

9475-53

PANAMA
RAILROAD
COMPANY

Time Table No.

52

FOR THE
INFORMATION AND GOVERNMENT
OF EMPLOYEES ONLY

Effective 12:01 A. M.

Sunday, April 16, 1950

Eastern Standard Time
(Reprinted December 8, 1950)

F. K. NEWCOMER
President

E. N. STOKES
Railroad and Terminals Director

SPEED TABLE

NOTE.—This Table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time Going One Mile		Miles per Hour	Time Going One Mile		Miles per Hour
Min.	Sec.		Min.	Sec.	
5	00	12.00	1	32	39.13
4	00	15.00	1	30	40.00
3	00	20.00	1	28	40.91
2	50	21.18	1	26	41.86
2	40	22.50	1	24	42.86
2	30	24.00	1	22	43.90
2	24	25.00	1	20	45.00
2	20	25.72	1	18	46.15
2	15	26.67	1	16	47.37
2	10	27.69	1	15	48.00
2	05	28.80	1	14	48.65
2	00	30.00	1	13	49.31
1	55	31.30	1	12	50.00
1	50	32.73	1	05	55.38
1	45	34.29	1	04	56.25
1	42	35.29	1	03	57.14
1	40	36.00	1	02	58.06
1	38	36.73	1	01	59.02
1	36	37.50	1	00	60.00
1	34	38.29			

TONNAGE RATING OF LOCOMOTIVES

From—	To	Class	Over 24 Cars	Under 25 Cars
Mt. Hope	Gatun	800	1,000 tons	1,200 tons
Mt. Hope	Gatun	700	800 tons	1,000 tons
Mt. Hope	Gatun	400	600 tons	700 tons
Gamboa	Summit	800	900 tons	1,000 tons
Gamboa	Summit	700	800 tons	900 tons
Gamboa	Summit	400	600 tons	700 tons
Pedro Miguel	Summit	800	900 tons	1,000 tons
Pedro Miguel	Summit	700	800 tons	900 tons
Pedro Miguel	Summit	400	600 tons	700 tons

Engineers will use their judgment as to the necessity of doubling to prevent abuse of power.

Passenger trains when handled by 400-Class engines, not to exceed 6 cars or 300 tons.

400-Class engines not to exceed five (5) miles per hour if there is water above top of rail, and do not move engine if water is over four (4) inches above top of rail.

EMERGENCY TELEPHONE NUMBERS

Ambulance or Physician	-----Dial	2-1211
Emergency operator	-----Dial	0
Fire	-----Dial	119
Police	-----Dial	110

DISPATCHERS' TELEPHONES

Located as follows:

- Dispatcher's Office, Balboa Yard Office (Magneto—one long) and (Dial 2-2410).
- Colon Station, Baggage Room (Magneto) and (Dial 3-1711)
- Dock 9, Yard Cabin, opposite Tenth Street, Colon (Dial 3-1576)
- 13th Street Crossing Tower, Cristobal (Dial 3-2522)
- Cristobal Yard Office (Magneto—two long) and (Dial 3-1235 or 3-2506)
- Mt. Hope Station (Magneto)
- Mindi, South of Span 4-2, concrete booth, east of track (Dial)
- Fort Davis Jct., North of Span 4-16, concrete booth, West of track (Dial 5-494)
- Gatun Station (Magneto)
- Span 9-1, cast iron box, West of track (Dial)
- Lake, North of Span 10-15, wood box, West of track (Magneto) and (Dial)
- South of Span 11-15, concrete booth, East of track (Magneto)
- North of Span 13-3, cast iron box, West of track (Dial)
- Monte Lirio Station, wood box (Magneto)
- Span, 15-11, cast iron box, West of track (Dial)
- South of Span 16-17, cast iron box, West of track (Dial)
- North of Span 17-18, concrete booth, West of track (Magneto)
- South of Span 19-4, cast iron box, West of track (Dial)
- Frijoles Station (Magneto) and (Dial 5-243)
- South of Span 23-9, cast iron box, West of track (Dial)
- Darien Station, South of Span 25-6, concrete booth, East of track (Magneto)
- North of Span 26-7, cast iron box, East of track (Dial)
- Caimito, North of Span 27-4, concrete booth, West of track (Magneto)
- North of Span 28-7, cast iron box, West of track (Dial)
- North Wye Switch Gamboa, Span 29-13, concrete booth (Magneto) and (Dial)
- Gamboa Station (Magneto) and (Dial 6-123)
- South of Gamboa Bridge, North of Span 30-12, concrete booth, East of track (Magneto) and (Dial)
- North of Span 32-3, cast iron box, West of track (Dial)
- South Switch Summit, concrete booth, West of track (Magneto)
- North Switch Madden, concrete booth, West of track (Magneto)
- North of Span 38-3, concrete booth, East of track (Magneto)
- Pedro Miguel Station (Magneto) and (Dial 4-384)
- North of Span 42-2, concrete booth, East of track (Magneto)
- South of Span 42-17, concrete booth, East of track (Dial 2-1593)
- Corozal Station, in office (Magneto)
- Diablo Cabin (Magneto)
- Balboa Yard Office (Magneto—three long) and (Dial 2-1692 or 2-3510)
- Balboa Heights Station Platform, north end, wood box (Magneto)
- Panama Station Conductor's Room (Magneto)
- Panama Yard Office (Dial 2-1886)

WATCH INSPECTORS

Colon:

Ramon Jimenez M.

1002 - 10th St., between Balboa Ave. and Front St.

Panama:

James F. Burgoon

159 Central Avenue

SPECIAL INSTRUCTIONS

SAFETY FIRST

Safe operation and conduct are more important than making schedule time.

3. STANDARD CLOCK

Dispatcher's office, Balboa Yard office.

72. SUPERIORITY OF TRAINS

SOUTHWARD trains are superior to trains of the same class in the opposite direction.

83. TRAIN REGISTERS

- Colon.....Passenger station
- Cristobal.....Yard office
- Balboa.....Yard office
- Panama.....Passenger station

Train register at Cristobal and Balboa Yard offices for trains originating and terminating at Mt. Hope and Diablo only.

A train must not leave its initial station until it has been ascertained that all trains due, which are superior or of the same class, have arrived or left, except that on receiving Register Card 83 authorized by the Train Dispatcher, they may omit examining the train register at the point designated.

Register Card 83 may also be used at other points when authorized by the Train Dispatcher, to inform inferior trains that all superior trains have arrived and left.

90. A train taking a siding must not be stopped for a trainman to close switch, nor may the switch be relied for main track, until the train is entirely clear of main track. Proper protection must be given a train pulling out of siding.

Employees of trains standing in clear on sidings to meet opposing trains will not unlock or stand within twenty feet of switch until the expected train has passed.

SPECIAL INSTRUCTIONS

93. YARDS

No Southward movements beyond Cement Plant are to be made on track No. 2 between Tower J and Curundu Spur except in case of emergency; in such cases full protection must be provided against Northward traffic.

Northward movements, except scheduled first class trains, Panama to "Tower J," must be made on track No. 2, unless otherwise provided.

Diablo siding extends from north end of Balboa Yard to Balboa Heights Station; switches must be lined for normal position. No part of Diablo siding may be used for the storing of cars.

201. DISPATCHER'S OFFICE

Dispatcher's office in Balboa Yard office is open as designated below:
MONDAY THROUGH SATURDAY: Continuous.
SUNDAY: 6:30 AM to 2:30 PM
4:00 PM to 12:00 Midnight.

211. TRAIN ORDERS

When conductors or engineers copy train orders direct from the dispatcher, they will write them in manifold during transmission, and repeat from the manifold copy. After the order is completed, a copy must be left in the train order-box provided for that purpose or mailed direct to the Chief Dispatcher.

221-B. CLEARANCE CARD

A train must not leave its initial station without receiving clearance card (Form A).

Where the initial station is a non-telegraph office, conductor, or engineer in the absence of the conductor, will receive clearance direct from the dispatcher.

221-H. TRAIN ORDER STATIONS

Train order stations followed by the sign D are open:
COLON: 6:30 AM to 12:30 PM, and 2:45 PM to 4:45 PM daily
PANAMA: 6:30 AM to 12:30 PM, and 2:45 PM to 4:45 PM daily

505. AUTOMATIC SIGNALS

At meeting points, when automatic signal at entrance of siding indicates stop, train taking siding may proceed into siding if the opposing train is clear of the route to be used, and train having right to main track may proceed at a speed not exceeding ten (10) miles per hour to clearance point of switch used by opposing train.

767. SWITCHING

Rule 767 and 821 are revised:

The dropping of cars will be restricted to a minimum. When practicable, and conditions permit, cars will be run around instead of dropped. When necessary to make running switches, ENGINE must use straight or main route; cars only may be dropped through the turnout.

793. At meeting points where there is no open train order office, but where there are other means of communication available, conductors will immediately communicate with the train dispatcher if train to be met is not in sight and be prepared to receive train orders. Conductors and enginemen must have a supply of train orders, Form No. 9144-C in their possession at all times while on duty.

The Conductor of a train unusually delayed for any cause will communicate with the train dispatcher from the nearest point of communication without delay.

RELOCATION—Ft. Davis Jct. and Lake

North switch for Relocation Main Track located at Fort Davis Junction track span 4-11.

South switch for Relocation Main Track located at Lake, track span 10-15. Train movements over relocated main track may be made only when authorized by train order. Trains will be directed by train order to run "via relocation" when using relocated main track.

When necessary, trains running via relocation will obtain from the train dispatcher by telephone, register check on schedule trains or other opposing trains before re-entering main track at Lake or Fort Davis Junction.

BULLETIN BOARDS AND BOOKS

- Colon.....Passenger station
- Cristobal yard.....Yard office
- Balboa yard.....Engine house
- Panama.....Passenger station

LOCAL FREIGHT STOPS

No. 31 will stop on flag at track spans 15-18, 19-6, and 23-9 for passengers or freight Mondays through Fridays.

No. 32 will stop at the following track spans on days shown to receive and discharge freight and passengers:

- Track Span 23-9 Tuesday-Thursday.
- Track Span 22-17 Tuesday-Thursday.
- Track Span 19-6 Monday-Wednesday-Friday.
- Track Span 18-6 Monday-Wednesday-Friday.
- Track Span 16-7 Friday.
- Track Span 15-18 Monday-Wednesday-Friday.

SPUR TRACKS AND AUXILIARY SIDINGS

Track span	Name of track	Switch connection
	Tower B Randolph Road Spur.....	North
2-2	Monkey Hill Spur.....	South
4-3	Mindi Dairy Spur.....	South
4-9	Mindi Dock Spur.....	South
5-12	Atlantic Depot.....	South
6-11	Gatun Old Siding.....	North
6-16	Gatun Old Siding.....	South
7-13	Gatun Salvage Depot.....	South
25-5	Darien.....	North
30-4	Gamboa Run Around.....	North
30-7	Gamboa Run Around.....	South
34-6	Summit Spur No. 1.....	South
34-15	Summit Magazine Spur.....	South
35-8	Navy Spur (Off Summit Siding).....	North
40-5	Paraiso Lead.....	South
42-12	CQM Spur.....	South
42-13	Miraflores.....	South
43-6	Fort Clayton.....	South
44-7	QM Warehouse and Sales Store.....	North
44-15	Albrook Field.....	North

Note.—Gatun Old Siding has a capacity of 40 cars and Gamboa Run Around of 7 cars.

DERAILS

Location	Type
Mindi Dairy Spur.....	Pipe connected
Gatun, North end Old Siding.....	Pipe connected
Gatun, Lead to Lower Level Locks.....	Hand throw
Gamboa Dredging Division Lead.....	Hand throw
Summit House Track.....	Pipe connected
Madden, South end Siding.....	Pipe connected
CQM Spur span 42-12.....	Pipe connected
Miraflores Sub-Station.....	Hand throw
Balboa Commissary Spur.....	Hand throw
Balboa, Sosa Hill, Quarry track.....	Hand throw
Tower J Building Div. Spur.....	Hand throw

Note.—All turnouts having derails have been identified by painting base of switch stand with aluminum paint.

TIME TABLE NO. 52, EFFECTIVE 12:01 A. M., SUNDAY, APRIL 16, 1950.

9475-53

MR 42187—Panama Canal—12-6-50-200

SOUTHWARD							STATIONS	NORTHWARD										
SECOND CLASS		FIRST CLASS						Telegraph Calls	Station Numbers	Distance from Colon	Car Capacity of Sidings	FIRST CLASS					SECOND CLASS	
41	31	9	7	5	3	1						2	4	6	8	10	32	42
DAILY EXCEPT SATURDAY	DAILY EXCEPT SUNDAY and HOLIDAYS	DAILY	DAILY	DAILY	DAILY	DAILY	J	Leave COLON	0	0.00	Yard	AM 8.35	AM 10.40	PM 1.55	PM 6.05	PM 11.35	DAILY EXCEPT SUNDAY and HOLIDAYS	DAILY EXCEPT SATURDAY
PM	AM	PM	PM	PM	AM	AM		Arrive Tower B.	1.12	Yard	8.33	10.38	1.53	6.03	11.33			
7.15	5.45	s 10.05	s 4.35	s 12.25	s 9.45	s 7.05		Mount Hope	2	1.58	Yard	s 8.30	s 10.35	s 1.50	s 6.00	s 11.30	11.25	8.50
7.20	5.50	10.09	4.39	12.29	9.49	7.09		Fort Davis Jet.	4.55		8.22	10.30	1.43	5.52	11.22	11.20	8.45	
	s 5.55	s 10.14	s 4.45	s 12.35	f 9.52	s 7.15		Gatun Station	7	6.82		s 8.18	f 10.26	s 1.39	s 5.48	s 11.18	s 11.15	
7.25	5.56	10.15	4.46	12.36	9.53	7.16		Gatun	29		8.16	10.24	1.37	5.46	11.16	11.10	8.40	
7.30	6.01	10.20	4.51	12.41	9.57	7.21		Lake	11	10.74	8.11	10.20	1.31	5.41	11.11	11.06	8.35	
7.35	f 6.06	10.25	4.56	12.46	10.02	7.26		Monte Lirio	15	14.52	68	8.06	10.16	1.27	5.36	11.06	f 10.59	8.30
7.45	s 6.25	10.32	f 5.04	12.54	10.09	f 7.34		Frijoles	21	20.96	55	f 7.59	10.09	1.19	f 5.29	10.59	s 10.47	8.20
	f 6.34							Darien	25	25.36							f 10.34	
8.05 ^a	6.44	10.46 ^b	5.17 ^c	1.07 ^d	10.24 ^e	7.47 ^f		Gamboa, Y & W	56		7.47 ^g	9.50 ^h	1.07 ⁱ	5.17 ^j	10.46	10.24 ^k	8.05 ^l	
	s 6.50	s 10.48	s 5.18	s 1.08	s 10.25	s 7.48		Gamboa Station	30	30.21		s 7.44	s 9.48	s 1.04	s 5.14	s 10.43	s 9.35	
8.13	f 6.58	10.56	5.26	1.16	10.34	7.56		Summit	35	35.22	55	7.34	9.38	12.55	5.04	10.33	f 9.17	7.45
8.15	7.00	10.57	5.27	1.17	10.35	7.57		Madden	36	36.29	11	7.33	9.37	12.54	5.03	10.32	9.15	7.44
	s 7.10	s 11.04	s 5.34	s 1.24	f 10.43	s 8.04		Pedro Miguel Sta.	40	40.28		s 7.27	f 9.30	s 12.47	s 4.57	s 10.25	f 9.07	
8.22	7.25 ^m	11.05	5.35	1.25	10.44	8.05		Pedro Miguel	79		7.25 ⁿ	9.29	12.45	4.55	10.24	9.05	7.35	
8.30	f 7.33	f 11.11	f 5.41	1.31	10.50	f 8.11		Corozal	44	44.26	30	f 7.19	9.24	12.39	f 4.50	f 10.19	f 8.55	7.28
8.35	7.35	11.13	5.43	1.33	10.53	8.13		Diablo	45	45.04	Yard	7.17	9.22	12.37	4.48	10.17	8.50	7.25
	7.40	s 11.20	s 5.50	s 1.40	s 11.00	s 8.20		Balboa Heights	46	46.30	Yard	s 7.15	s 9.20	s 12.35	s 4.45	s 10.15		
	7.45	11.25	5.55	1.45	11.05	8.25		Tower J	47	46.47	Yard							
PM	AM	PM	PM	PM	AM	AM	D	PANAMA	48	47.64	Yard	7.10	9.15	12.30	4.40	10.10		
DAILY EXCEPT SATURDAY	DAILY EXCEPT SUNDAY and HOLIDAYS	DAILY	DAILY	DAILY	DAILY	DAILY		Arrive PANAMA			AM	AM	PM	PM	PM	PM	DAILY EXCEPT SATURDAY	DAILY EXCEPT SATURDAY
41	31	9	7	5	3	1		Leave PANAMA			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT SATURDAY	DAILY EXCEPT SATURDAY
											2	4	6	8	10	32	42	

Note.—Schedule time of trains at Gatun, Gamboa and Pedro Miguel apply at sidings.
Schedule time of trains at Gatun Station, Gamboa Station and Pedro Miguel Station apply at Station where traffic is received and discharged.

PROTECTION OF MOVEMENTS OVER HIGHWAY CROSSINGS

Automatic devices for protection at highway crossings do not operate for movements in either direction on tracks other than Main Track, such as sidings, industrial tracks, etc.; nor do they operate on Main Track if a movement is reversed before running over and clearing the entire length of the approach circuit. Therefore, the following instructions govern except when otherwise provided by special instructions: When a reverse movement is made on Main Track at a highway crossing in such a manner that the crossing devices do not operate, or on sidings or other tracks so protected, a member of the train crew must protect the crossing while the movement is being made.

Train and engine service employees must familiarize themselves with the location of crossings protected with automatic devices.

Switching moves within approach sections of crossings protected by automatic devices shall be made with caution. Reversing of normal position of Main Line switches will clear automatic crossing devices. Cars or parts of trains shall not be left on that part of an approach section between crossing and Main Line switch being used unless "Stop" and "Start" push buttons are provided for manual operation of crossing devices. Train crews must familiarize themselves with the location and operation of "Stop" and "Start" buttons.

When passing over any highway crossing protected by automatic devices, motormen or engineers will observe if devices are operating. If not operating properly, notify the Train Dispatcher promptly so that proper protection may be given the crossing.

All movements within yard limits and other inside points, when passing over street crossings or other thoroughfares not protected by flagman or electrical warning signal, a member of the crew will station himself on crossing, stopping highway traffic with a red flag in daylight and a white light at night. Engines must not move out on crossing until highway traffic is stopped. Signal for highway traffic to proceed must not be given with red flag; hand and/or oral signals will be used during daylight hours, white lamp and/or oral signals at night. The presence of a police officer or military police does not relieve train crew from flagging crossings as outlined above.

YARD LIMITS

Yard limit board located at track span 2-10 governs all tracks north of that point.

Yard limit boards located at track span 29-6 and at telephone booth 700 feet south of Chagres River bridge govern Gamboa area.

Yard limit board located at block signal 44-41 governs all tracks south of that point.

Conductors must see that gates at restricted areas are closed and locked after their trains pass through regardless of how soon they expect to return unless their work is within 100 feet of the gate when a member of the train crew must be left at the gate with instructions to permit no one to pass through gate.

AIR BRAKES

In switching passenger equipment, air brakes must be used unless impracticable, and cars which are occupied must not be uncoupled while in motion.

A running test of air brakes will be made on all passenger trains as soon as practicable after leaving initial station.

Yard crews moving loaded or empty cars between Cristobal docks and Mt. Hope Yard, or between Panama and Balboa Yards and over Fort Amador Branch will have air operating on at least fifty (50) percent of cars in cut.

GAMBOA GRAVEL PLANT

Loads from Gamboa Gravel Plant will be placed on lead by Dredging Division forces.

Empties for Gravel Plant will be set out on lead at least five (5) car lengths East of East Wye switch.

Gamboa Wye must not be blocked with loads or empties except when authorized by the train dispatcher.

LOCOMOTIVE CRANES

Cranes with booms 30 or more feet in length must be handled with boom forward when in train.

SPEED RESTRICTIONS

Speed restrictions are shown in miles per hour and apply to entire train.

(Unless Otherwise Restricted) M.P.H.

Colon Station to 14th Street.....	30
3'00" curve track span 3-8 to 3-10.....	40
3'40" curve track span 4-4 to track span 4-9.....	45
Fort Davis Junction to Fort Davis Station.....	40
5'00" curve track span 5-15 to track span 6-2.....	40
6'00" curve track span 6-11 to track span 6-16.....	35
6'00" curve track span 7-5 to track span 7-12.....	35
3'30" curve track span 9-11 to track span 9-18.....	35
6'15" curve track span 10-4 to track span 10-14.....	35
2'30" curve track span 11-1 to track span 11-7.....	45
3'30" curve track span 16-11 to track span 16-17.....	45
3'00" curve track span 17-5 to track span 17-12.....	45
3'00" curve track span 24-7 to track span 24-13.....	50
6'00" curve track span 25-6 to track span 25-14.....	40
3'00" curve track span 31-4 to track span 31-8.....	45
3'00" curve track span 34-8 to track span 34-11.....	45
7'00" curve track span 37-17 to track span 37-12.....	35
7'00" curve track span 37-17 to track span 38-1.....	35
3'00" curve track span 38-3 to track span 38-10.....	45
4'00" curve track span 41-13 to track span 41-16.....	35
Track span 45-14 to Panama.....	25
Pedro Miguel Highway Crossing Northward trains with over 700 tons.....	15
Pedro Miguel Highway Crossing all other trains.....	25
Corozal Ordnance Crossing.....	25
Diablo Highway Crossing.....	25
Trains handling freight equipment passing Balboa Heights Station.....	20
Corozal Street Crossing (Tower J).....	10
Frangipani and Tivoli Highway Crossing.....	15
Calidonia Crossing Panama.....	10
Passenger Trains.....	60
Labor Trains consisting of equipment other than first or second class coaches.....	45
Passenger Trains handling freight equipment.....	45
800, 400, and 200 Class engines.....	45
Freight trains.....	15
Entering or leaving sidings.....	10
Through Yard Turnouts.....	30
Engines running backwards, straight track.....	20
Curves.....	50
Motor Cars 3, 5, and 6.....	15
Steam Cranes 88 and 93, straight track.....	10
Curves.....	25
All other cranes, straight track.....	15
Curves.....	45
Road engines running light or with caboose.....	35
Gamboa Bridge, Motor Cars 3, 5, and 6.....	22
Gamboa Bridge, steam and diesel trains.....	20
Relocation between Fort Davis Junction and Lake.....	30

UNUSUAL LOADS, ETC.

Existing speed restrictions on cranes apply to all types of cranes or similar machines on own wheels. When physical conditions of track or the machine requires slower speed for safe handling, speed must be reduced accordingly. The boom end of any crane moving on its own wheels with boom detached will face to rear of train, and when more than one such crane is moved in a train, each crane shall be separated by not less than three cars.

Cranes on flat cars with boom attached extending beyond the carrying car will be moved with boom trailing.

On all unusual shipments, whether on own wheels or loaded on flat cars, or loads over 10' 6" in width and/or unusual in height, Car Foreman Balboa, Leadingman Carman Cristobal, or their specially delegated representative, will give written certification to Yardmaster Balboa or to Yardmaster Cristobal as to security for the safe movement including speed restrictions and other pertinent advice and notify the Train Dispatcher before forwarding in train. Such loads, including cranes or similar machines, will be forwarded in daylight trains only in accordance with Car Department's specifications unless otherwise instructed by the Master of Transportation. Loads extending beyond allowable Main Line clearances shall be moved by special arrangement with the Master of Transportation only. Conductors handling unusual loads or machines will make inspections enroute as often as necessary and when physical condition of track or such load requires slower speed for safe handling than that recommended by the Car Department, speed must be reduced accordingly and will be governed by Transportation Rule No. 758 advising the Train Dispatcher as to maximum speed train will observe.

TEMPORARY SPEED BOARDS

Engineers will be governed by indications shown on temporary speed boards as follows:

REDUCE SPEED BOARD

A yellow board marked "REDUCE SPEED" with numerals indicating the restricted speed of the slow order.

Location—Upon the right of and adjoining the track to which it refers, approximately 3,000 feet from the point to be protected.

Indication—Approach slow speed board at not exceeding speed shown on the reduce speed board.

SLOW SPEED BOARD

A yellow board marked "SLOW."

Location—At the point to be protected, upon the right of and adjoining the track to which it refers.

Indication—Speed between "SLOW SPEED" board and "RESUME SPEED" board must not exceed speed shown on "REDUCE SPEED" board.

RESUME SPEED BOARD

A green board marked "RESUME SPEED."

Location—Upon the right of and adjoining the track to which it refers, and 50 feet in advance of the point protected.

Indication—Resume speed after rear of train has passed this board.

NOTE.—Flags of prescribed color may be substituted for the boards when necessary.

When yellow flags are substituted, or the "REDUCE SPEED" board does not designate the speed limit, speed must be reduced to 10 miles per hour.

Lights or reflectors of the prescribed color must be used by night in addition to the boards or flags.

COROZAL ORDNANCE DEPOT

Flame on weed-burner must be shut off when entering gate to Ordnance Section, Corozal, and not turned on again until the concrete apron beyond the magazine has been passed.

The spur track to the magazine within the gate will not be burned.

ALBROOK FIELD

Flame on weed burner must be shut off when in vicinity of underground Gasoline tanks.

BALBOA SHOP AREA AND LA BOCA OIL HANDLING PLANT

The Gas Production Plant at Balboa manufactures hydrogen and acetylene gases, both are highly inflammable. On account of the fire hazard, all open flames are prohibited in and around the building. Crews on weed-burner must extinguish all flames when on either track running to the Coaling Plant or Dock 7, when within 100 feet of the building, and the burners are not to be reignited within 100 feet of the buildings in either direction.

ENGINE RESTRICTIONS

Gamboa: Road Engines must not go beyond sign "ROAD ENGINE LIMIT" located at a point 2,283 feet beyond the inside Wye Switch.

Atlantic Terminal

Location	Name of Track	Restricted Engines
Colon	Industrial Track—Broadway	700 Class
Colon	Manure Spur	700 Class
Mt. Hope	Rip Track	700 Class
Mt. Hope	Mechanical Division Yard	700 Class
Mt. Hope	Storehouse Tracks	700 Class
Mt. Hope	Commissary Warehouse Tracks	700 Class
Mt. Hope	Dock 14	400-700-800 Classes
Mt. Hope	Spur to Marine Railway No. 2	All Classes
Gamboa	Track nearest face of dock and beyond point of curve on dock.	All Classes

Pacific Terminal

Albrook Field	Air Force Spur	700-800 Classes
Balboa	Lumber Yard tracks	700 Class
Balboa	Mechanical Division tracks at head of Dry Dock and between Dry Dock and Shops.	700 Class
Panama	Track on Old English Pier	All Classes
Ft. Amador Branch	Mine Dock spur tracks	All Classes
Ft. Amador Branch	Inside turnouts at Naos and Culebra	All Classes

S. N. BELANGER

MASTER OF TRANSPORTATION

J. W. O'CONNELL

CHIEF DISPATCHER

DISPATCHERS

E. R. ALBRITTON

F. MCGUINNESS

H. V. BUTLER

EXTRA DISPATCHERS:

O. B. WELCH

T. M. GOODING