ERIE RAILROAD COMPANY

WESTERN DISTRICT

Kent Division

TIME TABLE No. 52

EFFECTIVE 12:01 A.M.

SUNDAY, APRIL 24, 1955

FOR EMPLOYEES ONLY

EASTERN STANDARD TIME

52

THINK! THEN ACT SAFELY

R. H. LEWIS,
Superintendent

T. E. McGINNIS,
Assistant General Manager

J. P. ALLISON,
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 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 3-5511	687 Delaware Ave.	UN 4-4747
Akron	Dr. J. D. Brumbaugh (Oculist)	Room 933, Second National Bank 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 S. Main St.	No. 3-2123	311 S. Main St.	No. 3-2123
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	Countryside Add.	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	Second at Church St.	No. 2-0041	Countryside Add.	No. 2-4871
Mansfield	Dr. Chas. G. Brown	428 Park Ave. W.	No. 3-2086	688 Coleman Rd.	No. 3-2086
Galion	Dr. M. L. Helfrich.	213 S. Market St.	No. 2-8621	411 West Church St.	No. 2-8626
Marion	Dr. F. V. Murphy	132 E. Church St.	No. 3-7182	991 Uhler Rd.	No. 2-3102
Marion	Dr. D. M. Murphy.	132 E. Church St.	No. 3-7182	666 Virginia Ave.	No. 2-5069
Marion	Dr. Clovis Altmaier.	286 S. Main St.	No. 2-0155	278 Merchant Ave.	No. 2-1604
Marion	Dr. E. L. Brady (Oculist)	247 S. Main St.	No. 2-0601	483 Vernon Heights Blvd.	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	309 Lafayette St.	No. 2-1097
Marion	Dr. A. E. Morrison	344 E. Center St.	No. 2-3545	663 Virginia Ave.	No. 2-0832
Urbana	Dr. D. H. Moore	118 Scioto St.	No. 3-2712	118½ Scioto St.	No. 3-2713
Dayton	Dr. W. A. Reiling	Rooms 1061-1066 Reibold Bldg.	FU 3482	569 Kenwood Drive	RA 5846

SPECIAL INSTRUCTIONS

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 Second Street (Dayton), 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. Movement of trains with or against current of traffic between Drawbridge and Second Street may be made on signal indication and at restricted speed.

2. Interlocking signals at Cold Springs, Fairborn, Tates Point and Drawbridge will be used as manual block signals for movements against current of traffic, except that between the hours of 11:30 P.M. and 7:30 A.M. daily and between 7:30 A.M. and 11:30 P.M. Sundays, 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.

3. Eastbound trains starting from Dayton Yard during hours operator is not on duty, must receive Clearance Form A from operator at Tates Point.

4. For delivery of train orders at Cold Springs, Fairborn, Tates Point and Drawbridge, 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.

5. 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 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 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 Cold Springs and Second Street (Dayton) 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.

Conditional stops as follows:

t No. 7 stops at Barberton to discharge revenue passengers from Youngstown and east and receive revenue passengers for Mansfield and west.

v No. 8 stops at Wadsworth and Barberton to discharge revenue passengers from Galion and west and receive revenue passengers for Youngstown and east or to discharge U. S. Mail containing currency.

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 sidings 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 (Spreader Cars will be handled with blades in trailing position unless otherwise authorized by Superintendent.)	30
Trains hauling dead steam engines, except as otherwise provided	20
Trains hauling wrecking derrick	30
Trains handling wrecking derrick 03301 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.

Engines must not be operated backward beyond a point where a turn table or wye is located without special authority from the Superintendent.

First Sub-Division

SPEED RESTRICTIONS Con't	Miles Per Hour
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 M.P. 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. 305.00	30

Second Sub-Division	Miles Per Hour
Passenger trains—	
Between Marion and Cold Springs	50
Cold Springs and Dayton, westward track	60
Dayton and Cold Springs, eastward track	70
Freight trains—	
Between Marion and Cold Springs	45
Between Cold Springs and Dayton	50
M.P. 338.35 to M.P. 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
Eastward and westward tracks, east of Tates Point to First Street, Dayton M.P. 385.80 to M.P. 388.25	40

INSTRUCTIONS GOVERNING AUTOMATIC ELECTRIC FLASHER SIGNALS AND GATES

Fairview Ave. crossing M.P. 208.00 east of Barberton, account short track circuits, eastward trains required to perform work at east end Barberton Yard and westward trains performing work at Aluminum Flake switch, will not exceed 15 miles per hour to Fairview Ave.

Kenmore eastward and westward sidings, Wilbeth Road crossing M.P. 205.55, account short track circuits trains and engines using sidings must afford crossing protection until flashers are in operation.

Rittman, Industrial St. M.P. 219.51 account short track circuits, eastward trains operating at a speed of 20 miles per hour or less at M.P. 220.33 about three-fourths mile west of Industrial St., will not exceed 20 miles per hour until crossing is reached and westward trains operating at a speed of 20 miles per hour or less at M.P. 218.72 about three-fourths mile east of Industrial St., will not exceed 20 miles per hour until crossing is reached. Trains and engines on all tracks performing switching operation, approach crossing prepared to stop, and proceed only after 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 train orders and/or 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
Marion	Terminal Building Kenton Ave. Caller's Office Manifest Yard Office
Urbana	BA Tower
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	93	91
Scioto		127
Q Siding		87
South Marion	78	
Green Camp	17	
Richwood	47	
Peoria	16	
North Lewisburg	40	
Mingo	41	
Urbana	87	
Maitand	43	
Durbin	69	
Cold Springs	90	75
Fairborn	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
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, proceed over spring switch at a speed not exceeding 20 miles per hour.

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 cross-over, and west switch of westward passing siding.

Patterson Field, Fairborn

Westward track, west switch of main track cross-over 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 governing 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 in 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.

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 west of AC interlocking and at Crain Avenue, Kent Yard.

Permission to use KX 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 Second Street, 1430 feet west of Draw Bridge, Dayton.

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

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

POINTS WHERE INTERLOCKING RULES ARE IN EFFECT

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

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

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 ..... 7:30 A. M. to 11:30 P.M.
§ Closed

*—Saturdays, Sundays and Holidays.

§—Sundays.

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 Crain Ave., Kent
603-1 E. Crain Ave., Kent	618-2 Kenmore
604-1 West Kent Depot	637-2 Sterling
609-1 Tallmadge	642-2 CX
617-1 Kenmore	650-2 West Salem
642-1 CX	666-2 Ashland
650-1 West Salem	677-2 Summit
664-1 Ashland	686-2 Harding
667-1 Milton	**N. Y. C. "Take Siding" Signals**
679-1 Mansfield	**Auto Sig.**
686-1 Harding	**Westward**
695-1 Galion	376-1D Fairborn
707-1 Caledonia	**Eastward**
713-1 Scioto	922 Caledonia
715-1 Q Siding	
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 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, trainmen will be notified by use of following code:

Hot Journals:

By day—Hold nose with first finger and thumb of right 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 follow locations is less than 27 feet. Employees must not ride on top of freight cars at these locations.

	MP
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
McMillen Feed Mills Switch, Marion	303.50
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	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

Rules 520 to 520(b) Inclusive, Rules of the Operating Department, Effective November 30, 1952

Instructions For Engineers With Locomotives Equipped With Automatic Train Stop

Open Inductors

Locomotives now operating over Western District in through line service are equipped with automatic train stop cut in.

Open inductors are now in service on engine dispatching tracks at Marion.

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

To Place Equipment in Operation

1. Have engines running with throttle in idle position.
2. See that cutout cock in EP valve pipe is in "IN" position and sealed.
3. Close switch that starts A. T. S. motor generator set.
4. Operate acknowledging lever to full acknowledging position and hold for two seconds. Governor check light will light when A. T. S. is reset.
5. Place brake valve handle in lap position until application pressure (AP) is equal to main reservoir pressure or nearly so, then brakes can be released in the usual manner and power control (PC) switch must be reset manually on Electro-Motive locomotives 700 to 705 inclusive.

OPERATION

Brakes are applied with an application valve which causes no movement of the brake valve handle or rotary; engineer can obtain an emergency application in the usual way after receiving an A.T.S. application but brakes cannot be released until train comes to a stop.

To release brakes, it is necessary to pull acknowledger handle all the way over for about two seconds; the check light will then light and brake valve must be moved to lap position until Application Pressure (AP) builds up, then brakes can be released in the usual way and PC switch must be reset manually on Electro-Motive locomotives 700 to 705 inclusive.

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.

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

Control Cutout Cock

This is to be used only in case of a failure of automatic train stop apparatus on locomotive.

Control cutout cock is in the "EP" valve pipe in the nose of the locomotive and seal must be broken and handle turned to "out" position to cut the apparatus out.

Over Speed Governor

Speed warning whistle will sound at approximately 80 M.P.H. on passenger locomotives and approximately 62 M.P.H. on freight locomotives and will continue to sound until speed is reduced below that value.

An over-speed brake application will occur at approximately 83 M.P.H. on passenger and approximately 65 M.P.H. on freight locomotives and can be released by placing the throttle in idle position, the brake handle in lap until the application valve in the brake system is reset.

Operation of acknowledger handle is not required after an overspeed brake application but "PC" switch must be reset manually on Electro-Motive locomotives 700 to 705 inclusive, before throttle is opened.

Governor Check Light

This light is provided to indicate that automatic train stop is reset and only burns while locomotive is standing and goes out soon after locomotive starts to move.

Defects or Failure of Apparatus

These shall be reported on regular engineer's defect form 5322-A immediately upon arrival at terminal. Improper applications at clear signals or other points should be reported at first telegraph office.

Safety Control (Dead Man)

Each Engineer's station in the operating cab of road locomotives is equipped with a foot pedal operated safety control. This feature is connected in with application portion of brake valve.

When brakes are applied, either automatic or straight air, so that brake cylinder pressure is in excess of 35 lbs., the safety control feature is suppressed and then only can foot be removed from foot pedal.

In normal operation, the foot pedal must be depressed at all times the engine is in service. Should engineman's foot slip off or should he be incapacitated and unable to depress the foot pedal, a warning whistle immediately sounds for approximately 4½ seconds and if the foot pedal is not again depressed within this time, the application portion of the brake valve operates and an automatic brake application is effected.

At the start of an Automatic Train Stop, Over Speed Governor, Safety Control or Emergency Brake Application, the power control (PC) switch opens which in turn moves all engine governors to idle position, shuts off fuel pumps and removes all power from the traction motors and power cannot again be applied after a Safety Control application until foot pedal has been depressed and Automatic Brake Valve handle moved to lap position and application pressure nearly equals the main reservoir pressure, then "PC" switch must be reset manually on Electro-Motive locomotives 700 to 705 inclusive, then brakes can be released in the usual manner.

It is absolutely forbidden to nullify the operation of this Safety Control Equipment in any way except when it becomes defective enroute then it should be cut out at the regular cutout cock and reported at the next terminal.

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

W. F. HEDDEN.....Train Master—Road Foreman of Engines

A. G. CLEMENCE.....Road Foreman of Engines

M. C. MURPHY.....Chief Train Dispatcher

P. E. KNAUSS.....Ass't Chief Train Dispatcher

D. L. STOUT.....Ass't Chief Train Dispatcher

L. M. LESSLEY.....Ass't Chief Train Dispatcher

WESTWARD TRAINS — FIRST SUB-DIVISION — EASTWARD TRAINS

WESTWARD FIRST CLASS				Distance From Salamanca	STATIONS AND SIDINGS	EASTWARD FIRST CLASS				
11	5	7	1			8	80	12	6	2
Daily Except Monday	Daily	Daily	Daily			Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily	Daily
	P.M. 6:55	P.M. 11:25	A.M. 8:15	.....	Eastern Standard Time L ..... NEW YORK ..... A	P.M. 10:24	P.M. 10:24		A.M. 7:37	P.M. 6:09
A.M. 12:31	A.M. 9:41	P.M. 4:08	P.M. 11:39	189.7	Eastern Standard Time ..... KX CROSSOVER	A.M. 6:38	A.M. 7:11	A.M. 10:46	P.M. 5:20	A.M. 2:40
					1.9					
12:35	9:44	4:12	11:43	191.6	..... KENT .....N	6:35	7:08	10:43	5:17	2:37
12:40	9:51	4:19	11:50			6:28	7:01	10:29	5:11	2:30
					5.4					
12:47	9:57	4:26	11:56	197.0	..... TALLMADGE	6:22	6:54	10:21	5:04	2:20
					4.7					
12:52	10:02	4:32	12:02	201.7	..... JO TOWER	6:17	6:48	10:15	4:58	2:13
					P. R. R. 0.6 B. & O.					
s 1:20	s10:05	s 4:44	s12:15	202.3	..... AKRON	s 6:16	s 6:47	s10:14	s 4:57	s 2:12
					3.7					
.....	.....	.....	.....	206.0	..... KENMORE	6:00	6:25	9:40	4:50	1:52
					2.9					
1:27	10:12	t 4:51	12:22	208.9	..... BARBERTON	v 5:56	s 6:21	s 9:36	4:47	.....
					4.9					
1:33	10:18	4:58	12:28	213.8	..... SILVER CREEK	5:51	6:13	9:25	4:42	1:43
					1.7					
1:35	10:20	5:00	12:30	215.5	..... WADSWORTH	v 5:48	s 6:10	s 9:22	4:30	1:41
					4.3					
.....	.....	s 5:11	.....	219.8	..... RITTMAN	s 5:41	s 6:00	s 9:09	.....	.....
					4.0					
1:45	10:28	5:15	12:38	223.8	..... STERLING .....N	5:36	5:52	9:00	4:31	1:31
					B. & O. 2.4					
1:47	10:30	5:17	12:40	226.2	..... CRESTON .....N	5:34	5:50	8:58	4:29	1:29
					N.K.P. 5.6					
.....	.....	.....	.....	231.8	..... BURBANK	.....	.....	.....	.....	.....
					6.4					
.....	.....	.....	.....	238.2	..... WEST SALEM	.....	.....	.....	.....	.....
					6.1					
2:05	10:47	5:34	12:59	244.3	..... POLK	5:18	5:34	8:40	4:13	1:12
					7.7					
s 2:27	s10:55	s 5:50	s 1:14	252.0	..... ASHLAND	s 5:10	s 5:25	s 8:30	s 4:05	s 1:03
					3.2					
.....	.....	.....	.....	255.2	..... MILTON	.....	.....	.....	.....	.....
					5.8					
.....	.....	.....	.....	261.0	..... PAVONIA	.....	.....	.....	.....	.....
					4.1					
.....	.....	.....	.....	265.1	..... SUMMIT	.....	.....	.....	.....	.....
					P. R. R. 3.5					
s 3:03	s11:14	s 6:19	s 1:40	268.6	..... MANSFIELD .....N	s 4:47	s 4:56	s 7:59	s 3:46	s12:37
					B. & O. 5.1					
3:10	11:21	6:26	1:47	273.7	..HARDING CROSSOVER..	4:34	4:38	7:24	3:39	12:25
					N. Y. C. 10.3					
s 3:50	s11:34	s 6:57	s 2:07	284.0	..... GALION .....N	s 4:23	s 4:27	s 7:10	s 3:28	s12:13
					7.2					
3:58	11:41	7:04	2:14	291.2	..... MARTEL .....N	4:09	4:09	6:39	3:20	11:59
					N. Y. C. 4.1					
.....	.....	.....	.....	295.3	..... CALEDONIA	.....	.....	.....	.....	.....
					3.8					
.....	.....	.....	.....	299.1	..... SLICKS	.....	.....	.....	.....	.....
					2.6					
.....	.....	.....	.....	301.7	..... SCIOTO	.....	.....	.....	.....	.....
					1.6					
.....	.....	.....	.....	303.3	..... Q SIDING	3:58	3:58	6:28	3:09	11:47
					1.6					
4:15	11:56	7:19	2:29	304.9	..... MARION .....N	3:56	3:56	6:25	3:07	11:45
	12:04	7:34	2:39		P. R. R. C. & O.	3:42	3:42		3:02	11:35
					3.5					
A.M.	12:09 P.M.	7:39 P.M.	2:44 A.M.	308.4	..... MJ CROSSOVER	3:36 A.M.	3:36 A.M.	A.M.	2:56 P.M.	11:29 P.M.
	3:30 P.M.	12:10 A.M.	6:55 A.M.	.....	A ..... CHICAGO ..... L Central Standard Time	9:45 P.M.	9:45 P.M.		9:30 A.M.	5:00 P.M.

SECOND SUB-DIVISION

Distance From Salamanca	STATIONS AND SIDINGS	Distance From Dayton
	Eastern Standard Time	
	C.& O.	
304.9	MARION (P. R. R. 0.9 N. Y. C.)	83.6
305.8	SOUTH MARION 4.4	82.7
310.2	GREEN CAMP 8.4	78.3
318.6	RICHWOOD D 3.9	69.9
322.5	CLAIBORNE 4.8	66.0
327.3	BROADWAY 2.9	61.2
330.2	PEORIA N (N. Y. C. 8.1)	58.3
338.3	NORTH LEWISBURG D 4.6	50.2
342.9	MINGO 5.6	45.6
348.5	KINGS CREEK 4.2	40.0
352.7	URBANA N (P. R. R. 8.0)	35.8
360.7	GLEN ECHO N 5.4	27.8
366.1	MAITLAND N (D.T.&I. 0.8 S.S.)	22.4
366.9	SUGAR GROVE 1.9	21.6
368.8	DURBIN 0.7	19.7
369.5	COLD SPRINGS N 8.6	19.0
378.1	FAIRBORN D 8.0	10.4
386.1	TATES POINT N (B. & O. 1.2)	2.4
387.3	DAYTON YARD (N. Y. C.) (B. & O. 0.8)	1.2
388.1	DRAWBRIDGE 0.4	0.4
388.5	DAYTON (First and Webster Sts.)	0.0

Single Track

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
Livernois Face Brick Co.	676
Richland Shale Brick Co.	677
Mansfield	681
State Highway Spur	683
Ontario	689
Galion	697
Martel	704
Caledonia	708
Slicks	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 Spur	1780
Durbin	1782
Cold Springs	1783
Enon	1785
Fairborn	1791
Air Service Command	1793
Wright	1796
Dayton Freight Yard	1799
Dayton	1800