

Effective 12:01 A. M., Sept. 24, 1933

EASTWARD							WEST BELT AND CENTRAL BELT TIME TABLE		WESTWARD							
Second-Class Trains ROCK ISLAND			First-Class Trains WABASH				STATIONS	Distance from W. Apph. Tower	First-Class Trains WABASH				Second-Class Trains ROCK ISLAND			
Daily *92	Tuesday Thursday Saturday 82	Daily *96	Daily 18	Daily *4	Daily 10	Daily 2			Daily 17	Daily 3	Daily 11	Daily *1	Monday Wednesday Friday *81	Daily *93	Daily *97	
7:30 am	1:50 pm	8:15 pm	.....	.....	.....	.....	Rock Island Jct. 3.12	9.33	.....	.....	.....	.....	.....	7:10 am	3:28 pm	7:55 pm
7:40 "	2:05 "	8:32 "	.....	.....	.....	.....	Easton Ave Jct.	6.21	.....	.....	.....	.....	.....	7:00 "	3:18 "	7:46 "
.....	.....	.....	12:16 am	9:05 am	12:23 pm	6:46 pm	... Page Ave. . . .55	6.76	6:49 am	7:29 am	5:36 pm	11:07 pm	.....	.....	.....	.....
7:40 "	2:05 "	8:32 "	12:17 "	9:06 "	12:24 "	6:47 "	Easton Ave. Jct. 2.36	6.21	6:48 "	7:28 "	5:35 "	11:06 "	.....	7:00 "	3:18 "	7:46 "
7:50 "	2:16 "	8:44 "	12:22 "	9:11 "	12:29 "	6:52 "	.. Union Ave. . . .88	3.85	6:43 "	7:23 "	5:30 "	11:01 "	.....	6:50 "	3:09 "	7:38 "
.....	.....	.....	12:24 "	9:13 "	12:31 "	6:54 "	.. Shreve Ave. . . .45	2.97	6:41 "	7:21 "	5:28 "	10:59 "	.....	.....	.....	.....
7:55 "	2:23 "	8:52 "	12:25 "	9:14 "	12:32 "	6:55 "	Florissant Ave. .49	2.52	6:40 "	7:20 "	5:27 "	10:58 "	.....	6:45 "	3:04 "	7:33 "
.....	.....	.....	12:26 "	9:15 "	12:33 "	6:56 "	... Broadway . . .39	2.03	6:39 "	7:19 "	5:26 "	10:57 "	.....	.....	.....	.....
8:00 am	2:30 pm	9:00 pm	12:27 "	9:16 "	12:34 "	6:57 "	.. Carrie Ave. . .1.17	1.64	6:38 "	7:18 "	5:25 "	10:56 "	.....	6:40 am	3:00 pm	7:30 pm
.....	.....	.....	12:31 "	9:20 "	12:38 "	7:01 "	.. May Street . . .47	.47	6:34 "	7:14 "	5:21 "	10:52 "	.....	.....	.....	.....
.....	.....	.....	12:32 "	9:21 "	12:39 "	7:02 "	.. W. Approach . . .0	0	6:33 "	7:13 "	5:20 "	10:51 "	.....	.....	.....	.....
.....	.....	.....	12:36 "	9:25 "	12:43 "	7:06 "	.. E. Approach. . . . .	.....	6:29 "	7:09 "	5:16 "	10:47 "	.....	.....	.....	.....
.....	.....	.....	12:39 am	9:28 am	12:46 pm	7:09 pm	Granite City . . . . .	.....	6:25 am	7:05 am	5:12 pm	10:43 pm	.....	.....	.....	.....

SPECIAL RULES AND INSTRUCTIONS

- 451—Trainmen (including enginemen and firemen) of this and other companies operating on the railways of this company must have passed the required examinations, hold certificates of competency and have in their possession a copy each of the current Book of Operating Rules and current 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 Foreman of Engines, 12th and Poplar Sts., to ride trains or walk over the properties for the purpose of learning the rules, routes and signals, and 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, Suburban Railway, Kienlen Avenue, St. Louis Avenue, Glen Heights (foot bridge), Easton Avenue, Ferguson Avenue, Page Avenue, Walton Road, Lackland Road, Bon Homme Road, Eager Road, Girard Avenue and Laclede Station Road 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 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.) 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.
Junctions are West Approach, May Street, Adelaide Avenue, Carrie Avenue, Easton Avenue, Page Avenue and Rock Island Junction. Crossovers are at May Street, John Avenue, Adelaide Avenue, Carrie Avenue, Bircher Street, Broadway, Shreve Avenue, Geraldine Avenue, Paint Works, Pickrel Switch, Goodfellow Avenue, Curtis Switch, and Easton Avenue.
- 454—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.)
- 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.
- 456—On single track, between Easton Avenue Junction and Rock Island Junction, a modified staff system is used. One staff will be delivered each westward train, to man on rear who must be in position to receive it when passing Easton Avenue Junction, and who must deposit the staff on arm at Rock Island Junction as evidence that train has passed intact.
Each eastward train must get release by telephone from dispatcher before obstructing switch at Rock Island Junction, report the numbers of all staffs found on the arm and be governed by dispatcher's instructions. When authorized, the train must proceed immediately, all staffs to be picked up and delivered dispatcher at Easton Avenue Junction.
- 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 Easton Avenue Junction, trains must stop before obstructing any switch, unless authorized by clear train-order signal or dispatcher to proceed. The switch connecting West Belt westward track with Central Belt is in charge of dispatcher. Its normal position is for Central Belt.
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 yardmaster, but must clear main tracks immediately upon instructions of dispatcher.
At May Street, cross-arm signal 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. Trains from Bremen Avenue with current of traffic must also receive proceed hand signal from May Street switchtender who will get release from dispatcher, and when against the current of traffic, the foreman or engineman must receive train order from dispatcher.
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 103.)
- 463—If engineman 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—A highway or street crossing must not be blocked for a period exceeding ten minutes. (See Rule 786.)
- 465—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.
- 467—Telephones in cabins or boxes are at May Street, Gano Avenue, Adelaide Avenue, Carrie Avenue, Broadway, Shreve Avenue, Geraldine Avenue, Paint Works, Pickrel Switch, Goodfellow Avenue, Curtis Switch, Easton Avenue Junction, Page Avenue Tower. (See Rule 224.)

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

J. A. MATHEWSON, General Superintendent.

B. B. HICKMAN, Superintendent.

