

New Albany and Salem Rail Road.

TIME TABLE, NO. 12, TO TAKE EFFECT MONDAY, APRIL 7, 1856.

TRAINS NORTH.				TRAINS SOUTH.				
FREIGHT.	ACCOMMODATION	CIN. EXPRESS.	EXPRESS.	MILES AND STATIONS.	EXPRESS.	CIN. EXPRESS.	ACCOMMODATION	FREIGHT.
6,00 A.M. L'Ve			10,00 A.M. L'Ve	New Albany,.....	3,40 Arrive			3,00 Arrive
6,30			10,20	6 Smith's Mills,....	3,20			2,30
6,55			10,35	10 Bennetsville,....	3,07			2,15
7,05			10,45	12 Wilson's,.....	3,00			2,05
7,35			11,10	18 Providence,....	2,40			1,37
7,50			11,25	21 Knobs,.....	2,30			1,22
8,00			11,28	23 Pekin,.....	2,23			1,13
8,20			11,40	27 Forrest's,.....	2,10			12,55 P.M.
8,35			11,55	30 Harristown,....	2,00			12,40
9,00			12,15 Mt. Fr't.	35 Salem,.....	1,45			12,15 Mt. Exp.
9,35			12,35 P.M.	40 Hitchcocks',....	1,27			11,45
10,00			12,55	45 Campbellsburg,...	1,12			11,20
10,15			1,05 Mt. Exp.	47 Saltillo,.....	1,05 M't Exp.			11,10
10,45 Mt. Fr't.			1,23	52 Lancaster,.....	12,47			10,45 Mt. Fr't.
11,15			1,38	56 Orleans,.....	12,33			10,15
11,55			1,57	61 Mitchell,.....	12,17			9,45
12,10 Mt. Exp.			2,05	63 Woodland,.....	12,10 M't Fr't.			9,30
12,20 P.M.			2,12	65 Juliet,.....	12,03 P.M.			9,15
12,55			2,35 Arrive	71 Bedford,.....	11,40			8,40
			2,55 Leave					
2,15			3,50	85 Harrodsburg,....	10,57			7,10
2,37			4,05	89 Smithville,.....	10,44			6,45
3,15 Arrive			4,33	96 Bloomington,....	10,20 Leave			6,00 A.M. L'Ve
5,45 A.M. L'Ve					10,00 Arrive			3,40 Arrive
6,35			5,04	104 Ellettsville,....	9,35			2,55
7,18			5,40	113 Gosport,.....	9,07			2,03
7,55			6,10	121 Quincy,.....	8,43			1,17
8,25 Mt. Exp.			6,33	127 Cloverdale,....	8,25 M't Fr't.			12,45 P.M.
9,05			6,55	133 Putnamville,....	8,05			12,10
9,40	8,45 A.M. L'Ve		7,15	138 Greencastle,....	7,47		6,35 Arrive	11,40
10,45 Mt. Fr't.	9,22		7,55	148 Bainbridge,....	7,13		6,05	10,45 Mt. Fr't.
11,40	10,00 Mt. Fr't.		8,30	158 Ladoga,.....	6,38		5,33	10,00 Mt. Acc.
12,40 P.M.	10,40		9,15	169 Crawfordsville,...	6,00		5,00	9,08
1,32	11,15		9,53	179 Linden,.....	5,27		4,28	8,22
1,53	11,28		10,08	183 Corwin,.....	5,15		4,16	8,02
2,15	11,42		10,25	187 Raubs',.....	5,00		4,05	7,45
3,05	12,15	2,50 P.M. L'Ve	11,00	196 Indianapolis, X	4,30	2,45 Arrive	3,35	7,00
3,20 Arrive	12,30 Arrive		11,15 Arrive	197 Lafayette,.....	4,15 Leave		3,20 P.M. L'Ve	6,45 A.M. L'Ve
9,00 A.M. L'Ve		3,05	12,00 Leave		4,10 Arrive	2,30		3,55 Arrive
9,30		3,25 Mt. Fr't.	12,20 A.M.	203 Battle Ground,....	3,55		2,12	3,25 Mt. Exp.
10,10		3,43	12,37	210 Brookston,....	3,30		1,52	2,50
10,30		3,55	12,50	214 Chalmers',.....	3,15		1,40	2,30
11,03		4,12	1,07	220 Reynolds',.....	2,55		1,23	2,00
11,45		4,33	1,30	228 Bradford,.....	2,25		1,00	1,20 (M't Fr't & F'w Ex)
12,35 Mt. Ex & F		4,57	1,55 Mt. Exp.	237 Francesville,....	1,55 M't Exp.	12,35 P's & M't Fr't		12,35
1,14		5,18	2,12	244 Medaryville,....	1,30	12,13		12,00
2,00		5,38	2,37	252 San Pierre,....	1,05	11,50		11,20
3,26		6,20	3,20	267 Roselle,.....	12,12 A.M.	11,05		10,02
4,18		6,45	3,45	276 Westville,....	11,40	10,37		9,17
4,40		6,57	3,57	280 S. R. R. Crossing,...	11,27	10,25		8,55
5,30 Arrive		7,20 Arrive	4,20 Arrive	288 Michigan City,....	11,00 P.M. L'Ve	10,00 A.M. Leave		8,15 A.M. L'Ve

* * Note carefully the change in Rule 33 on the back of this Time Table.

EXPRESS NORTH meets Freight at Salem at 12,15, P. M.; meets Express at Saltillo, at 1,05, P. M.; meets Express at Francesville at 1,55, A. M.
 ACCOMMODATION NORTH meets Freight at Ladoga at 10,00, A. M.;
 FREIGHT NORTH meets Freight at Lancaster at 10,45, A. M.; meets Express at Woodland at 12,10, P. M.; meets Express at Cloverdale at 8,25, A. M.; meets Freight at Bainbridge at 10,45, A. M.; meets Express and Freight at Francesville at 12,35, P. M.
 CINCINNATI EXPRESS NORTH meets Freight at Battle Ground at 3,25 P. M.
 EXPRESS SOUTH meets Express at Francesville at 1,55, P. M.; meets Freight at Cloverdale at 8,25, A. M.; meets Freight at Woodland at 12,10, P. M.; meets Express at Saltillo at 1,05, P. M.
 FREIGHT SOUTH meets Freight and follows Express at Francesville, at 12,35, P. M.; meets Express at Battle Ground at 3,25, P. M.; meets Accommodation at Ladoga at 10,00, A. M.; meets Freight at Bainbridge at 10,45, A. M.; meets Freight at Lancaster at 10,45, A. M.; meets Express at Salem at 12,15, P. M.
 CINCINNATI EXPRESS SOUTH meets and passes Freight at Francesville at 12,35, P. M.

New Albany & Salem R. R.

INSTRUCTIONS TO CONDUCTORS AND ENGINEERS FOR RUNNING TRAINS.

1. The Clock in the ticket office at New Albany is the time by which the trains are to be run, and with which Conductors and Engineers must compare their watches.
2. Trains are to be run under the direction of the Conductor, except when his directions conflict with these rules, or involve any risk or hazard, in either of which cases all participating will be held alike accountable.
3. Freight trains will not, under any circumstances, be run faster than fifteen miles per hour, unless there are special orders to the contrary.
4. Engineers will run their trains as nearly to the card time as possible, neither arriving too soon nor too late at a Station; and under no circumstances leaving a Station earlier than card time.
5. The business necessary to be done on the stoppage of a train at a Station, must be despatched with as much promptness as possible, to enable a train to leave on its time.
6. Enginemen must blow the whistle when within a half-mile of every Station, where the train is to stop to take on or leave passengers, and their train must be brought to a complete stop where passengers are to be taken or left.
7. Passenger trains will not wait for freight trains, except as in rule 8th.
8. Freight trains will wait for trains of their own class 30 minutes, when, if the delayed train does not arrive, it will proceed, keeping the time instructed to wait, behind card time, until it meets the delayed train, the delayed train keeping out of its way. They will wait for Express Passenger trains one hour when if the delayed train does not arrive they will proceed, having the right to the road, only so long as they can make regular stations, where there are side tracks, one hour behind their card time, the delayed train keeping out of their way; when this cannot be done, they must wait indefinitely, at a side track, for the arrival of the delayed train.
9. Irregular trains, of all kinds, must be kept out of the way of all regular Passenger and Freight trains.
10. At the appointed place for the meeting of Passenger trains, if one of the trains does not arrive, when the time is up for the other to start, it must wait 20 minutes. If, after the expiration of that time, the delayed train does not arrive, it may start, and keep 30 minutes behind its card time, till it meets the delayed train, gaining time if practicable, after passing. When two trains, which should have met and passed each other, are more than 30 minutes past their regular time, they must proceed with the greatest caution, each sending a man with a red flag ahead, around all curves, keeping their train fully within their control, till they pass the expected train.
11. Regular trains will start on their time from each end of the road, and delayed trains will keep out of their way.
12. No train may leave a Station, unless it has ample time to reach the next turn out where it expects to meet another train; at least seven minutes before the expected train can leave.
13. In case a train is compelled to stop upon the road, a red flag must be sent immediately at least 100 rods backward and forward to warn any approaching train.
14. Carefulness is earnestly enjoined—*always take the safe side in case of the least uncertainty.*
15. All trains running at night must have a White Light in front and a Red Light in the rear. The rear car must always have a good break, and a Brakeman stationed upon the car when under motion.
16. The whistle blown once means apply the brakes; blown twice let off the brakes; blown three times to back the train.
17. Immediately before starting a train, the whistle must be blown twice.
18. When two or more Engines are running in company, all but the last must carry a Red Flag; and they must all get in sight of a Station before the foremost one leaves. And any train, Passenger, Freight, or Irregular, meeting an Engine with a Red Flag must wait indefinitely for all the trains to pass in company, and pass them all at the same point. An engine must not put up a Red Flag for another engine until the Conductor or Engineer in charge is satisfied that the train to be flagged is ready to follow.
19. In case two or more engines are running in company as by the foregoing rule, and one of them fails to arrive at a station 30 minutes after the arrival at said station of the engine next preceding it, then the engine thus preceding the delayed one shall take down its red flag and carry a white flag according to the next rule, giving notice to the Station Master of the fact, and he must notify the approaching train of the change, and the delayed trains shall be considered as irregular and kept out of the way of all regular trains.
20. When it is necessary to send an extra engine over the road, otherwise than according to rule 18, the train next preceding it shall give notice that such engine is to follow by carrying a white flag, and any engine thus following a white flag, must keep out of the way of all regular trains. In case two trains are thus following a white flag in opposite directions, they must both proceed with great caution after meeting the flag, each sending a man ahead around all curves with a red flag, until they pass each other. The track must be kept clear for such trains until they have passed.
21. The trains going South will have the right to the main track in passing another train of their own class, but Freight trains must give the main track to Passenger trains whenever circumstances will justify their doing so.
22. Conductors will cause the names of Stations to be called in each car, just before arriving at the Station where the train is going to stop.
23. Conductors are required to report any delays made at a Station, and the cause of the same.
24. Enginemen cannot be too particular to enquire into the cause of any signal of danger, and should be cautious in passing bridges, switches, and obscure curves, and keep a sharp look out for cattle or any obstructions upon the track.
25. Great care must be taken to prevent killing cattle upon any portion of the line. When cattle are seen on or near the track, the Engineer must shut off steam and blow down brakes, so as to bring his train completely under his control until the cattle are passed. All accidents, such as getting off the track, breaking cars, killing cattle, must at once be reported to the President or Superintendent. The report should be made on the Conductor's return from the trip, stating all the circumstances connected with it. All defects in cars or engines, or damage to either by accident, must be reported by the Conductor and Engineer to the Master Machinist.
26. The speed of the train must not exceed four miles per hour in passing through Lafayette, and the Enginemen must keep their trains entirely under their control. The bell must be rung the whole distance, and also 80 rods before arriving at any road-crossing, and kept ringing until the engine has passed.
27. Enginemen must run slow, and bring their train under complete control, previous to crossing the Indianapolis and Lafayette Railroad, and there must be positive knowledge of safety before proceeding. All trains must be brought to a stop, and the way positively known to be clear, previous to crossing the Michigan Southern and Northern Indiana Railroad, also, the Terre Haute and Richmond Railroad. For further particulars about crossing the last named road, the Engineers and Conductors are referred to the printed regulations governing the crossing.
28. All trains must be provided with a rope of sufficient length to attach one end to the bell upon the engine, and the other to the rear car of the train—it must be arranged previous to starting.
29. *Never proceed with your train when there is the least doubt of your right so to do*, being governed by the foregoing Rules in all cases. Conductors will observe this rule under all circumstances.
30. No person will be allowed to ride upon the Engine with the Engineer or Fireman, excepting Master Machinists and Road Masters, unless by leave of the Superintendent.
31. A RED FLAG displayed upon the line of the road, is a signal of danger, and all trains are required to stop and enquire the cause of the same.
32. No Conductor is authorized to pass any person free over the Road, without a written pass from a person authorized to give the same.
33. Accommodation trains are classed in Rules the same as Express trains.

Any violation of the foregoing Rules will be considered sufficient cause for dismissal from the service.
NEW ALBANY, April 7, 1856. J. B. ANDERSON, Superintendent.

* * NOTE —By the term FLAG is meant a Flag by day and a Light by night.