



SPECIAL INSTRUCTIONS

**GOVERNING OPERATIONS
ON THE TRACKS**

OF THE

**ST. LOUIS MUNICIPAL
BRIDGE RAILWAY
SYSTEM**

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REVISED EDITION

Effective June 1, 1941

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Safety is of the first importance in the discharge of duty. Obedience to these rules is essential to safety.

The following special instructions govern operation of trains and engines over the tracks of the Municipal Bridge Railway of St. Louis.

The employes of each railroad will be governed by the rules, time tables and instructions of their respective roads, which do not conflict with the regulations contained in these special instructions.

ISSUED BY AUTHORITY OF THE MUNICIPAL
BRIDGE COMMISSION,

A. R. ROSS, Superintendent.

ENGINEMEN, TRAINMEN AND YARDMEN:

1. Rule 99 shall be observed at all times.
2. Freight trains moving over the Municipal Bridge in either direction will be expected to clear our signals in eighteen (18) minutes, from any approach to any destination. This speed will not require any speed limits to be broken. Crews exceeding this time without having been held by signals will be required to explain the delay in writing.
3. Signals controlling irregular train movements on the Municipal Bridge Railway are located between the tracks. Several of these signals are so located that they are visible for a very short distance when a train is moving on the opposite track. When trains are held by these signals, enginemen or head brakeman will immediately assume a position that will allow a clear vision of the holding signal, and when signal clears the train will proceed immediately. It must be understood that irregular routes are set up by the Train Directors for the sole purpose of expediting movements. The full co-operation of all enginemen and trainmen is necessary in order to avoid delays to their trains, as well as other trains using the Bridge.
4. In case of signal failure, or in emergency, Train Director may verbally authorize a train or engine to pass a stop signal.
5. If it becomes necessary for a train or engine to reverse movement, such movement will be made only on authority of the Train Director and under protection to next governing signal.
6. When governing signal indicates "STOP," or if for any reason a train or engine is stopped on Municipal Bridge, conductor or engineman must call Train Director at once from nearest telephone for instructions.
7. When trains are backing or cars are pushed ahead of engine, the leading car must be equipped with a back-up hose in working order and a man stationed in charge of hose to give and receive signals. Trainmen must be stationed so hand signals can be communicated.
8. Air must be coupled up and in operation on all trains and yard cuts.
9. Enginemen must not clean ash-pans or front ends, slides of ash-pans must be closed and grates must not be shaken when passing over Municipal Bridge.
10. Blowing of locomotive boilers not equipped with blow-off cock mufflers is prohibited on all Municipal Bridge property.

11. Side clearances on Municipal Bridge will not clear a man on side of cars or engines. The practice of riding in this position is prohibited.

12. Sand must not be used on movable parts of Centralized Traffic Control System.

13. All trains keep to right, unless governing signals indicate otherwise.

14. 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 the distance track is known to be clear.

15. An emergency whistle has been installed at Gratiot St. Tower. One long blast is indication for all trains to stop immediately and proceed only on authority of Train Director.

UNCLASSIFIED

1. **Motor and Hand Cars** — Employees in charge of motor or hand cars, before entering Joint Tracks, will secure from the Train Director by telephone, route and time limit during which track may be used. Failing to clear within the time limit he will immediately telephone the Train Director for instructions.

2. Employees will observe the running gear and general conditions of all cars in train passing and note any defects or trouble that may be apparent. If possible, such defects should be communicated to the rear brakeman by means of a stop signal. If impossible to do this, report by telephone to the Train Director at Gratiot Street.

3. Civil, mannerly deportment is required of all employees in their dealings with the public, their subordinates, and each other. Boisterous, profane or vulgar language is forbidden. Courtesy and attention to patrons is demanded. Employees must not enter into altercations with any person, no matter what provocation may be given, but will make note of the facts and report to their immediate superiors.

4. Employees who are dishonest, immoral, quarrelsome or otherwise vicious, will not be retained in the service.

5. All employees must devote themselves exclusively to the service, attending to their duties during prescribed hours, residing wherever required, and obeying promptly instructions of executive and general officers, and those of heads of departments, in matters pertaining to the respective branches of the service.

6. Stationery and supplies are furnished only for company business and must be economically used and protected.

GENERAL RULES

RULE A

Trainmen (including enginemen and firemen) of other companies, operating on Municipal Bridge Railway System must have passed the required examinations and hold certificates of competency. Permits will be issued any hour of the day at the office of the Superintendent, Eighth and Gratiot Tower, to ride trains or walk over the properties for the purpose of learning rules, routes, and signals. Persons will report at that office only on Tuesday and Friday, at 10:00 A. M. for examinations.

RULE B

Due to the possibility of serious results from any accident, all train employees are required to continuously observe the condition of equipment under their control when operating on Municipal Bridge Railway.

RULE C

Accidents, defects in track, bridges, signals or any unusual conditions which may affect the movement of trains, must be promptly reported to the proper authority.

RULE D

In case of danger to Municipal Bridge property, employees must unite to protect it.

RULE E

Employees must exercise care to avoid injury to themselves or others by observing the condition of equipment and tools which they use in performance of their duty and when found defective, will, if practicable, put them in safe condition, reporting defects to the proper authority.

They must expect trains to run at any time, on any track, in either direction.

RULE F

Employees of foreign lines, while on the tracks or premises of the Municipal Bridge Railway, will be subject to and governed by the prescribed rules.

RULE G

The use of intoxicants or narcotics is prohibited.

LOCATION OF TELEPHONE AND LOUD SPEAKERS

Union Station.....	Loud Speaker & Telephone Office
Fourteenth Street.....	Loud Speaker & Telephone Office
Twelfth Street.....	Telephone at Mo.-Pac. Yard Office
Gratiot Street.....	{ Loud Speaker & Telephone Office
	{ Continuous Train Director Service
Carroll Street.....	Loud Speaker & Telephone Office
South Approach.....	Telephone Booth
North Approach.....	Telephone Booth
"Q" Tower.....	Loud Speaker & Telephone Office
Nineteenth Street.....	Telephone Booth
Valley Junction.....	Loud Speaker & Telephone Office
Alton & South'n R. R.	Loud Speaker & Telephone Office
Signal 311-E.....	Telephone Booth
Signal 355-N.....	Telephone Booth
Signal 67.....	Telephone Booth
Signal 61.....	Telephone Booth
Switch 48.....	Telephone Booth

THE OPERATION OF TRAFFIC ON MUNICIPAL BRIDGE RAILWAY IS GOVERNED BY CENTRAL TRAFFIC CONTROL SYSTEM

SIGNAL ASPECTS AND SYMBOLS

Explanation of Signals controlled by Train Director at Gratiot Tower, Municipal Bridge Railway.

All two-light signals are home signals and in addition one-light signal without number plates are home signals.

All one-light signals with number plates are automatic signals.

The essential difference between a home signal and an automatic block signal is:

When trains encounter a home signal indicating STOP they cannot pass this signal without clearance or more favorable indication than stop, or, in accordance with the rule.

When encountering automatic blocks indicating STOP, they can stop and proceed in accordance with Rule No. 291, to-wit: STOP—and proceed at restricted speed.

Color light automatic system in connection with Centralized Traffic Control System run with or against the current of traffic. When proper signal indications cannot be displayed at Gratiot Tower interlocking plant and it becomes necessary to move trains on hand signals, the following restricted speed signals will be given by the Train Director or Signal Maintainer: Yellow flag at day and yellow light at night, instead of green as formerly used.

HOME SIGNAL



A. R. A. Code Rule No. 281
Indication—Proceed.

Name—Clear.



Application—At entrance of normal speed route or block, to govern train movements at normal speed.

HOME SIGNAL



A. R. A. Code Rule No. 288
Indication—Proceed at restricted speed and prepare to stop at next signal.

Name—Proceed at restricted speed.

Application—At entrance of restricted speed route or block to govern approach to permissive, restricting stop and proceed or stop signals.

Note for West Bound moves into 12th St. Yard.: Home signals displaying yellow over red govern only to western limit of interlocking.



HOME SIGNAL



A. R. A. Code Rule No. 290
Indication—Proceed at restricted speed.

Name—Restricting.



HOME SIGNAL



A. R. A. Code Rule No. 292

Indication—Stop.

Name—Stop.



HOME SIGNAL



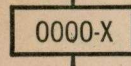
AUTOMATIC SIGNAL



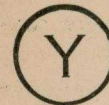
A. R. A. Code Rule No. 281

Indication—Proceed.

Name—Clear.



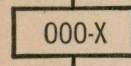
AUTOMATIC SIGNAL



A. R. A. Code Rule No. 288

Indication—Proceed at Restricted Speed, prepared to stop at next signal.

Name—Proceed at Restricted Speed.



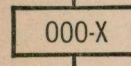
AUTOMATIC SIGNAL



A. R. A. Code Rule No. 291

Indication—Stop, then proceed at Restricted Speed.

Name—Stop and Proceed.

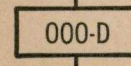


Automatic Signals with Letter "D" suffixed on No. Plate denote Distant Signal approaching a Home Signal.

Example of Distant Signal with No. Plate below.



These signals do not dispense with the use or observance of other signals whenever and wherever they may be required.



**NORMAL SPEED OF TRAINS OPERATING OVER
MUNICIPAL BRIDGE RAILROAD MAIN LINE
IS TWENTY-FIVE (25) MILES PER HOUR**

**SPEEDS INDICATED BELOW MUST NOT
BE EXCEEDED**

Restricted speed signal indicates proceed under control prepared to stop short of any obstruction.

All trains reduce speed to fifteen (15) miles per hour through Municipal Bridge Connections at Eighth and Gratiot Streets.

All Westward trains reduce speed to ten (10) miles per hour through South Approach Connections.

Ten (10) miles per hour through Carroll Street Cross-over.

All trains reduce speed to fifteen (15) miles per hour through North Approach Connections.

All Eastward trains reduce speed to ten (10) miles per hour through Nineteenth Street Turnout to Valley Junction.

Reduce speed to fifteen (15) miles per hour through all cross-overs except cross-overs between Sixth and Seventh Street, where speed shall be reduced to ten (10) miles per hour.

To Union Station

STEEL STRUCTURE
EMBANKMENT

Merchants Bridge Line

EMBANKMENT
STEEL STRUCTURE

GRATIOT STREET
INTERLOCKING TOWER

To E. St. Louis

1

2

FRISCO CONNECTION

12th St. Approach

GRATIOT ST YARD

Merchants Bridge Line

MISSISSIPPI RIVER

MISSOURI ILLINOIS

To E. St. Louis

2

3

South Approach

To Relay Depot

North Approach

STEEL STRUCTURE
EMBANKMENT

SECTION OF
NOW IN SERVICE

STEEL STRUCTURE
EMBANKMENT

19th St.

To A. & S.

East Approach

To Valley Jct.

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