

SAFETY

IS

EVERYBODY'S JOB

**THE BALTIMORE & OHIO RAILROAD COMPANY
WESTERN REGION**

—AND—

THE PENNSYLVANIA RAILROAD COMPANY

SAFETY ABOVE EVERYTHING



**COLUMBUS AND
NEWARK DIVISION**

27

JOINT TIME-TABLE No. 27

**EFFECTIVE 12:01 A. M., EASTERN
STANDARD TIME**

SUNDAY, APRIL 29, 1951

A. S. WALLER,
Superintendent, Columbus and Newark Div.

B. W. TYLER,
Superintendent, Panhandle Div. P. R. R.

W. H. MAPP,
Superintendent, Columbus Div. P. R. R.

COLUMBUS AND NEWARK DIVISION

Superintendent:

A. S. WALLER

Trainmaster and Division Operator:

L. T. GRIFFIN

Assistant Trainmasters:

L. F. SPITLER

C. E. VAN ALLEN

Road Foreman of Engines:

E. S. KERN

Assistant Road Foreman of Engines:

L. E. SCHWARTZ

Chief Train Dispatchers:

C. R. WHITIS

J. M. KIDD

J. A. WHITE

R. C. ABBOTT

Train Dispatchers:

W. B. GUNION

E. C. COOPERRIDER

J. G. BICKEL

H. D. GRAY

F. L. CLINE

V. R. MORRIS

B. E. BOWDEN

C. F. STEVENS

T. A. ANTON

C. G. BALSER

W. G. FINLEY

R. C. ABBOTT

E. F. FINLEY

R. M. RICE

R. C. HARRY

J. W. BRANSCOME

Rules Examiner:

H. H. McARTOR

Division Engineer:

C. E. JACKMAN

Assistant Division Engineer:

J. T. COLLINSON

Division Master Mechanic:

J. T. CONNELLY

Division Claim Agent:

E. R. FISCHER

Claim Agent:

J. C. HAMMOND

General Safety Supervisor:

W. L. ALLISON

Chillicothe, Ohio

Safety Supervisor:

D. C. WENTZ

Newark, Ohio

RELIEF DEPARTMENT

MEDICAL EXAMINER

PENNSYLVANIA R. R.

Columbus—DR. I. BLACK—Office 20th St. Shop—Phone, MAin 1121. Daily except Saturday, Sunday and Holidays, 8:30 A. M. to 5:00 P.M. On Saturday, 8:30 A.M. to 12 noon.

Emergency calls outside of these hours taken care of by arrangement through crew dispatchers at engine houses at Columbus, and at Columbus Shop.

BALTIMORE & OHIO R. R.

EXAMINATION DAYS

Newark—DR. D. T. WILLIAMS
Newark, Tuesday and Friday, 9 A.M. to 12 Noon.

Office: 34 So. First St., Phone 6520
Columbus, Monday, 10 A.M. to 11 A.M.

COMPANY SURGEONS

BALTIMORE AND OHIO R. R. CO.

Newark

DR. J. R. McCLURE, 177 Hudson Ave.
DR. RALPH E. PICKETT, 12 W. Locust St.
DR. D. A. SKINNER (Oculist), 25 E. Locust St.
DR. A. D. PIATT

Pataskala

DR. JOHN W. WENTZ

Columbus

DR. JOHN W. MEANS, University Hospital,
or 9 Buttles Ave., Phone ADams 4134.
If no answer call Medical Bureau, ADams 8101.
DR. L. V. ZARTMAN, 239 E. State St., MAin 1587.
DR. CLAUDE S. PERRY (Oculist), 40 S. Third St.
Phone MAin 3079.

PENNSYLVANIA R. R. CO.

Newark

DR. JAS. B. JOHNSON (Surgeon)
Office, 19 E. Locust St., Phone 3788
Residence, 246 Moull St., Phone 3727

Columbus

DR. H. V. POSTLE (Oculist)
Office, 418 Beggs Bldg., 21 East State St.
Tel. ADams 5768.
Res., 1211 Bryden Rd., Tel. FAirfax 5260.
DR. GEORGE J. HEER, Office, 475 E. Town St.
Tel. GARfield 5505.
Res., 475 East Town St., Tel MAin 7805.

HOSPITALS

BALTIMORE AND OHIO R. R. CO.

Newark, Newark City Hospital. Phone 6634
Columbus, University Hospital, Neil Ave. at O. S. U.
Phone WALnut 3121.
Grant Hospital, 125 South Grant Avenue
Phone ADams 5151.

PENNSYLVANIA R. R. CO.

Newark, Newark City Hospital, North Buena Vista St.
Tel. 6634
Columbus, White Cross, 700 Park St.
Tel. ADams 9171.
Grant Hospital, 125 South Grant Avenue
Phone ADams 5151.

INSTRUCTIONS COVERING SERVICES OF COMPANY'S SURGEONS

1. When passengers or employees need surgical aid call the company's surgeon who can reach them quickest. Put the case in his exclusive control. If the company's surgeon is not available immediately then secure a local surgeon to attend until the company's surgeon arrives.

2. Notify the company's surgeon of the number of persons injured and the probable relief needed. When a number of persons are injured secure the services of competent local surgeons, and give every attention to the injured.

3. The company will not be responsible for the employment of surgeons other than these, except as authorized by the company's surgeon.

4. The officer in charge will provide a proper conveyance to remove the injured persons promptly, having someone

accompany them when necessary. Such expense will be billed direct to the company, or paid by the person in charge and bill submitted to the company.

5. No major surgical operation shall be performed before arrival of the company's surgeon unless required for the safety of the patient.

6. Company's surgeons will be expected to go outside of their assigned limits whenever required.

7. Employees will, when able, visit the company's surgeon for treatment.

8. The company will not be responsible when an injured employee selects other than a company's surgeon.

SPECIAL INSTRUCTIONS

1. This Division governed by PRR Operating, Signal and Interlocking Rules, and Supplemental Instructions to Operating, Signal and Interlocking Rules, effective September 25, 1949.

2. LOCATION OF WATCH INSPECTORS.

Columbus, O.	Southam Watch Co.
Pataskala, O.	Loren S. Ramsey.
Newark, O.	F. D. Schenck & Son.

3. STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTERS.

Location as indicated by "x"

	Standard Clock	Bulletin Board	Train Register
Newark			
WF Telegraph office.....	x	x	x
Columbus			
RN Office, Union Station.....	x	x	x
B. & O. Yard Office.....	x	x	x
P. R. R. Yard Office.....	x	x	
Alum Creek.....	x		

First class B&O trains will register at Newark and Columbus —except trains which do not operate through Columbus Union Depot.

4. REFERRING TO RULE 221A.

Trains, except PRR westward trains, must not leave their initial stations without reporting for train orders.

When there are no train orders or messages, the conductor will personally notify the engineman before train departs.

Westward trains enroute to the Midland Sub-Division that do not register at Union Station, Columbus are relieved from securing Form A at U. S. Tower, unless there are train orders to be received.

5. SPEED RESTRICTIONS

	Class of Service		
	Passenger and Express Trains.	Passenger and Express Trains Handled by Freight Engines and Fast Freight Trains.	Slow Freight, Local, Pick Up and Work Trains.
Columbus and Newark except as noted below.....	70	55	45
Movements from PRR westward main track to C&N No. 3 track and from C&N No. 4 track to eastward main track, also movements between No. 1 track and No. 2 track at First Street, Newark.....	10	10	10
Between Williams Street and First Street, Newark.....	25	25	25
No. 1 track between East Columbus and Alum Creek Westward.....	60	55	45
Within limits Alum-Creek Interlocking Tracks 1 and 2.....	45	45	45
Tracks 3 and 4.....	35	35	35
Between westward limits Alum Creek and Cleveland Ave., Columbus.....	25	25	25
Between Cleveland Avenue and U. S. Tower, Columbus.....	15	15	15
Crossover movements through switches between westward limits Alum Creek and Union Station, Columbus.....	10	10	10

Entering or leaving No. 3 track at Heath and Outville, No. 4 track at Summit, and Alum Creek.....	25	25	25
Through crossovers and entering or leaving sidings at Newark, Heath, Outville, Summit, East Columbus.....	10	10	10
Track 3 between Heath and Outville, and track 4 between Alum Creek and Summit.....	45	30	25
Trains moving against the current of traffic.....	50	40	30
Over interlocked Railroad Crossings.....		45	45
Circus Trains.....	35	35	35
Relief Trains.....		30	30
Engines Backing.....	25	25	25
Class J, H H 1, and M 1 engines backing through turn outs.....	5	5	5
Maximum speed PRR J class engines in forward motion.....	50	50	35
B&O P-1aa class engines.....	55	55	45
All Diesel Electric Switching Locomotives will not exceed 40 miles per hour.			

Baltimore & Ohio trains, the makeup of which include dead engines, will be restricted to (25) twenty five miles per hour; except that Diesel engines may be handled at such speeds as are provided for in proper shipper's endorsement on bill of lading.

Engines with broken or bent crank pins, main or side rods, moved without side rods; also engines with excessive flat spots on driving tires, bent axles, and where excessive weight is placed on drivers due to engine being jacked up for a broken axle or having truck removed.....15 miles per hour.

Engines without engine or Pony Trucks will not exceed 20 miles per hour.

Passenger engines running light or with caboose, on Nos. 1 and No. 2 tracks, 50 miles per hour.

Passenger engines running light or with caboose, on Nos. 3 and 4 tracks, 30 miles per hour.

Freight engines running light or with caboose, on Nos. 1 and 2 tracks, 40 miles per hour.

Freight engines running light or with caboose, on Nos. 3 and 4 tracks, 25 miles per hour.

B.&O. trains handling scale test cars will not exceed 35 miles per hour. As these cars are not equipped with air brakes, they will be spaced three cars ahead of caboose and train must have 85% operative brakes.

Freight trains that have been stopped a sufficient time to permit inspection, will not, when started, exceed 8 miles per hour until the caboose has passed the point at which the engine stood, unless a proceed signal is given from the rear end before the caboose reaches that point.

Maximum speed of all trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels, on straight track, 30 miles per hour, on curves, 20 miles per hour.

The maximum speed of excursion or other special trains made up of open platform equipment, and passenger trains handling equipment with freight car trucks, will be 10 miles per hour less than the maximum speed of other passenger trains.

CARS CARRYING MAJOR CALIBER GUN BARRELS

Cars carrying major caliber gun barrels shall be placed on front end of train and the movement of such cars restricted to and not exceeding the following speeds:

	Breach End Forward	Breach End Trailing
Between Newark and Columbus	30 MPH	20 MPH

When conditions require, speed restrictions of less than those specified above shall be made effective by local instructions. When handling such cars, conductors must know that enginemen have been so advised.

6. Referring to Rule 19:

B. & O. trains between Newark and Columbus will display B. & O. Standard Red and Green markers.

SPECIAL INSTRUCTIONS—Continued

7. Referring to Rule 75a:

When there is a change in the rules or new rules are added, notice will be carried in General Order, for a period of 90 days, during which time employees will secure sticker coupon and insert in proper place in their copy of Operating, Signal and Interlocking Rules.

7-a. Referring to Rule 75b:

General orders will be posted on bulletin boards, and in addition each Conductor and Engineman must have copy of the latest general order before starting on trip. General orders will be issued 12:01 A.M. the 1st and 15th of each month to B&O Conductors and Enginemen at Chief Caller's office and WF Office, Newark, RN Office and US Tower, Columbus; and to PRR conductors and engineers at established general order stations on the PRR designated by that company to deliver general orders. Conductors and Enginemen will acknowledge receipt of General Orders on PRR Form CT 876.

Before starting on a trip or tour of duty, the Conductor and Enginemen must know that the other is qualified and has the necessary General Orders for such trip or tour of duty. The Conductor must know with respect to the Trainmen and Enginemen with respect to the Fireman, that they have seen and are familiar with such General Orders.

8. OPERATING TRAINS BY SIGNAL INDICATION.

Movement of Trains in the same Direction by Block Signals, Rules 251, 253, 254 are in effect:

Between First Street, Newark and US Tower, Columbus, except between stations as follows:

First Street and ND Cabin, Newark, No. 3 westward freight track.

Interlocking limits Alum Creek include interlocked switches Sunbury Road and Leonard Avenue.

9. Referring to Rule 77:

While a freight train is passing an open block or interlocking station a member of the crew must be stationed on the rear of the train to receive or deliver messages.

The front brakeman of a freight train, in order to observe signals from the rear of his train, will be in a conspicuous position outside the Brakeman's cabin located on the tender of locomotive so equipped, promptly after the rear end of his train has passed an open block or interlocking station, or a highway crossing where crossing watchmen are on duty, to receive from trainmen on the rear of the train any signals affecting the movement of the train and, in addition, will where practicable, observe the train as it moves around curves in order to receive signals from the rear end of the train to avoid necessity of applying air from rear end.

Train service employees in or on cabin cars must take position on platform of cabin car while train is entering, passing through, or leaving yards and be prepared to acknowledge signal from any person in the vicinity, affecting the movement of their train.

10. FIXED SIGNALS.

Train Order Signal displayed at US Tower, for westward trains, will apply only to trains moving from the C&N Division to the Big Four freight tracks at Fourth Street. Train Order Signal displayed at US Tower, for eastward trains, will apply to all eastward trains using C&N Division tracks east of US Tower.

Referring to Rule 291:

Signals displaying a yellow disc on which is shown the letter (G) in black are located as follows:

Between	Tracks	Signal Nos.
Heath & Outville.....	1 and 3	1121 and 1121-F
	1 and 3	1137 and 1137-F
Outville & Summit.....	2	1174
	1	1213
Summit & East Columbus.....	2 and 4	1248 and 1248-F
	2 and 4	1270 and 1270-F
	2 and 4	1292 and 1292-F

Sign indicating end of block on No. 4 eastward freight track, located 120 feet east of Pennsylvania Passenger Station, Newark, Ohio. Eastward movement on No. 4 eastward freight track beyond this Sign will be governed by Special Instructions Section 11 of this Time Table.

The following rule governs P. R. R. and B & O crossing at Newark:

Target indication: Horizontal B&O — Vertical P.R.R.

As required by Law, all trains, except P. R. R. trains, will come to a stop not nearer than 200 feet nor farther than 800 feet from the above crossing and after stopping may proceed upon receiving proper automatic block signal and target indication.

P. R. R. trains will not exceed 15 miles per hour and be prepared to stop approaching the crossing and upon receiving proper automatic block signal and target indication may proceed over crossing without stopping.

P. R. R. trains will receive hand signal from Switchtender at First Street, before fouling crossovers.

All trains except P. R. R. trains operating over main track crossovers at First Street will come to a stop not nearer than 200 feet nor farther than 800 feet from the crossover and after stopping may proceed upon receiving proper signal from Switchtender.

Bonded track circuit has been installed on Park Track, with end of track circuit 78 feet west of crossing. B & O eastward trains using this track must stop clear of ETC sign when crossing target is set for Pennsylvania movement.

Referring to Rule 294:

Signal aspects not in conformity with typical aspects in service:

Mast of Fixed Signal



Flashing

HEATH
OUTVILLE
SUMMIT
E. COLUMBUS
ALUM CREEK—Alum Creek
Interlocking

NOTE: To apply to trains governed by fixed signal under which located.

INDICATION: Orders.

NAME: Train Order Indication.

11. HAND SIGNALS AND FLAGGING.

Referring to Rule 33a:

Yellow flag by day and a yellow light by night will govern movement of westward trains.

Green flag by day and a green light by night will govern movement of eastward trains.

Referring to Rule 104-a:

At ND Cabin, main track switches will be handled by the operator for all movements except yard engines using crossover between No. 1 and 2 tracks. Crews of yard engines using crossover will be responsible for and handle their own switches. They must secure permission from the operator at ND Cabin for each crossover movement and must report each movement clear to him as soon as completed.

Switchtenders are located at and have charge of the switches at following locations:

Newark:

First Street:

All Switches.

Columbus:

St. Clair Avenue:

Crossover switches from No. 2 track to No. 4 track and from No. 4 track to Arsenal track, (Yard "A").

Cleveland Avenue:

Combination switches for tracks No. 1, 2, and 3, two single switches of crossover between tracks No. 2 and No. 4.

Trains and engines using tracks Nos. 1, 2, and 3 in either direction must get proceed signal from Switchtender east of Cleveland Avenue viaduct before passing crossover east of the viaduct. Trains and engines using track No. 4, Piqua track and tracks south thereof, and trains and engines making crossover moves between tracks Nos. 1, 2, and 3, and tracks south thereof, must

SPECIAL INSTRUCTIONS—Continued

receive proceed signal from Switchtenders both east and west of Cleveland Avenue viaduct before passing fouling point of switches in either direction.

NOTE:—Operator at Cleveland Avenue handles No. 4 track combination and switches to and from B&O Yard and PRR Freight House.

Neilston:

All switches north and east of No. 4 track combination switch.

US Switches.

No. 4 track combination switch and all switches west and south thereof, including No. 19.

The movement of eastward and westward trains between Neilston and Union Station will be governed by the prescribed hand signals given by switchtender, and trains will not exceed 10 miles per hour.

Westward PRR trains using No. 3 westward freight track First Street to ND Cabin, Newark, will proceed on signal from Switchtender at First Street. Trains on this track must move at such speeds that they can stop within range of vision, unless track is known to be clear and switches properly set.

Operating Rule 605 is modified to the extent that Rule 99 will be observed between the westward home signals governing No. 1 track East Columbus and on Tracks 1 and 2 within the limits of Alum Creek Interlocking.

Movements on the Pure Oil Lead at Heath will receive hand signal from the operator in the tower before fouling the eastward siding.

12. CAB SIGNALS

Cab Signal Rules 295 to 298, inclusive, are in effect for Pennsylvania trains as follows:

With current of traffic on Main Tracks:

Between 1st Street, Newark, and Neilston, Columbus, on No. 1 westward passenger track.

Between Neilston, Columbus and First St., Newark, on No. 2 eastward passenger track.

Between Heath and Outville and between Alum Creek and Neilston on No. 3 westward freight track.

Between Neilston and Summit on No. 4 eastward freight track.

(1) Cutting-in Sections located:

FOR WESTWARD TRAINS:

Heath on No. 3 westward freight track.

FOR EASTWARD TRAINS:

On No. 2 eastward passenger track just east of Neilston.

On No. 4 eastward freight track at Neilston, Columbus.

(2) Testing sections, in addition to those at terminals, located:

On CO Lead, south of Lake Erie Crossing Tenders shanty, Newark.

(3) Cab-signal indication Rule 290, Figure A, will be displayed under wayside signal indication Rule 288, Figures A and B for movement on No. 2 eastward passenger track between ND Cabin and a point 1440 feet east thereof and from dwarf signal at east end Newark eastward station platform to wayside signal 90 feet west of B&O Crossing.

Rule 515—the following exceptions authorized: Non-equipped engines may operate for shifting and other purposes between US Tower and to a point 270-feet east of Mile Post 181 in East Columbus and between First Street, Newark, and Heath.

13. OPERATION OF AIR BRAKES

When an emergency application of the brakes occurs on a freight train, the throttle valve must be closed immediately

and the automatic brake valve handle moved to emergency position on each hauling, helping, or pushing engine on the train, and left in that position until train comes to a stop. The independent brake valve must not be used to release the engine brakes during this operation.

HANDLING OF BACK-UP HOSE.

At points where back-up hose is used to control the movement of cars handled through city streets, or to control back-up movement, trainmen will see that back-up hose is coupled to the front of the leading car, that the air is coupled through from back-up hose to engine, and that proper brake test is made by application of air through the back-up hose before the movement of the train is begun. Where cars are set out or picked up involving a change in the make-up of the train, or where the engine is detached from the train and recoupled, similar brake test will be made by application of air brakes through the back-up hose in each case.

Trains operating in territories where back-up hose are required as covered by special instructions, and in Form 1118-D Rev.1, will have back-up hose applied, after which they will be tested by the trainmen to know that they are in proper working order.

14. Rule 317 will apply:

For movement against the current of traffic, except as follows:

Track No. 3 between ND Cabin and First Street, Newark, reverse movements will be made only under flag protection.

15. Rules 501 to 512, inclusive, are in effect for B&O Trains, and Rules 501 to 518, inclusive, are in effect for P.R.R. trains as follows: Between First Street, Newark, and Neilston, Columbus, except between stations as follows:

First Street and ND Cabin, Newark, No. 3 westward freight track.

16. YARDS

It is unlawful for any employee of a railroad company doing business in the State of Ohio to allow or permit passenger or freight cars to stand on a track commonly called a "running track" within yard limits, unless protected by a flagman, or red light is on end of car, during that period, 30 minutes before sunset to 30 minutes after sunrise.

In yards where switching is performed at both ends, or in any yard where tracks are shoved, the following rule will govern movements:

When a track is shoved a trainman will be stationed at the head end of the leading car to govern the movement; and see that cars are stopped where they will not foul other tracks or be shoved over the ends of tracks or derails.

When cars are ridden over a hump, or kicked into tracks that are clear, a sufficient number of hand brakes will be applied to prevent movement to foul any other tracks or be shoved over the ends of tracks or derails when struck by other cars.

Crews assigned to perform switching which requires them to enter the confines of the Pure Oil Company Plant at Heath at night or during periods when night signals are necessary must use electric lanterns.

SPECIAL INSTRUCTIONS—Continued

17. HELPER ENGINES

B. & O. pusher engines will be cut off in the following manner if the train is in motion.

Close the angle cock on the cabin car, open the knuckle on the cabin car, leave the angle cock on the front end of the engine or rear, as the case may be, open, signal the pusher engine to stop permitting the hose to pull apart resulting in an emergency application of the air on the pusher engine which will cause it to stop.

The operation of pusher engines behind occupied cabin cars of assembled P. R. R. freight trains is prohibited.

Employees and others are prohibited from riding on a cabin car when a pusher engine is operated behind a cabin car of an assembled freight train. They may ride on the pusher engine. The train shall be stopped to cut off the pusher engine.

18. Movement of Track Cars Will Be Governed as Follows: Rule 80 will not apply:

Employees operating track cars must not pass an open telegraph or block station, nor leave a point where company's telephone service to an open office is available, without receiving from the operator proper authority to use the track on which their track car is to be operated. They should state the direction in which they are to move and the operator to whom this information is given will notify the operator at the station in advance and proper record be made by these operators on their block sheets or train register, so that in the event a track car is to be operated within these limits, the operator will be in a position to give information as to movements of other cars within the same limits. When information cannot be obtained as to train movements, track car will not be operated without proper flag protection.

This authority will be granted by the train dispatcher who will issue instructions for the operator in the territory concerned to hold trains clear of the track the motor car is to use for a certain period of time.

Telegraph operators, in furnishing information and instructions to track car operators, will furnish same in writing except where it is given over telephone, in which case track car operators will take the information and instructions in writing, using Form 1089 Special for that purpose, and will repeat same to the telegraph operator. Telegraph operators will also keep copy of all information and instructions given on Form 1089 Special, with track car operator's name on file.

The information received does not relieve those acting upon it from exercising proper precaution at all times.

In the operation of such cars where there are three or more tracks, special effort will be made to confine the operation to outside tracks. When necessary to use other tracks and a train is approaching from either direction on any track the car must be stopped and the occupants stand clear of the running tracks.

When two or more track cars are being operated within the same limits, (or when those operating track cars do not have access to telegraph office or telephone) all such cars must be so operated that they can be stopped within the range of vision of the person operating the car.

Where there are section gangs located between telegraph stations without means of communicating with one of such stations, the operator should inform other cars of the fact that they may look out for them.

Unless otherwise specified, maximum _____ 20 M. P. H.
When hauling track cars or trailers, or operating at night
or in fog or storm, maximum _____ 10 M. P. H.
Over switches, frogs, street and highway crossings, with
power shut off _____ 5 M. P. H.

19. WHISTLE SIGNALS

Should the engineman of a passenger train on which the engine is scheduled to run through the next terminal in advance find, after leaving the last stop, that a relief engine will be required at the terminal, they will sound two short blasts of the whistle three times, with a short pause between each of the two blasts: thus oo oo oo. This signal is to be given when approaching and passing the first open telegraph office after it is known that a relief engine will be required. Operators hearing this signal will at once order relief engine from the terminal or station in advance, where relief engines are provided and will then notify the Train Dispatcher.

As an additional precaution for the safety of trackmen working on or near important running tracks and particularly where the view is obstructed from any cause, track gangs will be provided with portable "W" banner and will display this banner in both directions where protection is required.

Where these portable whistle posts are displayed enginemen will sound proper whistle signal to warn track men of approaching trains.

This banner must not be used to reduce speed of trains, which will continue to be covered by standard speed posts.

20. Cars loaded with dynamite, powder, or other explosives, and oil or acid tanks, loaded or empty, will be placed as near center of train as possible, and when practicable, not closer than 16 cars from the engine or caboose, unless the length of the train will not permit.

21. HIGHWAY CROSSING PROTECTION

Referring to Rule 103a:

Whenever crews are required to do switching, or make more than one through movement over a crossing protected by flashing light signals, or flashing light highway signals and short arm gates, the crossing will be protected by a trainman.

When passing over any highway crossing protected by crossing gates, wig-wags, flashlights or bells, train and enginemen will, where practicable, observe if the signals are working. If not operating properly notify superintendent promptly by wire.

Westward trains stopping on westward siding east of public grade crossing and eastward trains stopping on No. 4 eastward freight track west of public grade crossing at Summit must stop clear of "cut section" signs on those tracks and when proceeding consume not less than 20 seconds running time between these signs and the public grade crossing.

Union Street (B & O Crossing No. 5380), Newark, Ohio:

When trains or switch engines stop on any track east or west of this crossing, for any length of time, it will be necessary for a trainman or one of the engine crew to raise the gates to let highway traffic move by unlocking Highway Control Box and pushing button, inside of box, marked "To Raise Gates", and, after the train or engine is ready to move, he will then push button marked "To Lower Gates". Buttons for tracks involved are indicated by numerals, and trainmen or members of engine crew must operate push button for track on which his train is standing. This Control Box is located on east end of Relay Box. Relay Box is located 30 feet west of Union Street on south side of No. 2 Track. This will not affect the operation of the gates if a train is approaching on another track. "Cut section" signs are located 30 feet from either edge of crossing, and when trains stop, or when necessary to cut this crossing, the stop or separations will be made to clear these signs.

The approach on eastward No. 2 Track is 1776 feet from crossing. The approach on westward No. 1 Track is 1906 feet from crossing. Speed restrictions must be strictly observed due to the approach circuits being set up for 25 miles per hour.

Main Street (B & O Crossing No. 5399) and High Street (B & O Crossing No. 5400), Pataskala, Ohio:

When trains or switch engines stop on any track east or west of Main or High Street crossings, for any length of time, it will

SPECIAL INSTRUCTIONS—Continued

be necessary for a trainman or one of the engine crew to raise the gates to let highway traffic move by unlocking Highway Control Box and pushing button, inside of box, marked "To Raise Gates", and, after the train or engine is ready to move, he will then push button marked "To Lower Gates". Buttons for tracks involved are indicated by numerals, and trainmen or members of engine crew must operate push button for track on which his train is standing. This will not affect the operation of the gates if a train is approaching on another track.

The Control Box for Main Street crossing is located 20 feet east of Main Street crossing on the south side of No. 2 Track.

The Control Box for High Street crossing is located on west end of Relay Box, located 20 feet east of High Street on north side of House Track.

Insulated joints are located 30 feet from either edge of crossings, and when trains stop or when necessary to cut these crossings, the stop or separations will be made to clear these joints.

When an eastward train is to take water at Pataskala, cut will be made so that train will be west of Cut Section sign located 470 feet west of High Street crossing, south of No. 2 Track.

22. RESTRICTIONS ON STRUCTURES AND TRACKS

Engines heavier than E-27 CA Class PRR-H-10 can not be operated on tracks of the Pure Oil Plant, Heath, Clay Craft Plant or Columbus Clay Products Plant, Taylor.

The operation of engines is prohibited on coal trestle, Pharis Tire and Rubber Co., Newark.

The operation of Class M-1, M-1A, I-1, J-1, and J-1A, Pennsylvania locomotives, prohibited on Heath, Ohio, transfer track.

23. CLEARANCES

Employees are required to familiarize themselves with all close clearances in territory in which they operate both for their own protection and the protection the of Company. They are prohibited from riding on the top of engines, tenders, high box cars, and other high equipment when passing under wires and overhead structures.

The following overhead structures and wire crossings have less than 22 feet vertical clearance, and the high tension lines shown have less than 27 feet, and employees should not stand on the top of engines, tenders, high cars, or other high equipment while passing under these overhead structures or wire crossings.

Telegraph Pole	Obstruction	Distance, top of Rail	Over Track No.
104-33...	PRR Pole Line	24'	Track leading to Pharis
104-44...	East side guy wire	25'	Tracks 1 and 2
105	Guy wire, telegraph line	24'	Track 1
105	Guy wire, telegraph line	26'	Track 2
105-14...	PRR telegraph line	25'	Schuler Track
105-33...	PRR telegraph line	25'	Track to May-Fieberger
106-32...	Guy wire	25'	Tracks 1 and 2
107-34...	High tension line	24'	Tracks 1 and 2
119-19...	Electric line	21'	Pataskala House track
119-19...	Telephone line	19'10"	Pataskala House track
119-22...	PRR telegraph line	26'	Pataskala House track
122-17...	B&O Telegraph Line		
Summit		25'10"	Elevator track
126-38...	Electric light, Black Lick	20'3"	Bottle Gas Spur
131-43...	PRR telegraph line	23'6"	Welsh Chemical Co.
132-19...	PRR telegraph line	26'6"	East gate, Ralston Steel Car Co.
132-20...	PRR telegraph line	23'	West gate, Ralston Steel Car Co.

N.&W.
Bridge... Alum Creek Telephone
Cable Line... 26'6".... Track 1

N.&W.
Bridge... Alum Creek Telephone
Cable Line... 26'..... Track 2
Neilston.. Telephone and
light wires... 26'3".... All tracks

Employees working in plants at Pharis Tire and Rubber Co., Newark Stove, Newark Paper Co., the Pure Oil Plant at Heath, on Claycraft Lead and in Claycraft Plant, and in Columbus Malleable Iron Works, should not stand on the top of engines, tenders, cars, or other equipment, as these industries all have vertical clearances of less than 27 feet.

OVERHEAD STRUCTURES WITH CLEARANCES OF LESS THAN 22 FEET.

Location	Structure	Track			
		No. 1	No. 2	No. 3	No. 4
Richards' Cross	Signal Bridge		21'9"		
Outville	Signal Bridge	20'9"	20'9"	20'9"	
Two miles west of Summit	Signal Bridge	21'3"	21'8"		
Black Lick	Signal Bridge	21'6"	21'6"		21'8"
Taylor	Overhead Bridge 146	19'4"	19'3"		19'7"
Big Walnut	Signal Bridge	20'6"	20'6"		21'2"
East Columbus	Signal Bridge		21'9"		21'5"
James Road	Overhead Bridge 150-A		21'10"		21'10"
Sunbury Road	Overhead Bridge 153	21'4"	21'9"	21'9"	21'1"
N.&W. Bridge	Overhead Bridge 153-A	21'3"	21'0"		21'3"
Taylor Ave	Overhead Bridge 154	19'9"	19'8"	19'11"	19'11"
20th Street	Overhead Bridge 155-A (Foot Bridge)	21'8"	21'7"	21'9"	21'7"
St. Clair Ave.	Overhead Bridge 156	19'5"	19'7"	19'7"	19'11"
Cleveland Ave.	Overhead Bridge 157	20'5"	20'4"	20'4"	20'7"
N.&W. Bridge	Overhead Bridge 158	21'1"	21'1"	21'0"	21'2"
Fourth Street	Overhead Bridge 159 (Side tracks)	21'2"	21'2"		
High Street	Overhead Bridge	16'7"	16'6"		

24. CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS.

Limits	Track	Current of Traffic	No.
First St. to ND Cabin	{ 2nd from North	Westward psgr. track	1
	{ North Track...	Westward frg't. track	3
ND Cabin to Heath	{ North Track...	Westward main track	1
Heath to Outville	{ North Track...	Westward freight...	3
	{ 2nd from North	Westward psgr.....	1
Outville to Alum Creek	{ North Track...	Westward main.....	1
Alum Creek to Neilston	{ North Track...	Westward freight...	3
	{ 2nd from North	Westward psgr. track	1
Neilston to Summit	{ South Track...	Eastward freight....	4
	{ 2nd from South	Eastward psgr.....	2
Summit to ND Cabin	{ South Track...	Eastward main.....	2
ND Cabin to First Street, Newark	{ South Track...	Eastward freight....	4
	{ 2nd from South	Eastward psgr.....	2

The first track south of No. 4 Track, Newark, Interchange Track.

The normal position of switches at First St., Newark, will be for No. 1 and No. 2 Tracks, and from B&O Park Track to No. 3 Track.

The normal position of switches at ND Cabin will be for No. 1 and No. 2 Tracks.

When there are three or more Main tracks, No. 1 and No. 2 tracks will be known as Passenger Tracks, over which both passenger and freight trains will be operated.

SPECIAL INSTRUCTIONS—Continued

25. TELEPHONE LOCATIONS

Nelson Road, Columbus, Ohio, in box on north side of No. 3 track and in booth on south side track east end yard "A".

Cassidy Avenue, in box north east side of crossing.

East Columbus, in booth south east side of James Pike crossing.

East end Yard "A" Government Depot, in box south side of track 4 crossover.

Bagshaw Road, in box on north east side of westward home signal bridge.

South Side Big Walnut Spur

Taylor, Ohio, in box on north side of westward No. 1 track at Clay Craft Spur.

Black Lick, Ohio, in box south side of crossover track 4.

Summit, Ohio, booth west end westward siding, north side.

Booth east end eastward siding, south side.

In box north east side of station.

Columbia Center, in box south side No. 2 track at road crossing.

Pataskala, in booth, west end north side of storage track.

In station, north west side.

In box south side of crossover.

Outville, Ohio, booth north side west end of westward passing track.

In booth east end south side of eastward passing track.

Richards Crossing, in box south side No. 2 track just east of signal bridge 1120.

Kylesburg, Ohio, in box tool house north side of Team Track.

Heath, Ohio, in box east end south side eastward passing track.

Newark, Ohio, crossover—west of ND Cabin, north side.

Crossover—Newark Stove Co., north side.

Tool House—west of Pine St., north side.

In box north side 200 feet west of Williams Street.

In box north side 500 feet west of crossover Twenty-First Street.

In box north side Buckeye Rolling Mill.

Train phone in service at Summit.

26. UNCLASSIFIED

Conductors will be held responsible for the safety of employees engaged with work trains; where movement of train is involved they will see that employees are aboard and in proper places. While engaged on job, no movement of train will be made until proper whistle warning is given and every precaution taken to insure against injury to employees.

Conductors of trains meeting with accident or unusual delay will call nearest open office or train order station by telephone or if conditions warrant, call Chief Dispatchers Office, Newark 3101. In using public telephone, instruct Operator to reverse charges.

In case of fatal accident on line of road trains will not be held awaiting Coroner. Bodies will be moved to the nearest station or some other place where information can be given the Coroner, and trains should proceed without further delay.

When an employee is injured on duty he must, if physically able, report the injury to his foreman or other supervising officer before he leaves company premises. This must be done even though the injury is slight.

The supervisor should arrange prompt first aid for the injured; then, as soon as possible, place him under the care of a Company's Surgeon. He should also report the injury promptly on the prescribed forms however minor it may appear.

27. EXPLANATION OF LETTERS

DN—Day and Night Train Order Station.

F—Stop on signal to receive or discharge passengers.

#—Train may leave in advance of scheduled leaving time when station work is completed.

S—Regular Stop.

28. QUALIFICATION OF CONDUCTOR OR ENGINEMAN.

Referring to Rule 75B:

A conductor or an engineman who has not made a trip, either in service or a special trip in order to keep posted on the physical characteristics of the road, on his own division or a part of it, or over connecting divisions in inter-divisional service, during any six months period, must not be used on such portions of the road until he has made one or more trips. In such case, it will be necessary to go over the portions of the road involved, be examined and qualified by the proper division officer.

29. REFERRING TO RULE 606:—

Emergency Signals—Whistle or Horn.

Horns are in service at Alum Creek Tower and on the Signal Bridge at Leonard Avenue.

30. DEAD OR DISABLED ENGINES AND SHIPMENT OF DIESEL ENGINES DEAD IN TRAINS:

On the C&N Division, to be governed by Special Instructions and Rules issued by each railroad, respectively.

30-A. FIRE PREVENTION—DIESEL FUELING STATIONS.

To eliminate fire hazard; smoking, the shaking of grates or dumping of ash-pans, is prohibited, also dropping of fusees should be done in a manner to eliminate any possibility of fire. Their use should be confined to emergencies, in the vicinity of Diesel Fueling Stations.

Columbus, Yard A—East end of Yard A dispatching, South of No. 44 track. (Diesel Service Track, Nelson Road.)

Columbus, Yard B—West End of Yard B Receiving, Tracks 1, 2 and 3.

Columbus, Union Depot—West End Union Depot No. 1 Track.

SPEED TABLE

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. 45 sec.	80.0	1 min. 4 sec.	56.0	1 min. 30 sec.	40.0	2 min. 50 sec.	21.0
0 " 46 "	78.0	1 " 5 "	55.0	1 " 32 "	39.0	3 " 0 "	20.0
0 " 47 "	77.0	1 " 6 "	54.0	1 " 34 "	38.0	3 " 10 "	18.0
0 " 48 "	75.0	1 " 7 "	53.0	1 " 36 "	37.0	3 " 15 "	18.0
0 " 49 "	73.0	1 " 8 "	52.0	1 " 38 "	36.0	3 " 20 "	18.0
0 " 50 "	72.0	1 " 9 "	52.0	1 " 40 "	36.0	3 " 30 "	17.0
0 " 51 "	70.0	1 " 10 "	51.0	1 " 42 "	35.0	3 " 45 "	16.0
0 " 52 "	69.0	1 " 11 "	50.0	1 " 45 "	34.0	4 " 0 "	15.0
0 " 53 "	67.0	1 " 12 "	50.0	1 " 50 "	32.0	4 " 17 "	14.0
0 " 54 "	66.0	1 " 13 "	49.0	1 " 55 "	31.0	4 " 36 "	13.0
0 " 55 "	65.0	1 " 14 "	48.0	2 " 0 "	30.0	5 " 0 "	12.0
0 " 56 "	64.0	1 " 15 "	48.0	2 " 5 "	28.0	5 " 27 "	11.0
0 " 57 "	63.0	1 " 16 "	47.0	2 " 10 "	27.0	6 " 0 "	10.0
0 " 58 "	62.0	1 " 18 "	46.0	2 " 15 "	26.0	6 " 40 "	9.0
0 " 59 "	61.0	1 " 20 "	45.0	2 " 20 "	25.0	7 " 30 "	8.0
1 " 0 "	60.0	1 " 22 "	43.0	2 " 24 "	25.0	8 " 34 "	7.0
1 " 1 "	59.0	1 " 24 "	42.0	2 " 30 "	24.0	10 " 0 "	6.0
1 " 2 "	58.0	1 " 26 "	41.0	2 " 40 "	22.0	12 " 0 "	5.0
1 " 3 "	57.0	1 " 28 "	40.0				

WESTWARD TRAINS

Dist. from Newark	Train Order Stations	Columbus and Newark JOINT TIME TABLE No. 27 April 29, 1951	Passing Sidings, Capacity 45 ft. cars including engine and caboose.	FIRST CLASS														
				P.R.R.	P.R.R.	B.&O.	P.R.R.	P.R.R.	P.R.R.	P.R.R.	P.R.R.	P.R.R.	B. & O.	P.R.R.	P.R.R.			P.R.R.
				33	203	235	31	41	65	3	67	11	233	205	13			27
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
0.4	D N	NEWARK 0.4 ND CABIN		12.33	S 2.31	S 2.51	4.29	5.02	S 5.58	S 7.16	S 8.28	S 1.15	S 1.52	S 2.00	S 6.10	S 9.15	.....	.....
8.6	D N	8.2 HEATH		12.34	2.34	2.53	4.30	5.03	6.00	7.17	8.30	1.17	1.54	2.02	6.13	9.18	.....	.....
6.2		2.6 N.Y.C. KYLESBURG		12.38	2.39	2.58	4.36	5.08	6.05	7.22	8.34	1.22	1.58	2.07	6.18	9.23	.....	.....
11.2	D N	5.0 OUTVILLE	77	12.47	2.47	3.07	4.46	5.18	6.15	7.31	8.42	1.31	2.06	2.16	6.28	9.31	.....	.....
15.8		4.1 PATASKALA																
18.9	D N	8.6 SUMMIT	156	12.55	2.55	3.15	4.55	5.27	6.23	7.39	8.49	1.39	2.13	2.24	6.36	9.39	.....	.....
22.6		8.7 BLACK LICK																
24.4		1.8 TAYLOR																
28.8	D N	3.9 EAST COLUMBUS	85	1.05	3.05	3.24	5.05	5.37	6.33	7.50	9.00	1.50	2.21	2.35	6.45	9.50	.....	.....
29.8	D N	1.6 N.Y.C. ALUM CREEK		1.07	3.07	3.26	5.07	5.39	6.35	7.52	9.02	1.52	2.23	2.37	6.47	9.52	.....	.....
32.5	D N	2.7 CLEVELAND AVE.		1.13	3.13	3.32	5.13	5.45	6.41	7.58	9.08	1.58	2.28	2.43	6.55	9.58	.....	.....
32.7		0.2 US TOWER																
32.8	D N	0.1 NEILSTON																
33.0	D N	0.2 COLUMBUS		S 1.15	S 3.15	S 3.34	S 5.15	S 5.47	S 6.43	S 8.00	S 9.10	S 2.00	S 2.32	S 2.45	S 7.00	S 10.00	.....	.....
				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
				33	203	235	31	41	65	3	67	11	233	205	13	27		
Time over Sub-Division				42	44	43	46	45	45	44	42	45	40	45	50	45		
Average speed per hour				47.1	45	46	43	44	44	45	47.1	44	49.5	44	34.6	44		

Passenger Trains will not exceed 70 miles per hour. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD TRAINS

Dist. from Columbus	Train Order Stations	Columbus and Newark JOINT TIME TABLE No. 27 April 29, 1951	Passing Siding, capacity 45 ft. cars including engine and caboose.	FIRST CLASS												
				B.&O.	P.R.R.	P.R.R.	P.R.R.	P.R.R.	P.R.R.	P.R.R.	B.&O.	P.R.R.	P.R.R.	P.R.R.	P.R.R.	
				236	202	26	32	6	12	204	238	66	4	40	30	64
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
				A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	D N	COLUMBUS 0.3		S12.49	S 2.25	S 3.00	S 3.30	S 7.50	S 12.15	S 3.55	S 4.53	# 5.42	# 6.45	S 7.58	# 9.25	# 9.42
0.2	D N	NEILSTON 0.1														
0.8		US TOWER 0.2														
0.5	D N	CLEVELAND AVE. 2.7		12.51	2.32	3.04	3.35	7.53	12.17	3.58	4.56	5.46	6.47	8.00	9.28	9.44
3.2	D N	ALUM CREEK 1.5		12.57	2.38	3.12	3.46	7.58	12.23	4.05	5.00	5.52	6.52	8.05	9.33	9.50
4.7	D N	EAST COLUMBUS 3.9 N.Y.C.		12.59	2.40	3.15	3.50	8.00	12.25	4.08	5.02	5.54	6.55	8.08	9.35	9.55
8.6		TAYLOR 1.8														
10.4		BLACK LICK 8.7				S 3.21										
14.1	D N	SUMMIT 8.6	83	1.09	2.49	3.25	3.59	8.09	12.33	4.18	5.12	6.04	7.03	8.17	9.44	10.04
17.7		PATASKALA 4.1				S 3.30										
21.8	D N	OUTVILLE 5.0	75	1.16	2.57	3.35	4.06	8.16	12.40	4.28	5.19	6.11	7.10	8.25	9.52	10.11
26.8		KYLESBURG 2.6														
29.4	D N	HEATH 8.3 N.Y.C.	86	1.23	3.04	F 3.46	4.13	8.23	12.47	4.35	5.26	6.18	7.17	8.32	9.59	10.18
32.6	D N	HD CABIN 0.4		1.30	3.08	3.52	4.18	8.28	12.53	4.40	5.30	6.23	7.22	8.37	10.04	10.23
33.0		NEWARK		S 1.33	S 3.15	S 4.05	S 4.20	S 8.30	S 12.56	S 4.43	S 5.33	S 6.25	7.25	S 8.38	S 10.06	S 10.25
				A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
				236	202	26	32	6	12	204	238	66	4	40	30	64
Time over Sub-Division.....				44	50	1.05	50	40	41	48	40	43	40	40	41	43
Average speed per hour.....				45	39.6	30.4	39.6	49.5	48.3	41.2	49.5	46	49.5	49.5	48.3	46

Passenger Trains will not exceed 70 miles per hour. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

