

*Received
April 24, 1964
Missouri Commerce Commission
Gates and
Nashville Station*

Terminal Railroad Association of St. Louis

*** Obedience to the Rules
is Essential to Safety**

*** Make Safety Your Policy**

*** 4 MPH Safe Coupling Speed**

*** Our Customers are the
Shippers of Freight**

*** Handling Cars is Our
Livelihood—Handle
Carefully**

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

**EFFECTIVE 12:01 A.M.
SUNDAY APRIL 26, 1964**

48

**J. H. SHARP
Vice Pres. & General Manager**

**O. R. BAILEY, JR.
General Superintendent**

**J. A. MATHEWSON, JR.
Transp. Superintendent**

DESTROY PREVIOUS ISSUES

C. T. BRIEN
Supt. Pass. Term. Operations
and St. Louis District

M. A. HILDEBRAND, Supt.
Wiggins East and "CD" District

WM. J. VOGEL, Supt.
Merchants & Wiggins West Side

O. R. MOSS
Director of Special Movements

W. J. COMPTON, Supt.
Madison District, Illinois

FRED D. BLOCK
Asst. Dir. of Special Movements

Trainmasters

F. E. COFFMAN, "CD" ESTL
O. J. CROSS, Wiggins ESTL
O. H. FERRY, Wiggins ESTL
L. O. GRIMES, Madison Yard
L. HOVIOUS, Carrie Avenue
I. J. POMEROY, Bremen Avenue
B. C. REED, Cabin 60, Pass. Yard

Assistant Trainmasters

L. D. BROCKETT, General Motors
E. H. DEATHERAGE, Cabin 60, Pass. Yard
F. W. McELLIGOTT, Wiggins ESTL
G. J. MURASKI, General Motors
J. W. WARDEN, "CD" ESTLouis
C. F. WEINERT, Madison Yard

**Road Foreman-Trainmaster
System**

C. R. RODERY
R. L. McGOUGH, Assistant

Train Dispatchers

J. M. BERRY
D. E. COLLINS
H. W. LANG
L. C. LUKER
W. G. McKEE
C. B. MOLITOR
J. A. MOLITOR
S. T. PARKER
T. F. POE

Manager Service Bureau

E. M. ROGERS

Manager Mail & Baggage

D. J. BINGAMAN

Station Master

PAUL C. LAWLER

SERVICES

AMBULANCE SERVICE (See Note)

In Cases Where Ambulance Service is Needed, Call—

Missouri Pacific Employees Hospital, 1755 South Grand Blvd., St. Louis. Telephone, PProspect 1-0500.

City Ambulance Service, 1515 Lafayette Ave., St. Louis. Telephone, CEntral 1-3700.

In Cases of Extreme Emergency, Call—

Jos. A. Kurrus Livery Undertaking Co., 26th and State Sts., East St. Louis, Ill. Telephone UPTon 4-0064.

J. J. Lahey Undertaking Co., 511 Madison Ave., Madison, Ill. Telephone, TRiangle 6-6222.

Kassly Funeral Home, 1101 North 9th St., East St. Louis, Ill. Telephone, UPTon 5-1234.

Guy Mullen Ambulance Service, 5041 Delmar Blvd., St. Louis, Mo. Telephone, FOrrest 1-6500.

NOTE: During the day calls for the ambulance should be made through department heads, and at night through the Night Trainmaster or Assistant Trainmaster, in instances where available, and if not, through supervisory forces.

MAIN HOSPITAL

Missouri Pacific Employees Hospital, 1755 South Grand Blvd., St. Louis. Telephone, PProspect 1-0500.

EMERGENCY HOSPITALS

St. Mary's Hospital, 810 Missouri Ave., East St. Louis. Telephone, BR-4-1900.

St. Elizabeth's Hospital, 21st and Madison Ave., Granite City. Telephone, TRiangle 6-2020.

SPECIALISTS

Specialists are available on the staff of the Missouri Pacific Employees Hospital Association, and employees requiring their services will be referred to them by the doctors at the Hospital.

SURGEONS (East Side)

Dr. V. P. Siegel, Resident Surgeon, 4601 State Street, East St. Louis. Telephone UPTon 5-2632.

Dr. J. W. Compton, Assistant Resident Surgeon, 4601 State Street, East St. Louis. Telephone UPTon 5-2632.

Dr. R. F. Culbertson, 234 Collinsville Ave., East St. Louis. Telephone UPTon 5-0121.

Dr. W. W. Bowers, 1820 Delmar Ave., Granite City. Telephone TRiangle 6-2308.

Dr. M. Hamm, 2049 State St., Granite City. Telephone TRiangle 6-0217.

Dr. J. C. Byers, Jr., 404 Madison St., Madison, Ill. Telephone TRiangle 6-7676.

Dr. Carl E. Burpo, Local Surgeon, Office 5104 W. Main, Belleville, Ill. Telephone ADams 4-5739.

Dr. Paul F. Norbet, Local Surgeon, Office 111 S. High St., Belleville, Ill. Telephone ADams 3-6675.

Terminal Railroad Association of St. Louis

Time Table No. 48

Effective 12:01 A. M. April 26, 1964

Outbound (Eastward) Via "ID" Tower																	
Distance From U. Station											B&O 2 Daily	Penna 4 Daily	Penna 30 Daily	L&N 53 Daily	Penna 32 Daily	B&O 12 Daily	Penna 14 SE
Union Station	0										A. M. 9:45	A. M. 10:15	P. M. 12:40	P. M. 4:30	P. M. 6:25	P. M. 10:35	P. M. 11:20
"ID" Tower	.97										9:49	10:19	12:44	4:34	6:29	10:39	12:04 am
Relay Station	3.21										S10:00 A. M.	S10:30 A. M.	S12:55 P. M.	S4:45 P. M.	S6:40 P. M.	S10:50 P. M.	S12:15 A. M.
Outbound (Eastward) Via Gratiot Street																	
Distance From U. Station			GM&O 2 Daily	NYC 312 Daily	WAB 4 Daily	IC 101 Daily	IC 22 Daily	WAB 110 Daily	GM&O 4 Daily	CB&Q 15 Daily	WAB 2 Daily	IC 105 Daily	GM&O 6 Daily	NYC 318 Daily	GM&O 8 Daily	IC 15 Daily	
Union Station	0		A. M. 8:58	A. M. 9:05	A. M.	A. M. 10:20	P. M. 2:40	P. M.	P. M. 3:40	P. M. 5:45	P. M. 6:00	P. M. 6:45	P. M. 8:50	P. M. 11:30	P. M. 11:35	P. M. 11:55	
Gratiot Street	1.10		9:03	9:10	.....	10:25	2:45	.....	3:45	5:50	6:05	6:50	8:55	11:35	11:40	12:00
North Market Street	3.91		9:12	9:19	.....	.....	2:54	.....	3:54	5:59	6:14	.....	9:04	11:44	11:49	.....
Bremen Avenue	4.94		9:15	9:22	.....	.....	2:57	.....	3:57	.....	6:17	.....	9:07	11:47	11:52	.....
East Approach "SH"	7.06		9:22	9:29	9:55	.....	3:04	4:04	4:14	.....	6:24	.....	9:14	11:54	11:59 am	.....
Granite City "WR"	8.89		9:28 A. M.	9:35 A. M.	10:01 A. M.	.....	.....	4:10 P. M.	4:20 P. M.	.....	6:30 P. M.	.....	9:20 P. M.	12:00 P. M.	12:05 A. M.	.....
Outbound (Westward) Via Grand Avenue																	
Distance From U. Station		MoP 7 Daily	SLSF 3 Daily	SLSF 807 Daily	MoP 17 Daily	WAB 4 Daily	WAB 203 Daily	MoP 3 Daily	MoP 15 Daily	WAB 110 Daily	WAB 209 Daily	MoP 11 Daily	MoP 1 Daily	SLSF 9 Daily	WAB 211 Daily	MoP 19 Daily	
Union Station	0	A. M. 12:45	A. M. 8:30	A. M. 8:40	A. M. 8:50	A. M. 9:10	A. M. 9:15	P. M. 1:00	P. M. 2:30	P. M. 3:30	P. M. 3:40	P. M. 4:00	P. M. 5:30	P. M. 6:00	P. M. 6:30	P. M. 11:47	
Grand Avenue	1.85	12:53 A. M.	8:38 A. M.	8:48 A. M.	8:58 A. M.	9:18 A. M.	9:23 A. M.	1:08 P. M.	2:38 P. M.	3:38 P. M.	3:50 P. M.	4:08 P. M.	5:38 P. M.	6:08 P. M.	6:38 P. M.	12:05 A. M.	

S—Stop.
SE—Sunday Excepted.

Terminal Railroad Association of St. Louis

Time Table No. 48

Effective 12:01 A. M. April 26, 1964

Inbound (Westward) Via "ID" Tower

Distance From U. Station													B&O 11 Daily	L&N 54 Daily	Penna 7 Daily	Penna 31 Daily	B&O 1 Daily	Penna 3 Daily	Penna 13 XM
Relay Station 2.24	3.21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	A. M. S7:05	A. M. S8:10	A. M. S10:40	A. M. S10:59	P. M. S1:40	P. M. S3:15	P. M. S9:50
"ID" Tower .97	.97	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7:21	8:23	10:51	11:10	1:56	3:26	10:01
Union Station	0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7:25 A. M.	8:30 A. M.	11:15 A. M.	11:25 A. M.	2:00 P. M.	3:45 P. M.	10:20 P. M.

Inbound (Westward) Via Gratiot Street

Distance From U. Station			GM&O 5 Daily	GM&O 7 Daily	IC 16 Daily	CB&Q 8 Daily	WAB 3 Daily	NYC 317 Daily	NYC 341 Daily	IC 21 Daily	IC 108 Daily	WAB 1 Daily	GM&O 1 Daily	IC 102 Daily	WAB 121 Daily	GM&O 3 Daily
Granite City "WR" 1.83	3.89	.....	A. M. 1:45	A. M. 6:38	.....	.....	A. M. 7:25	A. M. 7:35	P. M. 12:25	.....	.....	P. M. 3:08	P. M. 4:14	.....	P. M. 8:49	P. M. 9:31
East Approach "SH" 2.12	7.06	.....	1:51	6:44	.....	.....	7:31	7:41	12:30	1:11	.....	3:14	4:20	.....	8:55	9:37
Bremen Avenue 1.03	4.94	.....	1:58	6:51	.....	.....	7:38	7:48	12:37	1:18	.....	.....	4:27	.....	.....	9:44
North Market Street 2.81	3.41	.....	2:01	6:54	.....	7:08	7:41	7:51	12:40	1:21	.....	.....	4:30	.....	.....	9:47
Gratiot Street 1.10	1.10	.....	2:10	7:03	7:08	7:18	7:50	8:00	12:49	1:30	2:23	.....	4:39	8:43	.....	9:56
Union Station	0	.....	2:15 A. M.	7:08 A. M.	7:15 A. M.	7:30 A. M.	8:00 A. M.	8:10 A. M.	1:00 P. M.	1:40 P. M.	2:30 P. M.	.....	4:44 P. M.	8:50 P. M.	.....	10:01 P. M.

Inbound (Eastward) Via Grand Avenue

Distance From U. Station		MoP 18 Daily	SLSF 10 Daily	MoP 2 Daily	WAB 214 Daily	MoP 12 Daily	WAB 210 Daily	SLSF 808 Daily	WAB 1 Daily	MoP 4 Daily	MoP 16 Daily	SLSF 4 Daily	WAB 212 Daily	MoP 14 Daily	WAB 121 Daily	MoP 8 Daily	
Grand Avenue 1.85	1.85	.....	A. M. 6:57	A. M. 7:48	A. M. 8:08	A. M. 8:37	P. M. 12:01	P. M. 2:21	P. M. 3:07	P. M. 3:53	P. M. 5:14	P. M. 5:25	P. M. 8:47	P. M. 9:23	P. M. 9:30	P. M. 9:40	P. M. 10:40
Union Station	0	.....	7:13 A. M.	8:00 A. M.	8:30 A. M.	8:55 A. M.	12:15 P. M.	2:40 P. M.	3:20 P. M.	4:15 P. M.	5:45 P. M.	5:40 P. M.	9:00 P. M.	9:40 P. M.	9:45 P. M.	9:55 P. M.	11:00 P. M.

S—Stop.
XM—Except Monday.

Terminal Railroad Association of St. Louis

Time Table No. 48

Effective 12:01 A. M. April 26, 1964

West and Central Belt

EASTWARD					WESTWARD		
Second Class		First Class		First Class		Second Class	
CRI&P 174 Daily	WAB 4 Daily	WAB 110 Daily	STATIONS	Distance From W. Approach Tower	WAB 1 Daily	WAB 121 Daily	CRI&P 173 Daily
A. M.	A. M.	P. M.			P. M.	P. M.	P. M.
4:00	.....	.....	Rock Island Jct. 3.12	9.33	.....	.....	9:24
4:10	.....	.....	Easton Ave. Jct.	6.21	.....	.....	9:14
.....	9:27	3:47	Page Ave. .55	9.33	3:42	9:27	.....
4:10	9:29	3:49	Easton Ave. Jct. 2.36	6.21	3:40	9:25	9:14
.....	.....	.....	Union Ave. .88	3.85	.....	.....	.....
.....	.....	.....	Shreve Ave. .45	2.97	.....	.....	.....
.....	.....	.....	Florissant Ave. .49	2.52	.....	.....	.....
.....	.....	.....	Broadway .39	2.03	.....	.....	.....
4:30	9:43	4:03	Carrie Ave. 1.17	1.64	3:26	9:11	9:00
.....	.....	.....	May Street .47	.47	.....	.....	.....
A. M.	9:49 A. M.	4:09 P. M.	W. Approach	0	3:20 P. M.	9:05 P. M.	..... P. M.

TERMINAL RAILROAD ASSOCIATION of ST. LOUIS

GENERAL RULES AND SPECIAL INSTRUCTIONS

NOTE: All rules in the 300 Series referred to herein are found in the timetable; all others are found in the Book of Operating Rules.

301—Trainmen and Enginemen of this Company and of other companies operating over this Company's tracks must have passed the required examinations and have in their possession while on duty, a copy of the current timetable. Officers of other companies will know that their crews are properly qualified before assigning them to operate on this Company's property, or request pilots for them.

Permits will be issued at the Office of General Superintendent, Room 203, Union Station, to ride trains or walk over the property for the purpose of learning the railway's physical characteristics, signals and operating requirements.

302—Unless otherwise provided, the current of traffic will be to the right.

303—Unless otherwise restricted, the **MAXIMUM PERMISSIBLE SPEED** for all trains and engines will be 20 miles per hour.

304—When backing trains into Union Station, a speed of 8 miles per hour must not be exceeded. The Conductor will assume control of the movement by means of a back-up hose, as is required by Operating Rules 1008 and 1009. When the rear of the train is within stopping distance, one long blast of the communicating signal will be sounded, at which time the engineman will promptly shut off all power and place the automatic brake valve on "Lap" position.

Communicating Signals 16 (a) and 16 (c) of the Operating Rules are to be complied with as follows:

16 (a) 0 0 When standing—pull the train
16 (c) 0 0 0 When standing—push the train

Enginemen must shut off steam in train steam-heat line, on trains from the west, before passing Compton Avenue, and on trains from the east, before passing Gratiot Street or "ID" Towers.

305—Bulletin Boards are located as follows:

Union Station Train Order Office, Road Foreman-Trainmaster's Office, 137 East Bremen Avenue, Cabin 60, Fourteenth Street Engine House, Eleventh Street Yard Office, Cabine One, East St. Louis, Bremen Service Building, Bremen Engine Terminal, Madison Service Building and Wiggins No. 2 Yard Service Building. (Rules 61 and 62.)

306—Standard Clocks are located as follows:

Union Station Train Order Office, Tower One, Cabin 60, Eleventh Street Yard Office, Bremen Service Building, East Approach Tower, East St. Louis, C. D. Yard Office, Carrie Yard Office, Madison Service Building, No. 2 Yard Enginemen's and Trainmen's Locker Rooms and on west side of Service Building at South End. (Rule 3.)

307—Official Watch Inspectors are:

M. N. Goebel, General Time Inspector, F. U. Hugunin, D-16, Railway Exchange Building, St. Louis.
Zerweck Jewelry Company, 210 Collinsville Ave., East St. Louis.
R. P. Wiggins, 123 N. 18th Street, St. Louis.
E. P. Buescher, Jeweler, 636 Lemay Ferry Road, St. Louis.
Tower Jewelry Company, 2007 East Grand Ave., St. Louis.
Hartig Jewelry Company, 8314 Halls Ferry Road, St. Louis.
Linza Quality Watch Repairs, 7242 Manchester Ave., Maplewood, Mo.
Anthony E. Michel, 1840-42 State St., Granite City, Ill.

Inspections will be scheduled by General Notice. (Rules 2 and 3.)

308—City of St. Louis ordinance prohibits the blocking of public crossings by locomotives or cars, either standing on or switching over them, for periods of more than five minutes. Most municipalities in Illinois in which we operate have similar ordinances with a ten minute limitation. (Rule 786.)

309—**JUNCTIONS**—Interlocked. (Rule 98.)

Biddle Street	TRRA and CB&Q	"Q" Tower	TRRA, IC, City of St. Louis (Mun. Bridge), SOUTHERN, PENNA, L&N, B&O and NYC
East Approach (SH)	TRRA	Southern Tower	SOUTHERN
Easton Avenue	TRRA	Tower #1	TRRA
Grand Avenue	SLSF, WAB and MoP	Tower #2	TRRA, MoP, WAB and SLSF
Granite City "WR"	WAB, NYC, GM&O, ITS and TRRA	Valley Junction	TRRA, City of St. Louis (Mun. Bridge), A&S, IC and MoP
Gratiot Street	City of St. Louis (Mun. Bridge)	West Approach	TRRA
ID Tower	TRRA	Willows	PENNA
Mullanphy Street	TRRA and CB&Q		
North Market Street	TRRA and CB&Q		
Page Avenue	TRRA and WAB		
JUNCTIONS —Not Interlocked. (Rule 98.)			
Aelaide	CRI&P	CP Junction	IC, ITS, NKP and TRRA
Bridgeland Junction	GM&O, WAB, NYC, NKP, ITS and TRRA	Lesperance Street	MoP and MFGRS.
Brooklyn Junction	ESTLJCT RY.	May Street	WAB and TRRA
Carrie Avenue	CRI&P and TRRA	M&O Junction	GM&O, IC and TRRA
Conlogue—A&S Crossing	A&S	Winstanley	C&EI

310—RAILROAD CROSSINGS AT GRADE—Interlocked. (Rule 98.)

East Madison	ICRR	"Q" Tower	L&N, Penna, B&O, CB&Q, NYC
Granite City "WR"	WAB, NYC, GM&O	Southern Tower	Southern
May Street	TRRA, WAB	Valley Junction	A&S, IC, MoP
North Market Street	TRRA, WAB	Willows Tower	Penna, B&O

RAILROAD CROSSINGS AT GRADE—Not Interlocked. (Rule 98.)

Note: Illinois law requires that full stop be made within 800 feet of a railway crossing not protected by interlocking or other safety devices.

North End, Madison Yard	TRRA	Brooklyn Junction	Southern, WAB and NKP
CP Junction	NKP, IC, ITS and TRRA	Winstanley	C&EI and L&N

311—Overhead Structures that will not clear a man on the top or side of a car: (Rule ab.)

EADS DIVISION—Eads Bridge, St. Louis Tunnel, Merchants Elevated, Twelfth Street, Fourteenth Street, Eighteenth Street, Twenty-First Street, Jefferson Avenue, Ewing Avenue and Compton Avenue.

MERCHANT'S DIVISION—Eads Arch, North Market Street, Merchant's Bridge, Broadway (West Belt), Florissant Avenue, Mark Twain, Kingshighway, Union Avenue, Natural Bridge Road, Kienlen Avenue, St. Louis Avenue, Glenn Heights Foot Bridge, Easton Avenue, Page Avenue, Wabash Bridge at Antelope Street, Ferguson Road, Walton Road, Lackland Road, Bonhomme Road, Daniel Boone, Eager Road, Girard Avenue, Laclede Station Road and MoPac Tracks.

MADISON DISTRICT—Broadway, Venice, Ill., and Willows.

Maximum clearances under viaducts in the St. Louis area:

TUNNEL and EADS BRIDGE—Maximum Heights Permitted at Widths Indicated

Cars up to 43 ft. 0 in. with 30 ft. Truck Centers		Cars up to 57 ft. 0 in. with 40 ft. Truck Centers		Cars up to 43 ft. 0 in. with 30 ft. Truck Centers		Cars up to 57 ft. 0 in. with 40 ft. Truck Centers	
Width	Height	Width	Height	Width	Height	Width	Height
1 ft. to 6 ft.	15 ft. 7 in.	15 ft. 7 in.	15 ft. 7 in.	9 ft. 10 in.	14 ft. 4 in.	14 ft. 2 in.	14 ft. 2 in.
7 ft.	15 ft. 4 in.	15 ft. 4 in.	15 ft. 4 in.	10 ft. 0 in.	14 ft. 3 in.	14 ft. 2 in.	14 ft. 2 in.
7 ft. 6 in.	15 ft. 3 in.	15 ft. 3 in.	15 ft. 3 in.	10 ft. 2 in.	14 ft. 2 in.	14 ft. 1 in.	14 ft. 1 in.
8 ft. 0 in.	15 ft. 1 in.	15 ft. 0 in.	15 ft. 0 in.	10 ft. 4 in.	14 ft. 2 in.	13 ft. 11 in.	13 ft. 11 in.
8 ft. 6 in.	14 ft. 11 in.	14 ft. 9 in.	14 ft. 9 in.	10 ft. 6 in.	14 ft. 0 in.	13 ft. 10 in.	13 ft. 10 in.
9 ft. 0 in.	14 ft. 10 in.	14 ft. 8 in.	14 ft. 8 in.	10 ft. 9 in.	13 ft. 11 in.	13 ft. 6 in.	13 ft. 6 in.
9 ft. 3 in.	14 ft. 8 in.	14 ft. 7 in.	14 ft. 7 in.	11 ft. 0 in.	13 ft. 8 in.	13 ft. 0 in.	13 ft. 0 in.
9 ft. 6 in.	14 ft. 7 in.	14 ft. 5 in.	14 ft. 5 in.				

Cars up to 70 ft. 0 in. with 50 ft. Truck Centers		Cars up to 85 ft. 0 in. with 60 ft. Truck Centers		Cars up to 70 ft. 0 in. with 50 ft. Truck Centers		Cars up to 85 ft. 0 in. with 60 ft. Truck Centers	
Width	Height	Width	Height	Width	Height	Width	Height
1 ft. to 6 ft.	15 ft. 7 in.	15 ft. 7 in.	15 ft. 7 in.	9 ft. 8 in.	14 ft. 1 in.	13 ft. 8 in.	13 ft. 8 in.
7 ft.	15 ft. 3 in.	15 ft. 1 in.	15 ft. 1 in.	9 ft. 10 in.	14 ft. 0 in.	13 ft. 2 in.	13 ft. 2 in.
7 ft. 6 in.	15 ft. 1 in.	14 ft. 11 in.	14 ft. 11 in.	10 ft. 0 in.	13 ft. 11 in.	13 ft. 0 in.	13 ft. 0 in.
8 ft. 0 in.	14 ft. 11 in.	14 ft. 8 in.	14 ft. 8 in.	10 ft. 2 in.	13 ft. 10 in.	12 ft. 8 in.	12 ft. 8 in.
8 ft. 6 in.	14 ft. 8 in.	14 ft. 6 in.	14 ft. 6 in.	10 ft. 4 in.	13 ft. 3 in.	12 ft. 0 in.	12 ft. 0 in.
9 ft. 0 in.	14 ft. 6 in.	14 ft. 2 in.	14 ft. 2 in.	10 ft. 6 in.	13 ft. 1 in.		
9 ft. 3 in.	14 ft. 4 in.	13 ft. 9 in.	13 ft. 9 in.	10 ft. 9 in.	12 ft. 10 in.		
9 ft. 6 in.	14 ft. 3 in.	13 ft. 10 in.	13 ft. 10 in.	11 ft. 0 in.	12 ft. 4 in.		

EADS ARCH-MERCHANTS ELEVATED

Width	Height	Width	Height	Width	Height	Width	Height
6 ft. 6 in.	18 ft. 6 in.	8 ft. 6 in.	17 ft. 10 in.	9 ft. 8 in.	17 ft. 6 in.	10 ft. 4 in.	17 ft. 2 in.
7 ft. 0 in.	18 ft. 4 in.	9 ft. 0 in.	17 ft. 9 in.	9 ft. 10 in.	17 ft. 6 in.	10 ft. 6 in.	17 ft. 1 in.
7 ft. 6 in.	18 ft. 2 in.	9 ft. 3 in.	17 ft. 8 in.	10 ft. 0 in.	17 ft. 5 in.	10 ft. 9 in.	16 ft. 6 in.
8 ft. 0 in.	18 ft. 0 in.	9 ft. 6 in.	17 ft. 7 in.	10 ft. 2 in.	17 ft. 4 in.	11 ft. 0 in.	16 ft. 0 in.

MILL CREEK VALLEY MAIN LINE

12th Street	Over North Track 72	18 ft. 1½ in.	Jefferson Avenue	Track 54	18 ft. 10 in.
UD Connection	Over South Track 73	18 ft. 10 in.		Track 55	18 ft. 10 in.
12th Street	North (Outbound Eads)			Track 56	18 ft. 11 in.
	Track 71	19 ft. 9 in.		Track 57	19 ft. 1½ in.
	South (Inbound Eads)			Track 58	19 ft. 2½ in.
	Track 74	19 ft. 9 in.		SLSF Track 85	19 ft. 3½ in.
14th Street	Tracks 55 & 56	20 ft. 8 in.		SLSF Track 86	20 ft. 11 in.
18th Street	Tracks 55 & 56	19 ft. 7 in.	Ewing Avenue	Track 55	19 ft. 1 in.
21st Street	Tracks 55 & 56	17 ft. 11½ in.		Track 56	18 ft. 8½ in.
	Track 57	19 ft. 6 in.	Compton Avenue	Track 55	18 ft. 8 in.
	Track 58	19 ft. 0 in.		Track 56	18 ft. 5½ in.

MERCHANT'S BRIDGE PORTAL

High		Wide		High		Wide
19 ft. 6 in.	@	6 ft. 0 in.		17 ft. 9 in.	@	12 ft. 0 in.
19 ft. 4 in.	@	8 ft. 5 in.		17 ft. 5 in.	@	12 ft. 4 in.
18 ft. 11 in.	@	11 ft. 0 in.				

NORTH BELT

Antelope Street	Wabash Bridge	19 ft. 1 in.	WEST and CENTRAL BELT FROM CARRIE AVENUE TO SLSF-LINDENWOOD			
Broadway	Depressed Track	19 ft. 1 in.	St. Louis Avenue	Westbound Main	19 ft. 0 in.	
	Westbound Main	19 ft. 10½ in.		Eastbound Main	19 ft. 2½ in.	
	Eastbound Main	19 ft. 10½ in.	Easton Avenue	Both Mains	19 ft. 1½ in.	
Kingshighway	Westbound Main	21 ft. 3 in.	Page Avenue	Wagner Electric	19 ft. 5 in.	
	Eastbound Main	20 ft. 10 in.		Wabash R. R.	17 ft. 10 in.	
Union Avenue	Fourth Main	20 ft. 1½ in.	Ferguson Avenue		22 ft. 0 in.	
	Westbound Main	18 ft. 10 in.	Page Avenue		21 ft. 9 in.	
	Eastbound Main	19 ft. 1 in.	Walton Road		19 ft. 3 in.	
	Third Main	18 ft. 10 in.	Bonhomme Road		22 ft. 4 in.	
Moloney Foot Bridge		22 ft. 3 in.	Eager Road		19 ft. 7 in.	
Natural Bridge	Fourth Main	18 ft. 10 in.	Abandoned Bridge		22 ft. 5 in.	
	Westbound Main	19 ft. 1 in.	Flora Avenue		22 ft. 7 in.	
	Eastbound Main	19 ft. 1 in.	Laclede Station	Main Line	21 ft. 8 in.	
	Third Main	19 ft. 0 in.	MoPac Tracks		21 ft. 11 in.	
Kienlen Avenue	Westbound Main	19 ft. 3 in.				
	Eastbound Main	18 ft. 2½ in.				

Tri-Level Automobile Cars and Flat Cars used in TOFC (Piggy-Back) Service, either loaded or empty, having a total length of 85 feet or more over the couplers, are restricted at a number of points on the property. On receipt from connections or industries, Trainmen, Yard Clerks and Inspectors must report them promptly to proper authority so that they will not move over tracks under the jurisdiction of Dispatchers or Assistant General Yardmasters without their knowledge and authority.

RULES AND SPECIAL INSTRUCTIONS

EADS DIVISION

312—Trains run against the current of traffic between Black Bridge, East St. Louis, and Brooklyn Shops Junction, are under the jurisdiction of the Assistant General or Assistant Yardmaster at Cabin One, East St. Louis, who will act in conjunction with the Operator at "CP" Junction.

313—Union Station starting signals are located as follows:

Near the south end and to the west of Tracks 2 to 10, inclusive.

Under the south end of shed, over Tracks 27, 28 and 29.

On Bridge 1, governing Tracks 11 to 26, inclusive, and on Bridge 2, governing Tracks 28 to 34, inclusive, and Track 36. These signals have an indicator light on the back that displays a **YELLOW** aspect to the south when the signal is displaying an aspect to proceed. No indication is displayed when the signal is displaying a **STOP** indication.

Signals on Tracks 51 to 58, inclusive, south of Tower #1, governing the converging leads, will be starting signals for movements originating from these tracks. Enginemen and Trainmen on trains extending beyond these signals must know that these signals are displaying a **PROCEED** indication before starting.

Interlocking signal over 76 Lead on Bridge 6 governs movements into shed over 76 Lead and thru crossover to 77 Lead and is located to the left of 77 Lead.

314—Crossing signals east of Track 16 north of Wabash Crossing Bridge Junction: Top arm in vertical position and displaying a **GREEN** aspect gives movements on Tracks 15 and 16 right over the crossing. Bottom arm in vertical position and displaying a **WHITE** aspect gives movements on Wabash track right over the crossing. (Rule 98.)

NKP gate to the west of Track 15 Bridge Junction will be operated by NKP crews. Normal position for this gate is across the NKP track. A **GREEN** aspect gives movements on Tracks 15 and 16 right over the crossing. A **RED** aspect and gate across Tracks 15 and 16 gives movements on NKP track right over the crossing.

(Note)—In addition to these signals, movements, before proceeding over the crossing or fouling the main track switches, must receive a proceed signal from joint employe located at this point. These signals will be given by means of a **GREEN** flag by day and a **GREEN** light by night.

The Baltimore and Ohio Crossing Watchman at "K" Tower has jurisdiction over the B&O Crossing and no movement must proceed except on a hand signal from him. Proceed signals will be given by means of a **YELLOW** flag by day and a **YELLOW** light by night for movements in either direction on the B&O. A **GREEN** flag by day and a **GREEN** light by night for movements in either direction on the Pennsylvania or Conlogue Tracks. In addition to this, the Watchman will handle all main track switches from the L&N switch on the eastbound main to and including Track 24.

(Note)—Movements on the Pennsylvania or Conlogue Tracks must also receive a proceed signal from the Pennsylvania Crossing Watchman at EADS Tower by means of a **YELLOW** flag by day and a **YELLOW** light by night.

315—Northward movements with the current of traffic to junction of TRRA—Conlogue and Illinois Central Main Tracks at Municipal Bridge Underpass, East St. Louis, are governed for a distance of 500 feet from switch by color light home signals located 300 feet and 425 feet, respectively, south of the junction switch. Conlogue Signal #2 is also controlled by a switch in the southward main track and by position of gates which are normally across the Illinois Central Island Lead. Trains and engines must approach these signals prepared to stop. When a movement is stopped by a signal, it must be ascertained that the track is clear and that no movement is approaching on adjacent track. If no conflicting movements are approaching, insert switch key in release box located on post between IC Tracks near Conlogue Track. Turn key clockwise and remove after five seconds. Signal should clear in approximately one minute. In the event that signal does not clear and no approaching conflicting movements are seen, train or engine may proceed under flag protection.

(Note)—Movements on Illinois Central Track use release marked IC. Movements on Conlogue Track use release marked TRRA.

When using double track between "Q" Tower and M&O Junction, East St. Louis, Illinois Central northward movements enter northward track at underpass north of Trendley Avenue. Such movements must be previously reported to "Q" Tower by I. C. Yardmaster who shall also report to "Q" Tower I. C. and TRRA Southward Trains and Engines entering I. C. Yard at underpass north of Trendley Avenue. GM&O and TRRA Trains or Engines entering or leaving at M&O Junction shall be reported to "Q" Tower from that location by the Conductor or Foreman. Southward movements on southward main track to the Illinois Central are governed by a color light signal located 100 feet south of Trendley Avenue. Northward movements from the Conlogue connection to northward main track are governed by a color light signal at Conlogue connection.

(Note)—When this signal displays a **WHITE** aspect with the letter "S", switches may be lined for movement to the northward track. Movements against the current of traffic must stop at **STOP** signs and ascertain that main track is clear before entering it.

316—Three or more main tracks extend between Fourteenth St. and Twenty-Third Street Interlocking Plants, inclusive, numbered 51 to 58, beginning with the second track south of Tower One, between "Q" Tower, CD Eastbound Yard and Bridge Junction, numbered 15, 16, 17 and 18, beginning with westernmost track north of Missouri Avenue. (Rules 271 thru 274.)

317—Weight Restrictions—EADS Bridge. Cars weighing in excess of gross weights for outside car body measurements as listed below, must not be handled over the Eads Bridge without special authority.

22 feet	120,000 lbs.	32 feet	170,000 lbs.	44 feet	220,000 lbs.
24 feet	130,000 lbs.	34 feet	180,000 lbs.	46 feet	230,000 lbs.
26 feet	140,000 lbs.	36 feet	190,000 lbs.	48 feet	250,000 lbs.
28 feet	150,000 lbs.	38 feet	200,000 lbs.	50 feet	260,000 lbs.
30 feet	160,000 lbs.	40 feet	210,000 lbs.		

SPEEDS indicated below must not be exceeded between points named:

- (a) Between east abutment and west end of tunnel—15 miles per hour, except 10 miles per hour on curves in tunnel.
- (b) Curve between 7th Street and Biddle Street—10 miles per hour.
- (c) Only TRRA Derrick #5 is permitted over the Eads Bridge and must be spaced from the engine by at least one car between east abutment and west portal of tunnel—15 miles per hour, except 6 miles per hour around curves in tunnel.

EADS BRIDGE

THE FOLLOWING ENGINES MAY BE OPERATED OVER EADS BRIDGE: (Where engine numbers are grouped, first and last numbers are inclusive.) Engine numbers listed include "A" and "B" units of the same number. Example: 800 includes 800-A and 800-B. May be coupled together in units noted.

BALTIMORE & OHIO R. R.

DIESEL—1400 to 1457, 2400 to 2419, 3400 to 3406, 4400 to 4410, 4420 to 4636, 5400 to 5411, 5420 to 5519, 6447 to 6510, 6600 to 6618—four units, 6900 to 6976—four units, 9019 to 9077—two units, 9201 to 9224—four units, 9225 to 9249—two units, 9500 to 9508, 9512 to 9551—single unit.

CHICAGO, BURLINGTON & QUINCY R. R.

DIESEL—200 to 252—four units, 300 to 324, 9205 to 9247—single unit, 9904 to 9950, 9964 to 9969, 9980—four units.

CHICAGO & EASTERN ILLINOIS R. R.

DIESEL—200 to 232, 1100 to 1102, 1200 to 1205, 1300, 1301, 1400 to 1409, 1500 to 1504, 1600 to 1609—four units.

GULF, MOBILE & OHIO R. R.

DIESEL—1 to 37—four units, 10 to 24—two units, 50 to 74, 80 to 82, 100 to 103, 270 to 272, 280, 281, 290 to 292, 661 to 664, 700 to 754, 800 to 813, 880 to 885—four units, 1001 to 1012—two units, 1102 to 1117, 1120 to 1127, 1501 to 1523, 1900—four units.

GAS ELECTRIC—350, 2500 to 2509—four units.

ILLINOIS CENTRAL R. R.

DIESEL—4001, 4003 to 4043, 4104 to 4109, 8800, 8801, 8850, 8851, 8900 to 8911, 8950 to 8981, 9000 to 9257, 9300 to 9389, 9400 to 9414—four units.

*LOUISVILLE & NASHVILLE R. R.

DIESEL—150 to 154, 240 to 243, 350 to 352, 383, 384, 500 to 522, 550 to 554, 600 to 621, 650 to 672, 750 to 761, 770 to 781, 790 to 797, 1750 to 1754, 1803, 1805 to 1807, 1812, 1815, 1819, 1820, 1824, 1825, 1827 to 1831, 1900, 1901, 1905 to 1909, 1912 to 1919—four units.

*MISSOURI PACIFIC R. R.

DIESEL—(Awnings must be closed and project not more than 5 ft. 6 in. from center of track.) 1 to 26, 30 to 42, 49 to 53, 55, 57, 59, 60, 62 to 77, 79, 110 to 336, 346 to 550, 700 to 702, 704, 706, 709 to 711, 714 to 746, 765 to 769, 771 to 774, 785, 786, 790 to 843, 850 to 932, 936 to 940, 956 to 999—four units, 1000 to 1022—single unit, 1023—two units, 1028—single unit, 1036 to 1060—two units, 1075 to 1079—four units, 1080 to 1082—two units, 1083, 1098, 1099—four units, 1210 to 1253, 1260 to 1287, 1290 to 1293, 1295—single unit, 1650, 2400, 2401, 3500 to 3505, 6005 to 6018, 6600, 6602, 6603, 6610, 6611—four units, 8000 to 8007—single unit.

NEW YORK CENTRAL SYSTEM

DIESEL—509 to 513—four units, 526 to 566—single unit, 567 to 621, 650 to 704, 750 to 761, 800 to 916, 950 to 957, 1000 to 1123, 1600 to 1875, 2400 to 2475, 3300 to 3372, 3502, 3503, 3601, 3700 to 3709, 3800 to 3821, 4000 to 4095, 4100 to 4113, 4200 to 4214, 4300 to 4304—four units, 4400 to 4405, 4500 to 4507, 5000 to 5005—single unit, 5006 to 5017—four units, 5100, 5101—single unit, 5102 to 5104, 5600 to 5827, 5900 to 6075, 6200 to 6215, 6220 to 6236, 6600 to 6607, 6900 to 6903, 7000 to 7012, 7100 to 7111—four units, 7112 to 7114—single unit, 7115 to 7118, 7300, 7301, 8000 to 8008, 8100 to 8113, 8200 to 8357—four units, 8400 to 8411, 8500 to 8667—two units, 8700 to 9008—single unit, 9100, 9101—four units, 9102 to 9137—two units, 9300 to 9307—four units, 9308 to 9328—two units, 9500 to 9516—single unit, 9600 to 9627—two units, 9628 to 9646—single unit, 9800 to 9820—four units.

*NICKEL PLATE ROAD

DIESEL—400 to 481, 486 to 572, 700 to 709, 850 to 875, 900 to 909—four units.

*PENNSYLVANIA RAILROAD

DIESEL—2500 to 2528, 5700 to 5716, 5760 to 5783, 5788 to 5810, 5835 to 5905, 7000 to 7269, 9448 to 9455, 9492 to 9499, 9500 to 9567, 9640 to 9699, 9764 to 9879—four units.

ST. LOUIS SOUTHWESTERN RY.

DIESEL—300, 301, 306, 308 to 311—four units.

TERMINAL RAILROAD

DIESEL—501 to 508, 523, 524—four units, 551 to 567—single unit, 569 to 590—two units, 591 to 603, 700 to 703—four units, 1200 to 1205—two units, 1206 to 1226—single unit, 1250 to 1253—two units, 1600 to 1603—four units.

WABASH RAILROAD

DIESEL—(Awnings and windshields must be closed and project not more than 5 ft. 6 in. from center of track.) 100 to 111—four units, 120 to 132—two units, 150 to 159, 200 to 202, 300 to 303—four units, 304 to 324—two units, 350 to 352, 355 to 378—single unit, 380 to 386—four units, 400 to 411—two units, 450 to 495, 600 to 723, 1000 to 1015, 1050 to 1053—four units.

RULES AND SPECIAL INSTRUCTIONS

MERCHANT'S DIVISION

318—Trains and engines will run against the current of traffic, by interlocking or block signals, between Twelfth Street, St. Louis and Nineteenth Street, Granite City, and on Illinois Transfer Tracks between East Approach and Valley Junction Interlocking Plants, inclusive, except, that at Bremen Avenue, "CP" Junction, Winstanley and other crossovers or switches not protected by interlocking signals, must not be passed, nor will movements crossover from one track to another or in any way obstruct the other track without authority from the dispatcher, who shall know that there are no opposing movements. Whenever necessary, a train order will be issued authorizing the movement against the current of traffic. (Rules 261 thru 264.)

(Note)—The provisions of Rules 210 and 211 will be applicable only at locations where either operators or dispatchers are located.

319—Movements against the current of traffic between Granite City and Gratiot Street Interlocking Plants must be governed by the indication of three position train order signals at Biddle Street, North Market Street and East Approach Interlocking Plants; and trains running with or against the current of traffic eastward from Southern Crossing to Valley Junction and against the current of traffic westward from Southern Crossing to "CP" Junction must be governed by the indication of three position train order signal at Southern Crossing Interlocking Plant. Such signals at Bremen Avenue and Southern Crossing may also be used to supplement or supersede automatic block signals by order of the General Superintendent, in the same manner as follows:

When the front of a train or engine has passed such signal, the operator will display a **PROCEED UNDER CONTROL** indication until movement has passed the next station in advance, and restore it to **STOP**, unless a following train on the same track has entered the block, when the signal must remain in **PROCEED UNDER CONTROL** position until the block is clear. If the block is clear when a train or engine approaches, the **PROCEED** indication will be displayed.

320—Movements against the current of traffic between "CP" Junction and CD Yard are under the jurisdiction of the "CP" Junction Operator, who shall act in conjunction with the Assistant General or Assistant Yardmaster at Cabin One, East St. Louis. Movements originated at Brooklyn Junction must be authorized by the operator at "CP" Junction or protected by flagman. Movements originated at National Stock Yards at Black Bridge, destined Madison, must be authorized by Assistant General or Assistant Yardmaster at Cabin One. Movements on Tracks 1 and 4 between Bremen Avenue and North Market Street Interlocking Plant are under the jurisdiction of the Assistant General Yardmaster at Bremen Yard, except that the interlocking signals at North Market Street Plant shall govern at that location. Levermen at North Market Street must secure authorization from the Assistant General Yardmaster at Bremen Yard before passing any eastward movements on Tracks 1 and 4.

321—Two-arm interlocking signal north of the Illinois Transfer Tracks east of Broadway Viaduct, East Approach Plant, is located to the left of the track which it governs.

322—Cross-arm signal with **RED** light at center of cross-arm, located at Merchant's-Wabash Crossing, Second and Monroe Streets, will be operated by Merchant's crews, when Merchant's movements cross Wabash Tracks, and must be restored to normal position when movement has cleared. The normal position of this signal will be clear for Wabash movements.

323—Movements over Merchant's-Wabash Crossing at May Street are governed by color light signals. Movements to and from Bremen Avenue, also to and from Wabash Connection, must receive hand or lamp signal from switchtender before obstructing main tracks.

324—Cross-arm signal with **RED** light at each end, located at "CP" Junction, will display the following indications:

- (a) Horizontal Position—Movements on Illinois Transfer Tracks, the Freight Main Tracks, East St. Louis Belt Tracks and through slip connection with old St. L. T. & E. Track have right over crossing.
- (b) Diagonal Position—Movements on Illinois Terminal, NKP and old St. L. T. & E. Main Tracks have right over crossing.

(Note)—All main track movements approaching "CP" Junction must receive a **PROCEED** signal by hand or lamp signal from switchtender at that location before passing **STOP** boards.

325—West Approach Interlocking is remotely controlled from East Approach Tower. When a train is stopped by a Home Signal displaying a **STOP** indication, and no reason for this is apparent, the dispatcher must be contacted.

The Turnout Switch on the Westward Main Track to CB&Q Tracks at Mound Street is remotely controlled from North Market Street Interlocking Plant. When a train is stopped by a Home Signal displaying a **STOP** indication, and no reason for this is apparent, the dispatcher must be contacted.

326—Four main tracks extend between North Market Street Interlocking Plant and Bremen Avenue, numbered 1, 2, 3 and 4 from the east. Tracks 1 and 4 are freight or switching tracks, and movements made over these tracks are authorized by the Assistant General Yardmaster at Bremen Yard. Westward movements from Bremen Yard to Tracks 1 and 4 are not governed by train order signals at Bremen Avenue. (Rules 271 thru 274.)

Five main tracks extend between East Approach and Granite City Interlocking Plants and are numbered 1, 2, 3, 4 and 5 from the east. Tracks 1, 2 and 5 are freight or switching tracks, and movements made over these tracks are authorized by Assistant General or Assistant Yardmasters, except that eastward movements from Madison on Track 2 must be authorized by East Approach Tower, and westward movements must be authorized on Track 2 by Granite City Tower. (Rules 271 thru 274.)

327—Illinois Central and NKP Trains or Engines, westward, between East Madison and East Approach Plant, must have authorization from East Approach before obstructing the junction switch at East Madison. Should the means of communication fail, westward movements must be provided with flag protection to nearest available means of communication. Eastward movements between these points have **RIGHT** over westward movements and will proceed on indication of interlocking signal from East Approach Plant. NKP Crews returning to East Madison from Madison Yard must secure authority from SH Tower.

(Note)—Normal position of East Madison Junction Switch is set for NKP movements.

328—Movements on the Merchant's Elevated or the Municipal Bridge connection in either direction between Gratiot Street and Fourteenth Street will be governed by interlocking signal indications.

Trains on the westward main track in either direction between North Market Street and Biddle Street are governed by interlocking signals at North Market Street, Mullanphy Street and Biddle Street.

329—Westward movements to the Second Street connection at Biddle Street must stop, before obstructing the CB&Q crossing, and get authorization from leverman at Biddle Street to proceed over crossing. Eastward movements may proceed over the crossing on interlocking signal indication after flag protection is provided at crossing. A **PROCEED** indication must not be displayed while CB&Q switching movements are in progress over or near the crossing.

330—Three indication color light train order signals are located at the Train Order Office at Bremen Avenue, Biddle Street, North Market Street, East Approach and Southern Crossing Interlocking Plants, and the normal indication for these signals is **STOP**.

Trains and/or Engines must not accept hand or lamp signals to pass these train order signals, without a train order and clearance card, until crew has been informed of the situation and all safety precautions are exercised. (Rule 221.)

331—Main track movements approaching Bremen Avenue must receive a **PROCEED** signal from Switchtender by means of a **GREEN** and **WHITE** light by night for movements with the current of traffic before obstructing any crossover. For movements against the current of traffic, the same procedure will apply, except that a **WHITE** light will be used by night. These signals will be given by the Switchtender in the vicinity of Bremen Avenue. (Rules 221, 326 and 330.)

332—Weight Restrictions—**MERCHANT'S** Bridge. Cars weighing in excess of gross weights for outside car body measurements, as listed below, must not be handled over the Merchant's Bridge without special authority.

22 feet	144,000 lbs.	32 feet	204,000 lbs.	40 feet	252,000 lbs.
24 feet	156,000 lbs.	34 feet	216,000 lbs.	42 feet	264,000 lbs.
26 feet	168,000 lbs.	36 feet	228,000 lbs.	44 feet	276,000 lbs.
28 feet	180,000 lbs.	38 feet	240,000 lbs.	46 to 66 feet	288,000 lbs.
30 feet	192,000 lbs.				

(Note)—Above load limits are for single units; if two or more cars of gross weight in excess of 5,000 pounds per foot of length are coupled together, special authority must be secured.

SPEEDS indicated below must not be exceeded between points named:

- (a) Between Twelfth Street and Western Limits of Tower #2 Interlocking Plant—15 miles per hour.
- (b) Between Gratiot Street and Twelfth Street—15 miles per hour.
- (c) Between Carr and O'Fallon Streets—12 miles per hour.
- (d) On Tracks 1 and 4, between Bremen Avenue and North Market Street, passenger trains only—10 miles per hour.
- (e) Westward trains only, approaching West Approach Interlocking Plant and from that point to Bremen Avenue, or from West Approach to May Street Crossing—15 miles per hour.
- (f) Movements through crossovers at Southern Crossing, Valley Junction and Willows Interlocking Plants—15 miles per hour.

MERCHANTS BRIDGE AND ELEVATED

THE FOLLOWING ENGINES MAY BE OPERATED OVER MERCHANTS BRIDGE AND ELEVATED: (Where engine numbers are grouped, first and last numbers are inclusive.) Engine numbers listed include "A" and "B" units of the same number. Example: 800 includes 800-A and 800-B. May be coupled together in units noted.

BALTIMORE & OHIO R. R.

DIESEL—1400 to 1457, 2400 to 2419, 3400 to 3406, 4400 to 4410, 4420 to 4636, 5400 to 5411, 5420 to 5519, 6447 to 6510, 6600 to 6618, 6900 to 6976—four units, 9019 to 9077, 9201 to 9249—four units, 9500 to 9508, 9512 to 9551—three units.

CHICAGO, BURLINGTON & QUINCY R. R.

DIESEL—200 to 252—four units, 300 to 324, 9205 to 9247—three units, 9904 to 9950, 9964 to 9969, 9980—four units.

CHICAGO & EASTERN ILLINOIS R. R.

DIESEL—115 to 118, 120 to 133, 200 to 232, 1100 to 1102, 1200 to 1205, 1300, 1301, 1400 to 1409, 1500 to 1504, 1600 to 1609—four units.

GULF, MOBILE & OHIO R. R.

DIESEL—1 to 37, 50 to 74, 80 to 82, 100 to 103, 270 to 272, 280, 281, 290 to 292, 661 to 664, 700 to 754, 800 to 813, 880 to 885, 1001 to 1012, 1102 to 1117, 1120 to 1127, 1501 to 1523, 1900—four units.

GAS ELECTRIC—350, 2500 to 2509—four units.

ILLINOIS CENTRAL R. R.

DIESEL—4001, 4003 to 4043, 4104 to 4109, 8800, 8801, 8850, 8851, 8900 to 8911, 8950 to 8981, 9000 to 9257, 9300 to 9389, 9400 to 9414—four units.

*LOUISVILLE & NASHVILLE R. R.

DIESEL—150 to 154, 240 to 243, 350 to 352, 383, 384, 500 to 522, 550 to 554, 600 to 621, 650 to 672, 750 to 761, 770 to 781, 790 to 797, 1750 to 1754, 1803, 1805 to 1807, 1812, 1815, 1819, 1820, 1824, 1825, 1827 to 1831, 1900, 1901, 1905 to 1909, 1912 to 1919—four units.

*MISSOURI PACIFIC R. R.

DIESEL—1 to 26, 30 to 42, 49 to 53, 55, 57, 59, 60, 62 to 77, 79, 110 to 336, 346 to 550, 700 to 702, 704, 706, 709 to 711, 714 to 746, 765 to 769, 771 to 774, 785, 786, 790 to 843, 850 to 932, 936 to 940, 956 to 999—four units, 1000 to 1022—three units, 1023—four units, 1028—three units, 1036 to 1060, 1075 to 1083, 1098, 1099—four units, 1210 to 1253—three units, 1260 to 1287, 1290 to 1293, 1295, 1650, 2400, 2401, 3500 to 3505, 6005 to 6018, 6600, 6602, 6603, 6610, 6611, 8000 to 8007—four units.

NEW YORK CENTRAL SYSTEM

DIESEL—509 to 513, 526 to 621, 650 to 704, 750 to 761, 800 to 916, 950 to 957, 1000 to 1123, 1600 to 1875, 2400 to 2475, 3300 to 3372, 3502, 3503—four units, 3504 to 3507—two units, 3601—four units, 3602, 3603—two units, 3700 to 3709, 3800 to 3821, 4000 to 4095, 4100 to 4113, 4200 to 4214, 4300 to 4304, 4400 to 4405—four units, 4500 to 4507, 5000 to 5005—three units, 5006 to 5017—four units, 5100, 5101—three units, 5102 to 5104, 5600 to 5827, 5900 to 6075, 6200 to 6215, 6220 to 6236, 6600 to 6607, 6900 to 6903, 7000 to 7012, 7100 to 7118, 7300, 7301, 8000 to 8008, 8100 to 8113, 8200 to 8357, 8400 to 8411, 8500 to 8667—four units, 8700 to 9008—three units, 9100 to 9137, 9300 to 9328—four units, 9500 to 9516—three units, 9600 to 9627—four units, 9628 to 9646—three units, 9800 to 9820—four units.

*NICKEL PLATE ROAD

DIESEL—400 to 481, 486 to 572, 700 to 709, 850 to 875, 900 to 909—four units.

*PENNSYLVANIA RAILROAD

DIESEL—2500 to 2528, 5700 to 5716, 5760 to 5783, 5788 to 5810, 5835 to 5905, 7000 to 7269, 9448 to 9455, 9492 to 9499, 9500 to 9567, 9640 to 9699, 9764 to 9879—four units.

ST. LOUIS SOUTHWESTERN RY.

DIESEL—300, 301, 306, 308 to 311—four units.

TERMINAL RAILROAD

DIESEL—501 to 508, 523, 524—four units, 551 to 567—three units, 569 to 590, 591 to 603, 700 to 703, 1200 to 1205—four units, 1206 to 1226—three units, 1250 to 1253, 1600 to 1603—four units.

WABASH RAILROAD

DIESEL—100 to 111, 120 to 132, 150 to 159, 200 to 202, 300 to 324—four units, 350 to 352, 355 to 378—three units, 380 to 386, 400 to 411, 450 to 495—four units, 550 to 557—two units, 600 to 703, 1000 to 1015, 1050 to 1053—four units, 500 to 514—four units OK over Merchants Bridge only; not via Hi-Line and U. D. Connection.

RULES AND SPECIAL INSTRUCTIONS

WIGGINS DIVISION

333—One unit color light signals located approximately 1200 ft. from A&S-Conlogue Crossing govern approach to the clearing sections. Two unit color light home signals located 100 ft. from the crossing govern movements over the crossing. (Rules 98, 285, 290 and 292.)

(Note)—Interlocking is automatic; in the event of irregularity of operation of the plant, instructions are posted in box, stenciled TRRA, adjacent to the crossing and locked with a standard switch lock for operating the switch key controller. (Rules 98 and 672.)

334—Movements departing from No. 2 Yard or Wabash Brooklyn Yard on levee track toward Madison Yard will be regarded as westward, and movements in the opposite direction as eastward.

Movements between north end of No. 2 Yard and North End Madison Eastbound Yard are under the jurisdiction of Assistant General or Assistant Yardmaster at No. 2 Yard, who will act in conjunction with Assistant General or Assistant Yardmaster at North End Madison Eastbound Yard. Westward movements must not pass STOP board on right side of westward main track at North End Madison Eastbound Yard, until authorized by the Assistant General or Assistant Yardmaster at that location. Movements against the current of traffic from any point on main tracks, or via Wiggins High Line, are under jurisdiction of the Assistant General or Assistant Yardmaster at No. 2 Yard and Madison Yard.

Movements between M&O Junction and Dupo and between those points and Falling Springs are under jurisdiction of the Assistant General Yardmaster at No. 2 Yard.

Movements between M&O Junction and Valley Junction, via Oil Works Cut-Off, are under jurisdiction of the Assistant General Yardmaster at No. 2 Yard, who will act in conjunction with the leverman at Valley Junction.

Crews working in the vicinity of Oil Works must get authorization from the Assistant General Yardmaster, No. 2 Yard, before departing.

335—West end of crossover from the GM&O to the Wiggins Main Line must be lined for the Wiggins Main Line at all times. Normal position of the Wiggins Main Line Switch at the north end of No. 2 Yard will be lined for the lead.

336—Booth telephones are located as follows:

M&O Junction; Southern Crossing; Cotton Belt Connection Monsanto Junction; Midwest Switch; South End of Phillips Co. Switch; North End of Canal Bridge; South End of Single Track; East Carondelet Road Crossing; South End of Double Track; Falling Springs Branch and Yardmaster's Office, North Dupo.

RULES AND SPECIAL INSTRUCTIONS

WEST AND CENTRAL BELT

337—Trains may be run against the current of traffic by interlocking and block signals between West Approach and May Street. Trains, except first-class trains, run against the current of traffic by interlocking and block signals between May Street and Page Avenue Interlocking Plants. First-Class trains may be operated against the current of traffic between these points only when authorized by train order, except when movements against the current of traffic are authorized by train order, no movements must pass Carrie Avenue and other crossovers and switches not protected by interlocking signals, nor crossover from one main track to another or otherwise obstruct the other tracks without specific instructions from the dispatcher. (Rules 261 thru 264.)

(Note)—The provisions of Rules 210 and 211 will be applicable only at locations where dispatchers or operators are employed.

338—On single track between Easton Avenue Junction and Rock Island Junction, westward TRRA movements must be reported immediately to the dispatcher after they have cleared Rock Island Junction and switch is returned to normal position for the Rock Island.

Eastward TRRA and Rock Island movements must be authorized by the Easton Avenue Dispatcher before the switch is obstructed at Rock Island Junction. When authorized to do so, trains must proceed immediately.

339—Extra trains and switching movements may occupy the Central Belt Main Track only when authorized to do so by the Dispatcher, and, in addition, must be protected by flag man. Extra trains or switching movements must not leave the working limits unless authorized to do so by the Dispatcher or by train order. (Rule 99.)

340—Movements from the North Belt, Rock Island Yard or Harlem Yard at Carrie Avenue must not obstruct the West Belt Track unless authorized by the Dispatcher.

At Carrie Avenue, main track switching movements may be authorized by the Assistant Yardmaster at Carrie Avenue, but must see that main tracks are cleared immediately upon the Dispatcher's instructions.

341—Arrival and departures at Carrie and Adelaide Avenues must be reported to the Dispatcher by Assistant Yardmaster or Foreman, and Enginemen when there is no Foreman.

342—Movements over the Wabash-Merchant's Crossing at May Street will be governed by the indication of color light signals at that location. Movements to and from Bremen Avenue and to the Wabash Connection must not foul the main tracks, except on hand or lamp signal from the Switchtender. (Rules 98 and 511.)

343—Three indication train order signals at Easton Avenue Junction. Normal indication is STOP, which a train must not pass, except on authority of Dispatcher to clear main track. Horizontal or Red Light indicates STOP; Diagonal or Yellow Light indicates right to proceed to or from Central Belt. Vertical or Green Light indicates right to proceed to or from Page Avenue Route. Train order signal indications supersede interlocking signal indications only upon instructions from the Train Dispatcher.

SPEEDS indicated below must not be exceeded between points named:

- (a) Westward trains between Wabash Crossing at May Street and Adelaide Avenue—15 miles per hour.
- (b) Eastward trains between Signal 304 (located just west of Adelaide Avenue) and Gano Avenue—15 miles per hour.

344—Booth telephones are located as follows:

May Street; Gano Avenue; Adelaide Avenue; Carrie Avenue; Broadway; Florissant Avenue; Shreve Avenue; Euclid Avenue; Kingshighway; Geraldine Avenue; Paint Works; Pickrel Switch; Leschen Switch; Easton Avenue Junction; Page Avenue Tower; Ferguson Avenue and Rock Island Junction.

