

— THE —
Baltimore & Ohio Railroad Company

— AND —
The Pennsylvania Railroad

“SAFETY ABOVE EVERYTHING”



COLUMBUS AND NEWARK DIVISION

JOINT TIME TABLE No. 71

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

SUNDAY, SEPTEMBER 25, 1938

JOHN HEWES, JR.
Superintendent, Columbus & Newark Division

C. G. GROVE,
Superintendent, Pennsylvania R. R.

A. A. IAMS,
General Superintendent, Baltimore & Ohio R. R.

R. C. MILLER,
General Superintendent, Pennsylvania R. R.

F. B. MITCHELL,
General Manager, Baltimore & Ohio R. R.

Here's the only *"way"* in America not financed by tax money

THE people of the United States use four "ways" of transportation—waterway, airway, roadway and railway.

Of these four, the railroads alone now build and maintain their own "ways" without the aid of the money we all pay in taxes. More than that, they *pay taxes* on their "ways" which help to support schools and other functions of government.

These facts have an important bearing on any discussion of the "railroad problem" for two reasons:

First, people who talk of "putting the railroads through the wringer" overlook the fact that approximately 55% of railroad investment is in their "ways."

Second, railroads must compete with carriers which use ways largely provided for them by taxation.

Take the inland waterways, for example. The construction cost of digging canals or deepening rivers—all paid by the *taxpayers*—is far more than the cost of building railroad tracks. For instance, it is \$142,000 per mile on the Ohio River and \$235,000 per mile on the upper Mississippi. And even the annual maintenance per mile, *also paid wholly by the taxpayers*, is much higher than the annual maintenance costs of the railroads, paid wholly by the railroads.

Aviation benefits by a nationwide system of beacons, emergency landing fields, radio beams, weather reports and the like furnished by the U. S. Government, and airports built by U. S. Government funds or municipalities.

Roads, *not* including city streets, have cost more than \$25,000,000,000—almost twice the investment in railroad tracks and yards.

Looking at these figures, you can see that it costs money to furnish any kind of transportation "way"—and the marvel is that railroads, paying the whole bill themselves, are able to transport commodities of all sorts over all the country at rates averaging well below those of any of our other ways of transportation.

This is no time for snap judgment on the railroads' problems. What's needed is a sensible program.

The railroads have such a program today. It is based on the principle that *the most important transportation system in America should be given a chance to run as a business* under fair and equal conditions of competition.

This program is simply stated in a little pamphlet of vital interest to you. Please write for your copy.

STRAIGHT
THINKING
About the Railroads

What about "Land Grants"?

These two words have confused fair discussion of railroad problems for more than fifty years. Let us present three little-known facts which go far toward clearing the air:

First, less than 10% of the railroads ever received "land grants."

Second, the land "granted" was virtually worthless until the building of the railroads made settlement possible.

Third, "land grants" were not gifts. They were trades. Roads receiving these grants were required to give the government reduced rates on all its business, a concession which has long since returned to the government far more than the original value of the lands granted.

SAFETY FIRST—
friendliness too!

ASSOCIATION OF
AMERICAN RAILROADS

WASHINGTON, D. C.

RELIEF DEPARTMENT

MEDICAL EXAMINER

PENNSYLVANIA R. R.

Columbus—DR. H. E. HESTON—Office 20th St. Shop—Phone, MA. 1121. Daily except Saturday and Sunday, 8:30 A.M. to 5:00 P.M. On Saturday, 8:30 A.M. to 12:00 noon. Residence 254 Oakland Park Ave. Phone LA. 5246. Emergency calls outside of these hours taken care of by arrangement through crew dispatchers at engine houses at Columbus, and at Columbus Shop.

COMPANY SURGEONS

BALTIMORE AND OHIO R. R. CO.

Newark

DR. J. R. McCLURE, 36 North Second St.
DR. H. B. ANDERSON
DR. HOMER J. DAVIS
DR. VICTOR R. TURNER
DR. CLARK B. HATCH (Oculist)

Pataskala

DR. JOHN W. WENTZ

Columbus

DR. L. V. ZARTMAN, 289 E. State St., Main 1587.
DR. JOHN W. MEANS, University Hospital.
DR. CLAUDE S. PERRY (Oculist) 40 South Third St.

PENNSYLVANIA R. R. CO.

Newark

DR. HOMER J. DAVIS, Office, 21 W. Locust St.
Tel. 3543
Residence, 554 Mt. Vernon Rd. Tel. 6173

Columbus

DR. FRANK WARNER, Office, White Cross Hospital
Tel. ADams 9171
Residence, 177 Hubbard Ave., UNiversity 7376.
DR. FRANK S. LOTT, Office, 246 E. State St.
Tel. ADams 2450
Residence, 3861 Olentangy River Rd., Tel. LA. 7469
DR. H. V. POSTLE (Oculist)
Office, 83 S. Fourth St., Tel. ADams 5768
Residence, 395 Stoddard Ave., FAirfax 5260.
DR. GEO. J. HEER, Office 289 E. State St.
Tel. ADams 5437
Residence, 1297 Linwood Ave., Tel. GARfield 5005

HOSPITALS

BALTIMORE AND OHIO R. R. CO.

Newark, Newark City Hospital

Columbus, Grant Hospital
University Hospital.

PENNSYLVANIA R. R. CO.

Newark, Newark City Hospital, North Buena Vista St.
Tel. 4435 or 4018

Columbus, White Cross, 700 N. Park St.
Tel. ADams 9171
" St. Clair, 338 St. Clair Ave.
Tel. FAirfax 3815

FIRST AID EMERGENCY CASES

First Aid emergency cases, directions for the use of which are pasted on the inside cover, will be carried on trains and located at every important shop and station. They shall be in direct charge of conductors of freight trains, baggagemen of passenger trains, enginemen of helpers, agents at stations and master mechanic at shops who are responsible for the compliance with the General Notice in reference thereto.

EXAMINATION POINTS

BALTIMORE & OHIO R. R.

Newark, Tuesday and Friday, 9:00 A.M. to 12:00 M.

Columbus, Monday, 1:00 P.M. to 2:00 P.M.

Baltimore & Ohio R. R. WATCH INSPECTOR, STAUDT & CO., 573 North High Street, Columbus

COLUMBUS AND NEWARK

DIVISIONAL STAFF

Superintendent:

JOHN HEWES, JR.

Train Master—Division Operator:

R. B. EMCH

Chief Dispatchers:

J. T. MENDENHALL—J. M. KIDD—H. H. McARTOR—J. A. WHITE

Dispatchers:

F. L. CLINE
J. A. WHITE
E. H. CONNOR
P. W. McCAHAN

Division Engineer:

F. D. BATCHELLOR

Assistant Division Engineer:

T. D. MORRISON

Claim Agent:

A. R. CLAYTOR

Division Master Mechanic:

W. F. HARRIS

Road Foreman of Engines:

R. A. VERNON

Extra Dispatchers:

C. R. WHITIS
W. B. GUNION
V. R. MORRIS
R. C. ABBOTT
R. C. HARRY
T. A. ANTON

SPECIAL INSTRUCTIONS

(Cab Signal Rules on Page 10)

1. This Division governed by PRR Book of Rules dated April 26, 1925.

2. Standard clocks are located in WF Office, Newark, RN Office, Union Station, PRR Yard and B&O Yard Office, Columbus.

Trains, except west bound PRR trains, will not leave their initial station without receiving B&O Form "A."

First class B&O trains will register at Newark and Columbus.

Rule 19 Modified—B&O trains will display green instead of yellow as marker indication.

Westward P.R.R. trains may run passenger extra between Newark and Columbus without train orders.

Eastward passing tracks, Outville and Heath, being used as Storage Tracks.

3. Rule 21b—Double, three or more tracks.

On portions of the railroad so specified on the Time Table, the display of white flags and white lights as prescribed by Rule 21 will be omitted. Regular trains must be designated by both schedule and engine number.

Except as otherwise provided by Cab Signal Rules, Special Instructions, Page 10. Rules 501 and 505, 505-B to 514 inclusive, are in effect between First Street, Newark, and Neilston, Columbus, except on No. 1 westward track between First Street, Newark and ND Cabin.

Rules 301-375, inclusive are in effect between ND Cabin and B&O Crossing, on No. 1 westward main track, VA Tower and US Tower on tracks 3 and 4, Neilston and Union Station, Columbus, except that rules 317-A, 317-B, 318-A, and 318-B will apply only on portions of the Division as specified. Rule 317-B will apply for movement against the current of traffic. Rule 318-B will apply with the current of traffic between ND Cabin and B. & O. crossing, Newark, on No. 1 westward main track.

4. Rules 20a, 21b-251-253 and 254 are in effect between First Street, Newark, and Neilston, Columbus.

When schedules having station stops are represented by more than one section and when passenger extras are operated having station stops, the information will be given by train order.

5. Rule 511a—When moving from main track to siding, switch must remain open until train is clear, and when moving from siding to main track, switch must be opened before main track is fouled.

6. Sign indicating end of block on No. 2 eastward main track, located 480 feet east of Pennsylvania Passenger Station, Newark, Ohio. Eastward movement on No. 2 eastward main track beyond this Sign will be governed by Special Instructions Rule 10 of this Time Table.

7. Block information for westward PRR trains using No. 1 westward track between First Street, Newark, and ND Cabin will be received by proper hand signal from switchman on ground at First Street.

8. On all main tracks between 1st Street, Newark, and Neilston, Columbus, except No. 1 westward main track between 1st Street, Newark, and ND Cabin and No. 3, westward freight track between Leonard Avenue and Neilston, Rule 19, Figure 6, is not in effect. Rule 19, Figures 3, 4, 10 and 14 amplified in this territory.

DOUBLE TRACK—Rear of train when turned out against the current of traffic.

THREE OR MORE TRACKS—Rear of train by night on freight track with the current of traffic, or on any track against the current of traffic.

Figure 10, page 27 and Figure 14, page 29, Book of Rules, modified to read: Marker lamps lighted showing yellow to the outside, and red to the rear. The note modified to read, Markers will display colors to the rear as prescribed by Figures 5 and 6 when conditions require.

9. The following rule governs PRR and B&O crossing at Newark, horizontal B&O, vertical PRR, diagonal block. The position at night will be indicated by lights. As required by law trains will come to a stop not nearer than 200 feet nor farther than 800 feet from the above crossing, and after stopping, may proceed upon receiving proper block signal and target indication.

PRR eastward trains in making stop for B&O Crossing will stop west of crossover at First Street and will proceed only upon signal from the switchtender.

All trains operating thru main track crossovers First Street will come to a stop not nearer than 200 feet, nor farther than 800 feet from the crossover, and after stopping may proceed upon receiving proper signal from the switchtender on the ground.

Operating Rule 221 is modified, as follows:

At all train order stations in automatic block signal territory while an operator is on duty the train order signal shall indicate "stop" when trains are to be stopped for train orders. When there are no orders, the signal must indicate "proceed."

When a train order is received the operator must, before repetition, display the signal to indicate "stop" and reply to the train dispatcher "stop displayed."

10. Unless hand-operated switches in main track are listed in the time-table as being in charge of a switch tender or a signalman, they must be operated by a member of the train or engine crew using the switch, except as otherwise provided in Rule 104 and at a meeting point where the train holding main track may set switch for opposing train to enter siding.

Trains or engines must approach switches where switchtenders are stationed, prepared to stop and must stop clear of any switch or route unless signal to proceed is received from the switchtender.

NOTE: Eastward trains on No. 2 track and westward trains on No. 1 westward main track and No. 3 westward track will not receive hand signal at Fifth St., Newark, but instead will be governed entirely by fixed signal indication.

A switchtender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed 15 miles per hour.

Switchtenders are stationed at and have charge of main track switches as follows:

Newark: First Street.

Columbus: Cleveland Ave., Neilston and Fourth St.

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

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

Trains and engines using tracks Nos. 1, 2 and 3 in either direction must get proceed signal from switch tender east of Cleveland Avenue Viaduct before passing crossovers east of the Viaduct. Trains and engines using tracks other than Nos. 1, 2 and 3 and trains and engines making crossover moves between tracks Nos. 1, 2 and 3 and tracks south thereof, must receive proceed signal from switchtenders both east and west of the Viaduct before proceeding.

Signalman in charge of main track switches at ND Cabin.

SPECIAL INSTRUCTIONS—Continued

11. Trains receiving a proper signal and written instructions from Signalman may run against the current of traffic between VA Tower and Fourth St. Viaduct, Columbus, except on track 4 between Leonard Avenue and Cleveland Avenue. Trains or engines operating on No. 4 track between Leonard Avenue and Cleveland Avenue against the current of traffic, may do so under flag protection after getting verbal permission from the signalman covering the move they desire to make.

Eastward trains using No. 2 track will be governed by manual block signal at US Tower in addition to signals from switch tenders.

The movement of eastward and westward trains between Neilston and Union Station will be governed by the prescribed hand signals given by switchtender on the ground.

12. Where telegraph or telephone office is closed, trains meeting with accident or unusual delay, conductor will arrange to call nearest open office by telephone or if conditions warrant call Dispatcher's office, Newark, Telephone 3101. When using telephone reverse charges.

13. Cars loaded with dynamite, powder, or other explosives and oil or acid tanks, loaded or empty, will be placed as near center of trains as possible, and when practicable, not closer than fifteen (15) cars from engine, or ten (10) cars from the caboose unless the length of the train will not permit.

14. Rule 75 modified—General orders will be posted on bulletin boards, and in addition each conductor and engineer must have copy of the latest general order before starting on trip. General orders will be issued 12:01 A.M. the 1st and 15th of each month to B&O conductors and engineers at Chief Caller's office and WF office, Newark, RN Office and US Tower, Columbus; and to PRR conductors and engineers at established general order stations on the PRR designated by that company to deliver general order. B&O conductors and engineers will acknowledge receipt of General Orders on Form A and PRR conductors and engineers will acknowledge same on Form Z.

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 yard man will be stationed at the head end of the leading car to govern the movement and see that cars are stopped where they will not foul other tracks or be shoved over the ends of tracks or derails.

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

15. While Train No. 30 is approaching the platform or loading passengers at Port Columbus westward trains on No. 1 track will not pass between the station and these passenger trains at a speed in excess of 10 miles per hour, and look out for passengers crossing westward tracks.

Eastward passenger trains making stops at Port Columbus to receive passengers will stop to clear crosswalk to eastward passenger platform, unless signalled by station attendant with green flag to proceed to platform.

INSPECTION OF PASSING TRAINS

The following instructions must be observed as far as practicable and other duties will permit. Employes will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

Trainmen of freight and passenger trains will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal members of such trains, calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing trains when it is practicable to do so.

Train and engine crews on moving trains will be on the lookout for signals, when passing other trains, interlocking, block, water, coaling and other stations, sidings, highway crossings where crossing watchmen are on duty, and points where trackmen are working, and when practicable, exchange signals.

The following signals will be used where other signals are not required:

- | | | |
|-----------------|---|---|
| Hot Journal | } | By Day—Nose held with one hand, with other hand pointed toward track. |
| | | By Night—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe. |
| Brakes Sticking | } | By Day—Hands shoved in sliding motion out from body. |
| | | By Night—Lamp raised and held stationary. |

Broken Wheels, Defective Truck, Dragging brake connection, Lading shifted over side or end of Car, Swinging car door or any other dangerous conditions. } Stop Signal

GRADE SIGNALS

Grade signals are located as follows:

At or Between	Tracks	Signal Nos.
Heath & Kylesburg	1 and 3	1089 and 1089F
Kylesburg & Outville	1 and 3	1111-1111F, 1131 and 1131F
Outville & Pataskala	2	1184
Columbia Center & Summit Block Office	1	1215
Summit & Black Lick	2 and 4	1238-1238F-1248-1248F-1258 and 1258F
Black Lick & Taylor	2 and 4	1270-1270F, 1280 and 1280F
Taylor & Big Walnut	2 and 4	1292 and 1292F

A tonnage freight train, as referred to in Rule 277, is a train having 80 per cent or more of the authorized slow freight engine rating, or, having in excess of 90 cars, including the cabin car.

Before entering territory where Grade-signals are in use, conductor must notify engineman of authorized slow freight engine rating for that trip, exact tonnage, or number of cars in train and changes due to setting off or picking up cars.

TRACK ASSIGNMENTS

- No. 1. Westward Main Track.
- No. 2. Eastward Main Track.
- No. 3. Heath to Outville—Leonard Ave. to Neilston Westward Freight Track.

SPECIAL INSTRUCTIONS—Continued

No. 4. US Tower to Leonard Ave., Leonard Ave. to Summit, Eastward Freight Track.

Between First St. and Fifth St., Newark, the north track No. 1 or westward main track.

The first track south of No. 1 track, No. 3 westward track.

The second track south of No. 1 track, No. 4 eastward track.

The third track south of No. 1 track, No. 2 or eastward main track.

The first track south of No. 2 track interchange track.

The normal position of all switches will be for No. 1 and No. 2 tracks, except cross-over switches at First Street, Newark, are lined for movement of Westward PRR trains to No. 3 westward track and from B&O park track to C&N No. 1 track. At N. D. Cabin, switch at west end No. 3 track will be for movements from No. 3 westward track.

SPEED RESTRICTIONS

	Class of Service		
	Passenger and Express Trains.	Passenger Trains Handled by Freight Engines and Fast Freight Trains.	Slow Freight, Locals, Pick Up and Work Trains.
Columbus and Newark except as noted below	70	45	45
Over interlocked Railroad Crossings..		45	45
Between Leonard Ave. and Cleveland Avenue, Williams Street to First Street, Newark	25	25	25
Circus Trains	35	35	35
Relief Trains		30	30
Engines Backing	25	25	25
When making cross-over moves through Slip switches between Leonard Ave. and Union Station	10	10	10
Entering or leaving No. 3 track at Heath and Outville, No. 4 track at Summit and Leonard Ave.	25	25	25
Through crossovers entering or leaving sidings at Newark, Heath, Outville, Summit, East Columbus—East end P. R. R. yard A to or from freight track at Leonard Ave.	10	10	10
Tracks 3 and 4 between Heath and Outville, US Tower and Summit	35	25	25
Trains moving from PRR westward main track to C&N No. 1 track and from C&N No. 2 track to eastward main track at First Street	10	10	10
M 1 engines backing thru turnouts at First Street	5	5	5

Passenger engines running light or with caboose, on Nos. 1 and 2 tracks, 50 miles per hour.

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

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

Freight engines running light or with caboose, on Nos. 3 and 4 tracks, 20 miles per hour.

Track Cars	Unless otherwise specified	20
	When hauling track cars or trailers, or operating at night or in fog or storm	10
	Over switches, frogs, street and highway crossings	5

Freight trains that have been stopped a sufficient time to permit inspection will not, when started, exceed a speed of 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.

Indication of Rules 279, 281, 282, 283, 284 and 285, pages 79, 80, 81, 82 and 83 Pennsylvania Book of Rules, changed and modified as follows:

Rule 279, INDICATION—Proceed, prepared to stop at next signal. Within interlocking limits, a train must not exceed 15 miles per hour. NAME: Slow Speed Signal.

Rule 281, INDICATION—Proceed. Within interlocking limits, a train must not exceed 15 miles per hour. NAME: Clear Slow Speed Signal.

Rule 282, INDICATION—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Where a facing switch is connected with the signal, approach that switch prepared to stop. Approach next signal prepared to stop. NAME: Caution Signal.

Rule 283, INDICATION—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Approach next signal prepared to stop. NAME: Approach Signal.

Rule 284, INDICATION—Approach next signal at not exceeding one-half the speed authorized for passenger trains at next signal, but not exceeding 30 miles per hour. NAME: Approach Restricting Signal.

Rule 285, INDICATION—Proceed. Within interlocking limits, a train must not exceed one-half the speed authorized for passenger trains, but not exceeding 30 miles per hour. NAME: Clear Restricting Signal.

EXPLANATION OF LETTERS

- A—Stop to discharge Air-rail passengers.
- C—Stop on signal to discharge Air-rail passengers and U. S. Mail.
- E—Regular stop for Express, Mail, Milk, Newspapers or Marketing.
- N—Stop on signal to receive passengers for Urbana and beyond.
- †—Reduce speed to receive or discharge mail.
- X—Stop on signal to discharge passengers from points west of Columbus or to receive passengers for Pittsburgh and beyond.
- Z—Flag to take on Air-rail passengers.

OPERATION OF MOTOR CARS

Employees operating motor 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 information as to train movements, also movements of other motor cars in the same or opposing direction of which he is informed. 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 motor car is to be operated within these limits, the operator will be in position to give information as to movements of other cars within the same limits.

Except when telegraph or telephone service fails operators must receive information as to the location of trains from the train dispatcher, using Form 1089-A revised for that purpose.

SPECIAL INSTRUCTIONS—Continued

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

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

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

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

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

PROTECTION AT HIGHWAY GRADE CROSSINGS

Enginemen shall sound the whistle distinctly, two long and two short blasts (- - o o), beginning at the designated post, to be prolonged or repeated until crossing is reached.

When trains are running against the current of traffic, the engineman will sound the crossing whistle signal at the designated post governing trains running with the current of traffic, followed by short blasts of the whistle at intervals until the crossing is reached, even though the highway may be protected.

In the movement of engines with or without cars while switching over highway grade crossings within yard limits, also commercial and station sidings, mine, industrial or passing sidings; unless there is a crossing watchman at his post, or the gates are down, a member of the crew will protect highway traffic at crossing by preceding each movement over the crossing and see that all highway traffic has been stopped before signalling the engineman to proceed.

The same protection will be given whenever a light engine is making a movement either forward or backward over highway crossings at grade (except when running from one station to another as a straight-away movement); also whenever a train or engine taking the siding obscures the view from the highway of an approaching train.

At highway grade crossings protected by flashlight signals when a train or engine is pulled over the crossing and then backed up, the back-up movement will not be protected by the flashlight signals, and under such circumstances the crossing must be protected by a member of the train crew.

When necessary to cut a train at a highway grade crossing, the ends of the cut, where practicable, shall be not less than (50) fifty feet from the center line of the crossing and a member of the crew will remain at the crossing to protect highway traffic as indicated above, until the cars have again been coupled.

If necessary to cut a train at more than two highway crossings and there are not sufficient members of the crew available to protect highway traffic at each crossing, the ends of the cuts at the crossing which can not be protected should, where practicable, be left standing not less than one hundred and fifty (150) feet from center line of the crossing. A member of the crew should station himself in position to insure that all highway traffic has been stopped before signalling the engineman to make the movement.

When a car or cars are set off or placed on any track they must be left standing not less than one hundred and fifty (150) feet from the center line of a highway crossing when the space permits.

UNCLASSIFIED

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

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

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

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

WESTWARD TRAINS

Dist. from Newark	Train Order Stations	Columbus and Newark JOINT TIME-TABLE No. 71 Sept. 25, 1938	Car Capacity, Passing Sidings.	FIRST CLASS										
				P.R.R.	B. & O.	P.R.R.	P.R.R.	P.R.R.	P.R.R.	P.R.R.	P.R.R.	B. & O.	P.R.R.	P.R.R.
				27	35	41	31	17	67	267	11	33	13	155
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	
0.4	DN	NEWARK 0.4 ND CABIN 3.2	---	S 2.40	S 2.43	S 4.32	4.50	S 7.07	S 8.46	S 12.38	E 12.44	S 1.23	S 5.53	S 10.14
3.6	DN	HEATH 2.6 N.Y.C.	---	2.47	2.50	4.38	4.56	7.14	8.52	12.45	12.51	1.29	6.00	10.21
6.2	---	KYLESBURG	---											
11.2	DN	OUTVILLE 4.1	77	2.56	2.59	4.47	5.05	7.22	9.02	12.53	1.00	1.37	6.08	10.29
15.3	---	PATASKALA 3.6	---	3.01	3.03	4.51	5.09	7.26	9.06	12.57	1.05	1.41	6.12	10.33
18.9	DN	SUMMIT 3.7	156	3.05	3.07	4.55	5.13	7.30	9.10	1.01	1.09	1.45	6.16	10.37
22.6	---	BLACK LICK 1.8	---	3.10	3.11	4.59	5.17	7.34	9.14	1.05	1.13	1.49	6.20	10.41
24.4	---	TAYLOR 1.4	---											
25.8	---	PORT COLUMBUS 2.5	---	3.14				A 7.38	A 9.17	C 1.09			6.24	10.45
28.3	DN	EAST COLUMBUS 2.7 N.Y.C.	85	3.19	3.18	5.07	5.24	7.42	9.21	1.13	1.20	1.56	6.28	10.49
31.0	DN	LEONARD AVE. 1.5	---	3.22	3.21	5.10	5.27	7.45	9.24	1.16	1.23	1.59	6.31	10.52
32.5	DN	CLEVELAND AVE. 0.5	---	3.26		5.14	5.31	7.49	9.28	1.20	1.27		6.35	10.56
33.0	DN	COLUMBUS	---	S 3.30	S 3.30	S 5.18	S 5.34	S 7.52	S 9.32	S 1.25	E 1.31	S 2.05	S 6.40	S 11.00
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
				27	35	41	31	17	67	267	11	33	13	155
Time over Sub-Division				50	47	46	44	45	46	47	47	42	47	46
Average speed per hour				39.6	42.1	43	45	44	44.9	42.1	42.1	47.1	42.1	43

EASTWARD TRAINS

Dist. from Columbus	Train Order Stations	Columbus and Newark JOINT TIME-TABLE No. 71 Sept. 25, 1933	Car Capacity. Passing Sidings.	FIRST CLASS										
				B. & O. 36 Daily	P.R.R. 102 Daily	P.R.R. 202 Daily	P.R.R. 154 Daily	P.R.R. 108 Daily Ex. Sunday	P.R.R. 6 Daily	P.R.R. 222 Daily	B. & O. 38 Daily	P.R.R. 66 Daily	P.R.R. 40 Daily	P.R.R. 30 Daily
-----	DN	COLUMBUS 0.5		A. M. S 2.00	A. M. S 2.35	A. M. S 2.55	A. M. S 4.10	A. M. S 8.00	P. M. S 12.01	P. M. S 3.55	P. M. S 5.33	P. M. S 6.44	P. M. S 7.16	P. M. S 9.18
0.5	DN	CLEVELAND AVE. 1.5			2.39	2.59	4.14	8.04	12.05	3.59		6.48	7.20	9.22
2.0	DN	LEONARD AVE. 2.7		2.05	2.43	3.03	4.18	8.08	12.09	4.03	5.39	6.52	7.24	9.26
4.7	DN	EAST COLUMBUS 2.5 N.Y.C.		2.09	2.46	3.06	4.21	8.13	12.12	4.06	5.42	6.55	7.27	9.29
7.2	----	PORT COLUMBUS 1.4						E 8.16						Z 9.32
8.6	----	TAYLOR 1.8												
10.4	----	BLACK LICK 3.7		2.17	2.53	3.14	4.28	S 8.22	12.21	† 4.14	5.49	7.02	7.34	9.37
14.1	DN	SUMMIT 3.6	83	2.23	2.58	3.19	4.33	S 8.28	12.27	4.19	5.54	7.06	7.38	9.42
17.7	----	PATASKALA 4.1		2.27	3.02	3.23	4.37	S 8.34	12.31	† 4.23	5.57	7.10	7.42	9.45
21.8	DN	OUTVILLE 5	75	2.31	3.06	3.27	4.41	S 8.40	12.35	† 4.27	6.01	7.14	7.46	9.49
26.8	----	KYLESBURG 2.6												
29.4	DN	HEATH 3.2 N.Y.C.	90	2.39	3.13	3.35	4.48	S 8.49	12.42	4.34	6.08	7.21	7.53	9.56
32.6	DN	ND CABIN 0.4		2.45	3.17	3.40	4.52	8.55	12.46	4.38	6.12	7.25	7.57	10.00
33.0	----	NEWARK		S 2.47 A. M.	S 3.19 A. M.	S 3.45 A. M.	S 4.54 A. M.	S 9.03 A. M.	S 12.54 P. M.	S 4.41 P. M.	S 6.15 P. M.	S 7.28 P. M.	X 8.00 P. M.	S 10.02 P. M.
				Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily
				36	102	202	154	108	6	222	38	66	40	30
		Time over Sub-Division		47	44	50	44	1.03	53	46	42	44	44	44
		Average speed per hour		42.1	45	39.6	45	31.4	37.3	43	47.1	45	45	45

Pennsylvania trains will operate under cab signal rules in accordance with the following instructions:

CAB SIGNAL RULES

DEFINITIONS

Cab Signal—Position light signal, located in engine cab, indicating a condition affecting the movement of the engine or train.

Cab Signal System—A series of consecutive blocks governed by cab signals operated by electric agency actuated by a train or by certain conditions affecting the use of a block, and used in conjunction with block and interlocking signals.

Equipped Engine or Train—An engine or train equipped with cab signal apparatus, including whistle and acknowledgment, in operative condition for the direction in which it is to move.

Cab Signal System in service on main tracks operating with current of traffic.

Between 1st Street, Newark, and ND Cabin on No. 3 westward track and between ND Cabin and Neilston on No. 1 track.

Between Neilston and ND Cabin on No. 2 track and between ND Cabin and 1st Street, Newark, on No. 4 eastward track.

Between Heath and Outville on No. 3 track.

Between Cleveland Avenue and Summit on No. 4 track.

Cab Signals will not indicate condition ahead when engine is:

(a) Moving against the current of traffic (unless track is equipped for movement against current of traffic).

(b) Pushing cars.

(c) Not equipped for backward running and is running backward.

CUTTING-IN SECTIONS LOCATED

FOR WESTWARD TRAINS:

Heath on No. 3 track.

FOR EASTWARD TRAINS:

For track No. 2 just east of Neilston.

For track No. 4 at St. Clair Avenue, Columbus.

THE FOLLOWING RULES ARE IN EFFECT

1. Except as provided in Cab Signal Rule 5-a, a non-equipped engine or train must not be dispatched from any of the following terminals or Divisions for movement in cab signal territory.

COLUMBUS AND NEWARK

2. Required departure tests of engines and trains must be made before entering Cab Signal territory.
3. Unless authorized by the Superintendent, an equipped engine or train must not enter cab signal territory without having cut out cock fixed in cut in position.
4. When Cab-signal and Fixed signal aspects conflict, the more restrictive indication governs.
- 4a. When Cab-signal apparatus fails or when Cab-signal aspects conflict with Fixed-signal aspects at two Fixed-signal locations in succession, thereby indicating a probable defect in the Cab-signal apparatus, a train will proceed as a non-equipped train, governed by Fixed-

signal indication, to the next point of communication, report and be governed by instructions from the Superintendent.

- 4b. When there is a failure in the Cab-signal apparatus, engineman may cut out the warning whistle if it continues sounding after he has acknowledged.

- 4c. Except as provided in Cab-signal Rule 4a, movements of non-equipped trains are prohibited unless authorized by the Superintendent.

- 4d. If the Cab-signal warning whistle sounds longer than six seconds, the Fireman on an engine, or the Trainman nearest operating compartment on an MU car, will immediately go to the Engineman.

5. Unless otherwise directed by the Superintendent, a non-equipped train moving on a track equipped for Cab-signal operation in the direction in which it is moving must not exceed speed as follows:

Trains other than passenger trains 25 miles per hour.
Passenger trains 35 miles per hour.

Non-equipped engines may operate for shifting and other purposes between VA Tower and Yard Limit Board at East Columbus.

5a.

6. Cab-Signal Aspects, indications and names are shown by Rules 278, 283, 284, 286. Cab-Signal indications do not supersede Fixed-signal indications, except when Cab-signal changes to a more restrictive or a more favorable aspect after passing a Fixed-signal.

7. If after passing a Fixed-signal, the Cab-signal aspect changes from Caution-Slow-Speed (Rule 278), to a more favorable aspect, speed must not be increased until the train has run its length.

8. Except within interlocking limits, if Cab-signal aspect changes to Caution-Slow-Speed (Rule 278), a train may proceed at not exceeding 15 miles per hour, expecting to find a train in the block, broken rail, obstruction, or switch not properly set. A train exceeding 15 miles per hour must at once reduce to not exceeding that speed.

Approach restricting Cab-signal indication at a point approximately 4000 ft. in rear of Automatic Signal 1098 Eastward Distant Signal for Heath Interlocking Plant, when the Distant wayside signal indicates approach.

Within interlocking limits with Cab-signal displaying a more favorable aspect than Caution-Slow-Speed, if the Cab-signal aspect changes to Caution-Slow-Speed, the train must stop, and permission must be secured from the Signalman before moving in either direction.

Note: Cab-signal indication Rule 283, Figure 1, will be displayed under wayside signal indication Rule 279. Figures 1 and 2 for eastward movement on No. 4 eastward track between ND Cabin and First Street, Newark.

CAR SIGNAL RULES

DEFINITIONS

**DON'T
GET
HURT**