

Seat Pleasant And The East Washington Railway

After the Chesapeake Beach Railway closed down operations in 1935, the East Washington Railway Company came into existence. It ran over the three miles of track between the old CBR maintenance yard in Seat Pleasant to Chesapeake Junction inside the District of Columbia. There it connected with the Baltimore & Ohio Railroad. It carried small loads of freight to businesses along the right of way. One of the primary customers of the EWR was the Potomac Electric Power Company on Benning Road.

The East Washington went out of business in 1976 shortly after the Power Company stopped using coal to fire the power plant. Here is a 1973 Timetable for the East Washington Railway complete with a map of the route. Copy has been reduced to fit.

--THE--

EAST WASHINGTON RAILWAY COMPANY

-TIME TABLE-

For information and guidance of employees

H.W. WILLIAMS
Genl. Manager

N. R. YOUNG
Engr. & Supervisor

EFFECTIVE February 1, 1973

Cover

-Special Rules-

1. The general rules and regulations of the operating department are published in book form. Employees whose duties are affected thereby will provide themselves with a copy.
2. Trains will operate between Seat Pleasant and Chesapeake Junction without train orders.
3. Yard limits extend from Roundhouse end of track to George Palmer Highway (Md.), and from 46th Street to B&O switch in D.C.
4. All trains will not exceed ten (10) miles per hour between Seat Pleasant and Chesapeake Junction, and will reduce speed approaching all crossings between these points with bell ringing at all times and if necessary sound horn.
5. Loaded trains at Chesapeake Junction to Pepco Spur after receiving proper hand signal from Trainman, Engineer will acknowledge, and immediately after proceeding, Engineer will sound crossing signal for Minn. Ave. and underpass.
6. A Trainman will ride head end of cut of cars for Pepco thru underpass with Backup Hose attached.
7. Trainmen are under immediate supervision of the Engineer.
8. Box Car doors and Hopper Car pockets will be closed before cars are moved.
9. Hand brake will be applied on Locomotive when left unattended, either on line of road or in Shop.

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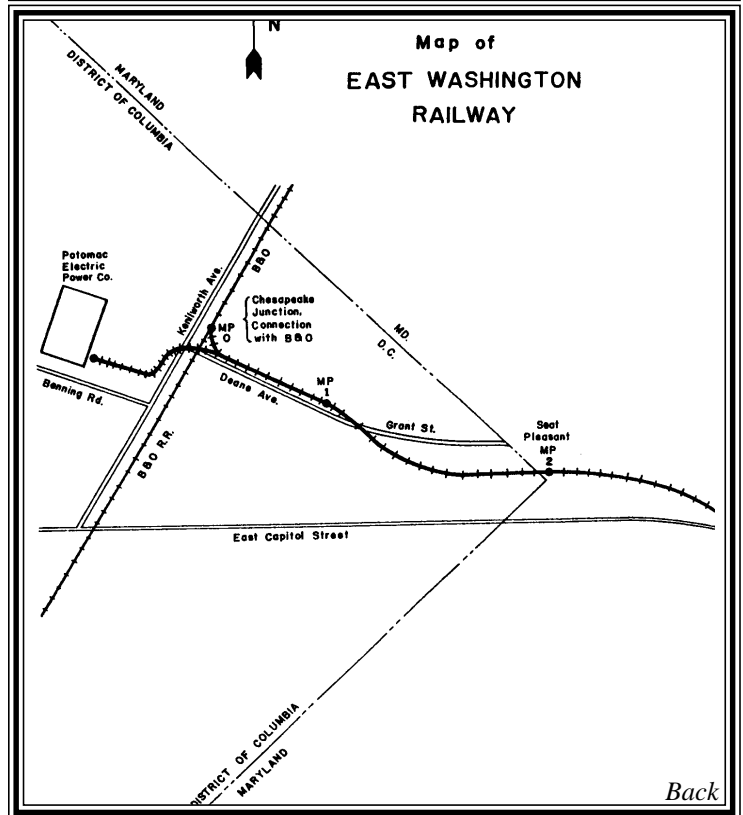
-MAIN LINE-

Milepost	Sidings	Stations
3	Yard	Roundhouse, end of track
2	10 cars	Seat Pleasant (Md)
1	5 cars	Olympia Bakery (D.C.)
0	Yard	Chesapeake Junction (D.C.)

-PEPCO SPUR-

0	Yard	Chesapeake Junction
1A	Yard	Potomac Electric Power Plant

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East Washington Freight Station and General Offices, Seat Pleasant, March 1941. Formerly the District Line Station of the CBR. Recent acquisition from David Burnette. Photograph by Leonard W. Rice. See also Ames Williams' book, page 208.