsylvania R.R. tracks, report clear to operator at York block and interlocking station.

Shifting engines of the Pennsylvania R.R., when using main track of Western Maryland Ry., within York yard must not move beyond Gas Co. track east, nor west of Market Street.

Crews will operate at restricted speed.

Permission for use of the Western Maryland Ry. tracks must be secured from Western Maryland Ry. operator at York, 5.30 A.M. to 11.00 A.M., and from 12.00 Noon to 2.30 P.M., daily, except Sunday. On Sundays, and at all other times, permission must be secured from train dispatcher at Hagerstown. After clearing the Western Maryland Ry. track, report clear to operator or train dispatcher as indicated above.

1093-A3. Permission for use of the B.&O. track at the Chevrolet Plant at Canton must be secured from the B.&O. operator at Bay View. After clearing this track, report clear to B.&O. operator at Bay View.

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

Track	Between	And
No. 2 & No. 3	B.&P. Junction	Fulton
No. 1 & No. 2	Mt. Vernon	Glencoe

Authority to Proceed as an Extra

1097-A1. Referring to the Note to Rules S-97 and D-97 when a train is to run as a Passenger Extra it will be notified by the operator, except:

At Wilmington, Baltimore and Washington Passenger Stations, station masters are authorized to verbally instruct conductor to operate train as a Passenger Extra. Conductor must instruct engineman.

Non-Interlocked Railroad Crossings at Grade

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

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

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
West Yard: Penna. R.R. yard track with Reading Co. track and B.&O. track.	Fixed Signal Low Home Type	Stop or Restricting	Penna. R.R. trains and engines must stop before fouling crossing and crew must be positive no conflicting moves are being made before changing route and signals.	5
Hasel Dell: New Castle Secondary track with Reading Co. track.	By Day: Gate Target By Night: Red Light	Stop	Must approach crossing prepared to stop and stop, unless crossing is seen, or known, to be clear and gate in proper position.	1
Mill Creek Jet: Penna. R.R. Yard track with Reading Co. track.	Semaphore and Derails	Stop	Ground levers controlling signals and derails located at crossing will be operated by train and engine crews. Signals normally clear for Reading Co. track.	
Pigeon Point Crossing: New Castle Secondary track with Reading Co. track.	Semaphore	Clear	Will be operated by train or engine crews from cabin located adjacent to the crossing in accordance with instructions posted in cabin.	2
New Castle: Battery track with New Castle Secondary track.	Stop Signs	Stop	All movements must be made under flag protection.	
Union Crossing: President Street Yard track and Bear Creek track and Canton R.R.	Stop Sign with Red Light	Stop	All trains using this crossing must stop clear of stop signs at clearance point and then proceed over crossing under flag protection. In the event trains of the Canton R.R. and Penna. R.R. arrive at the crossing at approximately the same time, trains of the Penna. R.R. will have prior right to crossing.	
Madison Yard: W. M.Ry. with Penna. R.R. at Monument Street.	None	None	Stop clear of crossing and then proceed over grade crossing under flag protection.	
Canton: Canton R.R. with Penna. R.R. South of 16th Street.	Stop Signs with Red Lights	Stop	All trains using this crossing must stop clear of stop signs at clearance points and then proceed over crossing under flag protection. In the event trains of the Canton R.R. and the Penna. R.R. arrive at the crossing at approximately the same time, trains of the Penna. R.R. will have prior right to crossing.	
Canton: Penna. R.R. with B. & O. R.R. and Canton R.R.	Stop boards with Red Lights on Canton R.R. Semaphore signals on B. & O.R.R. and Penna. R.R.	Stop (Signals north and south of crossing)	Fixed signals protecting Penna. and B.&O.R.R. trains at this crossing will display aspects Rule 292, Figure C and Rule 281, Figure B, and will govern movements over the crossing only. The normal indications displayed on these signals will be clear for the movement of Penna. R.R. trains and stop against the movements of B.&O.R.R. trains. In addition to complying with the indication of fixed signals or stop boards trains approaching this point must not proceed until they have received a hand signal from the switch tender in charge of the crossing. Northward Penna. R.R. trains approaching this point and finding the signals in stop position will stop clear of Boston Street grade crossing.	
Canton: Penna. R.R. track — to Pier 11 with Canton R.R. tracks.	Day — Target; Night — Two Red Lights	Vertical	All Penna. R.R. movements STOP. Canton R.R. movements proceed at speed not exceeding 10 miles per hour.	3
	Day — Target; Night — Two Red Lights	Horizontal	All Canton R.R. movements STOP. Penna. R.R. movements proceed at speed not exceeding 10 miles per hour.	
Canton: Penna. R.R. crossing to Ore Pier and across Canton R.R. on Newgate Aves.	Semaphore with Green and Red Lights	Horizontal	It must be known that crossing is clear before using.	4
Hanover: W.M.Ry. with Penna. R.R., 1860 feet south of Mile Post 31.	Stop Signs	Stop	Stop before crossing and then proceed under flag protection.	

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Hanover: W.M.Ry. with Penna. R.R., 8450 feet south of Mile Post 81.	Stop Signs	Stop	Stop before crossing and then proceed under flag protection.	
Frederick: Penna. R. R. with Potomac Edison Company, Fifth Street.	None	None	All trains must approach crossing prepared to stop, and stop; unless crossing is seen or known to be clear.	
Frederick: Penna. R. R. with Potomac Edison Company, Patrick Street.	None	None	All trains must approach crossing prepared to stop, and stop; unless crossing is seen or known to be clear.	

NOTE 1—Normally set for Penna. R.R. Trains.

NOTE 2—Signals will normally be set for movements on Penna. R.R. tracks. Cabin equipped with Penna. R.R. and Reading Co. switch locks. Cabin must be kept locked, when not in use.

NOTE 3—All trains will stop clear of switches and crossing unless signal is in proceed position. The normal position of signal will be vertical for Canton R.R. movements. When a movement is to be made by Penna. R.R., a member of Penna. R.R. crew must, if crossing is not occupied by a Canton R.R. train, or a Canton R.R. train is not approaching close to the crossing, place target signal in a horizontal position and when movement of Penna. R.R. train over crossing is completed, member of Penna. R.R. crew will restore target signal to vertical position.

NOTE 4—Normal position is for Penna. R.R. movements. When movement is to be made by Canton R.R., member of Canton R.R. crew must place signal in stop position if crossing is not occupied by a Penna. R.R. train, or a Penna. R.R. train is not approaching close. When movement of Canton R.R. train is completed, member of Canton R.R. crew must restore signal to normal position.

NOTE 5—If from failure of apparatus signal cannot be changed from its most restrictive indication and no conflicting movement of either railroad is in sight, conductor or engineman will, after protecting crossing, pass signal in stop position and report to Superintendent Transportation from first point of communication where the report can be made without delay.

Movable Bridge—Not Part of an Interlocking

1098-B1. Potomac River (0.94 miles south of Fourteenth Street Interlocking). In case of signal failure northward and southward trains will be permitted to pass the stop signal after receiving a hand signal under the direction of the bridge tender, by the bridge tender or trainman stationed on the track on which the movement is to be made, after ascertaining that the movable bridge is in place, rails properly lined up and smash boards in vertical position, and must not exceed a speed of four miles per hour over the movable bridge with any part of train.

1098-B2. Bridge Four (Ward Block and Interlocking Station). In case of signal failure when Ward is closed, train order will be issued. Before train order is issued with signal in stop position for a movement over the movable bridge, the bridge tender must personally examine or have knowledge from an authorized maintainer or M. W. representative that the movable bridge is in place, with rails lining up properly, locked and safe for train movements and smash boards secured in vertical position. Train must then not exceed a speed of four miles per hour over movable bridge with any part of train.

1098-B3. Canal (1.5 miles south of Kirkwood). In case of signal failure a train will be permitted to pass the stop signal after receiving a hand signal given under the direction of the bridge tender, by the bridge tender or trainman stationed on the track on which the movement is to be made after ascertaining that the movable bridge is in place, rails properly lined up and smash boards in vertical position, and must not exceed a speed of four miles per hour over the movable bridge with any part of train.

1098-B4. Laurel. (0.2 miles north of Laurel). In case of signal failure a train will be permitted to pass the stop signal after receiving a hand signal given under the direction of or by the bridge tender or trainman stationed on the track on which the movement is to be made, after ascertaining that the movable bridge is in place with rails lining up properly and smash boards in a vertical position. A speed of 4 miles per hour must not be exceeded over the movable bridge with any part of train.

1098-B5. Lewes. Located in Rehoboth track, 6.2 miles north of Rehoboth station. Normal position is movable bridge open for water traffic. In case of failure a train will be permitted to proceed after receiving a hand signal given under the direction of or by the bridge tender or trainman, after ascertaining that the movable bridge is in place with rails lining up properly and smash boards in a vertical position. A speed of 4 miles per hour must not be exceeded over the movable bridge with any part of train.

1098-B7. Royal Oak. Located in McDaniel track, 6.4 miles west of Easton Junction. Normal position is movable bridge open for water traffic.

1098-B8. Darby Creek. (0.95 miles south of Essington Freight Station). In case of signal failure trains will be permitted to pass the stop signal after receiving a hand signal given under the direction of the bridge tender or trainman stationed on the track on which the movement is to be made after ascertaining that the movable bridge is in place, rails properly lined up and smash boards in vertical position, and must not exceed a speed of four miles per hour over the movable bridge with any part of train.

1098-B9. In the event a movable bridge is found in other than a normal position report must be made promptly to the Superintendent Transportation. Trains desiring to use a movable bridge under such conditions will be governed by written instructions from the Superintendent Transportation.

Automatic Highway Crossing Protection on Sidings, Yard or other Tracks			
1103-A2. At the following locations automatic highway crossing protection indicates the approach of a train:			
Track	Crossing	Location	Note
Storage	Mt. Pleasant Road	Mt. Pleasant	5
Station	Main Street	Middletown	1
Switching	Main Street	Middletown	1
Storage	Main Street and Dexter Road	Townsend	2
Switching	Jimtown Road	Clayton	1
Switching	Division, Forrest & North Sta.	Dover	1
Wyoming Siding	North Street Front Street Third Street Broad Street Camden St. & Wyoming Ave.	Wyoming	1
Milk	Center Street	Harrington	1
Harrington Siding of both directions	Center, Liberty & Clark Sta.	Harrington	1
D.M. & V. Secondary	U.S. Route 13	Harrington	1 & 4
Seaford Siding	County Road No. 543	Seaford	5
Seaford Storage	River Road	2100 feet south of Seaford	1
Switching	Sirth Street—356 feet south of passenger station Seventh Street—726 feet south of passenger station Eighth Street—1156 feet south of passenger station Market Street—462 feet north of passenger station	Laurel	1
Delmar Siding	State Street	Delmar	1
Delmar Siding	Chestnut Street	Delmar	1
Scale	State Road	Delmar	1
Delmar Siding	State Road	Delmar	1
Lecates	State Road	Delmar	8
Allens	Bateman Street	Salisbury	1
East Switching	Naylor Street Isabella Street Church Street	Salisbury	1 1 1
West Switching	Locust Street Vine Street South Division Street College Avenue Bateman Street	Salisbury	1 1 1 1 1
Switching	Academy Street Antiock Street Hampton Street	Princess Anne	1
Switching	Clark and Second Streets	Pocomoke	1
Parkley Siding	Adelaide & Bennett Streets	Parkley	1
Onley Switching	Route 179	Onley	1
Storage & Shifting	Route 183	Exmore	1
Denton	Route 404	Willoughby	1
Station	Lake Avenue	Hillsboro	1
Station	Main Street	Millford	1
Station	Main Street	Ellendale	2
Station	Main Street	Dagsboro	2

Track	Crossing	Location	Note
Station	Main Street	Frankford	2
Storage	DuPont	Seaford	3
No. 1 Extension	South Chapel Street	Newark	7
Chester & Philadelphia	Market Street	Chester	1
Lutherville Freight House	Seminary Avenue	Lutherville	1
Public Delivery	Manor Road	Monkton	1
Westward Storage	Main Street High Street Franklin Street	New Freedom	6 1 1
Glen Rock Industrial	Valley Street Water Street Main Street	Glen Rock	1
Eastward Industrial	Grantley Road	York	1
Westward Industrial	West Philadelphia Street W. Princess Kings Mill Road Grantley Road W. King Street West Market Street	York	
King St. Yard	W. Princess	York	1
Mt. Wolf Siding & Ind.	Maple Street	Mt. Wolf	1
Sparrows Point Spur	Bletzer Road Fischer Road	Baltimore	

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

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

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

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

NOTE 3—Push buttons are located in small boxes on relay cases at crossing. Before trains on station or other tracks move over crossing a member of the crew must operate push button until train occupies crossing.

NOTE 4—Automatic protection will operate for southward trains or engines when trains pass "CC" sign located 70 feet north of crossing.

Southward trains or engines must stop after occupying this circuit and not proceed over crossing until flashers are operating.

Automatic protection will operate for northward trains or engines when trains pass a point 1300 feet south of crossing.

NOTE 5—Automatic highway crossing protection indicates the approach of trains, when trains occupy track circuits, 660 feet from crossing.

NOTE 6—Automatic protection operates when trains occupy track circuit extending 70 feet from crossing.

Before engine or train move over crossing, crews must know that automatic protection has operated for at least 15 seconds.

NOTE 7—Automatic protection for southward movements operates when train occupies track circuit extending 70 feet north from crossing.

Southward trains or engines must stop after occupying this circuit and not proceed over crossing until automatic protection has operated.

NOTE 8—Automatic protection operates when trains occupy track circuit extending 70 feet south of crossing and 35 feet north of crossing.

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

Interrupting Operation of Automatic Highway Crossing Protection Manually

1103-A4. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Track	Crossing	Location	Note
New Castle Secondary	South Street	New Castle	
Octoraro Secondary	State Road	Avondale	
D.M. & V. Secondary	Lake Avenue	Milford	
	Main Street	Dagsboro	
	Main Street	Frankford	
Main	Carey Street	Delmar	1
	State Street		

NOTE 1—Trains making southward movement after having stopped at Delmar Train Order Office will approach State Street crossing prepared to stop and must not move over the crossing until automatic protection is provided, or as prescribed by Rule 103.

Control apparatus is located in Delmar Train Order Office and is operated by operator.

Instructions for operation of control apparatus located in box attached to Instrument Case.

Interrupting Operation of Automatic Highway Crossing Protection Automatically

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

Location	Crossing	Track	Notes
Main Line:			
Davis	South Chapel St.	No. 2, No. 3 and No. 4	1
Iron Hill	Iron Hill Road	No. 2	2
River	Patapsco Ave.	No. 1 and No. 3	3
Northern Central Br.:			
Woodberry	Union Ave.	No. 1 and No. 2	
Lutherville	Seminary Ave.	No. 1	4
Texas	Church Lane	No. 1	23 & 24
Cockeysville	Beaver Dam Rd.	No. 1	4
		No. 2	—
Glencoe	Glencoe Rd.	No. 1 and No. 2	
White Hall	Parkers Rd. McCulloughs Rd.	Main	5
		Main	
New Freedom	Franklin St. High St. Main St.	Main	4
		Main	22
		Main	22
Glen Rock	Valley St. Main St. Water St.	Main	6
		Main	6
		Main	6
York	Grantley Rd. Grantley Rd. Kings Mill Rd. Kings Mill Rd. W. Princess St. W. Princess St. W. King St. W. King St. W. Phila. St. W. Phila. St. West Market St. West Market St.	Main	7
		Grantley Industrial	
		Main	8
		Grantley Industrial	
		Main	4 & 9
		Grantley Industrial	
		Main	10
		Grantley Industrial	
		Main	20
		Grantley Industrial	—
Main			

Location	Crossing	Track	Notes
Octoraro Secondary: Avondale	State Rd. - Route 41 Baltimore Pike	Main Main	11
Frederick Secondary: West York	West Market St. West Market St.	Main West Siding	
Delmarva Br.: Middletown	Main St.	Main	12
Townsend	Main St.	Main	11 & 13
Clayton	Jintown Jintown	Main	14
		Switching	11 & 15
Dover	Division St. Division St. Forrest St. Forrest St. North St.	Main	16
		Switching	16
		Main	16
		Switching	16
Felton	Main St.	Main	11
Harrington	Center St. Center St. Liberty St. Liberty St. Clark St. Clark St.	Main	17
		Siding	17
		Main	17
		Siding	17
		Main	17
Greenwood	Market St.	Main	11
Bridgeville	Market St.	Main	11, 12, 21
Seaford	River Rd.	Main	12
Laurel	Market St. Sixth St. Seventh St. Eighth St.	Main	11 & 12
		Main	11 & 12
		Main	11 & 12
		Main	11 & 12
Delmar	Chestnut Street	Main	26
Fruitland	Main St.	Main	11 & 12
Parksley	Bennett St. Bennett St. Adelaide St. Adelaide St.	Main	18
		Siding	18
		Main	18
		Siding	18
Capes	Route 13	Main	19
D.M. & V. Secondary Track.: Milford	Walnut Street	D.M.&V. Secondary	19 & 25

NOTE 1—Southward trains receiving Stop signal at Davis must stop north of insulated joints 85 feet north of crossing.

NOTE 2—Northward trains receiving Stop signal at Iron Hill must stop south of insulated joints 85 feet south of crossing.

NOTE 3—Cars must not be permitted to stand on No. 1 track between crossing and insulated joints 950 feet south thereof, or on No. 3 track between crossing and insulated joints 660 feet north thereof.

NOTE 4—Cars must not be permitted to stand between crossing and insulated joints 600 feet west thereof.

NOTE 5—Cars must not be permitted to stand between crossing and insulated joints 300 feet east thereof.

NOTE 6—Cars must not be permitted to stand between Valley St. crossing and insulated joints 70 feet east thereof.

NOTE 7—Cars must not be permitted to stand between crossing and signal N558.

NOTE 8—Cars must not be permitted to stand between signal N559 and insulated joints 1165 feet west of crossing.

NOTE 9—Cars must not be permitted to stand between crossing and insulated joints located 725 feet east thereof, unless switch leading to York Caramel Company or York Benevolent Association track is reversed.

NOTE 10—Cars must not be permitted to stand between W. Princess St. and W. King St. unless a switch leading to the G. F. Motter track is reversed.

NOTE 11—Cars must not be permitted to stand between crossing and insulated joints 800 feet south thereof.

NOTE 12—Cars must not be permitted to stand between crossing and insulated joints 800 feet north thereof.

NOTE 13—Cars must not be permitted to stand between crossing and insulated joints 200 feet north thereof.

NOTE 14—Northward trains with more than 33 cars, stopping to perform work, must detach engine before passing CC sign 600 feet south of crossing. Southward block signal will not display a more favorable indication than stop for trains making station stop or performing work until engine whistle is sounded.

NOTE 15—Trains and engines consuming more than 1 minute between insulated joints 530 feet south of crossing and crossing will cause gates to raise.

NOTE 16—Trains on switching tracks with 14 or more cars performing work must stop before passing CC signs located 1350 feet south of and 2100 feet north of passenger station.

Trains on main track leaving cars between Division St. and Forrest St. will have gates down at Forrest St. and Division St. until movement is made over switch leading to station tracks.

NOTE 17—Northward trains with 12 or more cars performing work must stop south of home signals.

Northward home signals at Liberty St. will display stop indication for train making station stop, until engine whistle is sounded.

Southward home signal at Clark St. on main track will display stop indication for trains making station stop until engine bell is sounded.

Southward trains on main track with more than 12 cars performing work must stop north of Fleming's track.

NOTE 18—Cars must not be permitted to stand on main track or siding between Adelaide St. and CC sign 600 feet north thereof.

Cars must not be permitted to stand on main track between northward block signal and Bennett St.

NOTE 19—Cars must not be permitted to stand between crossing and insulated joints 300 feet south thereof.

NOTE 20—Cars must not be permitted to stand between crossing and insulated joints 233 feet east thereof when shifting moves are made.

NOTE 21—Trains making northward movement from freight station track will approach Market Street crossing prepared to stop and must not move over the crossing until automatic protection is provided, or as prescribed by Rule 103.

NOTE 22—Cars must not be permitted to stand between High Street and insulated joints 600 feet west thereof, unless switch leading to the R. C. Shuchart Co. track is reversed.

NOTE 23—Cars must not be permitted to stand between crossing and insulated joints 800 feet east thereof unless switch leading to Texas Industrial track is reversed.

NOTE 24—Cars must not be permitted to stand between crossing and insulated joints 805 feet west thereof unless switch leading to H. T. Campbell Corporation track is reversed.

NOTE 25—Cars must not be permitted to stand between crossing and insulated joints 310 feet north thereof.

NOTE 26—Northward trains stopping to change crews at Delmar will stop south of signal 03, located 1947 feet south of Delmar Train Order Office.

Protection for Public Highway Crossings at Grade

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

Track	Crossing	Location	No crossing watchman on duty between the hours of
Freight House	Fourth St.	Wilmington	2.00 P.M. to 10.00 P.M., Monday through Friday 6.00 A.M. Saturday to 10.00 P.M. Sunday

Track	Crossing	Location	No crossing watchman on duty between the hours of
Frederick Secondary	Newberry St.	West York	5.00 P.M. and 5.00 A.M. All day Sunday
	Roosevelt Ave.	West York	11.00 P.M. and 4.30 A.M. All day Sunday
	Hartley St. Manchester St. West St. Belvidere St. Carlisle Ave. Richland Ave.	West York	5.00 P.M. and 5.00 A.M. All day Sunday
	D.M. & V. Secondary	Market St.	Georgetown	4.30 P.M. and 8.30 A.M. Weekdays. All day Sunday.

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

Track	Crossing	Location	Note
Exchange 1, 2, 3 & 4	Clark Street	Pocomoke	
Lead to Team Trk.	Second Street		
Ocean City	U.S. Route No. 113	Berlin	4
Oxford Secondary	Smyrna Avenue Route 454	Clayton Marydel	1 4
Wheatley, Inc.	Main Street State Route 6	Clayton	
Centreville Secondary	Route 291 Route 302 Route 313	Millington Barclay Barclay	
Chestertown Secondary	High Street Queen Street Route 213	Chestertown Chestertown Kennedyville	
Oxford Secondary	Brookletts Ave.	Easton	
Crisfield Secondary	Route 357	Marion	
Cambridge Secondary	Main Street	Hurlock	
Cambridge	Washington Street Maryland Avenue	Cambridge	
Side	Route 14	Nassau	
Rehoboth	Route 18 Kings Highway	Lewes Lewes	3
Milton	Route 5	Milton	
Vienna	State Road No. 392	Hurlock	
Denton	Route No. 313 Bloomingdale	Denton 12,480 feet East of Queenstown	
Delaware Power and Light Co.	Route 331	Millsboro	3
Mardela	North Division St. West Main Street Route 13 Isabella Street Chestnut Street	Salisbury	
Willard	Truitt Street Route 50	Salisbury 22,900 feet East of Salisbury 43,675 feet East of Salisbury	

Track	Crossing	Location	Note
Industrial Track	Delaware Avenue	220 feet North of switch leading to Newark Lumber Co. track, Newark Center	
	Cleveland Ave.	75 feet North of switch leading to Curtis Paper Co. Warehouse track, Newark Center	
Davis Wye	South Chapel St.	830 feet North of Davis Block and Interlocking Sta.	
Industrial	16th St., N.E. V St., N.E. 31st St., N.E. Adams Pl., N.E.	Washington	
U.S. Capitol Power Plant	Virginia Ave., S.E.	Washington	
Industrial	Concord Road	Concordville	3
Octoraro Secondary	Prospect Avenue West Grove Guernsey Avenue West Grove Hodgson Road Elkview	2480 feet South of Mile Post 40 205 feet North of Mile Post 41 1390 feet South of Mile Post 44	
	Route 135	Brandywine Summit	3
Octoraro Secondary	Elkdale Road Lincoln University Chase Street Oxford Hodgson Street Oxford Route 131	1035 feet North of Mile Post 46 223 feet North of Mile Post 49 1650 feet South of Mile Post 49 3000 feet South of Mile Post 50	
	Dunlap Road Route 131	Mile Post 51 3000 feet South of Mile Post 54	
	Ward's Road Rising Sun Queen Street Rising Sun Browns Road Colora	3950 feet South of Mile Post 56 220 feet South of Mile Post 57 3400 feet South of Mile Post 59	
York Secondary	Front Street	Wrightsville	
Frederick Secondary	Ridge Avenue Center Street Carlisle Street High Street State Highway Route 194 Patrick Street East Church St. East Second St. East Third St. East Fourth St.	Hanover 732 feet South of Mile Post 37 Frederick	6
	Chester Creek Secondary	Ninth Street	Chester
Minnick-Principio	Post Road	Perryville	
Pope's Creek Secondary	Public Highway	3995 feet South of Mile Post 14	
Valley	All Highway Crossings	Between Thurlow and Lamokin	
Chester and Philadelphia	Wanamaker Ave. Island Road Morton Avenue	Essington Essington Chester	
Lamokin Run	Second Street Third Street Tilghman Street	Chester	
South Chester	Flower Street	Chester	

Track	Crossing	Location	Note
N. & D.C.	U.S. 13	Corbit	5
N. & D.C. Secondary	Chestnut Road	4938 feet South of Davis Glasgow	5
	U.S. 40		
Brandywine	Claymont Street Governor Printz Boulevard Jessup Street Market Street Van Buren Street	Wilmington	
	Main Street Chapel Street All Highway Crossings	Newark Center Elkton	
Bear Creek	Newkirk Street	Canton	
Green Spring	Rockland	Green Spring Trk.	
President Street	Boston and Clinton Streets	Baltimore	2
Catonsville	Beechfield Ave. 150 feet West of Shady Nook Ave.	Catonsville	
United Clay Products Co.	Baltimore-Washington Expressway	1220 feet South of main track switch	3
New Castle Secondary	Christiana Avenue	Wilmington	7

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

NOTE 2—Before making a movement over Boston and Clinton Street public highway crossing, trains must stop and conductor, engineman, or member of train crew when authorized by conductor or engineman, must go to signal control box located north or south of crossing, unlock Traffic Signal control box; wait until amber light is displayed for either street, then turn snap switch which will place highway traffic signals in stop position for both streets. Train movement may then proceed over crossing. After train has cleared crossing, highway traffic signals must be restored to normal operation by use of snap switch in control box on either side of crossing.

NOTE 3—Before making a movement over the public crossing, trains must stop and conductor, engineman or member of train crew when authorized by conductor or engineman, must go to signal control box located on highway crossing signal masts north or south of crossing, open box and push "START" button, which will start the highway flashing signals. After highway traffic is stopped, train movement may then proceed over crossing. After train has cleared crossing, highway traffic signals must be restored to normal operation by pushing stop button in control box on either side of crossing. Control boxes must be closed and locked immediately after use.

NOTE 4—This highway crossing is equipped with traffic signals displaying flashing yellow or red for highway traffic. Before making a movement over crossing, trains must stop and conductor, engineman, or member of train crew when authorized by conductor or engineman, must go to signal control box mounted on poles located north or south of crossing, unlock control box with switch key, then turn snap switch which will place highway traffic signals in red or stop position. Train movement may then proceed over crossing. After train has cleared crossing, highway traffic signals must be restored to normal operation by use of snap switch in control box on either side of crossing.

NOTE 5—Automatic protection operates when trains occupy track circuit extending 70 feet from crossing.

Before engines or trains move over crossing, crews must know that automatic protection is operating to protect highway traffic.

NOTE 6—Before making a movement over any of the five public highway crossings, trains must stop and conductor, engineman, or member of train crew when authorized by conductor or engineman, must go to traffic signal control box located at East Fourth Street, or at Patrick Street and turn snap switch which will place highway traffic signals in stop position for all five streets. Train movement may then proceed over the crossings. After train has cleared all five crossings, highway traffic signals must be restored to normal operation by turning snap switch in traffic signal control box located at East Fourth Street or at Patrick Street.

NOTE 7—These instructions do not apply to Trains D-3, D-27 and Harrington or Clayton Turnaround Extras.

1103-C2. All trains must stop before passing over the following highway crossings. Movements may then be made over these crossings under protection of a trainman stationed on the crossing equipped with a red flag in day time and red light at night, who must remain on the crossing prior to and during the entire period any part of crossing is occupied by engine or train:

Track	Crossing	Location
Octoraro Secondary	Market Street	Oxford
Octoraro Secondary	Broad Street	Kennett Square
Pacific Gas Co.	Route U.S. 1	Avondale
Octoraro Secondary	Oakland Avenue	First Crossing North of West Grove
Mitzel	Route 24	Emigsville
Aberfoyle	Fourth St. (Route 291)	Chester
Sun Oil Co.	Route U.S. 13—Post Rd.	Marcus Hook
N. & D.C.	State Road Reybold	N. & D.C. Track

1103-C4. Calvert Station Trains or engines must not proceed over Monument Street Highway Crossing and Madison Street Highway Crossing at grade unless the crossing is seen or known to be clear.

Automatic Highway Crossing Protection

1103-D1. When Budd Tubular Equipment is stopped on grade crossing protected by automatic apparatus, protection must be provided by crews against highway traffic.

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

Switch Located at	Connecting	With	Normal Position is for Movements
Calvert	Ladder Switches	No. 2 Track	No. 2 Track
Mass	Chestertown Secondary Track	Centreville Secondary Track	To Centreville Secondary Track

1104-C1. Operators in Charge of Main Track Hand-operated Switches when Block Station is Open

Location	Switches
Tasker	Switch leading to Deemer Steel Casting Co. Industrial track. Crossover between single track and New Castle secondary track. Crossover between single track and Tasker siding.

Hand-Operated Switches Equipped with Electric Locks

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

Location	Switch	Controlled by
Baldwin	No. 4 Track to Pittsburgh Mill Steel Co. Indus. Trk.	Baldwin
West Yard	South End of No. 20 Track	Bank
Bridge	Delaware Floor Products Co. Industrial Track	Bridge
Charlestown	Public Delivery Track	Davis
Charlestown	Davis Sand and Gravel Co.	Perryville
Tome	Wiley Equipment Co. Industrial Track	Cola
Port Deposit	Public Delivery Track	Cola
Port Deposit	Port Deposit Quarries Co. Industrial Track	Cola
Conowingo	Public Delivery Track	Cola
Pilot	Public Delivery Track	Cola
Peach Bottom	Public Delivery Track	Cola
Fishing Creek	Public Delivery Track	Cola
McCalls Ferry	Public Delivery Track	Cola
McCalls Ferry	Penna. Water & Power Co. Track	Cola
Pequea	Thomas S. Martin Industrial Track	Cola
West Harbor	Safe Harbor Water Power Co.—Interchange Track	Cola
Aberdeen	C. B. Osborne Industrial Track	Perryville
Aberdeen	North End of Northward Siding	Perryville
Edgewood	Arsenal Industrial Track	Edgewood
Magnolia	Public Delivery Track	Edgewood
Canton Jct.	Industrial Track (Loney's Lane)	Bay
Baltimore	Md. & Pa. Interchange Track	B. & P. Jct.
Baltimore	Waverly Press Co. Track	Union Jct.
North Ave.	Lead to Bolton Yard	North Ave. (B. & O.R.R.)
Baltimore	Crossover between No. 4 and No. 5 Tracks (Electric lock on each end of crossover)	Fulton
Baltimore	American Ice Co. Industrial Track	Gwynn
Baltimore	Lafayette Yard	Gwynn
Jct. No. 4 Trk. Frederick Rd.	Catonsville Track	Gwynn
Bowie	Crippled Car Track	Landover
Seabrook	Public Delivery Track	Landover
Cheverly	Cheverly Loop Track	Landover
Washington	United Clay Products Co.	Landover
Washington	International Business Machine Co. Industrial Trk.	Landover
Washington	Industrial Track leading from No. 3 Track at Bladensburg Road	Landover
Washington	Bladensburg Road Crossover between No. 2 and No. 3 Tracks	Landover
Washington	Union Market Yard	Landover

Location	Switch	Controlled by
Washington	North End Penna. Ave. Yard	Anacostia
Washington	U.S. Capitol Power Plant (Electric locks on switch and on derail)	Virginia
Washington	South Capitol St. Crossover between No. 2 Trk. and No. 1 Yard Track (Electric lock on each end of crossover)	Virginia
Washington	7th Street—U.S. Treasury Track	Virginia
Washington	9th Street Yard	Virginia
Washington	Water Street Yard	Virginia
Mt. Vernon	No. 2 Track to B.& P. Yard	B.& P. Jct.
Mt. Vernon	Crossover between No. 2 and No. 1 Tracks (Electric lock on each end of crossover)	B.& P. Jct.
Mt. Vernon	No. 1 Track to Produce Terminal	B.& P. Jct.
Mt. Vernon	Produce Terminal Track to No. 1 Track	B.& P. Jct.
Glencoe	Public Delivery Track	Glencoe
York	Crossover between Main Track and Grantley Industrial Track	York
York	Farquhar Industrial Track	York
York	M.& P.R.R. Interchange	York
York	Crossovers between Main Track & York Indus. Trk.	York
York	Crossovers between Main Track York and Siding	York
Clayton	No. 1 Storage	Clayton
Harrington	Fleming Track	Harrington
Seaford	Cambridge Secondary Track	Seaford
	River Track	

1104-D2. The following switches are equipped with electric lock, not controlled by operator:

Location	Switch	Note
Lane	No. 2 Track to Fibre Processing Co. Track	1
Woodberry	No. 1 Track to Eastward Siding	1
Parkton	Main Track to Siding (Westward movement)	2
Parkton	Siding to Main Track (Eastward movement)	2
Hyde	Main Track to Westward Industrial Track	1

NOTE 1—The switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. Instructions for operation of switches will be posted in telephone box or at other convenient locations adjacent to switch.

NOTE 2—The switch lock on this switch must not be removed from the keeper until after permission has been obtained from operator. (This does not apply to trains clearing main track at this point.)

To unlock switch:

Westward movement to siding. Proceed beyond the insulated joints located 12 feet west of signal N287. Remove switch lock from keeper and switch will unlock.

Eastward movements from siding to main track. Remove switch lock from keeper and wait for unlock. The maximum waiting time for unlock is five minutes.

1105-A1. Spring Switches Located

Location	Normal Position	Route for Which Sprung	Note
Ward	No. 1 Track	Thrd Track to No. 1 Track	

1110-A2.

1111-A2. Referring to Rules 110 and 111, a siding or secondary track of assigned direction must not be used in either direction without signal indication or permission of the employe in charge of such track.

Track Assignments

1151-A1. Single Track

Track	Between	And
Northern Central Branch	Glencoe	Region Post (Phila. Reg.)
Delmarva Branch	West Yard	Charles
Columbia and Port Deposit Branch	Quarry West Rock McCalls	Tome Midway Region Post (Phila. Reg.)

1151-B1. Two or More Tracks

Current of traffic is as follows:

Between: Main Line	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Region Post (Phila. Reg.) and Bellevue	Southward Passenger	Southward Freight	Northward Freight	Northward Passenger
Bellevue and Landlith	Southward Freight	Southward Passenger	Northward Passenger	
Landlith and West Yard		Southward Passenger	Northward Passenger	
West Yard and Davis	Southward Freight	Southward Passenger	Northward Passenger	
Davis and Iron Hill	Southward Freight	Southward Passenger	Northward Passenger	Northward Freight
Iron Hill and North East	Southward Freight	Southward Passenger	Northward Passenger	
North East and Principio		Southward Passenger	Northward Passenger	
Principio and Perryville	Southward Freight	Southward Passenger	Northward Passenger	Northward Freight
Perryville and Havre de Grace		Southward Passenger	Northward Passenger	
Havre de Grace and Oak	Southward Passenger	Southward Freight	Northward Freight	Northward Passenger
Oak and Bush	Southward Passenger	Southward Freight	Northward Passenger	
Bush and Gunpow		Southward Passenger	Northward Passenger	
Gunpow and River	Southward Passenger	Southward Freight	Northward Passenger	Northward Freight
River and Bay	Southward Passenger	Southward Freight	Northward Passenger	

Main Line Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Bay and Union Jct.	Southward Passenger	Southward Freight	Northward Passenger	Northward Freight
B. & P. Jct. and Fulton		Southward Passenger	Northward Passenger	
Fulton and Winans	Southward Freight	Southward Passenger	Northward Passenger	Northward Freight
Winans and Vera	Southward Freight	Southward Passenger	Northward Passenger	
Vern and Landover		Southward Passenger	Northward Passenger	Northward Freight
Landover and Region Post (W.T.)		Southward Passenger	Northward Passenger	
Landover and Virginia		Southward Freight	Northward Freight	
Virginia and Region Post (R.F. & P.)		Southward Passenger	Northward Passenger	
Northern Central Branch Between: Madison St. (Balto.) and Glencoe			Westward Passenger	Eastward Passenger
Columbia & Port Deposit Branch Between: Perryville and Quarry			Westward Freight	Eastward Freight
Tombs and West Rock			Westward Freight	Eastward Freight
Midway and McCall's			Westward Freight	Eastward Freight
Shellpot Branch Between: Ragan and Bridge			Southward Freight	Northward Freight

NOTE—Tracks are numbered from south to north or east to west.

1151-C1. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Note
Shellpot No. 1	Bridge	Bellevue	Northward	Yard Master, Northb'd Hump, Edge Moor	1
Shellpot No. 2	Bellevue	Bridge	Southward	Yard Master, Northb'd Hump, Edge Moor	1
New Castle	Bridge	Tasker	Southward	Bridge	2
Third	Bank	Ward	Northward	Bank	3
No. 4	Virginia	Fourteenth St.	Southward	Virginia	4
No. 1	Fourteenth St.	Virginia	Northward	Virginia	4

NOTE 1—Signal indication at Bellevue or Bridge is authority to operate via these tracks. Operator at Bellevue or Bridge must not admit a train to these tracks without authority from Yard Master at Northbound Hump, Edge Moor. Southward trains entering these tracks must stop clear of hand operated crossovers at Edge Moor for instructions. Northward trains entering these tracks at Bridge will be governed by written instructions delivered by the operator at Bridge.

NOTE 2—Signal indication at Bridge or Tasker is authority to operate via this track. Operator at Tasker must not admit a train to this track without permission from operator at Bridge.

NOTE 3—During the hours that Ward block and interlocking station is closed no movements can be made on this track.

Note 4—Signal indication at Virginia or 14th Street is authority to operate via these tracks.

1151-D1. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Chester Creek (S)	Lamokin	Region Post (Phila. Reg.)	Lamokin	11
No. 0 (N)	Landlith	Edge Moor	Wilmington	1
B (N)	Landlith	Bellevue	Bellevue for Yd. Master, Northbound Hump, Edge Moor	2
Meat House (S)	Wilmington	West Yard	Wilmington	3
Newark & Delaware City (S)	Davis	Porter	Davis	4
No. 1 (S)	River	Bay	Bay	5
No. 1 (N)	Landover	Anacostia	Asst. Yd. Master, Benning	6
No. 4 (S)	Deanwood	Anacostia	Asst. Yd. Master, Benning	7
Loucks (E)	Loucks	Connection with the east end of Loucks No. 1 Yard track	Yd. Master, York	
Frederick (S)	York	Frederick	York	8
Pope's Creek (S)	Bowie	Pope's Creek	Bowie	8
Octoraro (S)	Wawa	Rock	Lamokin	8
York (S)	Wrightsville—End of track (1300 feet south of Mile Post 1)	York	York	8
Centreville (S)	Townsend	Centreville	Clayton	8
Chestertown (S)	Mass	Chestertown	Clayton	8
Oxford (S)	Clayton	Cross	Clayton	8
D.M. & V. (S)	Harrington	Court	Harrington	9
D.M. & V. (S)	Court	Snow Hill	Harrington	8
Cambridge (S)	Seaford	Tank	Seaford	8
Crisfield (S)	Kings Creek	Field	Cassatt	8
Western Maryland (W)	Eager Street (Overhead Bridge)	Hillen Jct.	Union Jct.	10

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

NOTE 1—Signal indication to enter 0 track at Landlith is authority to operate to north end of this track.

Trains clearing 0 track between Landlith and Edge Moor must report clear to operator at Wilmington.

NOTE 2—Signal indication at Landlith or Bellevue is authority to operate via B track to a point clear of hand operated switch located 40 feet south of Edge Moor passenger station. Operator at Bellevue must not admit a train to B track without permission from yard master at Northbound Hump, Edge Moor. Operator at Wilmington must not admit a train to B track without permission from operator at Bellevue.

A train entering or leaving B track at Edge Moor must secure permission from and report clear to operator at Bellevue.

NOTE 3—Signal indication at Wilmington or West Yard is authority to operate via Meat House track.

NOTE 4—Signal indication at Davis is authority to operate to crossing, U. S. Route 40 at Glasgow. Conductor or engineman must secure instructions from operator at Davis before proceeding.

The sidings at Glasgow are under the jurisdiction of the operator at Davis and must not be used in either direction without permission.

NOTE 5—Signal indication at River or Bay is authority to operate via No. 1 secondary track.

NOTE 6—Signal indication at Anacostia is authority to operate via No. 1 secondary track.

NOTE 7—Signal indication at Anacostia is authority to operate via No. 4 secondary track.

NOTE 8—**Rule 99** will not apply. Extra trains, except passenger extras, will run on verbal permission of the operator when authorized by the Superintendent Transportation; authority for movement of passenger extras must be in writing.

NOTE 9—**Rule 99** will apply. Extra trains, except passenger extras, will run on verbal permission of the operator when authorized by the Superintendent Transportation; authority for movement of passenger extras must be in writing.

NOTE 10—**Rule 99** will apply. Extra trains, except Passenger Extras, will run on verbal permission of the operator when authorized by the Superintendent Transportation. Authority of movement of Passenger Extras must be in writing. Westward trains will not report clear at Hillen Junction, but eastward trains will report clear at end of block sign (Eager Street Overhead Bridge).

NOTE 11—Southward signal indication at Lamokin is authority to operate to Upland.

Southward trains must not proceed south of Region Post (Phila. Reg.) without permission from operator at Media (Phila. Reg.).

Northward trains must not proceed north of Region Post (Phila. Reg.) without permission from operator at Lamokin.

1151-E1. Employees in Charge of Sidings of Assigned Direction as follows:

Siding	Employee in Charge	Note
Aberdeen—Northward	Operator Perryville	
Woodberry—Eastward	Yard Master Mt. Vernon	
Timonium—Eastward	Operator Glencoe	
Harrington—Southward	Operator Harrington	
Harrington—Northward	Operator Harrington	

1151-G1. Running Tracks of No Assigned Direction:

Track	Between	And	Controlled by	Note
Naught	Hook	Trainer	Yard Master, Thurlow	1

NOTE 1—Permission must be secured, or proper identification received, to use this track at any point. When movement has been completed it must be reported clear except when clearing at a block station.

When Yardmaster cannot be contacted promptly, northward movements may report clear of naught track to operator at Hook who will advise Yardmaster as soon as practicable.

1151-G2. Tracks Other Than Main, Secondary or Siding:

Track	Between	And	Controlled by	Note
Chester and Philadelphia	Region Post (Phila Reg.)	Center of Island Road	Brill	1
Chester and Philadelphia	Center of Island Road	Eddystone	Asst. Yd. Master Eddystone	1
Newark and Delaware City	Porter	2463 feet south of River Road Crossing at Reybold	Tasker	
South Wye	Landlith	North Switch, Wreck Train track	Wilmington	
Outbound	Cabin track	12th St. Edgemoor	Asst. Yardmaster, South End Edgemoor	4
Inbound	12th St. Edgemoor	Cabin track	Asst. Yardmaster South End Edgemoor	4
President St.	Bay	President St. Station	Yd. Master, Highland Yard	5
Bear Creek	Canton Jct.	Union Crossing	Yd. Master, Highland Yard	
Bear Creek	Union Crossing	End of track	Yd. Master, Canton	
Claremont	Jct. with No. 1 track, Frederick Road	End of track at 3084 feet north of junction with No. 1 track at Frederick Road	Yardmaster, Gwynns Run	
Catonsville	Jct. with No. 4 Track, Frederick Road	Catonsville	Gwynn	
Ft. Geo. G. Meade	Odenton	Ft. Geo. G. Meade	Odenton	2
Rosalyn	South End	Rosalyn	Yd. Master, Jersey Yard	
Green Spring	Hollins	End of track, 1000 feet west of Rookland	Glencoe	
Union Bridge	Keymar Siding	Union Bridge	York	
Minnick-Principio	Minnick	Principio	Perryville	3
Rehoboth (S)	Georgetown	Rehoboth	Harrington	

Track	Between	And	Controlled by	Note
Milton (S)	Ellendale	Milton	Harrington	
Kiptopeke (S)	Capes	Kiptopeke	Yard Master, Cape Charles	6
Vienna (E)	Preston	Vienna	Seaford	
Denton (E)	End of track 1750 feet West of Queenstown	Denton	Clayton	
McDaniel (E)	McDaniel	Easton Jct.	Clayton	
Mardela (W)	Salisbury	Hebron	Delmar	
Willard (E)	Salisbury	Willard	Delmar	
Ocean City (E)	Berlin	W. Ocean City	Harrington	
Cambridge (S)	Tank	Cambridge	Seaford	
Crisfield (S)	Field	Crisfield	Cassatt	
Oxford (S)	Cross	End of track 3023 feet south of Mile Post 45	Clayton	

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

NOTE 1—For the purpose of contacting operator at Brill, see instructions in T Box containing Bell Telephone (Lehigh 4-8933) which is located northwest of Chester and Philadelphia track at Island Road.

NOTE 2—Trains operating between Odenton and Fort Geo. G. Meade will be governed as follows:

Signal indication at Odenton is authority to operate to Fort Geo. G. Meade.

Trains operating from Fort Geo. G. Meade to Odenton must secure permission from operator at Odenton before proceeding.

Southward—When entire train has operated clear of the south end of Kelly track, conductors or enginemen must report clear to the operator at Odenton.

Trains having cleared on Kelly track for the purpose of clearing the Fort Geo. G. Meade track must report clear to the operator at Odenton.

NOTE 3—Signal indication at Principio or Minnick is authority for trains to operate over this track, but must not proceed in either direction beyond Post Road Crossing without permission from the operator at Perryville.

NOTE 4—All movements from Cabin track to 12th St. will use Outbound track; movements from 12th St. to Cabin track will use Inbound track. Inward movements on Outbound track or outward movements on Inbound track must obtain authority from Asst. Yardmaster, south end Edgemoor Yard.

NOTE 5—Signal indication at Bay is authority to operate via these tracks to Union crossing. Operator at Bay must not admit a train to these tracks without authority of Yardmaster at Highland Yard.

NOTE 6—Operator at Charles must not admit a train to this track without authority of Yardmaster at Cape Charles.

1151-J1. Passenger Trains as Specified will use Tracks as follows unless Interlocking Signals otherwise Indicate:

Southward

Train No.	Use Track No.	From	To	To Pass Train No.	To be Passed by Train No.
173	3	Brill	Hook	979	
401	3	Brill	Baldwin	907	
131	3	Brill	Hook	911	
403	4	West Yd.	North East		115
121	3	Brill	Hook	917	
175	3	Brill	Hook	921	
113	3	Brill	Hook	419	
105	3	Brill	Hook	925	
419	4	West Yd.	North East		151
947	3	Brill	Baldwin	973	
101	3	Brill	Hook	929	
101	3	Havre de Grace	Bush	419	
153	3	Brill	Hook	975	
141	3	Brill	Hook	941	

Northward

Train No.	Use Track No.	From	To	To Pass Train No.	To be Passed by Train No.
402	Mag. Sdg.	Magnolia	Edgewood		118
118	2	Hook	Brill	904	
114	2	Hook	Brill	980	
126	2	Hook	Brill	914	
122	2	Hook	Brill	916	
106	2	Hook	Brill	924	
128	2	Hook	Brill	924	
170	2	Hook	Brill	928	
152	2	Baldwin	Brill	934	
400	Mag. Sdg.	Magnolia	Edgewood		154
154	2	Hook	Brill	938	

1152-A1. Trains making crossover movement at Tasker or entering main tracks at Mt. Vernon are relieved of observing Rule 152.

PASSENGER TRAIN OPERATION

Station Stop Markers

1154-A3. Station stop markers for passenger trains, other than multiple unit trains, located on standards on station platform adjacent to tracks, governing stopping of trains, in service at Wilmington and Baltimore Passenger Stations.

Engineman will stop with cab of engine opposite station stop marker corresponding to number of cars in train, except where head or rear car is a working car that must be platformed. Conductors will advise engineman the position of working, baggage or mail car to be platformed. Double-headed trains will count the second engine as one dead-head car.

When, on account of the make-up, trains cannot be properly platformed in accordance with above instructions, the conductor will advise the engineman at which station stop marker to stop.

1154-B1. Back-up hose must be used when shifting cars at Baltimore and Wilmington Passenger Stations.

1154-C1. Toilet room doors of cars must be locked between: Union Station, Washington, D.C., and Ivy City Engine House; Gwynn and Biddle Street; West Yard and Landlith; Chester Station, for trains stopping at Chester; Loucks and Grantley; Mt. Vernon and Baltimore. In case of distress, doors may be opened upon request. Toilet room doors of cars operating to or from: Fort Geo. G. Meade; Edgewood Arsenal; Aberdeen Proving Grounds; Delaware Park and Bowie Race Tracks must be locked from the time train leaves main line, and until returned to the main line.

FREIGHT TRAIN OPERATION

Instructions For Preparation And Handling Of Freight Trains On Grades, etc.

Starting Trains with Electric or Diesel Engines on Rear

1155-A1. When starting trains where an electric or diesel engine is on the rear, the hauling engineman in all cases must stretch the train gradually so no damage will occur due to electric or diesel engine on the rear standing without power applied.

When trains are stopped on grades, requiring the assistance of a pusher on the rear, the following procedure must be followed:

When train is ready to start, power will be used to start the train by the hauling engines. If the hauling engines cannot start the train a 25-lb. brake pipe reduction will be made. After the brake pipe exhaust stops, release brakes as per current issue of the Brake and Train Air Signal Instructions. While brakes are releasing during a four (4) minute interval, sufficient slack will be taken gently, exercising care so that rear portion of train will not move back, resulting in a run-out of slack, as the electric or diesel pusher engine will have brake released and no power applied. Four (4) minutes after the brake valve was first placed in running position, power will be applied to start the train by the hauling engineman.

It is important that the engineman of the pusher engine observe the brake pipe pointer on the gauge very closely after the brakes have been applied with the 25-lb. brake pipe reduction. Four (4) minutes after observing the first increase of pressure on the brake pipe pointer, engineman of pusher engine will use power to push in slack on rear and start the train.

Brake and Train Air Signal Instructions

1155-A2. The following instructions, supplementary to the Brake Train Air Signal Instructions 99-D-1 in handling of freight trains, will apply.

It will not be necessary for enginemen of mineral or relay freight trains for which a Brake Pipe Pressure of 95 lbs. is being maintained on connecting regions to reduce this Brake Pipe Pressure when on this region until arrival at final terminal.

1155-C1. Trainmen must not pass over container cars while cars are in motion.

1155-C2. Conductors of northward freight trains from Potomac Yard or Benning, with cars containing high explosives or placarded loaded tank cars for movement through Union Tunnels or B. & P. Tunnel, must notify Train Dispatcher before leaving either Potomac Yard or Benning, giving engine number and destination of such cars.

Conductors of all other trains with cars containing high explosives or placarded loaded tank cars for movement through Union Tunnels or B. & P. Tunnel must notify Train Dispatcher from Gwynn, Mt. Vernon, Bay or Canton, giving engine number and destination of such cars.

Other trains must not be permitted to enter these tunnels while a train with a car of high explosives or placarded loaded tank cars is passing through the tunnels.

1155-C3. Indicator light displaying illuminated letters BP, located on signal 909 adjacent to No. 3 track.

When indicator light is displayed, southward freight trains will not stop at Bay to set cars off but, instead, will report to operator on arrival at B. & P. Junction for instructions.

1155-C4. Northward tonnage freight trains receiving Approach aspect on distant signal to Landover (F1300) must stop train a sufficient distance south of home signal at Landover to enable the train to negotiate Lanham hill. If train is stopped before home signal is visible, crew must call Landover promptly for instructions.

1155-C5. Trains having cars to set off or pick up at Davis for Chryslers Siding will stop and make cut to clear signal Bridge 398, south of Davis on No. 1 track, so interlocking moves can be made.

1155-C7. All northward freight trains with a consist of fifty (50) or more cars will make a positive stop at the north portal of the B. & P. Tunnel.

No attempt is to be made to again move the train until sufficient time has elapsed to insure a full release of the brakes.

1155-C8. All northward freight trains with a consist of thirty (30) or more cars, approaching home signal at Lane, must stop clear of home signal displaying Approach Rule 285, Fig. A and report to Bridge for instructions to avoid blocking road crossings.

1155-C9. Indicator lights displaying illuminated letter C located adjacent to home signal governing Southward movements on No. 3 track B. & P. Junction Interlocking, and adjacent to home signal governing Northward Movements on No. 3 track Fulton Interlocking.

Indicator light displaying illuminated letter C indicates that route is lined for movement to operate via Gauntlet track. When indicator light is not illuminated for Train movement operating under Instructions form C. T. 2 that they are to operate via Gauntlet track, the train must be stopped as soon as safe handling will permit, and not proceed past switch leading to Gauntlet track. When train is brought to stop notify operator B. & P. Junction Block and Interlocking Station.

PASSENGER AND FREIGHT TRAIN OPERATION

Braking Over Movable Bridges

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

Seaford Laurel Cassatt.

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

1156-B1. Illuminated letters TD displayed on north side of Landover block and interlocking station, indicates southward trains enroute to Potomac Yard, must stop at Deanwood and report to yardmaster, Benning, for instructions.

1156-B2. All southward trains on track F requiring helper at B. & P. Junction must stop with their engine just north of Maryland Avenue overhead bridge.

1156-B3. All movements over North Avenue Crossing (B. & O. R.R.) must advise operator at B. & P. Junction block station, of engine number and number of cars in train.

The operator will arrange with operator at B. & O. R.R. crossing to set necessary signals for movements over crossing. Hand-operated switch point type derails in High Line track A, located 761 feet west of interlocked derails at North Avenue, normally set in derailing position.

1156-B4. Trains operating with helper within Baltimore Yard territory will be governed by:

Air Brake and Train Air Signal Instructions No. 99-D-1:

Instruction 13 to apply for passenger trains.

Instruction 13a to apply for freight trains, when attaching and detaching leading helper.

PASSENGER TRAINS:

To release helper from passenger trains; southward trains will stop in the vicinity of Gwynn's Run Yard Office and after helper is released road test of brakes must be made.

FREIGHT TRAINS:

After attaching helper to head end of train, road test will be made by applying and releasing of brakes which will be observed on head end of train from a location that will permit passing a signal to leading engine.

To release helper from freight trains, stop will be made by leading engineman and after detaching engine, engineman on leading through engine will release the brakes.

1156-B5. Enginemen must close storm windows on locomotives while passing through tunnels.

1156-B6. During the hours that Glencoe Block Station is closed, the use of No. 1 or No. 2 tracks between B.& P. Junction and Glencoe will be under the jurisdiction of the operator at B.& P. Junction.

1156-B7. Southward passenger trains will make running test of brakes as defined in Rule 16 of the 99-D-1 Brake and Train Air Signal Instructions, immediately after passing Lanham.

Diesel - Tunnel Operation

1156-E1. When the Tubular Train has been detained in tunnels or other restricted areas, there is a possibility of the exhaust gases from the engine in the power car entering the coaches.

To avoid the concentration of these gases, the heat control switch on the lighting switchboard panel on any coach should be placed in the low heat position. A red indicating light will be illuminated on the particular car on which the switch is thrown.

After the train has moved from the tunnel or restricted area the heat control switch must be returned to normal position. At all other times, these heat control switches must be kept in the normal position in all coaches.

SPEED RESTRICTIONS**1157-A. Speed Table**

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

PASSENGER TRAINS AND FREIGHT TRAINS**1157-C1. Maximum Speeds, unless otherwise Specified**

Main Line Between:	Gauntlet Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.
	Miles per Hour									
Region Post (Phila. Reg.) and Hook			75	50	75	50	75	50	75	50
Hook and Bellevue			75	50	50	50	50	50	75	50
Bellevue and Landlith			60	50	75	50	75	50		
Landlith and West Yard					60	50	60	50		
West Yard and Davis			70	50	80	50	80	50		
Davis and Iron Hill			70	50	80	50	80	50	50	50
Iron Hill and North East			70	50	80	50	80	50		
North East and Principe					80	50	80	50		

Main Line Between:	Gauntlet Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.	Pagr.	Fr.
	Miles per Hour									
Principe and Perryville			65	50	80	50	80	50	65	50
Perryville and Havre de Grace					35	25	35	25		
Havre de Grace and Oak			80	50	80	50	80	50	80	50
Oak and Bush			80	50	80	50	80	50		
Bush and Gunpow					80	50	80	50		
Gunpow and River			80	50	65	50	80	50	50	50
River and North Point			80	50	65	50	80	50		
North Point and Bay			80	50	35	35	80	50		
Bay and Union Junction			60	35	35	35	60	35	35	35
B.& P. Jct. and Fulton	30	20			30	20	30	20		
Fulton and Frederick Rd.			50	40	75	50	75	50	50	40
Frederick Road and Winans			65	40	80	50	80	50	50	40
Winans and Vern			65	40	80	50	80	50		
Vern and Landover					80	50	80	50	50	40
Landover and Region Post (W.T.)					80	50	80	50		
Landover and Signal F-1300					50	40	50	40		
Signal F-1300 and Virginia					30	30	30	30		
Virginia and North End of Bridge 138.45; Potomac River					40	40	40	40		
North End of Bridge 138.45, Potomac River and South End					45	45	45	45		
Northern Central Branch Between:	Single Track									
Madison St. (Balto.) and Union Jct.									15	15
B.& P. Jct. and Glencoe							55	40	55	40
Glencoe and York	55	40								
York and Region Post (Phila. Reg.)	50	40								
Columbia and Port Deposit Branch Between:										
Perryville and Quarry							40	40	40	40
Quarry and Tome	40	40								
Tome and West Rook							40	40	40	40
West Rook and Midway	40	40								
Midway and McCalls							40	40	40	40
McCalls and Region Post (Phila. Reg.)	40	40								
Shellpot Branch Between:										
Bridge and Ragan							30	30	30	30
Delmarva Branch Between:										
West Yard and Delmar	50	45								
Delmar and Cobbs	45	45								
Cobbs and Capes	30	30								
Capes and Charles	20	20								

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

	Miles per Hour
1157-C2. Operating against current of traffic, except where Rule 261 is in effect unless otherwise specified:	
Main Line:	
—Passenger trains.....	50
—Freight trains.....	40
Northern Central Branch:	
—Passenger trains.....	50
—Freight trains.....	40
Shellpot Branch:	
—Passenger trains.....	30
—Freight trains.....	30

1157-C3. Wreck Trains and Work Trains

Main Line Between:	Boom Trailing		Boom Forward	
	Miles per Hour			
	Wreck	Work	Wreck	Work
Region Post (Phila. Reg.) and Region Post (W.T.) Landover and Region Post (R.F.&P.).....	50 45	30 30	40 40	30 30
Northern Central Branch Between:				
Baltimore and Region Post (Phila. Reg.).....	40	30	40	30
C. & P. D. Branch Between:				
Perryville and Region Post (Phila. Reg.).....	40	30	30	30
Delmarva Branch Between:				
West Yard and Capes.....	40	30	30	30
Capes and Charles.....	20	20	20	20
Shellpot Branch Between:				
Bridge and Ragan.....	30	30	30	30
York Secondary Track Between:				
Region Post (Phila. Reg.) and York.....	30	30	30	30
Pope's Creek Secondary Track Between:				
Bowie and Pope's Creek.....	30	30	30	30
Octoraro Secondary Track Between:				
Region Post (Phila. Reg.) and Rock.....	30	30	30	30
Frederick Secondary Track Between:				
York and Frederick.....	30	30	30	30
Centreville Secondary Track Between:				
Townsend and Centreville.....	30	30	20	20
Chestertown Secondary Track Between:				
Mass and Chestertown.....	30	30	20	20

	Boom Trailing		Boom Forward	
	Miles per Hour			
	Wreck	Work	Wreck	Work
Oxford Secondary Track Between: Clayton and Cross.....	30	30	20	20
D.M.&V. Secondary Track Between: Harrington and Snow Hill.....	30	30	20	20
Cambridge Secondary Track Between: Seaford and Coke..... Coke and Tank.....	25 30	25 30	20 20	20 20
Crisfield Secondary Track Between: Kings Creek and Field.....	30	30	20	20
Rehoboth Track Between: Georgetown and Rehoboth.....	20	20	20	20
Vienna Track Between: Hurlock and Vienna.....	30	30	20	20
Denton Track Between: End of track 1750 feet west of Queenstown and Queen Anne.....	30	30	20	20
Mardela Track Between: Salisbury and Hebron.....	30	30	20	20
Willard Track Between: Salisbury and Willard.....	30	30	20	20
Ocean City Track Between: Berlin and West Ocean City.....	30	30	20	20

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

Main Line	Miles per Hour
1157-C3a. Special groups of cars equipped for handling long lengths of welded rail with a type GRa car at each end with efficient hand brakes on front end of revenue freight trains.....	*40
1157-C4. Circus Trains.....	*40
1157-C5. Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels—see Rule 4155-A.	
—on straight track.....	*30
—on curves.....	20
1157-C6. Freight Trains with 30 or more cars of mineral Freight.....	*35
Freight trains with one or more cars— Class HK, HM or HMA Jenny Type Hoppers, loaded or empty.....	25
NOTE—When handling such trains, conductors must know that enginemen have been so advised.	
1157-C7. Snow Plows in service.....	*20
Snow Flangers in service.....	20
Passing station platforms and trains on adjacent tracks	4

* When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.

	Miles per Hour
1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30
1157-C12. Pushing cars—Passenger trains.....	20
—Freight trains.....	20
1157-C13. Track Cars —unless otherwise restricted.....	20
—when hauling track cars or trailers.....	15
—hand cars operated under Rule 80.....	20
—through crossovers and turnouts, and over highway and railroad crossings.....	5
—when passing trains on adjacent tracks.....	10
1157-C14. Highway Rail Cars —unless otherwise restricted.	
Fairmont A-34.....	30
Fairmont A-30.....	20
Willys Jeep.....	20
Evans auto trailer.....	20
—through crossovers and turnouts, and over highway and railroad crossings.....	5
NOTE—Highway Rail cars will operate under same rules and Special Instructions that apply to Track Cars.	
1157-C15. Diesel engines when operated from rear unit or other than leading end for direction of movement.....	30

Other Tracks	Miles per Hour
1157-C29. Movement on surface tracks over road or street crossings south of Sixth Street, within the city limits of Chester.....	10
Movements over surface tracks over road and street crossings within the City limits of Wilmington.....	6
Movements on City Block Route, on Boston St., on Fleet St., on Aliceanna St. and on Gullford Ave., Baltimore....	4
New Freedom Westward storage track.....	4

TURNOUTS

1157-D1. Maximum Speeds

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Ward— Connection with No. 1 track, Shellpot Branch.....	Trailing—Springing switch through turnout.....	15
	Facing.....	30
	Trailing—Not springing switch....	30

Other Crossovers and Turnouts	Miles per Hour
Non-interlocked turnouts—diverging movements—	
Except Electric engines.....	15
Electric engines.....	10
Electric engines through switches from B track to O track at Landlith.....	10
Electric engines from ladder tracks at north and south end of Edge Moor receiving yard and from inward and outward enginehouse tracks at Landlith.....	6
1157-E1. Maximum Speed approaching a Movable Bridge on a track not protected by both a Home Signal and a Distant Signal	
Location	Miles per Hour
Main Line:	
Anacostia.....	20
Potomac River.....	20
Shellpot Branch:	
Ward.....	20
Bridge.....	20
Rehoboth Track:	
Lewes.....	6
McDaniel Track:	
Royal Oak.....	6
Chester and Philadelphia track:	
Darby Creek.....	15

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speeds.

Main Line:	Miles per Hour
Curve at Curtis Park—No. 1, No. 2, No. 3 and No. 4 tracks	70
Curve under Jumpover north of Bellevue—No. 2 and No. 3 tracks.....	30
Curve north of Wilmington Passenger Station, No. 2 and No. 3 tracks.....	40
Freight trains, Wilmington Passenger Station.....	30
Curve at Mile Post 27, No. 2 and No. 3 tracks.....	40
Reverse curve Bay Block and Interlocking Station, No. 2 and No. 4 tracks.....	50
Curve at Mile Post 94, No. 2 and No. 4 tracks.....	45
Through Union Tunnels.....	45
Between south portals of Union Tunnels and southern and westward limits of B. & P. Junction Block and Interlocking, all tracks.....	15
To and from No. 4 track at Fulton Block and Interlocking Station.....	15
Curve at Fulton, No. 2 and No. 3 tracks.....	40
Curve at overhead bridge, 560 feet south of Mile Post 98, No. 1 and No. 4 tracks.....	20
Curve at Edmondson Station, No. 2 and No. 3 tracks.....	50
Curve at Edmondson Station, No. 1 and No. 4 tracks.....	30
First curve north of Frederick Road Station, No. 2 and No. 3 tracks.....	70
Northward freight trains between Harman and Signal 1054	35
Curve at Division Post (W.T.) No. 2 and No. 3 tracks.....	30
Through Virginia Avenue Tunnel.....	20
No. 2 and No. 3 tracks at Virginia leading to and from Washington Terminal.....	20
Curve south of 7th Street, Washington: No. 2 and No. 3 tracks.....	30
Curve at 14th Street, Washington: No. 2 and No. 3 tracks	30

	Miles per Hour
Northern Central Branch:	
Between overhead bridge 0.41 (Baltimore) and Union Junction.....	12
Curves from B. & P. Junction to 3000 feet west of Mile Post 3.....	30
Curves east of Mile Post 4 to curve west of Mile Post 6....	40
First curve east of Mile Post 7 to Bridge 7.64	30
Reverse curves east of Lake, to Ruxton.....	40
Curve west of Lutherville.....	40
First curve east of Mile Post 17.....	40
Reverse curve at Mile Post 19.....	30
First curve east of Sparks to Bridge 21.65.....	40
Second curve east of Bridge 21.65.....	30
Mile Post 23 to Bridge 25.38 west of Blue Mount.....	40
First curve east of Mile Post 27.....	40
Curve at Mile Post 27.....	30
Curves at Bridges 27.34 and 27.42.....	30
Reverse curve east of Mile Post 28.....	40
First curve east of Parkton.....	40
Curves between Parkton and Mile Post 31.....	40
Curves Mile Post 31 to Mile Post 34.....	30
Curves from New Freedom to 600 feet west of Shrewsbury	40
Reverse curve at Mile Post 39.....	30
First curve west of Mile Post 40.....	40
Reverse curve at Mile Post 41.....	40
Reverse curve between Mile Posts 43 and 44.....	40
Curve at Mile Post 45.....	40
Reverse curves west of Mile Post 46.....	40
Curve west of Smyser.....	40
Curve at Mile Post 50.....	30
Curves from 2000 feet west of Mile Post 50 to Bridge 53.16	40
Portion of curve from Mile Post 54 west $\frac{1}{4}$ mile.....	40
Between Beaver St. and King St., York.....	4
Through York Interlocking.....	20
Curves at Bridge 59.43.....	40
NOTE—Between Mile Post 3 and Bridge 59.43, beginning and ending of curves marked by white rings on telegraph poles, each ring indicating speed of 10 miles per hour.	
Delmarva Branch:	
Curve north of Bank block and interlocking station.....	30
Curve at New Castle Station.....	20
Main Track, between CC Sign 2100 feet north of Dover Passenger Station and CC Sign 600 feet north of Mile Post 48.....	20
Main Track, curves between 600 feet north of Mile Post 48 and 3000 feet south of Mile Post 48.....	40
Seaford movable bridge.....	30
Laurel movable bridge.....	45
Main Track, between Signal 03, 1947 feet south of Delmar Train Order Office and Delmar Train Order Office.....	10
Salisbury—Church Street Crossing.....	20
Corporate limit Salisbury, College Ave. to Naylor Street....	35
Cassatt movable bridge.....	30
Columbia and Port Deposit Branch:	
North and south legs of Wye, Perryville.....	15
Reverse curve at Mile Post 16.....	30
Curve at Mile Post 22.....	30
No. 2 track between Midway and Mile Post 23.....	30
Reverse curves between Mile Post 29 and Pequea.....	30
Between Mile Post 8 and Mile Post 10.....	30
Between Mile Post 28 and Mile Post 29.....	30
Chester Creek Secondary Track:	
Between 2500 feet north of Mile Post 1 and Mile Post 2....	25

	Miles per Hour
York Secondary Track:	
Wrightsville, on Front Street.....	6
Over Memory Lane Highway Crossing, 2883 feet south of Mile Post 10.....	15
Between Mile Post 12 and York Block Station.....	10
Octoraro Secondary Track:	
Chadd Interlocking.....	15
Over Woodland Avenue Crossing, south of West Grove....	8
Between Oxford freight station and slow board 200 feet south of South Street crossing, Oxford.....	20
Over State Road crossing south of Grove.....	6
Krauss Road crossing, 1500 feet south of Mile Post 58.....	5
All curves between Mile Post 62 and Rock.....	20
Frederick Secondary Track:	
Between Roosevelt Avenue and West Market Street, West York.....	6
Leading end of trains passing over Main Street Crossing, first crossing south of Spring Grove freight station.....	5
Hanover, between Middle and Spruce Streets.....	4
Littlestown, over Baltimore Street Crossing.....	6
Curve at Bridge 68.92, Frederick	10
Pope's Creek Secondary Track:	
Over State Road Crossing, 1000 feet north of Mile Post 8, north of Hall.....	15
From Road crossing south of Marlboro to Mile Post 14....	10
Public road crossing north of Marlboro at grade, 2000 feet north of Mile Post 15.....	6
Over Main Street, La Plata; over State Road Crossing, Lothair; over State Road Crossing, Waldorf; over State Road Crossing, Brandywine; and over State Road Crossing, Marlboro.....	6
Centreville Secondary Track:	
Curve at station at Townsend.....	20
Curve at station at Massey.....	20
Between whistle posts for Blue Star Memorial Highway, 1130 feet south of Mile Post 32.....	15
Chestertown Secondary Track:	
Between whistle posts for Blue Star Memorial Highway, 2280 feet south of Mile Post 1.....	15
Curve at station at Massey.....	25
Between Mile Post 16 and 4718 feet north of Chestertown.....	20
Oxford Secondary Track:	
Curve at Clayton.....	15
Goldsboro—Over State Route 313—1510 feet north of Mile Post 20.....	15
Easton—All grade crossings.....	6
D.M. & V. Secondary Track:	
Harrington—between State Highway Crossing Route 13 and northward home signal.....	20
Georgetown—curve passenger station to south leg of Wye	15
Berlin—Crossing at grade to connection leading to Ocean City track.....	15
Berlin—Main Street Crossing.....	6

	Miles per Hour
Cambridge Secondary Track:	
East New Market—over State Highway Crossing, Route 14	15
Crisfield Secondary Track:	
Over State Highway Crossings, Routes 13 and 413, north of Westover	6
Between a point 2400 feet south of Mile Post 14 and a point 3600 feet south of Mile Post 14	15
Rehoboth Track:	
Nassau—over State Highway Crossing, Route 14	6
Lewes movable bridge	6
Milton Track:	
Curve at Ellendale	10
Denton Track:	
Denton bridge	6
Hillsboro, first and second road crossings west of	6
Bloomington road crossing	6
McDaniel Track:	
McDaniel to Easton Junction—all grade crossings	6
Royal Oak movable bridge	6
Mardela Track:	
Curve at Salisbury station	5
Ocean City Track:	
Berlin, first crossing west of station	6
Berlin, State road crossings	6
Green Spring Track:	
Over Public Road Crossings	5

ENGINES		
1157-G1. Maximum Speeds, unless otherwise restricted		
Class	Miles per Hour	
	Light	With Train
Electric Units:		
B1	25	25
DD1	50	50
DD2	50	70
E2B, E2C, E3B	50	60
FF2	50	50
GG1 (# 4800, # 4858- # 4938, incl.)	50	100
GG1 (# 4801- # 4857, incl.)	50	90
L6, L6a	50	50
O1a, O1c	50	90
P5, P5a, P5b	50	70
MU Engs. (Multiple Units) Except E-5 & E-6	65	
MU Engs. (Multiple Units) E-5 & E-6	90	
MU Engs. (Multiple Units) MP-85 Budd Cars	80	
Rail Motor Car or Cars	65	
RDC (Budd Cars) Multiple Units	80	
RDC (Budd Cars) Single Units	50	
	Multiple Light	With Train
Diesel Units:		
Road "A" and "B" Unit Types—		
Passenger	60	95
Freight, except EH-15	50	65
EH-15	50	50
Freight-Passenger	60	75
Shifter Types—		
All Classes, except following:	50	60
APS-24MS	60	75
AS-16MS, EFS-17M, ES-15MS	50	65
ES-15A	30	55
ES-6 (# 5911 only)	30	40
GS-4, GS-4M	30	30
A6-B	20	20
Pennsylvania-Reading Seashore Lines—		
BS-16ms (# 6011- # 6016, # 6024- # 6027, incl.)	50	80
BS-16ms (# 6007- # 6010, incl.)	50	65
BS-16m	50	65
BS-15ms	50	65
Single Units—Light—		
All Classes, except A6-B	30	
A6-B	20	
NOTE—		
Diesel unit type designations:		
Second letter (and third where used) in unit type designation indicates service as follows:		
"P" —Passenger.		
"F" —Freight.		
"H" —Freight (Helper).		
"FP" —Freight-Passenger.		
"S" —Shifter.		
"PS" —Shifter, Passenger.		
"FS" —Shifter, Freight.		
Numerals indicate engine horsepower in nearest hundreds.		
Electric Units—Horsepower.		
Class E2B	2500 horsepower	
Class E2C	3000 horsepower	
Class E3B	3000 horsepower	
Class FF2	3000 horsepower	
Class P5, P5B	3750 horsepower	
Class GG1	4620 horsepower	

SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS

1157-H1. Maximum Speeds, unless otherwise Specified

Track	Between	And	Miles per Hour
Third.....	Bank.....	Ward.....	15
New Castle.....	Bridge.....	Tasker.....	15
No. 4.....	Virginia.....	14th Street.....	15
No. 1.....	14th Street.....	Virginia.....	15
Chester Creek.....	Lamokin.....	Jct. with Phila. Region.....	15
No. 1 and No. 2.....	Bellevue.....	Bridge.....	15
No. 0.....	Landlith.....	Edge Moor.....	15
B.....	Landlith.....	Bellevue.....	30
Meat House.....	Wilmington.....	West Yard.....	15
Newark and Del. City.....	Davis.....	Porter.....	15
No. 1.....	River.....	Bay.....	15
No. 1.....	Landover.....	Anacostia.....	15
No. 4.....	Deanwood.....	Anacostia.....	15
Loucks.....	Loucks.....	East End of Loucks No. 1 Yard Track.....	15
Edgewood Siding.....	Edgewood.....	Magnolia.....	30
Magnolia Siding.....	Magnolia.....	Edgewood.....	30
Frederick.....	York.....	Frederick.....	30
Pope's Creek.....	Bowie.....	Pope's Creek.....	30
Octoraro.....	Wawa.....	Rook.....	30
York.....	Wrightsville (End of track 1300 feet south of Mile Post 1)	York.....	30
Centreville.....	Townsend.....	Centreville.....	30
Chester town.....	Massey.....	Chester town.....	30
Oxford.....	Clayton.....	Cross.....	30
D.M. & V.....	Harrington.....	Snow Hill.....	30
Cambridge.....	Seaford.....	Coke.....	25
Crisfield.....	Coke.....	Tank.....	30
All Other Sidings.....	Kings Creek.....	Field.....	30
			15

1157-J1. In the application of Rule 113, movement on the following tracks must not exceed the speed indicated, prepared to stop short of other movements, obstruction, or switch not properly lined:

Track	Between	And	Miles per Hour
Rehoboth.....	Georgetown.....	Rehoboth.....	20
Vienna.....	Hurlock.....	Vienna.....	30
Denton.....	End of track 1750 feet west of Queenstown.....	Denton.....	30
McDaniel.....	McDaniel.....	Easton Jct.....	20
Mardela.....	Salisbury.....	Hebron.....	30
Willard.....	Salisbury.....	Willard.....	30
Ocean City.....	Berlin.....	West Ocean City.....	30
Oxford.....	Cross.....	Easton Jct.....	20
Buzzard Point.....	Jersey Yard.....	Buzzard Point.....	6

ENGINE RESTRICTIONS

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

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

R—Restricted account of light rail.

‡—Restricted at south end.

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

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

Class of engines listed under each numbered column of this page will apply to same numbered columns of all succeeding pages of this instruction.

LOCATION	CLASS OF ENGINES													
	Yard-Diesel	B	E	AF, BF, EF, FF	AP, BP, EP, FP	H, AS-10A	I	K	G	LI	M	DD, DD1, P5, O1, E2B, E2C, E3B	L6	Eng. with Tender Cap. of Over 14,000 Gal. with 6 Wheel Trucks
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
MAIN LINE														
CURTIS PARK: Curtis Publishing Co.....							X	X	X	X	X	X	X	X
SHARON HILL: Rose Tool Co.....							X	X	X	X	X	X	X	X
BRIDGE 8.32: North End Glenolden Station Platform.....							X			35	25		65	45
GLENOLDEN: Team track.....							X		X		X	X	X	X
Mitchell Lumber Co.....					X		X	X	X	X	X	X	X	X
BRIDGE 8.34: South of Glenolden: No. 3 & No. 3 tracks.....				20	20		50				50		65	
No. 1 & No. 4 tracks.....				20	20		X				X		65	
MOORE: Major Lumber Co.....			X	X	X	X	X	X	X	X	X	X	X	X
Alloy Metal Wire Co.....			X	X	X	X	X	X	X	X	X	X	X	X
Deeger-Starkley, Inc.....			X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 9.88: South of Moore.....							X			40	25		65	40
RIDLEY PARK: Van Alen Coal Co.....					X		X	X	X	X	X	X	X	X
CRUM LYNNE: Chamberlain Co.....			X	X	X	X	X	X	X	X	X	X	X	X
Pittsburgh Mill Steel Co.....			X	X	X	X	X	X	X	X	X	X	X	X
BALDWIN: Estabem Terra Cotta Co.....			X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 12.28: North of Eddystone No. 1 Track.....				20										
All bridges between Bridge 12.28; No. of Eddystone to Bridge 14.02, Lamokin St., inc.							25			45	40		65	60
EDDYSTONE: Belmont Iron Works.....			X	X	X	X	X	X	X	X	X	X	X	X
CHESTER: Morton Ave. Yd. and Frt. Sta.....			X	X	X	X	X	X	X	X	X	X	X	X
Sixth & Welsh St. trks.			X	X	X	X	X	X	X	X	X	X	X	X
Parker St. tracks.....			X	X	X	X	X	X	X	X	XX	X	X	X

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
CHESTER:														
Lamokin St.—														
Rees & Maloy Coal Co.		X	X	X	X	X	X	X	X	X	X	X	X	X
Ulrich St. track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Baldt Anebor & Chain Corp.		X	X	X	X	X	X	X	X	X	X	X	X	X
MU Yd. No. 2 & 3 trks.														(b)
Lamokin St.—														X
Atlantic Steel Casting Co.		X	X	X	X	X	X	X	X	X	X	X	X	X
Valley track.....														X
All industries connected to Valley track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Highland Ave.—														
Reading Interchange.....		X	X	X	X	X	X	X	X	X	X	X	X	X
All bridges between 14.02, Lamokin St. and Bridge 21.93, north of Bellevue.....								25			50	40		65
														60
THURLOW:														
Continental Oil Co.....			X	X	X	X	X	X	X	X	X	X	X	X
MARCUS HOOK:														
New Process track (Viscose Co.).....								X	X	X	X	X	X	X
Shipping Track (Viscose Co.).....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Congoleum - Nairn Co.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Houdry Co.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Sun Oil Co., No. 10 Plant		X	X	X	X	X	X	X	X	X	X	X	X	X
NAAMAN:														
Naaman Yard.....								X	X	X	X	X	X	X
Colorado Fuel and Iron Co.....								X	X	X	X	X	X	X
HOLLY OAK:														
Paschall Coal Co.—														
South track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
North track.....				X	X	X	X	X	X	X	X	X	X	X
All bridges between No. 22.71, south of Bellevue to Bridge 27.85, West Yd., inclusive, except Brandywine River Bridge.....								35			45	40		65
Brandywine River Bridge.....								35	45		40	45		45
WILMINGTON SHOPS:														
Passenger Car Shops.....								X	X	X	X	X	X	X
Locomotive Shop; Storehouse Back track; "O" track; Oil House Spur; Store House Spur; No. 6; No. 6 Spur; No. 7; No. 8; No. 8 Spur; No. 9; No. 9 Spur; No. 10; No. 11; Lumber Yard; Sand Blast; No. 26.....			X	X	X	X	X	X	X	X	X	X	X	X
Pullman Co. tracks.....			X	X	X	X	X	X	X	X	X	X	X	X
WILMINGTON DISTRICT:														
Third St. Yard—														
No. 1, 2, 3, 4 & 5 tracks Nos. 6, 7, 8, 9 and Benj. Shaw Co. track.....			X	X	X	X	X	X	X	X	X	X	X	X
Hajoca, Church St. and Allied Kid tracks.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Fifth St. Yard—														
Auto Unloading tracks and Delaware Coal Co. track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Eighth St. Trestle.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Eighth St. Trestle—														
Hillis & Jones track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Fourth St. Yard—														
Nos. 1 and 2 Yard tracks and Lead track to Seventh St.		X	X	X	X	X	X	X	X	X	X	X	X	X
Fourth St. Yard—														
American Car & Foundry; Wilson Lines; Phillips Thompson Coal Co.; and Pusey & Jones tracks.....		X	X	X	X	X	X	X	X	X	X	X	X	X
Justison St. Yard—														
Nos. 1, 2, 3, 4 & 5 trks.		X	X	X	X	X	X	X	X	X	X	X	X	X

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
WILMINGTON DISTRICT:														
West Yard—														
Nos. 2, 3, 4 & 5 trks.....								X			X	X	X	
Nos. 6, 7, 8, 10, 12, 13, 14, 16, 16 & 17 trks.....								X		X	X	X	X	X
Nos. 9 and 11 tracks.....								X	X	X	X	X	X	X
WY—B. & O. Interchange.....								X			X	X	X	
Surface tracks—								X			X	X	X	
WY to Wilmington Sta.								X	X	X	X	X	X	X
Wilmington Provision Co. (Head. Co. track) No. 13 track to Dravo Corp.	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Sub-Station track.....								X			X	X	X	X
RAGAN:														
No. 1 Industrial track Ragan to Koppers Wood Preserving Plant; Lincoln Fibre Co.; Hollingsworth; Dupont Co. and Koppers Wood Preserving Co. tracks.....								X	X	X	X	X	X	X
BRIDGE 33:00:														
Stanton.....										30		50	50	65
														65
STANTON:														
Station tracks.....								X	X	X	X	X	X	X
Delaware Park track and all sidings therefrom.....								X			X		X	X
NEWARK:														
Track from Davis Y to Newark Centre Wilson track.....								X			X	X	X	X
Continental Fibre Co.; North End Frt. House track; Coach track; Curtis Paper Co. and National Fibre Co.....								X	X	X	X	X	X	X
Chrysler Corporation Indus. track.....								X	X		X	X	X	X
BRIDGE 40:12:														
South of Newark.....										30		50	50	65
														65
IRON HILL:														
Public Delivery track.....			X	X	X	X	X	X	X	X	X	X	X	X
ELKTON:														
Triumph Explosives, Inc. Old Line — All tracks off lead track.....								X	X	X	X	X	X	X
								X	X	X	X	X	X	X
NORTHEAST:														
Arundel track & wharf Fire Brick track.....			X	X				X	X	X	X	X	X	X
			X	X				X	X	X	X	X	X	X
CHARLESTOWN:														
Station track.....								X			X	X	X	X
BRIDGE 60:07:														
Perryville; Havre-de-Grace—														
Three or more electric engines coupled.....														30
Light Engines.....	35	35	35	35	35	35	35	35	35	35	35	35	35	35
BRIDGE 72:14:														
Bush River.....										45		50	50	65
BRIDGE 79:85:														
Gunpow.....										45		50	50	65
BENGIES:														
Signal Corps track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 3:22:														
Philadelphia Rd., fourth bridge north of Canton Jct.....											X		35	50
BRIDGE 3:14:														
Kresson St., third bridge north of Canton Jct.....											X		35	50

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
BRIDGE 3.04: Monument Street, second bridge North of Canton Jct.								X		35	X			
BRIDGE 2.67: North Haven St., first bridge north of Canton Jct.									30	35	35			50
BRIDGE 2.19: North Linwood Ave., first bridge South of Canton Jct.							X			35	X			
BRIDGE 1.89: Milton Ave., fifth U. G. bridge South of Canton Jct.							X			35	X			50
BALTIMORE DISTRICT:														
Asylum track				X	X		X	X	X	X	X	X	X	X
Bay View to Water Plug, southbound yard											X	X	X	X
Orangeville— All tracks except Nos. 1, 2 & 3 running trks.								X			X	X	X	X
Continental Can Co., Plant No. 1				X	X	X	X	X	X	X	X	X	X	X
Food Fair Stores track No. 1	(e)	X	X	X	X	X	X	X	X	X	X	X	X	X
Lang's Pickle track		X	X	X	X	X	X	X	X	X	X	X	X	X
Weiskittel track, Philadelphia Rd.			X	X	X	X	X	X	X	X	X	X	X	X
Loney's Lane Yd.			X	X	X	X	X	X	X	X	X	X	X	X
Rustless Iron Co. track from West track; Loney's Lane Yd.			X	X	X	X	X	X	X	X	X	X	X	X
Continental Can Co., Plant No. 2			X	X	X	X	X	X	X	X	X	X	X	X
DeLion Rubber			X	X	X	X	X	X	X	X	X	X	X	X
Rustless Iron Co.			X	X	X	X	X	X	X	X	X	X	X	X
Baltimore Brick Co.			X	X	X	X	X	X	X	X	X	X	X	X
Hoffberger Coal Co.			X	X	X	X	X	X	X	X	X	X	X	X
Oriole Refrigerating Co.			X	X	X	X	X	X	X	X	X	X	X	X
American Ice Co., Patterson Park Yd.			X	X	X	X	X	X	X	X	X	X	X	X
Canton No. 1 Yard— Rukert Term. Corp. track			X	X	X	X	X	X	X	X	X	X	X	X
Canton Yard— Barge track			X	X	X	X	X	X	X	X	X	X	X	X
N. C. track			X	X	X	X	X	X	X	X	X	X	X	X
Billet Yard			X	X	X	X	X	X	X	X	X	X	X	X
Lead to 5th Ave. back of Y. M. Office			X	X	X	X	X	X	X	X	X	X	X	X
9th St. track			X	X	X	X	X	X	X	X	X	X	X	X
Grain Yard and Piers 3, 5, 7 and 11			X	X	X	X	X	X	X	X	X	X	X	X
Pier 6			X	X	X	X	X	X	X	X	X	X	X	X
South Wye			X	X	X	X	X	X	X	X	X	X	X	X
North Wye			X	X	X	X	X	X	X	X	X	X	X	X
Fifth Ave. Yard			X	X	X	X	X	X	X	X	X	X	X	X
North & South Ladder tracks, No. 3 Yard			X	X	X	X	X	X	X	X	X	X	X	X
Ore Pier			X	X	X	X	X	X	X	X	X	X	X	X
New Coal Yard and East and West Bakers			X	X	X	X	X	X	X	X	X	X	X	X
Old Coal Yard and Refrigerator Yard			X	X	X	X	X	X	X	X	X	X	X	X
Bowker track			X	X	X	X	X	X	X	X	X	X	X	X
A. A. Chemical track			X	X	X	X	X	X	X	X	X	X	X	X
Baugh Chemical			X	X	X	X	X	X	X	X	X	X	X	X
Canton Yard— Miller Fertiliser			X	X	X	X	X	X	X	X	X	X	X	X
Canton Shop Yard			X	X	X	X	X	X	X	X	X	X	X	X
Block Route— Alicanns St. and City Block Yard			X	X	X	X	X	X	X	X	X	X	X	X
Calvert Station— Tracks 1, 2 and 3	X(e)	X	X	X	X	X	X	X	X	X	X	X	X	X
Jail Yard			X	X	X	X	X	X	X	X	X	X	X	X
Madison Yard			X	X	X	X	X	X	X	X	X	X	X	X
Eager St. Yard			X	X	X	X	X	X	X	X	X	X	X	X
Baltimore Station— Tracks No. 1, No. 2, No. 5 and No. 6											X			
A track, High Line to Calvert										X	X	X	X	X
B track High Line to Northbound freight										X	X	X	X	X
C track										X	X	X	X	X
Post Office			X	X	X	X	X	X	X	X	X	X	X	X
M. & P. Conn.— B. & P. Jct.								X	X	X	X	X	X	X
Mt. Royal Yard								X						
B. P. Jct.—Fulton:														
Light Engines	30	30	30	30	30	30	30	30	30	30	30	30	30	30

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
BALTIMORE DISTRICT:														
Mt. Vernon Yard				X	X		X				X			
Bolton Yard				X	X		X	X	X	X	X	X	X	X
North Ave. Pumping Station			X	X	X	X	X	X	X	X	X	X	X	X
International Harvester Co.			X	X	X	X	X	X	X	X	X	X	X	X
Mt. Vernon Auto Delivery			X	X	X	X	X	X	X	X	X	X	X	X
Gwynns Run— Bowen Co. (Fulton)			X	X	X	X	X	X	X	X	X	X	X	X
B. Green Co. track (Fulton)							X				X	X	X	X
Gwynns Run— American Brake Shoe							X	X	X	X	X	X	X	X
W.M. Ry. Connection							X	X	X	X	X	X	X	X
American Stores track							X	X	X	X	X	X	X	X
Ward Baking Co.							X	X	X	X	X	X	X	X
A. & P. Co.							X	X	X	X	X	X	X	X
Southern Supply Co.							X	X	X	X	X	X	X	X
Hull Coal Co.				X	X	X	X	X	X	X	X	X	X	X
National Biscuit Co.				X	X	X	X	X	X	X	X	X	X	X
Von Heine Coal Co.				X	X	X	X	X	X	X	X	X	X	X
American Ice Co.				X	X	X	X	X	X	X	X	X	X	X
Barrett Tarvia & Abattoir track							X	X	X	X	X	X	X	X
New Yard							X							
Old Yard Extra track No. 16							X							
Old Yard track No. 16			X	X	X	X	X	X	X	X	X	X	X	X
J. O. White			X	X	X	X	X	X	X	X	X	X	X	X
Frederick Road— Freight Station							X	X	X	X	X	X	X	X
Robert S. Green track			X	X	X	X	X	X	X	X	X	X	X	X
Ceco Steel Co.			X	X	X	X	X	X	X	X	X	X	X	X
Baltimore Lumber Co.			X	X	X	X	X	X	X	X	X	X	X	X
Frederick Road Yard			X	X	X	X	X	X	X	X	X	X	X	X
Industrial track							X	X	X	X	X	X	X	X
Samuel Pistoria Co.							X	X	X	X	X	X	X	X
Westinghouse Electric Co.							X	X	X	X	X	X	X	X
General Electric Co.							X	X	X	X	X	X	X	X
Jewell Tea Co.							X	X	X	X	X	X	X	X
Industrial and Bettar Ice Cream Co.							X	X			X	X	X	X
BRIDGE 104.36: North of Patapsco No. 2 and No. 3 tracks							25				45	35		55
ODENTON: National Plastics								X	X	X	X	X	X	X
BRIDGE 116.04: North of Patuxent, No. 2 and No. 3 tracks							20				45	30		55
BRIDGE 116.09: North of Arundel, No. 2 and No. 3 tracks No. 1 track							20	40			40	35	50	55
WASHINGTON DISTRICT:														
Queens Chapel Yard— All side tracks			X	X	X	X	X	X	X	X	X	X	X	X
Bladensburg Road— All side tracks			X	X	X	X	X	X	X	X	X	X	X	X
Hudson Brick Co. track			X	X	X	X	X	X	X	X	X	X	X	X
Ceco Steel Co.			X	X	X	X	X	X	X	X	X	X	X	X
Washington Gas Light Co. track			X	X	X	X	X	X	X	X	X	X	X	X
No. 1 track, "M" St. Yard							X	X	X	X	X	X	X	X
Nos. 2 and 3 Loop tracks, Jersey Yard							X	X	X	X	X	X	X	X
Nos. 1 and 2 tracks, "Over the Hill" Jersey Yard							X	X	X	X	X	X	X	X
Nos. 1 and 2 High Line tracks, Jersey Yard							X	X	X	X	X	X	X	X
Capital Power Plant track			X	X	X	X	X	X	X	X	X	X	X	X
Navy Yd. Extension			X	X	X	X	X	X	X	X	X	X	X	X
D. C. Refuse Disposal track			X	X	X	X	X	X	X	X	X	X	X	X
R. P. Andrews track			X	X	X	X	X	X	X	X	X	X	X	X
Standard Oil Co. track			X	X	X	X	X	X	X	X	X	X	X	X
Peebles Chemical Co.— All tracks							X	X	X	X	X	X	X	X
Government Fuel Yard tracks, Jersey Yard			X	X	X	X	X	X	X	X	X	X	X	X
All Coal Trestle tracks, Jersey Yard			X	X	X	X	X	X	X	X	X	X	X	X

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
BEAR: Station track.....							X			X	X	X	X	
KIRKWOOD: Station track.....							X			X	X	X	X	
CANAL MOVABLE BRIDGE 18.08:			45(a)	45	45	45	X	45	45	20	X	X	45	
MT. PLEASANT: All tracks.....							X			X	X	X	X	
C. & P.D. Branch Perryville to Cres.....		15												
PORT DEPOSIT: Wiley Equipment Co..... Stone Quarry track.....				X	X	X	X	X	X	X	X	X	X	X
OCTORARO SECOND- ARY TRACK: Between: Wawa and Rising Sun..... Between: Rising Sun and Roek.....				(g)	(g)		X			X	X	X	X	X
CHESTER HEIGHTS: Richardson & Schrader.....		X	X	X	X	X	X	X	X	X	X	X	X	X
GONCORDVILLE: Richardson & Schrader.....		X	X	X	X	X	X	X	X	X	X	X	X	X
BRANDYWINE SUMMIT: Clemens track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
ROSEDALE: Public Delivery track.....		X	X	X	X	X	X	X	X	X	X	X	X	X
KENNETT SQUARE: Phillips Lumber and Coal Co..... Gawthrop track..... Pennoek track..... Loek Joint Pipe Co..... American Vincoe..... Fibre Specialty Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
TOUGHKENAMON: Penn.-Dela. Supply Co.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
AVONDALE: Pannore Supply Co. (Trestle track)..... W. W. Walp..... Pennoek track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X
KELTON: Penn.-Del. Supply Co.....				X	X	X	X	X	X	X	X	X	X	X
OXFORD: Abbots Dairy.....				X	X	X	X	X	X	X	X	X	X	X
NOTTINGHAM: Coal Trestle track.....			X	X	X	X	X	X	X	X	X	X	X	X
SHELLPOT SECOND- ARY TRACK: Bridge No. 3..... E. L. DuPont-Nemours Co..... Artie Roofing..... Elec. Hose & Rubber Co. Freight Car Repair Yards—All tracks.....	10	10	10(a)	10	10	10	X	X	X	10	10	10	10	10
POPE'S CREEK SEC- ONDARY TRACK:				X	X		X			X	X	X	X	
BOWIE: Wye track.....				X	X		X	(f)	X	(f)	X	X	X	X
YORK SECONDARY TRACK: Wrightsville to York..... Wrightsville Yard..... Wrightsville Sta. trk..... Caterpillar track..... Bendix track..... Highland Industries trk..... E. & S. Realty Co. trk..... Standard Register Co. track..... Sears track.....				X	X		X	A	A	A	X	X	X	X

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FREDERICK SEC- ONDARY TRACK: York to Frederick..... Palmer's Industrial trk.....				X	X		X			X	X	X	X	X
SPRING GROVE: P. H. Gladfelter trks..... P. H. Gladfelter No. 4 track.....				X	X		X	X	X	X	X	X	X	X
HANOVER: Doubleday Co..... Hoke & Bair Coal Co. Trestle..... Revonah track.....				X	X		X	X	X	X	X	X	X	X
LITTLESTOWN: Coal trestle track.....				X	X		X			X	X	X	X	X
BRIDGE 41.58: South of Kingsdale.....			20	X	X	20	X	20	20	X	X	X	X	20
BRIDGE 85.20: North of Frederick.....			20	X	X	20	X	20	20	X	X	X	X	20
CHESTER AND PHILA. TRACK: All tracks to industries on this track.....				X	X		X	X	X	X	X	X	X	X
LAMOKIN RUN YARD TRACK: All tracks to industries.....				X	X		X	X	X	X	X	X	X	X
LINWOOD YARD TRACK: North leg of Wye..... All tracks to industries.....				X	X		X	X	X	X	X	X	X	X
CLAYMONT YARD TRACK: All tracks to industries.....				X	X		X	X	X	X	X	X	X	X
CHESTER CREEK SECONDARY TRK: Phila. Electric Co. track Runaround track along leg of Wye..... Independent Coal Co..... Tomlinson Co.....				X	X		X	X	X	X	X(b)	X	X	X
BRANDYWINE YARD TRACK: All other tracks.....				X	X		X	X	X	X	X	X	X	X
NEWARK AND DELA- WARE CITY SEC- ONDARY TRACK:							X				X	X	X	X
NEWARK: Newark Concrete Prod- ucts Co. track.....							X				X	X	X	X
GOOCH: Dayetts Industrial trk.....							X	X	X	X	X	X	X	X
GLASGOW: Storage tracks.....							X				X	X	X	
NEWARK AND DELAWARE CITY TRACK: Porter to Delaware City.....							X	X	X	X	X	X	X	X
NEW CASTLE SEC- ONDARY TRACK: Delaware Floor Prod- ucts Co..... Pyrites; Lobdell & Wil- mington Marine Tern. tracks..... Atlas Powder Co..... Water Plug track..... Tidewater Chemical Co. Wilmington Fibre Co. and American Mangan- ese Co. tracks.....							X	X	X	X	X	X	X	X
MINNICK-PRINCIPIO TRACK: Armstrong Stove & Mfg. Co. tracks.....				X	X		X	X	X	X	X	X	X	X
HAVRE DE GRACE YARD TRACK: J. M. Huber Co..... J. M. Huber Co. (New) Gallagher Coal Co.....	X	X	X	X	X		X	X	X	X	X	X	X	X

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
PRESIDENT ST. YARD TRACK:														
Crossover southbound trk. to Trappe Rd. trk.			X	X	X	X	X	X	X	X	X	X	X	X
Weiskittel track			X	X	X	X	X	X	X	X	X	X	X	X
Highland Yard														
PRESIDENT ST. TRACK:														
Union Crossing to President Station				X	X	X	X	X	X	X	X	X	X	X
Clinton St. Yard			X	X	X	X	X	X	X	X	X	X	X	X
Tracks 13, 14 & 15, President St. Yard			X	X	X	X	X	X	X	X	X	X	X	X
BEAR CREEK TRACK:														
Canton Jct. to Sollers							X				X	X	X	X
Eastern Supply Co. trk.			X	X	X	X	X	X	X	X	X	X	X	X
The Pompeian			X	X	X	X	X	X	X	X	X	X	X	X
Highlandtown Yard			X	X	X	X	X	X	X	X	X	X	X	X
Eskay-Williamson														
Veneer			X	X	X	X	X	X	X	X	X	X	X	X
Guth Cola							X				X	X	X	X
Bridge 6.12:														
Colgate Creek	10	10	10			10	X	10	10	10	X	X	X	10
Federal Yeast				X	X	X	X	X	X	X	X	X	X	X
Reid Avery				X	X	X	X	X	X	X	X	X	X	X
Interoceanal Paint Co.			X	X	X	X	X	X	X	X	X	X	X	X
Dundalk Central Fdry.			X	X	X	X	X	X	X	X	X	X	X	X
Curtis Caproni			X	X	X	X	X	X	X	X	X	X	X	X
Gen. Gas & Elec. Co.			X	X	X	X	X	X	X	X	X	X	X	X
CLAREMONT TRACK:				X	X	X	X	X	X	X	X	X	X	X
North leg of Wye			X	X	X	X	X	X	X	X	X	X	X	X
South leg of Wye			X	X	X	X	X	X	X	X	X	X	X	X
Bloedes tracks, 1 and 2			X	X	X	X	X	X	X	X	X	X	X	X
CATONSVILLE TRACK				X	X	X	X	X	X	X	X	X	X	X
FT. MEADE TRACK:														
U.S. Govt. track leading from Kelly's track											X	X	X	X
Signal School and Church tracks											X	X	X	X
BOWIE RACE TRACK											X	X	X	X
ROSSLYN TRACK				X	X	X	X	X	X	X	X	X	X	X
Pentagon Power Plant track			X	X	X	X	X	X	X	X	X	X	X	X
Fred Drew			X	X	X	X	X	X	X	X	X	X	X	X
Hires Turner track			X	X	X	X	X	X	X	X	X	X	X	X
Griffith Coal track			X	X	X	X	X	X	X	X	X	X	X	X
All Yards tracks			X	X	X	X	X	X	X	X	X	X	X	X
Arlington Asphalt Co.			X	X	X	X	X	X	X	X	X	X	X	X
UNION BRIDGE TRACK				X	X	X	X	X	X	X	X	X	X	X
Walkersville Canning Co. track				X	X	X	X	X	X	X	X	X	X	X
Walkersville-Jamison's track				X	X	X	X	X	X	X	X	X	X	X

Class of engines listed under each numbered column of this page will apply to same numbered columns of all succeeding pages of this instruction.

LOCATION	CLASS OF ENGINES									Eng. with Tender Cap. of Over 15,000 Gals. with 6 Wheel Trucks
	Yard-Diesel	E	G	H, AS-10	K	L	BH-50, I, M	EP, AP, BP, FP	EF, FF, BF, AF, ES-15	
	1	2	3	4	5	6	7	8	9	
MIDDLETOWN:										
Short and Walls track		X	X	X	X	X	X	X	X	X
CLAYTON:										
Smyrna track			X		X	X	X			X
DOVER:										
Coal trestles	X	X	X	X	X	X	X	X	X	X
Coty, Inc. track	X	X	X	X	X	X	X	X	X	X
Frear's track	X	X	X	X	X	X	X	X	X	X
Suburban Gas Co.	X	X	X	X	X	X	X	X	X	X
Romeo's track	X	X	X	X	X	X	X	X	X	X
Coal pockets, Lewes trk.	X	X	X	X	X	X	X	X	X	X
Diamond Cold Storage	X	X	X	X	X	X	X	X	X	X

	1	2	3	4	5	6	7	8	9	10
HARRINGTON:										
Harrington Lumber Co.		X	X	X	X	X	X			X
SEAFORD:										
Atlantic Refining Co.		X	X	5	X	X	X	5	5	X
North & south connection to Shall track					X	X	X			X
South connection to River track			X		X	X	X			X
North end of Charcoal track			X		X	X	X			X
SALISBURY:										
Miller's track			X		X	X	X			X
Short track at frt. house					X	X	X			X
Back track at frt. house					X	X	X			X
Standard Oil Co.					X	X	X			X
Grier's track		X	X	X	X	X	X	X	X	X
Precision Development Co.			X		X	X	X			X
POCOMOKE:										
Exchange track No. 1		X	X	X	X	X	X			X
Exchange track No. 2		5	5	5	5	5	5			X
Exchange track No. 3		5	5	5	5	5	5			X
Exchange track No. 4		5	5	5	5	5	5			X
Dennis track										X
Storehouse track										X
Birdseye Slider track										X
EXMORE:										
Chandler's track						X	X	X		X
MACHIPONGO:										
Station track No. 8						X	X			X
CAPE CHARLES:										
Reliable Coal Trestle	X	X	X	X	X	X	X	X	X	X
CENTREVILLE SECONDARY TRACK								X		X
CHESTERTOWN SECONDARY TRACK								X		X
CHESTERTOWN: Kibler's track		X	X	X	X	X	X	X	X	X
OXFORD SECONDARY TRACK								X		X
HENDERSON: Public delivery tracks								X	X	X
GREENSBORO: Back trk., Pet Milk Co.								X	X	X
D. M. & V. SECONDARY TRACK								X		X
CAMBRIDGE SECONDARY TRACK								X		X
CRISFIELD SECONDARY TRACK								X		X
CRISFIELD: Potomac & Handy trk.								X	X	X
REHOBOTH TRACK								X		X
LEWES: Beach track								X	X	X
MILTON TRACK								X		X
KIPTOPEKE TRACK								X	X	X
VIENNA TRACK		X						X	X	X
DENTON TRACK		X	X					X	X	X
McDANIEL TRACK		X	X					X	X	X
MARDELA TRACK		X						X	X	X

	1	2	3	4	5	6	7	8	9	10
SALISBURY:										
Mill Street track.....		X	X		X	X	X			X
Conn. bet. Secondary trk. and West No. 1.....		X	X		X	X	X			X
Farmers & Planters trk.		X	X	X	X	X	X	X	X	X
Ruarks track.....		X	X	X	X	X	X	X	X	X
Nock Coal Co. track.....		X	X	X	X	X	X	X	X	X
Salisbury Milling Co. trk.		X	X	X	X	X	X	X	X	X
Poconantas track.....		X	X	X	X	X	X	X	X	X
West End River trk.— Mill Street.....		X	X	X	X	X	X	X	X	X
WILLARD TRACK		X			X	X	X			X
OCEAN CITY TRACK		X					X			X

- (a) — Speed shown for Class E locomotives over movable bridges will be applicable to rail motor cars.
- (b) — L-1 engine permitted between Lamokin and overhead Bridge 0.67.
- (c) — Class BS-12 shifting diesel restricted.
- (d) — BP-60 prohibited.
- (e) — Diesel-electric yard engines not restricted.
- (f) — Restricted to forward movement only on north leg of Wye — 5 miles per hour.
- (g) — Bridges 26.92, 34.34, 37.73, 39.19 — 10 miles per hour.
- (h) — Class P-5 and DD-2 restricted.

1160-A2. Shellpot Branch: Bridge 3 and Bridge 4:

Three or more electric engines coupled over these bridges are prohibited.

Four or more Diesel engines or Diesel engine units coupled are prohibited over these bridges.

Double-heading of electric engines is prohibited over these bridges when a train is on adjacent track.

Class BP60 engines prohibited over these bridges when a train is on adjacent track.

Three or more Diesel engines Class AS18M, AS24M, AFP20, AP20, BS16M, BS16MS, EP20, EP22, FP20, FP20A, AS16A, APS24MS, BS24, BS24M, BF16Z, BP20, ES15A, ES17M, FS24M, FF20, LS25 and LS25M, or Diesel engine units coupled are prohibited.

Class BH50 is prohibited.

1160-A3. Class FF-2 engines are restricted over Bridge 3 and Bridge 4, Shellpot Branch.

Class FF-2 engine may be used coupled to another FF-2 engine, or to any other class electric or Diesel engine.

Not more than three (3) Class FF-2 engines may be used coupled, whether or not in multiple.

From top of rail to top of pantograph in down position, Class FF-2 electric engine measures 16 feet 4 inches, which is approximately 16 inches higher than Class GG-1 engine.

Due to these measurements, Class FF-2 engines are prohibited under catenary where trolley wire is less than 16 feet 9 inches. This restricts these engines on the following tracks:

Maryland District

Main Line—Union Junction - B.& P. Junction.

Station Platform tracks No. 1, No. 2, No. 3, No. 4, No. 5, No. 6, and No. 7.

Lead to Sleeper Yard, Station Platform, Track C.

Main Line—B.& P. Junction - Fulton
No. 3 track.

Main Line—Landover - Region Post (W.T.)
No. 2 and No. 3 track.

1160-B1. Other Equipment Restrictions Movement of Cars (Maximum Weight)

A maximum weight of 251,000 pounds (car and lading) can be handled over the Chesapeake Region, except: Cars exceeding a maximum weight of 210,000 pounds must not be accepted for movement over the following tracks:

Float Bridges:

Norfolk and Cape Charles

Secondary Tracks:

Chester Creek	York
Octoraro	Centreville
Chestertown	Oxford
Frederick	

Tracks:

Claymont	Kiptopeke track
South Chester	Vienna track
Brandywine	Denton track
Claremont	McDaniel track
Havre de Grace	Mardela track
Bear Creek	Willard track
Chester and Philadelphia	Ocean City track
Rehoboth track	
(Lewes Beach track)	

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

The handling of BS-12 Diesel, one unit, with a gross weight of 240,000 pounds may be handled on float bridges subject to the following restrictions:

No. 1—Balance to prevent severe tipping.

No. 2—Use empty spacer cars to engine or other heavy loads over float bridge while this Diesel is on float bridge.

1160-B3. Passenger Carrying Cars Moved in Freight Service

Class MP 54 and MU cars moved deadhead in freight trains must be placed on rear of train just ahead of cabin car and in such trains that will not require pusher service.

1160-C1. Trains with 250-ton wrecking derricks can be operated over the Chesapeake Region (Maryland District) except these derricks, insofar as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtained for class M engines provided that it is preceded and followed by cars weighing not more than 160,000 lbs., and if handled by engine heavier than class H-10 at least four cars, weighing not more than 160,000 lbs., must separate the wreck derrick from engine.

Movement of 250-ton wrecking derricks is prohibited over the Chesapeake Region (Delmarva District), unless otherwise directed by the Superintendent Transportation.

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

Denton track	McDaniel track
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Overhead Clearance

1163-A1. Employees are prohibited from going on top of box cars, engines, excessive dimension cars or other high equipment except at the following locations:

At all yards and humps or where flat switching is in progress excluding electrified territory where LOW WIRE signs are in service.

1163-B1. Unless adjacent tracks are clear, the following classes of diesel engines must not be operated between the points indicated below:

Class of Engines	Between	And
AF-16, BF, FF, AP, BP-20, EP, EFP, FP and BH-50	B. & P Junction	Fulton
AF, BF, EF, FF, AP, BP, EP, FP	Crossover No. 3 track, Wilmington	Meat House Secondary Track

1163-B3. Class AF, BF, EF, FF, AP, BP, EP and FP diesel road engines are prohibited on No. 1 and No. 4 track between Fulton and Gwynn.

Movement of Lightweight Equipment

1163-B6. The movement of P-85-BR type lightweight passenger coaches and lightweight Pullman cars is prohibited on crossover from No. 3 track to Meat House secondary track, account close clearance.

1163-C1. Minimum clearance for foreign trolley wires running across and over tracks:

A man standing on a high box car giving an overhead signal will make contact with such wires if he gives signal while passing under them, thereby exposing himself to serious danger. Employees are warned against this danger at the following locations where overhead trolley wires or traffic signal wires cross the tracks:

CLEARANCE 17 FEET 2 INCHES ABOVE TOP OF RAIL:

Baltimore.... (Monument St. and Guilford Ave. (traffic signal wire)
Central Ave. and Pratt St. (traffic signal wire)
Monument St. and Greenmount Ave.
Monument St. and Ensor St.
Monument St. and Gay St.
Central Ave. and Orleans St. (traffic signal wire)
Central Ave. and Baltimore St. (traffic signal wire)
Central Ave. and Gough St.
Eastern Ave. and Caroline St.
Aliccanna St. and Bond St.
Aliccanna St. and Caroline St.
Aliccanna St. between Bond St. and Broadway.
Aliccanna St. between Broadway and Register St.
Boston St. and Clinton St. (traffic signal wire)
Highland Ave. and Boston St. (traffic signal wire)
Ann St. and Aliccanna St. (traffic signal wire)
Bond St. and Fleet St.
Bond St. and Eastern Ave.
Caroline St. and Fleet St.)

CLEARANCE 15 FEET ABOVE RAIL:

Baltimore.... (Guilford Ave. and Madison Ave. (traffic signals)
Guilford Ave. and Centre St. (traffic signals)
Central Ave. and Eastern Ave. (traffic signals)
Caroline St. and Eastern Ave. (traffic signals)
Aliccanna St. and Wolfe St. (traffic signals)
Washington St. and Fleet St. (traffic signals)
Boston St. and O'Donnell St. (traffic signals)

CLEARANCE 16 FEET ABOVE TOP OF RAIL:

York, Pa.....Andrews Paper House track. (Electric power service wires and telephone cable.)

Eastern Ave. between Caroline and Bond Sts.
Bond St. from Aliccanna St. to Eastern Ave.
Aliccanna St. between Bond and Caroline Sts.

CLEARANCE 16 FEET ABOVE TOP OF RAIL:

Chester.....Chester-Jensen Co. Track.

Side Clearance

1163-C2. Employees are warned that close side clearance exists between siding and Marlboro Station Platform and Tobacco Warehouse (Pope's Creek Secondary Track) and will not clear a man on side of car or engine.

1163-C3. Employees are warned of close side clearance at various locations on Chesapeake Region and must use care and take precautions necessary to protect against injuries.

ELECTRICAL OPERATION

1167-A1. Electrical Operating Instructions C.T.-290, in effect.

1167-A2. Power Directors are located at Philadelphia and Baltimore and have jurisdiction over following tracks equipped for A.C. electrical operation:

Main Tracks:

Region Post, south of Darby, to Region Post (W.T.), Washington, including Edgewood and Magnolia Sidings and Gauntlet Track B.& P. Tunnel, Baltimore, except crossover North of Mile Post 134, Bladensburg Road. Landover to South End, including all main track crossovers, except Water Street crossover north of Mile Post 138 and crossover north of Mile Post 131.

Shellpot Branch:

No. 1 and No. 2 tracks and crossovers at Interlocking Stations.

Columbia and Port Deposit Branch:

Perryville to Region Post (Philadelphia Region) and interlocked crossovers and including Pilot and Harbor Sidings.

Secondary Tracks:

Bellevue-Bridge:

No. 1 and No. 2 tracks and crossovers at Northbound Hump, Twelfth Street and Seventh Street, Edge Moor.

Bellevue-Landlith:

B track between Bellevue and Landlith, and crossover between B track and No. 2 secondary track at Edge Moor.

Edge Moor - Landlith:

No. 0 track between Junction with No. 2 secondary track at Edge Moor and Landlith, and crossover between No. 0 track and Wilmington track at north end of Wilmington Shop.

River:

No. 1 track between River Interlocking and Bay Block and Interlocking Station.

Yard Tracks:

Bay - Highland Yard:

South track from connection with Orangeville Engine Yard Lead track at Bay Interlocking, to connection with Trappe Road track, 450 feet south of Bay Interlocking.

Trappe Road track from connection with South track, 450 feet south of Bay Interlocking, to a point 650 feet south thereof.

Secondary Tracks:**Landover:**

North end of No. 1 track from connection with non-interlocked switch and No. 2 main track to a point 523 feet south thereof.

Anacostia:

No. 1 and No. 4 tracks from non-interlocked switch connections with No. 2 and No. 3 main tracks at Deanwood to interlocked switch connections with No. 2 and No. 3 main tracks at Anacostia Block and Interlocking Station. Non-interlocked trailing crossover between No. 4 secondary track and No. 3 main track, 1225 feet north of Mile Post 134.

Virginia:

No. 1 and No. 4 tracks from interlocked switch connections with No. 2 and No. 3 main tracks at Virginia Block and Interlocking Station to interlocked switch connections with No. 2 and No. 3 main tracks at 14th Street Interlocking.

Running Track:**Trainer - Hook:**

No. 0 track.

Yard Tracks:**Lamokin:**

No. 0 track northward from Lamokin Interlocking.

Multiple Unit Coach Yard consisting of three tracks southward from Lamokin Interlocking and that part of south leg of Wye connecting the Multiple Unit Coach Yard with No. 4 track.

Highland Avenue—Hook:

No. 5 track.

Highland Avenue—Trainer

No. 0 track.

Highland Avenue:

Electric engine storage track and ladder connection to No. 5 track.

600 feet of north end No. 1 track and connection to 0 track.

Trainer—Southward Yard:

Ladder from No. 5 to No. 8 track and 600 feet of south end of No. 6, No. 7, and No. 8 tracks.

Edge Moor:**SOUTHWARD TRACKS:**

No. 10 and No. 11 advance tracks.

South end of Southward advance tracks from connection with ladder track and secondary track as follows:

No. 1 and No. 2 tracks 300 feet northward.

NORTHWARD TRACKS:

No. 2 and No. 3 northward receiving tracks from connection with secondary track.

No. 11 track, northward receiving yard, 1004 feet northward from connection No. 1 secondary track at Bridge Interlocking.

North end of northward advance tracks from connection with Shellpot secondary track as follows:

No. 2 and No. 3 tracks 270 feet southward.

No. 4 and No. 5 tracks 570 feet southward.

Wilmington track from junction with secondary track to transfer table in Wilmington Shop.

No. 16 and No. 17 tracks and lead to Wilmington track at north end of Wilmington Shop.

Landlith:

South and north legs of Wye and inward and outward engine-house tracks to secondary track, and cabin car track.

West Yard:

Ladder track and Multiple Unit Coach Yard southward from West Yard Interlocking.

Davis:

No. 1 Extension track.

Perryville Yard:

Westward track from junction with Minnick-Principio track to a point 1725 feet east thereof.

Bay View Yard:

North end of north lead track to Sparrows Point Spur, 710 feet southward from switch connection to the Yard Departure track.

North end of south lead track, Sparrows Point Spur, 465 feet southward from south end of crossover connecting to north lead track and including the connecting crossover.

No. 4 Receiving track from connection with interlocked switch to No. 3 track, North Point, to connection at interlocked crossover with No. 3 track at Bay.

No. 1, No. 2 and No. 3 tracks in South Yard.

Inbound track from connection with No. 1 track at River Interlocking to connections with north ends of No. 14, No. 16, No. 18 and No. 20 track, Inbound Receiving Yard.

No. 14, No. 16, No. 18 and No. 20 tracks, Inbound Receiving Yard.

Crossover between No. 14 and No. 16 tracks, between No. 16 and No. 18, and between No. 18 and No. 20 tracks, Inbound Receiving Yard south of North Point Substation.

South Running track from connections with south end of No. 14, No. 16, No. 18 and No. 20 tracks, Inbound Receiving Yard to connection with north end of No. 2 Yard track at Bay Interlocking.

North end of No. 31 and No. 33 Outbound Classification tracks 745 and 675 feet southward from connection with No. 35 Advance track.

North end of tracks in Outbound Classification Yard, including leads connecting these tracks to No. 35 and No. 37 Advance tracks, from connection with switch, as follows:

No. 35 track, 525 feet southward.

No. 37 track, 450 feet southward.

No. 39 track, 540 feet southward.

No. 41 track, 540 feet southward.

No. 43 track, 525 feet southward.

No. 45 track, 525 feet southward.

No. 47 track, 490 feet southward.

No. 49 track, 575 feet southward.

No. 51 track, 495 feet southward.

Crossover between lead to No. 43 track and lead to No. 51 track, and crossover between lead to No. 51 track and No. 35 Advance track, in Outbound Classification Yard.

No. 35 Advance track from north end of No. 35 Outbound Classification track, and No. 37 Advance track from lead connecting to No. 51 Outbound Classification track, to junction of north end of No. 35 and No. 37 Advance tracks.

All Crossovers between No. 35 Advance track and No. 37 Advance track.

Outbound (Yard Departure) track from junction of north end of No. 35 and No. 37 Advance tracks to connection with No. 1 track, River Interlocking.

Crossover between Inbound track and Outbound track, 370 feet south of River Interlocking.

Bay—Orangeville:

No. 2 yard track from connection with Orangeville lead track to connection with south end of south running track, Bay View Yard, including interlocked crossovers to No. 1 track, Bay Interlocking.

Orangeville lead track from connection with ash pit track to connection with No. 2 yard track.

Orangeville:

Ash Pit track.	Scrap track.
No. 1 Ash track.	New MU track.
No. 1 Coal Wharf track.	Storehouse track.

Baltimore Station:

All tracks except Post Office.

B. & P. Junction—Woodberry:

No. 1 track from east end of trailing non-interlocked crossover between No. 1 and No. 2 tracks, 505 feet west of Cedar Avenue Bridge, to B. & P. Jct.

No. 2 track from B. & P. Jct. to a point 1154 feet west of Cedar Avenue Bridge.

Facing non-interlocked crossover between No. 1 and No. 2 tracks at Cedar Avenue Bridge.

No. 3 running track from B. & P. Jct. west to connection with No. 2 track.

No. 4 running track from B. & P. Jct. to and including facing crossover to No. 3 running track, 1000 feet west of B. & O.R.R. Bridge.

No. 5 yard track from B. & P. Jct. to connection with No. 4 running track at west end of Mt. Royal Coach Yard.

All interlocked crossovers and No. 7 track Mt. Royal Coach Yard.

Fulton—Gwynn:

North No. 0 track from connection of interlocked crossover on No. 1 track to a point 118 feet south.

No. 0 track from connection of interlocked switch with No. 1 track at Gwynn to connection with No. 1 track at non-interlocked switch located 900 feet south of Edmondson Station.

No. 1 northbound spur track from connection with No. 2 spur track to a point 405 feet south.

No. 2 northbound spur track from connection with No. 0 track to a point 629 feet south.

No. 5 track from connection of interlocked crossover on No. 4 track at Gwynn to connection with No. 4 track at non-interlocked crossover located 650 feet south of Mile Post 98.

No. 6 track from connection with No. 5 track to a point 385 feet north.

No. 7 track from connection with No. 6 track to a point 275 feet north.

No. 8 track from connection with No. 7 track to a point 275 feet north.

Gwynn—Winans:

Industrial track from connection of interlocked switch on No. 1 track to a point 350 feet south.

Loudon Park pick-up track from connection of non-interlocked crossover with No. 1 track to a point 550 feet south.

Benning:

2B yard track and non-interlocked tralling switch from connection with No. 4 track at south end of yard to a point 450 feet north.

Non-interlocked tralling crossover between No. 1 secondary track to No. 2 track 84 feet north of Yard Master's Office.

No. 3 track from connection with No. 1 track to a point 600 feet south.

No. 4 track from connection with No. 3 track to a point 330 feet south.

No. 5 track from connection with No. 4 track to a point 240 feet south.

No. 6 track from connection with No. 5 track to a point 390 feet south.

No. 7 track from connection with No. 6 track to a point 320 feet south.

No. 8 track from connection with No. 7 track to a point 300 feet south.

Pennsylvania Avenue:

Lead track and non-interlocked tralling switch from connection with No. 3 track at south end of yard to a point 350 feet north.

Jersey Yard:

No. 1 yard track and facing non-interlocked crossover from connection with No. 2 track 960 feet north of Virginia Block and Interlocking Station to connection with No. 2 track 220 feet south of Virginia Avenue Tunnel.

Potomac Yard:

SOUTHWARD:

Southward freight running track from South End Interlocking to the north end of the southward receiving yard.

Crossovers, 800 feet north of the north end of the southward receiving yard connecting the northward and southward freight running tracks.

Southward freight running tracks No. 1 and No. 2 from Duck-under Interlocking to the south end of the Southward Receiving Yard.

Southward Receiving Yard tracks No. 3, No. 4, No. 5, No. 6, No. 7, No. 8 and No. 9.

Electric Locomotive Incline Track.

Thoroughfare track, from connection with south end of No. 1 Electric Locomotive Storage Yard track, southward 512 feet.

Leads from south end of freight running tracks No. 1 and No. 2 and Southward Receiving Yard tracks No. 3, No. 4, No. 5, No. 6, No. 7, No. 8 and No. 9, including crossovers at the Hump connecting these leads, to connection with Electric Locomotive Incline track.

Inbound Engine Running track from north end of No. 9 Southward Receiving Yard track to connection with Outbound Engine Running track.

OTHER TRACKS:

No. 1, No. 2, and No. 3 Electric Locomotive Storage Yard tracks.

Northward:

Outbound Engine Running track from junction of north end of Electric Locomotive Storage Yard tracks to connection with No. 3 Advance track at Four Mile Run.

No. 3, No. 4 and No. 5 Advance Yard tracks including cross-overs between electrified tracks from Four Mile Run yard office to the north end of northward classification yard tracks 31-39, inclusive:

Northward Classification Yard tracks, including crossover between No. 23 and No. 24 tracks, from connection with north switch, as follows:

- No. 20 track, 595 feet southward.
- No. 21 track, 340 feet southward.
- No. 22 track, 425 feet southward.
- No. 23 track, 520 feet southward.
- No. 24 track, 560 feet southward.
- No. 25 track, 450 feet southward.
- No. 26 track, 380 feet southward.
- No. 27 track, 310 feet southward.
- No. 28 track, 215 feet southward.
- No. 29 track, 120 feet southward.
- No. 30 track, 750 feet southward.

No. 4 Northward Freight Running track from connection with north end of northward Advance Yard tracks to South End Interlocking:

No. 5 and No. 6 Northward Freight Running tracks from north end of northward advance yard tracks to connection with No. 4 Northward Freight Running track at Roach's Run:

Northward Classification Yard tracks, including crossovers between electrified tracks, from connection with north switch, as follows:

- No. 31 track, 259 feet southward.
- No. 32 track, 259 feet southward.
- No. 33 track, 409 feet southward.
- No. 34 track, 560 feet southward.
- No. 35 track, 560 feet southward.
- No. 36 track, 359 feet southward.
- No. 37 track, 620 feet southward.
- No. 38 track, 459 feet southward.
- No. 39 track, 410 feet southward.

Relay Yard:

No. 4 track, 57 feet south from connection with Relay Yard Lead.

No. 5 track, 780 feet south from connection with Relay Yard Lead.

No. 6 track, 570 feet south from connection with Relay Yard Lead.

No. 7 track, 700 feet south from connection with Relay Yard Lead.

Relay Yard Lead from north end of the Relay Yard to connection with the Northward Thoroughfare track at the south end of the Northward Classification Yard.

Northward Thoroughfare track from the connection with the Relay Yard Lead to Four Mile Run yard office:

Connecting track between the southward thoroughfare track and the northward thoroughfare track, south of the Cabin Car Yard, South of Four Mile Run.

Other Tracks:

Wilmington Shops:

Enginehouse Storage tracks No. 1, No. 2, No. 3, No. 4, No. 5 pit track.

Track A connecting No. 1 to No. 5 pit tracks with locomotive shop lead.

Locomotive Erecting Shop tracks No. 1, No. 2, No. 3, No. 4, No. 5, No. 6 and Boiler House spur leading off No. 2 track, and connection leading to No. 0 track.

Wilmington Passenger Station:

Middle Station track.

Hill track, 685 feet north from interlocked switch connecting with No. 2 track.

Meat House track, 300 feet north and 160 feet south from interlocked switch connecting with No. 3 track.

Stanton:

Delaware Park track from connection with No. 4 track, 1500 feet south of Stanton, extending 543 feet to connection with Station track.

500 feet of Stanton Station track.

Delaware Park track from 543 feet north of connection with No. 4 track to Delaware Park Race Track, including siding and storage tracks No. 2, No. 3 and No. 4. These tracks will be energized only by authority of General Order, or by train order.

Davis:

Naught track, Chrysler Yard from tralling point interlocked connection with No. 1 track at Davis extending 1403 feet southward.

Elkton:

Red Mill south of Elkton, 500 feet of stub end track with switch connection in No. 2 track.

Perryville:

No. 5 track.

North and South legs of Wye.

Perryville Yard (Minnick):

No. 1 track from junction with Columbia and Port Deposit Branch to a point 1800 feet east thereof, including crossover to westward track.

Havre de Grace:

Old Line from connection with No. 1 track at Oak and extending 380 feet north of low home signal governing southward movements on Old Line.

1167-A4. C. T. 290 Electrical Operating Instructions.

Freight Train Operation

Current Ratings—Freight

Maximum locomotive power used on rear of freight train must not exceed 5000 Diesel horsepower, or 7800 electric horsepower. When in emergency, Diesel and electric power is doubleheaded on rear of a freight train, operated Diesel horsepower must not exceed 2500, and not more than one electric locomotive unit of any class may be used.

When the rated working horsepower of locomotives pushing a freight train exceeds 4800, engineman of the pushed locomotives will ease off the throttle while train is making a diverging movement over crossovers and turnouts.

Cab lead ammeter readings of Class FF-2 electric locomotives, whether operated as single or multiple-cab locomotives, are restricted to a maximum of 700 amperes and throttle lever must be so manipulated that this value is never exceeded.

Authorized Current Ratings Overload Relay Setting		Maximum Accelerating Current	
Type	Amperes	Amperes	Notch
FF-2	850	700	Starting
		550	1-24
		400	25-26

These ratings are supplementary to those shown on Page No. 43 of the CT-290, dated 7-21-52, Electrical Operating Instructions.

1167-A5. C. T. 290 Electrical Operating Instructions.

Multiple Unit Cars

High Wire Territory

Locations to be considered high wire territory, insofar as operation of multiple unit cars is concerned:

Engine Storage Track in Highland Avenue.

Edge Moor Yard.

Wilmington Shop Yard.

Shellpot Branch.

C. & P.D. Branch.

No. 1 Secondary Track between Bay Interlocking and North Point Interlocking.

Bay View Southward Receiving Yard (South Yard).

Bay View Inbound Receiving Yard.

Bay View Outbound Classification Yard.

Northern Central Branch from a point 700 feet west of B. & O. Bridge to Mount Vernon.

Freight Line from Landover to M Street.

South End to and including Potomac Yard.

1167-A6. Phase Breaks.

Location	Tracks	Catenary Br. or Signal Br.	Distance of Break
Main Line: Perryville	No. 1, No. 2 & No. 3	Cat. Br. 53.68	200 feet Northward and Southward
Perryville	No. 2, No. 3 & No. 4	Cat. Br. 53.68	200 feet Northward and Southward

1167-A7. Position Light Phase Break Indicator.

Location	Tracks	Location of Indicators	Distance to Indicator from Nearest Point of Recognition in the Direction of Traffic
Main Line: Perryville	No. 1, No. 2 & No. 3	Sig. Br. 590	1500 feet Southward from Signal Br. 590
Perryville	No. 2, No. 3 & No. 4	Coudon's Rd. Br. 58.34	1600 feet Northward from Overhead Bridge 58.34

Sleet Storms.

1167-A9. During sleet storms, when double pantograph order is in effect, pantograph shoes of all electric engines operating in passenger service will be examined at Wilmington and at Baltimore Passenger Stations.

At Wilmington—Enginemen of all northward passenger trains will stop with front end of leading engine opposite north end of northward passenger platform; enginemen of all southward passenger trains will stop with front end of leading engine opposite the south end of middle platform shelter.

At Baltimore—Enginemen of all northward passenger trains will stop with front end of leading engine just south of Calvert Street overhead bridge; enginemen of all southward passenger trains will stop with front end of leading engine just north of Maryland Avenue overhead bridge.

Approaching Wilmington and Baltimore Passenger Stations, operate boiler in manual control, using stack blower, to permit enginemen to lower pantographs.

Immediately upon stopping, engineman will lower pantographs to permit qualified electrician to make pantograph shoe inspection. Engineman will not raise pantographs until after this inspection has been completed and he has been so advised by the qualified electrician that he is permitted to raise them.

1167-A13. Employes must not be on top of box cars, engines or other high equipment when movements are being made from sidings, yard or other tracks which are not electrified to tracks which are electrified, except in High Wire Territory.

1167-A15. Operation of one multiple unit car is prohibited except when shifting, and between Wilmington shop and West Yard when cars are en route to and from the shop. Before making such movements, air and hand brakes must be tested and known to be operative. These movements must not exceed a speed of 10 miles per hour.

This instruction does not apply to MU cars which are equipped with a special emergency brake system to permit single car operation at maximum speeds for MU trains.

In the operation of MU cars equipped with special emergency brake system, an emergency brake switch is located in each motorman's operating compartment. The special emergency brake system is operated by placing the emergency brake switch, in the operating compartment from which the car is being operated, in the "ON" position. It is to be used only in event of failure of the regular air brake system. The switch must normally remain in the "OFF" position. When in single car operation, the special emergency brake system on these cars must be tested from operating end before each trip by placing the emergency brake switch in "ON" position with brakes released and control plug inserted, noting that brakes are immediately applied on both trucks. When switch is placed in "OFF" position brakes must release on both trucks. This test must immediately follow the normal initial terminal air brake test as prescribed in Instruction 11-b of 99-D-1, Brake and Train Air Signal Instructions.

1167-A18. Heat numeral signs 0-1-2-3 will be displayed at:
Yard Office, West Yard.
Lamokin Block Station.
Baltimore—Station Master's Office.

The temperature of the first car in Multiple Unit train averages several degrees warmer than the other cars due to the front door being kept closed; it is the duty of the train crews to reduce the amount of heat in this car whenever necessary.

1167-A21. At Baltimore, pantographs must not be dropped on Station platform tracks No. 1 to No. 7, inclusive; tracks No. 1, No. 2 and No. 3 Union Tunnels; tracks No. 2 and No. 3 B. & P. Tunnel, and between Howard Street and Guilford Avenue, except in case of emergency, and then only after controller is in "OFF" position, and control switches to blower motors, air compressors and heaters have been opened, or until it is known that trolley wire is de-energized.

On Multiple Unit cars laying over, pantographs must be kept down except when required to be against wire to make necessary tests, heat cars, or to prepare them for movement.

Electrical Operation**Stainless Steel MU Equipment**

1167-A22. Class MP 85 MU equipment (recently acquired from Budd Company) is equipped with air springs. If there is a failure on any of the air springs, their movement must not exceed a speed of thirty miles per hour and diverting movements a speed of fifteen miles per hour to the next terminal. Failure of an air spring will be known by the riding qualities or a possible list of the car.

TRAIN DISPATCHERS**1201-A1. Location of Train Dispatchers—****Baltimore:**

Train Dispatchers in charge as follows:

Main Line { Brill to New York Avenue.
Landover to South End.

Branches:	Secondary Tracks:	Tracks:
Delmarva	Frederick	Oxford
Columbia and Port Deposit	Pope's Creek	
Shellpot	Octoraro	
Northern Central	York	
	Centreville	
	Chestertown	
	Oxford	
	D.M. & V.	
	Cambridge	
	Crisfield	

Referring to Rule 204:

1204-A1. Engineman of helping engines, except enginemen of pushing engines must be provided with a copy of orders affecting the movement of their trains.

SIGNAL RULES

1250-A1. Movement of Trains by Block Signal System Rules

X—Indicates Rules in Effect.

- COLUMN 1**—Movement of Trains in the same direction by Block Signals
Rules 251, 253 and 254.
- COLUMN 2**—Opposing and following movement of trains by Block Signals
Rules 261, 262, 263 and 264.
- COLUMN 3**—Movement of trains on Secondary Tracks
Rules 271, 272 and 273.
- COLUMN 4**—Manual Block Signal System
Rules 305 to 373, inclusive, except Rule 316.
- COLUMN 5**—Manual Block Signal System
Rules 305 to 373, inclusive, except Rule 317.
- COLUMN 6**—Manual Block Signal System
Rule 316, for movements against the current of traffic.
- COLUMN 7**—Manual Block Signal System
Rule 317, for movements against the current of traffic.
- COLUMN 8**—Automatic Block Signal System
Rules 501 to 512, with the current of traffic and on single track
- COLUMN 9**—Automatic Block Signal System
Rules 501 to 512, against the current of traffic.
- COLUMN 10**—Cab Signals
Rules 551 to 570, with the current of traffic and on single track.
- COLUMN 11**—Cab Signals
Rules 551 to 570, against the current of traffic.

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note							
			1	2	3	4	5	6	7	8	9	10	11								
Region Post (Phila. Reg.)	Bellevue	MAIN LINE 1, 2, 3, 4	X								X	X		X							
	Bellevue	Landlith	2, 3, 4	X							X	X		X							
	Landlith	West Yard	2, 3		X							X	X	X	X						
West Yard	Ragan	2, 3, 4		X								X	X	X	X						
Ragan	Davis	2, 3, 4											X		X						
Ragan	Davis	2, 4	X								X										
Ragan	Davis	3		X									X		X						
Davis	Iron Hill	1, 2, 3, 4										X		X							
Davis	Iron Hill	1, 2, 4	X									X			X						
Davis	Iron Hill	3		X										X		X					
Iron Hill	North East	2, 3, 4										X		X							
Iron Hill	North East	2, 4	X									X									
Iron Hill	North East	3		X										X		X					
North East	Principio	2, 3		X								X	X	X	X						
Principio	Perryville	1, 2, 3, 4										X		X							
Principio	Perryville	1, 4	X									X									
Principio	Perryville	2, 3		X										X		X					
Perryville	HavredeGrace	2, 3		X								X	X	X							

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note							
			1	2	3	4	5	6	7	8	9	10	11								
HavredeGrace	Oak	1, 2, 3, 4													X		X				
HavredeGrace	Oak	1, 4	X												X						
HavredeGrace	Oak	2, 3		X												X					X
Oak	Buah	2, 3, 4													X		X				
Oak	Buah	4	X												X						
Oak	Buah	2, 3		X												X		X			
Buah	Gunpow	2, 3		X											X	X	X	X			
Gunpow	River	1, 2, 3, 4	X												X	X		X			
River	Bay	2, 3, 4	X												X	X		X			
Bay	Union Jct.	2, 3, 4	X												X						M
Bay	Union Jct.	1		X												X		X		X	A M
Bay	Union Jct.	1, 2, 3, 4													X		X				
B. & P. Jct.	Fulton	2, 3 Gauntlet		X											X	X	X	X			B
Fulton	Winans	1, 2, 3, 4	X												X	X		X			K
Winans	Vern	2, 3, 4													X		X				
Winans	Vern	3		X												X		X			
Winans	Vern	2, 4	X												X						
Vern	Odenton	1, 2, 3													X		X				
Vern	Odenton	1, 3	X												X						
Vern	Odenton	2		X												X		X			
Odenton	Bowie	1, 2, 3													X		X				
Odenton	Bowie	1, 3	X												X						
Odenton	Bowie	2		X												X		X			
Bowie	Landover	1, 2, 3													X		X				
Bowie	Landover	1	X												X						
Bowie	Landover	2, 3		X												X		X			
Landover	Region Post (W.T.)	2, 3		X											X	X	X	X			
Landover	Virginia	2, 3													X	X		X			
Virginia	14th Street	2, 3													X						
Virginia	14th Street	2		X												X					
Virginia	14th Street	3	X												X						
14th Street	South End	2, 3	X												X	X					
Edgewood	Magnolia	Branches, Secondary Tracks and Sidings															X		X		
Magnolia	Edgewood		S'wd Sdg.															X		X	
		N'wd Sdg.															X		X		
Perryville	Quarry	C. & P.D. Branch																			
Quarry	Tome		1, 2		X											X	X	X	X		
Tome	West Rock	Single		X											X		X		X		
West Rock	Midway	1, 2		X											X	X	X	X			
Midway	McCall's	Single		X											X	X	X	X			
McCall's	Region Post (Phila. Reg.)	Single		X											X		X		X		

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note			
			1	2	3	4	5	6	7	8	9	10	11				
		Delmarva Branch															
West Yard	Bank	Single	...	X	...	...	...	...	...	X	...	X	...	...	...	...
Bank	Capes	Single	...	...	...	X	...	...	...	...	...	...	...	...	...	...	H
Capes	Charles	Single	...	X	...	...	...	...	...	...	X	...	...	...	...	...	H
		Northern Central Branch															
End of Main Tracks Madison St. (Baltimore)	Union Jct.	1, 2	X	...	...	...	...	...	...	X	X	...	...	...	...	...	J
B. & P. Jct.	Glencoe	1, 2	X	...	...	...	...	...	...	X	X	...	X	...	...	...	F-I
Glencoe	York	Single	X	...	...	...	...	...	...	...	X	...	...	...	...	...	D-E -F
York	Loucks	Single	...	X	...	...	...	...	...	...	X	...	...	...	...	...	D
Loucks	Region Post (Phila. Reg.)	Single	X	...	...	...	...	...	...	...	X	...	...	...	...	...	D-E
		Shellpot Branch															
Bridge	Bank	1, 2	...	...	...	...	...	...	...	X	X	...	...	...	...	...	L
Bank	Ragan	1, 2	...	...	...	...	...	...	...	X	X	...	X	...	...	...
		Western Maryland Track															
Eager Street (Overhead Bridge)	Hillen Jct.	Single	...	...	X	X	...	...	...	...	...	...	...	...	...	...
		Crisfield Secondary Track															
Kings Creek	Field	Single	...	...	X	X	...	...	...	...	...	...	...	...	...	...
		Cambridge Secondary Track															
Seaford	Tank	Single	...	...	X	X	...	...	...	...	...	...	...	...	...	...
		D.M. & V. Secondary Track															
Harrington	Court	Single	...	...	X	X	...	...	...	...	...	...	...	...	...	...
Court	Snow Hill	Single	...	...	X	X	...	...	...	...	...	...	...	...	...	...
		Oxford Secondary Track															
Clayton	Cross	Single	...	...	X	X	...	...	...	...	...	...	...	...	...	...
		Chestertown Secondary Track															
Mass	Chestertown	Single	...	...	X	X	...	...	...	...	...	...	...	...	...	...
		Centreville Secondary Track															
Townsend	Centreville	Single	...	...	X	X	...	...	...	...	...	...	...	...	...	...
		York Secondary Track															
Wrightville End of Track (1300 feet south of Mile Post 1)	York	Single	...	...	X	X	...	...	...	...	...	...	...	...	...	...
		Octoraro Secondary Track															
Wawa	Rock	Single	...	...	X	X	...	...	...	...	...	...	...	...	...	...	C-G
		Pope's Creek															
Bowie	Pope's Creek	Single	...	...	X	X	...	...	...	...	...	...	...	...	...	...
		Frederick Secondary Track															
York	Frederick	Single	...	...	X	X	...	...	...	...	...	...	...	...	...	...

NOTE A—Movements on No. 1 track from northern limits of Union Junction interlocking to Canton Junction interlocking will be made under authority of operator at Bay; southward movements will be made under authority of operator at Union Junction.

Southward movements for the purpose of working on No. 1 track between southern limits of Canton Junction interlocking and northern limits of Union Junction interlocking must move clear of signal located on signal bridge, 1095 feet north of Mile Post 94, before securing permission from operator at Bay to make a northward movement. Such a northward movement will be made to the first block signal under flag protection.

NOTE B—In the application of Rule 262, on No. 2 and No. 3 tracks between B. & P. Junction and Fulton, a train which may be stopped for any reason and is unable to proceed, may move in the reverse direction without train orders after securing permission from proper operator and observing fixed signals.

Rear brakeman of passenger train must proceed immediately to rear end of train and locate himself in position to operate emergency valve. Conductor of passenger train must ride near end of rear car and pass signals to brakeman located at emergency valve.

A southward freight train, which may be stopped in the B. & P. Tunnel, must not move in either direction until after a member of the crew has reported to B. & P. Junction for instructions.

NOTE C—End of Block sign at Region Post (Phila. Region), indicating end of Manual Block Signal System, in service.

Northward trains must not proceed north of End of Block sign without permission of operator at Media (Phila. Region).

Southward trains must not proceed south of End of Block sign without permission of operator at Lamokin.

NOTE D—Between Glencoe and Region Post (Phila. Region):

Trains must not pass Stop-and-proceed signals unless permitted by operator when authorized by the Superintendent Transportation.

Operator must not give permission to trains to pass Stop-and-proceed signals to enter occupied blocks except when authorized by the Superintendent Transportation.

NOTE E—Home signals at Parkton, New Freedom, Smyser, and Mt. Wolf must not be passed when STOP indication is displayed without a train order to do so.

NOTE F—Referring to Rule 342. The block signals at Glencoe Block Station will be secured in stop position during the hours Glencoe is closed.

NOTE G—In the application of Rule 365:

Crews of southward trains from Octoraro Secondary track, must report clear at Rock, unless otherwise instructed.

NOTE H—Southward freight trains clearing main track at Capes must report clear to the operator at Charles.

NOTE I—In the application of Rules 502, 503 and 504: Crossover movements may be made to and from No. 1 track at Mt. Vernon by permission of operator at B. & P. Junction Block Station.

NOTE J—Rule 505 will apply for movement to and from Calvert.

Indication on low home signal governing eastward movements on No. 1 track, located 791 feet east of Signal N-6, is controlled by the position of switch at end of double track.

Trains finding this signal in stop position will examine switch and, if set for eastward movement, will proceed at restricted speed.

NOTE K—In the application of Rule D-508:

Position light signal on Catonsville track, 5812 feet south of Gwynn block and interlocking station, governs movements from

Catonsville track northward on No. 4 track to Gwynn interlocking signal. After securing block permission from the operator at Gwynn and proper signal indication at Catonsville track connection, trains are authorized to proceed northward on No. 4 track to Gwynn interlocking signal, without train order.

NOTE L—During the hours that Ward Interlocking Station is closed, trains will be governed by signal indication displayed at Ward and Lane.

NOTE M—Within Interlocking Limits:
Southward:

Track F between southward home signal 155 feet north of South Portal of Union Tunnel to facing switch located 285 feet south of B. & P. Junction Block and Interlocking Station.

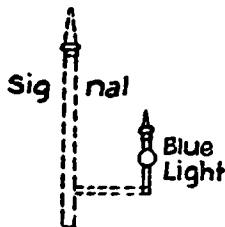
Northward:

Track A between northward home signal 175 feet north of North Portal of B. & P. Tunnel and northward home signals at South Portal of Union Tunnel.

Track B between northward home signal 175 feet north of North Portal of B. & P. Tunnel and home signal governing northward movement, 660 feet south of Union Junction Block and Interlocking Station.

No. 3 track, between northward home signal 300 feet south of South Portal of Union Tunnel and northward home signal 25 feet north of North Portal of Union Tunnel.

1280-A to 1296-A1. Signal aspects not in conformity with the typical aspects, in service:



Indication—One track intervenes between signal and track it governs.

INDICATION
APPROACH NEXT SIGNAL
PREPARED TO STOP

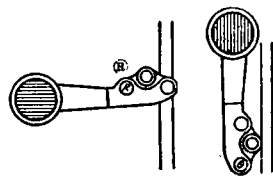
Rule 285

SLOW BOARD
WHEN USED AS A
DISTANT SIGNAL

SLOW

APPROACH ASPECT

NOTE—Y indicates yellow.



R—Red.

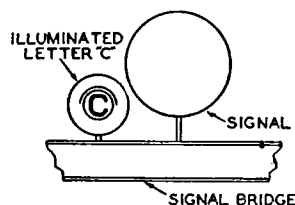
G—Green.

SMASH BOARD SIGNALS

Vertical—Movable Bridge set for traffic.

Horizontal—Movable Bridge not set for traffic.

(Smash Boards may or may not have lights. When equipped with lights they will indicate as shown.)



Indication—Route lined for Gauntlet track, B&P Tunnel.

Facing Hand-operated Switches connected with Manual Block Signal

1362-A. Train orders must be used to advance a train or engine at the following Manual Block Signals when they cannot be cleared:

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Seaford	Southward	Single	Seaford Block Station and a point 1600 feet south of Seaford
Hearn	Southward	Single	Hearn Block Station and Distant Signal No. 03
Patton	Northward	Single	Patton Block Station and Distant Signal No. 970
Cassatt	Southward	Single	Cassatt Block Station and Pocomoke
Capes	Northward	Single	Capes Block Station and Mile Post 92
York	Northward	Secondary	York Block Station and Mile Post 11
East York	Southward	Secondary	East York and York

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

1551-A2. Testing sections, in addition to those at terminal, located:

On single track between signal No. D-50 and northward home signal at Bank, Delmarva Branch.

On Middle Station track, Wilmington Passenger Station for northward movements only.

On Newark and Delaware City secondary track from fixed signal 5430 feet south of Davis to a point 1320 feet south thereof.

On North leg of Wye track from a point 883 feet East of Union Junction Block and Interlocking Station to a point 203 feet South of South portal Union Tunnel.

1551-B2. Virginia Interlocking—Southward trains operating under signal aspects Rule 288, Fig. A, and Rule 288, Fig. B, on signals located 653 feet north of north portal Virginia Avenue Tunnel, governing southward movements through Virginia Avenue Tunnel will receive approach cab signal.

Northward trains operating under signal aspects Rule 287, Fig. A, Rule 288, Fig. B, on signals located 425 feet south of south portal Virginia Avenue Tunnel, governing northward movements through Virginia Avenue Tunnel will receive an approach cab signal.

1551-B3. Fulton Interlocking—Southward trains operating under signal aspects Rule 288, Fig. A, on signals located at Mount Street and Fulton Avenue, governing reverse movements from No. 2 track B. & P. Tunnel to No. 3 track will receive an approach cab signal.

1551-B4. Union Junction Interlocking—Northward trains operating under signal aspects Rule 288, Fig. B, on signals located 300 feet south of south portal Union Tunnel, governing northward movements on No. 3 track Union Tunnel will receive approach cab signal, and will be governed by cab signal indication.

Northward trains operating under signal aspects Rule 288, Fig. A, on signals located 20 feet south of south portal Union Tunnel governing northward movements on No. 1 and No. 2 tracks Union Tunnel will receive approach cab signal.

CAB SIGNAL DEPARTURE TESTS

1551-C2. Referring to **Rule 551**, when the cab signals of an MU train have been tested on other than the leading car of the train, and cab signal warning whistle cut out on such car, the train may be operated as an equipped train from that car, providing that, before the train departs, the conductor must personally see and know that the cab signal warning whistle is cut in, and the engineman, before departing, will operate the acknowledging switch in the presence of the conductor in order to verify that the cab signal warning whistle is cut in and functioning properly.

CAB SIGNALS — EXCEPTIONS AUTHORIZED

Main Line Brill — West Yard

1559-A1. On permission of the operator when authorized by the Superintendent Transportation, MU train may be dispatched from their terminals with cab signal apparatus not in operative condition between 6.00 A.M. and 9.00 A.M. and 3.30 P.M. and 6.00 P.M., if cab signal test cannot be completed because of failure of equipment or the leading car extends beyond testing section, such trains may proceed at authorized speed governed by fixed signal indications, and must not pass Stop-and-Proceed signal (**Rule 291**) or Restricting signal (**Rule 290**), except when governed by interlocking signals, unless permitted by the operator when authorized by the Superintendent Transportation.

1560-A1. Following exceptions authorized for trains and engines not equipped with cab signals:

Delmarva Branch Trains between Bank and Landlith

B. & O.R.R. Trains between Anacostia and Virginia

W.M.Ry. Trains between Fulton and B. & P. Jct.

Yard Engines with or without cars between:

Baldwin and Ragan

Principlo and Oak

River and Gwynn

Landover and Virginia

Landover and Region Post (W.T.)

Baltimore and Hollins

Perryville and Minnick

Engines or Rail Motor Cars enroute to or from shops

Work, Wire and Wreck Trains

Road Engines moving backwards between:

Bellevue and Ragan

River and Gwynn

Landover and Virginia

Landover and Region Post (W.T.)

INTERLOCKING

1605-A1. Baltimore: Interlocking Rules 605 to 670, inclusive, will apply on Station tracks B and C, and No. 1 to No. 7, inclusive, also freight tracks A and F.

1606-A1. Emergency Signals—Whistle or Horn, in service as follows:

	Whistle (W) or Horn (H)
Baldwin.....	H
Lamokin.....	H
Hook.....	H
Bellevue.....	H
Landlith.....	H
Wilmington.....	H
West Yard.....	H
Ragan.....	H
Bridge.....	H
Ward.....	H
Bank.....	H
Davis.....	H
Principlo.....	H
Perryville.....	H
Havre de Grace.....	H
Oak.....	H
Short Lane.....	H
Bush.....	H
Edgewood.....	H
Gunpow.....	H
River.....	H
North Point.....	H
Bay.....	W
Canton Junction.....	H
Union Junction.....	W
B. & P. Junction.....	W
Fulton.....	W
Gwynn.....	H
Winans.....	H
Vern.....	H
Odenton.....	H
Bowie.....	H
Landover.....	H
Anacostia.....	H
Virginia.....	H
14th Street.....	H
York.....	W
Capes.....	H

1606-B1. Air Whistle (steamboat type) is located on the first catenary pole north of Charles Street Overhead Bridge, adjacent to F track, Baltimore Station territory. This whistle is to be used for the exclusive purpose of calling car inspection forces when emergencies occur in B. & P. Tunnel.

A push button controlling this whistle is located on operator's desk at B. & P. Junction.

Three (3) blasts of the whistle will be used to call certain designated car inspection employees. When this whistle is sounded these employees will immediately report to the operator at B. & P. Junction by telephone for instructions.

C.T. 405 (Special Instruction Governing Operation of Signals and Interlockings)

1616-A1. Employees governed by C.T. 405 must assure themselves that no lever of the interlocking in their charge controlling a switch over which the Budd Tubular Equipment is routed, will be operated until they know that the entire train is clear of the involved switch. Where practicable, blocking devices must be used for this purpose.

1663-A. Interlocking Operated Automatically

Automatic interlockings in service at the following locations:

Location	Interlocking	Railroad Crossing	Location of Instructions
Octoraro Secondary Track	Chadd	Reading Railroad Company	P. R. R. Telephone Box on north side of crossing

At locations listed above, when a train, engine or track car is stopped by an interlocking home signal and there is no train or engine approaching on the foreign railroad and no other cause for detaining train or engine be known, conductor, engineer or driver track car must be governed by the Instructions posted at the crossing. Copies of Instructions governing movement over each crossing must be posted in adjacent Block Stations and Train Dispatcher's office.

1663-A2. Referring to Rule 663 at Canton Jct., clearance card (Form C) will be used to advance an engine from Bear Creek track to No. 1 track to move stored cars off of No. 1 track.

USE OF TRAINPHONE FOR MANUAL BLOCK SIGNAL SYSTEM OPERATION**Telephones**

1701-A1. Instructions covering use of telephones in train operation as outlined on card posted at all telephone locations and block stations must be followed.

Telephones — Octoraro Secondary Track

1702-A2. All wayside telephones between Region Post, (Philadelphia Region), 3616 feet north of Mile Post 19, and Octoraro, Mile Post 63.7, out of service.

When Concordville, West Grove, and Rising Sun Stations are closed, telephones may be reached by unlocking small door on side of station.

Call Lamokin Block Station—Give local operator your location and telephone number, ask for Wilmington Olympia 8-4141. When call is completed, request P.R.R. Wilmington operator to connect with Lamokin Block Station.

When call is completed, close box and lock before leaving.

Telephone connection can be made with Cola from wayside telephones south of Grove.

Telephone call numbers:

Concordville Station	— Globe 9-2249
Chadd Interlocking	— Main 8-6100
Square Block Limit Station	— Gilbert 4-2680
Avon Block Limit Station	— Colony 8-3211
Avondale Route 41	— Colony 8-3211
West Grove Station	— Underhill 9-2121
Kel Block Limit Station	— Underhill 9-8061
Ox Block Limit Station	— Oxford 5
Rising Sun Station	— Rising Sun 234

Telephones — Pope's Creek Secondary Track

1702-A3. All wayside telephones between a point 3256 feet north of Mile Post 1 and south end of Pope's Creek Secondary track, 3504 feet south of Mile Post 48, out of service.

Local telephones in service:

Bowie Block Station	— Central 8-3226
Marlboro Station	— Market 7-3616
Wine Block-Limit Station	— State 2-7121
Waldorf Station	— Midway 5-8256
Indian Head Junction Station	— West 4-8822
LaPlata Station	— West 4-3241
Pope Block-Limit Station	— Clearbrook 9-2409

When Marlboro, Waldorf, Indian Head Junction and LaPlata Stations are closed, telephones may be reached by unlocking Telephone Box on side of station.

Call Bowie Block Station—Give local operator your location and telephone number, ask for Central 8-3226. When call is completed, close box and lock before leaving.

Telephones — York Secondary Track

1702-A4. All wayside telephones between north end of York Secondary Track and Camp, out of service.

Local telephones in service:

Wrightsville	—Wrightsville 3352
York Block Station	—York 8-1883

When Wrightsville Station is closed, telephone may be reached by unlocking Telephone Box on side of station.

Call York Block Station—Give local operator your location and telephone number, ask for York 8-1883. When call is completed, close box and lock before leaving.

Telephones — Frederick Secondary Track

1702-A5. All wayside telephones between Pal and south end of Frederick Secondary Track, out of service.

Local telephones in service:

York Block Station	—York 8-1883
Spring Block-Limit Station	—Spring Grove 5971
Fish Block-Limit Station	—Melrose 7-4212
Littlestown	—Littlestown 3
Taneytown	—Plymouth 6-4591
Jct. Union Bridge Track	—Spruce 5-4771
Woodsboro	—Vinewood 5-3152
Walkersville	—Vinewood 5-3531
Fred Block-Limit Station	—Monument 3-6202
Frederick	—Monument 3-6202

When Littlestown, Taneytown, Woodsboro and Frederick Stations are closed, telephone may be reached by unlocking Telephone Box on side of station.

Telephone at Walkersville is located in telephone box, equipped with switch lock, adjacent to station building.

Call York Block Station—Give local operator your location and telephone number, ask for York 8-1883. When call is completed, close box and lock before leaving.

Telephones—Chestertown Secondary Track

1702-A6. All wayside telephones between Mass and south end of Chestertown Secondary Track, out of service.

Local telephones in service:

Clayton Block Station	—Olive 3-7260
Kennedyville	—Fieldstone 8-5226
Chestertown	—Chestertown 27

When Chestertown Station is closed, telephone may be reached by unlocking telephone box on side of station. When Kennedy-

ville Station is closed telephone may be reached by unlocking station door equipped with switch lock.

Call Block Station, give local operator your location and telephone number, ask for Olive 3-7260. When call is completed, close box and lock before leaving.

Telephones—Centreville Secondary Track

1702-A7. All wayside telephones between SUDS and south end of Centreville Secondary Track, out of service.

Local telephones in service:

Clayton Block Station —Olive 3-7260
Centreville —Centreville 32

When Centreville Station is closed, telephone may be reached by unlocking telephone box on side of station.

Call Clayton Block Station, give local operator your location and telephone number, ask for Olive 3-7260. When call is completed, close box and lock before leaving.

Telephones—Crisfield Secondary Track

1702-A8. All wayside telephones between Kings Creek and south end of Crisfield Secondary Track, out of service.

Local telephones in service:

Cassatt Block Station —Pocomoke 519
Westover —Princess Anne 373W11
Kingston —Marion 2197
Marion —Marion 2211
Crisfield —Crisfield 57
Field —Crisfield 1266

Telephones at Westover and Crisfield are located in Station Building. Telephones at Kingston, Marion and Field are located in telephone boxes with switch lock.

Call Cassatt Block Station—From Crisfield or Westover ask local operator for Pocomoke 519.

Call Cassatt Block Station—From Marion or Kingston dial 8 for Salisbury operator, give operator your location and telephone number and ask for Pocomoke 519. When call is completed, close box and lock before leaving.

Home Region. CHESAPEAKE Name Ch. B. Hart Occupation Public A. G. ...

QUALIFIED FOR SERVICE

PART OF ZONE QUALIFIED FOR

ZONE

REGION

ENTIRE

A 11

Chesapeake

**THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION**

Baltimore, Md., October 10, 1959.

GENERAL ORDER No. 801

Effective 2.01 A.M., Sunday, October 25, 1959.

Applies in All Zones

- (a) Time-Table No. 8 in effect. It contains the necessary instructions issued in general orders up to and including No. 721, all of which must be removed from bulletin boards. Each employe must examine each page of Time-Table No. 8 to see that his copy is complete, pages properly lined up, and note changes. Employes must turn in Time-Table No. 7 to bulletin board attendant, after Time-Table No. 8 takes effect.

(b) **BOOK OF RULES**

RULES FOR CONDUCTING TRANSPORTATION

Book of Rules—Rules for Conducting Transportation, effective October 28, 1956, revised in part as follows:

REVISIONS OF APRIL 28, 1957—

Rule 104—page 34, **Rule 331**—page 77, **Rule 365**—page 79, **Rule 629**—page 90, **Form C**—page 98, **Form K**—page 99 and **Rule 4076-J**—page 112.

REVISIONS OF OCTOBER 27, 1957—

Rule 30—page 23, **Rule 400C-1**—page 100, **Rule 4103-B**—page 113 and **Rule 4165-A**—page 131.

REVISIONS OF SEPTEMBER 1, 1958—

Rules G and **H**—page 8, **Rule R**, third paragraph—page 10, **Rule 103**, portion of last paragraph—page 34, **Rules 104** and **105**—pages 34 and 35, **Rule 502**—page 80, **Rule 400N-21**—pages 107 and 108, **Rule 4076-F**—page 112, **Index**—page 3, 18th line, **Rule 4076-I**—page 112, **Rule 4154-B**—pages 115 and 116, **Rule 4165-A**—page 131, **Rule 283**—page 56 (NOTE 2 added), **Rule 400N-4**—page 105 (added) and **Rule 4076-J**—page 112, in sequence.

REVISIONS OF FEBRUARY 27, 1959—

Rule 26, second and third paragraphs—page 23, **Rule 34**—page 24, **Rule 75**—pages 25 and 26, **Rule 76**, second and fourth paragraphs—page 26, **Rule 77**, second paragraph—page 26, **Rule 99**, fourth paragraph—page 32, **Rule 106**—page 35, **Rule 204**, third paragraph—page 37, **Rule 293-A**—page 68, **Rule 365**, second and fifth paragraphs—page 79, **Rule 568**—page 87, **Rules 701, 702, 703, 704, 705, 706, 707** and **708**—pages 92, 93, 94 and 95, **Form K**, second paragraph of instructions, page 99, **Rule 4165-A**—page 131.

Employes must paste rule revision in sticker form over corresponding rule, or page, in their copy of the Book of Rules (**C.T. 400**) as indicated thereon.

This General Order is printed in Time-Table No. 8 and will not be issued in sticker form.

A. M. SCHOFIELD,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION**

Baltimore, Md., October 19, 1959.

GENERAL ORDER No. 802

Effective 2:01 A.M., Wednesday, October 28, 1959

Applies in All Zones

(a) **TIME-TABLE AUTHORITY**

Schedule of C&O No. 205, C&O No. 201, C&O No. 206 and C&O No. 204 changed.

Schedule of No. 402, No. 410, and No. 419 changed.

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

C&O 205 and C&O 201 over corresponding schedules, page 49.

C&O 206 over corresponding schedule, page 50.

C&O 204 over corresponding schedule, page 51.

No. 402 over corresponding schedule, page 33.

No. 419 over corresponding schedule, page 24.

No. 410 over corresponding schedule, page 37.

(b) **MEDICAL OFFICERS AND SURGEONS
CHANGE OF ADDRESS**

Location	Name and Address	Telephone Number
Wilmington	Joseph A. Armino, Surgeon 1319 Pennsylvania Ave.	OL 4-6245

Special Instruction **100R-2A** changed.

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

Station	Monday to Friday	Saturday	Sunday
Glenolden*	6.30 A.M. to 11.00 A.M. 12 Noon to 3.30 P.M.	Closed	Closed
Perryville*	6.30 A.M. to 6.30 P.M.	Closed	Closed
Aberdeen*	8.00 A.M. to 5.00 P.M.	9.30 A.M. to 12.30 P.M.	Closed
Glen Rock*	7.30 A.M. to 10.00 A.M. 2.00 P.M. to 4.00 P.M.	Closed	Closed
York	6.00 A.M. to 11.00 P.M.	6.00 A.M. to 11.00 P.M.	6.00 A.M. to 11.00 P.M.
Middleton*	8.00 A.M. to 12 Noon 1.00 P.M. to 5.00 P.M.	Closed	Closed
Dover	8.30 A.M. to 12 Noon 1.00 P.M. to 5.00 P.M.	8.30 A.M. to 12 Noon 1.00 P.M. to 5.00 P.M.	12 Noon to 9.00 P.M.
Laurel*	8.00 A.M. to 12 Noon 1.00 P.M. to 5.00 P.M.	Closed	Closed

Employes must change Pages 55 and 56 in ink.

(Continued on next page)

Applies in Zone H

(d) OXFORD SECONDARY TRACK
KENTON

Facing hand-operated switch for southward movement in secondary track, 2499 feet south of Mile Post 4 and trailing hand-operated switch for southward movement in secondary track 1223 feet north of Mile Post 5, leading to team track, out of service.

Facing hand-operated switch for southward movement in secondary track, equipped with pipe-connected derail, 2499 feet south of Mile Post 4, leading to North Team Track, capacity 18 cars, in service.

Trailing hand-operated switch for southward movement in secondary track, 1223 feet north of Mile Post 5, leading to South Team Track, capacity 5 cars, in service.

Effective 10:01 A.M., Wednesday, October 28, 1959

Applies in Zone L

(e) DELMARVA BRANCH
FRUITLAND - EDEN

District switch signal No. 109 located 102 feet north of Mile Post 11, governing southward movement on main track, out of service.

Applies in Zone E

(f) COLUMBIA AND PORT DEPOSIT BRANCH
MILE POST 8 - MILE POST 10

Speed restriction of 30 miles per hour between Mile Post 8 and Mile Post 10, is annulled.

Special Instructions 1157-F1 changed.

A. M. SCHOFIELD,
Superintendent Transportation.

Ches. Reg. G. O. 802, eff. 10-28-59, page 49, col. 4.	C.&O.	C.&O.	C.&O.	C.&O.
	205	201	206	204
	DAILY	DAILY	A.M.	P.M.
	A.M.	P.M.	\$3.10	\$5.10
	\$9.40	\$5.25	3.05	5.03
	9.45	5.31		
			2.58	4.56
			A.M.	P.M.
	9.51	5.36	DAILY	DAILY
	A.M.	P.M.	C.&O.	C.&O.
	205	201	206	204

#419	402	410
DAILY EX.	A.M.	A.M.
SAT. & SUN.		
P.M.	Ches. Reg., G. O. 802, eff. 10-28-59, page 33, col. 3.	
\$ 4.20	\$10.00	9.52
4.27	\$ 9.49	
\$ 4.30	\$ 9.46	
\$ 4.32	\$ 9.43	
\$ 4.34	\$ 9.41	
\$ 4.36	\$ 9.39	
\$ 4.38	\$ 9.37	
\$ 4.40	\$ 9.35	
\$ 4.42	\$ 9.32	
\$ 4.44	\$ 9.29	
\$ 4.46	9.27	
F 4.48		
\$ 4.50	\$ 9.22	
\$ 4.54	\$ 9.19	
\$ 4.57	\$ 9.17	
\$ 5.00		
	\$ 9.13	
\$ 5.03	\$ 9.09	
\$ 5.07	F 9.04	
\$ 5.13	\$ 9.00	
\$ 5.27	\$ 7.40	
5.31	7.36	
\$ 5.45	\$ 7.26	
\$ 5.53	\$ 7.16	
\$ 6.02	\$ 7.02	
F 6.05	F 6.54	
\$ 6.02	\$ 6.47	
\$ 6.22	\$ 6.40	Will Not Run Nov. 26, Dec. 25, Jan. 1.
\$ 6.26	\$ 6.29	
\$ 6.34	\$ 6.09	Ches. Reg., G. O. 802, eff. 10-28-59, page 37, col. 3.
F 6.40	\$ 6.09	
\$ 6.51		
	5.42	
	7.08	
\$ 7.15	\$ 5.35	
Will Not Run Nov. 26, Dec. 25, Jan. 1.		
Will Not Run Nov. 26, Dec. 25, Jan. 1.		
Baggage Service Between Phila. and Wilmn. only		
Ches. Reg., G. O. 802, eff. 10-28-59, page 34, col. 3.		
A.M.	A.M.	
DAILY EX.	DAILY EX.	
P.M.	SAT. & SUN.	SAT. & SUN.
419	#402	#410

**THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION**

Baltimore, Md., October 26, 1959.

GENERAL ORDER No. 803

Effective 10:01 A.M., Friday, November 6, 1959

Applies in Zone E

(a) OCTORARO SECONDARY TRACK
SYLMAR

Facing hand-operated switch for southward movement in secondary track, equipped with pipe-connected derail, 3218 feet North of Mile Post 55, leading to Public Delivery track, capacity 6 cars, in service.

Applies in Zone G

(b) DELMARVA BRANCH
FARNHURST

Facing hand-operated switch for northward movement in Farnhurst Industrial track, 370 feet North of Mile Post 4, leading to Public Delivery track, in service.

Applies in All Zones

(c) PROTECTION FOR PUBLIC HIGHWAY
CROSSINGS AT GRADE

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

Track	Crossing	Location	No crossing watchman on duty between the hours of
Freight House	Fourth St.	Wilmington	3.00 P.M. to 11.00 P.M. Monday thru Friday 7.00 A.M. Saturday to 11.00 P.M. Sunday
Frederick Secondary	Newberry St.	West York	6.00 P.M. and 6.00 A.M. All day Sunday
	Roosevelt Ave.	West York	12 Midnight and 5.30 A.M. All day Sunday
	Hartley St. Manchester St. West St. Belvidere St. Carlisle Ave. Richland Ave.	West York	6.00 P.M. and 6.00 A.M. All day Sunday
D.M. & V. Secondary	Market St.	Georgetown	5.30 P.M. and 9.30 A.M. Weekdays All day Sunday

Special Instructions 1103-B1 changed. Employees must correct pages 84 and 85 in ink.

(Continued on page 2)

Applies in Zone B

- (d) PROTECTION FOR PUBLIC HIGHWAY
CROSSINGS AT GRADE
POPE'S CREEK SECONDARY TRACK
BRANDYWINE

South Leg of Wye track extended 150 feet south of public highway crossing at grade, Route 381.

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

Track	Crossing	Location	Note
South Wye	Route 381	Brandywine	

Special Instruction 1103-C1 changed.

Applies in All Zones

- (e) TIME TABLE AUTHORITY
U.S. MAIL WORK

E stop for No. 400 at Newark and Perryman, Page 57, withdrawn.

E stop for No. 402 at Charlestown, Perryman, Magnolia and Chase, Page 57, withdrawn.

D stop for No. 402 at Principio, Page 57, withdrawn.

EV stop for No. 419 at Charlestown, Principio, Magnolia and Chase, Page 57, withdrawn.

DV stop for No. 419 at Perryman, Page 57, withdrawn.

Employees must correct page 57 in ink.

Applies in All Zones

- (f) TICKET OFFICES OPEN FOR THE SALE OF
TICKETS

Station	Monday to Friday	Saturday	Sunday
Chester	5.50 AM to 11.20 AM 11.50 AM to 7.00 PM 7.45 PM to 10.45 PM	5.50 AM to 11.20 AM 11.50 AM to 7.00 PM 7.45 PM to 10.45 PM	5.50 AM to 11.20 AM 11.50 AM to 7.00 PM 7.45 PM to 10.45 PM

Employees must correct page 55 in ink.

A. M. SCHOFIELD,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION**

Baltimore, Md., November 10, 1959.

GENERAL ORDER No. 804

Effective 9:01 A.M., Friday, November 20, 1959

Applies in Zone B

- (a) MAIN LINE
BAY - NORTH POINT

Fixed signal No. 908 governing northward movement on No. 2 track, located 4380 feet south of North Point Interlocking, out of service.

Home signal governing northward movement on No. 2 track at North Point Interlocking, located 657 feet south of North Point Interlocking, relocated 4380 feet south of North Point Interlocking and interlocking extended accordingly, in service.

Applies in Zone A

- (b) CHESTER AND PHILADELPHIA TRACK
ESSINGTON - EDDYSTONE. (LOOP TRACK)

Diesel engines class EP-20, EP-22, BF-16Z and BH-50 are prohibited on this track.

Special Instructions 1160-A1, Page 119, changed.

Applies in Zone J

- (c) CAMBRIDGE SECONDARY TRACK
LINKWOOD

Facing hand-operated switch for southward movement in secondary track, 100 feet south of Mile Post 24, leading to Dorchester Lumber Company track, capacity 11 cars, in service.

- (d) CAMBRIDGE SECONDARY TRACK
FEDERALSBURG

Facing hand-operated switch for southward movement in secondary track, with hand-operated derail, 1850 feet south of Mile Post 9 leading to Zaffere Bakery track, capacity 4 cars, in service.

Applies in Zone B

- (e) MAIN LINE
BENGIES

Bengies Road, public highway crossing at grade, located 2350 feet south of Mile Post 83, out of service. Barricade for highway traffic erected.

Whistle board, for northward movements, located 1830 feet south of crossing, out of service.

Whistle board, for southward movements, located 1950 feet north of crossing, out of service.

A. M. SCHOFIELD,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION**

Baltimore, Md., December 5, 1959.

GENERAL ORDER No. 805

Effective 10:01 A.M., Wednesday, December 16, 1959

Applies in Zone D

(a) **NORTHERN CENTRAL BRANCH
B. & P. JUNCTION - GLENCOE**

Glencoe part-time Block and Interlocking Station changed to Glencoe Interlocking Station remote controlled from B. & P. Junction, in service continuously. Pages 7 and 8, changed.

The use of No. 1 or No. 2 track between B. & P. Junction and Glencoe will be under the jurisdiction of the operator B. & P. Junction.

Special Instruction **1156-B6**, changed.

Green Spring track between Hollins and end of track 1000 feet west of Rockland controlled by B. & P. Junction. Special Instruction **1151-G2**, changed.

Refer to **Rule S-83**: At the following locations a Proceed signal displayed will indicate that all trains due which are superior have arrived or left:

Glencoe for westward trains to single track.

Special Instruction **1083-A1**, changed.

Trailing hand-operated switch for eastward movement in No. 1 track, leading to Glencoe Public Delivery track, located within Glencoe interlocking limits equipped with electric lock, out of service.

Special Instruction **1104-D1**, changed.

Applies in All Zones

(b) **TICKET OFFICES OPEN FOR SALE OF TICKETS
CHESTER**

Monday to Friday—6:00 A.M. to 10:45 P.M.

Saturday and Sunday—6:00 A.M. to 10:45 P.M.

Page 55, changed.

Applies in Zone K

(c) **WILLARDS TRACK
SALISBURY - WILLARDS**

Willards track from a point 1739 feet east of Pittsville Freight Station to end of track at Willards, out of service.

Special Instructions **1151-G2**, **1157-C3** and **1157-J1**, changed.

Applies in Zone B

(d) **CLAREMONT TRACK
FREDERICK ROAD**

Claremont track from a point 3084 feet north of junction with No. 1 track at Frederick Road to end of track Claremont, in service.

Special Instruction **1151-G2**, changed.

Bridge 0.60, Wilkens Avenue, located in Claremont track has the following engine restrictions:

Column 1 and 2—10 miles per hour.

Columns 3 thru 14, inclusive, are prohibited.

Special Instruction **1160-A1**, page 120, changed.

(Continued on page 2)

(Ches. Reg. G. O. 805, page 2—Cont.)

Applies in Zones F, G, H, J, K and L

(e) **TRAIN SIGNALS**

DELMARVA BRANCH TRAINS

In the application of **Rule 19**, authorized flashing type lamps may be used as markers. The markers will be extinguished by day.

Special Instruction **1019-A2**, added.

Applies in Zone C

(f) **DELMARVA BRANCH**

SEAFORD - MILE POST 85

Facing hand-operated switch for southward movement in main track, 2500 feet south of Mile Post 85, leading to United States Plywood Corporation track, capacity 7 cars, in service.

Facing hand-operated switches connected with manual block signal.

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Seaford	Southward	Single	Seaford Block Station and a point 6500 feet south of Seaford

Special Instruction **1362-A**, changed.

Yard limits located at Mile Post 85 relocated 2800 feet south of Mile Post 85, in service.

Special Instruction **1093-A1**, changed.

Effective 2:01 A.M., Friday, December 18, 1959

Applies in All Zones

(g) **TIME-TABLE AUTHORITY**

Schedule of No. 102 and No. 103, added.

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

No. 102 over blank column, page 37.

No. 103 over blank column, page 26.

A. M. SCHOFIELD,
Superintendent Transportation.

103	102
	A.M.
P.M.	
\$ 9.29	9.22
5.22	
5.29	
	First Trip
Dec. 21	Will Run
Dec. 18	Mon. & Fri.
Will Run	Dec. 21 to
Mon. & Fri.	Feb. 22
Dec. 18 to	Will Run
Feb. 22	Feb. 25
	9.13
5.36	
	Will Run
Will Run	Wed. & Sun.
Sun. & Thur	Feb. 28 to
Feb. 25 to	April 3
Mar. 31	9.08
5.41	
	9.03
5.46	
\$ 8.57	
5.54	8.53
5.57	8.45
6.05	
	8.35
6.15	8.28
6.22	8.24
6.27	
	8.14
6.37	Ches. Reg.,
Ches. Reg.,	G. O. 805,
G. O. 805,	eff. 12-18-59,
eff. 12-18-59,	page 37,
page 26,	col. 2.
col. 3.	
6.50	8.01
	\$ 7.55
\$ 6.55	7.50
7.00	
	7.36
7.14	7.31
7.19	
	7.24
7.26	
	7.18
\$ 7.32	\$ 7.15
\$ 7.35	A.M.
P.M.	
103	102

**THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION**

Baltimore, Md., December 21, 1959.

GENERAL ORDER No. 806

Effective 2:01 P.M., Tuesday, December 29, 1959

Applies in Zone G

- (a) **DELMARVA BRANCH
GREENWOOD**

Facing hand-operated switch for southward movement in main track, equipped with pipe-connected derail, leading to station track, located 219 feet south of Greenwood passenger station, relocated 550 feet south of Greenwood passenger station, in service.

Effective 12:01 A.M., Wednesday, December 30, 1959

Applies in Zone G

- (b) **DELMARVA BRANCH
DOVER**

Dover passenger station relocated 847 feet north, in freight station, in service.

Distance from Wilmington should be 47.4.

Page 9, changed.

Effective 2:01 P.M., Wednesday, December 30, 1959

Applies in Zone L

- (c) **DELMARVA BRANCH
CAPE CHARLES — COBBS**

Capes Interlocking and Block Station remote controlled from Charles, out of service.

Charles Interlocking, Interlocking Station and Block Station, out of service.

Page 9 and Special Instruction **1606-A1**, changed.

Facing interlocked crossover for northward movement in main track leading to yard track 2181 feet south of Mile Post 92, out of service.

Facing interlocked crossover for southward movement in main track 2235 feet south of Mile Post 92, out of service.

Fixed signal No. 905 governing southward movement on main track 2200 feet south of Mile Post 90,

Home signal governing southward movement on main track 3280 feet south of Mile Post 91,

Home signal governing southward movement on main track 1660 feet south of Mile Post 92,

Low home signal governing southward movement on main track 700 feet south of Mile Post 94,

Home signal governing northward movement on main track 700 feet south of Mile Post 94,

Home signal governing northward movement on main track 2730 feet south of Mile Post 92,

Northward Manual Block signal 1680 feet south of Mile Post 92,

Low home signal governing southward movement on yard track 1920 feet south of Mile Post 92,

Low home signal governing northward movement on yard track 2520 feet south of Mile Post 92, out of service.

Distant switch signal for northward movement in main track 2580 feet north of Mile Post 91, out of service.

Single track Charles to Cobbs, out of service.

Special Instruction **1151-A1**, changed.

Manual Block Signal System **Rules 305 to 373**, inclusive, except **Rule 316**, in effect on single track between Bank and Cobbs, southward freight trains clearing main track at Cobbs must report clear to the Operator at Charles.

Special Instruction **1250-A1**, and Note H, changed.

(Continued on page 2)

(Ches. Reg. G. O. 806, page 2—Contc.)

Facing hand-operated switches connected with Manual Block Signal:

The following portion of Special Instruction **1362-A**

Block Station	Block Signal Governing Movement		Facing switches connected to signal between
	Direction	Track	
Capes	Northward	Single	Cape Block Station and Mile Post 92

is annulled.

Tracks other than Main, Secondary or Siding:

Capes track, Cobbs to Charles, in service.

Track	Between	and	Controlled by	Note
Capes (S)	Cobbs	Charles	Charles	6-7

NOTE 7 — Proceed Signal Indication for southward trains or engines at Cobbs will be authority for southward movement on this track.

Special Instruction **1151-G2**, changed.

Charles train order office other than Block Station, in service continuously.

Cobbs Block Station remote controlled from Charles train order office, and Northward Block Signal, located 385 feet north of Mile Post 89, in service.

Page 9, changed.

Home signal for southward movement on main track, 435 feet north of Mile Post 89, in service.

Fixed signal No. 874 for southward movement on main track 2395 feet south of Mile Post 87, in service.

Capes track between a point 1341 feet south of Mile Post 92 and a point 3271 feet south of Mile Post 92, relocated 13 feet east.

Maximum authorized speed:

Cobbs — Charles

Maximum authorized speed for passenger and freight trains 15 miles per hour.

Special Instruction **1157-C1** and **1157-C3**, changed.

Applies in All Zones

- (d) **ENTIRE REGION
FIXED SIGNALS (Rules 283, 283A, 288, 290, 291 and 292)**

From time to time, without further notice, high home signals will be equipped to display position color light type Aspects FIG. AA.

- (e) **TIME-TABLE AUTHORITY
U.S. MAIL WORK**

E stop for No. 400 at Newark, Page 57, added.

Employees must correct Page 57, in ink.

A. M. SCHOFIELD,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION**

Baltimore, Md., January 4, 1960.

GENERAL ORDER No. 807

Effective 2:01 A.M., Monday, January 11, 1960

Applies in All Zones

(a) **TIME-TABLE AUTHORITY**

Schedule of No. 118, changed.

Schedule of C&O No. 206 and SOU No. 238, changed. Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table as follows:

No. 118 over corresponding schedule, page 33.

C&O No. 206 over corresponding schedule, page 50.

SOU No. 238 over corresponding schedule, page 51.

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

HH stop for No. 193 at Perryman, page 57, withdrawn.

CD stop for No. 403 at North East, Charlestown, Principio and Perryman, page 57, withdrawn.

Employes must correct page 57, in ink.

Effective 11:01 A.M., Monday, January 11, 1960

Applies in Zone B

(c) **MAIN LINE**

B. & P. JUNCTION - FULTON

Indicator light displaying illuminated letter "C" located adjacent to home signal governing northward movement on No. 3 track, 306 feet south of B.&P. Tunnel Portal, Fulton Junction Interlocking, changed to illuminated arrow.

Indicator light displaying illuminated letter "C" located adjacent to home signal governing southward movement on No. 3 track, 175 feet north of B.&P. Tunnel Portal, B.&P. Junction Interlocking, changed to illuminated arrow.

Indicator light displaying illuminated "vertical arrow" indicates that route is lined for normal movement to operate via No. 3 track.

Indicator light displaying illuminated "horizontal arrow" indicates that route is lined for movement to operate via Gauntlet track.

When indicator light is not displaying a horizontal arrow for train movement operating under instructions "Form C. T. 2" that they are to operate via Gauntlet track, the train will be stopped as soon as safe handling will permit and not proceed past switch leading to Gauntlet track. When train is brought to stop notify operator at B.&P. Junction Block and Interlocking Station.

Special Instruction **1155-C9**, changed.

Signal aspects not in conformity with the typical aspects, in service B.&P. Junction Interlocking and Fulton Junction Interlocking.

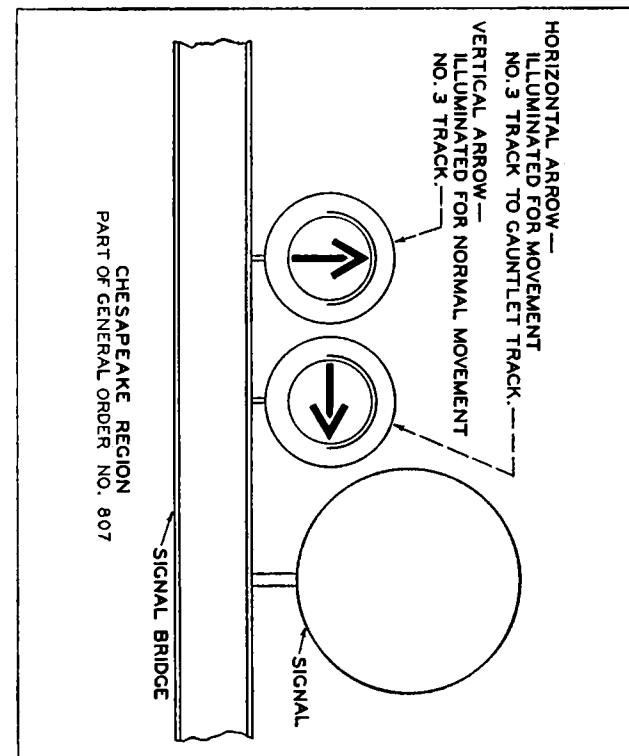
Special Instructions **1280-A** to **1296-A1**, changed.

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

A. M. SCHOFIELD,
Superintendent Transportation.

(Continued on page 2)

(Ches. Reg., G. O. 807, page 2—Conc.)



118	C. & O.
A.M.	206
D 6.12	A.M.
6.06	\$3.00
	2.52
Ches. Reg., G. O. 807, eff. 1-11-60, page 33, col. 5	2.45
	A.M.
	DAILY
	C. & O.
5.58	206
	SOU.
	238
	A.M.
	\$3.10
5.53	3.02
	2.55
5.46	A.M.
D 5.40	DAILY
5.36	SOU.
5.28	238
5.18	
5.11	
	5.07
	4.57
	4.43
D 4.37	
	4.30
	4.16
	4.11
	4.04
	3.58
	\$ 3.55
	A.M.
	DAILY
	●118

**THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION**

Baltimore, Md., January 25, 1960.

GENERAL ORDER No. 808

Effective 2:01 A.M., Monday, February 1, 1960

Applies in All Zones

(a) **TIME-TABLE AUTHORITY**

No. 915, No. 937, No. 419, No. 920, No. 922, and No. 938 will have no baggage service.

No. 410 will have baggage service.

Employees must correct pages 21, 24, 29, 37, 39, 40 and 43, in ink.

Effective 2:01 P.M., Monday, February 1, 1960

Applies in Zone L

(b) **AUTOMATIC HIGHWAY CROSSING
PROTECTION**

**DELMARVA BRANCH
CAPE CHARLES - COBBS**

Automatic highway crossing protection on sidings, yard or other tracks:

Track	Crossing	Location	Note
Capes	State Route 636	Cobbs	9
Capes	State Route 639	Cheriton	5
Capes	State Route 186	Bayview	5
Capes	U. S. Route 13	South of Bayview	10
Capes	Fertilizer Road	North of Cape Charles	11

NOTE 9—Automatic highway crossing protection indicates the approach of trains, when trains occupy track circuits extending 660 feet south of crossing when northward block signal at Cobbs displays a proceed indication.

NOTE 10—Automatic highway crossing protection indicates the approach of trains, when trains occupy track circuits extending 770 feet north from crossing and track circuits extending 660 feet south from crossing.

Northward trains having stopped on track circuit extending 660 feet south from crossing must approach crossing prepared to stop short of crossing to occupy track circuit extending 70 feet south of crossing to operate automatic protection.

NOTE 11—Automatic highway crossing protection indicates the approach of trains, when trains occupy the track circuits extending 660 feet north from crossing and track circuits extending 590 feet south from crossing.

Special Instruction 1103-A2, changed.

Interrupting operation of Automatic Highway Crossing Protection automatically.

Location	Crossing	Track	Note
Cobbs	State Route 636	Main	27

(Continued on page 2)

(Ches. Reg., G. O. 808, page 2—Cont.)

NOTE 27—Northward or southward trains receiving Stop signal at Cobbs will not operate highway crossing protection until track circuit extending 70 feet from crossing is occupied.

Special Instruction 1103-A5, changed.

(c) **TRACKS OTHER THAN MAIN,
SECONDARY OR SIDING
CAPES TRACK
COBBS - CHARLES**

Operator at Charles must not admit a train to this track without authority of Train Dispatcher, Baltimore.

Special Instructions 1151-G2, Note 6, and 1201-A1, changed.

**A. M. SCHOFIELD,
Superintendent Transportation**

**THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION**

Baltimore, Md., February 1, 1960.

GENERAL ORDER No. 809

**COVERING MOVEMENTS TO AND FROM
BOWIE RACE TRACK VIA ODENTON**

Effective Friday, February 12, 1960 between 11:30 A.M. to 1:30 P.M., and 4:30 P.M. to 6:30 P.M. and continuing Daily Except Sunday until Tuesday, March 29, 1960, inclusive.

Applies in Zone B

(a) MAIN LINE
ARUNDEL

Arundel storage track extending southward from connection with No. 1 track at Arundel to Bowie Race Track, a distance of 11,518 feet NOT equipped for A.C. electrical operation, in service, as Bowie Race Track Branch.
Rules 305 to 373, inclusive, except Rule 316, in effect.

(b) MAIN LINE
ARUNDEL

Normal position of trailing switch in No. 1 track, 422 feet north of Arundel, leading to north leg of Arundel Wye, is for north leg of Wye.

(c) BOWIE RACE TRACK BRANCH
BLOCK STATIONS WITHOUT FIXED
SIGNALS, IN SERVICE

Rule 361 will apply as follows:
DEL Block Station, 1000 feet south of switch connection in No. 1 track.
TRACK Block Station, 9058 feet south of Del Block Station.
Trains will operate between Del and Track without train order after receiving proper block indication from operator.
Normal position of switch at Del is for north leg of Wye. Switches leading to Bowie storage tracks in charge of operator at Track.
Signal to proceed given with yellow flag, or a yellow light, by operator at Track is authority to enter Bowie storage tracks.

(d) MAIN LINE
ODENTON - BOWIE

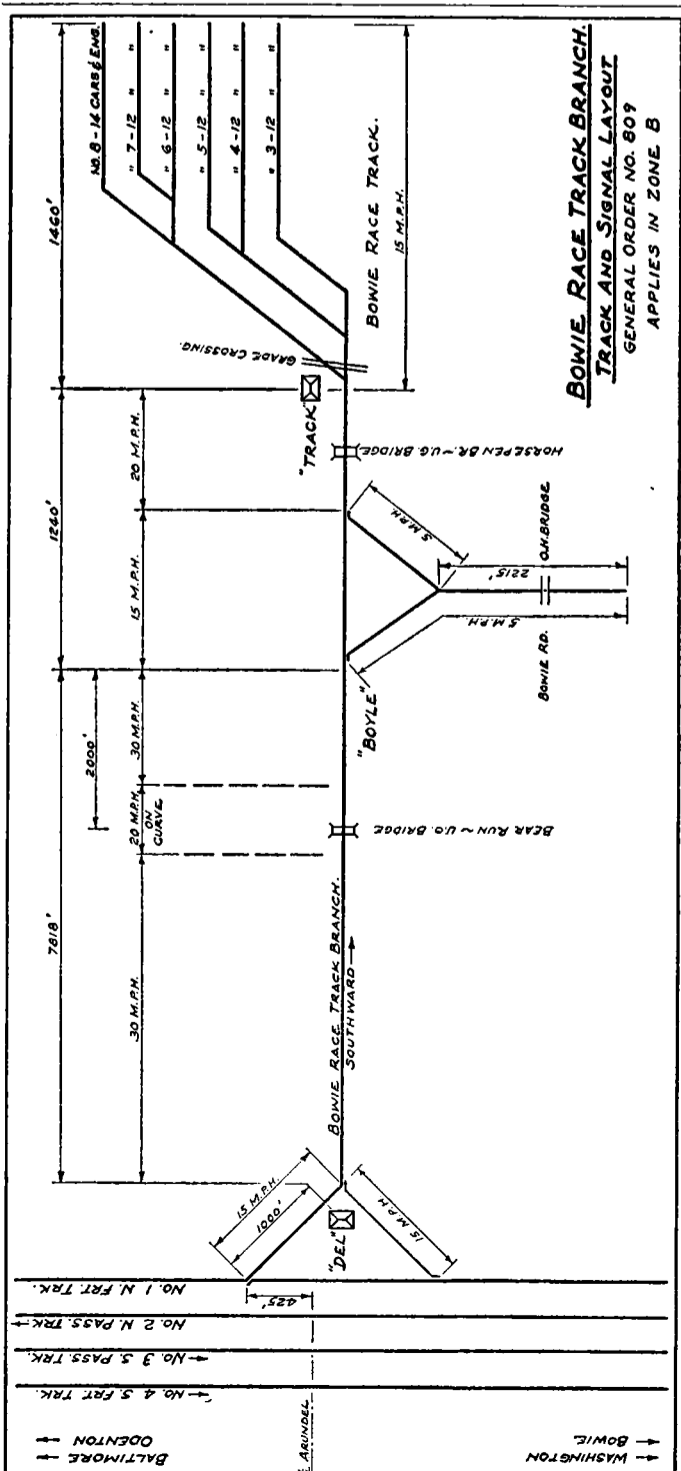
Between 11:30 A.M. and 1:30 P.M.
Current of Traffic on No. 1 track between Odenton Block Station and switch leading to Bowie Race Track Branch will be southward.
Special Instruction 1151-B1, changed.
Rules 305 to 373, inclusive, except Rule 316, in effect.
Hand signals will be used by operator at Odenton to give block indication to southward trains using No. 1 track. Southward trains enroute to Bowie Race Track will operate on No. 1 track from Odenton to Del without train orders.
Between 4:30 P.M. and 6:30 P.M.
Trains from Bowie Race Track, upon receiving hand signal from operator at Del, may proceed north on No. 1 track.
Switch in No. 1 track at Arundel in charge of operator at Del.

(e) BOWIE RACE TRACK BRANCH

Maximum speed thirty miles per hour, except:
On north leg of Arundel Wye, fifteen miles per hour.
Curve at bridge, 2000 feet north of Boyle, twenty miles per hour.
Between switches to north and south legs of Boyle Wye, fifteen miles per hour.
Between switch to south leg of Boyle Wye and Track, twenty miles per hour.
On north and south legs of Boyle Wye and tail track, five miles per hour.
Track to end of Bowie storage tracks, fifteen miles per hour.
Numbers displayed at Track will indicate order of departure of northward trains.
Clearance points of Bowie storage tracks indicated by yellow stripe painted on rails.

DIAGRAM SHOWING BOWIE RACE TRACK BRANCH FACILITIES ACCOMPANIES AND IS PART OF THIS GENERAL ORDER.

A. M. SCHOFIELD,
Superintendent Transportation.



**THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION**

Baltimore, Md., February 19, 1960.

GENERAL ORDER No. 810

Effective 2:01 A.M., Tuesday, March 1, 1960

Applies in All Zones

- (a) TIME-TABLE AUTHORITY
Schedule of No. 102 and No. 103, withdrawn.
Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table as follows:
Blank coupon over No. 102, page 37.
Blank coupon over No. 103, page 26.
- (b) U. S. MAIL WORK
HH Stop for No. 193 at Perryman, page 57, withdrawn.
C Stop for No. 403 at Sharon Hill, Folcroft, Norwood, Ridley Park, page 57, withdrawn.
E Stop for No. 938 at Curtis Park, page 57, withdrawn.
Employees must correct page 57, in ink.

Applies in Zone G

- (c) DELMARVA BRANCH
LAUREL
Facing hand-operated switch for southward movement in main track, located 1693 feet north of Mile Post 91, leading to Laurel Freight Station track, out of service.
Facing hand-operated switch for northward movement in main track, equipped with pipe-connected derail, located 1043 feet north of Mile Post 91, leading to Laurel Freight Station track, in service.

Effective 10:01 A.M., Tuesday, March 1, 1960

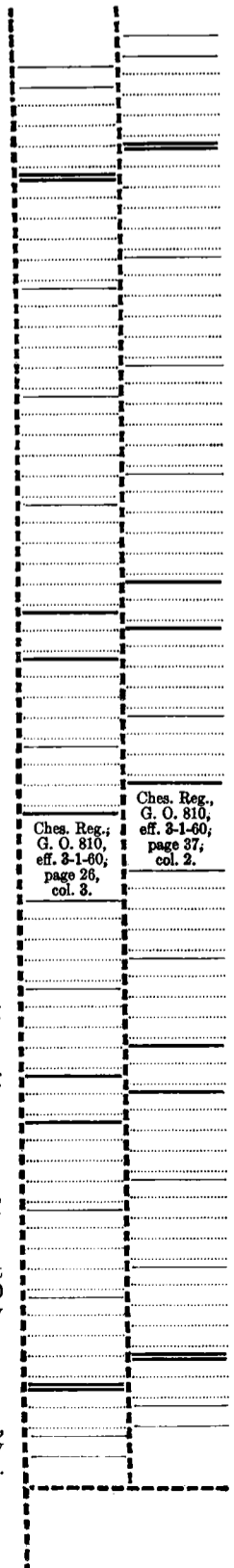
Applies in Zone G

- (d) DELMARVA BRANCH
TASKER - CLAYTON
Torpedo placing machine located 500 feet north of southward home signal at Canal Movable Bridge, out of service.
Torpedo placing machine located 500 feet south of northward home signal at Canal Movable Bridge, out of service.
Special Instruction 1050-A1, annulled.

Applies in Zone B

- (e) BALTIMORE
PENNSYLVANIA STATION
No. 10 track from a point 25 feet north of St. Paul Street overhead bridge to connection with ladder track, 130 feet south of St. Paul Street overhead bridge temporarily out of service account bridge construction.
- (f) MAIN LINE
RIVER - BAY - BAY VIEW YARD
Incline track from connection with South Running track, Bay View Yard, to connection with No. 1 secondary track equipped for A.C. electrical operation, in service.
Special Instruction 1167-A1, page 127, changed.

A. M. SCHOFIELD,
Superintendent Transportation.



**THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION**

Baltimore, Md., March 16, 1960.

GENERAL ORDER No. 811

Applies in All Zones

Effective 12:01 P.M., Sunday, March 20, 1960

(a) **TIME-TABLE AUTHORITY**

Schedule of SOU No. 220, SOU No. 230 and SOU No. 236, changed.

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

SOU 220 over blank column, page 51.

SOU 230 over corresponding schedule, page 50.

SOU 236 over corresponding schedule, page 51.

Blank coupon over schedule SOU 220, page 51.

A. M. SCHOFIELD,
Superintendent Transportation.

Ches. Reg., G. O. 811, eff. 3-20-60, page 51, col. 1.	SOU. 220	SOU. 230	SOU. 236	
	A.M.	A.M.	P.M.	
	\$4.05	\$6.35	\$6.00	
	3.59	6.29	5.55	
	3.54	6.24	5.49	
	A.M.	A.M.	P.M.	
	DAILY	DAILY	DAILY	
Ches. Reg., G. O. 811, eff. 3-20-60, page 50, col. 2.	SOU. 220	SOU. 230	SOU. 236	

**THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION**

Baltimore, Md., April 4, 1960.

GENERAL ORDER No. 812

Effective 11:30 P.M., Friday, April 8, 1960

Applies in Zone B

(a) **MAIN LINE
FULTON**

Block and Interlocking Station out of service 11:30 P.M., Friday until 7:30 A.M., Monday.

All Interlocking Signals in service continuously.

During the hours that Fulton Block and Interlocking Station is closed, No. 4 track between Fulton and Gwynn will be under the jurisdiction of the operator at Gwynn.

Page 6, changed.

A. M. SCHOFIELD,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
CHESAPEAKE REGION**

Baltimore, Md., April 4, 1960.

GENERAL ORDER No. 813

Effective 10:01 A.M., Tuesday, April 12, 1960

Applies in All Zones

- (a) **PASSENGER TRAINS AND FREIGHT TRAINS**
Maximum speeds, unless otherwise specified.
Second paragraph of Time-Table Special Instructions **1157-C6** referring to speed of freight trains with one or more Jenny type hoppers in train, changed as follows:
"Freight trains with 30 or more cars class HK, HM, HMA, U22 hoppers, PRR G-38 gondolas or similar Jenny type cars, loaded or empty
.....35 miles per hour."
Special Instruction **1157-C6**, changed.

Applies in Zone A

- (b) **MAIN LINE**
DAVIS INTERLOCKING
Facing interlocked crossover for northward movements in No. 2 track, leading from No. 2 track to No. 1 track, equipped for A.C. electrical operation, in service.
Special Instruction **1167-A1** (page 127), changed.
- (c) **MAIN LINE**
IRON HILL - DAVIS
Home signal located 559 feet north of Mile Post 40, governing northward movement on No. 1 track, relocated 1402 feet north.
Fixed signal No. 398 located 559 feet north of Mile Post 40 governing northward movement on No. 1 track, in service.
Special Instruction **1155-C9**, annulled.
- (d) **MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED**
MAIN LINE
IRON HILL - DAVIS
Authorized speed, for Passenger and Freight Trains, on No. 1 track between Iron Hill and Davis, 35 miles per hour.
Special Instruction **1157-C1**, changed.
- (e) **MAIN LINE**
BELLEVUE
Bellevue Block and Interlocking Station changed to Bell Block and Interlocking Station.

Applies in Zone E

- (f) **OCTORARO SECONDARY TRACK**
KENNETT SQUARE
Facing hand-operated crossover for southward movement in secondary track leading to industrial track, 3350 feet south of Mile Post 33, out of service.

A. M. SCHOFIELD,
Superintendent Transportation.