AVOID DAMAGE

SWITCH CUSTOMER'S CARS

CAREFULLY

IMPACT FORCE AT VARIOUS STRIKING SPEEDS		
	CAR COUPLED AT (MPH)	IMPACT FORCE
SAFE	1	1
	2	4
	3	9
	4	16
DAMAGING	5	25
	6	36
	7	49
	8	64
	9	81
	10	100

The Akron, Canton & Youngstown Railroad Company

Safety Above Everything

TIME TABLE NO. 28

SUPERSEDES TIME TABLE NO. 27

IN EFFECT 8:01 P. M.
EASTERN STANDARD TIME
SUNDAY, SEPTEMBER 12, 1965

FOR THE GOVERNMENT OF EMPLOYEES ONLY

V. H. JOHNSON,
President

A. W. HOCHBERG,
Vice President - Operations

H. L. Bullock,
Assistant General Superintendent

B. G. Hudson
Division Engineer

S. J. Watkins
Assistant Superintendent
Assistant Engineer

E. H. Davidson
Supervisor of Locomotive Dept.

A. H. Biehl
Trainmaster

C. F. Cornell
Car Service Agent

M. A. Kilgore
Chief Dispatcher

Dispatchers:

M. A. Kilgore

W. D. Wiles

M. O. Finley

C. E. Cronbaugh

W. S. Barnes

EASTWARD

Miles From Delphos	Miles Between Stations	Stations
0.0		Delphos
1.0	1.0	Delphos Yard
5.8	4.8	Rushmore
8.2	2.4	Rimer
11.4	3.2	Vaughnsville
16.7	5.3	C. G. Tower
17.1	0.4	Columbus Grove
22.4	5.3	Pandora
27.7	5.3	Bluffton
28.0	0.3	A. U. Tower
36.1	8.1	Jenera
40.0	3.9	Arlington
45.1	5.1	Mt. Blanchard
47.9	2.8	Pratts
53.5	6.1	Fisher
55.1	1.6	Carey ..... A.S.Y.
62.3	7.2	Tymochtee
66.4	4.1	Sycamore
70.5	4.1	Plankton
74.6	4.1	Lykens
78.6	4.0	Chatfield
83.1	4.5	New Washington
93.0	9.9	Plymouth
101.6	8.6	G. N. Tower
101.9	0.3	Greenwich
109.0	7.1	New London ..... A.Y.
109.7	0.7	Hiles
116.5	6.8	Bakers
118.6	2.1	Huntington
123.7	5.1	Spencer
131.0	7.3	Litchfield
134.2	3.2	Thompson
140.2	6.0	Medina
145.9	5.7	Boneta
148.1	2.2	Sharon Center
153.3	5.2	Copley
155.6	2.3	Belt Junction
156.9	1.3	Fairlawn
160.3	3.4	West Akron
161.7	1.4	Akron
165.8	4.1	Brittain ..... AOSTT
169.3	3.5	Mogadore ..... Y

Symbols—A-Sand, S-Scales, TT-Turntable, O-Diesel Fule Oil, Y-Wye.

SUPERIOR DIRECTION

SECOND CLASS		Third Class
96	**94**	**42**
Daily	Daily	Daily-Except Sun-Holidays
A.M.	P.M.	
9:50	8:30	
10:00	8:40	
10:05	8:45	
10:10	8:50	
10:20	9:00	
10:21	9:01	
10:30	9:10	
10:39	9:19	
10:40(97)	9:20	
10:55	9:35	
11:01	9:40	
11:10	9:50	
11:15	9:55	
11:27	10:07	
12:00	10:40	
12:15	10:55	
12:25	11:05	
12:35	11:15	
12:45	11:25	
12:55	11:35	
1:05	11:45	
1:20	12:00	
.....	.....	
1:35	12:15	
1:49	12:29	
1:50	12:30	
2:05	12:45	
2:10	12:50	
2:40	**1:15(91)**	
3:00	1:35	
3:10	**1:45**	**P.M.**
3:20	1:55	3:00
3:30	2:05	3:10
3:35	2:15	3:15
3:45	2:25	3:25
3:50	2:30	3:30
3:55	2:35	3:35
4:00	2:40	3:40
.....	.....	.....
4:20 P.M.	3:00 A.M.	4:00 P.M.

WESTWARD

Capacity Based on 50 Ft. Cars	Office Calls	Stations
Yard		Delphos
Yard	DK	Delphos Yard
E 7		Rushmore
E 13		Rimer
T 14		Vaughnsville
P 33	CG	C.G. Tower
Tf 30	GR	Columbus Grove
E 16	FN	Pandora
P 13		Bluffton
P 46		A.U. Tower
E 31	RA	Jenera
P 43		Arlington
T 16	B	Mt. Blanchard
P 25		Pratts
Tf 24		Fisher
P 47	CR	Carey
P 21		Tymochtee
P 59		Sycamore
E 14		Plankton
E 10		Lykens
P 42		Chatfield
P 50	GW	New Washington
P 51	PO	Plymouth
	GN	G.N. Tower
T 7		Greenwich
Ex 21 P31	UN	New London
P 80	F	Hiles
T 12		Bakers
T 12		Huntington
P 80	CN	Spencer
E 34		Litchfie'd
P 80		Thompson
*Tf 21	DN	Medina
P 50		Boneta
E 16		Sharon Center
P 47	AO	Copley
Tf 26		Belt Junction
P 37		Fairlawn
Yard		West Akron
Yard	DI - M	Akron
Yard	BR	Brittain
Yard		Mogadore

Symbols—E-Elevator, T-Team, Tf-Transfer, P-Passing, Ex-Extension, *-West End to Crossover, total capacity 49 cars.

INFERIOR DIRECTION

SECOND CLASS		
91	97	41
Daily	Daily	Daily Except Sunday & Holidays
A.M.	A.M.	
5:40	11:30	
5:30	11:20	
5:25	11:15	
5:20	11:10	
5:10	11:00	
5:09	10:59	
5:00	10:50	
4:51	10:41	
4:50	**10:40(96)**	
4:36	10:26	
4:30	10:20	
4:20	10:10	
4:15	10:05	
4:00	9:50	
3:55	9:45	
3:25	9:25	
3:15	9:15	
3:05	9:05	
2:58	8:58	
2:50	8:50	
2:40	8:40	
2:20	8:20	
.....	.....	
2:05	8:05	
1:52	7:52	
1:50	7:50	
1:35	7:35	
1:30	7:30	
1:15(94)	7:15	
12:40	7:00	
12:35	6:55	A.M.
12:25	6:45	11:00
12:15	6:35	10:50
12:10	6:30	10:45
12:00	6:20	10:30
11:55	6:15	10:00
11:25	6:10	9:45
11:20	6:05	8:35
.....	.....	.....
11:00 P.M.	5:45 A.M.	8:15 A.M.

1. SPECIAL INSTRUCTIONS

All employees whose duties are in any way affected will provide themselves with a copy of the current time table and book of rules and have them at hand while on duty.

2. BOOK OF RULES AMENDMENTS

1. Rule 17. Standard headlight will be displayed as required, except that it will be displayed during daylight hours as well as at night, when train is in motion.
   Mars headlight will be displayed during the hours of darkness, also on rainy days and days of poor visibility and in the manner prescribed for the use of standard headlight, except that when approaching points where train orders or messages are to be picked up the mars light will be extinguished.
2. Rule 19. Should read "Yellow" marker lights instead of "Green" marker lights. Figure 5 is modified as follows: "Engines running light, will display a "Red" flag on rear end and in addition a "Red" light by night, in place of markers.
3. Rule 91. Should read "Trains must keep at least Ten minutes apart, except in closing up at stations, meeting or passing points. Operators will rigidly block trains accordingly."
4. Rule 103. Except while switching or pulling in or out of yards, a trainman must be stationed on rear car when any are being pulled by an engine. When it is practical to remain on ground adjacent to lead car or rear car or when more important duties require taking a position elsewhere, the above instructions will not apply.
5. Rule 753. When an employee is injured during the movement of car in such a manner that the movement of car may be or is involved, conductor in charge of engine responsible for the movement will furnish this office a list of all cars indicating whether loads or empties in train or cut attached to the locomotive at the time injury occured. In the event that injury occurs to conductor, engineman will personally check cars and furnish list.
6. Rule 1164. When conditions require train service employees to protect highway grade crossings, they will refrain from giving a proceed signal to traffic on the highway under any circumstances.

3. OPERATING

1. When trains meet at following stations, either by timetable or train order, unless otherwise specified, the train to take siding will do so as follows:
   Delphos Yard—East Wye
   Columbus Grove—DT&I Transfer track.
   Medina—B&O Transfer track.
2. The following abbreviations are authorized for use in train orders:

Grove	for Columbus Grove
Blanchard	for Mt. Blanchard
Washington	for New Washington
London	for New London
Sharon	for Sharon Center.

3. Movement of all trains and yard engines between Brittain and West Akron will be made under authority of the train dispatcher.
4. Movement of all trains and yard engines between Brittain and Mogadore will be made under authority of the Brittain yard master.
5. Train dispatches in transmitting clearance card form A must spell destination letter by letter and then plainly pronounce. Conductors receiving clearance will repeat back to train dispatcher in same manner as sent.

6. Whistling is prohibited by City Ordinance in Akron City limits, unless necessary to prevent injury or accident, or to send out or call in a flagman.

   This does not prevent whistling in cases of danger at street crossings.

   In addition to sounding the standard whistle signal at all whistle posts, one long blast of the whistle will be sounded immediately approaching the crossing and held until locomotive is on the crossing. One long blast of the whistle will be sounded immediately approaching Fairlawn private crossing.
7. Restricted Yard Limits are established from middle crossover switch Rock Cut Passing track Akron, to Bridge 163.41 one fourth mile West of Erie Transfer. These limits are marked with boards and lights which indicate "GREEN" when entering and "YELLOW" when leaving the limits. Clearance cards Form "A" between Akron and Erie Transfer will be authority for all Road and Yard trains to use this restricted territory regardless of opposing trains and expecting to find main track clear of obstructions or standing and slow moving trains protected as per Rule 99. Rule requiring movements to be made at a speed to enable stops to be made within one-half range of vision will not apply to this restricted territory. Road and Yard Conductors will be held personally responsible for knowing that competent flagman properly equipped and familiar with this rule is in proper position on last car of train.

4. SPEED RESTRICTIONS

Reference	Service	Territory	Maximum Speed Miles Per Hour
A	Passenger	Delphos Yard to Akron	50
B	Freight	Delphos Yard to Akron	40
C	All	All Yard Limits, when rule 93 and 93-A in effect	20
D	All	Pandora	20
E	All	Delphos to Delphos Yard	10
F	All Eastward trains	Mile post 122 to Milepost 123	15
G	Wreck Derrick	All	25
H	All	Through Interlocking plants while engine between home signals.	
		C.G. Tower	
		A.U. Tower	
		Arlington	20
		Fisher	
		Carey	
		Sycamore Eastward trains only	
		Chatfield	
		New Washington, Eastward trains only.	
		G.N. Tower	
		Hiles	
I	All	Over all public grade crossings City of Akron, except Akron Yard limits	35

5.

YARD LIMITS

Yard Limits, as indicated by "Yard Limit" boards are established at:

Location	Rule 93 and 93-A are in effect.
1—AKRON	Continuous
2—FAIRLAWN	9:30 A.M. until 3:30 P.M. Daily, Except Sunday and holidays.
3—BELT JUNCTION	12:01 A.M. until 6:01 A.M. Daily, Except Monday
4—COPLEY	10:01 A.M. until 4:01 P.M. Daily, Except Sunday and holidays.
5—MEDINA	10:30 A.M. until 11:30 P.M. Daily, Except Sunday and holidays.
6—SPENCER	Continuous
7—NEW LONDON	Continuous
8—CAREY	Continuous
9—COLUMBUS GROVE	Continuous
10—DELPHOS	Continuous

6.

BULLETIN BOARDS

Delphos Round House
Carey
Brittain Yard Office
Brittain Round House

7.

REGISTER STATIONS

Delphos Yard
Brittain Yard Office

8.

STANDARD CLOCKS

Delphos Yard ..... Telegraph Office
Carey ..... Telegraph Office
Akron ..... Dispatchers Office
Brittain ..... Yard Office

9.

WATCH INSPECTOR

Al Backer, 998 East Market St., Akron, Ohio

10.

OPEN HOURS FOR TELEGRAPH OFFICES

Office	From	To
DELPHOS YARD	6:30 a.m.	10:30 p.m. Daily
C.G. TOWER	Continuous	
COLUMBUS GROVE	7:30 a.m.	2:30 p.m. Daily, except Sunday & Holidays
PANDORA	3:00 p.m.	4:00 p.m. Daily, except Sunday & Holidays
JENERA	2:00 p.m.	5:00 p.m. Daily, except Saturday, Sunday & Holidays
MT. BLANCHARD	8:30 a.m.	12:30 p.m. Daily, except Saturday, Sunday & Holidays
CAREY	7:30 a.m.	11:30 p.m. Daily
NEW WASHINGTON	7:30 a.m.	2:00 p.m. Daily, except Saturday, Sunday & Holidays
G.N. TOWER	Continuous	
HILES	Continuous	
SPENCER	2:00 a.m.	12:00 p.m. Daily, except
	3:00 p.m.	6:00 p.m. Holidays
Holidays	2:00 a.m.	10:00 a.m.
MEDINA	7:30 a.m.	7:30 p.m. Daily, except
Saturday	9:30 a.m.	6:30 p.m. Saturday, Sunday & Holidays
COPLEY	12:30 p.m.	4:30 p.m. Daily, except Saturday, Sunday & Holidays
DISPATCHERS OFFICE, AKRON	Continous	

11.

RAILROAD CROSSINGS AT GRADE AND SIGNALS GOVERNING

In accordance with Rules 98 and 98(a), trains must stop at all non-interlocking crossings and, after stopping will proceed according to indication.

Reference	STATION	CROSSING	Position and kind of signal indicating clear for A.C.&Y.
1.	SPENCER	N. & W.	Interlocking
	HILES	N.Y.C.	Interlocking
2.	G. N. TOWER	B.&O.	Interlocking
3.	PLYMOUTH	B.&O.	Target Vertical
4.	NEW WASHINGTON	P.R.R.	Interlocking
5.	CHATFIELD	N. & W.	Interlocking
6.	SYCAMORE	N.Y.C.	Interlocking
7.	CAREY	N.Y.C.	Interlocking
7.	CAREY	C.&O.	Interlocking
8.	FISHER	N.Y.C.	Target Vertical
9.	ARLINGTON	N.Y.C.	Interlocking
10.	A. U. TOWER	N. & W.	Interlocking
	C. G. TOWER	B.&O.	Interlocking

1. SPENCER.
When there is no operator on duty, trains will stop at home signal, insert switch key in small box located on home signal and turn key clockwise, then remove key. N. & W. dispatcher located at Brewster will then clear home signal as soon as it is possible to do so.

2. G. N. TOWER.
The following color light signal indications will govern movements through interlocker.

Red over Red—Stop

Yellow over Red—Obtain train order of form "A"

Green over Red—Proceed

3. PLYMOUTH.
A self-restoring "Tilting Target" has been installed, and the following instructions will be observed in handling this target:

All trains will stop not less than 200 feet from crossing. Crewman will go to the crossing and if no B&O train is approaching will unlock push-button box mounted on the east side of relay case and push the button marked "TAKE." Target will change to vertical position.

Train will proceed over the crossing and target will restore automatically to horizontal position when AC&Y train clears the track circuit which extends 100 feet each side of crossing. Marker posts have been installed indicating the limits of the track circuits and minimum sanding should be used between these two markers for better contact between wheels and track to prevent loss of shunt.

After changing target to vertical position, should train be delayed before fouling circuit, crewman will push "CANCEL" button. This will restore target to horizontal position.

Close and lock push-button box after use, which is dual locked, with B&O and AC&Y switch locks.

4. NEW WASHINGTON.
Automatic Interlocker will be in operation at all times, excepting when special movements are to be made over crossing by the PRR. PRR will be unable to use Interlocker when no operator is on duty

5. CHATFIELD.
Automatic Interlocker will be in operation at all times, under the control of the N. & W. operator at Carrothers.

6. SYCAMORE.
Crews stopped by "Red" home signals or desiring to release plant to the NYC will, depending upon their location, be governed by instructions posted in release boxes at the following locations: East End passing track, north side main track. Main track switch of transfer, North side of main track. West end passing track, south side main track. Instructions for the operation of the electric locked switch at west end of passing track, are posted in AC&Y release box at west end passing track.

Following indications govern Westbound Distant Signal:

Red—stop and proceed, expecting to find train, obstruction or defective track appliance between distant and home signal.

Yellow—Proceed—With train under control, prepared to stop short of home signal.

Green—Proceed.

7. CAREY.
Automatic Interlocker will be in operation at all times, controlling the movements over NYC and C&O crossings, and the following signals will govern such movements:

Westbound over NYC
Dwarf (10-L) Aspects,
RED—YELLOW

Westbound over C&O
High (3-L) Aspects,
RED—GREEN

Eastbound over C&O
High (3-R) Aspects,
RED—GREEN

Eastbound over NYC
Low (10-R) Aspects,
RED—YELLOW

In case of an Interlocker failure, emergency instructions are posted in telephone box located near "C" Cabin.

8. FISHER.
Crossing target operated by NYC trainmen and left to block NYC track.

9. ARLINGTON.
Be governed by instructions posted in telephone booth, near crossing.

10. A. U. TOWER.
When train is stopped at home signal and there is no N. & W. train occupying the interlocker, member of crew will go to crossing, open control box located in the southeast corner of the crossing marked AC&Y and be governed by instructions posted there.

12.

SIGNALS

WESTBOUND

Two (2) fixed signals are located on a pole just East of Summit Street, Akron, along North side of Main track. The UPPER signal will govern movement of Westbound Trains and Engines as follows:

RED—STOP
to clear switch at West end Rock Cut passing track and call dispatcher from the telephone at that location.

YELLOW—PROCEED
looking for an order or Form "A" to be handed on at dispatchers' office, Main Street.

GREEN—PROCEED
in accordance with operating rule 93(a). This will not affect clearances held by Yard Engines, or relieve them from obtaining clearances.

LOWER SIGNAL
is an engineman's indicator light and will show flashing Amber light when traffic signals are activated.

EASTBOUND

A fixed signal located at West Akron will govern the movement of East bound trains from West Akron to Brittain, as follows:

RED—STOP

with 40 cars, or less in train, stop to Clear Hillsdale Avenue, M.P. 160.25. With 40 cars, or more in train, stop to Clear Mentor Road, M.P. 159.78. Call the dispatcher from telephone located at signal, or just West of Mentor Road.

YELLOW—PROCEED

looking for orders, or Form "A" to be handed on at dispatchers office at Main Street.

GREEN—PROCEED

to Brittain, in accordance with operating rule 93(a), without obtaining Form "A". This indication will not supersede or affect in any way orders held by trains.

13.

HIGHWAY CROSSING PROTECTION SIGNALS

AKRON

1. Automatic flashers controlled by track circuits at Main, High, Broadway and Summit Streets are set for a maximum speed of twenty (20) miles per hour and speed limit must be strictly observed.

2. Short track circuits are installed through crossings on TEAM TRACK at Summit, High and Broadway Streets. Before making movement over these crossings, train or engine must come to a complete stop, giving flashers sufficient time to start operating before starting movement. Track circuit is installed on the PRR Transfer between the West Switch and derail, to start crossing flashers when pulling out of transfer on to Main track. This circuit must not be left blocked with engine or cars.

3. Switch-key control boxes are located on the East side of Main and Summit Streets to cut crossing flashers off, when train or engine is standing on the circuit East of Summit or Main Street crossings.

4. Engineman's Westward Indicator light is located on the fixed signal pole, along north side of track, just East of Summit Street.

5. Engineman's Eastward Indicator light is located on signal pole, along South side of track, just East of Howard Street Bridge.

6. Indicator lights will show flashing Amber light, activated by track circuits, indicating that crossing flashers are operating.

7. In the absence of the flashing Amber Indicator light, approaching trains must come to a stop before entering crossing, and must not proceed until crossing has been protected by flag.

8. A flashing Amber light on the Relay Case, West of North Street, will when burning indicate that the crossing flashers at North Street are operating.

9. In the absence of the flashing Indicator light, approaching trains must come to a stop before entering crossing, and must not proceed until crossing is protected by flag.

FAIRLAWN

10. Manual switch has been installed on West End Relay Case, just East of Market Street Crossing Fairlawn to cut off flashers at Hawkins Avenue, West Market Street, Ohio Edison Drive and White Pond Drive, while trains are switching in this district.

11. Switch is opearted by inserting switch-key and turning RIGHT or LEFT, and flashers are returned to normal operation by removing key. A RED light on the front of Relay Case will indicate when flashers are turned OFF.

12. Flashers at the above locations will operate while key is inserted in control box, provided stop is made before entering crossing, allowing time for flashers to start.

13. A flashing Amber light on the Northwest flasher pole at West Market Street Crossing, Fifteen (15) feet above base, which when burning will indicate that flashers at West Market Street crossing are operating.

14. In the absence of the flashing Amber Indicator light, approaching trains must come to a stop before entering crossing and must not proceed until crossing is protected by flag.

15. Trains having cars to set out at Fairlawn will clear White Pond Drive, before making set out.

SCHOCALOG RD. FAIRLAWN

16. A self-restoring cut-out switch has been installed on East side of Relay Case to shut off the flashers at Schocalog Road while switching East of the crossing. The box is painted red. The Black button shuts the flashers off and the Red button starts them. A pilot light, when burning indicates the flashers are shut off.

MEDINA

17. A Manual switch on the Control Box, located just East of Train-Order Semaphore Pole at Medina Station, will cut off ALL flashers excepting those at Medina Street, while switching between Broadway and Huntington Streets.

18. Switch is operated by inserting a switch-key and turning RIGHT or LEFT, and flashers are returned to normal operation by removing key.

    Flashers at the above locations will operate while key is inserted in Control Box, provided stop is made before entering crossing, allowing time for flashers to start.

19. Amber Indicator light is located on Control Box, which when burning will indicate that Flashers at the above locations are turned OFF.

20. "YELLOW" Marker Posts are located on South Side of Main track at insulated joints at East End and West End of signal circuits.

21. Through trains must stop and cut off to clear these Posts while doing work, in order for the flashers to start operating, when through movement of train is made, after completing work.

SPENCER

22. "YELLOW" Marker Post is located 450 feet West of station to indicate the beginning of flasher circuits for State Route 301.

23. Eastbound trains will stop and cut off West of this Marker while working at Spencer, to prevent the flashers from working continuously.

NEW LONDON

24. A self-restoring switch marked "START" and "OFF" is located on West side of Relay Case, South side of main track, East of State Route 60.

25. This switch will cut off, or start flashers at State Route 60 and State Route 162 when track is occupied West of State Route 162 East of State Route 60, or train is standing between these Streets. Flashers cannot be cut off if train is on either highway crossing. Insulated joints, painted "YELLOW" will indicate circuits at the highway crossings.

26. When trains meet at New London and the Westward train holds the Main track, it will not pass the West Wye Switch until the Eastward train has cleared the West Switch of Passing track.

GREENWICH

27. A constantly burning Amber light, located on the crossing flasher Relay Case at U.S. Route 224, indicates the electric power is on, which operates the crossing flashers.

28. When train crews observe light not burning, this information should be reported to the dispatcher at the first open telegraph office.

PANDORA

29. Westbound trains performing work and unable to get between Basinger Road and Depot Street, will cut off to clear East side of Basinger Road. After completing work, if engine does no clear East side of Basinger Road, entire train will be backed until crossing is cleared before Westward movement is started, in order that the Highway Signals at Depot Street and Jefferson Street operate.

DELPHOS

30. Track circuits between Delphos Yard and PRR transfer have been shortened at Second and Fifth Streets and "YELLOW" Markers placed to show where Westbound and Eastbound circuits end.

31. In making movement over these Streets, stop will be made after passing "YELLOW" Marker, but before entering Street crossing, allowing Twenty (20) seconds for flashers or crossing gates to start operating.

MISC.

32. Motor cars or push cars must not be left standing on circuits, so as to give a false indication of an approaching train.

33. At crossings where necessary, Manual control switches are provided with switch locks to permit cutting out automatic signals. In switching across highways, instead of flagging crossing by hand signals, a member of the train crew must be stationed at the cut-off switch to operate the automatic signal to protect highway traffic. The same individual who operates the automatic feature will be charged with the responsibility of restoring the cut-out switch to normal position before leaving.

34. When movements over highway crossings are made from a track not connected with controlled relays, crossing must be protected by hand or action taken to cause automatic protecting device to respond.

35. Manually controlled Traffic Lights shall be operated to cause "YELLOW" indication for five (5) seconds and "RED" indication until rear of train has crossed highway. "GREEN" indication in direction of railroad will indicate to trainmen that "RED" is showing in both directions on the highway.

14.

TRACKS AND STRUCTURES

1. Trainmen and Yardmen must be on the alert constantly while working industries, for obstructions that may not clear man on the side or top of car.

AKRON

2. Cars must not be moved in the Akron District, between Summit Street and Main Street by anyone, excepting train crews. Other employees must not do so, or give permission to the public to do so.

3. Rock Cut Passing track, with a capacity of *60 cars extends from point of switch off Main track about 500 feet East of Summit Street to most Easterly point of switch. This track must be kept clear at all times, unless permission to block it is obtained from the dispatcher. *Based on 50 Ft. Cars.

4. Derail has been installed on East End of Silver Street Passing track.

FAIRLAWN

5. Account close clearance on the H. O. Donnelly Co. siding, riding on the side of car while working this track is prohibited.

6. Lookout for bad footing for 78 feet on East End of Carter-Jones New track.

7. A reverse derail is located Ninety (90) feet from bumping block on West End of Ohio Edison Co. Pole track.

COPLEY

8. East switch of MINX No. 1 track will serve as derail for track leading to the MINX plant, and will be kept lined for movement to No. 1 track and display a "YELLOW" indication. Crossover switch at West End will be lined for MINX plant track, displaying a "GREEN" indication, and when lined for cross-over movement to No. 1 track a "YELLOW" indication.

9. A bumper is located 480 feet from East End of No. 2 MINX track, and this portion of track is in service to store cars, but engines must not go beyond derail.

MEDINA

10. Bumping block has been removed from Rubber track, and track is flanged out. "YELLOW" post is located on North Side of track, at East End of flanged out portion of track.

11. Derails are located Ninety Two (92) feet South of Smith Road, on the Industrial Spur Extension, and on the Frey Track, at Clearance point. Switch at this point will indicate "RED" when lined for the Frey Track, and "YELLOW" when lined for the Industrial Track.

12. Cars will not be left to block Private road crossings, used as a fire lane by the A. I. Root Co. on B&O End of transfer.

NEW LONDON

13. Before doing work on Bigelow Tile loading track, Crews will be sure that draw-bridge which crosses this track is clear of track.

CAREY

14. Cross-over from C&O Westward Main track to C&O receiving track must not be blocked with cars.

15. C&O receiving track holds 38 cars between derail at North End of track and clearance point of cross-over at South End of track.

PANDORA

16. Kempf track is out of service.

COLUMBUS GROVE

17. Account "CAN" conveyor at Hill Packing Co., on the Water-works track will not clear man on side of car, trainmen will when spotting cars at this location perform their work on the side of track away from building. Do not ride side of cars on South side of Water-works track.

RIMER

18. National Lime and Stone Co. tracks Nos. 1 and 2 will each hold one car under storage bins, and five cars North of the bins. Because of clearance, engines must not be operated under the storage bins.

15.

UN-CLASSIFIED

1. Regulations of the Goodyear Tire and Rubber Co., Akron prohibit smoking by employees of others while on their property. Train and yard crews will refrain from smoking while working Goodyear plants.

2. When materials are being dragged from hopper cars, signal to proceed must be given engineman by a man located on the corner of the car in which the men are working. This will not prevent engineman from taking stop signal from anyone.

3. All officers and employees will report by wire, failures or conditions likely to cause failures of men or apparatus.

4. A board located on the Northwest corner of the dispatcher's office, Akron, will show the track number at Brittain Yard for inbound trains. In the event NO number is displayed on this board, track number will be handed up in message form. For return track number, a call will be made to Yardmaster from the East end of Brittain Yard.

5. A dispatcher's telephone is located at Main track switch, North side of track leading to the Goodrich plant at Medina.

6. Brittain Relief Outfit consisting of the following will protect all emergencies in so far as it is available and conditions permit:

Derrick	X991
Idler	X987
Tie, Rail and Water Car	X986
Tool Car	X963
Bunk Car	X933
Kitchen Car	X922
Caboose	52

7. Maintenance of supplies for, and personnel are under the direct supervision and responsibility of the Supervisor of Car Dept.

8. While on the road, outfit will be under the general direction of officer in charge. Wreckmaster must assume responsibility for correct practices, safe working conditions, properly blocking derrick, knowing that flag protection has been provided and that sufficient clearance is available, before swinging derrick.

9. Under no circumstances permit men to un-necessarily expose themselves when a lift is being made. Be governed by weight, radius and angle of lift as to length protecting out-riggers used but regardless of this, always protect every lift when necessary with an out-rigger to prevent derrick from turning over in case load is dropped for any reason. Derrick is rated for 150 ton lift.

10. When operating the derrick the Wreckmaster should be permitted to give all orders relating to the clearing of the wreck. Any supervisory officers present should transmit their orders through him. Orders to the crew should be transmitted by his signalman. It is important that all concerned should have a thorough understanding of the signals, and supervisory officers should see to it that this is the case.

11. It is necessary that the man in charge direct his attention toward the general conduct of train crew, track forces, and relief outfit with proper regard for the safety of all employees and spectators. He should also see that proper record is made of all happenings and that this office is kept informed.

12. The Wreckmaster, or someone designated by him, should give whistle or flashlight signals and no one else should in any way attempt to change Wreckmaster's method. The Wreckmaster will ask for suggestions when he is in the slightest doubt as to what method to follow. At night, signals to engineman should be given only through one man in possession of a distinctive lantern. When two or more engine crews are involved, variation in color combinations should be adopted to insure movement only by engine intended.

13. Officer in charge must make out Form 211 and send by telegraph to Superintendent's office as soon as possible.

14. Copy of time table, together with a supply of Forms 380 and 211, will be kept at a convenient place on the relief outfit. These instructions and a supply of Form 211 should also be kept in dispatcher's office.

15. Outfit will be lined up in the order listed above, with the boom in either direction, while in transit. Outfit will be stored on Brittain repair track No. 7 with derrick facing out on West End. A locomotive will be kept ready at Brittain at all times. Outfit will not be used West of Akron on our property, except as a unit, and when so used the Wreckmaster and eight men must accompany it. This will not prevent arrangements from being made by the Maintenance of Way Department to use derrick with its regular personnel in other work trains, providing arrangements are made to tie up at points where means of communication are available and men are ready for call. The Derrick has a gross weight of 249,190 pounds and a capacity of 150 tons. Trains handling this Derrick will not exceed a speed of twenty five miles per hour.

16. The handling of other cranes and similar outfits will be governed by the judgement of the conductor in charge of train.

17. Conductors handling derrick will not move same or attempt to put it through turn-out without first ascertaining as to whether wedges have been removed, and when possible receive an "OK" from the man in charge.

18. Wreckmaster, officer or employee having charge of relief outfit, either system or rented, will make a duplicate report on Form 380, showing information in connection with the accident as outlined by the form. Such person will also issue appropriate chargeout requisitions on Form 93A, noting thereon the material which was used and its source.

19. Such person will also arrange with the proper authority to secure return to relief outfit of equipment temporarily used, such as trucks, chains, emergency knuckles, Etc.

20. MOST IMPORTANT OF ALL. Such person will see that every item of supply or equipment is properly repaired or replaced and returned to stock before outfit is returned to shop.

16.

LOAD LIMITATIONS

Delphos to Mogadore, Maximum Gross Weight-260,000.

17.

CLEARANCES

Location Between	Height above Top of Rail. Ft.	In.	Width Ft.
Delphos-Thompson	21		12
Thompson-Medina	18	9	12
Medina-North St. Akron	20	9	12
North St.-Forge St. Akron	21		12
Forge St.-East Akron	18		12
East Akron-Mogadore	20	9	12

18.

REPORT OF ACCIDENTS

1. Form 21 to be telegraphed or telephoned by the Conductor to the Vice President of Operations office at the first open telegraph office with as much information as possible. Includes derailments, crossing accidents, personal injuries and other casualties.

2. Form 71 is to be filled out by the Conductor and Engineman in duplicate and mailed to Vice President of Operation, for all derailments, cars side swiped or cornered, switches run through, fires, drawbars and knuckle failures, locomotive mechanical failures, crossing accidents, Etc.

3. Highway crossing Form 72, Engineman and Conductor will each fill out the form on both sides. Fireman and brakeman will each fill out a form answering the 26 questions on one side. Forms to be mailed to the Vice President of Operations.

4. Personal injury Report 20. Injured employee to fill out in duplicate. Other members of crew fill out one copy. Each member of crew fill out one copy to cover each person injured in crossing or other accidents, and mail to the Vice President of Operations.

5. Fires and Live Stock, send messages.

6. Engine failures or train delays caused by engine trouble. Engineman to Conductor will send message whenever delay exceeds 10 minutes.

19.

STOPPING TRAINS FROM REAR

When necessary to make an emergency application of the brakes from rear of train account of derailed car, connections dragging, broken truck, Etc., Conductors valve must be opened quickly.

20.

IN CASES OTHER THAN EXTREME EMERGENCY

1. Trains of less than 75 cars, running at a speed of 15 miles per hour, or less, open valve slowly, consuming 90 seconds. Trains of less than 75 cars running at a speed of more than 15 miles per hour, open valve slowly consuming 60 seconds.

2. In each case valve must not be closed until train has come to a full stop.

3. To prevent damage to equipment and ladings, the following instructions must be complied with as to applying and releasing of air brakes.

4. No running release of train brakes must be made with greater than seventy five (75) cars, under 20 miles Per hour.

5. After a freight train has been stopped by the use of train brakes and the locomotive has not been detached from train, the automatic brake valve must be placed and remain in the "Release" position for a period of time proportionate to the number of cars in the train, or when black hand of brake pipe flow indicator has returned to point 7 or below.

6. When a train has been stopped by the use of the train brakes and the engine has, for any reason, been detached from the train, a period of time proportionate to the number of cars in the train must elapse after air has been coupled with brake valve in "Release" position, or when black hand of brake pipe flow indicator has returned to point 7 or below.

21.

THE HOURS OF SERVICE ACT

1. That it shall be unlawful for any common carrier, its officers or agents, subject to this act to require or permit any employee subject to this act to be or remain on duty for a longer period than sixteen consecutive hours, and whenever any such employee of such common carrier shall have been continuously on duty for sixteen hours he shall be relieved and not required or permitted again to go on duty until he has had at least ten consecutive hours off duty; and no such employee who has been on duty sixteen hours in the aggregate in any twenty-four hour period shall be required or permitted to continue or again go on duty without having had at least eight consecutive hours off duty; Provided, that no operator, train dispatcher, or other employee who by the use of the telegraph or telephone dispatches, reports, transmits, receives, or delivers orders pertaining to or affecting train movements shall be required or permitted to be or remain on duty for a longer period than nine hours in any twenty-four hour period in all towers, offices, places, and stations continuously operated night and day, nor for a longer period than thirteen hours in all towers, offices, places, and stations operated only during the daytime, except in case of emergency, when the employees named in this proviso may be permitted to be and remain on duty for four additional hours in a twenty-four hour period on not exceeding three days in any week.
2. Provided, That the provisions of this Act shall not apply in any case of casualty or unavoidable accident or the act of GOD; nor where the delay was the result of a cause not known to the carrier or its officers or agent in charge of such employee at the time said employee left a terminal, and which could not have been foreseen; Provided further, That the provisions of this Act shall not apply to the crews of wrecking or relief trains.
3. Train and engine service employees after they have been on duty fourteen(14) hours must notify the dispatcher if they do not expect to finish the trip within sixteen (16) hours and proceed unless or until directed otherwise.
4. Employees must know, when called for service that they are available for duty under the Hours of Service regulations and if in any doubt, bring it to the attention of the proper official.

22.

LAWS AND ORDERS OF COMMISSION

1. Sec. 8826. When the tracks of two railroads cross each other, or in any way connect at a common grade, the crossings shall be made and kept in repair, and watchman maintained thereat, at the joint expense of the companies owning the tracks. All trains or engines passing over such tracks must come to a full stop not nearer than two hundred feet, nor further than eight hundred feet from the crossing, and not cross until signalled to do so by the watchman, or until the way is clear.
2. Sec. 8827. When two passenger or freight trains approach the crossing at the same time, the train on the road first built shall have precedence if the tracks are both main tracks over which all passenger and freights on the road are transported. But if only one track is such main track, and the other is a side or depot track, the train on the main track shall take precedence. If one of the trains is a passenger train and the other a freight train, the former shall take precedence, and regular trains on time take precedence over trains of the same grade not on time. Engines with the cars attached not on time, shall take precedence of engines without cars attached, not on time.

3. Sec. 8853. Signals at railroad crossings. Every company shall attach to each locomotive engine passing upon its road, a bell of the ordinary size in use on such engines, and a steam whistle. When an engine in motion and approaching a turnpike highway or town road crossing or private crossing where the view of such crossing is obstructed by embankment, trees, curve or other obstruction to view, upon the same line therewith and in like manner where the road crosses any other traveled place by bridge or otherwise, the engineer or person in charge thereof, shall sound such whistle at a distance of at least eighty and not further than one hundred rods from such crossing and ring such bell continuously until the engine passes the crossing.

4. Sec. 2855-12. It shall be the duty of any person who discovers the body or acquires the first knowledge of the death of any person who shall have died as a result of criminal or other violent means, or by casualty, or by suicide or suddenly when in apparent health, or in any suspicious or unusual manner, to immediately notify the office of the coroner of the known facts concering the time, place, manner and circumstances of such death, and any other information, which may be required pursuant to this act. In such cases if request for cremation is made the funeral director called in attendance, shall notify the coroner immediately. Any person who shall willfully refuse to report such a death, or who without an order from the coroner, shall willfully touch, remove disturb the body of any such person, or the clothing or any article upon or near such body, shall be guilty of a misdemeanor and if convicted shall be fined not less than one hundred dollars, nor more than five hundred dollars.

23.

SECTION FOREMAN

Section No.	Headquarters	Limits of Section M.P.	to	M.P.
1	Columbus Grove	0		33
2	Carey	33		66.4
3	New Washington	66.4		99
4	New London	99		131
5	Medina	131		160.3
6	Brittain	160.3		169.3

24.

SIGNALMEN

Headquarters	Territory
District No. 1 Akron	Mogadore to Milepost 147.5
District No. 2 Medina	Milepost 147.5 to Milepost 111.5
District No. 3 Plymouth	Milepost 111.5 to Milepost 57
District No. 4 Carey	Milepost 57 to Delphos

25.

LOCATION OF COMPANY SURGEONS

General Surgeon
DR. DOUGLAS M. EVANS
550 East Market Street — Office Telephone: BL 3-6243
Residence: Telephone 836-9407

AKRON ..... DR. PAUL L. WEYGANDT
640 West Market Street — Office Telephone: 535-3351

AKRON ..... DR. F. C. KUNZ
311 Evans Savings Bldg. — Telephone: FR 6-5724

SHARON CENTER ..... DR. KARL F. BURNS, JR.
Office Telephone MOhawk 6-7777

MEDINA ..... DR. R. L. MANSELL
212 South Broadway, Telephone 22481

LITCHFIELD ..... DR. C. F. SCHRIER
Medina Exchange Telephone 26815
Chatham Exchange Telephone 2-Y-55

SPENCER ..... DR. THOMAS N. GERACIOTI
Office Telephone 2931; Residence Telephone 2932

NEW LONDON ..... DR. H. D. ERLENBACH
Office: 54 So. Main Street, Telephone 9-0861
Residence: 127 E. Main Street, Telephone 9-4531

GREENWICH ..... DR. THOMAS H. EATON
Office: 7 West Main Street, Telephone 2022
Residence: Telephone 2023

PLYMOUTH ..... DR. D. B. FAUST
14 Plymouth Street, Telephone 78

NEW WASHINGTON ..... DR. L. J. BARTH
West Main Street, Telephone 492-2211

SYCAMORE ..... DR. F. M. SMITH
Office: Telephone 55

CAREY ..... DR. TALMADGE R. HUSTON
110 South Patterson Street, Telephone 6-3861
Residence: Telephone 6-4421

BLUFFTON ..... DR. M. D. SOASH
561 South Main Street, Telephone 254W

COLUMBUS GROVE ..... DR. R. N. TRUMBALL
123 South High Street, Telephone 124

DELPHOS ..... DR. CARL J. HEITZ
125 East 3rd Street, Telephone 7821

General Surgeon should not be called except by local Surgeon or in case of emergency.

DUNN-QUIGLEY AMBULANCE SERVICE
811 Grant St. — 376-2119

SPEED TABLE

Time Going 1 Mile		Miles Per Hour
Min.	Sec.	
12	.....	5
6	.....	10
4	.....	15
3	.....	20
2	24	25
2	.....	30
1	43	35
1	30	40
1		45
	20	50
	12	55
	5	60
	.....	65
	55	70
	51	75
	48	80
	45	

RUNNING EQUAL

2 Miles		2½ Miles		3 Miles		3½ Miles		4 Miles		5 Miles		
Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	
12	.....	15	.....	18	.....	21	.....	24	.....	30	.....	10 Miles Per Hr.
6	.....	7	30	9	.....	10	30	12	.....	15	.....	20 " "
4	.....	5	.....	6	.....	7	.....	8	.....	10	.....	30 " "
3	.....	3	45	4	30	5	15	6	.....	7	30	40 " "
2	40	3	20	4	.....	4	40	5	20	6	40	45 " "
2	24	3	.....	3	36	4	12	4	48	6	.....	50 " "
2	10	2	43	3	15	3	48	4	20	5	25	55 " "
2	.....	2	30	3	.....	3	30	4	.....	5	.....	60 " "
1	50	2	18	2	45	3	13	3	40	4	35	65 " "
1	42	2	8	2	33	2	59	3	24	4	15	70 " "
1	36	2	.....	2	24	2	48	3	12	4	.....	75 " "
1	30	1	58	2	15	2	38	3	.....	3	45	80 " "

DIESEL LOCOMOTIVES

SELECTION OF TABLE

EAST BOUND			WEST BOUND		
FROM	TO	Table	FROM	TO	Table
Delphos	BLUFFTON	L	BRITTAIN	Belt Jct.	5
BLUFFTON	Carey	4	Belt Jct.	Spencer	4
Carey	New London	3	Spencer	Huntington	6
New London	Spencer	1	Huntington	Carey	1
Spencer	Brittain	6	Carey	Bluffton	2
			Bluffton	Delphos	L

Number of Cars	LOCOS 500-505	LOCOS 200-206	Number of Cars	LOCOS 500-505	LOCOS 200-206
	TABLE 1			TABLE 2	
120	3460	2940		3090	2630
115	3520	2990		3150	2680
110	3580	3040		3200	2720
105	3640	3090		3250	2760
100	3690	3140		3300	2800
95	3750	3190		3350	2850
90	3810	3240		3400	2890
85	3870	3290		3460	2940
80	3930	3340		3510	2980
75	3990	3390		3560	3030
70	4040	3430		3610	3070
65	4100	3470		3670	3120
60	4160	3540		3710	3150
55	4220	3580		3770	3210
50	4280	3740		3820	3250
45	4340	3800		3870	3290
	TABLE 3			TABLE 4	
120	2500	2000		2340	1840
115	2540	2040		2380	1880
110	2580	2080		2420	1920
105	2630	2190		2460	2090
100	2670	2270		2500	2130
95	2710	2300		2560	2180
90	2760	2350		2580	2200
85	2800	2400		2610	2220
80	2840	2420		2650	2260
75	2880	2450		2690	2290
70	2920	2480		2730	2330
65	2970	2520		2770	2360
60	3010	2560		2800	2380
55	3050	2580		2850	2430
50	3100	2630		2880	2450
45	3140	2670		2920	2500
40	3180	2700		2960	2520
35	3200	2730		3000	2550

Number of Cars	LOCOS 500-505	LOCOS 200-206	Number of Cars	LOCOS 500-505	LOCOS 200-206
	TABLE 5			TABLE 6	
100	2330	1980		2170	1800
95	2360	2010		2200	1870
90	2390	2030		2240	1910
85	2430	2060		2270	1930
80	2470	2100		2310	1960
75	2510	2130		2340	1990
70	2540	2160		2380	2030
65	2570	2190		2410	2050
60	2610	2220		2450	2090
55	2650	2250		2480	2110
50	2680	2280		2520	2150
45	2720	2310		2550	2170
40	2760	2350		2590	2210
35	2790	2370		2620	2230

DIESEL LOCOMOTIVES MULTIPLE

Two 500 multiple	Carey to Spencer	6000
	Spencer to Brittain	5000
One 500 and one 200	Carey to Spencer	5500
	Spencer to Brittain	4500
Two 200 multiple	Carey to Spencer	5000
	Spencer to Brittain	4000

LOCATION OF HIGHWAY CROSSING PROTECTION SIGNALS

Location	Highway	Kind	Special Instructions
Delphos	Second Street	Flashers	.....N. & W. Maintenance
Delphos	Fifth St., U. S. 30	Flashers and Gates	.....N. & W. Maintenance .....N. & W. Maintenance
Delphos	State Route 190	Flashers	
Rimer	State Route 189	Flashers	
Vaughnsville	State Route 12	Flashers	
Vaughnsville	State Route 115	Flashers	
Columbus Grove	State Route 65	Flashers	
Columbus Grove	Sycamore Street	Flashers	
Pandora	Jefferson Street	Wig Wag	
Pandora	Leipsic Road	Bells	
Pandora	Depot Street	Wig Wag	
Bluffton	Main St.	Flashers	
Elrose Curve	State Route 69	Flashers	
Jenera	Main St. Route 698	Flashers	
Jenera	High Street	Wig Wag	
Arlington	State Route 68	Flashers	.....NYC Maintenance
Mt. Blanchard	State Routes 103 & 37	Flashers	
Carey	State Route 568	Flashers	
Carey	Vance St. U. S. 23	Flashers	
Plank Road	State Route 53	Flashers	
Sycamore	State Route 67	Flashers	.....NYC Maintenance
Bucyrus-Tiffin Rd.	State Route 100	Flashers	
Lykens	State Route 19	Flashers	
Chatfield	State Route 4	Flashers	.....Also Circuits in passing track.
New Washington	State Route 298	Flashers	
New Washington	Kibler Street	Flashers	
Mile Post 89	State Route 298	Flashers	
Plymouth	State Routes 61 & 98	Flashers	
Plymouth	Springmill Road	Wig Wag	
Plymouth	State Route 178	Flashers	
Greenwich	U. S. Route 224	Flashers	
Greenwich	Townsend Street	Flashers	
Fitchville	State Route 13	Flashers	.....NYC Maintenance
Old Town	U. S. Route 250	Flashers	.....NYC Maintenance
New London	Main St. Route 162	Flashers	
New London	Clinton Street	Flashers	
New London	Clarksfield St. State Route 60	Flashers	
Huntington	State Route 58	Flashers	
West of Spencer	State Route 162	Flashers	
Spencer	State Route 301	Flashers	

LOCATION OF HIGHWAY CROSSING PROTECTION SIGNALS

Location	Highway	Kind	Special Instructions
Litchfield	State Route 76	Flashers	
West of Medina	Smith Road	Flashers	
West of Medina	Smith Rd. County Route 4	Flashers	
Medina	Smith Road	Flashers	
Medina	Prospect Street	Flashers	
Medina	State Routes 42 & 3	Flashers	
Medina	State Route 57	Flashers	
Boneta	State Route 162	Flashers	
Paxton	County Line Road	Flashers	
Copley	Maple St. Route 162	Flashers	
Copley	U. S. Route 21	Flashers	.....Circuit in West End passing track.
Jacoby Road	Jacoby Road	Flashers	
Schocolog Road	Schocolog Road	Flashers	
Fairlawn	White Pond Drive	Flashers	
Fairlawn	Ohio Edison Xing.	Flashers	
Fairlawn	W. Market St. Route 18	Flashers	
Fairlawn	Hawkins Ave .	Flashers	
Akron	astle Blvd.	Flashers	
Akron	N. Portage Path	Flashers	
Akron	Merriman Road	Flashers	
Akron	W. North St.	Flashers	
Akron	N. Main St. Routes 5 & 8	Flashers	
Akron	High St.	Flashers	
Akron	Broadway St.	Flashers	
Akron	Summit St.	Flashers	
Akron	Clewell Ave.	Flashers	
E. Akron (Spur 3)	Case Avenue	Flashers	
Brittain (Spur 4)	East Market St. Route 8	Flashers	
Brittain (Spur 4)	Massillon Road Route 241	Flashers	
Brittain (Spur 4)	General Street	Flashers	
Brittain (Spur 4)	Seiberling Street	Flashers and Gates	
Brittain (Spur 4)	S. Martha Ave.	Traffic Lights	.....Manually operated by trainmen
Weimer Road	Weimer Road	Wig Wag	
Mogadore	Mogadore - Munroe Falls Road	Flood Lights	.....Time Clock Circuit
Mogadore	Gilchrist Road	Flashers	

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