216 Terminal Railroad Association of St. Louis 216

AND AFFILIATED LINES

JOINT TIME TABLE

EFFECTIVE 12:01 A.M. SUNDAY, JANUARY 13, 1929

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYES ONLY

DESTROY PREVIOUS ISSUES

OUTBOUND

ROADS	Train No.	Runs	Track No.	T. R. R. A.					St. L. M. B. T.						REMARKS
				Union Station	GratiotSt. Grand Av. X Office	Wash'ton Avenue	Relay Station	Bridge Junction	Wash'ton Avenue	N. Market "WA"	Bremen "BN"	East Approach "SH"	Willows "VI"	Granite City "WR"	
				Depart	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	
				A.M.	A. M	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A.M.	
C. & E. I.	24	D	23	12:01	12:06	....	....	....	12:09	12:15	12:19	12:25	....	12:30	From East Jefferson 9:20 pm. Ex. from Fargo 1, 10:00 pm.
PENNA	6	D	28	12:03	12:08	....	....	....	12:11	12:17	12:21	12:27	12:36	....	From Ranken 9:00 pm. Mail car sets 9:50 pm. Ex. from American, 10:00 pm.
WAB. EAST	18	D	9	12:05	12:10	....	....	....	12:13	12:19	12:23	12:29	....	12:34	From West Jefferson 9:15 pm. Mail car sets 10:45 pm. Ex. from Fargo 1, 9:30 pm.
C. B. & Q.	1	D	4	1:45	1:50	....	....	....	1:53	1:59	....	....	....	....	From North Ranken 9:45 pm. Mail car sets track 4, 9:50 pm.
M. P. SOUTH	7	D	1	2:00	2:08	....	....	....	....	....	....	....	....	....	From Ranken 9:10 pm. Mail car sets 10:33 pm. Ex. from North and South Dock, 12:30 am.
C.C.C. & ST. L.	8	SE	..	....	....	....	s6:18	6:23	....	....	....	....	....	....	From C.C.C.&St.L. Yard 5:55 am.
M. P. NORTH	121	SE	15	6:20	6:28	....	....	....	....	....	....	....	....	....	120 Ar. 6:15 am.
MER. CAB	50	D	21	6:22	s6:27	....	....	....	s6:30	s6:37	s6:42	s6:49	....	....	Employes train, 14th St. s6:25. Cass Ave. s6:33. CP. Jct. s6:57, Ar. Brooklyn Shops 7:00 am. Lv. 7:12 am.
TRRA. CAB	70	D	22	6:26	s6:31	s6:35	s6:42	....	....	....	....	....	....	....	Employes train. Ar. 14th St. s6:29, CD. s6:44, Ar. Brooklyn Shops s6:53 am. Lv. 7:05 am.
ILL. CENT	225	D	16	6:30	6:35	s6:39	s6:48	....	....	....	....	....	....	....	From East Jefferson 1:00 am. Mail car sets 4:30 am. Ex from Adams 1, 4:00 am. Ar. Valley Jct. 6:56 am.
WAB. WEST	13	D	6	6:30	6:38	....	....	....	....	....	....	....	....	....	From West Jefferson 1:00 am. Ex. from Fargo 2, 4:15 am.
ST. L.-S. F.	77	SE	15	6:38	6:46	....	....	....	....	....	....	....	....	....	76 Ar. 6:30 am.
TRRA. CAB	68	SE	32	6:50	6:55	s6:59	s7:08	....	....	....	....	....	....	....	From 17th St. 4:00 am.
PENNA	340	SE	24	6:55	7:00	7:04	s7:13	....	....	....	....	....	....	....	From Ranken 3:00 am. Mail car sets 4:40 am.
M. P. SOUTH	45	D	7	7:00	7:08	....	....	....	....	....	....	....	....	....	From Ranken 5:30 am.
M. P. NORTH	123	SE	15	7:05	7:13	....	....	....	....	....	....	....	....	....	122 Ar. 7:02 am.
M. P. NORTH	37	D	4	7:15	7:23	....	....	....	....	....	....	....	....	....	From Ranken 2:40 am. Ex. from States 1, 5:30 am.
T. R. R. A.	74	D	32	7:20	7:25	s7:29	s7:38	....	....	....	....	....	....	....	From 17th St. 4:00 am. Ar. Brooklyn Shops 7:46 am.
C. B. & Q.	43	D	28	7:20	7:25	....	....	....	s7:28	7:34	....	....	....	....	North end. From North Ranken 2:45 am. Mail car sets 5:45 am.
C. B. & Q.	47	D	28	7:30	7:35	s7:39	s7:48	7:53	....	....	....	....	....	....	North end. From North Ranken 2:45 am. Mail car sets 5:15 am.
ST. L.-S. F.	11	D	8	7:48	7:56	....	....	....	....	....	....	....	....	....	From West Jefferson 5:30 am.
C. R. I. & P.	23	D	11	7:50	7:58	....	....	....	....	....	....	....	....	....	South end From West Jefferson 5:30 am. Mail Car Sets 7:00 am. Ex. From States 2, 5:00 am.
NICKELPLATE	18	SE	18	8:00	8:05	s8:09	s8:18	8:23	....	....	....	....	....	....	South end. From East Jefferson 5:15 am. Mail car sets 6:40 am.
C. & A.	14	D	20	8:04	8:09	s8:13	s8:22	8:27	....	....	....	....	....	....	South end. From 17th St. 5:00 am.
C. & A.	32	D	22	8:15	8:20	s8:24	s8:33	8:38	....	....	....	....	....	....	South end. From 17th St. 4:15 am. Mail car sets 6:32 am.
M. P. NORTH	127	SE	10	8:15	8:23	....	....	....	....	....	....	....	....	....	124 Ar. 8:10 am.
ST. L.-S. F.	801	D	11	8:17	8:25	....	....	....	....	....	....	....	....	....	North end. From West Jefferson 3:30 am. Mail car sets 6:10 am. Ex. from South Dock, 4:40 am.
SOUTHERN	23	D	32	8:20	8:25	s8:29	s8:38	....	....	....	....	....	....	....	North end. From East Jefferson 2:30 am. Mail car sets 6:35 am.
C.C.C. & ST.L.	16	D	18	8:25	8:30	....	....	....	8:33	8:39	8:43	8:49	....	8:54	From North Ranken 1:00 am. Mail car sets 5:55 am.
L. & N.	51	D	22	8:35	8:40	s8:44	s8:53	....	....	....	....	....	....	....	From North Ranken 12:30 am. Mail car sets 6:00 am Ex. from Adams 1, 4:00 am. Ar. L. & N. Crossing 9:05 am.
M—K—T.	3	D	20	8:45	8:50	....	....	....	8:53	8:59	....	....	....	....	From West Jefferson 5:30 am. Mail car sets 7:15 am. Ex. from Fargo 2, 6:00 am.
WAB. EAST	4	D	19	8:47	8:52	....	....	....	8:55	9:01	9:05	9:11	....	9:16	From West Jefferson 6:00 am. Mail car sets 7:00 am.
C. & A.	4	D	26	8:55	9:00	....	....	....	s9:03	9:09	9:13	9:19	....	9:24	From 17th St. 8:10 am. Mail car sets track 29, 5:00 am.
ILL. CENT	524	D	18	9:00	9:05	....	....	....	s9:08	9:14	9:18	9:24	....	....	From East Jefferson 8:10 am. Ar. East Madison 9:28 am.
B. & O.	22	D	28	9:00	9:05	9:09	s9:18	....	....	....	....	....	....	....	From 17th St. 8:20 am. Mail car sets track 25, 7:00 am.
M. P. NORTH	15	D	6	9:00	9:08	....	....	....	....	....	....	....	....	....	From Ranken 8:00 am. Mail car sets Track 5, 6:00 am.
PENNA	66	D	31	9:02	9:07	....	....	....	9:10	9:16	9:20	9:26	9:35	....	From Ranken 5:00 am. Mail car sets 6:30 am.
WAB. WEST	3	D	5	9:03	9:11	....	....	....	....	....	....	....	....	....	From West Jefferson 5:00 am. Mail car sets 6:03 am.
M. & O.	1	D	32	9:04	9:09	s9:13	s9:22	....	....	....	....	....	....	....	From East Jefferson 2:00 am. Mail car sets 7:34 am.
C.C.C. & ST.L.	12	D	29	9:04	9:09	....	....	....	9:12	9:18	9:22	9:28	....	9:33	From North Ranken 5:00 am.
M. P. SOUTH	3	D	17	9:05	9:13	....	....	....	....	....	....	....	....	....	From Ranken 5:00 am. Mail car sets 6:00 am.
PENNA	20	D	25	9:10	9:15	9:19	s9:28	....	....	....	....	....	....	....	From Ranken 3:00 am. Mail car sets 7:00 am.
ST. L.-S. F.	3	D	8	9:30	9:38	....	....	....	....	....	....	....	....	....	From West Jefferson 4:30 am. Mail car sets 5:40 am. Ex. From Fargo 1, 5:30 am.
												P. M.	P. M.	P. M.	
C. & E. I.	22	D	19	11:40	11:45	....	....	....	s11:48	11:54	11:58	12:04	....	12:09	From East Jefferson 9:00 am. Mail car sets 9:10 am. Sun. 7:40 am. 21st St.
				P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P M.				
C.C.C. & ST.L.	14	D	17	12:00	12:05	....	....	....	12:08	12:14	12:18	12:24	....	12:29	From North Ranken 9:20 am.
PENNA	30	D	31	12:02	12:07	....	....	....	12:10	12:16	12:20	12:26	12:35	....	From Ranken 10:45 am. Mail car sets track 32 10:55 am.
C. & A.	2	D	25	12:05	12:10	....	....	....	s12:13	12:19	12:23	12:29	....	12:34	From 17th St. 9:45 am.
C. B. & Q.	21	D	18	12:10	12:15	....	....	....	12:18	12:24	....	....	....	....	From North Ranken 9:45 am.
ILL. CENT	20	D	26	12:15	12:20	....	....	....	s12:23	12:29	12:33	12:39	....	....	From East Jefferson 10:00 am. Ar. East Madison 12:43 pm.
WAB. EAST	10	D	23	12:20	12:25	....	....	....	s12:28	12:34	12:38	12:44	....	12:49	From West Jefferson 10:30 am.
M. P. NORTH	129	SE	5	12:20	12:28	....	....	....	....	....	....	....	....	....	From Ranken 11:20 am.
B. & O.	2	D	22	12:30	12:35	....	....	....	12:38	12:44	12:48	12:54	1:01	....	From 17th St. 10:30 am.
PENNA	26	D	28	12:30	12:35	12:39	s12:48	....	....	....	....	....	....	....	From Ranken 10:30 am. Mail car sets 10:55 am.
C.C.C. & ST.L.	18	D	20	12:45	12:50	....	....	....	12:53	12:59	1:03	1:09	....	1:14	From North Ranken 11:30 am. Mail car sets track 24, 11:00 am.
ILL. CENT	201	D	32	1:00	1:05	s1:09	s1:18	....	....	....	....	....	....	....	From East Jefferson 9:30 am. Mail car sets 11:30 am. Ar. Valley Jct. 1:26 pm.
ST. L.-S. F.	807	D	16	1:55	2:03	....	....	....	....	....	....	....	....	....	From West Jefferson 10:00 am.
WAB. WEST	9	D	9	2:00	2:08	....	....	....	....	....	....	....	....	....	From West Jefferson 10:30 am. Mail car sets 11:30 am.
M. P. NORTH	11	D	13	2:02	2:10	....	....	....	....	....	....	....	....	....	From Ranken 11:00 am. Mail car sets track 5, 10:00 am.
ST. L.-S. F.	7	D	17	2:05	2:13	....	....	....	....	....	....	....	....	....	From west Jefferson 12:05 am, Ex. From Fargo 1, 1:15 pm.
M. P. NORTH	131	SAT	16	2:07	2:15	....	....	....	....	....	....	....	....	....	From Ranken 11:30 am.
M. P. SOUTH	25	D	12	2:10	2:18	....	....	....	....	....	....	....	....	....	From Ranken 11:35 am. Ex From South Dock and Fargo 1, 1:15 pm.
C. B. & Q.	15	D	21	2:15	2:20	....	....	....	s2:23	2:29	....	....	....	....	From North Ranken 12:30 pm. Mail car sets track 17, 11:45 am.
ST. L.-S. F.	81	SAT	10	2:17	2:25	....	....	....	....	....	....	....	....	....	From West Jefferson 1:00 pm.
MER. CAB	54	D	31	2:22	s2:27	....	....	....	s2:30	s2:37	s2:42	s2:49	....	....	Employes train. From 17th St. 1:45 pm. Ar. 14th St. s2:25. Carr St. s2:31, Cass Ave. s2:33, CP. Jct. s2:57, Brooklyn Shops 3:00 pm. Lv. 3:15 pm.
TRRA. CAB	76	D	25	2:26	s2:31	s2:35	s2:42	....	....	....	....	....	....	....	Employes train. From 17th St. 1:45 pm. Ar. 14th St. s2:29, CD. s2:44, Brooklyn Shops 2:53 pm. Lv. 3:05 pm.
WAB. EAST	50	D	26	2:40	2:45	s2:49	s2:58	3:03	....	....	....	....	....	....	From West Jefferson 1:00 pm. Mail car sets 1:25 pm.
C.C.C. & ST.L.	4	SE	30	3:15	3:20	s3:24	s3:33	3:38	....	....	....	....	....	....	5 Ar. 11:30 am. Mail car sets 2:30 pm.
C. & A.	6	D	19	3:30	3:35	....	....	....	s3:38	3:44	3:48	3:54	....	3:59	South End, From 17th St. 11:40 am. Mail car sets 12:30 pm.
ILL. CENT	534	D	25	3:45	3:50	s3:54	s4:03	4:08	....	....	....	....	....	....	South end. From East Jefferson 2:45 pm. Mail car sets 3:00 pm.
B. & O.	62	SE	21	3:50	3:55	s3:59	s4:08	....	....	....	....	....	....	....	From 17th St. 2:15 pm. Mail car sets 2:30 pm.
L. & N.	91	D	24	4:00	4:05	s4:09	s4:18	....	....	....	....	....	....	....	From North Ranken 1:00 pm Mail car sets 1:50 pm. Ar. L. & N. Crossing 4:30 pm.
ILL. CENT	207	D	25	4:35	4:40	s4:44	s4:53	....	....	....	....	....	....	....	From East Jefferson 2:30 pm. Ar. Valley Jct. 5:01 pm.
PENNA	154	D	31	4:50	4:55	....	....	....	4:58	5:04	5:08	5:14	5:23	....	From Ranken 3:30 pm. Mail car sets track 29, 2:30 pm.
C.C.C. & ST.L.	40	D	26	5:00	5:05	....	....	....	5:08	5:14	5:18	5:24	....	5:29	From North Ranken 3:00 pm.
SOUTHERN	7	D	30	5:00	5:05	s5:09	s5:18	....	....	....	....	....	....	....	8 Ar. 10:25 am.
M. P. NORTH	133	SE	16	5:00	5:08	....	....	....	....	....	....	....	....	....	From Ranken 2:30 pm.
NICKELPLATE	10	D	22	5:15	5:20	....	....	....	s5:23	5:29	5:33	5:39	....	....	From East Jefferson 2:30 pm. Mail car sets 3:45 pm. Ar. East Madison 5:44 pm.
M. P. NORTH	43	D	15	5:29	5:37	....	....	....	....	....	....	....	....	....	From Ranken 3:00 pm.
C.C.C. & ST.L.	20	D	27	5:30	5:35	....	....	....	5:38	5:44	5:48	5:54	....	5:59	From North Ranken3:40 pm. Mail car sets track 25, 3:30 pm. except Sun.
C. & A.	30	SE	28	5:30	5:35	s5:39	s5:48	5:53	....	....	....	....	....	....	From 17th St. 3:15 pm.
M. P. SOUTH	41	D	13	5:31	5:39	....	....	....	....	....	....	....	....	....	From Ranken 2:05 pm. Mail car sets 2:50 pm.
ST. L.-S. F.	83	XSS	10	5:31	5:39	....	....	....	....	....	....	....	....	....	From 21st St. 10:30 am.
M. P. NORTH	137	XSS	16	5:45	5:53	....	....	....	....	....	....	....	....	....	From West Jefferson 11:15 am.
ST. L.-S. F.	85	SE	11	5:58	6:06	....	....	....	....	....	....	....	....	....	From West Jefferson 11:15 am.
NICKELPLATE	12	D	19	6:00	6:05	s6:09	s6:18	6:23	....	....	....	....	....	....	South end. From 21st St. 3:45 pm.
M. P. NORTH	19	D	14	6:00	6:08	....	....	....	....	....	....	....	....	....	From Ranken 5:10 pm. Mail car sets track 1, 4:30 pm.
M. P. SOUTH	335	D	13	6:04	6:09	s6:13	s6:22	....	....	....	....	....	6:30	....	From Ranken 2:05 pm. Mail car sets 4:40 pm. (Penna. from Relay) ***Valley Jct. 6:39 pm.***
WAB. EAST	2	D	29	6:15	6:20	....	....	....	6:23	6:29	6:33	6:39	....	6:44	From West Jefferson 4:30 pm. Mail car sets 5:30 pm.
ILL. CENT	211	D	18	6:20	6:25	s6:29	s6:38	....	....	....	....	....	....	....	North end. From East Jefferson 2:45 pm. Valley Jct. 6:45 pm.
M. P. NORTH	139	SE	16	6:20	6:28	....	....	....	....	....	....	....	....	....	138 Ar. 6:13 pm. From Ranken 3:00 pm. Sat.
C.C.C. & ST.L.	10	SO	28	6:39	6:44	s6:48	s6:57	7:02	....	....	....	....	....	....	South end. From North Ranken 5:10 pm.
M. P. SOUTH	1	D	17	6:45	6:53	....	....	....	....	....	....	....	....	....	From Ranken 5:45 pm. Mail car sets track 1, 3:22 pm.
ST. L.-S. F.	1	D	8	6:50	6:58	....	....	....	....	....	....	....	....	....	From West Jefferson 5:00 pm.
ST. L.-S. F.	9	D	2	6:58	7:06	....	....	....	....	....	....	....	....	....	From West Jefferson 4:00 pm. Mail car sets track 6, 2:45 pm. Ex. from Adams 2, 5:50 pm.
C. & A.	30	SO	28	7:04	7:09	s7:13	s7:22	7:27	....	....	....	....	....	....	From 17th St. 3:40 pm.
C. B. & Q.	7	D	21	7:30	7:35	....	....	....	s7:38	7:44	....	....	....	....	South end. From North Ranken 4:50 pm.
WAB. WEST	11	D	6	7:30	7:38	....	....	....	....	....	....	....	....	....	From West Jefferson 2:20 pm. Mail car sets 4:00 pm.
C. B. & Q.	51	D	21	8:10	8:15	s8:19	s8:28	8:33	....	....	....	....	....	....	North end. From North Ranken 4:50 pm. Mail car sets 5:25 pm. Sun. 6:15 pm.
B. & O.	30	D	32	9:00	9:05	9:09	s9:18	....	....	....	....	....	....	....	From 21st St. 1:00 pm. Mail car sets 6:00 pm.
C. B. & Q.	17	D	22	9:01	9:06	....	....	....	9:09	9:15	....	....	....	....	From North Ranken 6:00 pm.
M—K—T.	5	D	24	9:03	9:08	....	....	....	9:11	9:17	....	....	....	....	From West Jefferson 5:00 pm. Mail car sets 6:26 pm. Ex. from Fargo 1, 7:45 pm.
L. & N.	53	D	28	9:05	9:10	9:14	s9:23	....	....	....	....	....	....	....	From North Ranken 2:00 pm Mail car sets 5:50 pm. Ex. From American, 8:10 pm. Ar L. & N. Crossing 9:35 pm.
C. & A.	76	D	19	9:15	9:20	s9:24	s9:33	9:38	....	....	....	....	....	....	From 17th St. 4:45 pm. Mail car sets 5:00 pm.
ILL. CENT	518	D	23	9:30	9:35	s9:39	s9:48	9:53	....	....	....	....	....	....	From East Jefferson 6:40 pm.
PENNA	88	SE	25	9:34	9:39	9:43	s9:52	....	....	....	....	....	....	....	From Ranken 6:50 pm. Ex. from American 8:45 pm.
C. & E. I.	26	D	18	9:45	9:50	....	....	....	s9:53	9:59	10:03	10:09	....	10:14	From East Jefferson 7:00 pm.
WAB. WEST	203	D	4	9:52	10:00	....	....	....	....	....	....	10:41	....	10:45	From West Jefferson 6:40 pm. Ex. from States 1, 7:30 pm. Via Page Ave. and West Belt. Wab. East 12 from Page Ave.
B. & O.	12	D	30	9:55	10:00	....	....	....	10:03	10:09	10:13	10:19	10:28	....	From 17th St. 8:15 pm. Ex. from American, 8:45 pm.
C.C.C. & ST.L.	46	D	21	10:02	10:07	....	....	....	10:10	10:16	10:20	10:26	....	10:31	From North Ranken 8:20 pm. Mail car sets track 32, 7:30 pm.
WAB. WEST	5	D	12	10:02	10:10	....	....	....	....	....	....	....	....	....	From West Jefferson 7:30 pm. Ex. from Fargo 2, 7:20 pm.
C.C.C. & ST.L.	24	D	32	10:05	10:10	....	....	....	10:13	10:19	10:23	10:29	....	10:34	From 17th St. 9:00 pm. Ex. from American, 9:05 pm.
M. & O. *	15	D	31	10:10	10:15	....	s10:50	....	10:18	10:24	10:28	10:34	....	....	From East Jefferson 6:40 pm. Mail car sets 7:00 pm. Ex. from 21st St. 9:00 pm. Ar. C.P. Jct. 10:39 pm., Via C.D. Yard.
ST. L. S. W.	905	D	27	10:10	10:15	10:19	s10:28	....	....	....	....	....	10:36	....	From E. Jeff. 6:45 pm. Mail car sets tr. 31, 7:00 pm. Ex. from States 2, 8:30 pm. (Penna. to Willows). ***Ar. Valley Jct. 10:50 pm.***
M. P. NORTH	13	D	7	10:10	10:18	....	....	....	....	....	....	....	....	....	From Ranken 8:25 pm. Mail car sets track 1, 7:30 pm. Ex. from States 1, 9:15 pm.
ILL. CENT	203	D	29	10:15	10:20	....	s10:54	10:49	10:23	10:29	10:33	10:39	....	....	From East Jefferson 6:30 pm. Ex. from Fargo 2, 9:30 pm. Ar. CP. Jct. 10:44, Valley Jct. 11:04 pm
MER. CAB	56	D	31	10:22	s10:27	....	....	....	s10:30	s10:36	s10:41	s10:48	....	....	Employes train. From 17th St. 9:45 pm. Ar. 14th St. s10:25, Cass Ave. s10:33, CP. Jct. s10:55, Brooklyn Shops 11:02 pm. Lv. 11:12 pm.
TRRA. CAB	78	D	30	10:26	s10:31	s10:35	s10:42	....	....	....	....	....	....	....	Employes train. From 17th St. 9:45 pm. Ar. 14th St. s10:29, CD. s10:44, Brooklyn Shops 10:53 pm. Lv. 11:05 pm.
M. P. SOUTH	17	D	17	10:30	10:38	....	....	....	....	....	....	....	....	....	From Ranken 7:05 pm. Mail car sets track 1, 6:40 pm. Ex. from North Dock 9:00 pm.
SOUTHERN	1	D	26	10:35	10:40	10:44	s10:53	....	....	....	....	....	....	....	From East Jefferson 5:00 pm. Mail car sets 6:20 pm.
L. & N.	55	D	22	10:40	10:45	10:49	s10:58	....	....	....	....	....	....	....	From North Ranken 9:15 pm. Ex. from American, 9:30 pm. Ar. L. & N. Crossing 11:09 pm.
ST. L.-S. F.	5	D	13	10:45	10:53	....	....	....	....	....	....	....	....	....	From West Jefferson 7:00 pm. Mail car sets 7:45 pm. Ex. from Adams 3, 9:30 pm.
C. R. I. & P.	25	D	11	11:15	11:23	....	....	....	....	....	....	....	....	....	From West Jefferson 6:55 pm. Mail car sets 9:15 pm. Ex. from States 1, 9:15 pm.
ST. L-S. F.	805	D	6	11:25	11:33	....	....	....	....	....	....	....	....	....	From West Jefferson 7:30 pm. Mail car sets 8:00 pm. Ex. from Adams 2, 9:40 pm.
M. P. SOUTH	23	D	10	11:30	11:38	....	....	....	....	....	....	....	....	....	From Ranken 9:15 pm.
							A. M.	A. M.							
ILL. CENT	15	D	19	11:30	11:35	....	s12:09	12:04	11:38	11:44	11:48	11:54	....	....	From East Jefferson 9:00 pm. Mail car sets track 26, 7:00 pm. Ex. from Fargo 2, 10:20 pm. Ar. CP. Jct. 11:59 pm, Valley Jct. 12:16 am.
											A. M.	A. M.	A. M.	A. M.	
C. & A.	78	D	20	11:45	11:50	....	....	....	11:53	11:59	12:03	12:09	....	12:14	From 17th St. 3:00 pm. Mail car sets 7:00 pm. Ex. from Fargo 2, 10:00 pm.
					A. M.				A. M.	A. M.					
C. B. & Q.	25	D	24	11:55	12:00	....	....	....	12:03	12:09	....	....	....	....	From North Ranken 9:00 pm. Ex. from States 1, 10:15 pm.
WAB. WEST	17	D	8	11:55	12:03	....	....	....	....	....	....	....	....	....	From West Jefferson 9:10 pm.
ILL. CENT	18	D	16	11:57	12:02	....	....	....	12:05	12:11	12:15	12:21	....	....	From East Jefferson 9:20 pm. Ar. East Madison 12:25 am.
C. & A.	8	D	25	11:59	12:04	....	....	....	12:07	12:13	12:17	12:23	....	12:28	From 17th St. 9:25 pm.
M. P. NORTH	9	D	5	11:59	12:07	....	....	....	....	....	....	....	....	....	From Ranken 8:30 pm. Mail car sets 8:49 pm.

Total Trains
Outbound—131

INBOUND

ROADS	Train No.	Runs.	Track No.	St. L. M. B. T.						T. R. R. A.					REMARKS
				Granite City "WR"	Willows "VI"	East Approach "SH"	Bremen "BN"	N. Market "WA"	Wash'ton Avenue	Bridge Junction	Relay Station	Wash'ton Avenue	GratiotSt. Grand Av. X Office	Union Station	
				Depart	Depart	Arrive	Arrive	Arrive	Arrive	Depart	Depart	Arrive	Arrive	Arrive	
				A M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
C. & A.	79	D	7	12:50	....	12:54	1:00	1:03	1:09	....	....	....	1:13	1:20	Ex. to American. Train to 17th St.
PENNA	87	XT	..	....	....	....	....	....	....	....	s4:10	4:19	4:23	4:30	Train to 21st St.
M. P. NORTH	120	SE	15	....	....	....	....	....	....	....	....	....	6:05	6:15	121 Lv. 6:20 am.
ST. L.-S. F.	76	SE	15	....	....	....	....	....	....	....	....	....	6:20	6:30	77 Lv. 6:38 am.
PENNA	13	D	1	....	6:04	6:14	6:20	6:23	s6:29	....	....	....	6:33	6:40	Train to Ranken.
L. & N.	54	D	23	....	....	....	....	....	....	....	s6:25	s6:34	6:38	6:45	Lv. L. & N. Crossing 6:06 am. Train to North Ranken.
ILL. CENT	204	D	3	....	....	6:24	6:30	6:33	s6:39	6:14	s6:09	....	6:43	6:50	Lv. Valley Jct. 5:59 am Ar. C. P. Jct. 6:18 am. Train to East Jefferson
C. B. & Q.	52	D	12	....	....	....	....	....	....	6:26	s6:31	s6:40	6:44	6:51	Train to North Ranken.
M. P. NORTH	14	D	6	....	....	....	....	....	....	....	....	....	6:45	6:55	Eng. to Ewing. Ex. to Fargo 1. Train to Ranken.
C. & A.	77	D	30	6:25	....	6:29	6:35	6:38	s6:44	....	....	....	6:48	6:55	Train to 17th St.
C. & E. I.	25	D	10	6:27	....	6:31	6:37	6:40	s6:46	....	....	....	6:50	6:57	Train to Compton.
M. & O.	16	D	2	....	....	6:34	6:40	6:43	s6:49	....	s6:20	....	6:53	7:00	Via C. D. Yard. Ar. C. P Jct. 6:29 am. Train to East Jefferson
M. P. NORTH	122	SE	15	....	....	....	....	....	....	....	....	....	6:52	7:02	123 Lv. 7:05 am.
WAB. EAST	13	D	16	6:04	....	6:08	....	....	....	....	....	....	6:53	7:03	Via West Belt and Page Ave. Ar. as Wab. West 202. Eng. to Vandeventer Ex. to States 2. Train to West Jefferson.
ST. L.-S. F.	806	D	14	....	....	....	....	....	....	....	....	....	6:55	7:05	Eng. to Chouteau. Ex. to Adams 2. Train to West Jefferson.
ST. L. S. W.	906	D	7	....	6:38	....	....	....	....	....	s6:48	s6:57	7:01	7:08	***Lv. Valley Jct. 6:23 am.*** (Penna. to Relay) Ex. to Fargo 1 Train to East Jefferson.
C.C.C. & ST. L.	31	D	3	6:40	....	6:44	6:50	6:53	s6:59	....	....	....	7:03	7:10	Train to North Ranken.
C. B. & Q.	8	D	12	....	....	....	....	6:55	s7:01	....	....	....	7:05	7:12	Train to North Ranken.
B. & O.	3	D	26	....	....	....	....	....	....	....	s6:52	s7:01	7:05	7:12	Train to 17th St.
M. P. SOUTH	18	D	21	....	....	....	....	....	....	....	....	....	7:05	7:15	Eng to Ewing. Train to Ranken.
WAB. EAST	3	D	9	6:45	....	6:49	6:55	6:58	s7:04	....	....	....	7:08	7:15	Eng. to Brooklyn via Mer. Bridge. Train to West Jefferson.
ILL. CENT	16	D	10	....	....	6:51	6:57	7:00	s7:06	6:42	s6:37	....	7:10	7:17	Lv. Valley Jct. 6:27 am. Ar. C.P. Jct 6:46 am Train to East Jefferson.
M. P. SOUTH	24	D	15	....	....	....	....	....	....	....	....	....	7:10	7:20	Eng. to Ewing Train to Ranken
L. & N.	56	D	6	....	....	....	....	....	....	....	s7:00	s7:09	7:13	7:20	Lv L. & N. Crossing 6:46 am. Ex. to States 2. Train to North Ranken.
C. & E. I.	23	D	2	6:51	....	6:55	7:01	7:04	s7:10	....	....	....	7:14	7:21	Ex. to Fargo 2. Train to East Jefferson.
M. P. NORTH	20	D	24	....	....	....	....	....	....	....	....	....	7:13	7:23	Eng. to Ewing. Train to Ranken.
C. B. & Q.	16	D	4	....	....	....	....	7:08	s7:14	....	....	....	7:18	7:25	Train to North Ranken.
WAB. WEST	18	D	13	....	....	....	....	....	....	....	....	....	7:18	7:28	Eng. to Vandeventer. Train to West Jefferson.
ILL. CENT	17	D	7	....	....	7:02	7:08	7:11	s7:17	....	....	....	7:21	7:28	Lv. East Madison 6:58 am. Ex. to States 2. Train to East Jefferson.
ST. L.-S. F.	80	SE	23	....	....	....	....	....	....	....	....	....	7:20	7:30	Eng. to Chouteau. Train to West Jefferson.
SOUTHERN	2	D	14	....	....	....	....	....	....	....	s7:10	s7:19	7:23	7:30	Train to East Jefferson.
TRRA. CAB	71	D	32	....	....	....	....	....	....	....	s7:15	s7:21	s7:25	7:32	Employes train Lv. Brooklyn Shops 7:12 am. CD. s7:14 am. Train to 17th St.
ST. L.-S. F.	10	D	16	....	....	....	....	....	....	....	....	....	7:25	7:35	Eng to Chouteau Ex. to Adams 2. Train to West Jefferson.
C. B. & Q.	26	D	30	....	....	....	....	7:18	s7:24	....	....	....	7:28	7:35	Ex to American 1. Train to North Ranken.
C. R. I. & P.	26	D	27	....	....	....	....	....	....	....	....	....	7:28	7:38	Train to West Jefferson.
M. P. NORTH	44	D	18	....	....	....	....	....	....	....	....	....	7:30	7:40	Eng to Ewing Train to Ranken.
WAB. EAST	17	D	3	7:11	....	7:15	7:21	7:24	s7:30	....	....	....	7:34	7:41	Eng to Vandeventer Train to West Jefferson
M. P. NORTH	10	D	12	....	....	....	....	....	....	....	....	....	7:33	7:43	Eng to Ewing. Train to Ranken.
C. & A.	7	D	1	7:13	....	7:17	7:23	7:26	s7:32	....	....	....	7:36	7:43	Ex to American 1. Train to 17th St.
C.C.C. & ST. L.	43	D	..	7:15	....	7:19	7:25	7:28	s7:34	....	....	....	7:38	7:45	Train to 21st St.
B. & O.	29	D	..	....	....	....	....	....	....	....	s7:28	7:37	7:41	7:48	Train to 21st St. Ex to Pacific 1.
MER. CAB	51	D	32	....	....	s7:16	s7:22	s7:31	s7:37	....	....	....	s7:42	7:48	Employes train Lv. Brooklyn Shops 7:05 am CP Jct. s7:08 am Cass Ave s7:33 am. Train to 17th St
NICKELPLATE	9	D	2	....	....	7:31	7:37	7:40	s7:46	....	....	....	7 50	7:57	Lv. East Madison 7:26 am. Train toEast Jefferson.
M—K—T.	6	D	9	....	....	....	....	7:42	s7:48	....	....	....	7:52	7:59	Train to West Jefferson.
WAB. WEST	14	D	13	....	....	....	....	....	....	....	....	....	7:52	8:02	Eng. to Vandeventer. Train to West Jefferson.
WAB. EAST	51	D	3	7:34	....	7:38	7:44	7:47	s7:53	....	....	....	7:57	8:04	Eng to Vandeventer Ex. to 21st St. Train to West Jefferson
ST. L.-S. F.	8	D	15	....	....	....	....	....	....	....	....	....	7:55	8:05	Eng to Chouteau Train to West Jefferson.
M. P. NORTH	124	SE	10	....	....	....	....	....	....	....	....	....	8:00	8:10	127 Lv. 8:15 am.
M. P. SOUTH	40	D	2	....	....	....	....	....	....	....	....	....	8:05	8:15	Eng to Ewing. Train to Ranken.
M. P. SOUTH	26	D	9	....	....	....	....	....	....	....	....	....	8:10	8:20	Eng. to Ewing. Train to Ranken.
PENNA	155	D	11	....	....	....	....	....	....	....	s8:10	8:19	8:23	8:30	Train to Ranken.
ST. L.-S. F.	82	SE	23	....	....	....	....	....	....	....	....	....	8:30	8:40	83 Lv. 5:31 pm. Eng. to Chouteau.
M. P. NORTH	128	SE	2	....	....	....	....	....	....	....	....	....	8:35	8:45	Eng to Ewing. Train to Ranken.
ILL. CENT	517	D	7	....	....	....	....	....	....	8:21	s8:26	s8:35	8:39	8:46	Train to East Jefferson.
ILL. CENT	212	D	7	....	....	....	....	....	....	....	s8:35	s8:44	8:48	8:55	Lv Valley Jct. 8:17 am Train to East Jefferson
ST. L.-S. F.	6	D	14	....	....	....	....	....	....	....	....	....	9:05	9:15	Eng. to Chouteau Ex. to Adams 1. Train to West Jefferson.
M. P. NORTH	130	SE	14	....	....	....	....	....	....	....	....	....	9:45	9:55	Eng to Ewing. Train to Ranken.
C. & A.	31	D	5	....	....	....	....	....	....	9:50	s9:55	s10:04	10:08	10:15	Train to 17th St.
ILL. CENT	206	D	7	....	....	....	....	....	....	....	s10:00	s10:09	10:13	10:20	Lv. Valley Jct. 9:50 am Train to East Jefferson
SOUTHERN	8	D	1	....	....	....	....	....	....	....	s10:05	s10:14	10:18	10 25	7 Lv. 5 00 p m.
WAB. WEST	50	D	4	....	....	....	....	....	....	....	....	....	10 20	10 30	Eng. to Vandeventer. Train to West Jefferson.
M. P. SOUTH	46	D	3	....	....	....	....	....	....	....	....	....	11:10	11:20	Train to Ranken.
ST. L.-S. F.	2	D	10	....	....	....	....	....	....	....	....	....	11:15	11:25	Eng to Chouteau. Train to West Jefferson.
B. & O.	61	SE	2	....	....	....	....	....	....	....	s11:06	s11:15	11:19	11:26	Train to 17th St.
M. P. SOUTH	2	D	15	....	....	....	....	....	....	....	....	....	11:20	11:30	Eng to Ewing Train to Ranken.
C.C.C. & ST. L.	5	D	1	....	....	....	....	....	....	11:05	s11:10	s11:19	11:23	11:30	4 Lv. 3:15 pm.
C. & A.	15	D	2	....	....	....	....	....	....	11:14	s11:19	s11:28	11:32	11:39	Train to 17th St.
M. P. SOUTH	336	D	6	....	11:15	....	....	....	....	....	s11:23	s11:32	11:36	11:43	***Lv. Valley Jct. 11:03 am.*** (Penna to Relay) Eng. to Ewing. Train to Ranken.
												P. M.	P. M.	P. M.	
NICKELPLATE	11	D	27	....	....	....	....	....	....	11:49	s11:54	s12:03	12:07	12:14	Train to 17th St.
				P.M.	P. M.	P. M.	P. M.	P. M.	P. M.	P.M.	P. M.				
ILL. CENT	525	D	10	....	....	....	....	....	....	12:00	s12:05	s12:14	12:18	12:25	Train to East Jefferson.
L. & N.	90	D	6	....	....	....	....	....	....	....	s12:25	s12:34	12:38	12:45	Lv. L. & N. Crossing 12:11 pm. Train to North Ranken.
WAB. EAST	9	D	5	12:30	....	12:34	12:40	12:43	12:49	....	....	....	12:53	1:00	Eng to Vandeventer Train to West Jefferson.
PENNA	27	D	3	....	....	....	....	....	....	....	s1:00	1:09	1:13	1:20	Train to Ranken.
C.C.C. & ST.L.	39	D	8	12:58	....	1:02	1:08	1:11	1:17	....	....	....	1:21	1:28	Train to North Ranken.
PENNA	31	D	15	....	12:59	1.09	1:15	1:18	1:24	....	....	....	1:28	1:35	Train to Ranken.
C. B. & Q.	12	D	2	....	....	....	....	1:28	s1:34	....	....	....	1:38	1:45	Train to North Ranken.
WAB. WEST	20	D	23	....	....	....	....	....	....	....	....	....	1:38	1:48	Eng. to Vandeventer. Train to West Jefferson.
M. P. NORTH	132	SE	14	....	....	....	....	....	....	....	....	....	1:40	1:50	Eng to Ewing. Train to Ranken.
C.C.C. & ST. L.	9	D	4	1:25	....	1:29	1:35	1:38	s1:44	....	....	....	1:48	1:55	Train to North Ranken.
ST. L.-S. F.	808	D	8	....	....	....	....	....	....	....	....	....	3:05	3:15	Eng to Chouteau. Train to West Jefferson.
C. B. & Q.	14	D	4	....	....	....	....	3:03	s3:09	....	....	....	3:13	3:20	Train to North Ranken.
M. P. NORTH	134	SAT	14	....	....	....	....	....	....	....	....	....	3:25	3 35	Eng to Ewing Train to Ranken.
TRRA. CAB	77	D	30	....	....	....	....	....	....	....	s3:20	s3:26	s3:30	3:37	Employes train Lv. Brooklyn Shops 3:15 pm. C D s3:18 pm. Train to 17th St.
MER. CAB	53	D	30	....	....	s3:15	s3:22	s3:27	s3:35	....	....	....	s3:40	3:48	Employes train. Lv. Brooklyn Shops 3:05 pm. CP. Jct. s3:08 pm. Cass Ave. s3:31 pm. Train to 17th St.
M. & O.	2	D	5	....	....	....	....	....	....	....	s3:45	s3:54	3:58	4:05	Train to East Jefferson.
M. P. NORTH	12	D	24	....	....	....	....	....	....	....	....	....	4:00	4:10	Eng to Ewing. Train to Ranken.
ILL. CENT	202	D	23	....	....	....	....	....	....	....	s3:50	s3:59	4:03	4:10	Lv Valley Jct 3:40 pm. Train to East Jefferson.
PENNA	341	SE	3	....	....	....	....	....	....	....	s3:54	s4:03	4:07	4:14	Train to Ranken.
WAB. WEST	2	D	9	....	....	....	....	....	....	....	....	....	4:10	4:20	Eng. to Vandeventer. Train to West Jefferson.
B. & O.	1	D	12	....	3:55	4:04	4:10	4:13	4:19	....	....	....	4:23	4:30	Eng. return to Relay via Eads Bridge. Train to 17th St.
C.C.C. & ST.L.	11	D	17	4:28	....	4:32	4:38	4:41	4:47	....	....	....	4:51	4:58	Train to North Ranken.
NICKELPLATE	17	SE	7	....	....	....	....	....	....	4:34	s4:39	s4:48	4:52	4:59	Train to East Jefferson.
ILL. CENT	501	D	7	....	....	....	....	....	....	4:38	s4:43	s4:52	4:56	5:03	Lv. East Madison 4:33 pm. Train to East Jefferson.
PENNA	65	D	9	....	4:34	4:44	4:50	4:53	4:59	....	....	....	5:03	5:10	Train to Ranken.
T. R. R. A.	75	D	31	....	....	....	....	....	....	....	s4:55	s5:04	5:08	5:15	Lv Brooklyn Shops 4:45 pm. Train to 17th St.
C. B. & Q. *	48	D	31	....	....	....	....	....	....	4:54	s4:59	s5:08	5:12	5:19	Train to North Ranken.
C.C.C. & ST.L.	7	SE	..	....	....	....	....	....	....	5:13	s5:18	....	....	....	Train to C.C.C.&St.L. Yard.
PENNA	21	D	23	....	5 04	5:14	5:20	5:23	5:29	....	....	....	5:33	5:40	Train to Ranken.
SOUTHERN	24	D	12	....	....	....	....	....	....	....	s5:25	s5:34	5:38	5:45	Train to East Jefferson.
C.C.C. & ST.L.	17	D	27	5:20	....	5:24	5:30	5:33	s5:39	....	....	....	5:43	5:50	Train to North Ranken.
B. & O.	21	D	30	....	....	....	....	....	....	....	s5:35	s5:44	5:48	5:55	Train to 17th St.
C. & E. I. *	21	D	5	5:25	....	5:29	5:35	5:38	5:44	....	....	....	5:48	5:55	Train to East Jefferson.
WAB. EAST	11	D	15	5:12	....	5:16	....	....	....	....	....	....	5:50	6:00	Via West Belt and Page Ave Ar. as Wab West 204. Eng to Vandeventer. Train to West Jeff'son.
C. & A.	1	D	7	5:30	....	5:34	5:40	5:43	s5:49	....	....	....	5:53	6:00	Train to 17th St.
L. & N.	52	D	25	....	....	....	....	....	....	....	s5:46	s5:55	5:59	6:06	Lv. L. & N. Crossing 5:32 pm. Train to North Ranken.
M. P. NORTH	138	SE	16	....	....	....	....	....	....	....	....	....	6:03	6:13	139 Lv. 6:20 pm. SE.
ILL. CENT	19	D	11	....	....	5:49	5:55	5:58	s6:04	....	....	....	6:08	6:15	Lv East Madison 5:45 pm. Train to East Jefferson
C. & A.	3	D	14	....	....	....	....	....	....	5:54	s5:59	s6:08	6:12	6:19	Train to 17th St.
ST. L.-S. F.	12	D	18	....	....	....	....	....	....	....	....	....	6:20	6:30	Eng. to Chouteau. Train to West Jefferson.
C. & A.	33	D	24	....	....	....	....	....	....	6:10	s6:15	s6:24	6 28	6 35	Train to 17th St.
C.C.C. & ST.L.	41	D	16	6:10	....	6:14	6:20	6:23	6:29	....	....	....	6:33	6:40	Train to North Ranken.
C. R. I. & P.	24	D	5	....	....	....	....	....	....	....	....	....	6:35	6:45	Train to West Jefferson.
M. P. NORTH	38	D	10	....	....	....	....	....	....	....	....	....	6:40	6:50	Eng to Ewing. Ex. to States 1. Train to Ranken.
ST. L.-S. F.	802	D	3	....	....	....	....	....	....	....	....	....	6:50	7:00	Eng. to Chouteau. Ex. to South Dock. Train to West Jefferson.
C. B. & Q.	22	D	2	....	....	....	....	7:23	7:29	....	....	....	7:33	7:40	Train to 17th St.
M. P. SOUTH	4	D	16	....	....	....	....	....	....	....	....	....	7:35	7:45	Eng to Ewing. Train to Ranken.
M. P. NORTH	16	D	9	....	....	....	....	....	....	....	....	....	7:50	8:00	Eng to Ewing. Train to Ranken.
C. B. & Q. *	4	D	15	....	....	....	....	7:53	s7:59	....	....	....	8:03	8:10	Train to North Ranken.
C.C.C. & ST.L.	19	D	14	8:20	....	8:24	8:30	8:33	8:39	....	....	....	8:43	8:50	Train to North Ranken.
ILL. CENT	226	D	3	....	....	....	....	....	....	....	s8:39	s8:48	8:52	8:59	Lv Valley Jct 8:29 pm. Ex. to American. Train to East Jefferson.
WAB. WEST	12	D	2	....	....	....	....	....	....	....	....	....	8:50	9:00	Eng to Vandeventer. Train to West Jefferson.
C. & A.	5	D	18	9:28	....	9:32	9:38	9:41	s9:47	....	....	....	9:51	9:58	Train to 17th St.
WAB. EAST	1	D	30	9:30	....	9:35	9:41	9:44	s9:50	....	....	....	9:53	10:00	Eng. to Vandeventer. Train to West Jefferson.
M—K—T.	4	D	15	....	....	....	....	9:58	s10:04	....	....	....	10:08	10:15	Train to West Jefferson.
M. P. SOUTH	8	D	12	....	....	....	....	....	....	....	....	....	11:18	11 28	Eng to Ewing. Train to Ranken.
PENNA	11	D	3	....	....	....	....	....	....	....	s11:10	11:19	11:23	11:30	Train to Ranken.
ST. L.-S. F.	4	D	30	....	....	....	....	....	....	....	....	....	11:20	11:30	Eng to Chouteau Ex. to Fargo 1. Train to West Jefferson
TRRA. CAB	79	D	27	....	....	....	....	....	....	....	s11:17	s11:23	s11:27	11 34	Employes train. Lv. Brooklyn Shops 11:12 pm. CD. s11:15 pm. Mer. Cab 50 Lv. 6:22 am
MER. CAB	55	D	21	....	....	s11:15	s11:22	s11 27	s11 35	....	....	....	s11:40	11:48	Employes train. Lv Brooklyn Shops 11:05 pm. CP Jct. s11:08 pm. Cass Ave. s11:31 pm. T R.R.A. Cab 70 Lv. 6:26 am.

Total Trains
Inbound—129

Note Changes in trains marked thus * and rules marked thus ★ S—Stop. D—Daily. S O—Sunday only. S E—Sunday excepted. X T—Except Tuesday. SAT—Saturday only. X S—Except Saturday. X S S—Except Saturday and Sunday.

HOSPITALS and AMBULANCE SERVICE

St. Mary's Infirmary, 1536 Papin St., St. Louis Telephone, Chestnut 4390.
The People's Hospital (Colored), Pine and Theresa. Telephone, Jefferson 5468.
Christian Welfare Hospital, 15th St. and Illinois Ave., East St. Louis. Telephones, East 209—East 3850.
St. Mary's Hospital, 810 Missouri Ave., East St. Louis. Telephones, East 3300—East 2839.
St. Elizabeth's Hospital, 21st and I Streets, Granite City. Telephone, Tri City 393.
In case of severe injury or illness, ambulance may be called by telephone from following places:
Marshall Undertaking Co., 5297 Washington Ave., St. Louis. Telephones, Forest 0394—Forest 1865
Jos. A. Kurrus Livery Undertaking Co., 26th and State Sts., East St. Louis, Ill. Telephones, East 51—East 64.
J. J. Lahey Undertaking Co., 511 Madison Ave., Madison, Ill. Telephone, Tri-City 222.
City Ambulance Service, 1601 South 14th St., St. Louis. Telephone, HUmbolt 0085.

SURGEONS

Dr. S. T. Vandover, Chief Surgeon, Residence, 3728 Arsenal Str., St. Louis. Telephones: Residence, Laclede 3937; Office, Prospect 1600 and St. Mary's Infirmary.

Dr. Chas. F. Wilhelmj, East St. Louis.
Office, Murphy Bldg. Telephone East 167.
Residence, Signal Hill. Telephone Midway 196.

Dr. R. D. Sanders, 707 Broadway, Venice, Illinois, Telephone Tri City 225.

SPECIALISTS

Dr. A. W. Koessel, Oculist, Office Missouri Theatre Building, Suite 630, Grand and Lucas Aves., St. Louis, Mo. 9:00 to 10:00 A. M. and 2:00 to 5:00 P. M. daily, except Sunday Telephone, Jefferson 9462.
Dr. I. D. Kelley, Ear, Nose and Throat Specialist. Beaumont Medical Building, 3720 Washington Ave., St. Louis, Mo. Hours: 9:00 A. M. to 1:00 p. m. daily; afternoon, 5:00 P. M. to 6:00 P. M., Monday, Wednesday and Friday. Telephone, Jefferson 2460.
Dr. E. C. Spitze, Oculist, Office, 315 Murphy Bldg., East St. Louis. 9 A. M. to 12 noon daily, 2 P. M. to 4 P. M. on Monday, Wednesday and Saturday and by appointment. Tel. East 2814. Residence East 899.
Dr. Noxon Toomey, Skin Specialist. Office, 321 Lister Bldg., 4500 Olive, St. Louis. 9:30 A.M. to 12:00 Noon and 4:30 to 5:00 P.M. daily, except Sunday; 7:30 to 9:00 P.M. Wednesday, and 10:00 A.M. to 12:00 Noon Sunday. Telephone, Delmar 5000.

B. B. HICKMAN, Superintendent.

See Special Rules and Instructions on Back.

J. A. MATHEWSON, General Manager.

TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS
AND AFFILIATED LINES
GENERAL RULES

301.—Trainmen (including enginemen and firemen) of other companies operating on the railways of these companies must have passed the required examinations, hold certificates of competency and have in their possession a copy each of the current Book of Railway Operating Rules and Joint Time-Table, or request pilots as prescribed by General Rules, Section C, Book of Rules dated March 1, 1921.

Permits will be issued any hour of the day at the office of Road Foremen of Engines, S. E. corner 12th and Poplar Sts., to ride trains or walk over the properties for the purpose of learning the rules, routes and signals. Persons will report at that office only on Tuesdays and Fridays at 11:00 A. M. for examinations.

302.—Bridges, viaducts and other overhead structures which do not clear a man standing upon the top of a moving covered car, or riding upon the side of a car or an engine, are located as follows:

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

MERCHANTS DIVISION—Eads Arch, Merchants Bridge, Broadway (West Belt), Florissant Avenue, Kingshighway, Union Avenue, Natural Bridge Road, Suburban Railway, Kienlen Avenue, Hamburger Avenue, Glenn Heights Foot Bridge, Easton Avenue.

CENTRAL BELT—Ferguson Road, Page Ave., Walton Road, Lackland Road, Bonhomme Road, Eager Road, Girard Ave., Laclede Station Rd.

CONLOGUE—Broadway, East St. Louis.

Employes must know the locations of and avoid injury by bridges, viaducts, buildings, projections, structures, signal supports, or poles anywhere which do not have ample side and top clearances. (See General Rule (ab) Page 5 Current Rule Book.)

All members of freight crews must be in their proper but safe positions upon cars when moving through interlocking plants, through yards or on main tracks, where conditions may require it, to transmit signals, or assist otherwise in emergency. When necessary for better protection, or to throw switches, a member of the crew must be on front footboard of the engine. (Rule 765 Current Rule Book is hereby modified.)

303.—Engines equipped for steam-heating of passenger trains: 51, 64, 65, 66, 68, 69, 70, 72, 75, 78, 79, 83, 84, 86, 88, 89 and 120 to 132.

304.—Engines equipped with snow-sweeper steam-pipe connections: 93, 103, 107, 420, 422.

305.—Trains must approach the end of double track, junctions, railway crossings at grade and fixed signals, with caution. Where required by rule or law, trains must stop. (See Rule 98.)

Illinois law requires full stop within 800 feet of a railway crossing not protected by interlocking or other safety device.

Missouri law requires full stop not less than 165 feet nor more than 990 feet before reaching a railway crossing, unless protected by clear interlocking signals.

306.—Instructions on tonnage rating of freight trains are in possession of yardmasters, who will be governed accordingly.

307.—While an engine is in Union Station train shed, cab awnings on both sides must be fastened up, and elsewhere the awning on the side next adjacent track or structure must be raised when approaching and before reaching a train, engine, cars or structure, and kept up until safety from damage or personal injury is assured.

308.—In fog or storm and when view is otherwise obstructed, enginemen and trainmen must be especially alert and move trains under such control as to insure stopping within a distance track is known to be clear. In case of accident, responsibility will rest with the moving train. Approach stations and street crossings so as to avoid danger to persons and vehicles. (Amending Rule 101, 3d Pgh.)

309—The meanings of two sound indications prescribed under Rule 16, Communicating Signals, are clarified as follows, and they will apply irrespective of direction the engine may be headed:

(a) o o When standing, pull the train.
(c) o o o When standing, push the train.

The following new sound indication is effective and will be added under Rule 16, Communicating Signals:

(ja) o o o o o o When standing, deplete train line brake-pipe pressure.

SPECIAL RULES AND INSTRUCTIONS.
EADS DIVISION

321.—Between Fourteenth street, St. Louis, and Q interlocking plant, East St. Louis, trains must keep to the left, and on other double track to the right, unless otherwise provided. Trains must run with the current of traffic unless otherwise directed by proper authority.

322.—Trains run with the current of traffic by interlocking or block signals, between Grand Boulevard, St. Louis, and Q Tower, East St. Louis, interlocking plants, inclusive; from Q Tower plant to Bridge Junction; from Q Tower plant to Conlogue tracks, and to other East St. Louis railways. (See Rules 251 to 254.)

323.—Trains run against the current of traffic by interlocking or block signals between Grand Boulevard, St. Louis, and Q Tower, East St. Louis, interlocking plants, inclusive; from Q Tower plant to Bridge Junction; from Q Tower plant to Conlogue tracks, and to other East St. Louis railways. (See Rules 261 to 264.)

324.—Trains run with the current of traffic by automatic block signals between Grand Boulevard and Twenty-third street interlocking plants. (See Rules 505 to 526.)

325.—Trains run against the current of traffic between Black Bridge, East St. Louis, and Brooklyn Shops Junction are under jurisdiction of East St. Louis Eastbound yardmaster who will act in conjunction with Brooklyn Shops Junction switchtender.

326.—Eastward freight trains running with or against the current of traffic through the tunnel must be provided with a numbered staff, in possession of the rear man, who must be at rear of the rear car and drop the staff at MS interlocking station.

327.—Stop-and-Proceed signals are automatic block signals: except on signals with forked-end semaphore arms the diagonal position or green light indicates "Proceed"—track is clear to next signal; and horizontal position or yellow light indicates "Proceed under control"—track is obstructed short of the next signal. (See Rule 509.)

Automatic block signal 90, located upon the north of track 72 and east of Merchants elevated, also 160 upon the south of track 71 about 1200 feet east of Eads Bridge, indicate that track to next signal is clear, or obstructed.

Automatic block signal 92, located upon the south of track 71, west of Twelfth street, indicates that track to the second signal is clear, or obstructed.

Automatic caution signals with forked-end semaphore arms on signal bridges of Union Station interlocking plant, (vertical position or green light for "Proceed", and horizontal position or yellow light for "Proceed under control") have the following significances:

Bottom signals on bridges 5 and 6 indicate whether train-shed tracks are clear, or obstructed.

Bottom signals on Bridges 9, 11 and 14 indicate complete route to train shed, or intervening stop-signal, except square-end semaphore signals on south end of Bridge 11 over track 58, top signal governs eastward on track 58, bottom signal eastward diverging routes.

Bottom signals eastward on Bridge 14, and westward on Bridge 18, indicate tracks between Bridges 14 and 16 are clear, or obstructed, except square-end semaphore signals on south end of Bridge 18 over track 58, top signal governs westward on track 58, bottom signal westward diverging routes.

Signals on bridge 12 east of Eighteenth Street viaduct indicate or repeat governing signals on Bridge 10 west of the viaduct and permit proceeding to bridge 10.

328.—Interlocking signals display diagonal position or green light for "Proceed" at X-office plant, west end of tunnel; also signal 10 at MS plant, east end of tunnel, which governs westward on track 72. (See Rule 608.)

329.—Interlocking signals located upon the left of the track to which they refer (See Rule 608) are: Signals over 45 lead on Bridge 6, Union Station plant, top signal governs into train shed on 45 lead, also through crossover to 46 lead; bottom signal is caution signal for either route. Signals are upon the left for movements through crossover from 45 to 46 lead.

Dwarf signal upon the north of track 4, west of Spruce Street Bridge, governs eastward on track 4, also eastward out of Tenth Street yard.

Dwarf exit signals at west end of tunnel upon the south of track 71, one 240 feet inside, the other just outside the tunnel.

Dwarf signal upon the south of track 71, east of MS office, governs westward on track 71.

Signal upon the east of Conlogue yard track 6, east of Q Tower, governs southward on tracks 6, 5 and 31.

Signal upon the north of Pennsylvania track 1, north of Q Tower, governs eastward on track 1.

330.—Air-whistle on each dwarf signal upon the north of tracks 71 and 72, at tunnel entrance about 550 feet west of MS office, sounds two blasts when clear indication is displayed.

331.—Crossing signals upon the east of track 16, north of Wabash crossing, Bridge Junction:

Top arm in vertical position, or green light, indicates trains in either direction on tracks 15 and 16 have right over crossing.

Bottom arm in vertical position, or white light, indicates train in either direction on Wabash track has right over crossing. (See Rules 305 and 785.)

Normal indications: Top arm, vertical; bottom arm, horizontal.

In addition to these signals, each movement must receive hand or lamp "Proceed" signal from Joint Yardmaster before fouling main track switches or crossings.

332.—The speeds indicated below and in Rule 341 must not be exceeded:

(a)—Between west end of tunnel and Signal Bridge 21, 400 ft. west of Jefferson Avenue viaduct, all trains, 15 miles per hour.

(b)—When entering Union Station train shed reduce speed to eight miles per hour, and have train under such control that, should train move upon a track already occupied, there shall be no damage; and under such control as to avoid striking log at end of track.

Short red-capped posts, midway between Union Station platform aisles and 38 ft. south of logs at end of tracks, mark the point at which rear of inbound passenger trains must be stopped; rear end of trains must not pass these posts.

Coach yard switching crews will place rear of outbound trains north of red-capped posts, nearer logs, for air and steam connections.

(c)—All wreck-derricks are permissible over Eads bridge and through tunnel. Wreck-derrick 5 must not exceed a speed of 12 miles per hour between east abutment and west end of tunnel, nor 6 miles per hour around tunnel curve, and must have at least one car between derrick and locomotive.

(d)—Between East abutment and Washington Avenue Station, all trains, 15 miles per hour.

(e)—Tunnel: While passing around tunnel curves, all trains, 10 miles per hour. Passenger trains must not use less than three minutes, and freight trains not less than four minutes, westward from Washington Avenue station to west end of tunnel.

(f)—Freight trains on all other Eads division tracks, 15 miles per hour.

333.—Three or more main tracks are those between Fourteenth Street and Twenty-third Street interlocking plants, inclusive, numbered 52 to 58 beginning with second track south of Tower 1; between Q Tower plant, CD Eastbound yard and Bridge Junction, numbered 15, 16, 17 and 18, beginning with westernmost track north of Missouri Avenue. (See Rules 271 to 274.)

334.—When a freight train moving in either direction stops in the tunnel, conductor must ascertain cause. If due to defective air hose and crew is unable to correct the trouble so that the engine can pull the train, the conductor must report for orders at nearest telegraph or telephone office. If the train has parted and cannot be re-coupled and moved out of the tunnel without excessive delay, conductor must close angle cock on rear of front portion and on forward end of rear portion and take the front portion to Office at exit of tunnel where he will report to the dispatcher or operator the condition of train, location and number of cars left in the tunnel, and number and initial of rear car of front portion, which car is to be double-checked, after emerging from tunnel, by conductor and dispatcher or operator. The conductor will then procure a red light from operator or dispatcher, place it on rear of last car, and proceed with front portion as an independent train, protecting rear end of train. The rear portion will be moved as ordered by dispatcher and the brakeman, with red light, also staff if it is an eastward train, must remain at the rear of the rear portion. In other kinds of accidents, conductor of freight train, or fireman of passenger train or lone engine, must have a thorough understanding with engineman and promptly report for orders at nearest telegraph or telephone office. If any derailment in tunnel occurs conductor or foreman must immediately report for instructions at nearest telegraph or telephone station. (See Rule 57 and Forms of Train orders T and U, page 30, Rule Book.)

335.—Official watch inspectors are: F. U. Hugunin, Chief Watch Inspector, 1342 Railway Exchange Bldg., St. Louis; R. P. Wiggins, 7 North 18th St., St. Louis; Al. Gerne, 1436 Salisbury St., St. Louis; Neimeyer Jewelry Co., 1621 Market St., St. Louis; Vincent Rapp, 1718 S. Broadway, St., Louis; and Zerweck Jewelry Company, 350 Collinsville Ave., East St. Louis, for employes of the East St. Louis district. (See G.O.1484.)

336.—Standard clocks are at Union Station train-order office; Road Foreman of Engines' office, 12th and Poplar Sts.; Cabin 60; Eleventh Street Yard office, East St. Louis CD Yard office. (See Rule 3.)

337.—Bulletin boards are at Union Station train-order office; Road Foreman of Engines' office, 12th and Poplar Sts.; Cabin 60 for Enginemen, Service Basement; Fourteenth Street Engine House; Eleventh Street Yard Office; East St. Louis CD Yard office. (See Rules 61 and 62.)

338.—Conductors of eastward Bridge crews must register immediately upon arrival, in book provided for the purpose, at East St. Louis CD Yard office, except when assigned to a train destined National Stock Yards without opportunity to go to CD, but must register upon return from the Stock Yards.

339.—Double-heading of road engines, or of Terminal engines 110 to 181, inclusive, over Eads bridge is prohibited.

340.—Indicating signals (switch lamps), showing green and yellow discs, to the right of and opposite facing points of crossover switches at "J" Office, just east of east abutment, Eads Bridge. These signals merely indicate the position of the crossover switches. All movements will be governed by dwarf signals. When crossover is normal, the switch indicating signal will display a green disc by day and a green light by night. When crossover is reversed, the switch indicating signal will display a yellow disc by day and a yellow light by night.

341.—Engines not restricted from using Eads Bridge:

(WHERE ENGINE NUMBERS ARE GROUPED, FIRST AND LAST NUMBERS ARE INCLUSIVE.)

BALTIMORE & OHIO R. R.
1418 to 1423. 1450 to 1455. 1456 to 1475. 1537 to 1599 2501 to 2709. 5003 to 5034. 5095 to 5139.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RY.
6115 to 6158. 6161 to 6229. 6234 to 6239. 6400 to 6419 (on passenger trains only.) 6420 to 6504. 6516, 6518 and 6519 (on passenger trains only.) 6527 to 6567. 6569 to 6617. 6900 to 6959. 7118 to 7147. 7283 to 7372. 7374 to 7405.

CHICAGO, BURLINGTON & QUINCY R. R.
A6: 191 to 200. A2: 374 to 447, 449 to 451 and 453 to 472. K1: 600 to 627. K2: 630 to 669. K3: 690. K4: 700 to 719 and 721 to 723. K5: 800 to 803 and 805 to 807. K10: 950 to 968. H1: 1001, 1003, 1004, 1006, 1008, 1010 to 1014, 1017, 1018 1021, 1024, 1026 1028, 1029, 1031, 1032, 1035 to 1047, 1049 to 1061 1063, 1064, 1066 to 1072 1074, 1077 to 1083, 1085 to 1097 and 1099 to 1113. H2: 1120 to 1182. H3: 1200 to 1217. H4: 1220, 1223 to 1228, 1230, 1232 to 1237, 1240 to 1242, 1248, 1254, 1255, 1257 and 1260 to 1262. G1: 1307 1309, 1314, 1315, 1317, 1320, 1322 to 1325, 1327 to 1330, 1332, 1335, 1336, 1341, 1342, 1344, 1346, 1347, 1351, 1352, 1355 to 1363, 1365 1367, 1370 1372, 1374, 1376 and 1378 to 1380. G2: 1390 and 1391. G3: 1400 to 1579. G4A: 1611, 1629, 1630, 1632, 1638, 1639, 1641, 1646, 1650 and 1652 to 1654. G4B: 1655 to 1677. G6: 1678 to 1699. G7: 1702 and 1703. G8: 1712, 1716 to 1718, 1723 to 1725, 1730 to 1732, 1734 to 1737, 1744 and 1751. R1: 1700 and 1701. R2: 1710, 1711, 1713 to 1715, 1719 to 1722, 1726 to 1729, 1733, 1738 to 1743, 1745 to 1750 and 1752 to 1769. R3: 1800 to 1849. R4: 1900 to 1989 and 2000 to 2049. R5: 2050 to 2224. P1: 2500 to 2504. P2: 2520 to 2544. P3: 2700 to 2719. P4: 2599. P5: 2510 to 2572. S1: 2800 to 2869. S2: 2900 to 2949. S3: 2950 to 2971. D2: 2980 to 2983, 2988, 2990, 2993, and 2998. D3: 3000 to 3003. D4A: 3100 to 3174. D4B: 3175 to 3199. D7: 3030 and 3031.

CHICAGO & ALTON R. R.
5 and 8 to 13. 15 to 17 and 19 to 21. 25, 27, 29, 31, 35, 36, 38, 41, 45, 46. 67 to 99. 101 to 105 and 107 to 111. 116 to 120, 137, 143, 165, 167, 168, 170, 172, 187, 193, 194, 214, 215, 217, 219, 220, 223, 224 and 228 to 236. 239, 240 and 250 to 259. 300 to 349. 360 to 367. 390 to 409. 430 to 439. 450 to 459 (eight miles per hour.) 500 to 511 550 to 558. 600 and 605 to 609. 620 to 634 (handle trains westward, move light eastward.) 650 to 659 (in passenger service only.) 701 and 702.

CHICAGO & EASTERN ILLINOIS R. R.
100 to 128 200 to 215. 300 to 338. 600 to 639. 800 to 965. 1000 to 1007. 1600 and 1700 to 1721. 3600 to 3634. 3660 to 3675.

ILLINOIS CENTRAL R. R.
1 to 99. 101 to 164. 166 to 209. 256, 260 and 263 to 265. 270, 274, 275, 278 and 280 to 292. 296 to 307. 316 to 351. 401 to 519. 541 to 590. 600 to 638. 641 to 644. 793 to 800. 811 to 940. 1000 and 1001. 1002 to 1026 (10 miles per hour.) 1031 to 1138. 1409 to 1444. 2157, 2158 and 2169 to 2176. 2180 to 2193. 2196 to 2199. 4901 to 4914. 4916 to 4954. 4961 to 4969. Y. & M. V. engines 101 to 105.

LOUISVILLE & NASHVILLE R. R.
1 to 36. 38 to 44. 50 to 63. 101 to 108. 110 to 146. 150 to 211. 250 to 284. 290 to 294. 307, 309 320, 321 and 323 to 325. 328 to 331. 334 to 349. 360 to 364. 400, 402, 409, 411, 412, 416, 421 422, 427 and 430 to 432. 438 and 441 to 443. 445 to 458. 500 to 549. 600 to 658, 700 to 752. 754 to 790. 800 to 812. 848 to 943. 950 to 994. 998 to 1268. 2000 to 2023. 2030, 2032, 2050 and 2053 to 2089. 2105, 2106, 2109, 2113, 2118, 2119, 2122, 2124, 2132, 2139, 2146, 2147, 2185, 2194, 2196 and 2199. F. & C. engines 1, 2, 5 and 6. L. & A. engines 3, 4, 5, 6, 7, 10 and 11.

MISSOURI PACIFIC R. R.
401 to 487. 801 to 817. 2301 to 2322. 2501 to 2525. 2601 to 2672. 2702 to 2732. 2736. 5308 to 5316. 5501 to 5540. 6501 to 6521. 7501 to 7529. 7701 to 7710. 7751 to 7752. 7801 to 7808. 8601 to 8612. 8652 and 8654. 9401 to 9405. 9501 to 9545.

MOBILE & OHIO R. R.
15 to 27. 121 to 187. 200 to 227. 230 to 239. 310 to 321. 325 to 384.

PENNSYLVANIA R. R.
B-16sb 3165 to 3170. E-23s 8729 to 8738.

ST. LOUIS SOUTHWESTERN RY.
40 to 62. 146 to 158. 161 to 168, 170. 171 to 224. 250 to 255 (10 miles per hour.) 300 to 340. 400 to 404. 450 to 459. 500 to 529. 600 to 605 650 to 667.

SOUTHERN RAILWAY
5 to 8, 146 to 163, 251, 252 and 271 to 274, 378 to 402, 440 to 469, 566 to 598 787 to 796, 1052, 1053 and 1057 to 1074, 1226 to 1235, 1241 to 1250 1275 to 1299, 1614 to 1647. 1651 to 1698. Engines 566 to 598 and 787 to 796 should not be double-headed over Eads Bridge.

NICKEL PLATE ROAD.
150, 153 155, 445 and 447. 703, 704, 708, 712, 731, 733 and 740 to 745. 776 and 800 to 811. 830 to 835. 850 to 859. 862, 864 to 866. 868 to 870. 872 to 889.

TERMINAL RAILROAD ASSOCIATION AND AFFILIATED LINES.
8, 9, 41. 47 to 181. 417 to 428.
300-class engines prohibited on Eads bridge and tunnel tracks between J Office crossovers and west end of tunnel, also restricted from using Cupples Station lead east of Switch 2.

WABASH RY.
101, 107, 109, 113, 118, 123, 214, 222, 224, 234, 235, 255 to 265, 325, 411 to 430, 501 to 524, 569 to 599, 602 to 629, 636 to 645, 651 to 675, 701 to 720, 1563 to 1569, 1601 to 1605, 1630 to 1635, 2150 to 2155, 2157 to 2161, 2163 to 2166, 2301 to 2330.

342.—Engine whistle signals: GRAND BOULEVARD.
— — To Mo. Pac. Main
— o — To Frisco Main.
o o — To Wabash Main.
o o From Mo. Pac. Main.
o o o From Frisco Main.

343.—Pushers on westward trains from Q Tower must return to Q Tower interlocking plant unless otherwise instructed by yardmaster, or by two blasts of Q Tower air-whistle, to proceed to St. Louis.

When second pusher is provided and is to proceed to St. Louis, two additional blasts of tower whistle will be sounded.

If first pusher is to return and second one to proceed to St. Louis, the second pusher will be so instructed by yardmaster.

Enginemen will sound two blasts of engine whistle in answer to air-whistle signals.

MERCHANTS DIVISION

351.—On double track, trains must keep to the right unless otherwise provided. Trains must run with the current of traffic unless otherwise directed by proper authority.

352.—Trains run with the current of traffic by interlocking or block signals, between Fourteenth Street, St. Louis, and Nineteenth Street, Granite City; from East Approach to East Madison; and on Illinois Transfer tracks between East Approach and Valley Junction interlocking plants inclusive. (See Rules 251 to 254.)

353 Trains run against the current of traffic by interlocking or block signals, between Fourteenth Street, St. Louis, and Nineteenth Street, Granite City, and on Illinois Transfer tracks between East Approach and Valley Junction interlocking plants, inclusive, except that at Gratiot, Bremen, CP Junction, Winstanley and other crossovers or switches not protected by interlocking signals, a train must not run beyond the crossover or switch, against the current of traffic, nor cross over to or obstruct the other track against the current of traffic, without a train order authorizing the irregular movement. (See Rules 261 to 264.)

Exchange telephone in K cabin at Merchants east-approach crossovers, is for emergency use.

Box phones on Illinois Transfer dispatcher's circuit are at Gross Avenue; State Street; and Municipal Bridge approach. Take off receiver, call "Dispatcher."

354.—Trains run with the current of traffic by automatic block signals, between Fourteenth Street and Biddle Street interlocking plants; between North Market and Granite City interlocking plants, with West Approach and East Approach interlocking plants intervening; and on Illinois Transfer tracks between East Approach and Valley Junction interlocking plants, with CP Junction track crossings, also Willows and Southern Crossing interlocking plants intervening. (See Rules 374 and 505 to 536.)

355.—Trains running with the current of traffic, eastward, from Biddle Street to automatic block signal south of Tyler Street, or against the current of traffic Biddle Street to Montgomery Street; and with or against the current of traffic, westward from North Market Street to Franklin Avenue, must govern speed by the indications of three-position train-order signals, used as modified block signals at Biddle, Mullanphy and North Market interlocking stations; and such signals at Bremen, West Approach, East Approach, Granite City and Southern Crossing may also be used to supplement or supersede automatic block signals by order of the Superintendent, in the same manner as follows:

When the front of a train has passed such signal, the operator will display "Caution" indication until that train has passed the next station in advance and then restore it to "Stop," unless a following train on the same track has entered the block, when the signal must remain in "Caution" indication until the block is clear. If the block is clear when a train approaches, the "Proceed" indication will be displayed. (See Rule 360 (f).)

356.—Trains run against the current of traffic between CP Junction and Brooklyn Shops Junction are under jurisdiction of CP Junction yardmaster who will act in conjunction with Brooklyn Shops Junction switchtender. Movements on tracks 1 and 4 between Bremen Avenue and North Market interlocking plant are under jurisdiction of Bremen yardmaster, except that interlocking signals shall govern at North Market plant and North Market leverman must have release from Bremen yardmaster before routing an eastward movement on track 1 or track 4.

357.—Stop signals are semi-automatic signals 9 and 10 at Gratiot which are electrically connected with Gratiot train-order signals.

Stop-and-Proceed signals are automatic block signals, except semi-automatic signals 9 and 10 at Gratiot. (See Rules 327 and 509.)

358.—Interlocking signals, except dwarf signals, display diagonal position or yellow light for "Proceed under control" at West Approach plant (See Rule 608).

359.—Interlocking signals located upon the left of the track to which they refer are: Dwarf signal upon the west of CB&Q switching lead in Biddle Street plant; Dwarf signal upon the west of CB&Q switching lead in Mullanphy Street plant; Two-arm signals upon the north of Illinois Transfer tracks, near Edwardsville road crossing, East Approach plant. (See Rules 329 and 608.)

360.—The speeds indicated below must not be exceeded:

(a)—Between Twelfth Street and Signal Bridge 21, 400 ft. west of Jefferson Avenue viaduct, all trains, 15 miles per hour.

(b)—When entering Union Station train shed reduce speed to eight miles per hour, and have train under such control that, should train move upon a track already occupied, there shall be no damage; and under such control as to avoid striking log at end of track.

Short red-capped posts, midway between Union Station platform aisles and 38 ft. south of logs at end of tracks, mark the point at which rear of inbound passenger trains must be stopped; rear end of trains must not pass these posts.

Coach yard switching crews will place rear of outbound trains north of red-capped posts, nearer logs, for air and steam connections.

(c)—Gratiot Street curve, between Seventh and Eighth Streets, all trains, 10 miles per hour.

(d)—Poplar Street curve, at river front, all trains, 8 miles per hour.

(e)—Between Carr and Biddle Streets, all trains, 6 miles per hour.

(f)—Between Biddle Street and Bremen Avenue, all trains, Schedule time. On tracks 1 and 4 between Bremen and North Market, passenger trains and passenger lone engines, 10 miles per hour.

(g)—May Street crossing of Wabash and Merchants tracks, all trains, 6 miles per hour.

(h)—Westward trains, approaching West Approach Tower, from that Tower to Bremen Avenue, or from that Tower to May Street crossing 10 miles per hour.

(i)—All trains on Merchants Bridge, 20 miles per hour.

(j)—Eastward trains through East Approach interlocking plant, 10 miles per hour.

(k)—All trains through Granite City interlocking plant, 10 miles per hour.

(l)—Illinois Transfer main tracks, all freight trains, 20 miles per hour.

361.—CCC & St L engines 6000 to 6088, 6455 to 6459 and 6698 to 6722, and Wabash engines 2201 to 2210 and 2250, are permissible for movement over Merchants Bridge only at a speed not in excess of 20 miles per hour and must not be double-headed.

Wabash engines Nos. 2700 to 2744 inclusive and 2600 to 2604 inclusive, may be operated over Merchants bridge at a speed not in excess of 12 miles per hour, but are not permissible over Merchants Elevated because of inadequate clearance.

362.—The maximum running time of lone engines, with clear track, under normal conditions of track and weather, between the points named will be as follows:

Fourteenth and Gratiot Streets	2 minutes.	Bremen Ave. and West Approach Tower	2 minutes.
Gratiot and Biddle Streets	5minutes.	West Approach and East Approach Towers	5 minutes.
Biddle and North Market Streets	4 minutes.	East Approach Tower and Granite City	4 minutes.
North Market St. and Bremen Ave.	4 minutes.	West Approach Tower and Bremen Ave., Westward	2 minutes.

This schedule does not relieve enginemen from complying with all speed restrictions.

363.—(a) Four main tracks are between North Market interlocking plant and Bremen, numbered 1, 2, 3, 4 beginning at the east. Tracks 1 and 4 are freight or switching tracks under direction of yardmaster. Movements westward from Bremen to tracks 1 and 4 are not governed by train-order signal at Bremen. (See Rules 271 to 274 and 356.)

(b) Five main tracks are between East Approach and Granite City interlocking plants, numbered 1, 2, 3, 4, 5 beginning at the east. Tracks 1, 2 and 5 are freight or switching tracks under direction of yardmasters. Before using track 2, movements eastward from Madison must have release from East Approach tower, and movements westward must have release from Granite City tower. (See Rules 271 to 274.)

364.—Three-indication "Train-order" signals are at train-order offices, Gratiot and Bremen (See Rule 221); also at interlocking stations, Biddle, Mullanphy, North Market, West Approach, East Approach, Granite City and Southern Crossing. Their normal indication is "Stop."

365.—Caution indication of Gratiot eastward train-order signal governs movements only into and out of Gratiot Yard on 7th Street lead. Such movements must not obstruct the Municipal Bridge connection without the caution indication. Movements on the Municipal Bridge connection must not obstruct 7th Street lead while that indication is displayed. Caution indication of eastward train-order signal displayed for a switching movement must not be changed for a through eastward movement against the current of traffic.

Caution indication of westward train-order signal governs only westward movements through the east crossover. Westward movements must not be made through that crossover without the caution indication.

Stop indication of eastward train-order signal governs movements via the Municipal Bridge connection. Such movements must not obstruct 7th Street lead without the stop indication. Movements on 7th Street lead must not obstruct Municipal Bridge connection while that indication is displayed.

Gratiot train-order signals must not be displayed in the caution position simultaneously.

366.—All movements to or from Frisco Seventh Street House yard will use Seventh Street lead, except evening merchandise trains will use Municipal Bridge connection.

All movements to or from Gratiot yard will use Municipal Bridge connection, if practicable.

Conductor or foreman must be careful to report, at originating point, each movement for "Frisco Seventh Street yard" or "Gratiot yard".

367.—A train to use Second Street connection at Biddle Street must stop for CB&Q crossing, and, after getting release from Biddle leverman for a westward movement, or clear interlocking signal for an eastward movement, foreman or headman must flag over crossing. Clear interlocking signal must not be displayed while CB&Q switching movements are being made over or near the crossing. (See Rule 305.)

368.—A train must not move in either direction on curves, between Biddle and Collins streets; Second and Florida streets, or Second and North Market streets, unless preceded by a competent flagman.

369.—A main-track movement approaching Bremen, before obstructing any crossover, must receive "Proceed" signal from switchtender who, by night, will use green light for movements with the current of traffic, and white light for movements against the current of traffic. Signals for eastward movements shall be given by switchtender at southernmost crossover, and for westward movements by switchtender at northernmost crossover. (See Rules 221, 363 and 380.)

370—Crossingmen at Edwardsville Road, Madison, will use green flags by day and green lights by night to signal electric trains and cars, vehicles and pedestrians, to cross Merchants tracks, and white flags by day and white lights by night to signal Merchants-route engines and trains to cross Illinois Traction Railway. (See Rules 33 and 305.)

371.—Blocking gate at First and North Market Streets on Second Street route, normal position across Wabash track, to be operated by Wabash employes, must be restored to normal position after Wabash movement clears. North Market leverman must not display signals for movement to or from Second Street with blocking gate set across Merchants track. (See Rule 785.)

372.—Cross-arm signal on high post with red light at center of cross-arm, located at Merchants-Wabash crossing, Second and Monroe Streets, normal position clear for Wabash trains, to be operated by Merchants employes when Merchants movements cross Wabash track, must be restored to normal position when Merchants movement clears. (See Rule 785.)

373.—Cross-arm signal at May Street crossing with red light at each end by night,—Horizontal position indicates trains on Wabash tracks have right over crossings.

Diagonal position indicates trains on Merchants tracks have right over crossings. (See Rules 305 and 785.)

374.—Cross-arm signal at CP Junction with red light at each end by night,—

Horizontal position indicates trains on Illinois Transfer tracks; the freight main tracks, East St. Louis Belt tracks and through slip connections with StLT &E track, have right over crossings.

Diagonal position indicates trains on A &E, Nickel Plate and StLT &E main tracks have right over crossings, also proceed through slip connection between Illinois Transfer eastward track and A &E main. (See Rules 305 and 785.)

All main track movements approaching CP Junction, before passing stop boards, must receive hand or lamp proceed signal from switchtender or yardmaster at CP Junction.

375.—Pushers on eastward trains from Bremen, May Street or Fourteenth Street must return to West Approach interlocking plant unless otherwise instructed. When instructed to follow trains to east side, enginemen must sound four short blasts of engine whistle at Bremen Avenue and West Approach. Second pusher, when provided, must push to Ferry Street and return from there unless otherwise instructed.

Pushers on westward trains up Merchants east approach must return from C &A Viaduct, unless otherwise instructed by yardmaster, or by blasts of SH Tower air-whistle. Two blasts of air-whistle will instruct first pusher to follow train to West Approach to be governed there by signals; two additional blasts will so instruct the second pusher. Enginemen will sound two blasts of engine whistle in answer to air-whistle signals.

Pushers on eastward freight trains up Merchants Elevated from Fourteenth Street must assist trains to Merchants Bridge, unless otherwise instructed. (See Rule 114.)

376.—Engine-whistle signals at designated places:
(THESE SIGNALS SHOULD NOT BE USED IF MOVEMENTS CAN BE REPORTED BY TELEPHONE.)

NORTH MARKET.
— — o Wiggins to E. St. Louis.
— — — Wiggins to CB &Q.
— — — o Wiggins to Wabash.
— — Wiggins to Bremen.
— — Second St. to Bremen.

CP JUNCTION.
— o To Brooklyn Shops or Nat'l Yards.
— o o To East St. Louis.
— o o o South on StLT &E.
— — — To Ill. Transfer, either direction.
o o o o For crossover and into StLT &E conn.
o o o o o To E. St. Louis Cotton Oil Company.
Schedule passenger trains on Illinois Transfer will not use these signals.

GRANITE CITY.
— o Station track.
— o o Commonwealth Steel Works.
— o o o House track.
— o o o o A &E track 4.
— — — A &E track 3.
— — o American Steel Works.
— — o o Madison or A &E Cut-off.

VALLEY JUNCTION.
— St.LSW 5 to Illinois Transfer.
— Oil Works Cut-off to Ill. Tfr.
o o o o Switching Moss Tie.
— — Oil Works Cut-off to Cotton Belt Yards.

377.—Official watch inspectors are, F. U. Hugunin, Chief Watch Inspector, 1342 Railway Exchange Bldg., St. Louis; R. P. Wiggins, 7 North 18th St., St. Louis; Al. Gerne, 1436 Salisbury St., St. Louis; Vincent Rapp, 1718 S. Broadway, St. Louis; Niemeyer Jewelry Co., 1621 Market St., St. Louis; Zerwick Jewelry Company, 350 Collinsville Avenue, East St. Louis, whose inspectors call at Bremen and Madison yards two days, and Carrie Avenue one day, during watch inspection period. (See G. O. 1484.)

378.—Standard clocks are at Bremen Service building; Madison Yard Office and East Approach Tower. (See Rule 3.)

379.—Bulletin boards are at Bremen Service building; Bremen Engine Terminal; Madison Yard Office; Madison Engine Treminal; and Brooklyn Shops. (See Rules 61 and 62.)

380.—Trains or engines must not proceed on hand or lamp signals as against train-order signals without a train order and clearance card, until enginemen or trainmen are fully informed of the situation and all safety precautions have been taken. (See Rule 221.)

381.—In the movement of Illinois Central and Nickel Plate passenger trains, between East Approach plant and East Madison, westward trains must obtain clearance cards from Alton & Eastern operator before obstructing junction switch at East Madison. If the means of communication fail, westward trains must have flag protection. Eastward trains are superior to westward trains and shall proceed on clear indication of interlocking signal from East Approach plant. Normal position of East Madison junction switch is for Alton & Eastern track.

WIGGINS DIVISION

401.—On double track, trains must keep to the right unless otherwise provided. Trains must run with the current of traffic unless otherwise directed by proper authority.

402.—Movements between Mound Street district and Miller Street district on single main track are under jurisdiction of Mound Street yardmaster.

Before starting a train from Miller Street district to Mound Street district, foreman must get release from Mound Street yardmaster. If impracticable to get release without serious delay, the movement may proceed under flag.

Missouri Pacific main track between Carr Street and Chouteau Avenue must not be used in either direction without authority of Missouri Pacific yardmaster at Lesperance Street, and southward movements destined to Missouri Pacific yard shall not pass Poplar Street, nor northward movements out of Missouri Pacific pass Gratiot Street without authority from switchtenders at those points.

403.—A train in either direction must be preceded by a competent flagman through Lewis Street, St. Louis, to see that route is clear, switches properly set, etc., before giving proceed signal for the grade; also when moving in either direction on curves at Carr Street and at Mullanphy Street, St. Louis, and when shoving into or out of St. L. S. W. Valley Junction yard.

404.—Crossing and junction signals on one mast at Madison Street, St. Louis,—

Top signal governs movements over Chambers Street crossing, in both directions on Wabash double track, and in either direction on The St. Louis Transfer Railway track:

Vertical position of arm, or green light, indicates trains on Wabash tracks have right over crossings.

Horizontal position of arm, or red light, indicates train on The St. Louis Transfer Railway track has right over crossings

Normal indication is vertical position of arm, or green light.

Bottom signal governs only northward movements at Clinton Street crossover-junction of Wabash northward main track and The St. Louis Transfer Railway track:

Vertical position of arm, or green light, indicates a northward train on Wabash track has right of way.

Horizontal position of arm, or red light, indicates a northward train on The St. Louis Transfer Railway track has right of way through crossover to the Wabash northward track.

Normal indication is vertical position of arm, or green light.

These signals must not be changed if a train is approaching on either Wabash track to which the signals refer. (See Rules 305 and 785.)

405.—Cross-arm signal on post, with light at center of cross-arm, near Mound Street, St. Louis, governs as follows:

Cross-arm pointing North and South, or green light, indicates trains on Wabash tracks have right over crossing.

Cross-arm pointing East and West, or red light, indicates train on St. Louis Transfer Railway track has right over crossing.

Normal indication is "North and South" position of arm or green light.

This signal must not be changed if a train is approaching on Wabash track. (See Rules 305 and 785.)

406.—Normal position of switch between Carr and Biddle Streets, where The St. Louis Transfer Railway main track crosses Wabash Railroad, is for Wabash main track.

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

Movements between No. 2 Yard and North End Madison East Bound Yard are under jurisdiction of yardmaster at No. 2 Yard, acting in conjunction with switchtender at North End East Bound Yard Madison.

Westward movements must not pass stop board right side of westward main track at North End East Bound Madison Yard, until released by S. H. Tower.

Movements against the current of traffic from any point on main tracks toward Brooklyn levee tracks or via Wiggins High Line, are under jurisdiction of the switchtender.

408.—Normal position of crossover near new lead at north end of No. 2 Yard, connected by pipe-line and operated by lever at west end, is for main tracks.

409.—Normal position of switch at end of double track near north end of No. 2 Yard is for westward movements.

410.—Box phones are at M &O Junction; Oil Works wye; south end of southward main line; No. 3 Siding north end; No. 4 Siding west end; and North Dupo.

411.—Movements between M &O Junction amd Valley Junction via Oil Works Cut-off are under jurisdiction of yardmaster at No. 2 Yard, in conjunction with Valley Junction leverman.

Crews working in vicinity of Oil Works must get release from No. 2 yardmaster before departing.

412.—Semaphore signals at Alton & Southern crossing, connected with blocking gates, govern in either direction as follows:

Vertical position, or green light, and gates across A &S track, indicate trains on Conlogue tracks have right over crossing.

Horizontal position, or red light, indicates train on A &S track has right over crossing.

Normal indication of signals and position of blocking gates are for trains on Conlogue tracks to have right over crossing. (See Rule 785.)

413.—Blocking gate at Illinois Central crossing, west of North Dupo interlocking station, displays red disc by day and red light by night, indicating "Stop"; normal postion is across Illinois Central track, to be operated by Illinois Central employes who must restore and lock it when their movement clears Conlogue track. (See Rule 785.)

414.—Official watch inspectors are:
F. U. Hugunin, Chief Watch Inspector, 1342 Railway Exchange Bldg., St. Louis.
Zerweck Jewelry Company, 350 Collinsville Avenue, East St. Louis.
Vincent Rapp, 1718 South Broadway, St. Louis.
R. P. Wiggins, 7 North Eighteenth Street, St. Louis.
Niemeyer Jewelry Company, 1621 Market Street, St. Louis.
Al. Gerne, 1436 Salisbury St., St. Louis.
(See G. O. 1484.)

415.—Standard clocks are at Madison Street switchmen's cabin and in No. 2 Yard. (See Rule 3.)

416.—Bulletin boards are at Madison Street switchmen's cabin; Tyler Street Service building; Miller Street Yardmaster's office; No. 2 Yard Service building. (See Rules 61 and 62.)

417.—Engine-whistle signals: NORTH DUPO, o o — Diverging route.
Approaching Madison Yard from west, — o o o o To distinguish Wiggins eastward movements.

HENRY MILLER, Jr., Asst. Superintendent.

WM. PETERSON, Asst. Superintendent.

J. H. BOYER, Asst. Superintendent.