

**ERIE RAILROAD COMPANY
WESTERN DISTRICT**

Kent Division

Time Table No. 30

EFFECTIVE 12:01 A. M.

SUNDAY, SEPT 26, 1943

FOR EMPLOYES ONLY

EASTERN STANDARD TIME

30

**THINK!
THEN
ACT
SAFELY**

**V. J. McMULLEN,
Superintendent**

**H. V. BORDWELL,
Assistant General Manager**

**A. E. KRISIEN,
General Manager**

**EUGENE A. ZANK
1717 Hickory St.
ALMA, MICHIGAN**

SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT EFFECTIVE JULY 1, 1930

STANDARD CLOCKS.

Kent	{	K. E. Office
		Round House
		Passenger Depot
Akron		Yard Office
Marion	{	Terminal Building
		Westbound Hump Office
		Kenton Avenue Caller's Office
		Manifest Yard Office
Dayton		C. C. C. & St. L. Ry. Yard Office

TIME TABLES

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

Between Marion and Galion, special instructions of the Erie Railroad governing the operation of joint double track dated Sept. 25th, 1938 will govern.

Between Cold Springs and Second Street, Dayton, special instructions of the C. C. C. & St. L. R'y governing the operation of joint double track dated Sept. 25th, 1938 will govern.

Between Glen Echo and Cold Springs, C. C. C. & St. L. Railway trains will use Erie Railroad, the movement of which will be under the direction of the Erie Railroad. Erie Railroad time table and Train Dispatchers' Block System Rules effective May 1st, 1936, will govern.

Between Second Street, Dayton, and Union Depot, D. U. R'y rules and time table will govern.

SIGNS. Additional to Rule 6.

- D. Day Train order office.
 - N. Day and night train order office.
- Conditional stops as follows:

t No. 7 will stop at Barberton to let off paying passengers from Youngstown and points east and receive paying passengers for Mansfield and points west.

v No. 10 will stop at Sterling to unload and load mail and express except when more than 20 minutes late departing Ashland.

w No. 11 will stop at Rittman to unload and load mail and express except on Mondays and days following holidays.

Trains scheduled to make flag stop at stations where no employe 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

MARKERS

Rule D-19 is amplified as follows: Yellow or green lights to the front and side and red lights to the rear must be displayed before a train fouls the main track on which the current of traffic is in the direction the train is moving.

CLASSIFICATION SIGNALS

The display of two white flags and two white lights as required under Operating Rule 21, will be omitted in single track territory where no trains are scheduled, and in double or multiple track territory.

SPEED RESTRICTIONS

**Miles
Per Hour**

Passenger trains	60
Passenger trains between M. P. 217.00 (1.5 miles west of Wadsworth) and Q siding (1.6 miles east of Marion) on westward unrestricted track	70
Passenger trains between Marion and Mansfield and between M. P. 251.00 (1.0 mile east of Ashland) and M. P. 218.00 (1.8 miles east of Rittman) on eastward unrestricted track	70
All trains including passenger and express trains when using freight engines	50
Freight trains	50
Class R-1 and R-2 engines handling trains	40
Class R-3 engines handling trains, except Engines 4212 and 4219	50
Class R-3 engines 4212 and 4219, handling trains	45
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
Freight trains handling loaded covered hoppers and loaded series, 37,000 cars	40
Loaded cars carded Form 5432	30
Freight trains handling loaded self-clearing hopper cars (except covered hopper cars and series 37,000) and freight cars with six-wheel trucks—	
Between Cold Springs and Marion	30
Between Kent and Marion (except westward between Kent and Rittman)	40
Between Kent and Rittman, westward	30
Trains handling 8-wheel swivel truck cranes, steam shovels and other similar pivoted machinery	30
Trains hauling dead engines	20
Trains hauling wrecking derrick	30
Conductors will notify engineers before leaving terminals whether or not such equipment in train, and engineers will not leave terminals until so notified.	
Light engines, or with cabooses only, are restricted to 15 miles per hour below the permissible speed when handling a train, with a maximum of 45 miles per hour.	
Engines must not be operated backward at a speed to exceed 15 miles per hour on curves, or over grade crossings, and must not exceed 25 miles per hour at other points.	
Engines must not be operated backward beyond a point where a turn table or wye is located without special authority from the Superintendent.	
Engines without engine trucks must not be operated to exceed a speed of 15 miles per hour.	
J-2 class engines must not operate over Conley frogs.	
FIRST SUBDIVISION	
Eastward track, curve No. 1 at P. R. R. bridge, east end of "A" Yard, Kent, M. P. 188.77 to M. P. 188.39	45
Eastward and Westward tracks, curve No. 6, east of Crane Avenue, Kent, M. P. 190.75 to M. P. 191.25	45
Eastward and Westward tracks, curves No. 7, No. 8, No. 9 and No. 10 at Kent, M. P. 191.47 to M. P. 191.90	30
Westward track, curve No. 14, east of Tallmadge, M. P. 195.38 to M. P. 195.75	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. 19 and No. 20, east of Akron, M. P. 200.64 to M. P. 201.40	45
Eastward and Westward tracks, curves No. 21, No. 22, No. 23 and No. 24, at Akron, M. P. 201.40 to M. P. 202.05	35

SPEED RESTRICTIONS Con't	Miles Per Hour
Eastward and Westward tracks, curves No. 25, No. 26, No. 27, and No. 28, at Akron, M. P. 202.14 to M. P. 202.59	45
Eastward and Westward tracks, curve No. 29, at South Akron, M. P. 203.66 to M. P. 204.00	45
Westward track, curve No. 42, east of Silver Creek, M. P. 212.49 to M. P. 212.79	50
Westward track, curve No. 43, east of Silver Creek, M. P. 213.20 to M. P. 213.58	40
Westward track, curve No. 44, at Silver Creek, M. P. 213.94 to M. P. 214.76	50
Westward track, curves No. 47 and No. 48, west of Wadsworth, M. P. 216.26 to M. P. 217.04	50
Eastward track, curve No. 48, west of Wadsworth, M. P. 217.04 to M. P. 216.86	50
Eastward track, curves No. 47, No. 46, No. 45 and No. 44, at Wadsworth, M. P. 216.64 to M. P. 213.94	40
Eastward and Westward tracks, curve No. 50, west of Rittman, M. P. 220.12 to M. P. 220.25	65
Westward track, curves No. 59 and No. 60, east of West Salem, M. P. 235.81 to M. P. 236.77	40
Eastward track, curve No. 60, east of West Salem, M. P. 236.77 to M. P. 236.34	65
Eastward and Westward tracks, curves No. 64 and No. 65, at Polk, M. P. 242.29 to M. P. 244.10	60
Eastward track, curve No. 66, east of Nankin, M. P. 246.77 to M. P. 246.59	40
Eastward track, curve No. 67, west of Nankin, M. P. 248.90 to M. P. 248.32	50
Eastward and Westward tracks, curve No. 70, east of Ashland, M. P. 251.20 to M. P. 251.90	45
Westward track, curves No. 73 and No. 74, west of Ashland, M. P. 252.30 to M. P. 254.02	45
Westward track, curves No. 80, No. 81 and No. 82, west of Pavonia, M. P. 261.85 to M. P. 263.32	40
Westward track, curve No. 83, west of Pavonia, M. P. 263.75 to M. P. 264.78	35
Eastward track, curve No. 83, east of Summit, M. P. 264.78 to M. P. 263.75	50
Eastward track, curve No. 84, east of Mansfield, M. P. 267.27 to M. P. 266.79	40
Eastward and Westward passing sidings, over Bridge 268.49, Mansfield, all S-3 and S-4 class engines	20
B. & O. Interchange track, Mansfield, over Bridge F-268.49, all C class, all K class except K-1 and all N class engines	10
Eastward and Westward tracks, curve No. 85 at Mansfield, M. P. 268.52 to M. P. 269.27	25
Eastward track, curves No. 86 and No. 87, west of Mansfield, M. P. 270.34 to M. P. 269.48	40
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. 273.47	50
Eastward track, curves No. 95, No. 97, No. 101 and No. 102, between Galion and Ontario, M. P. 279.86 to M. P. 276.23	50
Eastward and Westward tracks, curve No. 103, east of Galion, M. P. 283.14 to M. P. 283.32	60
Eastward and Westward tracks, curves No. 104 and No. 105, at Galion, M. P. 283.72 to M. P. 284.40	50
Erie R. R. Middle and Eating House tracks and C. C. C. & St. L. R'y main track, Bridge 304.84 over Leader St., Marion, all R-1, R-2, S-1, S-2, S-3 and S-4 class engines	20
Eastward track, curves No. 4, No. 2 and No. 1, Marion Yard, M. P. 0.79 to M. P. 0.29	35

SECOND SUB-DIVISION	Miles Per Hour
Passenger trains between Marion and Cold Springs	50
Freight trains between Marion and Cold Springs	45
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

FIXED SIGNAL

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

When no light is showing, trains will stop west of Bowman St. and report by telephone to Operator at MD Tower for instructions. When yellow light is displayed, trains so stopped may pass over Bowman St. and proceed at restricted speed until home signal at MD tower is reached.

SUPERIORITY OF TRAINS

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

CLEARING OF TRAINS

First class trains will not leave Kent or Marion without train orders or a clearance Form "A."

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	C. C. C. & St. L. R'y 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 employe 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 Roundhouse
Akron	{ Yard Office Roundhouse
Ashland	
Mansfield	MD Tower
Marion	{ Terminal Building Kenton Ave. Caller's Office Manifest Yard Office
Urbana	BA Tower
Dayton	C. C. C. & St. L. R'y Yard Office

SIDINGS

**Car Capacity
Eastward Westward**

Tallmadge		79
Kenmore	78	84
Silver Creek	88	121
Sterling	94	86
CX Siding	79	
Polk	82	79
Ashland (Center Siding)		100
Milton		85
Mansfield	211	111
Galion	90	90
BX Siding		142
Martel	91	90
Caledonia	93	90
Slicks	93	
Q Siding		85
South Marion		78
Richwood		47
Peoria		16
North Lewisburg		40
Mingo		41
Urbana		87
Maitland		39
Durbin		69
Cold Springs	100	76
Osborn	87	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 stopped 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	Urbana
Akron	Dayton
Marion	

SPRING AND SAFETY SWITCHES

Mansfield

Switch at east end eastward passing siding, Mansfield, equipped with spring switch stand, set normal for main track movement. Trains or engines may pull out of siding to main track without opening or closing switch by hand.

Extreme care must be taken to prevent back-up movements, slack running out of trains, or taking slack over spring switch before forward movement is completed. If necessary to make such movements, switch must be opened by hand.

When switching at this point, spring switch must be hand operated.

This switch is protected by approach lighted, color light dwarf signal, located 800 feet east of switch between the main tracks to govern the movement of trains operating against current of traffic on eastward main track and will indicate as follows:

- Clear — Proceed over spring switch.
- Approach— Proceed to point of switch, then stop, examine switch points and make certain points are properly set before proceeding. If found out of order, use hand throw switch and restore to normal position after using, reporting condition immediately to the Superintendent.

Trains moving against current of traffic on clear indication will pass over spring switch with entire train at a speed not to exceed 20 miles per hour.

Scioto

(Electric Lock Instructions)

Electric Locked Switches, westward track, west switch of main track crossover, east switch of crossover from westward main track to siding, and west switch of Scioto Siding.

1. No attempt shall be made to open any switch which is electrically locked unless the indicator adjacent to switch displays "CLEAR".
2. Trains desiring to use either crossover of the switch at west end of siding must first secure permission from operator at AC Tower.
3. One indicator with switch key operated controller is provided for main track crossover and crossover connecting main track with siding. One indicator with switch key operated controller is provided for switch at west end of siding.
4. When indicator shows "CLEAR", the switch locks may be removed from the latches and after westward automatic signal 713-1, located at Mile Post 301.05, has assumed the "STOP AND PROCEED" position, the switches may be operated in the usual manner.
5. The switch padlocks can be removed or applied by depressing the small pedal on top of the electric locks. The switch stand handles are then released by stepping on the lower pedal.
6. When indicator shows "STOP" and permission has been secured from the operator to use either crossover or the switch at west end of siding with approach circuit occupied by a train, remove the padlock from the electric lock, insert switch key in the switch key operated controller and turn key to right as far as possible and after a four (4) minute time interval has elapsed, the indicator will show "CLEAR" and the switches may be operated as in paragraph four.
7. When switching moves require the use of either of the three (3) electric lock equipped switches more than once, the switch padlock should not be replaced in the electric lock until all moves are completed and the switch has been lined for the main track; except when trains enter the siding to allow a following train to pass, the padlocks must be replaced in the electric locks to allow signal 713-1 to display "APPROACH" or "PROCEED" indication.
8. A short track circuit has been installed in the westward main track extending a distance of approximately 100 feet on both sides of both crossover switches, also a short circuit has been installed over the switch at west end of siding. These short circuits are for the purpose of releasing the electric locks automatically when part of a train has been left on the approach circuit to either switch and these short circuits must be occupied by an engine or cars to effect the release without the use of the switch key operated controller.

Marion

Pull-out switch connecting C&E Lead with westward main track at west end of Marion yard equipped with spring switch stand, set normal for main track movement. Trains or engines may pull out of C&E Lead to main track without opening or closing switch by hand.

Extreme care must be taken to prevent back-up movements, slack running out of trains, or taking slack over spring switch before forward movement is completed. If necessary to make such movements, switch must be opened by hand. When switching at this point, spring switch must be hand operated. Clearance post located 230 feet east of switch points on C&E Lead indicates the end of track circuit and trains or engines must stand clear of this point to avoid operating main track signals.

This switch is protected by a semaphore type signal located 1500 feet west of the switch on south side of westward main track to govern the movement of trains operating against current of traffic on westward main track, and will indicate as follows:

Clear — Proceed over spring switch.
 Approach— Proceed to points of switch, then stop, examine switch points and make certain points are properly set before proceeding. If found out of order, use hand throw switch and restore to normal position after using, reporting condition immediately to the Superintendent.

Trains moving against current of traffic on clear indication will pass over spring switch with entire train at a speed not to exceed 20 miles an hour.

Osborn

Electric locked switches, westward track, at the entrance to Patterson Field, also trailing point main track crossover at Mile Post 380.25, about two miles west of Osborn.

1. No attempt shall be made to open any switch which is electrically locked unless the indicator directly opposite switch to Patterson Field displays "CLEAR."
2. Trains desiring to pull out of siding switch or use the crossover must first secure permission from operator at Osborn Tower by telephone located in box at switch.
3. An indicator, located at siding switch with switch key operated controller is provided for crossover switch and siding switch.
4. When indicator shows "CLEAR" the switch locks may be removed from the latches and switches operated in the usual manner.
5. The switch padlocks can be removed or applied by depressing the small pedal on top of the electric locks. The switch stand handle is then released by stepping on the lower pedal.
6. When indicator shows "STOP" and permission has been secured from the operator to use crossover or switch, with approach circuit in either direction occupied by a train, remove the padlock from the electric lock, insert the switch key in the switch key operated controller and turn key to the right as far as possible and after a four (4) minute time interval has elapsed, the indicator will show "CLEAR" and the switches may be operated as in paragraph four.
7. When switching moves require the use of either switch more than once, the switch lock should not be replaced in the switch latch until all moves are completed and the switch has been lined for the main track.
8. A short track circuit has been installed, which extends a distance of approximately 100 feet on both sides of each switch and this circuit is for the purpose of releasing electric locks automatically when part of train has been left on either approach section, and this circuit must be occupied by engine or cars to effect release without the use of the switch key controller.
9. Westward switch signal will display proceed indication when switches are properly lined for main track and switch locks are inserted in the latches. It will display approach indication when either switch is open or either lock is removed from the latch. Westward trains finding this signal displaying approach indication will proceed to these switches and stop and examine switches before proceeding over them, and will report the fact to the Superintendent.

TRAFFIC LIGHTS

Track leading to Patterson Field at Mile Post 380.25, two miles west of Osborn, protected by two traffic lights suspended, one on each side of railroad tracks, over crossing of State Route No. 4.

Normal indication of lights is green for highway traffic and red for trains or engines approaching from either direction.

Trains or engines required to cross the highway in either direction will come to full stop before crossing and operate switch located in box on pole on the approach side of highway, to cause lights to display stop signal for highway traffic in both directions. When highway traffic has come to a stop, trains or engines will proceed over highway and stop when rear of train or engine has cleared the highway. Then operate switch located in box on pole on leaving side of the highway to restore lights to display normal indications.

Light switches are protected by boxes on poles, locked with combination Erie and Big Four locks. After using either switch, the box housing must be closed and locked.

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 crossings at grade.

DAYTON

B. & O. R. R. with Freight House track, Cooper St., electrically locked track circuits, manually controlled upon telephone authority of Chief Train Dispatcher, B. & O. R. R. Color light indications both day and night, Red—stop, Yellow—proceed.

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 and at KX crossover and Crane Ave., Kent yard.

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 plants will be given by signal indications.

RULES GOVERNING MANUAL AND CONTROLLED MANUAL BLOCK SYSTEMS, AUTOMATIC BLOCK SYSTEMS AND INTERLOCKING, EFFECTIVE JULY 1, 1930

Between Kent and Marion automatic block system rules will govern.

TRAIN DISPATCHERS' BLOCK SYSTEM RULES EFFECTIVE MAY 1st, 1936

Between Marion and Cold Springs, Train Dispatchers' Block System Rules will govern.

POINTS WHERE TRAIN ORDER SIGNALS ARE USED AS MANUAL BLOCK SIGNALS

Rule 221-a Rules of the Operating Department, Effective July 1, 1930

Green Camp	BA Tower, Urbana
Richwood	Glen Echo (Erie Trains)
Broadway	Maitland
Peoria	Cold Springs
North Lewisburg	

Indications of Manual Block Signals do not supersede Rule 93.

POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS

Rule 221-a, Rules of the Operating Department, Effective July 1, 1930.

Silver Creek	Burt Tower
Sterling	Martel
Creston	Glen Echo (C. C. C. & St. L. Trains)
MD Tower	

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

Green Camp	10:00 A. M. to 1:00 P. M. 2:00 P. M. to 7:00 P. M. * Closed
Richwood	9:45 A. M. to 12:01 P. M. 1:01 P. M. to 6:45 P. M. † Closed
Broadway	10:00 A. M. to 11:45 A. M. 12:45 P. M. to 7:00 P. M. * Closed
North Lewisburg	9:15 A. M. to 12:30 P. M. 1:30 P. M. to 6:15 P. M. * Closed

†—Sundays.

*—Sundays and Holidays.

Day or Night Train Order and Block Offices are specified as opening and closing at certain times, but it is frequently necessary to have them open at hours before or after the time specified for operation, and trains will be governed by the signals at such points regardless of the time specified for operation. All trains entering a block under permissive signal displayed at a Day and Night Block Signal Office will run under permissive signal indication to the next Day and Night Block Signal Office, regardless of a clear 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.

SUPERIORITY OF TRAINS

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

TONNAGE RATINGS.

Train tonnage will be determined by the Chief Train Dispatcher.

Trains will be given maximum rating unless otherwise directed.

TELEPHONE TRAIN ORDER SIGNALS.

WESTWARD	EASTWARD
Auto Sig.	Auto Sig.
603-1 E. Crane Ave., Kent	603-2 Crane Ave., Kent
604-1 West Kent Depot	609-2 Tallmadge
609-1 Tallmadge	618-2 Kenmore
618-1 Kenmore	632-4 Rittman
635-1 Sterling	637-2 Sterling
642-1 CX Crossover	642-2 CX Siding
650-1 West Salem	650-2 West Salem
656-1 Polk	656-2 Polk
664-1 Ashland	666-2 Ashland
667-1 Milton	667-2 Milton
677-3 Summit	677-4 Summit
680-1 Mansfield	686-2 Harding
686-1 Harding	
695-1 Galion	
696-1 BX Siding	
702-1 Martel	
707-1 Caledonia	
711-1 Slicks	
716-1 Q Siding	
717-1 Kenton Ave., Marion	

BIG FOUR 'TAKE SIDING' SIGNALS

Auto Sig.
88-2 Martel
92-2 Caledonia
96-2 Slicks

"Take Siding" 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 pulling in siding.

Rule 509-d, paragraph "b" is amplified as follows:

When Telephone Train Order Signals are set at 45 degrees above horizontal or yellow light, indicating that the train should take siding and siding cannot be used or there is no siding, making it necessary to back the train over to the opposite track, this signal may be passed without first bringing the train to a stop and may proceed at restricted speed until the rear end of train clears the crossover. After permission has been received from the Train Dispatcher or Signaller in charge, the train may back over to the opposite track, protecting the movement as prescribed by Rule 99.

MISCELLANEOUS

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

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. Employes must not ride on top of freight cars at these locations.

	MP
Greenhouse Track, Tallmadge	196.14
Renner Brewery Switch, Akron	200.76
Allbrecht Baking Co. Track, Akron	201.30
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
Aluminum Spur, Barberton	207.55
Pittsburgh Valve Co. Track, Barberton	208.45
Peoples Coal Co. Spur, Barberton	208.80
Team Track, Barberton	208.82
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
Elevator Spur, Polk	243.97
LA&S Transfer, Ashland	250.45
Orange Street, Ashland	251.75
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
Scrap Metal Co. Track, Galion	283.80
Gledhill Road Machinery Co. Spur, Galion	285.00
Old Fort Mills Switch, Marion	303.50
Huber Co. Switch, Marion	303.75
Ohio Hide & 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 Plant	360.80
National Pike, 1 Mile East of Durbin	367.50
Lime Kiln Track, Durbin	368.20
East Switch, Durbin	368.40

AUTOMATIC TRAIN CONTROL

INSTRUCTIONS FOR ENGINEMEN WITH ENGINES EQUIPPED WITH AUTOMATIC TRAIN CON- TROL OVER DISTRICTS NOT EQUIPPED.

STARTING UP.

To latch up Actuator and Brake Valve Rotary: First, Headlight Generator must be running; Second, main reservoir must be pumped up; Third, reset button must be depressed for two seconds; Fourth, brake valve handle must be moved to full service position, thus latching up handle to rotary valve.

ACTUATOR

The Actuator is controlled automatically. The rotary in the brake valve moves to service position only when an automatic application is received, but the brake handle does not move. The enginemen, however, can manually go from service to emergency. When an automatic application has been received, the train will come to a stop. It will then be necessary for the Engineer to get down from the engine and press the reset button, located on the right-hand side of tender frame, for two seconds, and release. This will reset the system and indicator on top of actuator will again go to the reset position, arrow pointing to "R".

It is then possible for the Engineer to relatch the brake valve handle with the rotary valve by moving the brake valve handle to the service position which is the relatching position. He can then put the brake valve in any position desired.

BROKEN AIR PIPES

If pipe on actuator cylinder is broken or leaking, plug it. It will then be necessary to break seal and raise seal cock handle to cut-out position.

When air pipe to whistle valve breaks, same should be plugged, and train control not cut out.

ACKNOWLEDGING CONTACTOR

When required to acknowledge, acknowledger handle must be pulled down before passing a signal displaying other than 'Proceed.' If held down more than fifteen seconds, an automatic application will result.

Acknowledger handle must be released when whistle stops blowing or inductor has been passed.

Failure of acknowledging whistle to blow while acknowledging should be reported on Form 5322-A.

Enginemen must not acknowledge until after signal indication has been observed and is being obeyed.

CONTROL CUTOUT COCK

This is connected under left-hand actuator cylinder and is only to be used in case of failure of apparatus to admit air to left-hand actuator cylinder. This cuts in train control when in the horizontal position of handle. To cut out control, raise handle.

LIGHT DEFECT

With train control in service and a short occurs on the light circuit, it causes a drop in voltage until fuse on light circuit is blown, which, as a rule, will cause an application of the brakes. If such occurs, Enginemen will push reset button, which will develop the condition of generator and automatic stop circuit, and if both prove to be in working condition, Enginemen will proceed without cutting out automatic train control.

DEFECTS OR FAILURE OF APPARATUS

These shall be reported on regular Engineer's defect Form 5322-A. Improper application at clear signals or other points should be reported at first telegraph office.

OPEN INDUCTORS

Passenger engines are now operating over the Western District in through line passenger service with the automatic train control cut in.

Open inductors are now in service on engine dispatching tracks at Salamanca, Meadville, Brier Hill, Kent and Marion.

Enginemen are required to take brake application passing over the first of these inductors and to acknowledge passing over the other.

F. J. MULLIGAN Train Master
W. B. ADAMS Train Master
M. C. MURPHY Chief Train Dispatcher
J. R. FOLSOM Ass't. Chief Train Dispatcher
P. E. KNAUSS Ass't. Chief Train Dispatcher

FIRST SUB-DIVISION

WESTWARD TRAINS

Distance From Salamanca	STATIONS AND SIDINGS	FIRST CLASS				SECOND CLASS				
		1	15	7	11					
		Daily	Daily	Daily	Daily Except Monday					
	(Eastern Standard Time) NEW YORK L	A.M. 8.30	P.M. 6.40	P.M. 11.55						
190.0	(Eastern Standard Time) KX CROSSOVER	A.M. 12.37	A.M. 11.03	P.M. 4.42	P.M. 11.09					
191.6	1.6 KENT N	12.40	11.07	4.47	11.15					
	5.4	12.45	11.12	4.52	11.20					
197.0	TALLMADGE	12.53	11.19	5.00	11.28					
201.7	4.7 AKRON UNION DEPOT	s 1.10	s 11.28	s 5.13	s 11.51					
206.0	Penn Co. 4.3 B. & O.	1.16	11.33	5.19	11.57					
208.9	2.9 BARBERTON	1.19	11.36	t 5.23	12.02					
	4.9									
213.8	SILVER CREEK N	1.26	11.43	5.31	12.10					
215.5	1.7 WADSWORTH	1.28	11.45	5.33	12.12					
219.8	4.3 RITTMAN			s 5.43	w 12.24					
223.5	3.7 STERLING N	1.37	11.54	5.49	12.30					
226.2	B. & O. 2.7	1.40	11.57	5.52	12.33					
230.0	W. & L. E. 3.8 CX SIDING									
231.8	1.8 BURBANK									
238.2	6.4 WEST SALEM									
244.3	6.1 POLK	1.58	12.15	6.11	12.53					
247.1	2.3 NANKIN									
252.0	4.9 ASHLAND	s 2.17	s 12.24	s 6.25	s 1.13					
255.2	3.2 MILTON									
261.0	5.3 PAVONIA									
265.1	4.1 SUMMIT									
268.6	Penn Co. 3.5 MANSFIELD N	s 2.50	s 12.47	s 6.54	s 1.59					
273.7	B. & O. 5.1 HARDING CROSSOVER ..	2.59	12.55	7.05	2.08					
275.8	2.1 ONTARIO									
284.0	8.2 GALION N	s 3.19	s 1.13	s 7.34	s 2.34					
284.2	C.C.C.&St. L. 0.2 BX SIDING									
291.2	7.0 MARTEL N	3.26	1.20	7.41	2.41					
295.3	N. Y. C. 4.1 CALEDONIA									
299.1	3.3 SLICKS									
301.7	2.6 SCIOTO									
303.3	1.6 Q SIDING									
304.9	1.6 MARION N	3.45	1.37	8.00	3.00					
	Penn Co. 3.5 C. & O.	3.54	1.44	8.15	3.15					
308.4	MJ CROSSOVER	4.00	1.50	8.21	3.21					
		A.M.	P.M.	P.M.	A.M.					
	CHICAGO A	8.45	5.55	1.00	8.25					
	(Central Standard Time)	A.M.	P.M.	A.M.	A.M.					

FIRST SUB-DIVISION

EASTWARD TRAINS

Distance From Marion	STATIONS AND SIDINGS	FIRST CLASS				SECOND CLASS			
		8	10	16	2				
		Daily	Daily Except Monday	Daily	Daily				
	(Eastern Standard Time) NEW YORK A	A.M. 12.24	A.M. 6.09	A.M. 9.16	P.M. 7.54				
114.9	(Eastern Standard Time) KX CROSSOVER 1.6	A.M. 7.34	A.M. 11.18	P.M. 5.30	A.M. 3.20				
113.3	KENT N 5.4	7.31 7.26	11.15 11.05	5.27 5.22	3.17 3.12				
107.9	TALLMADGE 4.7	7.18	10.56	5.13	3.02				
103.2	AKRON UNION DEPOT .. s B. & O. 4.3 Penn Co.	7.11 s	10.49 s	5.07 s	2.54 s				
98.9	KENMORE 2.9	6.56	10.03	4.57	2.24				
96.0	BARBERTON s 4.9	6.51 s	9.59	4.54					
91.1	SILVER CREEK N 1.7	6.43	9.51	4.49	2.15				
89.4	WADSWORTH s 4.3	6.39 s	9.47	4.47	2.12				
85.1	RITTMAN s 3.7	6.27 s	9.36						
81.4	STERLING N B. & O. 2.7	6.18 v	9.28	4.37	2.02				
78.7	CRESTON N W. & L. E 3.8	6.15	9.25	4.34	1.59				
74.9	CX SIDING 1.8								
73.1	BURBANK 6.4								
66.7	WEST SALEM 6.1								
60.6	POLK 2.8	5.57	9.08	4.15	1.40				
57.8	NANKIN 4.9								
52.9	ASHLAND s 3.2	5.46 s	8.58 s	4.05 s	1.29 s				
49.7	MILTON 5.8								
43.9	PAVONIA 4.1								
39.8	SUMMIT 3.5								
36.3	Penn Co. MANSFIELD N s B. & O. 5.1	5.20 s	8.29 s	3.41 s	12.56 s				
31.2	HARDING CROSSOVER .. 2.1	5.07	8.10	3.27	12.38				
29.1	ONTARIO 8.2								
20.9	GALION N s C.C.C.&St. L. 0.2	4.53 s	7.56 s	3.16 s	12.24 s				
20.7	BX SIDING 7.0								
13.7	MARTEL N N. Y. C. 4.1	4.40	7.39	3.03	12.07				
9.6	CALEDONIA 3.8								
5.8	SLICKS 2.6								
3.2	SCIOTO 1.6								
1.6	Q SIDING 1.6	4.28	7.28	2.53	11.55				
0.0	MARION N Penn Co. 3.5 C. & O.	4.25 4.15	7.25 7.10	2.50 2.44	11.52 11.45				
3.5	MJ CROSSOVER A.M.	4.10	7.05	2.39	11.40				
	CHICAGO L (Central Standard Time)	9.45 P.M.	12.15 A.M.	8.45 A.M.	4.55 P.M.				

WESTWARD TRAINS

SECOND SUB-DIVISION

EASTWARD TRAINS

WESTWARD TRAINS				Distance From Salamanca	STATIONS AND SIDINGS	Distance From Dayton	EASTWARD TRAINS													
					(Eastern Standard Time)															
				304.9	C. & O. MARION	83.6														
				305.8	Penn Co. 0.9 C.C.C.&St. L. SOUTH MARION	82.7														
				310.2	4.4 GREEN CAMP	78.3														
				314.5	4.3 WOODLAND	74.0														
				318.6	4.1 RICHWOOD	69.9														
				322.5	3.9 CLAIBORNE	66.0														
				327.3	4.8 BROADWAY	61.2														
				330.2	2.9 PEORIA	58.3														
				334.0	N. Y. C. 3.8 POTTERSBURG	54.5														
				338.3	4.3 NORTH LEWISBURG	50.2														
				342.9	4.6 MINGO	45.6														
				345.7	2.8 KENNARD	42.8														
				348.5	2.8 KINGS CREEK	40.0														
				352.7	4.2 URBANA	35.8														
				359.0	Penn Co 6.3 BOWLUSVILLE	29.5														
				360.7	1.7 GLEN ECHO	27.8														
				366.1	5.4 MAITLAND	22.4														
				366.9	D. T. & I. 0.8 S.S. SUGAR GROVE	21.6														
				368.8	1.9 DURBIN	19.7														
				369.5	0.7 COLD SPRINGS	19.0														
				378.1	3.6 OSBORN	10.4														
				386.1	3.9 TATES POINT	2.4														
				387.3	B. & O. 1.2 DAYTON YARD	1.2														
				388.5	C.C.C. & St. L. B. & O. 1.2 DAYTON	0.0														
					First and Webster Sts.															

Single Track

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						

COMPANY SURGEONS

DR. J. FRANK DINNEN, Chief Surgeon, Cleveland

LOCATION	NAME	OFFICE	PHONE	RESIDENCE	PHONE
Kent	Dr. E. M. Kauffman	330 West Main St.	No. 3716	330 W. Main St.	No. 3716
Akron	Dr. E. C. Banker	United Bldg.	BL 5511	687 Delaware Ave...	UN 4747
Akron	Dr. Floyd H. Cook .. (Eye Specialist)	Suite 708, Second Na- tional Bank Bldg.	HE 4025	727 Dorchester Ave.	UN 7626
Akron	Dr. E. L. Mather (Eye Specialist)	Metropolitan Bldg.	BL 1012	202 Twin Oaks Apt.	UN 5152
Barberton	Dr. H. A. Finefrock	70 Fourth St., N. W.	Sherwood 2423	70 Fourth St., N. W.	Sherwood 2423 ..
Wadsworth	Dr. J. K. Durling	155 S. Main St.	No. 257	155 Main St.	No. 257
Ashland	Dr. R. P. Bogniard ..	127 E. Main St.	Black 900	110 Vernon Ave.	Blue 900
Mansfield	Dr. D. W. Pepperad	93 West 4th St.	No. 37516	93 West 4th St.	No. 37516
Mansfield	Dr. Leopold Adams	165 W. Third St.	No. 25466	800 Woodhill Rd.	No. 56426
Galion	Dr. H. W. Todd	125 N. Market St.	No. 1573	125 N. Market St.	No. 1573
Galion	Dr. M. L. Helfrich ..	213 S. Market St.	No. 1862	411 West Church St.	No. 1862
Marion	Dr. Margaret Pennington	336 W. Center St.	No. 3112	360 Bradford St.	No. 1812
Marion	Dr. F. V. Murphy	203 S. State St.	No. 3166	333 N. Prospect St.	No. 1866
Marion	Dr. C. J. Altmaier	336 W. Center St.	No. 7251	424 S. Prospect St.	No. 4202
Marion	Dr. E. L. Brady (Eye, Ear, Nose and Throat Spe- cialist)	235 S. Main St.	No. 3183	483 Vernon Heights Blvd.	No. 3187
Marion	Dr. A. E. Morrison	344 E. Center St.	No. 3190	344 E. Center St.	No. 3190
Urbana	Dr. R. T. Henderson	123 Scioto St.	No. 5	612 Scioto St.	No. 163
Dayton	Dr. T. L. Laughlin	878 Reibold Bldg.	Fulton 4322	931 Superior Ave. ..	Randolph 4471

