

THE PENNSYLVANIA RAILROAD.

EASTERN REGION.

CHESAPEAKE DIVISION.

BLOCK STATIONS, INTERLOCKINGS, ETC.

ZL6-0012

1-1-65

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		9	Winans
		20	WY, Wilmington

SPEED LIMIT:

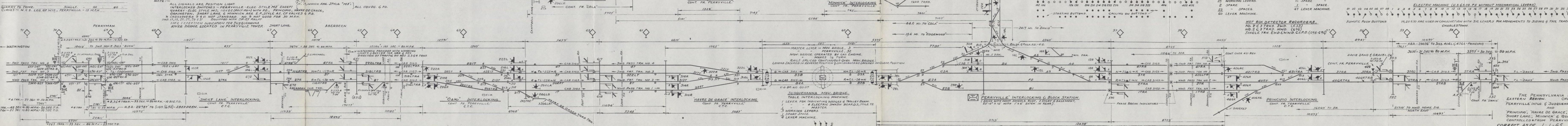
NORTH EAST TO PRINCIPIO	NO. 2 & 3 TRKS.	PASS.	80 M.P.H.	FRT.	50 M.P.H.
PRINCIPIO TO PERRYVILLE	" 1 & 4 "	" 65 "	" 50 "	" 50 "	" 50 "
PERRYVILLE TO HAVRE DE GRACE	" 2 & 3 "	" 45 "	" 45 "	" 45 "	" 45 "
HAVRE DE GRACE TO OAK	" 1, 2, 3, 4 "	" 80 "	" 50 "	" 50 "	" 50 "
OAK TO BUSH	" 2, 3, 4 "	" 80 "	" 50 "	" 50 "	" 50 "
PERRYVILLE TO QUARRY	" 1 & 2 "	" 40 "	" 40 "	" 40 "	" 40 "
QUARRY TO TOME	SINGLE.	" 40 "	" 40 "	" 40 "	" 40 "
CURVES - N. & S. LEG. OF WYE, PERRYVILLE - 15 M.P.H.					

LEGEND:

- T.L. - TRAFFIC LEVER, T - TRANSMITTER.
- H.O. - HAND OPERATED, R - RECEIVER.
- HD. - HEAVY DUTY
- P.D. - POINT DETECTOR
- C.I.H. - CENTRAL INSTRUMENT HOUSE.
- D.E.D. - DRAGGING EQUIPMENT DETECTOR
- CUT SECTION - HOT BOX DETECTOR.
- 45° SWITCH POINT
- CODE CHANGE POINT (BRIDGING TRANSFORMER).
- YELLOW TRIANGLE OUTLINED IN BLACK, RULE 282-283.

NOTE:

ALL SIGNALS ARE POSITION LIGHT.
 INTERLOCKED SWITCHES - PERRYVILLE - ELEC. STYLE M2 EXCEPT QUARRY - ELEC. STYLE M3, 110V.D.C. (RECT. 100") WITH P.D., PRINCIPIO, HAVRE DE GRACE, OAKINGTON, SHORT LANE & MINNICK ARE E.P. STYLE AS, CP VALVES & P.D.
 * CROSSOVERS 9 & 11 NOT STANDARD. NO. 9 NOT GOOD FOR 30 M.P.H.
 SW. 17, 19, 25, 27, 29 & 31 EQUIPPED WITH DP-25 RELAY.
 FIRE DETECTION INDICATION FOR SUSQUEHANNA RIVER BRIDGE LOCATED IN PERRYVILLE TOWER.



SUMMARY

LEVER MACHINE	ELECTRIC MACHINE
13 LEVERS FOR 36 SIGNALS.	11 LEVERS FOR 37 SIGNALS.
13 " " 19 SWITCHES.	13 " " 20 SWITCHES.
4 " " TRAFFIC.	9 " " TRAFFIC.
3 " " 3 ELEC. SW. LOCKS.	1 " " MASTER (MOV. BR.)
2 " " TROLLEY SECT. SW.	34 WORKING LEVERS.
35 WORKING LEVERS.	12 SPARE "
2 SPARE "	1 " SPACE.
23 " SPACES.	47 LEVER MACHINE.
60 LEVER MACHINE.	

HOT BOX DETECTOR RECORDERS.
 NO. 2 & 3 TRKS. SWD. (533)
 NO. 2 & 3 TRKS. NWD. (696)
 SINGLE TRK. EWD. & WWD. C. & P.D. (C95-C96)

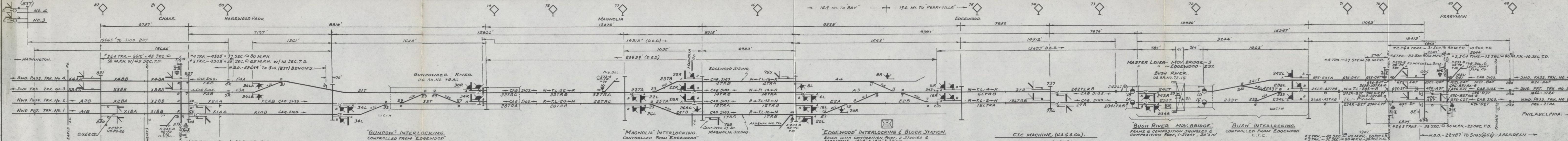
REMOTE PUSH BUTTONS
 01 02 03 04 05 06 07 08 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39

14, 28 & 30 ARE USED IN CONJUNCTION WITH SIG. LEVERS FOR MOVEMENTS TO SIDING & TAIL TRACK AT PERRYVILLE.
 CHARLESTOWN.

SUSQUEHANNA MOV. BRIDGE.
 TABLE INTERLOCKING MACHINE.
 1 LEVER FOR INDICATING WEDGES & TROLLEY BEAM.
 1 " " 4 ELECTRIC SMASH BOARDS, STYLE T2.
 1 " " MASTER.
 3 WORKING LEVERS.
 1 SPARE SPACE.
 4 LEVER MACHINE.

PERRYVILLE INTERLOCKING & BLOCK STATION.
 (BRICK WITH COMP. SHINGLE ROOF, 2 STORY & BASEMENT, 25'-6" X 16" WITH 1' X 6" EXTEN. IN REAR).

PHILADELPHIA
 THE PENNSYLVANIA RAILROAD.
 EASTERN REGION. CHESAPEAKE DIV.
 PERRYVILLE INTLG. & SUSQUEHANNA MOV. BRIDGE.
 AND
 "PRINCIPIO", "HAVRE DE GRACE", "OAK",
 "SHORT LANE", "MINNICK" & "QUARRY" INTLGS. ~
 CONTROLLED FROM "PERRYVILLE".
 CORRECT AS OF 1-1-65 SHEET NO. 4



ELECTRO-PNEUMATIC MACHINE (U.S. & S. CO. MOD. 14)

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35

LEGEND:

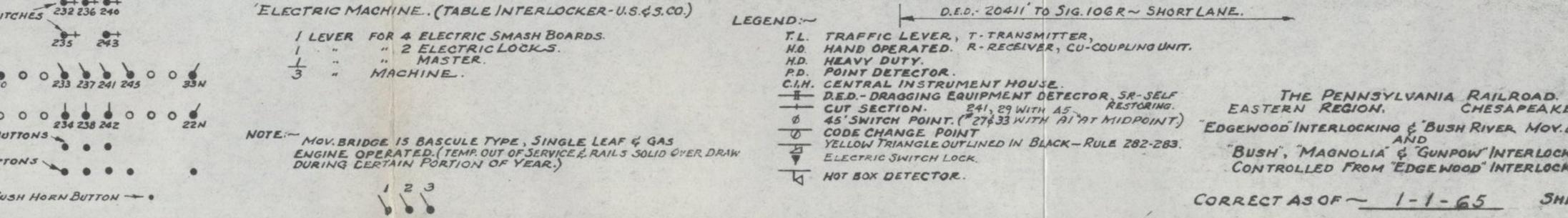
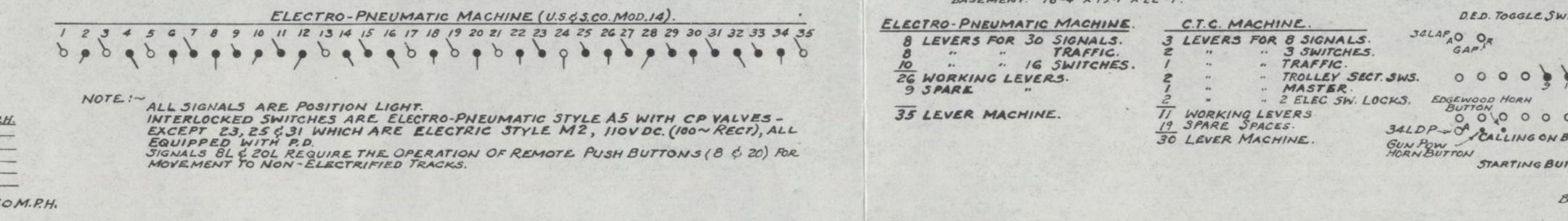
- T.L. TRAFFIC LEVER, T. TRANSMITTER, H.O. HAND OPERATED, R. RECEIVER, CU. COUPLING UNIT.
- H.D. HEAVY DUTY.
- P.D. POINT DETECTOR.
- C.I.H. CENTRAL INSTRUMENT HOUSE.
- D.E.D. DRAGGING EQUIPMENT DETECTOR SR-SELF RESTORING.
- CUT SECTION.
- 45' SWITCH POINT. (27433 WITH AT 97 MIDPOINT)
- CODE CHANGE POINT
- YELLOW TRIANGLE OUTLINED IN BLACK - RULE 282-283.
- ELECTRIC SWITCH LOCK.
- HOT BOX DETECTOR.

NOTE: ALL SIGNALS ARE POSITION LIGHT. INTERLOCKED SWITCHES ARE ELECTRO-PNEUMATIC STYLE A5 WITH CP VALVES - EXCEPT 23, 25 & 31 WHICH ARE ELECTRIC STYLE M2, 110V DC. (100~RECT), ALL EQUIPPED WITH P.D. SIGNALS 8L & 20L REQUIRE THE OPERATION OF REMOTE PUSH BUTTONS (B & 20) FOR MOVEMENT TO NON-ELECTRIFIED TRACKS.

SPEED LIMIT:

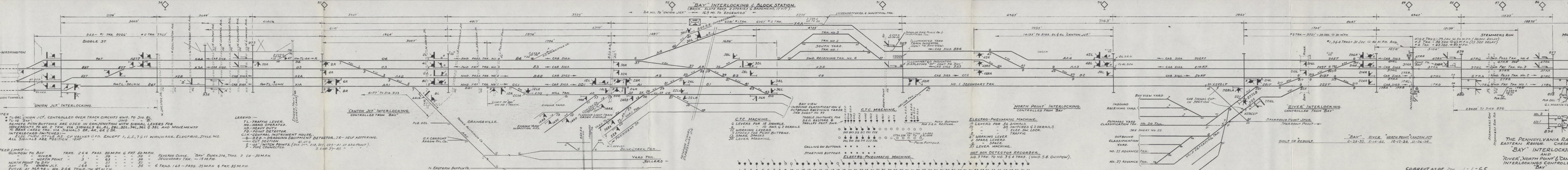
Section	Trks	Pass. M.P.H.	Frt. M.P.H.
OAK TO BUSH	Nos. 2, 3 & 4	80	50
BUSH TO GUNPOW	" 2 & 3	80	50
GUNPOW TO RIVER	" 2 & 4	80	50
" " "	" 3	65	50
" " "	" "	50	50
MAGNOLIA & EDGEWOOD SIDINGS	"	30	50

OVER BUSH RIVER MOY. BRIDGE (MOY. BRIDGE IN SERVICE) 60 M.P.H.



THE PENNSYLVANIA RAILROAD.
EASTERN REGION.
CHESAPEAKE DIV.
"EDGEWOOD" INTERLOCKING & "BUSH RIVER MOY. BRIDGE"
"BUSH", "MAGNOLIA" & "GUNPOW" INTERLOCKINGS
CONTROLLED FROM "EDGEWOOD" INTERLOCKING.

CORRECT AS OF - 1-1-65 SHEET No. 5



NOTES

- TL-BAL "UNION JCT", CONTROLLED OVER TRACK CIRCUITS NWD. TO SIG. 8L
- TL-IG "Bay" SWD "B"
- REMOTE PUSH BUTTONS ARE USED IN CONJUNCTION WITH SIGNAL LEVERS FOR MOVEMENTS TO NO. 2 TRK. VIA SIGNALS GL, BL, 2BL, 32L, 34L, 36L & 38L AND MOVEMENTS TO BEAR CREEK TRK. VIA SIGNALS 2R, 4R, 6R & BR.
- INTERLOCKED SWITCHES: ELEC. PNEU. STYLE AS CP VALVES & PD. EXCEPT 1, 3, 5, 7 & 11 WHICH ARE ELECTRIC, STYLE M2.
- ALL SIGNALS ARE POSITION "IGHT"

LEGEND

- TL - TRAFFIC LEVER.
- HO - HAND OPERATED.
- HD - HEAVY DUTY.
- PD - POINT DETECTOR.
- C.I.H. - CENTRAL INSTRUMENT HOUSE.
- D.E.D. - DRAGGING EQUIPMENT DETECTOR, SR - SELF RESTORING.
- CUT SECTION.
- 45' & 49' - 45' SWITCH POINTS. (205, 209, 213, 217, 225 - A1 AT MID POINT).
- P - PIPE CONNECTED.

SPEED LIMIT

GUNPOW TO BAY	TRKS. 264 PASS. 80 M.P.H. & FRT. 50 M.P.H.	REVERSE CURVE, "BAY" BLOCK STA., TRKS. 2 & 4 - 50 M.P.H.
" " RIVER	1 " 50 " " " 50 " "	SECONDARY TRK. - 15 M.P.H.
" " NORTH POINT	3 " 65 " " " 50 " "	
NORTH POINT TO BAY	3 " 35 " " " 35 " "	
BAY TO UNION JCT.	264 " 60 " " " 35 " "	& TRKS. 143 - PASS. 35 M.P.H. & FRT. 35 M.P.H.
CURVE AT M.P. 94 - NO. 264 TRKS.	~ 45 M.P.H.	

C.T.C. MACHINE

- 6 LEVERS FOR 15 SIGNALS.
- 10 SW. & 2 DERAILS.
- 12 WORKING LEVERS.
- 5 SPACES FOR PUSH BUTTONS.
- 13 SPARE SPACES.
- 30 LEVER MACHINE.

ELECTRO-PNEUMATIC MACHINE

- 19 LEVERS FOR 54 SIGNALS.
- 25 " " 38 SWITCHES & 2 DERAILS.
- 1 ELEC. SW. LOCK.
- TRAFFIC
- 47 WORKING LEVER.
- 4 SPARE LEVERS.
- SPACE
- 51 LEVER MACHINE.

HOT BOX DETECTOR RECORDER

NO. 3 TRK. TO NO. 3 & 4 TRKS. (NWD. S.B. GUNPOW).

ELECTRO-PNEUMATIC MACHINE

CALLING ON BUTTONS.

STARTING BUTTONS.

ELECTRO-PNEUMATIC MACHINE

CALLING ON BUTTONS.

STARTING BUTTONS.

ELECTRO-PNEUMATIC MACHINE

CALLING ON BUTTONS.

STARTING BUTTONS.

"BAY" INTERLOCKING

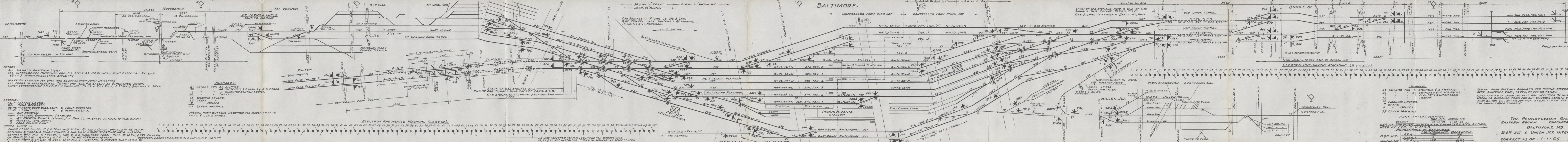
AND

"RIVER", "NORTH POINT" & "CANTON JCT."

INTERLOCKINGS CONTROLLED FROM "BAY"

CORRECT AS OF 1-1-65

SHEET NO. 6



NOTES:
 ALL SIGNALS POSITION LIGHT.
 ALL INTERLOCKED SWITCHES ARE E.P. STYLE A5. C.P. VALVES & POINT DETECTORS EXCEPT 89 & 105 WHICH ARE ELECTRIC STYLE M-3.
 M.P. FROGS AT UNION JCT. ONLY ARE EQUIPPED WITH POINT DETECTORS.
 ALL FROGS IN INTERLOCKED TERRITORY ARE M.P. EXCEPT AS OTHERWISE SHOWN.
 TOWER CONSTRUCTION (B.&P. JCT. & UNION JCT.) BRICK & TILE ROOF, 2 STORY & BASEMENT, 36'x20'

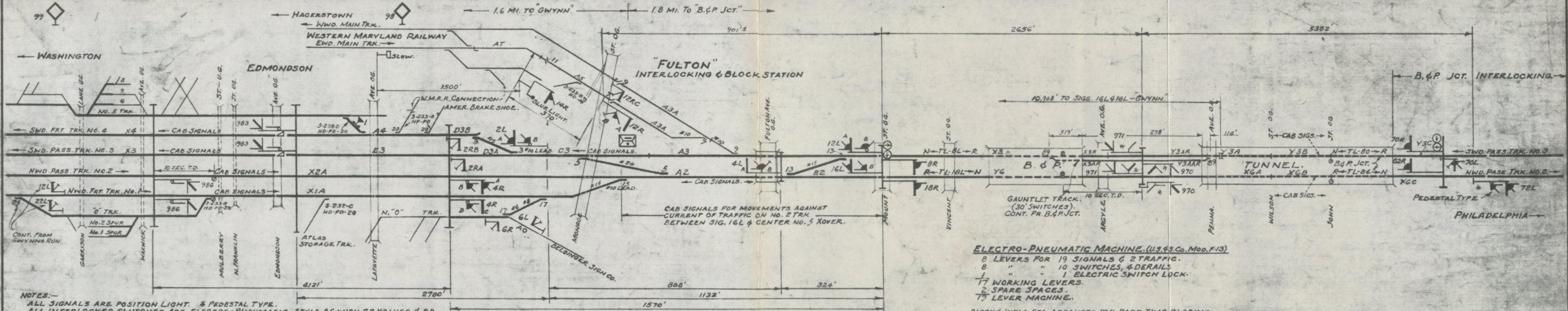
LEGEND:
 T.L. - TRAFFIC LEVER.
 H.O. - HAND OPERATED.
 HD-DB - HEAVY DUTY CIRCU. CONT. & POINT DETECTOR.
 LD-PL - LIGHT " " & PLUNGER LOCK.
 CUT SECTION.
 DRAGGING EQUIPMENT DETECTOR
 45 SWITCH POINTS. (UNION JCT. SW'S 77, 79, 81 & 87 WITH A1 AT MIDPOINT.)
 PEDESTAL TYPE SIGNAL
 CODE CHANGE POINT.
 SPEED LIMIT:
 CURVE AT MP 94, NOS. 2 & 4 TRKS. - 45 M.P.H. & THRU UNION TUNNELS - 45 M.P.H.
 BETWEEN S. PORTALS UNION TUNNELS AND S. E.W. LIMITS OF B.&P. JCT. INTLG. - 15 M.P.H.
 BETWEEN B.&P. JCT. & FULTON - NOS. 2, 3 & GAUNTLET TRKS. - PASS. 30 M.P.H. & FRT. 20 M.P.H.
 ON GUILFORD AVE. - 4 M.P.H., B.&P. JCT. TO MT. VERNON - 15 M.P.H.
 CURVES FROM B.&P. JCT. TO 3000' W. OF M.P. 3 - 30 M.P.H. & CURVES E. OF M.P. 4 TO
 LEVERS FASTENED NORMAL. EQUIPPED FOR CROSSOVERS
 69, 77 & 81 NOT INSTALLED. SHOWN IN SUMMARY AS SPARE LEVERS.

SUMMARY:
 27 LEVERS FOR 55 SIGNALS.
 32 " " 46 SWITCHES, 3 DERAILS & 6 M.P. FROGS.
 2 " " 3 ELECTRIC SWITCH LOCKS.
 14 " " TRAFFIC.
 75 WORKING LEVERS.
 25 SPARE " " SPACES.
 107 LEVER MACHINE.
 SPECIAL PUSH BUTTONS REQUIRED FOR MOVEMENTS TO UNION & COACH YARDS.

28 LEVERS FOR 7 SIGNALS & 2 TRAFFIC.
 36 " " 51 SWITCHES & 4 M.P. FROGS.
 13 " " 1 ELECTRIC SWITCH LOCK.
 78 WORKING LEVERS.
 9 SPARE " " SPACES.
 95 LEVER MACHINE.
 SPECIAL PUSH BUTTONS REQUIRED FOR FACING MOVEMENTS OVER SWITCHES 9 REV., 15 REV., 27 REV. OR 73 REV. WHEN TRACKS IN UNION TUNNELS ARE OCCUPIED BY WORK, WIRE, WRECK OR DISABLED TRAIN FOR ANY UNUSUAL LENGTH OF TIME, PUSH BUTTON 1UT, 2UT OR 3UT MUST BE USED TO CUT OFF THE CAB SIGNAL CODED CURRENT.

JOINT INTERLOCKINGS:
 B.&P. JCT. UNION JCT.
 10-15-35 7-25-35
 B.&P. JCT. AND UNION JCT. - OWNED, OPERATED & MTD BY P.R.R.
 USED BY P.R.R. & M.M.R.R.
 PERCENTAGE EXPENSES:
 P.R.R. 100
 M.M.R.R. 0
 P.R.R. 100
 P.R.R. 71.33

THE PENNSYLVANIA RAILROAD - CHESAPEAKE DIVISION.
 BALTIMORE, MD.
 B.&P. JCT. & UNION JCT. INTERLOCKINGS.
 CORRECT AS OF 1-1-65 SHEET No. 7



NOTES:
 ALL SIGNALS ARE POSITION LIGHT. * PEDESTAL TYPE.
 ALL INTERLOCKED SWITCHES ARE ELECTRO-PNEUMATIC, STYLE A5 WITH CP VALVES & P.D.
 REMOTE RB. IS USED IN CONJUNCTION WITH SIG. LEVER FOR MOVTS. OVER SW. 13 NOR. AND 7 & 9 REV. VIA SIG. 12L.
 TOWER: FRAME WITH ASBESTOS SHINGLE COVERING, COMPOSITION ROOF, 2 STORY & BASEMENT, 21'-1" x 14'-3"
 PUSH BUTTON 2PB TO BE OPERATED WHEN CLOSING BLOCK STATION.
SPEED LIMIT:
 B.&P. JCT. TO FULTON, TRKS. 2, 3 & GAUNTLET-PASS. 30 M.P.H. & FRT. 20 M.P.H.
 FULTON TO FREDERICK RD. " 243 " 75 " " 50 "
 " " " " 164 " 50 " " 40 "
 " FULTON " TO & FROM TRACK 4 " 15 M.P.H. & CURVE-TRKS. 2 & 3-40 M.P.H.
 CURVE AT LAFAYETTE AVE. OG. BR. 560' S. OF MP-98-TRKS. 104-20 M.P.H.
 " " EDMONDSON STA., TRKS. 2 & 3-50 M.P.H. & TRKS. 1 & 4-30 M.P.H.

LEGEND:
 + CUT SECTION
 H DRAGGING EQUIPMENT DETECTOR.
 V ELECTRIC SWITCH LOCK.
 Δ YELLOW TRIANGLE, RULES 282 & 283.
 HD. HEAVY DUTY (CIRC. CONT.)
 PD. POINT DETECTOR.
 TL. TRAFFIC LEVER.
 ⊙ CODE CHANGE POINT.

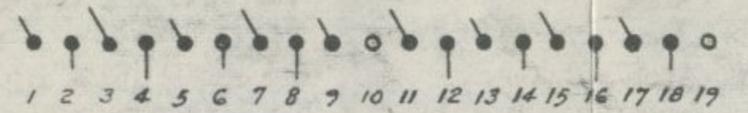
JOINT INTERLOCKING.

REBUILT 4-10-35
 OWNED, OPERATED & MAINTAINED BY P.R.R.
 USED BY P.R.R. & W.M.R.R.

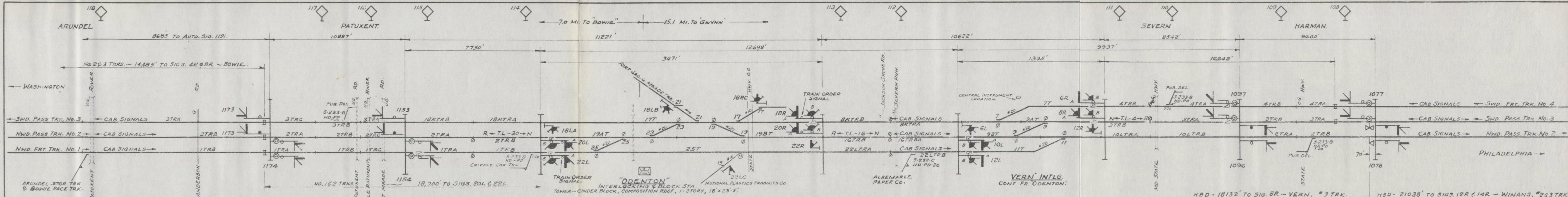
PERCENTAGE OF EXPENSES	
MAINTENANCE	OPERATING
P.R.R. 100	71.33
W.M.R.R. 0	28.67

ELECTRO-PNEUMATIC MACHINE. (U.S.S. Co. Mod. F-13)
 8 LEVERS FOR 19 SIGNALS & 2 TRAFFIC.
 8 " " 10 SWITCHES, 4 DERAILS
 1 " " 1 ELECTRIC SWITCH LOCK.
 17 WORKING LEVERS.
 2 SPARE SPACES.
 15 LEVER MACHINE.

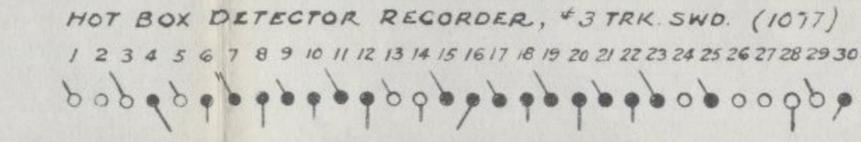
BLOCK & INTLG. STA. ARRANGED FOR PART TIME CLOSING.



THE PENNSYLVANIA RAILROAD.
 EASTERN REGION. CHESAPEAKE DIV.
 BALTIMORE, MD.
"FULTON" INTERLOCKING.
 CORRECT AS OF: 1-1-65 SHEET NO. 8



ELECTRO-PNEUMATIC MACHINE.
 7 LEVERS FOR 21 SIGNALS.
 9 " " 13 SWITCHES & 3 DERAILS.
 3 " " TRAFFIC.
 19 WORKING LEVERS.
 7 SPARE LEVERS.
 5 " SPACES.
 31 LEVER MACHINE.



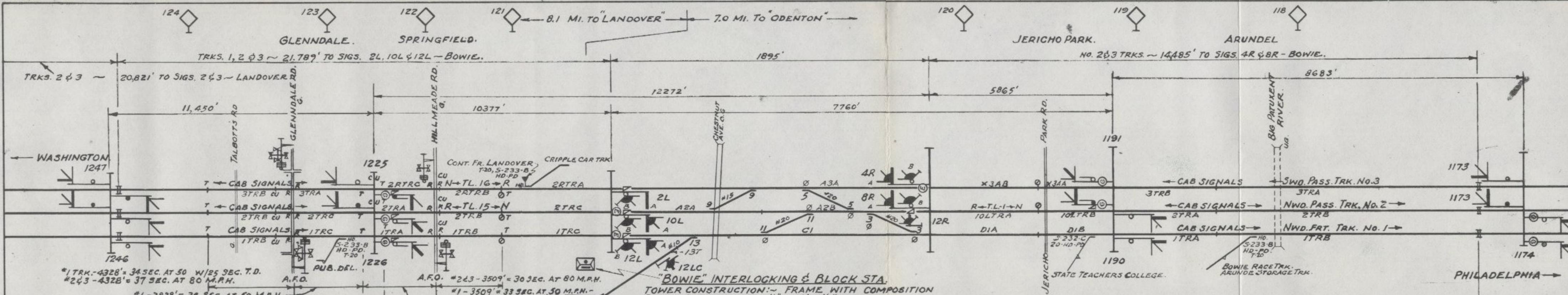
NOTE.
 ALL SIGNALS POSITION LIGHT.
 ALL INTERLOCKED SWITCHES E.P. ~ A5 ~ CP VALVES & P.D. EXCEPT 25 WHICH IS ELECTRIC ~ M2 & P.D.
 Ø 45' SWITCH POINT. (7, 9, 11, WITH A1 MECH. AT MIDPOINT.)
 T.L. - TRAFFIC LEVER. 19 & 23.
 HD-PD. - HEAVY DUTY - POINT DETECTOR.
 D.E.D. - DRAGGING EQUIPMENT DETECTOR.
 + CUT SECTION. Δ HBD - HOT BOX DETECTOR.
 □ CODE CHANGE POINT.
 ▽ YELLOW TRIANGLE OUTLINED IN BLACK RULE 282 & 283
 REMOTE PUSH BUTTONS ARE USED IN CONJUNCTION WITH SIGNAL LEVERS FOR MOVTS. OVER SW. 21 REV. VIA SIGS. 18RB, 19RC & 20RB AND OVER SW. 17 REV. VIA SIGS. 18LA, 18LB, 20LB & 22LB AND OVER SW. 17 NOR. (TO No. 3 TRK. NWD) VIA SIGS. 20L & 22L.

SPEED LIMIT:

WINANS TO VERN TRK. 4	PASS.	65 M.P.H.	FRT.	50 M.P.H.
" " " " 2&3	"	80 "	"	50 "
VERN TO LANDOVER	"	50 "	"	50 "
" " " " 2&3	"	80 "	"	50 "

REBUILT ANDERSON ODENTON. VERN.
 7-20-35 8-6-43 8-6-43.

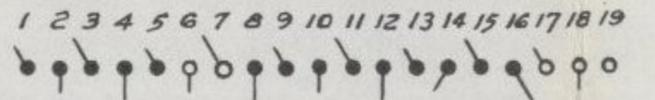
THE PENNSYLVANIA RAILROAD.
 EASTERN REGION, CHESAPEAKE DIV.
 ODENTON INTERLOCKING
 VERN INTERLOCKING
 CONTROLLED FROM ODENTON.
 CORRECT AS OF: 11-25 SHEET No. 10



"BOWIE" INTERLOCKING & BLOCK STA.
 TOWER CONSTRUCTION: ~ FRAME WITH COMPOSITION ROOF ~ 2 STORY, 16'-2 1/2" X 16'-2 1/2".

ELECTRO PNEUMATIC MACHINE.

- 3 LEVERS FOR TRAFFIC
- 6 " " 12 SIGNALS.
- 5 " " 9 SWITCHES.
- 14 WORKING LEVERS.
- 4 SPARE "
- 1 " SPACE.
- 19 LEVER MACHINE.

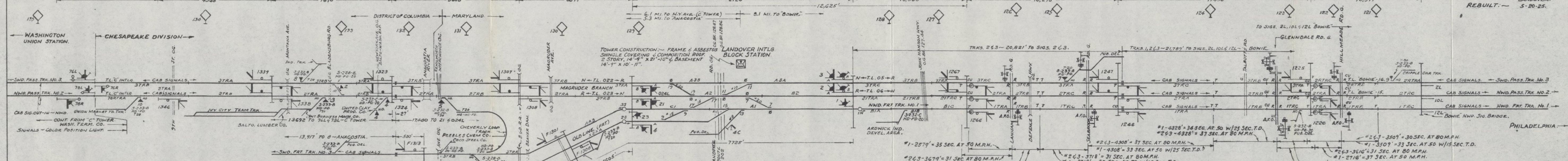
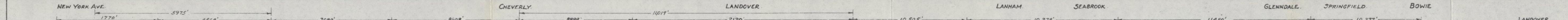


NOTE:
 ALL SIGNALS POSITION LIGHT.
 ALL INTERLOCKED SWITCHES ~ EP-AS, CP VALVES & P.D.
 LEVER 14 EQUIPPED WITH CENTER STOPPING DEVICE.
 Ø 45' SWITCH POINTS (S.E. 3, N.E. 5 & 11 WITH AS AT MIDPOINT.
 T.L. - TRAFFIC LEVER. (N.E. 3, S.E. 5 & 11 WITH AI AT MIDPOINT.
 HD-PD. ~ HEAVY DUTY - POINT DETECTOR.
 — CUT SECTION.
 — DRAGGING EQUIPMENT DETECTOR.
 — CODE CHANGE POINT. T-TRANSMITTER, R-RECEIVER, CU-COUPLING UNIT.
 PUSH BUTTON 4-12 TO BE OPERATED WHEN CLOSING BLOCK STA.
SPEED LIMIT:
 VERN TO LANDOVER, TRK. 1 PASS. 50 M.P.H., FRT. 50 M.P.H.
 " " " 2 & 3 " 80 " " 50 "
 POPES CREEK SEC. TRK., BOWIE TO LA PLATA - 30 M.P.H.
 Δ YELLOW TRIANGLE OUTLINED IN BLACK, RULE 282 & 283.

BLOCK & INTLG. STA. ARRANGED FOR PART TIME CLOSING.

REBUILT ~ 10-29-34.
 No. 1 & 2 TRKS. ~ 18,700' TO SIGS. 20L & 22L - ODENTON.

THE PENNSYLVANIA RAILROAD.
 EASTERN REGION. CHESAPEAKE DIV.
"BOWIE" INTERLOCKING.
 BOWIE, MD.

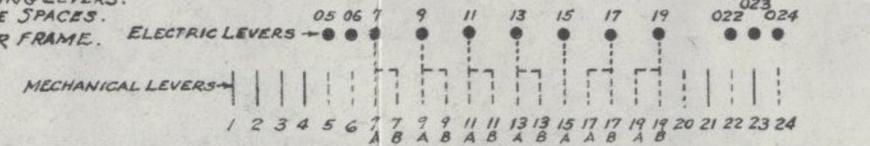


TOWER CONSTRUCTION: FRAME & ASBESTOS SHINGLE COVERING & COMPOSITION ROOF. 2 STORY, 14'-9" X 21'-10" & BASEMENT 14'-9" X 10'-11".

ELECTRO-MECHANICAL MACHINE (STYLES-B).

- MECHANICAL LEVERS:**
 6- LEVERS FOR 10 SIGNALS.
 6- WORKING LEVERS.
 0- SPARE SPACE
 18- " LEVERS.
 24- LEVER FRAME.
- ELECTRIC LEVERS:**
 4- LEVERS FOR TRAFFIC.
 1- " " 2 SIGNALS.
 7- " " 12 SWITCHES.
 12- WORKING LEVERS.
 8- SPARE SPACES.
 20- LEVER FRAME.

SELECTOR KEY CASE
 8 KEYS FOR ELEC. SW. LOCKS.
 1- " " MASTER.



- #1-2579' = 35 SEC. AT 50 M.P.H.
- #243-3679' = 31 SEC. AT 80 M.P.H.
- #1-3492' = 33 SEC. AT 50 W/15 SEC. T.D.
- #243-3492' = 30 SEC. AT 80 M.P.H.
- #1-4328' = 36 SEC. AT 50 W/25 SEC. T.D.
- #243-4328' = 37 SEC. AT 80 M.P.H.
- #1-4308' = 33 SEC. AT 50 W/25 SEC. T.D.
- #243-3718' = 31 SEC. AT 80 M.P.H.
- #1-3718' = 35 SEC. AT 50 W/15 SEC. T.D.
- #243-4308' = 37 SEC. AT 80 M.P.H.
- #1-3509' = 33 SEC. AT 50 W/15 SEC. T.D.
- #243-3509' = 30 SEC. AT 80 M.P.H.
- #1-2838' = 39 SEC. AT 50 M.P.H.
- #243-3738' = 32 SEC. AT 80 M.P.H.
- #243-3616' = 31 SEC. AT 80 M.P.H.
- #1-2716' = 37 SEC. AT 50 M.P.H.

NOTE: NO PROVISION FOR NWD. PARALLEL MOVTS. OVER 9-17 REV. & 13 REV.

NOTES: ALL SIGNALS POSITION LIGHT. ALL INTERLOCKED SWITCHES ARE ELECTRO-PNEUMATIC STYLE A5 ~ C.F. VALVES & POINT DETECTORS. 45' SWITCH POINTS WITH STYLE A5 MECH. AT MID POINT. (7, 11 & 19) DRAGGING EQUIPT. DETECTOR. ELEC. SW. LOCK. T.L. - TRAFFIC LEVER. HD-PD. - HEAVY DUTY & POINT DETECTOR. W.B. - WATCH BOX, T-TRANSMITTER, R-RECEIVER, CU- COUPLING UNIT. HO. - HAND OPERATED. TRAIN ORDER BLOCKING DEVICE.

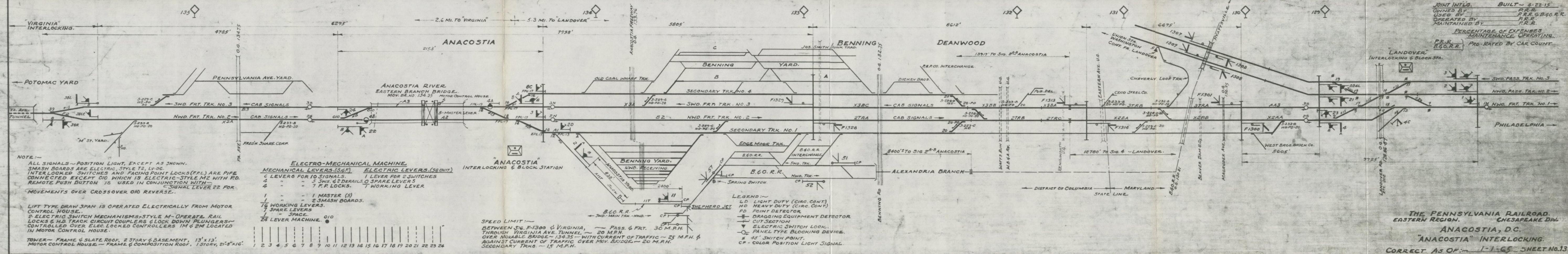
SPEED LIMIT: VERN TO DIV. POST. WASHINGTON TERM. TRKS. 243 PASS. 80 M.P.H. & FRT. 50 M.P.H. " " LANDOVER " " 50 " " 50 " " LANDOVER TO SIGNAL F.1300 " " 243 " 50 " " 40 " " CURVE AT DIV. POST. - W.T. - TRKS. 243 - 30 M.P.H.

THE PENNSYLVANIA RAILROAD. EASTERN REGION. CHESAPEAKE DIVISION. LANDOVER INTERLOCKING. LANDOVER, MD.

REBUILT: - LANDOVER. 5-20-25.

JOINT INTLG. BUILT - 4-22-15
 OWNED BY P.R.R.
 USED BY P.R.R. & B.O.R.R.
 OPERATED BY P.R.R.
 MAINTAINED BY P.R.R.

PERCENTAGE OF EXPENSES
 MAINTENANCE OPERATING
 P.R.R. }
 B.O.R.R. } PRO-RATED BY CAR COUNT



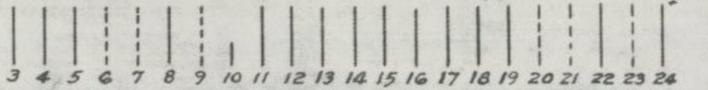
NOTE: -
 ALL SIGNALS - POSITION LIGHT, EXCEPT AS SHOWN.
 SMASH BOARDS ARE ELECTRIC, STYLE T2, LV-DC.
 INTERLOCKED SWITCHES AND FACING POINT LOCKS (F.P.L.) ARE PIPE
 CONNECTED EXCEPT O10 WHICH IS ELECTRIC - STYLE M2 WITH P.D.
 REMOTE PUSH BUTTON IS USED IN CONJUNCTION WITH
 SIGNAL LEVER 22 FOR
 MOVEMENTS OVER CROSSOVER O10 REVERSE.

LIFT TYPE DRAW SPAN IS OPERATED ELECTRICALLY FROM MOTOR
 CONTROL HOUSE.
 2-ELECTRIC SWITCH MECHANISMS, STYLE M - OPERATE RAIL
 LOCKS & H.D. TRACK CIRCUIT COUPLERS & LOCK DOWN PLUNGERS -
 CONTROLLED OVER ELEC. LOCKED CONTROLLERS 1M & 2M LOCATED
 IN MOTOR CONTROL HOUSE.

TOWER - FRAME & SLATE ROOF, 2 STORY & BASEMENT, 13' x 13'.
 MOTOR CONTROL HOUSE - FRAME & COMPOSITION ROOF, 1 STORY, 21'-8" x 16'.

ELECTRO-MECHANICAL MACHINE

MECHANICAL LEVERS (S.G.F.)	ELECTRIC LEVERS (S.B. UNIT)
6 LEVERS FOR 10 SIGNALS.	1 LEVER FOR 2 SWITCHES
4 " " 5 SWS. & 2 DERAILS.	0 SPARE LEVERS
4 " " 7 F.P. LOCKS.	1 WORKING LEVER
1 " " 1 MASTER (5)	
1 " " 2 SMASH BOARDS.	
16 WORKING LEVERS.	
7 SPARE LEVERS.	
1 " SPACE.	
24 LEVER MACHINE.	O10

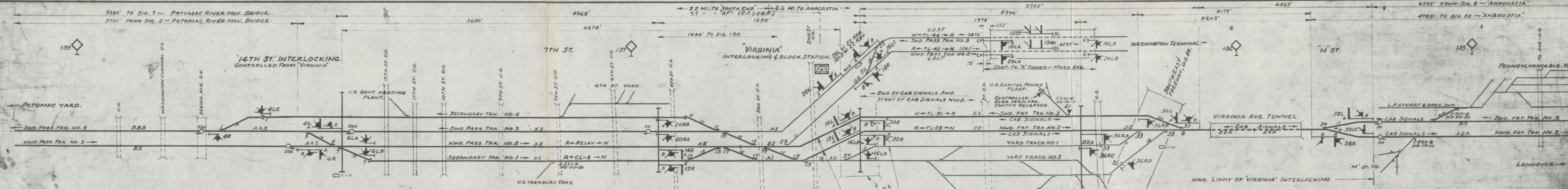


"ANACOSTIA" INTERLOCKING & BLOCK STATION

SPEED LIMIT: -
 BETWEEN SIG. F-1300 & VIRGINIA, - PASS. & FRT. 30 M.P.H.
 THROUGH VIRGINIA AVE. TUNNEL - 20 M.P.H.
 OVER MOVABLE BRIDGE - 134.35 - WITH CURRENT OF TRAFFIC - 25 M.P.H. &
 AGAINST CURRENT OF TRAFFIC OVER MOV. BRIDGE - 20 M.P.H.
 SECONDARY TRKS. - 15 M.P.H.

LEGEND: -
 LD LIGHT DUTY (CIRC. CONT.)
 HD HEAVY DUTY (CIRC. CONT.)
 PD POINT DETECTOR
 DRAGGING EQUIPMENT DETECTOR
 CUT SECTION
 ELECTRIC SWITCH LOCK.
 PANEL TYPE BLOCKING DEVICE.
 45' SWITCH POINT.
 CP - COLOR POSITION LIGHT SIGNAL.

THE PENNSYLVANIA RAILROAD.
 EASTERN REGION. CHESAPEAKE DIV.
 ANACOSTIA, D.C.
 "ANACOSTIA" INTERLOCKING.
 CORRECT AS OF: 1-1-65 SHEET No. 13



NOTES:
 ALL SIGNALS ARE POSITION LIGHT EXCEPT THOSE CONTROLLED FROM "A" TOWER~MASS. AVE.
 ALL INTERLOCKED SWITCHES ARE ELECTRO-PNEUMATIC STYLE A5~C.P. VALVES & P.D. EXCEPT #39 WHICH IS ELECTRIC STYLE M2 WITH P.D.
 REMOTE PUSH BUTTON IS USED IN CONJUNCTION WITH SIG. LEVER 36 FOR MOVES. OVER SWS. 35 REV. & 37 NOR. " 12, 14 & 20 " " 25 REVERSE.
 TOWER~BRICK & SLATE ROOF, 2 STORY & BASEMENT 18'-10" X 16'-10"
 SPEED LIMITS:
 SIG. F-1300 TO VIRGINIA ~ TRKS. 243, PASS. 30 M.P.H. & FRT. 30 M.P.H.
 VIRGINIA TO N. END POTOMAC RIVER MOV. BR.-TRKS. 243, PASS. 40 M.P.H. & FRT. 40 M.P.H.
 VIRGINIA TO WASHINGTON TERMINAL, TRKS. 243, 25 M.P.H.
 THROUGH VIRGINIA AVE. TUNNEL, 20 M.P.H.
 CURVE 3 OF 7TH ST. AND AT 14TH ST., TRKS.-243~30 M.P.H.
 SECONDARY TRKS.-15 M.P.H.

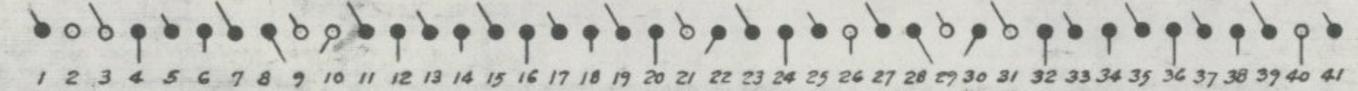
LEGEND:
 + CUT SECTION.
 * ELECTRIC SWITCH LOCK.
 45' SWITCH POINT. (#37-A1 AT MID-POINT.)
 HD HEAVY DUTY (CIRC. CONT.)
 PD POINT DETECTOR.
 TL TRAFFIC LEVER.
 CL CHECK LEVER.
 C COLOR LIGHT SIGNAL.
 CP COLOR POSITION LIGHT SIGNAL.
 SL SEARCH LIGHT SIGNAL.
 C.I.H. CENTRAL INSTRUMENT HOUSE.
 - PANEL TYPE BLOCKING DEVICE.

ELECTRO PNEUMATIC MACHINE (U.S. & S. CO. MOD. 16)

- 12 LEVERS FOR 36 SIGNALS.
- 16 " " 22 SWITCHES & 5 DERAILS.
- 1 " " 2 ELECTRIC SWITCH LOCKS.
- 3 " " TRAFFIC & CHECK.
- 32 WORKING LEVERS.
- 8 SPARE " "
- 1 " " SPACE.
- 47 LEVER MACHINE.

ELECTRIC MACHINE (TABLE INTERLOCKER)

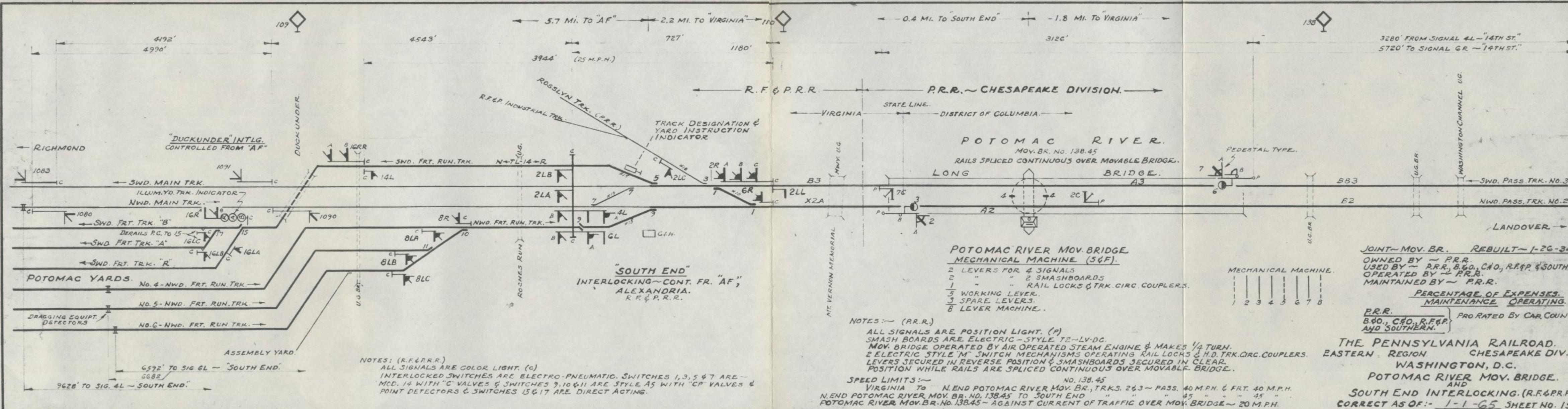
2 LEVERS FOR TRAFFIC.



JOINT INTLGS. REBUILT - VIRGINIA, 14TH ST.
 OWNED BY P.R.R.
 USED BY P.R.R., B.&O., C.&O., R.F.&P. AND SOUTHERN.
 OPERATED BY P.R.R.
 MAINTAINED BY P.R.R.

PERCENTAGE OF EXPENSES
 MAINTENANCE OPERATING
 P.R.R. }
 B.&O., C.&O., R.F.&P. } PRO-RATED BY CAR COUNT.
 AND SOUTHERN }

THE PENNSYLVANIA RAILROAD.
 EASTERN REGION. CHESAPEAKE DIV.
 WASHINGTON, D.C.
 "VIRGINIA" & "14TH ST. INTLGS."
 CORRECT AS OF: 1-1-65 SHEET NO. 14



3280' FROM SIGNAL 4L - "14TH ST."
5720' TO SIGNAL GR - "14TH ST."

R.F. & P.R.R. P.R.R. - CHESAPEAKE DIVISION.

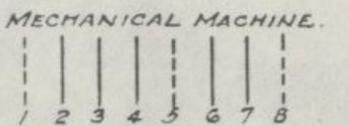
VIRGINIA STATE LINE DISTRICT OF COLUMBIA

POTOMAC RIVER.
MOV. BR. NO. 138.45
RAILS SPICED CONTINUOUS OVER MOVABLE BRIDGE.

LONG BRIDGE.

POTOMAC RIVER MOV. BRIDGE
MECHANICAL MACHINE (S&F).

- 2 LEVERS FOR 4 SIGNALS
- 2 " " 2 SMASHBOARDS
- 1 " " RAIL LOCKS & TRK. CIRC. COUPLERS.
- 5 WORKING LEVERS.
- 3 SPARE LEVERS.
- 8 LEVER MACHINE.



JOINT - MOV. BR. REBUILT - 1-26-34.
OWNED BY - P.R.R.
USED BY - P.R.R., B.&O., C.&O., R.F.&P. & SOUTHERN
OPERATED BY - P.R.R.
MAINTAINED BY - P.R.R.

PERCENTAGE OF EXPENSES.
MAINTENANCE OPERATING.
P.R.R. B.&O., C.&O., R.F.&P. AND SOUTHERN. PRO RATED BY CAR COUNT.

THE PENNSYLVANIA RAILROAD.
EASTERN REGION CHESAPEAKE DIV.
WASHINGTON, D.C.
POTOMAC RIVER MOV. BRIDGE.
AND
SOUTH END INTERLOCKING. (R.F.&P.R.R.)
CORRECT AS OF: - 1-1-65 SHEET NO. 15

NOTES: - (P.R.R.)

ALL SIGNALS ARE POSITION LIGHT. (P)
SMASH BOARDS ARE ELECTRIC - STYLE T2 - LV-DC.
MOV. BRIDGE OPERATED BY AIR OPERATED STEAM ENGINE & MAKES 1/4 TURN.
2 ELECTRIC STYLE "M" SWITCH MECHANISMS OPERATING RAIL LOCKS & H.D. TRK. CIRC. COUPLERS.
LEVERS SECURED IN REVERSE POSITION & SMASHBOARDS SECURED IN CLEAR.
POSITION WHILE RAILS ARE SPICED CONTINUOUS OVER MOVABLE BRIDGE.

SPEED LIMITS: -

NO. 138.45
VIRGINIA TO N. END POTOMAC RIVER MOV. BR., TRKS. 2 & 3 - PASS. 40 M.P.H. & FRT. 40 M.P.H.
N. END POTOMAC RIVER MOV. BR. NO. 138.45 TO SOUTH END " " 45 " " " 45 "
POTOMAC RIVER MOV. BR. NO. 138.45 - AGAINST CURRENT OF TRAFFIC OVER MOV. BRIDGE - 20 M.P.H.

NOTES: (R.F.&P.R.R.)

ALL SIGNALS ARE COLOR LIGHT. (C)
INTERLOCKED SWITCHES ARE ELECTRO-PNEUMATIC. SWITCHES 1, 3, 5 & 7 ARE -
MOD. 14 WITH "C" VALVES & SWITCHES 9, 10 & 11 ARE STYLE A5 WITH "CP" VALVES &
POINT DETECTORS & SWITCHES 15 & 17 ARE DIRECT ACTING.

6592' TO SIG. 6L - "SOUTH END."
6682'
9628' TO SIG. 4L - "SOUTH END."

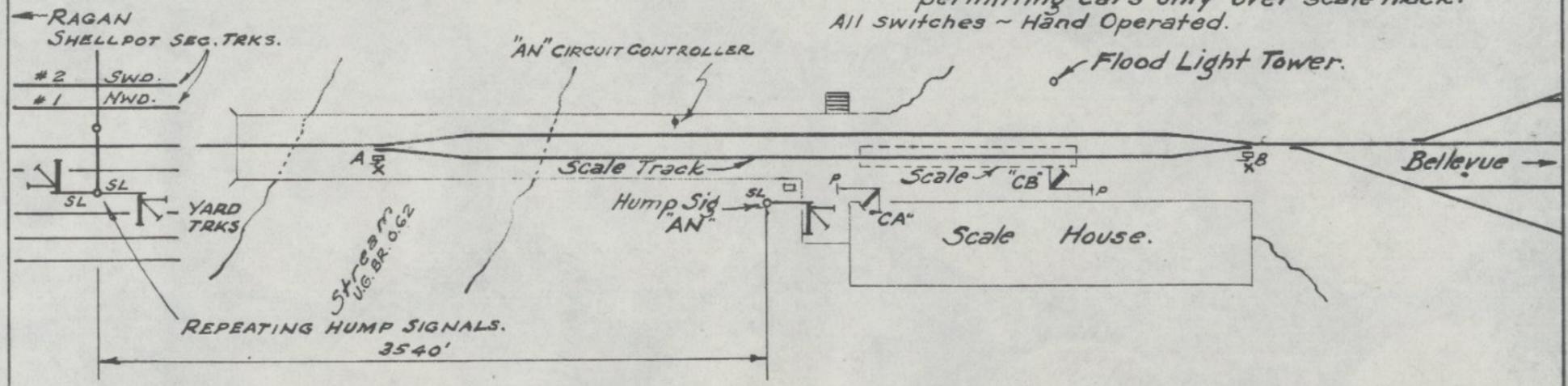
"AN" ~ SEARCH LIGHT TYPE HUMP SIGNAL
 CONTROLLED OVER 4 POSITION CIRCUIT
 CONTROLLER.

- #1 POSITION - RED ~ STOP.
- #2 " - YELLOW ~ HUMP
- #3 " - GREEN ~ PROCEED.
- #4 " - FLASHING RED. ~ BACK UP.

Dwarf Signals "CA" & "CB" ~ Position Light Type,
 controlled over scale track switches A-B.

RESTRICTING - when switches A-B are normal.

Stop - when switches A-B are reversed,
 permitting cars only over scale track.
 All switches ~ Hand Operated.



REPEATING HUMP SIGNALS.
 3540'

SPEED LIMIT: - 15 M.P.H

CP-325.25

CP-524.49

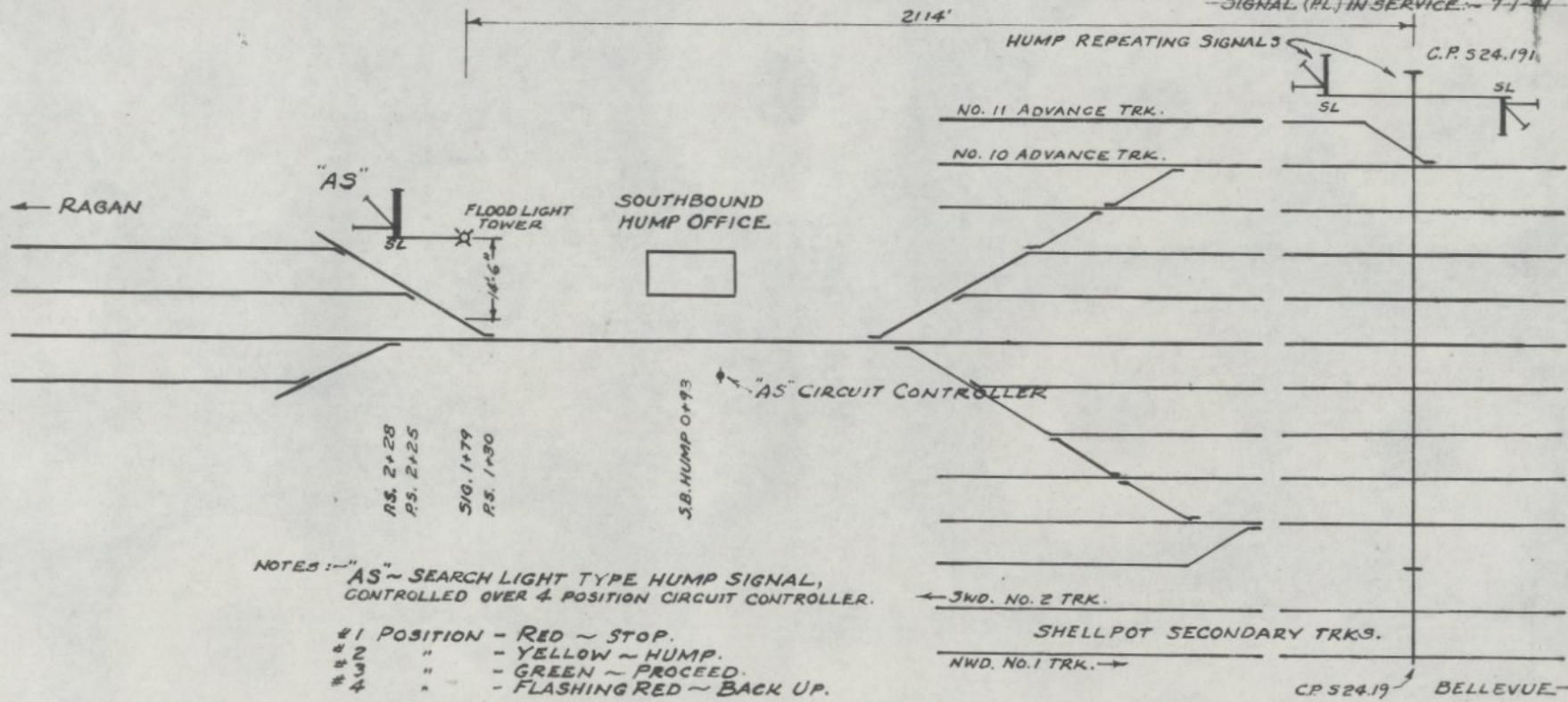
THE PENNA. R.R.
 EASTERN REGION.
 CHESAPEAKE DIVISION.

CORRECT AS OF: 1-1-65 NORTHBOUND HUMP
 SHEET No. 17. EDGE MOOR YARD.

HUMP REPEATING SIGS. IN SERVICE 5-14-57.

SEARCH LIGHT SIGNAL IN SERVICE 4-10-53.

- SIGNAL (PL.) IN SERVICE - 7-1-51



NOTES :- "AS" ~ SEARCH LIGHT TYPE HUMP SIGNAL,
CONTROLLED OVER 4 POSITION CIRCUIT CONTROLLER.

- #1 POSITION - RED ~ STOP.
- #2 " - YELLOW ~ HUMP.
- #3 " - GREEN ~ PROCEED.
- #4 " - FLASHING RED ~ BACK UP.

ALL SWITCHES ~ HAND OPERATED.
SPEED LIMIT ~ 15 M.P.H.

THE PENNSYLVANIA RAILROAD.
EASTERN REGION, CHESAPEAKE DIV.
EDGE MOOR YARD.
SOUTH BOUND HUMP.

CORRECT AS OF 1-1-65 SHEET No:- 18

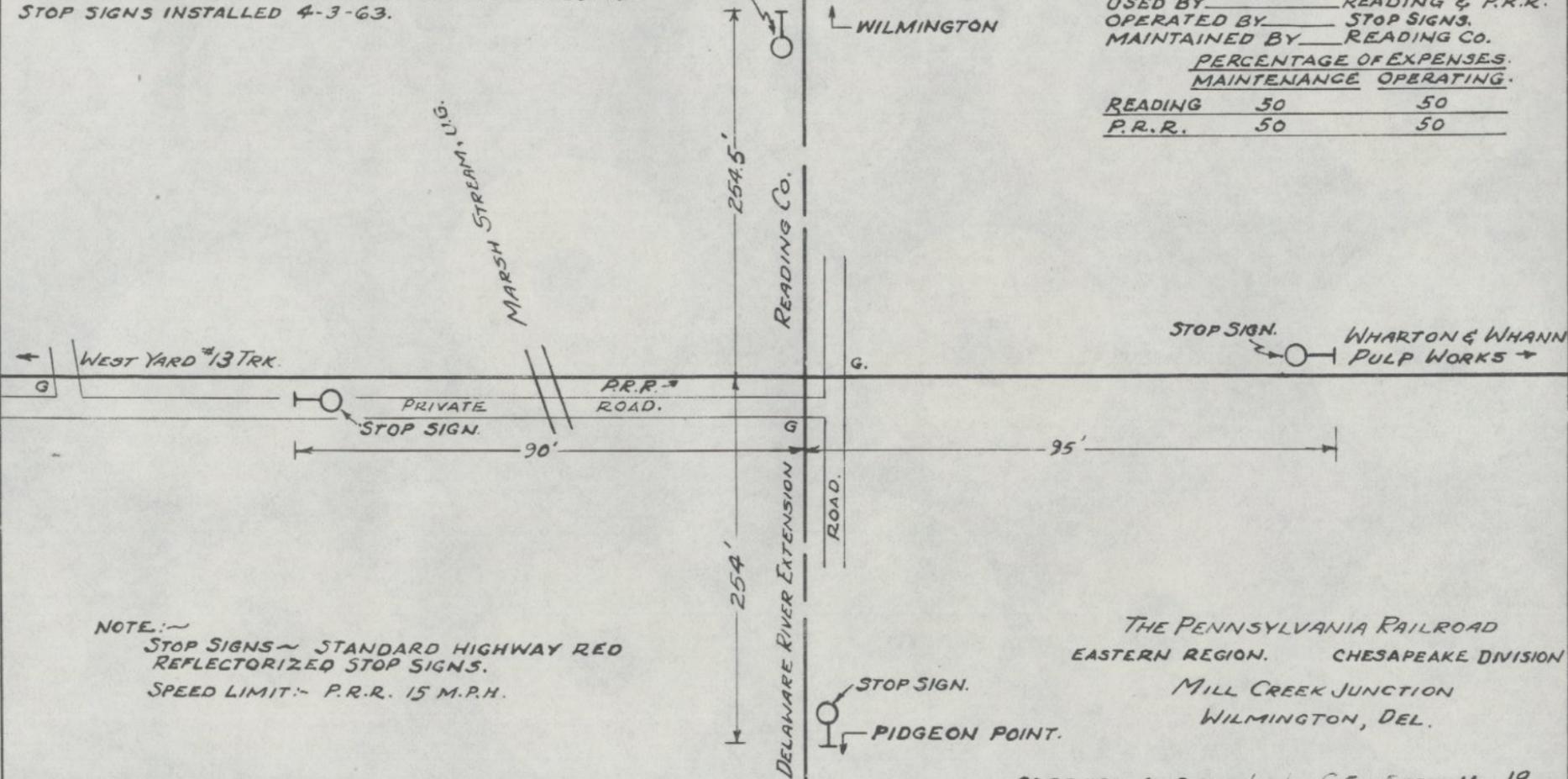
FORMERLY SEMAPHORE SIGNALS WITH DERAILS ON P.R.R.
 TRACK PIPE CONNECTED TO GROUND LEVER AT CROSSING.
 STOP SIGNS INSTALLED 4-3-63.

STOP SIGN.

JOINT XING. BUILT 1889
 OWNED BY _____ READING CO.
 USED BY _____ READING & P.R.R.
 OPERATED BY _____ STOP SIGNS.
 MAINTAINED BY _____ READING CO.

PERCENTAGE OF EXPENSES.
 MAINTENANCE OPERATING.

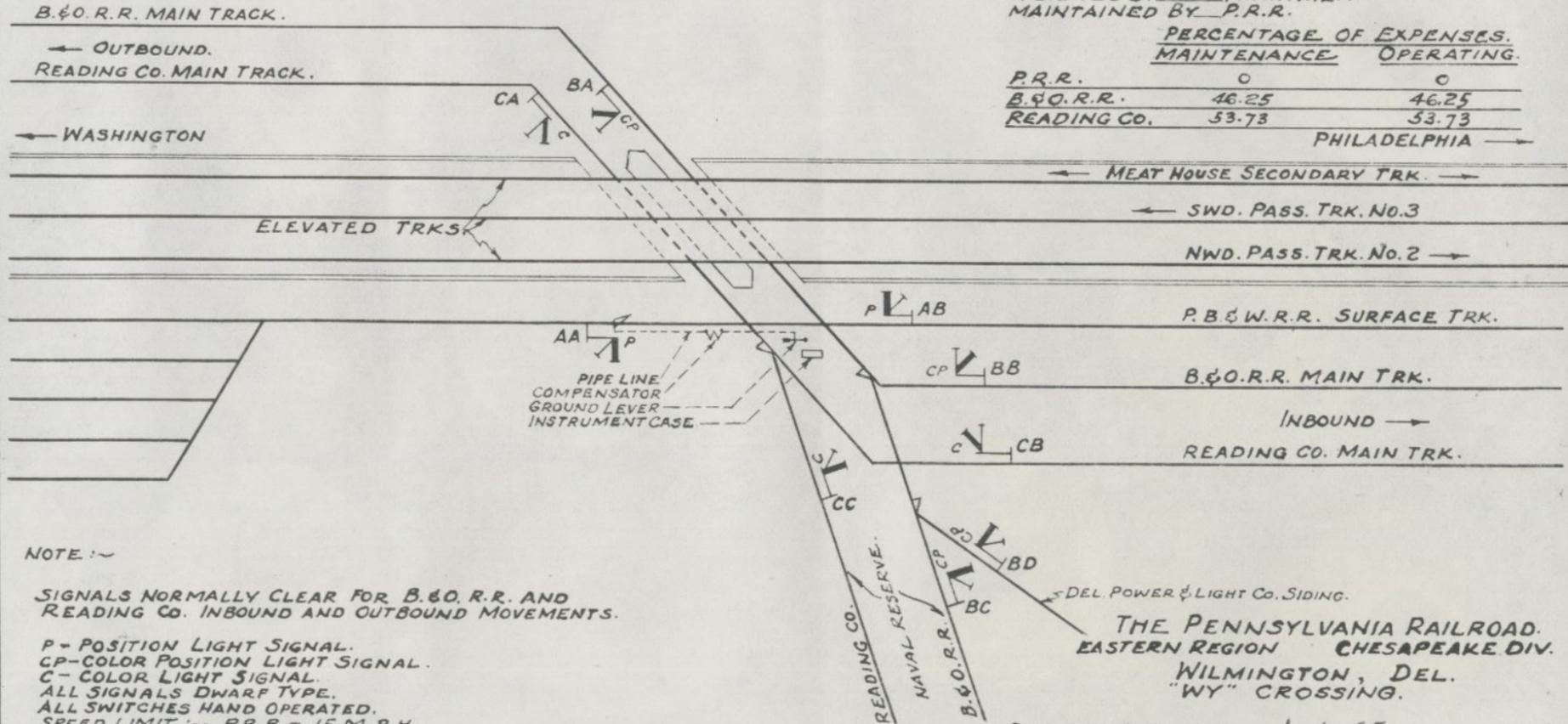
	MAINTENANCE	OPERATING
READING	50	50
P.R.R.	50	50



JOINT XING. — BUILT: — P.R.R. — 1835, READING CO. — 1877 & B.&O.R.R. — 1878.
 PRESENT ARRANGEMENT — 10-15-34.
 OWNED BY — P.R.R.
 USED BY — P.R.R., B.&O.R.R. & READING CO.
 OPERATED BY — TRAINMEN
 MAINTAINED BY — P.R.R.

	PERCENTAGE OF EXPENSES.	
	MAINTENANCE	OPERATING.
P.R.R.	0	0
B.&O.R.R.	46.25	46.25
READING CO.	53.73	53.73

PHILADELPHIA —→



NOTE: —

SIGNALS NORMALLY CLEAR FOR B.&O.R.R. AND READING CO. INBOUND AND OUTBOUND MOVEMENTS.

P — POSITION LIGHT SIGNAL.
 CP — COLOR POSITION LIGHT SIGNAL.
 C — COLOR LIGHT SIGNAL.
 ALL SIGNALS DWARF TYPE.
 ALL SWITCHES HAND OPERATED.
 SPEED LIMIT: — P.R.R. — 15 M.P.H.

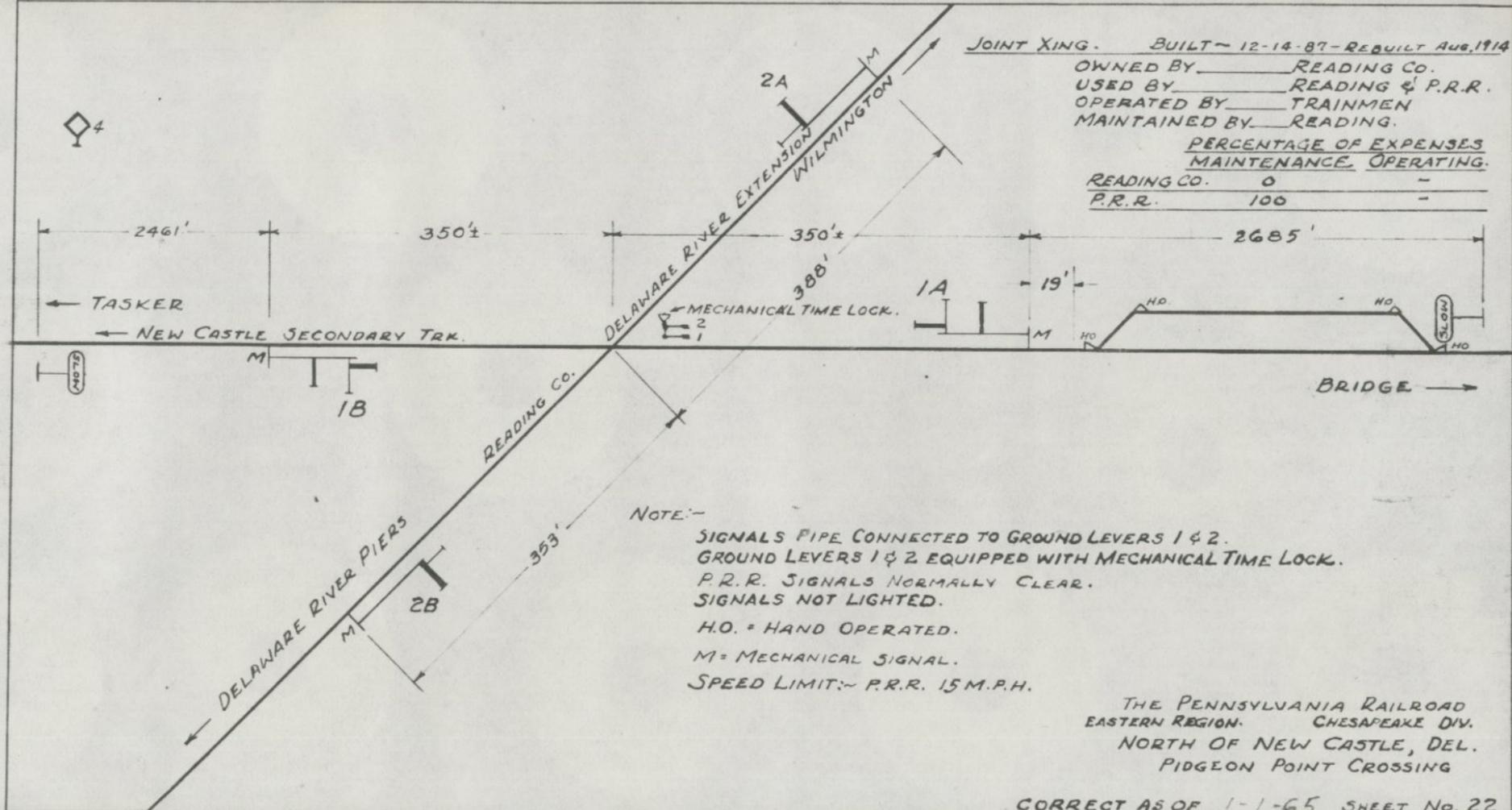
THE PENNSYLVANIA RAILROAD.
 EASTERN REGION CHESAPEAKE DIV.
 WILMINGTON, DEL.
 "WY" CROSSING.

CORRECT AS OF: — 1-1-65 SHEET NO. 20

4

JOINT XING. BUILT 12-14-87 - REBUILT Aug. 1914
 OWNED BY _____ READING CO.
 USED BY _____ READING & P.R.R.
 OPERATED BY _____ TRAINMEN
 MAINTAINED BY _____ READING.

	PERCENTAGE OF EXPENSES	
	MAINTENANCE	OPERATING
READING CO.	0	-
P.R.R.	100	-



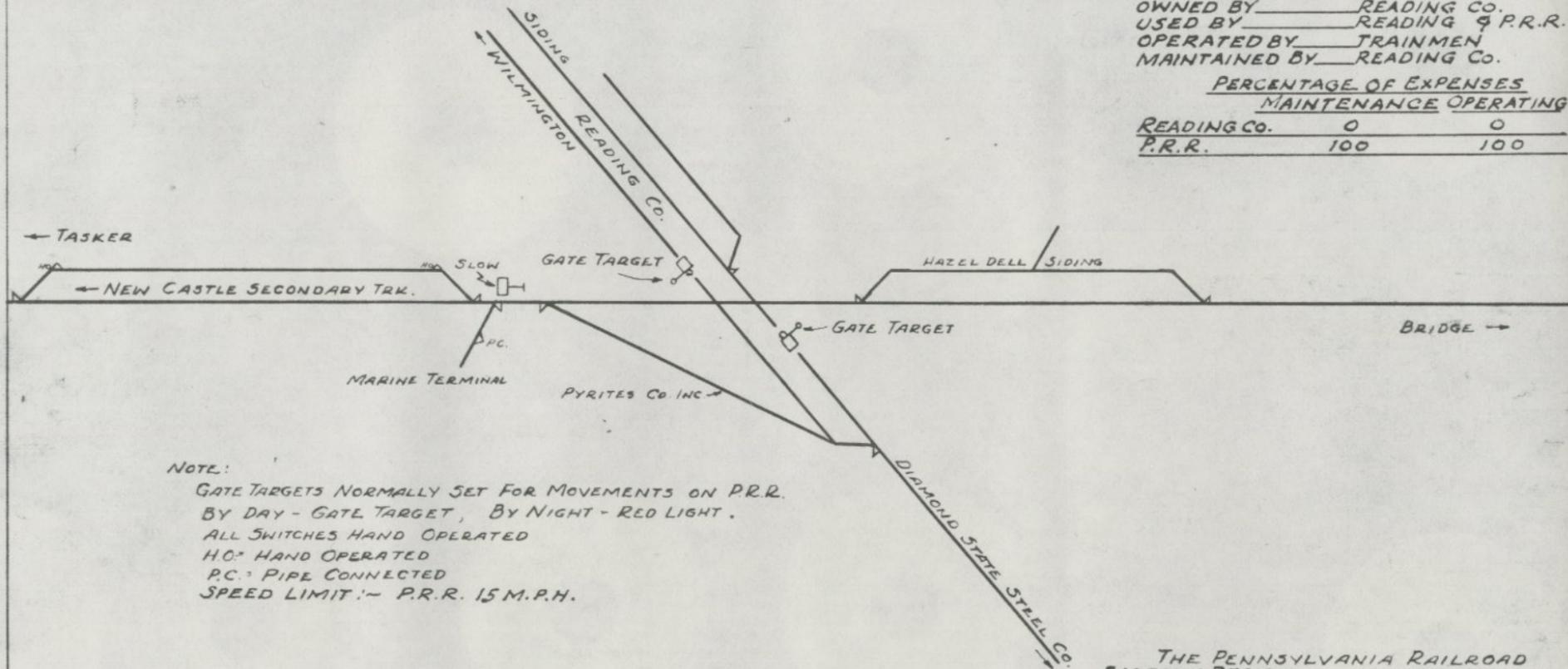
NOTE:-
 SIGNALS PIPE CONNECTED TO GROUND LEVERS 1 & 2.
 GROUND LEVERS 1 & 2 EQUIPPED WITH MECHANICAL TIME LOCK.
 P.R.R. SIGNALS NORMALLY CLEAR.
 SIGNALS NOT LIGHTED.
 H.O. = HAND OPERATED.
 M = MECHANICAL SIGNAL.
 SPEED LIMIT: ~ P.R.R. 15 M.P.H.

THE PENNSYLVANIA RAILROAD
 EASTERN REGION. CHESAPEAKE DIV.
 NORTH OF NEW CASTLE, DEL.
 PIGEON POINT CROSSING

CORRECT AS OF 1-1-65 SHEET No. 22

JOINT XING. BUILT ~ 12-14-87
 OWNED BY _____ READING CO.
 USED BY _____ READING & P.R.R.
 OPERATED BY _____ TRAINMEN
 MAINTAINED BY _____ READING CO.

	PERCENTAGE OF EXPENSES	
	MAINTENANCE	OPERATING
READING CO.	0	0
P.R.R.	100	100

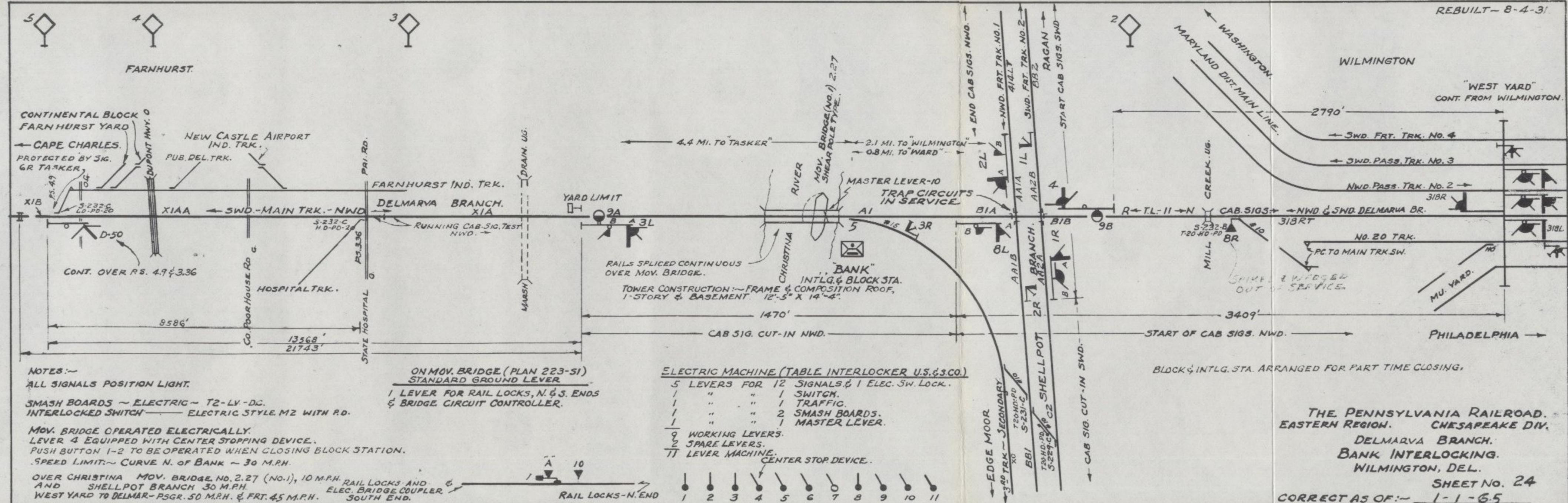


NOTE:

GATE TARGETS NORMALLY SET FOR MOVEMENTS ON P.R.R.
 BY DAY - GATE TARGET, BY NIGHT - RED LIGHT.
 ALL SWITCHES HAND OPERATED
 H.O. - HAND OPERATED
 P.C. - PIPE CONNECTED
 SPEED LIMIT :- P.R.R. 15 M.P.H.

THE PENNSYLVANIA RAILROAD
 EASTERN REGION. CHESAPEAKE DIV.
 S. WILMINGTON DEL.
 HAZEL DELL CROSSING

CORRECT AS OF: 1-1-65 SHEET No. 23



NOTES:-
 ALL SIGNALS POSITION LIGHT.
 SMASH BOARDS ~ ELECTRIC ~ T2-LV-DG.
 INTERLOCKED SWITCH ~ ELECTRIC STYLE M2 WITH P.D.
 MOV. BRIDGE OPERATED ELECTRICALLY.
 LEVER 4 EQUIPPED WITH CENTER STOPPING DEVICE.
 PUSH BUTTON 1-2 TO BE OPERATED WHEN CLOSING BLOCK STATION.
 SPEED LIMIT: ~ CURVE N. OF BANK ~ 30 M.P.H.
 OVER CHRISTINA MOV. BRIDGE, NO. 2.27 (NO. 1), 10 M.P.H. RAIL LOCKS AND
 AND SHELLPOT BRANCH 30 M.P.H. ELEC. BRIDGE COUPLER SOUTH END.
 WEST YARD TO DELMAR-PSGR. 50 M.P.H. & FRT. 45 M.P.H.

ON MOV. BRIDGE (PLAN 223-SI)
 STANDARD GROUND LEVER
 1 LEVER FOR RAIL LOCKS, N. & S. ENDS
 & BRIDGE CIRCUIT CONTROLLER.

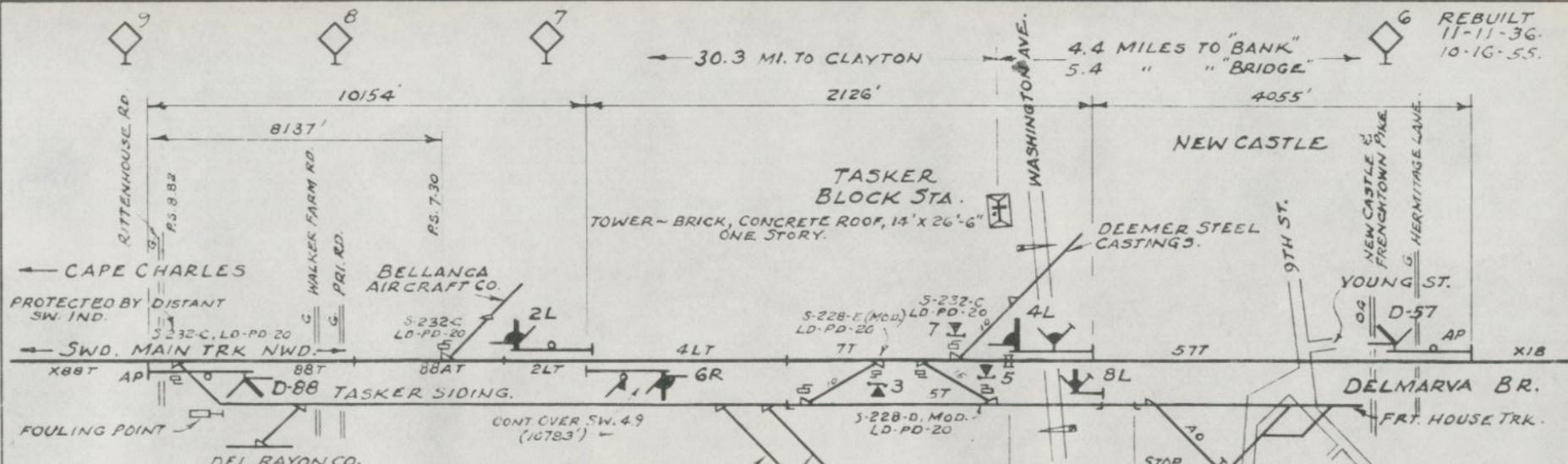
ELECTRIC MACHINE (TABLE INTERLOCKER U.S. & S. CO.)

5	LEVERS FOR 12 SIGNALS & 1 ELEC. SW. LOCK.
1	" " 1 SWITCH.
1	" " 1 TRAFFIC.
1	" " 2 SMASH BOARDS.
1	" " 1 MASTER LEVER.
9	WORKING LEVERS.
2	SPARE LEVERS.
11	LEVER MACHINE.

CENTER STOP DEVICE.

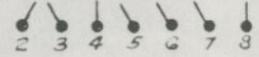
BLOCK & INTLG. STA. ARRANGED FOR PART TIME CLOSING.

THE PENNSYLVANIA RAILROAD.
 EASTERN REGION. CHESAPEAKE DIV.
 DELMARVA BRANCH.
 BANK INTERLOCKING.
 WILMINGTON, DEL.



REBUILT
11-11-36.
10-16-55.

ELECTRIC MACHINE (TABLE INTERLOCKER-U.S. & S. CO.) AMER. MANGANESE STEEL DIV.
 4 LEVERS FOR G SIGNALS.
 3 " " 3 ELECTRIC SWITCH LOCKS.
 7 LEVER MACHINE.



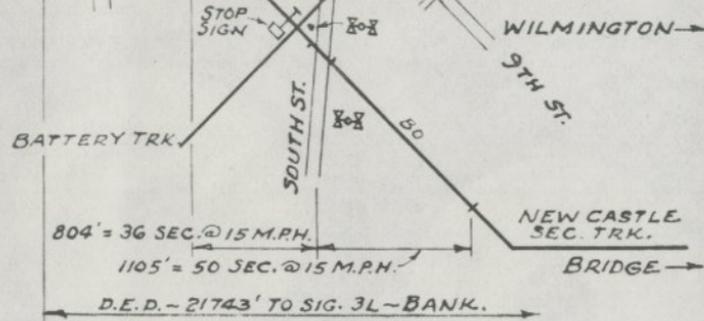
NOTES:-

- ALL SIGNALS POSITION LIGHT.
- ALL SWITCHES HAND OPERATED.
- LEVERS 2 & 6 EQUIPPED WITH CENTER STOPPING DEVICE.
- LOCK LEVERS (3, 5 & 7) NORMAL LOCKS SWITCH MECHANISM
- NORMAL & REVERSE THRU PIPE LINE.
- CROSSING GATES (ELECTRIC) MANUALLY CONTROLLED FROM TASKER.
- CROSSING BELLS (9TH ST.) MANUALLY CONTROLLED BY CROSSING WATCHMAN.

SPEED LIMIT:-

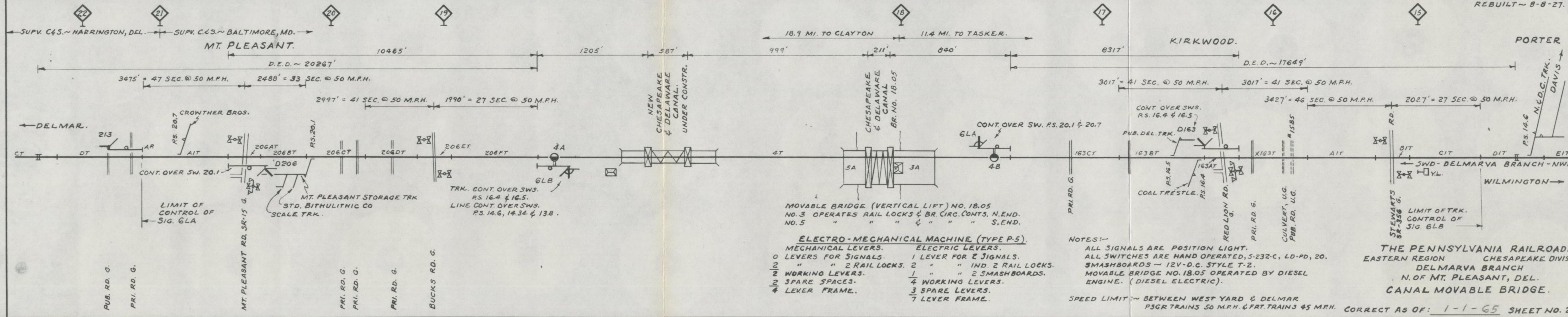
BETWEEN WEST YARD & DELMAR, PSGR. TRAINS 50 M.P.H. & FRT. TRAINS 45 M.P.H.

CURVE AT NEW CASTLE STA. ~ 20 M.P.H.
 NEW CASTLE SEC. TRK. ~ 15 M.P.H.



THE PENNSYLVANIA RAILROAD.
 EASTERN REGION. CHESAPEAKE DIVISION.

TASKER BLOCK STA.



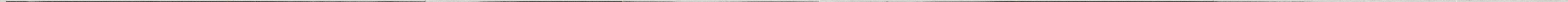
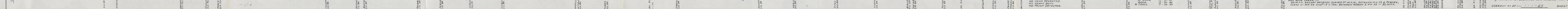
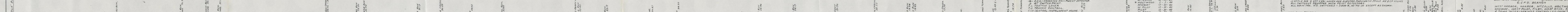
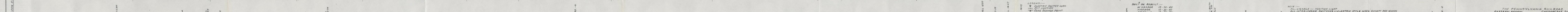
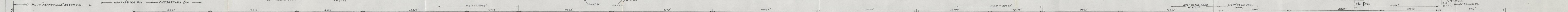
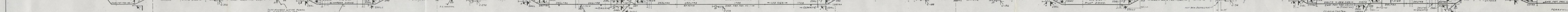
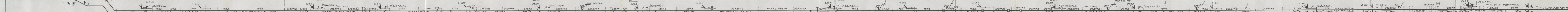
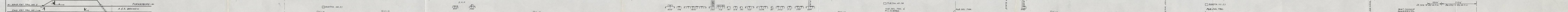
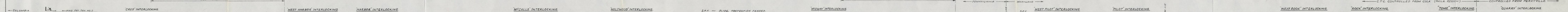
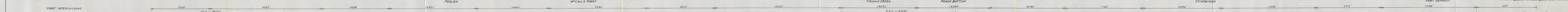
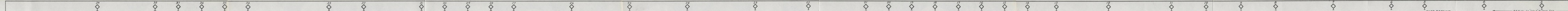
MOVABLE BRIDGE (VERTICAL LIFT) NO. 18.05
 NO. 3 OPERATES RAIL LOCKS & BR. CIRC. CONTS. N. END.
 NO. 5 " " " " " " S. END.

- ELECTRO-MECHANICAL MACHINE (TYPE P-5).**
- | | |
|---------------------------|--------------------------|
| MECHANICAL LEVERS. | ELECTRIC LEVERS. |
| 0 LEVERS FOR SIGNALS. | 1 LEVER FOR 2 SIGNALS. |
| 2 " " 2 RAIL LOCKS. | 2 " " IND. 2 RAIL LOCKS. |
| 2 WORKING LEVERS. | 1 " " 2 SMASHBOARDS. |
| 2 SPARE SPACES. | 4 WORKING LEVERS. |
| 4 LEVER FRAME. | 3 SPARE LEVERS. |
| | 7 LEVER FRAME. |

NOTES:-
 ALL SIGNALS ARE POSITION LIGHT.
 ALL SWITCHES ARE HAND OPERATED, S-232-C, LD-PD, 20.
 SMASHBOARDS ~ 12V-D.C. STYLE T-2.
 MOVABLE BRIDGE NO. 18.05 OPERATED BY DIESEL ENGINE. (DIESEL ELECTRIC).

SPEED LIMIT:- BETWEEN WEST YARD & DELMAR
 PSGR TRAINS 50 M.P.H. & FRT. TRAINS 45 M.P.H. CORRECT AS OF: 1-1-65 SHEET NO. 26

THE PENNSYLVANIA RAILROAD.
 EASTERN REGION CHESAPEAKE DIVISION
 DELMARVA BRANCH
 N. OF MT. PLEASANT, DEL.
 CANAL MOVABLE BRIDGE.



- 44.0 MI. TO "PERRYVILLE" BLOCK STA.
- HARRISBURG DIV.
- CHESAPEAKE DIV.
- 13735'
- 12730'
- 6300'
- 15655'
- D.E.D. ~ 19034'
- 11759'
- 9366'
- 7170'
- 10095'
- 16020'
- 13770'
- 7075'
- 11485'
- 1040'
- 6265'
- 10668'
- 10035'
- 5925'

- MANANS RUN, U.G. BR. 36.94
- ESHEMANS RUN, U.G. BR. 35.69
- FRAYS RUN, U.G. BR. 35.10
- CONESTOGA CREEK, U.G. BR. 33.00 ~ 32.79
- GARDNERS RUN, U.G. BR. 32.20
- BOYMAN'S RUN, U.G. BR. 32.02
- GRUBBS RUN, U.G. BR. 31.17
- PEQUEA CREEK, U.G. BR. 30.23
- STREAM, U.G. BR. 28.92
- TUCQUAN RUN, U.G. BR. 27.47
- TOBES RUN, U.G. BR. 25.17
- GR. KING, U.G. BR. 24.87
- STREAM, U.G. BR. 24.22
- MUDDY RUN, U.G. BR. 22.96
- NEALS RUN, U.G. BR. 21.17
- FITES EDDY, U.G. BR. 21.70
- FISHING CREEK, U.G. BR. 20.53
- BARLES RUN, U.G. BR. 19.24
- CHESAPEAKE RUN, U.G. BR. 18.83
- PETERS CREEK, U.G. BR. 17.54
- GR. KING, U.G. BR. 15.68 & 15.58
- FRAZERS TUNNEL 14.67
- STREAM, U.G. BR. 14.54
- WILDCAT TUNNEL 14.18
- CONOWINGO CREEK, U.G. BR. 11.69
- CONOWINGO DAM - BALTO. PIKE, R.T. 1, U.G. BR. 9.90
- ROBINS SPRING RUN, U.G. BR. 9.70
- ANGLES RUN, U.G. BR. 8.14
- OCTORARO CREEK, U.G. BR. 8.02
- GILLESPIES RUN, U.G. BR. 7.62
- GR. KING, U.G. BR. 5.20
- MILLERS ALLEY, U.G. BR. 4.99
- WANGORTS ALLEY, U.G. BR. 4.79
- WANGORTS ALLEY, U.G. BR. 4.79
- CAMPBELL KING, U.G. BR. 4.35
- GR. KING, U.G. BR. 4.35
- STREAM, U.G. BR. 4.01

- LEGEND: -
- ELECTRIC SWITCH LOCK
- CUT SECTION
- CODE CHANGE POINT
- D.E.D. - DRAGGING EQUIPMENT DETECTOR
- 4.5 SWITCH POINT
- T.L. TRAFFIC LEVER
- T.C. TRAFFIC CONTROL
- C.I.H. CENTRAL INSTRUMENT HOUSE
- H.O. HAND OPERATED
- H.D. HEAVY DUTY
- R.D. POINT DETECTOR

- BUILT OR REBUILT: -
- W HARBOR 12-30-40
- HARBOR 12-30-40
- MCCALLS 12-30-40
- HOLTWOOD 5-3-44
- MIDWAY 12-30-40
- W. PILOT 12-30-40
- PILOT 12-30-40
- W. ROCK 12-30-40
- ROCK 12-30-40
- TOME 7-23-43

- NOTE: -
- ALL SIGNALS - POSITION LIGHT
- ALL INTERLOCKED SWITCHES - ELECTRIC STYLE M22A EXCEPT 245 WHICH IS STYLE M3 & 237 & 241 WHICH ARE ELECTRO-PNEUMATIC STYLE AS & CP VALVES
- ALL SWITCHES EQUIPPED WITH POINT DETECTORS
- ALL MAIN TRK. H.O. SWITCHES - S-233-B, HD-PO-20 EXCEPT AS SHOWN.
- MAX. AUTH. SPEED: -
- 40 M.P.H. EXCEPT REVERSE CURVES AT M.P. 16 & 23
- CURVE AT M.P. 22 AND #1 & 2 TRK. BETWEEN MIDWAY & M.P. 23 ~ 30 M.P.H.

THE PENNSYLVANIA RAILROAD.
EASTERN REGION.
CHESAPEAKE DIVISION.
C. & P. D. BRANCH.
WEST HARBOR, HARBOR, MCCALLS, HOLTWOOD,
MIDWAY, WEST PILOT, PILOT, WEST ROCK, ROCK
& TOME INTERLOCKINGS CONTROLLED FROM "COLA".

BUILT - 6-15-37.

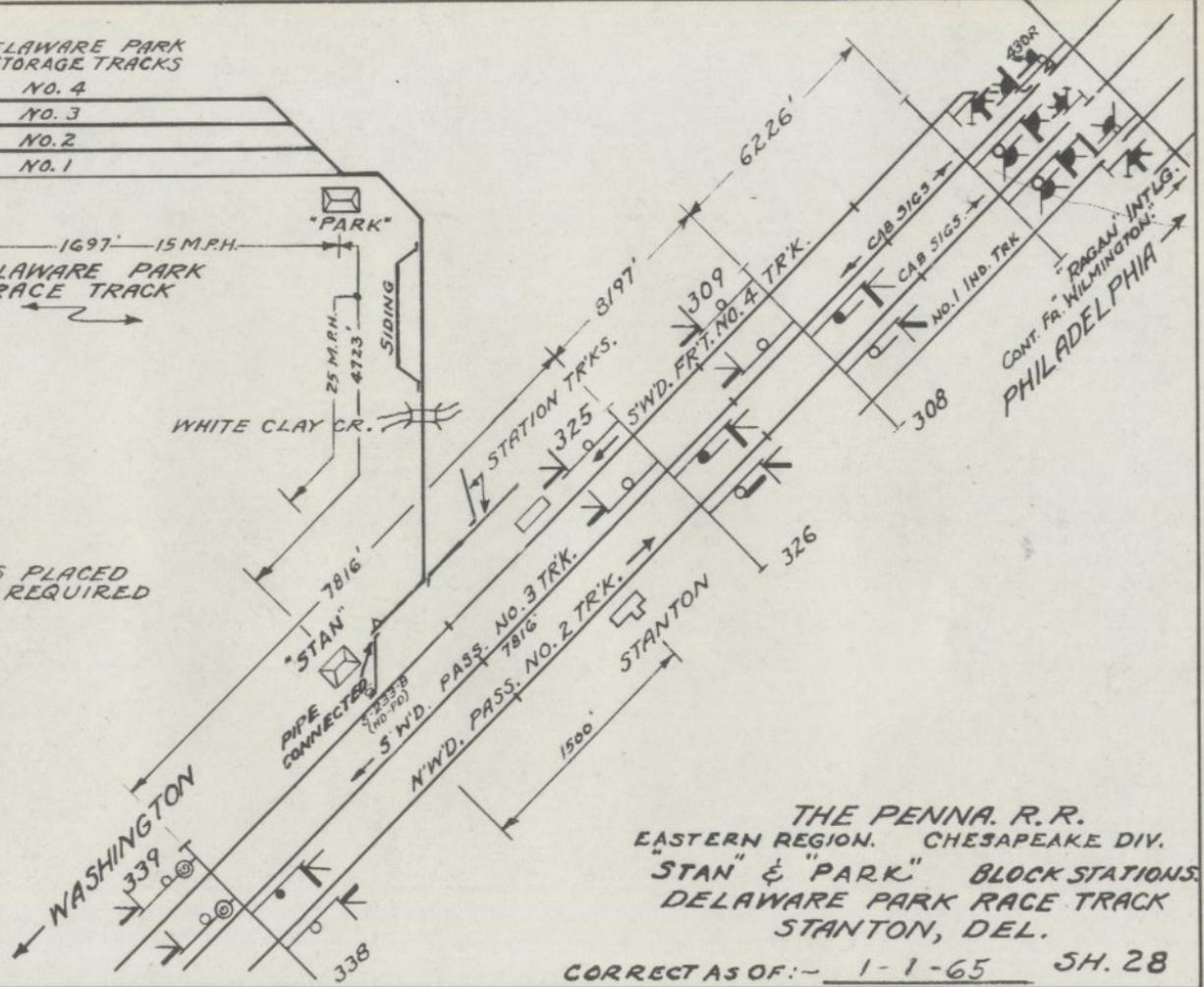
DELAWARE PARK
STORAGE TRACKS

- NO. 4
- NO. 3
- NO. 2
- NO. 1

1697' 15 M.P.H.
DELAWARE PARK
RACE TRACK

NOTE:-
ALL SWITCHES - HAND OPERATED.

"STAN" & "PARK"
BLOCK STATIONS PLACED
IN SERVICE BY GENERAL ORDER WHEN REQUIRED
FOR RACE TRACK MEET.



THE PENNA. R.R.
EASTERN REGION. CHEESAPEAKE DIV.
"STAN" & "PARK" BLOCK STATIONS
DELAWARE PARK RACE TRACK
STANTON, DEL.

CORRECT AS OF:- 1-1-65 SH. 28

SET UP FOR HAND SWITCHES FOR BOWIE RACE TRACK,
EFFECTIVE FIRST DAY OF MEET IN ACCORDANCE WITH HOURS PRESCRIBED BY
GENERAL ORDER AND CONTINUING DAILY EXCEPT SUNDAYS THROUGH LAST DAY OF MEET.

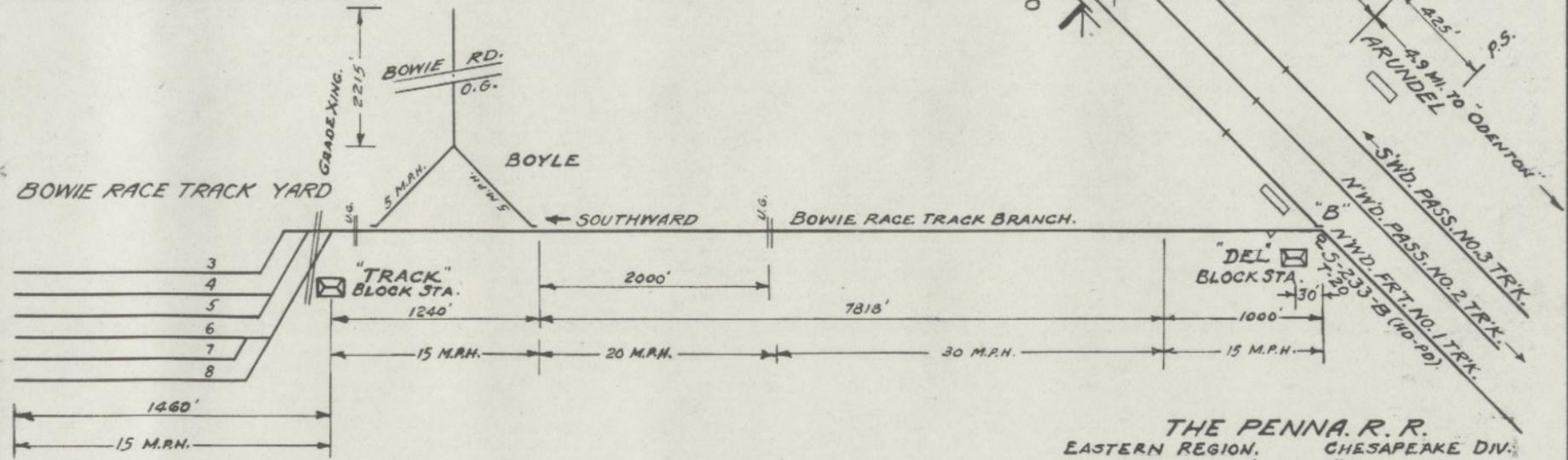
WHEN BLOCK STATIONS ARE OPEN DURING RACE MEET,
HAND SWITCH "B" WILL BE WEDGED & SPIKED REVERSE.

WHEN BLOCK STATIONS ARE CLOSED
HAND SWITCH "B" WILL BE PLACED
IN NORMAL POSITION & PROTECTED BY S-233-B.

"TRACK" & "DEL" BLOCK STATIONS PLACED IN SERVICE BY GENERAL
ORDER WHEN REQUIRED FOR RACE TRACK MEET.

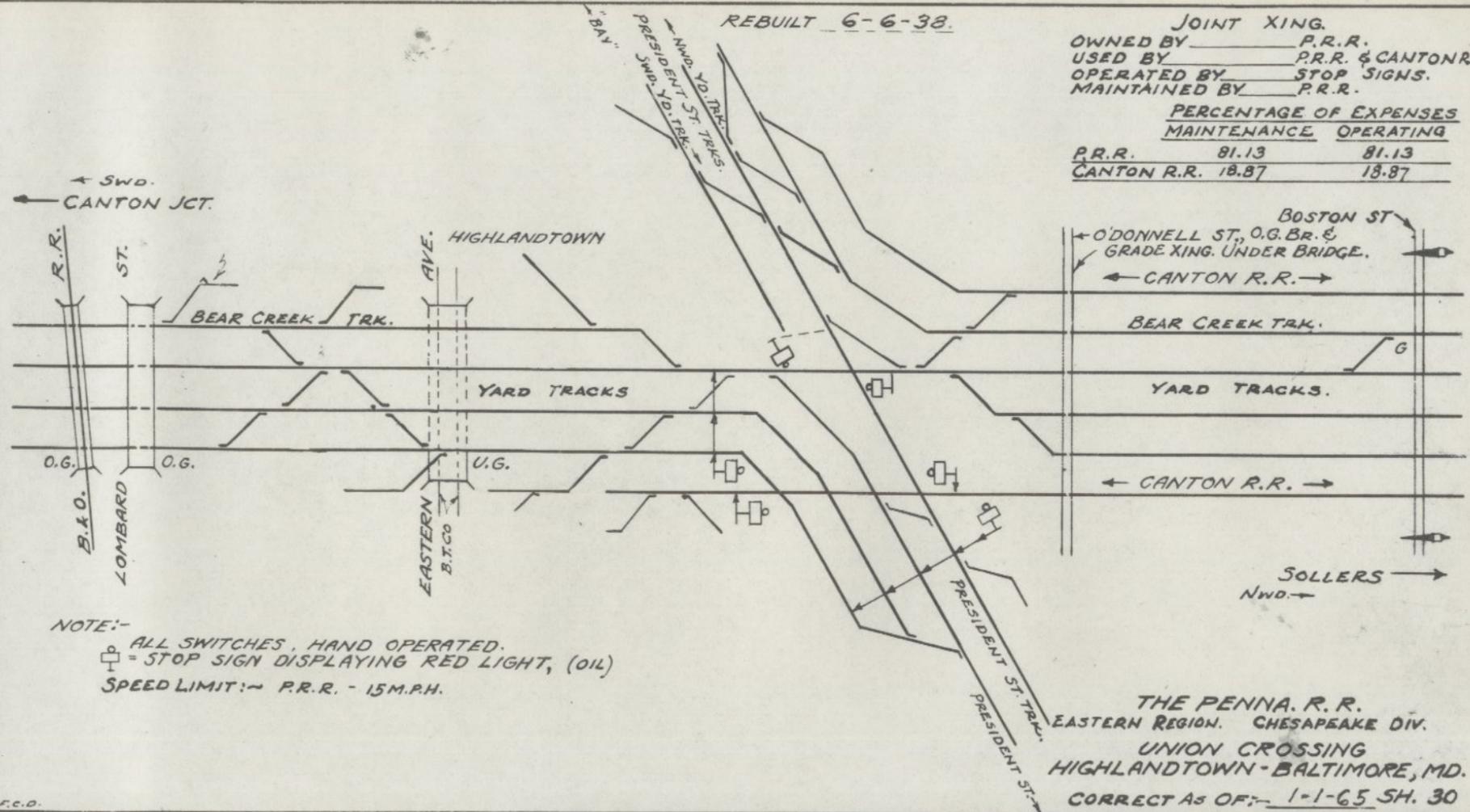
ALL SWITCHES ~ HAND OPERATED.
ALL SIGNALS ARE POSITION LIGHT.

BUILT - 11-6-36
REBUILT - ANNUALLY.



THE PENNA. R.R.
EASTERN REGION, CHESAPEAKE DIV.
"DEL" & "TRACK"
BLOCK STATIONS
BOWIE RACE TRACK, MD.

CORRECT AS OF: ~ 1-1-65 SH. 29



JOINT XING.
 OWNED BY _____ P.R.R.
 USED BY _____ P.R.R. & CANTON R.R.
 OPERATED BY _____ STOP SIGNS.
 MAINTAINED BY _____ P.R.R.

	PERCENTAGE OF EXPENSES	
	MAINTENANCE	OPERATING
P.R.R.	81.13	81.13
CANTON R.R.	18.87	18.87

NOTE:-
 ALL SWITCHES, HAND OPERATED.
 [Symbol] = STOP SIGN DISPLAYING RED LIGHT, (OIL)
 SPEED LIMIT:- P.R.R. - 15 M.P.H.

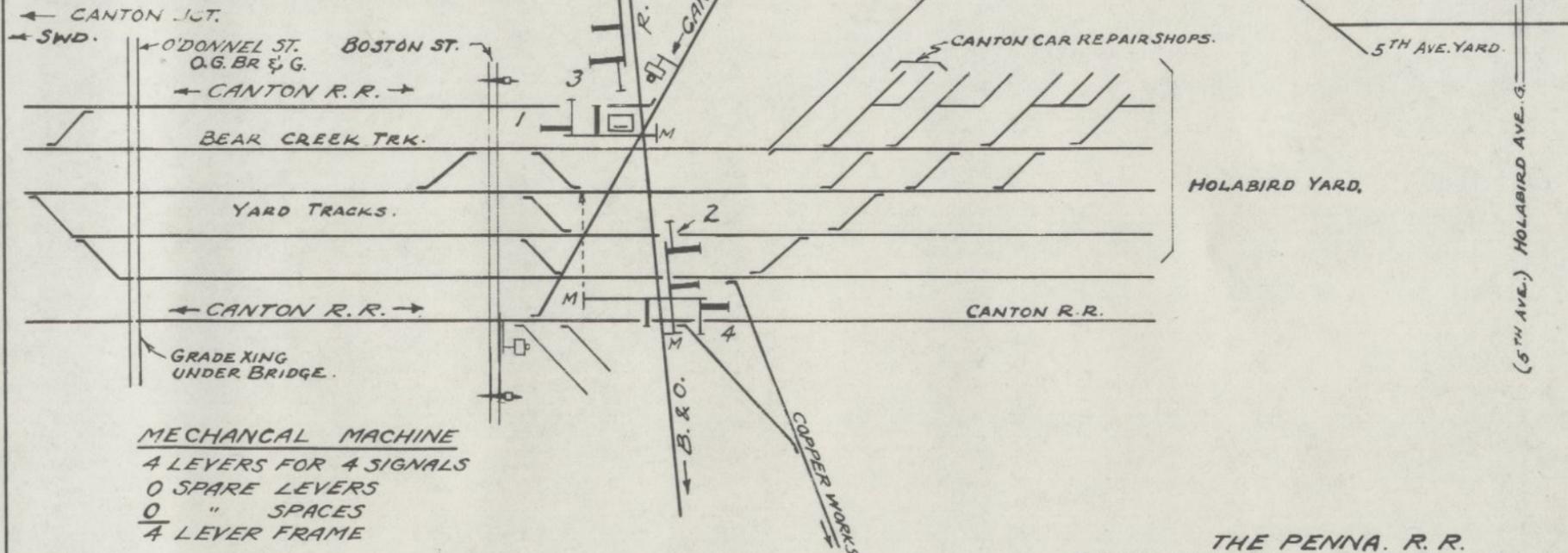
THE PENNA. R.R.
 EASTERN REGION. CHESAPEAKE DIV.
 UNION CROSSING
 HIGHLANDTOWN - BALTIMORE, MD.
 CORRECT AS OF:- 1-1-65 SH. 30

JOINT KING.
 OWNED BY B.&O. R.R.
 USED BY B.&O. R.R., CANTON R.R. & P.R.R.
 OPERATED BY TRAINMEN
 MAINTAINED BY B.&O. R.R.

BUILT 1887

PERCENTAGE OF EXPENSES.
 MAINTENANCE OPERATING.

	MAINTENANCE	OPERATING
B.&O. R.R.	100	20
CANTON R.R.	0	10
P.R.R.	0	70



MECHANICAL MACHINE
 4 LEVERS FOR 4 SIGNALS
 0 SPARE LEVERS
 0 " SPACES
 4 LEVER FRAME

NOTE:-
 ALL SWITCHES, HAND OPERATED.
 ALL SIGNALS - M - MECHANICAL SEMAPHORE SIGNAL. (u.q.)
 □ = STOP SIGN DISPLAYING RED LIGHT.

THE PENNA. R.R.
 EASTERN REGION. CHESAPEAKE DIVISION.
 B.&O. R.R. CROSSING.
 CANTON - BALTIMORE, MD.

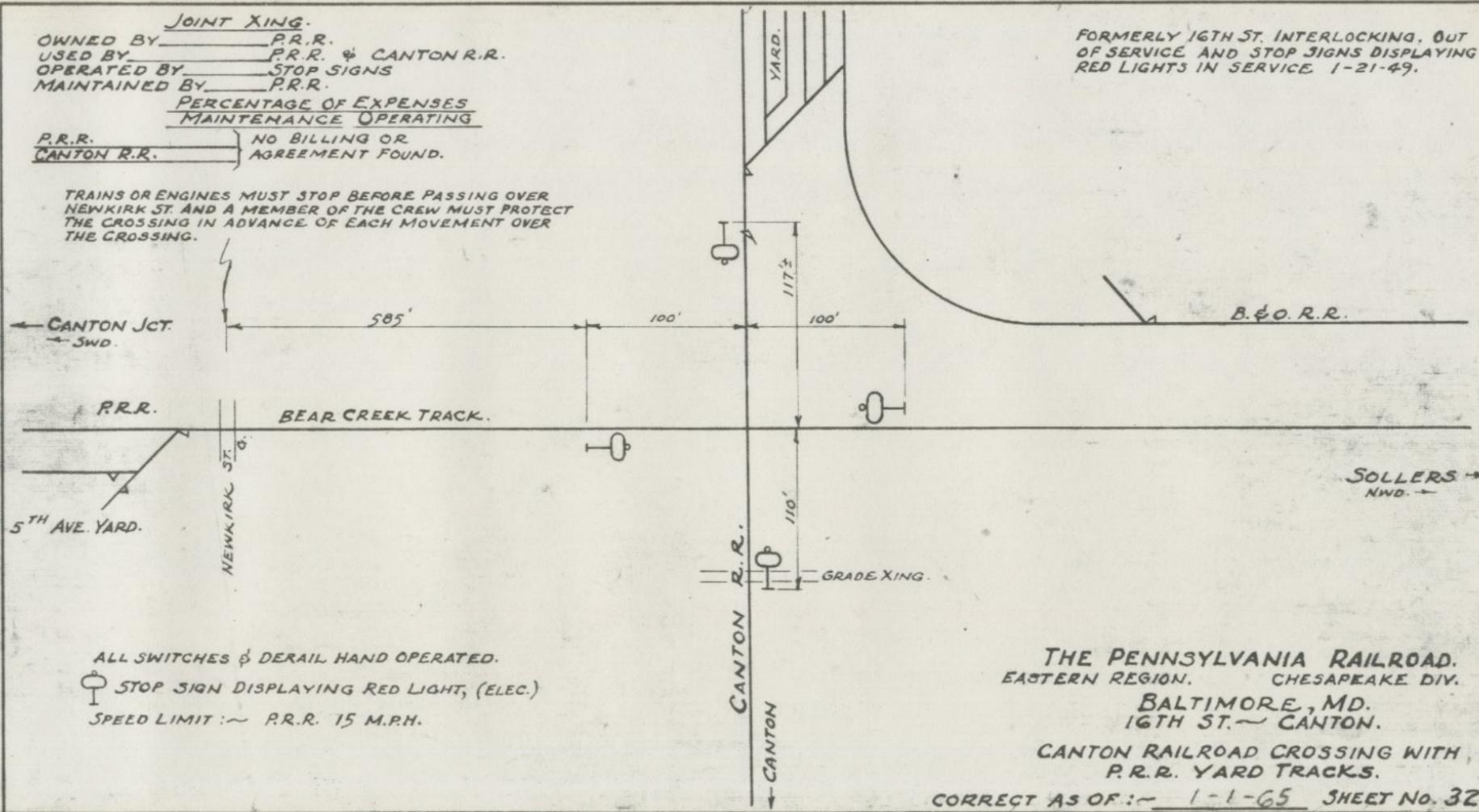
CORRECT AS OF: ~ 1-1-65 SH. 31

JOINT XING.
 OWNED BY _____ P.R.R.
 USED BY _____ P.R.R. & CANTON R.R.
 OPERATED BY _____ STOP SIGNS
 MAINTAINED BY _____ P.R.R.

PERCENTAGE OF EXPENSES
 MAINTENANCE OPERATING
 P.R.R. _____ } NO BILLING OR
 CANTON R.R. _____ } AGREEMENT FOUND.

TRAINS OR ENGINES MUST STOP BEFORE PASSING OVER
 NEWKIRK ST. AND A MEMBER OF THE CREW MUST PROTECT
 THE CROSSING IN ADVANCE OF EACH MOVEMENT OVER
 THE CROSSING.

FORMERLY 16TH ST. INTERLOCKING, OUT
 OF SERVICE AND STOP SIGNS DISPLAYING
 RED LIGHTS IN SERVICE 1-21-49.



ALL SWITCHES & DERAIL HAND OPERATED.
 STOP SIGN DISPLAYING RED LIGHT, (ELEC.)
 SPEED LIMIT: ~ P.R.R. 15 M.P.H.

THE PENNSYLVANIA RAILROAD.
 EASTERN REGION. CHESAPEAKE DIV.
 BALTIMORE, MD.
 16TH ST. ~ CANTON.

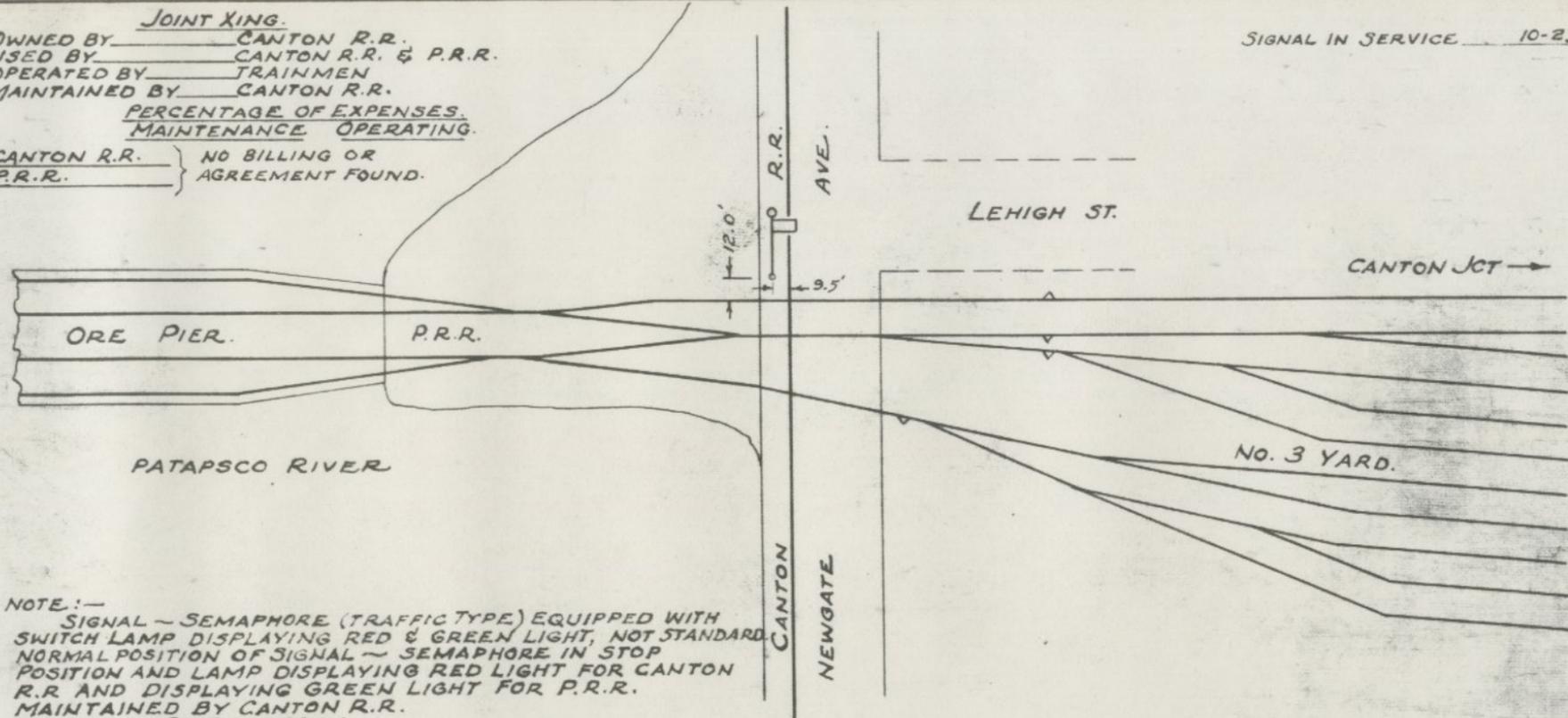
CANTON RAILROAD CROSSING WITH
 P.R.R. YARD TRACKS.

CORRECT AS OF: ~ 1-1-65 SHEET No. 32

JOINT KING:
OWNED BY _____ CANTON R.R.
USED BY _____ CANTON R.R. & P.R.R.
OPERATED BY _____ TRAINMEN
MAINTAINED BY _____ CANTON R.R.

PERCENTAGE OF EXPENSES.
MAINTENANCE OPERATING.
CANTON R.R. } NO BILLING OR
P.R.R. } AGREEMENT FOUND.

SIGNAL IN SERVICE 10-23-07



NOTE:—

SIGNAL ~ SEMAPHORE (TRAFFIC TYPE) EQUIPPED WITH SWITCH LAMP DISPLAYING RED & GREEN LIGHT, NOT STANDARD. NORMAL POSITION OF SIGNAL ~ SEMAPHORE IN STOP POSITION AND LAMP DISPLAYING RED LIGHT FOR CANTON R.R. AND DISPLAYING GREEN LIGHT FOR P.R.R. MAINTAINED BY CANTON R.R. OPERATED BY TRAINMEN. ALL SWITCHES & DERAILS ARE HAND OPERATED. SPEED LIMIT:— P.R.R. 15 M.P.H.

THE PENNSYLVANIA RAILROAD
EASTERN REGION. CHESAPEAKE DIV.

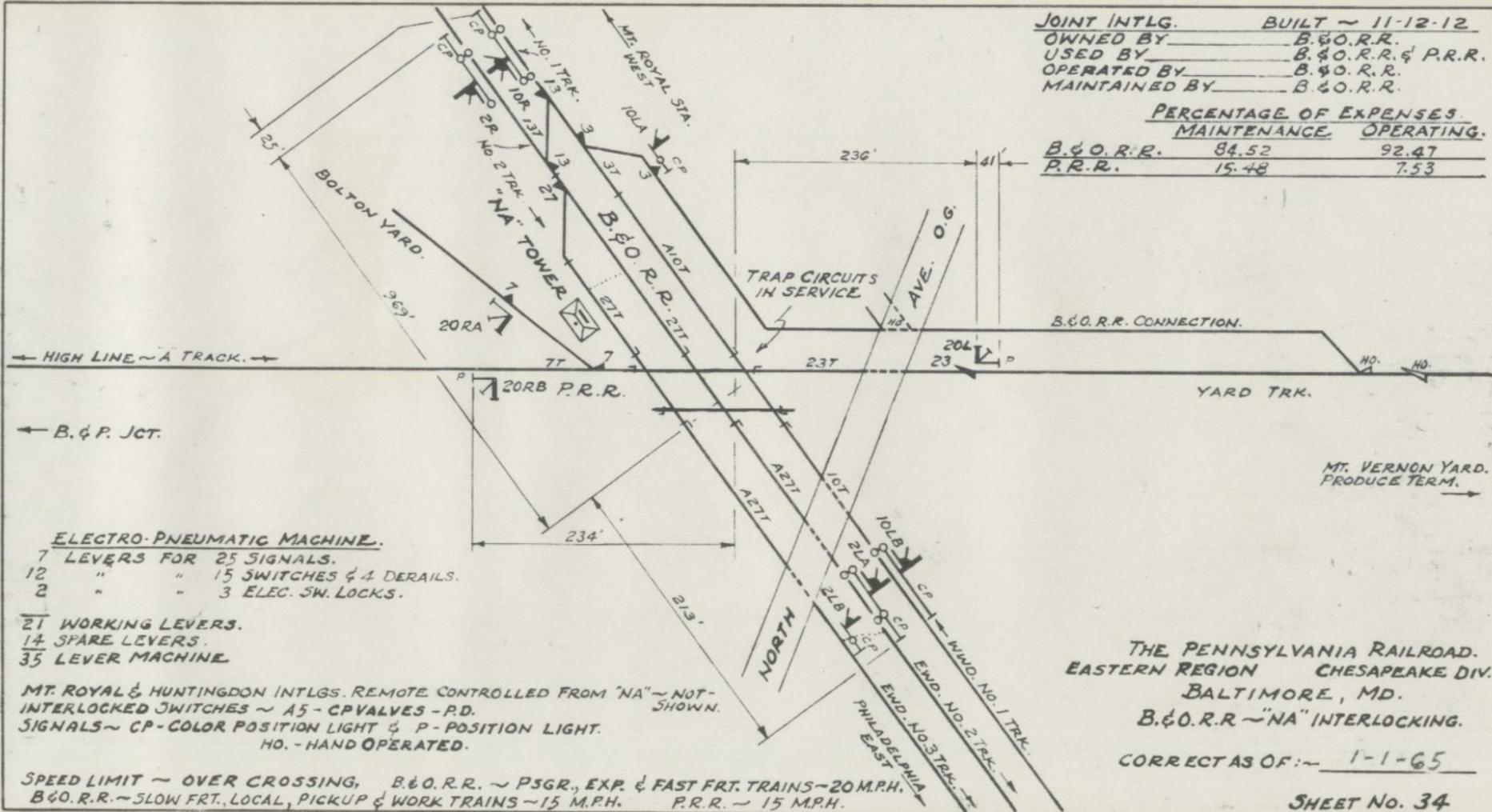
ORE PIER CROSSING.
CANTON, BALTIMORE, MD.

CORRECT AS OF ~ 1-1-65 SHEET NO. 33

JOINT INTLG. BUILT ~ 11-12-12
 OWNED BY B.&O.R.R.
 USED BY B.&O.R.R. & P.R.R.
 OPERATED BY B.&O.R.R.
 MAINTAINED BY B.&O.R.R.

PERCENTAGE OF EXPENSES

	MAINTENANCE	OPERATING
B.&O.R.R.	84.52	92.47
P.R.R.	15.48	7.53



ELECTRO-PNEUMATIC MACHINE.
 7 LEVERS FOR 25 SIGNALS.
 12 " " 15 SWITCHES & 4 DERAILS.
 2 " " 3 ELEC. SW. LOCKS.

21 WORKING LEVERS.
 14 SPARE LEVERS.
 35 LEVER MACHINE

MT. ROYAL & HUNTINGDON INTLGS. REMOTE CONTROLLED FROM "NA" ~ NOT-INTERLOCKED SWITCHES ~ A5 - CP VALVES - P.D.
 SIGNALS ~ CP - COLOR POSITION LIGHT & P - POSITION LIGHT.
 HO. - HAND OPERATED.

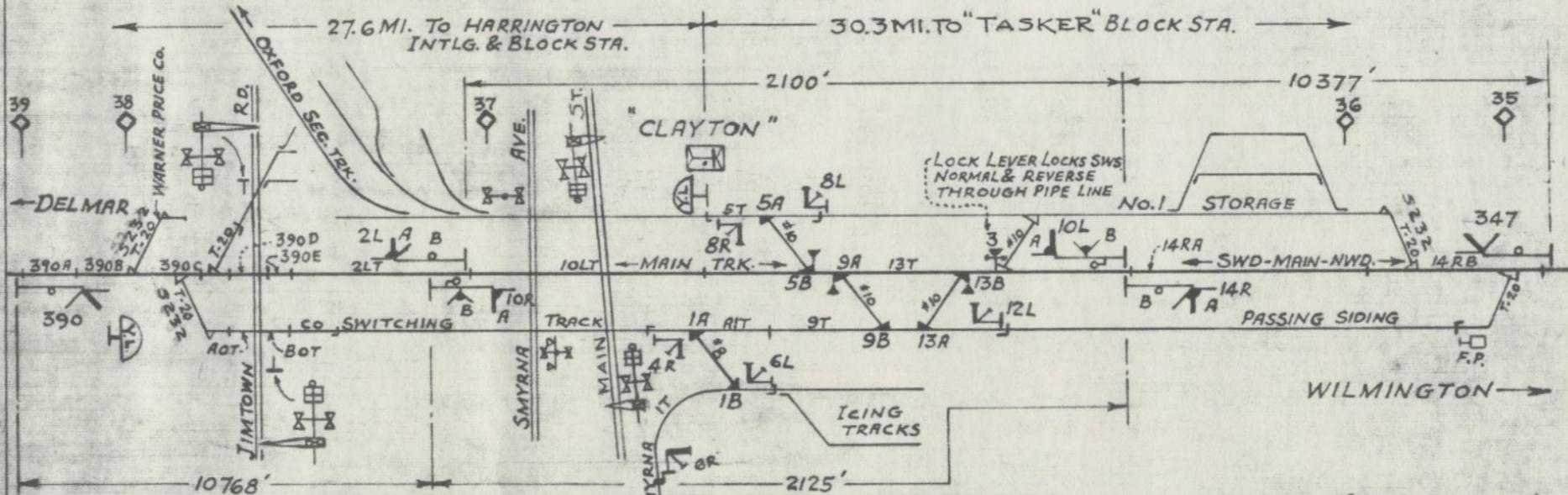
SPEED LIMIT ~ OVER CROSSING, B.&O.R.R. ~ P5GR., EXP. & FAST FRT. TRAINS ~ 20 M.P.H.
 B.&O.R.R. ~ SLOW FRT., LOCAL, PICKUP & WORK TRAINS ~ 15 M.P.H. P.R.R. ~ 15 M.P.H.

THE PENNSYLVANIA RAILROAD.
 EASTERN REGION CHESAPEAKE DIV.
 BALTIMORE, MD.
 B.&O.R.R. ~ "NA" INTERLOCKING.

CORRECT AS OF: ~ 1-1-65

ORIGINAL INTLG. INSTALLED: PRIOR TO 1941.
 IN SERVICE SINGLE TRACK OPERATION: 10-25-55.

CORRECT AS OF 1-1-65



- ELECTRO-MECHANICAL MACHINE (U.S. & S. TYPE P)
- | | |
|-------------------------|---------------------------|
| MECHANICAL LEVERS: | ELECTRIC LEVERS: |
| 0 - LEVERS FOR SIGNALS | 7 - LEVERS FOR 12-SIGNALS |
| 8 - LEVERS " 8 SWITCHES | 1 - " " 1-ELEC. SW. LOCK |
| 8 - WORKING LEVERS | 4 - " " IND. 8 SWITCHES |
| 0 - SPARE LEVERS | 12 - WORKING LEVERS |
| 0 - " SPACES | 0 - SPARE LEVERS |
| 8 - LEVER FRAME | 3 - " SPACES |
| | 15 - LEVER FRAME |

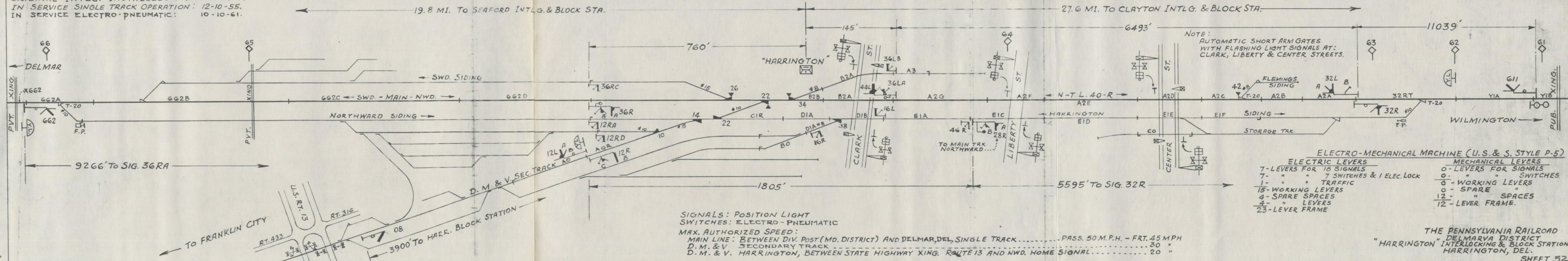
SIGNALS: POSITION LIGHT
 SWITCHES: PIPE CONNECTED
 FLASHING LIGHT HWY. XING. SIGS. AT SMYRNA AVE.
 & POWER OPERATED HWY. XING. GATES AT MAIN ST.
 MANUALLY CONT. BY CIRCUIT CONTROLLERS LOCATED IN "CLAYTON"
 MAX. AUTHORIZED SPEED: MAIN LINE - PASS. 50 M.P.H., FRT. 45 M.P.H.

OXFORD SECONDARY - 30 M.P.H.

THE PENNSYLVANIA RAILROAD
 DELMARVA DISTRICT
 "CLAYTON" INTERLOCKING & BLOCK STATION
 CLAYTON, DEL.

ORIGINAL INTLG. INSTALLED: PRIOR TO 1917.
 IN SERVICE SINGLE TRACK OPERATION: 12-10-55.
 IN SERVICE ELECTRO-PNEUMATIC: 10-10-61.

CORRECT AS OF 1-1-65



NOTE:
 AUTOMATIC SHORT ARM GATES
 WITH FLASHING LIGHT SIGNALS AT:
 CLARK, LIBERTY & CENTER STREETS.

ELECTRO-MECHANICAL MACHINE (U.S. & S. STYLE P-5)

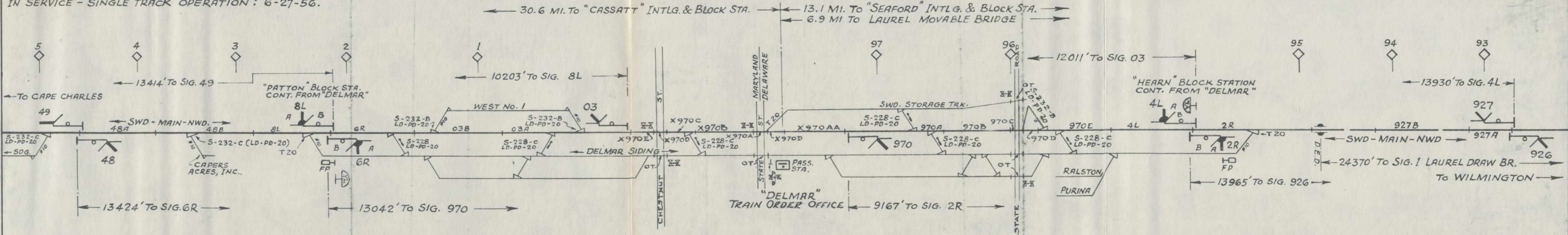
ELECTRIC LEVERS		MECHANICAL LEVERS	
7-	LEVERS FOR 18 SIGNALS	0-	LEVERS FOR SIGNALS
7-	" " 7 SWITCHES & 1 ELEC. LOCK	0-	" " SWITCHES
1-	" " TRAFFIC	0-	WORKING LEVERS
15-	WORKING LEVERS	0-	SPARE "
4-	SPARE SPACES	12-	" SPACES
4-	" LEVERS	12-	LEVER FRAME.
23-	LEVER FRAME		

SIGNALS: POSITION LIGHT
 SWITCHES: ELECTRO-PNEUMATIC
 MAX. AUTHORIZED SPEED:
 MAIN LINE: BETWEEN DIV. POST (MD. DISTRICT) AND DELMAR, DEL, SINGLE TRACK.....PASS. 50 M.P.H. - FRT. 45 MPH
 D.M. & V. SECONDARY TRACK.....30 "
 D.M. & V. HARRINGTON, BETWEEN STATE HIGHWAY XING. ROUTE 13 AND NWD. HOME SIGNAL.....20 "

THE PENNSYLVANIA RAILROAD
 DELMARVA DISTRICT
 "HARRINGTON" INTERLOCKING & BLOCK STATION
 HARRINGTON, DEL.
 SHEET 52.

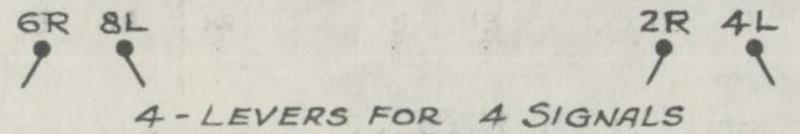
IN SERVICE - ORIGINALLY: PRIOR TO 1929.
 IN SERVICE - SINGLE TRACK OPERATION: 6-27-56.

CORRECT AS OF 1-1-65



SPEED LIMITS:
 BETWEEN HARRINGTON AND DELMAR SINGLE TRACK --- PASS. 50 M.P.H. - FRT. 45 M.P.H.
 BETWEEN "DELMAR" AND "CASSATT" --- " 45 " - " 45 "

ELECTRICALLY LOCKED SEMAPHORE INDICATORS AND CIRCUIT CONTROLLERS.

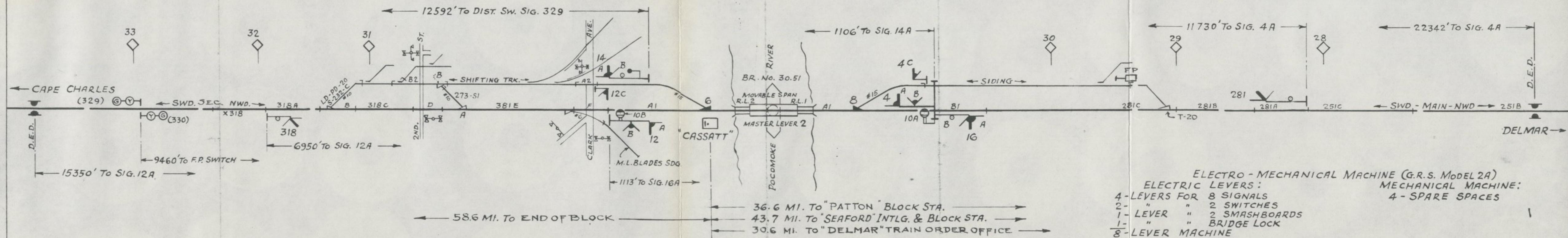


Note:
 All Signals Position Light.

THE PENNSYLVANIA RAILROAD
 DELMARVA DISTRICT
 DELMAR - TRAIN ORDER OFFICE
 DELMAR, DEL.
 SHEET 55.

ORIGINAL INTLG. INSTALLED:- PRIOR TO 1919.
 IN SERVICE SINGLE TRACK OPERATION:- 6-27-56.

CORRECT AS OF 1-1-65



ELECTRO-MECHANICAL MACHINE (G.R.S. MODEL 2A)
 ELECTRIC LEVERS:
 4- LEVERS FOR 8 SIGNALS
 2- " " 2 SWITCHES
 1- LEVER " 2 SMASHBOARDS
 1- " " BRIDGE LOCK
 8- LEVER MACHINE
 MECHANICAL MACHINE:
 4- SPARE SPACES

NOTE:
 ALL SIGNALS POSITION LIGHT
 SMASHBOARDS: LV-DC-T2
 SWITCHES: ELEC. 110V. AC.
 SPEED LIMITS: BETWEEN "CASSATT" AND END OF BLOCK
 BETWEEN DELMAR AND "CASSATT" SINGLE TRACK
 "CASSATT" MOVABLE BRIDGE

PSGR. 40 MPH - FRT. 40 MPH.
 PSGR. 45 MPH - FRT. 45 MPH.
 30 MPH.

THE PENNSYLVANIA RAILROAD
 DELMARVA DISTRICT
 "CASSATT" INTERLOCKING & BLOCK STATION
 POCOMOKE, MD.
 SHEET 56

CROSSING INSTALLED: PRIOR TO 1915.

CORRECT AS OF 1-1-65

BERLIN

← FRANKLIN CITY

← D.M. & V.

B. & E. R.R.

← WEST OCEAN CITY

4548' TO TERMINUS

← SECONDARY TRK. →

→ HARRINGTON →



3100'

2350'

2900'

2350'

STOP SIGNS.

AUTHORIZED SPEED OVER CROSSING:
D.M. & V. SEC. TRACK - 15 M.P.H.
B. & E. R.R. ----- 15 "

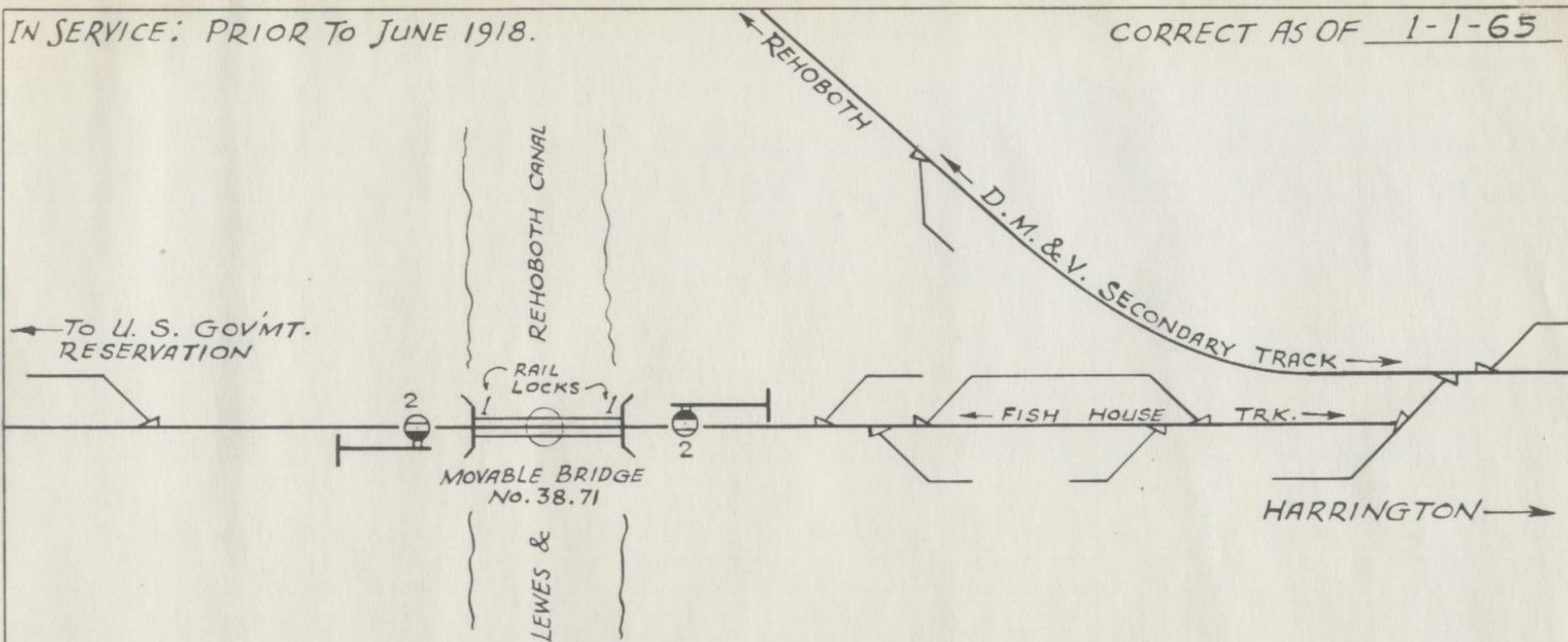
NOTE:
TRAINS AND ENGINES MUST APPROACH STOP SIGNS PREPARED TO STOP, AND STOP UNLESS TRACK IS SEEN OR KNOWN TO BE CLEAR.

THE PENNSYLVANIA RAILROAD
DELMARVA DISTRICT
NON-INTERLOCKED RAILROAD CROSSING
AT GRADE.

BERLIN, MD. SHEET 57

IN SERVICE: PRIOR TO JUNE 1918.

CORRECT AS OF 1-1-65



MECHANICAL MACHINE ON DRAW
(GROUND LEVERS)

- 1- LEVER FOR SMASHBOARDS - 2
- 1- " " RAIL LOCKS - 1
- 2- LEVER MACHINE

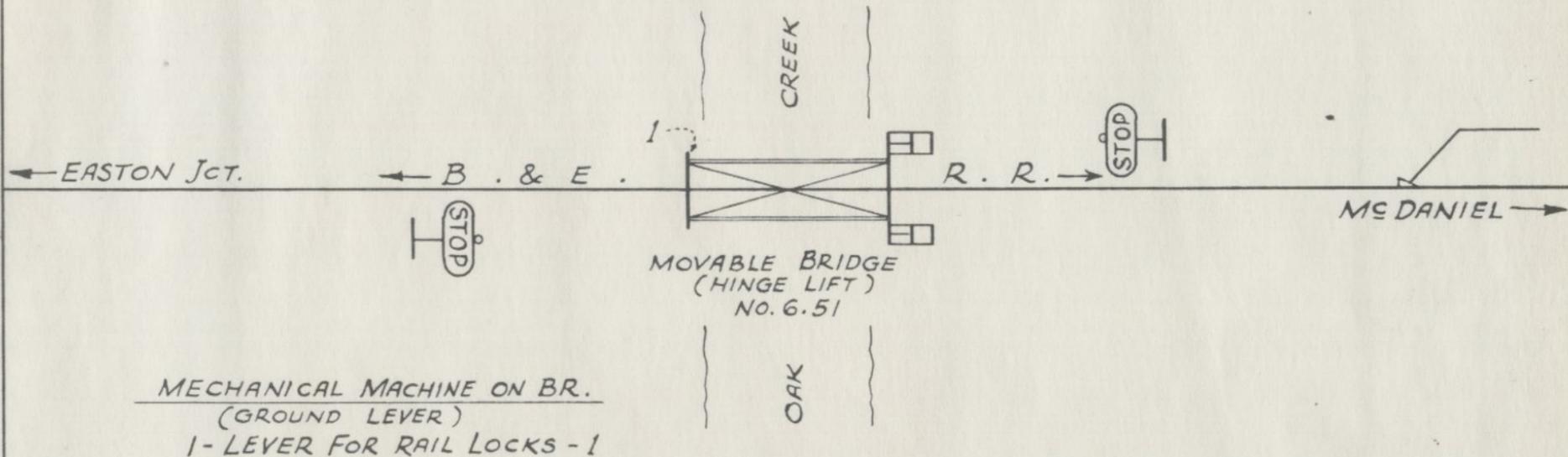
THE PENNSYLVANIA RAILROAD
DELMARVA DISTRICT
LEWES MOVABLE BRIDGE
LEWES, DEL.

SPEED LIMIT: LEWES MOVABLE BR. ----- 6 M.P.H.

SHEET 58

IN SERVICE : PRIOR TO DEC. 1927.

CORRECT AS OF 1-1-65



NOTE:
TRAINS MUST STOP BEFORE PASSING OVER BRIDGE.

THE PENNSYLVANIA RAILROAD
DELMARVA DISTRICT
ROYAL OAK MOVABLE BRIDGE
ROYAL OAK, MD.

SPEED LIMIT : ROYAL OAK MOVABLE BR. 6 M.P.H.

SHEET 59

