

Illinois Terminal Railroad Company

Alton & Eastern Division

TIME TABLE No. 32

Governing the Movements of Trains Between L. & M. Jct., and Bridge Jct.
In effect 12:01 a. m. Sunday, September 10, 1944

For the Government and Information of Employees Only.
Superseding all Previous Time Tables.

SOUTHBOUND

Second Class

First Class

NORTHBOUND

First Class

Second Class

381 L. & M. Freight Daily	565 I. C. Freight Daily	567 I. C. Freight Daily	561 I. C. Freight Daily	383 L. & M. Freight Daily	563 I. C. Freight Daily	117 I. C. Pass- enger Daily	119 I. C. Pass- enger Daily	151 I. C. Pass- enger Daily	Station Number	STATIONS	Distance from East St. Louis	118 I. C. Pass- enger Daily	150 I. C. Pass- enger Daily	120 I. C. Pass- enger Daily	380 L. & M. Freight Daily	562 I. C. Freight Daily	568 I. C. Freight Daily	386 L. & M. Freight Daily	564 I. C. Freight Daily	566 I. C. Freight Daily	560 I. C. Freight Daily
1:52 am	2:13 am	6:28 am	1:21 pm	1:27 pm	1:29 am	7:03 am	4:44 pm	9:40 pm	K34	L. & M. Junction	4.31	12:21 am	9:21 am	12:17 pm	1:11 am	12:41 am	5:12 am	10:26 am	3:41 pm	8:41 pm	10:51 am
1:55 am	2:15 am	6:30 am	1:22 pm	1:28 pm	1:30 am	7:04 am	4:45 pm	9:41 pm	K35	Madison	3.61	12:20 am	9:20 am	12:16 pm	1:10 am	12:40 am	5:10 am	10:25 am	3:40 pm	8:40 pm	10:50 am
2:00 am	2:20 am	6:35 am	1:27 pm	1:33 pm	1:35 am	7:07 am	4:47 pm	9:43 pm	K36	Merchants Junction	2.38	12:13 am	9:16 am	12:08 pm	1:05 am	12:35 am	5:00 am	10:20 am	3:34 pm	8:35 pm	10:45 am
2:05 am				1:38 pm		7:13 am	4:50 pm	9:46 pm	K37	Bridge Junction	0.88	12:09 am	9:14 am	12:05 pm	1:00 am			10:15 am			

SPECIAL RULES

Governing Operations Between L. & M. Junction, and East St. Louis

1. BETWEEN MADISON AND BRIDGE JUNCTION: The movement of trains and yard engines will be governed by block signals, whose indications will supersede time table superiority and will take the place of train orders.

2. The district between L. & M. Jct. and Bridge Junction will be operated under the following YARD LIMIT RULES.

3. BETWEEN L. & M. JCT. and BRIDGE JUNCTION: When first class trains become ten or more minutes late, all trains and yard engines affected may use the main track, giving way immediately upon the approach of the delayed train. First-class trains must govern their speed accordingly.

4. North-bound trains are superior to trains of the same class in opposite direction.

5. Yard limits extend from end of A. & E. R. R. Co. track at Bridge Junction to north yard limit board, L. & M. Jct.

6. All trains and yard engines will run prepared to stop expecting to find the main track occupied, and switches in use. In case of accident, responsibility rests with the approaching train.

7. Yard engines will work within yard limits throughout the entire twenty-four (24) hours and clear the time of first class trains five (5) minutes.

8. Second class and inferior trains must clear the time of first class trains five minutes.

9. It is required of men in charge of trains occupying main track within yard limits that they protect their train during fogs, storms and other bad conditions, as well as where the curvature is sharp and view thereby obstructed, and they will be held responsible for failure to exercise reasonable precaution in thus protecting their trains.

This will not in any manner relieve the approaching train from responsibility as provided above.

10. In case of accident to or caused by their train, Conductors must immediately fill out an accident blank provided for that purpose following instructions thereon.

11. The speed of Freight trains and Yard Engines will not exceed a speed of 15 miles per hour, Passenger trains 25 miles per hour.

12. Switches must be left set and locked for main track after having been used.

13. Normal position of switch at L. & M. Jct. is for L. & M. tracks.

14. At least 85 per cent of the cars in trains must be equipped with air brakes and in use, counting the engine, tank and caboose each as one car.

15. Yard engines in making long distance movements in handling cuts of cars over main line tracks, where opposition to regular schedule trains may require an emergency switch, or transfer, must have the percentage of air required by law.

16. No train shall leave a station without a signal from a proper representative of the train.

17. Train Register Book is located at Madison. Conductors must enter in Train Register Book (except where authorized to leave Register blank) a full description of their trains, as provided in form given in the book. Conductors must personally check the Train Registers and will sign their names in the column provided for that purpose, and will furnish Engineers Check of Registers on prescribed form.

Operators must be on the lookout for trains authorized to use the register blank and in all cases will at once enter on the register book all information required. In case this blank is not received, operator will notify train dispatcher by telegraph and also all trains affected.

18. All trains must come to a full stop at railroad crossings at grade before reaching the same, and within 800 feet therefrom, and the Engineer or other person in charge of the engine attached to the train shall positively ascertain that the way is clear and that the train can safely resume its course before proceeding to pass the crossing, except where crossings are protected by interlocking devices, and governed by semaphore signals.

19. All trains must come to a full stop at stop signal at Merchants Junction on Alton & Eastern and will not proceed without hand signal or lamp signal from Switchtender who is located at that point.

BLOCK SIGNAL RULES

1. (a) Block stations are located at Bridge Jct. and Madison and govern all the movements between these points.

(b) Indications of block signals will supersede time table superiority and take the place of train orders.

(c) The normal position of block signal will be STOP. On the approach of a train if the block is clear the signal will be changed to PROCEED.

(d) Northward trains will not leave clearing point on Terminal rails at Bridge Junction, until they receive clear block signal.

(e) T. R. R. A. operators will block all Illinois Central Trains with I. T. R. R. operator at Bridge Junction.

(f) Southward trains will stop to clear Nickel-Plate Crossing at Bridge Junction and not proceed until they receive signal from Terminal Yardmaster.

2. Block signals govern the use of the blocks, but does not dispense with the use or the observance of other signals whenever and wherever they may be required.

3. Crews going to Stock Yards must call block operator on phone (which is located on pole at Stock Yards switch) and report as soon as clear of block. They must not again re-enter the block until permission is received from block operator.

4. A train having passed beyond the limits of a block must not back into that block without permission from the signalman.

5. A block record must be kept by operator at each block station. The operator will record the time each train passes his and the adjoining block station.

6. Communicating Code.

13—I understand.

17—Display stop signal. Train following.

2—Block clear.

3—Block wanted for other than passenger train.

36—Block wanted for passenger train.

4—Train other than passenger has entered block.

46—Passenger train has entered block.

5—Block is not clear of train other than passenger.

56—Block is not clear of passenger train.

7—Train following.

7. To admit a train to a block, the operator must examine the block record, and, if the block is clear, give "3 for _____," or "36 for _____" to the next block station in advance. The operator receiving this signal, if the block is clear, must reply "2 for _____". If the block is not clear, he must reply "5 of _____," or, "56 of _____". The operator at the entrance of the block must then display the proper signal indication.

8. To permit a train to follow a train into a block, the operator must give "17 for _____" to the next block station in advance. The operator receiving this signal must reply "5 or 56 of _____," or "13 for _____". The approaching train will then be permitted to enter the block with permissive card.

9. When a train enters the block, the operator must give "4 _____," or "46 _____" and the time, to the next block station in advance, and when the train has passed his block signal he must immediately display stop signal.

A. P. TITUS, President and General Manager

J. E. BYRNES, Superintendent

W. R. McOWAN, Trainmaster