

**ERIE RAILROAD COMPANY
WESTERN DISTRICT**

Kent Division

Time Table No. 33

EFFECTIVE 3:01 P. M.

THURSDAY, DECEMBER 20, 1945

FOR EMPLOYEES ONLY

EASTERN STANDARD TIME

33

**THINK!
THEN
ACT
SAFELY**

**H. H. CLARK,
Superintendent**

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

**A. E. KRIESIEN,
General Manager**

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. W. E. MISHLER, 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	150 S. Main St. Wells Bldg.	No. 257	150 S. Main St., Wells Bldg.	No. 257
Ashland	Dr. R. P. Bogniard..	127 E. Main St.	Black 900	110 Vernon Ave.	Blue 900
Mansfield	Dr. D. W. Peppard	93 West 4th St.	No. 37516	93 W. 4th St.	No. 37516
Mansfield	Dr. Leopold Adams	619 Walpark Bldg.	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. W. A. Pennington	336 W. Center St.	No. 3112	360 Bradford St.	No. 1812
Marion	Dr. F. V. Murphy	132 E. Church 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. D. H. Moore	118 Scioto St.	No. 12	118½ Scioto St.	No. 581
Dayton	Dr. T. L. Laughlin	1083 Reibold Bldg...	Fulton 4322	931 Superior Ave. ..	Randolph 4471

SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT

EFFECTIVE JULY 1, 1930

STANDARD CLOCKS.

Kent	{ KE 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 Burt (Galion) and Marion, movement of trains will be under the direction of the Erie Railroad Co. The employes of either company will be governed by the rules, special instructions and time tables of their respective companies.

Between Cold Springs and Second Street, (Dayton), movement of trains will be under the direction of the CCC&StL.R'y. (NYC RR Co.Lessee). The employes 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. Movement of trains with or against current of traffic between Draw Bridge and Second Street may be made on signal indication and at restricted speed.
2. Interlocking signals at Cold Springs, Osborn, Tates Point and Draw Bridge will be used as Manual Block Signals for movements against current of traffic.
3. Eastbound trains starting from Dayton Yard during hours signalman is not on duty, must receive Clearance Form A from signalman at Tates Point.
4. For delivery of train orders at Cold Springs, Osborn, Tates Point and Draw Bridge, a signalman 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 engineman 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 signalman 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. Enginemen may sign "31" Train Orders when so desired.

5. When trainmen or yardmen request permission to enter the main track or cross from one main track to another, or request to make any other main track move, only a qualified conductor or engineman must make such request to the Signalman or Train Dispatcher.
6. Unless otherwise provided, in automatic block system territory, yard engines or trains before entering main track or crossing from one main track to another, must obtain permission from the Signalman 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 employes in train service from the 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 Glen Echo and Cold Springs, CCC&StL R'ys 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 St. and Union Depot, Dayton, 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.

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 mile west of Wadsworth) and Q siding (1.6 mile 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 mile 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 handling Spreader Cars	30
(Spreader Cars will be handled with blades in trailing position unless otherwise authorized by Superintendent.)	
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 S-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 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
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

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 Mansfield and between M. P. 251.00 (1.0 mile east of Ashland) and M. P. 218.00 (1.8 mile 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 handling Spreader Cars	30
(Spreader Cars will be handled with blades in trailing position unless otherwise authorized by Superintendent.)	
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 S-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 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
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

SPRING SWITCHES

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 stands set normal for main track movements. Trains or engines may pull out of these sidings to main track without operating switches by hand.

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

When switching over these switches, they must be hand operated.

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

Polk

4800 ft. East of east end eastward passing siding.

Polk

4600 ft. West of west end westward passing siding.

Mansfield

800 ft. East of east end eastward passing siding.

Martel

1250 ft. West of west end westward passing siding.

Marion Yard

1500 ft. West of pull-out switch connecting C&E lead to westward main track.

Indications As Follows:

Green—Proceed over spring switch.

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.

Trains moving against the current of traffic on clear indication will proceed over spring switches not to exceed 20 miles per hour.

Switches at east end eastward passing siding and west end westward passing siding, Polk, equipped with switch signals located between main tracks, indications as follows:

Green—Switch point properly lined for main track movement, proceed over spring switch in accordance with special instructions.

Red—Switch point not properly lined for main track movement. Trains moving on main track, stop and examine switch point, 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. Trains moving from siding must reverse switch by hand before movement is made and restore to normal position after entire train has passed.

ELECTRIC SWITCH LOCKS

Scioto

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

Patterson Field, Osborn

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

1. No attempt shall be made to open any switch electrically locked unless the indicator adjacent to switch displays "CLEAR."
2. Trains desiring to use either switch must first secure permission from the Train Dispatcher or Operator.
3. Indicator with switch key operated controller is provided at each location.
4. When indicator shows "CLEAR," the switch locks may be removed from the latches and after the signals have assumed the "STOP AND PROCEED" position, the switches may be operated in the usual manner.
5. 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.
6. When indicator shows "STOP" and permission has been secured, with approach circuit occupied by a train, remove padlock from the electric lock, insert switch key in the switch key operated controller and turn key to the 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 4.
7. When switching moves require the use of either 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 signals to display "APPROACH" or "PROCEED" indication.
8. 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.

REMOTE CONTROL SWITCHES AND SIGNALS

Polk

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

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

4. When a train is stopped by a "STOP" signal, a member of crew will immediately communicate with Train Dispatcher.
5. 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.
6. 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.
7. Both sidings 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 to clearance post.
8. 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 as signal may also be used for this purpose.

Martel—Cold Springs

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

Remote control switches are interlocking and movements are governed by rules pertaining thereto. Instructions for manual operations are posted in telephone box.

When a train is stopped by a "Stop" signal, member of the crew will immediately communicate with the signalman. In event remote controlled switch fails, upon instructions of the signalman the switch must, regardless of position of switch points, be cranked to desired position. If after cranking switch machine the signal does not indicate proceed, switch must not be used in facing direction without spiking or blocking switch points.

Whenever it becomes necessary to operate remote control switch by hand upon instructions from the control operator, the first trainman handling the switch must know that other members of the crew responsible for restoring the switch to normal position are fully informed of the situation. When the switch has been restored to normal the control operator must be notified.

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 signals, 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

Automatic block system rules will govern between Kent and Marion and between Cold Springs and Second Street, 1430 feet west of Draw Bridge, Dayton.

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)
Peoria	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-a, Rules of the Operating Department, Effective July 1, 1930

Silver Creek	Glen Echo (CCC&StL Trains)
Sterling	Cold Springs (Westward Trains)
Creston	Osborn
MD Tower	Tates Point
Burt (Galion)	Draw Bridge
Martel	

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
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.

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.
602-1 KX Crossover	603-2 Crane Ave., Kent
603-1 E. Crane Ave., Kent	618-2 Kenmore
604-1 West Kent Depot	637-2 Sterling
609-1 Tallmadge	642-2 CX Siding
617-1 Kenmore	650-2 West Salem
634-1 Sterling	666-2 Ashland
642-1 CX Crossover	677-2 Summit
650-1 West Salem	686-2 Harding
664-1 Ashland	
667-1 Milton	
679-1 Mansfield	Big Four "Take Siding"
686-1 Harding	Signals
695-1 Galion	
707-1 Caledonia	Auto Sig.
713-1 Scioto	922 Caledonia
716-1 Q Siding	962 Slicks
717-1 Kenton Ave., Marion	

"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 Signalman 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. Employees must not ride on top of freight cars at these locations.

MP

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

STATION LIST

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

Kent Division—1st 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
CX Siding	643
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 Face Brick Co.	676
Richland Shale Brick Co.	677
Mansfield	681
Ontario	689
Galion	697
Martel	704
Caledonia	708
Slicks	712
Scioto	715
Marion	718

Kent Division—2nd Sub-Division

**Station
Number**

Marion	718
Green Camp	1723
Woodland	1727
Richwood	1731
Claiborne	1735
Broadway	1740
Peoria	1743
Pottersburg	1747
North Lewisburg	1751
Mingo	1756
Kings Creek	1761
Urbana	1766
Glen Echo	1774
Maitland	1779
Sugar Grove Spur	1780
Durbin	1782
Cold Springs	1783
Enon	1785
Osborn	1791
Air Service Command	1793
Wright	1796
Dayton Freight Yard	1799
Dayton	1800

AUTOMATIC TRAIN CONTROL

**Instructions For Enginemen With Engines Equipped
With Automatic Train Control 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 Cut-Out 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.

- L. H. LEWIS Train Master
- V. B. ADAMS Train Master
- M. C. MURPHY Chief Train Dispatcher
- R. FOLSOM Ass't. Chief Train Dispatcher
- E. KNAUSS Ass't. Chief Train Dispatcher

WESTWARD TRAINS

FIRST SUB-DIVISION

EASTWARD TRAINS

FIRST CLASS				Distance From Stamanna	STATIONS AND SIDINGS	FIRST CLASS				
1	15	7	11			8	10	12	16	2
Daily	Daily	Daily	Daily Except Monday			Daily	Sunday Only	Daily Except Sunday and Monday	Daily	Daily
A. M. 8.30	P. M. 6.40	P. M. 11.55			Eastern Standard Time L NEW YORK A	A. M. 12.24	A. M. 6.29		A. M. 9.16	P. M. 7.54
A. M. 12.37	A. M. 11.03	P. M. 4.42	P. M. 11.18	189.8	Eastern Standard Time KX CROSSOVER 1.8	A. M. 7.34	A. M. 10.58	A. M. 11.33	P. M. 5.30	A. M. 3.20
12.40	11.07	4.47	11.25	191.6	KENT N 5.4	7.31	10.55	11.30	5.27	3.17
12.45	11.12	4.52	11.30			7.26	10.45	11.20	5.22	3.12
12.53	11.19	5.00	11.38	197.0	TALLMADGE 4.7	7.18	10.36	11.11	5.13	3.02
s 1.10	s 11.28	s 5.13	s 12.05	201.7	AKRON UNION DEPOT .. Penn. Co. 4.3 B. & O.	s 7.11	s 10.29	s 11.03	s 5.07	s 2.54
1.16	11.33	5.19	12.11	206.0	KENMORE 2.9	6.56	9.48	10.22	4.57	2.24
1.19	11.36	t 5.23	12.16	208.9	BARBERTON 4.9	s 6.51	s 9.44	s 10.18	4.54	.....
1.26	11.43	5.31	12.24	213.8	SILVER CREEK N 1.7	6.43	9.36	10.07	4.49	2.15
1.28	11.45	5.33	12.26	215.5	WADSWORTH 4.3	s 6.39	s 9.32	s 10.03	4.47	2.12
.....	.....	s 5.43	12.32	219.8	RITTMAN 3.7	s 6.27	s 9.21	s 9.49	.....	.....
1.37	11.54	5.49	12.37	223.5	STERLING N B. & O. 2.7	6.18	9.13	9.39	4.37	2.02
1.40	11.57	5.52	12.40	226.2	CRESTON N W. & L. E. 3.8	6.15	9.10	9.36	4.34	1.59
.....	.....	.....	.....	230.0	CX SIDING 1.8	.....	.....	.....	.....	.....
.....	.....	.....	.....	231.8	BURBANK 6.4	.....	.....	.....	.....	.....
.....	.....	.....	.....	238.2	WEST SALEM 6.1	.....	.....	.....	.....	.....
1.58	12.15	6.11	1.03	244.3	POLK 2.8	5.57	8.53	9.18	4.15	1.40
.....	.....	.....	.....	247.1	NANKIN 4.9	.....	.....	.....	.....	.....
s 2.17	s 12.24	s 6.25	s 1.23	252.0	ASHLAND 3.2	s 5.46	s 8.43	s 9.07	s 4.05	s 1.29
.....	.....	.....	.....	255.2	MILTON 5.8	.....	.....	.....	.....	.....
.....	.....	.....	.....	261.0	PAVONIA 4.1	.....	.....	.....	.....	.....
.....	.....	.....	.....	265.1	SUMMIT Penn. Co. 3.5	.....	.....	.....	.....	.....
s 2.48	s 12.47	s 6.54	s 2.14	268.6	MANSFIELD N B. & O. 5.1	s 5.20	s 8.13	s 8.36	s 3.41	s 12.56
2.57	12.55	7.05	2.23	273.7	HARDING CROSSOVER ... 2.1	5.07	7.50	8.09	3.27	12.38
.....	.....	.....	.....	275.8	ONTARIO 8.2	.....	.....	.....	.....	.....
s 3.19	s 1.13	s 7.34	s 2.52	284.0	C. C. C. & St. L. GALION N 0.2	s 4.53	s 7.36	s 7.55	s 3.16	s 12.24
.....	.....	.....	.....	284.2	BX SIDING 7.0	.....	.....	.....	.....	.....
3.26	1.20	7.41	3.00	291.2	MARTEL N N. Y. C. 4.1	4.40	7.19	7.35	3.03	12.07
.....	.....	.....	.....	295.3	CALEDONIA 3.8	.....	.....	.....	.....	.....
.....	.....	.....	.....	299.1	SLICKS 2.6	.....	.....	.....	.....	.....
.....	.....	.....	.....	301.7	SCIOTO 1.6	.....	.....	.....	.....	.....
.....	.....	.....	.....	303.3	Q SIDING 1.6	4.28	7.08	7.23	2.53	11.55
3.45	1.37	8.00	3.20	304.9	MARION N Penn. Co. 3.5 C. & O.	4.25	7.05	7.20	2.50	11.52
3.54	1.44	8.15	3.35			4.15	6.50	7.05	2.44	11.45
4.00	1.50	8.21	3.41	308.4	MJ CROSSOVER A. M. A. M. A. M. P. M. P. M.	4.10	6.45	7.00	2.39	11.40
8.45	5.55	1.00	9.25	.....	A CHICAGO L Central Standard Time	9.45	11.45	11.45	8.45	4.55
A. M.	P. M.	A. M.	A. M.			P. M.	P. M.	P. M.	A. M.	P. M.

WESTWARD TRAINS

SECOND SUB-DIVISION

EASTWARD TRAINS

Distance From
Salamanca

STATIONS
AND
SIDINGS

Distance From
Dayton

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 .....D	78.3
314.5	4.3 WOODLAND	74.0
318.6	4.1 RICHWOOD .....D	69.9
322.5	3.9 CLAIBORNE	66.0
327.3	4.8 BROADWAY	61.2
330.2	2.9 PEORIA .....N	58.3
334.0	N. Y. C. 3.8 ... POTTERSBURG	54.5
338.3	4.3 NORTH LEWISBURG D	50.2
342.9	4.6 MINGO	45.6
348.5	5.6 KINGS CREEK	40.0
352.7	4.2 URBANA .....N	35.8
360.7	Penn Co. 8.0 GLEN ECHO .....N	27.8
366.1	5.4 MAITLAND .....N	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 .....N	19.0
378.1	3.6 OSBORN .....N	10.4
386.1	8.0 TATES POINT .....N	2.4
387.3	B. & O. 1.2 ... DAYTON YARD C.C.C. & St.L.	1.2
388.1	B. & O. 0.8 DRAW BRIDGE	0.4
388.5	0.4 DAYTON	0.0
	First and Webster Sts.	

Single Track

