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**DON'T**

**GET**

**HURT**

150  
THE BALTIMORE & OHIO RAILROAD COMPANY

**CENTRAL REGION**

**SAFETY ABOVE EVERYTHING**



**AKRON DIVISION**

**TIMETABLE No. 47**

**EFFECTIVE 12.01 A. M., EASTERN WAR TIME**

**SUNDAY, APRIL 30, 1944**

**J. EDWARDS, Jr.,**  
Superintendent



# DIVISIONAL STAFF

Superintendent:  
J. EDWARDS, Jr.

Trainmaster:  
A. W. COLNOT

Assistant Trainmasters:

C. M. TRUSSELL

G. O. FETZER

Terminal Trainmasters:

C. H. RICHARDS  
New Castle Jct.

O. F. BURKHART  
Haselton

T. F. REIDY  
Akron Jct.

R. M. SEMPLE  
Cleveland

Master Mechanic:  
G. H. ROSENBERG

Road Foreman of Engines:  
J. R. WELLER

Asst. Road Foremen of Engines

G. M. SWARTZ

I. M. WOLFORD

Division Engineer:  
W. E. NEARFOTT

Assistant Division Engineer:  
M. H. BEARD

J. M. GRIFFIN

Chief Dispatchers:  
J. M. GARNER

W. R. HANEY

C. H. RICHARDS  
J. F. WAGNER  
J. H. HAUN

Train Dispatchers:  
J. A. PHELPS  
H. C. WILCOX  
G. J. HERVEY

L. M. EBERHARD  
W. A. CAREY  
J. P. SPIKES, Sr.

District Claim Agent:  
W. H. PREM  
Akron

Division Claim Agent:  
A. W. STEIN

R. C. BLISS  
Akron

Claim Agents:

A. J. SPINELLI  
Akron

# THE BALTIMORE AND OHIO RAILROAD COMPANY

## Relief Department

W. M. KENNEDY, Superintendent

### MEDICAL AND SURGICAL SERVICE

#### COMPANY'S SURGEONS

Akron, Ohio	{ 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. FOWLER B. ROBERTS, 7 Bowery St. DR. R. F. THAW (Temporary) Oculist
Barberton, Ohio	
Canton, Ohio	
Chardon, Ohio	
Clinton, Ohio	{ DR. CHAS. A. LAMONT, 609 Lincoln Way DR. GEORGE S. HACKETT, First National Bank Bldg.
Cleveland, Ohio	
Creston, Ohio	{ DR. G. A. ALLISON, 10208 Euclid Ave. DR. C. E. WARD, Office 517 United Bank Bldg., W. 25th St. and Lorain Ave., Res. 10102 Lake Ave. DR. C. F. NELSON, Oculist, 606 Schofield Bldg.
Cuyahoga Falls, Ohio	
Fairport, Ohio	{ DR. B. M. FOSTER DR. ROY BARNWELL
Greenwich, Ohio	
Kent, Ohio	{ DR. L. H. HAYHURST DR. JOHN R. TURNER
Lodi, Ohio	
Mahoningtown, Pa.	{ DR. FRANKLIN W. GUY DR. PAUL B. WILSON
Middlefield, Ohio	
Mineral City, Ohio	{ DR. H. E. SHAFER DR. JOHN FOSTER DR. PARIS A. SHOUFF DR. RALPH G. CAMPBELL, Oculist DR. D. C. LINDLEY, Oculist
New Castle, Pa.	
Newton Falls, Ohio	{ DR. DAVID R. MATHIE DR. S. W. BOESSEL
Niles, Ohio	
Nova, Ohio	{ DR. J. C. LAVOO DR. HENRY J. MEISTER (Temporary) DR. J. D. KNOX
Peninsula, Ohio	
Painesville, Ohio	{ DR. JACK M. YORK DR. VAN NEWHALL MARSH DR. M. H. CARMODY DR. MORRIS G. CARMODY
Rittman, Ohio	
Ravenna, Ohio	{ DR. O. J. SHONG DR. IOLAS M. HUFFMAN
Warren, Ohio	
Willard, Ohio	{ DR. LEHR H. WHISLER DR. J. C. STEINER DR. ELLIS D. KACKLEY
Wooster, Ohio	
Youngstown, Ohio	{ DR. JOHN J. KINNEY DR. L. A. ADAIR DR. W. B. TURNER, 101 Lincoln Ave. DR. F. W. McNAMARA, 16 Wick Ave. DR. T. KERNAN GOLDEN, 4013 Central Tower DR. S. M. HARTZELL, Oculist } Dollar DR. S. WILFRED GOLDCAMP, Oculist } Savings & DR. FREDERICK J. BIERCAMP, Oculist } Trust Bldg.

#### HOSPITALS

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

#### HOSPITALS (Continued)

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

#### EXAMINING POINTS

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

#### MEDICAL EXAMINERS' TERRITORIES

Akron inclusive to New Castle	{ DR. J. W. POST, New Castle Jct., Pa.
Lodi exclusive to Akron exclusive, Warren and Painesville all inclusive	
Cleveland to Valley Junction, both inclusive	{ DR. J. H. MINOR, Cleveland, O.
Lodi exclusive to Wooster inclusive	
Lodi to Willard, both inclusive	{ DR. J. M. SAYLOR, Willard, Ohio
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

## 1. SUPERIORITY OF TRAINS

On Single track Eastward trains are superior to Westward trains of the same class. Except No. 17 is superior to No. 170 and 59 is superior to 590, between Nickel Plate Jct. and Broadway.

2. Eastern War Time is in effect New Castle Jct. to Willard.

### 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
Rittman .....	Telegraph Office
Warwick .....	Yard, and Round House Offices
Willard .....	Telegraph Office. Westbound Hump 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	G. W. Beebe	411 First Natl. Bank Bldg.
Warren, Ohio	Vautrot & Myers	141 W. Market St.
Willard, Ohio	R. P. Sharick	21 Myrtle Ave.
Youngstown, Ohio	Pugh Bros.	15 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	Haselton RISCO, Yard Office
Cleveland Seneca St. Yard Office	Ohio Jct. Yard Office
Clark Ave., West End Yard Office	Warwick Telegraph Office
Clark Ave., Yard Office	Warwick Yard, and Round House Offices
Clarke Ave., Roundhouse	Rittman
Akron Jct., Yard Office	Willard Telegraph Office and E. B. hump
Canton Yard Office	DeForest Jct. Yard Office
New Castle Jct. OA Tower	Warren RISCO, Yard Office
New Castle Jct., Callers Office	Painesville Telegraph Office
New Castle Jct. Center Yard Office	Painesville Yard Office
Haselton East and West End Yard Offices	Fairport Yard Office

## Bulletin Boards—Continued

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	Elyria, R. H.
Conway Yard	Elyria, Yard Office
Canton Yard	Nickel Plate R. R. Cleveland
Cleveland, Kinsman St.	P. & L. E. R. R. Yard Masters Office New Castle
Cleveland, Union Station	Eric R. R. Yard Office New Castle
M. & C. Jct.	
Mahoningtown	
Pittsburgh	
South Akron	
N. Y. C. R. R.	
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	Haselton, Yard Office
Canton, Yard Office	Holloway, Telegraph Office
Cleveland, Union Terminal	Lorain, YD Tower
Clark Ave. Round House	Lorain, Round House
Clark Ave., Yard Office	Massillon, Yard Office
DeForest Jct., Yard Office	Warwick, Yard Office
New Castle Jct., Telegraph Office	Willard, Telegraph Office
New Castle Jct., Caller's Office	Pittsburgh, P. & L. E. Station Master's Office
Painesville, Telegraph Office	Willard, East Bound Hump
Pittsburgh, Telegraph Office	Wheeling, WR Tower
Toledo, Telegraph Office (XD)	
Glenwood, Callers Office	

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

Trains will receive form A as designated below:  
OA Tower—All trains westward, passenger extras and first-class trains eastward.

UN Tower—Second, Third class and extra 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.

Except where operation is governed by Rules 251-254, 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.

## SPECIAL INSTRUCTIONS—Continued

### 5. SPEED RESTRICTIONS

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
Akron Sub-Div. except as noted below	70	50	40
N. C. Jct. and Akron Jct.	75	50	40
Warwick and Willard	10	10	10
Entering receiving yards and over P. & L. E. crossing at New Castle Jct.	60	45	35
Around third and fourth curves West of west switch New Castle	50	45	35
Around first two curves west of New Castle station No. 2 track	60	45	40
Around First Curve East of Edinburg	55	50	40
Second Curve East of Lowellville depot	10	10	10
Over Center street crossing, Haselton	40	30	30
Curve Federal street Youngstown	30	30	30
Curve Youngstown station	50	45	35
Curves between Ohio Jct., tower and three (3) miles west thereof	60	45	35
Around first curve West of McDonalds	30	30	30
Entering or leaving connections at Niles Jct., or Ravenna	50	40	40
Ravenna interlocking plant, and to the first street crossing West thereof	55	45	40
Curve at Crane avenue Kent	55	45	40
Curve west of XN Tower Siding	35	20	20
First curve East and First curve West of BD Tower, No. 1 track	15	15	15
AY Tower and pen stock Akron Jct.	30	20	20
Interlocking switches at Warwick	40	30	30
Warwick coal tipple	55	45	35
Erie crossing Sterling Eastward	45	40	35
Erie crossing Sterling Westward	10	10	10
Puzzle switches at Willard			

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.

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
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
Over sink hole ¼ mile west of treating plant Myersville	10	10	10
Akron, crossings in City limits	12	12	12
Fairground Curve west of Canal Cross-over 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
On Loop, Wye track, Erie transfer or passing under arch, 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

### 5. SPEED RESTRICTIONS—Continued

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-B, E-27-C, E-27-CA Engines will not exceed a speed of 10 miles per hour over bridges 429 and 431 east of Krumroy.

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.

Lake Sub-Div., except as noted below	35	30	30
Haselton and Girard Jct. (Old Line)	20	20	20
Chardon and Center Road Eastward	40	35	35
Over Water St. crossing at Chardon, O.	12	12	12
Through Interlocking Plant at North Warren	20	20	20
Private crossing entering Copperweld Plant North Warren	20	20	20
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
Nickel Plate crossing Painesville	20	20	20
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.			
	Akron Main Line Sub-Div.	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		
	Akron 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

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.

Hospital Trains will not exceed a speed of 60 miles per hour where prescribed maximum speed is greater and 50 miles per hour where maximum is 55 and 60 miles per hour.

Class S-1 and S-1-A freight engines will not be run at a speed in excess of forty-five (45) miles per hour. Class S engines 20 miles per hour.

Trains the consist of which shows Aviation Gasoline in Drums and Trains of Oil and trains handling 98s freight will not exceed a speed of 40 miles per hour.

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

Eastward—Two miles east of Greenwich.  
Westward—East end Carbon straight line to signal W-65-13.  
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.

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.

## SPECIAL INSTRUCTIONS—Continued

### 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.

Rule 28a does not apply at Center Street Crossing Haselton 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."

The first paragraph of Rule 15 of the Rules and Regulations of the Operating Department is modified to read as follows: The explosion of torpedoes is a signal to be on the alert for flagman, obstruction or train ahead. The explosion of one torpedo will indicate the same as two but the use of two is required.

### 7. EXPLOSIVES

### 8. EXTRA TRAINS

### 9. FIXED SIGNALS

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.

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.

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.

At Willard trains and Engines on No. 2 track will not cross tracks of Newark Division until target and switches are in proper position and a proper signal is received from switch tender to proceed.

### 9. FIXED SIGNALS—Continued

#### RAILROAD CROSSINGS

STATIONS	RAILROADS	Position of signals indicating clear route for Akron Div. Trains
New Castle Junction.	P. & L. E. ....	Horizontal
Haselton .....	A. Bros. Crossover ....	{ Automatic Signals
Yanda .....	Erie .....	{ Automatic Signals
Warwick .....	Penna. ....	Interlocking
Sterling .....	Erie .....	Interlocking
Greenwich .....	C. C. C. & St. L. ....	Interlocking
GN Tower .....	A. C. & Y. ....	Interlocking
Willard .....	Newark Div. { No. 1 Track No. 2 Track	Diagonal Vertical
West Side Cleveland.	N. Y. C., & Penna. ....	Diagonal
East of Bridge 460..	W. & L. E. and N. & S. S..	Horizontal
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
Ohio Steel Jct. ....	Erie Canal Branch { To or from Ohio Works from Canal Branch Canal Branch tracks East or West	Horizontal Diagonal
	Baltimore and Ohio { Main tracks East and West B. & O.	Vertical Horizontal
Girard .....	Erie Canal Branch { Erie to Canal Branch Erie to Furnace	Diagonal 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
Fainesville .....	N. Y. C. ....	Interlocking
Fairport .....	F. P. & E. ....	Horizontal

### 10. SPACING TRAINS

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

Rule 110c will apply on C. T. & V. Sub-Division between Akron Jct. and Broadway.

The indication under Rule 287 of the Rules and Regulations of the Operating Department is modified to read as follows: Proceed at slow speed until entire train passes through switches, approaching next signal at slow speed and be governed by the indication shown on that signal.

### 11. HELPER, SWITCH AND YARD ENGINES

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

### 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.

# SPECIAL INSTRUCTIONS—Continued

12.

## TELEPHONES

### TELEPHONES—LOCATIONS

#### AKRON MAIN LINE SUB-DIVISION

<p>All siding outlet switches New Castle Jct.—Center Yard office New Castle Jct.—West end Yard office OA Tower West end—B. R. &amp; P. Connection New Castle—Depot—Men's Room New Castle—Section tool house Coverta crossing Edenburg—Section tool house Carbon Bridge 11—In Box Lowellville—In booth Struthers Campbell—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 end Storage Track First highway crossing west of Niles Jct. Tower Crossover Lordstown—In Box Agents Office Lordstown Crossover—Rock cut West—Outlet Rock Cut—In Box Newton Falls—Old-Line connection Newton Falls—East end Westward Siding in Box Atlas Wye—In Box Paris Road—In Box Apo—In Station and in Box at East Switch FS Tower Depot in Booth Ravenna—Crossing watchman's cabin Ravenna—Eastward home signal</p>	<p>East of Erie overhead Bridge No. 59-C Kent—Erie Transfer Kent—Depot Kent—Freight House Kent—Crossover Kent—West switch—In Box 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 Crossover west of freight house Sterling—Westward home signal Sterling—Depot Sterling—Wye crossover Creston—Tool House OD Tower—Box Quillans switch 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—Box on pole All westward automatic signals between GN Tower and Willard Except Signal W-198-31 Willard Third St. crossing in box</p>
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#### C. T. & V. SUB DIVISION

<p>Cleveland—Depot Cleveland—Seneca St. Nickel Plate Jct.—Booth Clark Ave.—West end Clark Avenue—Roundhouse Clark Avenue—Yard office RD Tower Willow—Box on pole South Park—Waiting Room Brecksville—Section tool house Alexanders—Box on pole Jaitte—Depot box (Ohio Bell) Jaitte—In Box—Paper mill switch (Ohio Bell) Peninsula—Waiting room Botzum—Section Tool House Howard St.—Telegraph office Howard St.—House track switch Akron Jct.—Fairground crossover</p>	<p>Akron Jct.—Scale house Akron Jct.—Wye switch Akron Jct.—A. C. &amp; Y. Bridge, Hazel yard East Akron—Depot East Akron—Second Avenue (Watchman's cabin) Krumroy—Box Air Dock Switch (Ohio Bell) Aultman—Depot (Ohio Bell) North Canton—Depot (Ohio Bell) Canton—Yard office Canton—Market St. watchman's shanty Canton—Box 7th Ave. KN Tower—Telegraph office East Sparta—Agent's office Mineral City—Depot (Ohio Bell)</p>
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#### LAKE SUB DIVISION

<p>Ohio Jct.—Telegraph office Y. &amp; N. R. crossing Girard—Jct. Girard—Furnace crossing Girard—Depot Girard—Liberty St. Avon—Box on pole Niles—Depot waiting room DeForest Jct.—East end yard DeForest Jct.—West end No. 3 track DeForest Jct.—Yard office DeForest Jct.—Telegraph office—Company and Bell phones DeForest Jct.—West end yard Erie—connection R. I. &amp; S. Co.—connection Warren—Freight house Warren—Austin Ave. Newton Falls—connection, lower switch</p>	<p>Copperweld switch in box—Bell phone Falles spur—in box—Bell phone 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 Painesville—In Box—East end new yard Painesville—Eng. room car shop</p>
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## 13. AIR BRAKES, HAND BRAKES, TESTING, ETC.

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

Where retainers are used they will be used on the cars grouped on the head portion of the train. Chardon Hill—on loaded trains, not less than fifty (50%) per cent of the retainers will be used in high pressure position. On mixed and empty trains, not less than forty (40%) per cent of retainers will be used in high pressure position on loaded cars, and in low pressure position on empty cars. Retainers will be turned up at Chardon and turned down at Painesville. If necessary to stop at Nickel Plate crossing, retainers will be turned down at that point.

Swine Creek—On loaded trains, not less than twenty-five (25%) per cent of retainers will be used in high pressure position. Retainers will be turned up at Summit siding and down at West Farmington.

Air hose uncoupling devices are provided on certain caboose cars for the purpose of uncoupling hose and cutting off caboose cars while train is in motion, and pulling into yards, also when cutting off helper engines. In cutting off helper engines if the caboose is provided with air hose cutting chain, Rule 230 of form 1118-D Rev. effective April 1st, 1941 will apply. Otherwise Rule 104-B Book of Rules will apply.

## 14. WATER AND FUEL

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.

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 251 to 254 inclusive, are in effect between Willard and Warwick; Akron Jct. and New Castle Jct.

Rules 261 to 264, inclusive, are in effect on Cut off between Ohio Jct. and Girard Jct. Permission from the signalman at Ohio Jct. is authority for movement of trains between Girard Jct. and Ohio Jct., in lieu of signals.

Rules 261 to 264, inclusive, are in effect on Cut off between UN Tower and B. & O. Jct.

## 16. JOINT OR SPECIAL USE OF TRACKS

Classification where there are two or more tracks.

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

Trains and engines on two or more tracks may be operated against current of traffic in yard limits between New Castle Jct., and UN Tower, New Castle Jct., and P. & L. E. Jct., BD Tower and Akron Jct., RD Tower and Nickel Plate Jct., on written instructions of Yard Master who will protect such movements with flagman as provided in Rule 99.

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



## SPECIAL INSTRUCTIONS—Continued

### 16. JOINT OR SPECIAL USE OF TRACKS—Continued

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 switches.

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 at restricted speed 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.

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 at 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 at restricted speed 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.

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 end of westward siding is for siding.

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.

### 16. JOINT OR SPECIAL USE OF TRACKS—Continued

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 trains 17, 18 and 197.

At Akron Jct. on C. T. & V. Sub-Div. time for trains 17, 18, 58, 59 and 197 will apply at the Arch, Akron Jct. Yard Office.

At Akron Jct., Loop line is a main track for trains 58 and 59. Switch at C. T. & V. end of Loop line is left set for Loop line. Wye track target be left set for Loop line when not in use.

Crews on Westward trains and Engines stop at Krumroy and call yard master, Akron Jct., on telephone.

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

Normal position spring switch—Akron Howard St. is for Belt line—Operator handle switch during hours office is open.

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.

In Cleveland terminal, Connecting track with River Terminal Ry., which leads off No. 29 tracks at R. D. Tower, located 160 feet west of C. B. & T. crossing. Movement over C. B. & T. crossing governed by target at C. B. & T. Horizontal position of target indicates clear route for Baltimore and Ohio trains, Bridge crossing the Cuyahoga River is located on this track 1460 feet East of West switch, and speed of ten miles per hour will not be exceeded on this track.

Trains and engines operating over the track used to serve the Cuyahoga Soap Rendering Co., Cleveland terminal will protect in both directions against movement on running track and storage track, and the crossing will be left clear, when not in use.

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. Employees are subject to rules of above companies in such operation.

At Nickel Plate Jct. westward trains will pull by and back in. Eastward trains will back out on westward yard running track and proceed east on No. 2 main track through No. 1 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.

### 17. MAIL

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

Trains will reduce speed as follows to handle U. S. Mail.

Train 32 to 25 miles at Sterling.

Train 32 sufficient to exchange mail at Munroe Falls.

Train 7 to 50 miles at Kent.

Train 10 to 40 miles at Newton Falls.

Train 8 to 40 miles at Cuyahoga Falls, and Newton Falls.



## SPECIAL INSTRUCTIONS—Continued

### 18. TRAIN ORDER STATIONS—IRREGULAR HOURS

Stations open less than 24 hours:

*Akron Howard Street .....	6:10 A.M. to 3:10 P.M.
*Aultman .....	8:00 A.M. to 5:00 P.M.
#Summit Siding .....	7:59 P.M. to 4:59 A.M.
*Jaite .....	6:30 A.M. to 3:30 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 .....	6:25 A.M. to 3:25 P.M.
*South Park .....	6:30 A.M. to 3:30 P.M.
*West Farmington .....	8:01 A.M. to 5:01 P.M.
*Chardon .....	8:01 A.M. to 5:01 P.M.

\*Daily except Sunday.

#Closed 4:59 A.M. Sunday to 7:59 P.M. Monday.

Chardon telegraph office is closed 8:01 A.M. Sunday to 8:01 A.M. Monday.

### 19. MAXIMUM WEIGHT LIMITS—CARS

- (1) N. C. Jct. to Willard—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 Spl. (No. 13), effective March 1st, 1943.

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

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 or west of Park St. on Erie Transfer at North Warren.

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

No engine can use the loading track under the tipple, Burnetts sand spur.

Locomotives operated on Newburg Branch west of N. Y. C. tunnel must be able to operate over curve of 20 degrees or greater.

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

MacArthur or "Q" type locomotives having work to do on A. C. Williams track Ravenna will hold on to sufficient cars to keep the engine off sharp curvature.

Trestle work on Munroe Falls Paper Mill spur and Bridge 445½ Summit County Highway department slag dump on spur just west of Peninsula depot not safe for operation of an engine.

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

### 20. RESTRICTIONS AT RAILROAD CROSSINGS AND DRAWBRIDGES

In the state of Ohio at railroad crossings and drawbridges not equipped with approved interlocking, trains or engines will stop not less than 200 feet nor more than 800 feet from crossing or drawbridge, and they will not proceed until the route is clear, except at 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 flagman 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.

Train movements over bridges 463 and 464 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 yellow 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 yellow flag or light.

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

## SPECIAL INSTRUCTIONS—Continued

### 21. WHISTLE SIGNALS

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 Sub-Division between Girard Jct. and Avon.

New Castle Sub-Division.

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

### 22. MARKERS

Pennsylvania passenger trains having cars on rear equipped with permanent marker lamps will display these lamps, lighted, by day as markers. On two or more tracks when turned out against the current of traffic, they will display red to the rear where rules require green, Rule 19 modified.

Westward trains using Westward siding at Deforest Jct. will not change their markers Rule 19 Modified.

### 23. TRAIN ORDERS

Rule 211A, is in effect on Lake and C. T. V. Sub Divisions.

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

Rule 330 of the Rules and Regulations of the Operating Department is cancelled. Rules 133 and 221-A cover the delivery of train orders.

### NON-AUTOMATIC BLOCK SIGNAL TERRITORY

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

The third paragraph of Rule 103-A of the Rules and Regulations of the Operating Department is modified to read as follows: The same protection will be given when a light engine is making a movement either forward or backward over highway crossings at grade (except when running from one point to another as a straightaway movement) also whenever a train or engine takes a siding and obscures the view from highway of an approaching train.

### 25. INTERLOCKING

Rule 606 will apply at Ohio Jct., New Castle Jct. and UN Tower.

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. Movements over these switches controlled from UN Tower and are a part of interlocking plant UN Tower.

### 26. OPERATION OF SPRING SWITCHES

### 27. HOURS OF SERVICE LAW

### 28. ELECTRIC HEADLIGHTS

### 29. BRIDGE AND TRESTLE PROTECTION

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

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

### 31. INSPECTION OF PASSING TRAINS

### 32. UNCLASSIFIED

Engines, except in yard service will display red light at night on rear when detached from train. If movement requires passing block station signalman will be notified. Rule 18a Amplified.

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

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.

Eastward trains will not pull out of East lead, Eastward dispatch Yard, New Castle Jct., without permission from Operator UN Tower. Westward trains on main tracks will not foul crossover or lead to Eastward receiving yard without yellow flag or light signal from switchtender. 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, without receiving signal from switchtender.

Eastward trains and engines on No. 2 Main track Akron 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 Akron 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 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.

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. Rule 23a Modified.

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

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.

Supplement 1 issued Nov. 12—carried on page 12 of this issue of time table 47.

Supplement 2 issued Dec. 1—carried under time table rules 6, 10, 23 and 24 of this issue of time table 47.

### FOLLOWING CLOSE CLEARANCES EXIST AND WILL NOT CLEAR A MAN ON TOP OR SIDE OF CAR:

Spouts on Water Tanks following stations: Wooster, Peninsula, Fairport, DeForest Jct., West Farmington, Sandyville, and Marquis Jct.—(Big Run Branch).

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.

## SPECIAL INSTRUCTIONS—Continued

### 32. UNCLASSIFIED—Continued

At Plant C, Goodyear Aircraft Inc., at Air Dock Akron C. T. & V. District, steel fence along west side of plant C yard a close clearance between property line and track No. 6, also along No. 1 track at the loading platform.

At Mahoning Valley Steel Co., Niles, O. Tracks A, B, C, D, E and F inside the plant and at Copperweld Steel Co., North Warren, O., depressed track in their plant, because of close clearances and overhead cranes, and at Timken Roller Bearing Co., Newton Falls plant, tracks 1 and 2 loading platform and overhead crane. Make safety stop before entering these plants and conductors arrange with plant foremen for clearances of cranes and at no time will men ride on top or side of car within these plants.

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.

Pole line between tracks 11 and 12 west bound classification yard Clark Ave.—will not clear a man on side of car.

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

#### CLEARANCE OF OVERHEAD SIGNAL WIRES AND CABLES

Train and Enginemen are prohibited from riding on top of engines, box cars and other high equipment when passing under wires at the following enumerated points—where the clearance is less than 27 feet above the top of rail.

Location	Track	Pole	Clearance above top of rail
N. C. Jct., O. A. Tower	N. C. Branch & P. & L. E.	57-21	26' 6"
N. C. Jct., B. R. & P.	Sample Property	57-34	22' 6"
East Youngstown	Reed Supply Co.	72-20	26' 0"
Youngstown	Independent Coal Co.	76-12	24' 6"
Youngstown	Yanda Crossing Erie R. R.	72-32	23' 8"
Girard	1 Mile West (Lake Sub)	81-29	26' 2"
Niles Jct.	Slag Co. track	85-25	22' 2"
Niles Jct.	P. R. R. Eastward Conn.	87-29	24' 8"
Lordstown	Team track	89-34	26' 4"
Charlestown	Team track	.....	22' 5"
Warwick	Eastward & Westward Main	146-18	25' 2"
Sterling	C. L. & W. Wye track	157-05	25' 1"
Lodi	Standard Oil Co.	165-03	25' 2"
Lodi	House track	165-07	26' 6"
Homer	House track	171-33	23' 4"
Greenwich "GR"	C. C. C. & St. L. R. R.	192-35	25' 0"
Greenwich "GR"	B. & O. Main	192-36	22' 7"

### 32. UNCLASSIFIED—Continued

#### ADDITIONAL STOPS AKRON DIVISION:

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

Train 58 stop on Signal at Clinton for Passengers or U. S. Mail.

No. 58 will wait at Akron not to exceed 10 minutes for Pennsylvania train 3380 for U. S. Mail.

No. 59 stop on flag at Clinton.

*Time of trains at Cleveland, shown in italics on page 22 apply at Cleveland Union Terminal and are for information only.*

#### 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.
- B. Stop on signal to discharge passengers.
- C. Stop on signal to discharge passengers from Chicago 63d St. and South Chicago.
- K. Stop to receive or discharge passengers to or from Washington, D. C., and beyond.
- R. Stop on signal to receive or discharge passengers to or from Pittsburgh and beyond.
- U. Stop to discharge passengers from Washington and points east and to receive passengers for Toledo and beyond.
- X. Stop to receive or discharge passengers from Willard and points west or for Pittsburg and points east.
- Z. Stop on signal to receive or discharge passengers to or from Chicago, 63rd Street, So. Chicago, or Washington, D. C., or beyond.

## SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

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



# WESTWARD

Distance from New Castle Jct.	Train Order Stations	Akron Main Line Sub-Division	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS										
				5	19	25	17	15	PENNA. 109	7	PENNA. 367	PENNA. 333		
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	
.0	DN	UN TOWER 1.9		1.27	1.40	1.46	4.34	5.39	.....	8.42	.....	.....	.....	
.0	DN	<b>NEW CASTLE JCT.</b> P. & L. E. 0.6		1.30 1.34	1.43 1.47	1.49 1.54	4.37 4.42	5.42 5.47	.....	8.44 8.49	.....	.....	.....	
.6		NEW CASTLE 10.0		1.35	1.48	1.55	4.44 S	5.52	.....	8.53	.....	.....	.....	
10.6		LOWELLVILLE 5.8	174	1.45	1.58	2.05	4.54	6.03	.....	9.03	.....	.....	.....	
16.4	DN	HASELTON Penna. 2.5 N. Y. C.	54	1.52	2.05	2.12	5.01	<b>6.11</b> 1.97	.....	9.11	.....	.....	.....	
18.9		YOUNGSTOWN 3.1		1.55 U	2.08	2.15 S	5.08 S	6.18	.....	9.18	.....	.....	.....	
22.0	DN	OHIO JUNCTION 8.3	199	2.00	2.13	2.20	5.13	6.23	.....	9.23	.....	.....	.....	
30.3	DN	NILES JUNCTION 8.2	144	2.08	2.21	2.28	<b>5.21</b> 97	6.32	7.38	9.32	11.30	5.03	.....	
38.5	DN	NEWTON FALLS 6.1	219	2.16	2.28	2.36	5.29	6.40	7.47	9.40 S	11.39 S	5.13	.....	
44.6		APCO 1.9		2.21	2.33	2.41	5.36 Z	6.48 R	7.54	9.46 R	11.46	.....	.....	
46.5		FS TOWER 6.6	148	2.23	2.35	2.43	5.38	6.50	7.56	9.48	11.47	5.21	.....	
53.1	DN	RAVENNA 7.1	182	2.29	2.41	2.49	5.47 Z	6.58	8.04	9.56	11.54	5.28	.....	
60.2		KENT 4.5		2.36	2.47	2.56	5.57	7.08	.....	10.03 Z	.....	.....	.....	
64.7		MUNROE FALLS 3.0		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
67.7		KN TOWER 2.5	144	2.43	2.54	3.03	6.05	7.18	.....	10.10	.....	.....	.....	
70.2		BD TOWER 0.8		2.46	2.57	3.06	6.13	7.21	.....	10.13	.....	.....	.....	
71.0	DN	AKRON JUNCTION 1.2	62	2.48	2.58	3.12	.....	7.30	.....	10.14	.....	.....	.....	
72.2		AKRON 7.4		S 2.52 S	3.05	3.17	.....	S 7.40	.....	S 10.22	.....	.....	.....	
79.6		BARBERTON 6.9		.....	.....	.....	F 7.52	.....	F 10.33	.....	.....	.....	.....	
86.5	DN	WARWICK 5.2	183	3.12	3.25	3.37	.....	<b>8.01</b> 97	.....	10.41	.....	.....	.....	
91.7		EASTON 2.9		3.18	3.31	3.44	.....	8.07	.....	10.48	.....	.....	.....	
94.6		RITTMAN 3.3		3.21	3.34	3.47	.....	F 8.11	.....	10.51	.....	.....	.....	
97.9	DN	STERLING 8.9	160	3.25	3.38	3.51	.....	8.15	.....	10.55	.....	.....	.....	
106.8	DN	OD TOWER 1.3	No. 5-79 No. 7-74	3.33	3.46	4.00	.....	8.24	.....	11.03	.....	.....	.....	
108.1		LODI 6.6		.....	.....	.....	.....	.....	.....	11.05	.....	.....	.....	
114.7		MR TOWER 8.9	146	3.41	3.54	4.08	.....	8.32	.....	11.11	.....	.....	.....	
123.6	DN	NOVA 11.5	136	3.50	4.04	4.18	.....	8.41	.....	11.20	.....	.....	.....	
135.1	DN	GREENWICH C.C.C. & St. L. 0.6		4.01	4.15	4.29	.....	8.52	.....	11.30	.....	.....	.....	
135.7	DN	GN TOWER A. C. & V. 4.9	142	4.02	4.16	4.30	.....	8.53	.....	11.31	.....	.....	.....	
140.6		BOUGHTONVILLE 6.1		4.07	4.21	4.36	.....	9.00	.....	11.36	.....	.....	.....	
146.7	DN	WILLARD	A	4.14 A	4.27 A	4.45	.....	A 9.10	.....	A 11.44	.....	.....	.....	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.		
		Time over Sub-Division.....		2.44	2.44	2.56	1.36	3.28	0.26	3.00	0.24	0.25		
		Average speed per hour.....		53.6	53.6	50.0	43.8	42.3	52.6	48.9	57.0	54.7		

**Passenger trains will not exceed a speed of 70 miles per hour New Castle Jct. to Akron Jct. and 75 miles per hour Warwick to Willard.**  
**Speed as shown in Special Instructions 5, and such other restrictions as may be in effect, will not be exceeded.**



# E A S T W A R D

Distance from Willard	Train Order Stations	Akron Main Line Sub-Division	Passing Sidings Capacity in 43 ft. Cars	FIRST CLASS									
				56	8	32	590	PENNA. 374	40	PENNA. 332	PENNA. 316	10	
				DAILY Ex. Sun. and Hol.	DAILY	DAILY	DAILY Ex. Sunday	DAILY	See Note	DAILY	DAILY	DAILY	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
.0	DN	<b>WILLARD</b> 6.1			S 4.48	S 6.45			S 9.15			S 5.55	
6.1		<b>BOUGHTONVILLE</b> 4.9			4.55	6.54			9.22			6.02	
11.0	DN	<b>GN TOWER</b> 0.6			5.00	7.00			9.27			6.08	
11.6	DN	<b>A. C. &amp; Y. GREENWICH</b> 11.3	137		5.01	7.01			9.28			6.09	
23.1	DN	<b>C.C.C.&amp;St.L. NOVA</b> 8.9	144		5.12	7.13			9.39			6.20	
32.0		<b>MR TOWER</b> 6.6			5.21	7.22			9.48			6.28	
38.6		<b>LODI</b> 1.3				F 7.30						6.36	
39.9	DN	<b>OD TOWER</b> 8.9	146		5.28	7.32			9.55			6.38	
48.8	DN	<b>STERLING</b> 3.3	158		5.37	7.42			10.04			6.46	
52.1	Erie	<b>RITTMAN</b> 2.9			5.41	F 7.46			10.08			S 6.51	
55.0		<b>EASTON</b> 5.1			5.44	7.49			10.11			6.55	
60.2	DN	<b>WARWICK</b> 6.9	170		5.50	7.55	S 9.50		10.17			7.02	
67.1		<b>BARBERTON</b> 7.1				S 8.08	S 9.59		10.25			S 7.12	
74.5		<b>AKRON</b> 1.2			S 6.15	S 8.20	S 10.15		10.44			S 7.40	
75.7	DN	<b>Erie AKRON JUNCTION</b> 0.8	63		6.18	8.43	10.33		10.46			7.43	
76.5		<b>BD TOWER</b> 2.5			6.19	8.45			10.48			7.45	
79.0		<b>XN TOWER</b> 3.0	144		6.23	8.49			10.53			7.53	
82.0		<b>MUNROE FALLS</b> 4.5											
86.5		<b>KENT</b> 7.1	135		Z 6.32	S 9.05			11.06			X 8.02	
93.6	DN	<b>RAVENNA</b> 6.6	128		6.41	S 9.20		11.11	11.16	3.15	7.13	X 8.12	
100.2		<b>FS TOWER</b> 1.9	147		6.48	9.30		11.18	11.23	3.22	7.20	8.19	
102.1		<b>APCO</b> 6.1			6.50	9.33		R11.20	11.25	3.24	7.22	X 8.21	
108.2	DN	<b>NEWTON FALLS</b> 8.2	143		6.56	S 9.48		S11.27	11.33	S 3.30	7.28	8.28	
116.4	DN	<b>NILES JUNCTION</b> 8.3			7.04	10.00		11.38	11.43	3.40	7.37	8.36	
124.7	DN	<b>OHIO JUNCTION</b> 3.1	222		7.18	10.10			11.52			8.46	
127.8		<b>YOUNGSTOWN</b> 2.5			S 7.20	S10.30			11.58			S 9.05	
130.3	DN	<b>HASELTON</b> 5.8			7.25	10.36			12.00			9.11	
136.1	Penna.	<b>N. Y. C. LOWELLVILLE</b> 10.0	131		7.34	10.46			12.09			9.21	
146.1		<b>NEW CASTLE</b> 0.6			S 7.45	S11.10			12.22			S 9.42	
146.7	DN	<b>P. &amp; L. E. NEW CASTLE JCT.</b> 1.9			5.45	7.48	11.15		12.25			9.47	
					7.52	11.20			12.30			9.52	
.0	DN	<b>UN TOWER</b>			6.48	7.55	11.24		12.33			9.55	
					A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
		Time over Sub-Division .....			— —	3.04	4.35	0.43	0.27	3.15	0.25	0.24	3.57
		Average speed per hour .....			— —	47.8	32.0	21.6	50.6	45.1	54.7	57.0	37.1

Passenger trains will not exceed a speed of 75 miles per hour Willard to Warwick and 70 miles per hour Akron Jct. to New Castle Jct.

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

**NOTE—40 operates daily except Monday and days following Holidays.**





# WESTWARD

# EASTWARD

THIRD CLASS						FIRST CLASS						C. T. & V. Sub-Division Supplement No. 3 TIME-TABLE No. 47 Effective 12.01 A. M. February 18, 1945	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS				THIRD CLASS	
99	197	181	581	59	17	Distance from Cleveland	Train Order Stations	170	590	58	18			176	88				
DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY			DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY			DAILY Ex. Sunday	DAILY				
A. M.	A. M.	P. M.	P. M.	A. M.	A. M.			A. M.	A. M.	P. M.	P. M.			A. M.	P. M.				
				11.50	7.50	.0	DN	<b>CLEVELAND</b> 1.6 <b>BROADWAY</b> West End 0.7 Double Track NICKEL PLATE JCT. W. & L. E. 1.7 N. & S. S. CLARK AVENUE East End 1.3 Double Track RD TOWER C. B. & T. 0.4 BROOKLYN 3.8	94			5.40	8.15						
		A 7.45	A 5.26	A 11.40	A 7.35	1.6				8.00	11.50	5.48	8.24						
		7.39	5.20	11.35	7.30	2.3				A 8.08	A 11.56	5.53	8.28						
A 2.15	A 9.45					4.0	DN							7.30	10.00				
1.55	9.35			11.26	7.15	5.3						6.00	8.35	7.40	10.10				
1.53	9.30			11.25	7.13	5.7						6.01	8.36	7.43	10.12				
1.40	9.25			11.19	7.07	9.5		WILLOW 2.5	40			6.07	8.42	7.58	10.20				
1.33	9.20			F 11.15	F 7.03	12.0	D	SOUTH PARK 2.3	50			F 6.11	8.46	8.20	10.28				
1.25	9.16			11.12	7.00	14.3		ALEXANDERS 2.8				6.15	8.49	8.45	10.34				
1.15	9.12			11.08	6.56	17.1		BRECKSVILLE 2.3				6.19		8.55	10.40				
1.05	9.08			F 11.05	F 6.53	19.4	D	JAITE 2.0	57			F 6.23	8.57	9.08	10.46				
12.50	9.03			11.02	6.50	21.4		BOSTON MILL 1.5				6.26	9.00	9.15	10.53				
12.45	9.00			F 11.00	F 6.48	22.9	D	PENINSULA 2.9	34			F 6.28	9.02	9.20	10.59				
12.30	8.55			10.56	6.44	25.8		EVERETT 1.7				6.32	9.06	9.25	11.08				
				10.53	6.41	27.5		IRA 1.5				6.35	9.08						
12.15	8.45			10.51	6.39	29.0		BOTZUM 2.6	59			6.37	9.10	9.35	11.18				
						31.6		OLD PORTAGE 3.9											
11.55	8.35			S 10.42	S 6.30	35.5	D	AKRON HOWARD ST. 1.5				S 6.48	S 9.20	9.50	11.40				
11.45	8.15			10.35	6.25	37.0		AKRON JUNCTION 1.1				A 6.53	A 9.25	A 10.00	A 12.15				
						38.1		EAST AKRON 3.9											
						42.0		KRUMROY 4.0	74										
						46.0		MYERSVILLE 3.4											
						49.4	D	AULTMAN 3.2	61										
						52.6	D	NORTH CANTON 4.5	28										
						57.1		LAKE PARK 1.6											
						58.7		CANTON											
						59.5	DN	Penna. 0.8 W. & L. E. KN TOWER 3.7											
						63.2		NORTH INDUSTRY 1.8											
						65.0		HOWENSTEIN 3.4											
						68.4		EAST SPARTA 2.2											
						70.6		SANDYVILLE 3.2	20										
						73.8	D	C. & P. 2.0 MINERAL CITY W. & L. E. 2.0											
						75.8		VALLEY JUNCTION											
P. M.	A. M.	P. M.	P. M.	A. M.	A. M.					A. M.	A. M.	P. M.	P. M.	A. M.	A. M.				
2.30	1.30	9.6	9.6	1.05	1.15			Time over Sub-Division		9.6	9.6	1.05	1.01	2.30	2.15				
13.2	22.0	7.0	7.0	32.6	28.3			Average speed per hour		7.0	7.0	32.6	34.8	13.2	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.





# WESTWARD

# EASTWARD

Distance from Wooster	Train Order Stations	Wooster Sub-Division		Third Class
		TIME-TABLE No. 47		<b>53</b>
		April 30, 1944		DAILY Ex. Sunday
				A. M.
.0		<b>WOOSTER</b>	18	S 11.30
1.0		1.0 BRANSTETTER	spur 5	11.35
6.1		5.1 CEDAR VALLEY	8	11.48
9.4		3.3 ARMSTRONG	spur 5	12.02
12.3		2.5 AUKERMAN		12.12
14.8		1.5 BURBANK		12.20
16.3		1.5 GARDEN ISLE	spur 11	12.25
18.1		1.8 LODI		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		Third Class
		TIME-TABLE No. 47		<b>54</b>
		April 30, 1944		DAILY Ex. Sunday
				A. M.
.0		<b>LODI</b>		S 8.30
1.8		1.8 GARDEN ISLE	spur 11	8.38
3.3		1.5 BURBANK		8.45
5.8		2.5 AUKERMAN		8.55
8.7		3.3 ARMSTRONG	spur 5	9.05
12.0		5.1 CEDAR VALLEY	8	9.17
17.1		5.1 BRANSTETTER	spur 5	9.33
18.1		1.0 WOOSTER	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. 47		
		April 30, 1944		
.0		<b>WILLOW</b>		
2.8		2.8 NEWBURG		
		Time over Sub-Division.....		
		Average speed per hour.....		

Distance from Willow	Train Order Stations	Newburg Sub-Division		
		TIME-TABLE No. 47		
		April 30, 1944		
.0		<b>NEWBURG</b>		
2.8		2.8 WILLOW		
		Time over Sub-Division.....		
		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.

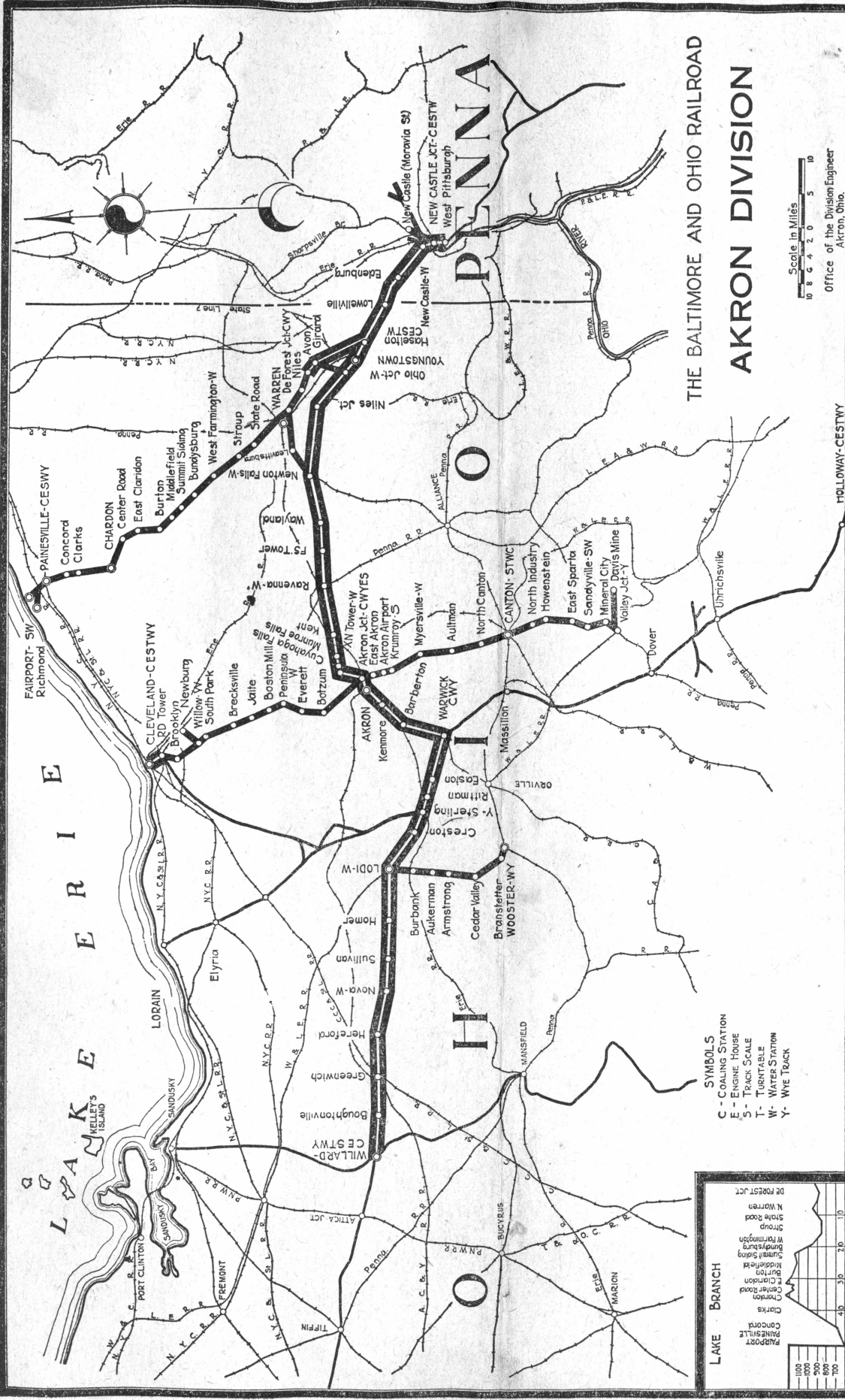
# WESTWARD

# EASTWARD

Distance from New Castle Jct.	Train Order Stations	New Castle Sub-Division		
		TIME-TABLE No. 47		
		April 30, 1944		
0.0	DN	<b>NEW CASTLE JCT.</b>		
1.6		1.6 P. & L. E. JCT. 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. 47		
		April 30, 1944		
0.0		West End Double Track P. & L. E. JCT.		
1.6	DN	1.6 NEW CASTLE JCT.		
		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.



THE BALTIMORE AND OHIO RAILROAD  
AKRON DIVISION

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

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

