

Compliance with
OPERATING RULES
 AND
SAFETY RULES

INSURES
SAFE and EFFICIENT
 Operation

In Case of DOUBT or UNCERTAINTY
 the SAFE COURSE MUST BE TAKEN

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 BALTIMORE AND OHIO
RAILROAD COMPANY**

WESTERN REGION

—AND—

**THE PENNSYLVANIA RAILROAD
COMPANY**

WESTERN REGION

Safety Above Everything



**COLUMBUS AND NEWARK
DIVISION**

JOINT TIMETABLE No. 57

Effective 3:01 A. M. Eastern Standard Time

SUNDAY, APRIL 30, 1967

DESTROY ALL TIMETABLES OF PREVIOUS DATE

Read the Instructions

FOR INFORMATION OF EMPLOYEES ONLY

Trains run on Eastern Standard Time

H. I. WALTON, Superintendent,
 Baltimore & Ohio R. R., Columbus and Newark Div.

P. A. Di GANGI, Superintendent,
 Pennsylvania R. R., Buckeye Division.

A. W. JOHNSTON, General Manager,
 Baltimore & Ohio R. R.

DIVISION OFFICERS

COLUMBUS AND NEWARK DIVISION

H. I. Walton	Superintendent	Cincinnati, Ohio
E. A. Frazier	Asst. Supt.	Newark, Ohio
C. G. Eicher	Div. Engr.	Cincinnati, Ohio
G. C. Davis	Asst. Div. Engr.	Newark, Ohio

H. E. Wise	TM & Div. Opr.	Columbus, Ohio
C. R. Walker, Jr.	CTD	Newark, Ohio
R. E. Perry	ATM	Columbus, Ohio
W. P. Breiel	ATM	Columbus, Ohio
R. V. Pyle	RFE	Newark, Ohio

Assistant Chief Train Dispatchers—Newark, Ohio

T. A. Anton	E. F. Finley
W. D. Raines	J. W. Branscome

Train Dispatchers—Newark, Ohio

G. W. Tomko	R. W. Meacham
W. K. Balsler	G. F. Rushman
J. G. Bickel	F. N. Hite
C. F. Stevens	C. M. Hines
N. R. Keene	E. E. Gomerdingner
A. B. Baldeschwiler	R. W. Jackson

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Note.—Additional instructions, distances, passing sidings, office hours, junctions, etc., may be found on Schedule and Station pages 2 and 3.

COLUMBUS-NEWARK DIVISION
WESTWARD

JOINT TIMETABLE No. 57 In Effect 3:01 a.m., E.S.T., Sunday, April 30, 1967		FIRST CLASS			
		PRR 7 Daily	PRR 31 Daily	PRR 3 Daily	PRR † 13 Daily Except Mon.
NEWARK	0.4	AM 127	AM 434	AM 724	PM 136
ND Cabin	3.2	128	435	726	137
Heath	15.3	136	443	734	143
Summit	9.4	152	458	750	149
East Columbus	1.5	200	508	802	210
Alum Creek	2.7	202	510	804	212
Cleveland Ave.	0.5	208	516	810	218
COLUMBUS UNION DEPOT		AM 210	AM 518	AM 820	PM 220

COLUMBUS-NEWARK DIVISION
EASTWARD

JOINT TIMETABLE No. 57 In Effect 3:01 a.m., E.S.T., Sunday, April 30, 1967		FIRST CLASS			
		PRR 32 Daily	PRR † 14 Daily Ex. Mon.	PRR 4 Daily	PRR 30 Daily
COLUMBUS UNION DEPOT	0.5	AM 412	AM 1115	PM 700	PM 855
Cleveland Ave.	2.7	414	1117	702	857
Alum Creek	1.5	420	1123	708	903
East Columbus	9.4	422	1125	710	905
Summit	15.3	431	1134	719	914
Heath	3.2	446	1149	734	928
ND Cabin	0.4	454	1157	742	934
NEWARK		AM 455	AM 1158	PM 743	PM 935

Explanation of symbols:

†—Will not run on specified dates or Holidays shown—

No. 13 will not run May 31, July 5, Sept. 5.

No. 14 will not run May 30, July 4, Sept. 5.

S—Regular Stop.

WESTWARD
STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	COLUMBUS-NEWARK DIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0	NEWARK	.....	.....	.....	Ohio- Newark Div.—PRR
0.4	ND Cabin	C	C	ND	.....
3.6	E 86	Heath	C	C	FN	NYC
6.2	Kylesburg	.....	.....	.....	.....
11.2	W 77	Outville	.....	.....	X	.....
15.3	Pataskala	.....	.....	KO	.....
16.6	Columbia Center	.....	.....	.....	.....
18.9	E 83 W 156	Summit	C	C	SI	.....
22.6	Black Lick	.....	.....	.....	.....
23.4	Western Electric Spur	.....	.....	.....	.....
24.4	Taylor	.....	.....	.....	.....
26.0	Ebco Spur	.....	.....	.....	.....
26.2	Port Columbus Spur	.....	.....	.....	.....
26.4	Port Columbus	.....	.....	.....	.....
28.3	W 85	East Columbus	C	C	NY	NYC
29.8	Alum Creek	C	C	AC	.....
32.1	St. Clair	.....	.....	.....	.....
32.5	Cleveland Ave.	C	C	RA	.....
32.7	US Tower	C	C	US	.....
32.8	Neilston	.....	.....	.....	.....
33.0	COLUMBUS UNION DEPOT	.....	.....	.....	NYC CUD-PRR

C—Continuous.

PRR radio in service at Alum Creek, Summit and Heath.

SPECIAL INSTRUCTIONS

TIMETABLE ABBREVIATIONS:

TT.....Timetable
 SI.....Special Instructions
 TO.....Train Order

1.—SUPERIORITY OF TRAINS.

This Division governed by PRR Rules for Conducting Transportation, effective October 28, 1956.

Any reference to Superintendent Transportation will apply to Superintendent.

Any reference to region will apply to division.

1-A.—DESIGNATION AND USE OF MAIN TRACKS.

TRACK SECTION BETWEEN	PRR RULES IN EFFECT	TRACK/S
1st Street Newark and ND Cabin	251, 253, 254	No. 1 Westward Psgr. (2nd from North).
	TTSI-10-2(b)	No. 3 Westward Frt. (North track). No. 4 Eastward Frt. (South track).
ND Cabin and Heath	251, 253, 254	No. 2 Eastward Psgr. (2nd from South).
	251, 253, 254	No. 1 Westward Psgr. (North track). No. 2 Eastward Psgr. (South track).
Heath and Outville	251, 253, 254	No. 3 Westward Frt. (North Track).
		No. 1 Westward Psgr. (2nd from North). No. 2 Eastward Psgr. (South track).
Outville and Summit	251, 253, 254	No. 1 Westward Psgr. (North track). No. 2 Eastward Psgr. (South track).
		No. 1 Westward Psgr. (North track).
Summit and Port Columbus	251, 253, 254 (See Note 2)	No. 2 Eastward Psgr. (2nd from North). No. 4 Eastward Frt. (South track).
		No. 1 Westward Psgr. (North track).
Port Columbus and East Columbus	251, 253, 254	No. 2 Eastward Psgr. (2nd from North).
		No. 4 Eastward Frt. (South track).
	261, 262, 263 264	No. 2 Eastward Psgr. (2nd from North).

1-A.—Concluded.

TRACK SECTION BETWEEN	PRR RULES IN EFFECT	TRACK/S
East Columbus and Alum Creek	251, 253, 254 (See Note 4)	No. 1 Westward Psgr. (North track).
		No. 2 Eastward Psgr. (2nd from North).
		No. 4 Eastward Frt. (South track).
Alum Creek and US Tower Columbus	251, 253, 254 (See Note 4)	No. 3 Westward Frt. (North track).
		No. 1 Westward Psgr. (2nd from North).
		No. 4 Eastward Frt. (South track).
		No. 2 Eastward Psgr. (2nd from South).

Note 1.—Where Rules 251, 253, 254 and Rules 261-264, inc., are in effect, Rules 501-511, inc., are also in effect. Cab signal Rules 551-570, inc., are in effect as designated in TTSI 9-2 and 9-3.

Note 2.—Port Columbus interlocking is remotely controlled from East Columbus. East Limit Port Columbus Interlocking on No. 4 track extends to Dwarf Signal located to right of No. 4 track at clearance of Ebco switch, governing westward movements on No. 4 track to dwarf signal located 1155 ft. westward.

Note 3.—No. 1 and No. 2 Main Tracks will be known as Passenger Tracks, over which both passenger and freight trains will be operated.

Note 4.—Interlocking Limits Alum Creek extend from westward signals just east of Tower to eastward signals just west of Leonard Ave. overpass.

2.—LOCATION—STANDARD CLOCKS, BULLETIN BOARDS, GENERAL ORDERS AND WATCH COMPARISON FORMS.

STATION	LOCATION OF CLOCK	GENERAL ORDERS, ETC.
Newark	B&O Chief Caller's Office	B&O Chief Caller's Office
	B&O "WF" T O Office	B&O "WF" T O Office
PRR Grogan Yard	PRR Yard Office	PRR Yard Office
PRR Yard "B"	PRR Yard Office	PRR Yard Office
PRR St. Clair	PRR Engine House	PRR Engine House
PRR Yard "A"	PRR Yard Office	PRR Yard Office
Union Depot	PRR Movement Office, 2nd Floor	Trainmen's Locker Room, 2nd Floor
	.....	Trainmen's Room, No. 1 Track
Nelson Rd.	.....	PRR Diesel Pit
Grandview	.....	PRR Yard Office
US Tower	.....	B&O T O Office

2.—Concluded.

STATION	LOCATION OF CLOCK	GENERAL ORDERS, ETC.
RA Tower, Cleveland Ave.	.....	B&O T O Office
Alum Creek	B&O T O Office	.....
Port Columbus	B&O Yard Office	B&O Yard Office

2-A.—REFERRING TO PRR RULE 75.

When there is a change in the rules or new rules are added, notice will be carried in C&N Division General Order, for a period of 90 days, during which time employes will secure sticker coupon and insert in proper place in their copy of Book of Rules.

C&N Division General Orders will be posted on bulletin boards, and in addition each Conductor and Engineman must have a copy of the latest general order before starting on trip. C&N Division General Orders will be issued effective 12:01 A.M. on the first of each month.

C&N Division General Orders can be secured at the following locations:

- Newark.....Chief Caller's Office
- Newark.....WF Office
- Columbus.....US Tower
- Port Columbus.....B&O Yard Office

PRR employes may secure C&N Division General Orders at points designated by the PRR. Conductors and enginemen will acknowledge receipt of C&N Division General Orders on PRR Form CT 876.

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

4.—REFERRING TO PRR RULE 221.

4-(a).—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 the train departs. Conductors of eastward passenger trains leaving Union Depot and conductors of eastward PRR freight trains originating at Grandview entering C&N Division, will call operator at US Tower and give him consist, crew, other necessary information, and receive train orders at US Tower.

4-(b).—US Tower:

Westward trains enroute to the Midland Subdivision are relieved from securing B&O Form A at US Tower, unless there are train orders to be received.

Train Order Signal displayed at US Tower, for westward trains, will apply only to trains moving from the C&N Division to the NYC 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.

4-(c).—ND Cabin—Newark:

Eastward trains from C&N Division operating to Central Ohio main track, will be delivered B&O Clearance Card Form A at ND Cabin, which applies only between clearance point, south lead switch Newark and NK Booth and, in no way, supercedes existing instructions. Operator WF Office, Newark, will secure from Central Ohio Train Dispatcher, register of overdue trains and transmit Clearance Card Form A to Operator at ND Cabin.

5.—MAXIMUM AUTHORIZED SPEED.

Definition: *Maximum Authorized Speed.*—The maximum speed authorized by timetable, or by special instructions for a division subject to designated speed restrictions.

BETWEEN	PSCR. TRAINS M.P.H.	MFST. TRAINS M.P.H.	OTHER FRT M.P.H.
Columbus and Newark	70	55	45
Trains moving against the current of traffic	50	40	30

Note 1.—Unless otherwise restricted PRR Symboled freight trains TT, LCL, AST2, CG2, CG8, DJ3 may operate at a maximum speed of 60 m.p.h. between Columbus and Newark, all other PRR freight trains 50 m.p.h.

Note 2.—Trains with thirty or more open top loads of coal, sand, stone and ore will not be operated in excess of forty miles per hour.

5-A.—SPEED—DIESEL UNITS—B&O.

Unless otherwise restricted to lower speeds, diesel units must not exceed the speed designated below. When units are intermixed in multiple control, the *lowest speed* applicable to any of the units must be observed.

DIESEL UNITS	M.P.H.
1408-1413, 1415-1430, 1433-1457, 2407-2419, RDC 1900-1910, 1951, 1960, 1961, 1970	79
RDC 9082	75
2234-2249, 3500-3575, 3684-3699, 6700-6701, 6900-6976, 7400-7499	70
1826-1840, 4106-4110, 4128-4137, 4467-4499, 4500-4599, 4600-4654, 5420-5499, 5500-5537, 6400-6499, 6500-6599, 6600-6618, 6693-6699, 6702-6708, 7032-7093, 7503-7546, 8500-8506, 9400-9428, 9600-9621	65
9000-9099, 9100-9144, 9150-9155, 9200-9278, 9376-9399, 9500-9551, 9700-9726	60
8400-8422	45
8301-8302	35

5-B.—*Checking Speed Recorders.*—Enginemen will check speed recorders at:

Pataskala, ¼-mile East and ¾-mile West

5-1.—SPEED RESTRICTIONS.

LOCATIONS AND CONDITIONS	PSGR. TRAINS	B&O MFST. PRR FRT. TRAINS	OTHER B&O FRT.
	MPH	MPH	MPH
Newark between 40th Street and 1st Street	25	25	25
Columbus Street crossings	45	45	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
No. 1 and No. 2 tracks, Port Columbus and westward limits Alum Creek Interlocking	45	45	45
Tracks 3 and 4, within limits Alum Creek Interlocking	35	35	35
Westward limits, Alum Creek and Cleveland Ave., Columbus	25	25	25
Cleveland Ave. and US Tower, Columbus	15	15	15
US Tower and Union Depot	10	10	10
Crossover movements 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 and East Columbus	10	10	10
Track 3, Heath and Outville	45	30	25
Movement through crossovers Port Columbus Interlocking	25	25	25
Track 4, Alum Creek and Summit	45	30	25
Circus Trains	30	30	30

Note 1.—Wreck Train: Boom trailing 40 m. p. h., Boom forward 30 m. p. h., rounding curves 30 m. p. h.

Note 2.—Diesel engines when operated from rear unit or other than leading end for direction of movement 30 m. p. h.

5-1(b).—SPEED RESTRICTIONS LIGHT ENGINES.—Unless otherwise restricted to lower speeds, light diesel units operating in multiple control will not exceed the speeds shown below:

MULTIPLE CONTROL:

UNLESS OTHERWISE RESTRICTED	M.P.H.
Multiple unit engines running light or with caboose, on Nos. 1 and 2 tracks	50
Multiple units running light or with caboose, on Nos 3 and 4 tracks	30

5-1(b).—Concluded.

SINGLE UNITS.

UNLESS OTHERWISE RESTRICTED	M.P.H.
Single diesel unit	30
Single Budd Car Unit	30

5-2.—SPEED RESTRICTIONS—EQUIPMENT.

Unless Otherwise Restricted	M.P.H.				
Jenny Type Cars, loaded or empty.....	40				
Other than B&O Relief (Wreck) Cranes, unless otherwise restricted by Train Order, derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels.	<table border="0"> <tr> <td>On tangents..</td> <td>20</td> </tr> <tr> <td>On curves....</td> <td>15</td> </tr> </table>	On tangents..	20	On curves....	15
On tangents..	20				
On curves....	15				

5-2(a).—PIVOTED CRANES.

Except relief or work trains, trains handling cranes moving on own wheels must have boom secured in trailing position.

6-3.—ENGINE AND EQUIPMENT RESTRICTIONS—GENERAL.

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

B&O Trains:

(a).—*Hauling Dead or Disabled Engine in Train.*—Dead or Disabled engines must not be dispatched or moved in any train, without authority of the Chief Train Dispatcher, who will secure instructions from the proper Mechanical Department Officer before authorizing movement. When for any reason lower speeds than specified in timetable or on shipper's waybill are required, such speeds will be requested before engine is dispatched. When enroute and conditions require further speed restrictions, Chief Train Dispatcher should be so notified, who will advise whether to set engine out or reduce speed.

(b).—*Scale Tracks.*—Unless otherwise provided, engines must not be operated over live rail of scale tracks.

Cars with gross weight exceeding 220,000 lbs. must not be moved on track scales with capacity of less than 200 tons unless otherwise provided.

(c).—*Handling Defective Cars in Train.*—Unless otherwise authorized by the Superintendent, cars with broken center sills, defective drawbars, draft gears, or similar defects must be handled on rear behind the caboose of freight trains other than manifest. Air brakes must be cut in and in proper working condition.

If air brakes are inoperative or if there is question of drawbar standing the pull, such car must be chained to the caboose.

6-3.—Continued.

Mechanical Department employe reporting such defective equipment ready for movement will designate the speed required for safe movement.

(d).—*Heavy Cars.*—Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of Superintendent. (See TTSI 6-3(x).)

(e).—*Handling Loaded Welded or Continuously Joining Rail Cars.*—Cars loaded with welded or continuously jointed rail must be handled in through trains as follow:

A loaded hopper car as a buffer must be placed on each end of the rail cars, except for cars relating to the welded rail such as unloading cars, etc., no other equipment will be handled in this type train, and speed must not exceed 30 MPH except through tunnels and over truss bridges where speed must not exceed 10 MPH.

(f).—*Scale Test Cars.*—In regular service must be handled three cars ahead of caboose and train must have 85% operative air brakes. Train on which handled must not exceed maximum speed of 35 miles per hour. First paragraph, Rule C-229, of Form CDT-30 modified accordingly.

(g).—*Pullman Standard PS-2CD 4000, or greater, Cubic Foot Capacity 100 Ton Covered Hoppers.*—Trains handling these cars on six degree or sharper curves must maintain speed in excess of 25 miles per hour. Trains not being able to maintain a speed greater than 25 miles per hour must reduce to a speed not to exceed 10 miles per hour. Train and engine crews should observe these cars frequently enroute and where excessive rocking is noted, crews should promptly reduce speed below the 10 miles per hour limit.

Location of all six degree or sharper curves are listed in General Notice.

Train and engine crews will be given train order notifying them when their train contains any of these cars.

(h).—*Handling Hydrocyanic Acid (HCN) Tank Cars.*—Tank cars containing Hydrocyanic Acid (HCN) painted white with horizontal and vertical red stripes placarded on both sides and ends of cars must be handled according to the following instructions.

1. To be handled only when authorized by message over the signature of the Chief Dispatcher.
2. Notify Chief Dispatcher immediately of any occurrence that may be hazardous.
3. In case of suspected leakage, isolate car and keep all except authorized persons away.
4. Under no circumstances should other than authorized persons get close to car in case of derailment.
5. Read carefully the placarded instructions posted in yard offices, cabooses and work force bunk cars involving the handling of these cars.
6. Instructions attached to each waybill and boarded instructions on each car must be complied with.
7. These instructions are applicable to empty cars as well as loaded cars.

6-3.—Concluded.

(i).—*DODX and USNX 28000 SERIES 50-Ton, 50-foot DX Box Cars.*—Must be handled not more than 16 cars ahead of occupied caboose when length of train permits, complying with Section 74.589(g), ICC regulations for transportation of explosives and other dangerous articles, etc., dated April 10, 1961. **THESE CARS MUST NOT BE HANDLED IN TRAINS REQUIRING HELPER SERVICE.**

(j).—*Reachers.*—Reachers must be used in switching tracks or portions of tracks not safe for engines.

(k).—*Handling of Loaded Bi-Level and Tri-Level Cars.*—Loaded bi-level and tri-level cars must not be placed directly behind open gondola or hopper cars loaded with sand, gravel, coal or similar commodity.

(l).—*Explosives.*—Trains handling 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 engine or caboose, unless the length of the train will not permit.

(x).—ENGINE AND/OR EQUIPMENT RESTRICTIONS.

Unless otherwise authorized by the superintendent, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Heath:</i> Bridge 132/1 on Pure Oil Ref. track	Cars with gross weight exceeding 240,000 lbs.	Must not operate on.
<i>Taylor:</i> Bridge 146/1 on Clay Craft Brick track	Engines 1826-1840, 3684-3699, 7400-7499 Cars with gross weight exceeding 210,000 lbs.	
<i>East Columbus:</i> Bridge 150/1 AERO Universal Concrete unloading pit	Engines	Must not operate beyond plant gates.
<i>East Columbus:</i> Ralston, Inc., plant gates	Engines	

Note.—Movement over all Industrial Trestles and Bridges must not exceed 10 MPH.

9.—ADDITIONAL INSTRUCTIONS AUTOMATIC BLOCK SYSTEM.

Crossing Over or Occupying Main Tracks

(Referring to Rule 504)

(a).—*Yard "B".*—Westward PRR trains relaying on C&N Division No. 3 track, unless otherwise instructed, must stop clear of switch leading from Yard B to C&N Division No. 3 track just east of St. Clair Avenue bridge. Enginemen must report arrival to operator at Alum Creek. Operator may then permit

9.—Concluded.

movements between Yard B and C&N Division No. 3 track ahead of train being relayed. Hand-operated switch must be opened 5 minutes before fouling C&N Division No. 3 track. Engineman of train being relayed must when ready to depart, secure permission from Operator at Alum Creek. Rule 504 modified.

After a train being relayed is stopped on C&N Division No. 3 track and engineman has reported his arrival to Operator at Alum Creek, yard engines may be permitted to work both ends of train being relayed at the same time.

No movement will be permitted out of Yard "B" to C&N Division No. 3 track through the crossover just east of St. Clair Avenue overhead bridge, while an engine has permission to work the head end of train being relayed.

The train being relayed will not be permitted to depart until the engine working head end of train has reported clear.

Engines working the head end of the train being relayed, will move at restricted speed. Rule 504 modified.

(b).—*Newark—End of Block Sign.*—Sign indicating end of block on No. 4 eastward freight track, located 120 feet east of Pennsylvania Passenger Station, Newark. Eastward movement on No. 4 eastward freight track beyond this Sign will be governed by Special instructions.

9-2.—MOVEMENT AGAINST CURRENT OF TRAFFIC.

Rules 305 to 373, inclusive, except Rule 316, in effect for movements against the current of traffic except as follows:

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

(b).—*Port Columbus.*—All westward trains using No. 2 or No. 4 track entering Port Columbus Yard at Port Columbus interlocking, must immediately report in the clear to the operator NY Tower East Columbus.

9-3.—CAB SIGNALS.

(a).—Cab signal Rules 551 to 570, inclusive, are in effect for Pennsylvania trains with current of traffic on main tracks as follows:

BETWEEN	TRACK
1st St., Newark and Neilston, Columbus	No. 1 westward passenger track.
US Tower, Columbus and First St., Newark	No. 2 eastward passenger track.
Heath and Outville Alum Creek and Neilston	No. 3 westward freight track.
US Tower and Summit	No. 4 eastward freight track.

9-3.—Concluded.

(b).—*Cutting-in-Sections located:*

For Eastward Trains:

On No. 2 eastward passenger track just west of US Tower.

On No. 4 eastward freight track just west of US Tower.

US Tower.—Cab signals on No. 4 and No. 2 tracks will indicate restricting for approximately 10 sec. after passing the low home signals governing the eastward approach on No. 4 and No. 2 track to Cleveland Ave. If the home signals governing movements on No. 4 and No. 2 tracks, Cleveland Avenue, are less favorable than approach, the cab signals will display approach indication for 10 sec., and then return to restricting. This will be known as the code change point.

(c).—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 PRR Passenger station platform to wayside signal 90 feet west of B&O Crossing.

9-4.—NON-EQUIPPED ENGINES.

Rule 560—the following exceptions authorized:

(a).—*Switching and Transfer Service.*—Non-equipped engines may operate for switching and transfer service between US Tower and to a point 2868 feet east of Mile Post 130 in East Columbus and between First Street, Newark and Heath not exceeding 20 m.p.h. prepared to stop short of train ahead or obstruction, unless the indication of fixed signal governing the movement is more restrictive.

(b).—*Trains.*—All other trains handled with non-equipped locomotives except when engaged in switching, receiving stop and proceed signal (Rule 291) or restricting signal (Rule 290) except when governed by interlocking signals, will stop and call operator. Upon receipt of information from operator in accordance with last paragraph (Rule 564) will proceed at speed permitted by indication displayed by signal.

10.—FIXED SIGNALS NOT IN CONFORMITY WITH THE BOOK OF RULES.

(Referring to Rule 294)

(a).—Signal aspects not in conformity with typical aspects in service:

Mast of Fixed Signal



HEATH
SUMMIT
E. COLUMBUS

} With Current of Traffic

ALUM CREEK INTERLOCKING

Flashing

Applies to trains governed by fixed signal under which located.

INDICATION: Orders.

NAME: Train Order Indication.

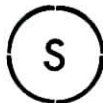
10.—Concluded.

OUTVILLE

Take siding indicator installed on north end of signal bridge. When take siding indicator is illuminated, trainman will line east switch of crossover for movement from No. 3 track to westward siding which will cause Home Signal to display restricting indication Rule 290. This switch must not be restored to normal position until rear end of train has passed dwarf signal.

Eastward movements on No. 1 track will be governed by distant switch signal installed between No. 1 and No. 2 tracks at Signal 1174, 1 and 3/4 mile west of Outville which will display Rule 295 or Rule 296 indicating position of spring switch at Outville.

Signal aspect not in conformity with typical aspects in services:



OUTVILLE

Indication	—Take Siding
Name	—Take siding indicator.

Cut Section Signs installed on westward No. 1 and No. 3 tracks, 100 feet east of Public Highway Crossing, protected by automatic flashing light signals. When home signal displays stop indication train must stop east of CS sign. When ready to proceed consume not less than 20 seconds running time between the CS sign and public grade crossing.

10-1.—HAND SIGNALS—FLAGGING.

(a).—*Flagging Equipment.*—B&O Rule 11-A is modified to eliminate red and white lanterns on engines.

(b).—*Flagging Equipment*—PRR Rule 35 modified.

Day Signals—a red flag, torpedoes and fuses.

Night Signals—a white light, torpedoes and fuses.

10-2.—HAND OPERATED SWITCHES—SWITCHTENDERS.

(a).—The following directional color hand signals will be used by switchtenders and/or operators—switchtenders:

Westward Movements.....	{ Yellow Flag—By day Yellow Light—By night
Eastward Movements.....	
	{ Green Flag—By day Green Light—By night

(PRR Rule 37 modified accordingly)

(b).—*Location of Switchtenders and operator-switchtenders handling main track switches.*

Newark:

First Street.....Switchtender
 ND Cabin and 6th Street Crossover.....Operator-switchtender

10-2.—Concluded.

1.—*First St.*—Westward 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 lined.

2.—*ND Cabin.*—Trains and Engines making other than crossover movements at ND Cabin are not required to receive hand signal from Operator-Switchtender in accordance with TTSI 10-2.

At ND Cabin, main track switches will be handled by crews of yard engines using crossovers between No. 1 and No. 2 tracks.

Heath:

Heath.....Operator

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

St. Clair:

South side of main tracks.....Switchtender

Cleveland Ave.:

North side of main tracks east of viaduct....Switchtender
 Handles No. 1, No. 2 and No. 3 track combination switches.

South side of main tracks west
 of viaduct.....Operator-Switchtender

Handles No. 4 track combination and switches to and from B&O Yard and PRR Freight House.

Note.—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 making crossover moves between tracks 1, 2 and 3, and tracks south thereof in either direction must receive proceed signal from both Switchtender east of, and Operator-Switchtender west of Cleveland Avenue viaduct before passing fouling point of switches.

Trains and engines using No. 4 track or making crossover moves between No. 4 and tracks south thereof in either direction will receive proceed signal from Operator-Switchtender west of Cleveland Avenue viaduct before passing fouling point of switches.

Neilston:

North side of main tracks.....Switchtender
 Handles single switches 12, 13, 17, 19 and combination switches L-1, U-1, U-2 and U-3.

4th Street:

South side of main tracks.....Switchtender
 Handles 14 and 16 crossovers, single switches 15 and 18, and combination switches L-2 and L-4.

US Tower:

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.

10-3.—NORMAL POSITION OF HAND-OPERATED SWITCHES.

(a).—*Newark*.—The normal position of switches at First St., Newark, will be for No. 1 and No. 2 Tracks, and from West Leg of Wye to No. 3 Track.

(b).—*N. D. Cabin*.—The normal position of switches at ND Cabin will be for No. 1 and No. 2 Tracks.

11.—MARKERS—GENERAL.

(Referring to Rule 19)

(a).—B&O trains will display B&O markers.

(b).—The use of reflectorized markers is permitted.

(c).—*Light Engines*.—Red classification lights may be used as markers.

12.—USE OF SIDINGS AND SPECIFIED TRACKS—GENERAL.

(a).—*Industrial Tracks*.—B&O crews performing work at industries equipped with gates or doors manually or electrically operated and protected by a derail (or lock) will not remove derail (or lock) until gates or doors are fully opened, except where derail (or lock) controls operation of gate or door, movement must not be made until it is known gate or door is fully opened and secured.

Gates and doors must be closed and secured and derails (where provided) replaced after work is completed.

(b).—B&O conductors and yard foreman when switching industrial or team tracks will assure themselves that there are no brow plates, pipe connections or all-weather doors fouling equipment to be moved.

(c).—*Riding on Sides of Equipment*.—Employes working in plants at Westinghouse, Roper Co., Kress Box Co., Schuler Engr. Co., Modern Welding Co., Evert Bucy Lumber Co., Newark Paper Co., at Newark, Pure Oil Co. plant, Heath, Freight House Platform, Pataskala, 84 Lumber Co., Pole 123-17, C. E. Morris Co., and Elevator Summit, Western Electric Co. plant, Black Lick, on Claycraft Lead and in Claycraft plant, Taylor, in Ebco plant, Port Columbus, Port Columbus Yards in North American Aviation Corp. and in Davison Chemical Co. plant, East Columbus, in Smith Douglas Co., Inc., plant, in Columbus Malleable Iron Works, and on Lazelle Street, Industrial Track, Columbus, should not ride on sides of cars as these industries all have side clearances of less than 8 feet.

13.—AIR BRAKES.

PRR TRAINS:

(a).—*Emergency Application. Accidental or From Train*.—When brakes are being applied from the rear end of a long freight train, the brakes on locomotive and head portion of train will not apply due to the feed valve maintaining the brake pipe pressure. Therefore, it is important that the automatic brake valve be placed on first service, or minimum reduction as quickly as possible, thereby blanking off the supply of air pressure to the brake pipe, permitting the brakes to apply on locomotive and head portion of train. This will prevent the hard stretching out of the train, which may result in breaking a knuckle or drawbar.

13.—Concluded.

When an emergency application of the brakes occurs from the train, Instruction 28 of the 99 D-1 Brake and Train Air Signal Instructions must be complied with.

B&O TRAINS:

(a).—*Terminal Test*.—Terminal test of brakes will be made on freight trains when air gauge on rear indicates a pressure of 65 pounds. When engineer is notified that pressure on rear is up to 65 pounds, he will set red hand over black hand on brake pipe flow indicator. It is not necessary that amber light be out when terminal test is made. Brake pipe leakage must not exceed 5 pounds per minute.

13-5.—INSPECTING TRAIN—HOT BOXES.

(a).—*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 head brakeman of a freight train will station himself where he can observe signals from the rear of his train when the rear end of his train has passed an open block or interlocking station, to receive from trainmen on rear of 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 employes 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.

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.

(b).—*Dragging Equipment:*

(Referring to Rule 4076-A)

An indicator light displaying illuminated letter (E) located on the mast of signal indicates that dragging equipment detector has been actuated. When the illuminated letter (E) is displayed, trains must stop as soon as safe handling will permit.

The train crew must examine the entire train and advise operator when this has been done and obtain permission to proceed.

(c).—*Hot Box Detectors and Recorders:*

Heath.—On No. 2 track—Eastward, 25 feet east of automatic Signal 1120.

Trains will be stopped when Hot Box Detector device so indicates. Trains receiving stop signal, Rule 292, at home signal Heath, will call operator and be governed by information furnished by him. Inspection will be made in such a manner as to prevent blocking crossings.

14.—LOCATION OF SPRING SWITCHES.

OUTVILLE.—Spring switch installed on west end of crossover from No. 3 to No. 1 track. Rule 105 in effect. Normal position of switch is lined for No. 1 track. Hand throw switch installed on east end of this crossover normally lined for movement from No. 3 to No. 1 track. Pipe connected derail installed on east end westward siding 300 ft west of and connected to this switch.

Westward home signals on No. 1 and No. 3 tracks are remotely controlled from Summit. Westward movement over spring switch Outville must not be made with an incomplete train, or any portion of an incomplete train, until verbal permission is secured from Operator at Summit in addition to governing signal.

15.—INTERLOCKINGS.

(a).—*Interlockings.*—Rules 605-670, inclusive, are in effect at:

Heath.....NYC
Summit
Port Columbus.....(Remote control from East Columbus. See Note 1)
East Columbus.....NYC
Alum Creek.....(See Note 2)

Note 1.—Ebco Switch.—Dwarf Signal located to right of No. 4 track at clearance of Ebco switch, governs westward movements on No. 4 track to dwarf signal located 1155 ft. westward. Rule 605 in effect.

Note 2.—Interlocking Rules 605-670 inclusive in effect between Alum Creek and Leonard Avenue.

15-5.—EMERGENCY SIGNALS.

Horn—Beacon Ray Red Lights

(a).—Horns are in service at following locations:

Heath.....Tower
Alum Creek.....Tower
Leonard Avenue.....On Signal Bridge

(b).—Beacon Ray Red Lights and Air Horns are in Service at:

US Tower

Emergency Beacon Ray Red Lights and Air Horns located on East and West side of 4th Street overhead bridge on poles between PRR No. 1 and No. 2 Secondary Tracks, and on poles adjacent to C&N Division Switchtenders' Shanties at 4th Street and Neilston.

Indications.—Beacon Ray Red Lights illuminated and long sound of Air Horns, all movements within area East of Columbus Union Depot and US Tower and Neilston Block Station—*Stop* immediately.

When emergency exists or encroachment occurs, person handling control switch to activate lights and horns, will not restore switch to normal position until authorized by Operator-Train Director, who will then arrange for movement of trains.

16.—YARDS—GENERAL.

(a).—*Running Tracks.*—It is unlawful for any employe 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.

(b).—*Shoving Tracks.*—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.

(c).—*Kicking or Humping.*—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.

(d).—*Heath—Pure Oil Plant.*—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.

(e).—*N&W Transfer—Smith-Douglas Chemical Co.*—B&O crews working at N&W Transfer and Smith-Douglas Chemical Co., will immediately upon arrival N&W Transfer, call PRR Yardmaster, Yard A, informing him they are ready to start work. B&O crews will not foul west end of track 42, Leonard Avenue, unless arrangements to do so have been completed between B&O Yard Foreman and PRR Yardmaster, Yard A.

(f).—*B&O Lead—14 and 16 Crossovers.*—Yard Foreman desiring to make switching moves on the B&O lead between No. 14 and No. 16 crossovers will secure permission from the Operator-Train Director, US Tower, and may switch in this territory to the clearance point of No. 16 crossover until instructed by the Operator-Train Director to clear.

17.—HELPER ENGINES.

(a).—*Applying to PRR:*

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

Employes 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.

21.—HIGHWAY AND STREET CROSSINGS.

(Referring to Rule 103)

In addition to complying with Rule 103, the movement of trains and engines will be governed as follows:

(a).—*General.*—When 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.

21.—Concluded.

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

(b)—*Summit*.—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.

(c)—*Bagshaw Road—Columbus*.—Crossing Gates on North and South Run-Around Tracks at Bagshaw Road are controlled by approach circuits. Trains will not exceed 10 m.p.h. on approach circuits on South Run-Around. To permit operation of gates which will change signals from stop Rule 292-B to restricting Rule 290-B. If these circuits are occupied more than 90 seconds before passing CS signs, signal will change from restricting Rule 290-B to Stop Rule 292-B. It will then be necessary to occupy circuit between CS Sign and Crossing to clear signal.

Train will occupy circuit between CS Sign and crossing to actuate gates on North Run-Around and clear signals on this track.

If signal does not clear or it is necessary to raise gates, comply with instructions posted in control box on west side of crossing at B&O yard leads.

If necessary to raise gates on C&N main tracks, comply with instructions posted in control box on west side of relay case south of No. 4 Track.

Instructions covering operation of automatic flashlight signals and/or crossing gates posted as follows:

(a)—*Union Street, Newark*.—In control box on east side of relay case 30 feet west of Union Street, south side of No. 2 track.

(b)—*State Route 37, One Mile West of Kylesburg*.—In control box on relay case on southwest side of crossing.

(c)—*High Street, Pataskala*.—In control box on west side of relay case 20 feet east of crossing on north side of House Track.

(d)—*Main Street, Pataskala*.—In control box on pole 20 feet east of crossing on south side of No. 2 track.

Note.—When necessary to stop short of, or cut, any of the above mentioned crossings, the stop, or cut, will be made clear of insulated joints.

22.—MISCELLANEOUS.

(a).—Employees are prohibited from riding or walking on roofs of any moving cars.

(b).—B&O employees are prohibited from riding footboards of engines.

(c).—**HOLIDAYS**:—New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day.

22.—Miscellaneous.

(d).—Use of privately owned and licensed citizens band radios for operating purposes is forbidden.

(e).—*Work Trains*.—Conductors will be held responsible for the safety of employes engaged with work trains; where movement of train is involved they will see that employes 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 employes.

23.—ACCIDENTS.

When physically able to do so, employes sustaining injury, no matter how minor, will report it to supervisor before leaving company premises.

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

In case of fatal accident on line of road, the nearest state or local police should be promptly notified. If such police cannot be promptly contacted and brought to the scene within a short time, train will proceed without further delay, a member of the crew or other agent of the Company being left at the scene to notify the police and make sure that the body is placed in the hands of the proper authority.

24.—MOVEMENT OF TRACK CAR/S AND/OR OTHER MofW ON-TRACK EQUIPMENT.

(a).—PRR Rule 80 will not apply.

(b).—All references to Track Car/s apply also to all other M of W on-track equipment.

(c).—*Authority for Movement*.—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 track car is to use for a certain period of time.

When information cannot be obtained as to train movements, track car will not be operated without proper flag protection.

(d).—*Passing Open Telegraph or Block Stations*.—Employes 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 track cars within the same limits.

24.—Concluded.

(e).—*Telegraph Operators.*—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 to the telegraph operator. Telegraph operators will 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.

(f).—*Three or More Main Tracks.*—In the operation of such track 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.

(g).—*Operating in Same Limits.*—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.

(h).—*Lights.*—Rule 17 and 19 will not apply, but a white light to the front and a red light to the rear of each track car must be displayed by night.

(i).—*Gangs Working Between Open Stations.*—Where there are section gangs located between telegraph stations without means of communicating with one of such stations, the operator must inform other track cars of the fact, that they may look out for them.

(j).—*Speed of Cars.*—

Unless otherwise specified, maximum 20 m.p.h.

Highrail Passenger Vehicles 40 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.

(k).—*Protection of Track Cars.*—The operator will not permit any trains to follow or enter block which is occupied by track cars, until it is known to be clear or reported clear of block, even if the time shown on Form 1089 Special has expired.

(l).—*Portable Whistle Posts.*—Trackmen working on or near main tracks, will be provided with portable "W" banner and will display this banner in both directions. When these portable whistle posts are displayed enginemen will sound whistle signal as per Rule 14(1).

B&O MEDICAL DEPARTMENT

I. Kaplan, M. D., Medical and Surgical Director

COMPANY'S SURGEONS

Baltimore & Ohio R. R. Co.

Newark Dr. Ralph E. Pickett
12 West Locust St.
Dr. H. C. McKnew, Oculist
843 N. 21st St.
Dr. G. A. Erhard
36 West Locust St.

Columbus Dr. Drew J. Arnold,
3545 Olentangy River Road,
Columbus 14, Ohio, Phone 268-0802
If no answer call Medical Bureau, CA 1-3266
Dr. Claude S. Perry,
1275 Olentangy River Road,
Phone AX 4-4669

HOSPITALS

Baltimore & Ohio R. R. Co.

Newark Licking County Memorial Hospital
1320 W. Main St., 344-0331

Columbus Riverside Methodist Hospital,
3535 Olentangy River Road,
Phone AM 7-9211
Grant Hospital,
125 South Grant Ave., Phone 228-5131
University Hospital,
410 West 10th Ave., Phone 293-4511

Baltimore & Ohio R. R. Co.

EXAMINING POINTS AND HOURS

Port Columbus 4099 East Fifth Ave.
B&O Freight Office 2nd Monday each month 10 A.M. to 4 P.M.

Newark Tuesday, Wednesday and Friday, 1 P.M. to
4 P.M. by appointment. Dr. Wm. M. Wells,
241 Hudson Ave., Newark, Ohio.

PRR MEDICAL DEPARTMENT

R. J. Freedy, M. D., Medical Officer, Office—20th St. Shop, Columbus.
8:00 A. M. to 5:00 P. M. Daily except Saturday and Sunday—CA1-1121
Ext. 317 (Emergency calls outside of these hours taken care of by arrangement through crew dispatcher.)

PRR MEDICAL DEPARTMENT—Continued.

HOSPITALS

Pennsylvania R. R. Co.

Newark.....Licking County Memorial Hospital,
1320 West Main St., Phone 344-0331

Columbus.....Grant Hospital,
125 South Grant Ave., Phone 228-5131

University Hospital,
410 West 10th Ave., Phone 293-4511

Mt. Carmel Hospital,
793 West State St., Phone CA 4-3171

COMPANY SURGEONS

Pennsylvania R. R. Co.

Newark.....Dr. John W. Houser, Surgeon,
Office, 317 Grandville St., Phone 344-3775

Columbus.....Dr. Ray E. Ebert, Surgeon,
Office, 327 East State St., Phone CA 4-8539
Residence, 2011 North Starr Ave.,
Phone HU 8-8815

Columbus.....Dr. Gilman D. Kirk, Surgeon,
Office 283 E. State St., Phone CA 1-4541
Res. 2296 E. Broad St., Phone CL 2-2611

Columbus.....Dr. William Nick, Surgeon,
Office, University Hospital, 410 West 10th
Ave., Surgery Dept., Phone 293-4758

INSTRUCTIONS COVERING MEDICAL SERVICES

1. Employees seriously injured on duty or passengers, whose injuries require medical or surgical aid, should be promptly taken to the nearest listed Company's Surgeon or hospital emergency room, except in extreme emergency, when they should be transported to the closest medical facility.

Workers with minor injuries sustained on duty should be treated at the listed First Aid Clinics. Where these services are not readily available, such cases should be referred to the nearest listed Company's Surgeon or hospital emergency room.

2. Depending on severity of injury, the officer in charge will use discretion as to proper conveyance for removal of injured employees. Municipal or private ambulances, taxicabs, personal or Company's vehicles may be used for this purpose, and the Company may be billed for the service.

3. When a passenger becomes ill on a train and requests medical attention, any local physician (Company's Surgeon or otherwise) may be called. If the passenger cannot or will not pay physician called, we shall pay for the first call, but both the patient and the physician should be told that all subsequent treatment shall be at the patient's expense.

Notice of disablement or death of a Relief Department member should be reported promptly.

SPEED TABLE

Time per Mile		Miles per Hour		Time per Mile		Miles per Hour					
Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.				
0	45	80.00	1	20	45.00	1	55	31.30	2	30	24.00
0	46	78.26	1	21	44.44	1	56	31.03	2	31	23.84
0	47	76.59	1	22	43.90	1	57	30.77	2	32	23.68
0	48	75.00	1	23	43.37	1	58	30.51	2	33	23.53
0	49	73.47	1	24	42.86	1	59	30.25	2	34	23.38
0	50	72.00	1	25	42.35	2	00	30.00	2	35	23.23
0	51	70.59	1	26	41.86	2	01	29.75	2	36	23.08
0	52	69.23	1	27	41.38	2	02	29.51	2	37	22.93
0	53	67.92	1	28	40.91	2	03	29.27	2	38	22.78
0	54	66.66	1	29	40.45	2	04	29.03	2	39	22.64
0	55	65.45	1	30	40.00	2	05	28.80	2	40	22.50
0	56	64.28	1	31	39.56	2	06	28.57	2	41	22.36
0	57	63.16	1	32	39.13	2	07	28.34	2	42	22.22
0	58	62.07	1	33	38.71	2	08	28.12	2	43	22.08
0	59	61.02	1	34	38.29	2	09	27.91	2	44	21.95
1	00	60.00	1	35	37.89	2	10	27.69	2	45	21.82
1	01	59.02	1	36	37.50	2	11	27.48	2	46	21.69
1	02	58.06	1	37	37.11	2	12	27.27	2	47	21.56
1	03	57.14	1	38	36.73	2	13	27.07	2	48	21.43
1	04	56.25	1	39	36.36	2	14	26.87	2	49	21.30
1	05	55.38	1	40	36.00	2	15	26.66	2	50	21.18
1	06	54.54	1	41	35.64	2	16	26.47	2	51	21.05
1	07	53.73	1	42	35.29	2	17	26.28	2	52	20.93
1	08	52.94	1	43	34.95	2	18	26.09	2	53	20.81
1	09	52.18	1	44	34.61	2	19	25.90	2	54	20.70
1	10	51.43	1	45	34.29	2	20	25.71	2	55	20.58
1	11	50.70	1	46	33.96	2	21	25.53	2	56	20.45
1	12	50.00	1	47	33.64	2	22	25.35	2	57	20.34
1	13	49.31	1	48	33.33	2	23	25.17	2	58	20.22
1	14	48.65	1	49	33.03	2	24	25.00	2	59	20.11
1	15	48.00	1	50	32.73	2	25	24.83	3	00	20.00
1	16	47.37	1	51	32.43	2	26	24.66	4	00	15.00
1	17	46.75	1	52	32.14	2	27	24.49	6	00	10.00
1	18	46.15	1	53	31.86	2	28	24.32	12	00	5.00
1	19	45.55	1	54	31.58	2	29	24.16			

AVOID DAMAGE

SWITCH CUSTOMERS CARS CAREFULLY

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range—**NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

SPEED CARD

To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.	Seconds	40 Foot Car	50 Foot Car	
		Miles Per Hour	Miles Per Hour	
Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this card will be helpful in your efforts to prevent Rough Handling.	1	28.	35.	
	2	14.	17.5	
	3	9.3	11.6	
	4	7.	8.7	
	5	5.6	7.	
	6	4.7	5.9	
	7	4.	5.	
	8	3.5	4.4	
	9	3.1	3.9	
	10	2.8	3.5	
	Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done.	11	2.5	3.1
		12	2.3	2.9
		13	2.15	2.7
		14	2.	2.5