

# **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 OCTOBER 29, 1967**

# **55**

**O. R. BAILEY, JR.  
Vice Pres. & General Manager**

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

**F. E. COFFMAN,  
Transp. Superintendent**

**DESTROY PREVIOUS ISSUES**

**C. T. BRIEN**  
Supt. Pass. Term. Operations  
and St. Louis Division

**W. J. COMPTON**, Supt.  
Merchants Division, East

**O. H. FERRY**, Supt.  
Merchants and Wiggins West Divs.

**WM. J. VOGEL**, Supt.  
Wiggins East and "CD" Divs.

**E. W. STONE**  
Director of Special Movements

**F. W. McELLIOTT**, Asst. Supt.  
Wiggins East and "CD" Divs.

**E. M. ROGERS**  
Asst. Dir. of Special Movements

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**Trainmasters**

**H. F. BAKER**  
Merchants and Wiggins West Divs.

**L. D. BROCKETT**  
Merchants and Wiggins West Divs.

**O. J. CROSS**  
Wiggins Div., East

**E. H. DEATHERAGE**  
Cabin 60, Pass. Yard

**H. H. DEELO**  
Merchants and Wiggins West Divs.

**D. E. GRAY**  
Merchants Div., East

**R. P. MATHEWSON**  
Merchants Div. East

**G. J. MURASKI**  
Merchants and Wiggins West Divs.

**B. C. REED**  
Cabin 60, Pass. Yard

**J. W. WARDEN**  
"CD" Div.

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**Asst. Trainmaster**

**J. A. RASH**  
Merchants Div. East

**Road Foremen-Trainmasters**

**System**

**E. L. DIRCK**

**R. L. MCGOUGH**

**B. R. STUBBLEFIELD**

**C. A. TRUCKS**

---

**Manager Service Bureau**

**D. H. JUNGHANS**

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**Transportation Supervisor**

**I. J. WOOD**

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**Managers Union Station and Mail Dept.**

**T. M. BELYEW**

**L. E. STARKS**

# 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, 1615 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. Lahay Undertaking Co., 501 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, 276 De Baliviere Ave., St. Louis, Mo. Telephone, VOlunteer 2-3400.

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

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## MAIN HOSPITAL

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

## EMERGENCY HOSPITALS

St. Mary's Hospital, 129 N. 8th St., 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.

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## 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, 306 Murphy Bldg., East St. Louis. Telephone UPTon 5-0121.

Dr. Jacob Chalfin, 603 Broadway, Venice, Ill. Telephone GLenview 2-7150

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

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

Dr. Paul F. Norbet, Local Surgeon, Office 301 W. Lincoln, Belleville, Ill. Telephone ADams 3-6675.



# Terminal Railroad Association of St. Louis

## Time Table No. 55

Effective 12:01 A. M. October 29, 1967

### Inbound (Westward) Via "ID" Tower

| Relay Station        | Distance From U. Station |  |  |  |  |  |  |  |  | B&O<br>11<br>Daily | L&N<br>92<br>Daily | Penna<br>7<br>Daily | Penna<br>31<br>Daily | B&O<br>1<br>Daily | Penna<br>3<br>Daily | Penna<br>13<br>XM* |
|----------------------|--------------------------|--|--|--|--|--|--|--|--|--------------------|--------------------|---------------------|----------------------|-------------------|---------------------|--------------------|
| Relay Station        |                          |  |  |  |  |  |  |  |  | A. M.              | A. M.              | A. M.               | P. M.                | P. M.             | P. M.               | P. M.              |
| 2.24<br>"ID" Tower   | 3.21                     |  |  |  |  |  |  |  |  | S7:00              | S8:35              | S11:20              | S12:20               | S2:00             | S3:00               | S10:15             |
| .97<br>Union Station | .97                      |  |  |  |  |  |  |  |  | 7:21               | 8:48               | 11:31               | 12:31                | 2:19              | 3:11                | 10:21              |
|                      | 0                        |  |  |  |  |  |  |  |  | 7:25<br>A. M.      | 8:55<br>A. M.      | 11:55<br>A. M.      | 12:50<br>P. M.       | 2:30<br>P. M.     | 3:30<br>P. M.       | 10:45<br>P. M.     |

### Inbound (Westward) Via Gratiot Street

| Relay Station               | Distance From U. Station |  |  |  |  | IC<br>16<br>Daily | GM&O<br>5<br>Daily | N&W<br>303<br>Daily | NYC<br>317<br>Daily | NYC<br>341<br>Daily | IC<br>21<br>Daily | IC<br>152<br>Daily | N&W<br>301<br>Daily | GM&O<br>1<br>Daily | IC<br>102<br>Daily | N&W<br>121<br>Daily | GM&O<br>3<br>Daily |
|-----------------------------|--------------------------|--|--|--|--|-------------------|--------------------|---------------------|---------------------|---------------------|-------------------|--------------------|---------------------|--------------------|--------------------|---------------------|--------------------|
| Granite City "WR"           |                          |  |  |  |  | A. M.             | A. M.              | A. M.               | A. M.               | P. M.               | P. M.             | P. M.              | P. M.               | P. M.              | P. M.              | P. M.               | P. M.              |
| 1.83<br>East Approach "SH"  | 8.89                     |  |  |  |  |                   | 6:50               | 7:18                | 10:25               | 12:54               |                   |                    | 3:31                | 4:13               |                    | 9:19                | 9:58               |
| 2.12<br>Bremen Avenue       | 7.06                     |  |  |  |  |                   | 6:56               | 7:26                | 10:31               | 1:00                | 1:11              |                    | 3:37                | 4:19               |                    | 9:25                | 10:04              |
| 1.03<br>North Market Street | 4.94                     |  |  |  |  |                   | 7:03               | 7:33                | 10:41               | 1:07                | 1:18              |                    |                     | 4:26               |                    |                     | 10:11              |
| 2.81<br>Gratiot Street      | 3.41                     |  |  |  |  |                   | 7:06               | 7:36                | 10:46               | 1:10                | 1:21              |                    |                     | 4:29               |                    |                     | 10:14              |
| 1.10<br>Union Station       | 1.10                     |  |  |  |  | 7:03              | 7:15               | 7:45                | 10:57               | 1:19                | 1:30              | 1:33               |                     | 4:38               | 8:48               |                     | 10:23              |
|                             | 0                        |  |  |  |  | 7:15<br>A. M.     | 7:30<br>A. M.      | 8:10<br>A. M.       | 11:10<br>A. M.      | 1:30<br>P. M.       | 1:40<br>P. M.     | 1:45<br>P. M.      |                     | 4:43<br>P. M.      | 9:00<br>P. M.      |                     | 10:40<br>P. M.     |

### Inbound (Eastward) Via Grand Avenue

| Relay Station         | Distance From U. Station |  |  |  |  | MoP<br>18<br>Daily | MoP<br>2<br>Daily | N&W<br>214<br>Daily | N&W<br>210<br>Daily | N&W<br>301<br>Daily | MoP<br>16<br>Daily | MoP<br>4<br>Daily | N&W<br>212<br>Daily | MoP<br>14<br>Daily | N&W<br>121<br>Daily | MoP<br>9<br>Daily |
|-----------------------|--------------------------|--|--|--|--|--------------------|-------------------|---------------------|---------------------|---------------------|--------------------|-------------------|---------------------|--------------------|---------------------|-------------------|
| Grand Avenue          |                          |  |  |  |  | A. M.              | A. M.             | A. M.               | P. M.               | P. M.               | P. M.              | P. M.             | P. M.               | P. M.              | P. M.               | P. M.             |
| 1.85<br>Union Station | 1.85                     |  |  |  |  |                    |                   | 8:37                | 3:50                | 4:21                |                    |                   | 9:23                |                    | 10:10               |                   |
|                       | 0                        |  |  |  |  | 7:13<br>A. M.      | 8:30<br>A. M.     | 8:55<br>A. M.       | 4:15<br>P. M.       | 4:40<br>P. M.       | 5:10<br>P. M.      | 5:45<br>P. M.     | 9:40<br>P. M.       | 10:00<br>P. M.     | 10:25<br>P. M.      | 11:00<br>P. M.    |

S—Stop.

XM\*—Except Monday and 11/24—12/24, 12/26, 12/31 and 1/2.

# Terminal Railroad Association of St. Louis

## Time Table No. 55

Effective 12:01 A. M. October 29, 1967

### West and Central Belt

| EASTWARD       |               |               | STATIONS                 | Distance From W. Approach Tower | WESTWARD      |               |                |
|----------------|---------------|---------------|--------------------------|---------------------------------|---------------|---------------|----------------|
| CRI&P 74 Daily | N&W 304 Daily | N&W 124 Daily |                          |                                 | N&W 301 Daily | N&W 121 Daily | CRI&P 73 Daily |
| A. M.          | A. M.         | A. M.         |                          |                                 | P. M.         | P. M.         | P. M.          |
| 4:00           | .....         | .....         | Rock Island Jct.<br>3.12 | 9.33                            | .....         | .....         | 9:24           |
| 4:10           | .....         | .....         | Easton Ave. Jct.         | 6.21                            | .....         | .....         | 9:14           |
| .....          | 9:27          | 9:37          | Page Ave.<br>.55         | 6.76                            | 4:12          | 9:55          | .....          |
| 4:10           | 9:29          | 9:39          | Easton Ave. Jct.<br>2.36 | 6.21                            | 4:09          | 9:53          | 9:14           |
| .....          | .....         | .....         | Union Ave.<br>.88        | 3.85                            | .....         | .....         | .....          |
| .....          | .....         | .....         | Shreve Ave.<br>.45       | 2.97                            | .....         | .....         | .....          |
| .....          | .....         | .....         | Florissant Ave.<br>.49   | 2.52                            | .....         | .....         | .....          |
| .....          | .....         | .....         | Broadway<br>.39          | 2.03                            | .....         | .....         | .....          |
| 4:30           | 9:43          | 9:53          | Carrie Ave.<br>1.17      | 1.64                            | 3:53          | 9:39          | 9:00           |
| .....          | .....         | .....         | May Street<br>.47        | .47                             | .....         | .....         | .....          |
| .....          | 9:49          | 9:59          | W. Approach              | 0                               | 3:46          | 9:33          | .....          |
| A. M.          | A. M.         | A. M.         |                          |                                 | P. M.         | 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 25 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 1006 and 1007. 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, Cabin One, East St. Louis, Bremen Service Building, Bremen Engine Terminal, Madison Service Building and Wiggins No. 2 Yard Service Building. (Rule 61.)

**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, 1728 Washington Ave., St. Louis.

Atlas Jewelers, 7355 Manchester Ave., Maplewood, Mo.

E. P. Buescher, Jeweler, 636 Lemay Ferry Road, St. Louis.

Hartig Jewelry Company No. 8 River Roads, Jennings, 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 103.)

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

East Approach (SH)..... TRRA  
Easton Avenue..... TRRA  
Grand Avenue..... SLSF, N&W and MoP  
Granite City "WR"..... N&W, NYC, GM&O, ITS and TRRA  
Gratiot Street..... City of St. Louis (Mun. Bridge)  
ID Tower..... TRRA  
North Market Street..... TRRA and CB&Q  
Page Avenue..... TRRA and N&W

"Q" Tower..... TRRA, IC, City of St. Louis (Mun. Bridge), SOUTHERN, PENNA, L&N, B&O and NYC  
Southern Tower..... SOUTHERN  
Tower #1..... TRRA  
Tower #2..... TRRA, MoP, N&W and SLSF  
Valley Junction..... TRRA, City of St. Louis (Mun. Bridge), A&S, IC, MoP and SSW  
West Approach..... TRRA  
Willows..... PENNA and B&O  
Eastern Connection..... IC, N&W and CNW  
Lesperance Street..... MoP and MFGRS  
May Street..... N&W and TRRA  
M&O Junction..... GM&O, IC and TRRA  
Rock Island Jct..... CRI&P  
Second St. Lead..... CB&Q and N&W

**JUNCTIONS—Not Interlocked.** (Rule 98.)

Adelaide..... CRI&P  
Bridge Junction..... GM&O, N&W, NYC, ITS and TRRA  
Brooklyn Junction..... ESTLJCT Ry., N&W, and ITS  
Carrie Avenue..... CRI&P and TRRA  
Conlogue—A&S Crossing..... A&S  
CP Junction..... IC, ITS, N&W and TRRA

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

Granite City "WR"..... N&W, NYC, GM&O  
May Street..... N&W  
North Dupo..... MoP

"Q" Tower..... L&N, PENNA, B&O, CB&Q, NYC  
Southern Tower..... SOUTHERN  
Valley Junction..... A&S, IC, MoP  
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  
CP Junction..... N&W, IC, ITS and TRRA  
Conlogue, under Municipal Bridge..... GM&O and SOUTHERN

Brooklyn Junction..... SOUTHERN, N&W, and ITS  
Winstanley..... L&N  
Oil Works..... A&S  
Monroe Street..... N&W

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

**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**—Jefferson Memorial Tunnels, 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, Easton Avenue, Page Avenue, N&W 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<br>30 ft. Truck Centers |               | Cars up to 57 ft. 0 in. with<br>40 ft. Truck Centers |              | Cars up to 43 ft. 0 in. with<br>30 ft. Truck Centers |               | Cars up to 57 ft. 0 in. with<br>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<br>50 ft. Truck Centers |               | Cars up to 85 ft. 0 in. with<br>60 ft. Truck Centers |               | Cars up to 70 ft. 0 in. with<br>50 ft. Truck Centers |               | Cars up to 85 ft. 0 in. with<br>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       |
|--------------|--------------|
| 11 ft. 0 in. | 19 ft. 6 in. |

**MILL CREEK VALLEY MAIN LINE**

|               |                       |                |                  |               |               |
|---------------|-----------------------|----------------|------------------|---------------|---------------|
| 12th Street   | Over North Track 72   | 19 ft. 6 in.   | Jefferson Avenue | Track 54      | 18 ft. 10 in. |
| UD Connection | Over South Track 73   | 19 ft. 6 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   | Track 55              | 17 ft. 11½ in. |                  | Track 56      | 18 ft. 8½ in. |
|               | Track 56              | 19 ft. 8¾ in.  | Compton Avenue   | Track 55      | 22 ft. 0 in.  |
|               | Track 57              | 19 ft. 6 in.   |                  | Track 56      | 22 ft. 0 in.  |
|               | Track 58              | 19 ft. 8¾ in.  |                  |               |               |

**MERCHANT'S BRIDGE PORTAL**

| High         | Wide           | High         | Wide           |
|--------------|----------------|--------------|----------------|
| 19 ft. 6 in. | @ 6 ft. 0 in.  | 18 ft. 2 in. | @ 11 ft. 6 in. |
| 19 ft. 3 in. | @ 8 ft. 6 in.  | 17 ft. 4 in. | @ 12 ft. 0 in. |
| 19 ft. 0 in. | @ 10 ft. 0 in. | 16 ft. 6 in. | @ 12 ft. 6 in. |
| 18 ft. 5 in. | @ 11 ft. 0 in. |              |                |

**NORTH BELT**

Antelope Street.....N&W Bridge.....19 ft. 1 in.

**WEST and CENTRAL BELT FROM CARRIE AVENUE TO SLSF-LINDENWOOD**

|                     |                |                |                  |                 |               |
|---------------------|----------------|----------------|------------------|-----------------|---------------|
| Broadway            | Siding         | 19 ft. 1 in.   | St. Louis Avenue | Westbound Main  | 19 ft. 1 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.  |                  | N&W Ry.         | 17 ft. 10 in. |
| Union Avenue        | Fourth Main    | 20 ft. 1½ in.  | Ferguson Avenue  |                 | 21 ft. 9 in.  |
|                     | Westbound Main | 19 ft. 1 in.   | Page Avenue      |                 | 21 ft. 9 in.  |
|                     | Eastbound Main | 19 ft. 1 in.   | Walton Road      |                 | 19 ft. 3 in.  |
|                     | Third Main     | 19 ft. 1 in.   | Bonhomme Road    |                 | 22 ft. 4 in.  |
| Moloney Foot Bridge |                | 22 ft. 3 in.   | Eager Road       |                 | 19 ft. 7 in.  |
| Natural Bridge      | Fourth Main    | 19 ft. 1 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     | 18 ft. 9 in.   | MoPac Tracks     |                 | 20 ft. 11 in. |
| Kienlen Avenue      | Westbound Main | 19 ft. 1 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. Dwarf signal at clearance point governs movements from 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.

In Union Station area, two unit signals located on Bridges #3, 4, 7, 8 and 10 govern movements as follows:

Upper Unit—Diverge to the right.

Lower Unit—Straight ahead or diverge to the left.

Three Unit signal over 65 lead on Bridge #7 governs movements as follows:

Upper Unit—Diverge right to 66 lead.

Middle Unit—Straight 65 lead.

Lower Unit—Diverge left to 63 lead.

**314**—Crossing signals east of Track 16 north of N&W 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 N&W track right over the crossing. (Rule 98.)

N&W 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 N&W 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.

**316**—Three or more main tracks extend between Fourteenth St. and Twenty-Third Street Interlocking Plants, inclusive, numbered 52 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. (Rule 271.)

**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) Eads Bridge—20 miles per hour.
- (b) Between east abutment and west end of tunnel—15 miles per hour, except 10 miles per hour on curves in tunnel.
- (c) Curve between 7th Street and Poplar Street—10 miles per hour.
- (d) Only TRRA Derrick #1 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.

**SPEED Restrictions Thru Crossovers, Turnouts and Remote Switches:**

|                                                 |             |
|-------------------------------------------------|-------------|
| #18 Turnouts.....                               | 25 M. P. H. |
| #12 Turnouts.....                               | 18 M. P. H. |
| #10 Turnouts.....                               | 15 M. P. H. |
| # 9 Turnouts.....                               | 12 M. P. H. |
| # 7 Turnouts.....                               | 10 M. P. H. |
| Speed Thru Main Line Crossovers Not Listed..... | 10 M. P. H. |
| Gratiot St. Interlocking.....                   | 15 M. P. H. |
| "ID" Interlocking.....                          | 15 M. P. H. |
| Tower 2 Interlocking.....                       | 15 M. P. H. |
| Tower #1 and Union Station.....                 | 12 M. P. H. |

(Also See Rules 304, 1006 and 1007)

**"Q" Tower Interlocking:**

|                                                                                               |             |
|-----------------------------------------------------------------------------------------------|-------------|
| L&N and B&O Passenger Trains Between Tracks #24 and #25 and East Approach to Eads Bridge..... | 10 M. P. H. |
| Pennsylvania Passenger Trains Between Eads Tower and East Approach to Eads Bridge.....        | 15 M. P. H. |
| St. Louis Municipal Bridge Conn.....                                                          | 15 M. P. H. |
| Southern Ry. Conn.....                                                                        | 10 M. P. H. |
| New York Central Conn.....                                                                    | 15 M. P. H. |
| All Trains Thru Puzzles and Crossovers.....                                                   | 10 M. P. H. |
| Brooklyn Jct.—All Trains.....                                                                 | 10 M. P. H. |
| GM&O Jct.—All Trains.....                                                                     | 15 M. P. H. |
| <b>Bridge Jct.:</b>                                                                           |             |
| All Connections.....                                                                          | 10 M. P. H. |
| South Crossover (#9 Turnouts) Tracks 15-16.....                                               | 15 M. P. H. |
| North Crossover (#7 Turnouts) Tracks 15-16.....                                               | 10 M. P. H. |

# 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, 6694 to 6699, 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.

## CHICAGO, ROCK ISLAND & PACIFIC R. R.

DIESEL—10 to 23, 28 to 35, 42 to 49, 100 to 142, 200 to 281, 300 to 381, 402 to 411—four units, 415 to 424—three units, 430 to 441, 450 to 499, 529 to 546—four units, 550 to 563—three units, 603 to 612, 615, 616, 617, 621 to 677—four units, 719 to 729—three units, 735 to 745, 750, 751—four units, 765 to 797, 811 to 840, 900 to 936, 940 to 949—one unit, 1001 to 1015, 1200 to 1353—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, 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.

## 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—100 to 103, 105 to 199, 300, 303, 306, 308 to 311, 313 to 321, 333, 350, 351, 353, 355, 356, 358 to 364, 366, 368, 369, 383, 384, 385 to 395, 400 to 446, 450 to 466, 470 to 472, 474 to 495, 501 to 511, 513, 515, 522 to 534, 540, 541, 550 to 558, 575 to 578, 601, 604, 606, 611, 612, 614, 615, 618, 619, 621, 650 to 662, 665, 666, 667, 672, 702 to 716, 720 to 725, 750 to 754, 756 to 761, 770 to 788, 790 to 797, 800 to 836, 838 to 846, 848 to 855, 858 to 863, 900 to 904, 1000 to 1057, 1100 to 1115, 1300 to 1305, 1600 to 1626—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—1009, 1045, 1047 to 1056, 1058, 1060 to 1063, 1066 to 1076, 1078, 1080 to 1089, 1091, 1093, 1094, 1096 to 1106, 1108 to 1114, 1117 to 1123, 1204, 1205, 1207 to 1213, 1215, 1216, 1217, 1221, 1617, 1619, 1633, 1635, 1636 to 1639, 1641 to 1644, 1648, 1648 to 1651, 1654 to 1659, 1661 to 1675, 1677, 1678, 1679, 1681 to 1699, 1701 to 1873, 1877—four units, 2021 to 2044—three units, 2100 to 2112, 2188 to 2197, 2369 to 2399, 2500 to 2569, 2800 to 2823, 3000 to 3049, 3323 to 3328, 3330, 3331, 3332, 3334 to 3350, 3352, 3354 to 3358, 3362 to 3365, 3367, 3368, 3370 to 3372, 3423, 3425, 3429 to 3432, 3436 to 3446, 3449 to 3474, 3702 to 3708, 4000 to 4095, 4100 to 4113, 5102 to 5106, 5109 to 5112, 5203, 5205, 5207, 5210, 5212 to 5215, 5221, 5223, 5224, 5226 to 5246, 5249, 5257, 5260 to 5263, 5272, 5281 to 5284, 5287, 5288, 5290, 5292 to 5304, 5306 to 5334, 5336 to 5352, 5500 to 5530, 5600 to 5609, 5611 to 5634, 5638 to 5734, 5738 to 5752, 5754 to 5757, 5759, 5760, 5761, 5764, 5766, 5768, 5773, 5776 to 5778, 5780, 5781, 5786 to 5788, 5792, 5793, 5800, 5802 to 5805, 5808 to 5812, 5818 to 5827, 5900 to 5903, 5905, 5907 to 5910, 5912 to 5930, 5991, 7300 to 7314, 7316 to 7320, 7322 to 7327, 7346, 7349 to 7360, 7362 to 7463, 7465 to 7475, 7500 to 7512, 7514 to 7519, 7600 to 7608, 8062, 8063, 8067 to 8077, 8079 to 8083—four units, 8092 to 8096, 8098 to 8101, 8106, 8107, 8108, 8110, 8111, 8112, 8204 to 8208, 8210, 8300, 8303, 8305, 8306, 8307, 8309 to 8313, 8315 to 8326—two units, 8400 to 8600—four units, 8600 to 8627—two units, 8628 to 8646, 8683 to 8776, 8778 to 8831, 8833 to 9008—one unit, 9200 to 9207—two units, 9300, 9301, 9303, 9305, 9306, 9307, 9309 to 9313, 9315, 9317, 9318, 9320, 9321, 9323 to 9326, 9328 to 9331, 9333 to 9338, 9340, 9342, 9343, 9345 to 9366, 9368 to 9385, 9388 to 9398, 9400 to 9410—four units, 9600 to 9737, 9739 to 9746, 9748, 9751 to 9753, 9756 to 9763, 9765, 9766—two units, 9900 to 9913—four units.

## NORFOLK & WESTERN RY.

DIESEL—10 to 39, 42 to 49—one unit, 50, 52 to 56, 58 to 60, 62 to 71, 91 to 93, 110 to 122, 125 to 127, 129 to 149—two units, 200 to 239, 300 to 303, 306 to 412—three units, 413 to 420—two units, 500 to 521—three units, 522 to 565—two units, 620 to 699, 710 to 761, 766 to 773, 775 to 945, 947 to 962, 1300 to 1308—three units, \*1309 to 1358—two units, 1900 to 1929—two units, 2011 to 2022—one unit, 2025 to 2061, 2065 to 2083—two units, 2085—four units, 2100—two units, 2105, 2106—four units, 2107 to 2114, 2125 to 2155, 2230 to 2244, 2305, 2306, 2309—one unit, 2320 to 2323—two units, 2400 to 2578, 2700 to 2709, 2800 to 2814, 2850 to 2875, 2900 to 2910—three units, 3002, 3100—four units, 3120 to 3132—one unit, 3150 to 3155, 3157—four units, 3302, 3303—two units, 3307 to 3325, 3346 to 3352, 3355 to 3379—one unit, 3380 to 3386—two units, 3401 to 3411—one unit, 3450 to 3495—three units, 3515 to 3529, 3540 to 3547—two units, 3630 to 3726—three units, 3800, 3806 to 3810, 3812 to 3815—four units, 3900 to 3906—two units.

\*1309 through 1358—not permitted with bay windows through Eads Bridge-Eads Tunnel Route.

## PENNSYLVANIA RAILROAD

DIESEL—1497 to 1538—four units, 2250 to 2368, 2400 to 2414—three units, 2415—four units, 2416 to 2446—three units, 2500 to 2528, 2600 to 2658, 3548 to 3563, 4114 to 4127, 4150 to 4163, 4200 to 4206, 4208 to 4319, 4332 to 4371, 5700 to 5716, 5760 to 5783, 5788 to 5810, 5835 to 5905, 7000 to 7269, 9448 to 9455, 9492 to 9499, 9600 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, 602, 603, 700 to 703—four units, 1206 to 1243—single unit, 1260 to 1253—two units, 1501 to 1505—single unit.

# 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 North Market Street, Bremen Avenue 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 Restricting (Rule 290-D) indication until movement has passed the next station in advance, and restore it to STOP (Rule 292-C), unless a following train on the same track has entered the block, when the signal must remain in Restricting position until the block is clear. If the block is clear when a train or engine approaches, the PROCEED (Rule 231-D) 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-N&W Crossing, Second and Monroe Streets, will be operated by Merchant's crews, when Merchant's movements cross N&W Tracks, and must be restored to normal position when movement has cleared. The normal position of this signal will be clear for N&W movements.

**323**—Movement over the Merchant's-N&W Crossing at May Street are governed by color light signals at that location. Westward movements, with the current of traffic, from West Approach to the N&W Connection are governed by color light signals. Westward movements, against the current of traffic, from West Approach, must receive hand or lamp signal from the Switchtender before obstructing the turnout from Bremen Avenue Yard. Movements from Bremen Avenue Yard or the N&W Connection must receive hand or lamp signal from the Switchtender before obstructing the Main Tracks. (Rules 98 and 511.)

**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, N&W and old St. L. T. & E. Main Tracks have right of way over crossing. Also proceed thru slip connection between Illinois Transfer Eastward Track and Illinois Terminal Main.

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

**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.

**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. (Rule 271.)

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. (Rule 271.)

**327**—Illinois Central and N&W 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. N&W 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 N&W 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.

Movements on the eastward main track in either direction between Gratiot Street Interlocking and North Market Interlocking will be governed by interlocking and automatic block signal indications.

Trains or engines will not be permitted to clear the eastward main track at the following hand operated switches:

1. 50 feet north of O'Fallon Street—Consolidated Warehouse & St. Louis Bag.
2. 175 feet north of Mullanphy Street—Cotton Belt House.
3. 50 feet north of Madison Street—Madison St. Warehouse, Aaron Farer, Inc.

**329**—Three indication color light train order signals are located at the Train Order Office at Bremen Avenue, 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.)

**330**—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 and 326.)

**331**—Two unit signal located on westward main track entering West Approach Remote Interlocking governs westward movements as follows:

Upper Unit—To May Street and West Belt.  
Lower Unit—To Bremen Ave.

Three unit signal located on eastward main track entering "WR" Interlocking governs eastward movements as follows:

Upper Unit—To N&W Eastward Main Track.  
Middle Unit—To NYC Eastward Main Track.  
Lower Unit—To all other routes and call-on.

**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; between O'Fallon and Mullanphy Streets—20 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.
- (g) All trains on Merchants Bridge and over C. & A. Viaduct—20 miles per hour.
- (h) Eastward trains through East Approach Interlocking Plant—20 miles per hour.
- (i) All trains through Granite City Interlocking Plant—20 miles per hour.

**SPEED Restrictions Thru Crossovers, Turnouts and Remote Switches:**

|                                                 |             |
|-------------------------------------------------|-------------|
| #18 Turnouts.....                               | 25 M. P. H. |
| #12 Turnouts.....                               | 18 M. P. H. |
| #10 Turnouts.....                               | 15 M. P. H. |
| # 9 Turnouts.....                               | 12 M. P. H. |
| # 7 Turnouts.....                               | 10 M. P. H. |
| Speed Thru Main Line Crossovers Not Listed..... | 10 M. P. H. |

#18 TURNOUTS ARE LOCATED AS FOLLOWS:

West Belt Conn. Switch, Easton Ave. Interlocking.  
GM&O, NYC Inbound Conn. Switch, "WR" Interlocking.  
Illinois Terminal Conn. Switch North of "WR" Interlocking.

SPEED Through Interlocking, Junction and Connection Switches and Crossovers:

"WR" Interlocking, Granite City, Illinois:

|                                   |             |
|-----------------------------------|-------------|
| GM&O, NYC Conn.....               | 20 M. P. H. |
| N&W Conn.....                     | 18 M. P. H. |
| Illinois Terminal Conn.....       | 12 M. P. H. |
| All Trains Over N&W Crossing..... | 15 M. P. H. |

NOTE—All trains and engines crossing from New York Central, G. M. & O. Westward Main to the Eastward Main, or the reverse, at "WR" Interlocking, Granite City, Illinois, must not exceed a speed of ten (10) M. P. H. over the 43-45 puzzle, located directly opposite "WR" Tower.

"SH" Interlocking East Approach, Madison, Illinois:

|                             |             |
|-----------------------------|-------------|
| Market St. Connections..... | 12 M. P. H. |
| Illinois Transfer Conn..... | 20 M. P. H. |
| Eastern Conn.....           | 12 M. P. H. |

West Approach Remote Interlocking, West End Merchants Bridge:

|                                      |             |
|--------------------------------------|-------------|
| Eastward Trains From May St.....     | 20 M. P. H. |
| Eastward Trains From Bremen Ave..... | 15 M. P. H. |
| Westward Trains To May St.....       | 15 M. P. H. |
| Westward Trains To Bremen Ave.....   | 15 M. P. H. |
| All Trains Through Crossover.....    | 15 M. P. H. |

|                                                       |             |
|-------------------------------------------------------|-------------|
| Bremen Avenue—Hand Throw Crossover, #12 Turnouts..... | 18 M. P. H. |
|-------------------------------------------------------|-------------|

North Market Street Interlocking:

|                                    |             |
|------------------------------------|-------------|
| CB&Q Conn.....                     | 15 M. P. H. |
| Wiggins Conn.....                  | 15 M. P. H. |
| Second St. Conn.....               | 10 M. P. H. |
| All Trains Through Crossovers..... | 12 M. P. H. |

|                                         |             |
|-----------------------------------------|-------------|
| Biddle Street—Hand Throw Crossover..... | 12 M. P. H. |
|-----------------------------------------|-------------|

C. P. Junction:

|                         |             |
|-------------------------|-------------|
| Connection Tracks.....  | 10 M. P. H. |
| Through Crossovers..... | 12 M. P. H. |

Willows Interlocking:

|                         |             |
|-------------------------|-------------|
| Pennsylvania Conn.....  | 12 M. P. H. |
| B&O Conn.....           | 12 M. P. H. |
| Through Crossovers..... | 12 M. P. H. |

|                                    |             |
|------------------------------------|-------------|
| Winstanley—Through Crossovers..... | 12 M. P. H. |
|------------------------------------|-------------|

Southern Tower Interlocking:

|                         |             |
|-------------------------|-------------|
| Southern Conn.....      | 10 M. P. H. |
| Through Crossovers..... | 12 M. P. H. |
| Converse Branch.....    | 10 M. P. H. |

Valley Jct. Interlocking:

|                                 |             |
|---------------------------------|-------------|
| MoPac Conn.....                 | 20 M. P. H. |
| Illinois Central Conn.....      | 15 M. P. H. |
| Cotton Belt Conn.....           | 15 M. P. H. |
| St. Louis Municipal Bridge..... | 15 M. P. H. |
| Oil Works Conn.....             | 15 M. P. H. |
| Through Crossovers.....         | 15 M. P. H. |

# 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 1467, 2400 to 2419, 3400 to 3406, 4400 to 4410, 4420 to 4636, 5400 to 5411, 5420 to 5519, 6447 to 6510, 6600 to 6618, 6694 to 6699, 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—three units, 500 to 515—two units, 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.

## CHICAGO, ROCK ISLAND & PACIFIC R. R.

DIESEL 10 to 23, 28 to 35, 42 to 49, 100 to 142, 200 to 281, 300 to 381, 402 to 411, 415 to 424, 430 to 441, 450 to 499, 529 to 546, 550 to 563, 603 to 612, 615, 616, 617, 621 to 677, 719 to 729, 735 to 745, 750, 751, 765 to 797, 811 to 840, 900 to 936—four units, 940 to 949—three units, 1001 to 1015, 1200 to 1353—four units.

## GULF, MOBILE & OHIO R. R.

DIESEL—1 to 37, 50 to 74, 80 to 82, 100 to 103, 700 to 754, 800 to 813, 880 to 885, 1001 to 1012, 1102 to 1117, 1120 to 1127, 1501 to 1523, 1900—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—100 to 103, 105 to 199, 300, 303, 306, 308 to 311, 313 to 321, 333, 350, 351, 353, 355, 356—four units, 358 to 364, 366, 368, 369—five units, 383, 384—four units, 385 to 395, 400 to 421—five units, 422, 423—four units, 424 to 436—five units, 437—four units, 438 to 440—five units, 441, 442—four units, 443, 444—five units, 445—four units, 446, 450, 451, 453—five units, 454, 455—four units, 456 to 466, 470, 471, 472, 474 to 487—five units, 488, 489—four units, 490 to 495—five units, 501 to 511, 513, 515, 522 to 534, 540, 541—four units, 550 to 558, 575 to 578—five units, 601, 604, 606, 611, 612, 614, 615, 618, 619, 621, 650 to 662, 665, 666, 667, 672—four units, 702 to 716, 720 to 725—five units, 750 to 754, 756 to 761, 770 to 788, 790 to 797, 800 to 836, 838 to 846, 849 to 856—four units, 858 to 863—five units, 900 to 904, 1000 to 1057, 1100 to 1115, 1300 to 1305, 1600 to 1626—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 1009, 1044, 1045, 1046 to 1056, 1058, 1060 to 1063, 1066 to 1076, 1078, 1080 to 1089, 1091, 1093, 1094, 1096 to 1106, 1108 to 1114, 1117 to 1123, 1204, 1205, 1207 to 1213, 1215, 1216, 1217, 1221, 1617, 1619, 1633, 1635, 1636 to 1639, 1641 to 1644, 1646, 1648 to 1651, 1654 to 1659, 1661 to 1675, 1677, 1678, 1679, 1681 to 1699, 1701 to 1673, 1677, 2021 to 2044, 2100 to 2112, 2188 to 2197, 2369 to 2399, 2500 to 2569, 2800 to 2823, 3000 to 3049, 3323 to 3328, 3330, 3331, 3332, 3334 to 3350, 3352, 3354 to 3358, 3362 to 3365, 3367, 3368, 3370, 3371, 3372, 3423, 3425, 3429 to 3432, 3436 to 3446, 3449 to 3474, 3702 to 3708, 4000 to 4095, 4100 to 4113, 5102 to 5106, 5109 to 5112, 5203, 5205, 5207, 5210, 5212 to 5215, 5221, 5223, 5224, 5226 to 5246, 5249, 5257, 5260 to 5263, 5272, 5281 to 5284, 5287, 5288, 5290, 5292 to 5304, 5306 to 5334, 5336 to 5352, 5500 to 5530, 5600 to 5609, 5611 to 5634, 5638 to 5734, 5738 to 5752, 5754 to 5757, 5759, 5760, 5761, 5764, 5766, 5768, 5773, 5776 to 5778, 5780, 5781, 5786 to 5788, 5792, 5793, 5800, 5802 to 5806, 5808 to 5812, 5818 to 5827, 5900 to 5903, 5905, 5907 to 5910, 5912 to 5930, 5991, 7300 to 7314, 7316 to 7320, 7322 to 7327, 7346, 7349 to 7360, 7362 to 7463, 7465 to 7475, 7500 to 7512, 7514 to 7519, 7600 to 7608, 8062, 8063, 8067 to 8077, 8079 to 8083, 8092 to 8096, 8098 to 8101, 8106, 8107, 8108, 8110, 8111, 8112, 8204 to 8208, 8210, 8300, 8303, 8305, 8306, 8307, 8309 to 8313, 8315 to 8326, 8400 to 8500, 8600 to 8627—four units, 8628 to 8646, 8683 to 8776, 8778 to 8831, 8833 to 9008—three units, 9200 to 9207, 9300, 9301, 9303, 9305, 9306, 9307, 9309 to 9313, 9315, 9317, 9318, 9320, 9321, 9323 to 9326, 9328 to 9331, 9333 to 9338, 9340, 9342, 9343, 9345 to 9366, 9368 to 9385, 9388 to 9398, 9400 to 9410, 9600 to 9737, 9739 to 9746, 9748, 9751 to 9753, 9756 to 9763, 9765, 9766, 9900 to 9913—four units.

## NORFOLK & WESTERN RY.

DIESEL—10 to 39, 42 to 50, 52 to 56, 58 to 60, 62 to 71, 91 to 93, 110 to 122, 125 to 127, 129 to 149—four units, 150 to 174—one unit, 200 to 239, 300 to 303, 305 to 420, 500 to 565, 620 to 699, 710 to 761, 766 to 773, 775 to 945, 947 to 962, 1000 to 1006—four units, 1007 to 1016—three units, 1100 to 1134—one unit, 1300 to 1308—four units, 1309 to 1358—three units, 1500 to 1609, 1700 to 1734—one unit, 1900 to 1929, 2011 to 2022, 2025 to 2061, 2065 to 2083, 2085, 2100, 2105 to 2114, 2125 to 2155, 2230 to 2244, 2305, 2306, 2309, 2320 to 2323—four units, 2325 to 2333, 2340 to 2359—one unit, 2400 to 2578, 2700 to 2709, 2800 to 2814, 2850 to 2875, 2900 to 2910, 3002, 3100, 3120 to 3132, 3150 to 3155, 3157, 3302, 3303, 3307 to 3325, 3346 to 3352, 3355 to 3386—four units, 3401 to 3411—three units, 3450 to 3495, 3515 to 3529, 3540 to 3547—four units, 3592 to 3599—one unit, 3630 to 3726, 3800, 3806 to 3810, 3812 to 3815, 3900 to 3906—four units.

## PENNSYLVANIA RAILROAD

DIESEL—1497 to 1538, 2198 to 2368, 2400 to 2446, 2500 to 2528, 2600 to 2658, 3548 to 3563, 4114 to 4127, 4150 to 4163, 4200 to 4206, 4208 to 4319, 4332 to 4371, 5700 to 5716, 5760 to 5783, 5788 to 5810, 5835 to 5906—four units, 6000 to 6169, 6300 to 6329, 6500 to 6539—two units, 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, 602, 603, 700 to 703—four units, 1206 to 1243—three units, 1250 to 1253—four units, 1501 to 1505—three units.

# 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 N&W 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; East Carondelet Road Crossing; South End of Double Track; Falling Springs Branch and Yardmaster's Office, North Dupo.

**337**—Crews enroute to Falling Springs or Columbia Quarry must line hand throw switch at North Dupo turnout and Falling Springs Branch Line and proceed eastwardly approximately 2½ car lengths to home signal on approach circuit, and, if GREEN signal is not received after a reasonable wait and no movement is visible on Missouri Pacific main lines, operator at Missouri Pacific South Dupo Yard must be contacted on telephone for release. This telephone is located in box on Relay House, approximately forty (40) feet south of Falling Springs track and east of Missouri Pacific main lines.

Movements returning from the quarries will proceed to home signal on approach circuit just east of Highway No. 3 on the Falling Springs track and follow same procedure outlined above, that is, if GREEN signal is not received after a reasonable wait and no movement visible on Missouri Pacific main lines, contact Missouri Pacific operator on telephone for release.

### SPEEDS

#### SPEED Restrictions Thru Crossovers, Turnouts and Remote Switches:

|                                                  |             |
|--------------------------------------------------|-------------|
| #18 Turnouts .....                               | 25 M. P. H. |
| #12 Turnouts .....                               | 18 M. P. H. |
| #10 Turnouts .....                               | 15 M. P. H. |
| # 9 Turnouts .....                               | 12 M. P. H. |
| # 7 Turnouts .....                               | 10 M. P. H. |
| Speed Thru Main Line Crossovers Not Listed ..... | 10 M. P. H. |
| <u>North End #2 Yard:</u>                        |             |
| GM&O Conn. ....                                  | 12 M. P. H. |
| Front St. Connections .....                      | 10 M. P. H. |
| GM&O Jct. ....                                   | 10 M. P. H. |
| Southern—To or From #5 Yard .....                | 10 M. P. H. |
| Cotton Belt Wye (Monsanto Ave.) .....            | 12 M. P. H. |
| South Wye (Monsanto Ave.) .....                  | 12 M. P. H. |
| All Conlogue Crossovers .....                    | 12 M. P. H. |
| <u>North Dupo:</u>                               |             |
| MP Conn. ....                                    | 12 M. P. H. |
| Falling Springs Branch .....                     | 20 M. P. H. |
| Thru Crossover .....                             | 12 M. P. H. |



# RULES AND SPECIAL INSTRUCTIONS

## WEST AND CENTRAL BELT

**338**—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.

**339**—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.

**340**—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.

**341**—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.

**342**—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.

**343**—Movement over the Merchant's-N&W Crossing at May Street are governed by color light signals at that location. Westward movements, with the current of traffic, from West Approach to the N&W Connection are governed by color light signals. Westward movements, against the current of traffic, from West Approach, must receive hand or lamp signal from the Switchtender before obstructing the turnout from Bremen Avenue Yard. Movements from Bremen Avenue Yard or the N&W Connection must receive hand or lamp signal from the Switchtender before obstructing the Main Tracks. (Rules 98 and 511.)

**344**—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 N&W 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.

**345**—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.

**346**—Three unit signal located on westward main track entering Easton Ave. Junction Interlocking governs movements as follows:

Upper Unit—To Page Ave. Junction.  
Middle Unit—To Central Belt Connection.  
Lower Unit—Call-on to both routes.

**SPEEDS**

**SPEED Restrictions Thru Crossovers, Turnouts and Remote Switches:**

|                                                 |             |
|-------------------------------------------------|-------------|
| #18 Turnouts.....                               | 25 M. P. H. |
| #12 Turnouts.....                               | 18 M. P. H. |
| #10 Turnouts.....                               | 15 M. P. H. |
| # 9 Turnouts.....                               | 12 M. P. H. |
| # 7 Turnouts.....                               | 10 M. P. H. |
| Speed Thru Main Line Crossovers Not Listed..... | 10 M. P. H. |

**#18 TURNOUTS ARE LOCATED AS FOLLOWS:**

West Belt Conn. Switch, Easton Ave. Interlocking.  
 GM&O, NYC Inbound Conn. Switch, "WR" Interlocking.  
 Illinois Terminal Conn. Switch North of "WR" Interlocking.

May St. Interlocking:

|                       |             |
|-----------------------|-------------|
| N&W Conn.....         | 10 M. P. H. |
| Bremen Yard Conn..... | 10 M. P. H. |
| Thru Crossover.....   | 12 M. P. H. |

Adelaide Ave.:

|                       |             |
|-----------------------|-------------|
| Rock Island Conn..... | 12 M. P. H. |
| Bulwer Yard Conn..... | 12 M. P. H. |
| Thru Crossover.....   | 12 M. P. H. |

Carrie Ave.:

|                                                  |             |
|--------------------------------------------------|-------------|
| Rock Island Conn.....                            | 12 M. P. H. |
| North Belt Conn.....                             | 12 M. P. H. |
| Bulwer & Harlem Yard Conn.....                   | 10 M. P. H. |
| Thru Crossovers.....                             | 12 M. P. H. |
| Geraldine Ave.—3rd & 4th Main Conn.....          | 12 M. P. H. |
| Pickrel Yard Connections and Crossovers.....     | 12 M. P. H. |
| Easton Ave. Interlocking—N&W Page Ave. Conn..... | 25 M. P. H. |
| Thru Crossover.....                              | 12 M. P. H. |
| Central Belt Conn.....                           | 20 M. P. H. |
| Rock Island Jct.—Rock Island Conn.....           | 25 M. P. H. |
| South Wye.....                                   | 15 M. P. H. |
| North Wye.....                                   | 10 M. P. H. |

**RADIO CALL NOS.**

|                          |       |
|--------------------------|-------|
| O. R. BAILEY, JR.....    | TO— 3 |
| J. A. MATHEWSON, JR..... | TO— 4 |
| F. E. COFFMAN.....       | TO— 5 |
| R. P. MATHEWSON.....     | TO— 6 |
| C. A. TRUCKS.....        | TO— 7 |
| O. H. FERRY.....         | TO— 8 |
| J. A. RASH.....          | TO— 9 |
| B. R. STUBBLEFIELD.....  | TO—10 |
| W. J. COMPTON.....       | TO—11 |
| R. L. McGOUGH.....       | TO—12 |

|                      |       |
|----------------------|-------|
| F. W. McELIGOTT..... | TO—13 |
| J. R. BOWMAN.....    | TO—14 |
| H. F. BAKER.....     | TO—15 |
| D. E. GRAY.....      | TO—16 |
| H. H. DEELO.....     | TO—17 |
| E. L. DIRCK.....     | TO—18 |
| W. L. MATTHES.....   | TO—19 |
| A. G. HARLAN.....    | TO—21 |
| W. H. McKEOWN.....   | TO—22 |
| C. R. PERKINS.....   | TO—23 |