THE NEW YORK CENTRAL RAILROAD CO.

and

THE ALTON RAILROAD CO.

JOINT TIME TABLE

No. 3

GOVERNING THE OPERATION

DOUBLE TRACK

Between

BRIDGE JUNCTION

and

EAST ALTON

EFFECTIVE 12:01 A. M. CENTRAL STANDARD TIME, SUNDAY, APRIL 28, 1946

East Alton to Bridge Junction — Westward

First Class

STATIONS DISTANCE BETWEEN	DAILY ALTON	DAILY C. B. & Q.	DAILY N. Y. C.	DAILY ALTON	DAILY C. & E. I.	DAILY ALTON	DAILY N. Y. C.	DAILY N. Y. C.	DAILY ALTON	DAILY N. Y. C.	DAILY N. Y. C.	DAILY C. B. & Q.	SUNDAY ONLY ALTON	DAILY ALTON	DAILY C. & E. I.	DAILY EX. SUNDAY ALTON	DAILY ALTON	DAILY N. Y. C.
	5	52	431	7	523	9	427	41	19	11	423	48	711	1	521	11	3	407
EAST ALTON		A. M. 5.47										P. M. 3.48						
1.1																		
WANN	A. M. 12.10	5.49		A. M. 6.15		A. M. 6.43			P. M. 1.05			3.50	P. M. 4.01	P. M. 4.28		P. M 5.35	P. M. 9.12	
0.7																		
NO. WOOD RIVER	12.11	5.50		6.16		6.44			1.06			3.51	4.03	4.29		5.38	9.13	
6.8																		
LENOX	12.18	6.02	A. M. 6.22	6.28	A. M. 6.29	7.04	A. M. 7.12	A. M. 11.15	1.13	P. M. 3.30	P. M. 3.45	4.02	4.12	4.38	P. M. 4.55	5.45	9.21	P. M. 10.25
5.4																		
GRANITE CITY	12.30 A. M.	6.14	6.35 A. M.	6.38 A. M.	6.44 A. M.	7.13 A. M.	7.20 A. M.	11.25 A. M.	1.20 P. M.	3.40 P. M.	3.55 P. M.	4.09	4.21	4.45 P. M.	5.02 P. M.	6.10	9.30 P. M.	10.35 P. M.
2.8																		
VENICE JCT		6.19										4.14	4.28			6.17		
2.1																		
BRIDGE JCT		6.30										4.21	4.36			6.22		
0.7																		
E. ST. LOUIS		6.42 A. M.										4.27 P. M.	4.40 P. M.			6.45 P. M.		

Bridge Junction to East Alton — Eastward

First Class

STATIONS DISTANCE BETWEEN	DAILY ALTON	DAILY C. & E. I.	DAILY ALTON	SUNDAY ONLY ALTON	DAILY EX. SUNDAY ALTON	DAILY C. B. & Q.	DAILY ALTON	DAILY N. Y. C.	DAILY N. Y. C.	DAILY C. & E. I.	DAILY N. Y. C.	DAILY ALTON	DAILY N. Y. C.	DAILY ALTON	DAILY ALTON	DAILY N. Y. C.	DAILY N. Y. C.	DAILY C. B. & Q.	DAILY N. Y. C.
	8	524	10	712	12	47	2	12	412	522	418	4	24	6	18	38	434	51	446
E. ST. LOUIS, ILL.				A. M. 8.05	A. M. 8.09	A. M. 8.19												P. M. 9.40	
0.7																			
BRIDGE JCT				8.08	8.16	8.23												9.44	
2.1																			
VENICE JCT				8.13	8.26	8.27												9.48	
2.8																			
GRANITE CITY, ILL.	A. M. 12.12	A. M. 12.26	A. M. 12.57	8.19	8.32	8.34	A. M. 9.20	A. M. 9.47	A. M. 9.50	A. M. 9.57	A. M. 11.42	P. M. 12.17	P. M. 1.22	P. M. 3.12	P. M. 4.52	P. M. 6.24	P. M. 9.52	9.54	P. M. 11.54
5.4																			
LENOX	12.20	12.32 A. M.	1.04	8.25	8.38	8.41	9.25	9.53 A. M.	9.56 A. M.	10.02 A. M.	11.49 A. M.	12.23	1.27 P. M.	3.18	4.58	6.30 P. M.	9.59 P. M.	10.02	11.59 P. M.
6.8																			
NO. WOOD RIVER	12.30		1.14	8.32	8.45	8.47	9.33					12.31		3.25	5.05			10.10	
0.7																			
WANN	12.31 A. M.		1.15 A. M.	8.34 A. M.	8.47 A. M.	8.48	9.34 A. M.					12.32 P. M.		3.26 P. M.	5.06 P. M.			10.11	
1.1																			
EAST ALTON						8.49 A. M.												10.15 P. M.	

JOINT TIME TABLE No. 3.

Rules and Time Tables of the respective companies will govern, except as supplemented, modified or superseded herein.

The tracks of the N. Y. C. R. R. Co., and The Alton Railroad Co., between Bridge Junction and Wann and the tracks of the N. Y. C. R. R. Co., between Wann and East Alton are operated as double track. Trains and engines will keep to the right, unless otherwise provided.

Trains and engines will run with the current of traffic by block signals whose indications will supersede time table superiority.

The movement of trains will be supervised by the train dispatcher who will issue instructions to signalmen when required.

Extras and work extras may be run with the current of traffic without train orders (and may omit display of white signals), after obtaining permission from the signalman, at the initial station. The signalman must obtain authority from the train dispatcher.

Signalmen must notify train dispatchers in advance of the expected arrival of trains to enter joint track. If unable to communicate with the train dispatcher they must be careful to avoid delay to fast trains, not permitting a slow train to enter joint track when a fast train is approaching that would be delayed thereby.

Definitions

LIMITED SPEED.—A speed not exceeding forty-five miles per hour.

MEDIUM SPEED.—A speed not exceeding thirty miles per hour.

SLOW SPEED.—A speed not exceeding fifteen miles per hour.

RESTRICTED SPEED.—A speed not exceeding that which will enable a train to stop short of train ahead, obstruction, or switch not properly lined, look out for broken rail, and not exceeding slow speed.

Stations.—Additional to Station Column.

Roxana	2.1 miles west of Wood River
Mitchell	0.4 mile west of Lenox
Nameoki	2.4 miles east of Granite City
Venice Crossing	1.0 mile west of Venice Jct.

Train Order and Block Stations Open.

East Alton, daily except	7 A. M. Sunday to 7 A. M. Monday
Wann	Continuous
Wood River	Continuous
Lenox	Continuous
Granite City	Continuous
Venice Junction	Continuous
Bridge Junction	Continuous

USE OF SIGNALS

27. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication is plainly seen, it will govern.

When sufficient lights in a Color Position Light Signal are displayed to determine indication of the signal it will govern.

Conductors and enginemen using a switch where the switch light is imperfectly displayed or absent, must, if practicable, correct or replace the light.

Imperfectly displayed signals must be promptly reported to the Superintendent.

83. TRAIN REGISTERS.

East Alton.....Telegraph Office

83d. CLEARING OF TRAINS.

Bridge Jct. and Granite City, eastward first class trains will not be required to receive Clearance Form A except with train orders, or in connection with signal failure.

93. YARD LIMITS.

Between sunset and sunrise a red light must be carried on rear of last car of all cuts occupying main track within yard limits.

Flagmen must comply with Rule 99 when trains occupy main track in yard limits.

D93a. MOVEMENT AGAINT THE CURRENT OF TRAFFIC.

Movements against the current of traffic within yard limits must be made prepared to stop short of train or obstruction.

98. Railroad Crossings at Grade.

Location	Railroad	Signals
Wood River	Illinois Term.	Interlocking
Granite City	St. L. M. B. T.	Interlocking
Venice Crossing	Southern	Target
Bridge Junction	Illinois Term.	None
	N. Y. C. & St. L.	Gate
	Wabash	Target

98a. INDICATION OF GRADE CROSSING TARGETS.

Venice Crossing	Diagonal	N. Y. C.
	Horizontal	Southern
Bridge Junction	Upper arm vertical	N. Y. C.
	Lower arm vertical	Wabash

99. When a train or engine stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition, displaying lighted fusees.

When flagman has been recalled and safety to the train will permit, he may return. When the conditions require he will leave the torpedoes and a lighted fusee.

The front of the train must be protected in the same way when necessary by the most available trainman.

When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection. By night, or by day when the view is obscured, lighted fusees must be thrown off at proper intervals.

When day signals cannot be plainly seen, owing to weather or other conditions, night signals must also be used.

Conductors and enginemen are responsible for the protection of their trains.

103. PUBLIC CROSSINGS AT GRADE.

At night, or when weather or other conditions obscure the view, cars will not be pushed over unprotected road crossings at grade at a speed to exceed five miles per hour. Trainman riding the leading car, in addition to white light, will display lighted fusee.

PROTECTION TO PUBLIC HIGHWAYS.

When, by reason of accident or other cause for which the railroad is responsible, the traffic on a highway adjacent to the railroad is obstructed, protection to highway traffic is of next importance to protection of train, and necessary protection must be given by railroad employes. When day signals cannot be plainly seen owing to weather or other conditions, red lights or fusees must be used. Trainmen are authorized to call upon other employes or outsiders to assist.

104a. NORMAL POSITION OF SWITCHES.

East Alton, main track switch, C. B. & Q. connection lined for C. B. & Q.

104C. When a train or engine enters a siding or other track, the switch used in entering must not be changed until the train or engine is clear of the fouling point.

D-152. When a train or engine crosses over to, or obstructs the other track, unless otherwise provided it must first be protected as prescribed by Rule 99 in both directions on that track.

ELECTRICALLY LOCKED SWITCHES.

Location.

Lenox—East end A & S Connection. West end crossover to Alton Siding.

Venice Jct.—3100 Ft. west, both ends main track crossover.

208. TRAIN ORDERS.

Train orders restricting the superiority of a train, if addressed to it at a station where its superiority is restricted, must be on Form 31, except at its initial station or other stations where it is required to receive Clearance Form A.

221(C)

At interlocking stations, Rule 221(C) will govern the delivery of train orders The yellow flag or light as provided for in this rule indicating there are train orders will be displayed from or adjacent to the interlocking stations, as follows:

Wann. Metal flags and lanterns mounted on pole east of office and on west side of office.

SPECIAL INSTRUCTIONS

Wood River Metal flags and lanterns on front of tower.

Lenox. Yellow lamps mounted on pole on east side of westward track.

WR-Granite City. Yellow lamps mounted on pole 50 feet from front of tower for all train movements.

253. A train having work to do must obtain permission from the signalman at the last open station at which there is a siding before entering the block in which work is to be done. The signalman must obtain authority to give this permission from the train dispatcher.

Permission to Enter Automatic or Manual Block.

In every case when trains or engines request permission to enter the main track or cross from one main to another, or request to make any other main track move, only a qualified conductor or engineman must make such request to the signalman or dispatcher.

Signalmen must enter upon their block records name of conductor or engineman who is given such permission.

305. MANUAL BLOCK SYSTEM.

Manual Block System is in use:

Single Track:

Between East Alton and Junction with C. B. & Q.

Two Tracks:

Between: East Alton and Wann.
Granite City and Bridge Jct., westward track only.

Single and Two Tracks:

Indications of manual block signals will convey to second class and extra trains, information as to condition of that portion of the block that is not within yard limits. Second class and extra trains must move within yard limits prepared to stop, unless the main track is seen or known to be clear.

A proceed indication displayed on home signal at a closed block or interlocking station will not supersede or modify the block signal indication or instructions received at last open block station.

332. If, from any cause, a signalman is unable to communicate with the next block station in advance, he must stop all trains approaching in that direction. Should no cause for detaining a train be known, it may then be permitted to proceed with Caution Card (Form B), provided fifteen minutes have elapsed since the passage of the last train.

361. Unless otherwise provided, block signals govern the use of the track indicated by their locations and aspects.

Note to Rule 361. On double track fixed signals may be provided to govern movements with and against the current of traffic respectively.

362. Trains must not pass a Stop-Signal without receiving Clearance Card (Form A), and in addition, if block is not clear, either Caution Card (Form B), or Permissive Card (Form C), or train order authorizing them to do so.

When a train receives Permissive Signal, or Permissive Card (Form C), it must proceed with caution prepared to stop short of train or obstruction in the block.

When a train receives a Clear-Signal or a Distant Block Signal, it must not be accepted as modifying or changing, in any way, the instructions received by signal indication card, train orders or otherwise, at the last preceding open station.

363. Trains and engines must not proceed on hand signals as against block signals.

364. Unless otherwise directed, when two or more trains have been coupled and so move past any block station, they must be separated only at a block station and the signalman notified.

365. When a train takes a siding it must not again enter the block without the permission of the signalman.

A train having passed beyond the limits of a block must not return to that block without the permission of the signalman.

366. Unless otherwise provided, when it is necessary for a train to cross over, the signalman must be notified and permission obtained before crossing over or returning.

370. If there is an obstruction between block stations notice must be given to the nearest signalman.

371. If a train is stopped by a block signal the conductor and engineman must immediately ascertain the cause.

372. Conductors must report to the Superintendent any unusual detention at block stations.

373. A block station must not be considered as closed, except as provided for by time-table or by special instructions.

Before permitting an operator at an open block station to absent himself from the office and display clear indication with his block signal, the dispatcher must communicate with the open block stations on either side, putting out 19 orders to be delivered to any train entering block that the next block station is closed.

Trains entering block on other than proceed indication will not accept a clear proceed indication at block station which was closed when train entered block, without receiving clearance or message.

AUTOMATIC BLOCK SYSTEM.

501. A train or engine must not leave a siding to enter the block or foul the main track without permission of the signalman or dispatcher. When permission has been obtained to enter the main track under circumstances in which a train or engine may be overtaken by another train or engine, two minutes must elapse after hand operated switch has been thrown before fouling or entering the block.

This will not relieve flagman from protecting per Rule 99.

505.

Automatic Block System is in use:

Two Tracks with the current of traffic:

Between: Bridge Junction and Wann. Eastward track.
Wann and Granite City. Westward track.

The Manual Block System will be used for movements against the current of traffic:

Between: Bridge Junction and Wann.
Wann and Granite City.

508. Block signals govern the use of the track indicated by their locations and aspects only.

509. When a train is stopped by a Stop-signal (Rule 292) it must stay until authorized to proceed, or in case of failure of means of communication, it may proceed when preceded by a flagman, a sufficient distance to insure full protection, to the next signal displaying a proceed indication.

When a train is stopped by a Stop-and-Proceed signal (Rule 291) it may proceed at once at Restricted Speed.

On track signalled for traffic in one direction only, when a train is stopped by an automatic block color position light signal, equipped with number board and signal indicating STOP displaying two (2) red lights without marker light, train will be governed by Rule 291.

510. When a train is stopped by a block signal which is evidently out of order, and not so indicated, the fact must be reported to the superintendent.

511. Both switches of a cross-over must be open before a train or engine starts to make a cross-over movement, and the movement must be completed before either switch is restored to normal position.

Unless otherwise provided, when it is necessary to cross over, the nearest signalman must be notified and permission obtained before crossing over or returning.

513. Rule 513 does not apply to hand throw electrically locked switches.

At bolt-locked switches after operating the bolt lock, trainmen must wait *five* minutes before operating the switch. At non-bolt-locked switches trainmen will operate the switch and wait *five* minutes at the switch before making engine or train movement, unless it is known that the movement of an approaching train will not be affected.

This will not relieve flagman from protecting per Rule 99.

Interlockings

601. The Interlocking Signals serve also as Manual or Automatic Block Signals or as Train Order Signals, where such signals are not provided separately at open stations, and where the Automatic Block System is used, they are semi-Automatic in operation.

663. Trains or engines must not proceed on hand signals as against interlocking signals, until enginemen and trainmen are fully informed of the situation and only after trains or engines have come to a stop. Trains or engines proceeding on hand signals must run at Slow Speed.

At Wann with the current of traffic westward, train order signal is provided.

At Bridge Junction, the manual block territory terminates for westward trains, and originates for eastward trains against the current of traffic, at point designated by grade crossing stop signals located 600 feet east of office. Westward trains and engines must not proceed beyond this point until given a hand signal by railroad crossing attendant.

701. OBSERVANCE OF PASSING TRAINS.

When trains are passing, signalman, operator or leverman, whenever practicable, must observe from station platform, or ground, the general condition of the train.

705. LEAVING CARS ON SIDE TRACKS.

When placing cars for loading or unloading, they must, when practicable, not be left standing nearer than fifty (50) feet to any street, or road crossing, and not nearer than one hundred (100) feet when placed in storage.

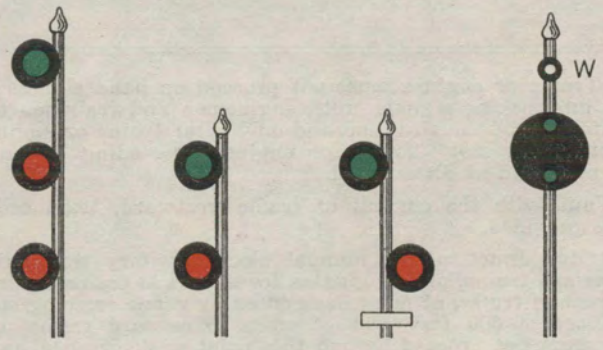
Engine and Car Restrictions

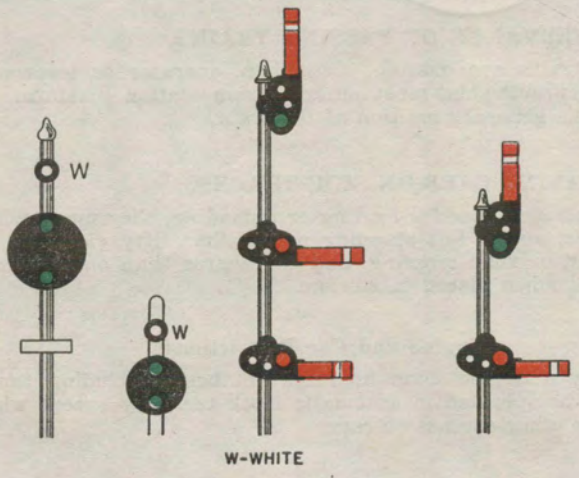
Engines with less than 32 ft. wheel base (including tank) must not be operated in automatic block territory except when coupled to other engines or cars.

Speed Restrictions

Speed restrictions are shown in miles per hour and apply to entire train (unless otherwise restricted).

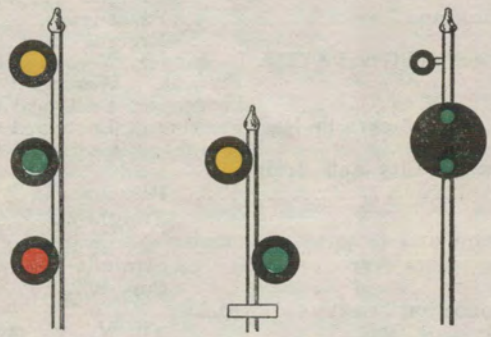
Between East Alton and Wann	Passenger		40
	Freight		25
Between Wann and Lenox	Passenger		75
	Freight		50
Between Lenox and Granite City,	Passenger,	Westward track	75
	Freight,	Westward track	50
	Passenger,	Eastward track	80
With 3 cars or less,	Passenger,	Eastward track	65
	Freight,	Eastward track	50
Between Granite City and Bridge Junction	Passenger		35
	Freight		25
Between Wann and Granite City trains handling steam cranes	Straight track		40
	Curves		30
Wann — Connection westward track with Alton R. R.	All N. Y. C. and C. B. & Q.		20
	All Alton R. R.		30
Eastward through facing point cross-over	All N. Y. C. and C. B. & Q.		25
	All Alton R. R.		30
Wood River—Eastward track over Illinois Terminal	All		40
Lenox—Via diverging route through puzzle switch	All		5
At junction switches except on eastward track via N. Y. C. Short Line	All		35
Granite City — Through interlocking plant via joint track, under control, not to exceed	All		30
Through interlocking plant via St. Louis Merchants Bridge Terminal	All		20
Venice Crossing — Through puzzle switch	All		5





Rule 281

Proceed.

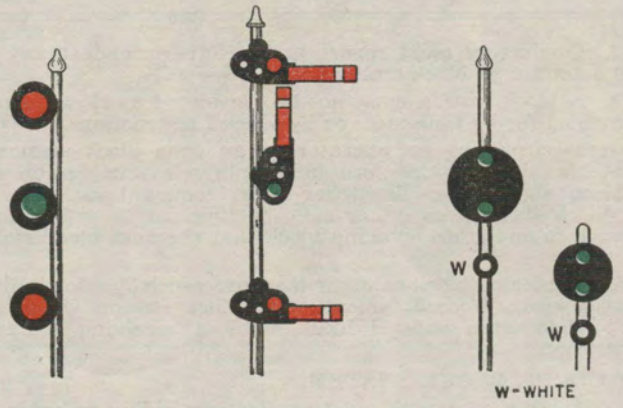


Rule 282

Proceed, approaching next signal at medium speed.

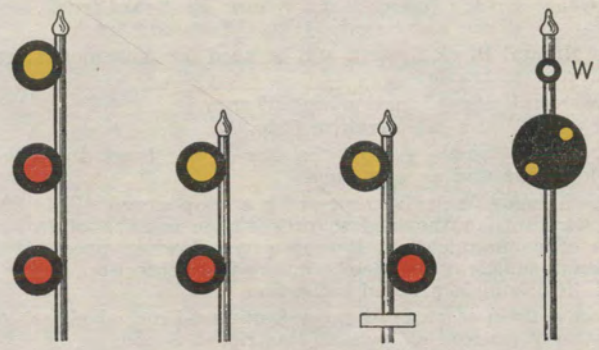
Rule 282A

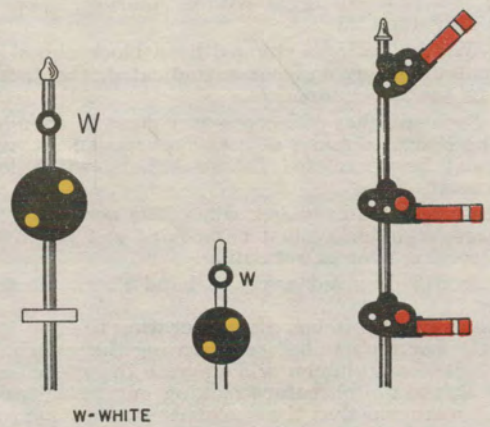
Proceed, preparing to stop at second signal.



Rule 283

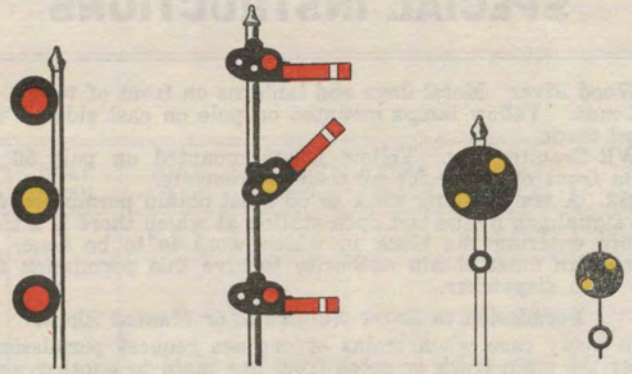
Proceed; medium speed within interlocking limits.





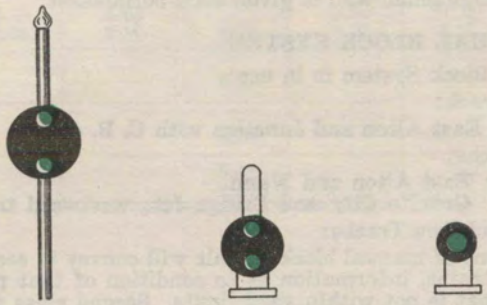
Rule 285

Proceed, preparing to stop at next signal. Train exceeding medium speed must at once reduce to that speed. Reduction to medium speed must commence before passing signal and be completed before accepting a more favorable indication.



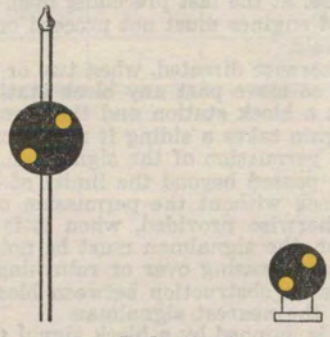
Rule 286

Proceed at medium speed, preparing to stop at next signal.



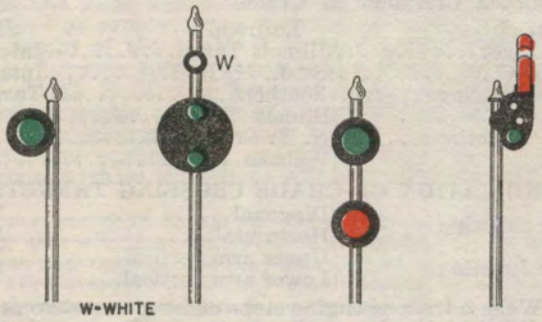
Rule 287

Proceed; slow speed within interlocking limits.



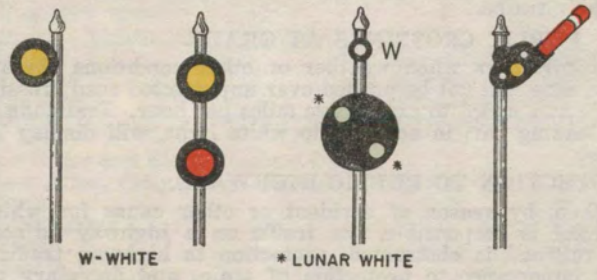
Rule 288

Proceed at slow speed, preparing to stop at next signal.



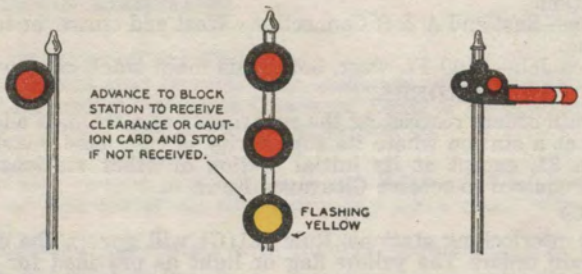
Rule 289

Proceed.



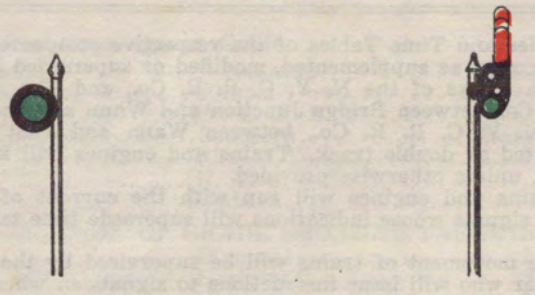
Rule 289A

Block occupied; proceed prepared to stop short of train ahead.



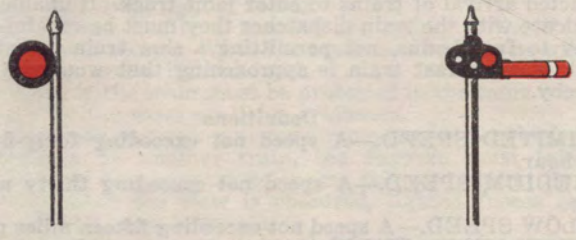
Rule 289B

Stop.



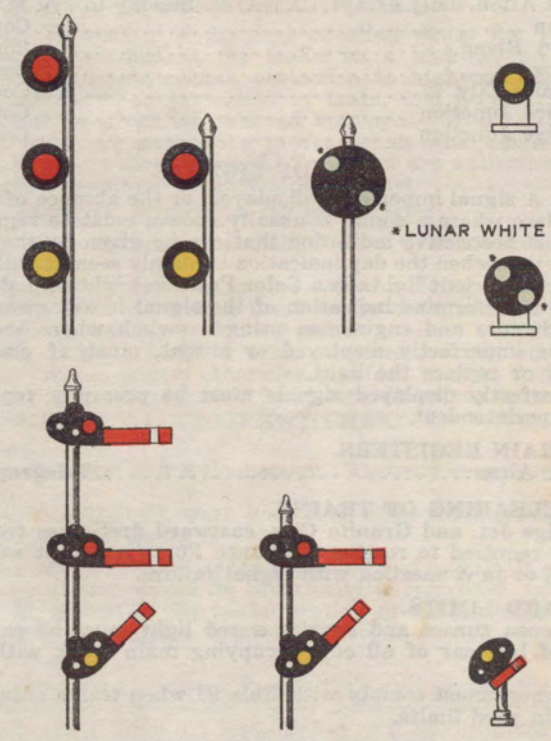
Rule 289C

No Train Orders.



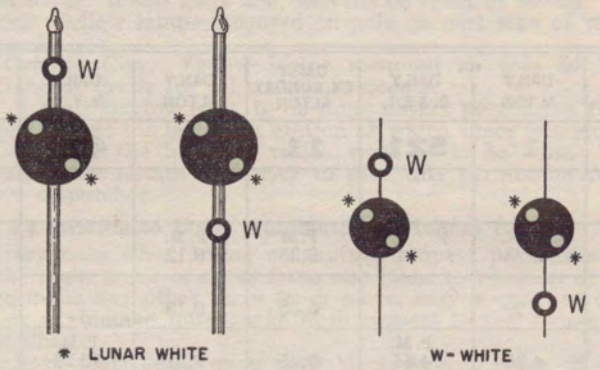
Rule 289E

Train Orders.



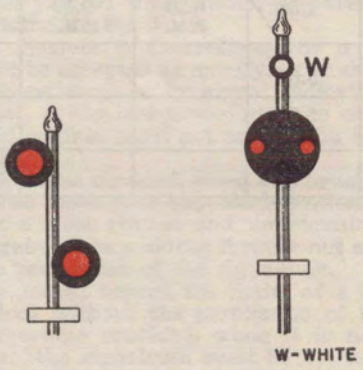
Rule 290

Proceed at restricted speed.



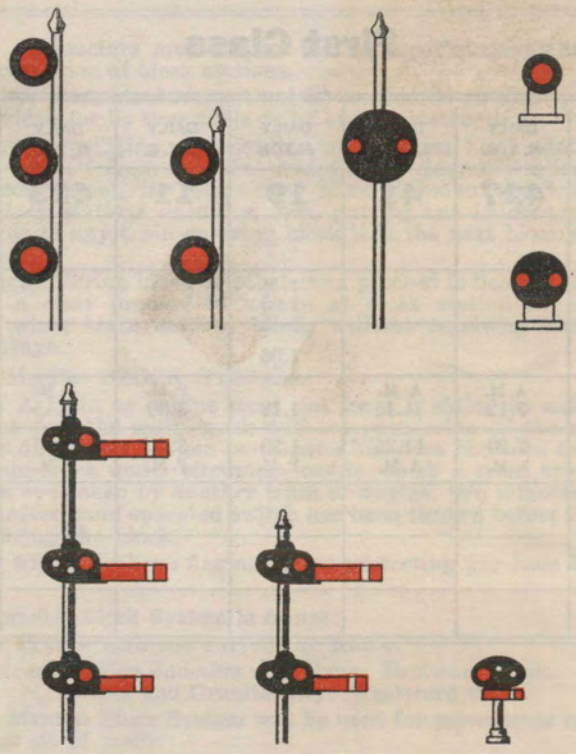
Rule 290A

Block occupied; proceed prepared to stop short of train ahead. In automatic block territory proceed at restricted speed until entire train passes next signal.



Rule 291

Stop, then proceed at restricted speed.



Rule 292

Stop.