Tuesday March 1 1960.

★ Obedience to the Rules is Essential to Safety

★ Make Safety Your Policy

★ Your Plans for Tomorrow Depend on Safety Today

★ Keep Traffic on the Rails

★ Our Buyers are the Shippers of Freight

★ Handling Cars is Our Livelihood—Handle Them Carefully

★ To Make Every Buyer A Satisfied Customer Switch Cars Carefully

Terminal Railroad Association of St. Louis

JOINT & WEST BELT TIME TABLE

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

EFFECTIVE 12:01 A. M.
SUNDAY, OCTOBER 25, 1959

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DESTROY PREVIOUS ISSUES

SERVICES

AMBULANCE SERVICE (See Note)

In Cases Where Ambulance Service is Needed, Call—

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

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

In Cases of Extreme Emergency, Call—

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

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

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

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

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

MAIN HOSPITAL

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

EMERGENCY HOSPITALS

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

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

SPECIALISTS

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

SURGEONS (East Side)

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

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

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

Dr. W. W. Bowers, 1905 Delmar Ave., Granite City. Telephone TRiangle 6-2308.

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

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

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

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

ELWOOD DAVIS
Vice-Pres. and General Manager

GEO. C. SIEBERT
Superintendent

O. R. MOSS, Asst. Supt.
Merchants Division

M. A. HILDEBRAND, Trainmaster
Madison District

B. C. REED, Supervisor of Interlocking

J. A. MATHEWSON, JR., Asst. Supt.
System

F. D. BLOCK, Asst. Supt.
Wiggins Division

W. J. VOGEL, Trainmaster
Eads Division, St. Louis

H. L. MENG, Trainmaster
Eads Division, East St. Louis

FORM A-773

TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS

RECORD OF EXPRESS CARS FROM 17TH ST. AND ROAD ENGINES FROM 14TH ST. SHOPS

DATE 3-1- 1960

EXPRESS CARS FROM 17TH STREET

ROAD	TRAIN NO.	Track No.	TIME ON TRAIN	REMARKS
SL	3	30	650	4
SL	807	21	714	1
B&O	✓	21	900	✓-7✓4
MP	5	10	736	4
MP	25	10	736	6
MP	15	11	11	6
MP	15	11	205	1
MP	11	18	343	1-16-303
GM&O	4	26	319	1
L&N	93	31	358	3
CB&Q	15	17	408	2
SL	9	10	511	5
AC	105	19	564	4
W&L	217	8	610	4
W&L	217	8	811	4
B&O	12	26	856	5
MC	318	38	925	8
MP	9	10	1010	3
W&L	118	9	1021	1
PA	14	9A	1109	2

ROAD ENGINES FROM 14TH STREET SHOPS

ROAD	ENG. NO.	TRACK A	TRACK B	TIME REPT.	REMARKS
Switcher	163			518	2 ✓3
SL	5766	✓		935	
PA	5890 ✓	✓		1113	
G.M.&O.	101	50		347	
L&N	618	✓		419	
PA	5890	✓		659	
GM&O	8881	50		910	
PA	5810	✓		1101	
GM&O	102	50		1107	

AMBULANCE SERVICE (See Note)

Madison District

B. C. REED, Supervisor of Interlocking

H. L. MENG, Trainmaster
Eads Division, East St. Louis

Eads Division, St. Louis

Supt.

SERVICES

FORM A-771

TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS

RECORD OF MAIL CARS AND HEAD ENDS SET IN STATION AND PLACED ON TRAINS

DATE 3-1-60

ROAD	TRAIN NO.	EXPRESS	MAIL CARS	TRACK NO.	TIME SET	ON TRAIN	REMARKS
1980	2		HE	21	1201	900	
Gac	15		HE	12	1201	1	5/15-520
Gac	11		HE	15	500	343	11016-11
Gac	25		HE	16	509	1106	
Gac	4		HE	35	707	1009	
Gac	30		HE	37	727	1121	
GE	J	4	HE	5	644	807	
Gac	✓		HE	39	8--	54	
Gac	21		Mc	101	159	540	
Gac	1		Mc	10	903	545	
Gac	4	3	HE	18	933	130	
GTO	4		HE	18	933	1	
GW	109		HE	✓	1008	411	
Gac	32		HE	3	1157	643	
Gac	11		HE	16	21	343	
SJ	9		Mc	17	28	431	
KTO	12	1	HE	23	555	913	
GMO	8	5	HE	24	758	1138	

Madison District

Eads Division, St. Louis

B. C. REED, Supervisor of Interlocking

H. L. MENG, Trainmaster
Eads Division, East St. Louis

Supt.

– 2 –

SERVICES

AMBULANCE SERVICE (See Note)

TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS

GENERAL RULES

NOTE: All rules in the 300 and 400 series referred to in the rules below are located in this time-table; all others are in the Operating Rule Book.

★ 301.—
Trainmen, enginemen and firemen of this company must have in their possession a copy of current book of Safety Rules. Trainmen, enginemen and firemen of this and other companies operating on the rails of this company must have passed the required examinations, hold certificates of competency not older than two years, and have in their possession a copy each of the current Book of Railway Operating Rules and Joint and West Belt Time-Table, or request pilots as prescribed by General Rule (c), Railway Operating Rules, dated August 1, 1953, Officers of other companies responsible for handling train and engine crews will know such crews have been properly qualified before assigning them to operate over the rails of this company.

Permits will be issued between the hours of 7:00 A. M. and 6:00 P. M. at the office of Road Foreman of Engines, S. E. corner 12th and Poplar Sts., to ride trains or walk over the property for the purpose of learning the rules, routes and signals. Persons will report at that office only on Tuesdays and Fridays from 8:00 A. M. to 3:00 P. M. for examinations.

302.—
WARNING! All employes, for their own safety, are warned to familiarize themselves with bridges, viaducts, buildings, projections, structures, signal supports, poles, platforms, fences, sign posts, falsework, water tanks, cranes, post-type water hydrants, derricks, cars or other dangerous obstacles that do not clear a man upon the top of covered cars, or while upon the side of a car, or engine, or leaning out of the same, that are located at various places on the properties of this and other railroads and industries served by them.

Particular attention is directed to the following principal overhead structures:

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

MERCHANTS DIVISION—Eads Arch, North Market, Merchants Bridge, Broadway (West Belt), Florissant Ave., Kingshighway, Union Ave., Natural Bridge Road, Kienlen Ave., St. Louis Ave., Glenn Heights Foot Bridge, Easton Ave., West Belt Page Ave.

NORTH BELT—Wabash Bridge at Antelope Street.

CENTRAL BELT—Ferguson Road, Page Avenue, Walton Road, Lackland Road, Bonhomme Road, Eager Road, Girard Avenue, Laclede Station Road, Missouri Pacific Tracks.

MADISON DISTRICT—Broadway, Venice, Ill.

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.

303.—Vacant.

★ 304.—
Official watch inspectors for all divisions are:

C. M. Fairley, General Time Inspector, F. U. Hugunin, Inc., 1637 Railway Exchange Bldg., St. Louis.

Zerweck Jewelry Co., 212 Collinsville Avenue, East St. Louis.
Vincent Rapp, 1718 South Broadway, St. Louis.
R. P. Wiggins, Terminal Hotel, 1920 Market Street, St. Louis.
E. P. Boescher, Jeweler, 636 Lemay Ferry Road, St. Louis.
Herman W. Ruppert, 3848 West Florissant, St. Louis.
Alfred Moss, 3634 North Newstead Ave., St. Louis.
Chas. F. Schmidt, 8328 Halls Ferry Rd., St. Louis.
George Linza, 7242 Manchester Ave., Maplewood, Mo.
Fred A. Baehr, 3263 Ivanhoe, St. Louis.
Anthony E. Michel, 1840-42 State Street, Granite City, Illinois.

Schedule of inspections will be covered by General Notice. (See Rules 2 and 3.)

305.—
Trains and engines must approach the end of two or more tracks, junctions, railroad crossings at grade, fixed signals, and gantlets prepared to stop, unless the switches are properly lined, signals indicate proceed, and track is clear. Where required by rule or law, trains must stop.

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

Missouri law contains no railway crossing stop provisions.

Trains proceeding under yellow signal aspect must approach next signal prepared to stop.

When train order, interlocking or other signals indicate train is to be routed through crossover, speed must be reduced accordingly.

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

307.—
While an engine is in Union Station trainshed, 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. (See Rule 707.)

308.—
In fog or storm and when view is otherwise obstructed, trainmen, enginemen and firemen must be especially alert and move trains and engines 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 or engine. Approach stations and street crossings so as to avoid danger to persons and vehicles. (See Rule 101.)

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.

310.—
City of St. Louis ordinance prohibits the blocking of a street crossing by locomotives or cars standing thereon, or being switched thereover, for more than five consecutive minutes. Most of the municipalities in Illinois in which we operate have similar laws with a ten minute limitation. (See Rule 786.)

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 261 and 252.)

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 528.)

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 Cabin 1 assistant general or assistant yardmaster who will act in conjunction with C. P. Junction operator.

326.—
Signals on bridges 5 and 6, and signal at junction of tracks 7 and 8, in Union Station interlocking plant have the following significances: RED—Stop; YELLOW—Proceed under control. (See Rules 330-b and 359-b.)

Dwarf signals numbered 28, 30, 32, 34, 36 and 38 alongside tracks 52, 53, 55, 56, 57 and 58, respectively, immediately west of Fourteenth Street, will display a GREEN aspect when switches are lined for regular movement to the High Line at Gratiot Street.

Color light dwarf signals on ground east of 18th Street, to the right of 75, 76, and 77 leads, have the following aspects and indications: GREEN—Proceed, signal on Bridge 10 is displaying a yellow aspect. YELLOW—Proceed prepared to stop at Bridge 10. Signal on Bridge 10 is displaying a red aspect.

Automatic color-light signals in Union Station interlocking plant have the following significances:
Signals upon the east of tracks 10, 9, 6, 5, 4, 3, 2, 150 feet north of track junctions—YELLOW, Proceed under control. (See Rules 330-b and 359-b.)
Signals south of Tower 1, governing westwardly on tracks 53, 55, 56, 57, and 58; and 400 feet west of Tower 1, governing eastwardly on tracks 57 and 58—RED, stop and then proceed under control; YELLOW, proceed, prepared to stop at next signal; GREEN, proceed; track is clear to next signal; next signal displays yellow indication.
Signal west of 21st Street, upon the south of east end of track 54—Red, stop; YELLOW, proceed under control; GREEN, proceed; track to next signal clear; next signal displays yellow indication.

327.—
Starting signals in the Union Station trainshed are as follows:
Color-light signals near the south end and on the west of tracks 2 to 10, inclusive.
Color-light signals under the south end of the shed over tracks 27, 28, and 29.
Color-light signals on Bridge 1 governing tracks 11 to 26, inclusive, and on Bridge 2 governing tracks 28 to 40, inclusive. These signals have an indicator light on the back that displays a yellow aspect to the south when the signal is displaying an aspect to proceed. When displaying red aspect, no indication will be displayed on the back.
Color-light signals on tracks 41 and 42 under Bridge 2.

Signals on tracks 51 to 58 inclusive, south of Tower 1 and protecting the converging leads, will have the status of starting signals for movements originating from these tracks.

Enginemen, firemen and trainmen on trains extending beyond these starting signals, before proceeding in the direction the signals govern must assure themselves that these starting signals indicate proceed.

328.—
Interlocking signals located upon the left of the track to which they refer are: Signal over 76 lead on Bridge 6, Union Station plant, governs into trainshed on 76 lead, also through crossover to 77 lead; Signal is upon the left for movements through crossover from 76 to 77 lead.

329.—
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 indication: Top arm, vertical; bottom arm, horizontal.

Nickel Plate gate upon the west of track 15, Bridge Junction, operated by Nickel Plate crews: Gate in normal position across Nickel Plate track or GREEN light indicates trains on tracks 15 and 16 have right over crossing. Gate across tracks 15 and 16 or RED light indicates train on Nickel Plate track has right over crossing.

In addition to these signals, each movement, before fouling main track switches or crossings, must receive "proceed" signal from joint employe located at this point, who will use green flag by day and green light by night.

★ 330.—
The speeds indicated below and in Eads Bridge Engine Restriction Rule contained in this time-table must not be exceeded.

(a)—Between west end of tunnel and western limit of Tower 2 interlocking plant; all trains, 15 miles per hour, except 10 miles per hour over street crossing at Poplar St.

(b)—When entering Union Station, engineman must have brake-valve handle in running position and reduce speed to 8 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 bumping post. (See Rule 326.)

(c)—Only T. R. R. A. wreck derrick 5 is permissible over the Eads Bridge, and it must not be operated at speeds in excess of 15 miles per hour from east abutment to west tunnel portal, and 6 miles per hour around the curves in the tunnel. It 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.

331.—
Three or more main tracks are those between Fourteenth Street and Twenty-third Street interlocking plants, inclusive, numbered 51 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.)

332.—
When a freight train moving in either direction stops in the tunnel, conductor must ascertain cause. If due to a stall or defective air hose and crew is unable to correct the trouble so that the engine can pull the train, the conductor must report for instructions at nearest telephone. 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 nearest telephone at exit of tunnel where he will report to the Train Director 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. The conductor will then procure a red light from the supply box at "MS" or the Train Director at "ID" Tower, place it on the rear of the 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 Train Director, and the brakeman, with red light, 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 telephone. When any member of engine or train crew emerges from tunnel and reports at a telephone, the Train Director must confer with him direct to avoid delay or error which might occur in getting information through a third person.

333.—
Standard clocks are at Union Station train-order office; Tower 1; Road Foreman of Engines' office, 12th and Poplar Sts.; Cabin 60; Eleventh Street Yard office; East St. Louis CD Yard office. (See Rule 3.)

334.—
Bulletin boards are at Union Station train-order office; Road Foreman of Engines' office, 12th and Poplar Sts.; Cabin 60; Fourteenth Street Engine House; Eleventh Street Yard office; Cabin 1, East St. Louis; and other principal points where crews go on and off duty. (See Rules 61 and 62.)

★ 335.—
The Baltimore & Ohio crossing watchman at "K" Tower has jurisdiction over the crossing and no move can be made without a proper signal from him. He uses a yellow flag by day and yellow light by night for movements in both directions on the Baltimore & Ohio tracks. A green flag by day and green light by night are used for movements in both directions on the Pennsylvania and Conlogue tracks. These crossing watchmen will handle all main track switches at "K" Tower from the L&N head-out switch on the Eastbound Main, to and including track 24 switch.

In addition to the above, movements on the Pennsylvania and Conlogue tracks must receive a signal from the Pennsylvania crossing man at Eads Tower. He uses a yellow flag by day and yellow light by night for moves in both directions.

336.—
Weight restrictions via Eads Bridge. Cars and loads weighing in excess of the following must not be handled over Eads Bridge without special authority: ("Feet" indicates outside length of car body. "Lbs." indicates weight with load.)

22 feet....120,000 lbs.	28 feet....150,000 lbs.	34 feet....180,000 lbs.	40 feet....210,000 lbs.	46 feet....240,000 lbs.
24 feet....130,000 lbs.	30 feet....160,000 lbs.	36 feet....190,000 lbs.	42 feet....220,000 lbs.	48 feet....250,000 lbs.
26 feet....140,000 lbs.	32 feet....170,000 lbs.	38 feet....200,000 lbs.	44 feet....230,000 lbs.	50 feet....260,000 lbs.

337.—
Pushers on Westward trains from "Q" tower must return from Front Street, unless otherwise instructed. Two blasts of "Q" tower air whistle will instruct first pusher to follow to Main Street, to be governed by signals there for return to "Q" tower. Pusher engineers instructed to follow train to Main Street will, on signal indication, move west of and be governed by east tunnel exit signals. Four blasts of the air whistle will instruct the first pusher to follow train to "ID" tower, signal indications to govern movement from Main Street to "ID" tower. Two or four additional blasts of "Q" tower air whistle signal, as the case may be, will so instruct the second pusher. Engineers will sound two or four blasts of engine whistle, as the case may be, as acknowledgement of air whistle signals from "Q" tower. Engines pushing Eastward trains which have stalled in tunnel, must proceed beyond westward tunnel entrance signal at Main Street, unless instructed by Train Director to follow through to "Q" tower."

338.—
Northward movements on regular routes to junction of T. R. R. A.-Conlogue and Illinois Central main tracks at Municipal Bridge underpass, East St. Louis, Ill., are governed for a distance of 500 feet from switch, by Stop-and-Proceed, two position automatic semaphore signals located 300 feet and 425 feet, respectively, south of junction switch. Conlogue signal is also controlled by a switch in southward main track and by position of blocking gates which are normally across Illinois Central Island lead. Trains must approach these signals prepared to stop. RED indicates stop and proceed under control. GREEN indicates proceed.

In using double track between "Q" interlocking plant and M. & O. Junction, East St. Louis, I. C. northbound trains enter northward track at underpass north of Trendley Avenue and shall previously be reported to "Q" Tower by I. C. yardmaster, who shall also report to "Q" Tower, I. C. and T. R. R. A. southbound trains entering I. C. yard at underpass north of Trendley Avenue. G. M. & O., and T. R. R. A. trains entering or leaving at M. & O. Junction shall there be reported to "Q" Tower by conductor or foreman. Southward movements, on southward main, to I. C. are governed by a color-light signal, 100 feet south of Trendley Ave., as follows: RED—Stop; YELLOW—Proceed—route is lined and track is clear. Northward movements from Conlogue connection to northward main are governed by a color-light signal at Conlogue connection as follows: RED—Stop; WHITE light with letter "S"—trainmen may line switches for movement to northward track. YELLOW—Proceed—route lined and track clear. Movements against current of traffic must stop at stop signs and know that main track is clear before entering thereon.

339.—
Switchtender stationed at Broadway, East St. Louis, will operate junction switches with Municipal Bridge tracks.

Eastward trains moving from Municipal Bridge tracks must stop clear of all switches and be governed by proceed hand-signals from switchtender with green flag by day and green light by night.

Westward trains moving to Municipal Bridge tracks, after making stop for L. & N. railroad crossing as prescribed by law, will be governed by proceed hand-signals from switchtender with green flag by day and green light by night.

A proceed signal from switchtender at junction does not guarantee that L. & N. crossing is clear.

All other movements will be governed by hand signal from switchtender by day and white lamp signal by night.

Stop boards governing eastward trains from Municipal Bridge and northward trains over Conlogue are located at clearance point of junction switches; and stop board governing westward trains to Municipal Bridge, and southward trains over Conlogue, is located 600 feet north of L. & N. railroad crossing.

MERCHANTS DIVISION

351.—
A beacon light signal is located on the old train order board mast at West Approach Tower to be used only as an emergency signal. It displays a flashing red aspect in all directions and indicates "stop immediately" for all trains.

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 Twelfth 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 Twelfth Street, St. Louis, and Nineteenth Street, Granite City, and on Illinois Transfer tracks between East Approach and Valley Junction interlocking plants, inclusive, except that at Gratiot (eastward moves only), 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 specific instructions from the dispatcher, who will see that necessary care is taken to guard against conflicting moves, or a train order authorizing the irregular movement. (See Rules 261 to 264.) The provisions of Rules 210 and 211 of the Book of Railway Operating Rules will be applicable only where Operators or Dispatchers are located.

Box phones on Illinois Transfer dispatcher's circuit are at 9th Street, 15th Street, Gross Avenue; O'Fallon-L. & N. Crossing; Winstanley; State Street; Ridge Avenue; and Municipal Bridge approach. Take off receiver, call "Dispatcher."

354.—
Trains run with the current of traffic by automatic block and interlocking signals, between Twelfth Street and Granite City, with Gratiot Street, Biddle Street, Mullanphy Street, North Market Street, West Approach and East Approach interlocking plants intervening, and on Illinois Transfer tracks between East Approach and Valley Junction interlocking plants, with C. P. Junction track crossings; also Willows and Southern Crossing interlocking plants intervening. (See Rules 375 and 505 to 528.)

355.—
Trains running against current of traffic between Granite City and Gratiot Street interlocking plants, must govern speed by the indications of three-position train-order signals at Gratiot Street, Biddle Street, Mullanphy Street, North Market Street, and East Approach interlocking stations; and trains running with or against current of traffic eastward from Southern Crossing to Valley Junction and against current of traffic, westward, from Southern Crossing to C. P. Junction, must govern speed by the indications of three-position train-order signal used as modified block signal at Southern Crossing interlocking station; and such signals at Bremen, 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 359(f).)

356.—
Trains running against the current of traffic between CP Junction and CD yard are under jurisdiction of CP Junction operator, who will act in conjunction with assistant general yardmaster at Cabin 1, East St. Louis. Movements initiated at Brooklyn Junction must be released by CP Junction operator on telephone at Brooklyn Junction or protected by competent flagman. Movements from National Yards at Black Bridge returning to Madison must be released through Cabin 1 before departing. Movements on tracks 1 and 4 between Bremen Avenue and North Market interlocking plant are under jurisdiction of Bremen assistant general yardmaster, except that interlocking signals shall govern at North Market plant, and North Market leverman must have release from Bremen assistant general yardmaster before routing an eastward movement on track 1 or track 4.

357.—
Stop-and-Proceed signals are automatic block signals except signal 9 at Gratiot St., which is a semi-automatic block signal electrically connected with Gratiot train-order signal. (See Rule 509.)

358.—
Interlocking signal located upon the left of the track to which it refers: Two-arm signal upon the north of Illinois Transfer tracks east of Broadway viaduct, East Approach plant. (See Rule 328.)

★359.—
The speeds indicated below and in Merchants Bridge Engine Restriction Rule contained in this time-table must not be exceeded:

(a)—Between Twelfth Street and western limit of Tower 2 interlocking plant, all trains, 15 miles per hour.

(b)—When entering Union Station, engineman must have brake-valve handle in running position and reduce speed to 8 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 bumping post. (See Rule 326.)

(c)—Between Gratiot Street tower and Twelfth Street, all trains 15 miles per hour.

(d)—Poplar Street curve, at river front, all trains 8 miles per hour. Through Washington Avenue Station, all trains, 15 miles per hour.

(e)—Between Carr and O'Fallon Streets, all trains, 12 miles per hour.

(f)—Between O'Fallon 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)—Westward trains, approaching West Approach Tower and from that tower to Bremen Avenue, or from that tower to May Street crossing, 15 miles per hour.

(h)—All trains on Merchants Bridge and over C. & A. viaduct, 20 miles per hour.

(i)—Eastward trains through East Approach interlocking plant, 20 miles per hour.

(j)—All trains through Granite City interlocking plant, 20 miles per hour.

(k)—Illinois Transfer main tracks, between C. P. Jct. and Valley Jct., all freight trains, 25 miles per hour, except that all movements must not exceed 15 miles per hour over the Peabody Short Line crossing and through corssovers at Southern crossing and Willows.

360.—
Weight restrictions via Merchants Bridge. Cars and loads weighing in excess of the following must not be handled over Merchants Bridge without special authority:

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

361.—
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
Gratiot and Biddle Streets	5 minutes
Biddle and North Market Streets	4 minutes
North Market Street and Bremen Avenue	4 minutes
Bremen Ave. and West Approach Tower	2 minutes
West Approach and East Approach Towers	5 minutes
East Approach Tower and Granite City	4 minutes
CP Junction and Willows	7 minutes
Willows and Winstanley	6 minutes
Winstanley and Southern Crossing	6 minutes
Southern Crossing and Valley Junction	6 minutes
West Approach Tower and Bremen Ave., Westward	2 minutes

Maximum running time alloted freight trains, under clear signals and under favorable weather conditions, including necessary stops, from start CP Junction to clear Valley Junction, is thirty (30) minutes.

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

362.—
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 assistant general yardmaster. Movements westward from Bremen to tracks 1 and 4 are not governed by train-order signals at Bremen. (See Rules 271 to 274 and 356.)

363.—
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 assistant general and assistant 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, East Approach and Southern Crossing. Their normal indication is "Stop."

365.—
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.)

366.—
In the movement of Nickel Plate passenger trains between East Approach plant and East Madison, before obstructing junction switch at East Madison, Nickel Plate westward trains must obtain clearance cards from the Nickel Plate operator. If the means of communication fail, westward trains must have flag protection. Eastward trains have right over westward trains and shall proceed on clear indication of interlocking signal from East Approach plant. (See Rule 305.) Normal position of East Madison junction switch is for Nickel Plate movements.

All westward freight trains and light engines, moving between East Madison and East Approach plant, must call East Approach Tower and get release. Failing to get release from East Madison, flag to Washington Avenue and call East Approach Tower from that point. Should Washington Avenue telephone be out of order, flag to Madison.

367.—
Trains on Merchants Elevated and on Municipal Bridge connection in either direction between Gratiot St. and 14th St. are governed by interlocking signals.

Eastward trains on Merchants Elevated, when moving beyond Gratiot Street on westward track must receive train order.

Caution indication of Gratiot 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. (See Rule 104.)

368.—
All movements to and from Gratiot Street yard and Frisco 7th Street House are made via Municipal Bridge and foreman in charge must report destination at point of origin.

369.—
A train to use Second Street connection at Biddle Street must stop for C. B. & 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 C. B. & Q. switching movements are being made over or near the crossing. (See Rule 305.)

370.—
Movements must be made under control in either direction on curves between Biddle and Collins Streets; Second and Florida Streets; or Second and North Market Streets.

371.—
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 and westward movements shall be given by switchtender at northernmost crossover. (See Rules 221, 362 and 365.)

372.—
Blocking gate at intersection of Peabody Short Line Railroad and Illinois Transfer main tracks, north of Ridge Avenue, East St. Louis, when swung across Illinois Transfer main tracks, RED disc by day and RED light by night, indicates stop. Normal position is across Peabody Short Line Railroad, to be operated by the Peabody Short Line employes, who must restore to normal position and lock it after Peabody Short Line movement clears. Trains using Illinois Transfer main tracks need not make regular crossing stop at this point, but crews must observe position of gate before proceeding over crossing. (See Rule 359-k.) Movements on No. 3 siding must make regular stop. (See Rules 98 and 305.)

373.—

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.)

374.—

Movements over Merchants-Wabash crossing, May St., are governed by color-light signals. Trains to and from Bremen Avenue, also to and from Wabash connection, must receive hand or lamp signal from switchtender before fouling main tracks. (See Rules 305, 511, and 521.)

375.—

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 old St. L. T. & E. track, have right over crossings.

Diagonal position indicates trains on Illinois Terminal, Nickel Plate and old St. L. T. & E. main tracks have right over crossings, also proceed through slip connection between Illinois Transfer eastward track and Illinois Terminal 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 at CP Junction.

376.—

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 out of Bremen Avenue, must return from Signal #1, and if out of May Street, return from Signal #2, unless otherwise instructed. If train is moving east on westward track, return from point opposite these signals.

Pushers on westward trains up Merchants east approach must return from K Cabin, unless otherwise instructed by assistant general or assistant 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. (See Rule 115.)

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

377.—

Engine-whistle signals at designated places:

(THESE SIGNALS SHOULD NOT BE USED IF MOVEMENTS CAN BE REPORTED BY TELEPHONE.)

NORTH MARKET

— — o	Wiggins to East St. Louis.
— — —	Wiggins to C. B. & Q.
— — — o	Wiggins to Wabash.
— —	Wiggins to Bremen.
— —	Second Street to Bremen.

CP JUNCTION

— o	To Brooklyn Shops or National Yards.
— o o	To East St. Louis
— o o o	South on St. L. T. & E.
— — —	To Illinois Transfer, either direction.
o o o o	For crossover and into St. L. T. & E. connection.
o o o o o	To Armour Fertilizer Company.

GRANITE CITY

— o	Station track.
— o o	Commonwealth Steel Works.
— o o o	House track.
— — —	Illinois Terminal track 3.
— — o	American Steel Works.
— — o o	Madison or Illinois Terminal Cut-off.

VALLEY JUNCTION

—	St. L. S. W. 5 to Illinois Transfer.
—	Oil Works Cut-off to Illinois Transfer.
— o	Oil Works Cut-off to Municipal Bridge.
o o o o	Switching Moss Tie.
— —	Oil Works Cut-off to Cotton Belt Yards.

Scheduled passenger trains on Illinois Transfer will not use these signals.

★ 378.—

Standard clocks are at Bremen Service Building, Carrie Yard Office, Madison Service Building, and East Approach Tower. (See Rule 3.)

★ 379.—

Bulletin boards are at Bremen Service Building, Bremen Engine Terminal, Madison Yard Office, Madison Service Building, Brooklyn Shops and other principal points where crews go on and off duty. (See Rules 61 and 62.)

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 Madison Street district and Miller Street district on single main track are under jurisdiction of Madison Street assistant general or assistant yardmaster.

Before starting a train from Miller Street district to Madison Street district, foreman must get release from Madison Street assistant general or assistant yardmaster. If impracticable to get release without serious delay, the movement may proceed under control.

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 Missouri Pacific yardmaster.

403.—
Enginemen, firemen, and trainmen must be especially alert on trains moving in either direction through Lewis Street, St. Louis, 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. Louis Southwestern Florida Street yard, to see that route is clear and switches properly set.

404.—
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 T. R. R. A. 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 Rule 305 and 785.)

405.—
The switch between Carr and Biddle Streets where the T. R. R. A. track crosses the Wabash railroad may be left lined as last used. (See Rule 305.)

406.—
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 assistant general or assistant yardmaster at No. 2 Yard, acting in conjunction with assistant general or assistant yardmaster at North End Madison East Bound Yard.

Westward movements must not pass stop board right side of westward main track at North End East Bound Madison Yard, until released by assistant general or assistant yardmaster at that point.

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 assistant general or assistant yardmasters at No. 2 Yard and Madison yard.

407.—
Normal position of switch at end of double track near north end of No. 2 Yard is for westward movements.

408.—
Box phones at M. & O. Junction, Southern Crossing, Cotton Belt connection, Monsanto Junction, Monsanto Yard Office, Midwest Switch, South End of Phillips Co. Switch, North End Canal Bridge, South End Single Track, East Carondelet Road Crossing, South End DoubleTrack, Falling Springs Branch, and Yardmaster's Office North Dupo.

409.—
Movements between M. & O. Junction and Dupo, and between those points and Falling Springs, are under jurisdiction of assistant general or assistant yardmaster at No. 2 Yard.

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

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

410.—
Alton & Southern—Conlogue automatic interlocker. (See General Order 2226.)

One-unit color light distant signals about 1200 feet from the crossing, indication YELLOW, mark the approach to the clearing sections. Two-unit color light home signals, 100 feet from the crossing, control movements over the crossing.

RED over YELLOW is the proceed under control (not over 15 M. P. H.) indication; RED over RED is the stop indication.

Information for operating switch key controller and operation of emergency release in the event of any irregularity in the move to or over the crossing, is posted in box stenciled "TRRA," which is adjacent to the crossing and locked with a standard switch lock. (See Rule 98 and 672.)

★ 411.—
Standard clocks are at Madison Street enginemen's Service Building, and in No. 2 Yard enginemen's and switchmen's locker rooms. (See Rule 3.)

★ 412.—
Bulletin boards are at Madison Street enginemen's Service Building, Tyler Street switchmen's Service Building, and No. 2 Yard Service Building. (See Rules 61-62.)

413.—
Engine-whistle signals: NORTH DUPO, o o — Diverging route.
Approaching Madison Yard from west, — o o o o to distinguish Wiggins eastward movements.

Tuesday

JOINT TIME TABLE

MARCH 1st, 1960 ~~Feb 9th 1960~~

OUTBOUND

ROADS	Train No.	Runs	Track No.	T. R. R. A. Union Station	T. R. R. A. Gratiot St. Grand Ave. "TD" Tower	T. R. R. A. Wash'ton Avenue	T. R. R. A. Relay Station	T. R. R. A. Bridge Junction	St. L. M. B. T. Wash'ton Avenue	St. L. M. B. T. Mullanphy "MY"	St. L. M. B. T. N. Market "WA"	St. L. M. B. T. Bremen "BN"	St. L. M. B. T. East Approach "SH"	St. L. M. B. T. Granite City "WR"
				A.M.	A.M.	A.M.	A.M	A.M.	A.M.		A.M.	A.M.	A.M.	A.M.
N. Y. C. *	318	D	38	12 :05	12 :10	.....	.....	1158	12 :13	12 :15	12 :17	12 :30	12 :35	12 :38
MER. CAB.	50	D	~~11~~	12 :22	s6 :27	.....	.....	~	6 :30	6 :35	s6 :37	s6 :42	s6 :48	.....
TRRA. CAB.	70	D	~~34~~	12 :26	s6 :31	6 :35	s6 :42	.....	.....	.....	.....	.....	.....	.....
T. R. R. A. *	74	XSS	~~27~~	7 :16	7 :21	7 :25	s7 :34	6 :57	.....	.....	.....	.....	.....	.....
ST. L.-S. F.	3	D	30	8 :30	8 :38	.....	.....	819	.....	.....	.....	.....	.....	.....
ST. L.-S. F.	807	D	32	8 :40	8 :48	.....	.....	833	.....	.....	.....	.....	.....	.....
M. P. NORTH.	5	D	10	8 :50	8 :58	.....	.....	843	.....	.....	.....	.....	.....	.....
WAB. WEST. *	203	D	~~7~~ 5	8 :55	9 :03	.....	.....	853	.....	.....	.....	.....	.....	.....
G.M.&O.NORTH.	2	D	36	8 :58	9 :03	.....	.....	858	9 :06	9 :08	9 :10	9 :13	9 :18	9 :20
WAB. EAST. *	4	D	6	9 :15	9 :23	.....	.....	914	.....	.....	.....	.....	9 :51	9 :54
N. Y. C. *	312	D	26	9 :25	9 :30	.....	.....	926	9 :33	9 :35	9 :37	9 :40	9 :45	9 :48
B. & O.	2	D	20	10 :05	10 :10	via Mun. Br.	s10 :17	947	.....	.....	.....	.....	.....	.....
PENNA.	4	D	34	10 :15	10 :20	via Mun. Br.	10 :30	959	.....	.....	.....	.....	.....	.....
I. C. SOUTH. *	101	D/2	~~15~~	10 :17	10 :20	via Mun. Br.	.....	968	.....	.....	.....	.....	.....	.....
				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
M. P. SOUTH.	25	D	10	12 :01	12 :09	.....	.....	108	.....	.....	.....	.....	.....	.....
PENNA.	30	D	34	12 :50	12 :55	via Mun. Br.	1 :05	1x14	.....	.....	.....	.....	.....	.....
× ×C. B. & Q.	47	D	.....	.....	.....	.....	.....	××	.....	1 :32	1 :34	1 :37	1 :42	1 :45
B. & O.	4	D	20	2 :15	2 :20	via Mun. Br.	s2 :27	142	.....	.....	.....	.....	.....	.....
WAB. EAST. *	110	D	5	2 :15	2 :23	.....	.....	151	.....	.....	.....	.....	2 :51	2 :54
MER. CAB.	54	D	39	2 :22	s2 :27	.....	.....	200	2 :30	2 :35	s2 :37	s2 :42	s2 :48	.....
TRRA. CAB.	76	D	38	2 :26	s2 :31	2 :35	s2 :42	210	.....	.....	.....	.....	.....	.....
M. P. NORTH. *	15	D	11	2 :30	2 :38	.....	.....	220	.....	.....	.....	.....	.....	.....
I. C. NORTH.	22	D	34	2 :40	2 :44	2 :48	s2 :55	2 :59	.....	.....	.....	.....	.....	.....
M. P. NORTH.	11	D	18	4 :00	4 :08	.....	.....	347	.....	.....	.....	.....	.....	.....
WAB. WEST. *	209	D	3	4 :05	4 :13	.....	.....	419	.....	.....	.....	.....	.....	.....
G.M.&O.NORTH.	4	D	26	4 :30	4 :35	.....	.....	435	4 :38	4 :40	4 :42	4 :45	4 :50	4 :52
L. & N.	93	D	31	4 :32	4 :37	4 :41	s4 :50	444	.....	.....	.....	.....	.....	.....
C. B. & Q. *	15	D	14	5 :00	5 :05	.....	.....	453	5 :08	5 :10	5 :12	.....	.....	.....
M. P. NORTH. *	35	XSS	29	5 :25	5 :33	.....	.....	453	.....	.....	.....	.....	.....	.....
M. P. SOUTH.	21	D	5	5 :42	5 :50	.....	.....	540	.....	.....	.....	.....	.....	.....
M. P. SOUTH.	1	D	4	5 :50	5 :58	.....	.....	546	.....	.....	.....	.....	.....	.....
ST. L.-S. F.	9	D	10	6 :00	6 :08	.....	.....	559	.....	.....	.....	.....	.....	.....
WAB. EAST. *	2	D	3	6 :30	6 :38	.....	.....	618	.....	.....	.....	.....	7 :06	7 :09
I. C. SOUTH. *	105	D	19	6 :45	6 :50	via Mun. Br.	.....	630	.....	.....	.....	.....	.....	.....
PENNA. *	32	D	35	7 :35	7 :40	via Mun. Br.	7 :50	704	.....	.....	.....	.....	.....	.....
WAB. WEST. *	217	D	9	9 :00	9 :08	.....	.....	845	.....	.....	.....	.....	.....	.....
G.M.&O.NORTH*	6	D	~~12~~ 14	9 :50	9 :55	21	.....	918	9 :58	10 :00	10 :02	10 :05	10 :10	10 :12
M. P. SOUTH.	37	D	2	10 :20	10 :28	.....	.....	1005	.....	.....	.....	.....	.....	.....
MER. CAB.	56	D	~~24~~	10 :22	s10 :27	33	.....	1028	10 :30	10 :35	s10 :37	s10 :42	s10 :48	.....
TRRA. CAB.	78	D	25	10 :26	s10 :31	10 :35	s10 :42	1048	.....	.....	.....	.....	.....	.....
B. & O.	12	D	26	10 :35	10 :40	via Mun. Br.	s10 :48	1056	.....	.....	.....	.....	.....	.....
C. B. & Q. *	1	D	.....	.....	.....	.....	.....	××	.....	11 :22	11 :24	.....	.....	.....
M. P. NORTH.	9	D	10	11 :17	11 :25	.....	A.M.	1209	.....	.....	.....	.....	.....	.....
PENNA. *	14	SE	34	11 :20	12 :00	via Mun. Br.	12 :15	1116	.....	.....	.....	.....	.....	.....
													A.M.	A.M.
G.M.&O.NORTH.	8	D	25	11 :45	11 :50	.....	.....	1138	11 :53	11 :55	11 :57	12 :00	12 :05	12 :08
WAB. EAST. *	118	D	8	11 :50	11 :58	.....	.....	1148	.....	.....	.....	.....	12 :30	12 :33
I. C. SOUTH. *	15	D	18	11 :55	12 :00	via Mun. Br.	.....	1146	.....	.....	.....	.....	.....	.....
M. P. SOUTH.	7	D	6	11 :59	12 :07	.....	.....	1210	.....	.....	.....	.....	.....	.....

Note Changes in trains marked thus * and Rules marked thus ★ S—Stop. D—Daily. S O—Sunday only.

S E—Sunday excepted. X M—Except Monday. SAT—Saturday only. X S—Except Saturday.

X S S—Except Saturday and Sunday. X S M—Except Sunday and Monday.

TOTAL TRAINS OUTBOUND 48

JOINT TIME TABLE

INBOUND

ROADS	Train No.	Runs	Track No.	St. L. M. B. T. Granite City "WR"	East Approach "SH"	Bremen "BN"	N. Market "WA"	Mullanphy "MY"	Wash'ton Avenue	T. R. R. A. Bridge Junction	Relay Station	Wash'ton Avenue	Gratiot St. Grand Ave. "ID" Tower	Union Station
				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M	A.M.	A.M.
G.M.&O.NORTH*	5	D	17	2 :46	2 :49	2 :55	2 :58	3 :00	3 :04	.....	.....	.....	3 :08	3 :15
G.M.&O.NORTH	7	D	8	6 :39	6 :42	6 :48	6 :51	6 :53	6 :57	.....	.....	.....	7 :01	7 :08
M. P. NORTH.. *	10	D	41	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 :03	7 :13
WAB. EAST.... *	117	D	22	6 :25	6 :28	.....	.....	.....	.....	.....	.....	.....	7 :10	7 :20
TRRA. CAB.....	71	D	12	.....	.....	.....	.....	.....	.....	.....	s7 :09	7 :16	s7 :20	7 :27
WAB. EAST.... *	3	D	19	6 :37	6 :40	.....	.....	.....	.....	.....	.....	.....	7 :20	7 :30
C. B. & Q..	8	D	14	.....	.....	.....	7 :18	7 :20	7 :24	.....	.....	.....	7 :28	7 :35
I. C. SOUTH.....	16	D	4	.....	.....	.....	.....	.....	.....	.....	.....	via Mun. Br.	7 :33	7 :40
WAB. WEST.... *	218	D	24	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 :35	7 :45
MER. CAB.....	51	D	14	.....	s7 :19	s7 :25	s7 :30	7 :32	7 :37	.....	.....	.....	7 :40	7 :47
M. P. SOUTH....	32	D	27	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 :43	7 :53
M. P. NORTH.. *	36	XSS	29	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 :47	7 :57
ST. L.-S. F..... *	10	D	17	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 :50	8 :00
B. & O.....	11	D	2	.....	.....	.....	.....	.....	.....	.....	s7 :40	via Mun. Br.	7 :53	8 :00
L. & N.....	56	D	31	.....	.....	.....	.....	.....	.....	.....	s7 :45	7 :54	7 :58	8 :05
M. P. SOUTH... *	2	D	23	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 :02	8 :12
M. P. SOUTH....	22	D	34	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 :15	8 :25
N. Y. C..... *	317	D	8	7 :41	8 :44	8 :50	8 :53	8 :55	8 :59	.....	.....	.....	9 :03	9 :10
C. B. & Q.....	48	D	~~X~~	9 :40	9 :43	9 :53	9 :58	10 :02	.....	.....	.....	.....	.....	.....
PENNA..... *	7	D	11	.....	.....	.....	.....	.....	.....	.....	s11 :30	via Mun. Br.	11 :43	11 :59
													P.M.	P.M.
WAB. WEST.... *	210	D	19	.....	.....	.....	.....	.....	.....	.....	.....	.....	12 :03	12 :13
				P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		P.M.		
M. P. NORTH..	12	D	29	.....	.....	.....	.....	.....	.....	.....	.....	.....	12 :05	12 :15
PENNA..... *	31	D	29	.....	.....	.....	.....	.....	.....	.....	11 :55	via Mun. Br.	12 :08	12 :20
N. Y. C..... *	341	D	6	12 :41	12 :44	12 :50	12 :53	12 :55	12 :59	.....	P.M.	.....	1 :03	1 :10
B. & O.....	1	D	8	.....	.....	.....	.....	.....	.....	.....	12 :55	via Mun. Br.	1 :08	1 :15
I. C. NORTH....	21	D	34	.....	.....	.....	.....	.....	.....	1 :12	s1 :20	1 :29	1 :33	1 :40
TRRA. CAB.....	77	D	105	.....	.....	.....	.....	.....	.....	.....	s3 :09	3 :16	s3 :20	3 :27
I. C. SOUTH.....	108	D	16	.....	.....	.....	.....	.....	.....	.....	.....	via Mun. Br.	3 :23	3 :30
B. & O.....	3	D	34	.....	.....	.....	.....	.....	.....	.....	s3 :15	via Mun. Br.	3 :28	3 :35
ST. L.-S. F..... *	808	D	33	.....	.....	.....	.....	.....	.....	.....	.....	.....	3 :25	3 :35
PENNA..... *	3	D	11	.....	.....	.....	.....	.....	.....	.....	3 :20	via Mun. Br.	3 :33	3 :40
MER. CAB.....	53	D	105	.....	s3 :15	s3 :21	s3 :26	3 :28	3 :33	.....	.....	.....	s3 :36	3 :43
WAB. EAST.... *	1	D	26	3 :40	3 :43	.....	.....	.....	.....	.....	.....	.....	4 :20	4 :30
M. P. SOUTH... *	4	D	41	.....	.....	.....	.....	.....	.....	.....	.....	.....	4 :30	4 :40
G.M.&O.NORTH	1	D	11	4 :14	4 :17	4 :23	4 :26	4 :28	4 :32	.....	.....	.....	4 :36	4 :43
T. R. R. A..... *	75	XSS	36	.....	.....	.....	.....	.....	.....	.....	s4 :49	4 :58	5 :02	5 :09
M. P. NORTH..	6	D	23	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 :30	5 :40
I. C. SOUTH .. *	102	D	17	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 :33	8 :40
C. B. & Q..... *	44	D	.....	.....	.....	.....	9 :09	9 :12	.....	.....	.....	.....	.....	.....
WAB. WEST.....	212	D	28	.....	.....	.....	.....	.....	.....	.....	.....	.....	9 :30	9 :40
M. P. NORTH.. *	14	D	32	.....	.....	.....	.....	.....	.....	.....	.....	.....	9 :35	9 :45
G.M.&O.NORTH	3	D	5	9 :31	9 :34	9 :40	9 :43	9 :45	9 :49	.....	.....	.....	9 :53	10 :00
WAB. EAST.... *	121	D	29	9 :23	9 :26	.....	.....	.....	.....	.....	.....	.....	10 :05	10 :15
ST. L.-S. F..... *	1	D	19	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 :10	10 :20
PENNA..... *	13	XM	11	.....	.....	.....	.....	.....	.....	.....	10 :10	via Mun. Br.	10 :23	10 :35
M. P. SOUTH....	8	D	31	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 :50	11 :00
TRRA. CAB.....	79	D	12	.....	.....	.....	.....	.....	.....	.....	s11 :09	11 :16	s11 :20	11 :27
MER. CAB	55	D	11	.....	s11 :15	s11 :21	s11 :26	11 :28	11 :33	.....	.....	.....	s11 :36	11 :43

Note Changes in trains marked thus * and Rules marked thus ★ S—Stop. D—Daily. S O—Sunday only.

S E—Sunday excepted. X M—Except Monday. SAT—Saturday only. X S—Except Saturday.

X S S—Except Saturday and Sunday. X S M—Except Sunday and Monday.

TOTAL TRAINS INBOUND 48

EADS BRIDGE

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

★BALTIMORE & OHIO R. R.

DIESEL—1400 to 1433, 1438 to 1457, 2400 to 2416, 4400 to 4410, 4420 to 4459, 5400 to 5411, 6447 to 6510, 6606 to 6618, 9019 to 9077 two units, 9201 to 9224, 9225 to 9249 two units, 9500 to 9508 single unit, 9512 to 9551 single unit.

CHICAGO, BURLINGTON & QUINCY R. R.

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

CHICAGO & EASTERN ILLINOIS R. R.

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

★GULF, MOBILE & OHIO R. R.

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

GAS ELECTRIC—350, 2500 to 2509.

★ILLINOIS CENTRAL R. R.

DIESEL—4001 to 4042, 4104 to 4109, 8800, 8801, 8850, 8851, 8900 to 8911, 8950 to 8981, 9000 to 9257, 9300 to 9389.

LOUISVILLE & NASHVILLE R. R.

DIESEL—11 to 19, 24 to 75, 500 to 537, 600 to 621, 700 to 713, 750 to 797, 800 to 849, 900 to 903, 2200 to 2232, 2240 to 2291.

★MISSOURI PACIFIC R. R.

DIESEL—(Awnings must be closed and project not more than 5′ 6″ from center of track.) 201 to 208, 301 to 392, 501 to 626, 800 to 810, 4100 to 4194, 4197 to 4325, 4332 to 4371, 4501 to 4526, 7000 to 7021, 7100, 8001 to 8036, 9000 to 9012, 9090, 9091, 9102 to 9146 single unit, 9148, 9149, 9162 to 9167, 9170 to 9191 single unit, 9200 to 9239 single unit.

★NEW YORK CENTRAL SYSTEM

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

NICKEL PLATE ROAD

DIESEL—180 to 190, 400 to 509, 535 to 562.

PENNSYLVANIA RAILROAD

DIESEL—5700 to 5716, 5750 to 5758, 5760 to 5783, 5788 to 5799, 5801 to 5810, 5835 to 5905, 9832 to 9871.

ST. LOUIS SOUTHWESTERN RY.

DIESEL—300, 301, 306, 308 to 311.

★TERMINAL RAILROAD

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

★WABASH RAILROAD

DIESEL—(Awnings and windshields must be closed and project not more than 5′ 6″ from center of track.) 100 to 111, 120 to 132 two units, 150 to 159, 200 to 202, 300 to 303, 304 to 324 two units, 350 to 352 single unit, 355 to 378 single unit, 380 to 386, 400 to 411 two units, 450 to 495, 1000 to 1015, 1020 to 1021, 1100 to 1108, 1140 to 1189, 1200 to 1204.

MERCHANTS BRIDGE AND ELEVATED

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

★BALTIMORE & OHIO R. R.

DIESEL—1400 to 1433, 1438 to 1457, 2400 to 2416, 4400 to 4410, 4420 to 4459, 5400 to 5411, 6447 to 6510, 6606 to 6618, 9019 to 9077, 9201 to 9249, 9500 to 9508 three units, 9512 to 9551 three units.

CHICAGO, BURLINGTON & QUINCY R. R.

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

CHICAGO & EASTERN ILLINOIS R. R.

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

★GULF, MOBILE & OHIO R. R.

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

GAS ELECTRIC—350, 2500 to 2509.

★ILLINOIS CENTRAL R. R.

DIESEL—4001 to 4042, 4104 to 4109, 8800, 8801, 8850, 8851, 8900 to 8911, 8950 to 8981, 9000 to 9257, 9300 to 9389.

LOUISVILLE & NASHVILLE R. R.

DIESEL—11 to 19, 24 to 75, 500 to 537, 600 to 621, 700 to 713, 750 to 797, 800 to 849, 900 to 903, 2200 to 2232, 2240 to 2291.

MISSOURI PACIFIC R. R.

DIESEL—201 to 208, 301 to 392, 501 to 626, 800 to 811, 4100 to 4194, 4197 to 4325, 4332 to 4371, 4501 to 4526, 7000 to 7021, 7100, 8001 to 8036, 9000 to 9012, 9090, 9091, 9102 to 9146 three units, 9148, 9149, 9162 to 9167, 9170 to 9191 three units, 9200 to 9239.

★NEW YORK CENTRAL SYSTEM

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

NICKEL PLATE ROAD

DIESEL—180 to 190, 400 to 509, 535 to 562.

PENNSYLVANIA RAILROAD

DIESEL—5700 to 5716, 5750 to 5758, 5760 to 5783, 5788 to 5799, 5801 to 5810, 5835 to 5905, 9832 to 9871.

ST. LOUIS SOUTHWESTERN RY.

DIESEL—300, 301, 306, 308 to 311.

★TERMINAL RAILROAD

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

WABASH RAILROAD

DIESEL—100 to 111, 120 to 132, 150 to 159, 200 to 202, 300 to 324, 350 to 352 three units, 355 to 378 three units, 380 to 386, 490 to 411, 450 to 495, 550 to 554 two units, 1000 to 1015, 1020, 1021, 1100 to 1108, 1140 to 1189, 1200 to 1204.

WEST BELT & CENTRAL BELT TIME TABLE

EASTWARD								WESTWARD						
Second-Class	First-Class Trains							First-Class Trains						Second-Class
CRI&P 72 Daily	Wab. 4 Daily *	Wab. 110 Daily *	Wab. 2 Daily	Wab. 118 Daily *	STATIONS	Distance from W Appr. Tower		Wab. 117 Daily *	Wab. 3 Daily *	Wab. 1 Daily *	Wab. 121 Daily *	CB&Q 48 Daily	CRI&P 71 Daily
4:30 pm					Rock Island Jct.	9.33							2:50 pm
					3.12								
4:40 "					Easton Ave. Jct.	6.21							2:44 "
	9:31 am	2:31 pm	6:46 pm	12:09 am	Page Ave.	6.76		6:48 am	7:00 am	4:03 pm	9:46 pm		
					.55								
4:40 "	9:32 "	2:32 "	6:47 "	12:10 "	Easton Ave. Jct.	6.21		6:47 "	6:59 "	4:02 "	9:45 "		2:44 "
					2.36								
	9:37 "	2:37 "	6:52 "	12:15 "	Union Ave.	3.85		6:42 "	6:54 "	3:57 "	9:40 "		
					.88								
	9:39 "	2:39 "	6:54 "	12:18 "	Shreve Ave.	2.97		6:40 "	6:52 "	3:55 "	9:38 "		
					.45								
	9:40 "	2:40 "	6:55 "	12:19 "	Florissant Ave.	2.52		6:39 "	6:51 "	3:54 "	9:37 "		
					.49								
	9:41 "	2:41 "	6:56 "	12:20 "	Broadway	2.03		6:38 "	6:50 "	3:53 "	9:36 "		
					.39								
5:00 pm	9:42 "	2:42 "	6:57 "	12:21 "	Carrie Ave.	1.64		6:37 "	6:49 "	3:52 "	9:35 "		2:30 pm
					1.17								
	9:46 "	2:46 "	7:01 "	12:25 "	May Street	.47		6:33 "	6:45 "	3:48 "	9:31 "	S9:48 am	
					.47								
	9:47 "	2:47 "	7:02 "	12:26 "	W. Approach	0		6:32 "	6:44 "	3:47 "	9:30 "	9:47 "	
	9:51 "	2:51 "	7:06 "	12:30 "	E. Approach			6:28 "	6:40 "	3:43 "	9:26 "	9:43 "	
	9:54 am	2:54 pm	7:09 pm	12:33 am	Granite City			6:25 am	6:37 am	3:40 pm	9:23 am	9:40 am	

Note Changes in trains marked thus * and Rules marked thus ★

SPECIAL RULES AND INSTRUCTIONS

Note: All rules in the 300 series referred to in the rules below are located in the Joint Time Table; all others are in the Operating Rule Book.

451—Trainmen, enginemen and firemen of this and other companies operating on the rails of this company must have passed the required examinations, hold certificates of competency not older than two years, and have in their possession a copy each of the current Book of Railway Operating Rules and Joint & West Belt Time Table, or request pilots as prescribed by General Rule (c), Railway Operating Rules, dated August 1, 1953. Officers of other companies responsible for handling train and engine crews will know such crews have been properly qualified before assigning them to operate over the rails of this company. Permits will be issued between the hours of 7:00 A. M. and 6:00 P. M. at the office of Road Foreman of Engines, S. E. corner 12th and Poplar Sts., to ride trains or walk over the property 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.

452—Viaducts at Broadway, Florissant Avenue, Kingshighway, Union Avenue, Natural Bridge Road, Kienlen Avenue, St. Louis Avenue, Glen Heights (foot bridge), Easton Avenue, West Belt Page Avenue, Ferguson Avenue, Central Belt Page Avenue, Walton Road, Lackland Road, Bonhomme Road, Eager Road, Girard Avenue, Laclede Station Road, and Missouri Pacific tracks, 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. (See General Rule (ab) Book of Rules.)

453—Trains and engines must approach the end of two or more tracks, junctions, railroad crossings at grade, fixed signals, and gantlets, prepared to stop, unless the switches are properly lined, signals indicate proceed, and track is clear. Where required by rule or law, trains must stop. (See Rule 98.)

Junctions are West Approach, May Street, Adelaide Avenue, Carrie Avenue, Easton Avenue, Page Avenue and Rock Island Junction.

Crossovers are at May Street, Adelaide Avenue, Carrie Avenue, Bircher Street, Florissant Avenue, Kingshighway, Geraldine Avenue, Pickrel Switch, and Easton Avenue.

454—In fog or storm and when view is otherwise obstructed, trainmen, enginemen and firemen must be especially alert and move trains and engines 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 or engine. Approach stations and street crossings so as to avoid danger to persons and vehicles. (See Rule 101.)

455—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.

Trains run with current of traffic by automatic, interlocking and block signals between Page Avenue and West Approach interlocking plant, with May Street and Easton Avenue interlocking plants intervening.

Trains run against the current of traffic by interlocking and block signals between West Approach and May Street. Trains, except first class trains, run against the current of traffic by interlocking and block signals between May Street and Page Ave. interlocking, with Easton Ave. interlocking intervening, except that at Carrie Ave. and other crossovers and switches not protected by an interlocking signal, 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 specific instructions from the dispatcher who will see that necessary care is taken to guard against conflicting moves, or a train order authorizing the irregular move. First class trains will be issued train orders when run against the current of traffic. (See Rules 261 to 264.) The provision of rules 210 & 211 of the Book of Railway Operating Rules will be applicable only where operators or Dispatchers are located.

456—On single track between Easton Avenue Junction and Rock Island Junction, each Terminal westward train must immediately be reported by telephone to the dispatcher, after it clears Rock Island Junction and after the switch has been returned to normal position for the Rock Island. The Rock Island Operator will report to the Easton Avenue dispatcher when each Rock Island westward train passes Lackland.

Each Terminal eastward train must get release by telephone from dispatcher before obstructing switch at Rock Island Junction, and be governed by the dispatcher's instructions. When authorized, train must proceed immediately. Rock Island eastward trains will be governed by clearance issued by their operator at Lackland on authority of the Easton Avenue dispatcher.

457—The time of first-class trains must be cleared not less than ten minutes, unless otherwise directed by proper authority.

458—Extra trains have right to occupy Central Belt main track on authority of dispatcher by protecting in accordance with Rule 99. Extras or industry switching movements must not leave working limits without an order or release from dispatcher.

459—The speeds indicated must not be exceeded: Passenger trains, twenty-five miles per hour; freight trains and lone engines, twenty miles per hour. Belated trains must not make up time.

460—Engine whistle signals at Easton Avenue Junction:
—— Eastward trains approaching Easton Avenue.
—— —— Westward trains destined Central Belt.
—— —— —— Westward trains destined Page Avenue.

461—At Carrie Avenue, trains from North Belt, Rock Island yard, or Harlem yard must get release from dispatcher before obstructing West Belt track.

At Carrie and Adelaide Avenues, main-track switching movements may be authorized by assistant yardmaster, but must clear main tracks immediately upon instructions of dispatcher.

At May Street, movements over Merchants-Wabash crossing, are governed by color-light signals. Trains to and from Bremen Avenue, also to and from Wabash connection, must receive hand or lamp signal from switchtender before fouling main tracks. (See Rules 305, 511, and 521.)

At Rock Island Junction, normal position of switch is for Rock Island Connection.

462—When a train crosses over to, or obstructs another track, unless otherwise provided, it must first be protected as prescribed by Rule 99 in both directions on that track. (Rule 108.)

463—If engineman, fireman, or any member of train crew has reason to believe the train passes over a dangerous defect of track or roadway, the train must be stopped at once for conductor or foreman to investigate and take proper action, who will, if necessary, notify dispatcher from nearest telephone and leave flagman to protect other trains. (See Rule (f) Rule Book.)

464—City of St. Louis ordinance prohibits the blocking of a street crossing by locomotives or cars standing thereon, or being switched thereover, for more than five consecutive minutes. (See Rule 786.)

465—Assistant yardmaster, crew foreman, or engineman of lone engine will report to dispatcher arrivals and departures at Carrie and Adelaide Avenues.

466—Three-indication train-order signals at Easton Avenue Junction. Normal indication is STOP, which a train must not pass except on authority of dispatcher to clear main track. Horizontal, or red light, indicates STOP. Diagonal, or yellow light, indicates right to proceed to or from Central Belt. Vertical, or green light, indicates right to proceed to or from Page Avenue route.

Train order signal indications supersede interlocking signal indications only upon instructions from the train dispatcher.

467—Telephones in cabins or boxes are at May Street, Gano Avenue, Adelaide Avenue, Carrie Avenue, Broadway, Florissant, Shreve Avenue, Kingshighway, Geraldine Avenue, Paint Works, Pickrel Switch, Leschen Switch, Easton Avenue Junction, Page Avenue Tower, Ferguson Avenue, Rock Island Junction.