ERIE RAILROAD COMPANY

WESTERN DISTRICT

KENT DIVISION

TIME TABLE No. 62

EFFECTIVE 2:01 A.M.

SUNDAY, APRIL 24, 1960

FOR EMPLOYEES ONLY

EASTERN STANDARD TIME

62

THINK!
THEN
ACT
SAFELY

J. D. McFADDEN, Superintendent

J. M. MOONSHOWER, Assistant General Manager

J. P. ALLISON, General Manager

COMPANY SURGEONS

DR. W. E. MISHLER, Chief Surgeon, Cleveland

LOCATION	NAME	OFFICE	PHONE	RESIDENCE	PHONE
Kent	Dr. E. T. Meecham	136 E. Main St., Marsh Bldg.	OR 3-4619	1033 Crain Ave.	OR 3-4418
Kent	Dr. E. M. Kauffman	330 West Main Street	Orchard 3-3716	330 W. Main St.	Orchard 3-3716
Kent	Dr. John H. Mowry (Oculist)	136 North Water St.	Orchard 3-6577	557 Rellim Dr.	Orchard 3-6682
Akron	Dr. E. C. Banker	Room 708 United Bldg.	BL 36712	687 Delaware Ave.	UN 4-4747
Akron	Dr. A. H. Kyriakides	Room 502, Second Nat'l Bldg.	Hemlock 4-4591	571 Vinita Ave.	UN 4-9393
Akron	Dr. J. D. Brumbaugh (Oculist)	Room 933, Second National Bldg.	Hemlock 4-9496	75 N. Wheaton Rd.	UN 4-2211
Barberton	Dr. H. A. Finefrock	70 Fourth St., N.W.	Sherwood 5-2423	1284 Overlook Dr.	Valley 5-3421
Wadsworth	Dr. L. S. Zwick	311 Main St.	No. FE-4-2522	311 Main St.	No. FE-4-2522
Ashland	Dr. R. P. Bogniard (Oculist)	404 Samaritan Ave.	No. 3-7371	110 Vernon Ave.	No. 2-2101
Ashland	Dr. Eldred L. Clem	309 Arthur St.	No. 3-8381	205 N. Countryside Dr.	No. 2-8481
Ashland	Dr. George Riebel	Second at Church St.	No. 2-0041	400 Sandusky St.	No. 2-2441
Ashland	Dr. H. V. Marley	309 Center Street	No. 45221	Countryside Add.	No. 2-4871
Mansfield	Dr. Chas. G. Brown	428 W. Park Ave.	LaFayette 42323	514 Marion Ave.	LaFayette 50355
Galion	Dr. C. E. Skinner	211 S. Boston St.	HO 3-3644	211 S. Boston St.	HO 3-3644
Marion	Dr. F. V. Murphy	399 E. Church St.	No. 3-7182	991 Uhler Rd.	No. 2-3102
Marion	Dr. D. M. Murphy	399 E. Church St.	No. 3-7182	666 Virginia Ave.	No. 3-7182
Marion	Dr. Clovis Altmaier	286 S. Main St.	No. 2-0155	669 Bexley Ave.	No. 2-1604
Marion	Dr. E. L. Brady (Oculist)	247 S. Main St.	No. 2-0601	329 Franklin St.	No. 2-0325
Marion	Dr. J. E. Imbody (Oculist)	313 Bradford St.	No. 3-2353	354 Bradford St.	No. 3-1887
Marion	Dr. J. S. Greetham (Oculist)	313 Bradford St.	No. 2-1096	386 Brightwood Dr.	No. 2-1097
Marion	Dr. A. E. Morrison	344 E. Center St.	No. 2-3545	663 Virginia Ave.	No. 2-0832
Urbana	Dr. Fred R. Denkewalter	848 Scioto St.	No. 3-4222	544 Jefferson Ave.	No. 3-2820
Dayton	Dr. W. A. Reiling	Rooms 1061-1066 Reibold Bldg.	Baldwin 8-3482	569 Kenwood Drive	Crestview 4-5846

RULES OF THE OPERATING DEPARTMENT EFFECTIVE NOVEMBER 30, 1952

STANDARD CLOCKS.

Kent	KE Office Passenger Depot
Akron	**Yard Office** Engine House
Marion	Terminal Building Westbound Hump Office Kenton Avenue Caller's Office Manifest Yard Office
Dayton	Yard Office

TIME TABLES

Trains operating over another railroad will be subject to rules, special instructions and time tables of that railroad.

Between Burt (Galion) and Marion, movement of trains will be under the direction of the Erie Railroad Co. The employees of either company will be governed by the rules, special instructions and time tables of their respective companies, insofar as they do not conflict with special instructions.

Between Cold Springs and junction switch, M.P. 386.15, Tates Point, movement of trains will be under the direction of the New York Central R. R. Co. The employees of either company will be governed by the rules, special instructions and time tables of their respective companies, insofar as they do not conflict with the following special instructions.

1. Interlocking signals at Cold Springs, Fairborn and Tates Point will be used as manual block signals for movement against current of traffic, except that between the hours of 6:01 A.M. and 2:00 P.M daily and between 10:01 P.M. Saturday and 2:00 P.M. Monday, Fairborn interlocking will be closed during which hours indications displayed at that point for trains operating against current of traffic, govern movements only through interlocking.

2. Eastbound trains starting from Dayton Yard must report to operator at Tates Point from telephone at Findlay St. when ready to depart and must receive Clearance Form A from operator at Tates Point.

3. For delivery of train orders at Cold Springs, Fairborn and Tates Point, an operator having orders for delivery to a train will in addition to the "Stop" indication of the home (or dwarf) signal, display at the interlocking station and in the direction of the approaching train, a yellow flag or light by day and a yellow light by night, which indication the engineer must acknowledge by signal 14 (g). After signal has been acknowledged, if the orders restrict the superiority of the train at that station, the home (or dwarf) signal must remain at "Stop" until the orders have been delivered;

if the orders do not restrict the superiority of the train at that station, the operator will then display the interlocking signal to give the proper "proceed" indication and the train may then proceed to the interlocking station, but not beyond without receiving train orders and/or Clearance Form A.

4. Unless otherwise provided, in automatic block system territory, yard engines or trains before entering main track or moving from one main track to another, must obtain permission from the Operator or Train Dispatcher. This permission must not be given unless it is known that the movement of an approaching train will not be affected. This will not relieve employees in train service from duty of promptly and properly protecting their train. At non-bolt-locked switches, trainmen will operate the switch and wait five minutes at the switch before making engine or train movement, unless it is known that the movement of an approaching train will not be affected.

Between Cold Springs and junctions switch, M.P. 386.15, Tates Point, marker lamps will be turned to display green to rear when trains are clear of main track.

Between Glen Echo and Cold Springs, New York Central R. R. trains will use Erie Railroad, the movement of which will be under the direction of the Erie Railroad.

Between Second St. and Union Depot, Dayton, Dayton Union Terminal rules and time table will govern.

SIGNS. Additional to Rule 6.

t No. 7 will reduce speed to 50 miles per hour M.P. 226.2, Main Street, Creston, Ohio while picking up U. S. Mail.

t No. 8 will reduce speed to 40 miles per hour passing Creston to discharge RPO mail.

v No. 8 will reduce speed to 30 miles per hour at Rittman, Ohio to pick up and discharge RPO Mail.

h No. 7 allowed 15 minutes Marion for passengers to eat lunch.

Trains scheduled to make flag stop at stations where no employee is on duty to give the necessary signal, will approach such points prepared to stop and will come to a full stop if there are any persons on the platform.

SPEED RESTRICTIONS	**Miles Per Hour**
Passenger trains	60
Passenger trains between M. P. 217.00 (1.5 mile west of Wadsworth) and Q siding (1.6 mile east of Marion) on westward unrestricted track	70
Passenger trains between Marion and M.P. 218.00 (1.8 mile east of Rittman) on eastward unrestricted track	70
Freight trains	50
Express and Equipment trains with freight cars	50
All trains entering or leaving sidings or yards, passing from double to single track or single to double track or through crossovers, except as otherwise provided	10

All trains or engines entering eastward or westward siding Silver Creek and Polk, westward siding Sterling or westward siding Martel, may operate at speed prescribed by signal indication displayed at entrance to siding.

All trains or engines leaving westward siding Kenmore, Silver Creek, eastward or westward sidings Polk or westward siding Martel under signal indication Rule 287, Fig. B, Rules of the Operating Department, may operate at a speed not to exceed twenty-five (25) miles per hour through turn-outs.

Loaded cars carded Form 5432 30

Freight trains handling loaded covered hoppers and loaded series 37,000 cars—

Between Marion and Cold Springs 40

Freight trains handling loaded self-clearing hopper cars (except covered hopper cars and series 37,000) and freight cars with six-wheel trucks—

Between Marion and Cold Springs 30

Trains handling 8-wheel swivel truck cranes, steam shovels and other similar pivoted machinery 30

The pivoted machinery listed immediately above is to be hauled on rear of trains, not more than 15 cars from caboose.

Trains handling Spreader Cars 30

(Spreader Cars will be handled with blades in trailing position unless otherwise authorized by Superintendent.)

Trains hauling dead steam engines, except as otherwise provided 20

Yard engines, classes SA, (except SA-3) SB, SE, MSA and MSL must not be operated with train nor towed in train at a speed in excess of 40 miles per hour.

Yard engines, classes SA-3 and SG will operate with train or be towed in train under instructions issued by Mechanical Department.

Yard engines, all classes, when operating as a single unit running light 25

Road engines, all classes, including road-switchers, when operating as a single unit running light 35

Trains hauling wrecking derrick 30

Trains handling wrecking derrick 03300, 03301 or 03302, over Bridges 268.49 (eastward and westward sidings, Mansfield), 295.27 (Caledonia) and 304.84 (Leader St., Marion), Bridges 308.40, 310.53, 326.51, 329.88, 336.86, 338.22, 366.96 and 369.46 between Marion and Cold Springs 20

Conductors will notify engineers before leaving terminals whether or not such equipment in train, and engineers will not leave terminals until so notified.

First Sub-Division

Eastward and Westward tracks, curve No. 6 east of Crain Avenue, Kent, M.P. 190.77 to M.P. 191.20 45

Eastward and Westward tracks, curve No. 7 at Kent, M.P. 191.47 to M.P. 191.68 30

Eastward and Westward tracks, curve No. 10 at Kent, M.P. 191.78 to M.P. 191.94 45

Westward track, curve No. 14, east of Tallmadge, M.P. 195.37 to MP.. 195.77 50

Eastward track, curves No. 15 and No. 16, west of Tallmadge, M.P. 197.80 to M.P. 197.08 45

Eastward and Westward tracks, curves No. 18 and No. 19 east of Akron, M.P. 200.11 to M.P.200.96 50

Eastward and westward tracks, curve No. 20 east of Akron, M.P. 200.99 to M.P. 201.46 45

Eastward and westward tracks, curves No. 21, No. 22, No. 23 and No. 24, at Akron, M.P. 201.54 to M.P. 202.05 35

Eastward and westward tracks, curves No. 25, No. 26, No. 27 and No. 28, at Akron, M.P. 202.14 to M.P. 202.61 45

Westward track, curve No. 42, east of Silver Creek, M.P. 212.48 to M.P. 212.81 50

Westward track, curve No. 43, east of Silver Creek, M.P. 213.18 to M.P. 213.62 40

Westward track, curve No. 44, at Silver Creek, M.P. 213.86 to M.P. 214.68 50

Eastward track, curves No. 47, No. 46, No. 45 and No. 44, at Wadsworth, M.P. 216.62 to M.P. 213.86 40

Westward track, curve No. 47, west of Wadsworth, M.P. 216.20 to M.P. 216.62 55

Eastward and westward tracks, curve No. 48, west of Wadsworth, M.P. 216.85 to M.P. 217.07 50

Eastward and westward tracks, curve No. 50, west of Rittman, M.P. 220.09 to M.P. 220.29 65

Westward track curves No. 59 and No. 60, east of West Salem, M.P. 235.79 to M.P. 236.70 40

Eastward track, curve No. 60, east of West Salem, M.P. 236.70 to M.P. 236.34 65

Eastward and westward tracks, curve No. 64, east of Polk, M.P. 242.28 to M.P. 242.86 65

Eastward track, curve No. 66, east of Nankin, M.P. 246.74 to M.P. 246.56 60

Eastward track, curve No. 67, west of Nankin, M.P. 248.92 to M.P. 248.31 60

Westward track, curves No. 70, No. 73 and No. 74, east and west of Ashland, M.P. 251.21 to M.P. 254.02 45

Eastward track, curve No. 70, east of Ashland, M.P. 251.93 to M.P. 251.21 45

Eastward track, curve No. 75, east of Pavonia, M.P. 258.01 to M.P. 257.68 60

Westward track, curves No. 80, No. 81 and No. 82, west of Pavonia, M.P. 261.85 to M.P. 263.29 50

Westward track, curve No. 83, west of Pavonia, M.P. 263.74 to M.P. 264.75 45

Eastward track, curve No. 83, east of Summit, M.P. 264.75 to M.P. 263.74 60

Eastward track, curve No. 84, east of Mansfield, M.P. 267.27 to M.P. 266.79 40

Eastward and westward tracks, curve No. 85 at Mansfield, M.P. 268.51 to M.P. 269.28 25

Eastward track, curves No. 86 and No. 87, west of Mansfield, M.P. 270.34 to M.P. 269.48 50

Westward track, curves No. 86, No. 87 and No. 88, west of Mansfield, M.P. 269.48 to M.P. 271.19 40

Westward track, curve No. 89, east of Harding, M.P. 273.26 to M.P. 273.53 50

Eastward track, curves No. 93, No. 94, No. 95 and No. 97, west of Ontario, M.P. 277.58 to M.P. 275.92 60

Eastward track, curves No. 101 and No. 102, east of Galion, M.P. 279.83 to M.P. 279.29 60

Eastward and westward tracks, curve No. 103, east of Galion, M.P. 283.14 to M.P. 283.38 60

Eastward track, curves No. 104 and No. 105, at Galion, M.P. 284.40 to M.P. 283.72 40

Westward track, curves No. 104 and No. 105, at Galion, M.P. 283.72 to M.P. 284.40 50

Eastward and westward tracks, Greenwood St. to AC Tower, Marion, M. P. 303.97 to M.P. 305.90 30

Second Sub-Division	Miles Per Hour
Passenger trains—	
Between Marion and Cold Springs	50
Cold Springs and Tates Point, westward track	60
Tates Point and Cold Springs, eastward track	70
Freight Trains—	
Between Marion and Cold Springs	45
Between Cold Springs and Tates Point	50
M.P. 338.35 to 338.85, North Lewisburg	25
M.P. 352.10 to M.P. 353.10, Urbana	25
Curves No. 134 and No. 135, M.P. 367.25 to M.P. 367.80, west of Maitland	40

INSTRUCTIONS GOVERNING AUTOMATIC ELECTRIC FLASHER SIGNALS AND GATES CRAIN AVENUE, KENT, OHIO

Westward trains operating at a speed of 20 MPH or less at M.P. 190.55 will not exceed a speed of 20 MPH until crossing is reached. Westward trains stopping east of Crain Avenue, will stop east of circuit sign located 300 feet east of crossing and any train stopping, delayed, or pulling out of westbound yard will not exceed a speed of 8 MPH approaching crossing, prepared to stop, and proceed only after gates are lowered.

Westward trains on eastbound track stopping east of Crain Avenue will stop east of circuit sign located 300 feet east of crossing, any train stopping, delayed, or pulling out of Eastbound Yard will not exceed a speed of 8 MPH approaching crossing, prepared to stop, and proceed only after gates are lowered.

Eastward trains making station stop at Kent Depot shall stop west of circuit sign located west side of Main street; Eastward trains making station stop and stopping with engine east of circuit sign must not exceed a speed of 8 MPH approaching Crain Avenue prepared to stop, and proceed only after gates are lowered.

Eastward trains stopping west of Crain Avenue should stop west of circuit sign located 300 feet west of crossing; any eastward train stopping, or delayed on eastbound track between the two circuit signs or performing switching at Williams Brothers switch, must not exceed a speed of 8 MPH approaching crossing, prepared to stop, and proceed only after gates are lowered.

Eastward trains on Westbound track stopping west of Crain Avenue, will stop west of circuit sign located at M.P. 191.31, 725 feet west of Crain Avenue; any train stopping, or delayed will not exceed a speed of 15 MPH approaching crossing, prepared to stop, and proceed only after gates are lowered.

Trains switching on Main track in the vicinity of crossing will approach crossing prepared to stop, and proceed over crossing only after gates are lowered.

STATE STREET, BARBERTON, OHIO

Westward train stopping to perform switching at Aluminum Flake switch just east of State Street, Barberton, must leave rear portion of train a sufficient distance east of circuit sign, located 300 feet east of crossing and north of siding, to permit engine and entire train to be east of this sign when switching is completed and train is ready for westward movement.

After leaving rear portion of train and Aluminum Flake switch is reversed, flashers will be cut out at State Street when engine moves east of circuit sign on either main track or siding and will not operate again until engine passes circuit sign in westward movement.

FAIRVIEW AVENUE, BARBERTON, OHIO

Account short track circuits at Fairview Avenue crossing, MP 208.00 east of Barberton, eastward trains required to perform work at east end of Barberton yard and westward trains, performing work at Aluminum Flake switch, will not exceed 15 MPH to Fairview Avenue.

WILBETH ROAD, KENMORE, OHIO

Account short track circuits in sidings and industrial tracks at Wilbeth road crossing, Kenmore, M.P. 205.55, trains and engines using sidings and industrial tracks must afford crossing protection until flashers are in operation.

MAIN STREET, WADSWORTH, OHIO

Cut-out circuits are installed at Main Street crossing, Wadsworth, to prevent unnecessary operation of gates and flashers.

Stick cut-outs on the switches in the vicinity of Main Street crossing will actuate automatic block signals but will not start operation of gates and flashers.

Engines or cars must be on the main track or upon switch fouling the circuits to actuate gates and flashers.

Trains or engines working at Wadsworth will be governed by the following:

(1) Eastward trains finding it necesary to double Wadsworth hill, should leave rear portion of train west of automatic signal 628-2 when taking head end to doubling track. This will permit gates and flashers to clear after a two (2) minute time interval.

(2) A circuit through the crossing on the Mill track will cause the operation of the gates and flashers when any part of the street or side-walks are occupied by train, engine, or cars.

(3) Engine or train which has been in the freight house switch (east end of Mill track) and then makes a reverse movement on eastward track, will start gates and flashers when clearance point of switch is passed in westward movement, unless a cross-over movement is to be made from the eastward to the westward track and crossover switches are reversed before movement is started.

When movement is to be made from freight house switch through the crossover from eastward to the westward main, both switches of the crossover must be reversed before movement is made east of the freight house switch. When this is done, flashers will not start until train occupies westward main track and passes cut section located at east end of Depot, approximately 250 feet east of Main Street crossing.

Trains or engines moving east on westward track and through crossover to eastward track will not operate gates and flashers when east of cut section located at east end of station, 250 feet east of Main Street.

(4) Westward train or engine working in westward spur (Pocket track) will not operate gates and flashers until engine or cars pass cut section located east of east end of the station, 250 feet east of Main Street.

(5) Train or engine moving east on Ohio Match Company track will not operate gates or flashers until engine or cars pass clearance point of switch, 300 feet west of Main Street.

(6) Train or engine working in Mill track crossover west of Main Street, must not leave cars on eastward main east of cut section located opposite inside switch of crossover, approximately 300 feet west of Main Street.

(7) Circuit is installed to prevent operation of gates and flashers by a train or engine moving west from Silver Creek westward siding, until the engine or cars pass cut section on westward main track opposite freight house switch, 1,350 feet east of Main Street.

Train or engine in Silver Creek westward siding must secure permission to enter main track, **after** the train for which they cleared has passed. This will allow the train on the westward main to pass automatic signal 628-1 east of Wadsworth station before signal is cleared for movement from the siding.

(8) Trains or engines moving from Ohio Match Company switch, Mill track crossover, pocket track switch, or freight house switch, must approach Main Street crossing prepared to stop and must not enter upon or proceed over crossing until gates are lowered. unless crossing is protected by a member of the crew.

INDUSTRIAL STREET, RITTMAN, OHIO

Account short track circuits at Industrial Street, M.P. 219.5, westward trains making stop to perform work, leaving train east of Industrial Street, will not exceed 15 miles per hour between M.P. 218.72 about one and one-fourth mile west of automatic signal 630-1 and M.P. 218.84. Trains must be left east of insulated joints, 1100 feet east of Industrial Street crossing.

Westward trains which back through main track crossover to clear on eastward track, then return to westward track and move eastward to Rittman Depot, must reverse lead switch off westward track to freight house by the time back-up movement starts, to prevent gates at Industrial Street crossing from being activated.

All other westward trains operating at a speed of 20 MPH or less at M.P. 218.72 will not exceed 20 MPH until crossing is reached account flashers and gate operation.

Eastward trains stopping in vicinity of Rittman Depot for 3 minutes or more, must not exceed 15 MPH from Sterling Avenue crossing to Industrial Street crossing.

Eastward trains stopping in vicinity of Industrial Street for switching operations must leave train west of insulated joints 125 feet west of Industrial Street.

Movement should be made with head end of train to a point east of trailing crossover leading from eastward main track to No. 5 track, both ends of crossover reversed and after clearing short circuit through crossing, gates will clear until train again occupies positive circuit through crossing.

All other eastward trains operating at a speed of 20 MPH or less, at M.P. 220.33, Sterling Avenue will not exceed 20 miles per hour until Industrial Street crossing is reached.

Trains and engines on any track performing switching operations will approach Industrial Street crossing prepared to stop, and proceed only after gates are lowered.

MAIN STREET AND STERLING AVENUE, RITTMAN, OHIO

Automatic cut-out devices have been installed on freight house switch on westward track, facing point crossover switches from eastward track

to siding and on main track crossover switches to eliminate unnecessary operation of flashing light signals at Main Street and Sterling Avenue crossings, Rittman, Ohio.

Westward trains stopping at Rittman to switch or set off cars and not having more than 30 cars for west of Rittman, will leave rear portion of train west of Industrial Street, occupying section of track between signal 632-1 and circuit sign located just east of freight house switch.

After pulling engine and head portion of train west of freight house switch, switch must be reversed to cut out flashing light signals at Main Street and Sterling Avenue.

Once switch has been reversed, switch may be restored to normal position and flashers will not start again until second circuit sign located 650 feet west of switch is passed in westward movement. After flashers have been cut out, westward movements between second circuit sign and Main Street must not exceed 15 miles per hour until crossing is reached.

Westward trains which back through main track crossovers to set off cars in tracks 5 and 6 south of eastward track, will cut out flashers when all switches of main track crossover and crossover from eastward main track to sidetracks are reversed and train has moved east of center of main track crossover.

On return movement from eastward to westward track, flashers will not operate again until westward track is reached. Train making this movement will not enter upon Main Street crossing until flashers are operating and vehicular traffic has stopped.

MAIN STREET, CRESTON, OHIO

To avoid actuating flashers and gates at Main Street, Creston by trains performing work:

Westard trains setting off cars will leave train east of home signal and receive restricting indication on home signal which will not start flashers and gates until engine passes opposing dwarf signal located 440 feet west of Nickel Plate crossing. Engine should not pass this dwarf signal unless the number of cars to set off requires such movement.

When necessary to make delivery to No. 5 track, train will be stopped east of Home signal and receive restricting indication as above, and after the cut has passed Main Street crossing, flashers and gates will clear. Cars must be stopped not less than 10 feet west of west crossover switches and crossover switches must not be reversed until cut has reached this point. When making back-up movement through crossover, flashers and gates will actuate when cars reach a point in crossover, 73 feet west of Main Street crossing and will clear after engine passes over crossing. Engine must back east of hand throw derail at west end of No. 5 track, to insure proper operation of gates on westward movement.

Engine moving westward out of No. 5 track to eastward main track will start flashers and gates when passing derail, and they will clear when engine passes over crossing. Engine must move through crossover and stop not less than 10 feet west of west crossover switch and both switches must not be restored to normal until engine has reached this point.

Moving eastward on westward track, flashers and gates will actuate when 230 feet west of crossing and will clear as soon as engine passes over crossing.

Eastward trains having work to perform, will pull entire train east of Nickel Plate crossing before doing so.

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. 51 sec.	70.59	1 min 20 sec.	45.00	2 min. 11 sec.	27.48	3 min. 25 sec.	17.56
0 min. 55 sec.	65.45	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	4 min. 0 sec.	15.00
1 min. 0 sec.	60.00	1 min. 42 sec.	35.29	2 min. 40 sec.	22.50	4 min. 48 sec.	12.50
1 min. 5 sec.	55.38	2 min. 0 sec.	30.00	3 min. 0 sec.	20.00	6 min. 0 sec.	10.00
1 min. 12 sec.	50.00						

Eastward trains receiving approach indication on distant signal, will immediately contact Operator, Creston, by radio and if necessary to hold train at Creston, will stop west of circuit sign located south of eastward main track at M.P. 227.10 where flasher and gate circuit starts.

Trains and engines on any track performing switching operations will aproach Main Street crossing prepared to stop, and proceed only after gates are lowered.

SOUTH CENTRAL AVENUE, FAIRBORN, OHIO

Eastward trains making reverse movement on westward track between Tates Point and Fairborn will be governed as follows:

Trains not exceeding 10 MPH at circuit sign located at M.P. 379.50, 3650 feet west of South Central Avenue must not exceed 10 MPH until this crossing is reached.

If train is to be stopped west of South Central Avenue, stop must be made west of circuit sign located at M.P. 378.90, 500 feet west of South Central Avenue. When starting, train must not exceed speed of 10 MPH until this crossing is reached.

If a train is to perform work at Fairborn and is to leave rear portion of train west of South Central Avenue, the rear portion of the train must be left a sufficient distance west of circuit sign located at MP 378.90 to permit engine and entire train to be west of this circuit sign before eastward movement is again started. When eastward movement is started, a speed of 10 MPH must not be exceeded until crossing is reached.

Trains and engines performing switching operations must approach South Central Avenue prepared to stop and must not proceed over crossing until gates are lowered.

HIGHWAY CROSSING LIGHTS — Mansfield

To avoid blocking Bowman St. crossing, Mansfield, by eastbound freight trains, an indicator located just west of Bowman St. will govern as follows:

When no light is showing, freight trains will stop west of Bowman St. and report by telephone to Operator at MD Tower for instructions.

When yellow light is displayed, freight trains may pass over Bowman St. and proceed in accordance with automatic block signal indication.

SUPERIORITY OF TRAINS

Eastward trains are superior to westward trains of the same class.

Trains operating in Automatic Block Signal Districts governed by Telephone Train Order Signals or "Take Siding" Signals may run with the current of traffic, upon signal indication, which signal indication supersedes Time-Table Superiority.

CLEARING OF TRAINS

First class trains will not leave Kent or Marion without clearance Form A.

Westward freight trains will not leave Kent Yard without permission of Train Dispatcher.

Westward Second Sub-Division trains will not leave Marion or Glen Echo without train orders and clearance Form A and in addition, Form B when required.

Eastward Second Sub-Division trains will not leave Cold Springs without train orders and clearance Form A and in addition, Form B when required.

TRAIN REGISTERS

Kent	Pass Depot, First class trains.
Marion	Terminal Building.
Marion	Chief Caller's Office, Kenton Ave.
Dayton	Yard Office.

Trains not scheduled to stop at stations at which Train Registers are located, may register by throwing off Train Register slip, except when displaying signals for a following section when train must stop and the conductor register the train in person.

When registering trains, write out in full the color of signals displayed.

When not displaying signals, write out in full "no signals", sign name and initials and use no ditto marks.

It will be the duty of the employee in charge of the Register station at points where trains are authorized to throw off train register slips to enter the information on the Train Register and preserve the slip.

SPECIAL ORDER BOOKS AND BULLETIN BOARDS

Kent	Passenger Depot KE Office Crain Ave.
Akron	Yard Office Engine House
Ashland	Passenger Station
Mansfield	MD Tower
Mansfield	Harding
Marion	Terminal Building Kenton Ave. Caller's Office Manifest Yard Office
Dayton	Yard Office

MOVEMENT OF TRAINS

The only time a locomotive can be considered as operating backward is when a multiple unit road engine is operating with a blind unit or blind end ahead.

When light movements are made with multiple unit locomotives equipped with double end control, the locomotive must be operated from the end in the direction that the movement is being made.

In multiple unit operation of locomotives the locomotive number will be displayed on the lead unit only.

Locomotives, Motor Cars and roller bearing equipped freight and passenger cars must not be operated in water that is higher than top of rail.

SIDINGS	Car Capacity Based on 45 feet to the car allowing for engine and caboose.	
	Eastward	Westward
Tallmadge		78
Kenmore	77	171
Silver Creek	73	139
Sterling	154	144
Polk	138	140
Ashland (Center Siding)	94	
Milton		84
Mansfield	208	110
Galion	87	87
Martel	131	135
Caledonia		91
Scioto	125	127
Q Siding		87
South Marion	78	
Green Camp	17	
Richwood	47	
Peoria	16	
North Lewisburg	40	
Mingo	41	
Urbana	87	
Maitland	43	
Durbin	69	
Cold Springs	90	75
Fairborn		88

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 stoped on main track; and will obtain block from operator at Cold Springs before proceeding.

The signal located north side between main track and middle track just west of Durbin Station will govern the movement of all westward trains between Durbin and Cold Springs.

When signal indicates "Stop" crews will report by telephone to operator at Cold Springs for instructions.

YARD LIMITS. Indicated by signs

Kent
Akron
Marion—South Marion
Urbana
Dayton

SPRING SWITCHES

West end westward passing siding Kenmore.

West end westward passing siding Silver Creek.

East end eastward passing siding Polk.

West end westward passing siding Polk.

East end eastward passing siding Mansfield.

West end westward passing siding Martel.

Pull-out connecting C&E lead with westward main track west end Marion yard.

Switches equipped with spring stand set normal for main track movements. Trains or engines may pull out of these sidings to main track without operating switches by hand.

Spring switches are protected by distant signals for trains operating against current of traffic, signals located as follows:

Kenmore
10000 ft. west of west end westward passing siding.

Silver Creek
8200 ft. west of west end westward passing siding.

Polk
4800 ft. east of east end eastward passing siding.

Polk
4600 ft. west of west end westward passing siding.

Mansfield
8000 ft. east of east end eastward passing siding.

Martel
5600 ft. west of west end westward passing siding.

Marion Yard
4600 ft. west of pull-out switch connecting C&E Lead to westward main track.

Indications as follows:

Green—Proceed and be governed by switch signal.

Yellow—Proceed to point of switch and make sure points are properly set before proceeding. If found out of order, use hand throw switch and restore to normal position after using, immediately reporting condition to the Superintendent.

Spring switches are equipped with color light switch signals located on opposite side of main track from switch stands:

Indications as follows:

Green—Switch points properly lined for main track movement.

Red—Switch points not properly lined for main track movement. Trains moving on main track, stop and examine switch points, use hand throw to correct alignment of switch, if necessary, and proceed only when switch is properly secured, reporting any improper condition immediately to Superintendent.

Switch key operated color light dwarf signals are located at clearance point of sidings and C&E Lead track.

1. To operate dwarf signal, a member of crew will first secure permission from train dispatcher and will then operate signal by inserting switch key in switch-key operated controller located adjacent to switch, turning key to right as far as possible and removing key.

   (a) When approach circuit is not occupied, signal will immediately display proper indication to leave siding.

   (b) With approach circuit occupied, signal will display proper indication to leave siding after a time interval of four (4) minutes.

2. If the intended movement out of the siding is not made after the controller has been actuated, signals must be restored to normal position by operating push-button located at key controller.

ELECTRIC SWITCH LOCKS

Scioto

Westward track, west switch of main track crossover, and west switch of westward passing siding.

Patterson Field, Fairborn

Westward track, west switch of main track crossover and entrance switch to Patterson Field, M.P. 380.25, about two miles west of Fairborn.

1. Trains desiring to use either switch must first secure permission from the Train Dispatcher or Operator.
2. Indicator with switch key operated controller is provided at each location.
3. When indicator shows "CLEAR", the switch locks may be removed from the latches and switches may be operated in the usual manner.
4. The switch lock is removed or applied by depressing small pedal on top of electric lock. The switch stand handle is then released by stepping on lower pedal.
5. When indicator shows "STOP" and permission has been secured, with approach circuit occupied, first remove padlock from the electric lock, insert switch key in the switch key operated controller and turn key to right as far as possible, remove key and after a four (4) minute time interval has elapsed, the indicator will show "CLEAR" and the switch may be operated as in paragraph 3.
6. When switching moves require the use of switch more than once, the switch padlock should not be replaced in the electric lock until all moves are completed, or train is in clear and switches lined for main track, to allow automatic signals to display "APPROACH" or "PROCEED" indication.
7. Short track circuits extend a distance of approximately 100 feet either side of each switch, which are for the purpose of releasing the electric locks automatically when part of train has been left on approach section and must be occupied by engine or cars to effect release.

Marion Yard

Eastward track, pull-out switch, Yard D at M.P. 0.40.

Above instructions apply except paragraph 1 and that part of paragraph 5 requiring permission be obtained.

REMOTE CONTROL SWITCHES AND SIGNALS

Silver Creek—Polk

Entrance to eastward and westward sidings equipped with power operated switches and signals governing operation controlled by Train Dispatcher at Marion.

Sterling

Entrance to westward siding equipped with power operated switch and signals governings operation controlled by operator at Sterling.

Martel—Cold Springs

Entrance to eastward siding at both points equipped with power operated switches and signals governing operation controlled by operator at Martel and Cold Springs.

1. Trains or engines must not enter or foul main track, nor re-enter such track after having cleared it without proper indication of the governing signal and permission of Train Dispatcher or operator. Protection must then be provided in accordance with Rule 99 of Rules of Operating Department.

.2 When switching movements are to be made over switches equipped with power operated switch machines, an understanding must be had with Train Dispatcher or Operator.

3. When necessary to operate a power operated switch by hand, special instructions posted at location will be followed.

4. When a train is delayed after a "PROCEED" signal has been displayed, Train Dispatcher must be notified promptly as to cause and probable duration of delay.

5. When a train is stopped by a "STOP" signal, a member of crew will immediately communicate with Train Dispatcher or Operator.

6. A train or engine must not make a reverse movement after accepting a CONTROLLED signal for straight-away movement, except under flag protection or when movements are being made in accordance with paragraph 1.

7. Trains stopped or delayed after passing distant signal displaying "CLEAR" indication, must approach CONTROLLED signal expecting to find that signal displaying its most restrictive indication.

8. Eastward and westward sidings Silver Creek and Polk, westward siding Sterling, and westward siding Martel are track circuited and entrance with current of traffic protected by home signals. Trains receiving indication Rule 286, Fig. A, on home signal will expect to find siding clear.

9. A white light known as "Maintainer's Call Signal" is located on instrument housing near power operated switches. Train crews working in vicinity observing signal lighted will immediately call Train Dispatcher or Operator as signal may also be used for this purpose.

Instructions Covering Hand Operation of Remote Controlled Switches

When necessary to operate a power operated switch by hand, following instructions will govern:

1. Communicate with Train Dispatcher or Operator by telephone.

2. After receiving permission, remove crank from holder located on side of instrument housings near the switch.

3. Raise cover which is painted white on top of switch machine and place crank on square shaft located at that point and crank switch to the desired position.

4. Examine switch points to be sure they fit up to rail properly, then spike and block points securely. When one or more switches are cranked, crank must not be removed from last switch machine cranked until train movement is completed and switch restored to normal.

5. Crank cover should then be locked and crank restored to holder on instrument housing.

6. Switch should not be hand operated except emergency, and Maintainer notified.

7. Switch blocks, spikes, spike maul and claw bar will be found in the telephone booth and should be returned to the booth after being used.

GRADE CROSSINGS

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

Manually operated board type target located at Cooper Street Lead crossing and old Erie main at Dayton Yard and governing movement over this crossing, will normally be lined in vertical position denoting proceed on Erie. This target when lined in horizontal position indicates proceed for movements on NYC track.

CROSSOVER MOVEMENTS

When necessary to enter upon main tracks or cross over from one main track to another, permission will first be obtained, except in Marion Yard west of AC interlocking.

Permission to use KX Crossover and Crain Avenue Crossover will be given by Yardmaster, Kent.

This does not relieve enginemen and trainmen from protecting the movements as per Rule 99.

Permission to use main tracks or crossovers operated by interlocking will be given by signal indications.

RULES GOVERNING MANUAL BLOCK SIGNAL SYSTEM, AUTOMATIC BLOCK SIGNAL SYSTEM AND INTERLOCKING, EFFECTIVE NOVEMBER 30, 1952

Automatic block signal system rules will govern between Kent and Marion and between Cold Springs and Tates Point.

Manual Block Signal System Rules will govern between Marion and Cold Springs.

POINTS WHERE TRAIN ORDER SIGNALS ARE USED AS MANUAL BLOCK SIGNALS

Rule 221, Rules of the Operating Department, Effective November 30, 1952

	BA Tower, Urbana
	Glen Echo (Erie Trains)
Richwood	Maitland
North Lewisburg	Cold Springs (Eastward Trains)

Indications of Manual Block Signals do not supersede Rule 93.

POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS

Rule 221, Rules of the Operating Department, Effective November 30, 1952

Sterling
Creston
MD Tower
Burt (Galion)
Martel
Glen Echo (N. Y. C. Trains)
Cold Springs (Westward Trains)
Fairborn
Tates Point

POINTS WHERE INTERLOCKING RULES ARE IN EFFECT

Rules 605 to 672 inclusive, Rules of the Operating Department, effective November 30, 1952

JO Tower (Akron)
Sterling
Creston
P.R.R. Tower (Mansfield)
MD Tower (Mansfield)
Burt Tower (Galion)
Martel
AC Tower (Marion)
BA Tower (Urbana)
Glen Echo
Maitland
Cold Springs
Fairborn
Tates Point

AUTOMATIC INTERLOCKING

"PA" Peoria is an automatic interlocker control point. Telephone communication facilities are provided in the instrument house and in telephone boxes near each interlocking home signal.

Interlocking home and distant signals are color light type. Eastbound interlocking home signal M.P. 330.42 and westbound interlocking home signal M.P. 330.29. Distant signals display indications Approach Rule 285, Fig. "A", and Proceed Rule 281 Fig. "A", but are not equipped with a number plate. Interlocking home signals, of the two unit type, will display indications Stop Rule 292 Fig. "B" and Proceed Rule 281 Fig. "C".

Trains stopped or delayed after they reach the approach circuit, which is located 3500 feet in approach to the distant signal must approach the interlocking home signal expecting to find that signal displaying its most restrictive indication and because of time relays, the interlocking home signal will not clear until train reaches a point designated by sign marked "CIRCUIT" located 300 feet in approach to the interlocking home signal.

In the event the interlocking home signal fails to clear on approach of trains and there is no evidence of approaching trains on the New York Central, member of crew will immediately communicate by telephone with the train dispatcher at Marion. After permission to do so is obtained, member of crew will insert Erie switch key in key-operated controller located on a separate post just behind the interlocking signal, turn key clockwise to the right and hold for ten (10) seconds and then remove key. After key is removed and after a time lapse of 5 minutes has passed, if conditions permit, the Erie interlocking home signal will clear and display proceed indication. If the interlocking signal continues to display an unfavorable indication and it is known that the signals

governing movement on the New York Central lines are in "STOP POSITION", member of crew will again communicate by telephone with the Erie Train Dispatcher at Marion and will also communicate by telephone with the New York Central Train Dispatcher using telephone located in concrete house at the crossing M.P. 330.20 and obtain permission from the Erie and New York Central Train Dispatchers to do so, the movement through the interlocking plant may be made without signal indication under flag protection as per Operating Rule 672.

A train with more cars than will clear interlocking circuits and having work to do at Peoria, or a train moving over the interlocking with only a portion of train, must leave the rear end of train clear of the short approach circuit, designated by sign marked "CIRCUIT" located 300 feet in advance of, or in approach to the interlocking home signal.

When engine or train finds it necessary to make a reverse movement thru the interlocking, or a forward movement following a reverse movement, the interlocking home signal may be cleared if conditions permit, by pushing the push-button located above the key controller near the signal to be cleared.

HOURS DURING WHICH DAY OR NIGHT TRAIN ORDER AND BLOCK OFFICES ARE IN OPERATION

Richwood	9:45 A. M. to 12:01 P. M.
	1:01 P. M. to 6:45 P. M.
	* Closed
North Lewisburg	9:15 A. M. to 12:30 P. M.
	1:30 P. M. to 6:15 P. M.
	* Closed
Fairborn	1:00 P. M. to 5:00 A. M.
	§ Closed

*—Saturdays, Sundays and Holidays.

§—Sundays.

TONNAGE RATINGS

Train tonnage will be determined by the Chief Train Dispatcher. Trains will be given a maximum rating unless otherwise directed.

TELEPHONE TRAIN ORDER SIGNALS

Westward	Eastward
Auto Sig.	Auto Sig.
602-1 KX Crossover	603-2 Crain Ave., Kent
604-1 West Kent Depot	618-2 Kenmore
609-1 Tallmadge	637-2 Sterling
617-1 Kenmore	650-2 West Salem
650-1 West Salem	666-2 Ashland
664-1 Ashland	686-2 Harding
667-1 Milton	
679-1 Mansfield	
686-1 Harding	
695-1 Galion	
707-1 Caledonia	
713-1 Scioto	
715-1 Q Siding	
717-1 Kenton Ave., Marion	

N. Y. C. "Take Siding" Signals

Auto Sig.

Westward

376-1D Fairborn

Eastward

982 Scioto

"Take Siding" Signals—When letter "S" is displayed, freight trains wil take siding and consult dispatcher on telephone. When letter "S" is not displayed, trains will proceed in accordance with Block Signal indication. Passenger trains will report before pulling in siding.

MISCELLANEOUS

Employees must observe passing trains, and if any hot journals, defective brakes, defective running gear, flat wheels, etc., are observed, crews of passing trains will be notified by use of following code:

Where radio is available, the condition of the train should be communicated by this means.

Hot Journals:

By day—Hold nose with first finger and thumb of righ hand and point down toward track with left hand..

By night—Hold lantern in hand by the guard wires around the globe and swing in small vertical circle.

Connections Dragging:

By day or night—Give stop signal.

Car Door Swinging or About to Fall:

By day—Raise hand above head and hold it stationary.
By night—Same signal with lantern, in addition give stop signal.

Brakes Sticking

By day—Shove hand in sliding movement from body.
By night—Same signal with lantern, in addition give stop signal.

Flat Wheels:

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

By night—Hold lantern at arm's length with globe in horizontal position.

All Clear:

By day or night—Proceed signal.

Care will be taken that the above code signals are not used with passing trains, as sign of greeting.

When a car is set out of a train at any point on account of a hot journal, trainmen will extinguish fire and pull packing from journal box before leaving the car.

Powdered chemical known as "DU-GAS" for extinguishing fires in hot boxes of freight cars has been distributed to all locomotives and cabooses in through freight service, and should be used according to instructions on box.

WIRE CLEARANCES

The clear space between the lowest signal line conductor and the surface of the track rails at the following locations is less than 27 feet. Employees must not ride on top of freight cars at these locations.

Mill Street Yard Tracks, Akron.....202.00
Car Barn Track, Akron.....204.76
Holub Iron and Steel Co. Track, Akron.....205.08
Mack Coal Co. Track, Akron.....205.53
Stuver Bros.' Co. Track, Kenmore.....206.76
Water Works Track, Kenmore.....207.15
Pittsburgh Valve Co. Track, Barberton.....208.45
Seiberling Latex Co. Track, Barberton.....209.00
Seiberling Rubber Co. Track, Barberton.....209.54
North Branch, Wadsworth.....215.04
Ohio Match Co. Track, Wadsworth.....215.66
House Track, Rittman.....219.85
Elevator Spur, Burbank.....231.80
LA&S Transfer, Ashland.....250.45
Logan Gas Switch, Pavonia.....260.20
Mansfield Clay Products Co., Pavonia.....263.50
B&O Transfer, Mansfield.....268.45
Ohio Brass Track, Mansfield.....268.68
Gledhill Road Machinery Co. Spur, Galion.....285.00
G. S. A. (Scioto Ord.).....302.00
McMillen Feed Mills Switch, Marion.....303.50
Ohio Hide and Tallow Co. Switch, Marion.....304.05
Whitcum Hide & Tallow Co. Track, Marion.....304.18
AC Interlocking, Marion.....305.00
Stock Track, Marion Yard..... 1.10
State Route 37, Richwood.....318.06
Coal Track, Richwood.....318.70
House Track, Urbana.....352.75
Glen Echo Interlocking.....360.80
Maitland Interlocking 366.14
National Pike, 1 Mile East of Durbin.....367.50
Lime Kiln Track, Durbin.....368.20
East Switch, Durbin.....368.40

AUTOMATIC TRAIN STOP INSTRUCTIONS

See Rules 520, 520A and 520B, Rules of the Operating Department, effective November 30, 1952, and Progressive Examination Questions and Answers on the Operation of Diesel-Electric Locomotives, effective June 1, 1954.

Open inductors are in service on engine dispatching tracks at Marion, O. Engineers are required to take brake application passing over the first of these inductors and to acknowledge passing over the other.

A. H. SPECKER.....Train Master

L. E. ISHAM.....Train Master—
Road Foreman of Engines

R. R. MITCHELL.....Road Foreman of Engines

D. J. SCHOONMAKER.....Chief Train Dispatcher

D. L. STOUT.....Asst. Chief Train Dispatcher

L. M. LESSLEY.....Asst. Chief Train Dispatcher

K. A. THOMPSON.....Asst. Chief Train Dispatcher

WESTWARD TRAINS — FIRST SUB DIVISION

FIRST CLASS					Distance From Salamanca	STATIONS AND SIDINGS
11	5	9	7	1		
Daily Except Monday	Daily	Sunday Only	Daily Except Sunday	Daily		
	P. M.	P. M.	P. M.	A. M.		Eastern Standard Time
.....	7:15	11:45	11:45	8:30	.....	L..... HOBOKEN .....A
A.M.	A. M.	P. M.	P. M.	P. M.		Eastern Standard Time
12:31	9:50	2:14	4:20	11:39	189.6	..... KX CROSSOVER .....
						2.0
12:35	9:54	2:18	4:25	11:43	191.6	..... KENT .....N
12:40	10:00	2:25	4:32	11:50		5.4
12:47	10:06	2:32	4:39	11:57	197.0	..... TALLMADGE .....
						4.7
12:52	10:11	2:37	4:45	12:04	201.7	..... JO TOWER .....
						P.R.R. 0.6 B.&O.
s1:20	s10:14	s2:44	s5:00	s12:16	202.3	..... AKRON .....
						3.7
.....	.....	.....	.....	.....	206.0	..... KENMORE .....
						2.9
1:27	10:21	s2:52	s5:10	12:24	208.9	..... BARBERTON .....
						4.9
1:33	10:27	2:59	5:17	12:30	213.8	..... SILVER CREEK .....
						1.7
1:35	10:29	s3:02	s5:22	12:33	215.5	..... WADSWORTH .....
						4.4
.....	.....	s3:09	s5:34	.....	219.9	..... RITTMAN .....
						3.9
1:45	10:37	3:13	5:38	12:43	223.8	..... STERLING .....N
						B.&O. 2.4
1:47	10:39	3:15	t5:40	12:46	226.2	..... CRESTON .....N
						N.K.P. 5.6
.....	.....	.....	.....	.....	231.8	..... BURBANK .....
						6.4
.....	.....	.....	.....	.....	238.2	..... WEST SALEM .....
						6.1
2:05	10:56	3:33	5:58	1:07	244.3	..... POLK .....
						7.7
s2:27	s11:04	s3:47	s6:16	s1:20	252.0	..... ASHLAND .....
						3.2
.....	.....	.....	.....	.....	255.2	..... MILTON .....
						5.8
.....	.....	.....	.....	.....	261.0	..... PAVONIA .....
						4.2
.....	.....	.....	.....	.....	265.2	..... SUMMIT .....
						3.5
s3:03	s11:23	s4:11	s6:46	s1:46	268.7	..... MANSFIELD .....N
						B.&O. 5.1 PRR
3:10	11:30	4:18	6:53	1:54	273.8	..... HARDING .....
						10.3
s3:50	s11:43	s4:35	s7:34	s2:09	284.1	..... GALION .....N
						NYC 7.2
3:58	11:50	4:43	7:42	2:18	291.3	..... MARTEL .....N
						NYC 4.0
.....	.....	.....	.....	.....	295.3	..... CALEDONIA .....
						6.4
.....	.....	.....	.....	.....	301.7	..... SCIOTO .....
						1.6
.....	.....	.....	.....	.....	303.3	..... Q SIDING .....
						1.7
4:15	12:05	5:03	h7:59	2:38	305.0	..... MARION .....N
.....	12:14	5:13	8:14	2:48		P.R.R. 3.6 C.&O
.....	12:19	5:18	8:19	2:53	308.6	..... MJ CROSSOVER .....
A.M.	P. M.	P. M.	P. M.	A. M.		
.....	3:40	9:20	12:30	7:00	.....	A..... CHICAGO L
	P. M.	P. M.	A. M.	A. M.		Central Standard Time

EASTWARD TRAINS

FIRST CLASS				
8	12	6	2	
Daily	Daily Except Sunday	Daily	Daily	
P. M.		A. M.	P. M.	
9:40	.....	7:25	5:55	
A. M.	A.M.	P. M.	A. M.	
5:34	9:13	5:20	2:50	
5:31	9:10	5:17	2:47	
5:24	9:05	5:11	2:40	
5:17	8:55	5:04	2:31	
5:11	8:50	4:58	2:24	
s5:10	s8:49	s4:57	s2:23	
.....	.....	.....	.....	
4:52	s8:11	4:47	1:57	
4:47	8:00	4:42	1:52	
4:45	s7:57	4:40	1:50	
v4:40	s7:44	.....	.....	
4:35	7:35	4:31	1:39	
t4:33	7:33	4:29	1:37	
.....	.....	.....	.....	
.....	.....	.....	.....	
4:16	7:15	4:13	1:18	
s4:08	s7:05	s4:05	s1:09	
.....	.....	.....	.....	
.....	.....	.....	.....	
.....	.....	.....	.....	
s3:45	s6:34	s3:46	s12:45	
3:34	5:59	3:39	12:33	
s3:24	s5:45	s3:28	s12:22	
3:13	5:13	3:20	12:08	
.....	.....	.....	.....	
.....	.....	.....	.....	
.....	.....	.....	.....	
3:00	5:00	3:07	11:55	
2:50	.....	3:02	11:45	
2:44	.....	2:56	11:39	
A. M.	A.M.	P. M.	P. M.	
9:10	.....	9:30	5:10	
P. M.		A. M.	P. M.	

SECOND SUB-DIVISION

Distance From Salamanca	STATIONS AND SIDINGS	Distance From Dayton
.....		.....

Eastern Standard Time

Single Track

305.0	C.& O. ..... MARION ..... P. R. R. 0.8 N. Y. C.	83.5
305.8	.... SOUTH MARION 4.5	82.7
310.3	..... GREEN CAMP 8.5	78.2
318.8	..... RICHWOOD .....D 3.9	69.7
322.7	..... CLAIBORNE 4.8	65.8
327.5	..... BROADWAY 2.9	61.0
330.4	..... PEORIA ..... N. Y. C. 8.1	58.1
338.5	NORTH LEWISBURG D 4.6	50.0
343.1	....MINGO 5.6	45.4
348.7	..... KINGS CREEK 4.0	39.8
352.7	..... URBANA ..... N P. R. R. 8.1	35.8
360.8	..... GLEN ECHO .... N 5.3	27.7
366.1	..... MAITLAND ..... N D.T.&I. 0.9 S.S.	22.4
367.0	SUGAR GROVE HILL 1.9	21.5
368.9	..... DURBIN 0.7	19.6
369.6	..... COLD SPRINGS .... N 8.5	18.9
378.1	..... FAIRBORN .....D 8.0	10.4
386.1	..... TATES POINT ..... N B. & O. 1.2	2.4
387.3	.....DAYTON YARD..... B. & O. 1.2 N.Y.C.	1.2
388.5	..... DAYTON ..... First and Webster Sts.	0.0

STATION LIST

For the use of Agents, Conductors and Others, for reporting movements of Trains, Locomotives and Cars

First Sub-Division	Station Number
Kent	604
Tallmadge	610
Old Forge	613
Akron	615
South Akron	616
Kenmore	619
Barberton	622
Silver Creek	626
Wadsworth	628
Rittman	633
Sterling	636
Creston	639
Burbank	644
West Salem	651
Polk	657
Nankin	660
Ashland	665
Milton	667
Dyke Spur	669
Logan Spur	672
Pavonia	673
Allentown Spur	675
Summit Spur	9906
Ohio Lumber and Face Brick Co.	676
Richland Shale Brick Co.	677
Mansfield	681
State Highway Spur	683
Humphrey's Spur	684
Harding	686
Ontario	689
Galion	697
Martel	704
Caledonia	708
Slick's Spur	712
Scioto	715
Marion	718

Second Sub-Division	Station Number
Marion	718
Green Camp	1723
Richwood	1731
Claiborne	1735
Broadway	1740
Peoria	1743
North Lewisburg	1751
Mingo	1756
Kings Creek	1761
Urbana	1766
Glen Echo	1774
Maitland	1779
Sugar Grove Hill	1780
Durbin	1782
Cold Springs	1783
Enon	1785
Fairborn	1791
Air Service Command	1793
Wright	1796
Dayton Freight Yard	1800
Dayton	1801

FOLLOWING CLEARANCES AKRON, OHIO

Bridge H -201.47 at Perkins Avenue

Bridge H -201.58 at Park Street

Bridge FH-201.65 at East Market Street

1. Loads 19'0" above top rail can move under these bridges on westbound track only in regular slow moving trains, if handled slowly and carefully.

2. Loads higher than 19'0" up to 19'2" should move over westbound track under these bridges slow and careful and UNDER OBSERVATION AND READY TO STOP ON SIGNAL.

3. It should be understood that yard forces and train crews at all points and in both directions, will confer with Chief Dispatcher before allowing any over-dimension cars to move or depart their stations.

Height Above Top of Rail	Width
19 ft. 2 in.	9 ft. 0 in.
19 ft. 0 in.	9 ft. 5 in.
18 ft. 9 in.	10 ft. 0 in.
18 ft. 6 in.	10 ft. 2 in.
18 ft. 3 in.	10 ft. 7 in.
18 ft. 0 in.	11 ft. 0 in.
17 ft. 9 in.	11 ft. 2 in.
17 ft. 6 in.	11 ft. 6 in.
17 ft. 3 in.	11 ft. 8 in.
17 ft. 0 in.	12 ft. 0 in.
3 ft. 0 in.	12 ft. 0 in.
3 ft. 0 in.	11 ft. 3 in.
2 ft. 0 in.	11 ft. 3 in.

Any loads larger than Item No. 2, if clearances are otherwise authorized, must be detoured over NKP Railroad between Kent and Creston, the same as heretofore, protected by a "cover" waybill.

Loads 17 feet 9 inches above top of rail may be handled in road trains over eastward track under Bridge H-201.47 Perkins Avenue carefully and at slow speed.

Loads 17 feet 10 inches high above top of rail, by any authorized top width, may be handled over eastward track under Bridge H-201.47 Perkins Avenue by switch engine only moved carefully and at slow speed and under observation ready to stop on signal.