Illinois Terminal R. R. Company

ALL DIVISIONS EXCEPT A. & E. DIVISION
BETWEEN L. & M. JUNCTION
AND BRIDGE JUNCTION

TIME TABLE No. 10

EFFECTIVE
SUNDAY, MARCH 4, 1956
At 12:01 A. M.
(Central Standard Time)
Superseding All Previous Time Tables

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

NOTE CAREFULLY SPECIAL INSTRUCTIONS ON PAGES 2, 3, 7, 8, 9, 10, 11, 12, 13, 14, and 15.

F. L. DENNIS, Vice-President - - - - - - St. Louis, Mo.
W. R. McOWAN, Gen. Superintendent - - - - - Alton, Ill.
O. C. GENUNG, Asst. Gen. Supt. - - - - - Springfield, Ill.
H. H. SMITH, Supt. Transportation - - - - - St. Louis, Mo.

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TONNAGE RATINGS

Tonnage rating for GP.7 Diesel Locomotives, in multiple units between McKinley Junction and East Peoria

McKinley Jct.	Edwardsville	4250
Edwardsville	East Belt	3600
East Belt	East Peoria	3000
Herberger		2000
East Peoria	Caldwell	1500
	(With Class D shoving)	2200
Caldwell	East Belt	3500
East Belt	Edwardsville	3600
Edwardsville	McKinley Jct.	6000

All concerned should follow item 304, page 304, of the Enginemen's Operating Manual insofar as slippage, etc., is concerned.

Use following figures for tonnage basis for empty cars: Coal Cars 28 Tons, Box Cars 28 Tons, Tank Cars 26 Tons, Flat Cars 25 Tons.

The tonnages given are maximum for the conditions stated, except an allowance of 25 tons where it will permit the handling of an additional load.

Where it is necessary to double a grade, the train should be divided as nearly as possible in the center by weight, half the tonnage being handled in each movement.

When temperature is below zero, tonnage will be governed by instructions from Dispatcher.

W. R. McOwan, Gen. Superintendent.....Alton, Ill.

O. C. Genung, Asst. Gen. Superintendent.....Springfield, Ill.

G. H. Schien, Road Foreman of Engines .....Alton, Ill.

D. B. Hill, Trainmaster.....Springfield, Ill.

C. F. Warren, Chief Dispatcher.....Springfield, Ill.

C. R. Lochbaum, Asst. Chief Dispatcher.....Springfield, Ill.

W. E. Sostman, Asst. Trainmaster.....Decatur, Ill.

C. V. Fritchley, Asst. Trainmaster.....Decatur, Ill.

T. G. Byrnes, Trainmaster .....Alton, Ill.

A. L. Garbin, Chief Dispatcher and Trainmaster.....Alton, Ill.

L. M. Hall, Asst. Trainmaster.....Alton, Ill.

E. M. DePoister, Asst. Trainmaster.....Madison, Ill.

J. S. Seifert, Asst. Trainmaster .....Madison, Ill.

A. F. Hertel, Asst. Trainmaster.....Granite City, Ill.

LIST OF THROUGH TRUSS AND OTHER NON-CLEARANCE BRIDGES AND SUBWAYS

Location	Structures	Overhead Clearance From Top of Rail	Side Clearance from Track Center
Mackinaw	Mackinaw River Thru Bridge	19′ 7″	6′ 11″
Mackinaw	Penn. R. R. Subway	16′ 3″	8′ 11″
Mackinaw	C.C.C.&St.L. R.R. Subway	16′ 3″	8′ 11″
Mackinaw	Highway Subway	16′ 9″	8′ 4″
Lincoln	Kickapoo Creek Thur Bridge	16′ 11″	6′ 9″
Sherman	Sangamon River Thru Bridge	18′ 4″	6′ 11″
Springfield	I.C. R.R. Subway	16′ 3″	8′ 7″
Springfield	Fox Road Subway	16′ 6″	23′ 4″
Springfield	Springfield GM&O Viaduct	(See Note "B")	
Springfield	Springfield GM&O Subway	16′ 3″	11′ 5″
Carlinville	Carlinville GM&O Subway	16′ 4″	6′ 4″
Carlinville	Macoupin Creek Thru Bridge	18′ 11″	8′ 3″
Worden	Wabash Ry. Subway	16′ 7″	9′ 10″
Worden	C.C.C.&St.L. R.R. Subway	(See Note "C")	
Edwardsville	Prickett Ave Subway	17′ 6″	14 2″
Edwardsville	T. St. L. & W. R. R Subway	19′ 6″	8′ 8″
Edwardsville	Highway Subway	19′ 9″	8′ 4″
Madison	**McCambridge Thru Bridge**	**17′ 6″**	**7′ 6″**
Venice	**T.&E. High Line**	**18′ 8″**	**8′ 0″**
Venice	**McKinley Bridge Thru Bridge**	**17′ 4″**	**6′ 7″**
St. Louis	**McKinley Bridge to Branch St.**	**17′ 9″**	**8′ 2″**
St. Louis	**Howard to Branch Elevated**	**17′ 6″**	**8′ 2″**
St. Louis	**Cass to Lucas Subway**	**17′ 2″**	**8′ 6″**
Riverton	Sangamon River Thru Bridge	18′ 1″	7′ 8″
Decatur	Wabash Ry Subway	16′ 7″	13′ 0″
Decatur	I.C.R.R. Subway	17′ 0″	7′ 10″
Decatur	I.C.R.R. Penn. R.R. Subway	16′ 7″	8′ 5″
Decatur	Wabash Ry. Staley Subway	17′ 5″	7′ 5″

NOTE "A"

Conductors must not attempt to handle cars through bridges and subways unless the height and width of the lading is at least 2 inches less than the clearance shown above.

NOTE "B"

Maximum Width and Height for GM&O Viaduct—Springfield.

Height	15′ 0″	15′ 6″	16′ 0″	16′ 6″	17′ 0″	17′ 6″	18′ 0″
Width	12′ 0″	11′ 0″	10′ 0″	9′ 0″	8′ 0″	7′ 0″	6′ 0″

NOTE "C"

Maximum Width and Height for Big-4 Subway—Worden.

Height	15′ 0″	15′ 6″	16′ 0″	16′ 6″	16′ 9″
Width	12′ 0″	11′ 0″	10′ 0″	8′ 0″	7′ 0″

Time Table No. 10

EFFECTIVE

March 4, 1956

Southward FIRST CLASS						Northward FIRST CLASS			
For schedules East Peoria to Edwardsville on Electric Division, see Pages 4, 5.	203 St. Louis Freight Daily	201 St. Louis Freight Daily	Miles from LeClaire	Station Numbers	STATIONS	Siding Car Capacity	200 Peoria Freight Daily	202 Peoria Freight Daily	For schedules Edwardsville to East Peoria on Electric Division, see Pages 4, 5.
	8.10 PM	8.30 AM	15.5	16	...EDWARDSVILLE	65	1.15 AM	2.40 PM	
	.....	.....	....	....	LeClaire Yard	....	.....	.....	
	8.12	8.32	15 8	16	...THERMAL No. 1.....	83	1.13	2.38	
	8.16	8.36	18.2	18	...MONT	52	1.09	2.34	
	8.21	8.41	20.3	20	...TROY JCT	45	1.05	2.30	
	8.31	8.51	24.2	24	...THIRTEEN MILE	29	12.50	2.15	
	8.40	9.00	28.5	29	...WINTERS	53	12.41	2.06	
	8.55 PM 200	9.15 AM	35.0	35	...McKINLEY JCT ..... Madison	....	*12.30* AM 203	1.55 PM	
	.....	.....	....	....		....	.....	.....	

SPECIAL INSTRUCTIONS

The color light signal located on the Main track at the south end of Thermal #1 will control southbound train movements both on the Main track and when leaving the Yards. This signal will be controlled by Operator at LeClaire Tower.

Signal Colors and Indications are as follows:

Yellow over Red.....For movement on main track—Proceed at restricted speed.

Red over Yellow.....For movement from Yards to main track—Proceed at restricted speed.

Red .....Stop.

Southbound trains on Main track may pass signal indicating "STOP" to enter Thermal #1, but must receive proceed indication before leaving.

When southbound train is ready to leave Thermal #1 and signal indicates "STOP", crew must call Operator and must not proceed until proper indication has been received or train has been given authority by train dispatcher to pass signal at "STOP".

Trains 201 and 203 will head through Thermal No. 1.

Trains 200 and 202 will head through Thermal No. 1.

Trains 200 and 202 will report at Thermal No. 1 to Operator at LeClaire.

While using the tracks of the St. L. M. B. T. Ry., T. R. R. A., and Alton & Southern Railway, trains will be governed by the rules and regulations of these companies and trainmen will familiarize themselves with the timetable and rules and render a strict compliance therewith.

The color light signal located on the Main track just south of Federal Yard will control southbound train movements both on the Main track and when leaving the Yards. This signal will be controlled by operator at North Wood River Tower.

Signal Colors and Indications are as follows:

Yellow over Red.....For movement on main track—Proceed at restricted speed.

Red over Yellow.....For movement from Yards to main track—Proceed at restricted speed.

Red .....Stop.

Southbound trains on main track may pass signal indicating "STOP" to enter Yard, but must receive proceed indication before leaving.

When southbound train is ready to leave Federal and signal indicates "STOP", crew must call Train Dispatcher and must not proceed until proper indication has been received or train has been given authority by train dispatcher to pass signal at "STOP".

Trains must not exceed a speed of twenty-five (25) miles per hour from Maryville to Sand Cut and thirty-five (35) miles per hour from Sand Cut to Alton & Southern crossing.

Trains will operate under control between Alton & Southern Crossing and McKinley Junction yard, expecting to find the main line occupied. Alton & Southern trains use Illinois Terminal tracks between A. & S. crossing and McKinley Junction.

See timetable in effect on Alton and Eastern Division for operation between Bridge Junction and L. & M. Junction.

Southward FIRST CLASS 203 St. Louis Freight Daily	Southward FIRST CLASS 201 St. Louis Freight Daily	Station Numbers	Miles from Springfield	Time Table No. 10 EFFECTIVE March 4, 1956 STATIONS	Miles from St. Louis	Siding Car Capacity	Northward FIRST CLASS 200 Peoria Freight Daily	Northward FIRST CLASS 202 Peoria Freight Daily
.....	.....	301	0.0	L. SPRINGFIELD	102.2	...	.....	.....
4.30 PM	4.50 AM	301	1.1	..EAST BELT (Y)	101.1	...	5.45 AM	6.20 PM
4.35	4.55	301	3.2	..B. & O. CONN.	99.0	...	5.36	6.11
4.40	5.00	301	5.2	ALLIS	97.0	42	5.31	6.06
4.45	5.05	301	6.7	JESS	95.5	56	5.26	6.01
4.50	5.22 200	294	8.8	HAWKS	93.4	86	5.22 201	5.57
4.58	5.29	288	14.0	CHATHAM SDG.	88.2	51	5.14	5.49
5.06	5.38	283	19.4	AUBURN	82.8	12	5.04	5.39
5.30 202	5.48	278	24.5	COUNTY LINE	77.7	80	4.56	5.30 203
5.38	5.53	276	26.4	..VIRDEN	75.8	...	4.49	5.24
5.42	5.57	275	27.0	MONROE	75 2	32	4.45	5.20
5.49	6.04	272	30.2	GIRARD	72.0	...	4.37	5.12
5.53	6.08	271	31.9	RUTH	70.3	58	4.33	5.08
5.56	6.11	268	34.0	NILWOOD	68.2	...	4.28	5.03
6.02	6.17	265	37.1	COOPERS	65.1	50	4.23	4.58
6.10	6.25	261	41.5	SHEEP'S	60.7	46	4.15	4.50
6.14	6.30	259	43.2	..CARLINVILLE	59.0	...	4.10	4.45
6.18	6.35	258	44.0	MOODY	58.2	20	4.05	4.40
6.26	6.43	255	47.7	..DAVIS	54.5	41	3.57	4.32
6.29	6.46	253	49.3	LOVELESS	52.9	13	3.54	4.29
6.36	6.53	248	54.6	CAVENDER	47.6	35	3.45	4.20
6.41	6.58	247	55.4	..GILLESPIE	46.8	...	3.40	4.15
6.50	7.07	245	57.8	BENLD	44.4	31	3.30	4.05
6.55	7.12	243	59.0	..SAWYERVILLE	43.2	40	3.25	4.00
7.02	7.19	240	62.8	..WALL	39.4	29	3.16	3.51
7.06	7.22	239	63.7	..STAUNTON	38.5	...	3.11	3.46
7.08	7.24	239	63.9	SPRING ST. (Y)	38.3	...	3.09	3.44
7.10	7.26	238	64.7	..SAGER	37.5	62	3.07	3.42
7.16	7.32	234	68.5	..SUBWAY	33.7	32	3.00	3.35
7.20	7.36	233	69.8	..WORDEN	32.4	...	2.55	3.30
7.25	7.41	231	71.1	..HERN	31.1	52	2.50	3.25
7.28	7.44	230	73.0	..HAMEL	29.2	20	2.45	3.20
7.32	7.49	227	75.5	..MAPLE ROAD	26.7	45	2.40	3.15
7.37	7.54	224	78.3	GRANITE	23.9	55	2.35	3.10
7.50 PM	8.10 AM	220	82.0	..EDWARDSVILLE	20.2	...	2.25 AM	3.00 PM
For schedules Edwardsville to McKinley Junction on Diesel Division, see Page 3.	For schedules Edwardsville to McKinley Junction on Diesel Division, see Page 3.	213	89.2	CHEMICAL	13.0	26	For schedules McKinley Junction to Edwardsville on Diesel Division, see Page 3.	For schedules McKinley Junction to Edwardsville on Diesel Division, see Page 3.
		208	94.5	..HEWITT	7.7	...		
		207	94.9	..GRANITE CITY	7.3	...		
		206	96.1	..PLUM	6.1	...		
		205	97.4	..LANG	4.8	...		
		203	98.8	..POWER	3.4	...		
		202	100.2	..BRANCH ST.	2.0	...		
		200	102.2	A. ST. LOUIS	0.0	...		
		....	....	.....	....	...		

Freight trains must observe all speed boards and in no case exceed a speed of forty-five (45) miles per hour.

Southward FIRST CLASS 203 St. Louis Freight Daily	Southward FIRST CLASS 201 St. Louis Freight Daily	Station Numbers	Miles from East Peoria	Time Table No. 10 EFFECTIVE March 4, 1956 STATIONS	Miles from Springfield	Siding Car Capacity	Northward FIRST CLASS 200 Peoria Freight Daily	Northward FIRST CLASS 202 Peoria Freight Daily
12.40 PM	1.00 AM	372	0.0	L. EAST PEORIA	71.2	...	9.15 AM	9.40 PM
1.10	1.30	372	0.6	... P. & P. U.	70.6	...	8.56	9.25
1.27	1.47	367	4.7	.. CALDWELL	66.5	28	8.41	9.10
1.34	1.54	364	7.2	.. HENRY	64.0	40	8.36	9.05
1.37	1.57	363	8.2	.. NORTH MORTON	63.0	...	8.32	9.01
1.45	2.05	363	9.6	.. SOUTH MORTON	61.6	...	8.24	8.53
1.52	2.12	357	14.2	.. CLYDE	57.0	60	8.16	8.45
1.57	2.17	356	15.5	.. MACKINAW JCT. (Y)	55.7	...	8.06	8.35
1.58	2.18	356	15.8	.. CASH	55.4	...	8.02	8.31
2.05	2.27	354	17.8	.. SUMMIT	53.4	60	7.58	8.27
2.08	2.30	352	19.4	.. WALNUT	51.8	18	7.55	8.24
2.11	2.33	350	21.9	.. FRAVERT	49.3	32	7.52	8.21
2.14	2.36	348	23.6	.. MINDALE	47.6	14	7.49	8.18
2.18	2.40	346	25.6	.. SUTTER	45.6	33	7.46	8.15
.....	.....	343	28.0	.. RICHMOND	43.2	11	.....	.....
2.23	2.45	342	29.2	.. BURT	42.0	47	7.40	8.09
2.30	2.52	339	33.0	.. UNION	38.2	20	7.34	8.03
2.38	3.00	334	37.7	.. EVANS	33.5	27	7.24	7.53
2.43	3.05	331	40.9	.. KINGS	30.3	50	7.19	7.48
2.50	3.12	329	42.9	.. LINCOLN	28.3	...	7.11	7.40
2.54	3.16	328	43.2	.. WYATT	28.0	...	7.08	7.37
3.00	3.22	325	46.2	.. BOREN	25.0	27	7.03	7.32
3.05	3.27	324	47.8	.. FOGARTY	23.4	14	7.00	7.30
3.10	3.32	322	49.7	.. BROADWELL	21.5	12	6.55	7.25
3.16	3.38	318	52.9	.. LYONS	18.3	50	6.50	7.20
3.18	3.40	318	53.8	.. ELKHART	17.4	...	6.48	7.18
3.22	3.44	316	55.2	.. HURLBUT	16.0	14	6.46	7.16
3.29	3.51	313	59.0	.. WOOD	12.2	44	6.40	7.10
3.31	3.53	312	59.5	.. WILLIAMSVILLE	11.7	...	6.38	7.08
3.41	4.03	307	64.5	.. SHERMAN	6.7	30	6.30	7.00
3.48	4.10	301	68.3	.. RIDGLEY	2.9	71	6.20	6.50
3.52	4.14	301	69.6	.. STARNE	1.6	...	6.15	6.45
4.00 PM	4.20 AM	301	70.1	.. EAST BELT (Y)	1.1	...	6.10 AM	6.40 PM
.....	.....	301	71.2	A .. SPRINGFIELD	0.0	...	.....	.....
.....	.....	....	....	.....	....	...	.....	.....
.....	.....	....	....	.....	....	...	.....	.....
.....	.....	....	....	.....	....	...	.....	.....
.....	.....	....	....	.....	....	...	.....	.....
.....	.....	....	....	.....	....	...	.....	.....
.....	.....	....	....	.....	....	...	.....	.....

All trains will operate over Pennsylvania Railroad Company tracks between North Morton and South Morton and will be governed by rules and special instruction of the Pennsylvania Railroad Company.

Freight trains must observe all speed boards and in no case exceed a speed of forty-five (45) miles per hour.

Westward SECOND CLASS 307 St. Louis Freight Daily Ex.Sunday	Westward SECOND CLASS 305 St. Louis Freight Daily Ex. Sunday	Westward SECOND CLASS 303 Local Freight Daily	Station Numbers	Miles from Delong	Time Table No. 10 EFFECTIVE March 4, 1956 STATIONS	Miles from Springfield	Siding Car Capacity	Eastward SECOND CLASS 302 Local Freight Daily Ex.Sunday	Eastward SECOND CLASS 304 Local Freight Daily Ex.Sunday	Eastward SECOND CLASS 306 Local Freight Daily
.....	.....	306 4.30 AM	606	0.0	DELONG	106.3	12	.....	.....	303 4.15 AM
.....	.....	4.33	605	1.0	RUMPLER	105.3	19	.....	.....	4.07
.....	.....	4.38	603	2.8	OGDEN (Y)	103.5	...	.....	.....	4.02
.....	.....	4.46	600	5.9	C. & E. I. CONN.	100.4	53	.....	.....	3.54
.....	.....	4.56	599	7.4	ST. JOSEPH	98.9	5	.....	.....	3.39
.....	.....	5.06	596	10.1	FULLS	96.2	14	.....	.....	3.28
.....	.....	5.21	593	13.4	STORAGE	92.9	30	.....	.....	3.21
.....	.....	5.31	591	15.2	BAILEY	91.1	7	.....	.....	3.15
.....	.....	5.36	591	15.9	MAIN STREET	90.4	..	.....	.....	3.10
.....	.....	.....	588	18.3	CHAMPAIGN	88.0	...	.....	.....	.....
.....	.....	6.06	585	21.6	STALEY CONNECTION	84.7	28	.....	.....	2.33
.....	.....	6.15	581	25.2	BONDVILLE	81.1	14	.....	.....	2.21
.....	.....	6.50	568	38.4	DICKERSON	67.9	21	.....	.....	1.52
.....	.....	6.55	567	39.1	MONTICELLO	67.2	...	.....	.....	1.46
.....	.....	7.10	563	43.3	LARK	63.0	16	.....	.....	1.37
.....	.....	7.17	560	46.1	BEMENT	60.2	11	.....	.....	1.31
.....	.....	7.22	559	46.9	LAMB	59.4	16	.....	.....	1.27
.....	.....	7.32	556	50.2	MILMINE	56.1	8	.....	.....	1.17
.....	.....	7.44	553	53.9	LESLIE	52.4	26	.....	.....	1.07
.....	.....	7.46	552	54.4	MASON	51.9	15	.....	.....	1.06
.....	.....	7.59	548	58.7	OAKLEY	47.6	8	.....	.....	12.54
.....	.....	8.09	544	61.9	KELLAR	44 4	17	.....	.....	12.44
.....	.....	8.19	542	64.1	BRUSH	42.2	35	.....	.....	12.37
304 10.50 PM	302 11.10 AM	8.30 AM	540	65.6	STORE ROOM	40.7	...	305 10.10 AM	307 9.50 PM	12.30 AM
10.55	11.15	.....	539	67.1	NORTH JCT.	39.2	...	10.00	9.41	
11.00	11.20	.....	537	69.2	DECATUR	37.1	...	9.55	9.36	.....
11.05	11.30	.....	537	69.9	TORRENCE	36.4	43	9.50	9.31	.....
11.15	11.40	.....	533	73.0	WYCKLES	33.3	13	9.38	9.21	.....
11.21	11.50	.....	530	76.0	HARRISTOWN	30.3	15	9.30	9.15	.....
11.26	11.55	.....	530	77.1	FRASER	29.2	16	9.20	9.10	.....
11.29	12.00	.....	528	78.6	FENTON	27.7	36	9.15	9.07	.....
11.31	12.05	.....	526	80.5	NIANTIC	25.8	16	9.10	9.03	.....
11.38	12.13	.....	522	84.1	LONG POINT	22.2	6	9.02	8.56	.....
11.40	12.15	.....	522	84.5	ILLIOPOLIS	21.8	6	9.00	8.54	.....
11.45	12.21	.....	519	87.8	HAYNES	18.5	52	8.54	8.49	.....
11.50	12.27	.....	516	90.1	LANESVILLE	16.2	5	8.49	8.44	.....
11.54	12.33	.....	514	92.2	MECHANICSB'G J. (Y)	14.1	...	8.44	8.40	.....
11.56	12.35	.....	513	93.0	ENNIS	13.3	12	8.42	8.38	.....
12.10	12.48	.....	507	99.6	TURNEY	6.7	38	8.24	8.24	.....
12.15	12.52	.....	505	100.7	RIVERTON	5.6	...	8.17	8.17	.....
12.22	1.00	.....	503	103.4	MILLERS	2.9	38	8.10	8.10	.....
12.27	1.05	.....	501	104.7	STARNE	1.6	...	8.05	8.05	.....
12.40 AM	1.15 PM	.....	501	105.2	EAST BELT (Y)	1.1	...	8.00 AM	8.00 PM	.....
.....	.....	.....	500	106.3	SPRINGFIELD	0.0	...	.....	.....	.....

All trains will operate over Illinois Central R. R. Co. and Wabash Ry. Co. tracks between Staley Connection and Main Street, Urbana, and will be governed by current Champaign Terminal Joint Time Table and rules and special regulations contained therein.

Freight trains must observe all speed boards and in no case exceed a speed of thirty-five (35) miles per hour.

SUPERIORITY OF TRAINS

Trains will not leave terminal or junction point until all trains of superior class and all trains of the same class past due have arrived or meeting points have been fixed by train orders.

A train is superior to another train by right or class.

Right is conferred by train order; class by time-table.

Right is superior to class.

Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on.

Extra trains are inferior to regular trains.

Trains of the same class in either direction have equal rights and will meet as per time table, unless otherwise provided by train order.

South or westbound trains take siding for north or eastbound trains.

Second class freight trains will clear the time of first class trains five (5) minutes.

Third class trains will clear the time of first and second class trains five (5) minutes.

Extra trains will clear the time of scheduled trains five (5) minutes.

Timetable schedules, unless fulfilled, will be in effect for four (4) hours after their time at each station.

Regular trains more than four (4) hours behind either their schedule arriving or leaving time at any station lose both right and schedule and can thereafter proceed only as authorized by train order.

At meeting or passing points, a train awaiting arrival of another train, must, if practicable, stop at least 300 feet from clearance of facing point switch over which expected train will pass.

Inferior trains must keep out of the way of superior trains and failing to clear the main track by the time required by rule must be protected as prescribed by rule No. 99.

At meeting points between trains of different class the inferior train must take siding and clear time of superior train as prescribed by rules and must pull into siding. If necessary to back in, train must first be protected as prescribed by rule No. 99 unless otherwise provided.

Two or more sections may be run on the same schedule. Each section has equal time table authority.

When a train of one class is on the schedule time of another train of the same class in the same direction it will proceed on its own schedule.

Inferior class trains must clear the time of superior class trains in the same direction as prescribed by the rules.

Inferior trains northbound when approaching meeting points with superior trains must be into clear before opposing trains are due at first siding beyond.

Trains may head out of siding.

Trains meeting at Torrence use west track.

Trains meeting at Cavender use the east track between the crossover and the north end.

Freight trains must not leave McKinley Junction, East Belt, East Peoria or Storeroom without orders.

Northbound freight trains will not leave Edwardsville without orders.

The engineer of each train will give two long and one short blast of the whistle at least one mile before reaching a meeting or passing point—should the Engineer fail to give this signal, Conductor must take immediate action to stop the train.

HOURS OF SERVICE

Train and engine service employees, after they have been on duty 14 hours must notify the Chief Dispatcher if they do not expect to finish the trip within 16 hours, and proceed unless directed otherwise.

Employees must know when called for service that they are available for duty under the Hours of Service regulations, and if in any doubt, bring it to the attention of the proper official.

AUTOMATIC BLOCK SIGNALS IN SERVICE

St. Louis Terminal to Cass Avenue, St. Louis.

Howard Street, St. Louis, to Bridge Intersection.

Powers to Hewitt.

Private right of way north edge Granite City to LeClaire Interlocker.

100′ north of Edwardsville Station to south limits of Staunton.

Wall Siding to south edge of Gillespie.

North edge of Gillespie to Moody Siding.

North edge of Carlinville to 500′ south of Monroe Siding.

North edge of Virden to south end of Jess Siding.

Signal 1042 north of Ridgley Siding to Signal 1101 south of Selbytown.

Mackinaw Junction to South Morton.

North Morton to West Washington Street, East Peoria.

Staley Connection to Main Street, Urbana.

Signal 543, south bound home signal at the north end of Davis Siding and signal 572, northbound home signal at the south end of Moody Siding are grade signals and are designated as such by the letter "G" and. when red, freight trains may pass these signals and proceed to the opposite end of the siding at slow speed.

DOUBLE TRACKS

Trains using cross-over on double track will flag against current of traffic on the opposite track.

TRAIN ORDER STATIONS

Train order stations are located as follows: Virden, Girard, Carlinville, Gillespie, Benld, Staunton, North Wood River Tower, LeClaire Tower.

Unless otherwise provided, a fixed signal must be used at each train-order office, which shall indicate "proceed," except when changed to "stop." When "stop" is indicated, trains must not proceed without clearance Form A.

Clearance Form A must be delivered together with all train orders, showing the number of orders for the train and the number of each order. Conductors and Engineers must see that the information shown on the clearance Form A corresponds with the form 19 and form 31 train orders received.

When Conductor or Engineer and others addressed receive a form 31 train order from operator they must read it to the operator and then sign it.

It is not necessary for Conductor or Engineer and others addressed to sign for a Form 19 train order.

Conductors as well as Engineman, upon approaching train order stations, must observe train order signal indications.

Train Dispatcher's telephone numbers:
8:00 a.m. to 5:00 p.m. Springfield 34553
5:00 p.m. to 8:00 a.m. Springfield 31982

REGISTERING STATIONS

Federal Tower, McKinley Jct., North end and East Peoria.

BULLETIN BOOKS

Edwardsville, Springfield, East Belt, Decatur, and East Peoria Federal Tower. Federal Shops, Lang.

YARD LIMITS

Springfield

Between Capitol Ave. and 1000 feet east of Starne, 1000 feet north of Wonder Age Siding, and 1000 feet south of B. & O. Connection.

Edwardsville

Between 1000 feet north of Edwardsville and 1000 feet south of the Diesel Division connection.

ST. LOUIS

Between Twelfth Street, St. Louis, and Hewitt.

East Peoria

Between East Peoria and 1000 feet south of P.&P.U. Connection.

Decatur

Between 2600 feet east of Store Room, to end of track north of Crawford siding, and 1000 feet west of Torrence siding.

YARD LIMITS DIESEL DIVISION

LeClaire

Between 800 feet north of old I.T. connection and 300 feet south of the south switch at Thermal No. 1.

Troy Junction

Between 800 feet north of Troy Junction and 500 feet south of the south switch of the north leg of wye.

McKinley Junction

Between 5500 feet north of the A. & S. crossing and Bridge Junction.

STOPS AND SPEED RESTRICTIONS

Trains will not exceed speed restrictions through towns and cities.

Trains operating over City streets, used jointly with vehicular traffic, will operate at restricted speed, unless a slower speed is indicated by Time Table or bulletin instructions.

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

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

Railroad crossings not governed by interlocking plants or gates, stop at distance of 30 feet, and not exceed a speed of 6 miles per hour over crossing.

All trains must not exceed 10 miles an hour through all turnouts.

Trains must not exceed a speed of four (4) miles per hour over tongue switches.

G.P.7 Diesel engines must not be operated to exceed a speed of forty-five (45) miles per hour.

Northbound trains leaving LeClaire Yard, will not exceed a speed of ten (10) miles per hour when moving off the lead onto the Main Line switch.

Hamel 15 miles per hour.

Big 4 subway south of Worden 10 miles per hour, Worden 15 miles per hour. Wabash subway north of Worden 15 miles per hour.

Staunton 10 miles per hour.

Benld 10 miles per hour.

Gillespie 15 miles per hour and all southbound trains stop before crossing Elm Street.

Carlinville, 15 miles per hour and all trains stop before crossing Main street.G.M.& O. Subway, 15 miles per hour.

Nilwood 25 miles per hour.

Girard 15 miles per hour.

Virden 15 miles per hour.

Chatham 25 miles per hour.

Trains will not exceed a speed of 25 miles per hour over Sangamon River Bridge north of Springfield, Ill.

Elkhart 20 miles per hour.

Broadwell, 25 miles per hour.

Lincoln, 6 miles per hour over Pulaski and Clinton Streets and make safety stop at Broadway.

Freight trains must not exceed a speed of 40 miles per hour Union to Evans.

Trains must not exceed a speed of 40 miles per hour Caldwell to Kerfoot.

Westbound trains reduce speed to 15 miles per hour over Broadway Street at North Junction, Decatur, and know the way is clear before passing the junction with the North Line.

Trains will not exceed a speed of 15 miles per hour between **Sawyer Street and Oakland Avenue, Decatur. Westbound trains stop at Grand Avenue, Decatur, and sound whistle before proceeding.**

Monticello, 15 miles per hour.

Trains will not exceed a speed of Twenty-five (25) miles per hour over Camp creek bridge, east of Monticello.

Trains will not exceed a speed of Twenty-five (25) miles per hour over Salt fork creek bridge west of St. Joseph.

SAFETY FIRST

"Safety First," at all times and in all places, is the most important rule of conduct, of each and every employee, whatever his position. The safety of every movement, or action, in its effect upon himself and others and upon property must be the first consideration of every trainman, yardman, stationman, shopman, sectionman, and all other classes of employees. Trains and engines must be operated accordingly, under all circumstances; the maintenance of schedule time must be subordinated to the observance of signal indications and obedience thereto, whatever the weather, or other, conditions may be.

In order to detect defects on passing trains, such as defective brake riggings, running gears, hot journals, etc.; Train crews in the clear on sidings, must be on the ground, Agents must be on the station platforms and bridge and section men must be in a position to watch passing trains for these defects and where no defects are noticed must give proceed signal to trainmen on rear of passing train. Rear brakeman must be in a position to see such signals and communicate them to the head end, to be answered by whistle signal 14g.

Trainmen must observe train at frequent intervals and when Rounding Curves, in order to detect possible derailments, defects, hot journals, etc.

Under no circumstances will crews attempt to kick or drop cars at such tracks as the C. S. Johnson Company Plant at Champaign, or Allis-Chalmers tracks, Springfield, Ill., or at any other track where similar conditions exist.

Riding on top of box cars is prohibited.

When any train is to be backed over a road or street crossing, it is the duty of the Conductor to ride the rear of train to handle air, and have one of his brakemen stationed on the road or street crossing to protect same.

Employees are warned that on the road, at stations, in yards and on industrial tracks, there are buildings, structures and obstructions which, owing to local conditions or requirements, do not give clearance to men on top or side of car. Employees must familiarize themselves by personal observance with these conditions existing in the district in which they are employed, so that risk of injury may be prevented. New employees must exercise great care in this respect.

Engineers are cautioned to exercise great care when an automobile or vehicle is being driven ahead or alongside of train. Sound the alarm vigorously and run cautiously until the automobile or vehicle is passed.

Employees whose duties may require them to give signals must provide themselves with the proper appliances, keep them in good order and ready for immediate use.

Within yard limits the main track may be used, protecting against first class trains.

Second and third class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear. In case of accident the responsibility rest with the approaching train.

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

All trains must approach meeting or passing points under full control, and must not attempt to pass until switches and signals are seen to be properly set and the train to be met or passed is clear of the main track, Conductor of train on siding will take a position on opposite side of track from switch stand to give proper signals to passing trains.

When a train 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 recalled and safety to 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 trainmen or Helper.

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.

When a train doubles or an engine leaves its train or part of it on main track, except when switching at stations, one torpedo must be placed on rail and at night or in stormy or foggy weather or when the view is obstructed a red light must be placed on lead car to warn engine men returning.

A train finding a fusee burning on or near its track must stop and extinguish the fusee, and then proceed at restricted speed.

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

All members of engine or train crews must, when practicable, communicate to each other by its name the indication of each signal affecting the movement of their train or engine.

RAILROAD CROSSINGS

Between P. & P. U. and Kerfoot (P. & P. U. Ry.) bring train to stop, if crossing clear, proceed.

Morton: (A. T. & S. F. Ry.) bring train to stop, if crossing clear, proceed.

Between King Siding and Lincoln; (I. C. R. R.-G. M. & O. Railroad governed by interlocking plant).

All trains reduce speed to twenty (20) miles per hour between home signals.

(I. C. switch track) governed by gate. Trains will operate under control in approaching and moving over this crossing, after it is known that the way is clear at a speed not to exceed ten (10) miles per hour.

Between Wyatt Siding and Boren: (I. C. R. R.) governed by interlocking plant.

All trains reduce speed to twenty (20) miles per hour between home signals.

Between Wyatt and Boren: (Lincoln Sand and Gravel Co.) governed by interlocking plant.

All Southbound trains reduce speed to twenty (20) miles per hour between home signals.

Between J. & A. & Starne: (Wab. R. R.—I. C. R. R.) governed by interlocking plant.

All trains reduce speed to twenty (20) miles per hour between home signals.

The switch between the North and East main lines is operated from the Interlocking Tower.

The two color light signal for east and north bound trains will indicate green over red when the route is lined for Eastbound movement. It will indicate red over green when the route is lined for Northbound movement. The normal indication is red over red. If the signal does not indicate proceed for the route you want to take, trains will stop on double track until proper indication is displayed.

Eastbound trains sound one long whistle for the East route. Northbound trains sound four (4) short whistles for the North route.

Between Springfield Station and Capitol Avenue (B. & O. R. R.) bring train to stop, if crossing clear, proceed.

Between East Belt and Allis: (B. & O. R. R.) bring train to stop; if crossing clear, proceed.

Between East Belt and Allis; (B. & O. R. R.) governed by automatic interlocking.

The signals governing movements at this crossing are color-light type, two indication home signals and three indication approach signals.

They will normally display a Stop indication (Red), changing to Proceed (Green) when trains enter the approach clearing track section, if the opposing route is unoccupied.

Trains failing to get a proceed indication will be governed by the instructions in the following paragraph:

RAILROAD CROSSINGS (Continued)

(a) A home signal at Stop indicates that a B&O train is within the approach circuits. If after waiting three (3) minutes, the B&O train does not arrive, trainman will go to the crossing and proceed as follows:

(b) Unlock the box marked ITRR. If no B&O trains are seen to be approaching, operate push button, and hold for one second and then release. This should cause indicator light to light. After a time interval, the home signal should display a proceed indication.

(c) If the home signal fails to clear, after operating the push button, trains should pass home signal, then stop and wait three (3) minutes before proceeding over crossing under flag protection.

(d) Be sure to lock box before leaving.

(e) To make a reverse movement over the crossing, trainman will operate push button located on home signal mast. Signals will clear immediately unless a train on the B&O has entered the approach section. If signal fails to clear, and no trains are seen to be approaching on the B&O, then comply with paragraph (b) and 'c).

(f) Trains finding either approach signal displaying Stop (Red), will stop and wait three (3) minutes. If, at the expiration of this time, the approach signal still displays Stop, trainmen should proceed in accordance with Rule 99.

(g) Failures must be reported to the Train Dispatcher at once.

(h) Cars or engines must not be left standing between the home signals at any time.

All trains reduce speed to twenty (20) miles per hour between home signals.

Between Auburn and Solomon Siding: (C. & I. M. R. R.) governed by interlocking plant.

Between Monroe and Bowman: (C. B. & Q. R. R.) governed by automatic interlocking.

All trains reduce speed to twenty (20) miles per hour between home signals.

Emergency release and instructions covering their operation are located in a small box at the railroad crossing. Our trainmen will use the box marked I. T. R. R. Co.

When a train is stopped by a home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate emergency release as per instructions.

Trains must clear home signal in the opposing direction after once passing over the crossing so as to clear plant and avoid delays to C. B. & Q. trains.

Trainmen will be required to operate the emergency release in making reverse movements after once passing through the plant.

After the operation of the time release, if the home signal does not indicate proceed, train must be governed by hand signal.

When a train is proceeding on a signal after the operation of the time release or on a hand signal, it must be protected against conflicting train movements.

Carlinville: (C. & A. R. R.) governed by gate. Trains will operate under control in approaching and moving over this crossing, after it is known that the way is clear, at a speed not to exceed ten (10) miles per hour.

Gillespie: (C. C. C. & St. L. R. R.) governed by signals. These signals are two position, Red and Yellow. Illinois Terminal R. R. trains receiving a yellow indication may proceed over crossing without stopping at a speed not to exceed ten (10) miles per hour. If a red indication is displayed by this signal, Illinois Terminal trains will stop and a member of the crew will flag the crossing before proceeding.

Between Gillespie and Benld: (C. & N. W. R. R.) governed by interlocking plant.

All trains reduce speed to twenty (20) miles per hour between home signals.

Between Benld and Sawyerville: (C. &. N. W. R. R.) bring train to stop, if crossing clear, proceed.

Between Wall & Staunton: (Wab. R. R.) governed by interlocking plant.

All trains reduce speed to twenty (20) miles per hour between home signals.

Between Sager & Subway (L. & M. R. R.) governed by interlocking plant.

Between Worden and Hern (L. & M. R. R.) governed by automatic interlocking.

This crossing is protected by color-light home signals and fixed approach signals. The home signals are controlled automatically, red "stop", yellow "proceed at restricted speed".

Speed over this crossing will be reduced to ten (10) miles per hour. This speed should not be exceeded until the rear of train has passed the crossing.

Trains approaching this crossing and finding the home signal "red" must stop and a trainman proceed to crossing. If no L. & M. train is seen in the vicinity, trainmen will operate a push button which is mounted in the case on the side of the large relay case at the crossing. If, after the expiration of one minute, the home signal for that train does not change to "proceed at restricted speed" the train may proceed only after protecting the crossing by a flag, the same as though no interlocking plant existed. In case of failure of the plant to operate properly, immediate notification by telephone should be given to the dispatcher of the Illinois Terminal at Springfield.

Edwardsville: (N. K. P. R. R.—L. &. M. R. R.) governed by interlocking plant.

All trains reduce speed to 6 miles per hour through this plant.

Between Horse Shoe Siding and Hewitt Siding (A. & S. Ry.) governed by automatic interlocking.

If the home signal indicates stop and no A & S train is seen in the vicinity, after stopping, the train may proceed to the crossing where it must stop and open the knife switch which is located in a box fastened on the relay case near the crossing. It may then proceed by hand signal over the crossing, protecting against conflicting train movements, leaving the switch open. This puts the entire plant out of service and an immediate report should be made of such condition to dispatcher at the next telephone.

Between Granite City and 20th Street (Granite City Steel Co.) Governed by automatic interlocking.

All trains reduce speed to twenty (20) miles per hour between home signals.

If the home signal indicates "stop" and no Granite City Steel Co. trains are seen in the vicinity, after stopping, the train may proceed to the crossing where it will stop and open the knife switch which is located in a box on relay case at the crossing. It may then proceed by hand signal over the crossing, protecting against conflicting train movements, leaving the switch open. This puts the entire plant out of service and an immediate report should be made of such condition to dispatcher at next telephone.

Between Torrence and Decatur (I. C. R. R.) switch track governed by gate. Trains will operate under control in approaching and moving over these crossings, after it is known that the way is clear, at a speed not to exceed 10 miles per hour.

RAILROAD CROSSINGS (Continued)

Between North Jct. and Store Room: (I. C. R. R.) governed by gate.

Brush: (I. C. R. R.) governed by automatic interlocking.

Glover: (C. & E. I. R. R.) governed by interlocking plant.

All trains reduce speed to twenty (20) miles per hour between home signals.

Signalmen must not give hand signals when the proper indication can be displayed by the interlocking signals. Hand signals **must not be given until the route has been examined, is known to be safe for the passage of train or engine, and until the train or engine comes to a stop at the home signal. When hand signals are necessary, they must be given from such a place and in such a way that there can be no misunderstanding on the part of engine men or trainmen as to the signals, or as to the train or engine for which they are intended. Hand signals will be given with a yellow flag or yellow light.**

Trains or engines must not pass an interlocking signal indicating Stop without receiving hand signals, except as provided **in Rule 671, and must send a man ahead, provided they cannot see that the track is properly lined; the movement must then be made at restricted speed.**

While an interlocking station is closed, or where no signalman is on duty at an interlocking, should a signal for an open **route indicate Stop, movements through the interlocking must be preceeded by a flagman. Before proceeding, the engine men and trainmen must know the route is properly lined.**

The facts must be reported to the train dispatcher from the first available point of communication.

At interlocking "A" signals indicating "Stop" must not be passed except as provided in Rules 628, 663 or 671.

RAILROAD CROSSINGS DIESEL DIVISION

Henry Street, Alton, M. I. B. & B. R. R., governed by interlocking plant.

Wood River Creek Bridge governed by automatic interlocking. These signals will indicate Yellow for "Proceed at restricted speed" and Red for "Stop".

There is one signal on the Illinois Terminal and one on the A. & E. for northbound movements. There is also one on each track for southbound movements. Signals are set ahead of the clearance point. These signals will normally indicate "Stop".

There is a clearing circuit of approximately 1200 feet on each track as the train approaches the signal. The beginning of these circuits is indicated by a fifteen (15) mile per hour speed board.

A train entering the clearing section will change the signal ahead of it from "Stop" to "Proceed at restricted speed", if the section of track to the opposing home signals is unoccupied.

Trains must proceed through the clearing section and over this Bridge at not to exceed fifteen (15) miles per hour. Should the signal fail to change from "Stop" to "Caution", the train must stop at the signal and proceed only on flag protection and at restricted speed.

Wood River—Ferguson Ave., G. M. & O. R. R., Big Four R. R., governed by interlocking plant.

LeClaire, I. T. C., L. & M. R. R., N. K. P. R. R. governed by interlocking plant.

O'Fallon, B. & O. R. R. governed by interlocking plant.

Beteween Winters Siding and McKinley Junction A. & S. R. R. governed by automatic interlocking. If the home signal indicates "Stop" and no A. & S. train is seen in the vicinity, after stopping, the train may proceed to the crossing where it must stop and open the knife switch which is located in a box fastened on the relay case near the crossing. It may then proceed by hand signal over the crossing, protecting against conflicting train movements, leaving the switch open. This puts the entire plant out of service and an immediate report should be made of such condition to the Dispatcher at the next telephone.

C. P. Junction, T. R. R. A. double track, protected by semaphore.

Brooklyn, Southern R. R., bring train to a stop, if crossing clear, proceed.

Stock Yards, Wabash R. R. Bring train to a stop, if crossing clear, proceed.

Bridge Junction, Puzzle Switch, N. K. P., T. & E., and A. & E. Operator controls Puzzle switch.

St. L. & E. T. Division, 14th & Madison Avenue. Bring train to a stop, if crossing clear, proceed.

Granite City; T. R. R. A., Wabash, N. Y. C., G. M. & O. governed by interocking plant. Call operator on phone from 14th & Madison on Edwardsville Road for northbound movement, call from north side of plant for southbound movement.

SPECIAL INSTRUCTIONS (Continued)

SPRING SWITCHES

Spring switches are located as follows:
Springfield Station, two (2)
Springfield Station Wye, three (3)
Springfield Station Yard Crossover, one (1)
Springfield Freight House Lead, one (1)
East Belt Wye, three (3)
East Belt, Clear Lake Road, one (1)
Starne, one (1)
East Peoria double track, two (2)
East Peoria Yards, two (2)
Thermal No. 1 south end.

A train or engine trailing through and stopping on a spring switch must not make reverse movement or take slack while any part of train or engine is on switch points until switch has been thrown by hand.

Running switches must not be made through spring switches.

When necessary to throw a spring switch by hand the switch should be operated slowly keeping a steady pressure on the handle of the switch stand. The switch must be properly lined after having been used.

When a train is backed out of a spring switch, engineer must see that train is backed far enough out of the switch to see that switch points fit up properly before proceeding.

Cars necessary in train, with air brakes working, to comply with law requiring 85% air in service. Trains of less than seven cars must have all air brakes working.

Tot. Cars In Train	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Air Cars Needed	6	7	8	9	10	11	12	12	13	14	15	16	17	17	18	19	20	21	22	23	23	24	25	26	27	28
Tot. Cars In Train	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58
Air Cars Needed	28	29	30	31	31	32	33	34	35	36	37	37	38	39	40	41	42	42	43	44	45	46	47	48	48	49
Tot. Cars In Train	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84
Air Cars Needed	50	51	52	53	54	54	55	56	57	58	59	60	60	61	62	63	64	65	65	66	67	68	69	70	71	71
Tot. Cars In Train	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99											
Air Cars Needed	72	73	74	75	76	76	77	78	79	80	81	82	82	83	84											

AIR BRAKES, HAND BRAKES, TESTING, ETC.

1. Each train should have the air brakes on all cars in effective operating condition except in cases of emergency. The proportion of brakes in operation must at no time be less than 85% of the cars in the train.
2. The first car out behind the Engine or Motor must always have its brake operative.
3. When necessary to cut out a defective brake while enroute Conductor must notify Engineer.
4. Air brakes must not be cut out on more than two (2) consecutive cars in any train.
5. When brake pipe on train has been uncoupled, brakes must be applied and released from Engineer's brake valve after recoupling and before starting out. Trainmen must see that brakes behind the point of separation operate properly.
6. Test hand brakes before using them, when possible to do so.

TERMINAL TEST OF FREIGHT TRAINS

7. As soon as the engine is coupled to the train and the required pressure of 80 lbs. is equalized throughout the train, the Engineer, upon request or proper signal, shall make a 15 lb. continuous brake pipe reduction, then note the number of lbs. of brake pipe leakage per minute, which must not exceed 5 lbs. per minute after which the reduction must be increased to a total of 20 lbs. and hold the brakes applied until the brakes have been examined on the engine and each car. If it is found that the brakes have applied, proper release signal must be given and each brake examined to see that it released properly when the test is completed. The Inspector or Trainman who makes the test will personally inform the Engineman and Conductor and advise them the number of cars in train and the number having inoperative brakes.
8. Terminal test as above will be made where motive power or engine crew is changed. Trainman or Inspector making test will examine the brakes on each car to know that they have released properly and without the use of release valves before allowing train to depart.

RESPONSIBILITY

9. The Conductor and Engineer are both responsible for seeing that the brake is in perfect order and properly connected throughout the train before starting from Terminal Stations.

NOTES

A. Remember a loaded train cannot be stopped in the same distance as an empty train, all other conditions being the same.

B. On level track all the braking power is available for stopping, while on descending grades a portion must be utilized to prevent increase in speed, therefore the necessity for having trains under control from the start.

C. Keep in mind also that on level track, a train running twenty miles per hour will require four times the distance to stop as compared with a train running ten miles per hour, and a train running thirty miles per hour will require nine times the distance to stop as compared with a train running ten miles per hour.

D. Conductors on freight trains must attach an air-brake defect card to every car which has a defective brake and which is not already so carded.

MISSOURI PACIFIC EMPLOYES' HOSPITAL ASSOCIATION

H. J. Mohler, President
J. A. Lembeck, M.D., Medical Assistant
St. Louis, Missouri

LOCAL PHYSICIANS AND SURGEONS

Alton, Ill.
Dr. H. Mantz
Dr. G. G. Moore
Dr. R. L. Lynn
Dr. B. A. Donnelly
Dr. G. A. Rawlins, E.E.N. & T.
Dr. H. E. Middleton, E.E.N. & T.

East St. Louis, Ill.
Dr. O. J. Culbertson
Dr. R. F. Culbertson
Dr. V. P. Siegel
Dr. J. W. Compton
Dr. E. C. Casey, Oculist

Auburn
Dr. K. J. Malmberg

Benld
Dr. D. J. Zerbolio

Carlinville
Dr. R. H. Bell
Dr. E. R. Chamness
Dr. M. W. Buehrig
Dr. W. W. Lusk

Cerro Gordo
Dr. A. O. Trimmer

Champaign
Dr. L. M. T. Stilwell
Dr. C. H. Spears, O-A.

Decatur
Dr. A. F. Goodyear
Dr. Nelson B. Jack
Dr. M. E. Rose
Dr. F. J. Brown
Dr. H. J. Bavor
Dr. R. Zink Sanders, O-A.

East Peoria
Dr. F. L. Stiers

Edwardsville
Dr. E. Wahl
Dr. M. S. Sanderson

Forsyth
Dr. L. N. Lindsey

Gillespie
Dr. P. B. O'Connell
Dr. E. R. Hobson

Girard
Dr. H. A. Finney

Granite City
Dr. W. W. Bowers
Dr. M. Hamm

Illiopolis
Dr. V. B. Stanford
Dr. R. D. Bower

Mackinaw
Dr. H. D. Fast

Madison
Dr. L. C. Harlan

Maroa
Dr. W. L. Terrell

Monticello
Dr. A. D. Furry

Morton
Dr. Cody A. Cox

Peoria
Dr. R. M. Sutton
Dr. C. P. Strause
Dr. P. A. Cusack
Dr. H. E. Cooper (Consultant)
Dr. C. S. Turner (Oculist)

Riverton
Dr. J. H. Smith

St. Joseph
Dr. Harold J. Kolb

St. Louis
Staff of Mo. Pac. Hosp. Assn.,
1755 S. Grand

Lincoln
Dr. R. B. Perry
Dr. L. N. Hamm

Springfield
Dr. R. J. Patton
Dr. D. J. Lewis
Dr. F. P. Cowdin
Dr. R. E. Smith
Dr. W. Shriner
Dr. J. F. Deal O-A.
Dr. C. A. Ranker, O-A.
Dr. P. E. Duncan, E.N.T. Spec.

Staunton
Dr. J. C. Hawkins
Dr. C. A. Ramey
Dr. J. W. Ubben
Dr. A. C. Goff

Venice
Dr. J. R. Chalfin

Virden
Dr. F. E. Anspaugh

White Heath
Dr. W. N. Sievers

Williamsville
Dr. H. W. Garrison

Arrangements with the Following Hospitals

ALTON, ILL.
St. Joseph's Hospital

EAST ST. LOUIS, ILL.
St. Mary's Hospital

CARLINVILLE
Carlinville Area

CHAMPAIGN
Mercy
Burnham

DECATUR
St. Mary's
Decatur & Macon County

GRANITE CITY
St. Elizabeth

LINCOLN
Deaconess
St. Clara's

PEORIA
Methodist
St. Francis

SPRINGFIELD
St. John's
Springfield Memorial

STAUNTON
Staunton Community Memorial

ST. LOUIS
Missouri Pacific Employes' Hosp.,
1755 S. Grand Blvd.,
Tel. Prospect 10500

URBANA
Burnham

WOOD RIVER, ILL.
Wood River Hospital

At St. Louis, Missouri, all employees must be sent to Missouri Pacific Employes' Hospital, calling Prospect 10500 for ambulance. All public cases, unless otherwise instructed by the Claim Department, send to St. Louis City Hospital.

STATION NUMBERS AND MILEAGE OF SIDINGS, SPURS AND CONNECTIONS NOT SHOWN ON THE TIME TABLE

	Station No.		Miles
Branch St.	202		
Broadway (Bremen Ave.)	202		
Venice Jct. Power House	203		
McKinley Junction	205	From Venice	1.7
Illinois Power Track	213	From Chemical	0.4
Wabash Conn. Staunton	238	From Sager	0.3
C.&N.W. Conn. Benld	244	From Benld	0.5
Alton Siding	260	From Sheeps	0.3
C. B. & Q. Conn. Girard	273	From Girard	0.7
C.&I.M. Conn. Auburn	282	From Auburn	1.2
Auburn Dehydrating Mill	285	From Lefton	1.7
Power House	505	From Turney	1.3
Perma Starch	521	From Haynes	1.5
Wab. Conn. Harristown	530		
Spencer Kellogg tracks 1 & 2	542A	From Store Room	1.5
Spencer Kellogg tracks 3 & 4	542C	From Store Room	1.5
Spencer Kellogg Coal Tracks	542D	From Store Room	1.5
Spencer Kellogg tracks 5 & 6	542E	From Store Room	1.5
Spencer Kellog Butane track	542F	From Store Room	1.5
Spencer Kellogg tracks 7, 8 & 9	542G	From Store Room	1.5
Staley Plant	542B		
Swartz	542	From Store Room	1.8
Archer Daniels Midland	543	From Store Room	2.3

Decatur North Trains	400		
North Jct.		From Decatur	2.1
Cox Siding	406	From North Jct.	4.0
Forsyth	406	From North Jct.	4.5
Martin Siding	409	From North Jct.	6.6
Emery Siding	410	From North Jct.	7.6
Crawford Siding	412	From North Jct.	9.6
Santa Fe Conn. (Morton)	363	From East Peoria	8.3
P & E Conn.	356	From Cash	0.5
Gravel Pit	327	From Boren	2.0
Lincoln Water Co.	327	From Lincoln	1.5
Pecks Siding	567	From Monticello	0.3
Johnsons Spur	585	From Staley	0.9
Elm Siding	588	From Staley	2.9
Champaign Frt. House	588A	From Staley	3.5
Wabash Conn. (Urbana)	590	From Urbana	0.1
P & E Conn. (Urbana)	592	From Storage	0.4

Mechanicsburg Jct. to Mechanicsburg

Mechanicsburg Jct.	714		
Mechanicsburg	717	From Mechanicsburg Jct.	3.1

Following rules will govern operation of trains, including street cars in St. Louis, Madison, Venice and Granite City.

BETWEEN GRANITE CITY AND VENICE JUNCTION VIA McKINLEY JUNCTION

Trains will not exceed a speed of ten (10) miles per hour over McCambridge Avenue viaduct, located between Plum and Lang.

Switch engines will clear time of first class trains five (5) minutes at all sidings.

At Eastern, a train before entering main track must get permission from train dispatcher.

Switch engines operating into and out of McKinley Junction Yards will use the east track in both directions between McKinley Junction Yards and Burns.

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

(1) T.R.R.A. tracks leading to Granite City Steel Company Plant.
(2) Alton and Eastern Division.
Above crossings are between Granite City and Plum.

Speed restrictions:—

Trains will be governed by speed boards wherever located.
Trains will not exceed a speed of twenty (20) miles per hour between Venice Junction and Burns.

Switch at Power is a spring switch—normal position is for inbound track. All trains will reduce speed to ten (10) miles per hour over this switch.

Switch at Burns is a spring switch—normal position is for freight track. All trains will reduce speed to ten (10) miles per hour.

OPERATION BY SIGNAL INDICATION BETWEEN BURNS AND POWER

Trains in this section will operate by signal indication only, unless otherwise instructed by train order.

Meeting points shown on timetable between Lang and Power are for information only unless otherwise instructed by train order.

All signals are absolute. A train being stopped by a signal must wait ten (10) minutes for an opposing train to operate through the block governed by the signal. If, at the expiration of this time, signal still indicates stop, trainmen may proceed in accordance with Rule No. 99 in Book of Rules, or call Dispatcher.

Train or engine having accepted a clear-indication and is delayed in the block, must proceed at restricted speed to the next signal.

In case of general failure of power or other emergencies trainmen must promptly communicate with dispatcher.

Dwarf signal 41-C on freight track north of Burns is a repeater signal for 41 B. Tonnage train approaching it, when red, may pass it at slow speed prepared to stop at 41 B if this signal has not changed to proceed. (The purpose of this signal is to prevent a tonnage train advancing to 41 B and being unable to start on grade.)

In case of failure of switch indicator, movement may only be made in accordance with Rule No. 99 in Book of Rules or orders of Dispatcher.

BETWEEN VENICE JUNCTION, BRIDGE INTERSECTION AND ST. LOUIS

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

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

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

Switch indicators of both the time element and the push button type are installed at turnouts and crossovers. The method of operating time element switch indicator is outlined below.

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

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

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

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

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

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

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

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

CROSSING SIGNALS

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

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

GENERAL

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

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

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

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

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

Illinois Terminal Railroad Company will operate over the Chicago, Burlington & Quincy Railroad Yard Track between Branch Street and Salisbury Street Yard in making delivery of cars to the TRRA, Second Street Yard. The CB&Q Yard Track, as referred to herein, is known as the Old No. 5, which is the second track west of the CB&Q South Bound Main Line.

In making these moves, it will be necessary to cross both northward and southward CB&Q main tracks, and permission to cross these tracks must be obtained from the yardmaster at North St. Louis CB&Q Yard. Telephones have been installed—one in the flagmen's shanty, just south of Branch Street, and one in a pole box, just south of Buchanan Street.

Foremen of crews of ITC trains must contact yardmaster at North St. Louis Yard for permission to enter upon or cross the two main tracks, and, after movement has been completed and switches closed and locked, report to the yardmaster at North St. Louis that the movement has been completed. Switch key for CB&Q switch locks is kept in the telephone box, located in our Branch Street Yard Office, this key must be returned to the telephone box after using.

CB&Q PBX operator on duty from 7:00 A. M. to midnight will handle calls,—after midnight, dial CE 1-8780 for yardmaster, North St. Louis.

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

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

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

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

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

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

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

Crossovers are located as follows:

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

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

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

STOPS AND SPEED RESTRICTIONS

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

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

Trains entering Madison Avenue from 17th and 18th Streets will not clear a train northbound at these points.

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

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

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

17th and Madison Avenue
18th and Madison Avenue

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

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

Trains will be on the lookout for pedestrian and vehicle traffic crossing our track at the gate entering the Granite City Steel Company, at 19th and Omaha Streets, Granite City, Illinois.

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

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

Trains will not exceed (5) five miles per hour over Cass Ave.

SAFETY FIRST