



Chessie System

PERSONAL INJURY
PREVENTION DEPARTMENT

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**

— AND —

**THE PENN CENTRAL TRANSPORTATION
COMPANY**



Chessie System

**Columbus and Newark
Division**

JOINT TIMETABLE No. 60

Effective 2:01 A.M. Eastern Standard Time

SUNDAY, SEPTEMBER 29, 1974

FOR INFORMATION OF EMPLOYEES ONLY

OFFICERS COLUMBUS AND NEWARK DIVISION
HEADQUARTERS – COLUMBUS, OHIO

R. H. PRIDDY
Division Manager

R. D. Pomeroy
Superintendent of
Operations

R. H. Minser
Superintendent
Newark, Ohio

R. E. Gratz
Superintendent Penn Central
Columbus Division

W. D. Treadway
Superintendent Agencies
and Yard Offices

G. R. Guess
Superintendent of Car
Utilization

Name and Location

Title

COLUMBUS, OHIO:

J. O. Riddle Assistant Superintendent of Operations
R. W. Savage Terminal Trainmaster
C. E. Smith Assistant Terminal Trainmaster
J. O. Dowler Agent

NEWARK, OHIO:

C. G. Balsler Trainmaster
R. V. Pyle Road Foreman of Engines—Assistant
Trainmaster
R. V. Lord Assistant Terminal Trainmaster
C. R. Walker Chief Train Dispatcher
R. L. Rose Agent
G. P. Michael Assistant Division Engineer

CINCINNATI, OHIO:

D. R. Johnson Division Engineer

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COLUMBUS AND NEWARK DIVISION

WESTWARD FIRST CLASS		Distance	STATIONS	Sdg. Cap. 50 ft. Cars	EASTWARD FIRST CLASS		
PC 31 Daily	PC 11 Daily				PC 10 Daily	PC 30 Daily	
L AM 152	L PM 604	0.0	NEWARK (X)			A PM 341	A AM 401
		0.4	ND Cabin (T)			340	400
		3.2	Heath (T) (X) (PR)	E 77		333	354
		2.6	Kylesburg				
		6.2	Outville	W 69			
		5.0	Pataskala				
		11.2	Columbia Center				
		4.1	Summit (T) (PR)	W 140		318	340
214	625	18.9	Black Lick				
		3.7	Western Electric				
		0.8	Taylor				
		23.4	1.0				
		24.4	Ebco Spur				
		1.6	Port Columbus				
		26.0	1.9				
		26.4	E. Columbus (T) (X)	W 76		308	331
224	635	28.3	1.5				
		29.8	Alum Creek (T) (PR)			305	329
		2.3	St. Clair				
		32.1	0.4				
		32.5	Cleveland Ave.			259	323
		0.2	US Tower (T) (X)				
		32.7	0.1				
		32.8	Neilston				
		0.2					
#234	#645	33.0	COLUMBUS UNION DEPOT			#255	#320
A AM	A PM					L PM	L AM

Explanation of symbols:

- (X) Jct. or Crossing
- (T) Train Order Station open continuously
- (PR) PC Radio in service
- # Trains may leave at scheduled arriving time when station work is completed.

SPECIAL INSTRUCTIONS

TIMETABLE ABBREVIATIONS:

TT Timetable
 SI Special Instructions
 TO Train Order

1.—This Division governed by Penn Central Rules for Conducting Transportation, effective April 28, 1968.

2.—DESIGNATION AND USE OF MAIN TRACKS

TRACK SECTION BETWEEN	PC RULES IN EFFECT	TRACK/S
1st Street Newark and Heath	251, 253, 254	No. 1 Westward (North track)
		No. 2 Eastward (South track)
		No. 3 Westward (North track)
Heath and Outville	251, 253, 254	No. 1 Westward (2nd from North)
		No. 2 Eastward (South track)
Outville and Summit	251, 253, 254	No. 1 Westward (North track)
		No. 2 Eastward (South track)
Summit and Port Columbus	251, 253, 254	No. 1 Westward (North track)
		No. 2 Eastward (2nd from North)
Pt. Columbus and East Columbus	251, 253, 254 261 thru 264	No. 4 Eastward (South track)
		No. 1 Westward (North track)
E. Columbus and Alum Creek	251, 253, 254 (See Note 3)	No. 2 Eastward (2nd from North)
		No. 4 Eastward (South track)
Alum Creek and US Tower Col.	251, 253, 254 (See Note 3)	No. 3 Westward (North track)
		No. 1 Westward (2nd from North)
		No. 2 Eastward (2nd from South)
		No. 4 Eastward (South track)

Note 1.—Where Rules 251, 253, 254 and Rules 261-264, inc., are in effect, Rules 501-514 are also in effect. Cab signal Rules 550-562, inc., are in effect as designated in TTSI 16.
 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.—Interlocking Limits Alum Creek extend from westward signals just east of Tower to eastward signals just west of Leonard Ave. overpass.

3.—DESIGNATION AND USE OF SECONDARY TRACKS OF NO ASSIGNED DIRECTION

TRACK SECTION BETWEEN	PC RULES IN EFFECT	TRACK/S
1st Street Newark and ND Cabin	110 (See Note)	No. 3 (North of No. 1 westward Main Track)
		No. 4 (South of No. 2 eastward Main track)

Note.—No. 3 and No. 4 tracks between the above points are under the jurisdiction of the Operator-Switchtender ND Cabin.

Trains on No. 3 track and westward trains on No. 4 track must move at such speed that they can stop within the range of vision unless track is known to be clear.

On No. 3 track—Eastward moves will proceed on hand signal from Operator-Switchtender ND Cabin. Westward moves from First Street will proceed on verbal permission secured from Operator-Switchtender ND Cabin.

On No. 4 track.—Eastward moves will proceed on signal indication to ETC sign First Street and C&O-B&O Rule 93-A beyond this point. No eastward movement on No. 4 track will be permitted by Operator-Switchtender ND Cabin until he knows track is clear to ETC sign First Street. Yard Engines will use No. 4 track between First Street and clearance point of No. 2 track at ND Cabin as a switching lead on instructions of Yardmaster who will first secure permission of Operator-Switchtender at ND Cabin and report such moves clear when necessary for eastward movements on this track. Westward trains enroute to C&N Division will use CO Lead and No. 4 track Newark Yard to clearance point of No. 2 track at ND Cabin on instructions of the Yardmaster who will first secure permission of Operator-Switchtender at ND Cabin. Such trains will not pass clearance point of No. 2 track at ND Cabin until hand signal to proceed is received from Operator-Switchtender.

4.—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" TO Office	B&O "WF" TO Office
Port Columbus	B&O Yard Office	B&O Yard Office
Alum Creek	B&O TO Office	
PC Yard "B"	PC Yard Office	PC Yard Office 20th St.
US Tower		B&O TO Office
Union Depot	PC Movement Office 2nd Floor	Trainmen's Locker Room, 2nd Floor
Buckeye Yard	General Service Bldg.	General Service Bldg.
Grandview		PC Yard Office

5.—REFERRING TO PC 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 Rules for Conducting Transportation.

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

PC employes may secure C&N Division General Orders at points designated by the PC. Conductors and enginemen will acknowledge receipt of C&N Division General Orders on PC Form CT 876-R3.

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.

6.—REFERRING TO PC RULE 83d.

(a).—Trains, except PC 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.

(b).—US Tower:

All westward trains enroute to the Midland Subdivision must stop at US Tower and receive Clearance Form A.

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.

7.—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	PSGR. TRAINS	B&O FRT. TRAINS	PC FRT. TRAINS
	MPH	MPH	MPH
Newark and Columbus	70	55	50
Trains moving against the current of traffic	50	40	40

Note 1.—Unless otherwise restricted PC TV Symbolized freight trains may operate, with the current of traffic, at a maximum speed of 60 MPH between Newark and Columbus.

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.

8. SPEED — DIESEL UNITS — C&O-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	MPH
1826-1840, 4472-4648, 5420-5529, 5600-5624, 5700-6263*, 6425-6599, 6608-6692, 7300-7318, 9400-9428, 9600-9621	65
9001-9186, 9500-9551	60
5060-5093, 5200-5298, 9552, 9554, 9558-9565, 9622-9625	50
8401-8421	45
8302-8303	35

*Units 5829-5830, 5886-5897, 6083-6088 may be operated at a speed of 70 MPH when used in passenger service.

9.—CHECKING SPEED RECORDERS.

Enginemen will check speed recorders between ¼ mile East and ¾ mile West of Pataskala.

10.—SPEED RESTRICTIONS.

LOCATIONS AND CONDITIONS	PSGR. TRAINS	FRT. TRAINS
	MPH	MPH
Newark between 1st Street and 40th Street	25	25
Columbus Street crossings	45	45
No. 1 and No. 2 tracks, Port Columbus and westward limits Alum Creek Interlocking	45	45
Westward limits, Alum Creek and Cleveland Ave., Columbus	25	25
Cleveland Ave. and US Tower, Columbus	15	15
US Tower and Union Depot (Note 3)	10	10
Track 3, Heath and Outville	45	30
Tracks 3 and 4, within limits Alum Creek Interlocking	35	35
Track 4, Alum Creek and Summit	45	30
Entering or leaving No. 3 track at Heath and Outville, No. 4 track at Summit, and Alum Creek	25	25
Movement through crossovers Port Columbus Interlocking	25	25
Through crossovers and entering or leaving siding at Newark, Heath, Outville, Summit and East Columbus	10	10
Circus Trains	30	30

10.—SPEED RESTRICTIONS — Continued

Note 1.—Wreck Train: Boom trailing 40 MPH, Boom forward 30 MPH, rounding curves 30 MPH.

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

Note 3.—Eastward Trains moving from PC Secondary track to C&N Division No. 4 and No. 2 tracks will not exceed 15 MPH between Union Depot and US Tower.

11.—SPEED RESTRICTIONS LIGHT ENGINES.

(a).—Unless otherwise restricted to lower speeds, light diesel units operating in multiple control will not exceed the speeds shown below:

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

(b).—Unless otherwise restricted, single light diesel units and single Budd car units must not exceed 30 MPH.

12.—SPEED RESTRICTIONS — EQUIPMENT.

UNLESS OTHERWISE RESTRICTED	MPH				
Jenny Type Cars, loaded or empty	40				
Other than B&O-C&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. (See Note)	<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				

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

13.—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).—A maximum of six units may be used in a locomotive consist with multiple unit control. Tonnage for a six-unit consist must not exceed the tonnage rating of five four-axle units.

(b).—Scale Tracks.—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.

(c).—Heavy Cars.—Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of the Superintendent of Operations.

(d).—Loaded Covered Hoppers.—All loaded covered hoppers CNJ series 450-456 inclusive, 501-625 inclusive, L&NE series 12101-12665 inclusive, and CRDX series 4040-4059 inclusive, must be handled on rear of freight trains at a speed not exceeding 30 MPH.

(e).—Loaded Foreign Line Cars.—Loaded foreign line cars of 70 tons or greater capacity with length of 37 feet 9 inches or less between pulling faces of coupler knuckles must not be operated without authority of the Superintendent of Operations.

(f).—Restriction on Use of Hoppers.—Open Top Hoppers in C&O series 318000-318999 and 324000-326999 are restricted to coal and coke loading only.

13.—ENGINE AND EQUIPMENT RESTRICTIONS —

General — Continued

(g).—Cross-Ties.—C&O wood rack cars of Series 80000-80299, loaded with cross ties bound in bundles may be handled in freight trains RESTRICTED TO NOT EXCEED 40 MPH and placed near head or rear of trains to permit close observation of lading by crew members.

In trains handling over 50 loaded coal cars such wood rack cars will be placed near rear of train.

Partly loaded wood rack cars will be handled only in work train or as authorized by Superintendent of Operations.

(h).—C&O Rodger Ballast Cars (Loaded or empty). C&O Rodger Ballast Cars 20,000-20,699, inclusive, should be handled in local freight train when practicable to do so.

If necessary to move these cars on trains other than local freights, they should be placed on rear regardless of classification.

(i).—Caboose Cars.—Detached caboose cars must not be permitted to stand on any track unless hand brakes are set.

Caboose cars must not be cut off while in motion unless accompanied by a rider. (This will not apply to caboose cars being held by Hump Retarder).

(j).—Class "A" Explosives In Car/s Which Require EXCEPTION HANDLING.—When train contains Class "A" Explosives in car/s which require EXCEPTION HANDLING, the train must be stopped and the EXCEPTION car/s, and car preceding and following the EXCEPTION car will be inspected at:

1. The first point practical after the automatic air brakes have been in continuous application on a moving train for a period of 30 minutes or more.
2. The first point practical after an emergency application of the automatic air brakes.

The inspection required under 1 and 2 above, is to determine that:

1. The air brakes are released.
2. There is no evidence of fire.
3. There is no evidence of abnormal overheating of brake shoes, wheel rims, wheel treads, or journals.
4. The car suspension system and draft gear assembly are in a safe and suitable condition for service.

If there is evidence of sticking brakes, measures must be taken to assure that air brakes and hand brakes are fully released.

If any evidence of abnormal overheating of any component of a car is discovered, or the suspension system or draft gear assembly of a car are found to be in an unsuitable condition, the car must be set out at the nearest practical point, not exceeding a speed of 10 miles per hour in moving the defective car to the point it is to be set out.

Advice as to cars so set out must be given to the Dispatcher at the first available Telegraph or Yard Office, using Form CF-56.

Class "A" Explosives which require EXCEPTION HANDLING should not be dispatched in scheduled trains unless:

1. The only service available is on scheduled trains.
2. The cars can be classified so as to be set off by the trains before or at the point of its first crew change.

Any car containing Class "A" Explosives should not be dispatched in any of the run-through trains that operate beyond the junction terminal with the foreign railroad involved.

(k).—Unless otherwise authorized by the Superintendent of Operations, equipment is restricted in use of tracks, bridges, trestles, etc., as designated below:

STATION, TRACK BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
Summit: C. E. Morris Co. Track	Engines	Single unit only may operate on.
East Columbus: Warehouse Service plant gates	Engines	Must not operate beyond plant gates.

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

14.—ADDITIONAL INSTRUCTIONS AUTOMATIC BLOCK SYSTEM.

REFERRING TO PC RULE 504.

(a).—Yard "B."—Westward PC 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. Engineman must report arrival to operator at Alum Creek. Operator may then permit 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.

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.

REFERRING TO PC RULES D-308, 317 and 504.

(b).—Yard "B."—Eastward trains operating against the current of traffic on C&N Division No. 3 track, may stop with rear of train east of St. Clair Ave. bridge so yard engine may switch rear of train. After Yard Foreman has reported eastward train by hand operated switch leading from Yard "B" to Operator, Alum Creek, permission may be given for yard engine to occupy C&N Division No. 3 track. After switching is completed, Yard Foreman must report clear to Operator Alum Creek.

Rules D-308, 317 and 504 modified.

15.—MOVEMENT AGAINST CURRENT OF TRAFFIC.

Rules 305 to 342 inclusive, except Rule 316, in effect for movement against the current of traffic.

(a).—Port Columbus.—Position light dwarf signal located to right of No. 4 track governs westward movements on that track. To clear this signal through crossover for running reverse traffic on No. 2 track beyond interlocking limits, member of crew, after receiving necessary manual block authority, will, on instructions from the operator, press button located in telephone box on South side of No. 4 track, 200 feet East of Signal Bridge, which will cause signal to display Rule 290, Fig. A2.

(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.

16.—CAB SIGNALS

(a).—Cab signal Rules 550 to 562 inclusive, are in effect for Penn Central trains with current of traffic on main tracks as follows:

BETWEEN	TRACK
1st St., Newark and Neilston, Columbus	No. 1 Westward track
US Tower, Columbus and 1st St., Newark	No. 2 Eastward track
Heath and Outville Alum Creek and Neilston	No. 3 Westward track
US Tower, Columbus and Summit	No. 4 Eastward track

16.—CAB SIGNALS — Continued

(b.).—Cutting-in-Sections located:

For Eastward Trains:

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

On No. 4 eastward 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 signals governing movements on No. 4 and No. 2 tracks, Cleveland Ave., 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 A-2 for movement on No. 2 eastward track between ND Cabin and a point 1440 feet east thereof and from dwarf signal at east end Newark PC Passenger station platform to wayside signal 90 feet west of B&O Crossing.

NON-EQUIPPED ENGINES.

Rule 556—The following exceptions authorized:

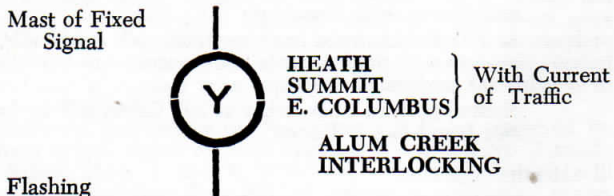
(d).—Switching and Transfer Service.—Non-equipped engines may operate for switching and transfer service between US Tower and to a point 2868 feet east of Mile Post 130 in East Columbus and between First Street, Newark and Heath not exceeding 20 MPH prepared to stop short of train ahead or obstruction,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

(e).—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 sentence Rule 557 will proceed at speed permitted by indication displayed by signal.

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

Signal aspects not in conformity with typical aspects in service:

(a).—Referring to Rule 200



Flashing

Applies to trains governed by fixed signals under which located.

INDICATION: Orders.

NAME: Train Order Indication.

(b).—OUTVILLE

Take siding indicator installed on Bracket Post Signal to the right of No. 3 track. 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.

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

(b).—OUTVILLE — Continued



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.

Train or Engine making a reverse movement from westward siding into No. 3 track to couple train after switching must not restore hand throw switch until train or engine is east of westward absolute home signal on No. 3 track.

18.—HAND OPERATED SWITCHES — SWITCHTENDERS.

(a).—Hand operated switches on Nos. 1 and 2 tracks at First Street Newark are out of service except for through movements on Nos. 1 and 2 tracks.

(b).—The following directional color hand signals will be used by switchtenders and/or operator-switchtenders:

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

PC Rule 37 modified accordingly.

(c).—Location of Switchtenders and Operator-Switchtenders handling main track switches:

1.—ND Cabin and 6th Street Crossover — Operator-switchtender. Trains and Engines receiving an indication on signals permitting movement are not required to receive hand signal from Operator-Switchtender in accordance with Paragraph (b).

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

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

2.—Heath — Operator

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

3.—4th Street — South side of main tracks — Switchtender Handles switches 12, 13, 15, 17, crossover 14 and 16, combination switches L-1, L-2, U-1, U-2 and U-3.

No. 19 switch will be handled by Trainmen.

The movement of eastward and westward trains between Neilston and Union Station will be governed by the prescribed hand signal given by switchtender, and trains will not exceed 10 miles per hour, except eastward trains moving from PC Secondary track to C&N Division No. 4 and No. 2 tracks will not exceed 15 MPH.

18.—HAND OPERATED SWITCHES — SWITCHTENDERS.

— Continued

(d).—Cleveland Ave.—When movements are made against the current of traffic on No. 4 track and crews desire to clear main track by entering B&O Yard at Cleveland Ave., they will report clear in person to Operator-Train Director US Tower. Permission to foul or occupy No. 4 track from B&O Yard Tracks Cleveland Ave., will be secured in person from Operator-Train Director at US Tower.

19.—MARKERS — GENERAL

REFERRING TO RULE 19.

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

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

20.—USE OF SIDINGS AND SPECIFIED TRACKS — GENERAL

Riding on sides of Equipment.—Employes working in plants at Westinghouse, Roper Co., St. Regis Paper Co., Schuler Engr. Co., Modern Welding Co., Evert Bucy Lumber Co., at Newark, Freight House Platform and Licking County Farm Bureau, Pataskala, 84 Lumber Co., Pole 123-17, C. E. Morris Co., and Elevator Summit, Western Electric Co. plant, Black Lick, and Claycraft Lead and in Claycraft plant, Taylor, in Ebco plant Port Columbus, Port Columbus Yards in North American Rockwell and in Davison Chemical Co. plant, East Columbus, in Smith Douglas Co., 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.

21.—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.

22.—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.

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 ¼ mile west of Outville which will display Rule 295 or Rule 295(A) indicating position of spring switch at Outville.

23.—INTERLOCKINGS.

Rules 605-670, inclusive, are in effect at:

Heath

Summit

Port Columbus (Remote control from East Columbus See Note 1)

East Columbus

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.

24.—EMERGENCY SIGNALS.

(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 PC No. 1 and No. 2 Secondary Tracks, and on poles adjacent to C&N Division Switchtender's Shanty at 4th Street.

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

25.—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).—*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.

26.—PC HELPER ENGINES.

The operation of pusher engines behind occupied cabin cars of assembled PC 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.

27.—HIGHWAY AND STREET CROSSINGS.

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

(a).—*Summit.*—Westward trains stopping on westward siding east of public grade crossing and eastward trains stopping on No. 4 eastward 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.

(b).—*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 MPH on approach circuits on South Run-Around. To permit operation of gates which will change signals from stop Rule 292-A-2 to restricting Rule 290-A-2. If these circuits are occupied more than 90 seconds before passing CS signs, signals will change from restricting Rule 290-A-2 to Stop Rule 292-A-2. It will then be necessary to occupy circuits 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.

(c).—Instructions covering operation of automatic flashlight signals and/or crossing gates posted as follows:

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

27.—HIGHWAY AND STREET CROSSINGS. — Continued

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

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

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

5.—*Mink Road, B&O Crossing No. 5402, East of Summit.*—In control box on east side of relay house, southwest side of crossing.

6.—*Waggoner Road, B&O Crossing No. 5405, East of Black Lick.*—In control box on east side of relay house on southwest side of crossing.

28.—MISCELLANEOUS.

Use of privately owned and licensed citizens band radios for operating purposes is forbidden.

29.—PERSONAL INJURY REPORTS.

Whenever employes are injured, the officer or employe in charge will act as follows:

(1) *Non-Train Accident.*—Whenever employes are injured in a non-train accident, equipment or machinery involved must be given an immediate inspection by officer or employe in charge to ascertain condition.

(2) *Train Accidents.*—In cases of injuries to employes in train or engine service accidents, where the condition or operation of engines and/or cars is or may be involved, an immediate inspection must be made of equipment, including, where necessary, a coupling and uncoupling test, or brake test; also an inspection of the track and roadbed. If not practical to make inspections and tests of equipment at point of accident, same should be made at the next available point. Inspection must be made by two qualified persons unless otherwise directed. Inspectors must make a separate report of inspection to their superior officer.

(3) If any employe furnishes to a person, other than an official of the Railway Company, written statement concerning an accident, or injury, employe shall promptly furnish an exact copy of statement to his immediate superior.

(4) In all highway crossing accidents the Conductor of the train involved will make report on Form CJ-8 to the Superintendent. He should include, in space Z, under "REMARKS" the names and addresses of all outside witnesses at the scene, together with the license numbers of all automobiles that were stopped at the crossing at time of accident.

(5) In the event a passenger train is involved in an accident and accident is of such a nature that passengers might possibly have been subjected to injury, the Conductor in charge of train will have such passengers, complete and sign Form CJ-99, regardless of whether or not such passengers claim to have been injured, as provided for in printed instructions accompanying Form CJ-99. (See General Rule M-2 Book of Rules.)

(6) When physically able to do so an employe sustaining injury, will report it to the Supervisor before leaving company premises. The Supervisor must arrange prompt first aid and when necessary, place the employe under the care of a company surgeon as soon as possible. Injuries must be reported promptly on the prescribed forms, however minor they may appear.

(7) 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 will be left at the scene to notify the police and make sure that the body is placed in the hands of the proper authority.

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

(a).—PC Rules 801 to 829h inc. 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 move-
ments, track car will not be operated without proper flag pro-
tection.

(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.

In addition to having proper authority to use the track,
they must also have signal indication to proceed at locations
where operator controls the signal.

(e).—*Telegraph Operators.*—Telegraph operators, in furnish-
ing 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.*—A white light to the front and a red light to
the rear of each track car must be displayed by night.

Highway Rail Cars must have headlights on bright at all
times when on the rails.

(i).—*Speed of Cars.*—

Unless otherwise specified, maximum20 MPH
Highway-Rail Passenger Vehicles40 MPH

When hauling track cars or trailers, or
operating at night or in fog or storm,
maximum10 MPH

Over switches, frogs, street and highway
crossings, with power shut off 5 MPH

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

(j).—*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.

B&O MEDICAL DEPARTMENT

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

Newark — Dr. J. R. Wells, 1272 West Main 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 Rd.
Dr. Claude S. Perry, 1275 Olentangy River Rd.

HOSPITALS

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

Columbus — Riverside Methodist Hospital
3535 Olentangy River Rd., Phone AM 7-9211

Grant Hospital
309 East State St., 228-5131

University Hospital
410 West 10th Ave., 422-6446

EXAMINING POINTS AND HOURS

Columbus — Monday thru Wednesday and Friday 2:00 P.M. to 4:00 P.M. by appointment. Dr. Wm. B. Harris, 322 East State St.

Newark — Tuesday, Wednesday and Friday, 1:00 P.M. to 4:00 P.M. by appointment. Dr. Wm. M. Wells, 241 Hudson Ave.

PC MEDICAL DEPARTMENT COMPANY'S SURGEONS

Newark — Dr. John W. Houser, 1272 West Main St.

HOSPITALS

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

Columbus — Grant Hospital
309 East State St., 228-5131

University Hospital
410 West 10th Ave., 422-6446

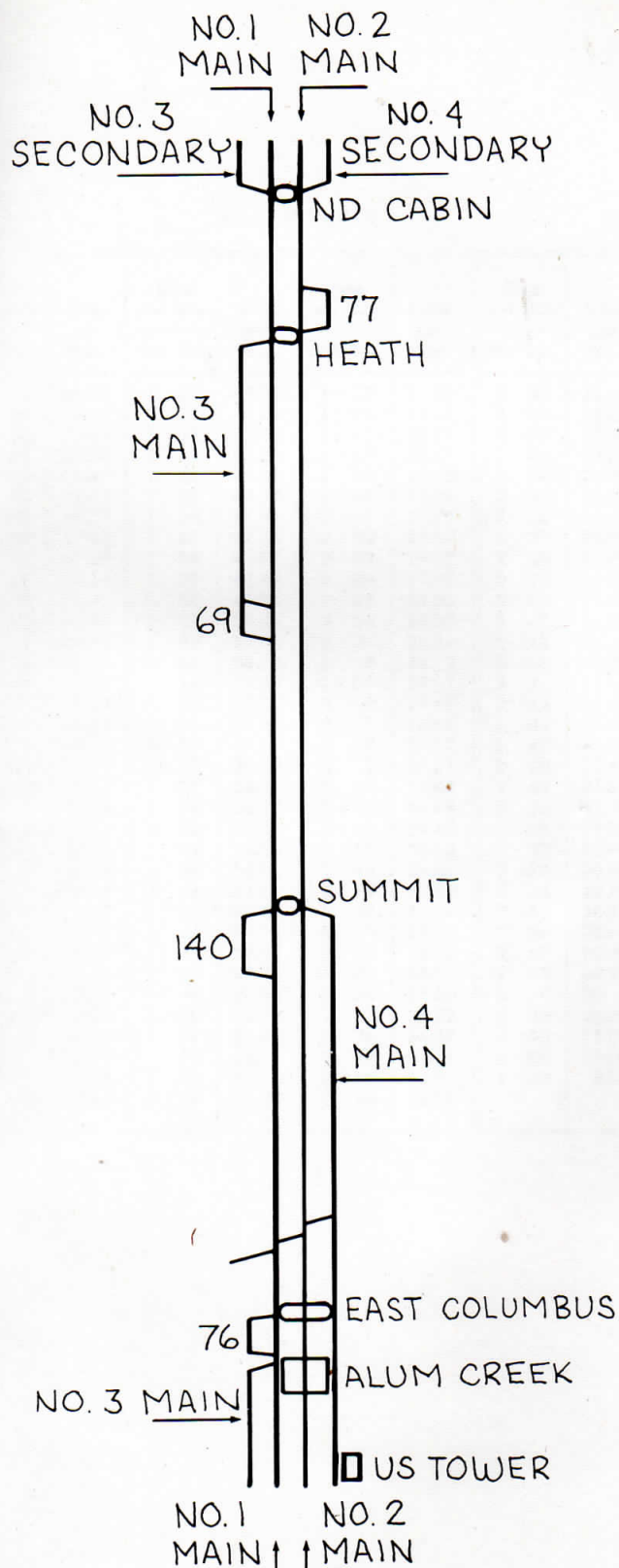
Mt. Carmel Hospital
793 West State St., 221-6431

EXAMINING POINTS AND HOURS

Columbus — Daily except Saturdays and Sundays 8:00 A.M. to 5:00 P.M. Dr. H. J. Shaver, 4877 Trabue Rd. 878-7708, Ext. 602. (Emergency calls outside of these hours taken care of by arrangement through crew dispatchers).

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.
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 patient and the physician should be told that all subsequent treatment shall be at the patient's expense. Notice of disablement or death of an employe should be reported promptly.



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
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	45.45	1 54	31.58	2 29	24.16		