

# THE BALTIMORE AND OHIO RAILROAD COMPANY

WESTERN LINES

## "SAFETY ABOVE EVERYTHING"



### AKRON-CHICAGO DIVISION AKRON SUB-DIVISION

# 37

### TIME TABLE No. 37

EFFECTIVE 12:01 A. M., EASTERN STANDARD TIME

## Sunday, Sept. 24, 1939

W. C. BAKER,  
*Superintendent*

A. A. IAMS,  
*General Superintendent*

J. D. CLARKE,

*Superintendent Freight Transportation*

RICHARD STAIR  
404 S. 6TH ST.  
CAMPAIGN, ILL.

J. A. LATCHFORD,

*Superintendent Passenger Transportation*

C. R. ELKINS,

*Superintendent Transportation*

F. B. MITCHELL  
*General Manager*

D. F. STEVENS,

*General Superintendent Transportation*



# ECONOMY

Railroads haul a ton of Freight a  
mile for an average revenue of

**ONE CENT**

ASSOCIATION OF AMERICAN RAILROADS



# THE BALTIMORE AND OHIO RAILROAD COMPANY

## Relief Department,

### W. M. KENNEDY, Superintendent.

## MEDICAL AND SURGICAL SERVICE.

### COMPANY'S SURGEONS.

Akron,	DR. ROBERT H. SMITH, Office 928, 2nd National Bldg., Res. Cor. Everett Ave. and Ardmore St. DR. HARVEY H. MUSSER, 421, 2nd National Bldg. DR. ROBERT T. ALLISON, JR., 1119 2d National Bldg. DR. F. A. JOHNSON, Oculist, Akron Sav. & Loan Bldg.
Barberton,	DR. GEORGE R. TAYLOR, 65 Fourth St., No. West.
Canton,	DR. E. S. FOLE, 505 S. Market St. DR. CHAS. A. LAMONT, 609 Lincoln Way. DR. GEORGE S. HACKETT, First National Bank Bldg.
Chardon,	.....
Cleveland,	DR. G. A. ALLISON, 10208 Euclid Ave. DR. H. W. MASENHEIMER, 629 Guardian Bldg. DR. C. E. WARD, Office 517 United Bank Bldg., W. 25th St. and Lorain Ave., Res. 10102 Lake Ave. DR. CHARLES F. WARD, United Bank Building, Corner W. 25th and Lorain Sts. DR. WILBUR J. SAWYER, Office 3499 Clark Ave., Corner Clark & Fulton, Res. 208 Schaaf Road. DR. C. F. NELSON, Oculist, 606 Schofield Bldg.
Creston,	DR. VAN INGERSOLL ALLEN.
Cuyahoga Falls,	DR. ROY BARNWELL.
Fairport,	DR. BURT T. CHURCH.
Greenwich,	DR. L. H. HAYHURST.
Kent,	DR. W. B. ANDREWS.
Lodi,	DR. E. L. CRUM.
Mahoningtown,	DR. FRANKLIN W. GUY. DR. RANSFORD J. RIDDLE
Middlefield,	DR. H. E. SHAFER.
Mineral City,	DR. MURRAY R. WATSON.
Niles,	DR. S. W. BOESSEL.
Nova,	DR. CHARLES J. MARQUETTE.
New Castle,	DR. JOHN FOSTER. DR. D. C. LINDLEY, Oculist.
Newton Falls,	DR. DAVID R. MATHIE.
Peninsula,	.....
Painesville,	DR. BENJAMIN S. PARK. DR. M. H. CARMODY. DR. MORRIS G. CARMODY
Rittman,	DR. O. J. SHONG.
Ravenna,	DR. IOLAS M. HUFFMAN.
Warren,	DR. W. GRAINGER TOTTERDALE DR. J. D. KNOX.
Willard,	DR. LEHR H. WHISLER. DR. J. C. STEINER. DR. GEO. P. FLESHER.
Clinton,	DR. J. GREGORY MARTIN, Res. and Office Clinton, O.
Wooster,	DR. JOHN J. KINNEY. DR. L. A. ADAIR.
Youngstown,	DR. W. B. TURNER, 101 Lincoln Ave. DR. F. W. McNAMARA, 16 Wick Ave. DR. T. KERNAN GOLDEN, 4013 Central Tower. DR. JOHN A. WELTER, 19 Lincoln Ave. DR. S. M. HARTZELL, Oculist. } Dollar Savings and Trust Bldg. DR. S. WILFRED GOLDCAMP, Oculist. } DR. FREDERICK J. BIERCAMP, Oculist. }

### HOSPITALS.

Akron—Akron City, St. Thomas and People's Hospital.  
Barberton—Citizen's Hospital.  
Canton—Aultman and Mercy Hospital.  
Cleveland—St. Vincent's Charity, St. Alexis and Fairview Park Hospital.  
Lodi—Lodi Hospital.  
New Castle, Pa.—New Castle and Jameson Memorial Hospital.  
Painesville—Lake County Hospital.  
Ravenna—Portage County Hospital.  
Youngstown—Youngstown Hospital Association and St. Elizabeth's Hospital.  
Warren—Warren City Hospital.  
Willard—The Willard Municipal Hospital.

### FIRST AID EMERGENCY CASES.

First aid emergency cases, with a booklet of instructions enclosed, will be carried on trains and located at every important shop and station. They shall be in direct charge of conductors of freight trains, baggage men of passenger trains, or conductor if no baggage man, enginemen or helpers, Agents at stations and Master mechanics at shops who are responsible for the compliance with the general notice in reference thereto.

### EXAMINING POINTS.

AKRON—(Room 418 Metropolitan Building), Second and Fourth Tuesdays, 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 Wednesdays, 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.

### MEDICAL EXAMINERS' TERRITORIES.

Newton Falls exclusive to New Castle. } DR. FRANK DORSEY,  
New Castle Jct., Pa.  
Lodi exclusive to Newton Falls, Warren and Painesville all inclusive. } DR. J. H. MINOR,  
Cleveland to Valley Junction, both inclusive— } Cleveland, O.  
Lodi exclusive to Wooster inclusive— }  
Lodi to Willard, both inclusive— } DR. G. G. EDWARDS,  
Willard, O.  
Reports of disabilities and death should be forwarded to the respective Medical Examiners.

### Rules Governing Services of COMPANY'S SURGEONS.

1. Telegraphic calls for surgeons will have precedence over all other business except train orders.
2. In cases of injuries to passengers or employes requiring surgical aid, the Surgeon of the Company who can reach the point quickest must be immediately called by the officer in charge and the case put in his exclusive control. If impossible to secure immediate attendance of Company's Surgeon, other surgical aid should be promptly secured to attend until the arrival of the Company's Surgeon.
3. Upon the arrival of the Company's Surgeon he shall assume charge of the situation, making proper arrangements with the surgeon already in attendance for continuance, or discontinuance of services.
4. When a number of persons are injured the services of competent surgeons in the vicinity should at once be secured and every attention given the injured. Company's Surgeons should be immediately notified, giving number of persons injured and what will probably be required for their relief.
5. The Company will not be responsible for the employment of other surgeons than those above named, and no obligation of any kind, beyond the services required while awaiting the arrival of the Company's Surgeons, or subsequently arranged for by him, must be assumed for the Company.
6. The officer in charge will arrange to have the injured persons removed from the scene of the accident as promptly as possible, providing an ambulance or other conveyance, and sending a man or men with the injured persons when necessary; any expense incurred to be billed direct to the Company, or paid by the person in charge, who will present a statement and receive voucher.
7. No important surgical operation should be performed previous to the arrival of the Company's Surgeon, except such as may be required for the immediate safety of the patient.
8. While the Company's Surgeons will be assigned to duty within prescribed limits, they will be expected to go out of such limits whenever required.
9. Employes will be expected, whenever able, to visit the Company's Surgeons office for treatment.
10. When an injured employe selects a surgeon other than the one appointed, the Company will be relieved of any obligation to pay for his service and surgeon will look to the employe for his compensation.

E. V. MILHOLLAND, M. D.  
Medical & Surgical Director



# SPECIAL INSTRUCTIONS.

## SUPERIORITY OF TRAINS

On Single track Eastward trains are superior to Westward trains of the same class. Except No. 37 is superior to No. 370, and No. 59 is superior to No. 590 between Nickel Plate Jct. and Broadway.

### 2. LOCATION OF STANDARD CLOCKS

Akron Jct. .... Yard Office,  
 Cleveland.....C.U.T. Telegraph Office,  
 Clark Ave. .... Yard Office and Round House,  
 Canton.....Yard Office,  
 DeForest Jct.....Yard Office,  
 Ohio Jct. .... Telegraph Office,  
 Haselton.....Yard Office,  
 Haselton.....East End Yard Office,  
 New Castle Jct.....OA Tower, Center Yard Office  
 and Callers Office,  
 Painesville.....Telegraph Office,  
 Warwick.....Yard, and Round House Offices  
 Willard.....Telegraph Office.

### LOCATION OF WATCH INSPECTORS

Akron, Ohio	Kurt Arnold	1001 E. Market St.
Akron, Ohio	Jno. B. Lentsch	4 South Main St.
Canton, Ohio	T. Kendall & Son	204 W. Tuscarawas St.
Cleveland, Ohio	W.A. Southam & Co.	161 The Arcade
Mahoningtown, Pa.	T. G. Rainey	13 East Cherry St.
New Castle, Pa.	Mather Bros. Co.	213 E. Washington St.
Pittsburgh, Pa.	Pugh Bros. J. Co.	211 House Bldg.
Painesville, Ohio	Kitner Jewelry Co.	175 Main St.
Warren, Ohio	Vautrot & Myers	141 W. Market St.
Willard, Ohio	R. P. Sharick	21 Myrtle Ave.
Youngstown, Ohio	Pugh Bros.	207 West Federal St.

### 3. REGISTER AND BULLETIN BOARD STATIONS

#### Registers

Broadway,	New Castle Junction,
Nickel Plate Jct.,	Willard,
Clark Ave.,	Painesville,
Akron Jct., (C. T. & V. Sub- Div.)	DeForest Junction,
Canton,	Ohio Jct. (Eastward trains from Lake Sub. Div.)

#### Bulletin Boards

Cleveland Union Terminal, Cleveland Seneca St. Yard Office,	Haselton East and West End Yard Offices,
Clark Ave., West End Yard Office,	Haselton RISCO, Yard Office, Ohio Jct. Yard Office, Warwick Telegraph Office, Warwick Yard, and Round House Offices,
Clark Ave., Yard Office, Clark Ave. Roundhouse Akron Jct., Yard Office, Canton Yard Office, New Castle Jct. OA Tower, New Castle Jct., Callers Office, New Castle Jct. Center Yard Office,	Willard Telegraph Office and E. B. hump, DeForest Jct. Yard Office, Warren RISCO Yard Office, Painesville Telegraph Office, Painesville Yard Office Fairport Yard Office.

Akron Sub-Division General Orders and General Notices affecting trains of other lines, will be posted at Terminals of respective lines as follows:

Penna. R. R.,	East Youngstown, Crew Dispatcher's Office,
Allegheny, Conway Yard, Canton Yard, Cleveland, Kinsman St., Cleveland, Union Station, M. & C. Jct., Mahoningtown, Pittsburgh, South Akron, N. Y. C. R. R.,	Elyria, R. H., Elyria, Yard Office, Nickel Plate R. R., Cleveland, P. & L. E. R. R., Yard Masters Office New Castle, Erie R. R., Yard Office New Castle.

East Youngstown R. H.,  
 Penna. R. R. Cleveland Divn. General Orders and Notices are posted at Dover Telegraph Office and following Bulletin Boards:

Akron Junction, Yard Office, Canton, Yard Office, Cleveland, Union Terminal, Clark Ave. Round House, Clark Ave., Yard Office, DeForest Jct., Yard Office, New Castle Jct., Telegraph Office, New Castle Jct., Caller's Office, Painesville, Telegraph Office, Pittsburgh, Telegraph Office,	Toledo, Telegraph Office, (XD) Glenwood, Callers Office, Haselton, Yard Office, Holloway, Telegraph Office, Lorain, YD Tower, Lorain, Round House, Massillon, Yard Office, Warwick, Yard Office, Willard, Telegraph Office,
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Pittsburgh, P. & L. E. Station  
 Masters Office, Willard, East Bound Hump,  
 Wheeling, WR Tower.

Akron Sub-Division General Orders and Notices will be posted at DS Telegraph Office and P. & L. E. Station Masters Office Pittsburgh, Glenwood, Butler, Benwood, WR Tower Wheeling, XD Office Toledo, Holloway, Dover, Massillon and Lorain.

Pittsburgh Division General Orders and Notices will be posted at XD Office Toledo, Willard and DeForest Jct.

Wheeling Division General Orders and Notices will be posted at Cleveland Union Terminal, Clark Ave. Yard and Roundhouse, Akron Jct. Yard Office, Willard Telegraph Office and East Bound hump, Warwick Yard Office and Telegraph Office and New Castle Jct. Telegraph Office.

At register stations where it is otherwise not necessary to stop, trains will register with Form C.

### 4. FORM A

Form A will be issued on authority of Train Dispatcher only, except when wires are not working in which case operators may issue them providing they have no orders affecting the movement of trains they release.

Trains will receive form A as designated below:

OA Tower—All trains westward, passenger extras and first-class trains eastward.

Niles Jct., Penna. and N. Y. C. trains Westward.

Ravenna—Penna. and N. Y. C. trains Eastward.

DeForest Junction—Third class and extra trains.

Form A received at Cleveland Union Terminal is authority to proceed on B. & O. main track at Broadway.

Clark Ave.—Third Class and Extra Trains Eastward.

Howard Street—Third class and extra trains Westward, during open hours.

Akron Junction—Third class and extra trains on C. T. & V. Sub-Division, from Operator AY Tower.

KN Tower—Third class and extra trains.

Mineral City—During the hours the Telegraph Office is open.

Wooster—Trains are not required to get Form A.

Trains starting, or turning, at non-register stations are required to receive form A, part A, line 5, authorized by Train Dispatcher or train order Form U.

Eastward trains from C. T. & V. Sub-Division via P. C. & T. Connection BD Tower will secure Form A from Operator AY Tower before entering Main Line Sub-Division.

Trains enroute not starting at Sterling, Warwick, Akron Jct., (except C. T. & V. Sub-Division), or from Lake Sub-Division, eastward, at Ohio Jct., or westward at Newton Falls, will not require Form A. Proceed indication will be authorized by the train dispatcher.

On two or more main tracks used for the movement of traffic in an assigned direction, where rules 501 to 515 and rules D-251 to D-254, inclusive, are in effect, clearance card Form A delivered to a train moving with the current of traffic, line 3 part A the words "Block is.....to....." will be stricken out, leaving the line to read "Proceed."

### 5. SPEED RESTRICTIONS

The following definitions must be observed:

**Normal speed**—The maximum speed permitted by Time Table for main track movements.

**Medium speed**—One-half the normal speed, not to exceed thirty (30) miles per hour.

**Slow speed**—One-quarter the normal speed, not to exceed fifteen (15) miles per hour.

**Restricted speed**—Proceed prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.

These definitions do not supersede nor modify the following speed restrictions.



## SPECIAL INSTRUCTIONS—Continued.

### 5. SPEED RESTRICTIONS—Continued

LIMITS	CLASS OF SERVICE		
	Passenger and express trains	Passenger trains handled by freight engines and fast freight trains	Slow freight, local, pickup and work trains
M. L. Sub-Div. except as noted below.	70	50	40
Over Railroad crossings except the Erie crossing at Sterling . . . . .	60	45	35
Over road crossing 500 feet East of OA Tower, New Castle Jct. . . . .	15	15	15
Entering receiving yards and over P. & L. E. crossing at New Castle Jct. . . . .	10	10	10
Around second and third curves West of west switch New Castle. . . . .	60	45	35
Second Curve East of Lowellville depot	55		
Over Center street crossing, Haselton Curve Federal street Youngstown. . . . .	10	10	10
Curve Youngstown station. . . . .	40	30	30
Curves between Ohio Jct., tower and three (3) miles west thereof. . . . .	30	30	30
Around first curve West of McDonalds	50		
Entering or leaving connections at Niles Jct., or Ravenna. . . . .	60	45	35
Ravenna interlocking plant, and to the first street crossing West thereof. . . . .	30	30	30
Curve at Crane avenue Kent. . . . .	50	40	40
Curve West of XN Tower Siding. . . . .	55	45	40
First curve East and First curve West of BD Tower, No. 1 track. . . . .	35	20	20
AY Tower and pen stock Akron Jct. . . . .	15	15	15
Interlocking switches at Warwick. . . . .	30	20	20
Warwick coal tipple. . . . .	40	30	30
Erie crossing Sterling Eastward. . . . .	55	45	35
Erie crossing Sterling Westward. . . . .	45	40	35
Puzzle switches at Willard. . . . .	10	10	10

Trains approaching New Castle station will sound proper engine whistle warning, and keep close lookout for trucks being handled across main tracks from the P. & L. E. Station.

Account close clearance, trains handling crane X-48 will not exceed a speed of ten miles per hour passing Coaling Station at Painesville.

Eastward trains moving from yard to No. 2 main track Willard will not exceed a speed of fifteen (15) miles per hour.

C. T. & V. Sub-Div. except as noted below. . . . .	45	35	30
Mineral City & Canton. . . . .	35	25	25
Over Huff Run Branch. . . . .	10	10	10
Canton, crossings in City limits. . . . .	12	12	12
Akron, crossings in City limits. . . . .	12	12	12
Fairground Curve west of Canal Crossover Akron Jct. . . . .	25	20	20
Westward trains over Spring switch Howard street. . . . .	25	25	25
Between Bridges 436 and 437 first and second Bridges West of Akron Howard Street. . . . .	15	15	15
Over sink hole about one mile west of Boston Mill. . . . .	25	20	20
Entering Crossover and on Loop—Wye Track and Erie Transfer—Akron Jct. . . . .	10	10	10
Over Bridges—403 at Mineral City,—412 at North Industry and 416 at Canton. . . . .	10	10	10
Nickel Plate Jct. to Broadway. . . . .	15	15	15
Around Curve Clev. Prov. Co. Plant. . . . .	15	15	15
Leaving double track at RD Tower. . . . .	15	15	15

Trains and Engines using Eastward or Westward Running Tracks—Cleveland Yard—Nickel Plate Jct. West, will not exceed a speed of 20 miles per hour.

E 27-C Engines will not exceed 10 miles per hour over bridge 429, one and one-half miles east of Krumroy.

### 5. SPEED RESTRICTIONS—Continued

E27, E27B and E27C class engines, will not exceed 5 miles per hour backing around Loop Line, Akron Jct.

Engines rated at 240 will not exceed a speed of 15 miles per hour over Bridge 459—Brooklyn.

LIMITS	CLASS OF SERVICE		
	Passenger and express trains	Passenger trains handled by freight engines and fast freight trains	Slow freight, local, pickup and work trains
Lake Sub-Div., except as noted below.	40	25	25
Haselton and Girard Jct. (Old Line) . . . . .	20	20	20
Chardon and Painesville, westward. . . . .	25	15	15
Over Water St. crossing at Chardon, O.	12	12	12
Summit Siding and West Farmington, eastward. . . . .	35	20	15
Over Spring switch Avon Eastward. . . . .	25	25	25
Ward track crossing Niles. . . . .	10	10	10
Erie crossing, Niles & New Lisbon, Niles	10	10	10
DeForest Junction and Newton Falls. . . . .	20	20	20
Warren city limits. . . . .	15	15	15
Bridge 407 (old line) Newton Falls. . . . .	10	10	10
Entering Painesville Yard. . . . .	10	10	10
Wooster Sub-Div., except as noted below	20	20	20
One Mile East of Garden Isle to Armstrong. . . . .	10	10	10
Trains or engines backing. . . . .	10	10	10
New Castle Sub. Div. . . . .	15	15	15
Big Run Branch. . . . .	15	15	15

Speed of light Engines with or without cabooses	C. T. & V. Sub-Div.			
	Main Line	Lake Sub-Div.	Cleveland and Canton	Canton and Valley Jct.
Passenger engines. . . . .	50	35	40	30
Freight engines. . . . .	45	20	30	20
Engines without engine truck. . . . .	20	20	20	20

Where speed restrictions are lower than above, all light engines will run five miles per hour less than the speed restriction, except where the speed restriction is 20 miles per hour or less no further restrictions will apply.

Speed of Relief Trains	Sub-Divisions		
	Main Line	Lake	C. T. & V.
Engine in forward motion. . . . .	35	25	20
Engine in backward motion. . . . .	20	15	15
With crane ahead of engine. . . . .	20	15	15

Rule 105 (A) is modified to read as follows: When trains are moving against the current of traffic they will not exceed a speed of 30 miles per hour while passing over facing point switches not interlocked, except over facing point spring switches where speed is restricted to 25 miles per hour.

The maximum speed of excursion or other special trains made up of open platform equipment and passenger trains handling equipment with freight car trucks, will be 10 miles per hour less than the maximum speed of other passenger trains.

Maximum speed permissible for Class S, S-1 and S-1-a engines is 45 miles per hour.

Freight trains that have been stopped a sufficient time to permit inspection will not, when starting exceed a speed of eight (8) miles per hour until the caboose has passed the point at which the engine stood, unless a proceed signal is given from the rear end before the caboose reaches that point.

Enginemen on passenger trains will test out speed recorders between posts located one mile apart at following points:

Two miles east of Greenwich, Eastward,  
East end Carbon straight line to automatic signal W-65-13, westward.

A speed of thirty (30) miles per hour will not be exceeded, when making a trailing movement through a spring switch, unless otherwise restricted.

Trains handling steam cranes,—Locomotive cranes, Pile Drivers, Ditchers and similar equipment, except Relief Trains, will not exceed a speed of thirty (30) miles per hour.

Trains, the make up of which includes dead engines, will not exceed a speed of twenty-five (25) miles per hour.

When other than passenger trains are run on first class schedules the train orders will specify the maximum speed.



## SPECIAL INSTRUCTIONS—Continued.

Trains or Engines backing, will not exceed a speed of 20 miles per hour on tangents and 15 miles per hour on curves, except as otherwise provided.

Trains entering or leaving sidings, using crossovers, entering or leaving double track under reverse movement, using sidings, branches, storage or mine tracks, will not exceed a speed of 10 miles per hour.

### 6. BRAKEMEN, FLAGMEN AND FLAGGING

At Canton, O., Trains and engines passing over 9th Street, 10:30 P. M. to 6:30 A. M.; South Market and Navarre Streets, 1:30 A. M. to 4:30 A. M.; will flag crossings.

At all points where movement of trains is governed by flag or lamp signals given by switchtenders following indications will govern:  
**GREEN SIGNAL**—For Eastward movement.  
**YELLOW SIGNAL**—For Westward movement.

Except this does not apply at Center Street Crossing Hazelton where Time Table Rule 20 governs; or at Akron Jct., where Time Table Rule 16 governs.

"Rule 99 is modified to this extent: Third class trains on Wooster Sub-Division, between Lodi and Wooster, are relieved from protecting the rear of their trains. When other trains are run on this Sub-Division, regular trains will be protected by train order."

### 7. EXPLOSIVES

Cars loaded with inflammable articles, acids, dynamite, powder and other explosives, and oil tanks, loaded or empty, will be handled in accordance with Bureau of Explosives Pamphlet No. 9 and supplements thereto.

### 8. EXTRA TRAINS

Westward Main Line Sub-Division slow freight trains stopping at Akron Jct., will call AY Tower, notify the operator, engine number, name of engineman and conductor, also number of cars they will have over, and what work they have on, Joint tracks.

Eastward slow freight trains stopping at Warwick tippel will call Warwick Tower and give same information except Wheeling Division trains, notify operator route desired.

Rule 97 is modified to the extent that in double track territory extra trains may be dispatched without train orders on receipt of Form A.

### 9. FIXED SIGNALS

Rule 27 is modified to the extent that at an interlocking station where a train is stopped, due to the imperfect display of the home signal, and the day signal is plainly seen to indicate proceed the train will be governed by the day indication displayed.

When sufficient lights in a color position light signal are displayed to determine correct indication of signal, such indication will govern and the fact reported to the Train Dispatcher.

Lights in main track switch lamps in automatic signal territory are discontinued, except from UN Tower to cross over west of New Castle; Center St. crossing Hazelton to Yanda, Bettis Corners and Akron Jct., Warwick, and Willard yards.

Rules 501-AA, 509-A, and 509-B are modified to permit tonnage freight trains to pass a stop and proceed signal having a circular disk bearing the letter P attached, at a speed not exceeding fifteen (15) miles per hour, expecting to find a train in the block broken rail, obstruction or switch not properly set. It must be understood that the circular disk with the letter P has no significance except in combination with a stop and proceed indication as shown in Rule 501-AA, and figures 3 and 10 File 190-Q revised August 31, 1936.

A tonnage train is one having 80% or more of slow freight engine rating or in excess of 90 cars including the caboose.

Conductors will notify engineers Gross tonnage and number of cars before entering such territory.

Tonnage signals located as follows:

Coal Dock Warwick	No. 2 track Signal No. E-144-39
Black River Lodi	No. 1 track Signal No. W-166-30
Ramey	No. 1 track Signal No. W-188-17
Willard	No. 2 track Signal No. E-203-45

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

Automatic block signals are equipped with number boards. Semi-automatic block signals are not equipped with number boards. In Color Position Light Automatic block signal territory, when a track is signalled in one direction only, when a train is stopped by an automatic signal indicating STOP (Diagram 190-Q) a member of the crew will examine switches, if any, including both ends of crossover between main tracks in the immediate

### 9. FIXED SIGNALS—Continued

vicinity of the signal involved and if such switches are found in proper position, train will proceed in accordance with Paragraph B Rule 509.

In automatic signal territory a train or engine entering a block between block signals will proceed at restricted speed to next block signal.

Rules 501-B and 601-B are revised to read as follows:

**INDICATION**—Prepare to stop at next signal. Trains exceeding medium speed must at once reduce to that speed.

**NAME**—Approach signal.

Trains using Cut Off, between Girard Jct. and Ohio Junction will clear Y. & N. R. R. Crossing promptly.

Trainmen will handle target Girard Furnace Crossing.

Trainmen using Mower and Reaper Crossing Youngstown, will handle target and after using, place in vertical position for Penna.

At Ohio Steel Jct.:

Baltimore and Ohio Trains and Engines on Erie Canal Branch and Baltimore and Ohio Main track, come to a full stop, and line up target and switches, and after using, line them back Normal. Normal positions of Target and switches will be from Erie Canal Branch track, to Ohio Works. Pennsylvania switch from Hill track will be kept closed when not in use. Signal to be left locked in the Horizontal position.

When a red ball by day or a red light by night is displayed on target house P. Y. & A. Crab Creek and Erie Brown-Bonnell Crossing, Youngstown, or on signal at W. & L. E. and N. & S. S. Crossing, Cleveland, trains will stop and not proceed until this signal is withdrawn, or instructions received from targetman.

Trainmen using Wards track and Erie N. & N. L. Branch at Niles will handle target and when clear of crossing, target will be left in horizontal position for Baltimore and Ohio trains.

Diagonal position on these targets is block for all tracks, vertical position is clear route for Erie, N. & N. L. Branch and Wards track trains.

Trainmen using L. E. A. & W. and Newton Steel Co., crossing at Newton Falls, handle target, and after using, place in vertical position for L. E. A. & W. trains.

Target at F. P. & E. railroad crossing Fairport, will be handled by trainmen and left set in position last used.

Trains and Engines approach Willard under control and stop East of the calling-on signal East of Third st. unless switch-tender at Newark Division crossing causes a lunar white indication to be displayed on calling-on signal which will be answered by two short blasts of the engine whistle and is authority for such train to proceed, being governed by Newark division crossing target.

Target at Penna., N. Y. C. and Balto. & Ohio crossing, West Side, Cleveland, handled by trainmen, who will set target for their route after train has made crossing stop and will remain at target until train or engine is on crossing. Target will be left in position used.

At Akron Jct., target governing crossings of Wye and Loop Line will be set Horizontal for Loop Line when not in use.

Target at W. & L. E. crossing, Canton, will be handled by trainmen. When not in use, to be set Vertical for W. & L. E. Trains.

Target at C. & P. crossing, Mineral City, will be handled by Trainmen, and left set Horizontal for movement of Pennsylvania trains.

### RAILROAD CROSSINGS

STATIONS	RAILROADS	Position of signals indicating clear route for Akron Sub-Division Trains
New Castle Junction.	P. & L. E. ....	Horizontal {Automatic Signals
Hazelton.....	A. Bros. Crossover....	
Yanda.....	Erie.....	{Automatic Signals
Warwick.....	Penna.....	Interlocking
Sterling.....	Erie.....	
Greenwich.....	C. C. C. & St. L.....	Interlocking
GN Tower.....	A. C. & Y.....	
Willard.....	Newark Div. / No.1 Track {No.2Track	Diagonal Vertical
West Side Cleveland.	N. Y. C., & Penna....	
East of Bridge 460...	W. & L. E. and N. & S. S.	Diagonal Horizontal



## SPECIAL INSTRUCTIONS—Continued.

### 9. FIXED SIGNALS—Continued RAILROAD CROSSINGS—Continued

STATIONS	RAILROADS	Position of signals indicating clear route for Akron Sub-Division Trains.
RD Tower.....	C. B. & T.....	Horizontal
Akron Jct.....	{ Wye Track.....	Diagonal
	{ Loop Line.....	Horizontal
Canton.....	P. F. W. & C.....	Interlocking
Canton.....	W. & L. E.....	Horizontal
Canton, Mulberry St.	W. & L. E.....	Horizontal
Mineral City.....	C. & P.....	Vertical
Youngstown.....	P. Y. & A.—Crab Creek	Horizontal
Youngstown.....	Erie—Brown-Bonnell..	Horizontal
Youngstown.....	P. Y. & A.—Mower & Reaper.....	Horizontal
Youngstown.....	Erie—Leadville.....	Vertical
	{ Erie { To or from Canal { Ohio Works Branch { from Canal Branch } Branch } } } Horizontal	
Ohio Steel Jct.....	{ Canal Branch tracks East or West } } Diagonal	
	{ Baltimore { Main tracks and { East and Ohio { West } } } Vertical	
	{ B. & O. } Horizontal	
Girard.....	{ Erie Canal { Erie to Canal Branch... { Branch } } } Diagonal	
	{ Erie to Furnace } } Vertical	
Girard Cut Off.....	Y. & N. R. R.....	Semaphore
Niles.....	Erie—N. & N. L. Branch	Horizontal
Niles.....	Ward Track.....	Horizontal
DeForest Jct.....	Erie.....	Interlocking
Newton Falls.....	L. E. A. & W. and N. S. Co. connection...	Horizontal
North Warren.....	Erie.....	Interlocking
Nickel Plate Crossing	N. Y. C. & St. L.....	Interlocking
Painesville.....	N. Y. C.....	Interlocking
Fairport.....	F. P. & E.....	Horizontal

### 10. SPACING TRAINS

Rules 301 to 377 inclusive are in effect on Main Line Sub-Division, when trains are operated against the current of traffic.

Rules 501 to 515 inclusive are in effect between UN Tower and Akron Jct. and Warwick and Willard.

Rule 109c will apply on C. T. & V. Sub-Division.

Rule 91 (A) is not in effect.

### 11. HELPER, SWITCH AND YARD ENGINES

When passenger trains are passing through yards or stations, engines engaged in switching on next parallel track will stop.

When helper engine is used from Akron Jct. to Akron Union Depot, enginemen on pulling engine will not call flag until helper engine whistles two long blasts, indicating helper is ready.

Second paragraph of Rule 93, is modified as follows: "Within yard limits the main track may be used clearing the time of first class trains ten minutes and protecting against other trains."

### 12. TELEPHONES

Where telegraph or telephone office is closed, trains meeting with accident or unusual delay, conductor will arrange to call nearest open office by telephone or if conditions warrant call Dispatcher's Office, Akron Blackstone 3200 and in using public telephone, instruct Exchange to reverse charges.

#### LOCATIONS

#### MAIN LINE SUB DIVISION

All siding outlet switches  
New Castle Jct.—Center Yard office  
New Castle Jct.—West end Yard office  
OA Tower  
West end—B. R. & P. Connection  
New Castle—Depot—Men's Room  
New Castle—Section tool house  
Coverts crossing  
Edenburg—Section tool house  
Carbon  
Bridge 11—In Box  
Lowellville—Box on pole

### 12. TELEPHONES—Continued

Struthers  
Campbells—Section tool house  
Haselton—Center St.  
Haselton—East yard office  
Haselton—West yard office  
Tube works crossover  
Sharp Bro's—Section tool house  
Youngstown—Depot  
Crossover west of Youngstown depot  
Yanda  
Ohio Jct.—East end yard  
Ohio Jct.—Yard office  
Cut-off connection  
Liberty St.—Section tool house  
Mahoning Valley Steel Co.—Section tool house  
Niles Jct.—East and west end Storage Track  
First highway crossing west of Niles Jct. Tower  
Crossover—Rock cut  
Newton Falls—Old-Line connection  
Wayland  
FS Tower  
Ravenna—Crossing watchman's cabin  
Ravenna—Eastward home signal  
East of Erie overhead Bridge No. 59-C  
Kent—Erie Transfer  
Kent—Depot  
Kent—Freight House  
Kent—Crossover  
Munroe Falls  
Wright's spur  
Cuyahoga Falls—Freight House  
XN Tower  
O'Conner Lumber Co.  
Bettes Corners  
BD Tower  
Akron Jct.—East end hill yard  
Akron Jct.—West end hill yard  
Akron Jct.—Yard office  
Warwick—Eastward home signal  
Warwick—Box on Pole East Lead  
Warwick—Yard office  
Warwick—Coal dock (North, and south side)  
Warwick—East ladder of west yard  
Warwick—West end Eastward siding  
Easton—Depot box  
Rittman—Salt Works  
Rittman—Waiting Room  
Rittman—Cross over west of freight house  
Sterling—Westward home signal  
Sterling—Depot  
Sterling—Wye crossover  
Creston—Shelter shed  
OD Tower—East end No. 6 track  
Lodi—Freight house  
Lodi—Waiting room  
Overhead bridge No. 120-B, east of Homer  
Homer—Box in tool house  
MR Tower—East End Westward siding  
Sullivan—Waiting room  
Hereford  
Greenwich—Depot  
Boughtonville—Depot Box  
All westward automatic signals between GN Tower and Willard

#### LAKE SUB DIVISION

Ohio Jct.—Telegraph office  
Y. & N. R. R. crossing  
Girard—Jct.  
Girard—Furnace crossing  
Girard—Depot  
Girard—Liberty St.  
Avon—Box on pole East of switch  
Niles—Depot waiting room  
DeForest Jct.—East end yard  
DeForest Jct.—West end No. 3 track  
DeForest Jct.—Yard office  
DeForest Jct.—Telegraph office  
DeForest Jct.—West end yard  
Erie—connection  
R. I. & S. Co.—connection  
Warren—Freight house  
Warren—Austin Ave.



## SPECIAL INSTRUCTIONS—Continued.

### 12. TELEPHONES—Continued

Newton Falls—connection, lower switch  
 West Farmington—City Phone, Agent's office  
 Middlefield—City Phone, Agent's office  
 Chardon—Water tank  
 Chardon—Depot  
 Chardon—West switch  
 Clarks—Spur switch  
 Concord—Box at highway crossing  
 Nickel Plate crossing  
 Painesville—Jackson St  
 Painesville—Depot  
 Painesville—Telegraph office  
 Painesville—Yard office

### C. T. & V. SUB DIVISION

Cleveland—Depot  
 Cleveland—Seneca St.  
 Nickel Plate Jct.—Booth  
 Clark Avenue—West end  
 Clark Avenue—Roundhouse  
 Clark Avenue—Yard office  
 RD Tower  
 Willow—Box on pole  
 Brecksville—Section tool house  
 Alexanders—Box on pole  
 Jaite—Depot box (Ohio Bell)  
 Peninsula—Waiting room  
 Botzum—Section Tool House  
 Old Portage—Shelter shed  
 Howard St.—Telegraph office  
 Howard St.—House track switch  
 Akron Jct.—Fairground crossover  
 Akron Jct.—Scale house  
 Akron Jct.—Wye switch  
 Akron Jct.—A. C. & Y. Bridge, Hazel yard  
 East Akron—Depot  
 East Akron—Second Avenue (Watchman's cabin)  
 Factory-9 lead  
 Krumroy Scale house (Ohio Bell)  
 Aultman—Depot (Ohio Bell)  
 North Canton—Depot (Ohio Bell)  
 Canton—Yard office  
 KN Tower—Telegraph office  
 East Sparta—Agent's office  
 Mineral City—Depot (Ohio Bell)

### 13. AIR BRAKES, HAND BRAKES, TESTING, ETC.

Instructions governing the operation and testing of air brakes, train air signal equipment, and the operation of electric headlights and electric lighting of passenger cars are in Form 1118-D Revised, which will govern.

Sufficient retainers will be used on Chardon and Swine Creek hills to properly control trains. Not less than Ten (10) retainers to be used.

Air will be connected through helper engines.

When helper engine is used on rear end of freight trains, the air brakes must be coupled to helper engine and operated from leading engine. If necessary to cut helper engine off without stopping train, angle cock will be closed on rear end of last car or caboose, uncoupling lever raised and signal given to helper engine to stop helping. When helper engine drops back far enough to pull hose apart, brakes on helper engine will act and stop engine, so that helper engine will not collide with train should an air hose burst just after cutting off.

Air will be cut into helper engines used on rear of passenger trains and train stopped to cut helper off.

When trains stop on descending grade, and flagman is recalled, proceed signal will not be given until it is known train line is properly charged.

### 14. WATER AND FUEL

Rule 115 modified to the extent that it will not be necessary for engines to be detached from freight trains while taking water or fuel, unless in the judgment of the Engineman, it is necessary; except double headers on tonnage trains, Engines will be detached.

Engines handling other than first-class trains will not take water at New Castle. Engines on Westward freight trains will take water at Haselton only in emergency or while doing work at that point; in which case they must know the rear of their train clears the lead switch at the East end of yard while water is being taken.

Supply of water Chardon is limited,—trains only take sufficient amount that point to get them to next Water station.

Eastward trains using Girard Cut Off when taking water at Ohio Jct. will use penstock in the yard.

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

Freight engines will not take water at Warwick and Akron Jct. when passenger trains are taking water on other tracks.

At Warwick—Unless otherwise instructed westward trains from Wheeling Division with more cars than will clear between coal tipple and interlocking plant will pull train clear of crossing, then cut engine off and return for coal and water.

Eastward passenger trains consisting of more than one engine and 9 cars at Akron Jct., and more than one engine and 12 cars at New Castle station—having work to do, will pull by pen stock before taking water to permit yard engine to come through crossover.

Crews take water at Willow only when necessary, and then only enough to get to next water station, and will not disturb the lock and chain on the valve as 300 gallon per minute is all we can get from the city watermain.

### 15. OPERATING TRAINS BY SIGNAL INDICATION

Rules D251 to D254 inclusive, are in effect between Willard and Warwick; Akron Jct. and New Castle Jct.

Rules 130 to 132 inclusive, are in effect on Cut off between Ohio Jct. and Girard Jct.

When a train approaches an interlocking station or train order station, the Operator will report the train approaching to the train Dispatcher, giving his office call, train or engine number and direction when practicable. This may be done when train strikes the approach circuit. Whereupon Train Dispatcher will instruct whether train shall be permitted to keep main or take the siding by using the word "Main" which is authority for train to proceed on main track, or the word "Siding" which is authority to run the train on siding.

When means of communication fails or it is impossible for Operator to communicate with Train Dispatcher, inferior class and extra trains may be permitted to proceed on main track ahead of superior class trains when they have the minimum time and clearance as provided by rule No. 86.

Unless otherwise instructed, inferior trains will clear trains 5 and 6 at least 20 minutes in advance of time and other first class trains On time at sidings not interlocked, and be governed by block signal indications at Interlocking stations in accordance with Rule D-253.

### 16. JOINT OR SPECIAL USE OF TRACKS

Classification where there are two or more tracks.

LIMITS:	CLASSIFICATION:
New Castle Jct. and Akron Jct. .... Warwick and Willard..... Girard Jct. and Avon..... RD Tower and Nickel Plate Jct. .... New Castle Jct. and P. & L. E. Jct. ....	Westward No. 1. Eastward No. 2.

Fourth paragraph of Rule 93, governing the movement of trains and engines on double track, against the current of traffic within Yard limits, will apply at the point specified and authorized as follows: UN Tower and OA Tower New Castle Jct., New Castle Jct. and P. & L. E. Jct., BD Tower and AY Tower Akron Jct., RD Tower and Nickel Plate Jct., on authority of Yard Master.

Switches leading from end of siding to a storage or station track will be set for such tracks, serving as a derail.

Engines are authorized to use main track between DeForest Jct. and Austin Ave., Warren, on receipt of Form A. All movements within these limits will be made under restricted speed expecting to find trains and engines occupying main track.

Eastward trains and engines will call Operator DeForest Junction from Austin Avenue, Warren, and eastward trains and engines starting at Warren, call from Warren, and obtain information regarding westward movements out of DeForest Junction.

Trains and engines using Lake Sub-Division at Newton Falls will run under caution between Main Line Sub-Division switch and a point 75 car lengths East of Old line Connection switch, expecting to find trains and engines occupying main track without flag protection.

Baltimore and Ohio trains using joint tracks between Warwick and Akron Jct. and Penna. R. R.—between Mineral City and Dover—will be governed by Rules and Time Tables of Penna. R. R. and between Crab Creek and Crossover Morris Run Bridge, Girard Old Line, by Rules, and Time Table of Erie R. R.

Trains or engines will not enter Cut Off between Ohio Jct. and Girard Jct. nor Double Track from Yard Track, Mosier Yard, nor make crossover movements at Girard without permission from Operator, Ohio Jct.

Normal position of switch End Double Track Girard Jct., is for Westward movement. Trainmen will handle switches.

Normal position of spring switch end double track Avon, is for eastward movement.

Unless otherwise directed westward trains arriving at DeForest Jct. will take siding, Normal position of spring switch at east



## SPECIAL INSTRUCTIONS—Continued.

**16. JOINT OR SPECIAL USE OF TRACKS—Continued**  
end of westward siding is for siding. Trains and engines using this siding will run under caution expecting to find siding occupied.

Cross-over east of Mentor St., Painesville, is west end of Mentor St. siding.

W. & L. E. connection at Kent must not be left blocked with cars.

Trains using the passing sidings Akron Jct. and old line west of Cut Off Connection Newton Falls will do so expecting to find tracks blocked.

Connection track between East Wye Switch and Penna. Warwick is main track for trains 58, 59 and Penna. trains.

Helper engines at Akron Jct. are required to pass automatic signal E-126-32, before returning to Akron Jct. in order to cause protection signals at Talmadge Ave. to function properly.

At Akron Jct., trains or engines moving against the current of traffic on No. two (2) main track, Loop Line track will not be fouled until receive proceed signal from Switch Tender with green flag or light. Movement from Loop Line, No. two (2) main track will not be fouled 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 Loop Line switch where trains will be governed by aspect shown on dwarf signal.

At Mineral City the main track switch will be left set for the Penna. R. R. connection.

The tool house track Canton, will be used as passing siding. P. C. & T. connection track, Akron Jct., is main track for train 197.

Loop Line at Akron Jct. is main track for trains, 34, 37, 58 and 59.

At Akron Jct. on C T & V Sub-Div. time for train 197 will apply at west switch of P C & T connection, time for other trains will apply at Loop Line connection, lower switch. Time shown on Main Line Sub-Division for C T & V Sub-Division trains will apply at Loop Line connection, upper switch.

Trains and engines will approach and run under caution between Arlington Street Bridge and Loop Crossover Akron Jct., and not more than one train or engine will be permitted to use tracks under arch Akron Jct. at the same time.

The first track north of main track between Canal crossover Akron Jct., and Howard St., is a running track, and will be used by third-class and extra trains westward, and will not be used by other trains, except under protection of flagman or special instructions. Westward trains will run under caution between Soap Works Crossover and Howard St., expecting to find trains using this track or pulling through Soap Works Crossover.

Westward third class and extra trains may use main track between canal crossover Akron Jct., and Howard Street under protection of flagman or written instructions from the yard master.

Operators at Akron Howard Street—during hours the office is open—will handle switch and derail on running track for westward trains.

No train or engine except First class trains will occupy No. one Main track between RD Tower and West end yard office Clark Ave. without written instructions from Yard Master.

Crews of freight trains arriving Cleveland will secure track to pull in on by phone from Clark Ave. Yard office.

Switches at RD Tower will be handled by train men, Normal position for end double track switches, left set for movement of Eastward C. T. & V. Sub-Division trains.

Crossover east of Harvard Ave. Bridge is west end of Brooklyn siding.

First class trains are operated in and out of Cleveland Union Terminal Via. Nickel Plate and Cleveland Union Terminal tracks. Operation over Nickel Plate tracks is governed by Nickel Plate R. R. and over Cleveland Union Terminal tracks by the 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 for single track.

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 cross-over located 256 feet west of Nickel Plate Jct. All trains and engines approach Nickel Plate Jct. looking out for trains making these movements.

Main tracks between Nickel Plate Jct. and Baltimore and Ohio station at Cleveland will be known as Eastward and westward yard running tracks, old No. 1 main track as westward yard running track, old No. 2 as eastward yard running track.

Crews comply with Rule 99 when operating on these tracks.

Cleveland time shown in italics pages 18 and 19 apply at Cleveland Union Terminal and are for information only.

**17. MAIL**

Trains handling postal cars must not pass station where mail is taken in advance of schedule time.

Train 32 reduce speed to 25 miles per hour passing Sterling station to discharge U. S. mail.

Train 32 will reduce speed sufficiently to exchange mail at Monroe Falls.

Train 7 reduce speed to 50 miles per hour passing Kent to properly handle U. S. Mail.

Trains 8 and 14 reduce speed to 40 miles per hour passing Newton Falls station to discharge U. S. Mail.

Train 8 reduce speed to 40 miles per hour passing Cuyahoga Falls to discharge U. S. mail.

### 18. TRAIN ORDER STATIONS—IRREGULAR HOURS

Stations open less than 24 hours:

*Akron Howard Street.....	7:00 A.M. to	4:00 P.M.
*Aultman.....	8:00 A.M. to	5:00 P.M.
*Chardon.....	8:00 A.M. to	5:00 P.M.
*Jaite.....	7:00 A.M. to	4:00 P.M.
*Mineral City.....	8:00 A.M. to	5:00 P.M.
*North Canton.....	7:00 A.M. to	4:00 P.M.
*Peninsula.....	7:00 A.M. to	4:00 P.M.
*South Park.....	7:00 A.M. to	4:00 P.M.
*West Farmington.....	7:30 A.M. to	4:30 P.M.
*Daily except Sunday.		

### 19. MAXIMUM WEIGHT LIMITS—CARS

- (1) Main Line—Lake—Wooster Sub Divisions—New Castle Sub-Division—New Castle Jct., to Moravia Street—C. T. & V. Akron Jct. to Cleveland, Newburg Branch, Main Track and Ohio Clay siding ..... 220,000 lbs.
- (2) T. & M. Branch—From Youngstown Passenger Station—Old Line from Junction at Newton Falls to end of line..... 210,000 lbs.
- (3) General Chemical Co. (Newburg Branch), C. T. & V. Akron Jct. and Valley Jct. .... 200,000 lbs.
- (4) Big Run Branch (New Castle Sub-Division) Cleveland Brick and Clay Co. (Newburg Branch) Jaite Paper Mill Co. .... 170,000 lbs.
- (5) Jennings Plant (Brooklyn)..... 150,000 lbs.

For operation of engines—see booklet Form 1594 special No. 11, effective January 1st, 1939.

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.

Steam crane X-48, at New Castle Jct., can not be operated over the following territory: New Castle, C. T. & V., and Wooster Sub Divisions—at Akron Jct., Erie Transfer, Loop Line and Wye Tracks. At Youngstown, T. & M. Commercial Siding West of Bridge 451—At Newton Falls—Over Bridge 407.

Q-4 type locomotives may be operated over bridge on W. & L. E. transfer Kent at a speed not to exceed 10 miles per hour.

Account curvature Engines coupled will not use the Big Four interchange track at Greenwich.

270 rate permits operation of L-1 class engines in Grasselli Chemical Co. plant at Niles Jct. except the coal trestle back of boilers. No engine will be operated over this trestle.

Bridge rating on Loop Line and Wye tracks at Akron Jct. is 240 rate except Q-4, Q-4-A, Q-4-B, Q-1-X-A, T-1, T-2, KK-1, KK-2, V-1, V-3, and V-4 may use them at a speed not to exceed 10 miles per hour.

No engine heavier than Q-1-C class is permitted on bridge 407, Old Line Newton Falls.

Burnetts Sand Spur, is OK for the operation of Series 1100 and 1900 engines only as far as the sand tipple. No engine can use the loading track under the tipple.

No engine heavier than a Q-1-C class will be permitted West of Park Street on Erie Transfer at North Warren.

Cleveland Terminal may now use engines of 240 rate on incline portion of Coal Dock trestle, but such engines can not be used on level portion of coal tipple.

Engines with rating in excess of 180, or cars in excess of 130000 pounds are prohibited from using the Power Plant Trestle at Cleveland Round House.

Bridge 463-1 Cleveland Cartage Company's tracks, Cleveland terminal, is unsafe for engines or cars.

Bridge 460-1 in Grasselli Chemical Co.'s plant Cleveland is unsafe for engines or cars.

Bridge 445½ Summit County Highway department slag dump on spur just west of Peninsula depot not safe for operation of an engine.



## SPECIAL INSTRUCTIONS—Continued.

### 19. MAXIMUM WEIGHT LIMITS—CARS—Continued

Class E-41 engines will not exceed a speed of 10 miles per hour over Bridge 451-1 at Jaitte-And over Bridge 853 at Newburg.

Trestle K-14 owned by Lehigh Portland Cement Co., New Castle, Marquis Spur, can not be used by any engine over 180 rating.

### 20. RESTRICTIONS AT RAILROAD CROSSINGS AND DRAWBRIDGES

In the State of Ohio at railroad crossings and draw bridges not equipped with approved interlocking, all trains and engines will stop not less than 200 feet, nor more than 800 feet, from crossing or drawbridge, and will not proceed until route is clear, except Wards track, and Niles and New Lisbon, Erie Railroad, at Niles, clear route, (Horizontal) permits Baltimore and Ohio Lake Sub Division trains to proceed over these crossings at a speed not to exceed ten (10) miles per hour without making statutory stop—Normal position of these targets to be left set for Baltimore and Ohio Lake Sub Division trains.

Following will govern trains and engines over Center Street crossings, Haselton: Trains stop at stop posts and not proceed until a clearly understood green flag or light signal is given by crossing flagmen on track from which train is to move; and will not exceed speed of ten (10) miles per hour between stop posts. Trains using Wabash track to cross over Pennsylvania Lines will be governed by green signals.

Switch leading from River Terminal to westward main track east of Bridge 460, Cleveland Yard, is locked with signal protecting bridge. When signal indicates "clear" switch can be operated; when signal indicates "stop," switch is locked.

Normal Position Bridge 803, Metropolitan Branch, east of Willow, will be in raised position. Trains and engines stop and have lowered before proceeding.

Train movements over bridge 463 Cleveland as follows:

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 signal from bridge operator with green flag or light. Trainmen will handle hand connected derails before crossing the bridge and place derail in stop position after passing over bridge.

Trains and engines operating against the current of traffic over bridge 460, Cleveland, will make statutory stop and know that bridge is in position for their movement before using it, and be governed by hand signal from bridge operator with green flag or light.

Bridgemen will avoid taking bridge away from moving trains or engines until stopped.

### 21. WHISTLE SIGNALS

Operating rule 14-4 is amended as follows:

SOUND	INDICATION
14-4 — 00	Approaching public crossings at grade, to be prolonged or repeated until the crossing is reached.

Rule 14 is amplified as follows:

SOUND	INDICATION
00 00 00	Request for Relief Passenger engine. (Should the engineman of a passenger train on which the engine is scheduled to run through the next terminal in advance find, after leaving the last stop that a relief engine will be required at the terminal, they will sound two short blasts of the whistle three times with a short pause between each of the two blasts; thus 00 00 00. This signal is to be given when approaching and passing the first open office after it is known that a relief engine will be required. Operators hearing this signal will at once order relief engine from the terminal or station in advance where relief engines are provided and will then notify the Train Dispatcher.)
0 — —	Acknowledgement of Baltimore and Ohio train order signal displayed. (This signal also applies to Pennsylvania and New York Central trains at Niles Jct. and Ravenna.)
00	Acknowledgement of Pennsylvania train order signal displayed, (this signal applies to Baltimore and Ohio trains at Akron Jct. and Warwick.)

When trains are running against current of traffic on double track, whistle signals will be sounded as shown below to cover recall of flagman.

-----000	Flagman may return from West or South on double track
-----000	Flagman may return from East or North on double track

Rule 14 (da) and (ea) will apply as follows:

On C. T. & V. Sub.-Div. between yard limit boards, Akron Jct., on P. C. T. connection, and on Loop, and between Nickel Plate Jct. and Broadway—Cleveland.

On Lake, Wooster and New Castle Sub-Divisions.

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

Sterling—Erie Transfer Switch — 0000
Movement to Wye — 00 —
Westward to C. L. & W. Sub-Div. — 00000
Warwick—P. R. R., Northward track —
C. L. & W. Sub.-Div. tracks — 00000
Ohio Junction—Main track movement, east or west —
Eastward trains to the yard — 00000
Westward trains to Girard Cut Off — 00 —
Eastward main from Girard Cut Off — 00 —
The Yard from Girard Cut Off — 0
The Eastward track from the yard — 00000
Before entering repair tracks. — — — — —
Passing sidings controlled by interlocking — 0000

### 22. MARKERS

N. Y. C. trains using Balto. and Ohio tracks may display yellow flags or lights as markers, where rules require green.

Engines by day without cars, or at the rear of train pushing cars, will display flags instead of unlighted marker lamps for markers.

### 23. TRAIN ORDERS

To secure uniformity of train orders, following form of order has been adopted to notify certain train to take siding in making a meeting point,

No.....	Eng.....	take siding and meet
No.....	Eng.....	at.....

On single track, whether manual block rules are in effect or not, when a middle order, so called, is addressed to the operator at the intermediate train order office, there will be a train order signal displayed, at that office in each case and Rule 208 govern until the order has been delivered by the operator to trains affected until all have arrived from one direction. The operator is not relieved from such delivery, even though the time of a wait order has elapsed, unless the order addressed to the operator has been annulled by the Train Dispatcher.

On single track where rules 301 to 377 inclusive are in effect, to admit a train that is not carrying passengers into a block within which a work extra is working and is not clear of the block, a copy of the work extras working order will be addressed and delivered to such train at the entrance of the block and they may be admitted under the caution indication of the block signal. A work extra, working within manual block, single track, is an opposing train as it is liable to move in either direction and trains carrying passengers will not be admitted to the block, unless it is clear or a 31 train order form A, making a definite meeting point with the work extra, authorizes the movement.

Rule 317 is hereby modified to the extent that train order form T will be used for following movements only.

When a train order is to be delivered to a train at an interlocking station where the home signals are also used as block and train order signals, the signalman will—

A—Display the home signal at STOP for the track and in the direction of the train to which the orders are addressed, and will also place reminders on the machine levers that control train movements into the block.

B—Display a red flag, and in addition a red light at night in the place provided for that purpose at the station to indicate that there are orders to be delivered.

C—When a train approaches for which there are no orders, these signals may be cleared or removed only in accordance with Operating Rule 36.

This combination of signals must be acknowledged by the engineman by one short and two long sounds of the engine or motor whistle.

### AUTOMATIC BLOCK SIGNAL TERRITORY

In automatic block signal territory, the signalman, upon hearing the acknowledging whistle will, if the rights of the train are not restricted at that station, cause the home signal to display the correct block indication. The engineman, having acknowledged the display of the train order signal will, upon proper observance of the home signal, proceed at slow speed to the interlocking station only, unless there otherwise directed by train order or clearance card Form A. After receiving orders, the speed of the train will then be governed by the block indication received at the home signal.



## SPECIAL INSTRUCTIONS—Continued.

### AUTOMATIC BLOCK SIGNAL TERRITORY—Continued

Operating rule 221 is modified as follows: At all train order stations in automatic signal territory, while an operator is on duty, the train order signal shall indicate stop when trains are to be stopped for train orders. When there are no orders, the signal must indicate proceed. When a train order is received, the operator must, before repetition, display the signal to indicate stop and reply to train dispatcher stop displayed.

### NON-AUTOMATIC BLOCK SIGNAL TERRITORY

In non-automatic block signal territory, the signalman, upon hearing the acknowledging whistle will, if the rights of the train are not restricted at that station, cause the home signal to display PERMISSIVE indication. The engineman, having acknowledged the display of the train order signal, will then proceed at slow speed to the interlocking station only, unless there otherwise directed by train order or clearance card Form A. After receiving orders, the speed of the train will be governed in accordance with the block indication shown on clearance card Form "A."

On Lake and C. T. & V. Sub-Divisions, Train Order Form 19, as provided by Rule 211 may be used to restrict the superiority of trains except that Form 31 will be used when an order is issued at the point where superiority is restricted, or when superiority is restricted at a siding between open train order stations.

### 24. PROTECTION OF MOVEMENTS OVER HIGHWAYS AT GRADE

At points where employees are required by rules and special instructions to protect highway crossings, red flag by day and red lantern by night will be used to stop highway traffic.

In the movement of engines with or without cars while switching over highway grade crossing, within yard limits, also commercial and station sidings, mine, industrial, or passing sidings: unless there is a crossing watchman at his post, or the gates are down, a member of the crew will protect highway traffic at crossing by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling the engineman to proceed.

The same protection will be given whenever a light engine is making a movement either forward or backward over highway crossings at grade (except when running from one station to another as a straight-away movement); also whenever a train or engine takes a siding and obscures the view from the highway of an approaching train.

When necessary to cut a train at a highway grade crossing, the ends of the cut, where practicable, shall be not less than fifty feet from the center line of the crossing and a member of the crew will remain at the crossing to protect highway traffic as indicated above, until the cars have again been coupled.

If necessary to cut a train at more than two highway crossings and there are not sufficient members of the crew available to protect highway traffic at each crossing, the ends of the cuts at the crossings which can not be protected should, where practicable, be left standing not less than one hundred and fifty feet from center line of the crossing. A member of the crew should station himself in position to insure that all highway traffic has been stopped before signaling the engineman to make the movement.

When a car or cars are set off or placed on any track they must be left standing not less than one hundred and fifty feet from the center line of a highway crossing when the space permits.

When an employee has occasion to flag a crossing, he will use same signals as are used by traffic officers at street intersections, and to stop traffic will hold up his hand with the palm outward, or in the position of the crossing-watchman's stop-disk.

Whenever crews are required to do switching, or make more than one through movement over a crossing protected by flash light signals, the crossing will be protected by a trainman.

### 25. INTERLOCKING

Rule 684 is revised to read: When necessary to disconnect a switch, derail or movable frog, they shall first be spiked and signal maintainer must give to the Operator "Out of Service" form, in duplicate, specifying the part or parts affected. This form must be signed by each operator on duty, and one copy filed by the signal maintainer.

The "Out of Service" Form must in a like manner be used when it is necessary to disconnect a detector bar, signal or circuit. Signals governing over routes affected shall be secured so as to display their most restrictive indication.

### 25. INTERLOCKING—Continued

Crossover switches located 1320 feet East of UN Tower and P. & L. E. Connection switch located 1650 feet East of UN Tower, New Castle Jct., are equipped with dual remote control switch machines, (referred to in time table Rule 30-A). Movements over these switches controlled from UN Tower and are a part of interlocking plant UN Tower.

Whistles or sirens have been installed at following points;

UN Tower, OA Tower, and Ohio Jct.

The following code signals will be observed within the interlocking limits;

#### SOUND

00

000

0000

#### INDICATION

Trains within interlocking limits will stop immediately.

Resume normal movement after receiving the proper signal or permission from the signalman.

Whistle or siren test.

Call signal maintainer or repairman.

26.

### 27. HOURS OF SERVICE LAW

The Hours of Service Law requires that no employe in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor be permitted to be on duty more than sixteen hours in the aggregate in any twenty-four hour period, except in case of casualty, unavoidable accident or Act of God.

After being on duty sixteen consecutive hours, he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and, after being on duty sixteen hours in the aggregate in any twenty-four hour period, he shall not be required or permitted to again go on duty without having at least eight consecutive hours off duty.

Any employe concerned who may be ordered for duty before his legal rest period has expired, must report the fact to the proper officer before going on duty.

Train and engine crews after being on duty twelve hours will notify the dispatcher, by telegraph from first open telegraph office, the time they will be on duty, fourteen hours.

The time of employees performing more than one (1) period of service, within a twenty-four hour period, will be considered consecutive unless the employees are given a definite release period of at least two (2) consecutive hours off duty between any two (2) periods of service.

Rule No. 934 is modified by following addition: "When such inspection by the engineman would occasion service beyond 16 hours, the foreman in charge must make the inspection report upon the proper form."

28.

### ELECTRIC HEADLIGHTS

As governed by Form 1118-D Rev. and in addition, head lights will be dimmed approaching block stations and train order offices, when signals are displayed indicating train orders or messages are to be handed on.

Head lights will be lighted when entering and passing through tunnels.

29.

### BRIDGE AND TRESTLE PROTECTION

Conductor or Flagman will ride on rear of train when passing over bridges and trestles and observe if hot cinders have been dropped, and if so train will be stopped and fire extinguished.

### 30. TRAINS LEAVING A SIDING OR CROSSING FROM ONE TRACK TO ANOTHER IN AUTOMATIC BLOCK SIGNAL TERRITORY

When a train or engine takes siding at a point where switches are hand operated and signal indication Rules D-251 to D-254 inclusive are in effect, the conductor and enginemen will, when communication is available, report the train into clear and will receive permission from the train dispatcher before again fouling the main track.

At points where communication is not available, trains or engines that have taken siding may re-enter the main track when their superiority permits.

When a train or engine takes siding to be passed by another train moving in the same direction or is delayed in siding doing station work, or when making a cross over movement from one main track to another at a point where switches are hand operated and either or both Signal Indication Rules D-251 to D-254 inclusive or Automatic Signal Rules 501 to 515 inclusive are in effect, the switches to be used in leaving siding or crossing from one track to another must be thrown three minutes before fouling the main or cross over tracks, except where switch-tenders are located and it is necessary to get a signal before proceeding, the three minute rule will not apply. To expedite their own movement when being passed by another train, the outlet switch should be opened as soon as the train to be followed has passed the switch.



## SPECIAL INSTRUCTIONS—Continued.

### 30. TRAINS LEAVING A SIDING OR CROSSING FROM ONE TRACK TO ANOTHER IN AUTOMATIC BLOCK SIGNAL TERRITORY—Continued

When trains meet at Passing sidings on single track, hand operated switch will be thrown as soon as the rear of the train to be met has passed the signal located at the fouling point of the siding. Movement from siding to the main track will be governed by the indication displayed on the leave siding signal.

At points where spring switches are in service and switch foulings protected by Automatic block signals (equipped by number boards), conductor and engineman will push a button located at the fouling point of siding immediately after the train to be followed has passed the switch and be governed by the indication shown on leave siding signal. Then wait three minutes before fouling the main track.

Where spring switches are in service and switch foulings protected by semi-automatic signals (without number boards) a train will be governed by the indication shown on the signal.

This does not relieve crews from protecting their trains in accordance with Rule 99.

### 30-A. TRAINS OPERATING OVER SPRING SWITCHES

Trains moving through spring switches must not exceed the speed specified in time table at the point involved.

Trains trailing through and stopping on a spring switch must not reverse movement or take slack until switch operating lever is set and latched for such movement.

When preparing to move a train in the facing direction over spring switch reversed, trainmen must first see that the switch operating lever is thrown to the reverse position and latched, and that the switch point is in proper position.

When a train or engine has been stopped by a signal which governs over a spring switch in a facing direction, trainmen must examine the switch points to know that they are fully closed before the movement is made over the switch.

Movement of a train or engine over a dual control switch at times when the Governing signal can not be cleared.

The operation of a selector lever, which forms a part of the switch machine changes the gearing from power to hand operation and vice-versa.

Whenever a train or engine is required to move over a dual control switch under a "Stop signal indication" the selector lever must first be thrown to "hand operation", to prevent the motor from operating the switch under the train or engine the selector lever must be kept in "hand operation" position until the movement has been completed and thereafter be restored to power position.

### 31. INSPECTION OF PASSING TRAINS

Rule 117 is supplemented as follows:—

If no indication of conditions endangering the train is seen employes will give proceed signal to rear of passing trains.

Train and enginemen on moving trains will be on the lookout for signals when passing stations, sidings, water stations, points where trackmen are working and other places where employes are stationed along track, and when possible, will exchange signals with men on ground.

When other duties permit, trainmen will be stationed at rear of both passenger and freight trains to exchange signals when passing stations and sidings.

On trains having official, or other cars to which trainmen do not have access, on rear of train, signals will be exchanged from rear of car first ahead of such car or cars.

The following code of signals will be used by employes for conveying information to train crews that defects are noted on passing trains:

#### CONNECTIONS DRAGGING:

By day or night—Give a stop signal.

#### HOT JOURNALS:

By day— Hold nose with thumb and finger of one hand, pointing to the train with the other.

By night—Hold the lamp by guard wires around the globe and swing it in a small vertical circle.

#### CAR DOOR SWINGING:

By day— Hold hand horizontal above the head.

By night—Hold lamp by guard wires around the globe, in vertical position and swing it across but not beyond the body, then hold it above the head.

#### BRAKES STICKING OR WHEELS SLIDING:

By day— Place palms of hands together in a horizontal position.

By night—Hold lamp by guard wires around globe in front of and close to body, and raise and lower it vertically a distance of 12 inches.

### 32.

#### UNCLASSIFIED

Following will govern handling of General Orders, and rules 83-D and 220-A are modified accordingly:

General Order will be issued by each Division effective 12:01 A. M. of the 1st, and 15th, of each month covering all matters requiring General Order instructions, conductor and engineman must have copy of the General Order in effect before starting trip or entering upon any division.

Form A required by rule 83-C must show under Part A, line 2, the number of the General Order in effect in addition to numbers of train orders, if any are delivered, and train will not leave initial station or enter upon another Division until engineman and conductor have copy of the general order bearing number shown on Form A.

Conductors and Enginemen working only in yards will sign receipt for General Order affecting territory in which they will work, on time slip received when going on duty.

Instructions covering track changes, installation of derails changes to, or additional signals and matters of such nature, which are permanent, are carried on general order for a period of 90 days; conductors or enginemen who have not been in service for 90 days or more, must familiarize themselves with general orders issued during their absence, and are required to pass an examination before being permitted to have charge of train or engine. A record will be kept of such examinations.

Employes operating motor cars must not pass an open telegraph or block station nor leave a point where company's telephone service to an open office is available without receiving from the operator information as to train movements, also movements of other motor cars in the same or opposing direction of which he is informed. They should state the direction in which they are to move and the operator to whom this information is given will notify the operator at the station in advance and proper record be made by these operators on their block sheets or train register, so that in the event a motor car is to be operated within these limits the operator will be in position to give information as to movements of other cars within the same limits.

Except when telegraph or telephone service fails operators must receive information as to the location of trains from the train dispatcher using Form 1089-A—Rev for that purpose.

Telegraph operators, in furnishing information and instructions to motor car operators, will furnish same in writing except where it is given over telephone, in which case motor car operators will take the information and instructions in writing, using form 1089-A Rev. for that purpose and will repeat same to the telegraph operator. Telegraph operators will also keep copy of all information and instructions given, with motor car operators name, on file.

The information received does not relieve those acting upon it from exercising proper precaution at all times.

In the operation of such cars where there are three or more tracks, special effort will be made to confine the operation to outside tracks. When necessary to use other tracks and a train is approaching from either direction on any track the car must be stopped and the occupants stand clear of the running tracks.

When two or more motor cars are being operated within the same limits, (or when those operating motor cars do not have access to telegraph office or telephone) all such cars must be so operated that they can be stopped within the range of vision.

Where there are section gangs located between telegraph stations without means of communicating with one of such stations, the telegraph operator should inform other cars of the fact that they may look out for them.

Motor cars must not be operated at a speed in excess of twenty (20) miles per hour. At night and during fog or storm, the speed must not exceed ten (10) miles per hour.

As an additional precaution for the safety of trackmen working on or near important running tracks, and particularly where view is obstructed from any cause, track gangs will be provided with portable W banner and will display this banner in both directions where protection is required. Where these portable whistle posts are displayed, enginemen will sound the proper whistle signal to warn trackmen of approaching trains. This



## SPECIAL INSTRUCTIONS—Continued.

### UNCLASSIFIED—Continued

banner must not be used to reduce speed of trains, which will continue to be covered by standard speed posts.

Trainmen will ride out on trains when retaining valves are used.

Rules 980 and 1042 are modified as follows; Trainmen will permit passengers to ride on the rear platform of the rear car when there are side doors and end gates in position. Chains will not be considered as substitutes for end gates.

Rule 41 is modified that it will be permissible to start train from cars other than baggage car at intermediate stations.

Whenever an accident occurs involving personal injury to, or damage to property belonging to, passengers, employes or others, any and all employes having any knowledge or information respecting such accident, or the cause thereof, shall, as soon as his duties will permit, make a written statement in duplicate, giving in detail all the knowledge or information he has in any way bearing upon such accident, the cause thereof, the persons or employes involved therein, the names and addresses (if known) of any and all employes or other persons having any knowledge or information in any way bearing upon such accident, the cause thereof and the employes or others involved therein; such duplicate statement shall be signed and immediately forwarded to his superior officer who in turn will transmit it to the Division Superintendent. Any employe having any such knowledge or information shall also furnish a statement in writing and sign the same, in duplicate, whenever requested so to do by the General Claim Agent or any of his Agents or any other officer or agent of this Company having authority to procure the same, giving any and all knowledge or information herein provided to be furnished by such employe.

Conductors will be held responsible for the safety of employes engaged with work trains; where movement of train is involved they will see that employes are aboard and in proper places. While engaged on job, no movement of train will be made until proper whistle warning is given and every precaution taken to insure against injury to employes.

Engines, except in yard service will display red light at night on rear of tank when detached from train within yard limits. If movement requires passing block station signalman will be notified.

In Yards where switching is performed at both ends, or in any yard where tracks are shoved, the following rule will govern movements:

When a track is shoved, a yard man will be stationed at the head end of the leading car, to govern the movement and see that cars are stopped where they will not foul other tracks or be shoved over the ends of tracks or derails.

When cars are ridden over a hump, or kicked into tracks that are clear, a sufficient number of hand brakes will be applied to prevent movement to foul any other tracks or be shoved over the ends of tracks or derails, when struck by other cars.

Conductors handling relief trains will not leave terminal without permission from Wreck Foreman.

When running switches are made to or from main track, conductor will handle switch except on local freight trains, switch may be handled by the list man.

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

Rule 1040 of Operating Rules is modified as follows: Discontinue the practice of announcing the next station stop on leaving the preceding station. It will be made a few minutes before the train reaches the station to be announced.

Eastward trains will not pull out of East lead. Eastward dispatch Yard, New Castle Jct., without permission from Operator UN Tower. Westward trains on No. 1 main track will not foul crossover or lead to Eastward receiving yard without yellow flag or light signal from switchtender and Westward trains or engines from yard will not foul engine lead or main track nor Eastward trains or engines from New Castle Sub-Div. foul crossover west of Penstock, or No. 1 track Main Line Sub-Div. without receiving signal from switchtender.

Eastward trains and engines on No. 2 Main track Main Line Sub-Division, will be governed by indication displayed on Eastward Home Block signal and P. & L. E. crossing target.

Eastward trains and engines using No. 1 Main track Main Line Sub-Division in reverse direction stop before fouling crossover 500 feet west of P. & L. E. crossing, or when using B. R. & P. connection in Eastward direction, stop at clearance point on

### UNCLASSIFIED—Continued

connection and proceed only on hand signal with green flag or light from switch tender in addition to crossing target.

Trains and engines will approach crossover at junction with Big Run Branch on New Castle Sub-Division at restricted speed expecting to find crossover occupied.

Trains entering westward receiving yard at Willard will receive track number from switch tender at Newark Division crossing and approach the lead at restricted speed expecting to find it occupied. Trainmen handle their switches.

Safety rule 43 reading "Articles of any kind (excepting U. S. mail) must not be thrown from moving trains" is modified to permit the dispatchment of newspapers at proper destinations—where trains do not stop. However, due care must be exercised to avoid accident.

Wheeling Division trains between Willard and Sterling, Sterling and Warwick; and Lake Sub-Division trains between New Castle Jct. and Ohio Jct., are not required to change classification signals.

Trains and engines running against the current of traffic will approach crossovers at A Bros. Haselton, Yanda and BD Tower under caution unless switches are properly set and route is clear.

Westward freight trains having work to do at Ohio Jct., will hold main track providing they can clear first class trains as provided in time table rule 15.

Trains entering Westward siding Haselton, will be reported clear of main track to operator, CH Tower, by the Conductor.

Westward freight trains with more than 65 cars going into Painesville, will pull down over Jackson Street far enough to clear Nickel Plate Interlocking plant. 100 cars will clear between Nickel Plate and N. Y. C. crossings.

Mallet engines will not be operated over humps at Willard and account close clearances, Mallet type engines at Willard will not operate on a track adjacent to another track on which Mallet type engines are being operated.

S-1 or heavier class engines when turning on wye at DeForest Jct. will use east leg of wye first.

Following close clearances exist and will not clear a man on top or side of car:

Platform on West bound home signal, located between main and storage track, Lowellville.

Coal-chutes Cleveland yard and umbrella-shed Youngstown will not clear man on side of car.

Freight House platforms will not clear man between car and platforms.

Bridge 53-B Charlestown and Bridge 341-B Mentor St. Painesville.

Pans Warwick coal dock main or siding, coal chutes DeForest Jct.

Akron Yard: Maple St., Belt Line, West Market St., Arlington St., Loop, Akron Jct. Arch. Market St. East Akron.

Cleveland Yard: Columbus Road, Sherwin-Williams, C. C. C. & St. L. Ry., Stanley, West Third St., Eagle St., Commercial St., W. & L. E. Ry., Erie Ry., Jefferson St.

In Cleveland Terminal, close clearances exist between tracks from Cuyahoga River Bridge 460 to West Side, Cleveland, employes in this territory use extreme care to avoid personal injury.

### ADDITIONAL STOPS:

No. 32 stop at Wayland for U. S. Mail except Sunday.

Train 58 stop on Signal at Clinton to receive or discharge U. S. Mail.

No. 59 stop on flag at Clinton.

### EXPLANATION OF LETTERS

- D. Day train order station.
- DN. Day and Night train order station.
- DPN. Day and Part Night train order station.
- N. Night train order station.
- H. Stop to receive or discharge Cleveland passengers.
- U. Stop to receive or discharge passengers to or from Toledo or beyond.
- W. Stop to receive or discharge passengers for or from Washington and points east.
- X. Stop to discharge passengers from Willard and points west thereof and receive passengers from Pittsburg and points east.



# WESTWARD

Distance from New Castle Jct.	Train Order Stations	Main Line Sub-Division	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS									
				9	19	5	15	PENNA. 109	7	PENNA. 367	PENNA. 333		
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.		
.0	DN	NEW CASTLE JCT.		12.20	1.18	1.52	5.26		8.36				
		P. & L. E. 0.7		12.25	1.23	1.56	5.31		8.41				
.7		NEW CASTLE		F 12.27	1.24	1.57	5.36		S 8.44				
		10.0											
10.7		LOWELLVILLE	174	12.38	1.35	2.07	5.48		8.55				
		6.1											
16.8	DN	HASELTON	54	12.46	1.42	2.14	5.56		9.03				
		Penna. 2.1 N. Y. C.											
18.9		YOUNGSTOWN		S 12.51	U 1.45	2.17	S 6.02		S 9.08				
		3.1											
22.0	DN	OHIO JUNCTION	199	12.56	1.49	2.22	6.07		9.13				
		8.4											
30.4	DN	NILES JUNCTION	144	1.05	1.57	2.30	6.16	7.18	9.22	11.23	5.01		
		8.2											
38.6	DN	NEWTON FALLS	200	1.13	2.05	2.38	6.25	7.27	9.30	F 11.32	S 5.11		
		8.0					197						
46.6		FS TOWER	148	1.21	2.12	2.46	6.33	7.35	9.38	11.40	5.19		
		6.5											
53.1	DN	RAVENNA	182	1.28	2.19	2.52	W-6.40	7.42	9.45	11.47	5.26		
		7.1											
60.2		KENT		1.36	2.27	3.00	W-6.49		9.53				
		4.5											
64.7		MUNROE FALLS		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.1											
67.8		XN TOWER	144	1.43	2.34	3.07	6.58		10.00				
		2.5					97						
70.3		BD TOWER		1.46	2.37	3.10	7.01		10.03				
		0.6											
70.9	DN	AKRON JUNCTION	62	1.52	2.42	3.12	7.10		10.09				
		1.5											
72.4		AKRON		S 2.04	S 2.52	3.14	S 7.17		S 10.17				
		7.4											
79.8		BARBERTON					F 7.27		F 10.29				
		6.9											
86.7	DN	WARWICK	183	2.23	3.11	3.33	7.36		10.37				
		5.2											
91.9		EASTON		2.29	3.17	3.39	7.42		10.43				
		2.9											
94.8		RITTMAN		2.32	3.20	3.42	F 7.45		10.46				
		3.8											
98.6	DN	STERLING	150	2.36	3.24	3.46	7.49		10.50				
		8.5	No.5-79										
107.1	DN	OD TOWER	No.7-74	2.45	3.32	3.55	7.58		10.58				
		1.3											
108.4		LODI							11.00				
		6.6											
115.0		MR TOWER	146	2.54	3.40	4.03	8.07		11.08				
		8.9											
123.9	DN	NOVA	138	3.04	3.50	4.13	8.17		11.18				
		11.6											
135.5	DN	GREENWICH		3.15	4.01	4.24	8.29		11.29				
		C.C.C.&St.L. 0.5											
136.0	DN	GN TOWER	142	3.16	4.02	4.25	8.30		11.30				
		A. C. & Y. 5.0											
141.0		BOUGHTONVILLE		3.22	4.08	4.30	8.36		11.36				
		6.0											
147.0	DN	WILLARD		A 3.30	A 4.17	A 4.37	A 8.42		A 11.43				
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.		
		Time over Sub-Division . . . . .		3.10	2.59	2.45	3.16	0.24	3.07	0.24	0.25		
		Average speed per hour . . . . .		46.4	49.2	53.4	45.0	56.7	47.1	56.7	54.5		

**Passenger trains will not exceed a speed of 70 miles per hour.**  
**Speed as shown in Special Instructions 5, and such other restrictions as may be in effect, will not be exceeded.**



## WESTWARD

Distance from New Castle Jct.	Train Order Stations	Main Line Sub-Division	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS					SECOND CLASS			
				581	55	PENNA. 323	341	13		97	197	
				DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY	DAILY		DAILY	DAILY	
				P. M.	P. M.	P. M.	P. M.	P. M.		A. M.	A. M.	
.0	DN	NEW CASTLE JCT.										
.7		P. & L. E. 0.7 NEW CASTLE										
10.7		10.0 LOWELLVILLE	174									
16.8	DN	6.1 HASELTON	54									
18.9		Penna. 2.1 N. Y. C. YOUNGSTOWN										
22.0	DN	3.1 OHIO JUNCTION	199									
30.4	DN	8.4 NILES JUNCTION	144		9.54							
38.6	DN	8.0 NEWTON FALLS	200			10.03				5.51	6.25 <sup>15</sup>	
46.6		6.5 FS TOWER	148			10.11				6.05	6.45	
53.1	DN	7.1 RAVENNA	182			10.18				6.20	7.00	
60.2		4.5 KENT										
64.7		3.1 MUNROE FALLS										
67.8		2.5 XN TOWER	144							6.58 <sup>15</sup>	7.28	
70.3		0.6 BD TOWER								7.10 <sup>15</sup> A	7.35	
70.9	DN	1.5 AKRON JUNCTION	62	5.52			10.12	11.54		7.20		
72.4		7.4 AKRON		s 5.55			A 10.15	S 12.08				
79.8		6.9 BARBERTON		s 6.07				F 12.20				
86.7	DN	5.2 WARWICK	183	s 6.19				12.28		8.20		
91.9		2.9 EASTON						12.35				
94.8		3.8 RITTMAN						F 12.39				
98.6	DN	8.5 STERLING	150					12.44		8.45		
107.1	DN	1.3 OD TOWER	No. 5-73 No. 7-74					12.53		9.00		
108.4		6.6 LODI						F 12.56				
115.0		8.9 MR TOWER	146					1.05		9.20		
123.9	DN	11.6 NOVA	138					1.17		9.45		
135.5	DN	0.5 GREENWICH						1.30		10.15		
136.0	DN	5.0 GN TOWER	142					1.31		10.16		
141.0		6.0 BOUGHTONVILLE						1.37				
147.0	DN							A 1.45		A 11.15		
				P. M.	P. M.	P. M.	P. M.	A. M.		A. M.	A. M.	
		Time over Sub-Division.....		0.36	0.05	0.24	0.03	3.32		7.05	2.55	
		Average speed per hour.....		26.3	8.4	56.7	30.0	41.6		20.7	24.1	

Passenger trains will not exceed a speed of 70 miles per hour.  
 Speed as shown in Special Instructions 5, and such other restrictions as may be in  
 effect, will not be exceeded.



# EASTWARD

Distance from Willard	Train Order Stations	Main Line Sub-Division	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS									
				56	8	32	590	PENNA 374	PENNA 332	10	PENNA 316	14	
				DAILY Ex Sunday	DAILY	DAILY	DAILY Ex Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	
				A M	A. M.	A. M.	A. M.	A M	P. M.	P. M.	P. M.	P. M.	
.0 DN		<b>WILLARD</b> 6.0		S 4.50	S 7.25				S 4.36	S 5.50			
6.0		BOUGHTONVILLE 5.0		4.58	7.34				4.44	5.59			
11.0 DN		GN TOWER A. C. & V. 0.5		5.03	7.40				4.50	6.04			
11.5 DN		GREENWICH C.C.C.&St.L. 11.6	137	5.04	7.41				4.51	6.05			
23.1 DN		NOVA	144	5.15	7.53				5.02	6.16			
32.0		MR TOWER 6.6		5.24	8.02				5.11	6.25			
38.6		LODI 1.3			F 8.10					6.32			
39.9 DN		OD TOWER 8.5	146	5.31	8.12				5.19	6.34			
48.4 DN	Erie	STERLING 3.8	158	5.40	8.22				5.27	6.43			
52.2		RITTMAN 2.9		5.44	F 8.26				5.31	S 6.47			
55.1		EASTON 5.2		5.47	8.29				5.34	6.50			
60.3 DN		WARWICK 6.9	170	5.54	8.35	S 10.05			5.40	6.56			
67.2		BARBERTON 7.4			S 8.47	S 10.14				S 7.08			
74.6	Erie	AKRON 1.5		S 6.20	S 9.00	S 10.30			S 6.00	S 7.30			
76.1 DN		AKRON JUNCTION 0.6	63	6.23	9.24	10.33			6.03	7.33			
76.7		BD TOWER 2.5		6.34	9.34				6.09	7.38			
79.2		XN TOWER 3.1	144	6.38	9.39				6.12	7.41			
82.3		MUNROE FALLS 4.5											
86.8		KENT 7.1	135	6.46	S 9.49				6.19	X 7.51			
93.9 DN		RAVENNA 6.5	128	6.55	S 10.00		11.09	3.34	6.27	7.03	X 8.02		
100.4		FS TOWER 8.0	147	7.02	10.08		11.16	3.41	6.33	7.10	8.09		
108.4 DN		NEWTON FALLS 8.2	143	7.10	S 10.20		S 11.24	S 3.49	6.41	7.18	8.18		
116.6 DN		NILES JUNCTION 8.4		7.18	10.31		11.34	3.58	6.49	7.27	8.27		
125.0 DN		OHIO JUNCTION 3.1	222	7.27	10.41				6.58	8.37			
128.1		YOUNGSTOWN 2.1		S 7.35	S 10.55				S 7.05	S 8.50			
130.2 DN	Penna N. Y. C.	HASELTON 6.1		7.40	11.01				7.10	8.55			
136.3		LOWELLVILLE 10.0	131	7.49	11.11				7.18	9.04			
146.3		NEW CASTLE 0.7		S 5.45	S 8.02	S 11.30			F 7.30	S 9.23			
147.0 DN		NEW CASTLE JCT. P. & L. E.		A 5.47	8.06	11.35			7.34	9.27			
				A. M.	A. M.	A. M.	A M	A. M.	P. M.	P. M.	P. M.		
		Time over Sub-Division.....		0.02	3.21	4.15	0.28	0.25	3.03	0.24	3.42		
		Average speed per hour.....		21.0	43.8	34.5	33.8	54.5	56.7	48.1	56.7		

**Passenger trains will not exceed a speed of 70 miles per hour.  
Speed as shown in Special Instructions 5, and such other restrictions as may be in effect, will not be exceeded.**



# EASTWARD

Distance from Willard	Train Order Stations	Main Line Sub-Division	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS				SECOND CLASS			
				PENNA 110	20	6		192	96	94	92
				DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY
				P. M.	P. M.	P. M.		A. M.	A. M.	P. M.	P. M.
.0	DN	<b>WILLARD</b> 6.0		S 8.57	S 9.57			4.50	1.15	7.50	
6.0		BOUGHTONVILLE 3.0		9.04	10 04						
11.0	DN	GN TOWER 5.0		9.11	10.09			5.05	1.40	8.10	
11.5	DN	A. C. & V. 0.5	187	9.12	10.10			5.07	1.42	8.12	
23.1	DN	C.C.C & St. L. 11.6	144	9.24	10.21			5.22	2.05	8.27	
32.0		NOVA 8.9		9.33	10.30			5.35	2.20	8.40	
		MR TOWER 6.6									
38.6		LODI 1.3									
39.9	DN	OD TOWER 8.5	148	9.41	10.38			5.47	2.33	8.55	
48.4	DN	STERLING 3.8	153	9.50	10.46			6.00	2.48	9.07	
52.2		RITTMAN 2.9		9.54	10.50						
55.1		EASTON 5.2		9.57	10.53						
60.3	DN	WARWICK 6.9	170	10.03	10.59			6.25	3.20	9.35	
67.2		BARBERTON 7.4									
74.6		AKRON 1.5		S 10.25	S 11.19						
76.1	DN	AKRON JUNCTION 0.6	63	10.28	11.22			6.50	3.50	10.00	
76.7		BD TOWER 2.5		10.38	11.23			2.00	6.55	3.55	10 04
79.2		XN TOWER 3.1	144	10.41	11.27			2.10	7.00	4.05	10.14
82.3		MUNROE FALLS 4.5									
86.8		KENT 7.1	135	W 10.49	11.34			2.25	7.13	4.20	10.28
93.9	DN	RAVENNA 6.5	128	8.43 W	10.57	11.42		2.50	7.25	4.45	10 43
100.4		FS TOWER 8.0	147	8.50	11.04	11.48		3.05	7.35	5.00	10.55
108.4	DN	NEWTON FALLS 8.2	143	8.58	11.12 <sub>92</sub>	11.55		3.20	7.46	5.15	11.12 <sub>20</sub>
116.6	DN	NILES JUNCTION 8.4		9.07	11.20	12.03		3.38	7.58	5 30	11.35
125.0	DN	OHIO JUNCTION 3.1	222	11.28	12.11 <sub>92</sub>			3.53	8.10	5.45	12.11 <sub>6</sub>
128.1		YOUNGSTOWN 2.1		S 11.33	S 12.16						
130.2	DN	HASELTON 6.1		11.38	12.21			4.08	8.25	6.00	12.25
136.3		LOWELLVILLE 10.0	131	11.47	12.30			4.30	8.40	6.15	12.37
146.3		NEW CASTLE 0.7		S 11.59							
147.0	DN	NEW CASTLE JCT. P. & L. E.		12.02	12.45			A 5.15	A 9.10	A 6.35	A 1.00
				12.07	12.49						
				P. M.	A. M.	A. M.		A. M.	A. M.	P. M.	A. M.
		Time over Sub-Division.....		0.24	3.10	2.52		3.15	4.20	5.20	5.10
		Average speed per hour.....		56.7	46.4	51.2		21.6	33.9	27.5	28.4

Passenger trains will not exceed a speed of 70 miles per hour.  
Speed as shown in Special Instructions 5, and such other restrictions as may be in effect, will not be exceeded.



# WESTWARD

Distance from Valley Jct.	Train Order Stations	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS				THIRD CLASS				
			37	59	581	341	197	99			
			DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY	DAILY			
			A. M.	A. M.	P. M.	P. M.	A. M.	A. M.			
<b>C. T. &amp; V. Sub-Division</b> <b>TIME-TABLE No. 37</b> Sept. 24, 1939											
.0	W. & L. E. VALLEY JUNCTION										
2.0	D C. & P. MINERAL CITY										
5.2	SANDYVILLE	20									
7.4	EAST SPARTA										
10.8	HOWENSTEIN										
12.6	NORTH INDUSTRY										
16.3	DN W. & L. E. KN TOWER Penna										
17.1	CANTON										
18.7	LAKE PARK										
23.2	D NORTH CANTON	28									
26.4	D AULTMAN	61									
29.8	MYERSVILLE										
33.8	KRUMROY	74									
37.7	EAST AKRON										
38.8	AKRON JUNCTION		7.20	10.34				7.40	12.01		
40.3	D AKRON HOWARD ST.	S	7.25	10.40				7.45	12.15		
44.2	OLD PORTAGE								88		
46.8	BOITZUM	59	7.33	10.48				8.10	12.30		
48.3	IRA	H	7.35	10.50							
50.0	EVERETT		7.37	10.52				8.15	12.40		
52.9	D PENINSULA	34	F 7.41	F 10.56				8.20	12.50		
54.4	BOSTON MILL	18	7.43	10.58				8.23	1.00		
56.4	D JAITE	57	F 7.46	F 11.01				8.27	1.08		
58.7	BRECKSVILLE		7.49	11.04				8.32	1.15		
61.5	ALEXANDERS		7.53	11.08				8.37	1.25		
63.8	D SOUTH PARK	50	F 7.56	F 11.12				8.45	1.33		
66.3	WILLOW	40	7.59	11.17				8.51	1.40		
70.1	BROOKLYN	94	8.03	11.21				8.57	1.53		
70.5	C. B. & T. RD TOWER		8.04	11.22				9.05	1.55		
71.8	DN East End 1.3 Double Track CLARK AVENUE							A 9.30	A 2.15		
73.5	W. & L. E. 1.7 N. & S. S. NICKEL PLATE JCT.		8.16	11.35	3.50	8.05					
74.2	West End 0.7 Double Track BROADWAY	A	8.20	A 11.40	A 3.55	A 8.11					
75.8	DN CLEVELAND		8.35	11.50							
			A. M.	A. M.	P. M.	P. M.		A. M.	A. M.		
	Time over Sub-Division . . .		1.00	1.06	0.05	0.6		1.50	2.15		
	Average speed per hour . . .		35.4	32.1	8.4	7.0		18.0	14.6		

**Passenger trains will not exceed a speed of 45 miles per hour.**  
**Speed as shown in Special Instructions 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 TIME-TABLE No. 37 Sept. 24, 1939	Passing Siding Capacity in 45 ft. Cars	FIRST CLASS				THIRD CLASS				
				370	590	58	34	176	88			
				DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY			
				A. M.	A. M.	P. M.	P. M.	A. M.	P. M.			
.0	DN	CLEVELAND			S	4.40	S	9.00				
1.6		BROADWAY		8.55	11.55	4.48	9.09					
2.3		West End NICKEL PLATE JCT.		A 9.01	A 11.59	4.52	9.18					
4.0	DN	W. & L. E. 1.7 CLARK AVENUE N. & S. S.							7.30	10.00		
5.3		East End RD TOWER				5.02	9.21		7.40	10.10		
5.7		C. B. & T. 0.4 BROOKLYN	94			5.03	9.22		7.43	10.12		
9.5		WILLOW	40			5.07	9.27		7.59	10.20		
12.0	D	SOUTH PARK	50			F 5.10	9.31		8.10	10.28		
14.3		ALEXANDERS				5.13	9.34		8.15	10.34		
17.1		BRECKSVILLE				5.16			8.20	10.40		
19.4	D	JATTE	57			F 5.19	9.41		8.27	10.46		
21.4		BOSTON MILL	18			5.22	9.44		9.05	10.53		
22.9	D	PENINSULA	34			F 5.24	9.46		9.15	10.59		
25.8		EVERETT				5.27	9.50		9.20	11.08		
27.5		IRA				H 5.29						
29.0		BOTZUM	59			5.31	9.54		9.35	11.18		
31.6		OLD PORTAGE				5.34						
35.5	D	AKRON HOWARD ST.				S 5.44	10.04		9.50	11.40		
37.0		AKRON JUNCTION				5.51	10.08		A 10.00	A 12.15		
38.1		EAST AKRON										
42.0		KRUMROY	74									
46.0		MYERSVILLE										
49.4	D	AULTMAN	61									
52.6	D	NORTH CANTON	28									
57.1		LAKE PARK										
58.7		CANTON										
59.5	DN	Penna 0.8 W. & L. E. K N TOWER										
63.2		NORTH INDUSTRY										
65.0		HOWENSTEIN										
68.4		EAST SPARTA										
70.6		SANDYVILLE	20									
73.8	D	C. & P. 3.2 MINERAL CITY										
75.8		W. & L. E. 2.0 VALLEY JUNCTION										
				A. M.	A. M.	P. M.	P. M.		A. M.	A. M.		
		Time over Sub-Division.....		0.6	0.4	1.03	0.59		2.30	2.15		
		Average speed per hour.....		7.0	10.5	35.7	36.0		12.5	14.6		

**Passenger trains will not exceed a speed of 45 miles per hour.**  
**Speed as shown in Special Instructions 5, and such other restrictions as may be in effect, will not be exceeded.**



# EASTWARD

# WESTWARD

Distance from Fairport	Train Order Stations	Lake Sub-Division TIME-TABLE No. 37 Sept. 24, 1939	Passing Sidings Capacity in 45 ft. Cars	THIRD CLASS					Distance from Ohio Jct.	Train Order Stations	Lake Sub-Division TIME-TABLE No. 37 Sept. 24, 1939	Passing Sidings Capacity in 45 ft. Cars	THIRD CLASS
				70	72	74	76	78					
				DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY					
				A. M.	A. M.	A. M.	P. M.	P. M.					
.0	DN	FAIRPORT N. Y. C. 2.8							DN	OHIO JUNCTION Y. & N. R. R. 1.0			
2.8		PAINESVILLE N. Y. C. & St. L. 2.0		12.05	6.00	9.00	12.40	6.00		East End Double Track GIRARD JUNCTION			
4.8		NICKEL PLATE CROSSING 3.8		12.15	6.10	9.05	12.50	6.10		GIRARD 0.5			
8.6		CONCORD 5.3	96	12.35	6.30	9.20	1.10	6.30		AVON 1.3			
13.9	D	CHARDON 7.2	97	1.20	7.15	10.15	1.55	7.15		West End Double Track 3.1			
21.1		EAST CLARIDON 3.1	91	1.50	7.45	10.45	2.25	7.45		Erie Ward Track NILES 2.2			
24.2		BURTON 2.4							DN	DEFOREST JUNCTION 3.4	87		
26.6		MIDDLEFIELD 1.5											
28.1		SUMMIT SIDING 6.5	104	2.20	8.15	11.25	2.55	8.15		Erie NORTH WARREN 5.6	89		
34.6	D	WEST FARMINGTON 7.4	87	3.00	8.55	11.55	3.35	8.55		STATE ROAD 7.4	95		
42.0		STATE ROAD 5.6	95	3.30	9.25	12.25	4.05	9.25		WEST FARMINGTON 6.5	87		
47.6	Erie	NORTH WARREN 3.4	89	3.50	9.45	1.30	4.25	9.45					
51.0	DN	Erie DEFOREST JUNCTION 2.2 Ward Track	88	4.05	10.00	2.25	4.40	10.00					
53.2	Erie	NILES 3.1											
56.3		West End Double Track AVON 1.3		4.32	10.27		5.07	10.27					
57.6		GIRARD 0.5											
58.1		GIRARD JUNCTION East End Double Track Y. & N. R. R. 1.0		4.50	10.45		5.25	10.45					
59.1	DN	OHIO JUNCTION	A	5.05	11.00		5.40	11.00					
				A. M.	A. M.	P. M.	P. M.	P. M.					
		Time over Sub-Division.....		5.00	5.00	5.25	5.00	5.00					
		Average speed per hour.....		11.8	11.8	8.9	11.8	11.8					
										Time over Sub-Division.....			
										Average speed per hour.....			

Passenger trains will not exceed a speed of 40 miles per hour.  
Speed as shown in Special Instructions 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 TIME-TABLE No. 37 Sept. 24, 1939	Passing Sidings Capacity in 45 ft. Cars	Distance from Newton Falls	Train Order Stations	Lake Sub-Division TIME-TABLE No. 37 Sept. 24, 1939	Passing Sidings Capacity in 45 ft. Cars	THIRD CLASS
.0	DN	DEFOREST JCT. 2.6		.0	DN	NEWTON FALLS L. E. A. & W. 6.0		
2.6		WARREN 3.1		6.0	DN	LEAVITTSBURG 3.1		
5.7		LEAVITTSBURG 6.0		9.1		WARREN 2.6		
11.7	DN	NEWTON FALLS L. E. A. & W.		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 a speed of 20 miles per hour.  
Speed as shown in Special Instructions 5, and such other restrictions as may be in effect, will not be exceeded.



# WESTWARD

# EASTWARD

Distance from Wooster Train Order Stations	Wooster Sub-Division TIME-TABLE No. 37 Sept. 24, 1939	Passing Sidings Capacity in 45 ft. Cars	Third Class <b>53</b> DAILY Ex. Sunday A. M.
.0	<b>WOOSTER</b> 1.0	18	s 11.30
1.0	<b>BRANSTETTER</b> 5.1	spur 5	11.35
6.1	<b>CEDAR VALLEY</b> 3.3	8	11.48
9.4	<b>ARMSTRONG</b> 2.9	spur 5	12.02
12.3	<b>AUKERMAN</b> 2.5		12.12
14.8	<b>BURBANK</b> 1.5	spur 8	12.20
16.3	<b>GARDEN ISLE</b> 1.8	spur 11	12.25
18.1	<b>LODI</b> 1.0		A 12.30
			P. M.
	Time over Sub Division.....		<b>1.00</b>
	Average speed per hour.....		<b>18.1</b>

Distance from Lodi Train Order Stations	Wooster Sub-Division TIME-TABLE No. 37 Sept. 24, 1939	Passing Sidings Capacity in 45 ft. Cars	Third Class <b>54</b> DAILY Ex. Sunday A. M.
.0	<b>LODI</b> 1.8		s 8.30
1.8	<b>GARDEN ISLE</b> 1.5	spur 11	8.38
3.3	<b>BURBANK</b> 2.5	spur 8	8.45
5.8	<b>AUKERMAN</b> 2.9		8.55
8.7	<b>ARMSTRONG</b> 3.3	spur 5	9.05
12.0	<b>CEDAR VALLEY</b> 5.1	8	9.17
17.1	<b>BRANSTETTER</b> 1.0	spur 5	9.33
18.1	<b>WOOSTER</b> 1.0	18	A 10.20
			A. M.
	Time over Sub Division.....		<b>1.50</b>
	Average speed per hour.....		<b>9.9</b>

Passenger trains will not exceed a speed of 20 miles per hour.

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

# WESTWARD

# EASTWARD

Distance from Willow Train Order Stations	Newburg Sub-Division TIME-TABLE No. 37 Sept. 24, 1939		
.0	<b>WILLOW</b> 2.8		
2.8	<b>NEWBURG</b>		
	Time over Sub-Division.....		
	Average speed per hour.....		

Distance from Willow Train Order Stations	Newburg Sub-Division TIME-TABLE No. 37 Sept. 24, 1939		
.0	<b>NEWBURG</b> 2.8		
2.8	<b>WILLOW</b>		
	Time over Sub-Division.....		
	Average speed per hour.....		

Passenger trains will not exceed speed of 20 miles per hour.

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

# WESTWARD

# EASTWARD

Distance from New Castle Jct. Train Order Stations	New Castle Sub-Division TIME-TABLE No. 37 Sept. 24, 1939		
0.0 DN	<b>NEW CASTLE JCT.</b> 1.6		
1.6	<b>P. &amp; L. E. JCT.</b> West End Double Track		
	Time over Sub Division.....		
	Average speed per hour.....		

Distance from Gardner Ave. Train Order Stations	New Castle Sub-Division TIME-TABLE No. 37 Sept. 24, 1939		
0.0	West End Double Track <b>P. &amp; L. E. JCT.</b> 1.6		
1.6 DN	<b>NEW CASTLE JCT.</b>		
	Time over Sub-Division.....		
	Average speed per hour.....		

Passenger trains will not exceed a speed of 15 miles per hour.

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



## DIVISIONAL STAFF

**Superintendent:**  
W. C. BAKER

**Train Master:**  
C. T. WILLIAMS

**Assistant Trainmaster:**  
P. J. O'LEARY

**Assistant Trainmaster:**  
W. M. MORT

**J. F. CABLE**  
New Castle Jct.

**M. L. SHEARER**  
Haselton

**J. B. CLARK**  
Akron Jct.

**A. H. GENSLEY**  
Cleveland

**Terminal Train Masters:**

**Master Mechanic:**  
W. F. HARRIS

**Road Foreman of Engines:**  
S. O. LEWIS

**Division Engineer:**  
J. W. PURDY

**Assistant Division Engineer:**  
M. H. BEARD

**C. M. TRUSSELL**

**Chief Dispatchers:**  
A. R. MOORE

**J. M. GRIFFIN**

**C. H. RICHARDS**  
E. C. BOCK  
W. G. SMITH

**J. S. GRIFFITH**  
J. F. WAGNER  
J. H. HAUN  
J. A. PHELPS

**J. M. GARNER**  
C. C. ROBINSON  
W. R. HANEY  
H. C. WILCOX

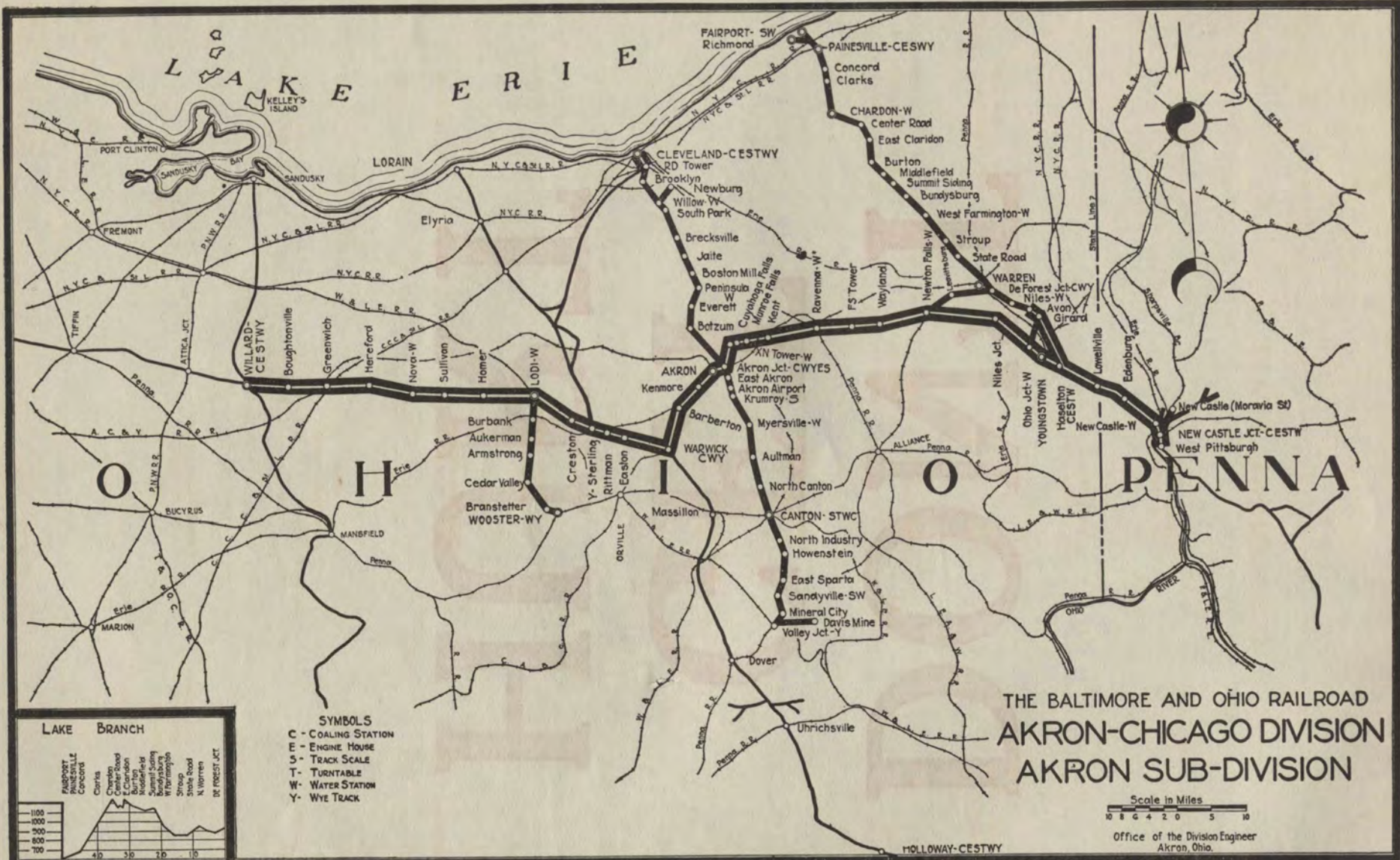
**G. J. HEAVEY**  
L. M. EBERHARD  
V. D. CLEMENS

**District Claim Agent:**  
G. J. MAISCH  
Cleveland

**Division Claim Agent:**  
W. H. PREM  
Akron

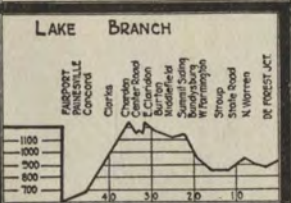
**Claim Agent:**  
H. A. GATEWOOD  
Willard



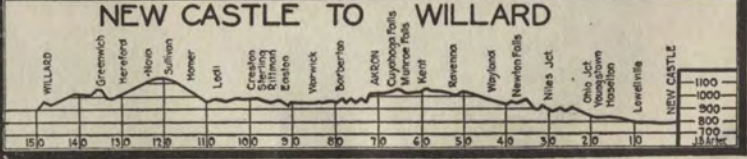
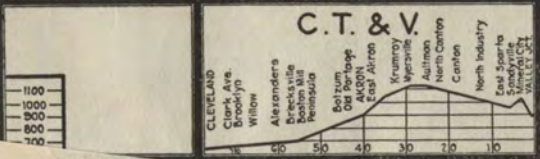


THE BALTIMORE AND OHIO RAILROAD  
**AKRON-CHICAGO DIVISION**  
**AKRON SUB-DIVISION**

Scale in Miles  
 0 1 2 3 4 5 6 7 8 9 10  
 Office of the Division Engineer  
 Akron, Ohio.



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







**DON'T  
GET  
HURT**