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The Pennsylvania Railroad

CENTRAL REGION

Lake Division

CLEVELAND DIVISION

Time Table No. 33

In Effect 12:01 A. M., Sunday, April 27, 1941

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

J. C. WHITE,
General Manager

A. M. SEIVARD,
Supt. Pass. Transportation

H. L. NANCARROW,
General Superintendent

H. L. CLAPPER,
Supt. Frt. Transportation

E. H. KRICK,
Superintendent

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Interlocking	Block Stations	Distance Between Stations	Distance from Cleveland	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						W	E	Both
			.0	CLEVELAND				
	B	0.2	0.2	SENECA				
		1.2	1.4	ALABAMA				
		0.9	2.3	SUPERIOR				
		0.8	3.1	EUCLID AVENUE				
		1.6	4.7	WOODLAND AVENUE				
		0.5	5.2	HOLTON AVENUE				
		0.9	6.1	BESSEMER AVENUE				
I	B	0.5	6.6	ERIE R.R. CROSSING				
I	B	0.8	7.4	HARVARD AVENUE				
		2.8	10.2	DUNHAM				
		2.7	12.9	MAPLE				
		1.0	13.9	BEDFORD				
		3.2	17.1	WHEELOCK		88	98	
		2.1	19.2	MACEDONIA				
		4.3	23.5	HIGHLAND SPRINGS				
	B	1.9	25.4	HUDSON		121	130	
		6.4	31.8	EARLVILLE				
I	B	2.2	34.0	BRADY'S LAKE				
I	B	2.5	36.5	M. V. JUNCTION		135	79	
		0.8	37.3	RAVENNA				
		.0	.0	RAVENNA-B.&O.R.R.				
		14.5	14.5	NEWTON FALLS				
		8.2	22.7	NILES JUNCTION				
		3.7	41.0	ROOTSTOWN				
		4.1	45.1	HAZEN		136	92	
		2.2	47.3	ATWATER				
		2.9	50.2	LIMAVILLE				
	B	5.1	55.3	ALLIANCE		88	440	
		6.2	61.5	HOMEWORTH				
		2.7	64.2	MOULTRIE				
I	B	3.2	67.4	BAYARD		113	180	
				PITTSBURGH				

NOTE: I—Interlocking Station and Plant.

P—Interlocking Plant—Remote controlled. See D2601.

A—Interlocking Plant—Automatic.

B—Attended Block Station.

†B—Unattended Block Station.

■—Unattended Block Station—Northward only.

Block stations are open continuously.

Interlocking	Block Stations	Distance Between Stations	Distance from Bayard	STATIONS	Station Signals	Sidings assigned direction Car capacity 45 ft. cars		
						S	N	Both
I	B		.0	BAYARD				
		2.6	2.6	MINERVA				
		0.1	2.7	MINERVA JUNCTION				
	†B	1.3	4.0	PEKIN	PE			66
		1.7	5.7	ONEIDA				
	†B	1.8	7.5	MALVERN	MN			68
		3.3	10.8	WHITACRE				
		1.0	11.8	WAYNESBURG				35
	†B	2.9	14.7	MAGNOLIA	BR			50
		3.1	17.8	SUMMIT SIDING				32
	†B	2.0	19.8	MINERAL CITY	MY			
	†B	1.7	21.5	VALLEY JUNCTION	JN			54
	†B	7.3	28.8	DOVER JUNCTION	DJ			
		2.2	31.0	NEW PHILADELPHIA				
		0.6	29.4	DOVER STATION				
		0.4	29.8	DOVER				
	†B	1.0	30.8	DYSON	DO			
		8.5	39.3	STONE CREEK				
I	B	9.4	48.7	NEWCOMERSTOWN		80	45	
	†B	1.7	50.4	JOHNSON	JH			48
		5.0	55.4	GUERNSEY				
		3.3	58.7	KIMBOLTON				
	†B	10.2	68.9	FOSTER AVENUE ■	FA			54
		0.8	69.7	CAMBRIDGE				
		0.8	70.5	CAMBRIDGE SHOP				50
		2.5	73.0	CAMBRIDGE SCALES				
		1.7	74.7	BYESVILLE				37
		4.4	79.1	ALBIN				
		0.5	79.6	PLEASANT CITY				
		2.9	82.5	GLENWOOD				46
		2.5	85.0	AVA				
		3.9	88.9	BELLE VALLEY				
		3.4	92.3	CALDWELL				24
		3.5	95.8	DUDLEY				
		3.1	98.9	SOUTH OLIVE				
		1.5	100.4	DEXTER CITY				
		2.4	102.8	MACKSBURG				28
		7.2	110.0	WARNER				
		3.7	113.7	WHIPPLE				14
		13.9	127.6	MARIETTA				

The direction from Bayard to Marietta is Southward.

NOTE—Unattended Block Stations Controlled by open Block Stations.

Block Station	Period Unattended	Controlled by
PE	Continuously	Bayard
MN	Continuously	Bayard
BR	Continuously	Bayard
MY	Continuously	Bayard
JN	Continuously	Bayard
DJ	Continuously	Bayard
DO	Continuously	Newcomerstown
JH	Continuously	Newcomerstown
FA	Continuously	Newcomerstown

NOTE—Unattended Block Stations, one direction only.

FA Northward only

Interlocking	Block Stations	Distance Between Stations	Distance from Hudson	STATIONS	Station Signal	Siding assigned direction Car capacity 45 ft. cars		
						S	N	Both
P	B	.0	.0	HUDSON				76
P		.9	.9	CLARK				
P		4.9	5.8	SILVER				115
P		1.0	6.8	PAYNE				
		1.1	7.9	CUYAHOGA FALLS				
		1.2	9.1	GORGE				
	B	2.5	11.6	ARLINGTON				
I	B	1.3	12.9	AKRON				
		1.9	14.8	CROSIER STREET				
		1.3	16.1	BRIDGE 16				
P		2.3	18.4	LAMBERT				
	B	1.9	20.3	BARBERTON				135
		6.1	26.4	CLINTON				
I	B	0.8	27.2	WARWICK				60
	†B	5.2	32.4	MARSHALVILLE	MR			104
I	B	4.8	37.2	ORRVILLE				64
	†B	1.8	39.0	NORRS	NS			
		2.1	41.1	EAST UNION				
	†B	4.0	45.1	APPLE CREEK	CK			80
		5.9	51.0	FREDERICKSBURG				
	†B	4.3	55.3	HOLMESVILLE	KN			102
	B	5.6	60.9	MILLERSBURG				124
		5.8	66.7	KILLBUCK		93	38	
			.0	KILLBUCK	Dresden Branch			
		5.0	5.0	LAYLAND				
		3.2	8.2	HELMICK				
		1.3	9.5	BLISSFIELD				
		3.2	12.7	METHAM				
		5.1	17.8	WARSAW				
	†B	6.1	72.8	GLENMONT	GN			159
		4.3	77.1	BADDOW PASS				
	†B	3.9	81.0	BRINK HAVEN	BH			77
	†B	4.3	85.3	DANVILLE	AN			100
		4.6	89.9	HOWARD				
	†B	4.4	94.3	GAMBIER	GA			67
I	B	5.8	100.1	MT. VERNON		115	106	
	†B	4.6	104.7	BANGS	BG			95
		4.2	108.9	MT. LIBERTY				
		4.4	113.3	CENTERBURG				
I	B	0.6	113.9	CENTERAC				119
	†B	5.2	119.1	CONDIT	CQ			102
		4.2	123.2	SUNBURY				
		1.8	125.0	GALENA				
	†B	3.2	128.2	FRANKLIN	FN			105
		3.9	132.1	WESTERVILLE				
		8.4	140.5	LINDEN				182
I	B	1.6	142.1	JOYCE AVENUE				
		2.3	144.4	COLUMBUS (Col. Div.)	RN			

The direction from Killbuck to Warsaw is Southward.

NOTE—Block Stations are open continuously except:—

Block Station	Period Closed
Marshallville	Daily except Sunday, 5:00 P.M. to 8:00 A.M. Sunday continuously.
Apple Creek	Daily except Sunday, 4:30 P.M. to 8:00 A.M. Sunday continuously.
Glenmont	Daily except Sunday, 5:00 P.M. to 8:00 A.M. Sunday continuously.
Danville	Daily except Sunday, 5:00 P.M. to 8:00 A.M. Sunday continuously.

NOTE—Unattended Block Stations Controlled by open Block Stations.

Block Station	Period Unattended	Controlled By
MR	Daily except Sunday, 5:00 P. M. to 8:00 A. M. Sunday continuously.	Orrville
NS	Continuously	Orrville
CK	Daily except Sunday, 4:30 P. M. to 8:00 A. M. Sunday continuously.	Millersburg
KN	Continuously	Millersburg
GN	Daily except Sunday, 5:00 P. M. to 8:00 A. M. Sunday continuously.	Millersburg
BH	Continuously	Glenmont Daily except Sunday, 8:00 A. M. to 5:00 P. M. Mt. Vernon Daily except Sunday, 5:00 P. M. to 8:00 A. M. Sunday continuously.
AN	Daily except Sunday, 5:00 P. M. to 8:00 A. M. Sunday continuously.	Mt. Vernon
GA	Continuously	Mt. Vernon
BG	Continuously	Mt. Vernon
CQ	Continuously	Centerac
FN	Continuously	Centerac

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

RN	Columbus Union Station	Continuously
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STATIONS	FIRST CLASS			
	301	253	625	39
	A. M.	A. M.	A. M.	A. M.
Arrive				
OLEVELAND	\$ 6.50	\$ 7.50	\$ 8.15	\$ 8.25
EUCLID AVE.	\$ 6.40	\$ 7.40	\$ 8.05	\$ 8.15
WOODLAND AVE.	\$ 6.35	\$ 7.35		
BESSEMER AVE.	6.32	7.32	7.58	8.08
HARVARD AVE.	\$ 6.29	\$ 7.30	\$ 7.55	\$ 8.05
MAPLE	6.22	7.23	7.48	7.58
GRACE STREET		\$ 7.22		
BEDFORD	\$ 6.20	\$ 7.21	\$ 7.47	
WHEELOCK	6.15	7.16	7.44	7.53
MACEDONIA	\$ 6.10	\$ 7.13		
HIGHLAND SPR'GS		F 7.07		
HUDSON	\$ 6.00	\$ 7.05	\$ 7.35	\$ 7.43
EARLVILLE		F 6.54		
BRADY'S LAKE	5.39	F 6.51		7.34
MV JUNCTION	5.36	6.48		7.31
RAVENNA	\$ 5.35	\$ 6.47		F 7.30
RAVENNA NEWT'N F'LS. (B.&O. R.R.)				
NILES JCT.				
ROOTSTOWN		\$ 6.39		
HAZEN	5.20	6.33		7.20
ATWATER		\$ 6.28		
ALLIANCE	\$ 5.05	\$ 6.15		\$ 7.09
HOMEWORTH				
MOULTRIE				
BAYARD				
PITTSBURGH (Pgh. Div.)	\$ 12.12			\$ 5.20
Leave	A. M.	A. M.	A. M.	A. M.
	DAILY *301	± DAILY EX. SUN. ±253	DAILY 625	DAILY 39

STATIONS	FIRST CLASS			
	9	303	367	333
	A. M.	A. M.	P. M.	P. M.
Arrive				
		\$ 11.00	\$ 12.00	\$ 8.20
		\$ 10.52	\$ 12.32	\$ 8.10
		10.45	12.27	6.04
		\$ 10.42	\$ 12.24	\$ 6.02
		10.35	12.17	5.54
				F 5.53
		10.31	12.13	5.50
	7.57	\$ 10.23	\$ 12.04	\$ 5.42
	7.48	10.12	11.53	5.32
	7.45	10.09	11.50	5.29
F 7.43	\$ 10.08	\$ 11.49	\$ 5.28	
7.42		11.47	5.26	
7.27		\$ 11.32	\$ 5.11	
7.18		11.23	5.01	
		9.59		
		\$ 9.48		
				\$ 6.10
				\$ 5.57
				\$ 5.52
				\$ 5.48
\$ 5.12	\$ 8.00	\$ 9.15	\$ 3.00	\$ 5.07
A. M.	A. M.	A. M.	P. M.	P. M.
DAILY 9	DAILY 303	DAILY 367	DAILY 333	DAILY EX. SUN. ±233
				P. M.
				DAILY 313

Cleveland Division General Order No. 3302—Zone A, No. 3302—Zone B, No. 3302—Zone C, No. 3302—Zone D, effective 12:01 P.M., May 6, 1941.

Cleveland Division General Order No. 3302—Zone A, No. 3302—Zone B, No. 3302—Zone C, No. 3302—Zone D, effective 12:01 P.M., May 6, 1941.

30
615
610
600

STATIONS	FIRST CLASS			
	605	323		
	Arrive	P. M.	P. M.	
CLEVELAND	\$ 1.45	\$ 11.45		
EUCLID AVE.	\$ 1.35	\$ 11.37		
WOODLAND AVE.				
BESSEMER AVE.	1.27	11.31		
HARVARD AVE.	\$ 1.25	\$ 11.28		
MAPLE	1.17	11.21		
GRACE STREET				
BEDFORD	\$ 1.15			
WHEELOCK	1.09	11.17		
MACEDONIA				
HIGHLAND SPR'GS				
HUDSON	\$ 1.01	\$ 11.09		
EARLVILLE				
BRADY'S LAKE		10.59		
MY JUNCTION		10.56		
RAVENNA		\$ 10.54		
RAVENNA		10.53		
NEWTN F'LS. (B. & O. R. R.)		10.38		
NILES JCT.		10.29		
ROOTSTOWN				
HAZEN				
ATWATER				
ALLIANCE				
HOMEWORTH				
MOULTRIE				
BAYARD				
PITTSBURGH (Pgh. Div.)		\$ 8.30		
Leave	P. M.	P. M.		
	DAILY 605	DAILY 323		

Cleveland Division General Order No. 3310 — Zone A, No. 3308 — Zone B, No. 3309 — Zone C, No. 3310 — Zone D, effective 7:01 A.M., Sunday, August 24, 1941.

[illegible]

STATIONS	FIRST CLASS			
	*302 DAILY	604 DAILY	324 DAILY	††618 DAILY EX. SUN.
	A. M.	P. M.	A. M.	A. M.
Leave				
CLEVELAND.....	\$ 1.00	\$ 1.25	\$ 8.00	
EUCLID AVE.....	\$ 1.10	\$ 1.33	\$ 8.08	
WOODLAND AVE.....				
BESSEMER AVE.....	1.14	1.37	8.12	
HARVARD AVE.....	1.17	\$ 1.40	\$ 8.15	
MAPLE.....	1.24	1.47	8.22	
GRACE STREET.....				
BEDFORD.....		\$ 1.49		
WHEELLOCK.....	1.29	1.53	8.26	
MACEDONIA.....				
HIGHLAND SPR'GS.....				
HUDSON.....	\$ 1.48	\$ 2.05	\$ 8.38	
EARLVILLE.....				
BRADY'S LAKE.....	1.57		8.47	
MV JUNCTION.....	2.00		8.50	
RAVENNA.....	\$ 2.02		\$ 8.52	
RAVENNA.....				
NEWT'N FLS. (B. & O. R.R.)				
NILES JOT.....				
ROOTSTOWN.....				
HAZEN.....	2.10		8.59	
ATWATER.....				
ALLIANCE.....	\$ 2.30		\$ 9.12	\$ 9.40
HEMOWORTH.....				\$ 9.51
MOULTRIE.....				\$ 9.57
BAYARD.....				\$10.05
PITTSBURGH (Pgh. Div.)	\$ 6.40		\$ 11.00	
Arrive	A. M.	P. M.	A. M.	A. M.
	302	604	324	618

Cleveland Division General Order No. 3310—Zone A, No. 3308—Zone B, No. 3309—Zone C, No. 3310—Zone D, effective 7:01 A.M., Sunday, August 24, 1941.

Cleveland Division General Order No. 3308—Zone A, No. 3307—Zone C, effective 2:30 A.M. Sunday, July 27, 1941.
Cleveland Division General Order No. 3303—Zone B, No. 3303—Zone C, No. 3303—Zone D, effective 7:01 A.M., June 2, 1941.

940
1003
1030
1042
1050
1100

FIRST CLASS					
374 DAILY	†242 †SAT. ONLY	332 DAILY	338 DAILY	†252 †DAILY EX. SAT. AND SUN.	316 DAILY
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 9.35	\$ 1.15	\$ 2.30	\$ 5.00	\$ 5.25	\$ 6.05
\$ 9.43	\$ 1.22	\$ 2.38	\$ 5.08	\$ 5.32	\$ 6.13
	\$ 1.25			\$ 5.35	
9.47	1.28	2.42	5.12	5.38	6.17
\$ 9.50	\$ 1.32	\$ 2.45	\$ 5.15	\$ 5.42	\$ 6.20
9.57	1.39	2.52	5.22	5.50	6.27
	\$ 1.40			\$ 5.52	
	\$ 1.42	F 2.53	\$ 5.23	\$ 5.54	
10.01	1.48	2.56	5.26	6.00	6.31
	\$ 1.51		G 5.28	\$ 6.03	
	F 1.56			F 6.08	
\$ 10.13	\$ 2.03	\$ 3.08	\$ 5.40	\$ 6.15	\$ 6.43
	F 2.12			F 6.24	
10.22	F 2.16	3.17	5.49	F 6.28	6.52
10.26	2.20	3.20	5.52	6.32	6.55
\$ 10.28	\$ 2.23	\$ 3.23	\$ 5.54	\$ 6.35	\$ 6.57
10.29		3.24			6.58
\$ 10.44		\$ 3.39			7.13
10.53		3.48			7.22
	\$ 2.28			\$ 6.41	
	2.32		6.02	6.47	
	\$ 2.35			\$ 6.52	
	\$ 2.50		\$ 6.17	\$ 7.08	
\$ 12.50		\$ 5.45	\$ 8.10		\$ 9.20
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
374	242	332	338	252	316

JOYCE AVENUE TO HUDSON

STATIONS	FIRST CLASS			
	81	625	3241	321
	A. M.	A. M.	A. M.	A. M.
Arrive				
HUDSON		\$ 7.35	\$ 8.35	
CLARK		7.30	8.30	
SILVER		7.23	8.23	
PAYNE		7.22	8.13	
OUYAHOGA FALLS		\$ 7.20	\$ 8.10	
GORGE		7.17	8.06	
ARLINGTON	6.03	7.13	8.03	9.24
AKRON	\$ 6.00	7.10	\$ 8.00	9.20
CROSIER STREET	5.51	\$ 6.32		\$ 9.00
LAMBERT	5.45	6.29		8.56
BARBERTON	5.43	6.23		8.50
CLINTON		\$ 6.20		\$ 8.47
WARWICK	5.35			8.35
MARSHALVILLE		6.02		
ORRVILLE		5.55		
NORRS		\$ 5.25		
APPLE CREEK		5.22		
FREDERICKSBURG		5.15		
HOLMESVILLE		5.08		
MILLERSBURG		5.02		
KILLBUCK		\$ 4.55		
LAYLAND		4.44		
HELMICK				
BLISSFIELD				
METHAM				
WARSAW				
GLENMONT		4.37		
BADDOW PASS		4.30		
BRINK HAVEN		4.22		
DANVILLE		4.16		
HOWARD		4.10		
GAMBIER		4.05		
MT. VERNON		\$ 3.58		
BANGS		3.47		
MT. LIBERTY				
CENTERBURG				
CENTERAC		3.37		
CONDIT		3.29		
SUNBURY		3.24		
GALENA		3.22		
FRANKLIN		3.18		
WESTERVILLE		3.14		
LINDEN		3.06		
JOYCE AVENUE		3.03		
COLUMBUS. (Colo. Div.)		\$ 2.55		
Leave				
	A. M.	A. M.	A. M.	A. M.
	DAILY 81	DAILY 625	DAILY 3241	DAILY 321

[illegible]

STATIONS	FIRST CLASS			
	3381	3161	101	
Arrive	P. M.	P. M.	P. M.	
HUDSON	\$ 5.33	\$ 6.35		
CLARK	5.30	6.32		
SILVER	5.23	6.26		
PAYNE	5.22	6.25		
OUYAHOGA FALLS	\$ 5.20	\$ 6.23		
GORGE	5.17	6.21		
ARLINGTON	5.13	6.18	7.23	
AKRON	\$ 5.10	\$ 6.15	\$ 7.20	
CROSIER STREET			7.05	
LAMBERT			6.59	
BARBERTON			\$ 6.57	
OLINTON				
WARWICK			6.45	
MARSHALVILLE				
ORRVILLE				
NORRS				
APPLE CREEK				
FREDERICKSBURG				
HOLMESVILLE				
MILLERSBURG				
KILLBUCK				
LAYLAND				
HELMICK				
BLISSFIELD				
METHAM				
WARSAW				
GLENMONT				
BADDOW PASS				
BRINK HAVEN				
DANVILLE				
HOWARD				
GAMBIER				
MT. VERNON				
BANGS				
MT. LIBERTY				
CENTERBURG				
CENTERAO				
CONDIT				
SUNBURY				
GALENA				
FRANKLIN				
WESTERVILLE				
LINDEN				
JOYCE AVENUE				
COLUMBUS (Cots. Div.)				
Leave	P. M.	P. M.	P. M.	
	DAILY +3381	DAILY +3161	DAILY 101	

STATIONS	FIRST CLASS				
	11	605	201	3231	61
	P. M.	P. M.	P. M.	P. M.	P. M.
8.26	\$ 1.01			\$ 10.58	
8.23	12.56			10.55	
8.17	12.49			10.47	
8.16	12.48			10.45	
A 8.14	\$12.46			\$ 10.43	
8.11	12.42			10.41	
8.08	12.39	10.42		10.38	11.32
\$ 8.05	12.35	\$10.40		\$ 10.35	\$ 11.29
	\$12.20				
	12.14	10.32			11.23
	12.09	10.27			11.18
	\$12.06	10.25			11.16
	\$11.54				
	\$11.51	10.18			11.09
	\$11.43				
	11.35				
	\$11.20				
	11.16				
	\$11.07				
	\$10.57				
	\$10.50				
	\$10.42				
	\$10.30				
	\$10.21				
	10.13				
	\$10.06				
	\$ 9.58				
	\$ 9.51				
	\$ 9.44				
	\$ 9.34				
	\$ 9.22				
	\$ 9.16				
	\$ 9.10				
	9.06				
	\$ 8.59				
	\$ 8.52				
	\$ 8.48				
	8.43				
	\$ 8.37				
	8.24				
	8.22				
	\$ 8.15				
P. M.	A. M.	P. M.	P. M.	P. M.	
DAILY 11	DAILY 605	DAILY 201	DAILY +3231	DAILY 61	

Cleveland Division General Order No. 3310 — Zone B, No. 3309 — Zone C, No. 3308 — Zone A, No. 3307 — Zone C, effective 2:30 A.M., Sunday, July 27, 1941.

Cleveland Division General Order No. 3310 — Zone D, effective 7:01 A.M., Sunday, August 24, 1941.

STATIONS	FIRST CLASS			
	50 DAILY	190 DAILY		
	A. M.	A. M.		
Leave				
HUDSON				
CLARK				
SILVER				
PAYNE				
CUYAHOGA FALLS				
GORGE				
ARLINGTON	2.48	3.00		
AKRON	\$ 2.52	\$ 3.10		
CROSIER STREET	2.55	3.13		
LAMBERT	3.00	3.18		
BARBERTON	3.02	3.20		
CLINTON				
WARWICK	3.12	3.30		
MARSHALVILLE				
ORRVILLE				
NORRS				
APPLE CREEK				
FREDERICKSBURG				
HOLMESVILLE				
MILLERSBURG				
KILLBUCK				
LAYLAND				
HELMICK				
BLISSFIELD				
METHAM				
WARSAW				
GLENMONT				
BADDOW PASS				
BRINK HAVEN				
DANVILLE				
HOWARD				
GAMBIER				
MT. VERNON				
BANGS				
MT. LIBERTY				
OENTERBURG				
OENTERAO				
CONDIT				
SUNBURY				
GALENA				
FRANKLIN				
WESTERVILLE				
LINDEN				
JOYCE AVENUE				
COLUMBUS (Cols. Div.)				
Arrive	A. M.	A. M.		
	50	190		

Cleveland Division General Order No. 3308—Zone A, No. 3307—Zone C, effective 2:30 A.M. Sunday, July 27, 1941.

Dresden Branch

FIRST CLASS					
150 DAILY	8 DAILY	604 DAILY	3240 DAILY	70 DAILY	3030 DAILY
A. M.	A. M.	P. M.	A. M.	A. M.	A. M.
	8.03	\$ 2.05	\$ 8.41		\$ 10.25
	8.05	2.08	8.43		10.27
	8.11	2.14	8.49		10.32
	8.13	2.15	8.51		10.33
B	8.16	\$ 2.19	\$ 8.53		\$ 10.35
	8.18	2.21	8.55		10.37
7.00	8.22	2.24	8.59	10.07	10.40
\$ 7.10	\$ 8.25	\$ 2.30	\$ 9.05	\$ 10.15	\$ 10.45
7.12		2.45		10.18	
7.18		2.47			
F 7.20		2.53		10.22	
		\$ 2.56		F 10.27	
7.28		F 3.05		10.35	
		F 3.12			
		\$ 3.18			
		3.30			
		3.33			
		\$ 3.42			
		\$ 3.49			
		\$ 3.55			
		\$ 4.05			
		\$ 4.15			
		\$ 4.25			
		4.33			
		4.40			
		\$ 4.49			
		4.55			
		\$ 5.03			
		\$ 5.15			
		5.21			
		\$ 5.34			
		5.36			
		5.43			
		\$ 5.48			
		\$ 5.51			
		5.55			
		\$ 6.04			
		6.15			
		6.20			
		\$ 6.30			
A. M.	A. M.	P. M.	A. M.	A. M.	A. M.
150	8	604	3240	70	3030

Cleveland Division General Order No. 3310—Zone A, No. 3308—Zone B, No. 3309—Zone C, No. 3310—Zone D, effective 7:01 A.M., Sunday, August 24, 1941.

STATIONS	FIRST CLASS			
	‡3670 DAILY	‡604 DAILY	‡3320 DAILY	58 DAILY EX. SUN.
	Leave P. M.		P. M.	P. M.
HUDSON.....	\$ 12.10		\$ 3.10	
CLARK.....	12.12		3.12	
SILVER.....	12.18		3.18	
PAYNE.....	12.19		3.19	
OUYAHOGA FALLS.....	\$ 12.23		\$ 3.23	
GORGE.....	12.25		3.25	
ARLINGTON.....	12.30		3.30	5.25
AKRON.....	\$ 12.35		\$ 3.35	\$ 5.30
CROSIER STREET.....				6.15
LAMBERT.....				6.18
BARBERTON.....				6.24
OLINTON.....				\$ 6.27
WARWICK.....				F 6.34
MARSHALVILLE.....				\$ 6.36
ORRVILLE.....				
NORRS.....				
APPLE CREEK.....				
FREDERICKSBURG.....				
HOLMESVILLE.....				
MILLERSBURG.....				
KILLBUCK.....				
LAYLAND.....				
HELMICK.....				
BLISSFIELD.....				
METHAM.....				
WARSAW.....				
GLENMONT.....				
BADDOW PASS.....				
BRINK HAVEN.....				
DANVILLE.....				
HOWARD.....				
GAMBIER.....				
MT. VERNON.....				
BANGS.....				
MT. LIBERTY.....				
CENTERBURG.....				
CENTERAO.....				
CONDIT.....				
SUNBURY.....				
GALENA.....				
FRANKLIN.....				
WESTERVILLE.....				
LINDEN.....				
JOYCE AVENUE.....				
COLUMBUS. (Cals. Div.)				
Arrive	P. M.		P. M.	P. M.
	3670		3320	58

Cleveland Division General Order No. 3310 — Zone A, No. 3308 — Zone B, No. 3309 — Zone C, No. 3310 — Zone D, effective 7:01 A.M., Sunday, August 24, 1941.

Dresden Branch

[illegible]

ARRANGED FREIGHT TRAIN SERVICE

WESTWARD

STATIONS	FC-2		VC-1		CE-5		VC-1		DC-1		FW-18		GL-1		MC-1		MC-1		FC-4	
	Leave	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
SHIRE OAKS (Mon. Div.)													7.00							
PITCAIRN (Pgh. Div.)																				
CONWAY (E. Div.)			9.05	9.20	9.05								11.15							
MINGO JCT. (P. H. Div.)															11.45	11.45				
DOVER								9.30												
BAYARD								1.45							4.00	6.00				
CANTON (E. Div.)								2.30												
ALLIANCE															6.00	8.00				
NILES JCT. (B. & O.R.R.)			11.45	12.45	1.20								4.00							
RAVENNA (B. & O.R.R.)			12.20	1.25	2.15								4.50							
M. V. JUNCTION			12.25	1.30	2.30								5.00	7.00	9.00					
HUDSON	12.50	12.45	2.00	3.05							5.25	5.30	7.35	9.35	3.00					
CLEVELAND (Kinsman Rd.)	1.30	2.00	3.00	4.00							6.30	6.45	10.00	11.59	4.10					
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.

①Daily. ②Daily except Sunday.

③Daily except Monday.

④Daily except Saturday.

⑤Daily except Sunday and Monday.

⑥Sunday only.

⑦Tuesday, Wednesday, Thursday.

⑧Friday, Saturday, Sunday.

The time shown conveys no time table authority.

EASTWARD

STATIONS	FW-17		DC-2		MC-2		GL-2		FC-3		CE-2		DC-2		FC-1	
	Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
CLEVELAND (Kinsman Rd.)		1.20			2.00	3.00			8.30		8.30					10.40
HUDSON		2.10			3.00	4.00			9.15		9.20					11.20
M. V. JUNCTION					3.50	4.30					9.50					
RAVENNA (B. & O.R.R.)						4.35					9.55					
NILES JCT. (B. & O.R.R.)						5.30					10.45					
ALLIANCE																
CANTON (E. Div.)				5.00									12.01			
BAYARD				6.15	7.30								2.00			
DOVER				9.30									4.30			
MINGO JCT. (P. H. Div.)					11.30											
CONWAY (E. Div.)											3.00					
PITCAIRN (Pgh. Div.)																
SHIRE OAKS (Mon. Div.)							4.15									
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.

ARRANGED FREIGHT TRAIN SERVICE

NORTHWARD

STATIONS	FW-18		CA-3		CC-2		FC-2		FC-4	
	Leave	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.
COLUMBUS (Joyce Ave.)					12.30		7.20		4.10	
FRANKLIN					1.10		7.45		5.00	
CENTERAC					2.00		8.05		5.50	
MT. VERNON					3.15		8.30		7.50	
DANVILLE					4.15		8.55		8.30	
GLENMONT					5.20		9.25		9.30	
MILLERSBURG					5.50		9.45		10.00	
CRESTLINE (E. Div.)		9.30								
ORRVILLE	Ar.	1.45			7.30		10.30		12.01	
ORRVILLE	Lv.	2.45					11.00		12.45	
CANTON (E. Div.)				9.15	10.00					
WARWICK				11.15			11.20		1.10	
AKRON	Ar.	3.45		12.15			11.45		2.00	
AKRON	Lv.	4.45					12.30		2.30	
HUDSON		5.25					12.50		3.00	
CLEVELAND (Kinsman Rd.)		6.30					1.30		4.10	
Arrive	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.

①Daily. ②Daily except Sunday.

③Daily except Monday.

④Daily except Saturday.

⑤Daily except Sunday and Monday.

⑥Sunday only.

The time shown conveys no time table authority.

SOUTHWARD

STATIONS	CA-4		FW-17		CC-1		FC-1		FC-3	
	Leave	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.
CLEVELAND (Kinsman Rd.)				1.20			10.40		8.30	
HUDSON				2.30			11.20		9.45	
AKRON	Ar.			3.20			12.15		10.40	
AKRON	Lv.			4.10			1.00		11.40	
WARWICK				4.35			1.35		12.05	
CANTON (E. Div.)				7.30		7.15				
ORRVILLE	Ar.			5.15			2.15		12.40	
ORRVILLE	Lv.					8.30	3.15		1.40	
CRESTLINE (E. Div.)				8.30						
MILLERSBURG						9.35	4.05		2.30	
GLENMONT						10.20	4.40		3.10	
DANVILLE						11.15	5.30		4.10	
MT. VERNON						12.05	5.55		5.30	
CENTERAC						12.40	6.20		6.00	
FRANKLIN						1.05	6.40		6.30	
COLUMBUS (Joyce Ave.)						2.10	7.45		8.30	
Arrive	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.

①Daily. ②Daily except Sunday.

③Daily except Monday.

④Daily except Saturday.

⑤Daily except Sunday and Monday.

⑥Sunday only.

The time shown conveys no time table authority.

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 a Time Table must have a copy with them while on duty.

TRAIN RULES

S2. STANDARD TIME.

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

D201. Standard clocks are located as follows:

- At train dispatcher's office.
- At train order offices.
- At attended block stations.
- At Bulletin Board Points indicated under D1301.

TIME TABLE

S3. SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5—A B C D, etc.

D301—

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—Stop on signal, Sunday only, to receive or discharge passengers.
- †—Unattended Block Station.
- No baggage service.
- ⊕—No baggage service, 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.
- ‡—Indicates trains that will not be operated on New Years, Memorial, Independence, Labor, Thanksgiving, and Christmas Days, or on Mondays following when any of these holidays fall on Sunday:

D401.

M—Stop on signal to receive or discharge U. S. mail.

S5. COLOR SIGNALS.

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).

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.

S6. HAND, FLAG AND LAMP SIGNALS

S7. ENGINE WHISTLE SIGNALS

D701. Rule 14 modified and amplified.

- | Sound | Indication |
|-------------|--|
| (1) — — o o | 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. |
| (m) ————— | Will not apply approaching regular station stops.
Will apply approaching non-stop stations where mail is caught or delivered. |
| — — o o o | Passing block station before reaching water or coaling stations at which stop will be made. (Signalman will notify train dispatcher.) |

D702. If for any reason a train is delayed after the flagman has been called and signal to proceed has been given, the engine-man will, after starting train, call for signal from the rear of train. If flagman is on the train, signal will be given according to Rule 12 (c). Trainmen must be in a position to give and transmit signals.

S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS

S9. COMMUNICATING SIGNALS

D901. Passenger trains must be started by communicating signal.

When communicating signal is inoperative and cannot be put in working condition without detention, train may proceed after conductor and engineman have an understanding as to how train is to be operated.

S10. TRAIN SIGNALS

D1001. Rule 17a amplified:

(g) Approaching a fixed signal affecting the movement of the train when the weather conditions are such that, in the judgment of the engineman, his view of the signal will be thereby improved.

D1002. Rule 19, Rule 20, Rule 20a, Rule 21, Rule 21a, Rule 21b, Rule 22, Rule 23, Rule 24, Rule 24a, Figures 1 to 17 inclusive, notes, amplifications and modifications annulled.

D1003. Rule 19 (new):

The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, on cars, marker lamps not lighted; on engines and cars equipped with fixed electric marker lamps, marker lamps lighted as at night. By night, on engines and cars, marker lamps lighted showing red to the rear, except in Manual Block System territory, when clear of main track, marker lamps lighted showing yellow to the rear.

Rule 19a:

A train not equipped to display the markers prescribed by Rule 19, will display on rear of train, by day, a red flag; by night, a red light, except in Manual Block, System territory when clear of main track, a white light.

Rule 19b:

When cars are pushed by an engine (except when shifting or

making up trains in yards) a white light must be displayed on the front of the leading car by night.

When an engine is running backward without cars, or at the front of a train pulling cars, a white light must be displayed by night on the rear of the tender if not equipped with a headlight.

D1004. 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.

D1005. B. & O. R. R. trains between Mineral City and Dover; Arlington and Warwick; will display B. & O. R. R. Standard Red and Green markers.

S11. USE OF SIGNALS

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

D1102. 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 — when calling signals, the name as it appears in the Book of Rules shall be used, omitting the word "Signal" except Rule 275.

S11A.

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 -----	12	12
Engines -----	3	6

Additional fusees and torpedoes must be carried when necessitated by weather or other conditions. In event that the supply becomes depleted during the trip, proper advance information must be given in order that it may be replenished at convenient points.

Conductors and enginemen will be responsible for seeing that train and engine are properly provided with train signals. Flagmen and firemen are responsible for informing conductors and enginemen when supply should be replenished en route.

D1105. At the following locations, switch lamps are not lighted. Third paragraph, Rule 27, not in effect.

Between Caldwell and Marietta.

D1106. Rule 27 modified.

Reflectors illuminated by headlights are substituted for lighted lamps on switch stands at the following locations:

Homeworth -----	Siding switch.
McKinley -----	South switch.
	Cox track.
	Zeppernick track.
Minerva -----	Water works track.
	House track, both ends.
	N.Y.C.R.R. junction switch.
	Metropolitan Clay Co. track.
Pekin -----	Passing siding, both ends.
	Crowl track.
Oneida -----	Big Four Clay Co. track.
	W. & L.E.R.R. junction switch.
Malvern -----	Malvern Clay Co. track.
	Passing siding, both ends.
	House track.

Whitacre -----	Both ends of track.
Waynesburg -----	Passing siding, both ends.
	House track.
	National Fire Brick Co. track.
Magnolia -----	Passing siding, both ends.
	House track.
Summit Siding -----	Passing siding, both ends.
	House track.
Mineral City -----	Federal Clay Co. track.
	B. & O.R.R. junction switch.
Valley Junction -----	Passing siding, both ends.
	Interchange track.
Dover -----	Reeves track, North switch.
	Passing siding, both ends.
Stone Creek -----	Brick Plant track.
	Team track.
Wolf -----	Team track.
Oldham -----	Team track.
Johnson Siding -----	Both ends.
Guernsey -----	Team track.

S11B. SLIDE PROTECTION FENCE

S12. SUPERIORITY OF TRAINS

D1201. Unless otherwise specified on schedule pages trains are superior by direction to trains of the same class in the opposite direction as follows:

Alliance to Bayard -----	Eastward
Bayard to Marietta -----	
Arlington to Joyce Avenue -----	Southward
Killbuck to Warsaw -----	

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 New York Central and Baltimore & Ohio Railroads, where general orders as indicated below will be posted and delivered, also location of Standard Clocks and Employee's Registers.

General orders of other divisions will be posted and delivered at points on this division indicated as follows:

Location	Other Divisions	Zones
CLEVELAND Asst. Yard Master's Office, West Breakwater * # Conductors' Room Union Station	E. & A. Eastern Pittsburgh Columbus	At Union Station A A, B, C A
Asst. Yard Master's Office, East Pier Asst. Yard Master's Office, 33rd Street * # Crew Clerk's Office, Kinsman Road	E. & A. Eastern Pan Handle Pittsburgh Conemaugh Monongahela Columbus	At Kinsman Road A, B, C, D A, E A A A
ALLIANCE Trainmen's Room		
NEW PHILADELPHIA # Yard Master's Office	Eastern	C
DOVER * Telegraph Office		
CAMBRIDGE SHOP * # Office of Machinist in Charge	Pan Handle	C
MARIETTA # Agent's Office		
ARLINGTON * Telegraph Office		
SOUTH AKRON * # Yard Master's Office	E. & A. Eastern Columbus	A A, B, C, D A
WARWICK * Telegraph Office		
ORRVILLE # Engine House Foreman's Office	E. & A. Eastern Columbus	A C, D A
MILLERSBURG * # Telegraph Office		
MT. VERNON * # Telegraph Office	Columbus	A

*Standard clocks are located at these points.

*Employee's registers are located at these points.

NEW YORK CENTRAL R. R.

Location	Zones
EAST YOUNGSTOWN Yard Master's Office Engine House foreman's office	A
LINNDALE Engine House foreman's office	A, B
ROCKPORT Yard Master's office	A, B
ELYRIA Yard Master's office Engine House foreman's office	A
MINERVA Yard Master's office Engine House foreman's office	A, B

BALTIMORE & OHIO R. R.

Location	Zones
PITTSBURGH DS Telegraph office P. & L. E. Station Master's office	C
GLENWOOD Chief Caller's office	C
NEW CASTLE JUNCTION Telegraph office Chief Caller's office	C
HASELTON Yard Master's office	C
DE FOREST JUNCTION Yard Master's office	C
PAINESVILLE Telegraph office	C
CLEVELAND Crew Dispatcher's office, Union Terminal Engine House foreman's office, Clark Avenue Yard Master's office, Clark Avenue	B, C
LORAIN Engine House foreman's office Y.D. Tower, telegraph office	C
AKRON JUNCTION Yard Master's office	C
CANTON Yard Master's office	B, C
WARWICK Yard Master's office	C
MASSILLON Yard Master's office	C
DOVER Telegraph office	B, C
HOLLOWAY Telegraph office	C
WHEELING WR Tower, telegraph office	C
WILLARD East Bound Hump Telegraph office	C
TOLEDO XD Telegraph office	C

S14.

GENERAL ORDERS

S14A. Rule 75 amplified.

D1401. 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 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 employee'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.

An additional form "Z" card or cards must be used if a conductor or engineman is qualified to run over more than eight (8) General Order Zones and a notation made following his name indicating the number of 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 employee'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.

When a new time-table is effective, or after a form "Z" card is used up, it must be turned in to the Bulletin Board Attendant, who will prepare a new card as follows:

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

When a new time-table is effective, the information shown on the old form "Z" card need not be shown on the new one, but proper information for first 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.

7. Qualifications of Conductors and Enginemen will be checked when new timetables go into effect. The proper entries will be made on the qualifying pages of the timetables by the Assistant Train Masters and Assistant Road Foremen of Engines for trainmen and Engine employees. These new qualifications will remain in effect until the issuance of succeeding timetables except as hereinafter specified.

A Conductor or an Engineman, who has not made a trip, either in service or a special trip in order to keep posted on the physical characteristics of the road, on his own Division, or a part of it, or over connecting Divisions used in inter-divisional service during the time the preceding timetable was in effect, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over portions of the road involved, be examined and qualified by the proper division officer.

If timetables are not issued twice a year, qualification of Conductors and Enginemen will be checked at the expiration of six months from date of issuance of last timetable.

Conductor and Engineman ordered to run over any portion of a Division or Foreign Railroad, over which they are not qualified must inform crew dispatcher, or, when conditions require, the Superintendent, that they are not qualified.

D1402. On turn-around 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.

D1403. For the purpose of issuing General Orders, the Division will be subdivided into zones as follows:

Zone A — Cleveland and Bayard.

Zone B — Bayard and Marietta.

Zone C — Hudson and Orrville.

Zone D — Orrville and Joyce Avenue,
Killbuck and Warsaw.

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

S15.

TRACK ASSIGNMENTS

D1501. DOUBLE, THREE OR MORE TRACKS. Current of traffic is as follows:

	No. 2 Track	No. 1 Track	
Cleveland to Alliance	Westward	Eastward	
Arlington to Warwick	Southward	Northward	

NOTE — Tracks are numbered from south to north between Cleveland and Alliance, and from east to west between Arlington and Warwick.

D1502. OTHER ASSIGNED TRACKS AND SIDINGS SIDINGS OF ASSIGNED DIRECTION:

Track	From	To	Operated as Siding, Assigned Direction	Controlled by	Reverse movements on permission from
No. 99	Harvard Ave.	Maple	Eastward	Harvard Ave.	Harvard Ave.
No. 98	Maple	Harvard Ave.	Westward	Harvard Ave.	Harvard Ave.
No. 103	Main St.	Akron	Northward	JO Akron	JO Akron
No. 104	Bridge 16	Lambert	Southward	Barberton	Barberton

NOTE — Westward trains must obtain permission from the signalman at Harvard Avenue before using No. 98 track from Maple or any intermediate point.

Proper signal governing movement to No. 98 track at Harvard Avenue will be authority to use this track in reverse direction. All other reverse movements on this track will be made only by permission from the signalman at Harvard Avenue.

Reverse movements on No. 99 track from Maple or any intermediate point will be made only by permission from the Signalman at Harvard Avenue.

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 only by permission from the signalman at JO Akron.

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 only by permission from the signalman at Barberton.

Trains approaching Lambert on No. 104 track will be governed by Signal Aspects 2 and 15 (D2105) and when Aspect 15 is received may cross to No. 2 track and proceed to next signal in advance. Rule 505f modified.

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.

Between Hudson and Joyce Avenue, and Killbuck and Warsaw, No. 1 being the most northerly switch, with the numbers increasing toward the south.

Between Bayard and Marietta, No. 1 being the most southerly switch, with the numbers increasing towards the north.

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. Location of Train Dispatchers.****CLEVELAND**

Train Dispatcher in charge of Division.

S16A. RULES 83 and 83a

The information required by Rules 83 and 83a must be obtained as indicated below.

D1602. Rule 83 — Clearance message C. T. 1246 issued by signalman or train order issued by dispatcher.

Rule 83a — Verbally from signalman, or by signal.

D1603. Definition of Section, Rule 85a, Rule 85b, Rule 95 and Rule 96 are annulled.

D1604. Rule 97a modified:

On double, three or more tracks extra trains, including passenger extras, will be run without train orders when proper signals are displayed or permission is given by signalman, yard master or station master.

D1605. Rule 97b (new):

(SINGLE TRACK) 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 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 trains involved.

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

Rule 97c (new):

(DOUBLE, THREE OR MORE TRACKS) Regular trains must be designated by both schedule and engine number.

S16B. Rule 98.

D1606. Trains must stop at the following non-interlocked crossings:

The position of targets at these crossings will govern as follows: At night the position of target is indicated by two red lights (except at Albin where gate with red light is used).

Place	Crossing Railroad	Permits trains on tracks of this division to cross after stopping
Cleveland— Union Station Alliance— Alliance—	N. Y. C. R. R. Eastern Division N. Y. C. R. R.	Vertical Horizontal Horizontal When target is in proper position, Pennsylvania trains, in both directions, may proceed over crossing without stopping, at a speed not exceeding fifteen (15) miles per hour.
Minerva—	W. & L. E. R. R.	Horizontal When target is in proper position, Pennsylvania trains in both directions and New York Central southward trains may proceed over crossing without stopping at a speed not exceeding fifteen (15) miles per hour.
Minerva— Oneida— Mineral City—	N. Y. C. R. R. W. & L. E. R. R. B. & O. R. R.	Horizontal Horizontal Horizontal When target is in proper position, Pennsylvania trains, in both directions may proceed over crossing without stopping, at a speed not exceeding fifteen (15) miles per hour.
Valley Junction Dover— Cambridge— Albin—	W. & L. E. R. R. B. & O. R. R. B. & O. R. R. B. & O. R. R.	Horizontal Horizontal Vertical Gate with red light across B. & O.
Arlington—	B. & O. R. R.	Pennsylvania and Baltimore & Ohio trains, running with current of traffic, receiving proper block and switch indication, may proceed over switches without stopping, at a speed not exceeding fifteen (15) miles per hour.
Joyce Avenue—	Columbus Division	Trains receiving proper proceed indication may proceed over crossing without stopping, at a speed not exceeding fifteen (15) miles per hour.

Trains must approach the following connections under control, prepared to stop, unless it is known the connection is clear and signal is in proceed position and must not exceed a speed of ten (10) miles per hour over connection.

Place	Connection	Permits trains on tracks of this division to cross
Cleveland— West of Union Station.....	C.C.C. & St.L.R.R.	Horizontal
Cleveland— West of Cuyahoga River Bridge.....	N. Y. C. and B. & O. R. R.	Vertical
Malvern— Malvern Clay Co. track.....	W. & L. E. R. R.	Horizontal

D1606A. CLEVELAND

If the target at N. Y. C. R. R. crossing at Union Station is inoperative for any reason or lights not burning, a switch tender will be located on the ground and trains will be governed by his signal to use crossing.

Pennsylvania trains will proceed on signal given with green flag or green light.

N. Y. C. R. R. trains will proceed on signal given with white flag or white light. These signals to be given from the track on which the train is approaching.

D1606B. ALLIANCE

No targetman on duty at N. Y. C. R. R. crossing from 5:00 p.m. to 8:00 a.m., and during this period N. Y. C. R. R. trainmen will, after using crossing, return the target to position for movement of trains on the Pennsylvania R. R.

During this period, if the target should be found set for N. Y. C. R. R. movement, Pennsylvania trainmen will, after assuring themselves that the crossing is clear of approaching N. Y. C. R. R. trains, set the target for Pennsylvania movement and proceed.

D1606C. ALLIANCE

Target at Eastern Division crossing will be handled by signalman, Alliance Station.

D1606D. MINERVA

After using N. Y. C. R. R. crossing at Minerva, trainmen will return target to position for movement of trains on the N. Y. C. R. R.

S16C. RULE 104

Unless hand-operated switches in main track are listed in the time-table as being in charge of a switch tender or a signalman, they must be operated by a member of the train or engine crew using the switch, except as otherwise provided in Rule 104 and at a meeting point where the train holding main track may set switch for opposing train to enter siding.

Trains or engines must approach switches where switch tenders are stationed, prepared to stop and must stop clear of any switch or route unless signal to proceed is received from the switch tender.

A switch tender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed 15 miles per hour.

D1607. Switch tenders are stationed at and have charge of main track switches as indicated:

Location	Switches
Seneca.....	All main track and crossover switches.
Bessemer Ave.....	All main track and crossover switches.
Arlington.....	All main track and crossover switches.

D1607A. At Seneca, trains on main tracks and Union Station tracks, will be governed by hand signal from the switch-tender with a green flag or green light.

Eastward trains or engines, moving from East Pier through Seneca crossovers, and movements from other than main tracks and Union Station tracks, will be governed by hand signal from switchtender with white flag or white light.

D1607B. At Bessemer Avenue, trains on main tracks will be governed by hand signal from the switchtender with a green flag or green light, and for other movements with yellow flag or yellow light.

The switchtender must obtain permission from the Signalman at Erie Railroad Crossing before permitting trains or engines to occupy crossovers or enter main tracks, and will report such movements clear to the Signalman.

Trains or engines using crossovers at Bessemer Avenue are not required to observe first paragraph of Rule 152.

D1607C. At Arlington, trains or engines moving with the current of traffic on main tracks are not required to receive signal to proceed from the switchtender.

Second paragraph, S16C — Rule 104, modified.

D1608. During the time block stations are open, signalmen will handle switches as indicated below:

ALLIANCE

Switches at east end of double track for all trains except yard movements.

Switches for passenger trains to or from Eastern Division.

Switch at west end of eastward siding for eastward freight trains entering siding.

NOTE — Trains or engines making yard movements will handle switches in accordance with Rule 104.

MARSHALVILLE

Switch 1 — All movements.

APPLE CREEK

Switch 2 — All movements.

GLENMONT

Switch 3 — All movements.

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

Where switches or derails are in charge of Signalman, four short sounds of the engine whistle will be the indication to the Signalman to open the switch and derail. After the indication is given, trains must approach switch prepared to stop unless switch and derail are properly set and proceed indication given.

Signalmen must not set a switch for a train to enter siding or crossover until speed of train has been reduced to fifteen (15) miles per hour.

D1608A. HUDSON

If junction and crossover switches just west of station are properly lined for crossover movement, signal in proceed position, and proceed signal given by switch tender on the ground, trains from points south may use crossover at this point.

Switch tender must obtain permission from signalman before handling switches for crossover or other main track movements, and will report train clear to signalman.

D1608B. HUDSON

Switch tender will handle switch at east end of wye for train No. 10.

D1609. The switch leading from the eastward siding to the main track at Alliance is spring operated for trailing movements only.

The construction of this switch permits movements from the eastward siding to the main track without stopping for hand switch operation.

It may also be hand operated, but if operated by hand, it must be closed by hand.

If an engine or train is stopped on switch while moving from the eastward siding to the main track, it must not take slack or back up until switch has been thrown for movement.

D1610. Normal position of switches and crossovers at specified locations:

Switch located at	Connecting	With	Normal position is for movements
Alliance	Single track	Double track	Westward
Arlington	Single track	Double track	Southward

D1611. Derails pipe connected with Cuyahoga River drawbridge and switches at each end of same, are in service, derail on east side is located four hundred and twenty-eight (428) feet from east end and derail on west side, three hundred and twelve (312) feet from west end of bridge. The position of the bridge and switches will be indicated by dwarf signals located at the derails to the right of track. When the dwarf signals are in "Caution Slow Speed" position, trains may proceed across the drawbridge after receiving a proceed hand signal with green flag by day and green light by night.

S16D. RULES 106 and 106a

D1612. Rule 106 modified:

Trains must not pass between a passenger train which is receiving or discharging traffic at a station, and the platform at which the traffic is being received or discharged.

Rule 106a modified:

Unless otherwise provided, the conductor and engineman of a passenger train receiving or discharging traffic across tracks between their train and station platform, must see that the traffic is protected against trains running on such tracks. When the passenger train is a regular train making schedule stops on its assigned track, or, when it is known that other trains have been notified of the stopping of the train at the stations where protection would otherwise be required, protection against other trains is not required.

S16E. RULES 251, 253 and 254

D1613. Rules 251, 253 and 254 are in effect between Cleveland and Alliance, and between Arlington and Warwick.

Stops for coal, water, sand, hot box attention, etc., will be considered work under provisions of Rule 253.

S16F. AUTOMATIC HIGHWAY CROSSING SIGNALS.

Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 30 and 31. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains moving on sidings or in yards which cross a highway where automatic highway crossing signals are installed, will run carefully, sounding the warnings as prescribed by Rules 30 and 31.

If a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing unless protection is provided as prescribed by Rule 103a.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to cross the track, the trainman will say "All right" and beckon to cross.

At the following locations:

Cleveland	McCracken Road
Cuyahoga Falls	{ Portage Street Station Broad Street
Gorge	Howe Road
Akron	Manchester Road

a device is provided to cut out the operation of automatic highway crossing signals by trainmen. When such device is used, no movement may be made over the crossing by their train unless protection is provided as prescribed by Rule 103a, or the automatic operation of these signals has been restored.

Employees should observe the operation of automatic highway crossing signals and report by wire to the Superintendent any failures to operate properly.

D1614. Automatic highway crossing signals, controlled from main and other tracks, are located as indicated below:

Dunham	McCracken Road (1/4 mile east)
Ravenna	Diamond Street
Atwater	Main Street
Limaville	Drayer's Crossing (1 mile west)
Alliance	{ Gaskill Street North Union and Perry Streets Park and Keystone Streets Walnut Street Broadway Mahoning Avenue Mahoning Avenue (Eastward Siding)
Waynesburg	Main Street
Newcomerstown	Canal and Main Streets
Byesville	{ Main Street Second Street
Marietta	Fourth Street
Silver	Graham Road
Cuyahoga Falls	{ Hudson Drive Front Street Portage Street Broad Street
Gorge	Howe Road
Akron	{ Tallmadge Avenue Home Avenue Manchester Road Wilbeth Road
Lambert	Springfield Road
Barberton	{ State Street Fairview Avenue Wolf Avenue
Clinton	Main Street
Marshalville	Highway (2 miles south)
Orrville	Main Street

East Union	Lincoln Highway
Apple Creek	Highway just south of station
Glenmont	Highway just south of station
Danville	Highway at Station
Mt. Vernon	{ Columbus Road Three-C Highway
Centerburg	{ Highway (2 miles north) Clayton Street at station
Condit	Highway at Station
Westerville	{ Three-C Highway (2 miles north) Walnut Street College Street Broadway Three-C Highway (1 mile south) Highway (2½ miles south)
Linden	Three-C Highway (¼ mile north)

Linden—Hudson Avenue Crossing protected by automobile stop with track circuits 2500 feet south and 2500 feet north of crossing.

At Apple Creek, when Block Station is closed, push button, located at Unattended Block Station, controlling highway crossing signals at Street crossing just South of Station, may be used by Southward trains, when stopped at this point, to prevent unnecessary flashing of signals.

The Highway Crossing signals at the following locations do not operate for trains moving on tracks adjacent to main tracks and movements over crossing on adjacent tracks at these locations must be protected by a trainman of train moving over the crossing:

Alliance	{ Gaskill Street North Union and Perry Streets Park and Keystone Streets Walnut Street Mahoning Ave. (Ex. Eastward Siding)
Marietta	Fourth Street
Akron	Tallmadge Avenue
Lambert	Springfield Road
Barberton	Wolf Avenue

At all crossings protected by Automatic Highway Crossing signals a train entering the circuit which is approximately 2400 feet in either direction from the highway crossing protected by such signals and not clearing the entire circuit before a reverse move is made, must move carefully to avoid possible accident.

D1615. Electric light indicators, located on instrument cases or adjacent thereto, in service at all road crossings which are protected by highway crossing signals.

A light will be displayed when train is operating the highway crossing signals and absence of that light indicates commercial power has failed and that signals will be entirely dependent upon storage battery, which may become exhausted and create a dangerous condition if commercial power is not restored within a reasonable period of time.

Employees will report to Superintendent by wire if indicator light is not displayed as train approaches crossing.

D1616. Conductors and enginemen, in addition to complying with Rule 103a, must arrange that every movement over public grade crossings at the following locations are protected by having a flagman precede such movement to warn the public:

Track	Crossings	Location
Main	Fourth Street and Broadway	New Philadelphia (Yard engines with cars ahead of engines)
Strasburg Branch	Winfield Road	One mile north of connection
Main	State Street	Newcomerstown 12:00 Midnight to 11:00 A.M. 1:00 P.M. to 3:00 P.M. 11:00 P.M. to 12:00 Midnight Daily except Sunday. Sunday continuously.
Main	Opposite office of A. S. & T. P. Co.	Cambridge
Main	Steubenville Ave.	Cambridge
Main	Wheeling Ave.	Cambridge 8:30 A.M. to 4:30 P.M. Daily except Sunday.
Main	Woodlawn Ave.	Cambridge
Incline track	Route No. 50	Marietta (Yard engines with cars ahead of engines)

D1617. When starting a freight train on an ascending grade having one or more helpers on the rear, the front engineman will signal for return of flagman. When the flagman returns, engineman of rear helper will signal to release brakes, Rule 14 (b), and, after proceed signal has been given from rear end of train, the hauling engine will stretch up the slack and give the signal to release brakes and allow the throttle to remain open.

When it is necessary to take the slack to start trains having one or more helping engines, slack will be taken from the rear and the rear engineman will open his cylinder cocks but will not reverse his engine. The helper engineman next to train will reverse his engine and take slack.

When starting freight trains on a descending grade, having one or more helpers on the rear, after proper signals have been transmitted and brakes released, the helping engines on the rear will start the train. If unable to start without taking the slack, the engine next to cabin will take sufficient slack to start train. Care must be exercised to avoid rough handling.

Enginemen of helping engines on the rear of train must know that the air brakes are released before attempting to start.

Trainmen must be in position to give signals and to assist in holding the train when necessary to get the slack.

When the flagman is ready to cut off the pushing engine he will give the engineman a cut-off signal, i.e., hand, flag or lamp swung vertically in circle at one-half arms length followed by proceed signal. After engineman acknowledges this signal as prescribed by Rule 14 (g), the trainman will close angle cock on rear of cabin car, lift lock pin on cabin car which will permit knuckle to open, leaving angle cock on engine open. Trainman will then separate the air hose between the cabin car and engine by use of hose cutting device. When hose is separated, this will cause brakes to apply in emergency on helping engine or engines. Care must be exercised to see that hose will not pull apart.

D1618. Employees are warned of close overhead and side clearances at the following locations, and must not go on top of or be on the side of box cars, engines, or other high equipment while movements are being made at these points.

Cleveland:		
West 9th Street ..	Yard tracks under bridge leading to Great Lakes Transit Co. Dock.	Close side.
East of Ore Dock	Hickory Street tunnel under N.Y.C.R.R.	Close side clearance.
Seneca	Crossovers just east of Block Station	L a m p s o n switch stands will not clear man on steps of cars or engines.
	Wall South side No. 1 track. West 3rd and East 9th Streets.	Close side clearance.
Alabama	Wall south side No. 1 track (old Lakeside hospital)	Close side clearance.
Minerva:		
Mill track	Building on west side	Close side clearance.
Cambridge Shop:		
Stationary track ..	Building on east side	Close side clearance.
Akron:		Overhead Clearance—
Miller Avenue ...	Overhead bridge over No. 103 track	17 ft. 10 in.
	Freight House lead	17 ft. 2 in.
High Street	Overhead bridge over No. 103 track	18 ft. 9 in.
	Saalfeld track	17 ft. 6 in.
Main Street	Overhead bridge over No. 103 track	17 ft. 8 in.
27th Street	Overhead bridge over No. 104 track	Close side clearance.
Millersburg	Bridge 60.63	Close side clearance.
Mt. Vernon	Coaling Station	Close overhead and side clearance.

D1619. Employees are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges:

Location	No.
CLEVELAND:	
Hickory Street	124.13
Cuyahoga River Drawbridge	123.62
West 9th Street	123.32
West 3rd Street	123.07
Kinsman Road	117.50
Union Avenue	116.80
Harvard Avenue—Eastward Home Signal Bridge.	
Harvard Avenue—Westward Home Signal Bridge.	
Warner Road	115.48
East 93rd Street	115.30
BEDFORD:	
Dunham Road	112.11
Egbert Road	108.73
EARLVILLE:	
Public Road	90.66
Public Road	90.35

BRADY'S LAKE:

L. E. & P. R. R.	89.46
Public Road	88.58
Erie R. R.	88.51
RAVENNA—West of	
Public Road	86.42
ALLIANCE—Main Street	66.99
CALDWELL	36.43
MACKSBURG	26.03
MARIETTA	3.79
AKRON:	
Park Street	12.86
Market Street	12.94
Prospect Street	13.10
BARBERTON—A. & B. B. R. R.	21.57
ORRVILLE—W. & L. E. R. R.	37.94
LAYLAND—North of	3.61
HELMICK—South of	8.43
BLISSFIELD—South of	11.03

D1620. DRAGGING EQUIPMENT DETECTORS

D1621. Trains moving on Yard and other tracks not operated under Block Signal rules or by Train Orders, must move at such speed that they can stop within range of vision unless tracks are seen or known to be clear and switches properly set.

D1622. Trains on the main tracks will approach Holton Ave. and Alabama Crossovers, Cleveland, under control and prepared to stop at the clearance points unless the switches are right and the track is clear.

D1623. Passenger engines will depart from Bessemer Ave. one hour in advance of the schedule leaving time of their train at Cleveland Union Station. Switching engines and puller trains must avoid delay to these engines.

D1624. Trains on No. 1 and No. 2 tracks must approach the west "Wye" switch and the crossover between main tracks connecting therewith just west of Hudson (a Junction Point) prepared to stop unless the switches are properly lined, signal indicates proceed, and track is clear. Rule 98 will apply.

Trains using crossover at this point are not required to observe first paragraph of Rule 152.

D1625. Eastward trains arriving from the south, must not leave Hudson, and passenger trains must not leave Columbus, without train orders or written instructions from the Signalman that there are no orders.

D1626. Trains coming from the Eastern Division to the Cleveland Division, at Alliance, must not leave without train orders or written instructions from the Signalman that there are no orders.

D1627. Southward trains or engines on the Strasburg Branch must stop just north of the public highway crossing at grade, one and three-tenths (1.3) miles north of Parral, and not proceed until after giving two long and two short blasts of the engine whistle, the engine bell to be kept ringing while approaching and until after the public highway crossing is passed.

D1628. Pennsylvania Railroad trains originating at or entering South Akron Yard, enroute to points via the Baltimore & Ohio Railroad will communicate by City telephone from the Yard Office with the Baltimore & Ohio Chief Train Dispatcher at Akron, advising the number of the last Baltimore & Ohio General Order in their possession and be governed by his instructions as to receiving Form A at the junction point.

Pennsylvania trains originating in Cleveland enroute to points via the Baltimore & Ohio Railroad, will communicate by telephone with the Pennsylvania Train Dispatcher, advising the last Baltimore & Ohio General Order in their possession.

D1629. To expedite the movement, conductors of freight trains, arriving at points where work is to be done, must be at the front end of their train.

D1630. While freight trains are passing a Block Station or Interlocking Station, a member of crew must be stationed on

rear platform of cabin car to receive or deliver messages. Operators must be so located that they can receive or deliver messages to member of crew on rear of cabin car.

D1631. All instructions pertaining to movement of trains must be given by the Train Dispatcher direct or from the Operator from block station who must first obtain such instructions from the Train Dispatcher.

D1632. Trains delayed from any cause conductors and engine-men must communicate with Train Dispatcher or Operator from nearest telephone booth at once and ask for instructions.

S17. MOVEMENT BY TRAIN ORDERS.

D1701. Enginemen of helping engines, including enginemen of pushing engines, must be provided with a copy of orders affecting the movement of their trains.

The engineman of each engine taken on as a hauler or pusher at a point where no orders are delivered to the train, must be advised by the train engineman or conductor of all orders affecting the train in the territory covered by the additional hauling or pusher engines.

D1702. 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 last paragraph of Rule 221a.

D1703. When a slow order to be delivered to a train covers a track close to the Block Station, Signalman must bring the train to a stop before delivering the order.

D1704. Rule 206, first sentence modified:

In train orders, regular trains will be designated by schedule and engine number; as No. 10, Engine 3850.

D1705. Rule 218 annulled.

D1706. Rule 221a modified:

When a train order is to be delivered to a train at a train order office, the Fixed-signal must be displayed at Stop for the track and in the direction of the approaching train and a Train-Order-Signal must be displayed in the place provided for the purpose.

This combination of signals must be acknowledged by the engineman by two short sounds of the engine whistle.

Operators must not clear these signals for an approaching train unless they know that the train is not the one to which orders are addressed.

In delivering train orders without stopping a train, the operator, after the signal has been acknowledged, must leave the Train-Order-Signal displayed until the orders have been delivered, place the Fixed-signal at its proper position, go on ground and hand the orders to the engineman and conductor. For freight trains the conductor's copies must be handed on the cabin car.

D1706A. When pusher engine is on train and cabin car is unoccupied, Conductor's copy of train orders will be handed on rear of train.

D1707. Rule 221b modified:

When train orders are issued that restrict the superiority of train addressed at the point where they are to be delivered to the train, the Fixed-signal at that point must remain at Stop until the orders are delivered.

When train orders are issued to hold trains, the Fixed-signal at the point at which the trains are to be held must remain at Stop until the order is annulled or an order is given to the operator permitting the trains to proceed.

D1708. Rule 222 modified and amplified:

Operators 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.

Operators must promptly record the time of arrival and time of departure of all trains and report to the Superintendent such information as directed.

D1709. Rule 223 modified:

Abbreviation, Sec. for Section, cancelled.

Form of Train Order:

Form F for Sections, annulled.

S18. YARDS AND YARD INSTRUCTIONS

D1801. Rules 93 and 317d amplified:

The use of 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.

Rule 19 will not apply to such movements, but by night one red light will be displayed on the rear, and when movements are made past a block station by day, a red flag must be displayed on the rear.

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

D1802. Rule 93a amplified:

(DOUBLE, THREE OR MORE TRACKS) Engines using main track within yard limits will display one red flag by day and one red light by night to indicate the rear of train.

S18A. Rule 93b. On portions of the railroad, within defined limits within terminals specified on the time table, trains and engines are not required to protect against following movements. On main tracks, within these limits, trains and engines must move with caution, prepared to stop short of other movements or obstructions, unless by signal indication the track ahead, on which movement is to be made, is known to be clear. On other than main tracks, within these limits, trains and engines must move at such speed that they can stop within the range of vision, unless such track is seen or known to be clear and switches properly set.

D1803.

D1804. Yards indicated by Yard Limit boards are located at:

Alliance	Orrville
Dover	Norrs
Newcomerstown	Millersburg
Cambridge	Killbuck (Dresden Branch)
Between Belle Valley and Caldwell.	Warsaw
Marietta	Mt. Vernon
	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.		Min. Sec.		Min. Sec.		Min. Sec.	
0 36	100	0 48	75	1 12	50	2 24	25
0 38	95	0 51	70	1 20	45	3 00	20
0 40	90	0 55	65	1 30	40	4 00	15
0 42	85	1 00	60	1 43	35	6 00	10
0 45	80	1 05	55	2 00	30	12 00	5

S20. SPEED RESTRICTIONS

S20A. Freight cars equipped for passenger train service must have steam heat line, air signal line, steel wheels, E-7 safety valve, three position retaining valve, and air brake cylinder — 10-inch minimum diameter.

On account of braking arrangement, when passenger trains have class X-29, 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, the lading of which is less than 25,000 pounds each, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty passenger equipped freight car to equal 1 passenger car.

The weight of lading in a car in express service loaded with mixed freight normally does not exceed 25,000 pounds — occasional car load shipments exceed 50,000 pounds in which case the weight should be ascertained from the Railway Express Agent.

When the make-up of a passenger train is such that the number of allowable loaded freight cars exceeds the limit above prescribed, the train must be operated under the regulations and speed restrictions which apply to freight trains, as well as the use of retaining valves on grades as required by the Brake and Train Air Signal Instructions No. 99-B-1.

D2001.

MAXIMUM SPEEDS (MILES PER HOUR) FOR PASSENGER AND FREIGHT TRAINS UNLESS OTHERWISE SPECIFIED

MAIN LINE	No. 2 Track		No. 1 Track		Main Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
Cleveland to Harvard Ave.	60	50	60	50		
Harvard Ave. to Alliance	70	50	70	50		
Alliance to Bayard					40	40
Bayard to Cambridge					30	30
Cambridge to Marietta					25	25
Hudson to Arlington					60	45
Arlington to Warwick	60	45	60	45		
Warwick to Joyce Avenue					60	45

BRANCHES	Passenger and Freight
Dresden Branch	20
Branches not listed above	10

Miles per hour,
unless other-
wise specified

Circus Trains

Cleveland and Alliance

45

Alliance and Bayard

40

Bayard and Cambridge

30

Cambridge and Marietta

25

Hudson and Joyce Avenue

45

Branches — conform to speeds shown
for freight trains.

Wreck Trains

Cleveland and Alliance — boom trailing

50

boom forward

40

on curves

25

Alliance and Bayard — boom trailing

35

boom forward

25

on curves

25

Bayard and Marietta — boom trailing

25

boom forward

20

on curves

15

Hudson and Joyce Ave. — boom trailing

35

boom forward

25

on curves

25

Branches — conform to speeds shown
for freight trains.

MAXIMUM SPEEDS — Continued

		Miles per hour, unless otherwise specified	
Trains other than wreck trains handling industrial derricks or other pivoted machinery moving on its own wheels.	Cleveland and Bayard	on straight track—boom trailing	30
	Bayard and Dover	on straight track—boom forward	20
	Hudson and Joyce Ave.	on curves	20
		on straight track—boom trailing	20
	Dover and Marietta	on straight track—boom forward	15
	Killbuck and Warsaw	on curves	15
		Unless otherwise specified	20
		When hauling track cars or trailers	10
	Track Cars	Through crossovers, turnouts, highway and railroad crossings	5
		Hand cars operated under Rule 80	8
All Trains		Where movement is restricted to run prepared to stop within range of vision	10
		Through all main track non-interlocked turnouts	15

D2002. Speeds indicated below must not be exceeded between stations named, on curves and over bridges:

		Miles per hour
Cleveland	All Station tracks	10
	N.Y.C.R.R. tracks Union Station	5
	Through Crossover West of Seneca Block Station	10
	East 26th Street	20
	Between 33rd Street yard master's office and St. Clair Avenue	20
	Curve west of Euclid Ave. pass. station	40
	Curve at Holton Avenue	40
	Curve at Kinsman Road	45
	Over Erie R. R. Crossing	45
	Over W. & L.E.R.R. and N. & S.S.R.R. crossings, Harvard Avenue	30
	Curve east of Harvard Avenue	40
	Curve west of Dunham No. 2 track	65
	Curve west of Dunham No. 1 track	55
	Curve east of Dunham No. 1 track	55
	Curve east of Dunham No. 2 track	65
	Highland Springs, first curve east of, on No. 2 track	60
	Ravenna — {On east and west bound connections between MV Jct. and connections with B. & O. R. R., Ravenna	45
Ravenna	curves west of Mile Post 84, Woolen Mill	65
	curve west of Mile Post 83, Water Works	65
	East of Rootstown, curve west of Mile Post 80	65
	Vine St., Alliance, curve west of Mile Post 67	45
	Alliance Station curve, Mile Post 67	20
Alliance	Short Horn track connecting Eastern Division No. 3 track with Cleveland Division Main track	10
	Westward trains over spring switch at east end of eastward siding	30
	Trains moving over facing point crossover from No. 1 to No. 2 track east bound or from No. 2 to No. 1 track west bound	10
Bayard		

Mineral City	{ Through tunnel	10
	{ Between north end of first curve, south of Mineral City and a point three thousand five hundred (3500) ft. south thereof	20
New Philadelphia	{ Over public highway crossing of 4th Street and North Broadway	5
Dover	{ Between north end of curve, north of Dover Junction and South end of Dover Station curve; on south leg of Dover Wye and on north leg of Dover Wye curve to south end of this curve	10
Newcomerstown	City Limits	25
Cambridge	{ Between Foster and Woodlawn Aves.	15
	{ At all other points in city limits	25
Glenwood	Through tunnel	10
Hudson	{ Between the Station and Switch 3	15
	{ On Wye Track	15
Curves between Silver Lake and Cuyahoga Falls Station		50
Arlington and Akron	{ On curves between Arlington and Perkins Street, Akron	35
	{ Between Perkins Street and signal bridge south of Mill Street	15
Warwick	{ Over C. L. & W. Crossing	20
	{ Over Interlocking Switches	30
Between Mile Posts 30 and 32 (Marshalville fill and cut)		40
Orrville	— Within Interlocking limits and through North Transfer	15
Curve at W. & L. E. Bridge, Orrville		40
Kramore Curve, just south of Mile Post 43		50
Millersburg — Curve north of station		50
North Jones' Curve at Mile Post 70		40
South Jones' curve between Mile Posts 70 and 71		40
Between Glenmont and Mile Post 80 — All curves		35
Between Mile Post 80 and Mile Post 84 — All curves		40
Between Baddow Pass and north end of second curve north of Baddow Pass — All trains		25
Between a point one-half (½) mile south of Mile Post 78 and a point one-half (½) mile south of Mile Post 79 — All 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
Mt. Vernon	{ Curve North of Switch 1	50
	{ Between Switch 1 and switch leading to Pittsburgh Plate Glass Co.	40
	{ Northward trains at northward distant signal	25
Curve at Bridge 103.08 between Mt. Vernon and Bangs		50
Centerac	{ Northward trains at northward distant signal	30
	{ Southward trains at southward distant signal	30
Westerville — Over street crossings between Broadway and Walnut Streets		30
Windsor Ave., north of Joyce Avenue		15
Sidings:		
Harvard Avenue — Maple	No. 99 track	20
Maple — Harvard Avenue	No. 98 track	20
Akron — Main Street	No. 103 track	15
Bridge 16 — Lambert	No. 104 track	15
All other sidings		10

Bridges:

No.	Location	Class of Engines							
		C	H 6	G 5	H 8 K 2	H 9 K 3	L	I N 1	M 2
		Miles per hour							
58.68	2.2 miles north of Millersburg	25	40	40	40	40	40	40	40
	Essex Glass Co.'s track at Mt. Vernon	x	5	5	5	x	5	x	x
3.63	1.4 miles north of Layland	x	15	15	15	15	x	x	x
5.31	0.3 miles south of Layland	x	20	20	20	20	x	x	x
8.43	0.2 miles south of Helmick	x	15	15	15	15	x	x	x
11.03	1.7 miles north of Metham	x	20	20	20	15	x	x	x
14.15	1.5 miles south of Metham	x	20	20	20	15	x	x	x
83.29	0.9 miles south of Newcomerstown	x	30	20	20	10	20	x	x
59.78	1.8 miles north of Cambridge	x				25	20	x	x
36.43	1 mile north of Caldwell	x	10	x	x	x	x	x	x
35.86	0.5 mile north of Caldwell	x	10	x	x	x	x	x	x
22.81	2 miles south of Macksburg	x	25	x	x	x	x	x	x

NOTE.—x Use prohibited.

D2003. Various.

On single track, extra trains within yard limits — 10 miles per hour.

Engines without trucks — 15 miles per hour.

D2004.

MINIMUM RUNNING TIME BETWEEN STATIONS

	Passenger Trains		Freight Trains	
	Westward	Eastward	Westward	Eastward
	Minutes	Minutes	Minutes	Minutes
Cleveland	13	13		
Harvard Avenue	16	16	23	23
Hudson	11	11	14	14
M. V. Junction	18	18	23	23
Alliance				
Total	58	58	60	60
M. V. Junction	3	3	4	4
Ravenna (B. & O.)	6	6	10	10
FS Tower (B. & O.)	7	7	12	12
Newton Falls (B. & O.)	7	7	12	12
Niles Junction (B. & O.)				
Total	23	23	38	38
	Southward	Northward	Southward	Northward
	Minutes	Minutes	Minutes	Minutes
Hudson	14	14	17	17
Arlington	2	2	4	4
Akron	16	16	21	21
Warwick	12	12	17	17
Orrville	25	25	35	35
Millersburg	49	49	69	69
Mt. Vernon	44	44	65	65
Joyce Avenue				
Total	162	162	228	228

In case of delay enroute the number of minutes must be added to the minimum running time.

D2005. Dead engines of a design having two or three pairs of drivers and no trucks — 20 miles per hour.

Dead engines of a design having four pairs of drivers and no trucks — 25 miles per hour.

Two or more such dead engines in the same train to be separated by one or more cars.

D2006. Rule 750 amplified:

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 speed:

Class of Engines	Miles per hour
C-1, I-1s, N-1s and N-2s	8
All others	15

If engines with any main or side rods disconnected, while on the main track, have interference between 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 rods 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 the necessary instructions.

When the front section of side rods on Class I-1s engines have been removed, also when the front side rods on Class L-1s engines, equipped with duplex cross heads, have been removed, the main rods to be taken off and the cross heads properly secured with the studs provided for that purpose.

D2007. The following classes of engines will not exceed speed indicated below:

Class	Forward	Backward
A	15	15
B	20	20
C	25	20
CC	25	20
E	70	25
G	65	40
H	50	35
I	50	25
K	70	25
L	45	20
M	70	25
N	45	20
Gas-electric rail motor cars	60	60
Gasoline rail motor cars	60	60

Maximum Speed When Running Forward Light

Passenger engines	50
Freight engines	40

D2008. Class M-1 and M-1a engines will not exceed speed indicated below:

	Miles per hour	
	Forward	Backward
At Bayard Interlocking where caution slow speed signal Rule 278, or slow speed signal Rule 279 is given for diverging routes	10	5
All crossovers and turnouts connecting with main tracks outside of interlocking limits	10	5

S21.

SIGNAL RULES

Indication of Rules 279-281-282-283-284 and 285, Pages 79-80-81-82 and 83, Book of Rules changed and modified:

Rule 279

INDICATION — Proceed, prepared to stop at next signal. Within interlocking limits, a train must not exceed 15 miles per hour.

NAME — SLOW-SPEED-SIGNAL.

Rule 281

INDICATION — Proceed. Within interlocking limits, a train must not exceed 15 miles per hour.

NAME — CLEAR-SLOW-SPEED-SIGNAL.

Rule 282

INDICATION — A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Where a facing switch is connected with the signal, approach that switch prepared to stop. Approach next signal prepared to stop.

NAME — CAUTION-SIGNAL.

Rule 283

INDICATION — A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Approach next signal prepared to stop.

NAME — APPROACH-SIGNAL.

Rule 284

INDICATION — Approach next signal at not exceeding one-half the speed authorized for passenger trains at next signal, but not exceeding 30 miles per hour.

NAME — APPROACH-RESTRICTING-SIGNAL.

Rule 285

INDICATION — Proceed. Within interlocking limits, a train must not exceed one-half the speed authorized for passenger trains, but not exceeding 30 miles per hour.

NAME — CLEAR-RESTRICTING-SIGNAL.

D2101. In conforming to the speed when operating under Rule 282 (caution signal) and Rule 283 (approach signal), the train must not exceed one-half its maximum authorized speed when passing the signal, but not necessarily before reaching it. However, where the signal cannot be seen a sufficient distance to reduce to not exceeding one-half its maximum authorized speed at the signal, the speed should be so reduced as soon as proper handling of the train will permit. Where the indication shown in Rule 282 is received, engineman must not resume speed on seeing next signal clear, if there is a facing switch between the point where he sees the signal and the signal.

Where the indication in Rule 280 is received, engineman must not resume speed until the track is seen to be clear to the end of the block.

Where the indication shown in Rule 283 is received, engineman may resume speed on seeing the next signal ahead clear.

D2102. Rule 289 annulled.

D2103. Rule 290 modified:

INDICATION — WHEN PROPER INDICATION IS DISPLAYED BY FIXED-SIGNAL, PROCEED AT SLOW SPEED PREPARED TO STOP UNTIL TRAIN ORDERS ARE RECEIVED.

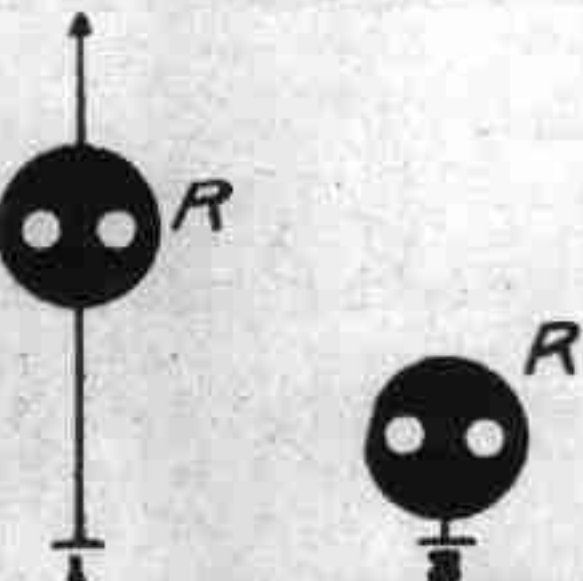
NAME — TRAIN-ORDER-SIGNAL.

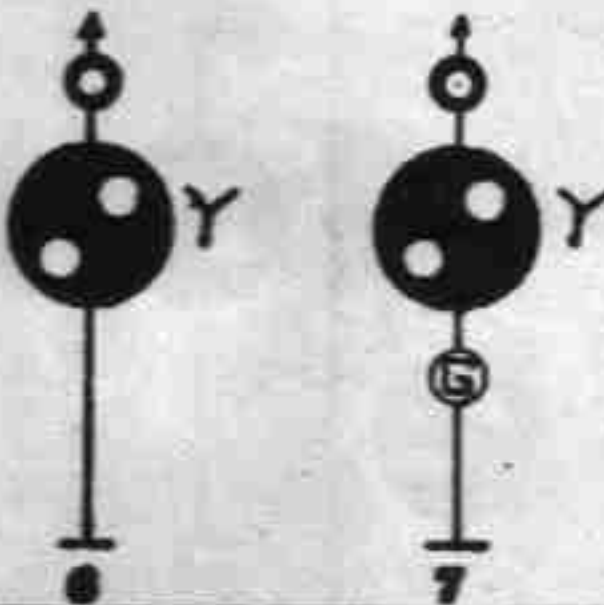
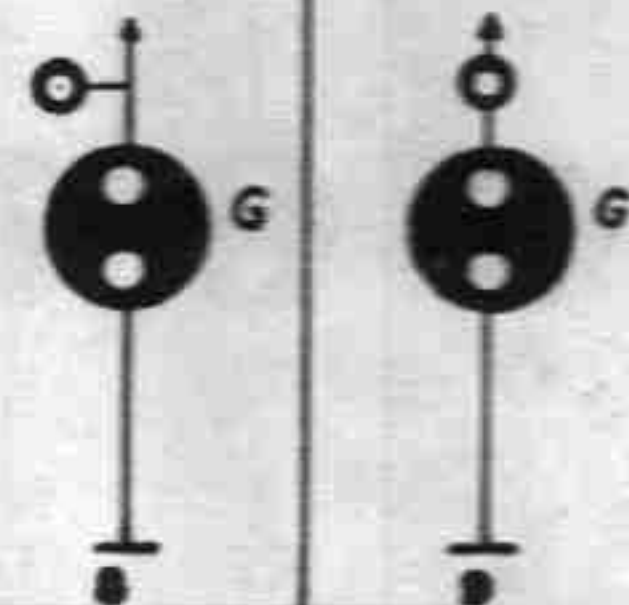
D2104. A flashing yellow light displayed in combination with aspects of Southward Manual Block Signal at Mt. Vernon will be used in place of the aspect prescribed by Rule 290, and will apply only to movements on the track governed by this signal.

S21A.

SIGNAL ASPECTS.

D2105. Signal aspects not standard.

Name	Indication		Aspects
	R-Red	Y=Yellow G=Green	L.W.=Lunar White
Stop Signal		Stop	
Stop and Proceed Signal		Stop, then proceed in accordance with rule 509 or 660	
Grade Signal		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	
Caution Signal		Proceed prepared to stop short of train or obstruction	

Name	Indication		Aspects
	R-Red	Y=Yellow G=Green	L.W.=Lunar White
Approach Signal		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	

Name	Indication		Restricted Route		Slow Route	
			Aspects		Aspects	
Stop and Proceed Signal	R-Red	Y=Yellow	G=Green	L.W.=Lunar White	11	12
Restricting Signal	Stop, then proceed in accordance with rule 509 or 660	Proceed at restricted speed prepared to stop at next signal	Train proceed at not exceeding one-half its maximum authorized speed at point involved but not exceeding 30 miles per hour	13	14	15
Clear Restricting Signal	Proceed at not exceeding 15 miles per hour with caution prepared to stop short of train or obstruction	Proceed at not exceeding 15 miles per hour	Proceed at not exceeding 15 miles per hour	16	17	18
Caution Slow-Speed Signal	Proceed at not exceeding 15 miles per hour	Proceed at not exceeding 15 miles per hour	Proceed at not exceeding 15 miles per hour	19	20	21
Slow-Speed Signal	Proceed at not exceeding 15 miles per hour	Proceed at not exceeding 15 miles per hour	Proceed at not exceeding 15 miles per hour	22	23	24
Clear Slow-Speed Signal	Proceed at not exceeding 15 miles per hour	Proceed at not exceeding 15 miles per hour	Proceed at not exceeding 15 miles per hour	25	26	27

D2106.



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

NAME — Signal mast bracket marker.

D2107. TAKE SIDING INDICATOR

Rule 288, this indication will be displayed for trains, other than passenger:

INDICATION

Take siding at Barberton.

LOCATION

On southward automatic Signal Mast 195.

D2108. DISTANT SWITCH INDICATOR.

INDICATION



—Green. Facing Point Switch — Normal.

—Yellow. Facing Point Switch — Open.

D2109. LOCATION

Killbuck, on the west side of main track 3800 feet north of switch No. 1 and on the east side of main track 4600 feet south of switch No. 4.

Alliance, on north side of main track one (1) mile east of switch at east end of eastward siding.

D2110. SWITCH INDICATOR

INDICATION



—Green. Facing Point Switch — Normal.

—Red. Facing Point Switch — Open.

D2111. LOCATION.

Alliance, on north side main track at switch at east end of eastward siding.

D2112. Rule 34 amplified. Immediately upon seeing a Fixed Signal or Distant Switch Indicator, affecting the movement of their train, the engineman and fireman must, and when practicable the trainmen will, call its indication by name to each other.

S22. BLOCK SIGNAL RULES.

D2201. 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.

D2202. The first paragraph of Rule 362 amplified:

“Trains must not pass a stop signal without receiving a Caution Card (Form D), a Clearance Card (Form C), or a train order authorizing them to do so, nor must an engine returning to its train in the block pass a stop signal without a Clearance Card (Form C).”

Instructions on Clearance Card (Form C) page 133, Book of Rules, amplified:

This card must be used only in case of failure of Block-signal, Interlocking Signal, or the Home-signal referred to in paragraph 3, or when signal cannot be displayed for an engine returning to its train.

D2203. In connection with Rules 317a, 317b, 318a and 318b:

When necessary for a train to enter a block behind a train in order to return to main track to proceed in the opposite direction, it may do so under protection, after securing permission from the signalman as prescribed by Rule 365. Signalmen must obtain permission from train dispatcher to make such movements and will observe Rule 326, and the train must enter the block only far enough to clear the main track switch.

D2204. When a train clears a block between block stations, or at an unattended block station the flagman may, when authorized by the conductor or engineman, report clear to the signalman.

Instruction S33A modified.

D2205. Where distance between block stations is less than five miles, block signalman may ask for block upon receiving information that train has passed the second block station in the rear.

D2206. Extra train, except passenger extra, may be admitted to a block that is occupied by a work extra, under permissive signal and with a copy of the work extra's order to protect itself.

D2207. 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
Millersburg	Northward Block Signal to Switch 2 Southward Block Signal to Stand Pipe.
Danville	Northward Block Signal to Station
Mt. Vernon	Southward Block Signal to Station

"C. & E. Train.....
You may pass.....ward Stop Signal in
accordance with time-table special instruction No. D2207.

.....Signalman."

S23. MANUAL BLOCK SYSTEM.

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

Warwick and Joyce Avenue.
Alliance and Bayard.
Bayard and Foster Avenue.

D2302......

D2303. Rule 317b will apply between:

Warwick and Joyce Avenue.
Alliance and Bayard.
Bayard and Foster Avenue.

On double, three or more tracks when moving against the current of traffic.

D2304......

D2305. Rule 307a (new):

When a train is authorized by train order to run against the current of traffic to an interlocking plant — remote controlled,

the portion of the main track between that interlocking plant and the first block station in the rear, will constitute a block for that train.

D2306. Rule 330 modified:

A signalman having train orders for a train, must display the Home-Signal at Stop, and in addition the Train-Order-Signal. He may permit trains to proceed under Block Signal Rules after complying with rules for movement by train orders.

D2307. Rule 337 modified:

Reflectors illuminated by headlights substituted for marker lights upon block signals at:

Marshallville
Danville.

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.

D2308. Unattended block stations are controlled by the Signalman specified in time-table, or Special Instructions.

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 5½ x 3½.)

FORM K	THE PENNSYLVANIA RAILROAD CLEARANCE CARD	FORM K
.....Block Station,.....M.....193.....		
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.		

D2309. A train receiving Clearance Card (Form K) to pass an unattended block station, and arriving 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.

D2310. Clearance Card Form K, authorizing a train to pass one or more Unattended Block Stations without stopping, is annulled when a train clears the main track and reports clear of the block.

S24. CONTROLLED MANUAL BLOCK SYSTEM

S25. AUTOMATIC BLOCK SYSTEM

D2501. Rules 501 and 505, 505b to 514, inclusive, are in effect as follows, between:

Seneca and Alliance.

Ravenna and M. V. Junction on Eastward and Westward connections.

Arlington and Warwick.

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

D2502. Rules 501, 505, 505-A, 505-C, 505-D, 505-E, and 506 to 514 inclusive, except Paragraph (A) of Rule 509, are in effect as follows, between:

Hudson and Arlington:

Paragraph (B) instead of Paragraph (A) of Rule 509 will apply.

A train for which the direction of traffic has been established must not move in the opposite direction without proper interlocking signal indication or train order.

D2503. At following locations where switch levers are not locked with electric locks, a train must not enter the block without a train order authorizing it to do so and in addition thereto must obtain permission from the Signalman at Hudson.

Cuyahoga Falls	Tucker Coal Co. track. Water Works track. Vaughn Machine Co. track. House track.
Arlington	McCausland Co. track. Sun Oil Co. track.

D2504. Switches are equipped with Lock Levers and Electric Locks on switch levers, as follows:

Cuyahoga Falls	North end No. 2 siding. South end No. 2 siding.
Gorge	Entrance to track.

To enter sidings at locations where switch levers are locked with electric locks, except No. 1 and No. 2 switches at Hudson, trains must occupy track circuit (average length 150 feet) approaching switch, operate lock lever and switch lever and, after movement has been completed and levers restored to normal position, report clear to Signalman at Hudson.

At No. 2 switch Hudson, in addition to conforming to these instructions, permission must also be obtained from Signalman at Hudson.

At No. 1 switch Hudson proper interlocking signal may be accepted for movement to or from siding. If necessary for trainmen to operate this switch permission must be obtained from Signalman at Hudson. Trains using No. 1 switch need not report clear of main track unless otherwise instructed.

To enter block at locations where switch levers are locked with electric locks, permission must be obtained from Signalman at Hudson to occupy the block before lever is operated. After lock lever has been operated, Signalman will release electric lock on switch lever.

Electric light indicators are located on instrument cases of signals between Hudson and Arlington. If indicator light is out it indicates commercial power is off and signals are being operated from standby batteries. Members of train crews and other employees observing indicator light not burning will make prompt report to Superintendent.

D2505. (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 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.

D2506. 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 locking, 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 signalman; signalmen and levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

D2507. 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 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.

S25A.

RULE 505a

S25B.

CAB SIGNAL RULES

S25C.

RULE 511a

When moving from main track to siding, switch must remain open until train is clear, and when moving from siding to main track, switch must be opened before main track is fouled.

S25D.

GRADE SIGNALS

D2508. Grade signals for tonnage freight trains as indicated in Rule 277 are in service.

A tonnage freight train, as referred to in Rule 277, is a train having 80 per cent or more of the authorized slow freight engine rating, or, having in excess of 90 cars, including cabin car.

Before entering territory where Grade Signals are in use, Conductor must notify Engineman of authorized slow freight engine rating for that trip, tonnage, or number of cars in train and changes due to setting off or picking up cars.

D2509. On double, three or more tracks, if stop signals cannot be cleared and no cause for detaining train be known, the signalman may issue Clearance Card (Form C) by filling out paragraph (1) as follows:

"Proceed into Block as though STOP AND PROCEED signal was displayed."

S26.

INTERLOCKING RULES

S26A. Rule 663 amplified:

Trains or engines must not pass an interlocking stop-signal without receiving Clearance Card (Form C) or train order. The Signalman may authorize a Conductor or Engineman to fill out Clearance Card (Form C).

D2601. SWITCHES — POWER-OPERATED FROM DISTANT POINT OF CONTROL

Location	Control Station
Hudson	Hudson
Clark	Hudson
Silver	Hudson
Payne	Hudson
Lambert	Barberton

D2602. Should switches, power operated from distant point of control, fail to operate, a 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 trainmen receive 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.

D2603. Rule 630 modified:

A signalman having train orders for a train, must display the Home-signal at Stop, and in addition the Train-Order-signal. He may permit trains to proceed under Interlocking Rules after complying with rules for movement by train orders.

S27. NON-INTERLOCKED SWITCHES CONNECTED WITH MANUAL BLOCK STATION SIGNALS
D2701.

Block Station	Non-Interlocked Switches Connected
Bayard	Zepernicks oil track South end McKinley siding
Newcomerstown	South end No. 16 track North end No. 11 track North end of yard East wye track
Mt. Vernon	Switches 3, 4 and 5

S28. TRACK CARS, ETC.

(a) General definition of track car—amplified:

Track car—A hand car, or self-propelled car or truck, which may be manually moved to or from the track.

(b) Rule 829 paragraph 10, amplified:

Track cars must not be operated except as prescribed by Rule 80 when so provided in the time table.

(c) Rule 206, amplified:

The prefix H. C. to hand car running number will be used when issuing train orders or instructions to Drivers of hand cars.

(d) Rule 80, amplified:

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

(e) Track cars must be equipped with Flagman's signals as follows:

Day Signals—Two red flags, torpedoes and fuses.

Night Signals—Two red lanterns, two white lanterns, torpedoes and fuses.

(f) Rule 80, fifth paragraph, amplified as follows:

They will not be authorized to represent a schedule; and under Manual Block System Rules will be operated as a "train other than a passenger train," and may be admitted by Train Order and under Stop Block Signal to a block following a passenger train in Manual Block territory.

(g) Rule 80, sixth paragraph modified:

All movements will be made without displaying the signals prescribed by Rule 19 and Rule 19a.

D2801.

(1) Track cars will be operated as provided for by Rule 80; Between Cleveland and Foster Avenue, Hudson and Joyce Avenue.

(2) Fourth paragraph of Rule 80 amplified to read:

Track cars must not be used in Controlled Manual Block System territory or in Automatic Block System territory unless special provision is made for Manual Block System protection.

(3) In Automatic Block System territory, signalmen will not permit trains or track cars to follow track cars without instructions from the Superintendent. He must also comply with

Rule 221c when a track between his block station and the next block station in advance is occupied by a track car.

(4) In the application of Automatic Block System rules to track cars, Signalman must not give permission, nor a fixed signal, authorizing a track car to enter a block at any point without authority from the Superintendent.

(5) To avoid delay to passenger trains, track car extra must clear main track and report clear to the Superintendent or Signalman before a passenger train is due to leave the block station in the rear.

(6) Where Automatic Block System rules for single track, Nos. 551 to 564, inclusive, are in effect and opposing movements are not protected by Controlled Manual Block System rules, track cars must clear main track and report clear to the Superintendent, or Signalman before an opposing or following passenger train is due to enter block at a block station. Signalman will not permit any train to enter a block occupied by a track car without instructions from the Superintendent.

(7) Track cars must not pass an attended block station without verbal permission or proper hand signal in addition to fixed signal.

(8) Track cars will not operate automatic or semi-automatic signals, or highway crossing warning signals, neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for protection to movements made by such cars; Signalmen and Levermen must assure themselves that such cars have cleared the switches before operating same.

(9) 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 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.

(10) Velocipedes to be operated by authority of the Superintendent.

(11) Signalmen will not admit a one-man track car to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track car without instructions from the Superintendent.

(12) The last four numerals of the present M. W. number shall be known as the running number.

(13) Track cars must not pass over remote controlled switches without permission from the Signalman and will report clear after having cleared same.

(14) In the movement of track cars at interlockings, the following instructions will govern: The Signalman before clearing the signal for movement of a track car through, or giving permission for the movement within the interlocking, must secure all affected switch levers with standard blocking device, the levers to remain secured in this manner, until the Driver of the track car reports that the movement has been completed. The Driver of the track car must report immediately to the Signalman when the movement has been completed.

Pony trucks may shunt track circuits and must not be used within interlockings except by permission of Signalman.

(15) In Controlled Manual Block System territory Signalman must comply with Rule 221c when a track between his block station and the next block station in either direction is occupied by a track car.

D2802. Between Foster Avenue and Marietta, Killbuck and Warsaw, track cars will operate as follows:

Track cars will be numbered for identification and will be in charge of a qualified employe.

LOCATIONS	CLASS OF ENGINE									Engines with Tender Capacity of Over 15,000 Gallons
	B	C1	H6	E6 G5 H8 H9 H10	K2 K3 K4	I	L	M	N	
New Philadelphia										
General Asphalt					X	X	X	X	X	
New Philadelphia to Goshen					X	X	X	X	X	
Jet Mine Branch	X	X	X	X	X	X	X	X	X	
Strasburg Branch					X	X	X	X	X	
Newcomerstown										
South turnouts, yard tracks 11, 13, 15						X	X	X	X	
NEWCOMERSTOWN to BYESVILLE		X				X		X	X	X
BYESVILLE to BRIDGE 36.43		X			X	X	X	X	X	X
BRIDGE 36.43 to MARIETTA		X		X	X	X	X	X	X	X
Cambridge										
Suitt Bros. track		X	X	X	X	X	X	X	X	
A. S. & T. P. Co., Guernsey Works					X	X	X	X	X	
Cambridge Shop										
Stationary tracks					X	X	X	X	X	
Cambridge Glass Co.					X	X	X	X	X	
Marietta										
Leidecker Tool Co.		X	X	X	X	X	X	X	X	
Central Mfg. Lbr. Co.		X		X	X	X	X	X	X	
Crescent Supply Co.		X		X	X	X	X	X	X	
U. S. Repair Department		X	X	X	X	X	X	X	X	
Paint and Color Co.		X		X	X	X	X	X	X	
HUDSON to JOYCE AVENUE										
Silver Lake										
Falls Paper Box Co.					X	X	X	X	X	
Trestle on Tucker Coal Co. track		X			X	X	X	X	X	
Cuyahoga Falls										
Falls Clutch & Machine Co., on curve at overhead crane	X	X	X	X	X	X	X	X	X	
Gorge										
Ohio Edison Co.'s track beyond 200 feet from switch					X	X	X	X	X	
Owens Concrete Products Co.					X	X	X	X	X	
Trestle on Owens Concrete Products Co. track	X	X	X	X	X	X	X	X	X	
Trestle North Hill Coal Co. track, to point 40 ft. from end of track		X			X	X	X	X	X	
Arlington										
Robinson Clay Products Co.					X	X	X	X	X	
Akron										
South turnout, Coach track					X	X	X	X	X	
Beyond frog Summit St. Yard and Freight House tracks		X	X	X	X	X	X	X	X	
Wise Furnace Co., Mill St.		X	X	X	X	X	X	X	X	
South Akron										
Trestle Burkhardt team track	X	X	X	X	X	X	X	X	X	
Brown Graves Co.					X	X	X	X	X	
Freight House tracks					X	X	X	X	X	
Belt tracks					X	X	X	X	X	
Firestone Tire & Rubber Co.					X	X	X	X	X	
Colonial Salt Co.					X	X	X	X	X	
Barberton										
Columbia Chem. Tran.					X	X	X	X	X	
Warwick										
B. & O. Transfer					X	X	X	X	X	
Orrville										
Water Works Track					X	X	X	X	X	
Smucker Co. track					X	X	X	X	X	
Scale track—North of scales					X	X	X	X	X	

LOCATIONS	CLASS OF ENGINE									Engines with Tender Capacity of Over 15,000 Gallons
	B	C1	H6	E6 G5 H8 H9 H10	K2 K3 K4	I	L	M	N	
Apple Creek										
Team track					X	X	X	X	X	
State track					X	X	X	X	X	
Fredericksburg										
Team track					X	X	X	X	X	
Pottery track					X	X	X	X	X	
Holmesville										
Elevator track					X	X	X	X	X	
Millersburg										
Wye track						X		X	X	
Dresden Branch:										
Between Bridge 1.59 (1 1/2 miles south of Killbuck) and Warsaw.					X	X	X	X	X	
Killbuck Sand & Gravel Co.					X	X	X	X	X	
Glenmont										
Trestle on Briar Hill Stone Co. track	X	X	X	X	X	X	X	X	X	
Brink Haven										
Studer Bros. track					X	X	X	X	X	
Cavallo Branch					X	X	X	X	X	
Purdy's Gravel Pit track beyond loading bins					X	X	X	X	X	
Danville										
Standard Oil Co.					X	X	X	X	X	
Twin City Oil Co.					X	X	X	X	X	
Howard Branch										
Beyond 40 car lengths from main.					X	X	X	X	X	
Siding at Howard					X	X	X	X	X	
Gambier										
Private part of Farmer Co-operative Co.					X	X	X	X	X	
Mt. Vernon										
Horn track beyond B. & O. R. R. Crossing					X	X	X	X	X	
Essex Glass Co.		X			X	X	X	X	X	
Pure Oil track					X	X	X	X	X	
Pittsburgh Plate Glass Co. inside gates					X	X	X	X	X	
Dubinsky Bros.					X	X	X	X	X	
Two turnouts off of northward siding north of shop					X	X	X	X	X	
Ash Pit track					X	X	X	X	X	
Ash track					X	X	X	X	X	
Lumber track					X	X	X	X	X	
Ladder track south yard, five turnouts					X	X	X	X	X	
Ohio Power Co.					X	X	X	X	X	
Lamb Glass Co., loading and unloading tracks					X	X	X	X	X	
Centerburg										
Elevator track					X	X	X	X	X	
East team track					X	X	X	X	X	
Centerac										
N. Y. C. Transfer track								X		
Sunbury										
Farmers Co-op. Co.					X	X	X	X	X	
Nestle Milk Co.					X	X	X	X	X	
Trestle on Nestle Milk Co.	X	X	X	X	X	X	X	X	X	
Trestle on Burrer Elevator track					X	X	X	X	X	
Galena										
Galena Shale, Tile & Brick Co.					X	X	X	X	X	
Westerville										
West team track					X	X	X	X	X	
Security Coal & Oil Co.					X	X	X	X	X	
Minerva Supply Co.					X	X	X	X	X	
Linden										
Linden Lumber Co.					X	X	X	X	X	
Linden Milling Co.					X	X	X	X	X	
Linden Coal & Material Co.					X	X	X	X	X	
Three C Lumber & Supply Co.					X	X	X	X	X	

Letter X indicates classes of engines prohibited at locations listed.
 Letter f indicates maximum speed moving forward. Backward movement prohibited.
 Letter b indicates maximum speed when making backward movement.
 Letters bc indicate maximum speed on curves between points shown when making backward movement.

Letter d indicates maximum speed when two locomotives are coupled.

Figures (5, 10, 15, etc.) indicate maximum speeds expressed in miles per hour at which the classes of engines specified may be operated at locations listed.

Baltimore & Ohio R. R. Engines heavier than Class Q1 are restricted, as follows:

Akron — South turnout, coach track.

Barberton — Columbia Chemical Transfer.

Warwick — B. & O. Transfer.

D2902. Engines heavier than H-10 must not be double headed over Cuyahoga River drawbridge, Cleveland.

S30. ELECTRICAL OPERATION

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 at Bulletin Board points indicated under D1301.

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. M. D. Stepp, Office, St. Lukes Hospital, 11311 Shaker Blvd.	GArf. 8600
	Res., 1868 Farmington Rd.	GArf. 3522
	Dr. Geo. B. Tupper, Office, 307 Republic Bldg.	PRospect 7477
	Res., 3148 Huntington Rd.	WAsh. 1652
	Dr. O. F. Simonds, Oculist, Office, 942 Hanna Bldg.	MAin 0923
	Res., 21460 Aberdeen Ave., Rocky River, Ohio.	BOule. 5902
	Dr. A. P. Harrison (Med. Ex.) Office, 8604 Kinsman Road.	ENdicott 2121
	Monday, Wednesday and Friday— 8:00 A. M. to 5:00 P. M.	Line 250
	Saturday— 8:00 A. M. to 12:00 Noon. Res., 3322 E. Overlook Rd., Cleveland Heights, Ohio	
Ravenna	Dr. R. D. Worden, Office, 115½ N. Chestnut St. Res., 357 N. Freedom St.	6611 7545

Location	Name and Address	Telephone Number
Alliance	Dr. Homer G. Scranton, Office, 133 S. Linden Ave.	6271
	Res., 2820 S. Union Ave.	2118
	Dr. Ray R. Mosely, Office, 133 S. Linden Ave. Res., 425 E. Milton St.	6271 2293
	Dr. A. P. Harrison, (Med. Ex.) Office, Passenger Station First and Third Tuesdays, each month— 10:30 A. M. to 12:00 Noon, 2:00 P. M. to 3:30 P. M.	Canton 262
New Philadelphia	Dr. A. P. Harrison (Med. Ex.) Office, Yard Office Third Wednesday, each month 2:00 P. M. to 3:00 P. M.	Ohio Associated 26741
Newcomers-town	Dr. C. A. Hanson, Office, 101 Main St. Res., Evansburg Rd.	211 288
Cambridge	Dr. Henry L. Wells, Office, 122½ N. 9th St.	Home 2495
	Res., N. 13th and Scott Ave. Dr. H. E. Heston (Med. Ex.), Office, Freight Station. Second and Fourth Tuesdays, each month— 1:00 P. M. to 2:00 P. M.,	2776 2491
Marietta	Dr. A. Howard Smith, Office, 312 Third St. Res., 321 Fourth St.	16 600
Akron	Dr. J. D. Smith, Office, 2102 First Central Trust Bldg.	FRank. 5212
	Res., 249 Rose Blvd. Dr. A. P. Harrison (Med. Ex.) Office, Mill Street Freight Station. Second and Fourth Thursdays, each month— 10:00 A. M. to 12:00 Noon, 1:00 P. M. to 3:00 P. M.	UNiver. 3527 BLackstone 5111
Orrville	Dr. O. G. Grady, Office, 116 N. Vine St. Res., 533 S. Walnut St.	Ohio Central 86-Z 86-W
Columbus	Dr. H. E. Heston (Med. Ex.), Office, 20th St. Shop. Daily except Saturday and Sunday— 8:30 A. M. to 5:00 P. M.	MAin 1121
	Saturday— 8:30 A. M. to 12:00 Noon, Res., 254 Oakland Park Ave. .	LAWndale 5246
	Dr. L. L. Cooper (Oculist) Office, 20th St. Shop. Second and Fourth Wednes- days, each month— 8:45 A. M. to 2:30 P. M.	MAin 1121
	Dr. Frank Warner, Office, White Cross Hospital. Res., 177 Hubbard Ave.	ADams 9171 UNiver. 7376

Location	Name and Address	Telephone Number
Columbus	Dr. Frank S. Lott, Office, 246 E. State St. Res., 3861 Olentangy River Rd.	ADams 2450 LAwndale 7469
	Dr. George J. Heer Office, 289 E. State St. Res., 475 E. Town St.	ADams 5437 GARfield 5005
	Dr. H. V. Postle, Oculist, Office, 21 E. State St. Res., 395 Stoddart Ave.	ADams 5768 FAirfax 5260

Bell telephone numbers are shown unless otherwise indicated.

D3202. HOSPITALS

Location	Name and Address	Telephone Number
Cleveland	St. Lukes Hospital, 11311 Shaker Blvd.	GARfield 8600
Bedford	Bedford Municipal Hospital, Blaine Avenue	Bedford 402
Ravenna	Robinson Memorial Hospital, 460 South Chestnut St.	6431
Alliance	City Hospital 207 E. College St.	6262
Dover	Union Hospital, Reeves Heights	Ohio Associated 34871
Cambridge	St. Francis Hospital, 127 South Tenth St.	Home 2782
Marietta	Marietta Memorial Hospital, Matthew St.	1830
Akron	Peoples Hospital, 256-270 W. Cedar St.	JEfferson 7151
Mt. Vernon	Mercy Hospital, 117 East High St.	Mt. Vernon 210
Columbus	White Cross Hospital, 700 N. Park St.	ADams 9171

Bell telephone numbers are shown unless otherwise indicated.

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

First Aid Boxes:

In baggage, combined, cabin cars, and in flagmen'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, M. W. cabins, wreck trains, shops, engine 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.

One stretcher should be carried in the first toilet of first coach in all local passenger trains when such train does not carry a baggage or combined car.

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 and cross-overs used in train movement, and at other points as follows:

List of Telephones.

Connected With	Location
Seneca and Erie Crossing	East 9th Street Crossover. East 22nd Street. Alabama (East 26th Street). 33rd Street Yard Office. Superior Avenue. Euclid Avenue, Signal Location—1198. Cedar Avenue Quincy Avenue. Platt Avenue East of Signal Location—1184 Signal Location—1181. Holton Avenue. Eastward Home Signal, Kinsman Road. Bessemer Avenue. Eastward Home Signal, Erie Crossing.
Dispatcher's Office	Kinsman Road Yard Office.
Erie Crossing and Harvard Av.	Home Signal, Erie R. R. Crossing. Union Street. Aetna Street. W. & L. E. Transfer.
Harvard Ave. and Hudson	Westward Home Signal, Harvard Avenue. Signal Location—1140. Dunham Crossovers. McCracken's Road, West End Bedford Yard. Dunham Road North, 98 Track. Signal Location—1112. Rockside Road. Signal Location—1104. Signal Location—1103. Bedford, Entrance to Old Line. Signal Location—1092. McMyler Switch. Macedonia—Tool house, in station. Signal Location—1030. Signal Location—1009.

Connected With	Location
Hudson and Brady's Lake	{Signal Location—959. Signal Location—937. Signal Location—917. Signal Location—895.
Brady's Lake and "MV" Jct.-----	{Home Signal, Brady's Lake. Signal Location—877. Car Inspector's Shanty. Eastward Home Signal, M. V. Junction. Ravenna Station, Low Grade. Ravenna Freight House. Old Line, Ravenna.
"MV" Jct. and Alliance-----	{Home Signal, M. V. Junction Signal Location—847. Signal Location—829. Signal Location—793. Signal Location—731. Signal Location—713. Union Avenue, Alliance. Signal Location—674. Patterson Street, Alliance.
Alliance and Bayard	{Broadway, Alliance. Signal Bridge East of Alliance. West End Mahoning Yard. East End Mahoning Yard. East End Bayard Yard. Car Repairman's Shanty, East End Bayard Yard.
Bayard and Waynesburg	{Minerva, Line Street. Minerva Station. N. Y. C. Connection, Minerva Junction. Malvern Fire Clay Co. Malvern Station.
Bayard & Newcomerstown ---	{Whitacre's Switch, No. 3 Plant. Waynesburg Station. Mineral City. B. & O. connection, 0.2 mile south Mineral City. North End Wye Track, Dover. South End Wye Track, Dover. Straight Leg of Wye Track, Dover. Yard Office, New Philadelphia. Strasburgh Branch Switch, Dover. Newcomerstown Yard, No. 10 Track.
Newcomerstown	{Newcomerstown Yard, State Street Crossing. Newcomerstown Yard, South End No. 22 Track. North End, Post Boy Tunnel. South End, Post Boy Tunnel. Guernsey House Track Kimbolton Station Platform. North End Siding, Foster Avenue, Cambridge. Cambridge Freight Station. Cambridge Shop, North End No. 48 Track. Cambridge Shop, 15th Street Crossing. Cambridge Shop, South End No. 100 Track. North End Cambridge Scale Yard. South End Cambridge Scale Yard.
Newcomerstown and Marietta---	{South Leg of Wye Track, Belle Valley. Caldwell Mine Track. Macksburg Station. Tool House, Whipple. Old Shop Track, Marietta. Patten Siding, North End.

Connected With	Location
Hudson and Arlington	{Hudson Switch 2. Signal Location A-33. Cuyahoga Falls, Water Works Track. Cuyahoga Falls, Station Platform. Cuyahoga Falls, Team Track. Cuyahoga Falls, Broad Street. Signal Location A-95. Cuyahoga Falls, McClausland Co. Track.
Arlington---	{Southward Home Signal. A. C. & Y. Transfer. B. & O. Transfer.
"JO" Tower	{Interlocking Home Signals. Park Street. Center Street. Exchange Street. Burkhart Team Track. Crosier Street. Miller Avenue. Main Street.
Barberton -	{Bridge No. 16. Mile Post 18. Erie Transfers. Manchester Road. Signal Location—172. Signal Location—214. Signal Location—221. Signal Location—231.
Warwick --	{Signal Location—241. Signal Location—251. Signal Location—261. Clinton
Orrville ----	{Water Works Switch. East Union, Station Track. Millersburg Wye Track.
Millersburg and Mt. Vernon	{Two Miles South of Glenmont. Baddow Pass. Two Miles South of Baddow Pass. One Mile South of Brink Haven. Three Miles South of Brink Haven.
Danville and Mt. Vernon	{Howard Branch. Gambier Station Platform.
Mt. Vernon	{Pittsburgh Plate Glass Track. Lamb Glass Track.
Centerac ---	{House Track, Centerburg. Track Foreman's Tool House, Centerburg.
Centerac and Joyce Ave.---	{House Track, Sunbury. House Track, Galena. Water Station, Galena. House Track, Westerville. Team Track, Linden. Columbus, 17th Street. Columbus Division Crossing.
D3302. Instructions for reporting clear of block, for obtaining permission to occupy block and for use of telephone in transmitting train orders are posted in block stations and telephone boxes and booths.	

S34.

MISCELLANEOUS.

S34A. Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless Form C. T. 310 is attached, one to each side of the pivoted machinery when moving on its own wheels or to the car upon which it may be loaded, and Form 310A to the billing. When such shipments are set off for repairs that may affect the requirements of A. A. R. Loading Rules, they must not be moved except upon authority of the Train Master, and not until proper inspection and billing has been endorsed by Agent or Yard Master, "Reinspected at _____ and loaded as per A. A. R. Loading Rules."

Conductors, when setting off such shipments for repairs, must notify the proper officer that it is pivoted machinery.

D3400. In all movements of locomotive cranes and other pivoted machinery on own wheels in revenue trains the boom end must trail, except that when requisite the Superintendent may authorize movement with boom end forward, in which event the authority will include any additional speed restrictions that may be necessary.

D3401. 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.

Westward freight trains from B. & O. Railroad using Westward connection, Ravenna, need not detach engine from train to take water, at M. V. Junction, 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.

D3402. Rule 702, ninth paragraph, revised:

Defective hose removed enroute must be tagged to show train number, initial and number of car or engine, date and place of removal. Enginemen to send hose from engine to enginehouse foremen. Conductors to send hose from passenger equipment cars to foremen car inspectors at terminals; from freight cars to be delivered to first available car inspector who will furnish a new one. Freight conductors must carry, as part of their equipment, a supply of form M. P.-401—Conductors' Report of Repairs Made and Material Applied to Foreign and Individual Freight Cars by Train and Engine Crews—and use these forms as directed thereon.

D3403. Rule 737 amplified:

Electrically illuminated signs may be displayed on rear of passenger trains.

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

D3404. Rule 739 annulled.

D3405. Rule 832 amplified:

To the signal equipment required by crossing watchmen or gatemen, add: Whistle and Fusees.

Fourth paragraph to read:

"When a train, engine or any type of rail equipment is approaching, watchmen must place themselves in the middle of the highway, near the track, and remain there until it is safe for vehicles and pedestrians to cross the track. By day they will display a STOP sign, holding it in an upright position so that the word "STOP" will plainly appear to any person approaching on the highway. By night, or when STOP sign cannot be plainly seen, they will display a Red Light, swinging it across the direction of highway traffic, care being used not to show the red light to an approaching train, engine or any type of rail equipment, except when necessary to stop it."

D3406. Crews shifting 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.

D3407. Trainmen and Trackcar drivers who copy their train orders at unattended block stations or other points, will

turn such orders in to the head of their department at the end of each trip or tour of duty.

D3408. When passenger enginemen find it necessary to ask for assistance or to exchange engines, they will notify the Superintendent by wire from the first telegraph office after it is known that assistance or change of engines is required, and in notifying the Superintendent will use the red and white envelope (G302A) and a mimeograph form that is supplied with the envelope. Each passenger engineman will carry a supply of these envelopes and forms, which can be secured by making application to the Engine Dispatcher.

D3409. When engines are passing over trestles or open-floor bridges, poker or scraper must not be used, grates shaken or coal put on the fire.

D3410. MP-54 coaches, MPB-54 combined, MBM-62 baggage and mail or MPBM-54 passenger baggage or mail cars must not be hauled between engine and heavier type cars.

D3411. Class R-50-B refrigerator cars must not be moved in freight service except in emergency and then only in trains of 30 cars or less, and should be placed next to the locomotive.

D3412. All rolling stock equipped with roller bearing trucks must have hand brakes applied when left standing alone.

D3413. Cars utilizing acetylene or propane gas for cooking, lighting or other purposes, must not be accepted for movement unless acetylene gas tanks are drained and propane gas cylinders are removed.

D3414. Engines using the coal tipple at Middle Yard, New Philadelphia, will be headed up the trestle instead of being backed. This is to insure the use of sand and that engines may be more carefully protected as to water level in the boilers.

D3415. Freight trains leaving coaling or water stations will move at a speed so as to permit the train crew to make inspection of train as it passes. The speed should be reduced sufficiently to permit members of crew making inspection, getting on rear of train.

D3416. The practice of trainmen riding pilot beams or leading foot boards of engines when engine is moving forward, or endsill of engine tender when engine is moving backwards, or locating themselves on edge of roof of box cars while cars are moving is prohibited.

Employees are prohibited from riding or getting on or off between tank and engine on inside of curves.

D3417. Trainmen must not pass over container cars while cars are in motion.

D3418. Certain Pullman cars and coaches are equipped with a folding type vestibule step and operate in conjunction with the vestibule trap door. When the trap door is closed, steps are folded. When the trap door is open, steps are down in position for use. Vestibule trap doors must not be opened or closed while cars are in motion as the steps will not clear bridges, platforms, etc., when in the process of being raised or lowered.

D3419. HEATING AND VENTILATING SYSTEMS FOR PASSENGER TRAINS.

Paragraphs 18, 19 and 41, Book 103-B amplified.

18. At terminal or division points where locomotives are attached to trains, enginemen must have pressure adjusted to 150 pounds in order to blow out steam train pipe promptly, and this pressure must be maintained until inspectors or trainmen advise that steam is passing through train.

19. The pressure reducing valve must then be adjusted to furnish approximately eight (8) pounds pressure for each car in the train with rubber hose steam train line connections, and ten (10) pounds pressure for each car with metallic steam train line connections when the outside temperature is below 30 degrees. When the outside temperature is 30 degrees or above, approximately five (5) pounds pressure for each car should be furnished with either type of steam connections. These amounts must be maintained over the entire Division. The maximum pressure, however, should not exceed 115 pounds for any number of cars with rubber steam hose connections, and 175 pounds with metallic steam connections.

20. Eliminated.

41. With metallic steam train line connections on tender of locomotive and the front end of first car in train, the steam pressure on the locomotive may be increased from 115 pounds to 125 pounds, and 10 additional pounds for every additional pair of metallic steam connections between cars from the front end of the train, in consecutive order, up to a total maximum of 175 pounds for trains of ten or more cars, when weather conditions are such as to require this maximum pressure.

Car Inspectors must notify Conductors number of complete pairs of metallic steam train pipe connections in consecutive order from the engine. Conductors must notify Enginemen.

Conductor and Engineman are responsible for knowing that sufficient steam pressure is turned back from engine to keep main steam line and traps clear of condensation at all times.

D3420. MOVING GAS OR GAS-ELECTRIC MOTOR CARS OTHER THAN BY THEIR OWN POWER.

(a) Mechanical Drive Cars: It must be definitely determined before coupling to the car that transmission gears are in neutral. This applies to both the reverse gear and the transmission gear.

(b) Before car is moved, it must be definitely determined that the brakes have released properly.

(c) Gas Electric Cars: Extreme care must be exercised in coupling and while braking and it must be definitely determined that the brakes are released before the car is moved.

(d) These cars must not be moved other than by their own power unless authorized by the Superintendent, and when so moved speed must not exceed 45 miles per hour.

They must not be moved in passenger trains of more than 15 cars, or in freight trains of more than 35 cars.

AIR BRAKE INSTRUCTIONS

D3421. The following instructions, supplementary to the Brake and Train Air Signal Instructions No. 99-B-1, in handling freight trains, will apply: —

Trains of less than 50 cars when stopped with the use of the automatic brake valve will stand two minutes to insure the full release of all brakes; trains of 50 to 100 cars, 3 minutes; trains of more than 100 cars, 5 minutes.

When it is necessary to reduce the speed of freight trains of more than 70 cars in descending grades, except when retaining valves are in use, the air brakes must not be released if the speed is less than 20 miles per hour. Brakes on empty trains should not be released at any speed if the total brake pipe reduction exceeds 15 pounds.

When an emergency application of the brakes occurs on a freight train, the throttle must be closed immediately and the automatic brake valve handle moved to the emergency position on each hauling, helping or pushing engine on the train, and left in that position until train comes to a stop. The independent brake valve must not be used to release the engine brakes during this operation.

D3422. On all loaded freight trains the main reservoir pressure must be adjusted to 130 pounds, and brake pipe pressure to 95 pounds, as follows:

Northbound passing Brink Haven.
Southbound passing Glenmont.

Retaining valves will be used in descending the following grades as specified:

Baddow Pass to Glenmont.
Baddow Pass to Brink Haven.

On all mineral freight trains retaining valves must be turned up on 50 per cent of the number of cars in train.

Trains having 25 per cent or more cars in train loaded with mineral freight will be considered mineral freight trains.

When in the judgment of the engineman the additional use of retaining valves is required, or their use is desired on grades other than specified above, he will instruct the Conductor.

When using retaining valves of the three position type, place the handle in high pressure position on cars loaded with mineral freight and in low pressure position on other cars.

In approaching Baddow Pass the speed of freight trains will be reduced sufficiently to permit retaining valve handles to be turned up. Also when approaching foot of grade, either Brink Haven or Glenmont, speed will be reduced sufficiently to permit Trainmen to turn retaining valve handles with safety.

Retainers must not be turned down until engineman whistles off brakes upon reaching foot of the grade.

If in the judgment of the conductor and engineman, the weather conditions or character of the lading in the cars is such as to prohibit the turning up of retaining valves with safety while the trains are in motion, trains must be stopped at Baddow Pass so that retaining valves can be turned up: in such instances stops will also be made at the foot of the grade to permit turning retaining valves down.

D3423. When it is necessary to couple an engine in charge of a freight engineman, ahead of a passenger train to assist over any portion of the division, the enginemen will exchange so that the passenger engineman may operate the air brake. The enginemen will confer with each other when the engine is attached.

D3424. An application of the air brakes must not be made from the rear of a train except in a case of emergency; if done, the train line pressure must be allowed to escape gradually in order to prevent a severe application of the brakes.

S35. INSPECTION OF PASSING TRAINS.

D3501. Rule 703 amplified:

The following instructions must be observed as far as practicable and other duties will permit. Employees will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

Trainmen of freight and passenger trains will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal members of such trains, calling attention to dangerous condition, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

Train and engine crews on moving trains will be on the lookout for signals, when passing other trains, interlocking, block, water, coaling and other stations, sidings, highway crossings where crossing watchmen are on duty and points

where trackmen are working, and when practicable, exchange signals.

The following signals will be used where other signals are not required:

Hot Journal-----	{	By day	—Nose held with one hand, with other hand pointed toward track.
		By night	—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
Brakes sticking-----	{	By day	—Hands shoved in sliding motion out from body.
		By night	—Lamp raised and held stationary.

Broken Wheels,
Defective Truck,
Dragging Brake Connection,
Lading Shifted Over
Side or end of Car,
Swinging Car Door or
Any Other Dangerous
Conditions.

"Stop signal."

Home Division Cleveland Name J. S. Baker Occupation Engineer

QUALIFIED FOR SERVICE

Part of Zone, qualified for

Zone

Division

Cleveland,

Cleveland,

Cleveland,

Cleveland, to Bayard
Bayard to New Philadelphia

Pro

See

2000

Lawrence to New York

GENERAL ORDERS

THE PENNSYLVANIA RAILROAD

Central Region

CLEVELAND DIVISION

Cleveland, Ohio, April 20, 1941.

GENERAL ORDER No. 3301 — ZONE A

GENERAL ORDER No. 3301 — ZONE B

GENERAL ORDER No. 3301 — ZONE C

GENERAL ORDER No. 3301 — ZONE D

Effective 12:01 A.M., Sunday, April 27, 1941:

Time Table No. 33 takes effect at 12:01 A.M., Sunday, April 27, 1941, and contains the necessary instructions issued in General Orders up to and including:

No. 3205 — Zone A

No. 3204 — Zone B

No. 3207 — Zone C

No. 3205 — Zone D

all of which must be removed from Bulletin Boards after Time Table No. 33 takes effect.

Each employe must examine Time Table No. 33 to see that his copy is complete with all scheduled pages properly lined up and note changes.

Employes must turn in old Time Table to Bulletin Board Attendant after Time Table No. 33 takes effect.

This General Order is printed in Time Table No. 33 and will not be printed in sticker form.

Effective at the same time:

HARVARD AVENUE-MAPLE:

(A) No. 98 track blocked with cars.

WHEELOCK:

(B) Westward siding blocked with cars.

RAVENNA:

(C) On Sunday, trains 9 and 39 will approach Ravenna prepared to stop, and will stop if there are any passengers on platform to board train.

HAZEN:

(D) Eastward siding blocked with cars.

(E) Westward siding blocked with cars.

ALLIANCE:

(F) Westward siding blocked with cars.

PEKIN:

(G) Siding blocked with cars.

MINERAL CITY-DOVER JUNCTION:

(H) Trains must not exceed a speed of twenty (20) miles per hour between Switch 2 Valley Junction and Mile Post 25.

WHIPPLE-MARIETTA:

(I) Trains must not exceed a speed of ten (10) miles per hour between Mile Post 7 and a point one thousand (1000) feet north thereof.

(J) Trains must not exceed a speed of ten (10) miles per hour between Mile Post 5 and a point one-half ($\frac{1}{2}$) mile north thereof.

HUDSON-CLARK:

(K) Trains must look out for cars on passing siding between Switch 1 Hudson and Clark.

MARSHALVILLE-ORRVILLE:

(L) Trains must not exceed a speed of forty (40) miles per hour between Mile Post 35, to north end of curve, one-half ($\frac{1}{2}$) mile south of Mile Post 35.

BELLEVILLE-MILLERSBURG:

(M) Trains must not exceed a speed of forty (40) miles per hour between Mile Post 57 and Mile Post 58.

MILLERSBURG-KILLBUCK:

(N) Trains must not exceed a speed of forty (40) miles per hour between Mile Post 63 and Mile Post 64.

DRESDEN BRANCH:

(O) Cars stored on Main track south of Ayers No. 3.

(P) Branch out of service from a point ten (10) car lengths south of Bridge No. 11.96 (south of Blissfield) to Warsaw.

DANVILLE-CONDIT:

(Q) Enginemen and trainmen of trains and engines holding main track when meeting other trains at

DANVILLE

CONDIT,

must observe whether or not the automatic highway crossing signals are operating at the crossings adjacent to these stations, and if they are not operating, arrangements must be made to flag the front portion of their train over the crossing.

Freight trains must approach "Main Street" crossings at Orrville and Mt. Vernon under control, and unless the automatic highway crossing signals are operating, must stop and flag the front portion of their train over the crossing.

Time Table Special Instruction D1614 modified.

CENTERAC-SUNBURY:

(R) Trains must not exceed a speed of fifty (50) miles per hour between Switch 2, Centerac and Mile Post 123 north of Sunbury.

F. H. KRICK,
Superintendent.

THE PENNSYLVANIA RAILROAD
Central Region
CLEVELAND DIVISION

Cleveland, Ohio, May 2, 1941.

GENERAL ORDER No. 3302 — ZONE A
GENERAL ORDER No. 3302 — ZONE B
GENERAL ORDER No. 3302 — ZONE C
GENERAL ORDER No. 3302 — ZONE D

Effective 12:01 P.M., Tuesday, May 6, 1941:

TIME TABLE:

(A) Time of Train No. 313 changed as shown on accompanying schedule, which is a part of this General Order, and must be detached and pasted over corresponding schedule on Page 7, Time Table No. 33.

DIVISION:

(B) The following instructions, supplementary to the Brake and Train Air Signal Instructions No. 99-B-1, in handling freight trains, will apply:

Trains having 40 per cent or more cars in train loaded will be considered loaded trains; less than 40 per cent loaded cars will be considered empty trains.

Special Instruction D-3422, Time Table No. 33, amplified.

BRADY'S LAKE:

(C) Signal indication, Rule 284, Figure 1, name — Approach Restricting Signal, removed from Westward Block Signal No. 877, located 4,469 feet east of Brady's Lake.

Signal indication, Rule 285, Figure 1, name — Clear Restricting Signal, removed from Westward Home Signal, Brady's Lake.

Westward trains enroute to L. E. & P. R. R. will be governed by Signal Aspect Rule 278, Figure 1, name — Caution Slow Speed Signal.

F. H. KRICK,
Superintendent.

THE PENNSYLVANIA RAILROAD
Central Region
CLEVELAND DIVISION

Cleveland, Ohio, May 26, 1941.

GENERAL ORDER No. 3303 — ZONE A
GENERAL ORDER No. 3303 — ZONE B
GENERAL ORDER No. 3303 — ZONE C
GENERAL ORDER No. 3303 — ZONE D

Effective 7:01 A.M., Monday, June 2, 1941:

TIME TABLE:

(A) Time of Trains Nos. 618 and 233 changed as shown on accompanying schedules, which are a part of this General Order, and must be detached and pasted over corresponding schedules on Pages 7 and 10, Time Table No. 33.

DOVER JUNCTION:

(B) Trains must not exceed a speed of fifteen (15) miles per hour at landslide one thousand (1000) feet south of Mile Post 25 north of Dover Junction.

SOUTH AKRON:

(C) All classes of engines are prohibited from using trestle at Colonial Salt Company.

(D) Employees are warned of close side clearance at corner of building near north end of trestle at Colonial Salt Company, and must not be on side of cars or equipment while movements are being made at this point.

(E) Foot walk along trestle at Colonial Salt Company is under construction and employees must exercise care to avoid personal injury until work is completed.

Special Instructions D-1618 and D-2901 amplified.

GLENMONT:

(F) Block Station open continuously. Information shown on Pages 4 and 5, Time Table No. 33 modified.

F. H. KRICK,
Superintendent.

THE PENNSYLVANIA RAILROAD
Central Region
CLEVELAND DIVISION

Cleveland, Ohio, June 3, 1941.

GENERAL ORDER No. 3304—ZONE A
GENERAL ORDER No. 3304—ZONE B
GENERAL ORDER No. 3304—ZONE C
GENERAL ORDER No. 3304—ZONE D

Effective 12:01 P. M., Friday, June 6, 1941:

DIVISION:

(A) Rule 728 amplified as follows:

"P-54, MP-54 and MP-54c coaches; PB-54, MPB-54, MPB-54b and MPB-54c combined passenger and baggage cars; MPBM-54 passenger, baggage and mail cars; and MBM-62 baggage cars, must not be hauled between heavier steel cars or between heavier steel cars and the engine."

Special Instruction D-3410 amplified.

NORRS:

(B) Present main track out of service between a point three hundred (300) feet north of Norrs to a point six hundred (600) feet south of Norrs.

No. 69 yard track out of service from a point three hundred (300) feet north of Norrs to south end of track and this track will be stub end at south end. No. 71 yard track, facing point northward, connected with temporary main track at Norrs.

Temporary main track in service from a point three hundred (300) feet north of Norrs to a point six hundred (600) feet south of Norrs.

Trains must not exceed a speed of fifteen (15) miles per hour over temporary main track.

Present main track will be used as a construction track and a facing point switch, southward, in service three hundred (300) feet north of Norrs.

Foot walk on east side only of temporary bridge 39.09, south of Norrs.

F. H. KRICK,
Superintendent.

THE PENNSYLVANIA RAILROAD
Central Region
CLEVELAND DIVISION

Cleveland, Ohio, June 24, 1941.

GENERAL ORDER No. 3305 — ZONE A
GENERAL ORDER No. 3305 — ZONE B
GENERAL ORDER No. 3305 — ZONE C
GENERAL ORDER No. 3305 — ZONE D

Effective 10:01 A. M., Saturday, June 28, 1941:

DIVISION:

(A) Special Instruction D-3411 of Time Table No. 33 annulled.

The governing rule is revision of Rule 5-C, Brake and Train Air Signal Instructions 99-B-1.

DUNHAM:

(B) Block signal 1132 located at Dunham governing movement on No. 1 main track, moved four thousand (4,000) feet west to White House bridge and changed to position light block signal No. 1140.

WESTERVILLE:

(C) Trains must not exceed a speed of ten (10) miles per hour over culvert 136.03, four (4) miles south of Westerville.

Effective 10:01 A. M., Monday, June 30, 1941:

DUNHAM:

(D) Block signal 1133 located at Dunham, governing movement on No. 2 Main track, moved four thousand (4,000) feet west to White House bridge and changed to block signal No. 1139 which is distant signal to Harvard Avenue.

F. H. KRICK,
Superintendent.

THE PENNSYLVANIA RAILROAD
Central Region
CLEVELAND DIVISION

Cleveland, Ohio, July 3, 1941.

GENERAL ORDER No. 3306—Zone A
GENERAL ORDER No. 3306—Zone B
GENERAL ORDER No. 3306—Zone C
GENERAL ORDER No. 3306—Zone D

Effective 7:01 A.M., Wednesday, July 9, 1941:

Time Table:

(A) Time of trains Nos. 605 and 614 changed as shown on accompanying schedules, which are a part of this General Order, and must be detached and pasted over corresponding schedules on Pages 15 and 19, Time Table No. 33.

DUNHAM:

(B) Switch to track serving Kaltenbach Corporation, leading westwardly off No. 99 track just East of White House bridge, moved three hundred (300) feet East of present location. Capacity 10 cars.

F. H. KRICK,
Superintendent.

THE PENNSYLVANIA RAILROAD
Central Region
CLEVELAND DIVISION

Cleveland, Ohio, July 15, 1941.

GENERAL ORDER No. 3307—ZONE A

Effective 10:01 A. M., Friday, July 18, 1941:

MAPLE:

Following Block Signals out of service and blocks extended:

Block Signal	Location	Governing Movement
1104	Maple, West of Crossover	No. 1 Track
1103	Maple, East of Crossover	No. 2 Track

F. H. KRICK,
Superintendent.

THE PENNSYLVANIA RAILROAD
Central Region
CLEVELAND DIVISION

Cleveland, Ohio, July 21, 1941.

GENERAL ORDER No. 3308—ZONE A.
GENERAL ORDER No. 3307—ZONE C.

Effective 2:30 A. M., Sunday, July 27, 1941:

Time Table:

Time of trains Nos. 233, 618, 201, 190 and 34 changed as shown on accompanying schedules, which are a part of this General Order, and must be detached and pasted over corresponding schedules on Pages 7, 10, 17, 18, and 21, Time Table No. 33.

F. H. KRICK,
Superintendent.

THE PENNSYLVANIA RAILROAD
Central Region
CLEVELAND DIVISION

Cleveland, Ohio, Aug. 4, 1941.

GENERAL ORDER No. 3309—ZONE A
GENERAL ORDER No. 3307—ZONE B
GENERAL ORDER No. 3308—ZONE C
GENERAL ORDER No. 3307—ZONE D

Effective 10:01 A. M., Thursday, August 7, 1941:

(A) Trainmen must not ride on top of box cars, excessive dimension cars, and other high equipment, except while shifting cars, and between Glenmont and Barville when necessary to operate retainer valves.

ROOTSTOWN:

(B) New track leading westwardly off No. 1 main track five hundred eighteen (518) feet east of Mile Post 82, west of Rootstown and new track leading westwardly off the above track for use of Sohio Pipe Line Company in service. Capacity 10 cars each.

F. H. KRICK,
Superintendent.

THE PENNSYLVANIA RAILROAD

Central Region

CLEVELAND DIVISION

Cleveland, Ohio, August 20, 1941.

GENERAL ORDER No. 3310 — ZONE A

GENERAL ORDER No. 3308 — ZONE B

GENERAL ORDER No. 3309 — ZONE C

GENERAL ORDER No. 3310 — ZONE D

Effective 7:01 A.M., Sunday, August 24, 1941:

TIME TABLE:

(A) During the continuance of Time Table No. 33, trains Nos. 615 and 614 are withdrawn and blank stickers must be pasted over these schedules on Pages 8, 10, 17 and 19.

(B) Time and Schedule of trains Nos. 605 and 604 changed as shown on accompanying schedules, which are a part of this General Order, and must be detached and pasted over corresponding schedules on pages 15, 20 and between Hudson and Cleveland, No. 605 on first blank column on page 8 and No. 604 on first blank column on page 12.

F. H. KRICK,
Superintendent.

WE ARE ALL IN THIS BUSINESS

together



AL OF US—the men on the trains, on the track, in the shops and in the offices; the management which plans and directs; the investors whose savings provide the tools with which we work—all of us are in this railroad business together.

We all have one interest in common, making a living—and to make a living we must get the business.

Business likes to go where it is well treated—and, nowadays, good treatment means more than good facilities and good schedules. It means more, even, than correct handling according to the letter of the rules. Briefly, good treatment means that there must be, in every transaction, that little extra touch of warmth, of appreciation, of friendliness—the human touch.

Right there—adding the human touch—is the big opportunity for every one of us to better the railroad business—and to better himself.

For only the man—the individual—who serves the customer, can give that human touch which builds good will—and which makes "the pleased customer return to the place where he has been well treated."

ASSOCIATION OF
AMERICAN RAILROADS
WASHINGTON, D. C.

