

ERIE RAILROAD COMPANY
 C. E. Denney and John A. Hadden, Trustees
WESTERN DISTRICT

Kent Division

Time Table No. 22

EFFECTIVE 12:01 A. M.

SUNDAY, SEPT. 24, 1939

FOR EMPLOYES ONLY

EASTERN STANDARD TIME

22

**THINK!
 THEN
 ACT
 SAFELY**

A. W. BAKER,
 Superintendent
J. W. GRAVES,
 Assistant General Manager
F. W. ROSSER,
 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 " 30 "	40.00	2 " 24 "	25.00	4 " 0 "	15.00
1 " 0 "	60.00	1 " 42 "	35.29	2 " 40 "	22.50	4 " 48 "	12.50
1 " 5 "	55.38	2 " 0 "	30.00	3 " 0 "	20.00	6 " 0 "	10.00
1 " 12 "	50.00						

COMPANY SURGEONS.

DR. J. FRANK DINNEN, Chief Surgeon, Cleveland.

LOCATION	NAME	OFFICE	PHONE	RESIDENCE	PHONE
Kent	Dr. W. B. Andrews....	318 W. Main St.	No. 33	318 W. Main St.	No. 33
Akron	Dr. E. C. Banker	United Building	Blackstone 5511 ..	687 Delaware Ave. ..	Blackstone 2244 ..
Akron	Dr. Floyd H. Cook.... Eye Specialist	Suite 408 Second Na- tional Bank Bldg.	Hemlock 4025	Hotel Akron	Franklin 4121
Akron	Dr. E. L. Mather Eye Specialist	401-2 Metropolitan Bldg.	Blackstone 1012 ..	431 W. Market	Franklin 6637
Barberton	Dr. H. A. Finefrock	70, 4th N. W.	Sherwood 2423 ..	103 W. Third Ave. ..	Ohio State 196
Wadsworth	Dr. L. S. Zwick	Cor. Main and Water Sts.	No. 301	Cor. Main and Water Sts.	No. 301
Ashland	Dr. H. M. Gunn	417-420 Myers Bldg.	Main 888	104 E. Walnut	Main 888
Mansfield	Dr. Chas. G. Brown	190 Park Ave., W.	Canal No. 3208	190 Park Ave., W.	Canal No. 3208 ..
Galion	Dr. H. W. Todd	125 North Market St. ..	No. 1573	125 North Market ..	No. 1573
Marion	Dr. W. A. Pennington	198½ W. Center St.	No. 3112	150 S. Greenwood St.	No. 1812
Marion	Dr. F. V. Murphy	203 S. State St.	No. 3166	333 N. Prospect St. ..	No. 1866
Marion	Dr. A. A. Starner	Citizens' Bldg. & Loan Bldg.	No. 3106	518 E. Church St.	No. 1806
Marion	Dr. E. L. Brady			483 Vernon Heights Blvd.	No. 1883
Urbana	Dr. R. T. Henderson	235 S. Main St. 123 Scioto St.	No. 3183	612 Scioto St.	No. 163
Dayton	Dr. T. L. Laughlin	Rm. 878 Reibold Bldg..	Fulton 4322	931 Superior Ave.	Randolph 4471

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. R'y 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.

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 (1.3 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, R-2 and N-2 engines handling trains	40
Class R-3 engines 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 H-43000, H-44000 and 37000 cars	40
Loaded cars carded Form 5432	30

Freight trains handling loaded self-clearing hopper cars (except covered hopper cars and series H-43000, H-44000 and 37000) 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 SUB-DIVISION

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

SPEED RESTRICTIONS Con't.

	Miles Per Hour
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
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-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
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 eastward trains, an indicator located just west of Bowman St. 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 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
Akron	{	Roundhouse
		Yard Office
		Roundhouse
Ashland		
Mansfield		MD Tower
Marion	{	Terminal Building
		Kenton Ave. Caller's Office
		Manifest Yard Office
Urbana		BA Tower, Urbana
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
Broadway No switch at east end		47
Peoria		16
North Lewisburg		40
Mingo		41
Kennard No switch at west end		32
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.

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 Kent and Marion yards.

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.

YARD LIMITS. Indicated by signs.

Kent	Urbana
Akron	Dayton
Marion	

**RULES GOVERNING MANUAL AND CONTROLLED
MANUAL BLOCK SYSTEMS, AUTOMATIC
BLOCK SYSTEM AND INTERLOCK-
ING, 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 De-
partment, 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.	
601-1 A Yard, Kent		603-2 Crane Ave., Kent	
603-1 E. Crane Ave., Kent		609-2 Tallmadge	
604-1 West Kent Depot		618-2 Kenmore	
609-1 Tallmadge		632-4 Rittman	
618-1 Kenmore		637-2 Sterling	
635-1 Sterling		642-2 CX Siding	
642-1 CX Crossover		650-2 West Salem	
650-1 West Salem		656-2 Polk	
656-1 Polk		666-2 Ashland	
664-1 Ashland		667-2 Milton	
667-1 Milton		677-4 Summit	
677-3 Summit		686-2 Harding	
680-1 Mansfield			
686-1 Harding			
695-1 Galion		BIG FOUR "TAKE SIDING" SIGNALS	
696-1 BX Siding			
703-1 Martel		Auto Sig.	
707-1 Caledonia		88-2 Martel	
711-1 Slicks		92-2 Caledonia	
716-1 Q Siding		96-2 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 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.

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 CUTOFF 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. Improper application at clear signals or other points should be reported at first telegraph office.

H. H. CLARKTrain Master
M. C. MURPHY Chief Train Dispatcher
J. R. FOLSOM Ass't. Chief Train Dispatcher

FIRST SUB-DIVISION.

WESTWARD TRAINS.

Distance From Salamanca	STATIONS AND SIDINGS.	FIRST CLASS.			SECOND CLASS.			
		1	15	7				
		Daily	Daily	Daily				
	(Eastern Standard Time) NEW YORK L	A.M. 8.40	P.M. 7.30	A.M. 12.05				
190.0	(Eastern Standard Time) KX CROSSOVER	A.M. 12.19	A.M. 10.52	P.M. 4.41				
191.6	1.6 KENT N 5.4	12.22	10.55	4.44				
		12.27	11.00	4.49				
197.0	TALLMADGE	12.34	11.07	4.57				
201.7	4.7 AKRON UNION DEPOT	s 12.50	s 11.14	s 5.10				
206.0	Penn Co. 4.3 B. & O. KENMORE	12.56	11.19	5.16				
208.9	2.9 BARBERTON	12.59	11.22	t 5.20				
	4.9							
213.8	SILVER CREEK N	1.05	11.28	5.27				
215.5	1.7 WADSWORTH	1.07	11.30	5.29				
219.8	4.3 RITTMAN			s 5.38				
223.5	3.7 STERLING N	1.16	11.38	5.44				
226.2	B. & O. 2.7 CRESTON N	1.19	11.41	5.47				
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	1.37	11.58	6.05				
247.1	2.8 NANKIN							
252.0	4.9 ASHLAND	s 1.54	f 12.05	s 6.21				
255.2	3.2 MILTON							
261.0	5.8 PAVONIA							
265.1	4.1 SUMMIT							
	3.5							
268.6	Penn Co. MANSFIELD N	s 2.27	s 12.26	s 6.58				
273.7	B. & O. 5.1 HARDING CROSSOVER	2.36	12.33	7.08				
275.8	2.1 ONTARIO							
284.0	8.2 GALION N	s 2.56	f 12.46	s 7.32				
284.2	C.C.C.&St. L. 0.2 BX SIDING							
291.2	7.0 MARTEL N	3.03	12.53	7.41				
295.3	N. Y. C. 4.1 CALEDONIA							
299.1	3.8 SLICKS							
303.3	4.2 Q SIDING							
304.9	1.6 MARION N	3.22	1.08	8.00				
	Penn Co. 3.5 C. & O.	3.29	1.13	8.15				
308.4	MJ CROSSOVER	3.35	1.19	8.21				
		A.M.	P.M.	P.M.				
	CHICAGO A (Central Standard Time)	7.55 A.M.	5.10 P.M.	1.00 A.M.				

FIRST SUB-DIVISION.

EASTWARD TRAINS.

Distance From Marion	STATIONS AND SIDINGS.	FIRST CLASS.			SECOND CLASS.			
		2	8	16				
		Daily	Daily	Daily				
	(Eastern Standard Time) NEW YORK A		P.M. 7.34	P.M. 11.54	A.M. 8.40			
114.9	(Eastern Standard Time) KX CROSSOVER 1.6		A.M. 4.08	A.M. 7.30	P.M. 5.36			
113.3	KENT N 5.4		4.05	7.27	5.33			
			4.00	7.22	5.28			
107.9	TALLMADGE 4.7		3.50	7.13	5.20			
103.2	AKRON UNION DEPOT B. & O. 4.3 Penn Co.	s	3.44 s	7.07 s	5.14			
98.9	KENMORE 2.9		3.16	6.46	5.06			
96.0	BARBERTON 4.9			s 6.42	5.03			
91.1	SILVER CREEK N 1.7		3.08	6.34	4.58			
89.4	WADSWORTH 4.3		3.05 s	6.30	4.56			
85.1	RITTMAN 3.7			s 6.19				
81.4	STERLING N B. & O. 2.7		2.56	6.12	4.47			
78.7	CRESTON N W. & L. E. 3.8		2.53	6.09	4.44			
74.9	CX SIDING 1.8							
73.1	BURBANK 6.4							
66.7	WEST SALEM 6.1							
60.6	POLK 2.8		2.35	5.51	4.27			
57.8	NANKIN 4.9							
52.9	ASHLAND 3.2	s	2.25 s	5.41 f	4.18			
49.7	MILTON 5.8							
43.9	PAVONIA 4.1							
39.8	SUMMIT 3.5							
36.3	Penn Co. MANSFIELD N B. & O. 5.1	s	1.54 s	5.14 s	3.58			
31.2	HARDING CROSSOVER 2.1		1.37	4.58	3.48			
29.1	ONTARIO 8.2							
20.9	GALION N C.C.C.&St. L. 0.2	s	1.24 s	4.44 f	3.37			
20.7	BX SIDING 7.0							
13.7	MARTEL N N. Y. C. 4.1		1.08	4.29	3.28			
9.6	CALEDONIA 3.8							
5.8	SLICKS 4.2							
1.6	Q SIDING 1.6		12.56	4.17	3.17			
0.0	MARION N Penn Co. 3.5 C. & O.		12.53	4.14	3.14			
			12.48	4.09	3.09			
3.5	MJ CROSSOVER A.M.		12.43	4.04	3.04			
			A.M.	A.M.	P.M.			
	CHICAGO L (Central Standard Time)		6.00	9.45	9.20			
			P.M.	P.M.	A.M.			

WESTWARD TRAINS.

SECOND SUB-DIVISION.

EASTWARD TRAINS.

			Distance From Salamanca	STATIONS AND SIDINGS.	Distance From Dayton			
				(Eastern Standard Time)				
				C. & O.				
			304.9	MARION	83.6			
				Penn Co. 0.9 C.C.C.&St. L.				
			305.8	SOUTH MARION	82.7			
				4.4				
			310.2	GREEN CAMP	78.3			
				4.3				
			314.5	WOODLAND	74.0			
				4.1				
			318.6	RICHWOOD	69.9			
				3.9				
			322.5	CLAIBORNE	66.0			
				4.8				
			327.3	BROADWAY	61.2			
				2.9				
			330.2	PEORIA	58.3			
				N. Y. C. 3.8				
			334.0	POTTERSBERG	54.5			
				4.3				
			338.3	NORTH LEWISBURG	50.2			
				4.6				
			342.9	MINGO	45.6			
				2.8				
			345.7	KENNARD	42.8			
				2.8				
			348.5	KINGS CREEK	40.0			
				4.2				
			352.7	URBANA	35.8			
				Penn Co 6.3				
			359.0	BOWLUSVILLE	29.5			
				1.7				
			360.7	GLEN ECHO	27.8			
				5.4				
			366.1	MAITLAND	22.4			
				D. T. & I. 0.8 S.S.				
			366.9	SUGAR GROVE	21.6			
				1.9				
			368.8	DURBIN	19.7			
				0.7				
			369.5	COLD SPRINGS	19.0			
				8.6				
			378.1	OSBORN	10.4			
				8.0				
			386.1	TATES POINT	2.4			
				B. & O. 1.2				
			387.3	DAYTON YARD	1.2			
				B. & O. 1.2				
			388.5	DAYTON	0.0			
				First and Webster Sts.				