

The Akron, Canton & Youngstown Railroad Company

Safety Above Everything

Time Table No. 25

SUPERSEDES TIME TABLE NO. 24

IN EFFECT 10:01 A. M.
EASTERN STANDARD TIME
SUNDAY, AUGUST 12th, 1951

FOR THE GOVERNMENT OF EMPLOYEES ONLY

H. B. STEWART, JR.
President

H. G. WATKINS
Vice President Operations

F. F. LENTZ
Superintendent

J. W. ECKSTEIN
*Superintendent of Motive Power
 and Cars*

F. J. BISHOP
Chief Engineer

S. J. WATKINS
Trainmaster, Carey, Ohio

H. L. BULLOCK
Diesel Supervisor

F. R. LITTLE
Traveling Engineer

E. L. CASWELL
Superintendent Car Service

E. G. FOLTZ
Chief Train Dispatcher

Dispatchers

W. H. NOBLE

H. M. SAVELY

C. G. MINCH

M. A. KILGORE

W. D. WILES

EASTWARD

Distance From Delphos	Distance Between Stations	STATIONS	THIRD CLASS
			90
			Daily Except Sunday
0-0		DELPHOS.....	A. M.
1-0	1-0	DELPHOS YARD..... O-C-W-Y	9.30
5.8	4.8	RUSHMORE.....	9.38
8.2	2.4	RIMER.....	9.42
11.4	3.2	VAUGHNSVILLE.....	9.47
16.7	5.3	C. G. TOWER.....	9.55
17.1	0.4	COLUMBUS GROVE..... W	9.56
22.4	5.3	PANDORA..... f	10.05
27.7	5.3	BLUFFTON.....	10.14
28.0	0.3	A. U. TOWER.....	10.15
36.1	8.1	JENERA.....	10.27
40.0	3.9	ARLINGTON..... W	10.33
45.1	5.1	MT. BLANCHARD.....	10.41
47.9	2.8	PRATTS.....	10.46
53.5	6.1	FISHER.....	10.55
55.1	1.6	CAREY..... O-C-S-W-Y f	11.15
62.3	7.2	TYMOCHTEE.....	11.25
66.4	4.1	SYCAMORE..... f	11.38(43)
70.5	4.1	PLANKTON.....	11.48
74.6	4.1	LYKENS.....	11.59
78.6	4.0	CHATFIELD.....	12.10
83.1	4.5	NEW WASHINGTON.....	12.20
86.5	3.4	NORTH AUBURN..... W	12.25
93.0	6.5	PLYMOUTH.....	12.45
101.6	8.6	G. N. TOWER.....	1.10(95)
101.9	0.3	GREENWICH.....	
109.0	7.1	NEW LONDON..... O-C-Y s	1.30
109.7	0.7	HILES.....	1.35
114.1	4.4	SEMPLE.....	1.42
116.5	2.4	BAKERS.....	1.47
118.6	2.1	HUNTINGTON.....	1.52
123.7	5.1	SPENCER..... W f	2.15
131.0	7.3	LITCHFIELD.....	2.35
134.2	3.2	THOMPSONS.....	2.41
140.2	6.0	MEDINA..... W s	2.55
145.9	5.7	BONETA.....	3.07
148.1	2.2	SHARON CENTER..... f	3.10
150.7	2.6	PAXTON..... W	
153.3	2.6	COPLEY..... f	3.17
155.6	2.3	BELT JUNCTION.....	3.20
156.9	1.3	FAIRLAWN.....	3.22
161.0	4.1	SILVER STREET.....	3.30
161.7	0.7	AKRON.....	
165.8	4.1	BRITAIN..... O-C-W-S-T	4.00
169.3	3.5	MOGADORE..... Y	P. M.

SUPERIOR DIRECTION

THIRD CLASS

92	94	96	42	44	46
Daily Except Sunday	Daily	Sunday Only	Tuesday Thursday Saturday Only	Monday Wednesday Friday Only	Monday Wednesday Friday Only
P. M.	P. M.	A. M.			A. M.
1.15	8.30	10.40	.....	.....	10.30
1.23	8.38	10.48	.....	.....	10.40
1.28	8.42	10.53	.....	.....	10.45
1.35(45)	8.47	10.58	.....	.....	10.50
1.44	8.55	11.07	.....	.....	10.59
1.45	8.56	11.08	.....	.....	11.05
1.55	9.05	11.17	.....	.....	11.30
2.04	9.14	11.26	.....	.....	11.40
2.05	9.15	11.27	.....	.....	11.55
2.17	9.27	11.39	.....	.....	12.25
2.23	9.33	11.45	.....	.....	12.40
2.31	9.41	11.53	.....	.....	12.50
2.36	9.46	11.59	.....	.....	12.56
2.55	9.55	12.08	.....	P. M.	1.05
3.05(95)	10.15	12.30	.....	12.30	1.15
3.30	10.25	12.40	.....	12.40	P. M.
3.42	10.37	12.52	.....	12.55	.....
3.52	10.48	1.02	.....	1.05	.....
4.03	10.59	1.13	.....	1.15	.....
4.13	11.08	1.23	.....	1.30	.....
4.22	11.17	1.32	.....	1.50(95)	.....
4.27	11.22	1.37	.....	1.58	.....
4.45	11.35	1.50	.....	2.15	.....
5.03	11.53	2.08	.....	2.35	.....
5.18	12.10	2.22	A. M.	3.00	.....
5.20	12.15	2.25	8.01	P. M.	.....
5.27	12.22	2.32	8.02	.....	.....
5.32	12.27	2.37	8.12	.....	.....
5.37	12.32	2.42	8.18	.....	.....
6.10	1.15(91)	3.15	8.24	.....	.....
6.30	1.35	3.35	8.55	.....	.....
6.36	1.41	3.41	9.15	.....	.....
6.50	1.55	3.54	9.21	.....	.....
7.02	2.10	4.07	10.15	.....	.....
7.05	2.14	4.10	10.28	.....	.....
7.12	2.22	4.17	10.31	.....	.....
7.15	2.25	4.20	10.59(95)	.....	.....
7.17	2.45(97)	4.22	11.05	.....	.....
7.25	2.59	4.30	11.15	.....	.....
7.45	3.15	4.45	11.25	.....	.....
P. M.	A. M.	P. M.	11.45	.....	.....
			A. M.	.....	.....

WESTWARD

Capacity of Meeting Point Tracks	Telegraph Call	STATIONS
Yard Yard S 13 Beet S 13 Beet	DK J	DELPHOS..... DELPHOS YARD.....O-C-W-Y RUSHMORE..... RIMER.....
S 16 P 35 Tfr. 30 Elevator 18	VN CG GR FN	VAUGHNSVILLE..... C.G. TOWER..... COLUMBUS GROVE.....W PANDORA.....
P 15 P 45 Elevator 33 P 45	Q AU RA IN	BLUFFTON..... A. U. TOWER..... JENERA..... ARLINGTON.....W
Team 18 P 26 Tfr. 33 P 60	B CR	MT. BLANCHARD..... PRATTS..... FISHER..... CAREY.....O-C-S-W-Y
Elevator 23 P 65 S 16 S 16	SY SX	TYMOCHTEE..... SYCAMORE..... PLANKTON..... LYKENS.....
P 47 P 55 S 19 P 57	CH NW GW PO	CHATFIELD..... NEW WASHINGTON..... NORTH AUBURN.....W PLYMOUTH.....
P 55 Ext. 19 P40 P 75	GN UN F	G. N. TOWER..... GREENWICH..... NEW LONDON.....O-C-Y HILES.....
S 11 S 14 S 13 P 88	CN	SEMPLER..... BAKERS..... HUNTINGTON..... SPENCER.....W
Elevator 38 P 88 Tfr. 35 P 57	CF DN	LITCHFIELD..... THOMPSONS..... MEDINA.....W BONETA.....
S 19 P 52 S 35	RN AO	SHARON CENTER..... PAXTON.....W COPLEY..... BELT JUNCTION.....
P 48 Yard Yard Yard Yard	SV DI BR	FAIRLAWN..... SILVER STREET..... AKRON..... BRITAIN.....C-W-T-S-O MOGADORE.....Y

INFERIOR DIRECTION

SECOND CLASS			THIRD CLASS		
95	91	97	41	43	45
Daily Except Sunday	Daily	Daily	Monday Wednesday Friday Only	Tuesday Thursday Saturday Only	Tuesday Thursday Saturday Only
P. M. 4.45 4.30 4.25	A. M. 5.45 5.30 5.25	A. M. 8.30 8.10 8.05			P. M. 2.15 1.55 1.45
4.20 4.11 4.10 f 4.01	5.20 5.11 5.10 4.52	7.59 7.50 7.45 7.35			1.35(92) 1.20 1.10 12.40
3.51 3.50 3.38 3.32	4.43 4.42 4.29 4.23	7.26 7.25 7.13 7.07			12.30 12.25 12.05 11.55
3.23 3.17 3.08 3.05(92)	4.15 4.10 4.01 3.55	6.58 6.53 6.45 6.40		P. M. 12.15	11.25 11.20 11.10 11.00
f 2.30 2.20 2.13 2.07	3.25 3.15 3.07 3.01	6.04 5.55 5.46 5.40		11.48 11.38(90) 11.18 11.08	A. M.
2.01 1.50(44) 1.40 1.30	2.55 2.45 2.37 2.27	5.35 5.26 5.20 5.10		10.55 10.45 10.30 10.10	
1.10(90)	2.08	4.52		9.45	
s 12.53 12.52	1.52 1.50	4.35 4.34	P. M. 12.30 12.25	9.30 A. M.	
12.45 12.40 12.35 f 12.20	1.40 1.35 1.30 1.15(94)	4.22 4.15 4.10 3.55	12.12 12.06 12.01 11.50		
11.40 11.35 s 11.25 11.11	12.41 12.37 12.26 12.14	3.33 3.29 3.17 3.05	11.10 11.05 10.45 8.25		
f 11.07	12.10	3.01	8.20		
f 10.59(42) 10.55	12.01 11.55	2.52 2.47	8.01 7.50		
10.52 10.45	11.25 11.15	2.45(94) 2.30	7.45 7.32		
10.30 A. M.	11.00 P. M.	2.15 A. M.	7.15 A. M.		

SPECIAL INSTRUCTIONS

1. All employees whose duties are in any way affected will provide themselves with a copy of the current time table and book of rules and have them at hand while on duty.

2. When trains meet at following stations, either by timetable or train order, unless otherwise specified, the train to take siding will do so as follows:

Delphos Yard—East Wye—Columbus Grove—D. T. & I. transfer track. Medina B & O Transfer.

3. The following abbreviations are authorized for use in train orders:

Grove	for Columbus Grove
Blanchard	for Mt. Blanchard
Washington	for New Washington
Auburn	for North Auburn
London	for New London
Sharon	for Sharon Center

4. Abbreviations shown in this time table indicate:

s	—Regular stop
f	—Flag stop
W	—Water
C	—Coal
T	—Turntable
Y	—Wye
S	—Scale track
O	—Diesel Fuel Oil

5. **Open Hours of Telegraph Offices**

Office	From	To
DELPHOS DEPOT.....	7:00 a. m.	8:00 p. m.
DELPHOS YARD.....	Continuous	
VAUGHNSVILLE.....	7:30 a. m.	4:30 p. m. except Sunday
C. G. TOWER.....	Continuous	
COLUMBUS GROVE..	7:30 a. m.	4:30 p. m. except Sunday
PANDORA.....	7:30 a. m.	4:30 p. m. except Sunday
BLUFFTON.....	7:30 a. m.	4:30 p. m. except Sunday
A. U. TOWER.....	Continuous	
JENERA.....	7:30 a. m.	4:30 p. m. except Sunday
ARLINGTON.....	8:00 a. m.	5:00 p. m. except Sunday
MT. BLANCHARD.....	7:30 a. m.	4:30 p. m. except Sunday
CAREY.....	Continuous	
SYCAMORE.....	7:30 a. m.	4:30 p. m. except Sunday
CHATFIELD.....	7:30 a. m.	3:30 p. m. except Sunday
NEW WASHINGTON	Continuous	
PLYMOUTH.....	7:30 a. m.	4:30 p. m. except Sunday
G. N. TOWER.....	Continuous	
NEW LONDON.....	7:30 a. m.	4:30 p. m. except Sunday New London telegraphing handled at Hiles during remainder of period.
HILES.....	Continuous	
SPENCER.....	Continuous	
MEDINA.....	7:30 a. m.	4:30 p. m. except Sunday
SHARON CENTER....	7:30 a. m.	4:30 p. m. except Sunday
COPLEY.....	8:00 a. m.	5:00 p. m. except Sunday
SILVER STREET.....	3:00 p. m.	7:00 a. m. daily

6. Yard limits, as indicated by yard limit boards are located at:

Akron	Carey
Medina	Columbus Grove
Spencer	Delphos
New London	

7.

Speed Restrictions

Reference	Service	Territory	Maximum Speed Miles Per Hour
A	Passenger	Delphos Yard To Akron	50
B	Freight	Delphos Yard to Akron	40
C	All	All Yard Limits	20
D	Steam Locomotives backing up	All	20
E	Steam Locomotives without pony trucks	All	15
F	All	Pandora	20
G	All	Delphos to Delphos Yard	10
H	All Eastward Trains	Mile Post 122 to Mile Post 123	15
I	Class R Locomotives	Over all sixty lb. rail	15
J	Wreck Derrick	All	25
K	All	Through interlocking plants C. G. Tower A. U. Tower Arlington Fisher Sycamore Eastward trains only New Washington Eastward trains only G. N. Tower Hiles	20

8. Book of rules, rule 19, should read yellow marker lights instead of green marker lights. Figure 5 is modified as follows: Engines running light, will display a red flag on rear end and in addition a red light by night in place of markers.

9. Other than diesel and class M engines will not be used on the following tracks:

1. Spencer Metal Products Co., Spencer.
2. Mill track New London, West of derail.
3. Curve leading from crusher No. 1 and No. 2 tracks to National Lime & Stone Co. tipple Carey.

Other than diesel and class M engines may be operated on following tracks not to exceed a speed of 3 miles per hour.

Beet track Vaughnsville.

All engines are prohibited on Fairlawn Supply & Coal Co. crane track and must not be operated over pits on Fairlawn Supply & Coal Co. stone track, Fairlawn.

Class R engines cannot be operated on Pennsylvania portion of transfer, Chatfield, which restricts these locomotives beyond 268 feet from point of A. C. & Y. main track switch.

National Lime & Stone Co. track, Rimer Tracks No. 1 and 2 will each hold one car under the storage bins and five cars North of the bins. On account of clearance locomotives must

not be operated under the storage bins. When other than diesels or class M engines are used on stone track Rimer, do not exceed a speed of 3 miles per hour.

Locomotives class R and M are prohibited from using frog on Armours & Co. track, Akron.

Use of crane track at the Minnesota Mining Co., Copley is prohibited on account of close clearance.

10. Bulletin Boards

Deiphos Round House	Brittain—Yard Office
Carey	Brittain Round House
New London	

11. Register Stations

DELPHOS YARD	BRITTAIN YARD OFFICE
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12. Standard Clocks

*DELPHOS YARD	Yard Office
CAREY	Telegraph Office
NEW LONDON	Telegraph Office
AKRON	Disprs Office
BRITTAIN	Yard Office

*Indicates Central Standard Time.

WATCH INSPECTOR

13. J. B. Lentsch, 137 South Main Street, Akron 8, Ohio.

14.

Railroad Crossings at Grade and Signals Governing

In accordance with Rules 98 and 98 (a), trains must stop at all non-interlocked crossings and, after stopping, will proceed according to indication shown below.

STATION	CROSSINGS	Position and kind of signal indicating clear route for A. C. & Y.
#SPENCER.....	W. & L. E.	Interlocking.
HILES.....	C. C. C. & St. L.	Interlocking.
G. N. TOWER	B. & O.	Interlocking.
*PLYMOUTH	B. & O.	Target Vertical.
NEW WASHINGTON ..	Pennsylvania	Interlocking.
CHATFIELD	Pennsylvania	Target, perpen.
★SYCAMORE	N. Y. C.	Interlocking.
CAREY	C. C. C. & St. L.	Interlocking.
CAREY	C. & O.	Interlocking.
FISHER	C. C. C. & St. L.	Interlocking.
★ARLINGTON	N. Y. C.	Interlocking.
A. U. TOWER	N. K. P.	Interlocking.
C. G. TOWER	D.T.&I.&B.&O.	Interlocking.

#When there is no operator on duty train crews will have to stop at home signal and insert switch key in small box located on home signals and turn key clockwise, then remove key and W & L E dispatcher located at Brewster will then clear home signal soon as it is possible to do so.

*Operated by A. C. & Y. trainmen and left to block A. C. & Y. track.

★In case of interlocking failure. At Sycamore or Arlington. At Arlington be governed by instructions in telephone booth near crossing.

At Sycamore be governed by instructions in small black box just east of crossing south side main track, marked A. C. Y. emergency switch.

Target controlling the movement of trains over A. C. & Y. Railroad and the B. & O. Railroad crossing at Plymouth, when set in horizontal position gives right to B. & O. trains and when set in vertical position gives right to A. C. & Y. trains. After use of crossing by A. C. & Y. trains, target must be lined and locked to permit movement of B. & O. trains. All A. C. & Y. trains must make regulation stop as required by law before using crossing. B. & O. passenger trains will make regulation stop before using crossing, but B. & O. freight trains are permitted to approach crossing under control, prepared to stop if signal is set against them. They may proceed over crossing at a speed not in excess of fifteen (15) miles per hour if target is lined in horizontal position and the way is clear without making the regulation stop.

Laws and Orders of Commission

Sec. 8826. When the tracks of two railroads cross each other, or in any way connect at a common grade, the crossings shall be made and kept in repair, and watchmen maintained thereat, at the joint expense of the companies owning the tracks. All trains or engines passing over such tracks must come to a full stop not nearer than two hundred feet, nor further than eight hundred feet from the crossing, and not cross until signalled so to do by the watchman, nor until the way is clear.

"Section 8827, Laws of State of Ohio Crossing of trains; how regulated. When two passenger or freight trains approach the crossing at the same time, the train on the road first built shall have precedence if the tracks are both main tracks over which all passengers and freights on the road are transported. But if only one track is such main track, and the other is a side or depot track, the train on the main track shall take precedence. If one of the trains is a passenger train and the other a freight train, the former shall take precedence, and regular trains on time take precedence over trains of the same grade not on time. Engines with the cars attached, not on time, shall take precedence of engines without cars attached, not on time. (R. S. 3333.)

Section 8853. Signals at railroad crossings. Every company shall attach to each locomotive engine passing upon its road a bell of the ordinary size in use on such engines, and a steam whistle. When an engine in motion and approaching a turnpike highway or town road crossing or private crossing where the view of such crossing is obstructed by embankment, trees, curve, or other obstruction to view, upon the same line therewith and in like manner where the road crosses any other traveled place by bridge or otherwise, the engineer or person in charge thereof, shall sound such whistle at a distance of at least eighty and not further than one hundred rods from such crossing and ring such bell continuously until the engine passes the crossing.

Section 2855-12. It shall be the duty of any person who discovers the body or acquires the first knowledge of the death of any person who shall have died as a result of criminal or other violent means, or by casualty, or by suicide or suddenly when in apparent health, or in any suspicious or unusual manner, to immediately notify the office of the coroner of the known facts concerning the time, place, manner and circumstances of such death, and any other information, which may be required, pursuant to this act. In such cases if request for cremation is made the funeral director called in attendance, shall notify the coroner immediately. Any person who shall willfully refuse to report such a death, or who without an order from the coroner, shall willfully touch, remove disturb the body of any such person, or the clothing or any article upon or near such body, shall be guilty of a misdemeanor and if convicted shall be fined not less than one hundred dollars, nor more than five hundred dollars.

Train and engine service employees after they have been on duty fourteen (14) hours must notify the Superintendent if they do not expect to finish the trip within sixteen (16) hours and proceed unless or until directed otherwise.

Employees must know when called for service that they are available for duty under the hours of service regulations and if in any doubt, bring it to the attention of the proper official.

15. Following signal indication governs the West bound Distant Signal at Sycamore:

Red—Stop—and Proceed, expecting to find train obstruction or defective track appliance between distant and home signal.

Yellow—Proceed—With train under control prepared to stop short of home signal

Green—Proceed.

16. All double-head trains will stop to clear water stations and cut engines off before taking water.

17. Movements of all trains and Yard engines will be made within Akron Yard limits under telephonic authority of the Train Dispatcher.

18. All Eastward trains and yard engines between the hours of 7:00 a. m. and 3:00 p. m. will call train Dispatcher from Silver Street to obtain clearance to Brittain. All Eastward trains and engines must obtain clearance card Form Y at Silver Street. Conductors will be responsible for getting clearance cards at Silver Street when there is no operator on duty. Yard engines when going west of Silver Street telegraph office, when operator is on duty, will obtain clearance card Form Y before passing train order board while STOP is indicated.

19. Restricted Yard limits are established from middle cross-over switch Rock Cut passing track Akron, to Bridge 163.41 one-fourth mile West of Erie transfer. These limits are marked with boards and lights which indicate green when entering and yellow when leaving the limits. Clearance cards form Y between Akron and Erie Transfer will be authority for all road and yard trains to use this restricted territory regardless of opposing trains and expecting to find main track clear or obstructions or standing and slow moving trains protected as per Rule 99, Rule requiring movements to be made at a speed to enable stops to be made within one-half range of vision will not apply to this restricted territory, Road and yard conductors will be held personally responsible for knowing that competent flagmen properly equipped and familiar with this rule is in proper position on last car of train.

20. Train Dispatchers in transmitting clearance card Form Y must spell destination letter by letter and then plainly pronounce. Conductors receiving clearance will repeat back to Train Dispatcher in same manner as sent.

21. No cars may be moved in Akron district, that is territory between Summit Street and Main Street, except when in charge of train crew. Employees of the station or other departments must not undertake to move any cars or give permission to the public to do so.

22. The leaving of any cars on what is known as "Old Transfer," Mogadore, is prohibited except upon authority of Train Dispatcher in message form.

23. Regulations of the Goodyear Tire & Rubber Company prohibit smoking by employees or others while on their property; therefore, train and yard crews will refrain from smoking while working Goodyear plants.

24. Locomotives having four or more pair of drivers, will not move on two turnouts sharper than No. 10 at the same time, that is, where headblocks are adjacent, which would require some of the drivers to be on one turnout and the remainder of the drivers on the other turnout. Movement must be first made to straight rails, reverse movement made, then movement on the second turnout This applies to both road and yard service.

25. Trains having cars to set out at Fairlawn will clear White Pond Drive before making set-out.

26. Whistling is prohibited in Akron city limits, unless necessary to prevent injury or accident, or to send out or call in flagman. This does not prevent whistling in cases of danger at street crossings.

27. Operating Rule 103 is amplified as follows: Except while switching or pulling in or out of yards, a trainman must be stationed on rear car when any are being pulled by an engine. When it is practical to remain on ground adjacent to lead car or rear car or when more important duties require taking a position elsewhere, the above instructions will not apply.

28. Enginemen must see that extreme care is used in blowing off engines at all places to avoid personal injuries and property damage.

29. When conditions require train service employees to protect highway grade crossings, they will observe Rule 1164 applicable to crossing watchmen and refrain from giving a proceed signal to traffic on the highway under any circumstances.

30. In addition to sounding the standard whistle signal at the whistle post, arrange to repeat the whistle signal between the whistle post and the highway crossing, so that the last blast of the whistle signal is sounded at the highway crossing.

31. The following instructions will govern handling of dead steam locomotives.

1. Do not exceed a speed of twenty five, (25) miles per hour.
2. Locomotives will be placed a sufficient number of cars back in train to give sufficient braking power ahead and back of dead locomotives.
3. Driver brakes will be cut out on dead locomotive and retained on tender.

32. Drawbridge has been constructed across tile loading track, Biglow's, New London, Ohio. Before working this track crews will ascertain that bridge is clear.

33. Supplementing Operating Rule No. 753, when an employee is injured during the movement of a car in such a manner that the movement of car may be or is involved, conductor in charge of engine responsible for the movement will furnish this office a list of all cars indicating whether loads or empties in train or cut attached to the locomotive at the time the injury occurred. In the event that injury occurs to conductor, engine-man will personally check cars and furnish list.

34. When materials are being dragged from hopper cars signal to proceed must be given engineman by a man located on the corner of the car in which the men are working. This will not prevent engineman taking stop signal from anyone.

35. The Nickel Plate has been granted permission to turn their Class H-5 engines on our wye at Delphos, Ohio. These engines will be manned by Nickel Plate yard crews. A. C. & Y. switch key will be obtained by them from Nickel Plate yard office and permission obtained from A. C. & Y. dispatcher to make movement.

36. When trains meet at New London and westward train holds main track, they will not pass west wye switch until eastward train has cleared west switch of passing track.

37. LOAD LIMITATIONS

Delphos to Mogadore, Maximum Gross Weight—260,000.

38. CLEARANCES

Location— Between	Height Above Top of Rail		Width Ft.
	Ft.	In.	
Delphos—Thompson	21		12
Thompson—Medina	18	9	12
Medina—North St., Akron	20	9	12
North St., Akron—Forge St., Akron	21		12
Forge St., Akron—East Akron	18		12
East Akron—Mogadore	20	9	12

39. Trainmen and yard men should be constantly on the alert when working at industries as obstructions may not clear a man on the side or top of car.

40. Book of rules. Rule No. 91 should read Trains must keep at least ten minutes apart, except in closing up at stations, meeting or passing points. Operators will rigidly block trains accordingly.

41. When Eastward train order board shows STOP position, Eastward trains at Sycamore will stop to clear east end of passing track so westward train can enter passing track in the event a restricting order is put out at that point.

42. East switch of Minx No. 1 track Copley, Ohio, will serve as derail for present track leading to Minx plant, will be kept lined for movement to No. 1 track and show yellow. Crossover switch on West end will be lined for Minx plant track which will show green, and when lined for cross over movement to No. 1 track, will show yellow.

43. Rock Cut passing track with a capacity of 70 cars extends from point of switch off main track about 500 feet east of Summit Street to most easterly point of switch. This track must be kept clear at all times. If necessary to block this track permission must be obtained from dispatcher.

44. In case of emergency, through trains can get tank of water from the Big Four at Hiles. Local engines will be placed on coal dock track when cutting out at London, so that engines can be filled during the night.

45.

REPORT OF ACCIDENTS

Form 21 to be telegraphed or telephoned by the Conductor to the Vice President Operations Office at the first open telegraph office with as much information as possible. Includes derailments, crossing accidents, personal injuries and other casualties.

Form 71 to be filled out by Conductor and Engineer in duplicate and mailed to Superintendent, for all derailments, cars side swiped, or cornered, switches run thru, fires, drawbar failures, locomotive mechanical failures and crossing accidents, etc.

Highway crossing Form 72. Engineer and Conductor will each fill out a form on both sides. Fireman and brakemen will each fill out a form answering the 26 questions on one side. Forms to be mailed to Superintendent.

Personal Injury Report 20. Injured employee to fill out in duplicate. Other members of crew fill out one copy. Each member of crew fill out one copy to cover each person injured in crossing or other accidents. To be mailed to Superintendent.

Fires and Live Stock—Send messages.

Engine failures or train delays caused by engine trouble. Engineer or Conductor will send message whenever delay exceeds 10 minutes.

46.

STOPPING TRAINS FROM REAR

When necessary to make an emergency application of the brakes from rear of train on account of derailed car, connections dragging, broken truck, etc., conductors valve must be opened quickly.

In Cases Other Than Extreme Emergency

Trains of less than 75 cars, running at a speed of 15 miles per hour or less, open valve slowly, consuming 90 seconds. Trains of less than 75 cars running at a speed of more than 15 miles per hour, open valve slowly consuming 60 seconds.

In each case valve must not be closed until train has come to a full stop.

47.

Special Instructions Relative to Operations of Highway Crossing Protection Signals

New London, Ohio. A self-restoring switch has been installed marked START and OFF on west side of relay case at State Route 60, New London, Ohio. The relay case is located south side of main line, east of highway. This switch will cut off and start flashers at S.R. 60 and S.R. 162 when track is occupied west of S.R. 162, east of S.R. 60, or train standing between these Streets. Flashers cannot be cut off if train is on either highway crossing. Insulated joints will be painted yellow to designate circuits at the highway crossings.

Medina, Ohio. Control boxes are mounted on west end of relay cases at Court and Broadway Streets, Medina, Ohio, for cutting out and starting flashers. These are self-restoring switches. When switching west of crossings push button marked WEST and when switching east of crossing push button marked EAST.

Schocolog Road. A self-restoring cut-out switch has been installed on east side of relay case for shutting off the lights at Schocolog Road while switching east of the highway. The box is painted red. The black button shuts the lights off and the red button starts them. A pilot light comes on to indicate the flashers are shut off.

Fairlawn, Ohio. In addition to main line track circuits, track circuits are installed on the team track and on the passing track, Fairlawn, that cause the flashers to operate when cars or locomotives are within the limits of the track circuit. The track circuit on the team track extends east 60 feet from the center of the crossing and west 57 feet from the center of the crossing; a total track circuit of 117 feet. On the passing track, track circuit extends east 65 feet from the center of the crossing and 81 feet west from the center of the crossing; a total length of circuit of 146 feet. Insulated joints at each end of the circuits have been painted yellow. Under no circumstances should cars be left on either track to foul the circuits.

Manual switch for operating flashers at Fairlawn, Ohio, is in service control box and is located on west end of relay case and to operate flashers insert switch key and turn left or right.

Akron, Ohio. Manual control box for operation of flashers and bells at Main Street, Akron, Ohio, has been installed on east end of relay case immediately east of station. By inserting switch key and turning it counter clockwise, lights and bells can be stopped, and by turning key clockwise they can be started again and returned to the control of operator at Broadway Tower. As long as switch key is left in position for cutting out these signals, tower operator has no control whatsoever over them.

Traffic light signals at Summit, Broadway, High and flasher lights at Main Street, Akron, Ohio, are operated by man located in tower at Broadway. This lighting consists of two traffic lights at each crossing, one controlling northbound vehicular traffic and one controlling southbound vehicular traffic, and an indicator light suspended in center of track at each crossing. This indicator light is the only light that will be visible to approaching train, and will show green when traffic signals have been set to block vehicular traffic. In the absence of the green indicator light approaching train must come to stop before fouling crossing, and must not proceed over crossing until crossing has been protected by flag by a member of crew. Yard engines while switching in this territory, will keep watchmen advised on all movements.

All officers and employees will report by wire failures or conditions likely to cause failures of men or apparatus.

Motor cars and pushcars must not be left standing on circuits so as to give false indication of an approaching train.

At crossings where necessary, manual control switches are provided with switch locks to permit cutting out automatic signals. In switching across highways, instead of flagging crossing by hand signals, a member of the train crew must be stationed at the cut-out switch to operate the automatic signal to protect highway traffic. The same individual who operates the automatic feature will be charged with responsibility of restoring the cut-out switch to normal position before leaving.

When movements across highway crossings are made from a track not connected with controlled relays, crossing must be protected by hand or action taken to cause automatic protecting device to respond.

Manually controlled traffic lights shall be operated to cause yellow indication for five (5) seconds and red indication until rear of train has crossed highway. Green indication in direction of railway will indicate to trainmen that red is showing in both directions on the highway.

LOCATION OF COMPANY SURGEONS

Chief Surgeon

DR. DONALD MINNIG

640 West Market Street Office: Telephone JE-7101

Residence: Telephone UN-9150

AKRONDR. PAUL L. WEYGANDT
640 West Market Street; Office Telephone: JE-7101

AKRONDR. F. C. KUNZ
302 Wm. Evans Bldg., Office Telephone: FR-5724

AKRONDR. R. H. BRENEMAN
1477 East Market Street, Office Telephone: ST-4722

SHARON CENTER.....DR. MORRIS M. MALMUD
Office Telephone 5101

MEDINADR. R. L. MANSELL
212 South Broadway, Telephone 22481

LITCHFIELDDR. T. V. KOLB
Medina Exchange Telephone 26815
Chatham Exchange Telephone 2-Y-55

SPENCERDR. THOMAS N. GERACIOTI
Office Telephone 2931 ; Residence Telephone 2932

NEW LONDONDR. T. H. SMITH
29 South Main Street, Telephone 90

GREENWICHDR. THOMAS H. EATON
Office 7 West Main Street, Telephone 2022
Residence Telephone 2023

PLYMOUTHDR. D. B. FAUST
14 Plymouth Street, Telephone 78

NEW WASHINGTONDR. K. H. BARTH
West Main Street, Telephone 2211

SYCAMOREDR. F. M. SMITH
Office Telephone 55

CAREYDR. S. R. BAME
134 East Findlay Street, Office Telephone 1191
Residence Telephone 1196

MT. BLANCHARDDR. WM. E. BROWN
Office and Residence Tel. 48

BLUFFTONDR. M. D. SOASH
561 South Main Street, Telephone 254W

COLUMBUS GROVEDR. R. N. TRUMBALL
123 South High Street, Telephone 124

DELPHOSDR. EZRA BURNETT
130 East 4th Street, Telephone : Main 5001

Chief Surgeon should not be called except by local Surgeon
or in case of emergency.

AMBULANCE SERVICE — AKRON DISTRICT
Eckard Funeral Home Telephone JE-7141
760 East Market Street

Class R Engines 402-406 and Diesel Engines 500 Class

SELECTION OF TABLE

EAST BOUND			WEST BOUND		
FROM	TO	Table	FROM	TO	Table
DELPHOS	BLUFFTON	L	BRITTAIN	BELT JCT.	5
BLUFFTON	CAREY	4	BELT JCT.	SPENCER	4
CAREY	New London	3	SPENCER	Huntington	6
New London	SPENCER	1	Huntington	CAREY	1
SPENCER	BRITTAIN	6	CAREY	BLUFFTON	2
			BLUFFTON	DELPHOS	L

Number of Cars	A	B	C	D	E	Number of Cars	A	B	C	D	E
	TABLE 1						TABLE 2				
120.....	3460	3180	2940	2700	2490	120.....	3090	2840	2630	2410	
115.....	3520	3240	2990	2750	2530	115.....	3150	2890	2680	2460	2270
110.....	3580	3290	3040	2790	2580	110.....	3200	2940	2720	2500	2300
105.....	3640	3350	3090	2840	2620	105.....	3250	2990	2760	2540	2340
100.....	3690	3400	3140	2880	2660	100.....	3300	3030	2800	2570	2380
95.....	3750	3450	3190	2920	2700	95.....	3350	3080	2850	2610	2410
90.....	3810	3500	3240	2970	2740	90.....	3400	3130	2890	2650	2450
85.....	3870	3560	3290	3020	2790	85.....	3460	3180	2940	2700	2490
80.....	3930	3610	3340	3070	2830	80.....	3510	3230	2980	2740	2530
75.....	3990	3670	3390	3110	2870	75.....	3560	3280	3030	2780	2560
70.....	4040	3720	3430	3150	2910	70.....	3610	3320	3070	2810	2600
65.....	4100	3770	3470	3200	2950	65.....	3670	3380	3120	2860	2640
60.....	4160	3820	3540	3240	3000	60.....	3710	3410	3150	2890	2670
55.....	4220	3880	3580	3290	3040	55.....	3770	3470	3210	2940	2720
50.....			3740	3340	3080	50.....	3820	3520	3250	2980	2750
45.....				3380	3120	45.....		3560	3290	3020	2790
						40.....				3060	2820

TABLE 3						TABLE 4					
120.....	2500					120.....	2340				
115.....	2540	2340				115.....	2380				
110.....	2580	2370	2190			110.....	2420	2230			
105.....	2630	2420	2240			105.....	2460	2270	2090		
100.....	2670	2450	2270	2080		100.....	2500	2300	2130		
95.....	2710	2490	2300	2110	1950	95.....	2560	2350	2180	2000	1840
90.....	2760	2540	2350	2150	1990	90.....	2580	2370	2200	2010	1860
85.....	2800	2580	2380	2190	2020	85.....	2610	2400	2220	2040	1880
80.....	2840	2610	2420	2220	2050	80.....	2650	2440	2260	2070	1900
75.....	2880	2650	2450	2250	2070	75.....	2690	2480	2290	2100	1930
70.....	2920	2690	2480	2280	2100	70.....	2730	2510	2330	2130	1970
65.....	2970	2730	2520	2320	2140	65.....	2770	2550	2360	2160	1990
60.....	3010	2770	2560	2350	2170	60.....	2800	2580	2380	2190	2030
55.....	3050	2810	2590	2380	2200	55.....	2850	2620	2430	2230	2050
50.....	3100	2850	2630	2420	2230	50.....	2880	2650	2450	2250	2070
45.....	3140	2890	2670	2450	2260	45.....	2920	2690	2500	2280	2100
40.....	3180	2930	2700	2480	2290	40.....	2960	2720	2520	2310	2130
35.....				2510	2320	35.....			2550	2340	2160
30.....					2350	30.....					2190

TABLE 5						TABLE 6					
110.....	2250					105.....	2130				
105.....	2290					100.....	2170	2000			
100.....	2330	2140	1980			95.....	2200	2030	1870		
95.....	2360	2170	2010			90.....	2240	2060	1910		
90.....	2390	2200	2030			85.....	2270	2090	1930	1770	
85.....	2430	2240	2060	1890		80.....	2310	2130	1960	1800	1650
80.....	2470	2270	2100	1920	1780	75.....	2340	2150	1990	1830	1680
75.....	2510	2310	2130	1950	1810	70.....	2380	2190	2030	1960	1710
70.....	2540	2340	2160	1980	1830	65.....	2410	2220	2050	1880	1740
65.....	2570	2360	2190	2010	1850	60.....	2450	2250	2090	1920	1770
60.....	2610	2400	2220	2040	1880	55.....	2480	2280	2110	1940	1790
55.....	2650	2440	2250	2070	1910	50.....	2520	2320	2150	1970	1810
50.....	2680	2460	2280	2090	1930	45.....	2550	2350	2170	1990	1840
45.....	2720	2500	2310	2120	1960	40.....	2590	2390	2210	2020	1870
40.....	2760	2540	2350	2150	1990	35.....	2620	2410	2230	2040	1890
35.....	2790	2560	2370	2170	2010	30.....			2270	2080	1910
30.....			2410	2210	2040	25.....					1930
25.....				2230	2060						

Class M Engines Nos. 320-324

SELECTION OF TABLE

EAST BOUND			WEST BOUND		
FROM	TO	Table	FROM	TO	Table
DELPHOS	BLUFFTON	L	BRITTAIN	BELT JCT.	5
BLUFFTON	CAREY	4	BELT JCT.	SPENCER	4
CAREY	New London	3	SPENCER	Huntington	6
New London	SPENCER	1	Huntington	CAREY	1
SPENCER	BRITTAIN	6	CAREY	BLUFFTON	2
			BLUFFTON	DELPHOS	L

Number of Cars	A	B	C	D	E	Number of Cars	A	B	C	D	E
	TABLE 1						TABLE 2				
90.....	1860					80.....	1725				
85.....	1915	1762				75.....	1772	1630			
80.....	1970	1812	1675			70.....	1820	1674	1547		
75.....	2025	1863	1721	1580		65.....	1870	1720	1589		
70.....	2080	1914	1768	1622	1498	60.....	1920	1766	1632	1497	1382
65.....	2135	1964	1815	1655	1537	55.....	1970	1812	1674	1536	1418
60.....	2190	2015	1862	1708	1577	50.....	2015	1853	1712	1571	1450
55.....	2250	2070	1913	1755	1620	45.....	2065	1899	1755	1610	1486
50.....	2300	2116	1955	1794	1656	40.....	2115	1945	1797	1649	1522
45.....	2360	2170	2006	1841	1699	35.....	2165	1991	1840	1688	1558
40.....	2410	2217	2049	1880	1735	30.....	2210	2033	1878	1723	1591
35.....	2468	2271	2098	1925	1777	25.....		2079	1921	1762	1627
30.....			2168	1989	1836	20.....					1663
25.....					1857						

TABLE 3						TABLE 4					
75.....	1400					70.....	1390				
70.....	1500					65.....	1430	1315			
65.....	1540	1416				60.....	1470	1352	1249		
60.....	1580	1453	1343			55.....	1510	1389	1283	1177	
55.....	1625	1495	1381	1267	1170	50.....	1550	1426	1317	1209	1116
50.....	1665	1531	1415	1298	1198	45.....	1587	1460	1348	1237	1142
45.....	1705	1568	1449	1329	1227	40.....	1625	1495	1381	1267	1170
40.....	1745	1605	1483	1361	1256	35.....	1665	1531	1415	1298	1198
35.....	1785	1642	1517	1392	1285	30.....	1700	1564	1445	1326	1224
30.....	1825	1679	1551	1423	1314	25.....	1740	1600	1479	1357	1252
25.....	1865	1715	1585	1454	1342	20.....		1637	1513	1388	1281
20.....			1623	1489	1375	15.....					1310

TABLE 5						TABLE 6					
65.....	1320					65.....	1220				
60.....	1360	1250				60.....	1255	1155			
55.....	1400	1290	1190	1090		55.....	1292	1189	1098		
50.....	1430	1320	1215	1115	1030	50.....	1327	1221	1128	1035	
45.....	1470	1355	1250	1145	1060	45.....	1365	1256	1160	1065	983
40.....	1505	1385	1280	1175	1085	40.....	1400	1288	1190	1092	1008
35.....	1540	1415	1310	1205	1110	35.....	1435	1320	1220	1119	1033
30.....	1575	1450	1340	1230	1135	30.....	1470	1352	1250	1147	1058
25.....	1610	1480	1370	1255	1160	25.....	1505	1385	1279	1174	1083
20.....		1520	1400	1290	1190	20.....	1537	1414	1306	1199	1107
						15.....					1132

SPEED TABLE

Time Going 1 Mile		Miles Per Hour	Time Going 1 Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.	
12	.....	5	1	20	45
6	.....	10	1	12	50
4	.....	15	1	5	55
3	.....	20	1	.....	60
2	24	25	.....	55	65
2	.....	30	.....	51	70
1	43	35	.....	48	75
1	30	40	.....	45	80

INSTRUCTIONS

Add caboose tonnage to train tonnage and count caboose as one car of train. To obtain rating for a train handled by more than one locomotive, add together the number of cars and tons assigned to each locomotive used. In rating through trains over more than one rated section use highest numbered table for rated sections involved. Where letter "L" occurs in place of table number, take train limit.

RUNNING

2 Miles		2½ Miles		3 Miles		3½ Miles		4 Miles		5 Miles		EQUAL
Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	
12	.....	15	.....	18	.....	21	.....	24	.....	30	.....	10 Miles Per Hr.
6	.....	7	30	9	.....	10	30	12	.....	15	.....	"
4	.....	5	.....	6	.....	7	.....	8	.....	10	.....	"
3	.....	3	45	4	30	5	15	6	.....	7	30	"
2	40	3	20	4	.....	4	40	5	20	6	40	"
2	24	3	.....	3	36	4	12	4	48	6	.....	"
2	10	2	43	3	15	3	48	4	20	5	25	"
2	.....	2	30	3	.....	3	30	4	.....	5	.....	"
1	50	2	18	2	45	3	13	3	40	4	35	"
1	42	2	8	2	33	2	59	3	24	4	15	"
1	36	2	.....	2	24	2	48	3	12	4	.....	"
1	30	1	58	2	15	2	38	3	.....	3	45	"

TEMPERATURES GOVERNING REDUCED RATING

- A—33° or above
- B—33° to 20°
- C—20° to 10°
- D—10° to 0°
- E—0° or below

Does not apply to diesel engines.