

SAFETY

IS

EVERYBODY'S JOB

ON THE

B&O

THE BALTIMORE & OHIO RAILROAD COMPANY

CENTRAL REGION

SAFETY ABOVE EVERYTHING



AKRON DIVISION

64

TIMETABLE NO. 64

EFFECTIVE:

12:01 A. M., EASTERN STANDARD TIME
SUNDAY, APRIL 26, 1953

J. E. MAXWELL,
Superintendent

AKRON DIVISION

Superintendent:
J. E. MAXWELL

Trainmaster:
G. O. FETZER

J. M. GARNER

Assistant Trainmasters:

JOHN EDWARDS

W. M. MORT
New Castle Jct.

Terminal Trainmasters:
O. F. BURKHART
Haselton

T. F. REIDY
Akron Jct.

C. R. GORDON
Cleveland

Master Mechanic:
G. H. ROSENBERG

Road Foreman of Engines:
G. M. SWARTZ

Asst. Road Foreman of Engines:
E. L. FARROW

Division Engineer:
GUY LONG

Assistant Division Engineer:
J. W. LASHER

G. J. HERVEY

H. S. QUICK

Chief Dispatchers:
W. R. HANEY

W. G. MOORE

W. C. PAULL

J. F. WAGNER
J. H. HAUN

L. M. EBERHARD
J. P. SPIKES, Sr.

Train Dispatchers:
J. P. SPIKES, Jr.
A. FERRISE

H. J. LAMUSGA
W. P. WILKINSON

C. PECO
W. L. SHAUB
R. E. BROWN

District Claim Agent:
A. J. SPINELLI
Akron

Division Claim Agent:
V. N. CARRICO
Willard

M. F. LEAMAN
Akron

Claim Agents:
D. F. MERIDETH
Akron

W. W. ROBINSON
Akron

General Safety Supervisor:
H. C. CONNER
Pittsburgh

Safety Supervisor:
L. W. BARNES
Akron

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department

IRVING C. WHITE, Superintendent

MEDICAL AND SURGICAL SERVICE

COMPANY'S SURGEONS

Akron, Ohio	}	DR. HARVEY H. MUSSER, 619 2nd National Bldg.
		DR. FOWLER B. ROBERTS, 812 Akron Savings & Loan Bldg.
		DR. ROBERT T. ALLISON, JR.
		DR. F. A. JOHNSON, Oculist
		DR. ARNOLD L. PETER, Oculist, Akron Savings & Loan Bldg.
		DR. J. F. HENDERSON, 1210 Kenmore Blvd.
		DR. ROY BARNWELL, 2nd Natl. Bldg.
Canton, Ohio	}	DR. CHAS. A. LAMONT, First Natl. Bank Bldg.
		DR. GEORGE S. HACKETT, First National Bank Bldg.
Cleveland, Ohio	}	DR. C. E. WARD, Office 517 United Bank Bldg., W. 25th St. and Lorain Ave., Res. 10102 Lake Ave.
		DR. R. S. ROSNER, Oculist, 10300 Carnegie Ave.
		DR. CHAS. F. WARD, United Bank Bldg.
		DR. PAUL H. CORRELL, 14426 Garfield Ave., Lakewood, Cleveland
		DR. NORRIS L. COY, 9722 Madison Ave., N. W.
Creston, Ohio		DR. B. M. FOSTER
Kent, Ohio		DR. JOHN R. TURNER
Lodi, Ohio		DR. E. L. CRUM
Mahoningtown, Pa.	}	DR. FRANKLIN W. GUY
		DR. PAUL B. WILSON
Middlefield, Ohio		DR. H. E. SHAFER
New Castle, Pa.	}	DR. JOHN FOSTER
		DR. PAUL B. WILSON
		DR. PARIS A. SHOAFY
		DR. RALPH G. CAMPBELL, Oculist
		DR. D. C. LINDLEY, Oculist
Newton Falls, Ohio		DR. DAVID R. MATHIE
Niles, Ohio		DR. S. W. BOESSEL
Painesville, Ohio	}	DR. MORRIS G. CARMODY
		DR. BENJAMIN S. PARK
Rittman, Ohio		DR. O. J. SHONG
Ravenna, Ohio		DR. IOLAS M. HUFFMAN
Warren, Ohio	}	DR. J. C. LAVOO
		DR. W. G. TOTTERDALE
		DR. JOHN H. THOMAS, Oculist
Willard, Ohio	}	DR. ELLIS D. KACKLEY
		DR. WM. W. CORWIN
		DR. WALTER A. DRURY
		DR. WILLIAM H. KAUFFMAN
Wooster, Ohio		DR. L. A. ADAIR
Youngstown, Ohio	}	DR. W. B. TURNER, 101 Lincoln Ave.
		DR. F. W. McNAMARA, 16 Wick Ave.
		DR. T. KERNAN GOLDEN, 4013 Central Tower
		DR. S. WILFRED GOLDCAMP, Oculist } Dollar
		DR. FREDERICK J. BIERKAMP, Oculist } Savings & Trust Bldg.

HOSPITALS

Akron, Ohio—Akron City, St. Thomas and People's Hospital.
 Barberton, Ohio—Citizen's Hospital.
 Canton, Ohio—Aultman and Mercy Hospital.
 Cleveland, Ohio—St. Vincent's Charity, St. Alexis and Lutheran Hospital.

HOSPITALS (Continued)

Lodi, Ohio—Lodi Hospital.
 New Castle, Pa.—New Castle and Jameson Memorial Hospital.
 Painesville, Ohio—Lake County Hospital.
 Ravenna, Ohio—Robinson Memorial Hospital.
 Youngstown, Ohio—Youngstown Hospital Association and St. Elizabeth's Hospital.
 Warren, Ohio—Memorial City Hospital.
 Willard, Ohio—The Willard Municipal Hospital.

EXAMINING POINTS

Akron (Howard Street Passenger Station)—Mondays, 11:00 a. m. to 12:00 noon.
 Cleveland—Mondays, 9:00 a. m. to 1:00 p. m.
 New Castle Jct.—Tuesdays and Fridays, 9:00 a. m. to 12:00 noon.
 Painesville—First and Third Tuesdays, 12:00 noon to 1:00 p. m.
 Willard—Mondays and Thursdays, 9:00 a. m. to 12:00 noon.
 Youngstown—Thursdays, 10:00 a. m. to 12:00 noon.
 Warren—First and Third Thursdays, 2:00 p. m. to 4:00 p. m.

MEDICAL EXAMINERS' TERRITORIES

Akron inclusive to New Castle—Inc. old line via DeForest Jct. and Warren— } DR. J. W. POST, New Castle Jct., Pa.
 Lodi exclusive to Akron exclusive, Warren exclusive to Painesville inclusive— } DR. D. A. WIEMER, Cleveland, O.
 Cleveland to Valley Junction, both inclusive— }
 Lodi exclusive to Wooster inclusive— }
 Lodi to Willard, both inclusive— } DR. MILTON R. KUKUK, Willard, Ohio
 Reports of disabilities and death should be forwarded to the respective Medical Examiners.

Instructions Covering Services of COMPANY SURGEONS

1. When passengers or employees need surgical aid call the company's surgeon who can reach them quickest. Put the case in his exclusive control. If the company's surgeon is not available immediately then secure a local surgeon to attend until the company's surgeon arrives.
2. Notify the company's surgeon of the number of persons injured and the probable relief needed. When a number of persons are injured secure the services of competent local surgeons, and give every attention to the injured.
3. The company will not be responsible for the employment of surgeons other than these, except as authorized by the company's surgeon.
4. The officer in charge will provide a proper conveyance to remove the injured persons promptly, having someone accompany them when necessary. Such expense will be billed direct to the company, or paid by the person in charge and bill submitted to the company.
5. No major surgical operation shall be performed before arrival of the company's surgeon unless required for the safety of the patient.
6. Company's surgeons will be expected to go outside of their assigned limits whenever required.
7. Employees will, when able, visit the company's surgeon for treatment.
8. The company will not be responsible when an injured employee selects other than a company's surgeon.

S. M. ENGLISH, M. D.,
 Medical & Surgical Director

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS.

On single track Eastward trains are superior to Westward trains of the same class.
 Exceptions to No. 1:
 No. 17 is superior to No. 170 between Nickel Plate Jct., and Broadway.
 No. 123 is superior to No. 124 between Willow and Newburg.

2. LOCATION OF WATCH INSPECTORS.

Akron, Ohio.....	Kurt Arnold
Akron, Ohio.....	Jno. B. Lentsch
Canton, Ohio.....	Block Jewelers
Cleveland, Ohio.....	W. A. Southam & Co.
Mahoningtown, Penna.....	T. C. Rainey
New Castle, Penna.....	Mather Bros. Co.
New Castle, Penna.....	Meek Jewelers
Pittsburgh, Penna.....	Pugh Bros., J. Co.
Painesville, Ohio.....	G. W. Beebe
Warren, Ohio.....	Vautrot & Myers
Willard, Ohio.....	R. P. Sharick
Youngstown, Ohio.....	Pugh Bros., J. Co.

3. STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTERS. (Located as Indicated by "x")

Location	Stand-ard Clocks	Bulle-tin Boards	Train Register
Akron Train Dispatcher's Office.....	x	x	
Akron Jct., Yard Office.....	x	x*	x†
Akron Jct., Engr's Room Round House	x		
Canton, Yard Office.....	x	x*	x
Clark Ave., Train Order Station....	x	x*	xa
Clark Ave., West End Yard Office....		x	
Clark Ave., Round House.....	x	x*	
Cleveland Union Terminal Train Order Station.....	x		x
Cleveland U. Ter. N.Y.C. Callers Office		x*	
Cleveland—Broadway.....			x†
Cleveland—Nickel Plate Jct.....			x†
Cleveland—Seneca Street Yard Office.		x	
DeForest Jct., Yard Office.....	x	x*	
DeForest Jct., Train Order Station...			x
Fairport—Yard Office.....		x	
Haselton—Yard Office.....	x	x*	
Haselton—East End Yard Office....	x	x	xc
Haselton—Republic Steel Co. No. 5 Furnace Yard Office.....		x	
Haselton—Republic Stl. Co. Open Hearth Plant Yd. Office.....		x	
New Castle Jct., Train Order Station.	x	x*	x
New Castle Jct., Callers Office.....	x	x*	
New Castle Jct., Center Yard Office...	x	x	
UN Tower.....			x#
Ohio Jct., Yard Office.....		x	
Ohio Jct., Train Order Station.....	x		xw
Painesville Train Order Station.....	x	x*	x
Painesville Yard Office.....		x	
Rittman Locker Room.....	x	x*	
Warren Republic Steel Co. Yard Office.		x	
Warwick Yard Office.....		x	
Willard Train Order Station.....	x	x*	x
Willard Westward Hump Yard Office.	x	x	
Willard Eastward Hump Yard Office.		x	

†—C. T. & V. Sub-division trains only.

a—Third class and extra trains only.

c—For crews going on duty that location, also crews in Industrial Plants at east end Youngstown will register before occupying the main track.

w—Eastward third class trains from Lake Sub-division only.

#—Eastward first class and passenger extras only.

*—P. R. R. General orders and notices are posted on these bulletin boards.

†—First class trains only.

Akron division General Orders and General Notices affecting trains of other lines, will be posted at terminals of respective lines as follows:

P. R. R.—Allegheny, Conway, Canton,
 Cleveland—(Kinsman Street and Union Station)
 Mahoningtown, Pittsburgh, South Akron.

3—Continued.

N. Y. C. R. R.—

East Youngstown—(Round House and Callers Office)
 Elyria—(Round House and Yard Office).

Erie R. R.

New Castle—(Yard Office).

N. K. P. R. R.

Cleveland.

At Register stations where trains do not stop, Conductors will register with form "C."

4. CLEARANCE CARD FORM A.

Trains will receive Clearance Card Form A as designated below:

Westward first class and passenger extra trains will receive Clearance Card Form A at New Castle-Jct. instead of UN Tower. Rule 111 modified.

DeForest Jct.—third class and extra trains.

Clark Avenue—Eastward third class and extra trains only.

Clearance Card Form A received at Cleveland Union Terminal is authority to proceed on Baltimore and Ohio main track at Broadway, if superiority permits.

Akron Jct.—Third class and extra trains on C. T. & V. Sub-Division from operator at Akron Jct.

Akron Jct.—Eastward trains from C. T. & V. Sub-Division Via P. C. & T. Connection BD Tower will secure Clearance Card Form A from Operator at Akron Jct. before entering the Akron Main Line Sub-Division.

Akron Jct.—Eastward trains originating get Clearance Card Form A from Operator at XN Tower by phone; Westward trains originating get Clearance Card Form A from Operator Akron Jct.

Trains enroute not starting at Sterling, Warwick, Akron Jct., (except C. T. & V. Sub-division trains) or from Lake Sub-Division at Ohio Jct. or Westward at Newton Falls, P. R. R. and N. Y. C. trains Westward from P. R. R. connection Niles Jct., and Eastward from P. R. R. connection Ravenna, will not require Clearance Card Form A, proceed indication of signal will be authority from Train Dispatcher. Rule 111 modified.

Wooster—Trains are not required to get Clearance Card Form A.

Newburg—Trains are not required to get Clearance Card Form A.

Mineral City—Trains are not required to get Clearance Card Form A except during hours Train Order Station is open.

5. SPEED RESTRICTIONS.

LIMITS	Class or Service		
	Pass-enger and Express trains	Pass-enger and ex-press trains handled by freight engines and Fast freight trains	Slow freight Locals Pick ups and Work trains
Akron Main Line Sub-Division except as noted below.....	75	50	40
UN Tower and Akron Junction.....	70		
New Castle Jct., over P. & L. E. crossing	20	20	20
New Castle—First and second curves West	50	45	35
New Castle—Third and fourth curves West	60	45	35
Edenburg—First curve East.....	60	45	
Lowellville—Second curve East.....	60		
Haselton—Between stop posts Center Street crossing.....	10	10	10
Youngstown—Cedar St. curve.....	40	30	30
Youngstown—Station curve.....	30	30	30
Yanda—First curve East over bridge 23, No. 1 track.....	45	40	
Yanda—First curve East over bridge 23, No. 2 track.....	55		
Yanda—Eastward trains on No. 2 track in block of signal 77-38.....	60	45	
Youngstown Division St.—Eastward trains on No. 2 track in block of signal E-78-27	60	45	
Ohio Jct., to 3 miles West on curves.....	50	45	35
McDonald—First curve West.....	60	45	35
Niles Jct.—Entering or leaving P. R. R. connection.....	30	30	30

SPECIAL INSTRUCTIONS—Continued

5. SPEED RESTRICTIONS—Continued.

LIMITS	Class or Service		
	Passenger and Express trains	Passenger and express trains handled by freight engines and fast freight trains	Slow freight Local Pick ups and Work trains
Ravenna—Entering or leaving P. R. R. connection	30	30	30
Ravenna—Thru Interlocking and to first road crossing West	50	40	
Kent—Crane Avenue curve	55	45	
Kent—Main Street curve	55	45	
Kent—Bridge on N. K. P. transfer	10	10	10
Cuyahoga Falls—Between XN Tower and Bailey Road	50		
XN Tower—Curve West of outlet switch Westward passing siding	55	45	
BD Tower—First curve East and first curve West	35	20	20
Akron Jct.—Pen stock to Arlington St.	15	15	15
Warwick—Interlocking switches	30	20	20
Warwick—Coal tipple	40	30	30
Sterling—To or from Wheeling Division	10	10	10
Sterling—Erie crossing No. 2 Track	55	45	35
Sterling—Erie crossing No. 1 Track	45	40	35
Willard—Westward trains on No. 1 track in block of signal W-202-46. First signal east of Willard	55	40	
Willard-Newark div. crossing No. 1 track	10	10	10
Willard-Newark div. crossing No. 2 track	25	25	25
Willard—Through crossover from yard to No. 2 main track at Millertown Subway	25	25	25
New Castle Jct. and Willard class T-3 and T-4 engines, also frt. Diesels	65		
C. T. & V. Sub-Division except as noted below			
Mineral City and Akron Jct.	45	35	30
Mineral City—Bridge 403	30	25	25
Huff Run Branch	10	10	10
North Industry—Bridge 412	10	10	10
Canton crossings City limits	10	10	10
Krumroy—Over bridges 429 east, and 431 west, of Krumroy, E-27 class engines	12	12	12
Akron—Crossings City Limits	10	10	10
Akron Jct.—On P. C. & T. Conn.	12	12	12
Akron Jct.—On Wye track	20	10	10
Akron Jct.—Between Pit Track switch and Arlington St. overhead bridge	10	10	10
Akron Jct.—Fairground curve	10	10	10
Akron Howard Street—Between bridges 436 and 437	20	20	20
Jaite—Bridge 451-1 Class E-41 engines	15	15	15
Brooklyn—First and second curves west of N. Y. C. Overhead Bridge	10	10	10
Cleveland—Nickel Plate Jct. to Whiskey Island	40		
Cleveland—Nickel Plate Jct. to Broadway	15	15	15
Cleveland—Nickel Plate Jct. to Broadway	15	15	15
Lake Sub-Division except as noted below			
Niles—Erie crossing N. & N. L. Branch	35	30	30
Niles—Erie crossing Wards track	10	10	10
North Warren—Interlocking	10	10	10
Chardon—Water Street crossing	20	20	20
Painesville—N. K. P. crossing	12	12	12
Painesville—N. Y. C. crossing	20	20	20
Painesville—N. Y. C. crossing	20	20	20
DeForest Jct. and Austin Ave., Warren	20	15	15
Austin Ave., Warren and Newton Falls	30	20	20
Wooster Sub-Division	20	20	20
Newburg and New Castle—Sub-Divisions	15	15	10
Big Run Branch	15	15	15

Maximum speed for Time Saver Trains handled with passenger steam or any diesel engines, between Warwick and Willard, 60 miles per hour.

5. SPEED RESTRICTIONS—Continued.

MAXIMUM SPEED OF LIGHT ENGINES

ENGINES	Sub-Division									
	Akron Main Line		Lake		C. T. & V. Cleveland and Akron Jct.		C. T. & V. Akron Jct. and Valley Jct.		New Castle	
	For-w'd	Back-w'd	For-w'd	Back-w'd	For-w'd	Back-w'd	For-w'd	Back-w'd	For-w'd	Back-w'd
Diesel Road Engs. 2 or more units	55	45	35	20	45	25	30	15	10	5
Single Budd-car unit; diesel switch engs.; one unit road diesel	30	30	30	30	30	30	30	30	15	15
Steam (except noted)	50	40	25	15	35	15	20	15	10	5
Compound Mallets	20	20	20	20	20	20	20	20	10	5
Simple Mallets	35	20	25	15	25	15	20	15	10	5
Class E-27	50	30	25	15	35	25	20	15	10	5
Speed of Relief Trains										
Engine in forward motion	35		25		20		20		10	
Engine in backward motion	20		15		15		15		10	
Crane ahead of engine	20		15		15		15		10	

MAXIMUM SPEED THROUGH SPRING SWITCHES (springing the points)

Location of Spring Switch	Number of Turn Out	Miles per Hour
Niles Jct.—Outlet Westward passing siding	10	15
Newton Falls—Outlet Westward psg. siding	10	15
Newton Falls—Outlet Eastward psg. siding	16	25
Ravenna—Outlet Westward passing siding	16	25
Ravenna—Outlet Eastward passing siding	16	25
Warwick—Outlet Westward passing siding	16	25
MR Tower—Outlet Westward psg. siding	10	15
Nova—Outlet Westward passing siding	16	25
Nova—Outlet Eastward passing siding	10	15
RD Tower—End Double track	10	15
Cleveland—Nickel Plate Jct.	10	15
Akron Howard Street	10	15
Girard Jct.—East end Double track	10	15
Avon—West end Double track	16	25
DeForest Jct.—Inlet Westward psg. siding	10	15

Trains moving on main tracks against the current of traffic over spring switches will not exceed 20 miles per hour.

On a Division or Sub-Division where the maximum speed is 25 miles per hour or less, the same speed will apply to light engines in forward motion except this does not apply to light engines without engine or pony trucks.

Haselton—Trains and engines running against the current of traffic approach A. Bros. crossover at restricted speed, unless switches are properly set and route clear.

Yanda—Trains and engines running against the current of traffic approach crossover at restricted speed, unless switches are properly set and route clear.

BD Tower—Trains and engines running against the current of traffic approach crossover at restricted speed, unless switches are properly set and route clear.

Newton Falls—Trains and engines using Lake-Sub-Division between 10:01 A.M. and 10:01 P.M. will run at restricted speed between Akron Main Line Sub-Division switch and a point 120 car lengths east thereof, expecting to find trains and engines occupying the main track without flag protection; Rule 99 modified.

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.

The maximum speed of excursion trains or other special trains made up of open platform equipment, and passenger trains handling equipment with freight car trucks will be ten miles per hour less than the maximum speed of other passenger trains.

Class S-1 and S-1-A engines will not exceed 45 miles per hour. Class S engines will not exceed 20 miles per hour.

SPECIAL INSTRUCTIONS—Continued

5. SPEED RESTRICTIONS—Continued.

Trains handling steam cranes, locomotive cranes, pile drivers, ditchers, and similar equipment (except relief trains) will not exceed 30 miles per hour.

Dead diesel engines may be handled at such speeds as are provided for in proper shippers endorsement on bill of lading. Trains handling dead steam engines will not exceed 25 miles per hour.

Engines without eng. or pony trucks will not exceed 20 miles per hour.

Engines with broken or bent crank pins, main or side rods, moved without side rods; also engines with excessive flat spots on driving tires, bent axles, and where excessive weight is placed on drivers due to engine being jacked up for a broken axle or having truck removed, will not exceed 15 miles per hour.

Trains handling scale test cars will not exceed 35 miles per hour. As these cars are not equipped with air brakes, they will be placed three cars ahead of caboose, and train must have 85% operative brakes.

Engines backing (except diesel switchers) with cars will not exceed 20 miles per hour on tangents, and 15 miles per hour on curves. Diesel switchers, with cars, speed same when backing as forward, unless otherwise provided.

Diesel switching engines Class DS8G will not exceed 30 miles per hour. Other Diesel Switching engines with cars will not exceed 40 miles per hour.

Trains will not exceed speed as shown, to handle U. S. Mail:

Newton Falls—No. 8 Forty miles per hour.

Kent—No. 7 Fifty miles per hour.

Sterling—No. 32 Twenty-five miles per hour.

Lodi—No. 32 Forty miles per hour daily except Sundays.

Engineers on passenger trains will test speed recorder between posts located one mile apart at the following points:

Eastward— $\frac{1}{2}$ mile west of crossover MR Tower to 1 mile east.

Westward—Carbon straight line.

6. TRAIN ORDERS.

Clark Avenue is a train order station for Eastward third class and extra trains only.

7. EXTRA TRAINS.

8. OPERATING TRAINS BY SIGNAL INDICATION

Rules 251 to 254 inclusive are in effect between UN Tower and Akron Jct.; Warwick and Willard.

Rules 261 to 264 inclusive are in effect between Ohio Jct. and Girard Jct.

9. SPACING TRAINS.

Rules 505 to 519 inclusive are in effect between UN Tower and Akron Jct.; Warwick and Willard.

Rule 304 is in effect on C. T. & V. Sub-Division between Akron Jct. and Broadway.

10. FIXED SIGNALS.

Warwick—Signal E-144-39 at Warwick coal dock with letter "P" attached indicates that trains may, when track is clear, stop at coal dock instead of at the signal when stop and proceed indication is displayed. Rule 291A modified.

Warwick—Akron Main Line Sub-division trains to or from P. R. R.—or Wheeling division—will receive train order indication on mast. Rule 222 paragraph B modified.

Willard—Westward trains and engines approach under control and stop east of fixed signal east of Third Street unless switch tender displays flashing lunar white indication on this signal to be answered by whistle signal 14 sound (g). If no light on this signal crew contact switch tender and be governed by his instructions, train may then proceed governed by Newark Division crossing target.

11. HAND SIGNALS AND FLAGGING.

Third class trains on Wooster Sub-Division, Newburg Sub-Division and also on C. T. & V. Sub-Division between KN Tower and Mineral City are relieved from protecting rear of train. Rule 99 modified. When more than one train operates in either of these territories at the same time, third class trains will be instructed to protect rear of train in accordance with Rule 99.

New Castle Jct.—Switchtenders are located at west end of yard. Westward trains on No. 1 track will not foul crossover or lead to eastward receiving yard, and westward trains on No. 2 track

11. HAND SIGNALS AND FLAGGING—Continued.

will not foul west end of eastward passing siding without yellow flag or light signal from switchtender. Eastward trains on No. 1 track stop clear of crossover west of P. & L. E. crossing, and trains from B. R. & P. connection stop at clearance point on connection and will not proceed without green flag or light signal from switchtender in addition to target. Eastward trains on No. 2 track cannot be given any proceed indication on eastward home signal until switchtender operates push button. Westward trains from yard will not foul engine lead, west lead, or main track; and eastward trains from New Castle Sub-Division will not foul running track switch just west of OA Tower without white flag or light signal from switchtender. Proper hand signal from switchtender, as indicated, will be authority for trains to proceed on the route lined, and is sufficient evidence that he has complied with Rule 43 for crossover movement and/or use of tracks within the confines of switchtenders jurisdiction.

XN Tower—Operator will handle switches at East end of Eastward and Westward passing sidings and also Crossover. These switches are electrically locked and the route cannot be changed unless the track section circuit is clear within the limits of the opposing home signals.

Akron Jct.—Akron Main Line Sub-Division trains or engines moving against the current of traffic on No. 2 Main track, will not foul Lead at west end Akron Jct. until receive proceed signal from switch tender with green flag or light. Movement from Lead track to No. 2 main track will not be made until receive proceed signal from switch tender 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.

Flag protection will be provided in all passing sidings except:

Warwick—Trains and engines using eastward and westward passing sidings between the hours of 12:01 AM and 1:00 PM daily, will do so expecting to find trains using these sidings without flag protection.

New Castle Jct.—Trains using Eastward passing siding will do so expecting to find trains using this siding without flag protection.

Deforest Jct.—Trains and engines using westward passing siding will do so expecting to find trains using this siding without flag protection. This does not relieve engine and train crews from compliance with Rules 59 and 60.

11-A. MARKERS AND CLASSIFICATION SIGNALS.

Deforest Jct.—Westward trains using Westward passing siding will not change their markers; Rule 28 modified.

Trains on Akron Main Line sub-division enroute to or from Lake sub-division, C. T. & V. sub-division, and Wheeling division may display classification signals Rule 27 modified.

P. R. R. trains are all equipped with permanent marker lamps displaying red to the rear, and will display these marker lamps, lighted by day and by night, as markers. On two or more tracks, when operating against the current of traffic, or when clear of the main track, they will display red to the rear. Rule 28 modified.

12. JOINT OR SPECIAL USE OF TRACKS.

Baltimore and Ohio trains using joint tracks between Warwick and Akron Jct., and P. R. R. between Mineral City and Valley Jct. will be governed by Rules and Time Table of the P. R. R.

First paragraph of Rule 945 will not apply to trainmen on P. R. R. diesel freight trains operating between Ravenna and Niles Jct.

Switches at end of passing sidings leading to storage or station tracks, will be left set for such tracks, except west switch west end westward passing siding Niles Jct.

New Castle Jct.—When a diesel is being serviced at west end of yard on either main track, trains and engines using adjacent track will give proper whistle warning and approach looking out for men working in or about diesel or train.

New Castle Jct.—Eastward passing siding is blocked.

Kent—N. K. P. connection must be left clear.

XN Tower—The west crossover has been removed. Former East Crossover will now be known as "Crossover XN Tower."

Akron Jct.—Eastward and Westward passing sidings are blocked.

Akron Jct.—Loop track has been removed. Engines take coal on shop track.

SPECIAL INSTRUCTIONS—Continued

12. JOINT OR SPECIAL USE OF TRACKS—Cont.

Warwick—Connection track between east wye switch and P. R. R. is main track for P. R. R. trains enroute to or from Wheeling Division.

Warwick—Whiskey Spur removed.

OD Tower—No. 7 passing siding is blocked.

Newton Falls—Old Line West of cut-off connection is blocked.

DeForest Jct.—Time for No. 74 will apply at Erie crossing.

DeForest Jct.—Former eastward passing siding discontinued. This track now designated as No. 10 yard track, under jurisdiction of yardmaster. This track will not be blocked without permission from train dispatcher.

First class and passenger extra trains are operated in and out of Cleveland Union Terminal via Nickel Plate and Cleveland Union Terminal tracks. Operation over Nickel Plate tracks governed by Nickel Plate R.R., and over Cleveland Union Terminal tracks by N.Y.C.R.R. Interchange track between Nickel Plate Jct. and Broadway is operated by the Baltimore and Ohio R.R. as a Main Track under Rules and regulations governing the operation of a single track. Employees are subject to Rules of above companies in such operation. At Nickel Plate Jct., Westward trains will pull by and back in. Eastward trains will back out on Westward yard running track, and proceed East on No. 2 Main track through No. 1 crossover located 256 feet West of Nickel Plate Jct. All trains and engines approach Nickel Plate Jct. looking out for trains making these movements.

Time of trains at Cleveland, shown in italics apply at Cleveland Union Terminal, and are for information only.

Clark Ave.—No train or engine, except first class, will occupy No. 1 Main track between RD Tower and West end Yard Office Clark Ave. without written instructions from Yard Master.

Brooklyn—Crossover East of Harvard Avenue bridge is west end of Brooklyn passing siding.

Brooklyn—Trains and engines serving Cuyahoga Soap Rendering Co., Cleveland Terminal, will protect in both directions against movements on running track and storage track and crossing left clear when not in use.

Willow—Passing siding is blocked.

Akron Jct.—C. T. & V. Sub-Division—First track North of Main track, between Canal Crossover and Akron Howard St., is running track for westward, third class, and extra trains. Other trains or engines may use this running track only under flag protection or instructions from Yard Master. Westward third class or extra trains may use the Main track between these points only under flag protection or written instructions from the Yard Master Rule 93 modified.

Akron Jct.—On C. T. & V. Sub-Division—Time for Nos. 17, 18, 99, 176, 192, and 197 will apply at the Arch Akron Jct.

Akron Jct.—P. C. & T. Connection track is Main track for Nos. 17, 18, 192, and 197. Regular freight trains on P. C. & T. connection are third class trains.

Krumroy—Passing siding is blocked.

Aultman—Passing siding is blocked.

North Canton—Passing siding is blocked.

Canton—Tool house track will be used as passing siding.

KN Tower—Main track switch just west of P. R. R. crossing be left set for Curve Track when not in use.

Mineral City—Main track switch will be left set as last used.

13. OPERATION OF AIR BRAKES.

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. OPERATION OF AIR BRAKES—Continued.

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.

Retainers to be used in high pressure position on loaded cars and low pressure position on empty cars. Trainmen will ride out on trains where retainers are used.

Where retainers are used they must be applied consecutively on the cars following the engine.

14. SPRING SWITCHES.

Nickel Plate Jct.—Normal position of Spring switch set for movement to N. K. P. transfer.

RD Tower—East end double track—Normal position of spring switch set for Westward movement.

Akron Howard Street—Belt Line Connection—Normal position of spring switch set for westward movement to the Belt.

Girard Jct.—East end double track—Normal position of spring switch set for Westward movement.

Avon—West end double track—Normal position of spring switch set for Eastward movement.

DeForest Jct.—East end of Westward passing siding—Spring switch is set for siding, and unless otherwise directed Westward trains arriving that point will take siding.

Crews of trains trailing through spring switch at Girard Jct., will not be required to observe clearing of facing point signal.

At spring switches located at Westward outlet passing sidings Niles Jct., Newton Falls, Warwick and MR Tower, crew will operate push button for movement from passing siding to Main Track.

14(A). DUAL CONTROL SWITCHES

Interlocking Rules apply at Dual Control Switch locations as follows:

Location	Number of Dual Control Switches	Controlled from
East of UN Tower	5	UN Tower
FS Tower	6	Newton Falls
OD Tower	6	OD Tower

UN Tower—Switches at west end of P.&L.E. connection and the signals at end of two tracks P.&W. subdivision are controlled from and included within interlocking limits UN Tower.

FS Tower—Crossover and each end of passing sidings are dual controlled. Interlocking limits extend from east end of eastward passing siding to west end of westward passing siding.

OD Tower—When necessary to operate these dual control switches by hand, they will be handled by the operator instead of by train and engine men.

15. RAILROAD CROSSINGS AND DRAW BRIDGES

RAILROAD CROSSINGS		Signals Indicating Clear Route for Akron Div. Trains
STATIONS	RAILROADS	
New Castle Junction	P. & L.E.	Horizontal
Haselton	A. Bros. crossover	Automatic Signals
Yanda	Erie	Automatic Signals
Warwick	P. R. R.	Interlocking
Sterling	Erie	Interlocking
Greenwich	N.Y.C.	Interlocking
GN Tower	A.C. & Y.	Interlocking
Willard	Newark Division	Vertical
Mineral City	P. R. R.	Vertical
Canton Mulberry St.	N. K. P.	Horizontal
Canton	N. K. P.	Horizontal

SPECIAL INSTRUCTIONS—Continued

15. RAILROAD CROSSINGS AND DRAW BRIDGES Continued.

RAILROAD CROSSINGS		Signals Indicating Clear Route for Akron Div. Trains
STATIONS	RAILROADS	
Canton	P. R. R.	Interlocking
RD Tower	N. K. P.	Horizontal
Clark Avenue	N. K. P. & N. & S. S.	Horizontal
West side Cleveland	P. R. R.	Diagonal
Youngstown (Old Line)	P. R. R. Crab Creek	Horizontal
Youngstown (Old Line)	Erie Brown Bonnell	Horizontal
Youngstown (Old Line)	P. R. R. Mower and Reaper	Horizontal
Youngstown (Old Line)	Erie—Leadville	Vertical
Ohio Steel Jct.	Erie To or from Ohio works	Horizontal
	Canal from Canal Brch. Branch— Canal Brch.	
	East and West	Diagonal
	Balto. Main Tracks and East and Ohio West	Vertical
Girard	Erie B. & O.	Horizontal
	Canal Canal Brch. Erie to	Diagonal
	Brch. Furnace	Vertical
Girard cut off	Y. & N.R.R.	Interlocking
Niles	Erie, N. & N.L. Brch.	Horizontal
Niles	Erie, Wards track	Horizontal
DeForest Jct.	Erie	Interlocking
North Warren	Erie	Interlocking
Nickel Plate Crossing	N. K. P.	Interlocking
Painesville	N. Y. C. R.R.	Interlocking
Fairport	F.P. & E.R.R.	Horizontal
Newton Falls (Old Line)	N.Y.C. and Standard Steel Spring Conn.	Horizontal

Cleveland—Draw bridges 463 and 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. Trainmen handle hand connected derails before using bridge, and place in stop position after passing over bridge.

Cleveland—Drawbridge 460 is protected by interlocking. Hand operated switch and derail on River Terminal are equipped with electric locks controlled by operator.

Operators will ascertain that all trains have stopped before changing drawbridges from rail to water traffic.

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 800 feet from crossing or draw bridge and they will not proceed until the route is clear. Except—At Niles, Erie crossings at N. & N. L. 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 signal to be handled by trainmen and left set for movement of B. & O. Trains.

Haselton—Center Street Crossing, of P. R. R. and N. Y. C. Railroads—Trains come to stop at Stop signs, and not proceed until a clearly understood green flag or light signal is given by crossing flagman on track from which train is to move. Trains using Wabash tracks to cross over P. R. R. will be governed by green signals.

Clark Ave.—N. K. P. and N. & S. S. Crossings—when Red Ball or light is displayed on target house this is a stop signal, and trains and engines will not proceed until it is withdrawn or instructions received from targetman.

Cleveland—Whiskey Island—target at P. R. R. and B. & O. Crossing will be handled by trainmen after making crossing stop, and trainman remain at target until his engine occupies the crossing. Target will be left in the position last used.

Canton—N. K. P. crossing target will be handled by trainmen, and will be left set vertical for N. K. P. movement.

Newton Falls—(Old Line) N.Y.C. Crossing target will be handled by trainmen and will be left set vertical for N.Y.C. Movement.

Ohio Jct.—Y. & N. Crossing on cut off must be cleared promptly.

15. RAILROAD CROSSINGS AND DRAW BRIDGES Continued.

Youngstown—Mower and Reaper P. R. R. crossing, trainmen will handle target and leave it set for P. R. R. movement.

Youngstown—Crab Creek, P. R. R. crossing and Brown Bonnell Erie crossing, a Red Ball by day and a Red Light by night displayed on target house is a stop signal, and trains will not proceed until it is withdrawn, or instructions received from targetman.

Ohio Steel—Jct.—Old Line—B. & O. crews on Canal branch and B. & O. Main track, stop, and set target and switches, and after using, set them back to normal position, or set for movement from Erie Canal Branch to the Ohio works, P. R. R. switch for Hill track to be kept closed when not in use. Signal will be left locked in the Horizontal position.

Fairport—F. P. & E. Crossing target will be handled by trainmen and left set in position last used.

Mineral City—P. R. R. crossing target will be handled by trainmen and left set in Horizontal position for movement of P. R. R. trains.

16. YARDS.

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 is on end of car, during that period—thirty minutes before sunset to thirty minutes after sunrise.

New Castle Jct.—C.P.L. 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.—New track 45 car capacity designated as "North Track," adjacent and connected to east and west end westward passing siding.

Akron Jct.—C. T. & V. Sub-Division Westward trains and engines stop at Krumroy and call Yard Master Akron Jct. on telephone.

Akron Jct.—Akron Airdocks track—Factory 9 lead and Good-year Plant 3 lead will not be blocked without permission from Yard Master.

Brooklyn Station—Crews of Freight trains arriving will secure track to pull in on by phone from Clark Ave. West End Yard office.

Clark Avenue—C.P.L. 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—Derail installed on No. 3 track 100 ft. east of Richmond St.

Painesville—Normal position first switch west of N. Y. C. crossing is for movement from main track to new yard lead.

17. HELPER ENGINES.

18. MAIL

19. WATER AND FUEL.

Haselton—Engines will take water only in emergency and then only sufficient to make the next water station.

Ohio Jct.—Westward freight trains taking water, will detach engine from train before passing home signal.

Ohio Jct.—Eastward freight trains using cut off, if take water will use pen stock in yard.

Newton Falls—From 5:00 P.M. Saturdays until 7:00 A.M. Mondays, engines will take water only in emergencies.

Akron Jct.—Freight trains will not take water while passenger trains are taking water on another track.

Warwick—Freight trains will not take water while passenger trains are taking water on another track.

Warwick—Westward trains from Wheeling Division, will clear Interlocking before taking coal and water unless otherwise instructed.

Willow—Trains take water only when necessary then only sufficient to reach next station—and will not disturb lock and chain on valve while doing so.

Mineral City and Wooster—In an emergency engines can take water from fire-hydrant adjacent to station, fire-hose located in station to be used for that purpose.

SPECIAL INSTRUCTIONS—Continued

20. WHISTLE SIGNALS.

Akron Jct.—When helper engine is used Westward, to Akron Union station, engineer on pulling engine will not recall flagman until helper engine whistles two long sounds, indicating helper is ready.

Rule 14 sounds (da) and (ea) are in effect:

On C. T. & V. Sub-Division between yard limit signs Akron Jct., and on P. C. & T. Connection.

Cleveland—Between Nickel Plate Jct. and Broadway. On New Castle Sub-Division.

Rule 14 sounds (da) and (ea) will be combined with Rule 14 (A) on Lake Sub-Division between Girard Jct. and Avon.

The following whistle signals will be used by engineers at points specified, for routes desired, as follows:

Sterling—Erie transfer switch — 0000

Movement to Wye — 00 —

Westward to Wheeling Division — 00000

Warwick—P. R. R. Northward track —

Wheeling Division tracks — 00000

Ohio Junction—Main track East or West —

Eastward trains to yard — 00000

Westward trains to cut off — 00 —

Eastward Main from cutoff — 00 —

To yard from cutoff — 0 —

Eastward main from yard — 00000

21. HIGHWAY CROSSING PROTECTION.

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

Name	No.	Name	No.	Name	No.
Seventh N.W.	4357	Fifth S.W.	4361	Eighth S.W.	4364
Tuscarawas	4358	Sixth S.W.	4362	Patterson Ave.	4365
Second S.W.	4359	Seventh S.W.	4363	Ninth S.W.	4366
Third S.W.	4360				

Trains and engines will stop before passing over and protect highway traffic at the following crossings:

Youngstown (Old Main Line)—Market St.	{ No. 4146
	{ No. 4147

22. TRAIN ORDER STATIONS

Open Less Than 24 Hours

*Aultman	6:15 A.M. to 3:15 P.M.
*Jaite	6:00 A.M. to 3:00 P.M.
*Middletown	6:30 A.M. to 3:30 P.M.
*Mineral City	7:00 A.M. to 4:00 P.M.
*North Canton	7:00 A.M. to 4:00 P.M.
*South Park	6:00 A.M. to 3:00 P.M.

*Daily except Saturdays and Sundays.

23. RESTRICTIONS ON STRUCTURES AND TRACKS.

Maximum Weight Limits	Heaviest Class of Engine Permitted	Cars Gross Weight in Pounds
New Castle Jct. to Willard	EM-1	240,000
Ohio Junction to Painesville	EM-1	240,000
Haselton to Girard Jct. (old line)	EM-1	240,000
DeForest Jct. to Newton Falls (old line)	EM-1	240,000
Newton Falls from Junction to end of old line conn.	P-17	210,000
Kent Bridge on N. K. P. Transfer	T-2	240,000
Youngstown—T. & M. Branch	P-17	210,000
New Castle Jct. to Moravia St.	T-2	240,000
New Castle Big Run branch	P-1AA	240,000
Lodi to Wooster	P-5	220,000
Akron Jct. to Cleveland Harbor	EL-5A	240,000
Willow to Newburg inc. Genl. Chem. and Ohio Clay	P-5	220,000
Jaite—Paper mill track	DP-2	170,000
Brooklyn—Jennings plant track	P-5	220,000
C. T. & V. Sub-Division—Akron Jct. to Mineral City and Huff Run Branch	P-5	200,000

Crane cars weighing 227,000 pounds, on 19 ft. 8 in. wheel base, and crane cars weighing 200,000 pounds on 18 ft. wheel base, can be transported only where limits are 185,000 pounds and over, except under special ruling.

New Castle Jct.—Mallet type engines will not be operated over humps in yards.

New Castle Jct.—New diesel sanding facilities erected either side of Middle Track at west end of yard, will not clear a man on side of car or engine using this track.

23. RESTRICTIONS ON STRUCTURES AND TRACKS Continued.

New Castle Jct.—Coal Dock trestle not safe for any engine over Bins, but Q-1-C class may be used on the incline.

Wreck Cranes X-215 and X-216 cannot be operated between Hazel St. Yard Akron Jct. and Mineral City, on Belt-Line Akron Howard St., between Willow and Newburg, between Nickel Plate Jct. and Broadway, nor between Garden Isle and Wooster. These Cranes have a Bridge-Rating of 240 and will not be operated in excess of 5 miles per hour at the following locations account close clearance as indicated: Water Column Platform on East end of Eastward siding Nova 3 inch clearance, bridge 436 Akron Howard St. 3 inch clearance, and Erie R.R. overhead bridge 462A Cleveland yard 2½ inch vertical clearance.

Ravenna—A. C. Williams track, McArthur type engines will hold on to sufficient number of cars to keep engine off the sharp curvature.

Munroe Falls—Paper Mill Spur, Trestle under this spur is not safe for the operation of any engine.

Akron Jct. Engine House—Santa Fe type T-3 and T-4 engines will not use tracks 3-4-5, and 6.

Rittman—Class T3, T4 and S Type Engines will not be used on running track east of east end of Lodi track.

OD Tower—S type engines will not back in west end No's 5 or 7 sidings.

Greenwich—N.Y.C. Transfer, account curvature, engines coupled will not be used.

North Warren—Erie Transfer West of Park Street—No engine heavier than Q-1C class will be used, account curvature.

Cleveland—Round House—Power Plant trestle—No engine or car in excess of 130,000 pounds will be placed on this trestle.

Cleveland—Bridge 460-1 Grasselli Chemical Co's plant not safe for the operation of any engine.

24. CLEARANCES.

Employees are required to familiarize themselves with all close clearances in territory in which they operate, both for their own protection and the protection of the company. They are prohibited from riding on the top of engines, tenders, high box cars, and other high equipment, when passing under wires and overhead structures. The following overhead structures and wire crossings have less than 22 feet vertical clearance, and high tension lines shown have less than 27 feet, and employees should not stand on the top of engines, tenders, cars, or other high equipment while passing under these overhead structures or wire crossings:

AKRON MAIN LINE SUB-DIVISION

LOCATION	KIND OF OBSTRUCTION	CLEARANCE FROM TOP OF RAIL
New Castle Jct.	Wire crossing New Castle Branch & P&LE.	26' 6"
	Wire crossing Sample Property	22' 6"
East Youngstown	Wire crossing Reed Supply Co.	26' 0"
Youngstown	Bridge 20-A	20' 9"
Youngstown	Wire crossing Yanda, Erie Railroad	23' 8"
Niles Jct.	Wire crossing Slag Company's track	22' 2"
Niles Jct.	Bridge 34-A	21' 0"
Niles Jct.	Wire crossing, Eastward P. R. R. connection	24' 8"
Lordstown	Wire crossing Team track	26' 4"
Lordstown	Bridge 39-A	19' 7"
Lordstown	Bridge 39-B	19' 7"
Apco	Bridge 53-A	18' 10"
Charlestown	Bridge 53-B	18' 5"
Charlestown	Wire crossing Team track	22' 5"
Charlestown	Bridge 53-C	20' 0"
Ravenna	Bridge 54-A	18' 7"
Ravenna	Bridge 57-A	19' 2"
Ravenna	Bridge 57-D	20' 6"
Ravenna	Bridge 58-A	21' 6"
Kent	Bridge 59-C	19' 3"

SPECIAL INSTRUCTIONS—Continued

24. CLEARANCES—Continued AKRON MAIN LINE SUB-DIVISION—Continued

LOCATION	KIND OF OBSTRUCTION	CLEARANCE FROM	
		TOP OF RAIL	
Kent	Bridge 60-A	20'	4"
Kent	Bridge 60-B	17'	6"
Kent	Bridge 60-C	21'	7"
Kent	Bridge 61-A	19'	10"
Warwick	Wire crossing Both main tracks	25'	2"
Sterling	Wire crossing Wye track Wheeling Division	25'	1"
Lodi	Bridge 109-A	21'	1"
Lodi	Wire crossing House track	26'	6"
Lodi	Bridge 120-A	19'	11"
Homer	Bridge 120-B	20'	0"
Homer	Bridge 122-A	19'	11"
Homer	Wire crossing House track	23'	4"
Sullivan	Bridge 126-A	19'	9"
Sullivan	Bridge 127-A	19'	10"
Greenwich	Wire crossing N.Y.C.R.R.	25'	0"
Greenwich	Wire crossing Baltimore and Ohio Main tracks	22'	7"
Willard	Bridge 150-B	19'	2"

C.T.&V. SUB-DIVISION

Krumroy	Bridge 429-A	21'	0"
East Akron	Bridge 429-D	21'	6"
East Akron	Bridge 429-E	21'	2"
East Akron	Bridge 430-A	18'	1"
Akron Jct.	Bridge 434-B	20'	4"
Akron Jct.	Bridge 434-C	17'	4"
Akron	Bridge 437-A	18'	4"
Peninsula	Bridge 445-A	21'	2"
Cleveland	Bridge 460-B	20'	0"
Cleveland	Bridge 110-A	18'	0"
Cleveland	Bridge 462-A	15'	11"
Cleveland	Bridge 462-1/A	19'	6"
Cleveland	Bridge 462-C	16'	4"
Cleveland	Bridge 462-G	16'	2"
Cleveland	Bridge 462-J	16'	6"
Cleveland	Bridge 462-KA	17'	6"
Cleveland	Bridge 462-L	15'	9"
Cleveland	Bridge 462-M	16'	6"

AKRON BELT LINE

Akron	Bridge 750-A	15'	10"
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OLD LINE AND LAKE SUB-DIVISION

Youngstown	Bridge 300-B	17'	0"
Girard	Bridge 301-1/2A	21'	0"
Girard	Wire crossing 1 mile West	26'	2"
Niles	Bridge 302-A	21'	5"
East Claridon	Bridge 331-A (Center Road)	21'	0"
Concord	Bridge 337-A	21'	0"
Painesville	Bridge 341-A	17'	9"
Painesville	Bridge 341-B	17'	11"

WOOSTER SUB-DIVISION

Burbank	Bridge 208-A	19'	2"
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25. CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS.

Limits	Tracks	Current of Traffic	
			No
UN Tower and Akron Jct.	North track	Westward	1
	South track	Eastward	2
Warwick and Willard	North track	Westward	1
	South track	Eastward	2
Girard Junction and Avon	North track	Westward	1
	South track	Eastward	2
RD Tower and Nickel Plate Junction	North track	Westward	1
	South track	Eastward	2

25A. PASSING SIDINGS OF ASSIGNED DIRECTION.

As provided for in Rules 4 and 60, passing siding at the following point is designated for use as indicated below:
Deforest Jct.—North Siding as Westward Siding.

26. TELEPHONES

Conductors and engineers of trains meeting with accident, or unusual delay, will call nearest open office or train order station

26. TELEPHONES—Continued

by telephone, or if conditions warrant call Train Dispatcher's Office, Akron, Blackstone 3200, and in using public telephone instruct Exchange to reverse charges.

Location	Connected With	Location	Connected With		
New Castle Jct.:	UN Tower or New Castle Jct.	Kent:	Ravenna, XN Tower or Akron Jct.		
East end of eng. track		East of Erie overhead bridge No. 59-C			
Center Yard Office		Erie transfer			
Diesel Watering Station		Ticket office			
West end yard		Freight house			
Callers office		Crossover			
Round house		East Entrance to Lamson Session			
P. & L. E. Jct.	Ohio Bell	At Pole 120-10			
West End B. R. & P. connection	New Castle Jct. or Haselton	At signal 1 mile East of Munroe Falls		Ravenna, XN Tower or Akron Jct.	
New Castle Station		Munroe Falls			
Tool house		Cuyahoga Falls:			
Coverts crossing		Wrights spur			
Edenburg:		Freight house			
Tool house		XN Tower West end			
Carbon		O'Connor Lumber Co			
Robinsons crossing		Bettes Corners			
Lowellville:		BD Tower			
East outlet		Akron Jct.	East end Hill yard		XN Tower or Akron Jct.
East inlet	West end Hill yard				
West inlet	Yard office				
West outlet	Warwick:				
Campbell:	Eastward home signal				
Tool house	East lead				
Struthers	Yard office				
Haselton:	Coal dock (north and south side)				
Center Street	East ladder of West yard				
East Yard office	West end Eastward and Westward siding				
West Yard office	Akron dispatchers office	Easton toolhouse			
Tube works crossover		Rittman-Locker Room			
Sharp Bros. tool house		Crossover			
Youngstown:		Warwick or Sterling	Sterling:		
Station			East outlet		
Ticket office			Road crossing just West of East outlet		
Crossover			Station		
Yanda			Westward home signal		
Ohio Jct.:			Ohio Jct.	Wye crossover	Sterling
East outlet				Road crossing middle Westward siding	
Westward siding	West outlet				
Inlet	Creston tool house				
East end No. 1 track	Lodi:				
Carmens office	Mud Lake				
Yard office	Leroy road crossing				
Cut-off Conn.	East outlet				
Just west of Liberty St.	Quillans E of Road Crossing				
Ohio Edison spur	Lodi freight house				
M.V.S. tool house	West outlet switch				
Niles Jct.:	Niles Jct.	Lodi Crossover	OD Tower or Nova		
Grasselli crossover		One mile West of Black river bridge			
Bridge 36		Overhead bridge 120-B two miles East of Homer			
Highland Ave.		One mile East of Homer			
West outlet		Tool house, Homer			
First road crsg.		MR Tower-Inlet and outlet switches			
West of West outlet		Nova:			
Lordstown:		Sullivan crossover			
Crossover		East switch, pump house			
Rock Cut Crossover		West switch			
West end Rock Cut	Road crossing 3 miles West of Nova				
Newton Falls:	Newton Falls or Ravenna	Hereford Crossover	Greenwich or GN Tower		
East outlet		Greenwich:			
Old Line connection		East outlet			
East end W.B. sdg.		Station			
Eastleg Atlas wye		GN Tower:			
Westleg Atlas wye		Road crossing in West siding			
West outlet		West switch			
Paris road crossing		Boughtonville			
Apco Tool house		Each Automatic signal GN Tower to Willard except signal W 198-31			
FS Tower:		Ravenna		Willard Third St. crossing	GN Tower or Willard
East outlet	Willard				
Crossover	Willard				
West outlet	Willard				
Depot inlet and outlet switches	Willard				
Ravenna:	Ravenna		Willard	GN Tower or Willard	
East outlet			Willard		
Chestnut Street			Willard		
Station			Willard		
Eastward home signal			Willard		
Diamond Street		Willard			
West outlet		Willard			

SPECIAL INSTRUCTIONS—Continued

26. TELEPHONES—Continued

Location	Connected With	Location	Connected With
Mineral City: Station (Ohio Bell).		Akron Howard St. House track switch...	Akron Jct. Yd. Office
East Sparta: Station (Ohio Bell).		Botzum.....	
Canton: Seventh Avenue....	KN Tower or Canton yard office	Peninsula pump house	PBX Cleve. or Akron,
Market Street.....		Paper mill switch....	Clark Avenue
Yard office.....		Jaite: Co. & Ohio Bell	Yard Office or Train Order
KN Tower.....		Alexanders.....	Station Also Chief
North Canton: Station.....		Brecksville	
Aultman: Station.....	Ohio Bell	Pole Box.....	
Krumroy Rd. Crossing		South Park Station...	Dispr. Akron
Krumroy, Air Dock switch.....		Willow Wye Switch.....	
East Akron: Archwood Ave.....	Ohio Bell	Cleveland:	
Frt. Hse., Case Ave.		Brooklyn waiting room.....	
Second Avenue....		RD Tower.....	
Akron Junction....		Yard office.....	
Hazel Yard.....	Akron Jct. Yard Office	Round House.....	Clark Avenue Train Order
Yard Office.....		West End office....	Station
Wye Switch.....		Nickel Plate Jct....	
Scale House.....		Broadway.....	
Fairground crossover		Seneca St. Old Yard office.....	
Howard St. Station		Freight Station Yard office.....	
		Cleveland Station..	
		Just east of Jefferson St. overhead bridge	Ohio Bell
Ohio Jct.: Yard office.....		North Warren Tool House.....	
Cut-off Conn.....		State Road.....	
Y. & N. Crossing...		Failes Spur.....	
Girard Jct.....	Ohio Jct. Train Order Station	West Farmington Tool House.....	
Girard furnace crossing.....		Summit siding East & West End.....	Train Dispra. office
Girard tool house..		Burton water tank	
Girard Liberty St..		East Claridon Tool house.....	
End double track Avon.....		Chardon:	
		East switch.....	
		Station.....	
		West switch.....	
		Clark's Spur.....	
		Concord Road cross- ing.....	
Niles: Stanley Wks. Switch		Painesville:	
Nilea Station.....	DeForest Jct. Yard Office or Train Order Station	Booth's Spur.....	Chardon or Painesville Train Order Stations
DeForest Jct.:		West end yard.....	
East end yard.....		N.K.P. crossing....	
West end 3 track...		Jackson Street....	
Yard office.....		Yard office.....	
West end yard.....		Richmond St. cross- ing.....	
Erie connection...		Car inspra. office..	
RISCO Connection		Eng. Room Car shop	
Warren: Freight House.....		East end New Yard	
Austin Avenue....		D. A. Co.....	
Newton Falls:		Fairport Yard office	
Old Line Conn.....			

27. UNCLASSIFIED

Conductors handling relief trains, will not leave terminals without permission of wreck-master.

Nos. 31 and 32 will not carry revenue passengers.

New Castle—Trains and engines approaching passenger station keep close lookout for trucks being handled across main tracks from the P. & L. E. platforms.

Holidays—New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day.

Capacity of passing sidings measured in 45 foot cars, and allow for one T-4 engine and a caboose Main Line sub-division; one Q-1 engine and caboose C.T.&V. sub-division; and two EL-6a engines and caboose on Lake sub-division.

PERSONAL INJURIES.

When an employee is injured on duty he must, if physically able, report the injury to his foreman or other supervising officer before he leaves company premises. This must be done even though the injury is slight.

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

In case of fatal accident on line of road, train will not be held awaiting coroner. Bodies will be removed to nearest station or some other place where information can be given the Coroner and train should proceed without further delay.

28. ADDITIONAL REGULAR AND FLAG STOPS

29. EXPLANATION OF LETTERS

- K.** Stop on signal to receive or discharge passengers to or from Washington, D. C., or beyond.
- M.** Stop on signal to receive or discharge passengers to or from Gary, Ind., and West, or to or from Washington, D. C., or beyond.
- X.** Stop on signal to receive or discharge passengers to or from Willard and points West, or to or from Pittsburgh and points East.
- Z.** Stop on signal to receive or discharge passengers to or from Chicago 63d street and South Chicago, or to or from Washington, D. C., or beyond.

SPEED TABLE

Time per Mile	M. P. H.	Time per Mile	M. P. H.	Time per Mile	M. P. H.	Time per Mile	M. P. H.
0 min. 45 sec.	80.0	1 min. 4 sec.	56.0	1 min. 30 sec.	40.0	3 min. 0 sec.	20.0
0 " 46 "	78.0	1 " 5 "	55.0	1 " 32 "	39.0	3 " 10 "	18.0
0 " 47 "	77.0	1 " 6 "	54.0	1 " 34 "	38.0	3 " 15 "	18.0
0 " 48 "	75.0	1 " 7 "	53.0	1 " 36 "	37.0	3 " 20 "	18.0
0 " 49 "	73.0	1 " 8 "	52.0	1 " 38 "	36.0	3 " 30 "	17.0
0 " 50 "	72.0	1 " 9 "	52.0	1 " 40 "	36.0	3 " 45 "	16.0
0 " 51 "	70.0	1 " 10 "	51.0	1 " 42 "	35.0	4 " 0 "	15.0
0 " 52 "	69.0	1 " 11 "	50.0	1 " 45 "	34.0	4 " 17 "	14.0
0 " 53 "	67.0	1 " 12 "	50.0	1 " 50 "	32.0	4 " 36 "	13.0
0 " 54 "	66.0	1 " 13 "	49.0	1 " 55 "	31.0	5 " 0 "	12.0
0 " 55 "	65.0	1 " 14 "	48.0	2 " 0 "	30.0	5 " 27 "	11.0
0 " 56 "	64.0	1 " 15 "	48.0	2 " 5 "	28.0	6 " 0 "	10.0
0 " 57 "	63.0	1 " 16 "	47.0	2 " 10 "	27.0	6 " 40 "	9.0
0 " 58 "	62.0	1 " 18 "	46.0	2 " 15 "	26.0	7 " 30 "	8.0
0 " 59 "	61.0	1 " 20 "	45.0	2 " 20 "	25.0	8 " 34 "	7.0
1 " 0 "	60.0	1 " 22 "	43.0	2 " 24 "	25.0	10 " 0 "	6.0
1 " 1 "	59.0	1 " 24 "	42.0	2 " 30 "	24.0	12 " 0 "	5.0
1 " 2 "	58.0	1 " 26 "	41.0	2 " 40 "	22.0		
1 " 3 "	57.0	1 " 28 "	40.0	2 " 50 "	21.0		

WESTWARD

Distance from UN Tower	Train Order Stations	Akron Main Line Sub-Division TIME-TABLE No. 64 Effective 12:01 A. M. Sunday, April 26, 1953	Passing Sidings, Capacity 45 ft. cars including engine and caboose.	FIRST CLASS									
				5	25	19	17	P. R. R. 39	7	31	P. R. R. 329	9	
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	
.0	DN	UN TOWER 1.9		12.01	12.22	1.46	4.22		7.03	9.52		9.52	
1.9	DN	NEW CASTLE JCT. 0.6		12.09	12.29	1.52	4.29		7.10	10.00		10.00	
2.5		NEW CASTLE 10.0		12.10	M12.30	1.53	F 4.33		S 7.14	S 10.10		S 10.05	
12.5		LOWELLVILLE 5.8	169	12.20	12.39	2.03	4.43		7.24	10.20		10.16	
18.3	DN	HASELTON 2.5	50	12.27	12.45	2.10	4.50		7.30	10.27		10.22	
20.8		YOUNGSTOWN 3.1		12.30	M12.50	S 2.15	S 4.57		S 7.37	S 10.45		S 10.30	
23.9	DN	OHIO JUNCTION 8.3	196	12.34	12.55	2.19	5.02		7.41	10.50		10.35	
32.2	DN	NILES JUNCTION 8.2	141	12.42	1.03	2.27	5.10	6.06	7.49	10.59	9.52	10.43	
40.4	DN	NEWTON FALLS 6.1	218	12.50	1.10	2.34	5.18	6.14	7.56	11.08	F 10.00	10.51	
46.5		APCO 1.9		12.55	1.15		5.24			11.15	10.07		
48.4		FS TOWER 6.6	143	12.57	1.17	2.41	5.26	6.21	8.03	11.17	10.09	10.58	
55.0	DN	RAVENNA 7.1	173	1.03	1.23	2.47	5.32	6.28	Z 8.09	11.23	10.16	X 11.05	
62.1		KENT 4.5		1.10	1.30	2.54	5.39		Z 8.16	11.30		X 11.12	
66.6		MUNROE FALLS 3.0											
69.6	DN	XN TOWER 2.5	189	1.17	1.37	3.01	5.46		8.23	11.37		11.20	
72.1		BD TOWER 0.8		1.20	1.40	3.04	5.51		8.26	11.41		11.24	
72.9	DN	AKRON JUNCTION 1.8	67	1.21	1.41	3.05			8.27	11.42		11.25	
74.7		AKRON 6.8		1.25	S 1.50	S 3.10			S 8.40	S 12.20		S 11.50	
81.5		BARBERTON 6.9						F 8.49	12.31			X 12.00	
88.4	DN	WARWICK 5.2	182	1.41	2.08	3.27			8.57	12.39		12.09	
93.6		EASTON 2.9		1.47	2.13	3.32			9.02	12.43		12.15	
96.5		RITTMAN 3.3		1.50	2.16	3.35			9.05	12.46		X 12.20	
99.8	DN	STERLING 8.9	150	1.54	2.19	3.38			9.08	12.50		12.25	
108.7	DN	OD TOWER 1.3	No. 5-72 No. 7 64	2.02	2.27	3.46			9.16	1.00		12.33	
110.0		LODI 6.6											
116.6		MR TOWER 8.9	141	2.09	2.34	3.53			9.23	1.10		12.41	
125.5	DN	NOVA 11.5	135	2.17	2.42	4.02			9.31	1.20		12.49	
137.0	DN	GREENWICH 0.6		2.27	2.52	4.13			9.41	1.31		12.59	
137.6	DN	GN TOWER 4.9	141	2.28	2.53	4.14			9.42	1.32		1.00	
142.5		BOUGHTONVILLE 6.1		2.32	2.57	4.19			9.46	1.38		1.05	
148.6	DN	WILLARD		A 2.42	A 3.08	A 4.30			A 9.54	A 2.00		A 1.20	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	
		Time over Sub-Division.....		2.41	2.46	2.44	1.29	0.22	2.51	4.08	0.23	3.28	
		Average speed per hour.....		55.3	53.7	54.3	47.4	62.2	52.1	35.9	59.4	43.2	

Passenger trains will not exceed 70 miles per hour UN Tower to Akron Jct. and 75 miles per hour Warwick to Willard.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

Distance from UN Tower		Train Order Stations		Akron Main Line Sub-Division		TIME-TABLE No. 64 Effective 12:01 A. M. Sunday, April 26, 1953		Passing Sidings, Capacity 45 ft. cars including engine and caboose.		SECOND CLASS												
										197	97											
										DAILY	DAILY											
										A. M.	A. M.											
.0	DN	UN TOWER																				
1.9	DN	NEW CASTLE JCT. 1.9																				
2.5		NEW CASTLE 0.6																				
12.5		LOWELLVILLE 10.0	169																			
18.3	DN	HASELTON 5.3	50																			
20.8		YOUNGSTOWN 2.5																				
23.9	DN	OHIO JUNCTION 3.1	195																			
32.2	DN	NILES JUNCTION 8.3	141																			
40.4	DN	NEWTON FALLS 6.1	218																			
46.5		APCO 1.9																				
48.4		FS TOWER 6.6	143																			
55.0	DN	RAVENNA 7.1	173																			
62.1		KENT 4.5																				
66.6		MUNROE FALLS 3.6																				
69.6	DN	XN TOWER 2.5	139																			
72.1		BD TOWER 0.8																				
72.9	DN	AKRON JUNCTION 1.8	57																			
74.7		AKRON 6.8																				
81.5		BARBERTON 6.9																				
88.4	DN	WARWICK 5.2	182																			
93.6		EASTON 2.9																				
96.5		RITTMAN 3.3																				
99.8	DN	STERLING 8.9	150																			
108.7	DN	OD TOWER 1.3	No. 5-72 No. 7-64																			
110.0		LODI 6.6																				
116.6		MR TOWER 8.9	141																			
125.5	DN	NOVA 11.5	135																			
137.0	DN	GREENWICH 0.6																				
137.6	DN	GN TOWER 4.9	141																			
142.5		BOUGHTONVILLE 6.1																				
148.6	DN	WILLARD																				
				A. M.	A. M.																	
		Time over Sub-Division.....		1 58	4 00																	
		Average speed per hour.....		35.7	36.7																	

Passenger trains will not exceed 70 miles per hour UN Tower to Akron Jct. and 75 miles per hour Warwick to Willard.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD

Distance from Willard	Train Order Stations	Akron Main Line Sub-Division TIME-TABLE No. 64 Effective 12:01 A. M. Sunday, April 26, 1953	Passing Sidings. Capacity 45 ft. cars including engine and caboose.	FIRST CLASS										
				8	32	P. R. R. 328	10	P. R. R. 38	18	20	6	26		
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		
				A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
.0	DN	WILLARD		S 4.10	S 7.15	.....	S 5.55	.....	.....	S 8.33	S 9.42	S 9.57	.....	.....
6.1		BOUGHTONVILLE 6.1		.....	7.22	.....	.....	.....	.....	.....	9.48	10.03	.....	.....
11.0	DN	GN TOWER 4.9		4.20	7.29	.....	8.05	.....	.....	8.48	9.54	10.08	.....	.....
11.6	DN	GREENWICH 0.6	134	4.21	7.30	.....	8.06	.....	.....	8.44	9.55	10.09	.....	.....
23.1	DN	NOVA 11.5	143	4.31	7.42	.....	8.16	.....	.....	8.54	10.05	10.19	.....	.....
32.0		MR TOWER 8.9		4.39	7.50	.....	8.23	.....	.....	9.02	10.13	10.27	.....	.....
38.6		LODI 1.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39.9	DN	OD TOWER 8.9	147	4.46	7.58	.....	8.30	.....	.....	9.09	10.20	10.34	.....	.....
48.8	DN	STERLING 3.3	149	4.53	8.07	.....	8.37	.....	.....	9.17	10.28	10.42	.....	.....
52.1		RITTMAN 2.9		.....	8.10	.....	S 6.42	.....	.....	9.20	10.31	.....	.....	.....
55.0		EASTON 5.2		4.58	8.13	.....	.....	.....	.....	9.23	10.34	10.47	.....	.....
60.2	DN	WARWICK 6.9	169	5.02	8.13	.....	8.50	.....	.....	9.27	10.39	10.52	.....	.....
67.1		BARBERTON 6.8		.....	S 8.30	.....	S 7.00	.....	.....	.....	.....	.....	.....	.....
73.9		AKRON 1.8		S 5.20	S 9.15	.....	S 7.20	.....	.....	S 9.50	S 10.55	S 11.08	.....	.....
75.7	DN	AKRON JUNCTION 0.8	58	5.24	9.19	.....	7.24	.....	.....	9.54	10.59	11.12	.....	.....
76.3		BD TOWER 2.5		5.25	9.20	.....	7.25	.....	9.44	9.55	11.00	11.13	.....	.....
79.0	DN	XN TOWER 3.0	137	5.28	9.23	.....	7.28	.....	9.48	9.58	11.03	11.16	.....	.....
82.0		MUNROE FALLS 4.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
86.3		KENT 7.1		Z 5.35	S 9.33	.....	X 7.36	.....	9.54	10.04	11.10	11.23	.....	.....
93.6	DN	RAVENNA 6.6	126	5.42	S 9.50	5.43	X 7.44	8.34	10.01	K 10.11	11.17	11.30	.....	.....
100.2		FS TOWER 1.9	141	5.48	9.56	5.49	7.50	8.40	10.07	10.17	11.23	11.36	.....	.....
102.1		APCO 6.1		.....	9.58	.....	.....	.....	.....	.....	.....	.....	.....	.....
108.2	DN	NEWTON FALLS 8.2	140	5.55	S 10.15	S 6.58	7.58	8.47	10.14	10.24	11.30	11.43	.....	.....
116.4	DN	NILES JUNCTION 3.3		6.03	10.24	6.07	8.06	8.56	10.21	10.32	11.37	11.50	.....	.....
124.7	DN	OHIO JUNCTION 3.1	205	6.11	10.33	.....	8.14	.....	10.29	10.40	11.45	11.58	.....	.....
127.8		YOUNGSTOWN 2.5		S 6.20	S 11.05	.....	S 8.25	.....	S 10.35	S 10.48	S 11.50	S 12.03	.....	.....
130.3	DN	HASELTON 3.8		6.25	11.10	.....	8.30	.....	10.40	10.53	11.55	12.08	.....	.....
136.1		LOWELLVILLE 10.0	129	6.32	11.17	.....	8.36	.....	10.47	11.00	12.01	12.14	.....	.....
146.1		NEW CASTLE 0.6		S 6.45	S 11.35	.....	S 8.50	.....	10.57	S 11.13	12.10	M 12.23	.....	.....
146.7	DN	NEW CASTLE JCT. 1.9	171	6.57	11.58	.....	9.03	.....	11.09	11.26	12.21	12.35	.....	.....
148.6	DN	UN TOWER		7.02	12.05	.....	9.08	.....	11.15	11.32	12.26	12.41	.....	.....
				A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.		
		Time over Sub-Division		2.52	4.50	9.24	3.13	0.22	1.31	2.59	2.44	2.44		
		Average speed per hour		51.8	30.7	57.0	45.7	62.2	47.5	49.8	54.3	54.3		

**Passenger trains will not exceed 75 miles per hour Willard to Warwick
and 70 miles per hour Akron Jct. to UN Tower.**

**Speed as shown in Special Instruction 5, and such other restrictions as may be in
effect, will not be exceeded.**

E A S T W A R D

Distance from Willard	Train Order Stations	Akron Main Line Sub-Division	Passing Sidings, Capacity 45 ft. cars including engine and caboose.	SECOND CLASS										
				192	96	94	92	98						
				DAILY	DAILY	DAILY	DAILY	DAILY						
				A. M.	A. M.	P. M.	P. M.	P. M.						
.0	DN	WILLARD 6.1		.....	4.00	12.01	8.20	10.45	.....	.....	.....	.....	.....	.....
6.1		BOUGHTONVILLE 4.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.0	DN	GN TOWER 0.6		.....	4.19	12.19	8.37	11.15	.....	.....	.....	.....	.....	.....
11.6	DN	GREENWICH 11.5	184	.....	4.21	12.20	8.38	11.16	.....	.....	.....	.....	.....	.....
23.1	DN	NOVA 8.9	143	.....	4.43	12.36	8.48	11.37	.....	.....	.....	.....	.....	.....
32.0		MR TOWER 6.6		.....	4.51	12.48	8.58	11.46	.....	.....	.....	.....	.....	.....
38.6		LODI 1.3		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39.9	DN	OD TOWER 8.9	147	.....	5.02	12.59	9.09	12.01	.....	.....	.....	.....	.....	.....
48.8	DN	STERLING 3.3	149	.....	5.13	1.11	9.20	12.20	.....	.....	.....	.....	.....	.....
52.1		RITTMAN 2.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
55.0		EASTON 5.2		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
60.2	DN	WARWICK 6.9	169	.....	5.29	1.29	9.35	12.45	.....	.....	.....	.....	.....	.....
67.1		BARBERTON 6.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
73.9		AKRON 1.8		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
75.7	DN	AKRON JUNCTION 0.8	58	.....	5.55	1.55	10.05	1.25	.....	.....	.....	.....	.....	.....
76.5		BD TOWER 2.5		.....	12.01	5.57	1.57	10.13	2.00	.....	.....	.....	.....	.....
79.0	DN	XN TOWER 3.0	137	.....	12.10	6.02	2.02	10.17	2.13	.....	.....	.....	.....	.....
82.0		MUNROE FALLS 4.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
86.5		KENT 7.1		.....	12.21	6.12	2.12	10.26	2.35	.....	.....	.....	.....	.....
93.6	DN	RAVENNA 6.6	126	.....	12.36	6.24	2.24	10.34	2.46	.....	.....	.....	.....	.....
100.2		FS TOWER 1.9	141	.....	12.48	6.33	2.33	10.41	3.00	.....	.....	.....	.....	.....
102.1		APCO 6.1		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
108.2	DN	NEWTON FALLS 8.2	140	.....	1.03	6.47	2.44	10.50	3.15	.....	.....	.....	.....	.....
116.4	DN	NILES JUNCTION 8.3		.....	1.15	6.58	2.55	10.59	3.30	.....	.....	.....	.....	.....
124.7	DN	OHIO JUNCTION 3.1	205	.....	1.27	7.09	3.07	11.08	3.45	.....	.....	.....	.....	.....
127.8		YOUNGSTOWN 2.5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
130.3	DN	HASELTON 5.8		.....	1.50	7.18	3.17	11.15	4.00	.....	.....	.....	.....	.....
136.1		LOWELLVILLE 10.0	129	.....	2.05	7.27	3.27	11.25	4.15	.....	.....	.....	.....	.....
146.1		NEW CASTLE 0.6		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
146.7	DN	NEW CASTLE JCT. 1.9	171	A 2.30	A 7.45	A 3.45	A 11.55	A 4.45	.....	.....	.....	.....	.....	.....
148.6	DN	UN TOWER		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					A. M.	A. M.	P. M.	P. M.	A. M.					
		Time over Sub-Division.....			2.29	3.45	3.45	3.35	6.00					
		Average speed per hour.....			28.2	39.1	39.1	41.5	24.4					

**Passenger trains will not exceed 75 miles per hour Willard to Warwick
 and 70 miles per hour Akron Jct. to UN Tower.**
**Speed as shown in Special Instruction 5, and such other restrictions as may be in
 effect, will not be exceeded.**

WESTWARD

EASTWARD

THIRD CLASS					Lake Sub-Division TIME-TABLE No. 64 Effective 12:01 A. M. Sunday, April 26, 1953	THIRD CLASS							
Passing Sidings, Capacity 45 ft. cars including engine and caboose.	Distance from Fairport	Train Order Stations	70	74		86	90	60	DAILY				
									A. M.	Mon., Wed., and Fri. Only	P. M.	P. M.	P. M.
										A. M.				P. M.
	.0	DN											
	2.8	FAIRPORT											
	4.8	PAINESVILLE	6.00	9.00	12.05	6.00	10.05						
	8.6	NICKEL PLATE CROSSING	6.05	9.05	12.10	6.05	10.10						
	91 13.9	CONCORD	6.25	9.20	12.30	6.25	10.30						
		CHARDON	91 7.00	11.00	1.05	7.00	11.05						
	85 21.1	EAST CLARIDON	85 7.15	11.30	1.20	7.15	11.20						
	24.2	BURTON											
	26.6	MIDDLEFIELD											
	98 28.1	SUMMIT SIDING	98 7.30	12.30	1.35	7.30	11.35						
	81 34.6	WEST FARMINGTON	81 7.45	1.00	1.50	7.45	11.50						
	78 42.0	STATE ROAD	78 8.15	1.30	2.20	8.15	12.20						
	45.5	COPPERWELD	8.25	1.50	2.30	8.25	12.30						
	88 47.6	NORTH WARREN	88 8.30	2.00	2.35	8.30	12.35						
	77 51.0	DEFOREST JUNCTION		9.10 A	2.25	3.15	9.10	1.15					
	53.2	NILES											
	56.3	West End Double Track											
	57.6	AVON	9.25		3.30	9.25	1.30						
	58.1	GIRARD											
	59.1	GIRARD JUNCTION	9.30		3.35	9.30	1.35						
		OHIO JUNCTION	A 9.40		A 3.45	A 9.40	A 1.45						
			A. M.	P. M.	P. M.	P. M.	A. M.						
		Time over Sub-Division.....	3.40	5.25	3.40	3.40	3.40						
		Average speed per hour.....	15.3	8.9	15.3	15.3	15.3						

Passenger trains will not exceed 35 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

EASTWARD

Distance from DeForest Junction	Train Order Stations	Lake Sub-Division		Passing Sidings, Capacity 45 ft. cars including engine and caboose.	Distance from Newton Falls	Train Order Stations	Lake Sub-Division		Passing Sidings, Capacity 45 ft. cars including engine and caboose.
		TIME-TABLE No. 64	Effective 12:01 A. M.				TIME-TABLE No. 64	Effective 12:01 A. M.	
.0	DN	DEFOREST JCT.			.0	DN	NEWTON FALLS		
2.6		WARREN			6.0		LEAVITTSBURG		
5.7		LEAVITTSBURG			9.1		WARREN		
11.7	DN	NEWTON FALLS			11.7	DN	DEFOREST JCT.		
		Time over Sub-Division.....					Time over Sub-Division.....		
		Average speed per hour....					Average speed per hour....		

Passenger trains will not exceed 20 miles per hour, DeForest Jct. to Austin Ave., Warren, and 30 miles per hour, Austin Ave., Warren, to Newton Falls.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

Distance from Wooster	Train Order Stations	Passing Sidings, Capacity 45 ft. cars including engine and caboose.	Third Class	
			121	
Wooster Sub-Division			DAILY Ex. Sunday	
TIME-TABLE No. 64			P. M.	
Effective 12:01 A. M.				
Sunday, April 26, 1953				
.0	WOOSTER	18	4.20	
1.0	1.0 BRANSTETTER	6	4.26	
6.1	5.1 CEDAR VALLEY	8	4.41	
9.4	3.3 ARMSTRONG	5	4.52	
12.3	AUKERMAN		5.10	
14.8	2.5 BURBANK		5.26	
16.3	1.5 GARDEN ISLE	11	5.34	
18.1	1.8 LODI		A 5.40	
			P. M.	
	Time over Sub-Division...		1.20	
	Average speed per hour....		13.6	

EASTWARD

Distance from Lodi	Train Order Stations	Passing Sidings, Capacity 45 ft. cars including engine and caboose.	Third Class	
			122	
Wooster Sub-Division			DAILY Ex. Sunday	
TIME-TABLE No. 64			P. M.	
Effective 12:01 A. M.				
Sunday, April 26, 1953				
.0	LODI		2.00	
1.8	1.8 GARDEN ISLE	11	2.06	
3.3	1.5 BURBANK		2.15	
5.8	2.5 AUKERMAN		2.30	
8.7	ARMSTRONG	5	2.48	
12.0	3.3 CEDAR VALLEY	8	2.59	
17.1	5.1 BRANSTETTER	6	3.16	
18.1	1.0 WOOSTER	18	A 3.20	
			P. M.	
	Time over Sub-Division...		1.20	
	Average speed per hour....		13.6	

Passenger trains will not exceed 20 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

Distance from Willow	Train Order Stations	Passing Sidings, Capacity 45 ft. cars including engine and caboose.	Third Class	
			123	
Newburg Sub-Division			DAILY Ex. Sunday	
TIME-TABLE No. 64			A. M.	
Effective 12:01 A. M.				
Sunday, April 26, 1953				
.0	WILLOW		6.01	
2.8	2.8 NEWBURG		A 6.30	
			A. M.	
	Time over Sub-Division.....		0.29	
	Average speed per hour.....		5.8	

EASTWARD

Distance from Newburg	Train Order Stations	Passing Sidings, Capacity 45 ft. cars including engine and caboose.	Third Class	
			124	
Newburg Sub-Division			DAILY Ex. Sunday	
TIME-TABLE No. 64			A. M.	
Effective 12:01 A. M.				
Sunday, April 26, 1953				
.0	NEWBURG		11.01	
2.8	2.8 WILLOW		A 11.30	
			A. M.	
	Time over Sub-Division.....		0.29	
	Average speed per hour.....		6.8	

Passenger trains will not exceed 20 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

Distance from New Castle Jct.	Train Order Stations	Passing Sidings, Capacity 45 ft. cars including engine and caboose.	Third Class	
			125	
New Castle Sub-Division			DAILY Ex. Sunday	
TIME-TABLE No. 64			P. M.	
Effective 12:01 A. M.				
Sunday, April 26, 1953				
.0	NEW CASTLE JCT.		.....
1.6	1.6 P. & L. E. JCT.		.....
			
	Time over Sub-Division...		.....
	Average speed per hour....		.....

EASTWARD

Distance from P. & L. E. Jct.	Train Order Stations	Passing Sidings, Capacity 45 ft. cars including engine and caboose.	Third Class	
			125	
New Castle Sub-Division			DAILY Ex. Sunday	
TIME-TABLE No. 64			P. M.	
Effective 12:01 A. M.				
Sunday, April 26, 1953				
.0	P. & L. E. JCT.		.....
1.6	1.6 NEW CASTLE JCT.		.....
			
	Time over Sub-Division...		.....
	Average speed per hour....		.....

Passenger trains will not exceed 15 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

