

The Pennsylvania Railroad

WESTERN REGION

Northwestern Division

GRAND RAPIDS DIVISION

Time Table No. 15

In effect 12:01 A. M., Sunday, June 26, 1932

FOR THE GOVERNMENT OF EMPLOYEES ONLY

CENTRAL STANDARD TIME

J. C. RILL,
General Manager.

HOWARD GINTER,
Supt. Pass. Transportation.

RAYMOND SWENK,
General Superintendent.

A. F. McSWEENEY,
Supt. Frt. Transportation.

R. D. McKEON,
Superintendent.

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JUNCTION TO MACKINAW CITY

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. Between Stations	Dist. from Richmond	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
							N	S	Both
				91.9	FORT WAYNE (FT.W.DIV.)	WA			
	I	JU	1.4	93.3	JUNCTION	JU			
		WF	6.3	99.6	WALLEN				46
		WS	4.5	104.1	HUNTERTOWN	WS			44
		SK	4.6	108.7	LA OTTO				58
	I	VA	5.6	114.3	AVILLA	VA			57
		CG	3.0	117.3	CONLOG				44
	I	UK	2.8	120.1	KENDALLVILLE	UK	46	40	
			1.4	121.5	HOFFMAN				
			5.8	127.3	ROME CITY				
	I	FY	2.2	129.5	WOLCOTTVILLE	V			48
		ID	8.9	138.4	LA GRANGE	CR	49	36	47
		DK	5.3	143.7	HOWE	D	45	42	
	I	RK	5.7	149.4	STURGIS	RK			
			8.5	157.9	NOTTAWA				
	I	SI	1.6	159.5	WASEPI	SI			44
		RS	4.6	164.1	MENDON				46
	I	BU	8.9	173.0	VICKSBURG	BU	44	40	
		AU	5.0	178.0	AUSTIN LAKE				50
		IO	6.5	184.5	VINE				88
	I		0.9	185.4	KALAMAZOO				
			0.4	185.8	FOX				
		DK	1.3	187.1	DOCK	DK			106
	I	JN	9.6	196.7	PLAINWELL	J	39	47	
		QS	5.4	202.1	MARTIN	MD			79
		SV	5.1	207.2	SHELBYVILLE	SV	45	40	
		IN	5.9	213.1	WAYLAND	IN	48	45	45
		MA	4.5	217.6	MOLINE				
			5.1	222.7	STEWART				
		FR	4.8	227.5	FISHER				42
	I	BO	4.6	232.1	HUGHART	BO			16
			1.1	233.2	SECOND AVE. JCT.				
			0.3	233.5	WEALTHY ST. JCT.				
					GODFREY AVE.				
			0.4	233.6	BARTLETT ST. JCT.				
			0.1	233.7	WILLIAMS ST.				
			0.3	234.0	GRAND RAPIDS	GN			
			0.7	234.7	WINTER ST.				42
		FU	2.2	236.9	FULLER	FU			46
			2.5	239.4	COMSTOCK PARK				43
		BL	4.3	243.7	BELMONT	BL			45
		RF	4.2	247.9	ROCKFORD	RF			
			5.1	253.0	BURCHS MILL				44
		CS	2.2	255.2	CEDAR SPRINGS	CS			22
			5.1	260.3	SAND LAKE				
			2.0	262.3	PIERSON				
		HI	1.9	264.2	HIRAM				43
		W	3.8	268.0	HOWARD CITY	W			36
		SD	6.4	274.4	MORLEY				
		FD	6.6	281.0	STANWOOD				45
			8.9	289.9	BIG RAPIDS				50
			5.5	295.4	PARIS				
		K	7.3	302.7	REED CITY	K	15	45	
			6.9	309.6	ASHTON				
		RY	5.6	315.2	LE ROY	RY			47
		DN	4.6	319.8	TUSTIN	DN			55
			6.2	326.0	HOBART				
	I	CN	5.8	331.8	CADILLAC	CN			10
			1.3	333.1	NORTH YARD				
		BM	2.9	336.0	MISSAUKEE JCT.	BM			49
		GI	1.8	337.8	BONDS	GI			
			6.2	344.0	MANTON				
			1.8	345.8	METHEANY				
		KY	7.0	352.8	WALTON JCT.	KY			42
		FE	5.0	357.8	PIFE LAKE	FE			42
		SN	5.6	363.4	SOUTH BOARDMAN	SN			43
		A	8.1	371.5	KALKASKA	A			47
		NA	13.4	384.9	MANCERONA	NA			77
		BA	6.5	391.4	ALBA	BA			37
		MH	8.7	400.1	ELMIRA	MH			54
		FA	8.9	409.0	BOYNE FALLS	FA			37
			7.2	416.2	WALLOON LAKE				
			1.0	417.2	CAMPBELL				
		FO	5.8	423.0	FORMANS	FO			
		P	1.8	424.8	PETOSKEY	P			425
			0.9	425.7	BAY VIEW				
		KG	1.3	427.0	KEGOMIC	KG			
			3.0	430.0	CONWAY				
			2.2	432.2	ODEN				
			2.7	434.9	ALANSON				14
			3.6	438.5	BRUTUS				
		SA	4.1	442.6	PELLSTON	SA			75
			6.0	448.6	LEVERING				
		CK	4.1	452.7	CARP LAKE	CK			47
		MC	7.0	459.7	MACKINAW CITY	MC			

FULLER TO MUSKEGON MUSKEGON BRANCH

Emergency Whistle or Horn Interlocking Stations	Block Stations	Dist. Between Stations	Dist. from Grand Rapids	STATIONS	Station Signals	Sidings assigned direct'n Car capacity 45 ft. cars		
						N	S	Both
	†JC BN	2.6 6.4	2.6 9.0	FULLER PENN JCT.	BN			
1 *	†HN †WN †SU SW	1.0 7.2 5.2 5.4 8.7 1.5 1.2	10.0 17.2 22.4 27.8 36.5 38.0 39.3	WALKER CONKLIN RAVENNA SULLIVAN SHAW MUSKEGON HEIGHTS WESTERN AVE. JCT.	HN WN SW			22
		8.4	39.7	MUSKEGON	MS			

MISSAUKEE JCT. TO FALMOUTH AND MERRITT MISSAUKEE BRANCH

Emergency Whistle or Horn Interlocking Stations	Block Stations	Dist. Between Stations	Dist. from Missaukee Junction	STATIONS	Station Signals	Sidings assigned direct'n Car capacity 45 ft. cars		
						N	S	Both
		6.1 4.5	6.1 10.6	MISSAUKEE JCT. WAGNER SANDSTOWN				
		1.0	11.6	LAKE CITY				
		4.7 4.6	15.3 19.9	VENEER JCT. FALMOUTH				
		10.0	25.3	VENEER JCT. MERRITT				

WALTON JUNCTION TO TRAVERSE CITY TRAVERSE CITY BRANCH

Emergency Whistle or Horn Interlocking Stations	Block Stations	Dist. Between Stations	Dist. from Walton Junction	STATIONS	Station Signals	Sidings assigned direct'n Car capacity 45 ft. cars		
						N	S	Both
	†KY	6.2 3.1 3.3	6.2 9.3 12.6	WALTON JCT. SUMMIT CITY KINGSLEY	NE			
	†KE	12.5 0.9	25.1 26.0	MAYFIELD KERRY TRAVERSE CITY	CV			

KEGOMIC TO HARBOR SPRINGS HARBOR SPRINGS BRANCH

Emergency Whistle or Horn Interlocking Stations	Block Stations	Dist. Between Stations	Dist. from Kegomic	STATIONS	Station Signals	Sidings assigned direct'n Car capacity 45 ft. cars		
						N	S	Both
	†KG	4.5 1.1	4.5 5.6	KEGOMIC WEQUETONSING HARBOR SPRINGS	QN VS			

★ Switches—Power operated from distant point of control.
(Special instruction D2601).

NOTE:—Block Stations are open continuously, except:

WS	Closed	Daily 5.00 P. M. to 8.00 A. M. Sunday 8.00 A. M. to 5.00 P. M.
GR	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
D	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
SV	Closed	Daily 4.00 P. M. to 7.00 A. M. Sunday 7.00 A. M. to 4.00 P. M.
IN	Closed	Daily 4.30 P. M. to 7.00 A. M. Sunday 7.00 A. M. to 4.30 P. M.
RF	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
W	Closed	Daily 3.30 P. M. to 8.00 A. M. Sunday 8.00 A. M. to 3.30 P. M.
RY	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
DN	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
GI	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
FE	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
A	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
NA	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
BA	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
FA	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
MC	Closed	Daily 10.30 P. M. to 6.30 A. M.

NOTE:—Unattended Block Stations controlled by open Block Stations.

SIGN	LOCATION	CONTROLLED BY SIGNALMAN	PERIOD OPERATED
WF	Wallen	Junction	Continuously
SK	La Otto	Avilla	Continuously
CG	Conlog	Kendallville	Continuously
GR	LaGrange	Sturgis	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
D	Howe	Sturgis	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
RS	Mendon	Vicksburg	Continuously
AU	Austin Lake	Vicksburg	Continuously
OQ	Vine	Dock	Continuously
QS	Martin	Plainwell	Continuously
SV	Shelbyville	Plainwell	Daily 4.00 P. M. to 7.00 A. M. Sunday 7.00 A. M. to 4.00 P. M.
IN	Wayland	Plainwell	Daily 4.30 P. M. to 7.00 A. M. Sunday 7.00 A. M. to 4.30 P. M.
MA	Moline	Hughart	Continuously
FR	Fisher	Hughart	Continuously
BL	Belmont	Fuller	Continuously
CS	Cedar Springs	Rockford Fuller	Daily 7.30 A. M. to 4.30 P. M. Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
HI	Hiram	Howard City Reed City	Daily 8.00 A. M. to 3.30 P. M. Daily 3.30 P. M. to 8.00 A. M. Sunday 8.00 A. M. to 3.30 P. M.
W	Howard City	Reed City	Daily 3.30 P. M. to 8.00 A. M. Sunday 8.00 A. M. to 3.30 P. M.
SD	Stanwood	Reed City	Continuously
FD	Big Rapids	Reed City	Continuously
DN	Tustin	Cadillac	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
BM	Bonds	Cadillac	Continuously
KY	Walton Jct.	Manton Cadillac	Daily 7.30 A. M. to 4.30 P. M. Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
SN	South Boardman	Fife Lake Cadillac	Daily 7.30 A. M. to 4.30 P. M. Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
A	Kalkaska	Cadillac	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
MH	Elmira	Boyne Falls Petoskey	Daily 7.30 A. M. to 4.30 P. M. Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.

SIGN	LOCATION	CONTROLLED BY SIGNALMAN	PERIOD OPERATED
FA	Boyne Falls	Petoskey	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
FO	Formans	Petoskey	Continuously
KG	Kegomic	Petoskey	Continuously
SA	Pellston	Petoskey	Continuously
CK	Carp Lake	Petoskey	Continuously
JC	Fuller	Fuller	Continuously
HN	Conklin	Shaw	Continuously
WN	Ravenna	Shaw	Continuously
SU	Sullivan	Shaw	Continuously
KE	Kerry	Manton Cadillac	Daily 7.30 A. M. to 4.30 P. M. Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.

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

GN—Grand Rapids, continuously.

JUNCTION TO MACKINAW CITY

STATIONS	FIRST CLASS			
	209 DAILY EX. SUN.	309 DAILY EX. MON.	609 DAILY EX. SUN.	101 DAILY
	Leave P.M.	A. M.	A. M.	A. M.
FORT WAYNE (FT.W.DIV.)				
JUNCTION.....				
WALLEN.....				
HUNTERTOWN.....				
LA OTTO.....				
AVILLA.....				
CONLOG.....				
KENDALLVILLE.....				
HOFFMAN.....				
WOLCOTTVILLE.....				
LA GRANGE.....				
HOWE.....				
STURGIS.....				
WASEPI.....				
MENDON.....				
VICKSBURG.....				
AUSTIN LAKE.....				
VINE.....				
KALAMAZOO.....				
KALAMAZOO (M.C.R.R.).....				
FOX.....				
DOCK.....				
PLAINWELL.....				
MARTIN.....				
SHELBYVILLE.....				
WAYLAND.....				
MOLINE.....				
FISHER.....				
HUGHART.....				
SECOND AVE. JOT.....	11.55			3.43
GODFREY AVE.....		12.25	2.30	
WEALTHY ST. JOT.....	11.58	12.27	2.32	
GRAND RAPIDS.....	\$ 12.01	\$ 12.30	\$ 2.35	\$ 3.45
GRAND RAPIDS.....				
WINTER ST.....				
FULLER.....				
ROCKFORD.....				
CEDAR SPRINGS.....				
HIRAM.....				
HOWARD CITY.....				
MORLEY.....				
STANWOOD.....				
BIG RAPIDS.....				
REED CITY.....				
LEROY.....				
TUSTIN.....				
CADILLAC.....				
CADILLAC.....				
NORTH YARD.....				
BONDS.....				
MANTON.....				
WALTON JOT.....				
FIFE LAKE.....				
SOUTH BOARDMAN.....				
KALKASKA.....				
MANCELONA.....				
ALBA.....				
ELMIRA.....				
BOYNE FALLS.....				
WALLOON LAKE.....				
FORMANS.....				
PETOSKEY.....				
KEGOMIO.....				
ALANSON.....				
PELLSTON.....				
CARP LAKE.....				
MACKINAW CITY.....				
Arrive	A. M.	A. M.	A. M.	A. M.
	209	309	609	101

[illegible]

STATIONS	FIRST CLASS			
	☆ 553	305	◇ 515	207
	DAILY	DAILY	DAILY	DAILY
	P. M.	P. M.	P. M.	P. M.
Leave				
FORT WAYNE (F.T.W.DIV.)				
JUNCTION				
WALLEN				
HUNTERTOWN				
LA OTTO				
AVILLA				
CONLOG				
KENDALLVILLE				
HOFFMAN				
WOLCOTTVILLE				
LA GRANGE				
HOWE				
STURGIS				
WASEPI				
MENDON				
VICKSBURG				
AUSTIN LAKE				
VINE				
KALAMAZOO				
KALAMAZOO (M.C.R.R.)			\$ 3.43	
FOX			3.45	
DOCK			3.51	
PLAINWELL			4.03	
MARTIN			4.11	
SHELBYVILLE			4.17	
WAYLAND			4.23	
MOLINE			4.31	
FISHER			4.43	
HUGHART			4.50	
SECOND AVE. JOT			4.53	7.55
GODFREY AVE.		4.44		
WEALTHY ST. JOT		4.47		7.57
GRAND RAPIDS		\$ 4.50	\$ 4.58	\$ 8.00
GRAND RAPIDS				
WINTER ST.				
FULLER				
ROCKFORD				
CEDAR SPRINGS				
HIRAM				
HOWARD CITY				
MORLEY				
STANWOOD				
BIG RAPIDS				
REED CITY				
LEROY				
TUSTIN				
CADILLAC				
CADILLAC				
NORTH YARD				
BONDS				
MANTON				
WALTON JOT				
FIFE LAKE				
SOUTH BOARDMAN				
KALKASKA				
MANCELONA				
ALBA				
ELMIRA				
BOYNE FALLS				
WALLOON LAKE				
FORMANS				
PETOSKEY	\$ 4.10			
KEGOMIC	4.16			
ALANSON				
PELLSTON				
CARP LAKE				
MACKINAW CITY				
Arrive	P. M.	P. M.	P. M.	P. M.
	553	305	515	207

FIRST CLASS					
109	307	503	◇ 507	231	529
DAILY	DAILY	DAILY	SUNDAY	DAILY	DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 5.15			
		5.20			
		5.34			
		5.40			
		5.49			
		5.59			
		6.04			
		6.15			
		6.17			
		6.30			
		6.45			
		6.55			
		7.05			
		7.25			
		7.35			
		7.55			
		8.08			
		8.20			
		8.35			
		\$ 8.40	\$ 8.40		
		8.44			
		8.53			
		9.06			
		9.15			
		9.21			
		9.28	9.28		
		9.33	9.33		
		9.45	9.45		
		9.53	9.53		
8.13		9.56	9.56	10.10	
	9.39				
	9.42			10.13	
\$ 8.15	\$ 9.45	\$ 10.05	\$ 10.05	\$ 10.15	
					\$ 10.30
					10.33
					10.39
					F 11.00
					F 11.13
					11.27
					\$ 11.35
					11.44
					11.53
					\$ 12.11
					\$ 12.40
					12.58
					1.05
					\$ 1.45
					1.53
					2.05
					\$ 2.16
					2.29
					\$ 2.38
					2.48
					\$ 3.04
					\$ 3.30
					F 3.42
					F 3.56
					S 4.17
					M 4.32
					4.43
					\$ 5.30
					5.35
					F 5.49
					S 6.04
					M 6.24
					S 6.50
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
109	307	503	507	231	529

STATIONS	FIRST CLASS			
	520	610	18	310
	Arrive	A. M.	A. M.	A. M.
FORT WAYNE (FT. W. DIV.)	\$ 4.20			
JUNCTION	4.15			
WALLEN	3.53			
HUNTERTOWN	3.43			
LA OTTO	3.33			
AVILLA	3.23			
CONLOG	3.18			
KENDALLVILLE	3.14			
HOFFMAN	3.12			
WOLCOTTVILLE	3.03			
LA GRANGE	2.53			
HOWE	2.47			
STURGIS	2.40			
WASEPI	2.28			
MENDON	2.22			
VICKSBURG	2.10			
AUSTIN LAKE	1.54			
VINE	1.45			
KALAMAZOO	V 1.40			
KALAMAZOO (M.C.R.R.)			\$ 2.10	
FOX			2.06	
DOCK	1.33		2.00	
PLAINWELL	1.19		1.46	
MARTIN	1.10		1.36	
SHELBYVILLE	1.03		1.28	
WAYLAND	12.55		1.20	
MOLINE	12.49		1.14	
FISHER	12.38		1.02	
HUGHART	12.31		12.55	
SECOND AVE. JCT.	12.28		12.49	
GODFREY AVE.		12.49		2.55
WEALTHY ST. JOT.		12.46		2.52
GRAND RAPIDS	\$ 12.25	\$ 12.44	\$ 12.45	\$ 2.50
GRAND RAPIDS	12.10			
WINTER ST.	12.05			
FULLER	11.55			
ROCKFORD	11.24			
CEDAR SPRINGS	11.13			
HIRAM	10.58			
HOWARD CITY	10.52			
MORLEY	10.43			
STANWOOD	10.34			
BIG RAPIDS	10.20			
REED CITY	10.00			
LEROY	9.42			
TUSTIN	9.35			
CADILLAC	\$ 9.15			
CADILLAC				
NORTH YARD	9.00			
BONDS	8.45			
MANTON	8.26			
WALTON JOT.	8.13			
FIFE LAKE	8.03			
SOUTH BOARDMAN	7.53			
KALKASKA	0 7.40			
MANCERLONA	0 7.19			
ALBA	7.07			
ELMIRA	6.55			
BOYNE FALLS	6.30			
WALLOON LAKE	0 6.20			
FORMANS	6.07			
PETOSKEY	\$ 5.55			
KEGOMIO	5.35			
ALANSON	0 5.16			
PELLSTON	0 5.01			
CARP LAKE	0 4.45			
MACKINAW CITY	\$ 4.30			
Leave	P. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	DAILY
	520	EX. MON. 610	18	EX. SUN. 310

FIRST CLASS					
210	312	516	232	514	
A. M.	A. M.	A. M.	A. M.	A. M.	
				\$ 11.25	
				11.20	
				10.57	
				F 10.49	
				F 10.40	
				F 10.31	
				10.25	
				\$ 10.20	
				10.13	
				\$ 10.00	
				\$ 9.45	
				\$ 9.35	
				\$ 9.22	
				F 9.07	
				\$ 9.00	
				\$ 8.47	
				8.34	
				8.25	
				\$ 8.20	
				8.10	
				8.08	
				8.02	
				\$ 7.49	
				F 7.38	
				F 7.29	
				\$ 7.20	
				F 7.12	
				6.58	
				6.51	
3.05			6.35	6.48	
	4.06				
3.02	4.02		6.32		
\$ 3.00	\$ 4.00		\$ 6.30	\$ 6.45	
		\$ 5.55			
		5.44			
		5.34			
		5.13			
		4.58			
		4.40			
		4.38			
		4.21			
		4.10			
		\$ 3.55			
		\$ 3.30			
		3.05			
		\$ 2.55			
		\$ 2.35			
		2.13			
		F 2.05			
		1.44			
		1.23			
		1.15			
		1.04			
		\$ 12.50			
		\$ 12.26			
		12.11			
		11.58			
		\$ 11.29			
		\$ 11.15			
		\$ 11.00			
		\$ 10.55			
		10.35			
		F 10.19			
		F 10.05			
		9.45			
		\$ 9.30			
A. M.	A. M.	P. M.	A. M.	A. M.	
DAILY	DAILY	DAILY	DAILY	DAILY	
EX. SUN. 210	312	516	EX. SUN. 232	EX. SUN. 514	

STATIONS	FIRST CLASS			
	* 521 ☆ DAILY EX. SUN.	* 523 ☆ *DAILY EX. SUN.	21 DAILY	
	A. M.	A. M.	P. M.	
Leave				
GRAND RAPIDS.....	\$ 7.55	\$ 11.50		
FULLER.....	8.04	11.59		
PENN JOT.....	8.17	12.14		
WALKER.....	8.19	12.16	4.41	
CONKLIN.....	\$ 8.29	12.25	4.52	
RAVENNA.....	\$ 8.38	12.32	4.59	
SULLIVAN.....	F 8.47	12.39	5.07	
SHAW.....	\$ 9.02	12.53	5.22	
MUSKEGON HGTS.....	\$ 9.06	\$ 12.56		
WESTERN AVE. JOT.....	9.16	1.06		
MUSKEGON (P.M.RY).....	\$ 9.20	\$ 1.10		
Arrive	A. M.	P. M.	P. M.	
	521	523	21	

TRAVERSE CITY BRANCH—NORTHWARD

STATIONS	FIRST CLASS			
	☆ 543 DAILY	☆ 541 DAILY EX. SUN.		
	A. M.	P. M.		
Leave				
WALTON JOT.....	5.50	\$ 12.45		
SUMMIT CITY.....		\$ 1.00		
KINGSLEY.....	F 6.13	\$ 1.10		
MAYFIELD.....	F 6.21	\$ 1.20		
KERRY.....	6.48	1.46		
TRAVERSE CITY.....	\$ 7.00	\$ 2.00		
Arrive	A. M.	P. M.		
	543	541		

HARBOR SPRINGS BRANCH—NORTHWARD

STATIONS	FIRST CLASS			
	☆ 551 DAILY	☆ 553 DAILY		
	A. M.	P. M.		
Leave				
PETOSKEY.....	\$ 6.30	\$ 4.10		
KEGOMIO.....	6.38	4.16		
WEQUETONSING.....	\$ 6.50	F 4.28		
HARBOR SPRINGS.....	\$ 7.00	\$ 4.40		
Arrive	A. M.	P. M.		
	551	553		

STATIONS	FIRST CLASS			
	522	56	524	
	A. M.	P. M.	P. M.	
Arrive				
GRAND RAPIDS.....	\$ 11.05		\$ 4.45	
FULLER.....	10.51		4.31	
PENN JOT.....	10.37		4.17	
WALKER.....	10.35	12.12	4.15	
CONKLIN.....	10.25	12.01	\$ 4.04	
RAVENNA.....	10.16	11.54	\$ 3.53	
SULLIVAN.....	10.08	11.47	F 3.44	
SHAW.....	\$ 9.56	11.35	3.31	
MUSKEGON HGTS.....	\$ 9.52		\$ 3.27	
WESTERN AVE. JOT.....	9.47		3.22	
MUSKEGON (P.M.RY).....	\$ 9.45		\$ 3.20	
Leave	A. M.	A. M.	P. M.	
	*DAILY EX. SUN. * 522	DAILY 56	DAILY EX. SUN. * 524	

TRAVERSE CITY BRANCH—SOUTHWARD

STATIONS	FIRST CLASS			
	542	544		
	A. M.	P. M.		
Arrive				
WALTON JOT.....	\$ 10.20	7.30		
SUMMIT CITY.....	F 10.00			
KINGSLEY.....	\$ 9.50	F 7.05		
MAYFIELD.....	F 9.40	F 6.54		
KERRY.....	9.05	6.25		
TRAVERSE CITY.....	\$ 9.00	\$ 6.20		
Leave	A. M.	P. M.		
	DAILY EX. SUN. ☆ 542	DAILY ☆ 544		

HARBOR SPRINGS BRANCH—SOUTHWARD

STATIONS	FIRST CLASS			
	552	554		
	A. M.	P. M.		
Arrive				
PETOSKEY.....	\$ 7.50	\$ 5.30		
KEGOMIO.....	7.42	\$ 5.20		
WEQUETONSING.....	F 7.24	\$ 5.08		
HARBOR SPRINGS.....	\$ 7.20	\$ 5.00		
Leave	A. M.	P. M.		
	DAILY ☆ 552	DAILY ☆ 554		

ADDITIONAL STOPS AND FLAG STATIONS

NORTHWARD							STATIONS		SOUTHWARD						
529	503	553	511	539	551	519			514	516	508	552	554	520	506
A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.			A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.
F 6.26			S 10.21				ROME CITY		F 10.04		S 7.03				Z 9.40
F 7.21			F 11.09				NOTTAWA		F 9.10		V 6.12				
				S 9.06			SAND LAKE				F 2.29				
				F 9.11			PERSON				F 2.23				
				F 10.15			PARIS				F 1.16				
				F 10.45			ASHTON				F 12.49				
							HOBART								
M 5.32		F 4.13		S 3.22	S 6.35	S 6.24	BAY VIEW			S 10.38	S 8.43	F 7.46	S 5.25	S 5.40	
M 5.40				F 3.30		M 6.37	CONWAY			F 10.29	F 8.34			O 5.27	
M 5.45				S 3.34		M 6.43	ODEN			F 10.25	F 8.30			O 5.22	
M 5.57				F 3.47		M 6.55	BRUTUS			O 10.12	F 8.17			O 5.08	
S 6.17				S 4.07		M 7.13	LEVERING			S 9.53	S 7.59			O 4.51	P.M.
A.M.	P.M.	P.M.	A.M.	P.M.	A.M.	A.M.			A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.

TRAINS WAIT FOR CONNECTION

JUNCTION	TRAIN	DUE	MINS. WAIT	CONNECTION FROM	DUE	REMARKS
KALAMAZOO	NO. 509 GRAND RAPIDS DIV.	4.10 A. M.	INDEFINITELY	NO. 56 MICHIGAN CENTRAL	3.30 A. M.	
	NO. 511 GRAND RAPIDS DIV.	12.19 P. M.	INDEFINITELY	NO. 44 MICHIGAN CENTRAL	12.15 P. M.	
	NO. 515 GRAND RAPIDS DIV.	3.43 P. M.	INDEFINITELY	NO. 10 MICHIGAN CENTRAL	3.35 P. M.	
	NO. 503 GRAND RAPIDS DIV.	8.40 P. M.	50	NO. 42 MICHIGAN CENTRAL	8.35 P. M.	
	NO. 507 GRAND RAPIDS DIV.	8.40 P. M.	50	NO. 42 MICHIGAN CENTRAL	8.35 P. M.	
	NO. 17 GRAND RAPIDS DIV.	10.05 P. M.	INDEFINITELY	NO. 20 MICHIGAN CENTRAL	9.57 P. M.	

U. S. MAIL WORK AT NON-STOP STATIONS

STATIONS	NORTHWARD						SOUTHWARD					
	537	539	511	503	529	519	508	506	514	516	520	
Huntertown.....				CD					CDJ			
LaOtto.....				CD					CDJ			
B. & O. Crossing.....	D						DH	DH				
Avilla.....				CD					CDJ			
Rome City.....	D			CD					CDJ			
Wolcottville.....				CD								
Howe.....	D			CD			CDJ					
Nottawa.....			CDJ				CD		CDJ			
Wasepi.....												
Mendon.....				CD			CD					
Plainwell.....	D											
Martin.....			CDJ				CD		CDJ			
Shelbyville.....	D		CDJ				CD		CDJ			
Bradley.....			CDJ				CD		CDJ			
Wayland.....	D		CDJ				CD	C				
Moline.....			CDJ				CD		CDJ			
Comstock Park.....		CDJ					CD					
Belmont.....		CDJ					CDJ					
Edgerton.....		CDJ					CDJ					
Sand Lake.....							CDJ					
Pierson.....		CDJ					CDJ					
Howard City.....												
Stanwood.....		CDJ					CDJ					
Paris.....		CDJ					CDJ					
Reed City.....												
Ashton.....		CDJ					CDJ					
Hobart.....												
Manton.....					CD					CD		
South Boardman.....					D					CD		
Kalkaska.....												
Leetsville.....		CDJ					CDJ					
Mancelona.....												
Walloon Lake.....							CDJ					
Conway.....		CDJ					CDJ					
Oden.....							CDJ					
Alanson.....												
Brutus.....		CDJ					CDJ					
Pellston.....												
Van.....		CDJ					CDJ					
Levering.....												
Carp Lake.....		CDJ					CDJ					

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

H—Pass station at reduced speed to exchange mail.

J—Stop on signal to receive or discharge bulky or fragile parcel post matter.

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

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

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
All Trains		Fort Wayne	All Trains	
All Trains		Huntertown		
511	514	Avilla		
All Trains		Kendallville	All Trains	
511	514	Rome City		
511	514	Wolcottville		
514	511	LaGrange	506	506
514	511	Howe		
All Trains		Sturgis	All Trains	
All Trains		Wasepi		
514	511	Mendon		
All Trains		Vicksburg	All Trains	
All Trains		Kalamazoo	All Trains	
514	508	Plainwell		
All Trains		Martin		
All Trains		Shelbyville		
All Trains		Wayland		
All Trains		Moline		
537	508	Grand Rapids	All Trains	
537	508	Rockford		
537	508	Cedar Springs		
537	508	Sand Lake		
537	508	Pierson		
537	508	Howard City		
537	508	Morley		
537	508	Stanwood		
537	508	Big Rapids		
All Trains		Reed City	All Trains	
537	508	Ashton		
537	508	LeRoy		
537	508	Tustin		
All Trains		Cadillac	All Trains	
508	537	Manton		
508	537	Fife Lake		
508	537	South Boardman		
508	537	Kalkaska		
508	537	Mancelona		
508	537	Alba		
508	537	Elmira		
508	537	Boyne Falls		
All Trains		Petoskey	All Trains	
508	520	Bay View	520	520
508	520	Oden	520	520
508	520	Alanson	520	520
508	520	Brutus	520	520
508	520	Pellston		
508	520	Levering		
All Trains		Mackinaw City	All Trains	
All Trains		Conklin		
All Trains		Muskegon		
542	541	Kingsley		
All Trains		Traverse City	All Trains	
All Trains		Wequetonsing	All Trains	
All Trains		Harbor Springs	All Trains	

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

STATIONS	GR-1 (2)	GR-5 (1)	GR-7 (1)	GR-9 (5)	GR-11 (5)	GR-13 (4)	GR-27 (3)	GR-31 (6)	GR-37 (2)	GR-43 (2)
FORT WAYNE JUNCTION	A. M. 7.00	P. M. 12.30	P. M. 8.30	A. M. 7.50	A. M.	A. M.	P. M.	A. M.	P. M.	A. M.
KENDALLVILLE	2.30	6.00	3.00	7.50						
KALAMAZOO		8.30	5.45	3.50						
GRAND RAPIDS		11.00			5.50		10.00			
MUSKEGON							1.00			
CADILLAC		5.00			1.50	8.15		6.20		
LAKE CITY		6.30						7.00		
MERRITT								9.30		
WALTON JUNCTION									12.45	
TRAVERSE CITY									2.00	
PETOSKEY		2.00				4.15			6.30	
HARBOR SPRINGS									7.00	
MACKINAW CITY	P. M. 6.00	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.

①Daily.

②Daily Ex. Sunday.

③Daily Ex. Saturday.

④Mon., Wed. and Fri.

⑤Tues., Thurs. and Sat.

⑥Tuesday and Friday.

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

STATIONS	GR-2 (2)	GR-6 (1)	GR-8 (1)	GR-10 (4)	GR-12 (4)	GR-14 (5)	GR-23 (2)	GR-32 (6)	GR-38 (2)	GR-42 (2)
FORT WAYNE JUNCTION	P. M. 3.45	A. M. 5.30	P. M. 5.00	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.
KENDALLVILLE	7.30	12.15	10.00	3.45						
KALAMAZOO		10.00	7.30	7.45						
GRAND RAPIDS			2.30		1.30		8.00			
MUSKEGON							5.30			
CADILLAC		6.30	3.30		5.30	2.00		2.20		
LAKE CITY								11.30		
MERRITT								10.00		
WALTON JUNCTION									10.20	
TRAVERSE CITY									9.00	
PETOSKEY			9.30			6.00				7.50
HARBOR SPRINGS										7.20
MACKINAW CITY	A. M. 8.00	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.

①Daily.

②Daily Ex. Sunday.

④Mon., Wed. and Fri.

⑤Tues., Thurs. and Sat.

⑥Tuesday and Friday.

SPECIAL INSTRUCTIONS.

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

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

TRAIN RULES.

S2.

STANDARD TIME.

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

D201. Standard clocks are located as follows:

Dock	Block Station.
Hughart	Block Station.
Grand Rapids	{ GN Telegraph Office.
	{ Engine House.
Cadillac	Engine House
Traverse City	Station.
Petoskey	Engine House.
Mackinaw City	Block Station.

TIME TABLE.

S3.

SYMBOLS.

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

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 discharge passengers.
- †—Unattended Block Station.
- No baggage service.
- ⊙—No baggage service Sunday.
- ◊—Passenger train—No train baggageman.
- ☆—Passenger train—Schedule assigned to handle passenger and freight equipment.
- ✱—Passenger train—Schedule assigned to gas or gas electric rail motor cars.
- ⊕—Indicates trains that will not be operated on New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

D401.

- M—Stop on signal to discharge passengers from Grand Rapids or beyond.
- O—Stop on signal to receive passengers for Grand Rapids or beyond.
- R—Stop on signal to discharge passengers from, or to receive passengers for points beyond Kalamazoo.
- V—Stop on signal to discharge passengers from or to receive passengers for Grand Rapids and Fort Wayne and beyond.
- W—Stop on signal to receive passengers for Fort Wayne or beyond.
- Z—Stop on signal Sunday only to receive passengers for Fort Wayne or beyond.
- Schedule assigned to handle passenger and freight equipment between Grand Rapids and Mackinaw City only.

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

S6.

HAND, FLAG AND LAMP SIGNALS.

S7.

ENGINE WHISTLE SIGNALS.

D701. Trains between Spy Run and Junction and on Dock and Vine Sidings or track connecting these sidings will be governed by Rule 14(dc) and 14(eg) to call in flagman.

D702. Rule 14 (l) amplified:

Sound	Indication
— — 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.

S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.

S9. COMMUNICATING SIGNALS.

D901. Passenger trains must be started by the communicating signal. When train is ready to start, signal will be passed from the rear end by hand or lamp, and the trainman nearest the engine will give the communicating signal to start train,

except when necessary to recall the flagman, the communicating signal to start train will be given from the rear. When the communicating signal is inoperative, and after proper understanding with engineman, a hand or lamp signal will be given by the trainman nearest the engine.

D902. Rule 16 amplified:

Sound	Indication
(ja) o o o o o o	When standing—deplete brake pipe pressure.

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 modified:

The bottom line under Fig. 4 of Rule 19, page 24, modified to read:

"Lights showing yellow to the outside, and red to the rear.

NOTE—Markers will display colors to the rear as prescribed by Figures 5 and 6 when conditions require."

D1003. On all portions of the division, including single track, the display of white flags and white lights, as prescribed by Rule 21, will be omitted on all extra trains except passenger extras.

(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 superior regular train; however, if the engine number is not received by train order, the identification will be made by a personal conference between the conductors and engineman of trains involved.

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

When a regular train is named in a train order by its schedule number, the engine number must be stated in addition to the schedule number.

Signalmen must observe and record the engine number on regular trains, and when reporting them will give the engine number in addition to the train number.

D1004. Michigan Central and Pere Marquette trains may display green instead of yellow as marker indication within Grand Rapids yard limits.

G.T.W. trains may display green instead of yellow as marker indication between Shaw and Walker.

D1005. Rule 26 amplified:

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

S11. USE OF SIGNALS.

S11A. Rule 99 amplified:

When a pusher engine assisting a train is coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fuses

should be met by throwing a fusee off between the cabin car and pusher engine on the track the train is using and not dropping them between that track and adjoining track.

D1101. Proper application of Rule 27 in connection with Rule 287, Figure 1:

The absence of a marker light does not prevent 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.

D1102. Rule 34—In calling signals, the name as it appears in the Book of Rules shall be used omitting the word "signal," except Rule 275.

S12. SUPERIORITY OF TRAINS.

D1201. Southward trains are superior by direction to trains of the same class in the opposite direction, except:

Between Kegonic and Harbor Springs and between Walton Jet. and Traverse City, northward trains are superior by direction to southward trains of the same class in the opposite direction.

S13. BULLETIN BOARDS.

D1301. Location of bulletin board points on this Division where all General Orders of this Division will be posted and delivered.

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

Location	Other Divisions	Zones
KALAMAZOO — Enginehouse Dock Block Station	Fort Wayne. Fort Wayne	B B
GRAND RAPIDS — Hughart Block Station Enginehouse GN Telegraph Office	Fort Wayne Fort Wayne Fort Wayne Cincinnati Columbus	B B B C-F-G D
MUSKEGON — Freight Office Enginehouse		
CADILLAC — Passenger Station Enginehouse		
TRAVERSE CITY — Freight Office Enginehouse		
PETOSKEY — Enginehouse		
MACKINAW CITY — Freight Office		

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 employe's register, matters pertaining to General Orders and delivery of time slips to conductors and enginemen.

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

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

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 a 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 when 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.

D1402. Conductors and enginemen will insert, on qualification page of their time-table, territory over which they are qualified to run. This information must be checked and approved by the Trainmaster, Road Foreman of Engines or their Assistants.

A conductor or engineman who has not made a trip since effective date of time-table preceding current time-table or who has failed to keep posted as to the physical characteristics of his home division, or a part of it or foreign division, over which he is qualified to run, must not be used on such portions of the railroad until he has made one or more trips and has been examined and qualified by proper authority. If no change in time-table, qualifications must be checked at the expiration of six months from date of issuance of current time-table.

Conductors and enginemen called for a run on any portion of a division over which they are not qualified, must so inform the crew dispatcher.

D1403. General Order Zones of this Division are as follows:

A. Mackinaw City and Comstock Park, including Missaukee, Traverse City and Harbor Springs Branches.

B. Grand Rapids Yard Limits.

C. Hughart and Junction.

D. Muskegon Branch.

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

S15. TRACK ASSIGNMENTS.**D1501. (Double Track).**

Second Ave. Jct. and Williams St., Grand Rapids.

D1502. There are three main tracks between Second Ave. Jct. and Bartlett St. Jct.

The most easterly track (next to M.C.R.R. main track) operated as single track. The two westerly tracks via Wealthy St. Jct. operated as double track.

Pennsylvania first class trains use single track between Second Ave. Jct. and Bartlett St. Jct. and northward main track between Bartlett St. Jct. and Williams St., in both directions.

Yard engines and Pere Marquette Detroit Division first class trains use northward and southward main tracks between Second Ave. Jct. and Williams St.

Pere Marquette Chicago-Petoskey Division first class trains use main track Plaster Mill branch between Godfrey Ave. and Wealthy St. Jct. and northward and southward main tracks between Wealthy St. Jct. and Williams St.

Michigan Central trains and yard engines use northward main track in both directions between Michigan Central R. R. crossover switch and Williams St.

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

Only those main track switches connecting a siding used in train movement will be numbered, No. 1 being the most southward switch, with the numbers increasing toward 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. Train Dispatchers in charge of train movements are located at Grand Rapids.

D1602. Pennsylvania trains and engines will be provided with M. C. R. R. pilot between wye connection and M. C. R. R. passenger station, Kalamazoo.

D1603. Between Williams Street and Bartlett Street Jct.; Bartlett St. Jct. and Wealthy St. Jct.; Wealthy St. Jct. and Godfrey Ave., movement is governed by hand signal from switch tenders, which supersedes time table superiority.

Between Wealthy St. Jct. and Second Ave. Jct., southward movement is governed by hand signal from switch tender at Wealthy St. Jct., and northward movement is governed by signal indication at Second Ave. Jct., which supercede time table superiority.

Trains approaching Wealthy St. Jct. on double track, Godfrey Ave., and Williams St., will stop before fouling switches unless switches are in proper position and proceed hand signal is received from switch tender.

Trains approaching Fulton St. must know that switches are in proper position and route is clear before movement is made.

Switch tender at Godfrey Ave. will use yellow hand signal for movements to and from Plaster Mill branch single track.

Northward trains at Bartlett St. Jct. and northward trains on Plaster Mill branch at Wealthy St. Jct. must stop at stop post and not proceed unless switches are in proper position and proceed hand signal is received from switch tender.

Between Second Ave. Jct. and Williams St., leverman and switch tenders may, after obtaining control of portion of track to be used, authorize movements against the current of traffic on northward and southward main tracks.

All movements between Second Ave. Jct. and Winter St. and between Godfrey Ave. and Wealthy St. Jct. must be made prepared to stop within range of vision.

D1604. Switch tenders located at and handle switches as follows:

Godfrey Ave. Crossover and junction switches.

Wealthy St. Jct. Crossover, junction and A-2 track switches.

Williams St. Junction switch Bartlett St. Jct.
Crossover switches. Union Station tracks 1 to 7. A-28 track switch and derail.

D1605. Non-interlocked switch at the following location is in charge of signalman:

Shaw Southeast wye switch.

D1606. Trains may enter Petoskey siding to clear under the rules but permission to make further movements thereon must be obtained from signalman at Petoskey.

D1607. In application of Rule 5, schedule time will apply as follows:

Vine Switch 1, Vine.

Kalamazoo Northward — Switch 3, Vine.
Southward — Switch 2, Vine.

Traverse City House track switch.

Petoskey Northward — Switch 4, Petoskey.
Southward — Switch 3, Petoskey.

Mackinaw City Crossover switch, south end run-around track.

S16A. Rules 83 and 83a.

The information required by rules 83 and 83a must be obtained as indicated below:

D1608. Rule 83. Signalman, after consulting the train dispatcher, will furnish clearance message, (Form C. T. 1246). If this information is given by the train dispatcher to a train before reaching the point where clearance is required, it should be done by a train order.

Rule 83a. Verbally by the signalman or by signal indication.

D1609. Trains are relieved from complying with Rule 83 at Godfrey Ave. and Wealthy St. Jct.

Trains entering main track at Fulton Street, or passing from double to single track at Williams Street, may obtain information required by Rule 83, verbally from Signalman at Fuller.

S16B. Rule 98.

D1610. In accordance with Rule 98, stop must be made at the following non-interlocked railroad crossings:

PLACE AND RAILROAD CROSSING	PERMITS TRAINS ON TRACKS ON THIS DIVISION TO CROSS AFTER STOPPING
Fort Wayne N. Y. C. & St. L. R. R.	Gate in clear position. Indicated at night by green light.
Fort Wayne N. Y. C. & St. L. R. R.	Target vertical. Indicated at night by two red lights.
Kalamazoo N. Y. C. R. R.	Target vertical. Indicated at night by two red lights.
Grand Rapids (Plaster Mill Main Track.) U. S. Ry.	No signal. It must be known that crossing is clear before proceeding.
Grand Rapids (Plaster Mill Anti-Kalsomine track.) U. S. Ry.	No signal. It must be known that crossing is clear before proceeding.
Grand Rapids Godfrey Mill Spur, M. C. R. R.	Gate in clear position.
Winter Street P. M. Ry.	Target vertical. Indicated at night by two red lights.
Shawmut Avenue N. Y. C. R. R.	Target vertical. Indicated at night by two red lights.
Fuller G. T. W. Ry.	Gate in clear position. Indicated at night by green lights.
Comstock Park P. M. Ry.	Target vertical. Indicated at night by two red lights.
Reed City P. M. Ry.	Target vertical. Indicated at night by two red lights.
Reed City P. M. Ry. (Horner Track.)	Gate in clear position.
Cadillac (Gimlet track) A. A. R. R.	Gate in clear position.
Shaw M. R. & N. Co.	No signal. It must be known that crossing is clear before proceeding.
Muskegon Heights (Park and Manahan Ave.) P. M. Ry.	No signal. It must be known that crossing is clear before proceeding.
Muskegon Heights (Manahan Ave. spur) P. M. Ry. (Main Line)	Gate in clear position. Normal position of gates for P. M. Ry. trains.
Muskegon (Henry St.) P. M. Ry. (Main Line.)	Gates in clear position. Normal position of gates is for P. M. Ry. trains.
Muskegon P. M. Ry. (B-18 track.)	Gate in clear position.
Western Avenue (Dock Station tracks) P. M. Ry.	Target horizontal.
Traverse City P. M. Ry.	Gates in clear position. Indicated at night by green lights. Normal position of gate is for P. M. Ry. trains.

D1611. The following non-interlocked railroad crossings may be used without stopping not exceeding speed indicated when crossing is known to be clear:

PLACE AND RAILROAD CROSSING	PERMITS TRAINS ON TRACKS ON THIS DIVISION TO CROSS WITHOUT STOPPING
La Otto P. R. R.	Target in diagonal position. Indicated at night by two red lights. Gate in clear position. Speed ten (10) miles per hour.
Grand Rapids (Front Avenue) M. C. R. R.	Gates in clear position. Indicated at night by green lights. Speed fifteen (15) miles per hour.
Cedar Springs G. T. W. R. R.	Gate in clear position. Home-signal displaying Standard Signal Aspect Rule 286, Fig. 3. Speed fifteen (15) miles per hour.
Big Rapids P. M. Ry.	Gates in clear position. Indicated at night by green lights. Speed fifteen (15) miles per hour.
Alba M. C. R. R.	Gates in clear position. Indicated at night by green lights. Speed twenty (20) miles per hour.
Fruitport Jet. P. M. Ry.	Gates in clear position. Indicated at night by green lights. Speed fifteen (15) miles per hour.

S16C. Rules 106 and 106a.

S16D. Rules 251, 253, 254.

S16E. HIGHWAY GRADE CROSSING PROTECTION.

D1612. Automatic Highway Grade Crossing signals do not operate for trains running on other than main tracks. Trains running on other than main tracks must use care to avoid accidents, sounding a second warning whistle, Rule 14L, when necessary.

Automatic Highway Grade Crossing Signals at following locations are manually controlled for trains and engines running on both main track and siding during period indicated:

Location	Manually operated
Kalamazoo First St. Third St. Parsons St. Patterson St. Bush St.	6:00 A. M. to 6:00 P. M.
Manton Highway M-42	
Petoskey Petoskey St. State St. Michigan St. Howard St. Mitchell St. Lake St.	7:30 A. M. to 4:30 P. M. Daily except Sunday.
	6:00 A. M. to 2:00 P. M. Daily except Sunday.

At highway grade crossings protected by Automatic Highway Grade Crossing signals, before making a reverse movement or a forward movement after making a reverse movement, it must be known that the Highway Grade Crossing signals are operating, or the movement must be otherwise protected.

S17. MOVEMENT BY TRAIN ORDERS.

D1701. While a train order signal is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in the last paragraph of Rule 221a.

D1702. Employees copying train orders direct from the Train Dispatcher or Signalman, will endorse thereon their name and occupation and at end of tour of duty forward same to the Division Operator.

S18. YARDS AND YARD INSTRUCTIONS.

D1801. Rules 93 and 317d amplified:

The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by timetable 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 15 miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

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

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

D1802. Yards indicated by Yard Limit boards are located:

Junction
Kalamazoo
Grand Rapids
Cadillac
Petoskey
Mackinaw City
Muskegon
Traverse City

6.30 A. M. to 5.30 P. M., daily except Sunday.

Kendallville
Wolcottville
Sturgis
Vicksburg
Big Rapids
Reed City

S18A. Rule 97.

S19. SPEED TABLE.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
Min. Sec.	Hour	Min. Sec.	Hour	Min. Sec.	Hour	Min. Sec.	Hour
0.51	70.59	1.27	41.38	2.02	29.51	2.37	22.93
0.52	69.23	1.28	40.91	2.03	29.27	2.38	22.78
0.53	67.92	1.29	40.45	2.04	29.03	2.39	22.64
0.54	66.67	1.30	40.00	2.05	28.80	2.40	22.50
0.55	65.45	1.31	39.56	2.06	28.57	2.41	22.36
0.56	64.29	1.32	39.13	2.07	28.35	2.42	22.22
0.57	63.16	1.33	38.71	2.08	28.13	2.43	22.09
0.58	62.07	1.34	38.30	2.09	27.91	2.44	21.95
0.59	61.02	1.35	37.89	2.10	27.69	2.45	21.82
1.00	60.00	1.36	37.50	2.11	27.48	2.46	21.69
1.01	59.02	1.37	37.11	2.12	27.27	2.47	21.56
1.02	58.06	1.38	36.73	2.13	27.07	2.48	21.43
1.03	57.14	1.39	36.36	2.14	26.87	2.49	21.30
1.04	56.25	1.40	36.00	2.15	26.67	2.50	21.18
1.05	55.38	1.41	35.64	2.16	26.47	2.51	21.05
1.06	54.55	1.42	35.29	2.17	26.28	2.52	20.93
1.07	53.73	1.43	34.95	2.18	26.09	2.53	20.81
1.08	52.94	1.44	34.62	2.19	25.90	2.54	20.69
1.09	52.17	1.45	34.29	2.20	25.71	2.55	20.57
1.10	51.43	1.46	33.96	2.21	25.53	2.56	20.45
1.11	50.70	1.47	33.64	2.22	25.35	2.57	20.34
1.12	50.00	1.48	33.33	2.23	25.17	2.58	20.22
1.13	49.32	1.49	33.03	2.24	25.00	2.59	20.11
1.14	48.65	1.50	32.73	2.25	24.83	3.00	20.00
1.15	48.00	1.51	32.43	2.26	24.66	3.15	18.46
1.16	47.37	1.52	32.14	2.27	24.49	3.30	17.14
1.17	46.75	1.53	31.86	2.28	24.32	3.45	16.00
1.18	46.15	1.54	31.58	2.29	24.16	4.00	15.00
1.19	45.57	1.55	31.30	2.30	24.00	5.00	12.00
1.20	45.00	1.56	31.03	2.31	23.84	6.00	10.00
1.21	44.44	1.57	30.77	2.32	23.68	6.46	8.87
1.22	43.90	1.58	30.51	2.33	23.53	7.30	8.00
1.23	43.37	1.59	30.25	2.34	23.38	8.34	7.00
1.24	42.86	2.00	30.00	2.35	23.23	10.00	6.00
1.25	42.35	2.01	29.75	2.36	23.08	12.00	5.00
1.26	41.86						

S20. SPEED RESTRICTIONS.

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

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

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

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

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

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

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

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

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

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

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

D2001. MAXIMUM SPEED.

	Miles Per Hour
Unless otherwise specified:	
MAIN LINE:	
Between Junction and Grand Rapids:	
With passenger engines.....	60
With freight engines.....	50
Gas-electric cars.....	60
Between Grand Rapids and Mackinaw City:	
With passenger engines.....	50
With freight engines.....	45
Gas-electric cars.....	50
PASSENGER TRAINS.....	
MUSKEGON BRANCH:	
With passenger engines.....	50
With freight engines.....	45
Gas-electric cars.....	50
MISSAUKEE BRANCH:	
With passenger or freight engines	20
Gas-electric cars.....	20
TRAVERSE CITY BRANCH:	
With passenger or freight engines	25
Gas-electric cars.....	25
HARBOR SPRINGS BRANCH:	
With passenger or freight engines	30
With Gas-electric cars.....	30

Note: Passenger trains with H-6 engines must observe authorized freight train speed over entire division.

	Unless otherwise specified:	
	MAIN LINE:	
	Between Junction and Grand Rapids.....	40
FREIGHT TRAINS.....	Between Grand Rapids and Alba	35
	Between Alba and Mackinaw City	30
	MUSKEGON BRANCH:	35
	MISSAUKEE BRANCH:	20
	TRAVERSE CITY BRANCH:	25
	HARBOR SPRINGS BRANCH:	30

CIRCUS TRAINS.....	Unless otherwise specified	Main Line 30 Branches 20
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TRAINS HAULING WRECK OR INDUSTRIAL DERRICKS	MAIN LINE:	
	Between Junction and Cadillac	
	Boom trailing.....	25
	Boom forward.....	20
	Between Cadillac and Mackinaw City	
	Boom trailing.....	20
	Boom forward.....	15
	MUSKEGON BRANCH:	
	Boom trailing.....	25
	Boom forward.....	20
	MISSAUKEE BRANCH:	15
	TRAVERSE CITY BRANCH:	15
	HARBOR SPRINGS BRANCH:	15

Note—Where speed of freight trains is restricted by time table or otherwise to less than maximum authorized speed, the speed of wreck trains or trains hauling wreck or industrial derricks, will be five miles per hour less than freight train restriction if boom is trailing and ten miles per hour less if boom is forward, except when the restriction for freight trains is limited to ten miles per hour or less, the speed restriction for wreck trains or trains hauling wreck or industrial derricks will be the same as for freight trains.

Miles
per Hour

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

N-1-s	
C-1	
I-1-s	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.

Rule 750 Amplified.

Dead engines of a design having two or three pairs of drivers and no trucks may be moved at speeds

ENGINES..... not exceeding..... 20

Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding..... 25

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

When running without trucks.... 15

The following classes of engines must not exceed speed as indicated:

CLASS	FORWARD			Back-wards
	With Train		Light	
	Passr.	Frt.		
A.....		15	15	15
B.....		20	20	20
C.....		20	20	20
D.....	70	40	50	25
E.....	70	40	50	25
G.....	70	40	50	25
H.....	50	50	50	25
I.....	40	40	40	25
K.....	70	50	50	25
L.....	50	50	50	25
M.....	70	50	50	25
N.....	50	50	50	25

	Miles Per Hour
TRACK CARS { Unless otherwise specified	20
When hauling trailers loaded with material	10
Over switches, frogs, street and highway crossings	5
TRACKS { On sidings	15
Through all non-interlocked turn-outs	10
Over Muskegon River Bridge, Tioga track, Big Rapids	5
DISTANT SIGNALS { Avilla Northward	35
Avilla Southward	35

D2002. Speed as indicated below must not be exceeded between stations named; on curves and over bridges:

PASSENGER TRAINS {	MAIN LINE:	
	Between M.P. 96½ and M.P. 108	45
	Between M.P. 122 and M.P. 124½	50
	Between M.P. 150½ and M.P. 153	45
	Between M.P. 153 and M.P. 154½	50
	Over M.C. Crossing, Wasepi . . .	25
	Between M.P. 173 and 900 feet north of G. T. W. Crossing, Vicksburg	25
	Through Kalamazoo city limits between Michigan Traction Co. undergrade and ½ mile south of Dock	10
	Over N.Y.C. Crossing, Plainwell	30
	Between M.P. 231 and M.P. 237	20
	Between M.P. 237 and M.P. 245	40
	Between M.P. 250 and M.P. 252	40
	Between M.P. 260 and M.P. 268	40
	Between M.P. 276 and M.P. 278	40
	Over Lincoln St., Bitner St. and Todd Avenue, Reed City	10
	Between M.P. 320 and M.P. 324	40
	Between M. P. 326½ and M. P. 328½	40
	Between Boulevard Drive Cadillac and A. A. Crossing, Cadillac . . .	20
	Between A. A. Crossing and Passenger Station, Cadillac	10
	Between Passenger Station, Cadillac and M. P. 333	20
	Between M. P. 333 and M. P. 344	40
	Between M. P. 356 and M. P. 366	40
	Between M. P. 377½ and M. P. 378½	30
	Between M. P. 394½ and M. P. 395½	40
	Between M. P. 401 and M. P. 409	40
	Between M. P. 417 and M. P. 421	40
	Between M. P. 423 and M. P. 424	20
	Between M. P. 424 and M. P. 425	10
	Over second highway crossing south of Alanson (Warren St.).	15
	MUSKEGON BRANCH:	
	Between Fuller and Alpine Ave.	20
	Between Alpine Ave. and M.P. 12½	40
	Between M.P. 36½ and M.P. 37.7 (Acorn St.)	40
	Between Acorn St. and Western Ave., Muskegon	15
	TRAVERSE CITY BRANCH:	
	Over East Eighth, Washington, Webster, State and East Front Streets, Traverse City	8
	MISSAUKEE BRANCH:	
	Between Sandtown and Lake City	10
	Between Sandtown and Merritt	15
	Between Veneer Jct. and Falmouth	15

	Miles Per Hour
MAIN LINE:	
Between M.P. 96½ and M.P. 108	30
Between M. P. 122 and M. P. 124½	35
Between M. P. 127 and M. P. 128	35
Between M.P. 150½ and M.P. 153	30
Over M. C. Crossing, Wasepi . . .	25
Between M.P. 173 and 900 feet north of G. T. W. Crossing, Vicksburg	25
Through Kalamazoo city limits between Michigan Traction Co. undergrade and ½ mile south of Dock	10
Over N. Y. C. Crossing, Plainwell	20
Between M.P. 231 and M.P. 237	20
Between M.P. 237 and M.P. 252	30
Between M.P. 260 and M.P. 268	30
Between M. P. 273½ and M. P. 285½	30
Between M. P. 293 and M. P. 296	30
Over Lincoln, St., Bitner St., and Todd Avenue, Reed City	10
Between M. P. 320 and Boulevard Drive, Cadillac	30
Between Boulevard Drive, Cadillac and A. A. Crossing, Cadillac	20
Between A. A. Crossing and Passenger Station, Cadillac	10
Between Passenger Station, Cadillac and M. P. 333	20
Between M. P. 333 and M. P. 344	30
Between M. P. 351 and M. P. 354	30
Between M. P. 356 and M. P. 366	25
Between M. P. 377½ and M. P. 378½	20
Between M. P. 394½ and M. P. 395½	20
Between M. P. 401 and M. P. 409	25
Between M. P. 417 and M. P. 421	25
Between M. P. 423 and M. P. 424	20
Between M. P. 424 and M. P. 425	10
Over second highway crossing south of Alanson (Warren St.).	15
MUSKEGON BRANCH:	
Between Fuller and Alpine Ave.	20
Between Alpine Ave. and M. P. 7	30
Between M. P. 7 and M. P. 12½	25
Between M. P. 36½ and M. P. 37.7 (Acorn St.)	25
Between Acorn St., and Western Ave., Muskegon	15
TRAVERSE CITY BRANCH:	
Between M. P. 19 and M. P. 20 . .	20
Between M. P. 22 and M. P. 23 . .	20
Over East Eighth, Washington, Webster, State and East Front Streets, Traverse City	8
MISSAUKEE BRANCH:	
Between Sandtown and Lake City	10
Between Sandtown and Merritt	15
Between Veneer Jct. and Falmouth	15

FREIGHT TRAINS

CURVES.

Miles
Per Hour

MAIN LINE:

Reverse curve south of M. P. 96	40
First north of N. Y. C. Kendallville	45
First north of M. P. 127	50
Reverse curves at M. P. 200	30
Between Ross and Stewart	50
Reverse curves M. P. 325	30

MUSKEGON BRANCH:

At M. P. 4½ (Walker Road)	30
First south of Ravenna	30

MISSAUKEE BRANCH:

Reverse curves ½ mile north of Veneer Jct. (Merritt Spur)	10
First and second north of Mynnings	10

BRIDGES.

LOCATION	CLASS OF ENGINE AND TENDER CAPACITY													
	Less than 15,000 gallons Capacity Tender								21,000 and 25,000 gals. Capacity Tender					
	E-Exc.-E.6	G5-K2	H6-H8	H9-H10	I1**	K3-K4**	L1-L2	M1**	N2	I1	K4	M1	N2	
MILES PER HOUR														
JUNCTION														
95.57 (2.27 mi. north)					15	40		30		15	15	15	15	
97.88 (4.58 mi. north)					15	40		30		15	15	15	15	
HUNTERTOWN														
105.66 (1.56 mi. north)					15	40		30		15	15	15	15	
107.60 (3.5 mi. north)					15	40		30		15	15	15	15	
AVILLA														
112.44 (1.86 mi. south)					15	40		30		15	15	15	15	
112.84 (1.46 mi. south)					15	40		30		15	15	15	15	
CONLOG														
118.51 (1.21 mi. north)					15	40		30		15	15	15	15	
118.73 (1.43 mi. north)					15	40		30		15	15	15	15	
GRAND RAPIDS														
234.33 (.33 mi. north)		15	20	15	X	10	10	X	5	X	X	X	X	
WALTON JCT.														
350.66 (2.14 mi. south)	25	25	30	25	X	10	10	X	10	X	X	X	X	
WALKER														
247.36 (3.4 mi. north)		60		60	X	40	50	X	50	X	X	X	X	
CONKLIN														
250.95 (0.3 mi. south)		60		60	X	40	50	X	50	X	X	X	X	
MAYFIELD														
367.84 (2.25 mi. north)	30	30	30	25	X	20	20	X	20	X	X	X	X	

** Detour service only.

X Prohibited.

D2003. MINIMUM RUNNING TIME FOR
PASSENGER TRAINS EITHER DIRECTION.

BETWEEN	Dis- tance	Min.
Junction and Wolcottville	36.2	50
Wolcottville and Sturgis	19.9	20
Sturgis and Kalamazoo	36.0	50
Kalamazoo and Grand Rapids	48.6	65
Grand Rapids and Howard City	34.0	60
Howard City and Reed City	34.7	48
Reed City and Cadillac	29.1	43
Cadillac and Kalkaska	39.7	60
Kalkaska and Elmira	29.2	40
Elmira and Petoskey	24.1	43
Petoskey and Mackinaw City	34.9	50
Junction and Grand Rapids	140.7	185
Grand Rapids and Mackinaw City	225.7	344

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

S21.

SIGNAL ASPECTS.

D2101. In applying Rule 282 (Caution Signal) and Rule 283 (Approach Signal) the speed of train should not exceed one-half its maximum authorized speed when passing the signal. Where signal cannot be seen to do so, reduce as soon as proper handling will permit, which requires a reduction of speed immediately upon the signal being in sight.

S22.

BLOCK SIGNAL RULES.

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:

Junction and Goodrich St., Grand Rapids.
Fulton St. (Grand Rapids) and Mackinaw City.
Fuller and Muskegon.
Missaukee Jct. and Falmouth.
Veneer Jct. and Merritt.
Walton Jct. and Traverse City.
Kegomic and Harbor Springs.

D2302. Rule 317b will apply:

Junction and Goodrich St., Grand Rapids.
Fulton St. (Grand Rapids) and Mackinaw City.
Fuller and Muskegon.
Missaukee Jct. and Falmouth.
Veneer Jct. and Merritt.
Walton Jct. and Traverse City.
Kegomic and Harbor Springs.

D2303. The Southward Signal at Switch 2, Hoffman is a Manual Block and an Approach Signal. When Aspect Rule 283, Fig. 1 or Rule 286, Fig. 1, is displayed, such Aspect will also indicate that the block is clear.

D2304. 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 Clearance Card (Form C.)

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.

D2305. 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, the 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.

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 signalmen before accepting a signal to proceed at that station, as Clearance Card (Form K) is thereby annulled.

(To be printed on green paper, size 5 1/4 x 3 1/2.)

FORM K	THE PENNSYLVANIA RAILROAD CLEARANCE CARD	FORM K
Block Station, _____ M. _____ 19____		
To Conductor and Engineman: Train _____		
Proceed at _____ as though _____ signal was displayed.		
Report clear at _____		
Signalman.		
<i>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.</i> <i>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.</i>		

S24. CONTROLLED MANUAL BLOCK SYSTEM.**S25. AUTOMATIC BLOCK SYSTEM.**

D2501. (DOUBLE, THREE, OR MORE TRACKS.) In Automatic Block System territory at interlockings where there is no block-signal that governs the use of the block from the limits of the interlocking, the Home-signals governing the use of routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next block-signal beyond the interlocking.

D2502. 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.

S25A. Rule 505a.

S25B. AUTOMATIC TRAIN CONTROL.**S25C. GRADE SIGNALS.****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
WALKER: Junction switch.	PENN JCT.

Interlocking Rules 601 to 685 inclusive, govern the use of power operated switches when operating from distant point of control; when necessary to operate manually, the Conductor or Engineman must notify the Signalman and obtain permission to do so.

When, in the application of Rule 663, it becomes necessary to issue Clearance Card, (Form C), conductor or engineman will promptly co-operate with the signalman and will prepare (Form C) under his direction. A supply of (Form C) is provided in telephone shelter.

When a train is stopped by a stop signal at a switch operated from a distant point of control, if means of communication have failed, and should no cause for detaining the train be known, the Conductor, after a thorough understanding with the engineman, will arrange for Manual operation of the switch or switches in the route to be used, after which it may proceed under stop signal, preceded by a flagman, to the next point of communication or to the next block signal displaying a more favorable indication than stop and proceed, expecting to find a train in the block, broken rail, obstruction or switch not properly set. After train has cleared the plant all switches must be restored to normal operating position and complete report made to the Superintendent from the first point of communication.

Instructions for Manual operation of switches are posted in telephone shelter.

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

S28. TRACK CARS, ETC.

General definition of track car — amplified:

(a) **TRACK CAR** — A hand car, or self-propelled car or truck, which may be manually moved to or from the track.

Rule 829 paragraph 10 amplified:

(b) Track cars must not be operated except as prescribed by Rule 80 when so provided in time-table.

Rule 206 amplified:

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

Rule 80 amplified:

(d) When track cars are approaching road crossings 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) The last three numerals of the present M. W. number shall be known as the running number.

(f) Track cars will not operate Automatic or Semi-Automatic signals, or high-way 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.

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

D2801. Between Dock and Hughart and between Fuller and Shaw, track cars will operate per Rule 80:

(a) A track car must not be placed on a main track without orders from the Superintendent.

(b) Signalmen must not permit a train to follow a track car without orders from the Superintendent.

(c) Track car extras must not pass a block station without permission from the signalman.

(d) When a track car extra clears a main track the driver must report clear to the signalman; or failing to do so by the time required must protect as prescribed by Rule 99.

D2802. Rule 80 modified:

Between Junction and Dock, Hughart and Mackinaw City, Missaukee Jct. and Falmouth, Veneer Jct. and Merritt, Walton Jct. and Traverse City, and Kego and Harbor Springs, track cars will operate as follows:

(a) Track cars will be numbered for identification and will be in charge of a qualified employee.

(b) Track car must not be placed on a main track until the driver has obtained written information from the Superintendent as to train movement, and the location of trains which will permit at that time.

Track car extras must not pass a block station without permission from the signalman.

When necessary, they may move on a main track under flag protection to the nearest point of communication, or until removed from the track.

They must not be used at night, nor when dense fog or other weather conditions obscure the view, except when necessary, and then only after obtaining written permission from the Superintendent and the driver has been advised by the signalman that the movement is protected.

(c) Lookout must be maintained in both directions. Track cars must not be attached to trains in motion nor follow trains or other track cars closer than 500 feet. They must be equipped with flagman's signals as prescribed in Rule 99.

(d) When night signals, as prescribed by Rule 9 are required, a white light must be displayed to the front and rear of track cars.

(e) When approaching curves, or other locations, where the view is obstructed, unless the way is seen or known to be clear track car and motor must be stopped in order that an approaching train may be heard; when conditions require, a flagman must be sent ahead to protect the movement.

[illegible][illegible]

Location	CLASS OF ENGINE									
	C1-CC2s L1-N1	K3-K4 M1-E6	E, except E6	G	H6	H8-H9 H10	K2	L1-L2	N2	
KEGOMIC Storage and industrial tracks	...	...	...	...	...	...	...	D	D	
ALANSON House track, north of station	...	...	...	...	...	...	...	D	D	
PELLSTON Jackson & Tindle tracks	...	...	...	A	...	...	A	A	A	
VAN Spur track	...	...	...	...	...	...	...	D	D	
LEVERING Mill track, except 125 feet south end	...	...	...	...	...	...	...	D	D	
MACKINAW CITY All tracks except No. 1, run around tracks and North Wye track (see note)	...	...	...	...	...	...	...	D	D	
MUSKEGON BRANCH FULLER All station and industrial tracks	...	...	...	...	...	...	...	D	D	
HERRINGTON Spur track	...	...	...	...	...	...	...	D	D	
RENO Spur track	...	...	...	...	...	...	...	D	D	
CONKLIN East track	...	...	...	...	...	...	...	D	D	
RAVENNA West track	...	...	...	A	...	...	A	A	A	
SULLIVAN House track	...	...	...	A	...	...	A	A	A	
FRUITPORT JCT. Storage track	...	...	...	...	...	...	...	D	D	
SHAW Fitzjohn track and North West Wye track	...	...	D	D	...	D	D	D	D	
MUSKEGON Piston Ring, B.B.C.Co. No. 4 and No. 6, Stewart Hart- shorn, Shaw Crane Co., Alaska Refrigerator Co. No. 9 and No. 10	...	...	A	A	A	A	A	A	A	
All B.B.C.Co. tracks, Scale track, Standard Oil track, Morton Mfg. Co., Brown- Morse No. 1 and No. 2 tracks	...	...	A	A	...	A	A	A	A	
Wye track, Muskegon Heights — Main track north of switch to Dock tracks	...	...	...	...	...	...	A	A	A	
Storage track No. 2, Mus- kegon Heights	...	...	...	...	...	...	D	D	D	

Location	CLASS OF ENGINE									
	C1-CC2s L1-N1	K3-K4 M1-E6	E, except E6	G	H6	H8-H9 H10	K2	L1-L2	N2	
MISSAUKEE BRANCH All tracks, bridges, etc.	...	...	D	D	...	D	D	D	D	
TRAVERSE CITY BRANCH All tracks, bridges, etc. (see note)	...	...	...	D	...	D	D	D	D	
HARBOR SPRINGS BRANCH All station and industrial tracks	...	...	...	...	...	...	...	D	D	

NOTE: K3, K4, and M1 engines permitted in detour service between Junction and Grand Rapids.

L1 and N2 engines permitted on Wye tracks Walton Jct. at speed not exceeding five (5) miles per hour.

L1 and N2 engines permitted to make forward movements on South Wye Mackinaw City.

G5 engines permitted in detour service Traverse City Branch, but not permitted on Cherry track, Traverse City wye.

H6 engines permitted on P-10 track to pit, located in Gas Co. plant.

S30. ELECTRICAL OPERATION.

S31. EMPLOYES' REGISTER.

S31A. When reporting for duty, trainmen, engineman 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 in charge of Bulletin Board Attendants.

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 listed in Special Instruction D3201, without cost, throughout their disability. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals listed in Special Instruction D3202.

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.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Chicago.....	Dr. Walter Aye..... Office, Rooms 248, 250 and 251 Union Station building...	Central 7200 Local 349 and 349
Grand Rapids...	Dr. L. W. Brown, Assistant Office, Penna. Bldg.....	8-1161
	Dr. K. L. Roper, Assistant Office, Penna. Bldg.....	8-1161
Fort Wayne....	Dr. L. W. Brown, Res. Asst. Office, Old Passgr. Station... Res., 118 N. Seminole Circle..	PRR 20-21 H-56013

COMPANY SURGEONS

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Fort Wayne....	Dr. B. VanSweringen Office, 701 Wayne Med. Bldg. Res. 2609 East Drive.....	A 5334 A45193
	Dr. D. R. Benninghoff Office, 1241 E. Lewis St..... Res., 2491 N. Anthony Blvd...	A 1435 A79923
	Dr. S. H. Havice, Oculist Office, 130 W. Wayne St..... Res., 328 W. Jefferson St.....	A 0252 A77173
Kendallville....	Dr. H. O. Williams Office, Keller Bldg..... Res. 735 E. Mitchell St.....	40-J 40-M
LaGrange.....	Dr. A. J. Hostetler Office, 103 S. Detroit St..... Res., 503 N. Detroit St.....	1381 1382
Sturgis.....	Dr. Fred W. Robinson 110 Pleasant Ave.....	58
Kalamazoo.....	Dr. R. G. Cook Office, 22 McNarr Bldg..... Res., 615 Clinton Ave.....	2-4323 2-6133
Grand Rapids...	Dr. R. J. Hutchinson Office, 55 Sheldon Ave., S. E... Res., Woodward Ave., East Grand Rapids.....	6-5759 2-1788
	Dr. W. B. Mitchell Office 55 Sheldon Ave., S. E... Res., 220 Eastern Ave., N. E.	6-5759 8-2260
	Dr. Alfred Dean, Oculist Office 308 Medical Arts Bldg. Res. 315 Logan, S. E.....	8-3024 6-7452
Muskegon.....	Dr. A. B. Poppen Office, 501-506 Union Nat. Bank Bldg..... Res., 173 Jefferson St.....	Home 2621 Home 2525
Big Rapids.....	Dr. James B. Campbell Office, 117 S. Michigan Ave... Res., 120 Locust St.	72 29

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Cadillac.....	Dr. J. M. Wardell Office, Granite Block..... Res., 302 E. Cass St.....	448 117
	Dr. G. D. Miller Office, 115 S. Mitchell St..... Res., 407 Chapin St.....	3 7-F-3
Traverse City...	Dr. H. B. Kyselka Office, 2 City Opera House... Res. 216 W. Eighth St.....	128 519
Kalkaska.....	Dr. E. B. Babcock Office, 120 Cedar St..... Res., Cor. Third and Cherry St..	115 1
Petoskey.....	Dr. Dean C. Burns Office, 814 1/2 Howard St.....	46
Mackinaw City	Dr. A. C. Tiffany Telephone	2

D3202. HOSPITALS

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Fort Wayne....	Methodist Hospital West Lewis St.....	2111
Kalamazoo.....	New Borgess Hospital Gull Road.....	7181
	Bronson Hospital John St.....	8107
Grand Rapids...	Butterworth Hospital. Michigan St. and Bostwick Ave.	8-1281
	St. Mary's Hospital 250 Cherry S. E.....	9-3131
Muskegon.....	Hackley Hospital Forest Ave.....	3384
Cadillac.....	Mercy Hospital Oak and Hobart Sts.....	460
Traverse City...	General Hospital 11th and Elmwood Ave.....	900
Petoskey.....	Petoskey Hospital 105 W. Lake St.....	432

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

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

At each passenger and freight station.

At yard masters' and car inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops and engine houses, camp

cars, and on each track and hand car, and as provided by a State law.

Stretchers:

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

S33. USE OF TELEPHONES.

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

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

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

When used for Block Operations, transmitting train orders or making any arrangement pertaining to the movement of trains by trainmen, the conductor or enginemen 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 number, 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 are located at Block Stations, hand operated siding and crossover switches, switches—power operated from distant point of control; also at other points necessary for train operation.

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 CT310 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 CT310A to the billing. When such shipments are set off for repairs that may affect the requirements of A. R. A. Loading Rules, they must not be moved except upon authority of the Trainmaster, and not until after proper inspection and billing has been endorsed by Agent or Yard Master "Re-inspected at.....and loaded as per A. R. A. Loading Rules."

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

D3401. Gasoline or Gas-electric propelled rail motor cars must not be operated on any track where there is an open flame.

D3402. Rule 701 modified:

When a freight train 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 unnecessary.

D3403. Rule 702 modified:

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

D3404. Rule 737 modified:

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

D3405. General Regulations for Employees — 832, amplified:

(Second and third paragraphs). To the signal equipment for each crossing watchman or gateman, add:

"Fuses"

"Whistle"

(Fourth paragraph.) 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 will display a STOP sign by day, holding it in an upright position so that the flat side will plainly appear to any person approaching on the highway. By night, or when STOP sign cannot be plainly seen, they will take the same position and protect crossings with Red Lamp, displayed towards the highway in both directions, care being used not to show the red light in the direction of the track, except when necessary to display Stop-signal to an approaching train, engine or any type of rail equipment.

D3406. AUTOMATIC BLOCK SYSTEM RULES FOR SINGLE TRACK.

D3407. AMPLIFICATION OF CONTROLLED MANUAL BLOCK RULES.

D3408. ELECTRIC ILLUMINATED SIGNS ON REAR OF TRAINS.

S35. INSPECTION OF PASSING TRAINS.

D3501. Rule 703 amplified:

The following instructions must be observed as far as practical 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 conditions, 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 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.....	} Stop Signal.
DEFECTIVE TRUCK.....	
DRAGGING BRAKE CONNECTION.....	
LADING SHIFTED OVER SIDE OR END OF CAR...	
SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITIONS.....	

QUALIFICATIONS

Occupation

NAME
QUALIFIED FOR SERVICE

Name

Home Division

Part of zone qualified for.

Zone

Division

GENERAL ORDERS

GENERAL ORDER NO. 1501

(Zone A
Zone B
Zone C
Zone D)

Effective 12:01 A. M., Sunday, June 26, 1932;.

Time Table No. 15 takes effect 12:01 A. M., Sunday, June 26, 1932, and contains the necessary instructions issued in General Orders up to and including

No. 1407, Zone A
No. 1410, Zone B
No. 1408, Zone C
No. 1404, Zone D

all of which must be removed from bulletin boards.

Each employe must carefully examine Time Table No. 15 to see that his copy is complete, with all the schedule pages properly lined up and note the changes.

Employes must turn in old time tables to Bulletin Board Attendants after Time Table No. 15 takes effect.

This General Order is printed in Time Table No. 15 and will not be issued in sticker form.

(a) Following sidings blocked with cars:

Burchs Mill
LeRoy

(b) Grand Rapids Railway Co. trolley wires at Leonard St., Grand Rapids will not clear man on top of high box car. Wires are maintained at clearance of 21 feet above rails.

GRAND RAPIDS DIVISION TIME TABLE NO. 15