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The Pennsylvania Railroad

CENTRAL REGION

Lake Division

AKRON DIVISION

Time Table No. 10

In effect 12:01 A. M., Sunday, September 29, 1929

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

C. I. LEIPER,
General Manager.

J. B. FISHER,
General Supt. Transportation.

J. A. APPLETON,
Act'g General Superintendent.

T. J. JELBART,
Supt. Pass. Transportation.

GUY SCOTT,
Superintendent.

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Emergency Whistle or Horn	Interlocking Stations	Block Stations	Distance between Stations	Distance from Hudson	STATIONS	Station Signals	Sidings assigned direc'n Car Capacity 45 ft. cars		
							N	S	Both
					CLEVELAND (Cleveland Div.)	UD			
		J	0	0	HUDSON	J			76
		SI	8.2	8.2	METZ				
		CH	8.1	6.3	SILVER LAKE	SI	69	49	
		AY	1.6	7.9	CUYAHOGA FALLS				
		JO	1.2	9.1	GORGE	CH			84
		MN	2.5	11.6	ARLINGTON	AY			
		BN	1.3	12.9	AKRON	DE			
			2.2	15.1	FIRESTONE	MN			
			1.2	16.3	KENMORE				
			2.1	18.4	LAMBERT				
			1.9	20.3	BARBERTON				
			0.3	20.6	BARBER	BN			135
			5.8	26.4	CLINTON				
			0.8	27.2	WARWICK	WX			60
			5.2	32.4	MARSHALVILLE	MR	45	100	
			4.8	37.2	ORRVILLE	DA			64
			1.8	39.0	NORRS	NS			
			2.1	41.1	EAST UNION				
			1.4	42.5	KRAMORE				68
			2.6	45.1	APPLE CREEK	CK			50
			2.4	47.5	SALT CREEK	SY	68	102	
			3.5	51.0	FREDERICKSBURG	FD			48
			4.3	55.3	HOLMESVILLE	KN			107
			5.6	60.9	MILLERSBURG	RG			124
			5.8	66.7	KILLBUCK	K	87	106	
		K	0	0	KILLBUCK	K			
		YN	5.0	5.0	LAYLAND	YN			28
			3.2	8.2	HELMICK				
			1.3	9.5	BLISSFIELD	BI			
			3.2	12.7	METHAM				
			5.5	18.2	WARSAW JCT.	WJ			
			2.7	20.9	DAVISTON				
			1.1	22.0	WOODBURY ESTATE				
			0.1	22.1	SUMMIT				11
			2.2	24.3	TUNNEL HILL				
			2.8	27.1	COOPERDALE	CO			
			1.9	29.0	WAKATOMIKA				
			4.4	33.4	TRINWAY	NE			
		GN	6.1	72.8	GLENMONT	GN	39	126	
			4.3	77.1	BADDOW PASS				32
			3.9	81.0	BRINK HAVEN	BH	83	78	
			4.3	85.3	DANVILLE	AN			105
			4.6	89.9	HOWARD	W			
			4.4	94.8	GAMBIER	GA	43	67	
			5.2	99.5	MV BLOCK STATION	MV	106	115	
			0.6	100.1	MT. VERNON				
			4.6	104.7	BANGS	BA			95
			4.2	108.9	MT. LIBERTY	MY			
			4.4	113.3	CENTERBURG	U			
			0.6	113.9	CENTERAC	CD	66	96	
			5.2	119.1	CONDIT	CQ	108	94	
			4.2	123.2	SUNBURY	SB			
			1.8	125.0	GALENA	GE			
			3.2	128.2	FRANKLIN	FA			105
			3.9	132.1	WESTERVILLE				84
			5.2	137.3	LAREDO	RA			116
			3.2	140.5	LINDEN		182	105	
			1.6	142.1	JOYCE AVENUE	CW			
			2.3	144.4	COLUMBUS (Col's Div.)	RN			

Note—▲ Remote Controlled from Barber.

† Unattended Block Stations

NOTE—Block Stations are open continuously except—

Sign	Station		
SI	Silver Lake	Closed	Daily 11.00 P. M. to 7.00 A. M.
CH	Gorge	Closed	Daily 3.00 P. M. to 7.00 A. M.
KN	Holmesville	Closed	Daily 5.00 P. M. to 9.00 A. M.
BA	Bangs	Closed	Daily 5.00 P. M. to 9.00 A. M.
BI	Blissfield	Closed	Daily except Sunday, 5.00 P. M. to 8.00 A. M. Sunday continuously.

Note—Unattended Block Stations Controlled by Open Block Stations.

Sign	Station	Period Unattended	Controlled By
SI	Silver Lake	Daily 11.00 P.M. to 7.00 A. M.	Hudson
K	Killbuck	Main Line Dresden Branch continuously	Millersburg Trinway
YN	Layland	Continuously	Trinway
BI	Blissfield	Daily except Sun- day, 5.00 P. M. to 8.00 A. M. Sun- day continuously	Trinway
WJ	Warsaw Jct.	Continuously	Trinway
SM	Summit	Continuously	Trinway
NH	Tunnel Hill	Continuously	Trinway
CO	Cooperdale	Continuously	Trinway
GA	Gambier	Continuously	MV Block Station

NOTE—Train Order offices other than Block Stations are open as follows:—

DE	Akron Union Station	Continuously.
RN	Columbus Union Station	Continuously.
WJ	Warsaw Junction	Daily Except Sunday 8.00 A. M. to 5.00 P. M.

STATIONS Leave	FIRST CLASS			
	250 DAILY	50 DAILY	190 DAILY	70 DAILY
	A. M.	A. M.	A. M.	A. M.
CLEVELAND (Cleveland Div.)				
HUDSON				
SILVER LAKE				
CUYAHOGA FALLS				
GORGE				
ARLINGTON	12.46	1.51	2.28	6.46
AKRON	\$ 12.56	\$ 1.57	\$ 2.40	\$ 6.55
FIRESTONE	1.00	2.01	2.45	7.00
LAMBERT	1.04	2.05	2.49	7.04
BARBERTON	1.06	2.07	2.51	7.06
BARBER	1.07	2.08	2.52	7.07
CLINTON	1.15	2.16	2.59	7.14
WARWICK	1.16	2.18	3.00	7.15
MARSHALVILLE				
ORRVILLE				
NORRS				
KRAMORE				
APPLE CREEK				
SALT CREEK				
FREDERICKSBURG				
HOLMESVILLE				
MILLERSBURG				
KILLBUCK				
LAYLAND				
HELMICK				
BLISSFIELD				
METHAM				
WARSAW JCT.				
DAVISTON				
WOODBURY ESTATE				
SUMMIT				
TUNNEL HILL				
COOPERDALE				
WAKATOMIKA				
TRINWAY				
GLENMONT				
BADDOW PASS				
BRINK HAVEN				
DANVILLE				
HOWARD				
GAMBIER				
MV BLOCK STATION				
MT. VERNON				
BANGS				
MT. LIBERTY				
CENTERBURG				
CENTERAC				
CONDIT				
SUNBURY				
GALENA				
FRANKLIN				
WESTERVILLE				
LAREDO				
LINDEN				
JOYCE AVENUE				
COLUMBUS (Cols. Div.)				
Arrive	A. M.	A. M.	A. M.	A. M.
	250	50	190	70

FIRST CLASS					
60 DAILY	614 DAILY	6390 DAILY	670 DAILY EX. SUN.	834 DAILY EX. SUN.	3030 SUN. ONLY
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	\$ 7.10				
	\$ 7.52	8.20		\$ 10.40	\$ 10.40
	8.00	8.28		10.50	10.50
	\$ 8.03	M 8.32		\$ 10.54	\$ 10.54
	8.05	8.35		10.57	10.57
7.58	8.10	8.40	9.00	11.02	11.02
\$ 8.01	\$ 8.15	\$ 8.50	\$ 9.05	\$ 11.05	\$ 11.10
8.10	8.25		9.15	11.35	
8.15	8.30		9.20	11.40	
8.20	8.35		9.24	11.45	
\$ 8.32	\$ 8.38		\$ 9.29	\$ 11.50	
8.33	8.39		9.30	11.51	
8.41	8.47		9.38	\$ 11.58	
8.45	8.48		9.39	\$ 12.00	
	8.56			\$ 12.10	
	\$ 9.05			\$ 12.20	
	9.15			12.45	
	9.17			12.48	
	9.22			12.53	
	9.25			\$ 1.00	
	9.30			1.05	
	9.35			\$ 1.13	
	9.41			\$ 1.23	
\$ 9.50				\$ 1.35	
9.58				\$ 1.45	

STATIONS	FIRST CLASS			
	90	3670	*934	604
	DAILY	DAILY	DAILY	DAILY
Leave	A. M.	P. M.	P. M.	P. M.
CLEVELAND (Cleveland Div.)				\$ 1.00
HUDSON		\$ 12.23		\$ 1.47
SILVER LAKE		12.33		1.56
CUYAHOGA FALLS		\$ 12.36		\$ 1.59
GORGE		12.38		2.01
ARLINGTON	11.16	12.43		2.06
AKRON	\$ 11.25	\$ 12.48		\$ 2.10
FIRESTONE				2.20
LAMBERT				2.25
				2.29
BARBERTON	\$ 11.40			\$ 2.34
BARBER	11.41			2.35
CLINTON	11.49			2.44
WARWICK	11.50			2.45
MARSHALVILLE				2.52
ORRVILLE				\$ 3.00
NORRS				3.18
KRAMORE				3.20
APPLE CREEK				3.25
SALT CREEK				3.28
FREDERICKSBURG				3.33
HOLMESVILLE				3.38
MILLERSBURG			\$ 1.20	\$ 3.44
KILLBUCK			\$ 1.32	\$ 3.54
			1.55	4.01
LAYLAND			\$ 2.10	
HELMICK			F 2.15	
BLISSFIELD			\$ 2.25	
METHAM			F 2.35	
WARSAW JCT.			\$ 3.05	
DAVISTON			F 3.13	
WOODBURY ESTATE			F 3.18	
SUMMIT			3.23	
TUNNEL HILL			\$ 3.30	
COOPERDALE			\$ 3.37	
WAKATOMIKA			F 3.42	
TRINWAY			\$ 4.00	
GLENMONT				4.09
BADDOW PASS				4.16
BRINK HAVEN				4.23
DANVILLE				4.30
HOWARD				4.35
GAMBIER				\$ 4.42
MV BLOCK STATION				4.48
MT VERNON				\$ 4.52
BANGS				5.00
MT LIBERTY				5.05
CENTERBURG				5.11
CENTERAC				5.12
CONDIT				5.19
SUNBURY				5.24
GALENA				5.26
FRANKLIN				5.30
WESTERVILLE				5.34
LAREDO				5.40
LINDEN				5.44
JOYCE AVENUE				5.48
COLUMBUS (Coh. Div.)				\$ 5.55
Arrive	A. M.	P. M.	P. M.	P. M.
	90	3670	934	604

[illegible]

STATIONS	FIRST CLASS			
	81	261	845	625
	A. M.	A. M.	A. M.	A. M.
Arrive				
CLEVELAND (Cleveland Div.)				\$ 8.20
HUDSON				\$ 7.35
SILVER LAKE				7.20
CUYAHOGA FALLS			QT	7.15
GORGE				7.13
ARLINGTON	4.14	5.23		7.08
AKRON	\$ 4.10	\$ 5.20		7.05
FIRESTONE	4.00	5.13	\$ 6.30	\$ 6.45
LAMBERT	3.56	5.09	6.20	6.38
			6.13	6.33
BARBERTON	3.54	5.07	\$ 6.10	\$ 6.28
BARBER	3.53	5.06	6.07	6.23
CLINTON	3.46	4.59	5.58	6.16
WARWICK	3.45	4.58	5.57	6.15
MARSHALVILLE			5.50	6.08
ORRVILLE			\$ 5.40	6.00
NORRS			\$ 5.25	\$ 5.45
KRAMORE			5.20	5.40
APPLE CREEK			5.15	5.34
			5.10	5.31
SALT CREEK			5.07	5.28
FREDERICKSBURG			5.02	5.23
HOLMESVILLE			4.55	5.17
MILLERSBURG			R 4.45	\$ 5.10
KILLBUCK			4.37	5.02
LAYLAND	Branch			
HELMICK				
BLISSFIELD				
METHAM				
WARSAW JCT.				
DAVISTON				
WOODBURY ESTATE	Dresden			
SUMMIT				
TUNNEL HILL				
COOPERDALE				
WAKATOMIKA				
TRINWAY				
GLENMONT			4.30	4.56
BADDOW PASS			4.23	4.49
BRINK HAVEN			4.15	4.41
DANVILLE			4.08	4.34
HOWARD			4.02	4.28
GAMBIER			3.55	F 4.22
MV BLOCK STATION			3.46	4.15
MT VERNON		R	3.45	\$ 4.10
BANGS			3.38	4.02
MT LIBERTY			3.33	3.57
CENTERBURG			3.28	3.51
CENTERAC			3.27	3.50
CONDIT			3.20	3.42
SUNBURY			3.15	3.36
GALENA			3.12	3.33
FRANKLIN			3.09	3.29
WESTERVILLE			3.04	3.24
LAREDO			2.57	3.17
LINDEN			2.52	3.12
JOYCE AVENUE			2.48	3.08
COLUMBUS (Coh. Div.)			\$ 2.40	\$ 3.00
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY
	81	261	845	625

FIRST CLASS					
3121	161	141	645	935	3221
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 8.40			\$ 11.05		\$ 11.05
\$ 8.28			\$ 10.50		\$ 10.50
\$ 8.20			F 10.45		\$ 10.45
8.15			10.43		10.43
\$ 8.10	8.14	9.28	10.38		10.38
\$ 8.05	\$ 8.10	9.25	10.35		\$ 10.35
		\$ 9.06	\$ 10.26		
	7.53	9.01	10.21		
	7.48	8.57	10.17		
	\$ 7.45	8.55	\$ 10.15		
	7.43	8.54	10.13		
	7.35	8.43	10.06		
	7.34	8.42	10.05		
			9.58		
			9.50		
			\$ 9.46		
			9.43		
			9.38		
			9.33		
			9.30		
			F 9.23		
			9.17		
			\$ 9.10	\$ 10.55	
			9.03		
				\$ 10.30	
				\$ 10.10	
				F 9.50	
				\$ 9.45	
				F 9.30	
				9.15	
				\$ 8.45	
				F 8.35	
				F 8.32	
				8.30	
				\$ 8.15	
				\$ 8.05	
				F 7.45	
				\$ 7.30	
			8.56		
			8.49		
			8.42		
			F 8.35		
			8.28		
			F 8.23		
			8.15		
			\$ 8.10		
			8.02		
			7.57		
			\$ 7.48		
			7.47		
			7.40		
			7.34		
			7.31		
			7.27		
			F 7.22		
			7.15		
			7.10		
			7.07		
			\$ 7.00		
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
DAILY	DAILY	DAILY EX. MON.	SUN. ONLY	DAILY EX. SUN.	DAILY EX. SUN.
3121	161	141	645	*935	3221

TRAINS WAIT FOR CONNECTION.

Station	Train No.	Will Wait for Connecting Train No.	If Connecting Train Will Arrive by	Remarks
Hudson	3030	303	11.00 A. M.	Waits indefinitely.
	834	303		If connecting passengers are reported.
	3670	367		Waits indefinitely.
	3320	332		Waits indefinitely.
	3330	333		Waits indefinitely.
	3380	338	8.05 P. M.	If connecting passengers are reported.
		313		
	3230	323		Waits indefinitely.
Akron	644	3380	8.30 P. M.	If connecting passengers are reported.
Orrville	614	715	1.00 P. M.	Waits indefinitely.
	834	67		If connecting passengers are reported.
		118		
	604	117	3.50 P. M.	If connecting passengers are reported.
		111	11.50 P. M.	If connecting passengers are reported.
	624	15		
	814	815		
	625	144		Waits indefinitely.
	835	118	1.00 P. M.	If connecting passengers are reported.
		67		
	615	714	7.40 P. M.	If connecting passengers are reported.
Warsaw Jct.	935	968	9.30 A. M.	If connecting passengers are reported.
Trinway	935	910	7.45 A. M.	If connecting passengers are reported.
	935	33	7.45 A. M.	If connecting passengers are reported.
Columbus	845	254	1.00 P. M.	Waits indefinitely.
	625	254		Waits indefinitely.
		26		If connecting passengers are reported.
	605	206		
	615	222	5.00 P. M.	If connecting passengers are reported.

NOTE—Conductors will ask for instructions when connecting trains do not arrive within the specified time.

The Conductor of any train that is running late will notify the Superintendent promptly whether the train has any passengers for connections that may be missed.

EXTRA STOPS BY PASSENGER TRAINS.

TRAIN No.	STOP ON SIGNAL AT	FOR

U. S. MAIL WORK.

STATIONS	SOUTHWARD				NORTHWARD			
	834	604	934	614	935	835	605	615
Hudson.....		E		E			E	
Metz.....				H				
Cuyahoga Falls.....		E		E			E	
Akron.....	E	E				E	E	E
Barberton.....	E	E				E		E
Clinton.....	E	C D				E		C D
Warwick.....	E	C D				E		C D
Marshallville.....	E	C D				E		C D
Orrville.....	E	E				E		E
Apple Creek.....	E	C D				E		C D
Fredericksburg.....	E	C D				E		C D
Holmesville.....	E	C D				E		C D
Millersburg.....	E	E				E		E
Killbuck.....	E	C D	E		E	E		C D
Layland.....			E		E			
Helmick.....			H		H			
Blissfield.....			E		E			
Warsaw Junction.....			E		E			
Tunnel Hill.....			E		E			
Cooperdale.....			E		E			
Trinway.....			E		E			
Glenmont.....	E	C D				E		C D
Brink Haven.....	E	C D				E		C D
Danville.....	E	C D				E		C D
Howard.....	E	C D				E		C D
Gambier.....	E	E				E		E
Mt. Vernon.....	E	E				E		E
Bangs.....	E	C D				E		C D
Mt. Liberty.....	E	C D				E		C D
Centerburg.....	E	C D				E		C D
Condit.....	E	C D				E		C D
Sunbury.....	E	C D				E		C D
Galena.....	E	C D				E		C D
Westerville.....	E	C D				E		C D
Columbus.....	E	E				E		E

C—Mail caught from crane only.

D—Mail delivered only.

C D—Mail caught and delivered.

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

H—Pass station at reduced speed to exchange mail.

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

ARRANGED FREIGHT TRAIN SERVICE.

SOUTHWARD

Train	Leaves	Arrives	Running Time
AC 1	MN 12.01 A. M.	CW 10.10 A. M.	10 h. 9 m.
AE 2	MN 1.00 A. M.	WX 2.00 A. M.	1 h.
CA 4	J 4.15 A. M.	WX 8.00 A. M.	4 h. 45 m.
CC 1	CA 6.30 A. M.	CW 2.55 P. M.	8 h. 25 m.
CY 1	CA 1.05 P. M.	CW 9.30 P. M.	8 h. 25 m.
AC 3	MN 4.00 P. M.	CW 2.10 A. M.	10 h. 10 m.
FW 17	J 9.25 P. M.	CA 12.55 A. M.	3 h. 30 m.
FC 1	J 10.25 P. M.	CW 8.25 A. M.	10 h.

NORTHWARD

AC 2	CW 3.00 A. M.	MN 1.10 P. M.	10 h. 10 m.
CA 3	WX 5.15 A. M.	J 9.30 A. M.	4 h. 15 m.
CA 1	WX 8.50 A. M.	MN 10.00 A. M.	1 h. 10 m.
CY 2	CW 8.00 A. M.	CA 4.25 P. M.	8 h. 25 m.
FC 2	CW 2.00 P. M.	J 11.45 P. M.	9 h. 45 m.
CC 2	CW 8.00 P. M.	CA 4.40 A. M.	8 h. 40 m.
AC 4	CW 8.30 P. M.	MN 5.30 A. M.	9 h.
FW 18	CA 10.30 P. M.	J 1.00 A. M.	2 h. 30 m.

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

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
3121	6381	Cuyahoga Falls	3121	6381
All trains		Akron	All trains	
All trains		Barberton	All trains	
834	835	Warwick		
All trains		Marshallville	All trains	
All trains		Orrville	All trains	
835	834	Apple Creek		
835	834	Fredericksburg	645	645
835	834	Holmesville		
All trains		Millersburg	All trains	
935	934	Killbuck		
All trains		Layland		
All trains		Blissfield		
All trains		Cooperdale		
All trains		Glenmont	All trains	
All trains		Brink Haven	All trains	
All trains		Danville	All trains	
835	834	Howard		
835	604	Gambier	645	604
All trains		Mt. Vernon	All trains	
835	834	Mt. Liberty		
835	834	Centerburg	645	645
All trains		Condit	All trains	
835	834	Sunbury		
835	834	Galena		
835	834	Westerville	645	645

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

SPECIAL INSTRUCTIONS.

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

Employees whose duties are affected by Time Tables must have with them while on duty a copy with all effective supplements properly inserted for all divisions or foreign railroads over which they are qualified to run.

TRAIN RULES.

S2. STANDARD TIME.

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

D201. Standard clocks are located as follows:

Akron.....	{ DE telegraph office. Train Dispatcher's office.
South Akron.....	Engine House.
Orrville.....	DA telegraph office.
Norrs.....	Telegraph office.
Brink Haven.....	Telegraph office.
MV Block Station.....	Telegraph office.
Chase Avenue.....	Yardmaster's office.
Columbus.....	RN telegraph office.

TIME TABLE.

S3. SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5- @ @ @ @, etc.

D301. @ No. 90 passes No. 834.
⊕ No. 834 meets No. 835.

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified:—

The following letters and characters indicate:—

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail, milk, newspapers or marketing.
- G**—Regular stop, Saturday only.
- H**—Regular stop to receive passengers, Saturday only.
- J**—Regular stop to discharge passengers, Saturday only.
- K**—Regular stop, Sunday only, to receive or discharge passengers.
- L**—Stops on signal, Sunday only, to receive or discharge passengers.
- †—Unattended Block Station.
- No baggage service.
- ⊕—No baggage service, Sunday.
- ‡—Indicates trains that will not be operated on New Years, Memorial, Independence, Thanksgiving, and Christmas Days or on Monday following when any of these holidays fall on Sunday.
- ✠—Passenger train—schedule assigned to gas or gas electric rail motor cars.
- *—Passenger train—schedule assigned to handle passenger and freight equipment.
- ◇—Passenger train—no train baggageman.

D401.

- M**—Stop on signal to discharge passengers from Ravenna and beyond.
- N**—Stop on signal to receive passengers for Ravenna and beyond.
- O**—Stop on Signal to discharge passengers from Orrville and beyond.
- P**—Stop on signal to discharge passengers from points east of Orrville.
- Q**—Stop on signal to discharge passengers from points beyond Columbus.
- R**—Stop on signal to receive passengers for points east of Orrville.
- T**—Stop on signal to discharge passengers from Chicago and beyond.
- V**—Stop on signal to receive passengers for points east via Orrville.
- X**—Stop to discharge passengers from Pittsburgh and points east thereof and receive passengers for Willard and points west thereof.
- Y**—Stop on signal to receive milk shipments for Cleveland.

Z—

S5. COLOR SIGNALS.

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

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

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

S6.—

S7. ENGINE WHISTLE SIGNALS.

D701. Amplify Rule 14-(l) to read as follows: Sound:— oo,

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

D702. Rule 14-(m) will not apply to trains making S stops.

S8.—

S9. COMMUNICATING SIGNALS.

D901. Rule 16 amplified.

Sound	Indication
(ja) oooooo When Standing.....	Deplete brake pipe pressure.

D902. Passenger trains will be started by communicating signal. When train is ready to start, signal will be passed from the rear end forward by hand or lamp, and the trainman nearest to the engine will give the communicating signal to start, except when the rear brakeman has been called and is returning, the signal may be given from the rear of train.

S10. TRAIN SIGNALS.

D1002. Rule 21a will apply between Arlington and Warwick.

Rule 21 modified.

Between Hudson and Arlington,
Warwick and Joyce Avenue,
Killbuck and Trinway,

the display of white flags and white lights, as described by Rule 21, will be omitted on all extra trains, except passenger extras.

A regular train will be identified by its engine number.

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

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

When a regular train is named in a train order by its schedule number, the engine number must be stated in addition to the schedule number. Signalmen must observe and record the engine number on regular trains, and when reporting them will give the engine number in addition to the train number.

D1003. Rule 17a amplified by adding:

(g.) Approaching a fixed signal affecting the movement of the train when the weather conditions are such that signal can not be plainly read, headlights will be dimmed, if, in the judgement of the Engineman, his view of the signal will be improved thereby.

D1004. Baltimore & Ohio trains between Arlington and Warwick may display Green instead of Yellow as marker indications.

D1005. Rule 26 amplified. When a blue flag or blue light is placed at one or both ends of an engine, or cars to which an engine is attached, the Engineman and fireman must be notified; they must also be notified when the blue flag or blue light is removed.

S11. USE OF SIGNALS.

S11A. When a pusher engine is assisting a train coupled behind the cabin car, and the Flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees, should be met by throwing the fusees off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

D1101. Night signals will be displayed on rear of trains while passing through tunnels.

D1102. Referring to Rule 27, when applied to Rule 287, figure 1, with marker light out, the absence of the marker light does not prevent the correct reading of the signal, but should be reported from the next point of communication where it can be done without serious delay to the train.

D1103. Rule 34. In calling signals, the name as it appears in Book of Rules, shall be used, omitting the word "Signal," except Rule 275.

D1104. The minimum number of fusees and torpedoes which must be carried as part of the equipment in the service indicated, is as follows:

	FUSEES	TORPEDOES
Passenger Service.....	10	24
Freight Service.....	18	24
Engines	3	6

S12. SUPERIORITY OF TRAINS.

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

S13. BULLETIN BOARDS.

D1301. Location of bulletin board points on this Division, where all General Orders of this Division will be posted and delivered, also bulletin board points on the Baltimore & Ohio R. R., where General Orders of this Division as indicated below will be posted and delivered.

General Orders of other Divisions will be posted and delivered at points on this Division, as indicated below.

Location	Other Divisions	Zones
Arlington Telegraph Office		
Akron Union Station DE Telegraph Office	Cleveland Erie & Ashtabula Eastern Columbus	B A A. B. A
South Akron Engine House	Cleveland Erie & Ashtabula Eastern Columbus	B A A. B. D. A
Warwick Telegraph Office		
Orrville Yard Office Engine House	Cleveland Erie & Ashtabula Eastern Columbus	B A C. D. A
Millersburg Telegraph Office		
Trinway Freight Station		
Brink Haven Telegraph Office		
MV Block Station Telegraph Office	Columbus	A

Location	Other Railroads	Zones
Akron Junction Terminal Train Master's Office	Baltimore & Ohio R. R.	A
Bridgeport Telegraph Office	Baltimore & Ohio R. R.	A
Canton Yard Office	Baltimore & Ohio R. R.	A
Cleveland Station Master's Office Round House Clark Ave. Yard Office	Baltimore & Ohio R. R.	A
DeForest Junction Yard Office	Baltimore & Ohio R. R.	A
Dover Telegraph Office	Baltimore & Ohio R. R.	A
Glenwood, Pa. Crew Dispatcher's Office	Baltimore & Ohio R. R.	A
Haselton Terminal Train Master's Office	Baltimore & Ohio R. R.	A
Holloway Telegraph Office Crew Dispatcher's Office	Baltimore & Ohio R. R.	A
Lodi Agent's Office	Baltimore & Ohio R. R.	A
Lorain Yard Office Round House	Baltimore & Ohio R. R.	A
Massillon Yard Office	Baltimore & Ohio R. R.	A
New Castle Junction Telegraph Office Crew Dispatcher's Office	Baltimore & Ohio R. R.	A
Painesville Yard Office	Baltimore & Ohio R. R.	A
Pittsburgh Station Master's Office	Baltimore & Ohio R. R.	A
Valley Junction Telegraph Office	Baltimore & Ohio R. R.	A
Willard Telegraph Office East Bound Hump	Baltimore & Ohio R. R.	A

S14. INSTRUCTIONS GOVERNING THE HANDLING OF GENERAL ORDERS

S14A. Rule 75

D1401. Rule 75 amplified.

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

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

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

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

He must personally witness the signatures of conductors and enginemen on their register, personally inspect time-tables to ascertain that they contain all General Orders as outlined in paragraph (1), punch and insert sticker copies of such General Orders in time-tables, and, after each conductor and engineman

has registered and has his time-table verified as to containing all copies of General Orders required, he will cancel the figures on Form "Z" so as to indicate the date of reporting for duty and numbers of necessary General Orders, then deliver to the person presenting the time-table and Form "Z" his time slip and Form "Z" properly prepared.

If a conductor or engineman is qualified to run over more than nine (9) General Order zones, he must have in use two Forms "Z," and a notation made following his name "two cards."

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

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

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

Before going out on the first trip of each month, or after a new time-table is effective, card Form "Z" previously in use must be turned in to the Bulletin Board Attendant and the latter will prepare a new card as follows:

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

In the event of a change in time-table the information shown on the old card need not be shown on the new one, but proper information for that trip must be shown.

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

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

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

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

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

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

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

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

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

D1401A. On turnaround runs, conductors and enginemen relieved for a period of three hours or less are not required to present time-tables to Bulletin Board attendants for examination at turning point. However, this does not relieve compliance with paragraphs 3 and 4 of D1401.

D1402. General Order zones of this Division are as follows:
 Zone A—Between Hudson and Orrville.
 Zone B—Between Orrville and Joyce Avenue, Killbuck and Trinway.

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

S15. TRACK ASSIGNMENTS.

D1501. Double Track.

Arlington and Warwick.

No. 1 Northward.

No. 2 Southward.

D1502. Other Assigned Tracks.

Trains may use the following tracks by permission of Signalman designated and must report clear of such tracks to Signalman.

Tracks	Obtain Permission from Signalman at
No. 103. Northward Yard Running Track Between Firestone and Akron.	Firestone
No. 104. Southward Yard Running Track Between Bridge 16 and Lambert	Barber

Trains approaching Lambert on No. 104 track will be governed by signal aspects 2 and 15 and when aspect 15 is received may cross to No. 2 track and proceed to next automatic signal in advance. Rule 505f modified.

Movements in reverse direction may be made on No. 103 track. Proper signal governing movement to No. 103 track at Akron (Mill Street) will be authority for trains to use this track in reverse direction. All other reverse movements on this track will be made by permission from the Signalman at Firestone.

Movements in reverse direction may be made on No. 104 track. Proper signal governing movement to No. 104 track at Lambert will be authority for trains to use this track in reverse direction. All other reverse movements on this track will be made by permission from the Signalman at Barber.

Time Table Special Instruction D1613 will apply to movements on these tracks.

D1503. When siding switches are numbered the following will apply:

Only those main track switches connecting a siding used in train movement will be numbered, No. 1 being the most Northward Switch, with the numbers increasing toward the south.

When trains meet at a numbered switch by train order, the train which can enter the siding without backing must do so.

S16. MOVEMENT OF TRAINS.

D1601. Train Dispatchers are located at Akron.

S16A. Rule 83—The information required by Rule 83 must be obtained as indicated below.

D1602. Rule 83—Written Clearance CT1246 issued by signalman, or train order issued by Dispatcher.

S16B. Rule 98.

D1603. In accordance with Rule 98, stop must be made at the following non-interlocked railroad crossings:

The position of targets at these crossings will govern, as follows:

(At night, the position of target at Columbus is indicated by two red lights.)

Place	Crossing Railroad	Permits trains on tracks of this Division to cross, after stopping.
Arlington	Baltimore & Ohio....	All trains receiving proceed block signal indication after stopping.
Warsaw Jct....	Eastern Div., P.R.R.	Vertical.
Columbus.....	Toledo Div., P.R.R.	Horizontal.

S16C.—

S16D. Rules 251, 253 and 254.

D1605. Rules 251, 253 and 254 will apply between Arlington and Warwick.

Trains that cannot make the usual running time, must so report to the Train Dispatcher before entering the block.

D1606. No. 6390 must not leave Hudson; and passenger trains must not leave Columbus, without train orders, or written notice from the Operator that there are no orders.

D1607. Switchtenders will handle Switch 3, south leg of Wye at Hudson for trains 6381 and 6390.

Switchtender will report train 6381 clearing main track to Operator Hudson.

Switchtender will accept by telephone from Operator Hudson Form C block indication, for train 6390 delivering one copy to Engineman and one copy to Conductor.

Switchtender will accept from the operator at Hudson 19 orders or a written notice that there are no orders for delivery to train 6390. Such orders or written notice must be delivered Switchtender by the operator in person. If necessary to deliver train orders by telephone, Time Table Special Instruction S33A must be observed.

D1608. Between Arlington and Warwick, passenger extras may be run without train orders. Rule 97a modified accordingly.

D1609. When trains meet at Howard, either by time table or train order, the train to take siding will do so on Howard Branch.

D1610. Trains using Howard Branch, must in all cases, leave a flagman at the junction of the main line, to protect their return movement against other trains that may use this track, and to keep a record of main line trains.

D1611. Conductors and Enginemen ordered to run over any portion of a Division or foreign railroad over which they are not qualified, will ask for a pilot before starting on trip.

D1612. Operators will handle siding switches as follows:

Laredo, Switch No. 1, All Movements.

Franklin, Switch No. 2, All Movements.

Condit, Switch No. 1, All Movements.

Bangs, Switch No. 1, All Movements.

Glenmont, Switch Nos. 4 and 5, All Movements.

Salt Creek, Switch Nos. 1 and 2, All Movements.

Norrs, Switch entering Yard, All Movements.

Marshallville, Switch Nos. 1 and 2, All Movements.

Silver Lake, Switch Nos. 2 and 3, All Movements.

This does not relieve enginemen from knowing that switch and derail are in proper position in entering or leaving siding, and trainmen from knowing that switch and derail are in proper position when leaving sidings.

If the operator is not on the ground to close the switch, the train must be stopped and switch closed. Any failure of the operator must be reported.

D1613. Trains moving on Yard and other tracks (except Main tracks) not operated under Block Signal Rules or by Train Orders must move at such speed that stop can be made short of other movements, trains or obstruction.

S17. MOVEMENT BY TRAIN ORDERS.

S17A. While a train order signal is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in the last paragraph of Rule 221a.

S18. YARDS AND YARD INSTRUCTIONS.**S18A. Rules 93 and 317d.****D1801. Rules 93 and 317d are amplified as follows:**

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

Rules 19 and 21 will not apply to such yard movements, but by night at least one red light must be displayed on the rear, and if the movement is made past a block station by day at least one yellow flag must be displayed on the rear to indicate the rear.

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

D1801A. Rule 93a.

Engines using main track within yard limits will display one yellow flag by day and one red light by night to indicate the rear of train.

D1802. Yards indicated by Yard Limit boards are located at:

Hudson	Killbuck (Dresden Branch)
Arlington	Warsaw Junction
Orrville	Mt. Vernon
Norris	Joyce Avenue

S19. 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.	Hour	Min. Sec.	Hour	Min. Sec.	Hour	Min. Sec.	Hour
0.51	70.59	1.27	41.38	2.02	29.50	2.37	22.93
0.52	69.73	1.28	40.91	2.03	29.27	2.38	22.78
0.53	67.92	1.29	40.45	2.04	29.03	2.39	22.64
0.54	66.66	1.30	40.00	2.05	28.80	2.40	22.50
0.55	65.45	1.31	39.56	2.06	28.57	2.41	22.36
0.56	64.29	1.32	39.13	2.07	28.34	2.42	22.22
0.57	63.16	1.33	38.71	2.08	28.12	2.43	22.08
0.58	62.07	1.34	38.29	2.09	27.91	2.44	21.95
0.59	61.02	1.35	37.89	2.10	27.69	2.45	21.82
1.00	60.00	1.36	37.50	2.11	27.48	2.46	21.69
1.01	59.02	1.37	37.11	2.12	27.27	2.47	21.56
1.02	58.06	1.38	36.73	2.13	27.09	2.48	21.43
1.03	57.14	1.39	36.36	2.14	26.87	2.49	21.30
1.04	56.25	1.40	36.00	2.15	26.67	2.50	21.17
1.05	55.38	1.41	35.64	2.16	26.47	2.51	21.05
1.06	54.55	1.42	35.29	2.17	26.28	2.52	20.93
1.07	53.73	1.43	34.95	2.18	26.09	2.53	20.81
1.08	52.94	1.44	34.61	2.19	25.90	2.54	20.70
1.09	52.17	1.45	34.28	2.20	25.71	2.55	20.58
1.10	51.43	1.46	33.96	2.21	25.53	2.56	20.45
1.11	50.70	1.47	33.64	2.22	25.35	2.57	20.34
1.12	50.00	1.48	33.33	2.23	25.17	2.58	20.22
1.13	49.31	1.49	33.03	2.24	25.00	2.59	20.11
1.14	48.65	1.50	32.73	2.25	24.83	3.00	20.00
1.15	48.00	1.51	32.43	2.26	24.66	3.15	18.46
1.16	47.37	1.52	32.14	2.27	24.49	3.30	17.14
1.17	46.74	1.53	31.86	2.28	24.32	3.45	16.00
1.18	46.15	1.54	31.58	2.29	24.16	4.00	15.00
1.19	45.57	1.55	31.30	2.30	24.00	5.00	12.00
1.20	45.00	1.56	31.04	2.31	23.84	6.00	10.00
1.21	44.44	1.57	30.77	2.32	23.68	6.40	9.00
1.22	43.90	1.58	30.51	2.33	23.53	7.30	8.00
1.23	43.37	1.59	30.25	2.34	23.38	8.34	7.02
1.24	42.86	2.00	30.00	2.35	23.23	10.00	6.00
1.25	42.35	2.01	29.75	2.36	23.08	12.00	5.00
1.26	41.86						

S20. SPEED RESTRICTIONS.

S20A. On account of braking arrangement, when passenger trains have class X-25, X-29, R-7, RF, or other types of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

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

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

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

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

1 empty freight car of the same type to equal 1 passenger car.

Otherwise the train must not be operated exceeding the highest speed restrictions which apply to freight trains.

When freight cars not equipped for passenger train service are placed in a passenger train, the above speed restrictions apply, and the train must be operated with the air pressures which apply to freight trains.

The weight of lading in an express car loaded with mixed freight does not normally exceed 25,000 pounds. Occasional shipments in carload lots of castings, scenery, etc., do exceed 50,000 pounds. In the latter case the weight of the lading may be ascertained from the Express Company.

Class R-7 and RF milk cars average 215 cans, maximum 225 cans. A 40-quart can of milk weighs 100 pounds, a 46-quart can, 125 pounds, ice 5 tons, so that the weight of lading would be less than 50,000 pounds. R-7 cars equipped with shelves will carry 400 cans of milk; if these are of 40-quart capacity, weight of lading and ice will be 50,000 pounds; 46-quart capacity, weight of lading and ice will be 60,000 pounds, based on full load.

Freight cars to comply with the above instructions must be equipped with steam heat line, air signal line, ten-inch air brake cylinder, three position retaining valve, E-7 safety valve, H-2 triple valve and steel wheels.

D2001. Maximum Speed:

	Miles per hour
Main Line:	
With passenger engines.....	60
Dresden Branch:	
With passenger engines.....	30
With freight engines.....	30
Other Branches:	
With passenger engines.....	10
With freight engines.....	10
Unless otherwise specified:	
Main Line.....	35
Dresden Branch.....	30
Other Branches.....	10
Arranged Service	
Main Line.....	40
Dresden Branch.....	30
Other Branches.....	10
Circus trains.....	30
Dresden Branch.....	25
Main Line:	
On curves.....	20
On straight track:	
With boom trailing.....	30
With boom forward.....	20
Dresden Branch:	
On curves.....	20
On straight track:	
With boom trailing.....	25
With boom forward.....	20
Between Killbuck and Warsaw Jct.....	25
Between Warsaw Jct. and Trinway.....	20
Other Branches.....	10

Trains, other than wreck trains, hauling derrick cars including industrial derrick cars. Derrick cars to be placed as near the rear of train as practicable.....	Main Line:	
	On curves.....	20
	on straight track.....	30
	Dresden Branch:	
	On curves.....	20
	On straight track:	
	Between Killbuck & Warsaw Jct.	25
	Between Warsaw Jct. & Trinway	20
	Other Branches.....	10
	Track Cars.....	20

D2002. Various.

The following classes of engines will not exceed speed indicated below:

CLASS	Forward			Backward
	With Train		Light	
	Passenger	Freight		
A.....		15	15	15
B.....		20	20	20
C-1, CC-1, CC-2.....		25	20	20
D.....	60	40	50	25
E.....	60	40	50	25
F.....	50	40	40	25
G-4, 4s, 5s.....	60	40	50	25
H-3.....	30	30	30	25
H-5, 6, 8, 9, 10.....	50	40	40	25
HH-1.....		25	25	25
HC-1.....		25	25	20
I.....	40	40	30	25
J.....	60	40	50	25
K.....	60	40	50	25
L.....	40	40	30	20
M-1.....	50	40	50	25
N-1.....	40	40	30	20
N-2.....	40	40	30	20

Will further reduce speed where regulations require it.

D2003. Speed indicated below must not be exceeded between stations named; on curves and over bridges:

Main Line:	Miles per hour
Hudson { Between Switch 4 and Junction of the Cleveland Division.....	15
{ On Wye Track.....	10
Akron—Between Perkins Street and Mill Street.....	10
Warwick—Over C. L. & W. Crossing.....	20
Between Mile Posts 30 and 32 (Marshallville fill and cut) ..	40
Orrville—Within Interlocking limits and through North Transfer.....	10
Millersburg—Wye track.....	5
Westerville—Over street crossings between Broadway and Walnut Streets.....	30
Windsor Av. North of Joyce Avenue.....	15

Dresden Branch:

Summit—In cuts approaching the tunnel..... 10

Curves:

	Miles per hour
Curve at W. & L. E. Bridge Orrville.....	40
Jones' curve between Killbuck and Glenmont.....	40
Between Glenmont and Mile Post 84	
Passenger trains—All curves.....	40
Freight trains—All curves.....	25
Class C1, CC, I, L or N engines in any service.....	25

Between Baddow Pass and north end of second curve north of Baddow Pass—Passenger trains.....	25
Gambier—Curve at station.....	40
Between the north end of first curve north of Mile Post 96 and south end of first curve north of Mile Post 97, between Gambier and Mt. Vernon	40
At Bridge 103/08 between Mt. Vernon and Bangs.....	40
All other curves { With current of traffic.....	60
{ Against current of traffic.....	50

Bridges:

No.	LOCATION	CLASS OF ENGINE											
		C	D	E	H6	H10	I	K	L	M	N1	N2	
	Main Line:	MILES PER HOUR											
11/52	Arlington.....	15		45			25	15	45	25	45	15	25
	Essex Glass Co's. track, Mt. Vernon.....		5		5								
	Dresden Branch:												
3/63	Between Killbuck and Layland.....	15	15	15	15		15						
5/31	Between Layland and Helmick.....	25	25	25	25		25						
8/43	Between Helmick and Blissfield.....	15	15	15	15		15						
11/03	Between Blissfield and Metham.....	20	20	20	20		15						
11/96	Between Blissfield and Metham.....	20	20	20	20		15						
14/15	Between Metham and Warsaw Jct.....	20	20	20	20		15						
17/91	Between Metham and Warsaw Jct.....	20	20	20	20		20						
20/05	Between Warsaw Jct. and Summit.....	20	20	20	20		20						
23/80	Between Summit and Tunnel Hill.....	25	25	25	25		25						
26/79	Between Tunnel Hill and Cooperdale.....	25	25	25	25		25						
31/43	Between Wakatomika and Trinway.....	25	25	25	25		25						

	Miles per hour
Engines without trucks.....	15
Through all main track non-interlocking turnouts.....	15
On single track extra trains within yard limits must not exceed	10
M-1 engines through turnouts and crossovers, and all yard tracks.....	5

Dead engines handled in trains.....	Having two, or three pairs of drivers and no trucks.....	20
	Having four pair of drivers and no trucks....	25
	Two or more such engines in the same train shall be separated by one or more cars.	

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

Class of Engines	Miles Per Hour
N-I-s	8
C-1	8
I-1	8
All Others.....	15

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

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

Rule 750 amplified.

S21. SIGNAL ASPECTS

D2101. Signal aspects not Standard.

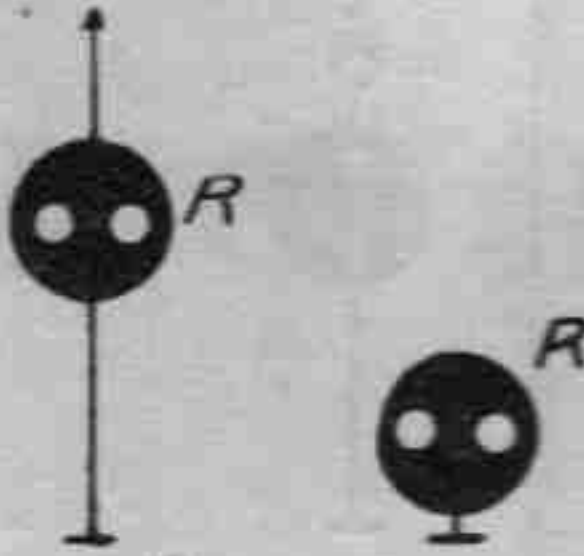
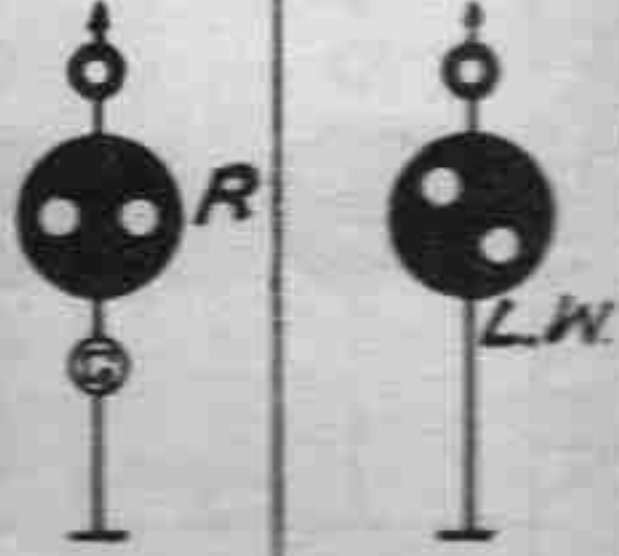
D2102. Semaphore signals operating in the lower quadrant, give the corresponding signal aspect of those operating in the upper quadrant.

D2103. In applying Rule 282 Caution-Signal and Rule 283 Approach-Signal, the speed of train should not exceed one-half its maximum authorized speed when passing the signal. Where signal can not be seen to do so, reduce as soon as proper handling will permit, which requires a reduction of speed immediately upon the signal being in sight.

D2104. Home Interlocking Signals at the following points, giving a proceed indication will NOT denote the position of the signal in advance:

Akron.....	{ Southward; Signal bridge Market Street. Northward; Signal Perkins Street.
Warwick.....	{ Southward; C. L. & W. Crossing. Northward; North of Tower.
Orrville.....	{ Southward; First Home Signal. Northward; P. F. W. & C. Crossing.
Trinway.....	{ Northward; P. C. C. & St. L. Crossing

D2105. The northbound manual Block Signal at Hudson will not denote the position of the signal in advance.

D 2105				
	All Routes		Main Route	
Aspects				
Indication	Y=Yellow	G=Green	L.W=Lunar White	
Name	Stop Signal	Stop Signal	Stop, then proceed in accordance with rule 509 or 660	Proceed prepared to stop short of train or obstruction
			For tonnage freight trains proceed at not exceeding 15 miles per hour, expecting to find a train in the block, broken rail, obstruction, or switch not properly set. For other trains, stop, then proceed in accordance with rule 509	

D 2105			Main Route	
Name	Indication		Aspects	
Approach Signal	<u>R=Red</u>	<u>Y=Yellow</u>	<u>G=Green</u>	<u>L.W.=Lunar White</u>
	Approach next signal prepared to stop. A train exceeding one-half its maximum authorized speed at point involved must at once reduce to not exceeding that speed			
Approach Restricting Signal	Train approach next signal at not exceeding one-half its maximum authorized speed at point involved but not exceeding 30 miles per hour			
Clear Signal	Proceed			

D 2105			Restricted Route	Slow Route
Name	Indication		Aspects	
Stop and Proceed Signal	<u>R=Red</u>	<u>Y=Yellow</u>	<u>G=Green</u>	<u>L.W.=Lunar White</u>
Restricting Signal	Stop, then proceed in accordance with rule 509 or 660			
Clear Restricting Signal	Proceed at restricted speed prepared to stop at next signal			
Caution Slow-Speed Signal	Train proceed at not exceeding one-half its maximum authorized speed at point involved but not exceeding 30 miles per hour			
Slow-Speed Signal	Proceed at not exceeding 15 miles per hour with caution prepared to stop short of train or obstruction			
Clear Slow-Speed Signal	Proceed at not exceeding 15 miles per hour prepared to stop at next signal			
	Proceed at not exceeding 15 miles per hour			

S22. BLOCK SIGNAL RULES.**D2201.**

Trains carrying officers,
Mail or loaded express trains, } Will be blocked the same as a
Wreck trains, } passenger train.
Circus trains, }

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

D2203. At block stations below indicated after a thorough understanding with the signalman and upon written permission from him, if the track to be used is seen or known to be clear, trains or engines may pass Block-signal in stop position to make movements outlined, while the block is occupied by other than an opposing train, but must not proceed from that point without proper Block System information. Rule 362 modified.

Block Station	Movements Between
Silver Lake	Southward Block Signal to Switch 3 Northward Block Signal to Switch 2
Firestone	Southward Block Signal to Crossover Northward Block Signal to Crossover
Barber	Southward Block Signal to Crossover Northward Block Signal to Crossover
Marshalville	Northward Block Signal to Switch 1
Millersburg	Southward Block Signal to Switch 3 Northward Block Signal to Switch 2
Glenmont	Southward Block Signal to Water Station Northward Block Signal to Switch 2
Brink Haven	Southward Block Signal to Passenger Station Northward Block Signal to Switch 2
Danville	Southward Block Signal to Switch 2 Northward Block Signal to Passenger Station
MV Block Sta.	Southward Block Signal to Switch 4 Northward Block Signal to Switch 3

"C. & E. Train....."

You may pass.....ward Stop Signal in accordance with time-table special instructions No. D2203.

.....
Signalman"

D2204. Trains using a track against the current of traffic, must, before entering each block, receive a written notice from the Signalman of the condition of the block in advance. Rule 361a is modified accordingly.

S23. MANUAL BLOCK SYSTEM.

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

D2303. Rule 317b will apply:
Between Hudson and Arlington.
Between Warwick and Joyce Avenue.
Between Killbuck and Trinway.
On double track, when moving against the current of traffic.

D2305. Rule 318b will apply between Akron and Firestone.

S23A. UNATTENDED BLOCK STATIONS.

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

Unattended block stations are controlled by the signalman specified in time table, or Special Instructions.

D2306. The sign indicating an unattended block station will display by day the station call, and, in addition, by night a red light and a yellow light horizontal; the yellow light next to the main track.

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

Unless otherwise provided, trains must stop at unattended block stations, and conductor or engineman must obtain permission from the signalman to enter, and ascertain condition of the block, and report clear.

If from any cause, conductor or engineman is unable to communicate with the signalman either by the usual means of communication or the use of commercial lines and should no cause for detaining the train be known, it may proceed through that block on its rights or time table authority, preceded by a flagman to the next point of communication and report to the Superintendent.

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

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

(To be printed on green paper, size 5 1/2 x 3 1/2.)

FORM K	THE PENNSYLVANIA RAILROAD CLEARANCE CARD	FORM K
..... Block Station,.....M.....192.....		
To Conductor and Engineman: Train.....		
Proceed at.....as though.....signal was displayed.		
Report clear at.....		
..... Signalman.		
The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any, having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed. The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.		

D2307. A train receiving Clearance Card (Form K) to pass an unattended block station, and arrives at such station after the time for it to become an open block station, must identify the train to the signalman before accepting a signal to proceed at that station, as Clearance Card (Form K) is thereby annulled.

S24. —**S25. AUTOMATIC BLOCK SYSTEM**

D2501. Rules 501 and 505, 505b to 514 inclusive, are in effect between Arlington and Akron and Firestone and Warwick on tracks No. 1 and No. 2.

Rule 317b will apply on double, three or more tracks when moving against the current of traffic.

D2502. (Double, Three or more Tracks.) In Automatic Block System territory at Interlockings where there is no Block-Signal that governs the use of the block from the limits of

the interlocking, the Home Signals governing the use of routes leading to that block, will in addition, govern the use of the block with the current of traffic to the next block-signal beyond the interlocking.

D2503. Unless it is known that gasoline motor cars, and cars of similar type or construction will operate automatic signals and **shunt track circuits** at interlockings and electric switch lockings they must not be operated in automatic block signal territory unless special provision is made for manual block protection and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from the Signalman; Signalmen and Levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

D2504. In Automatic Block System territory, if, in connection with a train using hand operated main track switches, the entire movement clears a block and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the signalman, unless otherwise instructed by the Superintendent.

D2505. Switches at Lambert are electrically operated (remote controlled) by Signalman at Barber. Signals located at Lambert governing movements at that point are semi-automatic controlled by Signalman at Barber.

S25B.—

S25C. GRADE SIGNALS

D2501C. Location of Grade Signals.

Location 172, $\frac{3}{4}$ mile north of Lambert.

A tonnage freight train is one having 90% or over of the authorized slow freight engine rating in effect. The conductor must advise the engineman before entering the territory where these signals are in use, the authorized slow freight engine rating and the exact tonnage in train, and of any changes due to setting off or picking up cars.

S25D. TAKE SIDING INDICATOR.

This indication will be displayed for trains, other than passenger:

D2501D.—Location on southbound automatic Signal Mast 195. Indication Take siding at Barber.

S26. INTERLOCKING RULES.

S26A. Remote Controlled Switches. Should remote controlled switches fail to operate, member of the crew of train desiring to use same, will call the signalman in charge and be governed by instructions from him with regard to manual operation of these switches. In all cases where a trainman receives instructions from the signalman to operate these switches manually, the same trainman should remain at the switch and restore it to normal position upon completion of the movement.

S27. Non-interlocked switches connected with Manual and Controlled Manual Block Station Signals.

D2701.

BLOCK STATION	NON-INTERLOCKED SWITCHES CONNECTED
SILVER LAKE	Switch Nos. 1, 2 and 3.
GORGE	Switch No. 2.
FIRESTONE	North switch of crossover. South switch of crossover. Switches entering track No. 103.

S28. TRACK CARS, ETC.

S28A. Track Car.—A hand car, or a self-propelled car or truck, which may be manually moved to or from the track. Definition Page 8, Book of Rules, Amplified.

D2801. Track cars may be operated over entire division as per Rule 80.

D2802. When track cars are approaching road crossings at grade, trackman's whistle, or other alarm signal provided for the purpose, must be sounded before reaching the crossings and track cars must approach all crossings prepared to stop.

D2803. Track cars must not be operated in automatic signal territory without special provision for manual block protection. Attention is called to the fact that track cars will not operate Automatic or Semi-Automatic Signals, neither will they shunt track circuits at interlockings, and electric switch lockings must not be depended upon for protection of movements made by such cars, and levermen must assure themselves that such cars have cleared the switches before operating same.

In Automatic Block Signal System territory signalmen will not permit trains to follow track cars without instructions from the Superintendent.

On double, three or more tracks, track cars must not pass a Block Station without permission from signalman.

D2804. Speed of track cars when moving over frogs, switches and road crossings, 5 miles per hour. When hauling track cars or trailers, 10 miles per hour. Hand cars operated under Rule 80—8 miles per hour.

D2805. To avoid delay to passenger trains, track car extras must clear main track and report clear to train dispatcher or signalman before passenger train is due to leave the block station in the rear.

D2806. Pony trucks must use the least important track available, and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must be run on the rail nearest the ditch, and on double, three or more tracks, on a track against the current of traffic, they must not use a track under conditions when an approaching train cannot be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a flagman has been placed in position where train can be stopped before reaching the pony truck.

In yards, they must not be used except by permission of the Yard Master and under proper protection.

D2807. Amplification of Rule 829, Paragraph 10. He must not permit self propelled track cars or hand cars to be operated except as prescribed by Rule 80, or when so provided in timetable.

Note—In the matter of operating hand cars which are operated under Rule 80, the prefix "HC" will be used on hand car numbers.

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

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

Between Hudson and Joyce Avenue..... {Engines heavier than M-1, N-1, or CC-2.

Dresden Branch—Between Bridge 1/59 } Class C-I-L-N or
(one and one half miles south of } heavier engines.
Killbuck) and Trinway.....

Fredericksburg—United Refractories Co. } Class K, C, I, L, N or
track..... } heavier engines.

Arlington—Robinson Bros. track.....
Akron—South end turn-out Coach track.....
Mill Street yard.....
Star Drill track.....

Howard—Howard Branch, 80 car lengths }
east of Main Line Connection..... } Class H-10 or heavier
Mt. Vernon—Mt. Vernon Sand and } engines.
Gravel track.....

Sunbury—Private part of Farmers Co-
operative track.....

Westerville—West Team track.....

Metz—Siding.....	
Cuyahoga Falls—B. & O. Transfer.....	
Gorge—N. O. P. & L. track.....	
Akron—North Hill Coal Co. track.....	
McCausland Siding.....	
Coach track.....	
Summit St. Yard.....	
South Akron—Berger Iron Co.....	
Lyman Hawkins.....	
All Firestone tracks.....	
Brown Graves Co. tracks.....	Class K-H-8 or heavier engines.
Colonial Salt Co. tracks.....	
Barberton—Columbia Chemical transfer tracks.....	
A. & B. B. R. R. Transfer.....	
Electric Rubber track.....	
Team track.....	
Warwick—B. & O. R. R. transfer.....	
Oliver Sand mill tracks.....	
Franklin Sand mill tracks.....	
Orrville—Magill track.....	
Apple Creek—Team track.....	
State track.....	
Fredericksburg—Stock and Pottery track.....	
Holmesville—Elliotts Elevator track.....	
Millersburg—Standard Oil Co. track.....	
Sinclair Oil Co. track.....	
Palmer Oil Co. track.....	
Herzier track.....	
Lumber track.....	
Saw Mill track.....	
Killbuck—Purdy's Gravel tracks.....	
Danville—Standard Oil Co. track.....	
Twin City Oil Co. track.....	
Gambier—Private part Farmers Co- operative track.....	
Mt. Vernon—Horn track beyond B. & O. R. R. crossing.....	Class K, H-8 or heavier engines.
Essex Glass Co.'s track.....	
Mt. Vernon Glass Co. track.....	
Pittsburgh Plate Glass Co. track.....	
Dubinsky Bros. track.....	
Centerburg—East team track.....	
Sunbury—Nestle Food Co. track.....	
Westerville—East team track.....	
Security Coal Co. track.....	
Minerva Supply track.....	
Linden—Cohen Bros. track.....	
Linden Milling Co. track.....	
Linden Lumber Co. track.....	
Linden Coal Co. track.....	
Akron—Carmichael track.....	Class E, H-6 or heavier engines.
Mt. Vernon—Valley track.....	
Cuyahoga Falls—Falls Clutch and Ma- chine Co. track on curve at overhead crane.....	
Akron—Beyond frog Summit Street Yard tracks.....	Engines of any class.
Tracks No's 1 and 2 Mill St. Yard.....	
Brink Haven—On curve of Mill track.....	

S30. —

S31. EMPLOYEE'S REGISTER.

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

D3101. Registers for this purpose are located as follows:

South Akron.....	Engine House.
Orrville.....	{ Yard Office. Engine House.
Millersburg.....	Telegraph Office.
Trinway.....	Telegraph Office.
Brink Haven.....	Telegraph Office.
MV Block Station.....	Telegraph Office.
Chase Avenue.....	Yard Office.
Columbus.....	{ St. Clair Av. Engine House, Spruce St. Engine House, Union Station, Y. M. Office.

S32. PERSONAL INJURIES.

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

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

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

D3201. Medical Examiners and Company Surgeons.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
CLEVELAND.....	Dr. E. E. ARNOLD, Med. Exam. Office 8604 Kinsman Road.....	Penna 2000 Line 169
AKRON.....	Dr. J. D. SMITH, Surgeon, Office, 406 Ohio Building Residence, 249 Rose Blvd.....	Main 4852 Bell Main 1649 Bell
	Dr. R. V. LUCE, Asst. Surgeon, Office, 511 Ohio Building Residence, Ohio Building.....	Main 119 Main 5695
BARBERTON.....	Dr. G. E. GARDNER, Office and Residence, Cor. Baird Ave. and Fourth St.....	Barberton 43 Bell
ORRVILLE.....	Dr. O. G. GRADY, Surgeon, Office, 120 North Vine St. Residence, South Walnut St.....	86-Z, MW & O 86-W, MW & O
TRINWAY.....	Dr. E. S. EDWARDS, Surgeon, Office and Residence, Main St. Dr. J. E. SHELDON, Med. Exam.....	Dresden 58-W4
MT. VERNON.....	Dr. N. R. EASTMAN, Surgeon, Office, 9 N. Main St. Residence, 303 High St. East.....	74 Bell 85 Bell
COLUMBUS.....	Dr. FRANK WARNER, Surgeon, Office, 240 E. State St. Residence, 177 Hubbard Ave.....	ADams 8542 University 7376
	Dr. FRANK S. LOTT, Surgeon, Office, 131 E. State St. Residence, 2334 Brentwood Road.....	ADams 2450 FRanklin 1400
	Dr. H. E. HESTON, Med. Exam., Office, 20th Street Shop Residence, 1984 Suffolk Road.....	27 Penna. Exchange MAin 2370 Un. 9573
	Dr. GEORGE C. SCHAEFFER, Oculist Office, 683 E. Broad St. Residence, 54 Woodland Ave.....	ADams 8442 FRanklin 3321
	Dr. HAROLD D. POSTLE, Oculist, Office, 280 E. State St. Residence, 395 Stoddard Ave.....	ADams 5768 FRanklin 1575-J

D3202. Hospitals.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
AKRON.....	PEOPLES, 256-270 West Cedar St.....	Main 4371 Bell
MT. VERNON	MERCY, 117 East High St.....	210 Bell
COLUMBUS.....	WHITE CROSS, 688 Park St.....	MAin 0717 MAin 1567
	ST. CLAIR, 336 St. Clair Ave.....	FRanklin 4940

D3203. First Aid Boxes, location of, and Stretchers in cars:
First Aid Boxes:

In baggage, combined, cabin cars and in flagman's equipment box on trains not hauling such cars.

At each passenger and freight station.

At yard masters' and car inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, camp cars, and on each track and hand car.

Stretchers:

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

S33. USE OF TELEPHONES.

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

Persons using telephones must yield the line promptly for train movements.

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

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

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

D3301. Telephones in shelter boxes are located at outlying ends of sidings used in train movement, and at other points as follows:—

ARLINGTON.....	End of Double Track A. C. & Y. Transfer.
AKRON.....	Perkins Street, Park Street, Market Street, Mill Street, Center Street, Exchange Street, Crosier Street, Miller Avenue, Main Street, Bridge No. 16, Erie Transfer.
	Crossover Manchester Road Erie Receiving Transfer.
KENMORE.....	No. 104 Track. Crossovers.
LAMBERT.....	North End of Canal Siding, Columbia Chemical Transfer.
BARBERTON.....	Nos. 172—230—260
AUTOMATIC SIGNALS	B. & O. Transfer.
WARWICK.....	Wye track.
MILLERSBURG.....	Two miles South.
GLENMONT.....	Two miles South.
BADDOW PASS.....	Two miles South
BRINK HAVEN.....	Howard Branch.
HOWARD.....	Pittsburgh Plate Glass track, Essex Glass track, Mt. Vernon Sand Co.
MT. VERNON.....	House track.
CENTERBURG.....	House track.
SUNBURY.....	Water Station
GALENA.....	

S34.**MISCELLANEOUS.**

D3401. The following instructions will govern in the operation of power brakes on freight trains, supplementing instructions to the Air Brake and Train Air Signal Instruction Book No. 99-B-1:

1. All cars equipped with air brakes, which are associated together in a train, must have their brakes in working order so that they can be operated from the locomotive.

2. Any cars on which the air brake becomes defective in transit, although in proper condition when the train was dispatched, may be handled to the nearest terminal repair point.

3. Such cars, with defective brakes, must preferably have the air brake repaired in the train at the next terminal repair point or the car must be shopped for such repairs. If, for any reason, the car with the defective brake is continued past the repair point it must be placed in the train to the rear of the cars having their brakes in working order and operative from the cab of the locomotive.

4. No train shall be operated with less than the required 85% of the air brakes operative.

The following will be considered terminal repair points on the Akron Division:

Akron
Orrville

In this connection, it must be understood by trainmen that air brakes will not be cut out enroute without locating the defect and applying standard cut out card, MP-276.

D3402. Pressure retaining valves will be used in accordance with Instruction No. 16 of 99-B-1, Air Brake and Air Signal Instructions, on all freight trains of more than 20 cars, while descending the grade between Baddow Pass and Glenmont and between Baddow Pass and Brink Haven.

Valves will be used on 30 per cent of the cars in train, all of which are to be used on the front end of the train.

Valves will be turned up before train reaches Baddow Pass and will be turned down when Engineman whistles off brakes.

Conductors will be held responsible for knowing that handles of pressure retaining valves are in proper position.

D3403. Rule 701 amplified:

When a freight train without helping engine is stopped for coal or water at a point outside of interlocking limits, the engine need not be detached from the train if in the judgment of the engineman it is not necessary.

Care must be exercised in making stops to avoid rough handling or damage to equipment.

D3404. Crews shifting tracks or placing cars on tracks which are equipped with concrete bumpers, will leave a space between the car and bumper so as to relieve the strain on the draft gear when cars are coupled up.

D3405. Enginemen on freight trains pulling away from water stations, coaling stations, sidings, etc., will move at a slow rate of speed for a distance equivalent to the length of their train so as to enable the conductor and brakeman to make inspection of the cars while pulling by them, in an effort to detect loose or broken brake beams, hot boxes, etc.

D3406. Rule 702 amplified:

The end of car toward which cylinder push rod travels shall be known as "B" end and the opposite end shall be known as "A" end.

D3407. When a train has more coaches than are required for the accommodation of passengers, the coaches not required for service will be kept closed while there are double seats vacant in cars open for service, exclusive of the smoking car. Passengers will not be moved from a car for the purpose of closing it.

D3408. Rule 737 modified:

Search or flood lights located under the vestibule of business cars may be displayed on the rear end of trains.

GENERAL ORDERS

THE PENNSYLVANIA RAILROAD—Central Region AKRON DIVISION

GENERAL ORDER No. 1001, ZONE A

GENERAL ORDER No. 1001, ZONE B

Effective 12.01 A. M., Sunday, September 29, 1929:

Time Table No. 10 takes effect 12.01 A. M., Sunday, September 29, 1929, and contains the necessary instructions issued in General Orders up to and including

No. 908, Zone A

No. 912, Zone B

all of which must be removed from Bulletin Boards.

Each employe must carefully examine Time Table 10 to see that his copy is complete, with all schedule pages properly lined up, and note changes.

Employes must turn in old Time Tables to Bulletin Board Attendants after Time Table No. 10 takes effect.

This General Order is printed in Time Table No. 10, and will not be issued in sticker form.

Effective at the same time:

(a.) Trains must not exceed a speed of forty (40) miles per hour between Silver Lake and Arlington.

(b.) Passenger trains must not exceed a speed of forty (40) miles per hour, other trains must not exceed a speed of twenty-five (25) miles per hour between Warwick and Marshalville.

(c.) Trains must not exceed a speed of forty (40) miles per hour between Mile Post 34, two (2) miles south of Marshalville and Water Works switch, Orrville.

(d.) Trains must not exceed a speed of ten (10) miles per hour over Bridge $\frac{2}{3}$ just north of switch No. 1 Tunnel Hill.

(e.) Southbound siding at Linden is blocked with cars.

GUY SCOTT,
Superintendent.

THE PENNSYLVANIA RAILROAD AKRON DIVISION

GENERAL ORDER No. 1002—ZONE A GENERAL ORDER No. 1002—ZONE B

Akron, Ohio, October 17, 1929.

Effective 9.00 A. M., Monday, October 21, 1929:

(a.) The northbound semaphore automatic block signal located just north of Wye connection at Warwick will be transferred to a point approximately two hundred (200) feet north of its present location. At the same time the Interlocking Dwarf Signal, located between tracks 1 and 2, governing southbound movements on No. 1 track will also be transferred to a point opposite the transferred automatic signal.

(b.) The siding Switches, 1 and 2, Baddow Pass, removed and track taken up. The present spur track extended southward five (5) car lengths and connected at the south end to the Main track.

GUY SCOTT,
Superintendent.



THE PENNSYLVANIA RAILROAD AKRON DIVISION

GENERAL ORDER No. 1003—ZONE A

Akron, Ohio, November 14, 1929.

Effective 4.00 P. M., Saturday, November 16, 1929:

(a.) Trains resume normal speed between Warwick and Marshalville except continue to reduce speed to forty (40) miles per hour between Mile Posts 30 and 32 as carried by Time Table Special Instruction D2003.

(b.) Trains resume normal speed between Mile Post 34 and Water Works Switch, Orrville.

(c.) Sections (b) and (c) of General Order No. 1001 Zones A and B are annulled.

GUY SCOTT,
Superintendent.



