

SAFETY

IS

EVERYBODY'S JOB

ON THE

B&O

THE BALTIMORE & OHIO RAILROAD COMPANY

CENTRAL REGION

SAFETY ABOVE EVERYTHING



AKRON DIVISION

65

TIMETABLE NO. 65

EFFECTIVE:

12:01 A. M., EASTERN STANDARD TIME
SUNDAY, SEPTEMBER 27, 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.

O. F. BURKHART
Haselton

Terminal Trainmasters:

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
L. M. EBERHARD

J. P. SPIKES, Sr.
J. P. SPIKES, Jr.

Train Dispatchers:
A. FERRISE
H. J. LAMUSGA
J. F. TRUMP

W. P. WILKINSON
C. PECO

W. L. SHaub
R. E. BROWN

District Claim Agents:
A. J. SPINELLI
Akron

Division Claim Agents:
V. N. CARRICO
Willard

M. F. LEAMAN
Akron

Claim Agents:
D. F. MERIDETH
Akron

W. W. ROBINSON
Akron

General Safety Supervisors:
H. G. CONNER
Pittsburgh

Safety Supervisors:
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. J. G. ROBERTS, 810-812 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.

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. SHOAF
Dr. RALPH G. CAMPBELL, Oculist

Newton Falls, Ohio Dr. DAVID R. MATHIE

Niles, Ohio Dr. S. W. BOESL

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. DEURY
Dr. J. V. EMERY
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 &
Dr. EDWARD C. GOLDCAMP, Oculist } 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. WIENER,
Cleveland to Valley Junction, both inclusive— } Cleveland, O.
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

- 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.
- 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.
- The company will not be responsible for the employment of surgeons other than these, except as authorized by the company's surgeon.
- 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.
- No major surgical operation shall be performed before arrival of the company's surgeon unless required for the safety of the patient.
- Company's surgeons will be expected to go outside of their assigned limits whenever required.
- Employees will, when able, visit the company's surgeon for treatment.
- 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. 18 on P. C. & T. Connection between BD Tower and Akron Jct.

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.....	Meeck 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	Standard Clocks	Bulletin 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	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.

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.

Westward trains to P. C. & T. Connection at BD Tower will receive Clearance Card Form A at Akron Jct. instead of BD 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		
	Passenger and Express trains	Passenger and express 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
Edenburgh—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 Locals 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.....	45	35	30
Mineral City and Akron Jct.....	30	25	25
Mineral City—Bridge 403.....	10	10	10
Huff Run Branch.....	10	10	10
North Industry—Bridge 412.....	10	10	10
Canton crossings City limits.....	12	12	12
Krumroy—Over bridges 429 east, and 431 west, of Krumroy, E-27 class engines..	10	10	10
Akron—Crossings City Limits.....	12	12	12
Akron Jct.—On P. C. & T. Conn.....	20	10	10
Akron Jct.—On Wye track.....	10	10	10
Akron Jct.—Between Pit Track switch and Arlington St. overhead bridge....	10	10	10
Akron Jct.—Fairground curve.....	20	20	20
Akron Howard Street—Between bridges 436 and 437.....	15	15	15
Jaito—Bridge 451-1 Class E-41 engines...	10	10	10
Brooklyn—First and second curves west of N. Y. C. Overhead Bridge.....	40		
Cleveland—Nickel Plate Jct. to Whiskey Island.....	15	15	15
Cleveland—Nickel Plate Jct. to Broadway	15	15	15
Lake Sub-Division except as noted below.	35	30	30
Niles—Erie crossing N. & N. L. Branch..	10	10	10
Niles—Erie crossing Wards track.....	10	10	10
North Warren—Interlocking.....	20	20	20
Chardon—Water Street crossing.....	12	12	12
Painesville—N. K. P. 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.

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-ward	For-w'd	Back-ward	For-w'd	Back-ward	For-w'd	Back-ward	For-w'd	Back-ward
Diesel Road Eng. 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						
Simple Mallets.....	35	20	25	15						
Class E-27.....	50	30	25	15	35	25			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—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 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.

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.

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.—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.

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.

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.

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.

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

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
UN Tower and Akron Jct.	South track	Eastward	2
Warwick and Willard	North track	Westward	1
Warwick and Willard	South track	Eastward	2
Girard Junction and Avon	North track	Westward	1
Girard Junction and Avon	South track	Eastward	2
RD Tower and Nickel Plate Junction	North track	Westward	1
RD Tower and Nickel Plate Junction	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.: East end of eng. track	UN Tower or New Castle Jct.	Kent:	
Center Yard Office		East of Erie overhead bridge No. 59-C	
Diesel Watering Station		Erie transfer	
West end yard		Ticket office	
Callers office		Freight house	
Round house		Crossover	
P. & L. E. Jct.	Ohio Bell	East Entrance to Lamson Session	
West End B. R. & P. connection		3 Poles East of Signal E-119-02	Ravenna, XN Tower or Akron Jct.
New Castle:		1/2 Mile East of signal E-120-10	
Tool house		Munroe Falls	
Coverts crossing		Cuyahoga Falls:	
Edenburgh:		Wrights spur	
Tool house	New Castle Jct. or Haselton	Freight house	
Carbon		XN Tower West end	
Robison crossing		O'Connor Lumber Co.	
Lowellville:		Bettes Corners	
East outlet		BD Tower	
East inlet		Akron Jct.:	XN Tower or Akron Jct.
West inlet		East end Hill yard	
West outlet		West end Hill yard	
Campbell:		Yard office	
Tool house		Warwick:	
Struthers		Eastward home signal	
Haselton:		East lead	
Center Street		Yard office	
East Yard office		Coal dock (north and south side)	Warwick
West Yard office		East ladder of West yard	
Tube works crossover	Haselton	West end Eastward and Westward siding	
Sharp Bros. tool house		Easton toolhouse	Akron dispatchers office
Youngstown:		Rittman-Locker Room Crossover	Warwick or Sterling
Station		Sterling:	
Ticket office		East outlet	
Crossover		Road crossing just West of East outlet	
Yanda:		Station	
Ohio Jct.:		Westward home signal	Sterling
East outlet		Wye crossover	
Westward siding		Road crossing middle Westward siding	
Inlet		West outlet	
East end No. 1 track	Ohio Jct.	Creston tool house	
Carmens office		Lodi:	
Yard office		Mud Lake	
Cut-off Conn.		Leroy road crossing	
Just west of Liberty St.		East outlet	
Ohio Edison spur		Quillans E of Road Crossing	
M.V.S. tool house		Lodi freight house	
Niles Jct.:		West outlet switch	
Grasselli crossover		Lodi Crossover	OD Tower or Nova
Bridge 36		One mile West of Black river bridge	
Highland Ave.		Overhead bridge	
West outlet		120-B two miles East of Homer	
First road crsg.		One mile East of Homer	
West of West outlet	Niles Jct.	Tool house, Homer	
Lordstown:		MR Tower-Inlet and outlet switches	
Crossover		Nova:	
Rock Cut Crossover		Sullivan crossover	
West end Rock Cut		East switch, pump house	
Newton Falls:		West switch	Nova
East outlet		Road crossing 3 miles West of Nova	
Old Line connection		Hereford Crossover	
East end W.B. sdg.		Greenwich:	
Eastleg Atlas wye	Newton Falls	East outlet	Greenwich or GN Tower
Westleg Atlas wye		Station	
West outlet		GN Tower:	
Paris road crossing		Road crossing in West siding	Greenwich or GN Tower
Apco Tool house		West switch	
FS Tower:		Boughtonville	
East outlet		Each Automatic signal GN Tower to Willard except signal W 198-31	GN Tower or Willard
Crossover	Newton Falls or Ravenna	Willard Third St. crossing	
West outlet			
Depot inlet and outlet switches			
Ravenna:			
East outlet	Ravenna		
Chestnut Street			
Station			
Eastward home signal			
Diamond Street			
West outlet			

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:		Peninsula pump house	
Seventh Avenue	KN Tower or Canton yard office	1/4 Mile East of Boston Mill	PBX Cleve. or Akron, Clark Avenue
Market Street		Paper mill switch	Yard Office or Train Order Station
Yard office		Jate: Co. & Ohio Bell	Also Chief Dispr. Akron
KN Tower		Alexanders	
North Canton: Station		Brecksville	
Station		Pole Box	
Aultman:	Ohio Bell	South Park Station	
Krumroy Rd. Crossing		Willow Wye	
Krumroy, Air Dock switch		Switch	
East Akron:		Cleveland:	
Archwood Ave.	Ohio Bell	Brooklyn waiting room	
Fr. Hse., Case Ave.		RD Tower	
Second Avenue		Yard office	
Akron Junction		Round House	Clark Avenue Train Order Station
Hazel Yard	Akron Jct. Yard Office	West End office	
Yard Office		Nickel Plate Jct.	
Wye Switch		Broadway	
Scale House		Seneca St. Old Yard office	
Fairground crossover		Freight Station Yard office	
Howard St. Station		Cleveland Station	
Ohio Jct.:		Just east of Jefferson St. overhead bridge	Ohio Bell
Yard office		North Warren Tool House	
Cut-off Conn.		State Road	
Y. & N. Crossing		Failes Spur	
Girard Jct.		West Farmington Tool House	
Girard furnace	Ohio Jct. Train Order Station	Summit siding East & West End	Train Dispr. office
crossing		Burton water tank	
Girard tool house		East Claridon Tool house	
Girard Liberty St. End double track		Chardon:	
Avon		East switch	
Niles:		Station	
Stanley Wks. Switch		West switch	
Niles Station		Clark's Spur	
DeForest Jct.:		Concord Road crossing	
East end yard	DeForest Jct. Yard Office or Train Order Station	Painesville:	Chardon or Painesville Train Order Stations
West end 3 track		Booth's Spur	
Yard office		N.K.P. crossing	
West end yard		Jackson Street	
Erie connection		Yard office	
RISCO Connection		Richmond St. crossing	
Warren:		ing	
Freight House		Car Inspra. office	
Austin Avenue		Eng. Room Car shop	
Newton Falls:		East end New Yard	
Old Line Conn.		D. A. Co.	
		Fairport Yard office	

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. 65 Effective 12:01 A. M. Sunday, Sept. 27, 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 Ex. Mon.	DAILY	DAILY	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	
.0	DN	UN TOWER		12.58	1.17	1.46	5.22		7.38	10.42		10.22	
1.9	DN	NEW CASTLE JCT.		1.06	1.25	1.52	5.29		7.45	10.50		10.30	
2.5		NEW CASTLE		1.07	X 1.27	1.53	F 5.33		S 7.48	S 11.00		S 10.35	
12.5		LOWELLVILLE	169	1.17	1.37	2.03	5.43		7.58	11.10		10.45	
18.3	DN	HASELTON	50	1.25	1.44	2.10	5.50		8.05	11.17		10.52	
20.8		YOUNGSTOWN		1.28	M 1.49	S 2.15	S 5.57		S 8.12	S 11.35		S 11.00	
23.9	DN	OHIO JUNCTION	195	1.32	1.54	2.19	6.02		8.16	11.40		11.05	
32.2	DN	NILES JUNCTION	141	1.40	2.02	2.27	6.10	7.00	8.24	11.49	9.42	11.13	
40.4	DN	NEWTON FALLS	218	1.48	2.10	2.34	6.18	7.08	8.31	11.58	F 9.50	11.21	
46.5		APCO		1.53			6.24			12.05	9.57		
48.4		FS TOWER	148	1.55	2.17	2.41	6.26	7.15	8.38	12.07	9.59	11.28	
55.0	DN	RAVENNA	173	2.01	2.23	2.47	6.32	7.22	Z 8.44	12.13	10.05	X 11.35	
62.1		KENT		2.08	2.30	2.54	6.39		Z 8.51	12.20		X 11.42	
66.6		MUNROE FALLS											
69.6	DN	XN TOWER	189	2.15	2.37	3.01	6.46		8.58	12.27		11.50	
72.1		BD TOWER		2.18	2.40	3.04	A 6.50		9.01	12.31		11.54	
72.9	DN	AKRON JUNCTION	57	2.19	2.41	3.05			9.02	12.32		11.55	
74.7		AKRON		2.23	S 2.50	S 3.10			S 9.12	S 1.10		S 12.20	
81.5		BARBERTON						F 9.21	1.21			X 12.30	
88.4	DN	WARWICK	182	2.39	3.08	3.27			9.29	1.29		12.39	
93.6		EASTON		2.45	3.13	3.32			9.34	1.33		12.45	
96.5		RITTMAN		2.48	3.16	3.35			9.37	1.36		X 12.50	
99.8	DN	STERLING	150	2.52	3.19	3.38			9.40	1.40		12.55	
108.7	DN	OD TOWER	No. 5-72 No. 7-64	3.00	3.27	3.46			9.48	1.50		1.03	
110.0		LODI											
116.6		MR TOWER	141	3.07	3.34	3.53			9.55	2.00		1.11	
125.5	DN	NOVA	135	3.15	3.42	4.02			10.03	2.10		1.19	
137.0	DN	GREENWICH		3.25	3.52	4.13			10.13	2.21		1.29	
137.6	DN	GN TOWER	141	3.26	3.53	4.14			10.14	2.22		1.30	
142.5		BOUGHTONVILLE		3.31	3.57	4.19			10.18	2.28		1.35	
148.6	DN	WILLARD		A 3.42	A 4.08	A 4.30			A 10.25	A 2.50		A 1.45	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	
		Time over Sub-Division.....		2.44	2.51	2.44	1.28	0.22	2.47	4.08	0.23	3.23	
		Average speed per hour.....		54.4	52.1	54.3	49.2	62.2	53.4	35.9	59.4	43.9	

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. 65 Effective 12:01 A. M. Sunday, Sept. 27, 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.		1.55	2.00								
2.5		NEW CASTLE											
12.5		LOWELLVILLE	169	2.15	2.20								
18.3	DN	HASELTON	50	2.30	2.35								
20.8		YOUNGSTOWN											
23.9	DN	OHIO JUNCTION	195	2.40	2.45								
32.2	DN	NILES JUNCTION	141	2.52	2.57								
40.4	DN	NEWTON FALLS	218	3.03	3.08								
46.5		APCO											
48.4		FS TOWER	148	3.18	3.23								
55.0	DN	RAVENNA	173	3.28	3.33								
62.1		KENT											
66.6		MUNROE FALLS											
69.6	DN	XN TOWER	189	3.46	3.51								
72.1		BD TOWER		A 3.52	3.57								
72.9	DN	AKRON JUNCTION	57		4.00								
74.7		AKRON											
81.5		BARBERTON											
88.4	DN	WARWICK	182		4.25								
93.6		EASTON											
96.5		RITTMAN											
99.8	DN	STERLING	150		4.40								
108.7	DN	OD TOWER	No. 5-72 No. 7-64		4.52								
110.0		LODI											
116.6		MR TOWER	141		5.05								
125.5	DN	NOVA	135		5.23								
137.0	DN	GREENWICH			5.40								
137.6	DN	GN TOWER	141		5.41								
142.5		BOUGHTONVILLE											
148.6	DN	WILLARD			A 6.00								
				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. 65 Effective 12:01 A. M. Sunday, Sept. 27, 1953		FIRST CLASS										
				Passing Sidings, Capacity 45 ft. cars including engine and caboose.		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 5.03	S 7.15		S 5.56			S 9.18	S 10.12	S 10.27		
6.1		BOUGHTONVILLE			7.22						10.18	10.33		
11.0	DN	GN TOWER		5.13	7.29		6.06			9.28	10.24	10.38		
11.6	DN	GREENWICH	134	5.14	7.30		6.07			9.29	10.25	10.39		
23.1	DN	NOVA	143	5.24	7.42		6.17			9.39	10.35	10.49		
32.0		MR TOWER		5.32	7.50		6.24			9.47	10.43	10.57		
38.6		LODI												
39.9	DN	OD TOWER	147	5.39	7.58		6.31			9.54	10.50	11.04		
48.8	DN	STERLING	149	5.46	8.07		6.38			10.02	10.58	11.12		
52.1		RITTMAN			8.10		S 6.44			10.05	11.01			
55.0		EASTON		5.51	8.13						11.04	11.17		
60.2	DN	WARWICK	169	5.56	8.18		6.52			10.12	11.09	11.22		
67.1		BARBERTON			S 8.30		S 7.03							
73.9		AKRON		S 6.15	S 9.15		S 7.25			S 10.35	S 11.25	S 11.38		
75.7	DN	AKRON JUNCTION	58	6.19	9.19		7.29			10.39	11.29	11.42		
76.5		BD TOWER		6.20	9.20		7.30		10.04	10.40	11.30	11.43		
79.0	DN	XN TOWER	137	6.23	9.23		7.33		10.07	10.43	11.33	11.46		
82.0		MUNROE FALLS												
86.5		KENT		Z 6.30	S 9.33		X 7.40		10.13	10.49	11.40	11.53		
93.6	DN	RAVENNA	126	6.37	S 9.50	6.43	X 7.48	8.56	10.20	K 10.57	11.47	12.00		
100.2		FS TOWER	141	6.43	9.56	6.49	7.54	9.02	10.26	11.03	11.53	12.06		
102.1		APCO			9.58									
108.2	DN	NEWTON FALLS	140	6.50	S 10.15	S 6.58	8.01	9.09	10.33	11.10	12.00	12.13		
116.4	DN	NILES JUNCTION		6.58	10.24	7.07	8.08	9.18	10.40	11.18	12.07	12.20		
124.7	DN	OHIO JUNCTION	205	7.06	10.33		8.16		10.48	11.26	12.15	12.28		
127.8		YOUNGSTOWN		S 7.15	S 11.05		S 8.25		S 10.55	S 11.35	S 12.20	S 12.33		
130.3	DN	HASELTON		7.20	11.10		8.30		11.00	11.40	12.25	12.38		
136.1		LOWELLVILLE	129	7.27	11.17		8.36		11.07	11.47	12.31	12.44		
146.1		NEW CASTLE		S 7.40	S 11.35		S 8.50		11.17	S 12.00	12.40	M 12.53		
146.7	DN	NEW CASTLE JCT.	171	7.52	11.58		9.02		11.32	12.13	12.51	1.05		
148.6	DN	UN TOWER		7.58	12.05		9.08		11.38	12.20	12.56	1.11		
				A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.		
		Time over Sub-Division		2.55	4.50	0.24	3.13	0.22	1.34	3.02	2.44	2.44		
		Average speed per hour		50.9	30.7	57.0	45.7	62.2	45.0	48.9	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.

EASTWARD

Distance from Willard	Train Order Stations	Akron Main Line Sub-Division TIME-TABLE No. 65 Effective 12:01 A. M. Sunday, Sept. 27, 1953		SECOND CLASS										
				Passing Sidings, Capacity 45 ft. cars including engine and caboose.		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		BOUGHTONVILLE			4.00	12.01	8.20	10.45						
11.0	DN	GN TOWER			4.19	12.19	8.37	11.15						
11.6	DN	GREENWICH	134		4.21	12.20	8.38	11.16						
23.1	DN	NOVA	143		4.43	12.36	8.48	11.37						
32.0		MR TOWER			4.51	12.48	8.58	11.46						
38.6		LODI												
39.9	DN	OD TOWER	147		5.02	12.59	9.09	12.01						
48.8	DN	STERLING	149		5.13	1.11	9.20	12.20						
52.1		RITTMAN												
55.0		EASTON												
60.2	DN	WARWICK	169		5.29	1.29	9.35	12.45						
67.1		BARBERTON												
73.9		AKRON												
75.7	DN	AKRON JUNCTION	58		5.55	1.55	10.05	1.25						
76.5		BD TOWER		12.01	5.57	1.57	10.13	2.00						
79.0	DN	XN TOWER	137	12.10	6.02	2.02	10.17	2.13						
82.0		MUNROE FALLS												
86.5		KENT			12.21	6.12	2.12	10.26	2.35					
93.6	DN	RAVENNA	126	12.36	6.24	2.24	10.34	2.46						
100.2		FS TOWER	141	12.48	6.33	2.33	10.41	3.00						
102.1		APCO												
108.2	DN	NEWTON FALLS	140	1.08	6.47	2.44	10.50	3.15						
116.4	DN	NILES JUNCTION		1.15	6.58	2.55	10.59	3.30						
124.7	DN	OHIO JUNCTION	205	1.27	7.09	3.07	11.08	3.45						
127.8		YOUNGSTOWN												
130.3	DN	HASELTON		1.50	7.18	3.17	11.15	4.00						
136.1		LOWELLVILLE	129	2.05	7.27	3.27	11.25	4.15						
146.1		NEW CASTLE												
146.7	DN	NEW CASTLE JCT.	171	A 2.30	A 7.45	A 3.46	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

Distance from Valley Jct.	Train Order Stations	C. T. & V. Sub-Division	Passing Sidings, Capacity 45 ft. cars including engine and caboose.	FIRST CLASS				THIRD CLASS			
				17	181	99	197	87			
				DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday			
		TIME-TABLE No. 65		A. M.	P. M.	A. M.	A. M.	P. M.			
.0	DN	VALLEY JUNCTION 2.0									
2.0	D	MINERAL CITY 3.2						11.45			
5.2		SANDYVILLE 2.2	58					11.55			
7.4		EAST SPARTA 8.9						12.01			
16.3	DN	KN TOWER 0.8						A 2.30			
17.1		CANTON 6.1									
23.2	D	NORTH CANTON 3.2	26								
26.4	D	AULTMAN 7.4	68								
33.8		KRUMROY 5.8	69								
39.6		BD TOWER 0.8		6.50				3.52			
38.8	DN	AKRON JUNCTION 1.5		6.52		12.05	3.55				
40.3		AKRON HOWARD ST. 6.5	S	7.02		12.15	5.20				
46.8		BOTZUM 6.1		7.10		12.30	5.33				
52.9		PENINSULA 3.5		7.19		12.46	5.42				
56.4	D	JAITE 2.3	54	7.24		1.00	5.48				
58.7		BRECKSVILLE 5.1		7.28		1.05	5.52				
63.8	D	SOUTH PARK 2.5	44	7.36		1.16	6.01				
66.3		WILLOW 3.8	40	7.40		1.21	6.05				
70.1		BROOKLYN 0.4	91	7.46		1.29	6.12				
70.5		RD TOWER 1.3 Double Track		7.47		1.30	6.16				
71.8	DN	East end CLARK AVENUE 1.7		7.49		A 1.45	A 6.30				
73.5		NICKEL PLATE JCT. 0.7 Double Track		7.56	8.10						
74.2		West end BROADWAY 1.6	A	8.01	A 8.15						
75.8	DN	CLEVELAND		8.10							
				A. M.	P. M.			A. M.	A. M.	A. M.	
		Time over Sub-Division.....		1.11	0.05	1.40	2.38	2.45			
		Average speed per hour.....		30.6	8.4	19.8	13.7	5.2			

Passenger trains will not exceed 45 miles per hour Akron Jct. to Broadway, and 30 miles per hour Akron Jct. to Mineral City.

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

EASTWARD

Distance from Cleveland	Train Order Stations	C. T. & V. Sub-Division	Passing Sidings, Capacity 45 ft. cars including engine and caboose.	FIRST CLASS				THIRD CLASS			
				170	18	176	192	88			
				DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday			
		TIME-TABLE No. 65		A. M.	P. M.	A. M.	P. M.	P. M.			
.0	DN	CLEVELAND 1.6			9.00						
1.6		BROADWAY 0.7 Double Track		8.15	9.05						
2.3		NICKEL PLATE JCT. 1.7	A	8.20	9.09						
4.0	DN	CLARK AVE. 1.3 Double Track			9.13			7.30	10.00		
5.3		RD TOWER 0.4			9.15			7.47	10.06		
5.7		BROOKLYN 3.8	91		9.16			7.49	10.07		
9.5		WILLOW 2.5	40		9.21			8.00	10.15		
12.0	D	SOUTH PARK 5.1	44		9.25			8.07	10.20		
17.1		BRECKSVILLE 2.3			9.32			8.20	10.29		
19.4	D	JAITE 3.5	54		9.35			8.25	10.33		
22.9		PENINSULA 6.1			9.40			8.35	10.40		
29.0		BOTZUM 6.5			9.49			8.55	10.51		
35.5		AKRON HOWARD ST. 1.5	S	10.00				9.15	11.05		
37.0	DN	AKRON JUNCTION 0.8			10.02			A 9.30	11.15		
37.8		BD TOWER 5.8			A 10.04				A 12.01		
42.0		KRUMROY 7.4	69								
49.4	D	AULTMAN 3.2	58								
52.6	D	NORTH CANTON 6.1	26								
58.7		CANTON 0.8									
59.5	DN	KN TOWER 8.9								8.30	
68.4		EAST SPARTA 2.2								8.55	
70.6		SANDYVILLE 3.2	58							9.05	
73.8	D	MINERAL CITY 2.0								A 10.30	
75.8		VALLEY JUNCTION									
					A. M.	P. M.			A. M.	A. M.	P. M.
		Time over Sub-Division.....		0.05	0.59	2.00	2.01	2.00			
		Average speed per hour.....		8.7	36.8	16.5	16.8	7.3			

Passenger trains will not exceed 45 miles per hour Akron Jct. to Broadway, and 30 miles per hour Akron Jct. to Mineral City.

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

WESTWARD

EASTWARD

THIRD CLASS				THIRD CLASS				
Distance from Fairport	Train Order Stations	Lake Sub-Division		THIRD CLASS				
		70	74	86	90	60		
TIME-TABLE No. 65 Effective 12:01 A. M. Sunday, Sept. 27, 1953								
.0		FAIRPORT						
2.8	DN	PAINESVILLE	6.00	9.00	12.05	6.00	10.05	
4.8		NICKEL PLATE CROSSING	6.05	9.05	12.10	6.05	10.10	
8.6	90	CONCORD	6.25	9.20	12.30	6.25	10.30	
13.9	DN	CHARDON	7.00	11.00	1.05	7.00	11.05	
21.1	85	EAST CLARIDON	7.15	11.30	1.20	7.15	11.20	
24.2		BURTON						
26.6	D	MIDDLEFIELD						
28.1	98	SUMMIT SIDING	7.30	12.30	1.35	7.30	11.35	
34.6	81	WEST FARMINGTON	7.45	1.00	1.50	7.45	11.50	
42.0	78	STATE ROAD	8.15	1.30	2.20	8.15	12.20	
45.5		COPPERWELD	8.25	1.50	2.30	8.25	12.30	
47.6	83	NORTH WARREN	8.30	2.00	2.35	8.30	12.35	
51.0	77	DEFOREST JUNCTION	9.10	2.25	3.15	9.10	1.15	
53.2	DN	NILES						
56.3		West End Double Track	9.25		3.30	9.25	1.30	
57.6		AVON						
58.1		GIRARD	9.30		3.35	9.30	1.35	
59.1	DN	OHIO JUNCTION	A 9.40		A 3.45	A 9.40	A 1.45	
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

Lake Sub-Division		Lake Sub-Division	
Distance from DeForest Junction	Train Order Stations	Distance from Newton Falls	Train Order Stations
TIME-TABLE No. 65 Effective 12:01 A. M. Sunday, Sept. 27, 1953			
.0	DN	.0	DN
2.6		6.0	
5.7		9.1	
11.7	DN	11.7	DN
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

EASTWARD

Wooster Sub-Division				Wooster Sub-Division			
Distance from Wooster	Train Order Stations	Third Class	Distance from Lodi	Train Order Stations	Third Class		
TIME-TABLE No. 65 Effective 12:01 A. M. Sunday, Sept. 27, 1953							
.0	WOOSTER	121	.0	LODI	122		
1.0	BRANSTETTER	DAILY Ex. Sunday	1.8	GARDEN ISLE	DAILY Ex. Sunday		
6.1	CEDAR VALLEY	P. M.	3.3	BURBANK	P. M.		
9.4	ARMSTRONG		5.8	AUKERMAN			
12.3	AUKERMAN	5.10	8.7	ARMSTRONG	2.48		
14.8	BURBANK	5.25	12.0	CEDAR VALLEY	2.59		
16.3	GARDEN ISLE	5.34	17.1	BRANSTETTER	3.15		
18.1	LODI	A 5.40	18.1	WOOSTER	A 3.20		
Time over Sub-Division... Average speed per hour....			Time over Sub-Division... Average speed per hour....				
			1.20 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

EASTWARD

Newburg Sub-Division			Newburg Sub-Division		
Distance from Willow	Train Order Stations	Third Class	Distance from Newburg	Train Order Stations	Third Class
TIME-TABLE No. 65 Effective 12:01 A. M. Sunday, Sept. 27, 1953					
.0	WILLOW	123	.0	NEWBURG	124
2.8	NEWBURG	DAILY Ex. Sunday	2.8	WILLOW	DAILY Ex. Sunday
Time over Sub-Division... Average speed per hour.....		A. M.	Time over Sub-Division... Average speed per hour.....		A. M.
		0.29 5.8			0.29 5.8

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.

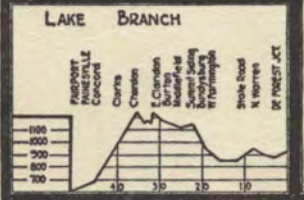
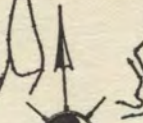
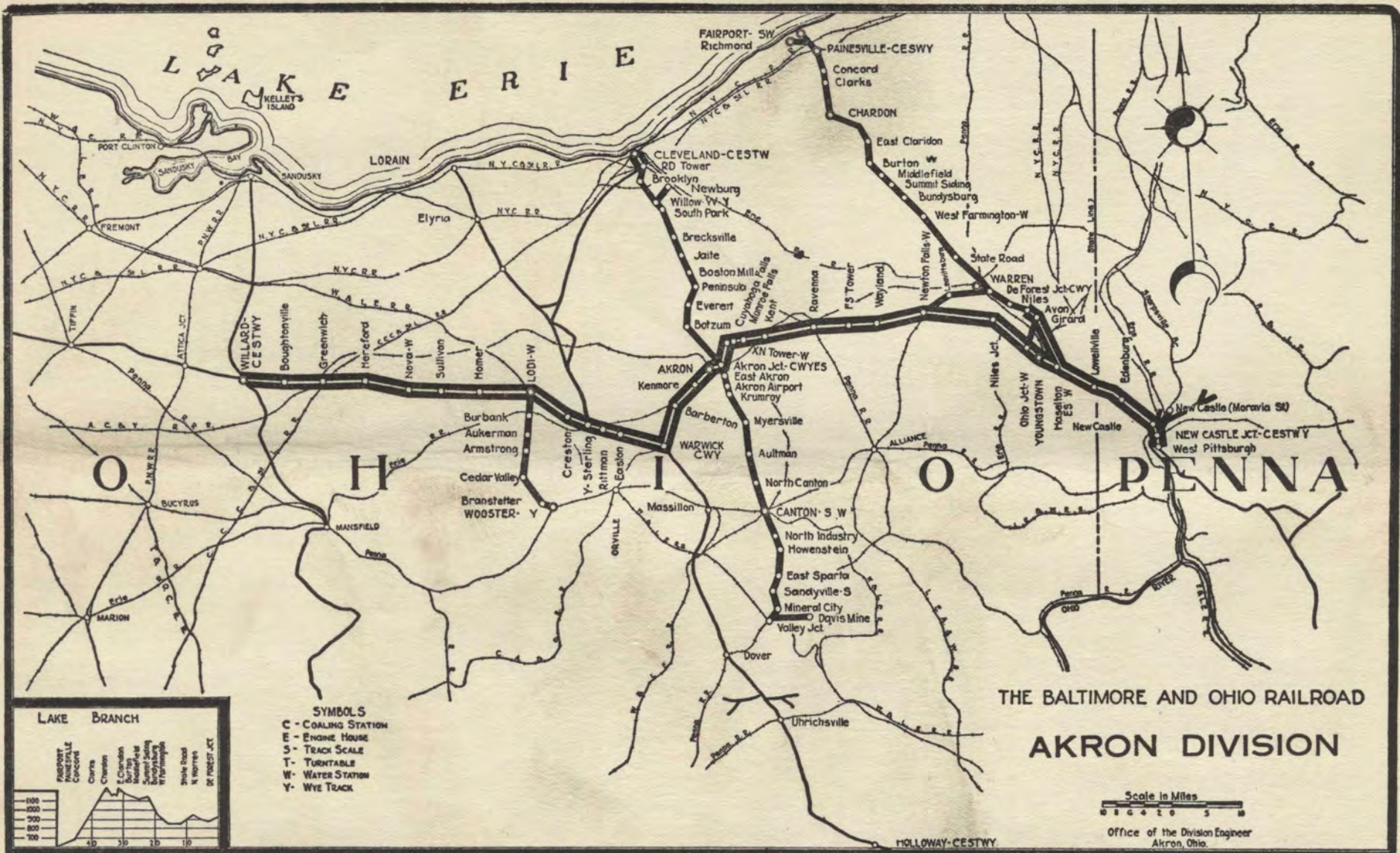
WESTWARD

EASTWARD

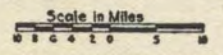
New Castle Sub-Division			New Castle Sub-Division		
Distance from New Castle Jct.	Train Order Stations	Third Class	Distance from P. & L. E. Jct.	Train Order Stations	Third Class
TIME-TABLE No. 65 Effective 12:01 A. M. Sunday, Sept. 27, 1953					
.0	NEW CASTLE JCT.		.0	P. & L. E. JCT.	
1.6	P. & L. E. JCT.		1.6	NEW CASTLE JCT.	
Time over Sub-Division... Average speed per hour....			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.



- SYMBOLS**
- C - COALING STATION
 - EH - ENGINE HOUSE
 - TS - TRACK SCALE
 - T - TURNTABLE
 - W - WATER STATION
 - Y - WYE TRACK



Office of the Division Engineer
Akron, Ohio.

