

SPECIAL NOTICE.

THERE ARE VARIOUS PLACES IN THE YARDS, INDUSTRIES AND ON THE MAIN TRACKS WHICH WILL NOT CLEAR A MAN ON TOP OR SIDE OF A CAR OR ENGINE. TRAIN AND YARDMEN ARE WARNED TO BE CONSTANTLY ON THE LOOKOUT FOR SUCH OBSTRUCTIONS.

HORIZONTAL (SIDE) AND VERTICAL (OVERHEAD) CLEARANCES ON MAIN TRACKS.

HORIZONTAL (SIDE) CLEARANCES.

There are obstructions on both main tracks of the Ohio River Bridge and Approaches that will not clear a man on side of car or engine.

SINGLE TRACK—6 feet 6 inches from center of track to Signal Pole No. 89, located between Main Street, New Albany and End of Double Track. (All trains in both directions pass this point.)

END OF DOUBLE TRACK TO NORTH END OF BRIDGE PROPER:

NORTHWARD TRACK—6 feet 6 inches from center of track to poles.

SOUTHWARD TRACK—6 feet 6 inches from center of track to poles.

BRIDGE PROPER:

NORTHWARD TRACK—6 feet 11 inches from center of track to nearest steel.

SOUTHWARD TRACK—6 feet 11 inches from center of track to nearest steel.

SOUTH APPROACH FROM BRIDGE PROPER TO BEGINNING OF FILL:

NORTHWARD TRACK—6 feet 10 inches from center of track to poles.

SOUTHWARD TRACK—6 feet 6 inches from center of track to nearest pole (Signal No. 19). 6 feet 11 inches to other poles.

VIADUCT AT 14TH AND CANAL:

NORTHWARD TRACK—7 feet 10 inches from center of track to north abutment.

SOUTHWARD TRACK—6 feet 8 inches from center of track to south abutment. (Will not clear man on side of car or engine on either track.)

VERTICAL (OVERHEAD) CLEARANCES.

VIADUCT AT 14TH AND CANAL:

NORTHWARD TRACK—16 feet 3 inches from top of rail.

SOUTHWARD TRACK—16 feet from top of rail. (Will not clear a man on top of covered car on either track).

There are three guy wires on the inside of Parkland Curve which might trip a man alighting from a train.

KENTUCKY & INDIANA TERMINAL RAILROAD COMPANY

*The Gateway Between the North
and South*

35

TIME TABLE NO. 35

EFFECTIVE 12:01 A.M. (CENTRAL TIME)

SUNDAY, APRIL 27, 1947

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY**

C. W. ASHBY,
President and General Manager

R. G. CLAIBORNE,
Superintendent.

SAFETY FIRST

The Fundamental Requirements for Safe Train Operation is a Strict Observance of
SIGNAL INDICATIONS • SPEED RESTRICTIONS • YARD LIMIT RULES AND RULE 99

SPECIAL INSTRUCTIONS.

1. Train movements on single track between "ADE" Tower and Vernia, New Albany; on double track between Main Street, New Albany, and L. S. Junction, Louisville, and between "DI" Tower, at 30th Street, and Short Route Junction, Louisville, will be governed by block and interlocking signals.

Train movements between L. S. Junction and L. & N. Connection must be made as prescribed by Rules 13-17-18-19 and 20.

2. Block signals govern the use of the blocks and their indications supersede time table superiority and take the place of train orders; they do not dispense with the use or the observance of other signals wherever and whenever they may be required.

3. Block signal indications may be given by two and three-position semaphore arms; by lights of prescribed color; or by both.

4. Semaphore signals for trains in either direction may be on the same mast; the governing arm as seen from an approaching train is displayed to the right.

5. Color light signals are located over or upon the right of and adjoin the track to which they refer, except Approach-signal on Sou. Frt. House lead which is on the left.

6. Numerals on the number plate of block signals preceded by the letter "H" are Home-signals; when preceded by the letter "A," they are Approach-signals.

7. Home-signals govern the use of the blocks.

8. Approach-signals govern to the next home-signal, or turnout switch; to or from the rails of a connecting line; or over an intersecting line switch.

9. The normal indication of home-signals is Stop; they must be changed for each train movement.

10. The normal indication of Approach-signals may be Stop or Restricting; the Stop-signal must not be passed except on a hand-signal from the block operator.

11. Aspect, name and indication of semaphore, or color light, block and interlocking signals.

POSITION OF SEMAPHORE ARM	COLOR LIGHT BY DAY AND NIGHT	NAME	INDICATION
Horizontal.....	Red.....	Stop Signal	Stop. -See Rule 306.)
Diagonal.....	Yellow.....	Restricting Signal.....	Proceed at restrict- ed speed. (See Rule 307.)
Vertical.....	Green.....	Proceed Signal.....	Proceed, clear track except through yard limits. (See Rule 308.)

RULE 307 (Book of Rules).

The Restricting-signal indication gives a train the right to proceed to the next block signal, turnout switch, or to the rails of a connecting line at Restricted Speed, expecting to overtake another train moving in the same direction.

Trains will be permitted to follow each other closely through the blocks under a Restricting-signal indication and they must

move with due consideration to the obscured or reduced vision around curves and other places.

Conductors and enginemen of trains entering a block under a Restricting-signal indication will be held responsible for an accident caused by overtaking the preceding train, but this will in no way relieve any train or engine crew from complying with Rule 99.

RULE 308 (Book of Rules).

The Proceed-signal indication gives a train clear track to the next block signal, except THROUGH YARD LIMITS.

12. Trains and engines must approach all governing signals prepared to stop unless the proper proceed indication is displayed.

RULE 326 (Book of Rules).

If the Block System fails, which results only when the block operator is unable to communicate with the dispatcher, the operator will, until communications are restored, deliver to the conductor and engineman of each train Form 149.

After receiving Form 149, trains will pass Stop-signal and if on double track proceed to the next block station at RESTRICTED SPEED, expecting to find a train ahead or track obstructed; but if on single track, a flagman must be sent 800 yards in advance as other trains may have been admitted to the block previous to the failure of the Block System.

If trains meet on single track while the Block System is inoperative, the inferior train, by class or direction, must immediately back up under flag protection to the nearest siding and allow the superior train to pass.

13. All trains and engines on double track must keep to the right unless otherwise directed.

14. No train or engine must move in a direction opposite to that in which it enters a block, nor against the current of traffic, within yard limits or otherwise, without authority from the dispatcher, unless fully protected by flagman.

15. Train movements against the current of traffic will be authorized by the dispatcher on Form 72.

At block stations where a train is turned against the current of traffic, the operator will deliver Form 72 to the conductor and engineman and then display the signal indication authorized by the dispatcher.

If there is no fixed signal provided to govern movements against the current of traffic, hand signals (yellow flags by day and yellow lights by night) will be displayed.

A train or engine moving against the current of traffic within yard limits, must proceed at RESTRICTED SPEED, expecting to find the main track occupied without protection. In the case of an accident, the responsibility will rest with the train or

engine moving against the current of traffic.

16. A yard engine operating through the blocks on authority of a block signal indication will be considered a train and subject to the operating rules governing train movements in Manual Block System territory, but when such engine arrives within yard limits and commences to switch, its identity is changed back to that of a yard engine and the foreman must report off the block and be governed as prescribed by Rule 17.

17. Yard engines working within yard limits, or engines performing industrial or other work on double track, in Manual Block System territory, must, unless otherwise provided, clear the time of first-class trains five minutes and allow other trains and engines to pass without delay. Foremen must keep themselves informed respecting first-class trains and if running late will use the main track under flag protection to within five minutes of the run late figure obtained from the dispatcher.

18. All trains and engines between L. S. Junction and L. & N. Connection must move at Restricted Speed and in accordance with the rules and regulations governing the operation of trains on double track and within yard limits, except that schedule trains running late and on the time of opposing schedule trains, and all extra trains and yard engines must protect themselves by flag between the end of double track and L. & N. Connection. All trains and engines must approach Cross-over at 9th and Magnolia and wye Switch 121 feet east of 9th Street, prepared to stop and line the switches. Rule 104-A (Book of Rules) does not apply to these switches.

RULE No. 104-A (Book of Rules) All main track switches and those required by rule or special instructions to be locked must be left in that condition. If a lock is missing or defective, the employe last using must apply another or report the case to the train dispatcher by wire.

19. Yard engines must not enter Block No. 6 until it has been ascertained whether all regular trains due have left. They must clear the time of first-class trains, or extra passenger trains of which they receive notice, as prescribed by Rule 17.

20. Yard engines of connecting lines must not pass onto the rails of this Company without permission from the dispatcher obtained through the nearest block operator, except that L. & N. yard engines may use the main tracks between L. & N. Connection and L. S. Junction (12th and Magnolia Ave.) in accordance with prescribed operating rules; they must not, however, pass north of L. S. Junction without permission from the block operator.

21. Yard engines of connecting lines must be protected at all times while occupying the tracks of this Company, as prescribed by Rule 99.

22. Southward trains and engines departing from Youngtown yard will get permission from the operator at Madison Street Tower before moving through "C" Yard or switching lead. If necessary to use the main track from Market Street permission must be obtained from the dispatcher.

No. 2, 3, and 4 switches at south end of "C" Yard must be left lined for lead.

Northward freight trains and transfer cuts will, ordinarily, be crossed into the yard at Madison Street, but when switches are found lined and signals displayed to move with or against the current of traffic to Market Street they will promptly proceed to and enter the yard at that point.

23. Northward trains and engines from Youngtown yard must obtain permission from the dispatcher, by telephone, before moving up to the interlocking territory on any lead.

Magneto telephones on a circuit connected direct with the dispatcher's office are located as follows: in booth at head of yard; general yardmaster's office; head of coach yard; head of "E" yard; "F" yard office; "F" shanty; and south end of "H" yard. One long ring, to be repeated at intervals until answered by one short ring, calls the dispatcher.

Telephones connected with K. & I. Exchange must not be used in communicating with dispatcher unless magneto line is out of order.

The use of telephones for advice or instructions respecting the movement of trains or engines must have precedence over all other business.

24. Trains and engines must move on all yard and turnout tracks at yard speed, expecting to find a train moving in the opposite direction on the same track; where such tracks are on curves, or for any reason the view is obstructed or reduced, the speed must be so regulated that a stop can be made in half the distance of the range of vision.

25. In and out-bound trains must be given preference in the yard. Yard engines or road engines going to or from their train, must, when a train is seen approaching to enter or leave the yard, stay into clear and allow such train to proceed with the least delay possible.

26. Conductors and foremen must give dispatchers the fullest information in regard to helping engines. When an engine pushes a train into a block and returns from an intermediate point, a flagman must be left at the last block station to protect the return movement.

27. Foremen are required to keep the dispatcher advised with respect to the anticipated movements of their engines through the blocks. When asking for a block, the foreman of each yard crew will give his name and that of engineman, also the time such crew commenced work. If a change of engines is made during the crew's hours of service, the dispatcher should be notified.

28. When practicable, conductors and foremen must ask for block signals personally. If delayed, either in pulling out of yard to interlocking plant; moving after the proper signal indication is displayed; or in crossing over into yard at Market Street, the dispatcher must be notified promptly.

29. Trains or engines will not cross over or return at a block station until permission has been obtained from the block operator and signals are displayed to protect the movement.

Cross-over movements must not be commenced at any point until both switches of the cross-over are properly lined and neither switch lined back for the main track until the movement is completed.

All trains and engines must approach cross-overs, not protected by signals, located between the south end of Magnolia yard and I. C. crossing; at 13th Street; and at 30th and Garland Ave. at restricted speed, expecting to find trains or switching cuts crossing over. Speed must not be increased until it is seen or known that the cross-overs are clear and switches properly lined.

30. When necessary to back a train or cut of cars, the engineman will sound three blasts of the whistle, as provided in Rule 14(h), and must receive Signal 12(d) from the rear before moving.

32. Road engines going to their trains must not occupy the main tracks without permission from the dispatcher.

33. The engineman of a train following another train must keep a sufficient distance behind it to avoid an accident if the preceding train should break in two, or from any other cause, suddenly reduce speed or stop.

34. When a train is in the back up movement, or cars are shoved ahead of the engine, the engine is considered the rear of train and enginemen must see that the head brakeman or switchman, or in his absence, the fireman, complies with Rule 99.

35. All delays to trains and engines, either in getting out on call or while operating over K. & I. rails, must be reported to the dispatcher immediately by wire.

36. Markers of trains heading into Youngtown yard must not be taken down or extinguished until the train has stopped in the track where engine is to be cut off.

36(a). Passenger trains turned on wye and backed into Depot may continue to display marker lamps in addition to white light on leading car by night.

37. Where switches are operated from block or other offices by pipe line, or where hand-signals are given in lieu of interlocking signals, train and enginemen must know that switches are properly lined before passing onto them. A proceed signal indication will not be accepted as an excuse for running through such switches.

38. A red light placed at a switch in the yards by night indicates that such track is occupied. When so protected a switch must not be entered or changed until the crew using it has been notified.

39. On tracks equipped with derails, cars must be left clear of derailing device and never left outside of derail.

At Panama Yard, the derails are placed to derail cars from either track. Cars left on either track at Panama must clear the other track at both ends.

40. Between 29th and High Streets and Short Route Junction (13th and Canal), is known as the depot line. Trains between Short Route Junction and 7th Street Depot are subject to the rules and regulations of the Short Route Railway and Transfer Company. Conductors and enginemen must provide themselves with a copy of said rules.

41. In transferring cars from one track to another, or when backing cuts or trains into Youngtown yard, if air brakes are not in service, the foreman or conductor must see that sufficient hand brakes are set on the leading cars to control the movement before commencing to shove or back down any of the leads. When practicable, engine crews working on the lead through which cars are to be shoved, should be notified to look out for same.

42. Conductors of freight trains, entering north end of yard, will hand off waybills at Bank Street Office.

Louisville Div'n Southern Ry. Conductors will leave bills at Gen. Yardmaster's Office

43. Foremen of crews handling transfer cuts from Youngtown yard to L. & N., or I. C. at Oak Street, will note on Form 15 time departing from Youngtown yard and time of arrival at L. & N., or I. C.; they must also make a record of any delay suffered in effecting delivery after arrival at L. S. Junction.

44. In foggy, or stormy weather enginemen must be especially on the alert. Speed of trains and engines must be regulated, as conditions may warrant, so as to insure the maximum of safety, irrespective of schedule time. They must approach stations and street crossings with extraordinary precaution to

avoid injury to persons or accidents with vehicles; also approach all switches and places where authority to proceed depends upon signals at restricted speed. Flagmen must have the proper signal appliances ready to afford full protection as prescribed by Rule 99.

45. Magneto telephones connected directly with the block office at Virginia Ave., are located in box attached to pole at 32nd and Woodland Ave.; Field tracks at State Fair; Producers Wood Preserving Co's switch; and south entrance to State Fair. Foremen of engines moving north, or to the main track, from either of these points must obtain permission from the dispatcher, through the operator at Virginia Ave., and be governed by block signal at 32nd and Woodland Ave.

If telephone is out of order and permission cannot be obtained, engines moving from the above points to the main track must proceed under flag protection.

Unless otherwise instructed, engines going in on the State Fair Lead from the main track, will proceed at Restricted Speed expecting to find track occupied by switching movements and, upon arrival at destination where telephone is located, will immediately report to the operator at Virginia Ave., or, if going south of the State Fair, will report from telephone located at that point.

Engines doing industrial work between the main track and 32nd and Woodland Ave. must not move south of 32nd Street without permission from the operator at Virginia Ave., except under flag protection.

Automatic Signals on the State Fair Lead govern the operation of trains and engines around the curve on east side of Fair Grounds. Signal located on left-hand side of running track, 400 feet south of Field Yard switch, governs southward or toward State Fair and signal located on right-hand side of running track, 500 feet north of Producers Wood Preserving Co's switch, governs northward or toward the main tracks.

The normal indication of these signals is Yellow or Restricting and will indicate Red or Stop when the block is occupied by an opposing or preceding movement.

The Stop-signal must not be passed, except when preceded by a flagman to the next signal. Should either signal display the Stop indication, a train or engine stopped thereby will send flagman in advance, as above provided, and proceed around the curve at Restricted Speed.

46. Foremen of switch engines must, before using the Industrial Belt between Magnolia Yard and Producers Wood Preserving Co. lead, obtain permission from dispatcher by telephone and when into clear report to him promptly in the same manner.

Telephones to be used are located at north end of Magnolia Yard and Producers Wood Preserving Co's lead switch.

When telephone at Producers Wood Preserving Co's switch is used, communication with dispatcher will be through the block operator at Virginia Ave.

47. Train and engine movements through Portland Ave., between 14th and 15th Streets must be at Yard Speed with a man stationed on the forward end of train, or cut of cars, ready to protect pedestrians and vehicles when necessary.

Trains and engines going from the main track to Penna. Conn. or the B. & O. and Monon freight houses will proceed expecting to find the track occupied. Upon arrival, the conductor or foreman in charge, must report promptly to the block operator at 16th Street by telephone located in box on pole at 15th and Portland; they must obtain permission from the operator in the same manner before a train or engine proceeds

from either of the above points to the main track, or, if telephone is out of order, the movement must be fully protected by a flagman.

48. When using the telephone to obtain permission to occupy the main track or operate through the blocks, the conductor, foreman or engineman will call the nearest block operator, if possible, or the dispatcher and satisfy themselves they are communicating with proper person. Unless such permission is obtained the main tracks must not be used except under flag protection as prescribed by Rule 99.

49. In the State of Kentucky, unless otherwise provided, trains and engines must come to a full stop before crossing any railway at grade; they must know the way is clear before proceeding.

The Indiana Law requires that at railroad crossings not equipped with approved interlocking, trains and engines will stop not less than 40 feet, nor more than 500 feet from the crossing and will not proceed until the route is clear.

50. Block signals governing the movement of trains over Penna. R. R. crossing at Vincennes and Main streets, New Albany, are interlocked. Trains and engines approaching this crossing on K. & I. rails may, after the proper signal indication has been displayed, proceed at restricted speed, without making a stop for the crossing; they must keep a careful lookout for pedestrians and vehicles.

51. The crossing gate located at K. & I. and I. C. crossing at 14th and Magnolia Ave. operates by hand and barricades either the K. & I. or I. C. main tracks and displays a red light to the track barricaded. A safety stop must be made before passing over the crossing, irrespective of position of gate.

52. When switching is to be done over crossings at 32nd and Woodland Ave. and Beech and Dumesnil streets, the operator at Virginia Ave. must be notified before the work is commenced and when completed. During the time engine is switching over either of these crossings the signals will be cut out of service and street traffic must be protected by a member of the crew.

53. Train movements over all street and highway crossings must be made with great care; where there are gatemen or flagmen and the gates are not down or the proper flag signal displayed, the movement over crossing must be fully protected by a trainman or, in his absence, by the fireman.

Trains and engines must approach crossings protected by flashing light signals, or other warning devices, at restricted speed and with such other precautionary measures as may be necessary to prevent an accident. When crossing signals are found out of order, extraordinary precaution must be taken.

Train movements, or cars being shifted, over an unprotected highway or street crossing must be fully protected by a member of the crew.

(Note—This rule also applies to private crossings at industrial plants.)

54. Enginemen and trainmen must give close attention to crossing protection devices and note whether they operate properly. Should they be found out of order the fact must be reported to the dispatcher from the next available point of communication.

57. Cabooses must not be handled unnecessarily; they must be carefully placed in caboose track promptly after arrival and never held to while switching.

59. The curvature of Wye leading from K. & I. to I. C. R'y at 14th and Magnolia Ave. will not permit long connected road engines with pony trucks to be handled through same. When necessary to deliver locomotives of this type to the I. C., delivery must be made at Eleventh Street and special attention given to overhead clearance under Pennsylvania bridge at 14th Street.

60. Cars loaded with live stock must be handled with the greatest care and promptness; they must not be kicked in on a track, nor other cars kicked in on them.

61. Switching crews working at freight houses, industries, team tracks and icing stations must be careful of their own safety as well as that of others. Before coupling to, or moving cars in such places, they must see that there are no men working in or around the cars, or plant, whose safety would be jeopardized thereby; also see that nothing projects from cars that would cause injury to men or damage to structures, and that nothing protrudes from buildings, platforms, cranes, trucks, etc., that would endanger members of the crew, or damage equipment. They must be on the lookout for overhead and side clearances at all times and places; where the clearance will not permit a man to ride the leading car, the foreman or switchman must precede the car a sufficient distance to insure safety. When necessary to disturb cars that are being loaded or unloaded, they must be returned to the same position as found.

Under no circumstances must any person be allowed to remain in cars while being switched. If lading is not properly braced to permit switching, do not handle until bracing is made safe.

62. Switching crews must pay special attention to the commodities with which cars are loaded and see that lading, liable to damage by rough handling, is properly protected. Bad order cars in a cut, with defects that would endanger the safety of crew or cause further damage to equipment by switching, should be set out. In the case of car with draw-bar out, there should be a car between it and the engine before attempting to handle. Do not place on a track with other cars, but make arrangements for prompt movement to Shop track.

63. Foremen of engines doing work at industries provided with gates or doors must see that such gates or doors are opened to proper clearance and secured before entering and that they are closed and locked after the work is completed.

64. When cars are placed on an elevated structure, or handled into industries on an elevated lead, the switching crew must take every precaution necessary for safety. The air must be cut in and working on all cars handled and when a lead passes over a street, a member of the crew must precede the movement and protect street traffic.

65. Under no circumstances must an engine be moved over any scale track, nor cars handled over the scale track after they have been weighed. Cars must be cut free at both ends while being weighed.

66. The hours of service law must be fully observed in all cases. When doubling men over see that the law is not violated.

thereby, and that men who have worked sixteen hours are given the proper rest before again being permitted to perform any service. An employee ordered for duty before his legal rest period has expired, must report the fact to the proper officer before going on duty.

67. A white flag with a green cross displayed by an automobile or other vehicle indicates a physician making an emergency call. Employees are charged to do everything possible to safe-guard and expedite the movement of such vehicles over crossings.

68. The engine bell must be rung when an engine is about to move and while approaching or passing public crossings at grade, or while switching or running within city limits.

The whistle must be sounded at all places where required by rule or law, or to prevent an accident.

THE UNNECESSARY USE OF EITHER THE WHISTLE OR BELL IS PROHIBITED.

69. Enginemen or firemen must avoid starting injectors or opening cylinder cocks and blow off valves where persons may be scalded, particularly between 31st Street Louisville and Main Street New Albany, or while in the interlocking territory at New Albany.

70. Engine crews taking water at the tank at 13th and Magnolia Ave. will see that spout is raised to proper position before leaving same.

71. Foremen handling cars to and from repair tracks must make a record of such movements on Form 15, showing time cars are placed or pulled, also whether loaded or empty.

In coupling up or pulling shop tracks, the field man will look the tracks over carefully to see that there is no obstruction that might derail the cars and cuts must not be pulled out of tracks until signal has been given by the field man from the rear.

72. When using track leading to Stratton and Terstegge, foremen must send a man in advance to protect the movement through Cropp alley and over 15th Street crossing.

73. Switch engines performing work on the tracks of the Hydro. Elec. Co. will move at restricted speed.

Before crossing the Canal bridge, the engine must come to a full stop and not proceed until the foreman has personally ascertained from the bridge tender that wedges are in place and O. K. for engine to cross. A member of the crew must precede the engine over bridge and give full protection to pedestrians and vehicles.

74. The main track must not be used for the storage of cars except in cases of emergency, and then permission must first be obtained from the train dispatcher.

A CUT OF CARS STORED ON THE MAIN TRACK AT NIGHT MUST HAVE A RED LIGHT DISPLAYED AT BOTH ENDS.

In all cases when a main track is blocked with cars, the dispatcher must notify block operators on either side of same, in message form.

75. All switch orders will be received at the General Yard Master's office; after the work has been completed, the engine foreman will O. K. the order, giving the time and date; if any of the work is not finished, including orders received at industries, the reason therefor must be noted on the order and returned to the General Yard Master's office together with the work orders which have been completed. Foremen must sign work orders so as to show by whom the work was done.

76. When block signal and switch lights are found not burning, report the fact to the dispatcher promptly by wire.

77. Engines interchanging cars with the C. I. & L. R. R. at Vincennes Street, New Albany, must protect themselves against southward trains as prescribed by Rule 99.

ACCIDENTS AND PERSONAL INJURIES

Note—Particulars of an accident for the public will be furnished by an officer of the Company only, or upon his authority.

1. Derailments or accidents, which result in personal injury or loss of life, must be reported immediately by the conductor or engine foreman to the dispatcher, giving such details as are necessary for prompt handling. In case of personal injury to employees, or other persons, the nature of the injury must be stated, as well as the circumstances. If a derailment which blocks the main track, state the approximate time it will take to clear the track and whether the wrecking crew will be required. In case of personal injury, or loss of life, the dispatcher will notify the claim agent and the chief special agent as soon as possible thereafter.

2. The dispatcher will arrange immediately for the necessary surgical attention for all injured persons

3. The conductor or foreman in charge of a train or engine involved in an accident with another vehicle must obtain the license number or other identification, the name and address of each occupant, also the names and addresses of all persons who witnessed or have information of the accident.

4. An engine, car or structure involved in an accident or personal injury must be examined by an authorized employee of the proper department and a written report made to the superintendent showing conditions in detail.

5. A report of all accidents and personal injuries must be made by conductors or engine foremen and enginemen on the prescribed forms and mailed to the superintendent promptly. In the case of an accident in Sou. R'y territory (frt. House yard, on hub track or south of L. S. Junction) in which K. & I. engines are involved, the foreman will make a wire report, Signal 9, to Sou. dispatcher; he will also make reports on regular Sou. R'y, as well as K. & I., forms and mail to the superintendent of this Company.

RULE 11 (BOOK OF RULES).

A train finding a fusee burning on or near its track must stop and extinguish the fusee and then proceed at restricted speed.

RULE 99 (BOOK OF RULES).

When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition, displaying lighted fusees. When recalled and safety to the train will permit, he may return.

When the conditions require, he will leave the torpedoes and a lighted fusee.

The front of the train must be protected in the same way when necessary by the head brakeman, or switchman, or in their absence, by the fireman.

When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection. By night, or by day when the view is obscured, lighted fusees must be thrown off at proper intervals.

When day signals cannot be plainly seen, owing to weather or other conditions, night signals must also be used. Conductors and enginemen are responsible for protection of their trains.

Note.—Flagmen must not depend upon block or interlocking signals to protect the rear of their trains.

RULE 754 (BOOK OF RULES).

Trains must not be permitted to stand across another railroad, at grade, if possible to avoid it.

Trains must be opened to clear all public crossings while standing at stations or other places. In no case must public crossings be blocked longer than five minutes. After a train has been opened at a crossing, it must not be recoupled until a trainman has been stationed at the crossing to protect the public and the movement.

Should a public crossing be unavoidably blocked causing delay to highway traffic, the crossing must not be fouled by freight trains or switching cuts until the delayed traffic has passed over the crossing.

DESIGNATION OF BLOCKS.

Block "A," between Tenth Street (Penna. Conn.) and Main Street Block Office, New Albany.

Block "B," between North "Y" and Main Street Block Office, New Albany.

Block No. 1, between Main Street Block Office, New Albany, and 30th Street Tower, Louisville.

Block No. 2, between 30th Street Tower and Short Route Junction.

Block No. 3, the east and west legs of "Y" and the main tracks between the "Y" and Madison Street Interlocking Tower.

Block No. 4, between Madison Street Interlocking Tower and Virginia Ave. Block Office.

Block No. 5, between Virginia Ave. Block Office and L. S. Junction Block Office.

Block No. 6, between L. S. Junction Block Office and L. & N. Connection.

LOCATION OF BLOCK SIGNALS—Southward.

Tenth Street (Penna. Conn.) Block Office (Semaphore): Home-signal on right-hand side of track governs to Block "A".

North "Y" (Semaphore): Home-signal on left-hand side of track governs to Block "B".

"VI" Interlocking Plant (Color Lights): Approach-signals, over C. I. & L. track at west line of Vincennes Street; on right-hand side of B. & O. track and right-hand side of Sou. R'y track, just east of B. & O. passenger station, govern to Home-signal.

Low Home-signal located south of Penna. R'y crossing governs trains to Block No. 1.

"DI" Interlocking Plant (Semaphores): Top arms of signal No. 29 on right-hand side of track in west leg of "Y", and signal No. 30 on right-hand side of track in east leg of "Y", govern to Block No. 3.

Market Street (Semaphore): Approach-signal on right-hand side of track 300 feet north of Market Street viaduct protects cross-over movements.

NOTE.—All southward trains and engines, moving with the current of traffic, will be governed by this signal. Its normal indication is Restricting and is automatically changed to Stop when either end of cross-over between main tracks, or cross-over between "B" lead and southward main track is open, and can also be changed from Restricting to Stop by the operator at Madison Street. The Stop indication must not be passed, except on instructions from the operator at Madison Street delivered through yardmaster at Market Street.

Conductors and engine foremen of northward trains and engines crossing into Youngtown yard at this point must see, after their train is into clear, that switches of both cross-overs are properly lined for the main tracks and "B" lead, and also note whether signal changes from Stop to Restricting; if it fails to change, the fact must be reported to the dispatcher.

Should signal be out of order and not display Stop, as above provided, all train movements from northward main track into yard, or from yard to southward main track, must be fully protected as prescribed by Rule 99.

"M" Interlocking Plant (Color Lights): Approach-signal on right-hand side of track, 575 feet north of "M" Tower, governs to Home-signal.

Home-signal on right-hand side of track just south of "M" Tower, governs to Block No. 4.

Virginia Avenue Block Office (Color Lights): Approach-signal, on right-hand side of track, 275 feet north of block office, governs to Home-signal.

Two signals on same mast, on right-hand side of track opposite block office, top signal is the Home-signal and governs to Block No. 5. The lower signal is an Approach-signal and governs to and indicates switch is lined for State Fair lead.

15 feet north of 18th and Magnolia Ave. (Color Lights): Approach-signal on right-hand side of track protects movements through cross-over and from north end of Magnolia yard.

Note: This signal is controlled by switches at both ends of cross-over, switch leading into Magnolia Yard and track circuit extending from this signal to clearance point in Magnolia Yard.

L. S. Junction Block Office (Color Lights): Two Approach-signals on the same mast about 400 feet south of L. C. crossing, operate with switch at Sou. R'y intersection; signal at top of mast governs over intersection switch to K. & I. and lower signal governs to Home-signal located south of intersection switch, on Sou. R'y.

Approach-signal on right-hand side of K. & I.-I. C. "Y" track, governs to K. & I. rails.

Home-signal on Sou. R'y, just north of 12th Street, governs all trains and engines moving to Sou. R'y.

Depot Line, Southward.

"DI" Interlocking Plant (Semaphores): Home-signal on right-hand side of track in north leg of "Y"; and Home-signal on right-hand side of track in east leg of "Y", govern to Block No. 2.

16th Street Block Office (Color Lights): Two Approach-signals on mast, on right-hand side of track at 17th Street, 700 feet north of block office. Top signal governs to Home-signal and lower signal governs to and indicates switch is lined for 16th Street Connection.

Home-signal on right-hand side of track at block office governs to the termination of Block No. 2, at 13th Street.

Northward.

L. S. Junction Block Office (Color Lights): Approach-signal, attached to corner of block office, governs trains on K. & I. main, and Approach-signal on Sou. R'y, about 300 feet south of 12th Street, governs trains on Sou. R'y, over intersection switch to Home-signal south of water tank.

Home-signal, just south of water tank, governs to Block No. 5.

500 feet south of 18th and Magnolia Ave. (Color Lights, Dwarf): Approach-signal located between northward main and Haley track protects cross-over movements.

Note: This dwarf signal is controlled by switches at both ends of cross-over between main tracks, north end of Haley Track and Myer-Bridges Track and by a track circuit between dwarf signal and Myer-Bridges switch.

Virginia Ave. Block Office (Color Lights): Approach-signal on right-hand side of track, 275 feet south of block office, governs to Home-signal. Approach-signal on right-hand side of track at 32nd and Woodland Ave., governs to Home-signal on State Fair lead just north of Dumesnil Street.

Home-signals on right-hand side of track at block office; and on right-hand side of State Fair Conn. Track, just north of Dumesnil Street, govern to Block No. 4.

"M" Interlocking Plant (Color Lights): Approach-signal on right-hand side of track, 290 feet south of Magazine Street viaduct, governs to Home-signal.

Home-signal on right-hand side of track, 350 feet south of "M" Tower, governs to Block No. 3.

"DI" Interlocking Plant (Semaphore): Home-signal on right-hand side of track in west leg of "Y" governs to Block No. 1.

"VI" Interlocking Plant (Color Lights): Approach-signal on mast, located on right-hand side of track 450 feet south of Penna. R'y crossing, governs Home-signal.

Signal mast on right-hand side of track, opposite "VI" Tower, has three Home-signals. Signal at top governs to Block "B", or C. I. & L.; second signal from top governs to Block "A", or Sou. R'y; and bottom signal governs to B. & O.

Dwarf signal located between the tracks 250 feet south of Penna. R'y crossing governs all trains, moving against the current of traffic, to the next governing signal.

Depot Line, Northward.

16th Street Block Office (Color Lights): Approach-signals on right-hand side of track at 13th and Canal, 725 feet south of Penna. Bridge, governs to Home-signal; Approach-signal on left-hand side of Sou. Frt. House lead governs with or against the current of traffic to Home-signal.

Home-signal on right-hand side of northward track, just north of 14th Street viaduct, and Home-signal on right-hand side of 16th Street Conn. track, govern to Block No. 2.

"DI" Interlocking Plant (Semaphore): Home-signal on right-hand side of track in north leg of "Y" governs to Block No. 1.

INTERLOCKING PLANTS, SIGNALS AND RULES,**"VI" TOWER MAIN ST., NEW ALBANY.**

"VI" Tower interlocking territory extends from signal No. 60, on Monon; signal No. 62, on B. & O.; signal No. 64, on Sou. R'y; to signals Nos. 85 and 87, on K.&I.T.R.R.Co., 450 feet south of Main Street. And between signals on Penna. R.R., 200 feet in each direction from crossing

All signals are color light signals, except those on Penna. R.R., which are position light signals.

Signals are located over or upon the right of and adjoining the track to which they refer.

Trains approaching Penna. R.R. crossing on K. & I. rails may, after the proper signal indication has been displayed, proceed without making a stop for the crossing, but must move at restricted speed, keeping a careful lookout for pedestrians and vehicles.

Trains on the Penna. R.R. are required to come to a full stop for the crossing and not proceed until the crossing is seen to be clear and the proper signal indication displayed.

"DI" TOWER, 30th STREET, LOUISVILLE

"DI" Tower interlocking territory extends from Signal No. 19 on south approach of Ohio River bridge, to 29th Street, and from each of those points to Bank Street underpass. All train and engine movements therein will be governed by semaphore and dwarf signals.

Signals are located upon the right of and adjoining the track to which they refer

The top arm of double arm signals governs straight ahead on regular route and lower arm to diverging track or route.

Dwarf signals located between the main tracks govern through adjacent crossovers or against the current of traffic to the next signal or limits of interlocking territory.

Dwarf signals located upon the right of "Old Lead", Tracks 1, 2, 3, 4 and 5, near Bank Street Underpass, govern to next signal in east or west leg of wye, either with or against the current of traffic.

Dwarf Signal No. 11, in north leg of wye and Dwarf Signal No. 27, in west leg of wye, govern to Block No. 1, against the current of traffic.

Dwarf Signal No. 12 in east leg of wye governs to Block No. 2, against the current of traffic.

Dwarf Signal No. 13, in north leg of wye, governs through crossover, or to Block No. 2, against the current of traffic.

"M" TOWER, MADISON ST., LOUISVILLE.

"M" Tower interlocking territory extends, on main track, from north end of cross-over north of Market Street viaduct and, in south end of yard, from signals located on the Run Around; track No. 1; and switching lead, to signals located on east side of northward main and Base Ball lead, south of Magazine Street viaduct.

The signals are color lights located upon the right of and adjoining the track to which they refer.

Where there are two signals on one mast, the top signal governs to the next block signal and the lower signal on mast, or a dwarf signal between the main tracks, governs through adjacent cross-over or against the current of traffic within interlocking territory, except when a train or engine is moving against the current of traffic to Market Street only, they will also govern to that point.

Dwarf signals on the Run Around, track No. 1 and switching lead govern to Home-signal at Madison Street tower; dwarf signal on the Base Ball lead governs to Home-signal at south end of cross-over north of Chestnut Street viaduct.

RULES.

NOTE—When repairs are to be made on the track which will disturb track circuits or other electrical appliances, the maintainer must be notified and on the ground before the work is commenced.

1. All interlocking signal indications are the same as block signal indications and must be observed in strict conformity therewith.

2. Signals with the prefix "H" on the number plate are Home-signals and have the function of both interlocking and block signals. Signals with the prefix "A" on the number plate are Approach-signals; they govern to the next signal or to the limits of interlocking territory only.

3. Dwarf signals are provided primarily to govern train movements through adjacent cross-overs or against the current of traffic within the limits of an interlocking plant, but where a train crosses back to the current of traffic or moves from a yard or lead track on a dwarf signal indication, such indication will govern to the next interlocking or block signal.

4. When an interlocking signal is out of order, or if a train or engine is to be moved from a point where there is no signal to govern, a hand signal (yellow flag by day and a yellow light by night) will be displayed from the interlocking tower. Trains or engines receiving such hand signal will proceed at restricted speed to the next signal governing in the direction in which they are to move, except as prescribed by Rule 5.

5. Train movements against the current of traffic beyond the limits of interlocking territory must be authorized on Form 72.

6. Trains must be run to but not beyond a signal indicating stop, in order to clear the route, if possible, for a following train.

7. If a train or engine overruns a stop signal, it must not move in either direction until authorized by the proper interlocking or hand signal.

8. Should the Block System fail, interlocking signals govern within the interlocking territory only and movements beyond such limits must be as prescribed by Rule 326 (Book of Rules).

9. A reverse movement, or a forward movement after making a reverse movement, must not be made until authorized by the proper interlocking or hand signal.

10. Trains must move promptly on signal indications displayed for them irrespective of route.

BULLETIN BOARDS.

1. Bulletins containing instructions and information supplementary to the time-table and rules will be posted on the bulletin boards at the following places (those in charge of the offices named will, if requested, explain the bulletins posted): Callers Office; Round House Office; L. S. Junction Block Office; West 3rd Street Yard Office; Main Street Block Office; 10th Street Union Station, and 7th Street Depot.

2. Conductors, enginemen, yardmasters, yardmen, trainmen and firemen must examine bulletin boards daily before starting to work.

3. Bulletins posted at 10th Street Union Station and 7th Street Depot are for the information of passenger conductors, who will be expected to see that they are understood by enginemen when trains are handled by other than K. & I. engine.

LOCATION OF STANDARD CLOCKS.

Office of Calling Bureau, Youngtown, Yard Master's Office, 15th and Magnolia Ave., and Train Dispatcher's Office at 30th Street Tower.

YARD LIMITS.

Yard limits extend from limit board located near interlocking signal No. 19, on south approach to Ohio River Bridge, to limit board 1000 feet south of 26th and Marine Streets, thence from each of these boards to the north line of Broadway; from limit board located 700 feet north of 18th and High Streets to 13th and Canal; and from limit board located near 25th and Magnolia to L. & N. Connection.

RULE 93 (Book of Rules).

Within yard limits the main track may be used protecting against first-class trains.

Second and inferior class and extra trains or engines (irrespective of block signal indications) must move within yard limits prepared to stop unless the main track is seen or known to be clear.

SPEED RESTRICTIONS.

Schedule speed must not be exceeded, nor shall any train or engine operate at any point on the rails of this terminal at a speed in excess of thirty (30) miles per hour.

Maximum Speed

Special passenger trains.....	30 Miles Per Hour
Passenger trains handled by switch engines....	20 Miles Per Hour
Passenger trains and empty passenger equipment	
in back-up movement	18 Miles Per Hour
Extra freight trains and switch engines.....	20 Miles Per Hour
All trains and engines, around Parkland curve,	
between Woodland Ave. and yard limit	
board near 25th and Magnolia Ave.	15 Miles Per Hour
All trains and engines through interlocking limits	
Vincennes St., New Albany.....	10 Miles Per Hour
Through other interlockings, over mechanically	
operated switches and under Penna. Bridge	
at 14th Street	12 Miles Per Hour
Through all cross-overs and main line turnouts,	10 Miles Per Hr.
Over Market St. viaduct on southward main...	10 Miles Per Hr.

DRAWBRIDGE RULES.

The drawbridge will be treated as a fixed span, and the following rules are set aside until placed in effect by a special bulletin.

1. Southward trains and engines will call for a signal from the draw watchman by giving one long, a short and one long blast of the whistle, thus:—O—, when at the Toll House at the north end of bridge, and must not pass the signal post on pier No. 1 until the proper proceed signal is displayed as prescribed by Rule 4.

2. Northward trains and engines will call for signal from the draw watchman in the same manner, one long, a short and one long blast of the whistle, when approaching the south end of bridge and must not pass the signal post on Pier No. 5 until the proper proceed signal is displayed as prescribed by Rule 4.

3. The signal posts on Piers No. 1 and No. 5 will be indicated by a red flag by day and a red light by night.

4. If the draw span is in place and ready for the passage of trains, the watchman stationed at or near the center of the draw will, on the approach of a train or engine, give a proceed signal by swinging overhead a yellow flag by day and a yellow light by night. Such proceed signal must be clearly seen and acknowledged as prescribed by Rule 14(g).

5. The watchman will at all times keep the draw in order for the movement of trains, except when necessary to open the same for the passage of boats.

On single track, or when double track is operated as single track, Southward trains are superior to Northward trains of the same class.

BALTIMORE & OHIO RAILROAD SOUTHWARD.

Distance from Vincennes Street.	TIME TABLE No. 35 Effective 12:01 A. M., Sunday, Apr. 27, 1947	FIRST CLASS.					SECOND CLASS.				
		59	57	51	55	63	97	89	85		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
		A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.		
	Vincennes St. (D. T.).....Lv.	7 20	9 47	10 55	4 35	9 03	2 35	3 30	5 55		
1.07	Thirty-first St. (West Y).....	7 24	9 51	10 59	4 39	9 07	2 42	3 37	6 02		
1.29	Twenty-ninth St. (East Y).....										
2.75	Sixteenth St.	7 28	9 55	11 02	4 42	9 11					
3.01	Short Route Jct. (D. T.).....	7 30	9 57	11 04	4 44	9 12					
3.56	Seventh St. Depot.....Ar.	7 40	10 05	11 05	4 45	9 15					
		259 Back up	257 Back up	251 Back up	255 Back up	263 Back up					
	Seventh St. Depot.....Lv.	7 40	10 10	11 10	4 50	9 20					
	Short Route Jct. (D. T.).....	7 42	10 12	11 12	4 51	9 22					
	Sixteenth St.	7 44	10 14	11 14	4 53	9 23					
	Twenty-ninth St. (East Y).....	7 48	10 18	11 18	4 58	9 28					
	Thirty-first St. (D. T.) (West Y).....										
1.44	Youngtown (Bank St.)Ar.	7 50	10 20	11 20	5 00	9 31	2 50	3 45	6 05		
		A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.		

Trains moving from New Albany to Short Route Junction, and from 29th or 31st and High Streets to L. S. Junction are southward and in the opposite direction northward.

Trains between Short Route Junction (13th and Canal) and 7th Street Depot are subject to the rules and regulations of the Short Route Railway and Transfer Co. Time shown for trains at Seventh Street Depot is for information only.

RESTRICTED SPEED—Proceed prepared to stop short of train, obstruction, or anything that may require the speed of train to be reduced.

Attention is called to rules governing train operation through yard limits; approaching governing signals; and passing stations while trains are receiving or discharging passengers.

BALTIMORE & OHIO RAILROAD NORTHWARD.

Distance from Youngtown (Bank Street.)	s—Regular stop. f—Stop on signal. w—Water station. D T—Double track.	FIRST CLASS.					SECOND CLASS.				
		254 Back up	250 Back up	252 Back up	258 Back up	256 Back up	84	96	90		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
		A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.		
	Youngtown (Bank St.).....Lv.	7 35	12 05	4 05	6 00	10 53	8 30	11 00	9 30		
.37	Thirty-first St. (D. T.) (West Y).....	7 38	12 07	4 07	6 02	10 56					
.35	Twenty-ninth St. (East Y).....	7 39	12 08	4 08	6 04	10 57					
1.81	Sixteenth St.	7 43	12 13	4 12	6 09	11 02					
2.07	Short Route Jct. (D. T.).....	7 45	12 15	4 14	6 10	11 03					
2.62	Seventh St. Depot.....Ar.	7 46	12 16	4 15	6 12	11 05					
		54	50	52	58	56					
	Seventh St. Depot.....Lv.	8 10	1 40	5 30	7 00	11 35					
	Short Route Jct. (D. T.).....	8 11	1 41	5 31	7 02	11 37					
	Sixteenth St.	8 13	1 43	5 33	7 03	11 38					
	Twenty-ninth St. (East Y).....										
	Thirty-first St. (West Y).....	8 16	1 46	5 36	7 06	11 41	8 33	11 03	9 33		
1.44	Vincennes St. (D. T.).....Ar.	8 20	1 50	5 40	7 10	11 45	8 40	11 10	9 40		
		A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.		

Trains operating against the current of traffic must approach and move over street crossings with extraordinary caution, expecting to find street traffic confused. The speed must be such that stop can be made at any time, if necessary to prevent an accident.

On single track, or when double track is operated as single track, Southward trains are superior to Northward trains of the same class.

SOUTHERN RAILWAY-ST. LOUIS DIVISION.
SOUTHWARD.

Distance from Tenth Street, New Albany.	TIME TABLE		FIRST CLASS.						SECOND CLASS.					
			23						81	59	67	53	57	
			Daily						Daily	Daily	Daily Ex. Sunday	Daily	Daily	
			P. M.						A. M.	A. M.	A. M.	P. M.	P. M.	
	Tenth St. "ADE".....Lv.	4 45							2 45	5 49	11 55	1 04	11 15	
1.12	Vincennes St. (D. T.).....	4 49							2 49	5 53	12 02	1 08	11 20	
2.19	Thirty-first St. (West Y).....	4 53							2 55	5 59	12 09	1 14	11 26	
2.41	Twenty-ninth St. (East Y).....	4 56												
3.87	Sixteenth St.....	5 01												
4.13	Short Route Jct. (D. T.).....	5 03												
4.68	Seventh St. Depot.....Ar.	5 15												
	123 Back up													
	Seventh St. Depot.....Lv.	5 15												
	Short Route Jct. (D. T.).....	5 16												
	Sixteenth St.....	5 18												
	Twenty-ninth St. (East Y).....	5 21												
	Thirty-first St. (D. T.) (West Y).....													
2.56	Youngtown (Bank St.).....Ar.	5 23							3 00	6 02	12 14	1 19	11 30	
	P. M.								A. M.	A. M.	P. M.	P. M.	P. M.	

Trains moving from New Albany to Short Route Junction, and from 29th or 31st and High Streets to L. S. Junction are southward and in the opposite direction northward.

Trains between Short Route Jct. (13th and Canal) and 7th Street Depot are subject to the rules and regulations of the Short Route Railway and Transfer Co. Time shown for trains at Seventh Street Depot is for information only.

RESTRICTED SPEED—Proceed prepared to stop short of train, obstruction, or anything that may require the speed of train to be reduced.

Attention is called to rules governing train operation through yard limits; approaching governing signals; and passing stations while trains are receiving or discharging passengers.

SOUTHERN RAILWAY-ST. LOUIS DIVISION NORTHWARD.

Distance from Youngtown (Bank Street.)	s—Regular stop. f—Stop on signal. w—Water station. D T—Double track.	FIRST CLASS						SECOND CLASS					
		124 Back up						52	66	54	56	82	
		Daily						Daily	Daily Ex. Sunday	Daily	Daily	Daily	
		A. M.						A. M.	A. M.	A. M.	P. M.	P. M.	
	Youngtown (Bank St.).....Lv.	9 00						3 00	6 30	7 00	8 30	11 30	
.37	Thirty-first St. (D. T.)(West Y).....												
.35	Twenty-ninth St. (East Y).....	9 02											
1.81	Sixteenth St.	9 07											
2.07	Short Route Jct. (D. T.).....	9 08											
2.62	Seventh St. Depot.....Ar.	9 10											
		24											
	Seventh St. Depot.....Lv.	8 45											
	Short Route Jct. (D. T.).....	8 46											
	Sixteenth St.	8 47											
	Thirty-first St. (West Y).....	8 51						3 05	6 35	7 05	8 35	11 35	
1.44	Vincennes St. (D. T.).....	8 55						3 11	6 41	7 11	8 42	11 42	
2.56	Tenth St. ("ADE").....Ar.	8 59						3 15	6 46	7 15	8 49	11 49	
		A. M.						A. M.	A. M.	A. M.	P. M.	P. M.	

Trains operating against the current of traffic must approach and move over street crossings with extraordinary caution, expecting to find street traffic confused. The speed must be such that stop can be made at any time, if necessary to prevent an accident.

On single track, or when double track is operated as single track, Southward trains are superior to Northward trains of the same class.

SOUTHERN RAILWAY-LOUISVILLE DIVISION.
SOUTHWARD.

Distance from Youngtown, (Bank Street.)	TIME TABLE		FIRST CLASS					SECOND CLASS					
	No. 35		323					57	59	69	53	55	
	Effective 12:01 A. M.,		Back up										
	Sunday, Apr. 27, 1947		Daily					Daily	Daily	Daily Ex. Sunday	Daily	Daily	
								A. M.	A. M.	A. M.	P. M.	P. M.	
Distance from Madison Street.	Youngtown (Bank St.).....Lv.	5 15											
	.37 Thirty-first St. (D. T.)(West Y).....	5 17											
	.35 Twenty-ninth St. (East Y).....	5 18											
	1.81 Sixteenth St.....	5 23											
	2.07 Short Route Jct. (D. T.).....	5 24											
	2.62 Seventh St. Depot.....Ar.	5 26											
		23											
	Seventh St. Depot.....Lv.	7 00											
	.55 Short Route Jct. (D. T.).....	7 03											
	.26 Sixteenth St.....	7 04											
	1.46 Twenty-ninth St. (East Y).....	7 07											
	1.55 Youngtown (Madison St.).....	7 11						1 30	8 00	7 50	2 45	9 15	
	1.16 Parkland (Virginia Ave.).....	7 14						1 37	8 05	7 55	2 50	9 22	
	1.95 L. S. Jct. (D. T.) w.....Ar.	7 20						1 45	8 20	8 10	3 05	9 35	
		P. M.						A. M.	A. M.	A. M.	P. M.	P. M.	

Trains moving from New Albany to Short Route Junction, and from 29th or 31st and High Streets to L. S. Junction are southward and in the opposite direction northward.

Trains between Short Route Jct. (13th and Canal) and 7th St. Depot are subject to the rules and regulations of the Short Route Railway and Transfer Co. Time shown for trains at Seventh Street Depot is for information only.

RESTRICTED SPEED—Proceed prepared to stop short of train, obstruction, or anything that may require the speed of train to be reduced.

Attention is called to rules governing train operation through yard limits; approaching governing signals; and passing stations while trains are receiving or discharging passengers.

SOUTHERN RAILWAY-LOUISVILLE DIVISION NORTHWARD.

Distance from L. & Junction.	s—Regular stop. f—Stop on signal. w—Water station. D T—Double track.	FIRST CLASS.					SECOND CLASS.					
		24					54	50	68	56	52	
		Daily					Daily	Daily	Daily Ex. Sunday	Daily	Daily	
		A. M.					A. M.	A. M.	P. M.	P. M.	A. M.	
	L. S. Jct. (D. T.) w.....Lv.	7 16					5 30	10 00	12 20	3 40	1 01	
1.95	Parkland (Virginia Ave.).....f	7 22					5 40	10 10	12 30	3 50	1 11	
3.11	Youngtown (Madison St.).....	7 25					5 45	10 17	12 37	3 57	1 16	
4.68	Thirty-first St. (West Y).....	7 30										
4.66	Twenty-ninth St. (East Y).....	7 31										
6.12	Sixteenth St.	7 36										
6.38	Short Route Jct. (D. T.).....	7 38										
6.93	Seventh St. Depot.....Ar.	7 45										
		324 Back up										
	Seventh St. Depot.....Lv.	9 15										
	Short Route Jct. (D. T.).....	9 17										
	Sixteenth St.	9 18										
	Twenty-ninth St. (East Y).....	9 22										
	Thirty-first St. (D. T.).....	9 23										
	Youngtown (Bank St.).....Ar.	9 25										
		A. M.					A. M.	A. M.	P. M.	P. M.	A. M.	

Trains operating against the current of traffic must approach and move over street crossings with extraordinary caution, expecting to find street traffic confused. The speed must be such that stop can be made at any time, if necessary to prevent an accident.

On single track, or when double track is operated as single track, Southward trains are superior to Northward trains of the same class.

CHICAGO, INDIANAPOLIS & LOUISVILLE RAILWAY SOUTHWARD.

Distance from Vernia	TIME TABLE No. 35 Effective 12:01 A. M., Sunday, Apr. 27, 1947	FIRST CLASS							SECOND CLASS				
		3	5						71	57	41	75	73
		Daily	Daily						Daily	Daily	Daily Except Sunday	Daily	Daily
		A. M.	P. M.						A. M.	A. M.	P. M.	P. M.	P. M.
	VerniaLv.	7 01	5 10						6 38	8 35	2 15	2 30	10 40
2.00	Vincennes St. (D. T.).....	7 12	5 23						6 50	8 47	2 30	2 40	10 50
3.07	Thirty-first St. (West Y).....	7 16	5 27						6 57	8 54	2 36	2 47	10 57
3.44	Youngtown (Bank St.).....								7 00	9 00	2 40	2 50	11 00
4.64	Youngtown (Madison St.).....	7 20	5 31										
5.80	Parkland (Virginia Ave.).....	7 23	5 34										
7.75	L. S. Jct., w.....	7 29	5 40										
8.20	L. & N. Connection (D. T.).....	7 31	5 42										
9.30	Tenth St. Station.....Ar.	7 50	5 50										
		A. M.	P. M.						A. M.	A. M.	P. M.	P. M.	P. M.

Trains between L. & N. Connection and Tenth St. Station are subject to the rules and regulations of the L. & N. R. R.

Time shown for trains at Tenth Street Station is for information only.

All trains and engines must move between L. S. Junction and L. & N. Connection in strict accordance with rules governing train operation over double track and through yard limits.

RESTRICTED SPEED—Proceed prepared to stop short of train, obstruction, or anything that may require the speed of train to be reduced.

Attention is called to rules governing train operation through yard limits; approaching governing signals; and passing stations while trains are receiving or discharging passengers.

CHICAGO, INDIANAPOLIS & LOUISVILLE RAILWAY. NORTHWARD.

Distance from Tenth Street Station	s—Regular stop. f—Stop on signal. w—Water station. D T—Double track.	FIRST CLASS.					SECOND CLASS.				
		6	4				74	40	72	70	56
		Daily	Daily				Daily	Daily Except Sunday	Daily	Daily	Daily
		A. M.	P. M.				A. M.	A. M.	A. M.	P. M.	P. M.
	Tenth St. Station.....Lv.	8 25	11 05								
1.10	L. & N. Connection (D. T.).....	8 28	11 08								
1.55	L. S. Junction, w.....	8 30	11 10								
3.50	Parkland (Virginia Ave.).....	8 36	11 16								
4.66	Youngtown (Madison St.).....	8 39	11 19								
5.86	Youngtown (Bank St.).....Lv.						1 01	8 00	10 40	6 50	8 00
6.23	Thirty-first St. (West Y).....	8 43	11 23				1 03	8 02	10 42	6 52	8 02
7.30	Vincennes St. (D. T.).....	8 47	11 27				1 09	8 07	10 48	6 58	8 07
9.30	Vernia.....Ar.	9 00	11 40				1 18	8 35	10 57	7 07	8 17
		A. M.	P. M.				A. M.	A. M.	A. M.	P. M.	P. M.

Trains operating against the current of traffic must approach and move over street crossings with extraordinary caution, expecting to find street traffic confused. The speed must be such that stop can be made at any time, if necessary to prevent an accident.

COMPANY SURGEONS.

DR. L. RAY ELLARS, Chief Surgeon,
Room 1110 Heyburn Building,
Office Hours: 1:00 to 3:00 P. M.
Telephone JACKSON 2353

Residence, Weissinger-Gaulbert Apt. 826
Phone WABASH 8225 or if no answer,
Phone Harrods Creek (Dial 214) 238

DR. WM. E. SUMMERVILLE, Asst. Surgeon,
Room 1110 Heyburn Building,
Office Hours: 1:00 P. M. to 3:00 P. M.
Telephone JACKSON 2353

Residence, 944 South 47th Street
Telephone SHAWNEE 0374

DR. WILBERT M. TWYMAN, Local Surgeon,
Room 1110 Heyburn Building,
Office Hours: 2:00 to 3:00 P. M.
Telephone JACKSON 2353

Residence, 3901 W. Market St.
Telephone SHAWNEE 3038

DR. E. L. DENNIS, Asst. Local Surgeon,
Room 1110 Heyburn Building,
Phone JACKSON 2353

Residence 3413 West Broadway,
Phone SHAWNEE 8853

DR. WM. R. PRYOR, Occulist,
Room 415 Heyburn Building,
Phone JACKSON 7336

DR. F. W. URTON, Asst. Occulist,
Francis Building,
Phone WABASH 1036

HOSPITALS

Sts. Mary & Elizabeth Hospital
Red Cross Hospital

WATCH INSPECTORS

E. P. CLARK, 509 W. Walnut Street, Louisville
J. O. ENDRIS & SON, 230 Pearl Street, New Albany

TERMINAL OFFICERS

A. A. SAWYER, Asst. Superintendent
J. D. SPEIER, Master Mechanic
E. J. CRUMBO, Road Foreman of Engines
_____, Train Master

R. C. FREY, Asst. Train Master
C. C. FEARS, Dispatcher
C. E. DAVIS, Dispatcher
W. E. MURTA, Dispatcher

LOCATION OF TELEPHONES.

On Sou. R'y in box (just west of K. & I. Bridge) New Albany
Main Street Block Office New Albany
Bridge Toll House New Albany
Watchman's shanty (south end of draw span) K. & I. Bridge
Bridge Toll House Louisville
Box on pole at City R'y Power House Louisville
Panama Yard Office (16th & Canal) Louisville
Block Office (16th & Canal) Louisville
Box on Pole, 15th & Portland Louisville
Yard Master's Office Youngtown
"F" Shanty Youngtown
"F" Yard Office Youngtown

Ice Chute Youngtown
Scale House Youngtown
Yard Office (Market Street) Youngtown
Block Office (Madison Street) Louisville
Box on pole (Elliott Ave.) Louisville
Box on pole (Falls City Switch) Louisville
Box on pole (Garland Ave.) Louisville
Block Office (Virginia Ave.) Louisville
Tool House (17th & Magnolia) Louisville
Yard Master's Office (15th & Magnolia) Louisville
Block Office (12th & Magnolia) Louisville

These telephones are connected with private branch Exchange at Youngtown, where an operator is on duty continuously to make connections with all departments, or the City Exchange on Company business only.