

**Southern Illinois & Missouri
Bridge Company**

RULES
OF THE
OPERATING DEPARTMENT

EFFECTIVE JANUARY 1, 1936

681

The rules herein set forth govern the tracks operated by the Southern Illinois & Missouri Bridge Company. They take effect January 1, 1936, superseding all previous rules and instructions.

Special instructions may be issued by proper authority.

DANIEL UPTHEGROVE,
President.

Distance from Bridge Jct.	Capacity of Siding in feet	STATIONS	Distance from Illmo
0.00	—	Bridge Junction (C. & E. I. Ry.) 0.24	4.64
0.24	—	North Junction (Mo. Pac.-I. C. Wye) 0.61	4.40
0.85	—	South Junction 0.99	3.79
1.84	—	Thebes Junction (Mo. Pac. R. R.) 0.16	2.80
2.00	500	Thebes 1.61	2.64
3.61	—	Cape Deau Junction (Mo. Pac. R. R.) 1.03	1.03
4.64	—	Illmo (St. L. S. W. R. R.)	0.00

DANIEL UPTHEGROVE,
President,
St. Louis, Mo.

C. B. PETTICREW,
Superintendent,
Pine Bluff, Ark.

H. A. DICKEY,
Ass't. Superintendent,
Illmo, Mo.

E. C. AXLINE,
Chief Dispatcher,
Bush, Ill.

GENERAL RULES.

1. The single track of this Company extends from Bridge Junction, Illinois, to North Junction, Illinois, and the double track extends from North Junction, Illinois, to Illmo, Missouri. Trains or engines in either direction must keep to the right, (current of traffic) unless otherwise directed (by train order, or under flag protection). Trains or engines of tenant lines will be designated in any train orders issued by initials and engine numbers, and will be governed by indication of interlocking, train order and automatic block signals. Tenant line trains or engines may display any classification signals required while operating on home track.

At Illmo, interlocking signals displayed in proceed indication is authority for a train or engine to proceed with the current of traffic. Where trains or engines enter main track by use of hand switch they may do so, first complying with Rule 5 herein, seventh paragraph.

All trains or engines must approach South Junction, Thebes Junction, and Cape Deau Junction at restricted speed*, and enginemen must see that switches are properly lined, signals indicate proceed, and track is clear. Conductors are responsible for the position of switches used by them and their trainmen, except where switch tenders or levermen are stationed. When employees set switches for main track, they must test lock to know it is secured, and must see the switch points fit properly.

If signal indications are clear, trains or engines may proceed with current of traffic, provided no train orders are in effect restricting their movement.

2. When it is necessary to run a train or engine against current of traffic, the movement must first be protected by flagman, or the following form of "19" train order used and issued over signature of Train Master (or train dispatcher):

.....Engine..... has right over opposing engines on.....ward track.....to
.....

Example: "MoP Engine 1410 has right over opposing engines on southward track Illmo to North Junction."

The designated engine must use the track specified between the points named and has right over opposing trains and engines on that track between those points. Opposing trains and engines must receive a copy of such train order and must not leave the point last named until the designated train arrives, or the order is annulled.

3. Tenant lines will issue instructions relative to station stops which they desire their trains to make at stations on this Company's track, and such trains and engines will be governed by these instructions.

4. The following signals will be displayed to rear of every train, as markers, to indicate the rear of the train:

By day, marker lamps not lighted, as markers;

By night, lights as markers, showing green to the front and side, and red to the rear, on an engine running forward, without cars or at the rear of a train pushing cars on single track, and with the current of traffic on double track; except when a train is turned out against the current of traffic, when green lights must be displayed to the front and side, a green light to the rear on the side next to the main track on which the current of traffic is in the direction the train is moving, and a red light to the rear on the opposite side.

(Note: Yard engines, with or without cars, will not be required to display markers, but in switch movements, rear car will be indicated by red light by night, and a man on rear car of cut by day or by night.)

5. Flagman must ride in the rear car of train, next ahead of observation, office, or private cars, with flagman's signals on the rear platform of such car, and be prepared to protect train. When a train is moving under circumstances in which it may be overtaken by a following train, flagman must immediately take such action as may be necessary to insure full protection. By night, or by day when the view is obscured, lighted fuseses must be thrown off at proper intervals. When a train or engine stops, he 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 fuses. 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.

Engineman will sound whistle signals prescribed by rules of tenant Company operating such train, when train requires protection as outlined herein, but flagman must not wait for such whistle signal.

An engine exploding one or two torpedoes must proceed at restricted speed* for at least one mile; a train finding a fusee burning on or near its track must stop and extinguish the fusee, and then proceed at restricted speed* for at least one mile.

When a train or engine is disabled or stopped suddenly by an emergency application of the air brakes or other causes, adjacent tracks liable to be obstructed must at once be protected until it is ascertained track is safe and clear for movement of trains.

By day, flagman must be provided with a red flag, torpedoes and fusees, and by night, with a red light, a white light, torpedoes and fusees.

When using hand throw switches to cross over, or enter, or leave main track, movement must first be fully protected by flagman.

6. Conductors or foremen of tenant line trains or engines entering or leaving this Company's tracks at Illmo will, when clerk-leverman is on duty, leave consist with such clerk-leverman, giving following information: Home road; train number; engine initial and number; name of conductor and engineman; and number of cars in train.

When clerk-leverman is not on duty at Illmo, and for trains or engines passing Cape Deau Junction, Thebes Junction, South Junction, North Junction and Bridge Junction, consist or copy of register ticket showing required information will be mailed to clerk-leverman of this Company at Illmo.

Clerk-leverman will transmit this information to train dispatcher.

7. Northward passenger trains have precedence to station platform; other trains or engines must not pass between a Northward passenger train and station while passengers are being handled.

8. Color indications on fixed signals:

Red, "stop"; Yellow, "proceed at restricted speed*"; Green, "proceed."

A signal imperfectly displayed, or the absence of a signal at a place where such signal is usually shown, will be regarded as the most restrictive indication that can be given by that signal, and the fact reported to the chief dispatcher.

9. When it is necessary to furnish a helper engine to assist a train or engine up bridge approach on either side, helper engine may be operated on rear of the train.

10. Engines with cars must not be stopped on bridge over Mississippi River except when necessary to comply with train order or block rules. When necessary to stop on bridge, superintendent must be advised by wire, giving cause.

11. Maximum speed restrictions permissible:

	Psg'r. Trains	Sw. Engs. & Frt. Trains
	(Miles per Hour)	
Over Mississippi River Bridge....	25	25
Main track movements.....	60	40
Through crossovers, entering and/or leaving sidings.....	10	10

Whenever from any cause it is necessary to require trains or engines to reduce speed over bridge or any portion of track, a yellow flag and/or light on right side of track indicates track one-half mile distant requires reduction in speed to ten miles per hour, unless a different speed specified by train order or bulletin.

A green flag and/or light on right side of track 150 feet beyond slow track indicates normal speed may be resumed. Restrictions apply until entire train or switching cut has passed over slow track, when trainmen or switchmen on caboose or rear car of freight trains or switching cuts will give engine-man a proceed signal, which will be acknowledged by two medium long blasts of the whistle.

12. Trains or engines approaching public crossings at grade, will unless otherwise prescribed by rule or law, sound whistle signal required by rules of tenant line operating such train or engine.

INTERLOCKING RULES.

Interlocking plant is located at Illmo, Missouri.

1. High semaphore, or color-light, signals will be used to govern main track movements in the direction of traffic. Two arms will be used on all high home interlocked signal masts; the top arm governs main track route, bottom arm governs diverging routes. When there are no diverging routes governed by the bottom arm, it will be fixed in the horizontal position and display a red light by night. Dwarf signals govern such movements through an interlocking plant as are not governed by high semaphore or color-light signals.

At Illmo, movement into Cotton Belt yard; and at North Junction, movement to the C&EI and the IC tracks are diverging routes.

2. Whistle signals. — Upper arm, four short blasts of the whistle; lower arm, one short, one long blast of the whistle. Dwarf signal, two long, one short blast of the whistle.

3. Trains and engines must approach interlocking plants at restricted speed*.

3-(a). Train parted signal. — Lamp, flag or hand swung vertically in a circle at arm's length across track; whistle signal, three medium long blasts.

4. Color Indications: Red, "stop"; Yellow, "proceed at restricted speed*"; Green, "proceed." The governing arms on semaphore signals are displayed to the right of the signal mast as seen from an approaching train, and the indications are given by positions:

Horizontal indicates "stop."

Diagonal indicates "proceed."

Where color-light distant signals are in service, signal indications (other than on Missouri Pacific southward main track governing movements to S. I. & M. B. southward main track) will be shown as follows:

Red, "stop."

Yellow, "proceed at restricted speed."

Where color-light home signals are in service, signal indications will be shown as follows:

Top light red, and lower light red, "stop."

Top light yellow, and lower light red, "proceed."

Southward movements to S. I. & M. B. southward main track at North Junction are governed by color-light distant signal on Missouri Pacific southward main track, located 2,900 feet north of North Junction. Signal indications will be shown as follows:

Green, "proceed."

Yellow, "proceed at restricted speed."

Northward movements to Missouri Pacific northward main track at North Junction are governed by double track automatic block signal 3,500 feet south of North Junction.

Automatic Block Signal Rules govern movements to and from C. & E. I. and I. C. tracks.

4-(a). Spring switch has been installed at North Junction with Missouri Pacific southward track, normal position for Missouri Pacific southward movement, and may be trailed through by southward movement from Bridge Junction, but not to exceed ten (10) miles per hour, and, if stopped on switch for any reason, must not take slack in train nor move backward until switch has been thrown by hand to proper position.

Southward home signals at North Junction govern movements over Junction switch and through block. When a southward train approaches Junction, the Home signal for its route will automatically change to Proceed if no conflicting movement is at or closely approaching Junction and train may move through without stopping.

When a train is stopped by a southward Home signal, a member of the crew must first ascertain there is no conflicting train movement, and switches are right. He may then operate slow release in box on side of small building at North Junction for desired route. If signal does not change to Proceed within one minute after operating release, crew must get

permission from train dispatcher by telephone, and train may then move through block under Automatic Block Signal Rules 1 to 8 inclusive, herein.

Northward movements over North Junction switch are governed by a color light dwarf signal, between main tracks at switch. Such trains must stop at South end of crossover, operate a push button, and when signal has changed to Proceed, may reverse necessary hand throw switches and proceed. For route to Missouri Pacific southward main track, push button is in a box on iron post near South end of crossover. For route toward Bridge Junction push button is in telephone booth near Junction switch.

If dwarf signal remains at Stop after proper push button is operated, train must wait five (5) minutes. If signal remains at Stop, crew may operate slow release in box on side of small building at North Junction for desired route, and if signal does not change to Proceed within one minute, train may move through route after crew has made sure there is no conflicting movement. In addition, trains moving toward Bridge Junction must move through block under flag protection, as provided in Rule 7, under Automatic Block Signal Rules herein, for a train stopped by a block signal.

Movements entering main track at Bridge Junction are governed by color-light dwarf signals at clearance points and such trains must stop back of signal and operate push button on side of signal case. If signal indicates Proceed, train may then reverse switch and move on to main track and through block.

If signal does not indicate Proceed after push button is operated, train must wait five (5) minutes and then again operate push button. If signal still fails to indicate Proceed crew must make sure no conflicting train movement is approaching and may then reverse switch and move onto main track and through block under flag protection, as provided in Rule 7, under Automatic Block Signal Rules herein, for a train stopped by a block signal.

Any improper signal or train delays must be reported promptly to chief dispatcher.

Telephone connected to Missouri Pacific train dispatcher line is in booth near junction switch at North Junction.

SIGNALMEN.

5. The normal indication of Home signals is Stop. The normal indication of distant signals is Proceed at restricted speed*.

6. Levers, or other operating appliances, must be used only by those charged with that duty and as directed by the rules.

7. Signal levers must be kept in the position displaying the normal indication, except when signals are to be cleared for an immediate train or engine movement.

8. When the route is clear the signals must be cleared sufficiently in advance of approaching trains or engines to avoid delay.

9. Should a train be delayed at an interlocking plant, the signalman must report to the chief dispatcher and signal engineer by wire as soon as possible, giving train number, time delayed, and cause.

10. Signals must be restored so as to display the normal indication as soon as the engine for which they were cleared has passed 200 feet. Separate indications must be given for each train or engine.

11. If necessary to change any route for which the signals have been cleared for an approaching train or engine, switches or derails must not be changed or signals cleared for any conflicting route until the train or engine for which the signals were first cleared, has stopped. At Illmo, signals must not be set for route when cars or engines are standing between the derails of conflicting route.

12. A switch, derail or facing point lock, must not be moved when any portion of a train or engine is standing on, or closely approaching the switch.

13. Levers must be operated carefully and with a uniform movement. If any irregularity, indicating disarranged connections, is detected in their working, the signals must be restored so as to display the normal indication, the connection examined, and if possible the necessary adjustments made.

14. During cold weather, the levers must be moved as often as may be necessary to keep connections from freezing.

15. If a signal fails to work properly, its operation must be discontinued and until repaired, the signal secured so as to display the normal indication.

16. Signalmen must observe, as far as practicable, whether the indications of the signals correspond with the position of the levers.

17. Signalmen must not make or permit unauthorized repairs, alterations or additions to the plant.

18. If there is a derailment or if a switch is run through, or if any damage occurs to the track or interlocking plant, the signals must be restored so as to display the normal indications, and no train or switching movement permitted until all parts of the interlocking plant and track liable to consequent injury have been examined and are known to be in a safe condition.

19. If necessary to disconnect a switch or derail from the interlocking apparatus, it must be securely spiked.

20. When conditions are such that the plant can not be safely operated, all signals must display the stop indication; all switches and derails securely spiked, and trains controlled by hand signals, as provided in Rule 26 herein. The chief dispatcher must be notified at once.

21. During storms or while snow is drifting special care must be used in operating switches. If the force whose duty it is to keep the switches clear is not on hand promptly when required, the fact must be reported to chief dispatcher.

22. When switches or signals are undergoing repairs, signals must not be displayed for any movements which may be affected by such repairs, until it has been ascertained from the repairmen that the switches are properly set for such movement.

23. All switches, locks, signals and other devices in interlocking plants must be tested by each signalman at the beginning of his hours on duty and record made on the form provided.

24. Signalmen must observe all passing trains and note whether they are complete and in order; should there be any indication of dangerous conditions, the signalman must take such measures for the protection of trains and all other property as may be practicable.

25. If a signalman has information that an approaching train has parted, he must, if possible, stop trains or engines on conflicting routes, clear the route for the parted train, and give the train-parted signal to the engineman as prescribed by Rule 3-(a) herein.

26. Signalmen must have the proper appliances for hand signaling ready for immediate use. Hand signals must not be used when the proper indication can be displayed by the interlocking signals. When hand signals are necessary they must be given from such a point and in such a way that there can be no misunderstanding on the part of the enginemen or trainmen as to the signals, or as to the train or engine for which they are given.

Before giving a proceed hand signal against the interlocking signals, the signalman must know from personal examination that all switches and derails in such route are in safe condition for such movement.

(Note: Hand signals include the use of hand, flag, lantern, torpedoes and fussee signals.)

27. In giving hand signals for a train to move through interlocking limits against the interlocking signals, the signalman must be on the ground and use a yellow flag by day and a yellow light by night. Such signals shall be given only after such train or engine has come to a full stop and enginemen and trainmen have been fully informed as to the situation. Such hand signals govern through interlocking limits only.

28. If necessary to discontinue the use of any interlocking signal, hand signals must be used as prescribed, and chief dispatcher notified.

29. Signalmen will be held responsible for the care of the interlocking station, lamps and supplies; and in the absence of a signal maintainer will make such adjustments and repairs as possible to avoid delays. If any electrical or mechanical appliances

fail to work properly, the chief dispatcher must be notified at once.

Lights within the interlocking stations must be so placed that they cannot be seen from approaching trains or engines.

No pictures, printed matter, etc., will be allowed upon the walls except properly authorized plans, time tables, notices and a calendar.

30. Lights must be used upon all interlocking signals from sunset until sunrise, and whenever the signal indications cannot be clearly seen without them. Each signalman will be held responsible for seeing that the lights of the plant are burning properly during the time he is on duty.

31. If a train or engine passes a signal indicating "stop" without receiving the proper hand signal from the signalman, the fact must be reported to the chief dispatcher.

In all cases, of apparent disregard of signals, the signalman must at once go to and personally inspect the signals and ascertain if correct indication was given.

32. Signalmen must not permit unauthorized persons to enter the interlocking station.

33. When it is safe to do so, the switches and signals must be operated on the request of trackmen, repairmen and inspectors.

34. A signalman going off duty must not leave the tower until his relief has arrived and he has informed him of all overdue trains and of all orders and instructions not executed. He will see that the fire apparatus, lamps and hand signals are in proper condition for immediate use and must advise his relief of the conditions of the plant and apparatus as well as of the condition of the train movements controlled by the plant.

35. Signalmen going on duty will obtain from the signalman they relieve exact information as to the condition of the plant and apparatus and all orders, instructions or train movements affected or controlled by the plant. They will see before taking charge of the plant that signalmen they relieve have complied with Rules 23 and 34, herein.

36. No signalman shall be considered relieved of duty and responsibility until he has obtained the signature of his relief to the properly dated and timed transfer form acknowledging compliance with Rules 23, 34, and 35, herein.

37. Fire barrels must be kept filled and other fire apparatus ready for instant use in case of fire and used for no other purpose.

ENGINEMEN AND TRAINMEN.

38. Trains or engines may be run to but not beyond a signal indicating stop, except as provided in Rule 41.

39. If a signal, permitting a train to proceed, after being accepted, is changed to a stop signal before it is reached, the stop must be made at once. Such occurrences must be reported to the chief dispatcher.

40. Enginemen must not overlook a preceding train or engine and act on a signal indication displayed for such train or engine. Signals will be restored to normal after each movement, and a separate indication given for each train or engine.

41. Enginemen and trainmen must not proceed on hand signals as against interlocking signals until the train or engine has been brought to a full stop and they are fully informed of the situation and know that they are fully protected and must then move only on hand signal from signalman on ground.

Trainmen must not give signals to move against interlocking signals when signalmen are on duty.

41-(a). Enginemen and trainmen receiving hand signals must understand that such signals govern the movement through the interlocking plant only.

42. The engineman of a train which has parted must sound the whistle signal for train-parted on approaching an interlocking plant.

43. An engineman receiving a train-parted signal from a signalman must answer by the whistle for train-parted.

44. When a parted train has been recoupled the signalman must be notified.

45. Sanders and injectors must not be used, water allowed to run from overflow pipes or cinders

dumped within the limits of an interlocking plant.

46. Conductors must report to chief dispatcher any unusual detention at interlocking plants.

47. Trains or engines stopped by the signalman in making a movement through an interlocking plant, must not move in either direction until they have received the proper signal from him, and must obey promptly the signals and instructions of signalman within interlocking limits.

MAINTAINERS.

48. Maintainers are responsible for the inspection, adjustment and proper maintenance of all the interlocking plants assigned to their care.

49. When the condition of switches or tracks does not admit of the proper operation or maintenance of the interlocking plant, the fact must be reported to signal supervisor.

50. When any part of an interlocking plant is to be repaired, a thorough understanding must first be had with the signalman, in order to secure the safe movement of trains and engines during repairs. The signalman must be notified when the repairs are completed.

51. If necessary to disconnect any switch or derail, it must be securely spiked before any train or engine is permitted to pass over it.

52. Alterations or additions to an interlocking plant must not be made unless authorized by signal supervisor.

53. Maintainers when on duty or subject to call, must keep the chief dispatcher and signal supervisor advised as to where they can be found, and respond promptly when called.

AUTOMATIC BLOCK SIGNAL RULES.

1. Automatic electric high semaphore or color-light block signals are in service between Bridge Junction and Illmo.

2. The signals are located upon the right side of the track in the direction of traffic, and where semaphore signals are in service, the governing arms are displayed to the right of the signal mast as seen from an approaching train.

3. Two arms will be displayed on each semaphore signal mast, and the movement of trains and engines will be governed by signal indications as follows:

Both arms horizontal, "stop."

Top arm diagonal and lower arm horizontal, "proceed at restricted speed*."

Both arms diagonal, "proceed."

At night, the position of the signals will, in addition, be shown by colored lights as follows:

Top light red, lower light yellow, "stop."

Top light green, and lower light yellow, "proceed at restricted speed*."

Both lights green, "proceed."

4. Where color-light signals are in service, signal indications will be shown as follows:

Red, "stop."

Yellow, "proceed at restricted speed."

Green, "proceed."

5. Block signals do not dispense with the use of, or the observance of other signals, whenever or wherever they may be required, nor do they relieve enginemen and trainmen from taking all precautions required by the rules for the protection of their trains.

6. Block signals apply to trains or engines moving with current of traffic, not to engines in the opposite direction.

7. When a train is stopped by a block signal, it may expect to find train in block, an open switch, broken rail or other obstruction; and a flagman will start ahead at once. If signal does not change to Proceed, the train will wait five (5) minutes, and then follow flagman at a sufficient distance to insure protection until flagman can see and know that block is unobstructed, when flagman may be picked up and train proceed through block at speed not exceeding five (5) miles per hour.

8. Cars and engines on sidings and crossovers must stand clear of insulated joints.

NOTE: *Restricted speed. — Proceed prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.