

Compliance with
OPERATING RULES

AND

SAFETY RULES

INSURES

**SAFE and EFFICIENT
Operation**

In Case of DOUBT or UNCERTAINTY
the SAFE COURSE MUST BE TAKEN

**IMPACT FORCE AT VARIOUS
STRIKING SPEEDS**

	CAR COUPLED AT (MPH)	IMPACT FORCE
SAFE	1	1
	2	4
	3	9
	4	16
DAMAGING	5	25
	6	36
	7	49
	8	64
	9	81
	10	100

THE BALTIMORE OHIO
RAILROAD COMPANY

CENTRAL REGION

Safety Above Everything



AKRON-CHICAGO DIVISION

TIMETABLE No. 84

Effective 3:01 A. M. Eastern Standard Time

Effective 2:01 A. M. Central Standard Time
on Chicago West Subdivision

SUNDAY, APRIL 30, 1967

DESTROY ALL TIMETABLES OF PREVIOUS DATE

Read The Instructions

FOR INFORMATION OF EMPLOYEES ONLY

A. F. HUBER,
Superintendent.

G. S. HARRIS,
General Manager.

DIVISION OFFICERS

NAME AND LOCATION	TITLE
AKRON:	
A. F. Huber	Superintendent
W. C. Paull	Trainmaster
E. A. Howard	Trainmaster
F. M. Schilt	Division Engineer
H. N. Carder	Asst. Division Engineer
H. J. Lamusga	Asst. Trainmaster
H. L. Ash	Road Foreman of Engines
R. W. Darner	Terminal Trainmaster
W. C. Grueder	Chief Train Dispatcher
GARRETT:	
H. K. Picklesimer	Trainmaster
D. E. Lankard	Road Foreman of Engines
E. T. Kelley	Asst. Trainmaster
J. R. Spicer	Asst. Division Engineer
NEW CASTLE:	
F. M. Ciotto	Terminal Trainmaster
D. E. Riel	Asst. Terminal Trainmaster
H. V. Harris	Asst. Road Foreman of Engines
YOUNGSTOWN:	
D. E. Childs	Terminal Trainmaster
E. L. Humble	Asst. Terminal Trainmaster
F. Dreyer	Asst. Terminal Trainmaster
WARREN:	
H. B. Johnson	Asst. Terminal Trainmaster
DOVER:	
R. J. Houser	Asst. Trainmaster
LORAIN:	
J. C. McAlarney	Terminal Trainmaster
CLEVELAND:	
R. L. Sell	Terminal Trainmaster
WILLARD:	
J. E. Sell	Asst. Superintendent
R. L. Myers	Terminal Trainmaster
H. F. Miller	Asst. Terminal Trainmaster
R. E. Stewart	Asst. Terminal Trainmaster
E. J. Getz	Asst. Road Foreman of Engines

CHIEF TRAIN DISPATCHERS—AKRON

W. J. Gentry J. P. Spikes, Jr. J. F. Tucker

TRAIN DISPATCHERS—AKRON

A. Ferrise	R. Skeans	M. K. Corbin
C. R. Baxter	H. J. Bresnahan	V. Skeans
W. P. Wilkinson	C. F. Capelle	J. L. Taylor
C. Peco	P. E. Wolff	L. G. McCall
W. L. Shaub	J. R. Collett	J. R. Baker

INDEX OF SPECIAL INSTRUCTIONS

INSTRUCTION:	Page
Timetable Abbreviations	17
1.—Superiority of trains	17
1-A.—Designation and Use of Main Tracks	17-18
1-B, 1-C.—Joint Use of tracks	19
2.—Location Standard Clocks, General Orders, etc.	19-20
3.—Train Register Stations	20
4.—Clearance Card Form A	20-21
5.—Maximum authorized speed	22
5-A.—Speeds—Diesel Units	22
5-B.—Checking Speed Recorders	23
5-1, 5-2.—Speed Restrictions	23-27
6-3.—Engine and equipment restrictions	27-35
7.—Extra Trains	35
8.—Use of electric-locked switches	35
8-1.—Use of Non-electric locked switches	36
9.—Additional instructions Automatic Block System	36-37
10.—Fixed Signals not in conformity with rules	37
10-1.—Hand Signals—Flagging	38-39
10-2.—Hand-operated switches	39
11.—Markers	39
11-1.—Classification Signals	39
12.—Use of Sidings and Specified Tracks	40
13.—Air Brakes	40
13-2.—Use of Retainers	40-41
14.—Spring Switches	41-42
14-2.—Power-operated non-dual control switches	42
15.—Interlockings	42-43
15-1.—Automatic and Semi Automatic RR Crossings	43
15-2.—Non-Interlocked Crossings	44
15-3.—Additional instructions RR Crossings	44
15-4.—RR Crossings and Drawbridges	45
16.—Yards	45-46
17.—Helper Engines	46
18.—Dispatching Mail from trains	46
20.—Whistle Signals	46
21.—Highway and Street Crossings	47
22.—Miscellaneous	47
23.—Accidents	47-48
24.—Movement of M of W Cars	48
Medical Department	49-50-51
Maps	52-53
Speed Table	54

Note.—Additional instructions, distances, passing sidings, office hours, junctions, etc., may be found on Schedule and Station pages 2 to 16.

TIMETABLE No. 84

FIRST CLASS

In Effect 3:01 A.M. EST
Sunday, April 30, 1967

		5 Daily	7 Daily	9 Daily
	L	AML	AML	PM
UN TOWER	1.9	1219	802	951
New Castle Jct.	0.6	1223	807	956
New Castle	15.8	S1229	S 812	S1001
Haselton	2.5	1244	827	1019
Youngstown	3.1	S1256	S 839	S1028
Ohio Junction	8.3	100	843	1032
Niles Junction	8.2	108	851	1040
Newton Falls	14.6	116	859	1048
Ravenna	7.1	129	912	F1101
Kent	10.8	136	F 919	F1111
Akron Junction	1.8	146	930	1122
<i>Akron</i>	6.8	S 202	S 952	S1159
<i>Barberton</i>	6.9	209	959	1207
Warwick	8.1	217	1007	1215
Rittman	3.3	224	1015	F1223
Sterling	25.7	227	1018	1226
Nova	12.1	251	1042	1250
GN Tower	11.0	302	1053	101
WILLARD		320	1105	120
	A	AMA	AMA	AM

Time shown in italics convey no Timetable authority and are for information only.

FIRST CLASS

	8 Daily	10 Daily	6 Daily
A	AMA	PM/A	AM
	848	858	124
	831	841	109
	S 828	S 838	S 105
	802	815	1251
	S 755	S 810	S1240
	730	754	1231
	722	746	1223
	714	739	1215
	F 700	F 726	1202
	651	F 718	1155
	639	704	1144
	S 635	S 700	S1140
	557	F 629	1127
	550	619	1120
	542	F 611	1112
	539	607	1109
	515	543	1047
	503	531	1036
	453	521	1025
L	AML	PML	PM

TIMETABLE No. 84	FIRST CLASS			
	9	5	19	7
	Daily	Daily	Daily	Daily
In Effect 3:01 A.M. EST Sunday, April 30, 1967	L	L	L	L
WILLARD 2.7	AML 130	AML 340	AML 400	AM 1115
J Tower 21.6	134	344	404	1119
Tiffin 12.5	S 158	405	F 426	S1144
Fostoria 13.9	S 218	S 420	F 441	S1203
North Baltimore 11.7	227	434	454	*1217
Deshler 24.9	S 253	446	510	S1246
Defiance 0.6	S 321	S 511	.....	S 113
FC Tower 19.9	322	512	.....	114
Hicksville 20.2	341	530	.....	132
GARRETT	408	553	.....	156
	A	A	A	PM

H—Stops only to discharge revenue passengers.

* Train No. 7 must not exceed 50 mph over Main Street Crossing #4575 North Baltimore.

FIRST CLASS			
8	10	20	6
Daily	Daily	Daily	Daily
A	A	A	A
AM	PM	PM	PM
438	511	945	1005
430	504	935	958
S 408	S 442	S 914	938
S 350	S 424	F 859	H 926
332	S 403	844	913
S 320	S 349	832	901
S 240	S 311	.....	F 838
237	306	.....	837
219	F 246	.....	817
200	223	.....	757
L	L	L	L
AML	AML	AML	AML
PM	PM	PM	PM

TIMETABLE No. 84 In Effect 2:01 A.M. CST Sunday, April 30, 1967	FIRST CLASS		
	9 Daily	5 Daily	7 Daily
GARRETT 14.7	L AML 315	AML 458	PM 101
Albion Station 17.8	329	512	115
Syracuse 13.3	F 346	529	F 133
Nappanee 7.5	S 402	542	146
Bremen Station 8.4	410	550	154
Lapaz 23.9	H 422	H 600	H 205
Wellsboro 31.2	444	622	227
Gary 4.2	H 528	H 705	S 307
Pine Jct. 10.0	533	710	312
<i>South Chicago</i> 9.7	H 545	.....	H 324
<i>Sixty Third Street</i> 9.7	H 603	H 740	H 342
<i>Chicago</i>	640	830	430
	A AML	A AML	A PM

Times shown in italics convey no timetable authority and are for information only.

H—Stops only to discharge revenue passengers.

FIRST CLASS		
10 Daily	6 Daily	8 Daily
A 118	652	1252
F1257	634	1233
S1239	618	1217
S1223	606	1205
F1213	559	1157
F1205	S 550	1149
1142	527	1127
S1115	S 500	S1100
1110	454	1055
S1052	.....	S1037
S1035	S 420	S1020
1015	400	1000
L AML	PML	PM

C. T. & V. SUBDIVISION

TIMETABLE No. 84 In Effect 3:01 A.M. EST April 30, 1967	WESTWARD THIRD CLASS	EASTWARD THIRD CLASS	
	197 Daily	192 Daily	
	L	AMA	PM
MINERAL CITY 34.7	.....	.....
Krumroy 5.0	.....	.....
Akron Junction 1.5	400	1155	
Akron Howard St. 6.5	410	1145	
Botzum Disposal 7.0	423	1132	
Peninsula 3.5	435	1120	
Jaite 2.3	441	1113	
Brecksville 5.1	445	1109	
South Park 2.5	454	1100	
Willow 3.8	459	1055	
Brooklyn 0.4	506	1047	
RD TOWER	A 510	AMA 1045	PM

CL&W SUBDIVISION

WESTWARD

TIMETABLE No. 84 In Effect 3:01 A.M. EST April 30, 1967	THIRD CLASS			
	61 Daily	63 Daily	65 Daily	
	L	AML	AML	PM
HOLLOWAY 2.3	1205	815	215	
QD Tower 5.7	1210	820	220	
Freeport 11.1	1227	834	234	
Stillwater 6.3	1250	900	300	
Uhrich 4.4	102	912	312	
GI Tower 7.5	110	920	320	
Dover 5.4	130	940	340	
Strasburg 5.1	152	1002	402	
Beach City 4.1	210	1020	420	
Justus 8.6	220	1030	430	
Mace 11.4	241	1051	451	
WARWICK	A 304	AMA 1114	AMA 514	PM

Trains are scheduled in westward direction only between Holloway and Warwick.

CL&W SUBDIVISION

EASTWARD

TIMETABLE No. 84 In Effect 3:01 A.M. EST April 30, 1967	THIRD CLASS			
	60 Daily	62 Daily	64 Daily	
	A	AMA	AMA	PM
STERLING 2.8	135	1030	1130	
Seville 4.6	127	1020	1122	
Lake Junction 5.0	116	1010	1111	
Smith Road 3.0	106	1000	1100	
Lester 2.3	1256	950	1050	
Erhart 7.0	1250	945	1045	
Grafton 3.4	1236	931	1031	
Patterson 4.4	1229	924	1024	
Elyria 2.1	1220	915	1015	
Benton 1.1	1215	910	1010	
SHEFFIELD	L 1205	AML 900	AML 1000	PM

Trains are scheduled in eastward direction only between Sheffield and Sterling.

WESTWARD STATIONS, ETC.

Mile Post	Passing Siding Capacity in Cars (4.5 ft.)	AKRON MAIN LINE SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
STATIONS						
55.6	.....	UN TOWER	1.9	C	C	UN Pgh. Div.
57.5	.....	New Castle Jct.	0.6	C	C	OA P&LE
58.1	.....	New Castle	15.8	.....	.....	.....
73.9	.....	Haselton	2.5	C	C	CH NYC-PRR-EL
76.4	.....	Youngstown	3.1	.....	.....	.....
79.5	W 195 E 205	Ohio Junction	8.3	C	C	OW Lake SD
87.8	W 141	Niles Junction	3.5	C	C	RS PRR
91.3	.....	Goodman	0.7	.....	.....	GM
92.0	.....	Rock Cut	4.0	.....	.....	.....
96.0	W 218 E 140	Newton Falls	8.0	C	C	HN Newton Falls SD
104.0	W 143 E 141	FS Tower	6.6	.....	.....	FS
110.6	W 173 E 126	Ravenna	7.1	C	C	RN PRR
117.7	.....	Kent	7.5	.....	.....	KI
125.2	W 139 E 137	XN Tower	2.5	.....	.....	XN
127.7	.....	BD Tower	0.8	.....	.....	BD
128.5	.....	Akron Junction	1.8	C	C	AY PRR
130.3	.....	Akron	6.8	.....	.....	.....
137.1	.....	Barberton	6.9	.....	.....	BN
144.0	W 182 E 169	Warwick	8.1	C	C	WX CL&W SD PRR
152.1	.....	Rittman	3.3	.....	.....	RA
155.4	W 150 E 149	Sterling	10.2	C	C	RU CL&W SD EL
165.6	.....	Lodi	11.2	.....	.....	OD Wooster SD
176.8	.....	Sullivan	4.3	.....	.....	.....
181.1	W 135 E 143	Nova	11.5	*800 A #200 P	200 P 1000 P	VN
192.6	E 134	Greenwich	0.6	.....	.....	GR NYC
193.2	.....	GN Tower	4.9	C	C	GN ACY
198.1	.....	Boughtonville	6.1	.....	.....	.....
204.2	.....	WILLARD		C	C	WM Chicago-East SD Ohio-Nwk. Div.

C-Continuous.
*-Daily except Saturday and Sunday
#-Daily except Sunday and Monday.

WESTWARD STATIONS, ETC.

Mile Post	Passing Siding Capacity in Cars (4.5 ft.)	CHICAGO EAST SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
STATIONS						
0.0	.....	WILLARD		C	C	WM Akron Main Line SD Ohio-Nwk. Div.
2.7	.....	J Tower	2.7	C	C	J
8.1	W 136	Attica Jct.	7.7	.....	.....	CA N&W
15.8	.....	Republic	8.5	.....	.....	BC
24.3	.....	Tiffin	1.3	C	C	FI PRR-NYC
25.6	E 104 W 129	Kellar	4.4	.....	.....	K
30.0	.....	Bascom	6.8	.....	.....	BM
36.8	E 129 W 141	Fostoria	7.3	C	C	F NYC-N&W C&O-LE&W
44.1	.....	Bloomdale	4.8	.....	.....	DY
48.9	136	Galatea	1.8	.....	.....	W NYC
50.7	.....	North Baltimore	5.5	.....	.....	BI Tol.-Indpls. Div.
56.2	.....	Hoytville	6.2	.....	.....	FE
62.4	W 124	Deshler	6.9	C	C	DR Tol.-Indpls. Div.
69.3	E 135 W 171	Hamler	5.3	C	C	HM DT&I
74.6	.....	Holgate	5.3	.....	.....	HG N&W
79.9	.....	Standley	7.4	.....	.....	SY
87.3	.....	Defiance	0.6	.....	.....	.....
87.9	.....	FC Tower	9.1	‡700 A *300 P	300 P 1100 P	FC N&W
97.0	W 141	Sherwood	4.2	.....	.....	WO NYC
101.2	.....	Mark Centre	6.6	.....	.....	MC
107.8	.....	Hicksville	5.6	.....	.....	HI
113.4	.....	Indo (WEDT)	3.0	.....	.....	IO
116.4	.....	St. Joe	8.4	.....	.....	HK N&W
124.8	.....	Auburn (EEDT)	1.3	.....	.....	UN PRR-NYC
126.1	.....	East Garrett	1.9	.....	.....	.....
128.0	.....	GARRETT		C	C	G Chgo. West SD

C-Continuous.
‡-Daily except Sunday.
*-Daily except Sat. and Sun.

WESTWARD

STATIONS, ETC.

Mile Post	Passing Siding Capacity in Cars (45 ft.)	CHICAGO WEST SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
		STATIONS				
128.0	GARRETT	C	C	G	Chgo.-East SD
		1.6				
129.6	West Garrett				
		2.4				
132.0	East Avilla (WEDT)				
		1.2				
133.2	Avilla			VA	PRR
142.0	Albion (EEDT)				
		0.7				
142.7	Albion Station			AB	
		6.0				
148.7	Kimmell (WEDT)				
		9.1				
157.8	Wawasee (EEDT)			WS	
		2.7				
160.5	Syracuse			S	
		5.1				
165.6	Milford Jct. (WEDT)			JU	NYC
		8.2				
173.8	Nappanee			DE	
		1.5				
175.3	West Nappanee (EEDT)				
		6.0				
181.3	Bremen Station			BN	
		1.5				
182.8	Bremen (WEDT)				
		6.3				
189.1	Lapaz Jct.			AZ	PRR
		0.6				
189.7	Lapaz			DA	
		2.2				
191.9	Garden (EEDT)				
		7.2				
199.1	Walkerton (WEDT)			KN	N&W-NYC
		9.4				
208.5	Tracy (EEDT)			RC	
		5.1				
213.6	Wellsboro	C	C	RO	C&O-GTW
		3.7				
217.3	Webster (WEDT)				
		3.5				
220.8	Alida			NA	Monon
		5.8				
226.6	Suman (EEDT)			AX	
		8.2				
234.8	McCool (WEDT)			MO	EJ&E
		1.9				
236.7	Willow Creek			WC	N&W-NYC
		6.9				
243.6	East Gary (EEDT)			EG	
		1.2				
244.8	Gary			EA	
		2.1				
246.9	Curtis Yard			CY	
		2.1				
249.0	PINE JCT.	C	C	NE	B&OCT

C-Continuous.

WESTWARD

STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	LAKE SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
		STATIONS				
0.0	.....	OHIO JUNCTION	C	C	OW	Akron Main Line SD
		1.0				
1.0	.....	Girard Junction (EEDT)				
		0.5				
1.5	.....	Girard				
		0.9				
2.4	.....	Avon (WEDT)			AV	
		3.5				
5.9	.....	Niles			NI	EL
		2.2				
8.1	.....	Deforest Junction	C	C	RT	EL-Newton Falls SD
		3.4				
11.5	.....	North Warren			BO	EL
		2.1				
13.6	.....	Copperweld			CW	
		3.5				
17.1	78	State Road			SA	
		7.4				
24.5	37	West Farmington			FG	
		6.5				
31.0	98	Summit Siding			SI	
		1.5				
32.5	.....	Middlefield	*800 A	1130 A	MF	
		2.4				
34.9	.....	Burton				
		3.1				
38.0	.....	East Claridon			MX	
		7.2				
45.2	91	Chardon	*1201 P	500 P	CN	
		10.2				
55.4	.....	NKP Crossing	C	C	PE	N&W
		1.1				
56.5	.....	Painesville			AF	NYC
		1.8				
58.3	.....	FAIRPORT				
NEWTON FALLS SUBDIVISION						
0.0	.....	DEFOREST JCT.	C	C	RT	Lake SD
		2.6				
2.6	.....	Warren			W	
		3.1				
5.7	.....	Leavittsburg			BR	
		6.0				
11.7	.....	NEWTON FALLS	C	C	HN	Akron Main Line SD

C-Continuous.

*-Daily except Saturday and Sunday.

Mile post	Passing Siding Capacity in Cars (45 ft.)	C. T. & V. SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
STATIONS						
0.0	VALLEY JUNCTION	2.0	.....	.....	.....
2.0	Mineral City	3.2	*700 A	400 P MD	PRR
5.2	Sandyville	2.2	.....	.....	.....
7.4	East Sparta	8.9	.....	.....	.....
16.3	KN Tower	0.5	C	C KN	PRR
16.8	Canton	6.1	.....	.....	.....
22.9	North Canton	3.2	*800 A	500 P NR	.....
26.1	Aultman	7.4	.....	.....	WN
33.5	Krumroy	5.0	.....	.....	KY
38.5	Akron Junction	1.5	C	C AY	.....
40.0	Akron Howard St.	3.8	.....	.....	HD
43.8	Old Portage	1.8	.....	.....	.....
45.6	Botzum Disposal	7.0	.....	.....	.....
52.6	Peninsula	3.5	.....	.....	NA
56.1	54	Jaite	2.3	*800 A	400 P J	.....
58.4	Brecksville	5.1	.....	.....	.....
63.5	44	South Park	2.5	.....	.....	SU
66.0	Willow	3.8	.....	.....	WI
69.8	Brooklyn	0.4	.....	.....	.....
70.2	RD Tower	1.9	.....	.....	RD
72.1	BRIDGE 460	C	C	CS	Cleveland SD, N&W, CV N&W-NSS

C—Continuous.

*—Daily except Saturday and Sunday.

Distance	Passing Siding Capacity in Cars (45 ft.)	CL&W SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
STATIONS						
0.0	.....	HOLLOWAY	2.3	See Note 1	HA	Mon. Div.
2.3	.....	QD Tower (WEDT)	5.7	.....	QD	.....
8.0	.....	Freeport	6.3	.....	FD	.....
14.3	.....	Tippecanoe	4.8	.....	.....	.....
19.1	136	Stillwater	6.3	.....	SW	.....
25.4	66	Uhrich	3.1	C	C U	PRR
28.5	.....	Midvale	1.3	.....	.....	.....
29.8	.....	GI Tower (EEDT)	4.5	.....	GI	.....
34.3	.....	New Philadelphia	3.0	.....	.....	.....
37.3	.....	Dover (WEDT)	5.4	*600 A	1000 P CD	PRR
42.7	146	Strasburg	5.1	.....	B	.....
47.8	130	Beach City	4.1	.....	OB	.....
51.9	.....	Justus	7.6	.....	.....	N&W
59.5	.....	Massillon	1.0	.....	.....	N&W
60.5	.....	Mace (EEDT)	8.1	C	C MC	PRR
68.6	.....	Canal Fulton	3.3	.....	CF	.....
71.9	.....	WARWICK	C	C	WX	PRR-Akron Main Line SD
0.0	.....	STERLING	C	C	RU	Akron Main Line SD
2.8	.....	Seville (WEDT)	4.6	.....	S	.....
7.4	114	Lake Junction	.....	.....	CA	Cleveland SD
12.4	135	Smith Road	3.0	.....	SR	.....
15.4	.....	Lester (EEDT)	2.3	*700 A 900 P	300 P 500 A FR	Cleveland SD
17.7	.....	Erhart (WEDT)	7.0	.....	.....	.....
24.7	132	Grafton	3.4	C	C G	NYC
28.1	.....	Patterson	4.4	.....	.....	.....
32.5	74	Elyria	2.1	.....	BS	NYC
34.6	.....	Benton (EEDT)	1.1	.....	ON	.....
35.7	.....	Sheffield	2.2	.....	SC	.....
37.9	.....	YD Tower	1.4	1030 P	730 A YD	.....
39.3	.....	LORAIN	.....	.....	.....	N&W

C—Continuous.

*—Daily except Saturday and Sunday.

Note 1.—7:00 a. m. to 3:00 p. m. Monday through Friday
 3:00 p. m. to 11:00 p. m. Monday through Saturday.
 11:00 p. m. to 7:00 a. m. Daily.

WESTWARD

STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	CLEVELAND SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0	LAKE JUNCTION	5.0	.....	CA	CL&W SD
5.0	Medina	4.7	.....	DN	.....
9.7	Lester	4.7	*700 A 900 P	FR	CL&W SD
14.4	Valley City	9.3	*1230 P	RO	.....
23.7	Berea	4.9	*800 A	BE	.....
28.6	Parma	5.3	*200 P	MA	NYC
33.9	South Brooklyn	1.2	.....	.....	.....
35.1	RD TOWER	.....	.....	RD	CT&V SD, N&W

WESTWARD

STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	WOOSTER SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0	WOOSTER	1.0	.....	MV	.....
1.0	Branstetter	5.1	.....	.....	.....
6.1	Cedar Valley	3.3	.....	.....	.....
9.4	Armstrong	8.7	.....	.....	.....
18.1	LODI	.....	.....	OD	Akron Main Line SD

*—Daily except Saturday and Sunday.

Parma is Train Order Station for Trains originating only.

SPECIAL INSTRUCTIONS

TIMETABLE ABBREVIATIONS:

TT.....Timetable
TO.....Train Order
SD.....Subdivision
SI.....Special Instructions

Any reference to "Rule/s" in Special Instructions refers "to Operating Rule/s" unless otherwise noted.

1.—SUPERIORITY OF TRAINS.

On single track eastward trains are superior to westward trains of the same class.

1-A.—DESIGNATION AND USE OF MAIN TRACKS:

SUBDIVISION OR TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
Edgemoore and UN Tower	676	Single
No. 1 Track, UN Tower and Westward Home Signal FS Tower (see Note 1)	251-254	
No. 2 Track UN Tower and Home Signal Eastward Outlet FS Tower (See Note 1)		
No. 1 Track, Westward Home Signal FS Tower to Home Signal Westward Outlet FS Tower including Westward Passing Siding	676	2
No. 2 Track, Eastward Home Signal FS Tower to Home Signal Eastward Outlet FS Tower including Eastward Passing Siding		
No. 1 Track, Westward Home Signal Westward Outlet FS Tower and Akron Jct.	251-254	
No. 2 Track, Eastward Home Signal FS Tower and Akron Jct.		
Warwick and Willard	251-254	2
Ohio Jct. and Girard Jct.	676	Single
Girard Jct. and Avon	TT&TO 304	2
Avon and NKP Crossing	TT&TO 304	Single
NKP Crossing and Painesville	93	
Newton Falls SD	TT&TO 304	
Mineral City and Akron Jct.	TTSI 7	
Akron Jct. and RD Tower	TT&TO 304	
Sterling and Seville	TT&TO 304	2
Seville and Lester	TT&TO 304	Single
Lester and Erhart (See Note 2)	TT&TO 304	2
Erhart and Benton	TT&TO 304	Single
Benton and Sheffield	TT&TO 304	2
Cleveland SD (see Note 3)	TT&TO 304	Single
Holloway and QD Tower	TT&TO 304	2
QD Tower and GI Tower	TT&TO 304	Single
GI Tower and Dover	TT&TO 304	2

SUBDIVISION OR TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
Dover and Mace	TT&TO 304	Single
Mace and Warwick	TT&TO 304	2
Wooster SD	TTSI-7	Single
Willard and Columbus Ave., Fostoria (see Note 4)	251-254	
Columbus Ave. and LE&W crossing, Fostoria	676	
LE&W crossing Fostoria and Galatea	251-254	2
Galatea and North Baltimore, including passing siding	676	
North Baltimore and Sherwood	251-254	
Sherwood and Indo	676	Single
Indo and Auburn	676	2
Auburn and East Avilla	676	Single
East Avilla and Albion	676	2
Albion and Kimmell	676	Single
Kimmell and Wawasee	676	2
Wawasee and Milford Jct.	676	Single
Milford Jct. and West Nappanee	676	2
West Nappanee and Bremen	676	Single
Bremen and Garden	676	2
Garden and Walkerton	676	Single
Walkerton and Tracy	676	2
Tracy and Webster	676	Single
Webster and Suman	676	2
Suman and McCool	676	Single
McCool and East Gary	676	2
East Gary and Pine Jct.	676	

Where rules 251-254 are in effect, 505-519 are also in effect.

Where two tracks are in service the north track is No. 1 and the south track is No. 2. Current of traffic No. 1 track is westward and No. 2 track is eastward except where Rule 676 is in effect.

EXCEPTIONS:

Note 1.—Rules 251-254 and 505-519 are not in effect; Haselton—No. 1 track between ETC sign East of Center Street Crossing and westward home signal CH Tower. No. 2 track between eastward home signal CH Tower and first signal east of Center Street Crossing.

Note 2.—Rule 93 in effect at Lester between MP 137-35 and MP 135-13.

Note 3.—Rule 93 in effect at Lester between MP 136-40 and MP 137-27 and between NYC crossing Parma and Hummel Road crossing No. 2378, one mile east of Parma.

Note 4.—Rules 251-254 and 505-519 are not in effect; Willard—No. 1 track between ETC sign east of Ohio-Newark Division crossing and first signal west of crossing. No. 2 track between ETC signs west of Ohio-Newark Division crossing and first signal east of crossing.

JOINT USE OF TRACKS

1-B.—Baltimore and Ohio trains and engines will use the tracks of other railroads in accordance with their timetables, rules and regulations between the points shown below:

Warwick and Akron Jct. }
 Mineral City and Valley Jct. }PRR

1-C.—Trains and engines of other railroads will be governed by Baltimore and Ohio Railroad, timetables, rules and regulations when using the tracks designated as follows:

RAILROAD	BETWEEN
PRR	Ravenna and Niles Jct.
PRR	Warwick and Mace
C&O	Fostoria Yard Switching Limits

2.—LOCATION—STANDARD CLOCKS, BULLETIN BOARDS, GENERAL ORDERS AND WATCH COMPARISON FORMS.

STATION	LOCATION OF CLOCKS	GENERAL ORDERS, ETC.
Akron	Train Dispatcher's Office	Train Dispatcher's Office
	Yard Office	Yard Office (see Note 1)
Akron Jct.	Engineer's Room, Round House	Engineer's Room, Round House
	Yard Office	Yard Office (see Note 1)
Cleveland Clark Ave.	Train Order Station Bridge 460	Train Order Station Bridge 460
	Round House	West End Yard Office
	Yard Office	Round House (see Note 1) Yard Office (see Note 1)
Dover	Train Order Station	Train Order Station Yard Office
	Yard Office	Yard Office (see Note 1)
Fairport	Yard Office	Yard Office
	West End Yard Office	West End Yard Office (see Note 1)
Haselton		Republic Steel Co., No. 5 Furnace Yard Office Republic Steel Co. Open Hearth Plant Office
	HA Tower	HA Tower
	Train Order Station	Train Order Station
	YD Tower	YD Tower (see Note 1)
New Castle	Caller's Office	Caller's Office (see Notes 1 and 5)
	OA Tower	OA Tower (see Note 1)
	Center Yard Office	Center Yard Office (see Note 5)
Painesville	Register Room	Register Room
Parma	Locker Room	Locker Room (see Note 1)
Warren		Republic Steel Co. Yard Office

2.—Concluded.

STATION	LOCATION OF CLOCKS	GENERAL ORDERS, ETC.
Willard	Train Order Station	Train Order Station (see Notes 1, 4 and 5)
	Westbound Hump Yard Office	Westbound Hump Yard Office
		Eastbound Hump Yard Office
Garrett	Train Order Station	Train Order Station
		Register Room (see Note 4)
Chicago	Station Master's Office	Station Master's Office
Deshler	Train Order Station	Train Order Station
Defiance	FC Tower	FC Tower
	F Tower	.....
Fostoria	C&O West End Yard Office	C&O West End Yard Office (See Note 3)

Note 1.—PRR General Orders and Notices posted.

Note 2.—Central Standard Time in effect on Chicago West SD.

Note 3.—C&O Bulletin Notices are located in C&O West End Yard Office Fostoria.

Note 4.—B&O CT and RI General Orders and Notices posted.

Note 5.—P&LE Bulletin Orders Posted.

3.—TRAIN REGISTER STATIONS.

STATION	LOCATION	TRAINS REQUIRED TO REGISTER
Lester	Train Order Station	All trains—Form C authorized
Akron Jct.	Yard Office	CT&V Subdivision trains only
Dover	Train Order Station	Westward trains only—Form C authorized

Note.—Last paragraph of train order example F (9) does not apply at Warwick and Sterling.

4.—CLEARANCE CARD FORM A.

(a).—Trains are required to receive Clearance Card Form A before leaving stations designated below.

LOCATION	TRAINS
Sterling	Eastward trains from Akron Main Line enroute CL&W SD.
	Trains from CL&W SD enroute Akron Main Line SD, Westward
Chicago (Polk St.)	Trains originating.
Deforest Jct.	All trains.
Akron Jct.	All CT&V SD trains.
Lester	All trains (When Opr. on duty.)

4.—Concluded.

(b).—Trains originating at stations designated below may proceed without Clearance Card Form A, except when train order board is displayed. Rule 111 modified.

LOCATION	TRAINS
UN Tower	All trains
New Castle Jct.	All trains
Niles Jct.	Trains enroute from PRR connection
Ravenna	
Akron Jct.	Trains enroute except CT&V SD trains.
Warwick	Trains enroute to Akron main line SD or PRR
J Tower	All trains
North Baltimore	Trains entering Chicago East SD
Pine Jct.	All trains

(c).—Trains will receive Clearance Card Form A in lieu of fixed signals at the following points. Rule 207(e) in effect.

LOCATION	TRAINS
Willard	
Garrett	All trains
Chicago (Polk St.)	
Deforest Jct.	Trains enroute to or from Newton Falls SD
Akron Jct.	CT&V SD trains
Bridge 460	All trains
YD Tower	
Mace	Trains originating from PRR

(d).—Train Order Board will not be displayed for TRAINS ORIGINATING at Stations and in directions as designated below: Rule 111 is in effect. Rules 207, 221 and 222 modified.

STATIONS

Haselton
Ohio Jct.
Akron Jct.
Warwick
Fostoria
Deshler
Dover
KN Tower

TRAINS

Westward
Eastward
Eastward (Main Line SD)
PRR Trains enroute CL&W SD
Westward
Eastward and Westward
Eastward and Westward
Westward

(e).—Sterling.—When "31" train orders are issued for trains enroute Akron Main Line SD westward from CL&W SD, the train will be stopped at home signal located at MP 120-15, and the order will be read to the engineer. The operator must not clear this signal for movement until the engineer acknowledges his understanding of the order. If train is authorized to proceed, a second stop will not be necessary. Rule 222 modified.

When "31" train orders are issued for Eastward trains from Akron Main Line SD enroute CL&W SD, the train will be stopped at Eastward home signal and order will be read to the engineer. The operator must not clear this signal for movement until the engineer acknowledges his understanding of the order. If train is authorized to proceed, a second stop will not be necessary. Rule 222 modified.

5.—MAXIMUM AUTHORIZED SPEED.

Definition: Maximum Authorized Speed.—Maximum authorized speed is the maximum speed authorized by timetable or by special instructions, for a subdivision or a portion of a subdivision subject to designated speed restrictions.

BETWEEN	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
UN Tower and Akron Jct.	65	55	50
Warwick and Pine Jct.	70	60	50
Mineral City and RD Tower	45	45	45
Ohio Jct. and NKP Crossing	35	35	35
Deforest Jct. and Newton Falls	20	20	20
Wooster and Lodi	20	20	20
Sterling and Sheffield via Smith Road	35	35	35
Lake Jct. and RD Tower via Medina	25	25	25
Holloway and Warwick	35	35	35

Note 1.—Trains with thirty or more open loads of coal, sand, stone and ore will be governed by speed restrictions applying to "OTHER FREIGHT" trains but will not be operated in excess of forty miles per hour.

Note 2.—All freight trains will observe "OTHER FREIGHT" trains speed except when otherwise instructed by the Train Dispatcher.

Note 3.—Unless otherwise restricted shop car trains will not be operated in excess of 25 miles per hour.

5-A.—SPEEDS—DIESEL UNITS.

Unless otherwise restricted to lower speeds, diesel units must not exceed the speed designated below. When units are intermixed in multiple control, the *lowest speed* applicable to any of the units must be observed.

DIESEL UNITS	M.P.H.
1408-1413, 1415-1430, 1433-1457, 2407-2419, RDC 1900-1910, 1951, 1960, 1961, 1970	79
RDC 9082	75
2234-2249, 3500-3575, 3684-3699, 6700-6701, 6900-6976, 7400-7499	70
1826-1840, 4106-4110, 4128-4137, 4467-4499, 4500-4599, 4600-4654, 5420-5499, 5500-5537, 6400-6499, 6500-6599, 6600-6618, 6693-6699, 6702-6708, 7032-7093, 7503-7546, 8500-8506, 9400-9428, 9600-9621	65
9000-9099, 9100-9144, 9150-9155, 9200-9278, 9376-9399, 9500-9551, 9700-9726	60
8400-8422	45
8301-8302	35

5-B.—CHECKING SPEED RECORDERS.

Engineers will check speed recorders between posts located one mile apart at the following locations:

Eastward—MP 219-00 East of East Gary
 MP 120-30 East of Auburn
 MP 44-30 East of Bloomdale
 MP 189-15 East of Greenwich
 MP 173-00 East of Sullivan
 MP 100-00 East of FS Tower
 MP 62-20 Alexanders
 MP 103-00 East of Canal Fulton
 MP 125-00 East of Lake Jct.

Westward—MP 69-25 West of Lowellville
 MP 107-00 West of FS Tower
 MP 160-00 West of Sterling
 MP 14-20 1 mile east of Republic
 MP 76-40 West of Holgate
 MP 140-03 2½ miles east of Albion
 MP 186-04 West of Bremen
 MP 41-30 East of Freeport

5-1.—SPEED RESTRICTIONS.

LOCATIONS AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
Akron Main Line Subdivision:			
New Castle Jct., over P&E crossing	20	20	20
New Castle—First and second curves West MP 58-27 to MP 58-35	50	50	50
New Castle—Third and fourth curves West MP 59-07 to MP 59-21	60	55	50
Edenburg—First and third curves East MP 60-24 to MP 62-15	60	55	50
Lowellville—1st, 2nd, 3rd and 4th curves East of Signal No. 668 MP 65-00 to MP 66-25	60	55	50
Haselton—Between stop posts Center Street crossing	10	10	10
Youngstown—Cedar St. curve MP 74-33 to MP 75-09	40	40	40
Youngstown—Station curve MP 76-08 to MP 76-25	30	30	30
Yanda—First curve East over Bridge 23, No. 1 track MP 77-08 to MP 77-20	45	45	45
Yanda—First curve East over Bridge 23, No. 2 track MP 77-08 to MP 77-20	55	55	50
Yanda—Eastward trains on No. 2 track in block of Signal E-77-38 MP 77-35 to MP 78-09	60	55	50
Youngstown—Division St.—Eastward trains on No. 2 track in block of Signal E-78-27 MP 78-20 to MP 79-20	60	55	50
On curves MP 80-05 to MP 82-15	50	50	50

LOCATIONS AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
<i>Akron Main Line Subdivision—Con.:</i>			
McDonald—First curve West MP 82-23 to MP 83-08	60	50	50
Niles Jct.—Entering or leaving PRR connection	30	30	30
Ravenna—Entering or leaving PRR connection	30	30	30
Ravenna—Through Interlocking and to first road crossing West MP 110-03 to MP 110-34	50	50	50
Kent—Crane Avenue curve and Main Street curve MP 116-26 to MP 117-23	55	55	50
Cuyahoga Falls—Between Bailey Road and Bettes Corners MP 124-23 to MP 127-05	50	50	50
BD Tower—Between Bettes Corners and 3 Ring Shanty MP 127-05 to MP 128-04	35	35	35
Akron Jct.—3 Ring Shanty, Arlington St. MP 128-04 to MP 128-10	15	15	15
Warwick—Interlocking Switches	30	30	30
Warwick—Coal dock curve, No. 2 track MP 144-30 to MP 145-01	40	40	40
Sterling—To or from CL&W SD	10	10	10
Sterling—EL Crossing	50	50	50
Willard—No. 1 track from West End Station platform to yard lead switch	20	20	20
Willard-Ohio-Newark Division crossing No. 2 track	25	25	25

Chicago-East and West Subdivisions:

Willard—Through crossover from Running track to No. 2 main track at Millertown Subway	25	25	25
Willard—Through crossover between No. 21 yard track and No. 2 main track West of Millertown Subway. Entering No. 2 main track from running track just west of Crossing Target	10	10	10
Tiffin, between overhead bridge and PRR and NYC crossings at Tiffin Tower MP 23-38 to MP 24-27	35	35	35
Fostoria, through city limits MP 35-32 to MP 37-37	35	35	35
Deshler, approaching Toledo-Indianapolis Division crossing MP 62-25 to MP 62-31	35	35	35
Defiance—Passing Station Platform	35	35	35
FC Tower, first curve west MP 87-54 to MP 88-10	60	60	50
Auburn, entering or leaving double track	60	60	50

LOCATIONS AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
<i>Chicago-East and West Subdivisions—Con.:</i>			
From ½-mile east to a point ¼-mile west of Garrett Station MP 127-22 to MP 128-10	20	20	20
Entering or leaving No. 1 track at East Avilla	45	45	40
Entering or leaving No. 2 track at Indo, Albion, Kimmell, Wawasee, Milford Jct., West Nappanee, Bremen, Garden, Walkerton, Tracy, Webster, Suman and McCool	40	40	35
East Gary, entering or leaving double track	60	60	50
<i>CT&V SD:</i>			
Mineral City and Akron Jct.	25	25	25
Huff Run Branch	10	10	10
Canton crossings City limits	12	12	12
Akron Jct.—On PC&T Conn. Track	10	10	10
Akron Jct.—On Wye track	10	10	10
Akron Jct.—Fairground curve MP 39-02 to MP 39-15	20	20	20
Akron Jct.—Through switches west end of "double" track MP 40-00	25	25	25
Peninsula—Second curve west MP 53-17 to MP 53-22	35	35	35
Brooklyn—First and second curves west of NYC Overhead Bridge MP 68-03 to MP 69-01	40	40	40
<i>Lake SD:</i>			
Niles—E-L crossing N&NL Branch	10	10	10
Niles—E-L crossing Wards track	10	10	10
North Warren—Interlocking	20	20	20
Bundysburg—To East End of Summit Siding MP 107-15 to MP 110-25	25	25	25
Chardon—Water Street crossing MP 124-28	20	20	20
Painesville—N&W crossing	20	20	20
Painesville—NYC crossing	20	20	20
<i>Newton Falls SD:</i>			
Deforest Jct. and Austin Ave., Warren	15	15	15
<i>CL&W SD:</i>			
West of Uhrichsville—MP 61-10 to 62-14	30	30	30
Midvale Branch	10	10	10
New Philadelphia—MP 69-19 to MP-70-00	25	25	25
Dover—Leaving Double Track	25	25	25
Justus—Over N&W Crossing	20	20	20
Massillon—Over N&W crossing	25	25	25
Canal Fulton—Over Street Crossings	30	30	30

LOCATIONS AND CONDITIONS	PSGR. TRAINS	MFTS. TRAINS	OTHER FRT.
	MPH	MPH	MPH
CL&W SD—Con.:			
Warwick—MP 107-28 to MP-108-00	30	30	30
Warwick—Through Wye	15	15	15
Warwick—PRR crossing	20	20	20
Sterling—Through turnout to and from Akron Main Line SD	10	10	10
Seville—MP 122-35 to MP 123-00	10	10	10
Lake Junction—Through Switch to and from Cleveland SD	10	10	10
Lester—Leaving Double Track	20	20	20
Grafton—Over NYC crossing	15	15	15
Between Benton and Sheffield	25	25	25

5-1(a).—GENERAL—ALL SUBDIVISIONS.

UNLESS OTHERWISE RESTRICTED TO LOWER SPEEDS	PSGR. TRAINS	FREIGHT
	MPH	MPH
Through turnouts at ends of double track, passing sidings and main track crossovers except where movement is governed by signal indications.....	10	10
Speed of trains over spring switches in facing movement when not lined for turnout..	30	30

5-1(b).—SPEED RESTRICTIONS—LIGHT ENGINES.

Unless otherwise restricted to lower speeds, light diesel units will not exceed the speeds shown below:

Multiple Units:	M.P.H.
Akron Main Line SD	55
Lake SD	35
CT&V SD between Cleveland and Akron Jet.	45
CT&V SD between Akron Jet. and Mineral City	25
CL&W SD	35
Cleveland SD	25
Chicago East and West Subdivisions	60
Single Units:	
Diesel Units	30
Budd Car Units	30

UNLESS OTHERWISE RESTRICTED	MPH	PUSHING CARS OR CRANE AHEAD OF ENGINE
		MPH
Akron Main Line SD	35	20
Lake SD	25	15
CT&V SD	20	15
CL&W SD	25	10
Cleveland SD	25	10
Chicago East and West SD	35	20

5-2.—SPEED RESTRICTIONS—EQUIPMENT.

Unless Otherwise Restricted	MPH
Foreign Line Short ore cars:	
On Curves.....	20
Tangents.....	30
Other than B&O Relief (Wreck) Cranes, unless otherwise restricted by Train Order, derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels.	
On tangents..	20
On curves.....	15

5-2(a).—PIVOTED CRANES.

Except relief or work trains, trains handling cranes moving on own wheels must have boom secured in trailing position.

6-3.—ENGINE AND EQUIPMENT RESTRICTIONS—GENERAL.

(a).—*Hauling Dead or Disabled Engine in Train.*—Dead or Disabled engines must not be dispatched or moved in any train, without authority of the Chief Train Dispatcher, who will secure instructions from the proper Mechanical Department Officer before authorizing movement. When for any reason lower speeds than specified in timetable are required, such speeds will be requested before engine is dispatched. When enroute and conditions require further speed restrictions, Chief Train Dispatcher should be so notified, who will advise whether to set engine out or reduce speed.

(b).—*Scale Tracks.*—Engines must not be operated over live rail of scale tracks, except over rail weight system west of Warwick at MP 146-06.

Cars with gross weight exceeding 220,000 lbs. must not be moved on track scales with capacity of less than 200 tons.

(c).—*Handling Defective Cars in Train.*—Unless otherwise authorized by the Superintendent, cars with broken center sills, defective drawbars, draft gears, or similar defects must be handled on rear behind the caboose of freight trains other than manifest. Air brakes must be cut in and in proper working condition.

If air brakes are inoperative or if there is question of drawbar standing the pull, such car must be chained to the caboose.

Mechanical Department employe reporting such defective equipment ready for movement will designate the speed required for safe movement.

6-3.—Continued.

(d).—*Heavy Cars.*—Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of Superintendent. (See TTSI 6-3(x).)

(e).—*Handling Loaded Welded or Continuously Jointed Rail Cars.*—Cars loaded with welded or continuously jointed rail must be handled in through-trains as follows:

A loaded hopper car as a buffer must be placed on each end of the rail cars. Except for cars related to welded rail, such as unloading cars, etc., no other equipment will be handled in this type train and speed must not exceed 30 MPH except through tunnels and over truss bridges where speed must not exceed 10 MPH.

(f).—*Scale Test Cars.*—In regular service must be handled three cars ahead of caboose and train must have 85% operative air brakes. Train on which handled must not exceed maximum speed of 35 miles per hour. First paragraph, Rule C-229, of Form CDT-30 modified accordingly.

(g).—*Pullman Standard PS-2CD 4000 or greater Cubic Foot Capacity 100 Ton Covered Hoppers.*—Trains handling these cars on six degree or sharper curves must maintain speed in excess of 25 miles per hour. Trains not being able to maintain a speed greater than 25 miles per hour must reduce to a speed not to exceed 10 miles per hour. Train and engine crews should observe these cars frequently enroute and where excessive rocking is noted, crews should promptly reduce speed below the 10 miles per hour limit.

Location of all six degree or sharper curves are listed in General Notice.

Train and engine crews will be given train order notifying them when their train contains any of these cars.

These cars must not be moved on the New Yorker, New York Trailer Jet, N E 96, Chicagoan, Chicago Trailer Jet, Baltimore Jet, or 396.

(h).—*Handling Hydrocyanic Acid (HCN) Tank Cars.*—Tank cars containing Hydrocyanic Acid (HCN) painted white with horizontal and vertical red stripes placarded on both sides and ends of cars must be handled according to the following instructions.

1. To be handled only when authorized by message over the signature of the Chief Dispatcher.
2. Notify Chief Dispatcher immediately of any occurrence that may be hazardous.
3. In case of suspected leakage, isolate car and keep all except authorized persons away.
4. Under no circumstances should other than authorized persons get close to car in case of derailment.
5. Read carefully the placarded instructions posted in yard offices, cabooses and work force bunk cars involving the handling of these cars.
6. Instructions attached to each waybill and boarded instructions on each car must be complied with.
7. These instructions are applicable to empty cars as well as loaded cars.

6-3.—Continued.

(i).—*DODX and USNX 28000 Series 50-ton, 50-foot DX Box Cars.*—Must be handled not more than 16 cars ahead of occupied caboose when length of train permits, complying with Section 74.589(g), ICC regulations for transportation of explosives and other dangerous articles, etc., dated April 10, 1961. **THESE CARS MUST NOT BE HANDLED IN TRAINS REQUIRING HELPER SERVICE.**

(j).—*Reachers.*—Reachers must be used in switching tracks or portions of tracks not safe for engines.

(k).—*Handling of Loaded Bi-Level and Tri-Level Cars.*—Loaded bi-level and tri-level cars must not be placed directly behind open gondola or hopper cars loaded with sand, gravel, coal or similar commodity.

(m).—*Air Dump Cars.*—Will be handled in local freight trains only and speed must not exceed 30 MPH.

6-3(x).—ENGINE AND/OR EQUIPMENT RESTRICTIONS.

Unless otherwise authorized by the Superintendent, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Big Run Branch:</i>	Engines other than 8301-8302, 8400-8422, 9150-9155	Must not operate on.
American Can Co. Bridge 0-0-A	Cars with gross weight exceeding 170,000 lbs.	
Big Run Branch Jct. to End of Big Run Branch, including National Radiator Co. Spur and Marquis Spur	Cars with gross weight exceeding 251,000 lbs.	
<i>Akron Main Line SD: Haselton, Ohio:</i>	Engines	
Republic Iron & Steel Co.—Bridge 15/3	Cars with gross weight exceeding 190,000 lbs. 1838, 3684-3699, 7400-7499	
Republic Iron & Steel Co.—Bridge 15/4	Cars with gross weight exceeding 220,000 lbs.	
Republic Iron & Steel Co.—Bridge 15/8	Cars with gross weight exceeding 240,000 lbs.	
<i>Kent, Ohio:</i> Bridge on N&W Transfer	Engines and Equipment	
<i>Cuyahoga Falls, Ohio:</i> B. C. Ethel Field Co. Bridge 63/1	Cars with gross weight exceeding 240,000 lbs.	
<i>Warwick, Ohio:</i> Scale Track	Engines and Equipment	

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Rittman, Ohio:</i> Packaging Corp. of America—Bridge 105/4 Morton Salt Co. Bridge 105/5 Packaging Corp. of America Sdg.	Cars with gross weight exceeding 240,000 lbs. Equipment	Must not operate on. Must not exceed 15 m.p.h.
<i>Greenwich, Ohio:</i> Santi All Products Corp.—Bridge 141/1	1838, 3684-3699, 7400-7499 Cars with gross weight exceeding 220,000 lbs.	
<i>Newton Falls SD:</i> <i>Newton Falls, Ohio:</i> From Jct. to End of Old Line Connection	1826-1840, 3684-3699, 7400-7499 Cars with gross weight exceeding 210,000 lbs.	
<i>Warren, Ohio:</i> Republic Iron & Steel Co.—Bridge 400/1-C	1838, 3684-3699, 7400-7499 Cars with gross weight exceeding 220,000 lbs.	
Republic Iron & Steel Co.—Bridge 400/1-F	1454-1457, 1826-1840, 3500-3575, 3684-3699, 6600-6618, 6693-6699, 6900-6976, 7400-7499 Cars with gross weight exceeding 190,000 lbs.	Must not operate on.
Republic Iron & Steel Co.—Bridge 400/1-L	Cars with gross weight exceeding 240,000 lbs.	
<i>Lake SD:</i> <i>Chardon, Ohio:</i> Chapman Coal Spur East of Park Ave. Williams Mill Co. beyond Center St. Road Crossing	Engines Engines and Equipment	
<i>Niles, Ohio:</i> Standard Boiler and Plate Iron Co.—Bridge 303/1	Engines Cars with gross weight exceeding 190,000 lbs.	
<i>Middlefield, Ohio:</i> (G. W. Mumaw) Atwood Griffith Co.—Bridge 325/3	Engines Cars with gross weight exceeding 90,000 lbs.	

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Painesville, Ohio:</i> Company Sand and Coaling Station—Bridge 341/1-A	Engines other than 8301-8302, 8400-8422, 9150-9155 Cars with gross weight exceeding 170,000 lbs.	
<i>CT&V SD:</i> <i>Cleveland, Ohio:</i> Pipe Dock	1838, 3684-3699, 7400-7499 Cars with gross weight exceeding 220,000 lbs.	Must not operate on.
Cleveland Electric Illuminating Co., Cantilevered track only—Bridge 462-G/1	Engines Cars with gross weight exceeding 210,000 lbs.	
Standard Oil Co. Bridge 462-A/3	Engines other than 8301-8302, 8400-8422, 9150-9155 Cars with gross weight exceeding 170,000 lbs.	
Under E-L RR Overhead Bridge 462-A, Cleveland Yard Nickel Plate Jct. and Broadway	Cranes X-215-X-219, X-45-X-48	5 miles per hour.
<i>Brooklyn, Ohio:</i> Jennings Plant Sdg.	1838, 3684-3699, 7400-7499 Cars with gross weight exceeding 220,000 lbs.	Must not operate on.
Jennings Plant Sdg. Bridge 459/1	Equipment	Must not exceed 15 m.p.h.
Willow to General Chemical	Cranes X-215-X-219, X-45-X-48 1838, 3684-3699, 7400-7499 Cars with gross weight exceeding 220,000 lbs.	
General Chemical Co. Sdg.	Cars with gross weight exceeding 240,000 lbs.	Must not operate on.
<i>Willow, Ohio:</i> Ohio Clay Co. Sdg. Cleveland Sewage Works Sdg. Dundee Cement Co. Bridge 849-A/1	Cars with gross weight exceeding 240,000 lbs.	

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>CT&V SD—Con.:</i> <i>Jaite, Ohio:</i> Owens Illinois Glass Co. Sdg.	Engines other than 8301-7302, 8400-8422, 9150-9155	Must not operate on.
	Cars with gross weight exceeding 170,000 lbs.	
Owens Illinois Glass Co. Lead—Bridge 451/1	Equipment	Must not exceed 10 m.p.h.
<i>Akron, Ohio:</i> Akron Howard Street Bridge 436	Cranes X-215-X-219, X-45-X-48	5 miles per hour.
<i>Akron Belt Line</i>	3684-3699, 7400-7499	Must not operate on.
	Cranes X-215-X-219, X-45-X-48	
	Cars with gross weight exceeding 230,000 lbs.	
	1433-1457, 1826-1840, 2234-2249, 2414-2419, 3500-3575, 3684-3699, 6400-6618, 6693-6708, 6900-6976, 7400-7499, 9225-9278, 9366-9399, 9500-9551, 9600-9621, 9700-9726	
	Cars with gross weight exceeding 180,000 lbs.	
	Engines	
American Storage & Transfer Co. Bridge 750/1	Cars with gross weight exceeding 220,000 lbs.	
<i>Akron Jct., Ohio:</i> Holub Iron & Steel Co.	Cars with gross weight exceeding 240,000 lbs.	
	Engines 3684-3699, 7400-7499	
Hazel Street Yard	Cars with gross weight exceeding 230,000 lbs.	
<i>Canton, Ohio:</i> Hercules Motors Corp. Plant—Bridge 416/2-A	Cars with gross weight exceeding 240,000 lbs.	
Crasselli Chemical Co. Bridge 415/2	Cars with gross weight exceeding 240,000 lbs.	

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>CT&V SD—Con.:</i> North Industry (West end of Bridge 412) to and including the Huff Run Branch	1826-1840, 3500-3575, 3684-3699, 6900-6976, 7400-7499	Must not operate on.
	Cars with gross weight exceeding 200,000 lbs.	
North Industry and Mineral City	Cranes X-215-X-219, X-45-X-48	
<i>North Industry, Ohio:</i> Bridge 412	Engines and Equipment	Must not exceed 10 m.p.h.
<i>Mineral City, Ohio:</i> Bridge 403	1826-1840, 3500-3575, 3684-3699, 6900-6976, 7400-7499	
<i>CL&W SD:</i> <i>Lorain, Ohio:</i> Ohio Edison Co. Bridge 330-A/10	Cars with gross weight exceeding 200,000 lbs.	
	1826-1840, 3684-3699, 7400-7499	
Ohio Edison Co. Bridge 330-A/1	Cars with gross weight exceeding 210,000 lbs.	
	1826-1840, 3500-3575, 3684-3699, 6900-6976, 7400-7499	
<i>Elyria, Ohio:</i> Lake Avenue Coal Co. Bridge 329/3	Cars with gross weight exceeding 200,000 lbs.	Must not operate on.
	Engines	
Stanscrew Co. Bridge 329/2	Cars with gross weight exceeding 240,000 lbs.	
	1838, 3684-3699, 7400-7499	
<i>Dover, Ohio:</i> Hardesty Milling Co. Bridge 31/1	Cars with gross weight exceeding 220,000 lbs.	
<i>Midvale Branch:</i>	Cars with gross weight exceeding 251,000 lbs.	
<i>Wooster SD:</i> Lodi to Garden Isle	Cars with gross weight exceeding 240,000 lbs.	

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>CL&W SD—Con.: Wooster, Ohio: Gray & Son Bridge 228/1</i>	Engines Cars with gross weight exceeding 140,000 lbs.	
<i>Garden Isle to Wooster</i>	Cranes X-215-X-219, X-45-X-48 1838, 3684-3699, 7400-7499	Must not operate on.
<i>Cedar Valley Bridge 219</i>	Cars with gross weight exceeding 230,000 lbs. Engines and Equipment	Must not exceed 15 m.p.h.
<i>Cleveland SD: South Brooklyn, Ohio: Farland Fuel Bridge 108/1</i>	Cars with gross weight exceeding 240,000 lbs. Engines 1826-1840, 3500-3575, 3684-3699, 6900-6976, 7400-7499	Must not operate on.
<i>Gates Spur</i>	Cars with gross weight exceeding 200,000 lbs.	
<i>Over Bridge 107</i>	Cranes X-45 to X-48, X-215 to X-219	Must not exceed 20 m.p.h.
<i>Lester, Ohio: Wye track—Bridge 76</i>	Cranes X-45 to X-48, X-215 to X-219	Must not exceed 15 m.p.h.
<i>Chicago East SD:</i>	1433-1457, 1826-1840, 2234-2249, 2414-2419, 3500-3575, 3684-3699, 6400-6618, 6693-6708, 6900-6976, 7400-7499, 9225-9278, 9366-9399, 9500-9551, 9600-9621, 9700-9726	
<i>Willard, Ohio: B&O Powerhouse Coal Trestle Bridge 0/4-B</i>	Cars with gross weight exceeding 180,000 lbs.	Must not operate on.
<i>Over Car Retarders At Hump</i>	Engines other than 1826-1840, 6400-6499, 6500-6599, 6600-6618, 6693-6699	
<i>Willard Water Works Bridge 150/1</i>	Cars with gross weight exceeding 240,000 lbs.	

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Chicago East SD—Con.: Fostoria, Ohio: Seneca Wire and Iron Co.—Bridge 33/8-1</i>	Cars with gross weight exceeding 240,000 lbs. Engines	
<i>Defiance, Ohio: Robert Rout Coal Trestle Bridge 86/4-1</i>	Single car exceeding 220,000 lbs. or 2 cars exceeding 160,000 lbs. each	Must not operate on.
<i>Hicksville, Ohio: Crooks and Son inside of Plant</i>	Engines	
<i>Chicago West SD: Avilla, Ind.: Elevator Track</i>	Engines and equipment	Must not exceed 4 m.p.h.
<i>Bremen, Ind.: Bremen Coal Co.</i>	Engines	Must not operate on.

Note.—Speed on all industrial bridges and trestles must not exceed 10 miles per hour.

7.—EXTRA TRAINS.

(a).—Route of extra trains between Lake Junction and Lester will be via Smith Road unless otherwise directed.

(b).—Rules 200 and 200(A) are modified to permit the train dispatcher to authorize verbally or by message, train or engine to occupy the following subdivisions without train order, not protecting against extra trains. When more than one movement is to be authorized on the subdivision at the same time, train orders will be used except the occupied subdivision may be entered in emergency under flag protection on authority of train dispatcher. After having reported clear, the subdivision must not be re-entered without additional authority. Conductor is responsible for reporting clear.

Wooster SD

CT&V SD between Mineral City and Krumroy Yard Limit Board.

8.—USE OF ELECTRIC LOCKED SWITCHES.

(a).—To enter tracks equipped with electric locks, movement must stop within 100 feet of switch. After indicator light is lit operate foot treadle to release electric lock.

(b).—To enter main track at electric locked switch, obtain permission from operator or train dispatcher, then remove switch lock. After indicator light is lit operate foot treadle to release electric lock.

8-1.—USE OF NON-ELECTRIC-LOCKED SWITCHES.

Following switches not equipped with electric locks. Trains and engines prohibited from clearing in these tracks:

LOCATION	TRACK
Sherwood	Storage Track
Mark Center	Elevator Track
Hicksville	Hi Line Track
St. Joe	Elevator and Team Tracks
Albion	Elevator Track
Syracuse	Elevator Track
Bremen Station	Elevator
	T.V. Time
	Trailer Factory
	Package Master, Inc., Tracks
Bremen	Monsanto Chemical Co.
Teegarden	Elevator Track
Quinns	Spur Track
Kingsbury	Elevator Track
Gary	Freight House Track

9.—ADDITIONAL INSTRUCTIONS AUTOMATIC BLOCK SYSTEM.

(a).—*Crossing Over or Occupying Main Tracks.*—All hand-operated switches must be opened 5 minutes before fouling main or crossover tracks between:

Warwick and Sherwood.

Westward approach signal and home signal—Elyria.

Westward approach signal and home signal—Parma.

Eastward approach signal and home signal—Grafton.

(b).—*New Castle Jct.*—First paragraph of Rule 512 not in effect within Switchtender's jurisdiction.

(c).—*Willard, Deshler, Garrett.*—First paragraph of Rule 512 not in effect when switching passenger and manifest trains when entering the main track on which trains have stopped for switching purposes.

(d).—Rule 512 in effect between approach signals at Uhrich, Parma, Elyria and Grafton and between Signal A-4 and Mace.

(e).—*General—All Subdivisions: Single Budd Units.*—Where Rules 505-519 are in effect when handling single Budd Car Unit, after initial stop is made, the unit must immediately be moved forward at least ten (10) feet and a second stop made without the use of sand.

Passengers must not be permitted to entrain or detrain until second stop has been made.

If second stop cannot be made, flagman will immediately go back a sufficient distance to stop a following train moving at maximum authorized speed. Rule 99 modified.

(f).—*Between East End and West End "FS" Tower.*—When attaching or removing cars from a train and train or cars are standing in position to cause the absolute block signal governing to track section in which train or cars are standing to display

9(f).—Concluded.

stop indication, signal may be passed to couple to train or cars on authority of train dispatcher through the operator at Newton Falls. Before moving over switches, it must be known that the switches are properly lined. A member of the crew must remain at the switch until leading car or one unit of engine has passed the signal to give stop signal should the switch change position. After movement passes first switch in route, member of crew must precede movement over remaining switches to be in position to give hand signal to stop should any of the switches start to move. Rules 106, 509(B) and 630 modified.

10.—FIXED SIGNALS NOT IN CONFORMITY WITH THE BOOK OF RULES.

(a).—*Defective Equipment Detectors.*—Oscillating white lights are mounted on signal masts below number boards at signal locations listed below. When light is operating, stop train and call operator for location of defective car. Car on either side will also be examined and wire report filed from next open train order station.

Akron Main Line SD	
Eastward	Westward
1716	W-94-14
1694	W-123-31
E-146-27	1507
E-99-28	1739

Chicago East and West SD's	
Home Signal Alida	W-29-31
1852	815
1508	1231
1188	1555
766	Home Signal Lapaz Jet.
E-29-31	2249

(b).—*Reflectorized Targets.*—Rules 272 and 296 are modified to permit the use of reflectorized targets instead of lamps on derrils.

(c).—*UN Tower.*—Westward freight trains will be governed by track sign displayed in window of train order station.

(d).—*Warwick.*—Akron Main Line SD trains enroute to or from PRR will receive train order indication on mast located north of train order station. Akron Main Line SD trains enroute to CL&W SD will receive train order indication on mast located West of train order station. Train from CL&W SD will receive train order indication on mast located South of train order station. Rule 222 paragraph (c) modified.

(e).—*GN Tower.*—Westward freight trains may receive pull in track Willard yard by sign displayed in box located directly below Train Order Board. If no track number displayed, trains will receive instructions on arrival Willard.

(f).—*Willard.*—Westward trains approach fixed signal east of 3rd street prepared to stop. Flashing lunar white light on this signal is authority to proceed and will be answered by Rule 14g. If no light, crew member contact switch tender and be governed by his instructions.

(g).—*West Garrett.*—Eastward trains routed yard lead will be governed by track sign located on south side of lead 400 feet West of Altona Bridge.

10-1.—HAND SIGNALS—FLAGGING.

(a).—Rule 99 is modified as follows:

“99. Unless otherwise provided, trains, engines and other on track equipment must be given flag protection as follows:

“*When moving*: Lighted fuseses must be dropped at proper intervals to insure full protection when moving under circumstances in which may be overtaken.

“*When standing*: A member of crew must go back immediately with proper flagging equipment a sufficient distance to insure full protection, placing two torpedoes on rail, and, when necessary, displaying lighted fusee. When recalled, if safety will permit, he may return, leaving lighted fusee and torpedoes when conditions require.

“When necessary, head end must be protected in the same manner.

“Stop signals must be answered promptly. Flaggng signals will be repeated until answered.

“*Exception*.—Except in the State of West Virginia and Pennsylvania, when operating under Automatic Block System Rules 505 to 519 inclusive, rear end flag protection for *Trains* or *Engines* is not required against following movements on the same track, except as provided by Rules 98(B), 511, 512, 514 and 515. (Does not apply to other *On Track* equipment or where Special Instructions require otherwise.)”

(b).—*Use of Yellow Fusees*.—Yellow fusees will be used for passing signals where view of hand or lantern signals is restricted. Red fusees must not be used for any other purpose than to give stop signals.

(c).—*Flagging Equipment*.—Rule 11-(A) is modified to eliminate red and white lanterns on engines.

(d).—It is unlawful for any employe of a railroad company doing business in the State of Ohio to allow or permit passenger or freight cars to stand on a track commonly called a running track, within yard limits, unless protected by a flagman, or red light on end of car, during the period—thirty minutes before sunset to thirty minutes after sunrise.

(e).—*New Castle Jct.*—Westward movements will not foul crossover or lead to eastward receiving yard on No. 1 track or West end of running track on No. 2 track until yellow hand signal is received from switchtender.

Westward trains from yard will not foul West lead and from running track will not foul main track fueling station until white hand signal is received from switchtender. Rule 13(A) modified.

Eastward movements on No. 1 track will not foul crossover West of P&LE Crossing until green hand signal is received from switchtender.

(f).—*Akron Jct.*—Westward movement on No. 2 Main track will not foul Lead at west end Akron Jct. until proceed signal is received from switchtender with green flag or light. Movement from Lead track to No. 2 main track will not be made until proceed signal is received from switchtender with yellow flag or light. Such hand signal is authority for movement to dwarf signal located just west of Lead track switch where train will be governed by aspect shown on dwarf signal. Rule 13(A) modified.

10-1.—Concluded.

(g).—*Willard*.—Eastward movements on No. 1 main track between J Tower and Ohio-Newark Division crossing will stop clear of crossover from No. 1 main track to westward receiving yard, and not proceed until green hand signal is received from switchtender located at train order station.

(h).—Rule 14 whistle signals (da) and (ea) are in effect as follows:

Lake Subdivision.....Between Girard Jct. and Avon.
CT&V Subdivision.....On PC&T connection and between yard limit signs.

Warwick.....On CL&W Subdivision.
Sterling.....On CL&W Subdivision.
CL&W Subdivision.....Gravel Pit Crossover for PRR eastward trains only.

Cleveland Subdivision.....All points.

10-2.—HAND-OPERATED SWITCHES.

(a).—*Lester*.—Switches at end of double track and crossover between Cleveland and CL&W Subdivisions may be left as last used.

(b).—*Mineral City*.—Main track switch toward PRR will be left set as last used.

(c).—*KN Tower*.—Main track switch West of PRR Crossing will be left set for Curve track when not in use.

(d).—*RD Tower*.—Switch between Subdivisions will be left as last used.

(e).—Location of Switchtenders handling main track switches when on duty:

New Castle Jct.....West End.

Akron Jct.....Main Line Subdivision.

Willard.....Train Order Station, back of Round-house and Millertown Subway.

(f).—Location of Operators handling hand-thrown main track switches when on duty:

Lester

Dover

11.—MARKERS—GENERAL.

(a).—Last paragraph of Rule 28, is modified to permit trains of other railroads to display markers as prescribed by that railroad when operating on Baltimore and Ohio rails.

(b).—*Freight Trains*.—Reflectorized markers are permitted on Freight Trains except in the State of Pennsylvania.

(c).—*Light Engines*.—Red classification lights may be used as markers. Rule 28 modified.

11-1.—CLASSIFICATION SIGNALS.

(a).—Classification signals on Wooster SD, Lake SD, Newton Falls SD and Akron Jct. to Mineral City, not required. Rule 22 modified.

(b).—Trains on Akron Main Line Subdivision enroute to or from CT&V and CL&W Subdivisions may display classification signals. Trains on the Chicago East Subdivision enroute to or from Toledo-Indianapolis Division may display classification signals. Rule 27 modified.

12.—USE OF SIDINGS AND SPECIFIED TRACKS.

(a).—*Industrial Tracks*.—Crews performing work at industries equipped with gates or doors manually or electrically operated and protected by a derail (or lock) will not remove derail (or lock) until gates or doors are fully opened, except where derail (or lock) controls operation of gate or door, movement must not be made until it is known gate or door is fully opened and secured. Gates and doors must be closed and secured and derails (where provided) replaced after work is completed.

(b).—*Wooster*.—East end of Wooster Subdivision main track terminates at east wye switch.

(c).—*Lester*.—Westward trains via CL&W Subdivision stopping at Lester will stop east of crossover switches unless given a signal to proceed by the Operator.

(d).—*Elyria*.—Eastward trains with more than 60 cars may proceed, the same as tonnage trains, when eastward approach signal at Elyria displays stop and proceed indication. This to insure rear end clearing Spring Switch at Benton. Rule 291-A modified.

(e).—Switches leading from end of siding to a storage or station track will be set for such tracks, except east end of eastward passing siding Kellar and West switch Westward passing siding Niles Jct.

(f).—*Haselton*.—Trains and engines running against the current of traffic will approach A. Bros. crossover at restricted speed.

(g).—*Deforest Jct.*—Trains and engines are authorized to use main track between Deforest Jct. and Austin Avenue Warren, on receipt of Clearance Card Form A. All movements to be made at restricted speed expecting to find trains and engines occupying the main track. Eastward trains and engines will call Operator at Deforest Jct. from Austin Avenue Warren, and Eastward trains and engines starting at Warren, call Operator from Warren, and obtain information regarding westward movements.

13.—AIR BRAKES.

(a).—Trains designated as "Manifest Train" will carry 90 lbs. brake-pipe pressure. It will be necessary that these trains be properly designated by message to crews handling them.

13-2.—USE OF RETAINERS.

(a).—Freight trains handled by locomotive whose control unit is equipped with operative flat maintaining feature and dynamic brake operative on any two units may be operated from Chardon to Painesville and from Summit Siding to West Farmington, without the use of retainers. In the event of failure of above features, retainers will be used as follows:

LOCATION	NUMBER OF RETAINERS USED	MAXIMUM SPEED MILES PER HOUR
Chardon to Painesville: (Loaded Trains)	50 percent	20
(Mixed and Empty Trains)	40 percent	20
Summit Siding and West Farmington: (Loaded Trains)	25 percent	20

13-2.—Concluded.

(b).—Between Chardon and Painesville retainers will be turned up at Chardon and turned down at Painesville. If necessary to stop at Nickel Plate crossing they may be turned down at that point. Between Summit Siding and West Farmington retainers will be turned up at Summit Siding and down at West Farmington. The percentage of retainers to be used, as shown, is the minimum.

(c).—Retainers to be used in high pressure position on loaded cars and low pressure position on empty cars.

(d).—Where retainers are used they must be applied consecutively on cars following the engine.

14.—SPRING SWITCHES.

(a).—When operating through the following spring switches, in trailing movement springing it or in facing movement lined for turnout, trains and engines will be governed by the speed listed therefor:

Location of Spring Switches	M.P.H.
Niles Jct.—Outlet Westward passing siding	10
Newton Falls—Outlet Westward passing siding	10
Newton Falls—Outlet Eastward passing siding	25
Ravenna—Outlet Westward passing siding	25
Ravenna—Outlet Eastward passing siding	25
Nova—Outlet Westward passing siding	25
Nova—Outlet Eastward passing siding	10
Akron—Howard Street	10
Girard Jct.—East end Double track	15
Avon—West end Double track	25
Deforest Jct.—East End of No. 15 track	10
QD Tower	30
GI Tower	30
Mace—No. 2 track	15
Seville	10
Erhart	30
Benton	30
Attica Jct.—Outlet Westward passing siding	10
Kellar—Outlet Eastward passing siding	25
Kellar—Outlet Westward passing siding	25
Fostoria—Outlet Eastward passing siding	25
Sherwood—Outlet Westward passing siding	10
Garrett—Pull Out track to No. 1 track	10

(b).—*Deforest Jct.*—Spring switch east end of No. 15 track set for movement to this track. Westward trains will use this track unless otherwise directed.

(c).—*Akron Howard Street*.—Spring switch to be left as last used.

(d).—Crews of trains trailing through spring switches at following locations will not be required to observe clearing of facing point signal.

Girard Jct., Mace, Eastward passing siding Keller and Fostoria.

14.—Concluded.

(e).—Spring switches located at following points. Crews will operate push button for movement as indicated below:

- Kellar—From westward siding.
- Garrett—From Pull Out Track.

14-2.—POWER OPERATED NON-DUAL CONTROLLED SWITCHES.

Rules 106 and 106(B) in effect at following locations:

- BD Tower—Crossover and PC&T Connection Switch.
- Warwick—West End Scale Track, West End Eastward siding and West End Westward siding.
- Greenwich—West End Eastward siding and Transfer track switch from Eastward siding.
- Attica Jct.—Crossover and East End Westward siding.

15.—INTERLOCKINGS.

(a).—Interlockings.—Rules 605-633 inclusive are in effect at Railroad Crossings designated below:

- Warwick.....PRR
- Sterling.....EL
- Greenwich.....NYC
- GN Tower.....AC&Y
- Attica Jct.....N&W
- Tiffin.....PRR-NYC
- Fostoria.....NYC-C&O-N&W-LE&W
- Galatea.....NYC
- Deshler.....Tol-Indpls. Divn.
- Hamler.....DT&I
- FC Tower.....N&W
- Sherwood.....NYC
- St. Joe.....N&W
- Auburn.....PRR-NYC
- Milford Jct.....NYC
- Lapaz Jct.....PRR
- Walkerton.....N&W-NYC
- Wellsboro.....GTW-C&O
- McCool.....EJ&E
- Willow Creek.....N&W-NYC
- Girard Cut Off.....Y&N
- Deforest Jct.....EL
- North Warren.....EL
- NKP Crossing (PE).....N&W
- Painesville.....NYC
- Canton.....PRR
- Uhrich.....PRR
- Mace.....PRR
- Grafton.....NYC
- Elyria.....NYC
- Lorain.....N&W

15.—Concluded.

(b).—Rules 605-633 are also in effect at the following locations:

- UN Tower
- Ohio Jct.
- Niles Jct.
- Newton Falls
- Ravenna
- Nova
- J Tower

(c).—Closed Interlocking Stations.—During the period that an Interlocking Station is closed, under provisions of Rule 631, the movement of trains within interlocking limits must be confined to through movements on main track. The use of crossovers, junction switches and sidings within interlocking limits, including outlet switches, is prohibited unless Operator is called and on duty to control movement.

(d).—When a train receives a "Stop" signal at a remote control interlocking signal governing movements over a Railroad Crossing, engineer will, after complying with Stop Signal Rules in effect, occupy track between home signals *Not Fouling* crossing for time interval at remote control interlocking as shown below. After waiting period has expired, a member of train crew will proceed to crossing and after observing that no trains are approaching on crossing Railroad, will provide flag protection and give hand signal for his train to proceed.

- 3 minutes—Elyria
- 5 minutes—McCool, Walkerton, LaPaz Jct., Milford Jct., Auburn
- 6 minutes—Greenwich, Attica Jct., Galatea, Sherwood
- 8 minutes—St. Joe

15-1.—AUTOMATIC AND SEMI-AUTOMATIC RAILROAD CROSSINGS.

(a).—Before a train or engine moves over railroad crossings shown below, when absolute block signal governing movement over crossing displays Stop-Indication, in addition to complying with stop signal rules in effect, the movement must be protected against opposing or conflicting movements in compliance with the instructions posted in telephone booths or in boxes attached to signal masts.

<i>Station</i>	<i>Automatic</i>	<i>R. R. Crossing</i>
Holgate.....	N&W	
Avilla.....	PRR	
Alida.....	Monon	
Justus.....	N&W	
Massillon.....	N&W	
Parma.....	NYC	

(b).—The following automatic crossings have time out circuits between the approach signals and the home signals. Trains using more than the allotted time between the approach signal and the home signal can expect the home signal to display stop indication Rule 292.

<i>Location</i>	<i>Time Between Signals</i>
Parma.....	8 minutes both directions
Alida.....	5 minutes eastward 8 minutes westward
Holgate.....	8 minutes both directions
Massillon.....	8 minutes both directions
Justus.....	8 minutes both directions

15-2.—NON-INTERLOCKED CROSSINGS.

(a).—Instructions applying to Non-Interlocked Railroad crossings designated below:

Station	Crossing	Position of Tilting Target, Gate or Other Protection for Movement on Akron-Chicago Divn.
New Castle Jct.....	P&LE.....	Horizontal
Center Street.....	PRR-NYC.....	Green Hand Signal
Haselton.....	EL.....	Block Signals
Youngstown.....	PRR Crab Creek....	Horizontal
Youngstown.....	EL Brown Bonnell..	Horizontal
Yanda.....	EL.....	Block Signals
Newton Falls.....	NYC.....	Horizontal
Willard.....	Ohio-Newark Divn..	Vertical
Girard.....	EL-Canal.....	Horizontal
Niles.....	EL N&NL Br.....	Horizontal
Niles.....	EL Wards Track....	Horizontal
Fairport.....	FP&E.....	Horizontal
Mineral City.....	PRR.....	Vertical
Canton Mulberry St..	N&W.....	Horizontal
Canton.....	N&W.....	Horizontal
RD Tower.....	N&W.....	Horizontal
East End Clark Ave..	CV.....	Horizontal
West end Clark Ave..	N&W-N&SS.....	Horizontal
Whiskey Island, Cleveland.....	PRR.....	Diagonal
Dover.....	PRR.....	Diagonal
2 Miles East of Justus.	N&W.....	Diagonal

15-3.—ADDITIONAL INSTRUCTIONS RAILROAD CROSSINGS.

(a).—*Willard*.—Trains and engines will not foul tracks of Ohio-Newark Division until target and switches are in proper position and signal received from switchtender to proceed.

Horizontal position of target at train order station indicates clear route for trains using Ohio-Newark Division tracks. Hand signal from switchtender must also be received before moving on target indication.

(b).—*Cleveland*.—Whiskey Island—target at PRR and B&O Crossing will be handled by trainmen and left as last used.

(c).—*Clark Ave.*—N&W and N&SS Crossing—When target is in horizontal position and red light displayed at top of target mast, B&O trains may enter these crossings. The absence of red light at top of mast is *Stop* signal. When targetman is unable to display proper signal he will give proceed signal with yellow flag or light; then before entering crossing member of crew go to the crossing and be governed by instructions of targetman and if authorized will move his train over crossings by hand signal.

(d).—*Canton*.—N&W crossing target will be handled by trainmen and will be left set vertical for N&W.

(e).—*Mineral City*.—PRR crossing target will be handled by trainmen and left set in Horizontal position for PRR.

(f).—*Newton Falls*.—Crossing target will be handled by trainmen and will be left set vertical for NYC.

(g).—*Fairport*.—FP&E Crossing target will be handled by trainmen and left set in position last used.

15-4.—RAILROAD CROSSINGS AND DRAWBRIDGES.

(a).—*Cleveland*.—Draw Bridge 464—trains and engines make statutory stop and know the bridge is set in position for their movement before using it, and be governed by hand signals from Bridge Operator with yellow flag or light. Trainman handle hand connected derail before using bridge and place in stop position after passing over bridge.

(b).—*Cleveland*.—Draw Bridge 463—trains and engines make statutory stop and know the bridge is set in position for their movement before using it. Trainman handle hand connected derail before using bridge and be governed by CPL type dwarf signal located at each end of bridge. Derail will be placed in stop position after passing over bridge.

(c).—*Cleveland*.—Draw Bridge 460—Protected by interlocking. Hand-operated switch and derail on River Terminal are equipped with electric locks controlled by Operator.

(d).—In the State of Ohio at railroad crossings and draw bridges not equipped with approved interlocking, trains or engines will stop not less than 200 feet nor more than 300 feet from crossing or draw bridge and they will not proceed until the route is clear.

Exceptions:

Note 1.—*Niles*.—E-L crossings at N&NL Branch and Wards track, clear route (Horizontal position of signal) permits Baltimore and Ohio trains to proceed over these crossings without making statutory stop. Target to be handled by trainmen and left set for movement of B&O Trains.

Note 2.—Two miles east of *Justus*.—Trains will approach N&W Crossing at restricted speed and if crossing is clear and signal set for B&O movement, they may proceed. Passenger trains will make statutory stop and proceed when crossing is seen to be clear and crossing signal set for B&O movement.

16.—YARDS.

LOCATION	INSTRUCTIONS
New Castle Jct.	CPL Signal located on westbound hump and Semaphore Signal located on eastbound hump, govern movements of hump-engines. Other trains or engines will not foul the leads when signal is displaying proceed indication.
Akron Jct.	CT&V Subdivision Westward trains and engines stop at air dock switch and call Yardmaster, Akron Jct., on telephone.
Brooklyn Station	Unless otherwise instructed, a crew member of Freight trains will call Clark Ave. West End Yard office for instructions.
Clark Avenue	CPL Signal located on westbound hump, governs movement of hump-engines. Other trains or engines will not foul the lead when signal is displaying proceed indication.
Painesville	Normal position first switch west of NYC crossing is for movement from main track to new yard lead.

16.—Concluded.

LOCATION	INSTRUCTIONS
Sheffield	Unless otherwise instructed, a crew member of westward trains will call Yardmaster for instructions.

17.—HELPER ENGINES.

(a).—*Pusher Service.*—Within The State of Pennsylvania: When pusher engine behind caboose exceeds 3500 horsepower, occupants of caboose must, before movement is started, vacate caboose and occupy unit of pusher engine. Train must be brought to a stop before pusher engine is detached.

18.—DISPATCHING MAIL FROM TRAINS.

(a).—Engineers of trains handling U. S. Mail will sound one long blast of engine whistle approaching mail cranes. Care must be exercised when throwing mail and newspapers from moving trains.

(b).—Trains will not exceed speed designated below to handle U. S. Mail.

LOCATION	TRAIN AND SPEED
Kent	No. 7, 50 m.p.h.
Deshler	No. 5, 35 m.p.h.
Nappanee	No. 5, 50 m.p.h.
Bremen	No. 9, Sun. only and No. 10 daily, except Sun., 20 m.p.h.
Walkerton	No. 10, 30 m.p.h.
Gary	No. 5, 40 m.p.h.

20.—WHISTLE SIGNALS.

(a).—*New Castle Jct.*—All trains and engines operating between UN and OA Towers in either direction will sound whistle frequently.

(b).—*Haselton.*—All trains and engines approaching Bridge 16 west of Yard Office sound whistle.

(c).—The following whistle signals will be used at points specified, for routes desired, as follows:

Cleveland—From west end Clark Ave. to River Terminal Tfr., One long, one short, one long.

Clark Avenue West End—To use N&W and N&SS crossing, One long.

21.—HIGHWAY AND STREET CROSSINGS.

(a).—Trains or engines moving on any track other than main track, will stop before passing over and protect highway traffic at the following crossings:

SUBDIVISION OR BRANCH	LOCATION	STREET OR HIGHWAY
CT&V	Canton	Seventh N.W. (4357), Third S.W. (4360)
		Seventh S.W. (4363), Tuscarawas (4358)
		Fifth S.W. (4361), Patterson Ave. (4365)
		Second S.W. (4359), Sixth S.W. (4362)
		Ninth S.W. (4366)
Chicago East	Defiance	State Route 18 (4628.1)
	Sherwood	Harrison Street (4646)

(b).—Trains and engines will stop before passing over and a member of the crew will protect highway traffic at the following crossings:

CT&V	North Canton	Old Everhard Road (4351) Wise Road (4350)
	Mineral City	County Road No. 90 (4415)
Wooster	Wooster	U. S. 30 and S. H. 250 (4436)
Akron Main Line	Youngstown	Market St. (4146 and 4147)
Newton Falls	Warren	Pine Street entrance to Republic Steel Co. Mill
Cleveland	Medina	Liberty St. (2295)

22.—MISCELLANEOUS.

(a).—Employes are prohibited from riding or walking on roofs of any moving cars.

(b).—Employes are prohibited from riding footboards of engines.

(c).—*HOLIDAYS:*—New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day.

(d).—Use of privately owned and licensed citizens band radios for operating purposes is forbidden.

(e).—*Temporary Speed Signs.*—Temporary speed restrictions shall be covered by Train Order or General Order and designated by portable signs, Rule 298, Figure A, to be placed on both sides of the restriction sufficient distance to permit reduction from maximum authorized speed to the reduced speed specified in Train Order or General Order. Rule 298-A Modified.

(f).—Conductors or engineers of trains meeting with accident, or unusual delay, will call the nearest office or train order station by telephone. If conditions warrant, call dispatcher's office, Akron 253-3200 or 253-1816, area code 216.

23.—ACCIDENTS.

(a).—When physically able to do so, employes sustaining injury, no matter how minor, will report it to supervisor before leaving company premises.

23.—Concluded.

(b).—The supervisor must arrange prompt first-aid for the injured; then, as soon as possible, place him under the care of a Company's Surgeon. He must also report the injury promptly on the prescribed forms however minor it may appear.

(c).—In case of fatal accident on line of road, the nearest state or local police should be promptly notified. If such police cannot be promptly contacted and brought to the scene within a short period of time, train will proceed without further delay, a member of the crew or other agent of the Company being left at scene to notify the police and make sure that the body is placed in the hands of the proper authority.

24.—MOVEMENT OF M OF W CARS.

Motor Car Rules governing use of High Railers, Rail Detector Cars, Motor, Push, and Trailer Cars, Velocipedes, and other M of W equipment in effect May 1, 1967. These rules supersede all rules or special instructions not consistent therewith.

Movement of M of W Cars may be made on Main Tracks on verbal authority of Operator or Yardmaster, as indicated below:

TRACK SECTION BETWEEN	AUTHORITY FOR MOVEMENT
Newton Falls SD: Austin Ave. Warren and Deforest Jct. TO Station	Verbal Permission of Operator Deforest Jct.
CT&V SD: Krumroy Yard Limit Board and Arch Akron Jct.	Verbal Permission of Yardmaster Akron Jct.

Motor Car Rule 4(c) modified as follows:

In compliance with Motor Car Rules, permission of Yardmaster is not required for main track movements through or within yard limits at Lester, Parma, Dover, and Canton as provided by Rule 4(c). Car Operators will protect against yard engines within these yard limits.

In compliance with Motor Car Rules, permission of Yardmaster is not required for main track movements through or within yard limits as provided by Rule 4(c) at the following locations;

UN Tower—New Castle Jct.
Haselton—Ohio Jct.
Akron Jct. (Main Line SD)
Willard—J Tower

Fostoria
Deshler
Defiance
Garrett

MEDICAL DEPARTMENT

I. Kaplan, M. D., Medical and Surgical Director

COMPANY'S SURGEONS

Akron, Ohio.....	Dr. Thomas M. Schlueter Dr. F. B. Roberts Dr. J. G. Roberts Dr. F. A. Johnson, (Oculist) Dr. A. L. Peter, (Oculist) Dr. J. F. Henderson
Auburn, Ind.....	Dr. E. E. Rogers
Berea, Ohio.....	Dr. R. H. Lechner
Blue Island, Ill.....	Dr. Homer B. Field, (Oculist) Dr. Leslie Forrest
Bremen, Ind.....	Dr. Earl P. Cripe
Chicago, Ill.....	Dr. R. J. Overstreet Dr. Carl H. Christoph, (Oculist) Dr. Roger W. Poborsky Dr. Harley E. Kimble Dr. Lawrence D. Ryan Dr. Frank G. Murphy Dr. Allen F. Murphy
Chicago Heights.....	Dr. Victor Lodato
Cleveland, Ohio.....	Dr. Frank A. Catalano Dr. P. H. Correll Dr. R. S. Rosner, (Oculist)
Defiance, Ohio.....	Dr. John U. Fauster, Jr.
Deshler, Ohio.....	Dr. Robert J. Blough
Dover, Ohio.....	Dr. C. A. Bennett
Ellwood City.....	Dr. Jack Brooks
East Chicago, Ind.....	Dr. Fay F. Boys
Elyria, Ohio.....	Dr. R. A. Styblo
Fostoria, Ohio.....	Dr. W. H. Bruggemann
Garrett, Ind.....	Dr. F. B. Kantzer Dr. R. A. Nason Dr. C. A. Novy
Girard, Ohio.....	Dr. S. E. Tochtenhagen
Greenwich, Ohio.....	Dr. T. H. Eaton
Harvey, Ill.....	Dr. Leo Ariel
Hammond, Ind.....	Dr. E. S. Jones Dr. Edward R. Cotter
Holgate, Ohio.....	Dr. Carl B. Geiger
Indiana Harbor, Ind.....	Dr. E. A. Campagna
Kent, Ohio.....	Dr. J. R. Turner
Lorain, Ohio.....	Dr. R. W. Burger Dr. J. M. DeNardi Dr. M. C. Kolczun
Massillon, Ohio.....	Dr. J. R. Rohrbaugh
Middlefield, Ohio.....	Dr. H. E. Shafer
Monroeville, Ohio.....	Dr. Harold R. Bolman, (Oculist)
Munster, Ind.....	Dr. Arthur J. Kuhn Dr. Hedwig Kuhn, (Oculist)
Nappanee, Ind.....	Dr. Douglas W. Price
New Castle, Pa.....	Dr. P. B. Wilson Dr. W. B. Bannister Dr. R. G. Campbell, (Oculist)

COMPANY'S SURGEONS—Concluded.

North Baltimore, Ohio.....	Dr. Edwin J. Lloyd
Painesville, Ohio.....	Dr. M. G. Carmody Dr. John Bashian
Ravenna, Ohio.....	Dr. I. M. Huffman
Syracuse, Ind.....	Dr. E. L. Fosbrink
Tiffin, Ohio.....	Dr. R. A. Leahy
Toledo, Ohio.....	Dr. F. E. Foss
Uhrichsville, Ohio.....	Dr. R. B. Hines
Warren, Ohio.....	Dr. J. C. LaVoo Dr. A. L. Sparks Dr. J. H. Thomas, (Oculist)
Wellsboro, Ind.....	Dr. Louis Moosey, LaPorte, Ind., Res. Union Mills
Willard, Ohio.....	Dr. W. W. Corwin Dr. W. A. Drury Dr. J. V. Emery Dr. W. H. Kauffman Dr. R. L. Jackson
Wooster, Ohio.....	Dr. L. A. Adair Dr. R. J. Watkins
Youngstown, Ohio.....	Dr. W. B. Turner Dr. R. M. Foster Dr. John S. Goldcamp, (Oculist)

HOSPITALS

Akron, Ohio.....	Akron City, Akron General and St. Thomas Hospitals
Barberton, Ohio.....	Citizens Hospital
Blue Island, Ill.....	St. Francis Hospital
Canton, Ohio.....	Aultman and Mercy Hospitals
Chicago, Ill.....	St. Anthony's and Presbyterian-St. Luke's Hospitals. South Shore Hospital
Cleveland, Ohio.....	Luth ran, St. Alexis and St. Vincent's Charity Hospitals
Dover, Ohio.....	Union Hospital
East Chicago, Ind.....	St. Catherine's Hospital
Gary, Ind.....	St. Mary's of Mercy Hospital
Garrett, Ind.....	Community Hospital
Hammond, Ind.....	St. Margaret's Hospital
Harvey, Ill.....	Ingalls Memorial Hospital
Lodi, Ohio.....	Lodi Hospital
Lorain, Ohio.....	St. Joseph's Hospital
New Castle, Pa.....	St. Francis and Jameson Memorial Hospitals
Painesville, Ohio.....	Lake County Hospital
Ravenna, Ohio.....	Robinson Memorial Hospital
Youngstown, Ohio.....	St. Elizabeth and Youngstown Hospital Association
Warren, Ohio.....	Trumbull Memorial Hospital
Willard, Ohio.....	Willard Municipal Hospital

FIRST AID CLINIC

Grand Central Station—Chicago

EXAMINING POINTS

AKRON, OHIO—Room 516, Metropolitan Building, Monday and Friday—8:30 A. M. to 4:30 P. M.
 GIRARD, OHIO—By appointment, Dr. S. E. Tochtenhagen, Phone 545-2042.
 BARR YARD, ILL.—2nd and 4th Wednesday—9:00 A. M. to 12:00 Noon.
 CHICAGO (Grand Central Station)—Mondays, Tuesdays, Thursdays, Fridays—9:00 A. M. to 4:00 P. M.
 CLEVELAND, OHIO—4th Wednesdays 9:00 A. M. to 1:00 P. M.
 DOVER, OHIO—By appointment.
 GARRETT, IND.—Thursday 8:30 A. M. to 11:30 A. M., Dr. R. A. Nason, 123 E. King Street.
 HAMMOND, IND.—1st and 3rd Wednesday 9:00 A. M. to 12:00 Noon.
 HOLLOWAY, OHIO—4th Friday in April. August and November 8:00 A. M. to 12:00 Noon.
 LORAIN, OHIO—5th Wednesday 10:00 A. M. to 1:00 P. M.
 NEW CASTLE, PA.—Tuesday 10:00 A. M. to 1:00 P. M.
 TOLEDO, OHIO—By appointment, Dr. F. E. Foss, 316 Mich. Ave., Phone 685-1700. Also 3rd Wednesday 12:00 Noon to 4:00 P. M. (Medical Examiner) Yard Office, Oregon St.
 PAINESVILLE, OHIO—Dr. John Bashian, 1610 Mentor Ave.
 WARREN, OHIO—March, June, September and December, 1st Wednesday 11:00 A. M. to 3:00 P. M.
 WILLARD, OHIO—Thursdays 10:00 A. M. to 4:00 P. M.
 YOUNGSTOWN, OHIO—2nd Wednesday each month 10:00 A. M. to 1:00 P. M.
 ELLWOOD CITY, PA.—Dr. Jack Brooks, 26 Pittsburgh Circle—by appointment each weekday 1:00 P. M. to 5:00 P. M.

MEDICAL EXAMINERS' TERRITORIES

New Castle to but not including Akron Old Line via Deforest Junction and Warren.....	} Medical examiner Akron, Ohio
Akron to, but not including Lodi, Painesville to, but not including Warren.....	
Cleveland to Valley Junction, Wooster.....	
Massillon to Lorain and Cleveland (including Sandusky to Cleveland).....	
Lodi to Willard, inclusive.....	
Holloway to, but not including Massillon.....	
Willard to Deshler, inclusive.....	
Toledo, i clusive, to Deshler, exclusive.....	
Deshler and Lima, exclusive, to Chicago.....	

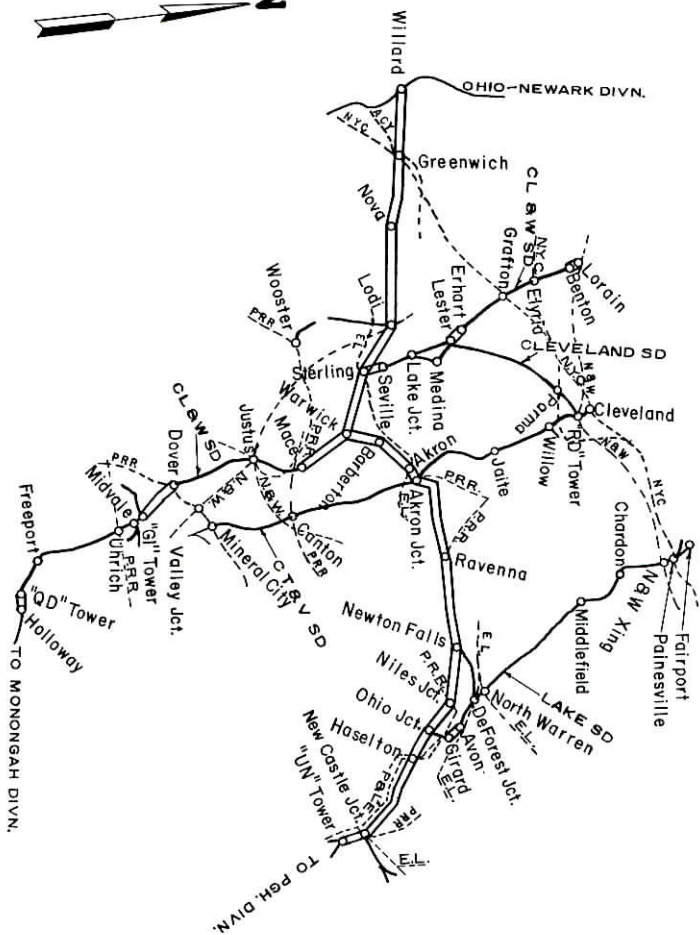
INSTRUCTIONS COVERING MEDICAL SERVICES

1. Employees seriously injured on duty or passengers, whose injuries require medical or surgical aid, should be promptly taken to the nearest listed Company's Surgeon or hospital emergency room, except in extreme emergency, when they should be transported to the closest medical facility.
 Workers with minor injuries sustained on duty should be treated at the listed First Aid Clinics. Where these services are not readily available, such cases should be referred to the nearest listed Company's Surgeon or hospital emergency room.
2. Depending on severity of injury, the officer in charge will use discretion as to proper conveyance for removal of injured employees. Municipal or private ambulances, taxicabs, personal or Company's vehicles may be used for this purpose, and the Company may be billed for the service.
3. When a passenger becomes ill on a train and requests medical attention, any local physician (Company's Surgeon or otherwise) may be called. If the passenger cannot or will not pay physician called, we shall pay for the first call, but both the patient and the physician should be told that all subsequent treatment shall be at the patient's expense.

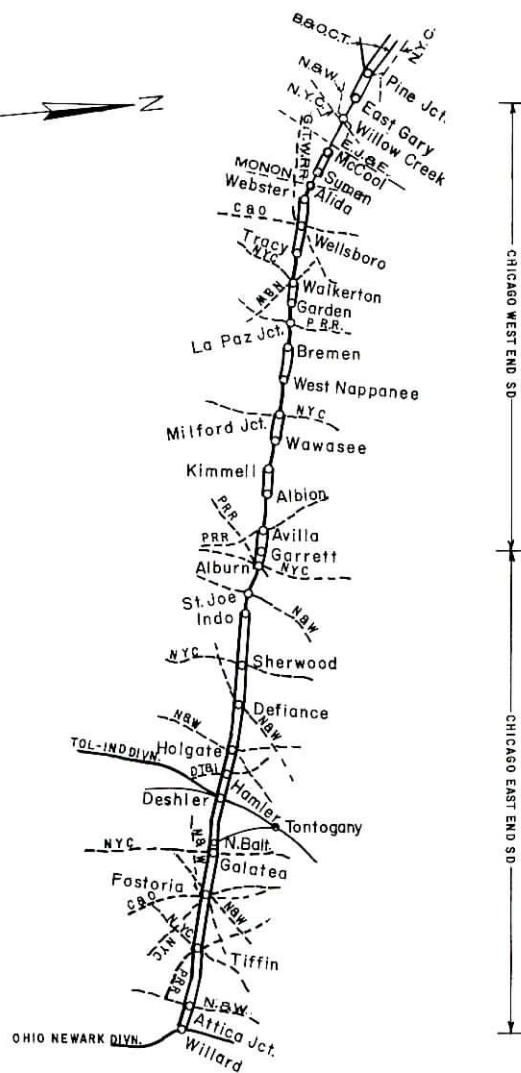
Notice of disablement or death of a Relief Department member should be reported promptly.

AKRON-CHICAGO DIVISION

AKRON MAIN LINE SUBDIVISION



AKRON-CHICAGO DIVISION



CHICAGO WEST END SD

CHICAGO EAST END SD

SPEED TABLE

Time per Mile		Miles per Hour		Time per Mile		Miles per Hour	
Min. Sec.		Min. Sec.		Min. Sec.		Min. Sec.	
0 45	80.00	1 20	45.00	1 55	31.30	2 30	24.00
0 46	78.26	1 21	44.44	1 56	31.03	2 31	23.84
0 47	76.59	1 22	43.90	1 57	30.77	2 32	23.68
0 48	75.00	1 23	43.37	1 58	30.51	2 33	23.53
0 49	73.47	1 24	42.86	1 59	30.25	2 34	23.38
0 50	72.00	1 25	42.35	2 00	30.00	2 35	23.23
0 51	70.59	1 26	41.86	2 01	29.75	2 36	23.08
0 52	69.23	1 27	41.38	2 02	29.51	2 37	22.93
0 53	67.92	1 28	40.91	2 03	29.27	2 38	22.78
0 54	66.66	1 29	40.45	2 04	29.03	2 39	22.64
0 55	65.45	1 30	40.00	2 05	28.80	2 40	22.50
0 56	64.28	1 31	39.56	2 06	28.57	2 41	22.36
0 57	63.16	1 32	39.13	2 07	28.34	2 42	22.22
0 58	62.07	1 33	38.71	2 08	28.12	2 43	22.08
0 59	61.02	1 34	38.29	2 09	27.91	2 44	21.95
1 00	60.00	1 35	37.89	2 10	27.69	2 45	21.82
1 01	59.02	1 36	37.50	2 11	27.48	2 46	21.69
1 02	58.06	1 37	37.11	2 12	27.27	2 47	21.56
1 03	57.14	1 38	36.73	2 13	27.07	2 48	21.43
1 04	56.25	1 39	36.36	2 14	26.87	2 49	21.30
1 05	55.38	1 40	36.00	2 15	26.66	2 50	21.18
1 06	54.54	1 41	35.64	2 16	26.47	2 51	21.05
1 07	53.73	1 42	35.29	2 17	26.28	2 52	20.93
1 08	52.94	1 43	34.95	2 18	26.09	2 53	20.81
1 09	52.18	1 44	34.61	2 19	25.90	2 54	20.70
1 10	51.43	1 45	34.29	2 20	25.71	2 55	20.58
1 11	50.70	1 46	33.96	2 21	25.53	2 56	20.45
1 12	50.00	1 47	33.64	2 22	25.35	2 57	20.34
1 13	49.31	1 48	33.33	2 23	25.17	2 58	20.22
1 14	48.65	1 49	33.03	2 24	25.00	2 59	20.11
1 15	48.00	1 50	32.73	2 25	24.83	3 00	20.00
1 16	47.37	1 51	32.43	2 26	24.66	4 00	15.00
1 17	46.75	1 52	32.14	2 27	24.49	6 00	10.00
1 18	46.15	1 53	31.86	2 28	24.32	12 00	5.00
1 19	45.55	1 54	31.58	2 29	24.16		

AVOID DAMAGE

SWITCH CUSTOMERS CARS CAREFULLY

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range—**NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

SPEED CARD

To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.	Seconds	40 Foot Car	50 Foot Car	
		Miles Per Hour	Miles Per Hour	
Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this card will be helpful in your efforts to prevent Rough Handling.	1	28.	35.	
	2	14.	17.5	
	3	9.3	11.6	
	4	7.	8.7	
	5	5.6	7.	
	6	4.7	5.9	
	7	4.	5.	
	8	3.5	4.4	
	9	3.1	3.9	
	10	2.8	3.5	
	Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done.	11	2.5	3.1
		12	2.3	2.9
		13	2.15	2.7
		14	2.	2.5