

Terminal Railroad Association

AND AFFILIATED LINES

JOINT TIME TABLE

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

OUTBOUND																							
ROADS		T. R. R. A.										St. L. M. B. T.					REMARKS	ROADS					
		Train No.	Runs	Track No.	Union Station		Gratiot St. Grand Av. X Office	Wash'ton Avenue	Relay Station	Bridge Junction	Wash'ton Avenue	N. Market "WA"	Bremen "BN"	East Approach "SE"	Willows "VI"	Granite City "WE"				Train No.	Runs	Track No.	Granite City "WE"
					Depart	Arrive																	
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	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.	C. & A.	79	D	7	12:50		
PENNA.	6	D	28	12:03	12:08					12:11	12:17	12:21	12:27	12:36		From Ranken 9:30 pm. Mail car sets 9:50 pm. Ex. from American 10:00 pm.	PENNA.	87	XT				
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.	M. P. NORTH	120	SE	15			
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.	ST. L-S. F.	76	SE	15			
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.	PENNA.	13	D	1			
C.C.C. & ST. L.	8	SE						s6:18	6:23							From C.C.C. & St. L. Yard 6:56 am.	L. & N.	54	D	23			
M. P. NORTH	121	SE	15	6:20	6:28											120 Ar. 6:15 am. Employees train, 14th St. s6:25. Cass Ave. s6:33. CP. Jet. s6:57. Ar. Brooklyn Shops 7:00 am. Lv. 7:12 am.	ILL. CENT.	204	D	3			
MER. CAB	50	D	21	6:22	s6:27					s6:30	s6:37	s6:42	s6:49			Employees train. Ar. 14th St. s6:29. CD. s6:44. Ar. Brooklyn Shops s6:53 am. Lv. 7:05 am.	C. B. & Q.	52	D	12			
TRRA. CAB	70	D	22	6:26	s6:31	s6:35	s6:42									From East Jefferson 1:00 am. Mail car sets 4:30 am. Ex. from Adams 1, 4:30 am. Ar. Valley Jet. 6:56 am.	M. P. NORTH	14	D	6			
ILL. CENT.	225	D	16	6:30	6:35	s6:39	s6:48									From West Jefferson 1:00 am.	C. & A.	77	D	30	6:25		
WAB. WEST	13	D	6	6:30	6:38											Ex. from Fargo 2, 4:15 am.	C. & E. I.	25	D	10	6:27		
ST. L-S. F.	77	SE	15	6:38	6:46											From Ranken 3:00 am. Mail car sets 4:40 am.	M. & O.	16	D	2			
TRRA. CAB	68	SE	32	6:50	6:55	s6:59	s7:08									From Ranken 5:30 am.	M. P. NORTH	122	SE	15			
PENNA.	340	SE	24	6:55	7:00	7:04	s7:13									From Ranken 5:30 am.	WAB. EAST	13	D	16	6:04		
M. P. SOUTH	45	D	7	7:00	7:08											From Ranken 5:30 am.	ST. L-S. F.	806	D	14			
M. P. NORTH	123	SE	15	7:05	7:13											From Ranken 5:30 am.	ST. L. S. W.	906	D	7			
M. P. NORTH	37	D	4	7:15	7:23											From Ranken 5:30 am.	C.C.C. & ST. L.	31	D	3	6:40		
T. R. R. A.	74	D	32	7:20	7:25	s7:29	s7:38									From Ranken 5:30 am.	C. B. & Q.	8	D	12			
C. B. & Q.	43	D	28	7:20	7:25					s7:28	7:34					From Ranken 5:30 am.	B. & O.	3	D	26			
C. B. & Q.	47	D	28	7:30	7:35	s7:39	s7:48	7:53								From Ranken 5:30 am.	M. P. SOUTH	18	D	21			
ST. L-S. F.	11	D	8	7:48	7:56											From Ranken 5:30 am.	WAB. EAST	3	D	9	6:45		
C. R. I. & P.	23	D	11	7:50	7:58											From Ranken 5:30 am.	ILL. CENT.	16	D	10			
NICKELPLATE	18	SE	18	8:00	8:05	s8:09	s8:18	8:23								From Ranken 5:30 am.	M. P. SOUTH	24	D	15			
C. & A.	14	D	20	8:04	8:09	s8:13	s8:22	8:27								From Ranken 5:30 am.	L. & N.	56	D	6			
C. & A.	32	D	22	8:15	8:20	s8:24	s8:33	8:38								From Ranken 5:30 am.	C. & E. I.	23	D	2	6:51		
M. P. NORTH	127	SE	10	8:15	8:23											From Ranken 5:30 am.	M. P. NORTH	20	D	24			
ST. L-S. F.	801	D	11	8:17	8:25											From Ranken 5:30 am.	C. B. & Q.	16	D	4			
SOUTHERN	23	D	32	8:20	8:25	s8:29	s8:38									From Ranken 5:30 am.	WAB. WEST	18	D	13			
C.C.C. & ST. L.	16	D	18	8:25	8:30					8:33	8:39	8:43	8:49		8:54	From Ranken 5:30 am.	ILL. CENT.	17	D	7			
L. & N.	51	D	22	8:35	8:40	s8:44	s8:53									From Ranken 5:30 am.	ST. L-S. F.	80	SE	23			
M-K-T	3	D	20	8:45	8:50					8:53	8:59					From Ranken 5:30 am.	SOUTHERN	2	D	14			
WAB. EAST	4	D	19	8:47	8:52					8:55	9:01	9:05	9:11		9:16	From Ranken 5:30 am.	TRRA. CAB	71	D	32			
C. & A.	4	D	26	8:55	9:00					s9:03	9:09	9:13	9:19		9:24	From Ranken 5:30 am.	ST. L-S. F.	10	D	16			
ILL. CENT.	524	D	18	9:00	9:05					s9:08	9:14	9:18	9:24			From Ranken 5:30 am.	C. B. & Q.	26	D	30			
B. & O.	22	D	28	9:00	9:05	9:09	s9:18									From Ranken 5:30 am.	C. R. I. & P.	26	D	27			
M. P. NORTH	15	D	6	9:00	9:08											From Ranken 5:30 am.	M. P. NORTH	44	D	18			
PENNA.	66	D	31	9:02	9:07					9:10	9:16	9:20	9:26	9:35		From Ranken 5:30 am.	WAB. EAST	17	D	3	7:11		
WAB. WEST	3	D	5	9:03	9:11											From Ranken 5:30 am.	M. P. NORTH	10	D	12			
M. & O.	1	D	32	9:04	9:09	s9:13	s9:22									From Ranken 5:30 am.	C. & A.	7	D	1	7:13		
C.C.C. & ST. L.	12	D	29	9:04	9:09					9:12	9:18	9:22	9:28		9:33	From Ranken 5:30 am.	C.C.C. & ST. L.	43	D		7:15		
M. P. SOUTH	3	D	17	9:05	9:13											From Ranken 5:30 am.	B. & O.	29	D				
PENNA.	20	D	25	9:10	9:15	9:19	s9:28									From Ranken 5:30 am.	MER. CAB	51	D	32			
ST. L-S. F.	3	D	8	9:30	9:38											From Ranken 5:30 am.	NICKELPLATE	9	D	2			
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.	M-K-T	6	D	9			
C.C.C. & ST. L.	14	D	17	12:00	12:05	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.				From North Ranken 9:20 am.	WAB. WEST	14	D	13			
PENNA.	30	D	31	12:02	12:07					12:08	12:14	12:18	12:24		12:29	From Ranken 10:45 am.	WAB. EAST	51	D	3	7:34		
C. & A.	2	D	25	12:05	12:10					12:10	12:16	12:20	12:26	12:35		From Ranken 10:45 am.	ST. L-S. F.	8	D	15			
C. B. & Q.	21	D	18	12:10	12:15					s12:13	12:19	12:23	12:29		12:34	From Ranken 10:45 am.	M. P. NORTH	124	SE	10			
ILL. CENT.	20	D	26	12:15	12:20					s12:18	12:24	12:28	12:34			From Ranken 10:45 am.	M. P. SOUTH	40	D	2			
WAB. EAST	10	D	23	12:20	12:25					s12:23	12:29	12:33	12:39			From Ranken 10:45 am.	M. P. SOUTH	26	D	9			
M. P. NORTH	129	SE	5	12:20	12:28					s12:28	12:34	12:38	12:44		12:49	From East Madison 12:43 pm.	PENNA.	155	D	11			
B. & O.	2	D	22	12:30	12:35											From West Jefferson 10:30 am.	ST. L-S. F.	82	SE	23			
PENNA.	26	D	28	12:30	12:35	12:39	s12:48			12:38	12:44	12:48	12:54	1:01		From Ranken 11:20 am.	M. P. NORTH	128	SE	2			
C.C.C. & ST. L.	18	D	20	12:45	12:50					12:53	12:59	1:03	1:09		1:14	From Ranken 11:20 am.	ILL. CENT.	517	D	7			
ILL. CENT.	201	D	32	1:00	1:05	s1:09	s1:18									From Ranken 11:20 am.	ST. L-S. F.	6	D	14			
ST. L-S. F.	807	D	16	1:55	2:03											From Ranken 11:20 am.	M. P. NORTH	130	SE	14			
WAB. WEST	9	D	9	2:00	2:08											From Ranken 11:20 am.	C. & A.	31	D	5			
M. P. NORTH	11	D	13	2:02	2:10											From Ranken 11:20 am.	ILL. CENT.	206	D	7			
ST. L-S. F.	7	D	17	2:05	2:13											From Ranken 11:20 am.	SOUTHERN	8	D	1			
M. P. NORTH	131	SAT	16	2:07	2:15											From Ranken 11:20 am.	WAB. WEST	50	D	4			
M. P. SOUTH	25	D	12	2:10	2:18											From Ranken 11:20 am.	M. P. SOUTH	46	D	3			
C. B. & Q.	15	D	21	2:15	2:20					s2:23	2:29					From Ranken 11:20 am.	ST. L-S. F.	2	D	10			
ST. L-S. F.	81	SAT	10	2:17	2:25											From Ranken 11:20 am.	B. & O.	61	SE	2			
MER. CAB	54	D	31	2:22	s2:27					s2:30	s2:37	s2:42	s2:49			From Ranken 11:20 am.	M. P. SOUTH	2	D	15			
TRRA. CAB	76	D	25	2:26	s2:31	s2:35	s2:42									From Ranken 11:20 am.	C.C.C. & ST. L.	5	D	1			
WAB. EAST	50	D	26	2:40	2:45	s2:49	s2:58	3:03								From Ranken 11:20 am.	C. & A.	15	D	2			
C.C.C. & ST. L.	4	SE	30	3:15	3:20	s3:24	s3:33	3:38								From Ranken 11:20 am.	M. P. SOUTH	336	D	6			
C. & A.	6	D	19	3:30	3:35					s3:38	3:44	3:48	3:54		3:59	From Ranken 11:20 am.	NICKELPLATE	11	D	27			
ILL. CENT.	534	D	25	3:45	3:50	s3:54	s4:03	4:08								From Ranken 11:20 am.	ILL. CENT.	525	D	10			
B. & O.	62	SE	21	3:50	3:55	s3:59	s4:08									From Ranken 11:20 am.	L. & N.	90	D	6			
L. & N.	91	D	24	4:00	4:05	s4:09	s4:18									From Ranken 11:20 am.	WAB. EAST	9	D	5	12:30		
ILL. CENT.	207	D	25	4:35	4:40	s4:44	s4:53									From Ranken 11:20 am.	PENNA.	27	D	3			
PENNA.	154	D	31	4:50	4:55					4:58	5:04	5:08	5:14	5:23		From Ranken 11:20 am.	C.C.C. & ST. L.	39	D	8	12:58		
C.C.C. & ST. L.	40	D	26	5:00	5:05					5:08	5:14	5:18	5:24		5:29	From Ranken 11:20 am.	PENNA.	31	D	15			
SOUTHERN	7	D	30	5:00	5:05	s5:09	s5:18									From Ranken 11:20 am.	C. B. & Q.	12	D	2			
M. P. NORTH	133	SE	16	5:00	5:08											From Ranken 11:20 am.	WAB. WEST	20	D	23			
NICKELPLATE	10	D	22	5:15	5:20					s5:23	5:29	5:33											

C.C.C. & ST.L.	40	D	26	5:00	5:05			5:08	5:14	5:18	5:24	5:29	5:39	5:59	From North Ranken 3:00 pm.	WAB. EAST	9	D	5	12:30
SOUTHERN	7	D	30	5:00	5:05	s5:09	s5:18								8 Ar. 10:25 am.	PENNA.	27	D	3	
M. P. NORTH	133	SE	16	5:00	5:08										From Ranken 2:30 pm.	C.C.C. & ST.L.	39	D	8	12:58
NICKELPLATE	10	D	22	5:15	5:20					s5:23	5:29	5:33	5:39		From East Jefferson 2:30 pm.	PENNA.	31	D	15	
M. P. NORTH	43	D	15	5:29	5:37										Mail car sets 3:45 pm. Ar. East Madison 5:44 pm.	C. B. & Q.	12	D	2	
C.C.C. & ST.L.	20	D	27	5:30	5:35					5:38	5:44	5:48	5:54	5:59	From Ranken 3:00 pm.	WAB. WEST	20	D	23	
C. & A.	30	SE	28	5:30	5:35	s5:39	s5:48	5:53							From North Ranken 3:40 pm.	M. P. NORTH	132	SE	14	
M. P. SOUTH	41	D	13	5:31	5:39										From Ranken 2:05 pm.	C.C.C. & ST.L.	9	D	4	1:24
ST. L.-S. F.	83	XSS	10	5:31	5:39										Mail car sets 2:50 pm.	ST. L.-S. F.	808	D	8	
M. P. NORTH	137	XSS	16	5:45	5:53										From 21st St. 10:30 am.	C. B. & Q.	14	D	4	
ST. L.-S. F.	85	SE	11	5:58	6:06										From West Jefferson 11:15 am.	M. P. NORTH	134	SAT	14	
NICKELPLATE	12	D	19	6:00	6:05	s6:09	s6:18	6:23							From West Jefferson 11:15 am.	TRRA. CAB.	77	D	30	
M. P. NORTH	19	D	14	6:00	6:08										South end.	MER. CAB.	53	D	30	
M. P. SOUTH	335	D	13	6:04	6:09	s6:13	s6:22							6:30	From 21st St. 3:45 pm.	M. & O.	2	D	5	
WAB. EAST	2	D	29	6:15	6:20										From Ranken 5:10 pm.	M. P. NORTH	12	D	24	
ILL. CENT.	211	D	18	6:20	6:25	s6:29	s6:38								Mail car sets 4:30 pm.	ILL. CENT.	202	D	23	
M. P. NORTH	139	SE	16	6:20	6:28										From Ranken 2:05 pm. Mail car sets 4:40 pm.	PENNA.	341	SE	3	
C.C.C. & ST.L.	10	SO	28	6:39	6:44	s6:48	s6:57	7:02							Valley Jct. 6:39 pm.	WAB. WEST	2	D	9	
M. P. SOUTH	1	D	17	6:45	6:53										138 Ar. 6:13 pm.	B. & O.	1	D	12	
ST. L.-S. F.	1	D	8	6:50	6:58										From Ranken 3:00 pm. Sat.	C.C.C. & ST.L.	11	D	17	4:2
ST. L.-S. F.	9	D	2	6:58	7:06										South end.	NICKELPLATE	17	SE	7	
C. & A.	30	SO	28	7:04	7:09	s7:13	s7:22	7:27							From North Ranken 5:10 pm.	ILL. CENT.	501	D	7	
C. B. & Q.	7	D	21	7:30	7:35					s7:38	7:44				Mail car sets 5:45 pm.	PENNA.	65	D	9	
WAB. WEST	11	D	6	7:30	7:38										From West Jefferson 5:00 pm.	T. R. R. A.	75	D	31	
C. B. & Q.	51	D	21	8:10	8:15	s8:19	s8:28	8:33							From West Jefferson 4:00 pm. Mail car sets track 6, 2:45 pm. Ex. from Adams 2, 5:50 pm.	C. B. & Q.	48	D	31	
B. & O.	30	D	32	9:00	9:05	9:09	s9:18								From 17th St. 3:40 pm.	C.C.C. & ST.L.	7	SE		
C. B. & Q.	17	D	22	9:01	9:06					9:09	9:15				South end.	PENNA.	21	D	23	
M-K-T	5	D	24	9:03	9:08					9:11	9:17				From North Ranken 4:50 pm.	SOUTHERN	24	D	12	
L. & N.	53	D	28	9:05	9:10	9:14	s9:23								Mail car sets 6:00 pm.	C.C.C. & ST.L.	17	D	27	5:2
C. & A.	76	D	19	9:15	9:20	s9:24	s9:33	9:38							From West Jefferson 5:00 pm. Mail car sets 6:26 pm. Ex. from Fargo 1, 7:45 pm.	B. & O.	21	D	30	
ILL. CENT.	518	D	23	9:30	9:35	s9:39	s9:48	9:53							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. & E. I.	21	D	5	5:2
PENNA.	88	SE	25	9:34	9:39	9:43	s9:52								From 17th St. 4:45 pm. Mail car sets 5:00 pm.	WAB. EAST	11	D	15	5:1
C. & E. I.	26	D	18	9:45	9:50					s9:53	9:59	10:03	10:09	10:14	From East Jefferson 6:40 pm.	C. & A.	1	D	7	5:3
WAB. WEST	203	D	4	9:52	10:00										From Ranken 6:50 pm.	L. & N.	52	D	25	
B. & O.	12	D	30	9:55	10:00										Ex. from American 8:45 pm.	M. P. NORTH	138	SE	16	
C.C.C. & ST.L.	46	D	21	10:02	10:07					10:03	10:09	10:13	10:19	10:28	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.	ILL. CENT.	19	D	11	
WAB. WEST	5	D	12	10:02	10:10					10:10	10:16	10:20	10:26	10:31	From 17th St. 8:15 pm.	C. & A.	3	D	14	
C.C.C. & ST.L.	24	D	32	10:05	10:10					10:13	10:19	10:23	10:29	10:34	Ex. from American, 8:05 pm.	ST. L.-S. F.	12	D	18	
M. & O.	15	D	31	10:10	10:15	s10:50				10:18	10:24	10:28	10:34		From North Ranken 8:20 pm.	C. & A.	33	D	24	
ST. L. S. W.	905	D	27	10:10	10:15	10:19	s10:28								Mail car sets track 1, 7:30 pm. Ex. from States 1, 9:15 pm.	C.C.C. & ST.L.	41	D	16	6:1
M. P. NORTH	13	D	7	10:10	10:18										From East Jefferson 6:40 pm. Ex. from Fargo 2, 9:30 pm. Ar. CP. Jct. 10:44. Valley Jct. 11:04 pm.	C. R. I. & P.	24	D	5	
ILL. CENT.	203	D	29	10:15	10:20	s10:54	10:49	10:23	10:29	10:33	10:39				Ar. C.P. Jct. 10:39 pm. Via C.D. Yard.	M. P. NORTH	38	D	10	
MER. CAB.	56	D	31	10:22	s10:27			s10:30	s10:36	s10:41	s10:48				From Ex. Jct. 6:45 pm. Mail car sets tr. 31, 7:00 pm.	ST. L.-S. F.	802	D	3	
TRRA. CAB.	78	D	30	10:26	s10:31	s10:35	s10:42								Ex. from States 2, 8:30 pm. (Penna. to Willows).	C. B. & Q.	22	D	2	
M. P. SOUTH	17	D	17	10:30	10:38										Employees train. From 17th St. 9:45 pm. Ar. 14th St. s10:25, Cass Ave. s10:33, CP. Jct. s10:55.	M. P. SOUTH	4	D	16	
SOUTHERN	1	D	26	10:35	10:40	10:44	s10:53								Brooklyn Shops 11:02 pm. Lv. 11:12 pm.	M. P. NORTH	16	D	9	
L. & N.	55	D	22	10:40	10:45	10:49	s10:58								Employees train. From 17th St. 9:45 pm. Ar. 14th St. s10:29, CD. s10:44, Brooklyn Shops 10:53 pm.	C. B. & Q.	4	D	15	
ST. L.-S. F.	5	D	13	10:45	10:53										Lv. 11:05 pm.	C.C.C. & ST.L.	19	D	14	8:2
C. R. I. & P.	25	D	11	11:15	11:23										From Ranken 7:05 pm. Mail car sets track 1, 6:40 pm. Ex. from North Dock 9:00 pm.	ILL. CENT.	226	D	3	
ST. L.-S. F.	805	D	6	11:25	11:33										From East Jefferson 5:00 pm.	WAB. WEST	12	D	2	
M. P. SOUTH	23	D	10	11:30	11:38										From North Ranken 9:15 pm. Ex. from American, 9:30 pm. Ar. L. & N. Crossing 11:09 pm.	C. & A.	5	D	18	9:2
															From West Jefferson 7:00 pm. Mail car sets 7:45 pm. Ex. from Adams 3, 9:30 pm.	WAB. EAST	1	D	30	9:3
															From West Jefferson 6:55 pm. Mail car sets 9:15 pm. Ex. from States 1, 9:15 pm.	M-K-T	4	D	15	
															From West Jefferson 7:30 pm. Mail car sets 8:00 pm.	M. P. SOUTH	8	D	12	
															From Ranken 9:15 pm.	PENNA.	11	D	3	
															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.	ST. L.-S. F.	4	D	30	
															From 17th St. 3:00 pm.	TRRA. CAB.	79	D	27	
															Mail car sets 7:00 pm.	MER. CAB.	55	D	21	
															Ex. from Fargo 2, 10:00 pm.					
															From North Ranken 9:00 pm.					
															Ex. from States 1, 10:15 pm.					
															From West Jefferson 9:10 pm.					
															From East Jefferson 9:20 pm.					
															Ar. East Madison 12:25 am.					
															From 17th St. 9:25 pm.					
															From Ranken 8:30 pm.					
					</															

Note Changes in trains marked thus * and rules marked thus ★ S—Stop. D—Daily. SO—Sunday only. SE—Sunday excepted. XT—Except Tuesday. SAT—S

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. Lahev 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.

B. B. HICKMAN, Superintendent.

See Special Rules and Instructions on Back.

DESTROY PREVIOUS ISSUES

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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. Spitzze, 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.
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TERMINAL RAILROAD ASSOCIATION OF 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.

Employees 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.
304.—Engines equipped with snow-sweepers.
305.—Trains must approach the end of a rule or law, trains must stop. Illinois law requires full stop at Missouri law requires full stop at interlocking signals.

306.—Instructions on tonnage rating.

307.—While an engine is in Union Station adjacent track or structure must be protected from damage or personal injury.

308.—In fog or storm and when view is obscured, control as to insure stopping of train. Approach stations and signals.

309.—The meanings of two sound signals irrespective of direction the engine is moving.

The following new sound indications:

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 to 264.)

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 18 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 employees 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

(WHERE ENGINE IS USED)

BALTIMORE & OHIO R. R.
1418 to 1423. 1450 to 1455. 1460 to 1465.

CLEVELAND, CINCINNATI & ST. LOUIS R. R.
6115 to 6158. 6161 to 6229. 6232 to 6299. 6302 to 6367. 6370 to 6437. 6440 to 6507. 6510 to 6577. 6580 to 6647. 6650 to 6717. 6720 to 6787. 6790 to 6857. 6860 to 6927. 6930 to 6997. 7000 to 7067. 7070 to 7137. 7140 to 7207. 7210 to 7277. 7280 to 7347. 7350 to 7417. 7420 to 7487. 7490 to 7557. 7560 to 7627. 7630 to 7697. 7700 to 7767. 7770 to 7837. 7840 to 7907. 7910 to 7977. 7980 to 8047. 8050 to 8117. 8120 to 8187. 8190 to 8257. 8260 to 8327. 8330 to 8397. 8400 to 8467. 8470 to 8537. 8540 to 8607. 8610 to 8677. 8680 to 8747. 8750 to 8817. 8820 to 8887. 8890 to 8957. 8960 to 9027. 9030 to 9097. 9100 to 9167. 9170 to 9237. 9240 to 9307. 9310 to 9377. 9380 to 9447. 9450 to 9517. 9520 to 9587. 9590 to 9657. 9660 to 9727. 9730 to 9797. 9800 to 9867. 9870 to 9937. 9940 to 10007.

CHICAGO, BURLINGTON & NORTHWESTERN R. R.
A6: 191 to 200. A2: 374 to 447. 800 to 803 and 805 to 807. K10: 1035 to 1047, 1049 to 1061. 1063. 1220, 1223 to 1228, 1230, 1232 to 1235, 1237 to 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 1629, 1631, 1633, 1635, 1637, 1639, 1641, 1643, 1645, 1647, 1649, 1651, 1653, 1655, 1657, 1659, 1661, 1663, 1665, 1667, 1669, 1671, 1673, 1675, 1677, 1679, 1681, 1683, 1685, 1687, 1689, 1691, 1693, 1695, 1697, 1699, 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719, 1721, 1723, 1725, 1727, 1729, 1731, 1733, 1735, 1737, 1739, 1741, 1743, 1745, 1747, 1749, 1751, 1753, 1755, 1757, 1759, 1761, 1763, 1765, 1767, 1769, 1771, 1773, 1775, 1777, 1779, 1781, 1783, 1785, 1787, 1789, 1791, 1793, 1795, 1797, 1799, 1801, 1803, 1805, 1807, 1809, 1811, 1813, 1815, 1817, 1819, 1821, 1823, 1825, 1827, 1829, 1831, 1833, 1835, 1837, 1839, 1841, 1843, 1845, 1847, 1849, 1851, 1853, 1855, 1857, 1859, 1861, 1863, 1865, 1867, 1869, 1871, 1873, 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2539, 2541, 2543, 2545, 2547, 2549, 2551, 2553, 2555, 2557, 2559, 2561, 2563, 2565, 2567, 2569, 2571, 2573, 2575, 2577, 2579, 2581, 2583, 2585, 2587, 2589, 2591, 2593, 2595, 2597, 2599, 2601, 2603, 2605, 2607, 2609, 2611, 2613, 2615, 2617, 2619, 2621, 2623, 2625, 2627, 2629, 2631, 2633, 2635, 2637, 2639, 2641, 2643, 2645, 2647, 2649, 2651, 2653, 2655, 2657, 2659, 2661, 2663, 2665, 2667, 2669, 2671, 2673, 2675, 2677, 2679, 2681, 2683, 2685, 2687, 2689, 2691, 2693, 2695, 2697, 2699, 2701, 2703, 2705, 2707, 2709, 2711, 2713, 2715, 2717, 2719, 2721, 2723, 2725, 2727, 2729, 2731, 2733, 2735, 2737, 2739, 2741, 2743, 2745, 2747, 2749, 2751, 2753, 2755, 2757, 2759, 2761, 2763, 2765, 2767, 2769, 2771, 2773, 2775, 2777, 2779, 2781, 2783, 2785, 2787, 2789, 2791, 2793, 2795, 2797, 2799, 2801, 2803, 2805, 2807, 2809, 2811, 2813, 2815, 2817, 2819, 2821, 2823, 2825, 2827, 2829, 2831, 2833, 2835, 2837, 2839, 2841, 2843, 2845, 2847, 2849, 2851, 2853, 2855, 2857, 2859, 2861, 2863, 2865, 2867, 2869, 2871, 2873, 2875, 2877, 2879, 2881, 2883, 2885, 2887, 2889, 2891, 2893, 2895, 2897, 2899, 2901, 2903, 2905, 2907, 2909, 2911, 2913, 2915, 2917, 2919, 2921, 2923, 2925, 2927, 2929, 2931, 2933, 2935, 2937, 2939, 2941, 2943, 2945, 2947, 2949, 2951, 2953, 2955, 2957, 2959, 2961, 2963, 2965, 2967, 2969, 2971, 2973, 2975, 2977, 2979, 2981, 2983, 2985, 2987, 2989, 2991, 2993, 2995, 2997, 2999, 3001, 3003, 3005, 3007, 3009, 3011, 3013, 3015, 3017, 3019, 3021, 3023, 3025, 3027, 3029, 3031, 3033, 3035, 3037, 3039, 3041, 3043, 3045, 3047, 3049, 3051, 3053, 3055, 3057, 3059, 3061, 3063, 3065, 3067, 3069, 3071, 3073, 3075, 3077, 3079, 3081, 3083, 3085, 3087, 3089, 3091, 3093, 3095, 3097, 3099, 3101, 3103, 3105, 3107, 3109, 3111, 3113, 3115, 3117, 3119, 3121, 3123, 3125, 3127, 3129, 3131, 3133, 3135, 3137, 3139, 3141, 3143, 3145, 3147, 3149, 3151, 3153, 3155, 3157, 3159, 3161, 3163, 3165, 3167, 3169, 3171, 3173, 3175, 3177, 3179, 3181, 3183, 3185, 3187, 3189, 3191, 3193, 3195, 3197, 3199, 3201, 3203, 3205, 3207, 3209, 3211, 3213, 3215, 3217, 3219, 3221, 3223, 3225, 3227, 3229, 3231, 3233, 3235, 3237, 3239, 3241, 3243, 3245, 3247, 3249, 3251, 3253, 3255, 3257, 3259, 3261, 3263, 3265, 3267, 3269, 3271, 3273, 3275, 3277, 3279, 3281, 3283, 3285, 3287, 3289, 3291, 3293, 3295, 32

RAILROAD ASSOCIATION OF ST. LOUIS

AND AFFILIATED LINES

GENERAL RULES

Companies must have passed the required
ent Book of Railway Operating Rules and
ted March 1, 1921.

12th and Poplar Sts., to ride trains or
report at that office only on Tuesdays

of a moving covered car, or riding upon

et, Fourteenth Street, Eighteenth Street,

, Kingshighway, Union Avenue, Natural
Heights Foot Bridge, Easton Avenue.

ger Road, Girard Ave., Laclede Station Rd.

as, structures, signal supports, or poles
rent Rule Book.)
rough interlocking plants, through yards
emergency. When necessary for better
ie. (Rule 765 Current Rule Book is here-

SPECIAL RULES AND INSTRUCTIONS.

EADS DIVISION

to the left, and on other double track to
se directed by proper authority.
St. Louis, and Q Tower, East St. Louis, in-
nologue tracks, and to other East St. Louis

d, St. Louis, and Q Tower, East St. Louis,
Conlogue tracks, and to other East St.

l Twenty-third street interlocking plants.

ps Junction are under jurisdiction of East
itchtender.
provided with a numbered staff, in pos-
station.

ore arms the diagonal position or green
ndicates "Proceed under control"—track
also 160 upon the south of track 71 about

hat track to the second signal is clear, or

erlocking plant, (vertical position or green
ie following significances:

d.
stop-signal, except square-end semaphore
tom signal eastward diverging routes.
Bridges 14 and 16 are clear, or obstructed,
erns westward on track 58, bottom signal

bridge 10 west of the viaduct and permit

end of tunnel; also signal 10 at MS plant,

ls over 45 lead on Bridge 6, Union Station
signal is caution signal for either route.

i, also eastward out of Tenth Street yard.
just outside the tunnel.

and 31.

550 feet west of MS office, sounds two

6 have right over crossing.
k has right over crossing. (See Rules 305

int Yardmaster before fouling main track

ll trains, 15 miles per hour.
in under such control that, should train
id striking log at end of track.
t end of tracks, mark the point at which

ogs, for air and steam connections.
st not exceed a speed of 12 miles per hour
must have at least one car between derrick

ns must not use less than three minutes,
st end of tunnel.

cking plants, inclusive, numbered 52 to 58
Bridge Junction, numbered 15, 16, 17 and

se. If due to defective air hose and crew
r orders at nearest telegraph or telephone
cessive delay, conductor must close angle
ffice at exit of tunnel where he will report
el, and number and initial of rear car of
dispatcher or operator. The conductor
eed with front portion as an independent
d the brakeman, with red light, also staff
nts, conductor of freight train, or fireman
aptly report for orders at nearest telegraph
report for instructions at nearest telegraph

g., St. Louis; R. P. Wiggins, 7 North 18th
t. Louis; Vincent Rapp, 1718 S. Broadway,
e East St. Louis district. (See G. O. 1484.)
12th and Poplar Sts.; Cabin 60; Eleventh

nd Poplar Sts.; Cabin 60 for Enginemen,
s CD Yard office. (See Rules 61 and 62.)
r the purpose, at East St. Louis CD Yard
go to CD, but must register upon return

prohibited.
facing points of crossover switches at "J"
f the crossover switches. All movements
splay a green disc by day and a green light
lay and a yellow light by night.

MERCHANTS DIVISION

th the current of traffic unless otherwise

St. Louis, and Nineteenth Street, Granite
h and Valley Junction interlocking plants

Street, St. Louis, and Nineteenth Street,
rlocking plants, inclusive, except that at
terlocking signals, a train must not run
other track against the current of traffic,

l Municipal Bridge approach. Take off

Biddle Street interlocking plants; between

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 When standing, deplete train line brake-pipe pressure.

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. 5303 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, 1228 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 255, 325, 411 to 437, 501 to 524, 539 to 599, 602 to 629, 635 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 2165, 2301 to 2333.

342.—Engine whistle signals: GRAND BOULEVARD.

— To Mo. Pac. Main.

— 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 O Tower must return to Q Tower interlocking plant unless otherwise instructed by yardmaster, or by two blasts of O 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.

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

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.

MERCHANTS DIVISION

If first pusher is to return and second pusher is to return, the first pusher will sound two blast

- 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..... | 5 minutes. | 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 engineers 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 Bridge connection. All movements to or from Gratiot Conductor or foreman must be
- 367.—A train to use Second Street connection must not display westward movement, or clear if signal must not be display
- 368.—A train must not move in either Market streets, unless preceded
- 369.—A main-track movement approaching night, will use green light for right of way for eastward movements shall northernmost crossover. (See
- 370.—Crossingmen at Edwardsville Road and pedestrians, to cross Merchants to cross Illinois Traction Railway
- 371.—Blocking gate at First and North Market, must be restored to normal position to or from Second Street
- 372.—Cross-arm signal on high post normal position clear for Westward movement, be restored to normal position
- 373.—Cross-arm signal at May Street right over crossings. Diagonal position indicates train
- 374.—Cross-arm signal at CP Junction Horizontal position indicates connections with St. L. & E. track, Diagonal position indicates train connection between Illinois Transfer and CP Junction. All main track movements at CP Junction must have release from tender or yardmaster at CP Junction
- 375.—Pushers on eastward trains from Bremen Avenue and West Approach. Pushers on westward trains will be instructed. When instructed by SH Tower air-whistle by blasts of SH Tower air-whistle there by signals; two additional air-whistle signals.
- Pushers on eastward freight trains will be instructed. (See Rule 114.)
- 376.—Engine-whistle signals at designated points (THESE SIGNALS SHOULD BE OBSERVED BY ALL TRAINS)
- | NORTH MARKET. | |
|---------------|-------------------------|
| — o — | Wiggins to E. St. Louis |
| — o — | Wiggins to CB&Q. |
| — o — | Wiggins to Wabash |
| — o — | Wiggins to Bremen |
| — o — | Second St. to Bremen |
- | CP JUNCTION. | |
|--------------|--|
| — o — | To Brooklyn Shops |
| — o — | To East St. Louis |
| — o — | South on St. L. & E. |
| — o — | To Ill. Transfer |
| o o o o | For crossover at CP Junction |
| o o o o o | To E. St. Louis (Schedule passenger trains on) |
- 377.—Official watch inspectors are, St. Louis; Al. Gerne, 1436 St. Louis; Zerwick Jewelry Company, 7 North Eighth Street; and Carrie Avenue one
- 378.—Standard clocks are at Bremen
- 379.—Bulletin boards are at Bremen Shops. (See Rules 61 and 62)
- 380.—Trains or engines must not pass stop board right side of westward main track at North End East Bound Madison Yard, until released by S. H. Tower.
- 381.—In the movement of Illinois Central must obtain clearance cards from communication fail, westward movement indication of interlocking signal

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 Madison Yard.
- 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.

HENRY MILLER, Jr., Asst. Superintendent.

WM. PETERSON, Asst. Superintendent.

MERCHANTS DIVISION

ith the current of traffic unless otherwise
St. Louis, and Nineteenth Street, Granite
h and Valley Junction interlocking plants
Street, St. Louis, and Nineteenth Street,
erlocking plants, inclusive, except that at
nterlocking signals, a train must not run
other track against the current of traffic,
d Municipal Bridge approach. Take off
Biddle Street interlocking plants; between
interlocking plants intervening; and on
CP Junction track crossings, also Willows
gnal south of Tyler Street, or against the
ic, westward from North Market Street to
used as modified block signals at Biddle,
East Approach, Granite City and Southern
e Superintendent, in the same manner as
ntil that train has passed the next station
nd the block, when the signal must remain
the "Proceed" indication will be displayed.
e under jurisdiction of CP Junction yard-
on tracks 1 and 4 between Bremen Avenue
t interlocking signals shall govern at North
routing an eastward movement on track 1
h Gratiot train-order signals.
Gratiot. (See Rules 327 and 509.)
d under control" at West Approach plant
the west of CB&Q switching lead in Biddle
Two-arm signals upon the north of Illinois
)
rains, 15 miles per hour.
ain under such control that, should train
void striking log at end of track.
at end of tracks, mark the point at which
logs, for air and steam connections.

etween Bremen and North Market, passenger
r from that Tower to May Street crossing
nd 2250, are permissible for movement over
aded.
rchants bridge at a speed not in excess of
rance.
ck and weather, between the points named
t Approach Tower.....2 minutes.
ast Approach Towers.....5 minutes.
and Granite City.....4 minutes.
r and Bremen Ave., Westward...2 minutes.
3, 4 beginning at the east. Tracks 1 and 4
nen to tracks 1 and 4 are not governed by
1, 2, 3, 4, 5 beginning at the east. Tracks
movements eastward from Madison must
te City tower. (See Rules 271 to 274.)
1 (See Rule 221); also at interlocking
uthern Crossing. Their normal indication

of Gratiot Yard on 7th Street lead. Such
ion. Movements on the Municipal Bridge
indication of eastward train-order signal
against the current of traffic.
h the east crossover. Westward move-
connection. Such movements must not
ot obstruct Municipal Bridge connection

WIGGINS DIVISION

ith the current of traffic unless otherwise
under jurisdiction of Mound Street yard-
elease from Mound Street yardmaster. If
er direction without authority of Missouri
fic yard shall not pass Poplar Street, nor
htenders at those points.
Louis, to see that route is clear, switches
on curves at Carr Street and at Mullanphy
ouble track, and in either direction on The
crossings.
y track has right over crossings
h northward main track and The St. Louis
right of way.
Transfer Railway track has right of way
the signals refer. (See Rules 335 and 785.)
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ght over crossing.
ack has right over crossing.
d 785.)
ay main track crosses Wabash Railroad, is
Madison yard, will be regarded as westward,
on of yardmaster at No. 2 Yard, acting in
d East Bound Madison Yard, until released
e tracks or via Wiggins High Line, are under

- 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. | | GRANITE CITY. | |
|--|---------------------------------------|------------------|---|
| — — — | Wiggins to E. St. Louis. | — o | Station track. |
| — — — | Wiggins to CB&Q. | — o o | Commonwealth Steel Works. |
| — — — o | Wiggins to Wabash. | — o o o | House track. |
| — — — | Wiggins to Bremen. | — o o o o | A & E track 4. |
| — — — | Second St. to Bremen. | — — — | A & E track 3. |
| | | — — o | American Steel Works. |
| | | — — o o | Madison or A & E Cut-off. |
| CP JUNCTION. | | VALLEY JUNCTION. | |
| — o | To Brooklyn Shops or Nat'l Yards. | — | St.LSW 5 to Illinois Transfer. |
| — o o | To East St. Louis. | — | Oil Works Cut-off to Ill. Tfr. |
| — o o o | South on StLT & E. | o o o o | Switching Moss Tie. |
| — — — | To Ill. Transfer, either direction. | — — | Oil Works Cut-off to Cotton Belt Yards. |
| 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. | | | |
- 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.

- 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.

WM. PETERSON, Asst. Superintendent.

J. H. BOYER, Asst. Superintendent.