

Louisville & Jeffersonville
Bridge & Railroad Co.

SPECIAL INSTRUCTIONS

For the Government
of the
Operating Department

Effective December 1, 1937

C. A. PENNINGTON,
Superintendent

SPECIAL INSTRUCTIONS

Except as modified by Special Instructions of the L. & J. B. & R. R., N. Y. C. system rules govern employes of the L. & J. B. & R. R., and employes of the Public Service Company of Indiana.

The rules of their respective railroads will govern other employes while on the tracks of the L. & J. B. & R. R., except as modified by Special Instructions of the L. & J. B. & R. R.

SAFETY FIRST.

Safe operation and conduct are of first importance.

OTHER RAILROADS.

When using tracks of another railroad, the rules and timetable of that railroad govern.

DEFINITIONS.

Restricted Speed—A speed not exceeding that which will enable a train to stop short of train ahead, obstruction, switch not properly lined, and look out for broken rail.

Slow Speed—A speed not exceeding 10 miles per hour.

Train—Where the term "Train" appears, it applies to train, engine or motor.

DIRECTIONS.

North—Louisville and MN to Jeff Yard.

South—Jeff Yard to MN and Louisville.

STANDARD CLOCKS.

Jeff Yard	Yard office.
GI	Telegraph office.

BLOCK STATIONS.

FS	DN
GI	DN
MN	DN

LAWS AND ORDERS OF COMMISSIONS.

Kentucky Statutes provide whenever railroads cross each other in this state the train shall be brought to a full stop at least 50 feet before getting to the crossing, provided however, that the provisions of this act shall not be applicable where the crossings of such roads are regulated by derailing switches or other safety appliances which prevent collisions at crossing nor where a flagman or watchman is stationed at such crossings and signals that the trains may cross in safety.

RAILROAD GRADE CROSSINGS.

Location	Railroad	Signals
Floyd St.	I. C.	None

TRAIN PROTECTION.

The use of torpedoes is prohibited.

Fusees must not be thrown from trains or left burning on bridge or structural approaches.

PUBLIC GRADE CROSSINGS.

When practicable, cars must not be left less than 50 feet on either side of public road crossings.

When cars are pushed by an engine, except when shifting or making up trains in yards, a trainman must take a conspicuous position on the leading car, and when shifting over public crossings at grade not protected by a watchman or by gates, a member of the crew must protect the crossing.

When a train pulls over a public crossing at grade and a back-up movement over such crossing is to be made, the crossing must be protected by a member of the train crew unless protected by a watchman or gates.

BRIDGE AND APPROACHES.

Care must be used by enginemen that no fire or water falls from engines while passing over bridge or structural approaches.

BULLETIN BOARDS AND BOOKS.

Jeff Yard.....	{ Enginehouse Yard office
GI.....	{ Telegraph office Central Station
Louisville.....	{ Enginehouse Yard office

MOVEMENT OF TRAINS.

Between Jeff Yard and MN, FS and GI movements will be governed by signal indications.

Permission of train director GI must be secured before entering block at Jeff Yard or Jeffersonville. Permission must not be requested until ready to proceed.

Northbound trains will report to the train director when they have cleared the main track at Jeffersonville or Jeff Yard.

A train that has started on a southward movement must not move in the opposite direction without permission of the train director or under flag protection.

A train having passed a fixed signal must not return to or in the direction of that signal without permission of signalman or under flag protection.

A train having been stopped by a fixed signal for no apparent reason, conductor or engineman must communicate with signalman and be governed by his instructions.

In case of failure of means of communication, train may proceed to the next point of communication when preceded by a flagman.

A telephone is located at each remote control signal.

A train having been delayed between fixed signals or points of communication with signalman, by stalling or other difficulty, indicating need of assistance, but is later able to proceed, must move to next fixed signal or point of communication at Restricted Speed expecting an engine moving to its assistance.

Motors moving on Permissive signal must keep not less than 500 feet behind preceding train.

While on main or running tracks a trainman must ride on last car of train.

Within yard limits movements will be made at Restricted Speed.

SIGNAL ASPECTS, INDICATIONS AND RULES.

Distant Signal. A fixed signal of semaphore (yellow arm) or color light type used in connection with one or more signals or switches to govern the approach thereto.

Indication. Green, proceed (arm at 90 degree angle).

Yellow, approach next signal, intervening switches, or next signal and intervening switches at Restricted Speed (arm at 45 degree angle).

Signalmen must not display green indication on distant signal while any portion of the block is occupied between the distant signal and the next signal in advance.

COLOR LIGHT SIGNALS.

The indications displayed by color light signals are the same as the indications of the same aspects displayed by night aspects of semaphore signals as shown in Book of Rules.

REMOTE CONTROL SWITCHES.

Instructions for manual operation of each remote control switch are posted in telephone box.

CONTAINER CARS.

Trainmen in performance of their duties are not required to pass over the tops of containers.

LOCOMOTIVE CRANES.

Whenever possible, locomotive cranes handled in trains will be run with the heavy end forward.

PUSHER OR HELPER ENGINES.

A helper engine must not couple on to either head or rear of train it is to help until train is stopped.

When a helper engine is to assist a train, conductor of helper engine must communicate with train director and be governed by his instructions.

SPEED RESTRICTIONS.

Speed restrictions are shown in miles per hour and apply to entire train.

GENERAL

(unless otherwise restricted)

Between Jeff Yard and GI } FS and MN }	20
Through crossovers, turnouts, and entering or leaving sidings	15
Through yard turnouts	10
Through turnout Market St., Jeffersonville	6
Through turnout FS	} 10
Through turnout to C&O at GI	
Through turnout to IC at Floyd St.	
Through turnout Wenzel St., Louisville	6

SURGEONS.

L. A. Ensminger, Chief Surgeon	Indianapolis.
W. M. Varble	Jeffersonville.
H. H. Reeder	Jeffersonville.
Oscar Bloch	Louisville.

OCULISTS.

B. J. Larkin, Consulting Oculist	Indianapolis.
Frank Pirkey	Louisville.