We Only
have a time table
for Line West
of Alliance

ERIE RAILROAD

KENT DIVISION.

TIME TABLE No. 11.
EFFECTIVE AT 12.01 A. M.
SUNDAY, FEB. 10, 1918.
SUPERSEDING TIME TABLE No. 10,
DATED NOV. 11, 1917.

FOR THE GOVERNMENT OF EMPLOYES ONLY.

EASTERN STANDARD TIME.

11

R. S. Parsons, Vice President, New York.
W. A. Baldwin, General Superintendent, Youngstown.
A. E. Ruffer, General Superintendent Transportation, New York.
R. E. Woodruff, Superintendent Transportation, Youngstown, Ohio.
W. J. English, Superintendent, Marion, Ohio.
H. R. Adams, Asst. Superintendent, Kent, Ohio.

COMPANY SURGEONS.

Location.	Office.	Name.	Telephone.
Kent	318 W Main St.....	Dr. W. B. Andrews...	Off. & Res. No. 33.
Akron	303 2d National Bank....	Dr. C. C. Roller.....	Off. Bell 1794, Res. Bell 3347, Peoples 4526.
Akron	510 Everett Bldg.....	Dr. E. L. Mather..... (Eye Specialist)	Off. Peoples 1250, Res. Bell 1966.
Wadsworth ...	180 Main St.....	Dr. N. S. Everhard....	Off. & Res. No. 314.
Ashland	19 East Main St.....	Dr. R. C. Kinneman...	Off. & Res. No. 171.
Mansfield	78 Park Ave. West.....	Dr. A. H. M'Cullough.	Off. & Res. Bell 605-R, Peoples 811.
Galion	229 North Columbus St...	Dr. C. D. Morgan.....	Off. & Res. Bell 207-K, Off. Home 43-M, Res 43-R.
Marion	272 West Center St.....	Dr. F. V. Murphy...	Off. 3166, Res 1866.
Dayton	1151 Reibold Annex.....	Dr. Wm. A. Ewing....	Off. Bell Main-2552, Res. Main-2824.

KENT DIVISION—First District.

Distance from Salamanca	STATIONS AND SIDINGS.	FIRST CLASS. WEST BOUND TRAINS.							
		3	9	15	13	7		77	81
		Daily	Daily Except Monday	Daily	Daily Except Monday	Daily		Daily	Daily
.....	..... NEW YORK ....Dp	A.M. 10.45	P.M. 8.36	.....	.....	M. 12.00	.....	.....	.....
		A.M.	A.M.	P.M.	P.M.	P.M.		P.M.	P.M.
191.5	Dp..... KENT.....N	6.22	11.55	2.25	6.39	8.16	.....	8.20	10.15
	N. O. T. L. 5.5								
197.0	..... TALLMADGE	.....	.....	s 2.35	.....	.....	.....	.....	.....
	4.7								
201.7	Single Track { AKRON UNION DEPOT	s 6.46	.....	s 2.50	s 7.18	s 8.48	.....	.....	.....
	Penn Co. 0.2 B. & O.								
201.9	..... AKRON .....N	.....	12.11	.....	.....	.....	.....	9.00	10.50
	N. O. T. L. 4.1								
206.0	..... KENMORE .....N	6.53	12.17	2.58	7.28	8.56	.....	9.15	11.05
	3.0								
209.0	..... BARBERTON	s 6.59	.....	s 3.07	.....	s 9.03	.....	.....	.....
	4.8								
213.8	.....SILVER CREEK....N	7.09	12.30	3.16	7.43	9.13	.....	9.55	11.40
	1.7								
215.5	..... WADSWORTH.....	f 7.14	.....	s 3.21	.....	s 9.18	.....	.....	.....
	4.7								
220.2	..... RITTMAN.....	.....	.....	s 3.31	.....	s 9.28	.....	.....	.....
	3.4								
223.6	..... STERLING .....N	7.29	12.44	s 3.41	8.02	9.36	.....	10.40	12.20
	B. & O. 2.7								
226.3	..... CRESTON .....N	7.33	12.48	s 3.51	s 8.13	s 9.44	.....	10.50	12.30
	W. & L. E. 3.7 C. S. W. & C.								
230.0	.....C. X. TOWER	.....	.....	.....	.....	.....	.....	.....	.....
	1.8								
231.8	..... BURBANK.....	.....	.....	s 4.01	.....	s 9.53	.....	.....	.....
	6.4								
238.2	.....WEST SALEM.....	.....	.....	s 4.12	.....	.....	.....	.....	.....
	5.6								
243.8	..... B. O. TOWER .....N	7.57	1.16	4.22	8.36	10.16	.....	11.45	1.20
	0.6								
244.4	..... POLK	.....	.....	s 4.25	.....	.....	.....	.....	.....
	2.8								
247.2	.....NANKIN.....	.....	.....	s 4.31	.....	.....	.....	.....	.....
	4.8								
252.0	..... ASHLAND.....N	s 8.09	**1.28**	s 4.44	8.48	s10.41	.....	12.20	1.50
	5.0								
257.0	..... MILTON.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.9								
260.9	..... PAVONIA.....	.....	.....	s 4.58	.....	.....	.....	.....	.....
	4.3								
265.2	.....SUMMIT .....N	8.31	1.49	5.08	9.11	11.06	.....	1.20	2.45
	3.5								
268.7	Penn Co. ..... MANSFIELD .....N	s 8.43	1.56	s 5.21	s 9.37	s11.25	.....	1.45	3.10
	B. & O. 5.1 C. S. W. & C.								
273.8	..... LINCOLN .....N	8.54	2.07	5.31	9.52	11.35	.....	2.10	3.35
	2.1								
275.9	..... ONTARIO	.....	.....	s 5.36	.....	.....	.....	.....	.....
	8.2								
284.1	..... GALION	s 9.10	.....	s 5.50	.....	s12.00	.....	.....	.....
	Big Four 0.2								
284.3	..... A. TOWER .....N	.....	2.21	.....	10.07	.....	.....	2.50	4.10
	7.0								
291.3	..... MARTEL .....N	.....	.....	s 6.00	.....	.....	.....	.....	.....
	T. & O. C. 4.1								
295.4	..... CALEDONIA.....	.....	.....	s 6.07	.....	.....	.....	.....	.....
	4.7								
300.1	..... SLICKS	.....	.....	.....	.....	.....	.....	.....	.....
	3.6								
303.7	..... Q. TOWER.....N	.....	.....	.....	.....	.....	.....	.....	.....
	C. M. & B. 1.3								
305.0	..... MARION.....N	9.45 A.M.	2.49 P.M.	6.28 P.M.	10.50 P.M.	12.40 A.M.	.....	4.00 A.M.	5.15 A.M.
	Penn Co. H. V.								
.....	..... CINCINNATI ....Ar (Central Time)	1.40 P.M.	.....	10.35 P.M.	.....	.....	.....	.....	.....
.....	..... CHICAGO .....Ar (Central Time)	4.30 P.M	8.45 P.M.	.....	5.50 A.M.	7.30 A.M.	.....	3.00 A.M.	4.00 A.M.

D—Day Train Order Offices. N—Day and Night Train Order Offices. * Indicates conditional stop.

KENT DIVISION—First District.

STATIONS AND SIDINGS.	SECOND CLASS.			WEST BOUND TRAINS.			THIRD CLASS-			
	277			89	181	37	173	71	73	
	Daily			Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	
NEW YORK Dp										
	A.M.			A.M	A.M.	A.M	A.M.	P.M.	P.M.	
Dp KENT N	6.55			5.30	7.00	s 7.05	11.40	12.45	9.05	
N.O.T.L. 5.5										
TALLMADGE						s 7.25				
4.7										
Single Track { AKRON UNION DEPOT						s 7.40				
B. & O. 0.2 Penn Co.										
AKRON N						7.45				
N.O.T.L. 4.1										
KENMORE N						7.55				
3.0										
BARBERTON						8.15				
4.8										
SILVER CREEK N						9.00				
1.7										
WADSWORTH						9.20				
4.7										
RITTMAN						9.40				
3.4										
STERLING N						10.09				
B. & O. 2.7										
CRESTON N						11.00				
W. & L. E. 3.7 C. S. W. & C.										
C. X. TOWER										
1.8										
BURBANK						11.25				
6.4										
WEST SALEM						12.00				
5.6										
B. O. TOWER N						12.45				
0.6										
POLK						12.55				
2.8										
NANKIN						1.05				
4.8										
ASHLAND N						**1.28**				
5.0										
MILTON										
3.9										
PAVONIA						1.45				
4.3										
SUMMIT N						2.00				
3.5										
Penn Co. MANSFIELD N						2.15				
B. & O. 5.1 C. S. W. & C.										
LINCOLN N						2.35				
2.1										
ONTARIO						2.45				
8.2										
GALION						3.05				
Big Four 0.2										
A. TOWER N						P.M.				
7.0										
MARTEL N										
T. & O. C. 4.1										
CALEDONIA										
4.7										
SLICKS										
3.6										
Q. TOWER N										
C. M. & B. 1.3										
MARION N	12.40			1.45	2.00		8.00	9.00	5.00	
Penn Co. H. V.	P.M.			P.M.	P.M.		P.M.	P.M.	A.M.	
Ar CINCINNATI (Central Time)					6.20 A.M.					
Ar CHICAGO (Central Time)				12.30 A.M.					7.10 A.M.	

D—Day Train Order Offices. N—Day and Night Train Order Offices.

KENT DIVISION—First District.

Distance from Marion	STATIONS AND SIDINGS.	FIRST CLASS. EAST BOUND TRAINS.								
			14	8	16	4				
			Daily Except Sunday	Daily	Daily	Daily				
.....	Ar.....NEW YORK.....	.....	.....	A.M. 7.52	.....	P.M. 7.27	.....	.....	.....	.....
			A.M.	A.M.	P.M.	A.M.				
113.5	Ar.....KENT.....N	.....	1.20	11.25	6.08	12.33	.....	.....	.....	.....
	N. O. T. L. 5.5									
108.0	..... TALLMADGE	.....	.....	.....	s 5.55	.....	.....	.....	.....	.....
	4.7									
103.3	Single Track { AKRON UNION DEPOT	.....	s12.42	s10.55	s 5.45	s11.58	.....	.....	.....	.....
	B. & O. 0.2 Penn. Co.									
103.1	..... AKRON .....N	.....	.....	.....	.....	.....	.....	.....	.....	.....
	N. O. T. L. 4.1									
99.0	..... KENMORE .....N	.....	11.52	10.34	5.28	11.43	.....	.....	.....	.....
	3.0									
96.0	..... BARBERTON	.....	.....	s10.29	s 5.23	s11.39	.....	.....	.....	.....
	4.8									
91.2	.....SILVER CREEK....N	.....	11.40	10.20	5.13	11.30	.....	.....	.....	.....
	1.7									
89.5	..... WADSWORTH.....	.....	.....	*10.16	s 5.09	*11.26	.....	.....	.....	.....
	4.7									
84.8	..... RITTMAN.....	.....	.....	s10.05	s 4.59	.....	.....	.....	.....	.....
	3.4									
81.4	..... STERLING .....N	.....	11.22	s 9.56	s 4.48	11.14	.....	.....	.....	.....
	B. & O. 2.7									
78.7	..... CRESTON .....N	.....	11.12	s 9.46	s 4.39	*11.07	.....	.....	.....	.....
	W. & L. E. 3.7 C. S. W. & C.									
75.0	..... C. X. TOWER	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1.8									
73.2	..... BURBANK.....	.....	.....	f 9.39	s 4.27	.....	.....	.....	.....	.....
	6.4									
66.8	.....WEST SALEM.....	.....	.....	.....	s 4.14	.....	.....	.....	.....	.....
	5.6									
61.2	.....B. O. TOWER .....N	.....	10.47	9.19	4.03	10.41	.....	.....	.....	.....
	0.6									
60.6	..... POLK	.....	.....	.....	s 4.01	.....	.....	.....	.....	.....
	2.8									
57.8	.....NANKIN.....	.....	.....	.....	s 3.55	.....	.....	.....	.....	.....
	4.8									
53.0	..... ASHLAND.....N	.....	s10.32	s 9.04	s 3.44	s10.28	.....	.....	.....	.....
	5.0									
48.0	.....MILTON.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.9									
44.1	..... PAVONIA	.....	.....	.....	s 3.27	.....	.....	.....	.....	.....
	4.3									
39.8	.....SUMMIT .....N	.....	10.02	8.39	3.21	10.03	.....	.....	.....	.....
	3.5									
36.3	Penn. Co. ..... MANSFIELD.....N	.....	s 9.55	s **8.29**	s 3.14	s 9.55	.....	.....	.....	.....
	B. & O. 5.1 C. S. W. & C.									
31.2	..... LINCOLN.....N	.....	9.35	8.16	3.02	9.40	.....	.....	.....	.....
	2.1									
29.1	..... ONTARIO	.....	.....	.....	s 2.57	.....	.....	.....	.....	.....
	8.2									
20.9	..... GALION	.....	.....	s 8.01	s 2.45	s 9.22	.....	.....	.....	.....
	Big Four 0.2									
20.7	.....A. TOWER.....N	.....	9.19	.....	.....	.....	.....	.....	.....	.....
	7.0									
13.7	..... MARTEL .....N	.....	.....	.....	s 2.30	.....	.....	.....	.....	.....
	T. & O. C. 4.1									
9.6	..... CALEDONIA.....	.....	.....	.....	s 2.22	.....	.....	.....	.....	.....
	4.7									
4.9	..... SLICKS	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.6									
1.3	.....Q. TOWER.....N	.....	.....	.....	.....	.....	.....	.....	.....	.....
	C. M. & B. 1.3									
0.0	.....MARION.....N	.....	8.47	7.27	2.10	8.50	.....	.....	.....	.....
	Penn. Co. H. V.									
			P.M.	A.M.	P.M.	P.M.				
.....	Dp... CINCINNATI..... (Central Time)	.....	.....	.....	8.10 A.M.	2.50 P.M.	.....	.....	.....	.....
.....	Dp..... CHICAGO ..... (Central Time)	.....	11.05 A.M.	10.35 P.M.	.....	12.30 P.M.	.....	.....	.....	.....

D—Day Train Order Offices N—Day and Night Train Order Offices. * Indicates conditional stop.

KENT DIVISION—First District.

STATIONS AND SIDINGS.	SECOND CLASS. EAST BOUND TRAINS.						THIRD CLASS.			
	90	80	78	76			74	38		
	Daily	Daily	Daily	Daily			Daily	Daily Except Sunday		
Ar.... NEW YORK.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	P.M.	P.M.	P.M.	A.M.			P.M.	P.M.		
Ar..... KENT.....N	4.30	8.30	10.15	3.30	.....	.....	2.30	3.30	.....	.....
N. O. T. L. 5.5										
..... TALLMADGE	.....	.....	.....	.....	.....	.....	.....	2.55	.....	.....
4.7										
Single Track AKRON UNION DEPOT	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
B. & O. 0.2 Penn Co.										
..... AKRON .....N	.....	.....	.....	.....	.....	.....	.....	2.35	.....	.....
N. O. T. L. 4.1										
..... KENMORE .....N	.....	.....	.....	.....	.....	.....	.....	2.15	.....	.....
3.0										
..... BARBERTON	.....	.....	.....	.....	.....	.....	.....	2.05	.....	.....
4.8										
..... SILVER CREEK...N	.....	.....	.....	.....	.....	.....	.....	1.45	.....	.....
1.7										
..... WADSWORTH.....	.....	.....	.....	.....	.....	.....	.....	1.35	.....	.....
4.7										
..... RITTMAN.....	.....	.....	.....	.....	.....	.....	.....	1.05	.....	.....
3.4										
..... STERLING .....N	.....	.....	.....	.....	.....	.....	.....	12.45	.....	.....
B. & O. 2.7										
..... CRESTON .....N	.....	.....	.....	.....	.....	.....	.....	12.15	.....	.....
W. & L. E. 3.7 C. S. W. & C.										
..... C. X. TOWER	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.8										
..... BURBANK.....	.....	.....	.....	.....	.....	.....	.....	11.45	.....	.....
6.4										
..... WEST SALEM.....	.....	.....	.....	.....	.....	.....	.....	11.15	.....	.....
4.6										
..... B. O. TOWER.....N	.....	.....	.....	.....	.....	.....	.....	10.40	.....	.....
0.6										
..... POLK	.....	.....	.....	.....	.....	.....	.....	10.35	.....	.....
2.8										
..... NANKIN.....	.....	.....	.....	.....	.....	.....	.....	10.20	.....	.....
4.8										
..... ASHLAND.....N	.....	.....	.....	.....	.....	.....	.....	10.00	.....	.....
5.0										
..... MILTON.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.9										
..... PAVONIA	.....	.....	.....	.....	.....	.....	.....	9.00	.....	.....
4.3										
..... SUMMIT .....N	.....	.....	.....	.....	.....	.....	.....	8.45	.....	.....
3.5										
Penn. Co.										
..... MANSFIELD.....N	.....	.....	.....	.....	.....	.....	.....	**8.29**	.....	.....
B. & O. 5.1 C. S. W. & C.										
..... LINCOLN..... N	.....	.....	.....	.....	.....	.....	.....	7.55	.....	.....
2.1										
..... ONTARIO	.....	.....	.....	.....	.....	.....	.....	7.45	.....	.....
8.2										
..... GALION.....	.....	.....	.....	.....	.....	.....	.....	7.30	.....	.....
Big Four 0.2										
.....A. TOWER.....N	.....	.....	.....	.....	.....	.....	.....	A.M.	.....	.....
7.0										
..... MARTEL .....N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T. & O. C. 4.1										
..... CALEDONIA.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.7										
..... SLICKS	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.6										
.....Q. TOWER.....N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C. M. & B. 1.3										
.....MARION.....N	8.00	12.00	1.45	7.30	.....	.....	6.15	.....	.....	.....
Penn Co. H. V.	A.M.	NOON	P.M.	P.M.			A.M.			
Dp... CINCINNATI..... (Central Time)	.....	5.35 P.M.	.....	.....	.....	.....	.....	.....	.....	.....
Dp..... CHICAGO ..... (Central Time)	12.15 P.M.	5.00 P.M.	7.00 P.M.	10.00 P.M.	.....	.....	2.15 A.M.	.....	.....	.....

D—Day Train Order Offices

N—Day and Night Train Order Offices.

KENT DIVISION—Second District.

Minimum Time for West-Bound Freight Trains between Stations	Distance from Salamanca	STATIONS AND SIDINGS.	FIRST CLASS. WEST BOUND. 3 Daily	15 Daily				SECOND CLASS. 37 Daily Except Sunday	181 Daily	71 Daily
			A.M.							
.....	.....	..... NEW YORK .... Dp	10.45	.....	.....	.....	.....	.....	.....	.....
			A.M.	P.M.				A.M.	P.M.	P.M.
.....	305.0	..... MARION ..... N (H. V. 5.3 Big Four)	9.45 / 10.03	6.28 / ¶ 6.42	.....	.....	.....	7.20	**2.30**	10.00
15	310.3	... GREEN CAMP ..... D (4.3)	s 10.12	s 6.52	.....	.....	.....	7.40	2.55	10.20
13	314.6	.... WOODLAND ..... (4.1)	10.19	f 6.58	.....	.....	.....	7.55	3.10	10.32
12	318.7	.... RICHWOOD ..... N (3.9)	s 10.27	s 7.07	.....	.....	.....	9.20	3.25	10.45
12	322.6	.... CLAIBORNE ..... D (4.8)	f 10.34	s 7.15	.....	.....	.....	9.35	3.40	10.57
14	327.4	.... BROADWAY ..... D (2.6)	f 10.42	s 7.24	.....	.....	.....	10.00	**4.00**	11.12
8	330.0	..... PEORIA ..... N (T. & O. C. 4.1)	s **10.48**	s **7.33**	.....	.....	.....	**10.48**	4.15	11.20
12	334.1	.. POTTERSBURG .... D (4.3)	10.54	f 7.43	.....	.....	.....	**11.20**	4.30	11.32
13	338.4	NORTH LEWISBURG N (4.6)	s **11.04**	s 7.55	.....	.....	.....	11.45	4.50	12.01
14	343.0	. ..... MINGO ..... D (2.8)	s 11.14	s 8.05	.....	.....	.....	12.15	5.41	12.17
8	345.8	..... KENNARD ..... (2.8)	11.19	f 8.10	.....	.....	.....	**12.30**	5.39	12.27
8	348.6	.. KINGS CREEK .... D (4.2)	11.23	f 8.14	.....	.....	.....	12.50	5.49	12.37
13	352.8	(O. E.) ..... URBANA ..... N (Big Four 6.3 Penn Co.)	s 11.31	s 8.24	.....	.....	.....	1.15	**6.46**	**1.05**
14	359.1	.. BOWLUSVILLE .... D (6.9)	11.41	f 8.34	.....	.....	.....	**1.40**	7.20	1.45
14	366.0	.... MAITLAND ..... N (D. T. & I. 2.9 S. T. & P.)	s **11.54**	s 8.48	.....	.....	.....	2.05	7.40	2.15
8	368.9	..... DURBIN ..... (Big Four 0.7 O. E.)	12.02	8.53	.....	.....	.....	2.25	8.00	2.50
2	369.6	..... COLD SPRINGS .... N (8.5)	12.05	8.56	.....	.....	.....	2.40	8.10	2.55
15	378.1	..... OSBORNE ..... N (10.6)	.....	f 9.07	.....	.....	.....	2.55	.....	.....
18	388.7	Ar ..... DAYTON ..... N (Big Four C. H. & D. Penn Co.)	¶ 12.40	9.35	.....	.....	.....	3.20	9.00	4.00
			P.M.	P.M.				P.M.	P.M.	A.M.
.....	.....	Ar .... CINCINNATI ..... (Central Time)	1.40	10.35	.....	.....	.....	.....	6.20	.....
			P.M.	P.M.					A.M.	
.....	.....	Ar ..... CHICAGO ..... (Central Time)	4.30	.....	.....	.....	.....	.....	.....	.....
			P.M.							

Single Track.

D—Day Train Order Offices N—Day and Night Train Order Offices. * Indicates conditional stop.

KENT DIVISION—Second District.

Minimum Time for East-Bound Freight Trains between Stations	Distance from Dayton.	STATIONS AND SIDINGS.	FIRST CLASS. EAST BOUND TRAINS.					SECOND CLASS.		
			16	4				38	76	80
			Daily	Daily				Daily Except Sunday	Daily	Daily
				P.M.						
.....	.....	Ar ....NEW YORK.....	.....	4.22	.....	.....	.....	.....	.....	.....
			P.M.	P.M.				P.M.	P.M.	A.M.
15	83.7	.....MARION.....N (H. V. 5.3 Big Four)	¶ 2.10 / 1.55	8.50 / 8.30	.....	.....	.....	**2.30**	5.45	4.25
13	78.4	...GREEN CAMP.....D 4.3	s 1.40	f 8.20	.....	.....	.....	2.05	5.15	4.00
12	74.1	....WOODLAND..... 4.1	f 1.31	8.09	.....	.....	.....	1.40	4.50	3.45
12	70.0	....RICHWOOD.....N 3.9	s **1.25**	s 8.02	.....	.....	.....	**1.25**	4.35	3.32
14	66.1	....CLAIBORNE.....D 4.8	f 1.16	f 7.53	.....	.....	.....	12.30	4.20	3.20
8	61.3	....BROADWAY.....D 2.6	s 1.09	f 7.45	.....	.....	.....	12.15	**4.00**	3.05
12	58.7	.....PEORIA.....N (T. & O. C. 4.1)	s 1.03	s **7.33**	.....	.....	.....	11.55	3.45	2.40
13	54.6	..POTTERSBURG....D 4.3	f 12.55	7.24	.....	.....	.....	**11.20**	3.30	2.25
14	50.3	NORTH LEWISBURG N 4.6	s 12.48	s 7.17	.....	.....	.....	**11.04**	3.15	2.10
8	45.7	.....MINGO .....D 2.8	s 12.34	f 7.06	.....	.....	.....	10.35	2.50	1.50
8	42.9	.....KENNARD..... 2.8	f **12.30**	7.00	.....	.....	.....	10.15	2.40	1.40
13	40.1	.. KINGS CREEK ....D 4.2	f 12.25	6.55	.....	.....	.....	10.05	2.30	1.30
14	35.9	(O. E.) .....URBANA .....N (Big Four 6.3 Penn Co.)	s 12.17	s **6.46**	.....	.....	.....	9.50	2.09	**1.05**
14	29.6	..BOWLUSVILLE ....D 6.9	f 12.04	6.34	.....	.....	.....	9.00	**1.40**	12.45
8	22.7	.... MAITLAND .....N (D. T. & I. 2.9 S. T. & P.)	s **11.54**	s 6.23	.....	.....	.....	8.40	1.15	12.25
2	19.8	..... DURBIN..... (Big Four 0.7 O. E.)	11.43	6.15	.....	.....	.....	8.20	1.00	12.12
15	19.1	....COLD SPRINGS ....N 8.5	11.40	6.12	.....	.....	.....	8.10	12.45	12.00
18	10.6	.....OSBORNE.....N 10.6	f 11.28	.....	.....	.....	.....	7.50	.....	.....
.....	0.0	Dp.....DAYTON.....N (Big Four C. H. & D. Penn Co.)	11.10	5.45	.....	.....	.....	7.30	11.45	11.15
			A.M.	P.M.				A.M.	A.M.	P.M.
.....	.....	Dp....CINCINNATI ..... (Central Time)	8.10 A.M.	2.50 P.M.	.....	.....	.....	.....	.....	5.35 P.M.
.....	.....	Dp..... CHICAGO ..... (Central Time)	.....	12.30 P.M.	.....	.....	.....	.....	10.00 P.M.	5.00 P.M.

D—Day Train Order Offices N—Day and Night Train Order Offices. * Indicates conditional stop.

CLASSIFICATION OF ENGINES.

R 1 and 2	N 1	H 21		K 4	K 1	G 3
4000 to 4129	3000 to 3154	1616 to 1799	2000 to 2084	2700 to 2743	2510 to 2568	770 to 809

RATING FOR ORDINARY TRAINS.

To obtain the rating for a locomotive, add to the actual gross weight in Ms of each car, the car factor shown until the total equals the number of Ms shown as the rating for the locomotive in question. The caboose is to be counted as one car, using its stencilled weight, and giving it the same car factor as is used with the other cars in the train. When the rating totals a fraction of a car less than the assigned rating, add one more car to the train. To obtain the rating for a train handled by more than one locomotive, add together the ratings for each locomotive used and proceed as above. In every case, the temperature will determine the ratings and car factor to be used. The following temperatures govern: Rating "A," when 50 degrees and above; "B," 49 to 35; "C," 34 to 20; "D," 19 to 5; "E," 4 above to 10 below zero; "F," 11 below zero and lower. Yardmasters will show on consist reports and Conductors will show on form 3749, the car factor used on each train.

FIRST DISTRICT.

1. Marion-Kent—Eastbound.

Rating	A	B	C	D	E	F
Car factor ...	10	12	13	14	15	16
Class R-1-2 ..	5425	5350	5275	5225	5200	5150
" N-1 ...	3650	3600	3575	3525	3500	3475
" H-21-A.	2675	2650	2600	2575	2550	2525
" H-21 ...	2525	2475	2450	2425	2400	2375
" K-4	2675	2650	2600	2575	2550	2525
" K-1	1750	1725	1700	1675	1675	1650

Westbound.

Rating	A	B	C	D	E	F
Car factor ...	10	12	13	14	15	16
Class R-1-2 ..	5150	5100	5025	4975	4925	4900
" N-1 ...	3500	3450	3400	3375	3350	3300
" H-21-A.	2525	2500	2450	2425	2400	2400
" H-21 ...	2375	2350	2325	2300	2275	2250
" K-4	2675	2650	2600	2575	2550	2525
" K-1	1750	1725	1700	1675	1675	1650

2. Marion-Mansfield—Eastbound.

Rating	A	B	C	D	E	F
Car factor ...	16	18	20	21	22	23
Class R-1-2 ..	7900	7800	7675	7525	7400	7300
" N-1 ...	5450	5350	5250	5150	5075	5000
" H-21-A.	3900	3850	3800	3700	3650	3600
" H-21 ...	3675	3625	3550	3500	3450	3400
" K-4	4275	4200	4125	4050	4000	3950
" K-1	2875	2800	2750	2700	2675	2650

Westbound—Same as Section No. 1, Westbound.

3. Akron-Kent—Eastbound.

Rating	A	B	C	D	E	F
Car factor ...	13	14	16	17	18	19
Class R-1-2 ..	6300	6200	6125	6050	5975	5900
" N-1 ...	4350	4275	4200	4150	4100	4050
" H-21-A.	3100	3050	3025	2975	2950	2900
" H-21 ...	2925	2875	2850	2800	2775	2725
" K-4	3400	3350	3300	3250	3225	3175
" K-1	2250	2225	2175	2150	2125	2100

Westbound.

Rating	A	B	C	D	E	F
Car factor ..	14	16	18	19	20	21
Class R-1-2 ..	7075	6925	6825	6725	6625	6525
" N-1 ...	4825	4750	4675	4600	4550	4475
" H-21-A.	3500	3425	3375	3325	3275	3225
" H-21 ...	3250	3200	3150	3100	3075	3025
" K-4	3800	3700	3675	3600	3550	3500
" K-1	2525	2475	2450	2400	2375	2325

SECOND DISTRICT.

1. Dayton-Marion—Eastbound.

Rating	A	B	C	D	E	F
Car factor ...	13	15	17	18	19	20
Class N-1 ...	4355	4290	4225	4160	4090	4065
" H-21-A.	3575	3500	3450	3400	3375	3325
" H-21 ..	3350	3300	3250	3200	3175	3125
" G-3	1975	1950	1925	1900	1875	1850

Westbound.

Rating	A	B	C	D	E	F
Car factor ...	13	15	17	18	19	20
Class N-1 ...	4160	4095	4030	3965	3930	3890
" H-21-A.	3375	3300	3275	3225	3200	3150
" H-21 ..	3200	3150	3100	3050	3025	2975
" G-3	1875	1850	1825	1800	1775	1750

2. Dayton-Urbana—Eastbound—Same as Section No. 1, Eastbound.

Westbound.

Rating	A	B	C	D	E	F
Car factor ...	18	21	23	25	26	27
Class N-1 ...	6370	6240	6080	5980	5885	5785
" H-21-A.	5250	5075	4950	4900	4800	4750
" H-21 ..	4900	4800	4675	4600	4525	4450
" G-3 ...	2925	2850	2775	2725	2675	2650

TABLE SHOWING RATE OF SPEED REQUIRED PER MILE TO EQUAL A GIVEN NUMBER OF MILES PER HOUR.

Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.
0 min. 55 sec.	65.45	1 min. 20 sec.	45.00	2 min. 11 sec.	27.48	3 min. 25 sec.	17.56
1 " 0 "	60.00	1 " 30 "	40.00	2 " 24 "	25.00	4 " 0 "	15.00
1 " 5 "	55.38	1 " 42 "	35.29	2 " 40 "	22.50	4 " 48 "	12.50
1 " 12 "	50.00	2 " 0 "	30.00	3 " 0 "	20.00	6 " 0 "	10.00

SPEED RESTRICTIONS.

First Class Trains 60 miles per hour between Kent and Marion.
N-1, R-1 and R-2 engines 35 miles per hour between Kent and Marion.
N-1 engines 25 miles per hour between Marion and Dayton except on 68½ lb. rail.
N-1 engines 15 miles per hour over 68½ lb. rail between Green Camp and Claiborne.
First Class Trains 60 miles per hour between Marion and Dayton, except over 68½ lb. rail.
First Class Trains 40 miles per hour over 68½ lb. rail between Green Camp and Claiborne.
H-21 engines 35 miles per hour between Marion and Dayton, except over 68½ lb. rail.
H-21 engines 25 miles per hour over 68½ lb. rail between Green Camp and Claiborne.
Trains running against current of traffic on descending grades between Barberton and Galion, 45 miles per hour.
Light engines, 30 miles per hour between Kent and Dayton.
Trains hauling wrecking derrick, 30 miles per hour between Kent and Dayton, except 25 miles per hour over 68½ lb. rail between Green Camp and Claiborne.
All trains 40 miles per hour over railroad crossings at grade.

Trains will not exceed following speed.

Note—Figures shown after location indicate seconds, to consume between "slow" and "resume speed" boards to comply with order.

45 Miles Per Hour.	40 Miles Per Hour.	35 Miles Per Hour.
Westbound Ashland Hole Curve—46. Westbound Pavonia—65.	Westbound Old Forge Curve—83. Eastbound Old Forge Curve—117. Westbound Wadsworth Curve—141. Eastbound Pavonia—73. Eastbound Reverse Curves bet. Lincoln and Mansfield—173.	Westbound Curve A Tower—11.
30 Miles Per Hour.	**20 Miles Per Hour.**	**15 Miles Per Hour.**
Eastbound Freight Trains Summit to Black Fork Bridge—600. Westbound Freight Trains Milton to Black Fork Bridge—360.	Between B. & O. Depot and Pennsylvania Crossing, Mansfield—40. Note below.	Eastbound A Tower Curve—11.

Note—It is required that trains running against the current of traffic shall not exceed a speed of 20 miles per hour over facing point switches, and that careful watch be kept for trackmen.

CAPACITY OF SIDINGS.

	E. Bound.	W. Bound.
Tallmadge	98 cars	95 cars
Kenmore	80 cars	95 cars
Silver Creek	90 cars	145 cars
Rittman	60 cars	0 cars
Sterling	0 cars	95 cars
C X Tower	95 cars	95 cars
West Salem	60 cars	95 cars
B. O. Tower	95 cars	95 cars
Ashland, Center Siding		110 cars
Milton	95 cars	95 cars
Summit	95 cars	0 cars
Mansfield	90 cars	95 cars
Lincoln	95 cars	95 cars
Galion	90 cars	90 cars
A. Tower	0 cars	155 cars
Martel	100 cars	100 cars
Caledonia	100 cars	100 cars
Slicks	100 cars	100 cars
Q Tower	0 cars	100 cars

Green Camp	65 cars
Woodland	55 cars
Richwood	64 cars
Claiborne	45 cars
Broadway	60 cars
Peoria	20 cars
Pottersburg	53 cars
North Lewisburg	60 cars
Mingo	60 cars
Kennard	40 cars
Kings Creek	68 cars
Urbana	60 cars
Bowlusville	56 cars
Maitland	50 cars
Durbin	58 cars
Cold Springs	90 cars
Osborne	91 cars

HOURS DURING WHICH DAY BLOCK STATIONS ARE IN OPERATION.

Green Camp .....Open 9 A. M. close 9 P. M.
Claiborne .....Open 9 A. M., close 9 P. M.
Broadway .....Open 9 A. M., close 9 P. M.
Pottersburg .....Open 9 A. M., close 9 P. M.
Mingo .....Open 9:30 A. M., close 9:30 P. M.
Kings Creek...Open 9:30 A. M., close 9:30 P. M.

DAY BLOCK OFFICES are specified as opening and closing at a certain time, but it is frequently necessary to have them open at hours before and after the time specified. All concerned will be governed by the signals at such points regardless of the time specified for them to be operated. A train entering a block under caution signal displayed at a day and night block signal office, will run under caution to the next day and night block signal office, regardless of a "proceed" signal that may be displayed at intermediate day or night block signal office, except when enginemen have positive information that the day or night block signal office is actually in operation. If a stop signal is displayed, trains will stop and ascertain cause.

Stations and Towers. Where Block Signals Are Used as Train Order Signals. Rule 80.		Towers. Where Interlocking Signals Are Used as Block Signals & Train Order Signals. Rule 80.	Yard Limits Rule 111.
Green Camp	North Lewisburg	Akron	Kent
Richwood	Mingo	Kenmore.	Akron—Kenmore.
Claiborne	Kings Creek	Silver Creek	Silver Crk-Wadsworth
Broadway	Urbana	Sterling	Ashland
Peoria	Maitland	Creston	Mansfield
Pottersburg		B. O. Tower	Galion
		Summit	Marion
		Penna Tower, Mansfield	Urbana
		M. D. Tower	Dayton
		Lincoln	
		Burt Tower	
		A. Tower	
		Martel	
		A. C. Tower	

Water Stations Rule 112.	Register Books Rules 83-A and 444.	Standard Clocks Rules 3 and 442.	Special Order Books & Bulletin Boards. Rules 443, 566, 590.
Kenmore	Kent Depot for first-class trains except Nos. 77 and 81.	K. X. Tower	Kent Round House
Sterling	B. C. Kent for Nos. 77, 81 and other freight trains	B. C. Kent	B. C. Kent
West Salem	Marion Union Depot	Kent Depot	Kent Depot
Ashland Hole.	Dayton Union Depot	Marion Union Depot	Marion Union Depot
Mansfield		Marion Hump Office	Dayton Union Depot
Bokes Creek		Dayton Union Depot	Dayton Big Four Yard Office
North Lewisburg		Dayton Erie Yard Office	
Urbana			
Durbin			

TELEPHONE TRAIN ORDER SIGNALS ARE LOCATED AS FOLLOWS:

WEST BOUND.

Auto. Sig. 604—1 East Kent Depot
" " 609—1 Tallmadge
" " 621—1 Barberton
" " 635—1 Sterling
" " 642—1 C X Tower
" " 649—1 West Salem
" " 664—1 Ashland
" " 667—1 Milton
" " 680—1 Mansfield
" " 695—1 Galion
" " 703—1 Martel
" " 707—1 Caledonia
" " 712—1 Slicks
" " 716—1 Q Tower

EAST BOUND.

Auto. Sig. 609—2 Tallmadge
" " 614—2 Akron
" " 621—2 Barberton
" " 633—2 Rittman
" " 642—2 C X Tower
" " 651—2 West Salem
" " 665—2 Ashland
" " 667—2 Milton

Big Four Fadeaway Signals.

Auto. Sig. 88—2 Martel
" " 92—2 Caledonia
" " 96—2 Slicks

Fadeaway Signals—When letter "S" is displayed freight trains will take siding and consult dispatcher on telephone. When letter "S" is not displayed trains will proceed regardless of following superior trains until otherwise directed by dispatcher. Passenger trains will report before pullng in siding.

SPECIAL INSTRUCTIONS.

A—Eastbound trains are superior to westbound trains of the same class. Other first-class trains are superior to Nos. 77 and 81.

B—Trains 9, 13, 14, 77 and 81 will not carry passengers. No. 4 will stop at Creston, on Sundays and legal holidays, to take on paying passengers, and on other days, to let off paying passengers from Marion and points west, and take on paying passengers for Youngstown and points east. No 4 will stop at Wadsworth for paying passengers for New York. No. 8 will stop at Wadwsorth to let off paying passengers from points west of Marion, and take on paying passengers for Youngstown and points east.
Train 37 will carry passengers Kent to Akron.

C—Eastbound first-class trains will not leave Marion or Dayton without special orders or clearance card.
Westbound first-class trains, except Nos. 77 and 81 will not leave Kent without special orders or clearance card.
Westbound trains will not leave Marion without special orders or clearance card.

D—Trains will be governed by Special Instructions governing the operation of joint double track between Dayton and Cold Springs and the schedule as shown in this time table.

E—When trains are to meet or pass at Durbin, first train arriving there will report to operator at **Cold Springs when in clear on siding, or stopped on main track; and will obtain block from operator at Cold Springs before proceeding.**

F—All employes are required to familiarize themselves with the location of derails, and are required **to know that the derails are in proper position with reference to any train movement** in which they are engaged. Whenever conditions require, the engineman on a train approaching a derail will send a man ahead to locate position of derail and only proceed upon receipt of proper signal.

G—Except where interlocking signals are in operation, trains and engines are required to come to a **full stop, not less than 200 nor more than 800 feet from railroad crossings at grade.**

H—At the crossing of C., H. & D. Railway with Freight House Track, Cooper St., at Dayton, when **the target stands diagonally (/) track is clear for** Erie trains to cross; when horizontally (—) track is clear for C., H. & D. trains to cross.
At the Crossing of C., C., C. & St. L. Railway at Durbin when the Target stands diagonally (/), track is clear for Erie trains to cross. When horizontally (—), track is clear for C., C., C. & St. L. trains to cross. When vertically (|), no train or engine will cross.
At the Crossing of C., C., C. & St. L. Railway and P., **C., C.** & St. L. Railway at Urbana when the Target stands vertically (|), **track is clear for Erie trains to cross.** When horizontally (—), track is clear for C., C., C. & St. L. **trains to cross.** When diagonally (/), track is clear for P., C., C. & St. L. trains to cross.
The position of Targets at night will be indicated by two (2) Red Lights.

I—When first-class **trains meet** where there is more than one siding, or where there is a long siding with Cross-Over **from** Main Track to it, the Inferior Train will take **siding** at the switch nearest the station. Under no circumstances will the inferior train pass the passenger station to take the siding, without special orders or protection by flagman.

J—It is forbidden to place a block of wood under the lead wheels of a car on the rail upon which a Hayes derail is located.

SPECIAL INSTRUCTIONS—Continued.

K—At points where trains are governed by temporary slow orders, it is required that the enginemen of passenger trains be given a signal from the rear end of the train, as provided in Rule 16-H, and enginemen in charge of freight trains be given a signal, as provided in Rule 12-B, when the rear end of the train has passed over the track covered by the slow order.

L—All eastbound trains, except first-class trains, will pull through track No. 1 at South Marion. These instructions do not modify Rule No. 111.

M—Train 9 and all westbound freight trains, except trains for Second District, will pull through Eating House Track at AC Tower, Marion, unless interlocking signals indicate another route.

N—It is required that nine Red Fusees be included as a part of flagging equipment on all trains and engines. When necessary to flag at night or during foggy or obscure weather, day or night, it is required that fusees in addition to other stop signals be used.
Flagmen are required upon reaching the proper distance, or upon the approach of a train before that distance is reached, or when recalled, or whenever necessary, to place a lighted fusee, upright, firmly imbedded in the ballast, inside the rail on engineman's side, in addition to placing torpedoes.
Conductors and Enginemen are required to know that complete flagging equipment is provided on their trains and engines before starting on each trip, and also that flagmen act with the utmost promptness in properly protecting their trains and engines under any and every condition.

O—Referring to Rules Nos. 6, 30 and 55, of Book of Rules, governing Automatic Block Signals, Interlocking and Telephone operation, effective May 15, 1914. Trains, between Marion and Kent, will run, on double track, with current of traffic, upon signal indications, which signal indications supersede time table superiority.
When necessary to cross over to other main track, permission will be obtained before using crossovers, except those in Kent, Akron and Marion Yards. Permission to use crossovers operated by interlocking plants will be given by signal indications.
Trains will run over single track, at Akron Union Depot, upon signal indications, as above, under full control, expecting to find track occupied.

P—When a train is stopped by a red train order signal, the engineman will go to the telephone, and if instructed to run against current of traffic, will obtain permission to pull by the signal and be in position to back over, which brings the conductor to the booth, if he has not already reached there. The conductor will then take the train order in duplicate, set the crossover and arrange to back over, meeting the engineman on his arrival at crossover, deliver copy of order and have him read same aloud.

Q—The display of white classification flags, and white classification lights as required under Operating Rule 21, will be omitted on all extra trains except passenger extras between Marion and Kent.

R—Passenger trains will make a full stop before entering a cross-over, providing train is not scheduled to pass through the cross-over regularly.

S—When a train by night is turned out against current of traffic or when a train is running against the current of traffic on double track, it is required that green lights be displayed to the side, a green light to the rear on the side next to the main track on which current of traffic is in the direction the train is standing or moving, a red light to the rear on the opposite side, with the cupola light turned low. Otherwise Rule 19 remains in force.

T—Rule 14 K of train rules will apply to trains on double as well as on single track and whistle will be sounded as per rule while passing caboose as well as engine.

U—The time for trains as shown on the Marion Division Schedule is Central Standard time.
Trains between Cold Springs and Dayton will be governed by Central Standard time, which is used by Big Four and Dayton and Union Railroads.
Particular care will be exercised by employes figuring the difference in time at Marion and M. J. Tower, and between Cold Springs and Dayton.

V—Westbound Second Class or extra trains meeting, or holding orders to meet trains at Marion, will obtain block by phone from Operator "AC" tower before leaving south Marion.

W—All trains and engines (except freight trains having 90 per cent. and over the engine rating) are required to stop before passing a call-on signal or a dwarf signal used as a call-on signal and then proceed at reduced speed, prepared to stop short of any obstruction.

M. L. Welch,
Train Master

C. P. Shaughnessey,
Train Master.

J. R. Folsom,
Chief Dispatcher