

**SAFETY  
FIRST**

**ILLINOIS TERMINAL  
RAILROAD COMPANY**

---

---

**GRANITE CITY - ST. LOUIS  
TERMINAL DIVISION**

---

---

**TIME TABLE  
No. 6**

Effective 12:01 A. M.

**Sunday, November 7, 1948**

Superseding All Previous Time Tables

---

---

This Time Table is for the Government and Information of Employees only, and the Company reserves the right to vary from it as circumstances may require. Note general change in time. Study table carefully.

---

---

**NOTE CAREFULLY SPECIAL INSTRUCTIONS  
ON BACK OF TIME CARD.**

---

---

F. L. DENNIS, General Superintendent—St. Louis, Mo.  
W. R. McOWAN, Superintendent—Alton, Ill.  
H. H. SMITH, Asst. to General Supt.—St. Louis, Mo.  
R. YATES, Terminal Train Master—St. Louis, Mo.  
A. F. HERTEL, Asst. Trainmaster—Granite City, Ill.  
A. L. GARBIN, Chief Dispatcher—Alton, Ill.



GRANITE CITY - ST. LOUIS TERMINAL DIVISION

FIRST CLASS

39	37	35	95	33	31	87	29	27	25	23	93	21	19	85	17	91	15	13	11	9	83
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Local	Local	Local	Ltd.	Local	Local	Ltd.	Local	Local	Local	Local	Ltd.	Local	Local	Ltd.	Local	Ltd.	Local	Ltd.	Local	Ltd.	Ltd.
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM	AM	AM	AM
11.01 38	9.48 36	8.43 34	VIA BELT	7.50 32	6.49 30	6.38 88-30	5.48 26-28	4.48 24	3.43 22	2.44 20	VIA BELT	1.43 86-18	12.44 16	11.48 14	11.43 14	VIA BELT	10.43 12	9.43 10	8.29 8-84	7.28 6	7.20 6
11.03	9.50	8.45	8.43 34	7.52 94	6.51	6.41	5.52 92-88	4.50	3.45	2.45	2.42 20	1.45	12.46	11.51	11.45	10.58 12	10.45	9.47 90	8.31	7.31	7.22
11.04	9.51	8.46	8.44	7.53	6.52	6.43	5.53	4.51	3.46	2.46	2.44	1.46	12.47	11.53	11.46	10.59	10.46	9.48	8.32	7.32	7.24
11.09	9.55	8.50	8.48	7.57	6.56	6.48	5.57	4.55	3.50	2.50	2.48	1.50	12.51	11.58	11.50	11.03	10.51	9.51	8.36	7.36	7.28
11.10	9.56	8.51	8.49	7.58	6.57	6.49	5.58	4.56	3.51	2.51	2.49	1.51	12.52	11.59	11.51	11.04	10.52	9.52	8.37	7.37	7.29
11.12	9.58	8.53	8.51	7.59	6.59 94	6.51	5.59	4.58 92	3.52	2.53	2.51	1.53	12.53	12.01	11.53	11.06 14	10.54	9.54	8.39	7.39 84	7.31 84
11.13	9.59	8.54	8.52	8.00	7.00	6.52	6.00	4.59	3.53	2.54	2.52	1.54	12.54	12.02	11.54	11.07	10.55	9.55	8.40	7.40	7.32
11.15	10.01	8.56	.....	8.02	7.02	.....	6.01	5.01	3.55	2.56	.....	1.56	12.56	.....	11.56	.....	10.57	9.57	8.42	7.42	.....
11.16	10.02	8.57	8.55	8.03	7.03	6.55	6.02	5.02	3.56	2.57	2.55	1.57	12.57	12.05	11.57	11.10	10.58	9.58	8.43	7.43	7.35
11.18	10.04	8.59	8.57	8.05	7.05	6.57	6.04	5.04	3.58	2.59	2.57	1.59	12.59	12.07	11.59	11.12	11.00	10.00	8.45	7.45	7.37
11.20 40	10.07 38	9.02 36	9.00 36	8.08 34	7.08 32	7.00 94-32	6.07 30-94	5.07 26-28-88	4.01 24-92	3.02 22	3.00 22	2.02 20	1.02 86-18	12.10 16	12.02 16	11.15	11.03 14	10.03 12	8.48 10-90	7.48 8	7.40 8
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM	AM

Schedule trains when one hour late lose both right and class. All trains will not exceed a speed of ten (10) miles per hour through Granite City, Madison and V. McCambridge Avenue viaduct, located between Eastern and Lang. Class A Electric engines only may use V. Trains will not exceed a speed of twenty-five (25) miles per hour through Granite City, Madison and V.

DR. R. M. SUTTON, Chief Surgeon, Peoria, Ill.

LOCAL PHYSICIANS AND SURGEONS

Alton, Ill.

- Dr. H. P. McCuiston
- Dr. R. A. Barker
- Dr. W. S. McGinnis
- Dr. H. E. Middleton (Oculist & Aurist)

Madison, Ill.

- Dr. L. C. Harlan

Venice, Ill.

- Dr. J. R. Chalfin

East St. Louis, Ill.

- Drs. O. J. & R. F. Culbertson
- Dr. E. C. Spitze (Oculist)
- Dr. Wm. M. Hanson (Aurist)

Wood River, Ill.

- Dr. R. A. Barker

Granite City, Ill.

- Dr. H. P. Reuss
- Dr. R. W. Binney
- Dr. M. Hamm

St. Louis, Missouri

- Dr. A. Gundlach
- Dr. W. M. Hangen
- Dr. W. M. James (Oculist)
- Dr. V. L. Jones (Oculist & Aurist)
- Dr. S. B. Westlake (Aurist)
- Dr. J. Albert Key (Consulting Orthopedic)

ARRANGEMENTS WITH THE FOLLOWING HOSPITALS

Alton, Ill.

- St. Joseph's Hospital

St. Louis, Missouri

- DePaul Hospital
- St. John's Hospital

East St. Louis, Ill.

- St. Mary's Hospital



# Southward

							Station Numbers	Miles from Granite City	TIME TABLE No. 6	
51	5	3	1	41	89	EFFECTIVE 12:01 AM SUNDAY NOVEMBER 7, 1948				
Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS			
Local	Local	Local	Local	Local	Local	Ltd.				
AM	AM	AM	AM	AM	AM	AM				
7.09 6	6.24 4	5.05	1.05 2	12.07 40	12.01 40		807	0.00	GRANITE CITY...	
7.11	6.26	5.07	1.07	12.09	12.03		806	.48	SULPHUR JCT....	
7.12	6.27	5.08	1.08	12.10	12.04			.98	EASTERN.....	
7.16	6.32	5.13	1.12	12.14	12.08		805	2.45	LANG.....	
7.17	6.33	5.14	1.13	12.15	12.09		804	3.19	BURNS.....	
7.19	6.35	5.16	1.15 82	12.16	12.11			3.87	POWER.....	
7.20	6.36	5.17	1.16	12.17	12.12		803	4.36	VENICE JCT.....	
7.22	6.38	5.19	1.18	12.19	.....			5.09	BLANTON.....	
7.23	6.39	5.20	1.19	12.20	12.15		802	5.38	BRANCH ST.....	
7.25	6.41	5.22	1.21	12.22	12.17			6.11	NORTH MARKET	
7.28 84-8	6.44 6-84	5.25 4	1.24	12.25 2-82	12.20 2-82		800	7.37	ST. LOUIS.....	
AM	AM	AM	AM	AM	AM	AM				

miles per hour over  
Cambridge Viaduct.  
ce.

Trains Nos. 91-93-95 will run  
via belt between Hewitt and  
Sulphur Junction.

# GRANITE C

							Miles from St. Louis	TIME TABLE No. 6					
						EFFECTIVE 12:01 AM SUNDAY NOVEMBER 7, 1948							
						STATIONS							
						STATIONS							
						Miles from St. Louis							
						2	82	4	6	84	8		
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
						Local	Ltd.	Local	Local	Local	Local	Local	Local
						AM	AM	AM	AM	AM	AM	AM	AM
GRANITE CITY....						7.37	1.05 1	1.35	5.48 5	7.09 51-83-7-9	7.50 11	8.29 11	
SULPHUR JCT.....						6.87	1.03	1.32	5.46	7.07	7.47	8.26	
EASTERN.....						6.39	1.02	1.31	5.45	7.06	7.46	8.25	
LANG.....						4.92	12.57	1.27	5.41	7.02	7.42	8.21	
BURNS.....						4.18	12.56	1.26	5.40	7.01	7.41	8.20	
POWER.....						3.50	12.54	1.24 1	5.39	6.59	7.39 83-9	8.19	
VENICE JCT.....						3.01	12.53	1.23	5.38	6.58	7.38	8.18	
BLANTON.....						2.28	12.51	.....	5.36	6.56	.....	8.16	
BRANCH ST.....						1.99	12.50	1.20	5.35	6.55	7.35	8.15	
NORTH MARKET..						1.26	12.48	1.18	5.33	6.53	7.33	8.13	
ST. LOUIS.....						0.00	12.45 41-89	1.15 41-89	5.30 3	6.50 5	7.30 51-7-83-9	8.10 51-7-83-9	
							AM	AM	AM	AM	AM	AM	

Schedule trains wh  
McCambridge Ave  
per hour through



**CITY - ST. LOUIS TERMINAL DIVISION—Northward**

**FIRST CLASS**

	90	12	14	16	86	18	20	22	24	92	26	28	88	30	94	32	34	36	38	40
Day	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Service	Ltd.	Local	Local	Local	Ltd.	Local	Local	Local	Local	Ltd.	Ltd.	Local	Ltd.	Local	Ltd.	Local	Local	Local	Local	Local
Time	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Time	VIA BELT	10.33 15	11.30 17-85	12.33 19	1.30 21	1.33 21	2.28 23	3.33 25	4.28 27	VIA BELT	5.30 29	5.35 29	5.55 87	6.33 31-87	VIA BELT	7.33 33	8.33 35	9.48 37	10.48 39	11.49 41-89
Time	9.47 13	10.31 91	11.28	12.31	1.27	1.31	2.26 93	3.31	4.26	5.17 29	5.27	5.33	5.52 29	6.31	7.17 33	7.31	8.31 95	9.46	10.46	11.47
Time	9.46	10.30	11.27	12.30	1.26	1.30	2.25	3.30	4.25	5.16	5.26	5.32	5.51	6.30	7.16	7.30	8.30	9.45	10.45	11.46
Time	9.42	10.26	11.22	12.26	1.22	1.26	2.21	3.26	4.21	5.12	5.22	5.27	5.47	6.26	7.12	7.26	8.26	9.41	10.41	11.42
Time	9.41	10.25	11.21	12.25	1.21	1.25	2.20	3.25	4.20	5.11	5.21	5.26	5.46	6.25	7.11	7.25	8.25	9.40	10.40	11.41
Time	9.39	10.24	11.19 91	12.24	1.19	1.24	2.19	3.24	4.19	5.09 27	5.19	5.24	5.44	6.24	7.09 31	7.24	8.24	9.39	10.39	11.39
Time	9.38	10.23	11.18	12.23	1.18	1.23	2.18	3.23	4.18	5.08	5.18	5.23	5.43	6.23	7.08	7.23	8.23	9.38	10.38	11.38
Time	.....	10.21	11.16	12.21	.....	1.21	2.16	3.21	4.16	.....	5.16	5.21	.....	6.21	.....	7.21	8.21	9.36	10.36	11.36
Time	9.35	10.20	11.15	12.20	1.15	1.20	2.15	3.20	4.15	5.05	5.15	5.20	5.40	6.20	7.05	7.20	8.20	9.35	10.35	11.35
Time	9.33	10.18	11.13	12.18	1.13	1.18	2.13	3.18	4.13	5.03	5.13	5.18	5.38	6.18	7.03	7.18	8.18	9.33	10.33	11.33
Time	9.30 11	10.15 13	11.10 15	12.15 17-85	1.10 19	1.15 19	2.10 21	3.15 93-23	4.10 25	5.00 25	5.10 27	5.15 27	5.35 27	6.15 29	7.00 29-87	7.15 31-87	8.15 33	9.30 95-35	10.30 37	11.30 39
Time	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

one hour late lose both right and class. All trains will not exceed a speed of ten (10) miles per hour over the viaduct, located between Eastern and Lang. Trains will not exceed a speed of twenty-five (25) miles per hour between Granite City, Madison and Venice.

Trains Nos. 90-92-94 will run via Belt between Sulphur Junction and Hewitt.

To avoid confusion in securing medical attention for injured persons in ST. LOUIS following instructions will govern.

In EMPLOYEE OR PASSENGER cases, either Dr. Gundlach or Dr. Hangen should be called, and if ambulance service is necessary it should be secured from the firm listed below, and injured person sent to Hospital listed below.

Calls for **DR. ARTHUR GUNDLACH**  
 102 University St., St. Louis  
 Telephone: Central 3995 (Office)  
 Sterling 2820 (Residence)  
 Jefferson 5858

Calls for **DR. W. M. HANGEN**  
 Room 911 Arcade Building  
 Telephone: Garfield 2716 (Office)  
 Grand 4740 (Residence)

Ambulance Service Call:  
 The Kron Company  
 2707 North Grand Ave., St. Louis  
 Telephone: Franklin 0200.

Use Automobile or Taxicab to send patient to Downtown Emergency Hospital (Arcade Building).

In all OTHER PUBLIC cases such as automobile collisions, trespassers, etc., send injured person to City Hospital, calling Central District Police—Telephone Central 1212, for ambulance.



## SPECIAL INSTRUCTIONS

Following rules will govern operation of trains and street cars between Granite City Loop and St. Louis via Madison: between bridge intersection and Broadway Station: and between 20th and Madison Ave., Granite City and Venice Jct. via McKinley Jct.

### BETWEEN GRANITE CITY, SULPHUR JUNCTION AND VENICE JUNCTION VIA MCKINLEY JUNCTION

1. Meeting points shown on time table between Sulphur Junction and Power are for information only.
2. Train dispatchers located at Federal.
3. All trains operating via Madison Ave., will report and register at Granite City.
4. All trains will report and register on and off at St. Louis.
5. Switch engines will clear time of first class trains five (5) minutes at all sidings.
6. When trains meet at Burns, Northbound trains will take siding and back out.
7. Yard limits extend between Venice Junction and Lang and between yard limit board located at Edwardsville Road (1600 feet south of Eastern) and 20th and Madison Ave.
8. All signals must be approached expecting to find them displaying stop indication.
9. At Eastern, a train before opening the switch or fouling main track must operate the time element switch indicator and be governed by its indication. This operates as follows: open door of indicator. If white light is not lighted when door is open, track section is occupied. If light is lighted turn knob to the left as far as possible and release same. It will take approximately forty seconds for the time element to run down: after which light will again light in case a train has not entered the block. When light is again lighted the switch should be opened immediately. Return knob to its normal position, close and lock door. If knob is not returned to normal position, door can not be closed.
10. Switch engines operating into and out of McKinley Junction Yards will use the east track in both directions between McKinley Junction Yards and Burns.
11. Railroad crossings. Stop at distance of 30 feet and not exceed speed of six (6) miles per hour over crossing.
  - (1) T.R.R.A. tracks leading to Granite City Steel Company Plant.
  - (2) Alton and Eastern Division.
 Above crossings are between Sulphur and Eastern.
12. Speed restrictions:—
 

Trains will not exceed ten (10) miles per hour at 20th and Omaha.

Trains will not exceed a speed of thirty (30) miles per hour between Venice Junction and Burns.
13. Switch at Power is a spring switch—normal position is for inbound track. All trains will reduce speed to ten (10) miles per hour over this switch.
14. Switch at Burns is a spring switch—normal position is for passenger track. All trains will reduce speed to ten (10) miles per hour over this switch.

### OPERATION BY SIGNAL INDICATION BETWEEN SULPHUR JUNCTION AND POWER

15. Trains in this section will operate normally by signal indication only.
  - 15a. All signals are absolute. A train being stopped by a signal must wait fifteen (15) minutes for an opposing train to operate through the block governed by the signal. If, at the expiration of this time, signal still indicates stop, trainmen may proceed in accordance with Rule No. 99 in Book of Rules.
16. Train or engine having accepted a clear-indication and is delayed in the block, must proceed at restricted speed to the next signal.
17. In case of general failure of power or other emergencies trainmen must promptly communicate with dispatcher.
18. Trains approaching Sulphur Junction on 20th Street and finding signal 61 B at stop, must stop before blocking eastbound vehicular traffic lane.
19. Dwarf signal 41 C on freight track north of Burns is a repeater signal for 41 B. Tonnage train approaching it, when red, may pass it at slow speed prepared to stop at 41B if this signal has not changed to proceed. (The purpose of this signal is to prevent a tonnage train advancing to 41B and being unable to start on grade.)

## SPECIAL INSTRUCTIONS—Continued

20. In case of failure of switch indicator, movement may only be made in accordance with Rule No. 99 in Book of Rules.
21. Electric switch controlled by overhead trolley contact is installed at Sulphur Junction. This switch is operated by contactor approximately 1000 feet south of the switch. The position of this switch is indicated by a signal placed to the left of the track adjacent to the switch. Trains operating through the turn out to 20th Street must not use power when passing under contactor. Trains proceeding via Granite City Belt must use power to line switch for this movement. Signal will indicate green when properly lined for movements via Belt Line and yellow for movements to 20th Street. If switch is not properly thrown and locked, signal will indicate stop in which case trainmen must operate switch by hand with switch hook or pipe placed in telephone booth. Speed under contactor must not exceed five (5) miles per hour.

For operation over this switch by steam or diesel, trainmen must operate switch by hand.

### BETWEEN VENICE JUNCTION AND ST. LOUIS, AND BETWEEN BRIDGE INTERSECTION AND BROADWAY STATION

22. On double track between Bridge Intersection and Howard Street following movements are controlled by three position signals. Red indicates "Stop," Yellow indicates "Approach", Green indicates "Proceed". When signals indicate "Stop" trains will come to a full stop and then proceed at restricted speed.

Note: Trains approaching Branch Street Yard from either direction must be prepared to stop, expecting to find a train moving into or out of the yard, or across the crossover against the current of traffic. Movement in this area must be made at restricted speed and under full control.

On double track between Cass Avenue and St. Louis Terminal movements are controlled by two position signal, red indicates "Stop", green indicates "Proceed". Signal 042 on outbound main south of subway portal is a three position signal. The yellow indicates that signal 060A at the subway portal indicates "Stop".

23. Switch indicators of both the time element and the push button type are installed at turnouts and crossovers. The method of operating time element switch indicator is outlined in Article No. 9. Push button switch indicator operation is as follows: Trains clearing the main track and closing the switch at these points must be governed by switch indicator before again opening switch or fouling main track. When light is lighted it indicates block is unoccupied. Trains should immediately open switch. Movement from Track No. 1 to Main Track must be made under flag protection. Movement through crossover North of Howard Street should be made under protection of signal 080 protecting against approaching trains on outbound main. The time element indicators are located at following points: South end of crossover between main tracks south of Cass Avenue; The north end of crossover between main tracks near Globe Building; At both ends of crossover between inbound main and outbound main at entrance to single track near Mechanical Department Building.

24. When crossover movements, or a movement from a sidetrack to the main track is made before opening the switch or fouling main track, trainmen must be governed by the switch indicator. In making crossover movements after receiving proper indication the switch at the opposite end of the crossover must be opened before the movement is begun, and the one at the entering end left open until the crossover movement is completed. In case of failure of switch indicator, switch must not be opened or main track fouled except under flag protection.

25. Signals 020A, B, and C, 030A, 030B, and 050 control sections of track on which reverse movements are made. If these signals indicate "Stop", trains may proceed, only under flag protection.

26. Signals 060A located at north end of subway on outbound main track protects against movement to and from freight main. Trains may pass this signal at "Stop" after coming to a stop and at restricted speed. Movements from freight track at portal are controlled by signal 060B. This signal may be passed when indicating "Stop" after coming to a stop and protecting against approaching trains on outbound track in subway, and at restricted speed.

27. Trains entering the Terminal Building on Track No. 1 which is the regular inbound track will hold signal 030-A behind them until they clear the track circuit near north end of the extended low platform. If this train is to reverse its movement, it must not clear the track circuit. This will prevent another inbound train from following on this track. After clearing this track circuit trains must not make a reverse movement on Track No. 1 except under flag protection.

28. In order to wye a passenger car it is necessary to use a portion of the freight track. All trains must approach the wye switch carefully. Any movement made in Terminal from one track to another which will foul another track and which is not protected by signals must not be made until it is known that movements are not being made on track which is to be fouled. This applies specifically on tracks 1,2,3, and 4.



## SPECIAL INSTRUCTIONS—Continued

29. The absence of a signal indication where one is normally displayed, or an improper indication must be regarded as a stop signal. In such cases train will come to a stop and proceed only at restricted speed, reporting this condition promptly to the dispatcher.

30. Movements in signal territory against current of traffic must not be made except under flag protection or where specifically provided for by rule.

## CROSSING SIGNALS

31. Motormen of all trains should observe the small light in the side of the crossing signals and know that the signal is working before proceeding over the crossing at speed.

32. Movements against traffic not afforded protection by crossing signals should be protected by train crews.

## GENERAL

33. Intersection of tracks at north (east) end of McKinley Bridge will be known as Venice Junction, and intersection of bridge and elevated tracks near south (west) end of McKinley Bridge will be known as Bridge Intersection.

34. Intersection of Belt Line at 20th and Omaha, Granite City, will be known as Sulphur Junction.

35. Yard limits will extend between St. Louis Terminal and Venice Junction and between Bridge Intersection and Broadway Station. Movement between Bridge Intersection and St. Louis Terminal are governed by automatic signal indication. Movement over track between Venice Junction and Bridge Intersection, and Broadway Station, and between Howard Street and Cass Avenue, are not governed by automatic signals and must be made under restricted speed at all times.

36. Restricted speed—A speed that will permit stopping short of another train or obstruction but not exceeding fifteen (15) miles per hour.

37. Yard speed—A speed that will permit stopping within one-half the range of vision.

38. Trains will not exceed a speed of twenty (20) miles per hour around curves, and when passing under trolley frogs on elevated lines.

39. Doors on all trains must be closed and kept closed while passing over elevated lines. Conductors must know that the train, when stopped, is at platform before opening doors for passengers to load or unload.

40. Flagman is stationed at Bridge Intersection where vehicular traffic crosses tracks. Trains from either direction must get signal from flagman before crossing Bridge Roadway. Green flag by day, white light by night.

41. Operation of trains between Broadway Station and Second Street Yards is over single track. All trains will operate under yard speed in this territory.

42. All trains will operate carefully in foggy and inclement weather, and will protect movements through crossovers, and when stopped on main line, with proper flag protection and will be held responsible for failure to do. This does not relieve the approaching train of responsibility in case of accident.

43. Trains and street cars coming from or going to Tri-Cities will make safety stop before going on to or crossing inbound track at Venice Junction.

44. Trains and street cars will not exceed speed of four (4) miles per hour over tongue switches.

45. At Venice Junction, all trains will operate over roadway at restricted speed.

46. Trains that operate to west end of McKinley Bridge will make safety stop in both directions at west roadway crossing, and flag before passing over roadway. Freight trains operating over the west roadway crossing will leave brakeman to flag traffic until entire train has passed over roadway.

47. Tracks on McKinley Bridge and through Tri-Cities and around Granite City Loop are used jointly with vehicles, requiring careful operation of trains at all times. All trains will sound whistle freely, when approaching roadway at Venice Junction. Movement against current of traffic must not be made except under proper flag protection.

48. Crossovers are located as follows:

1. Between Tyler and Howard Street, from inbound to outbound.
2. At Clinton Street, from outbound to inbound.
3. South of Branch Street, from outbound to inbound.
4. North of Branch Street, from inbound to outbound.
5. On east approach of Venice Viaduct, from outbound to inbound.
6. At Venice Junction, from inbound to outbound.

## SPECIAL INSTRUCTIONS—Continued

49. Switch stand governing crossover switch on outbound main track south of Branch Street is located on west side of inbound main track. Before starting any cross-over movement a train must open both switches.

50. Derails are located on tracks Nos. 1 and 2 at Howard Street, on Hawthorn Coal Company tracks, Coach Yard Lead, Springmeir, Flynn Fwdg. Company Yards and Team Track Lead, and Team Tracks 1, 2, and 3 at Cole Street. Trainmen must replace and lock after using tracks.

## 51. STOPS AND SPEED RESTRICTIONS

Railroad crossings, stop at distance of 30 feet, and not exceed a speed of six (6) miles per hour over crossing.

16th Street and Madison Ave., Granite City ..... T.R.R.A. Conductor flag  
14th Street and Madison Ave., Madison ..... Alton & Eastern Division  
Broadway and Main Street ..... Wab., Big Four, Alton, Flagman

52. Trains entering Madison Avenue from 18th Street will not clear a train north-bound at that point.

53. (a) Illinois Traction Division equipment, including engines Nos. 51, 52 and 53 will not pass each other on the curve at points listed below:

Top of east end of McKinley Bridge.  
15th Street and Madison Avenue, Granite City.

(b) Bridge cars and St. Louis & Alton cars may pass all classes of equipment, except engines Nos. 51, 52, and 53 at points listed above.

(c) At Main Street and Broadway, Venice, all cars or engines must wait on straight track on Main Street until approaching car or engine has cleared curve.

54. Trains approaching Main Street Station, Venice, must at all times be under restricted speed in both direction, account of heavy traffic, also train and bus stop at this point.

55. All trains entering Madison Avenue in Granite City will make positive stop at the following points and know the way is clear before proceeding:

17th and Madison Avenue  
18th and Madison Avenue

56. Trains leaving Madison Avenue in Granite City will operate at restricted speed at the following points:

17th and Madison Avenue  
18th and Madison Avenue  
19th and Madison Avenue

57. Switch on outbound tracks at Bridge Intersection is a spring switch. Normal position is for outbound movement from elevated track.

58. Switch on inbound track at Bridge Intersection is a spring switch. Normal position is for elevated track.

59. Switch on inbound track at Venice Junction is tongue switch and will be left as used. An electric switch will govern outbound track at Venice Junction. Trains or street cars operating towards Venice must not use power to operate switch. Trains operating toward McKinley Junction must use power to operate switch.

Freight trains will plug tongue switch before using and next train or street car operating opposite to direction switch is plugged will remove plug and place same in box.