
**THE NEW YORK CENTRAL
RAILROAD CO.**
and
**THE GULF, MOBILE & OHIO
RAILROAD CO.**

**Joint
Time-Table No. 21**

FOR EMPLOYEES ONLY

**GOVERNING THE OPERATION
DOUBLE TRACK
between
EAST ST. LOUIS
and
EAST ALTON**

**Effective 3:01 A.M. Central Standard Time
SUNDAY, OCTOBER 29, 1967**

Make SAFETY Your POLICY

A. J. WAYNE, Transportation Supt., N. Y. C. R. R. Co.
E. L. KELLER, Terminal Supt., N. Y. C. R. R. Co.
F. E. WALL, Supt., G. M. & O. R. R. Co.

JOINT TIME TABLE NO. 21

Rules and Time Tables of the respective companies will govern, except as supplemented, modified or superseded herein.

The tracks of the N.Y.C. R.R. Co., and The G.M. & O. R.R. Co., between Bridge Junction and Wann and the tracks of the N.Y.C. R.R. Co., between Wann and East Alton are operated as double track. Trains and engines will keep to the right, unless otherwise provided.

Trains and engines will run with the current of traffic by block signals whose indications will supersede time table superiority.

The movement of trains will be supervised by the train dispatcher who will issue instructions to signalmen when required.

Extras and work extras may be run with the current of traffic without train orders (and may omit display of white signals,) after obtaining permission from the signalman, at the initial station. The signalman must obtain authority from the train dispatcher. When initial station is closed, trains will operate under D93.

Signalmen must notify train dispatchers in advance of the expected arrival of trains to enter joint track. If unable to communicate with the train dispatcher they must be careful to avoid delay to fast trains, not permitting a slow train to enter joint track when a fast train is approaching that would be delayed thereby.

DEFINITIONS

LIMITED SPEED—A speed not exceeding forty five miles per hour.

MEDIUM SPEED—A speed not exceeding thirty miles per hour.

SLOW SPEED—A speed not exceeding fifteen miles per hour.

RESTRICTED SPEED—A speed not exceeding that which will enable a train to stop short of train ahead, obstruction, or switch not properly lined, look out for broken rail and not exceeding slow speed.

STATIONS—Additional to Station Column.

Roxana 2.1 miles west of Wood River

Mitchell 0.4 miles west of Lenox

Nameoki 2.4 miles east of Granite City

Venice Crossing 1.0 miles west of Venice Jct.

3. Standard Clocks

East Alton	Station
East St. Louis	{ Yard office Engine house

Train Order and Block Stations Open.

Wann	Open Continuously
Wood River	Open Continuously
Lenox	Open Continuously
Granite City (WR Tower)	Open Continuously
Venice Junction	Open Continuously
Bridge Junction	Open Continuously

USE OF SIGNALS

21. C.B. & Q. extra trains will display white lights, both day and night.

21a. Extra trains and work trains may omit display of white signals between East Alton and Bridge Junction.

27. When sufficient lights in a Color Position Light Signal are displayed to determine indication of the signal it will govern.

83. TRAIN REGISTERS.

Wann—CB&Q Trains only—Telegraph Office

83d. CLEARING OF TRAINS.

Trains will not leave the following additional stations without Clearance Form A:

Venice Jct. . . Eastward GM&O and NYC trains

Bridge Jct. . . CBQ Eastward trains

Wann Jct. . . . Westward GM&O, CBQ and NYC trains

Wood River . Westward CBQ trains

93. YARD LIMITS.

East Alton to Alton

East Alton to Wann

East St. Louis to Venice Jct.

Between sunset and sunrise a red light must be carried on rear of last car of all cuts occupying main track within yard limits.

D93a. MOVEMENT AGAINST THE CURRENT OF TRAFFIC.

May be made between:

Venice Jct. and Bridge Junction, by permission of

signalman at Bridge Junction on authority of the train dispatcher.

Movements against the current of traffic within yard limits must be made prepared to stop short of train or obstruction.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Wood River . . .	Illinois Terminal	Interlocking
Granite City . . .	T.R.R.A.	Interlocking
Venice Crossing .	Southern	Target and Stop Boards
Bridge Junction	{ Illinois Terminal	None
	{ N&W (Nickel Plate) . . .	Gate
	{ N&W (Wabash)	Semaphore
East St. Louis . .	L. & N.	Interlocking
East Alton	C.B.&Q. (Wye track) . .	Stop Boards

98a. INDICATION OF GRADE CROSSING TARGETS.

Venice Crossing .	Diagonal	N.Y.C.
	Horizontal	Southern
Bridge Junction .	Upper arm vertical . . .	N.Y.C.
	Lower arm vertical . . .	N&W

103. PUBLIC GRADE CROSSINGS.

When switching or when trains or cars are left standing on the approach track circuit of a highway flashing light signal, causing the continuous operation of the signal, a member of the crew must, when practicable, be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross.

At night, or when weather or other conditions obscure the view, cars will not be pushed over unprotected road crossings at grade at a speed to exceed five miles per hour. Trainman riding the leading car, in addition to white light, will display lighted fusee.

East Alton—Trains or engines will not exceed twenty miles per hour from point 900 feet east or 900 feet west, to St. Louis Avenue (U.S. Route 67 and State Route 3). Trains or engines making moves to or from yard tracks at St. Louis Avenue must stop between "End of Circuit" signs and street crossing until gates are down, before proceeding over crossing.

Wood River—Eastward trains and engines must not leave cars between "End of Circuit" sign and Evans

Avenue Crossing. Trains and engines will not proceed over Evans Avenue crossing until crossing gates are down.

104a. NORMAL POSITION OF SWITCHES.

East Alton: East end C.B.&Q. connection for C.B.&Q.
West end C.B.&Q. connection for No. 1
Main

109. BULLETIN BOARDS.

East Alton { Engine-house.
Shell Plant.

East St. Louis { Yard office.
Engine-house.

D—151.

Tracks are numbered from north and will be used as follows: No. 1 Westward
No. 2 Eastward

Tracks are numbered from west and will be used as follows: No. 1 Southward
No. 2 Northward

D—152. When a train or engine crosses over, to or obstructs the other track, unless otherwise provided it must first be protected as prescribed by Rule 99 in both directions on that track.

SPECIAL INSTRUCTIONS

ELECTRICALLY LOCKED SWITCHES.

Location.

Lenox—East end A & S Connections. West end crossover to G.M.&O. Siding.

Venice Jct.—3100 feet west, both ends main track crossover.

208. TRAIN ORDERS.

Train orders restricting the superiority of a train, if addressed to it at a station where its superiority is restricted, must be on Form 31, except at its initial station or other stations where it is required to receive Clearance Form A.

221c.

Wood River, Westbound C.B.&Q. trains enroute off Illinois Terminal tracks will receive flashing yellow light indication, located beneath bottom arm of home

signal, when train orders or clearance form are to be delivered before entering joint track.

253. The train dispatcher must be advised in advance of any known condition that will delay the train or prevent it from making usual speed.

PERMISSION TO ENTER AUTOMATIC OR MANUAL BLOCK

In every case when trains or engines request permission to enter the main track or cross from one main to another, or request to make any other main track move, only a qualified conductor or engineman must make such request to the signalman or dispatcher.

Signalmen must enter upon their block records name of conductor or engineman who is given such permission.

297. RAILROAD GRADE CROSSING SIGNALS.

Venice Crossing....Target	Diagonal	N.Y.C. trains proceed.
	Horizontal	Southern trains proceed.
Bridge Jct.Semaphore.....	Upper arm Vertical...	Lined for N.Y.C. track.
	Lower arm Vertical...	Lined for N.&W. track.

305. MANUAL BLOCK SYSTEM.

Manual Block System is in use:

Between: Granite City and Bridge Jct.,
westward track only.

Bridge Junction, Manual Block territory terminates for westward trains and originates for eastward trains against the current of traffic, at point designated by grade crossing stop signal located 600 feet east of telegraph office. Westward trains and engines must not proceed beyond this point until given a hand signal by railroad crossing attendant.

Single and Two Tracks:

Indications of manual block signals will convey to second class and extra trains, information as to condition of that portion of the block that is not within yard limits. Second class and extra trains must move within yard limits prepared to stop, unless the main track is seen or known to be clear.

A proceed indication displayed on home signal at a closed block or interlocking station will not supersede or modify the block signal indication or instructions received at last open block station.

333. When, from any cause, a signalman is unable to communicate with the next block station in advance, he will apply to the train dispatcher for instructions. If unable to communicate with the train dispatcher, he must stop all trains approaching in that direction. Should no cause for detaining a train be known, it may then be permitted to proceed with Clearance Forms A and B, provided 10 minutes have elapsed since the passage of the last preceding train.

361. At block stations where but one block signal is provided for a direction, it will govern trains moving only with the current of traffic. For movements against the current of traffic where no fixed signals are provided to convey the indication of the block, Clearance Form A and/or hand signals will be used.

A train approaching a block station on a track for which there is no fixed block signal must stop and ascertain the condition of the block ahead unless a signal to proceed is given by the operator.

NOTE—Hand signal given with a green flag or light indicates Clear Block (Rule 300).

Yellow flag or light indicates Permissive Block (Rule 300A).

Absence of signal indicates STOP signal (Rule 300B).

362. Trains must not pass a Stop - indication without receiving Clearance Form A and in addition, if block is not clear, Clearance Form B or a train order authorizing them to do so.

363. Trains must not proceed on hand signals as against block signals, except as provided in Rule 362.

364. Unless otherwise directed, when two or more trains have been coupled and so move past any block station, they must be separated only at a block station and the signalman notified.

365. A train or engine having passed beyond the limits of a block must not back into that block without permission of the signalman.

371. When a train is stopped by a home or block signal the conductor and engineman must immediately ascertain the cause.

372. Conductors must report to the Superintendent any unusual detention at block stations.

373. A block station must not be considered as closed, except as provided for by timetable, train order or bulletin order.

AUTOMATIC BLOCK SYSTEM.

505. Automatic Block System is in use:

Two Tracks with the current of traffic:

**Between: Bridge Junction and Wann No. 2 track
Wann and Granite City No. 1 track**

The Manual Block System will be used for movements against the current of traffic:

Between: Bridge Junction and Wann.

508. Unless otherwise provided, block signals for a track apply only to trains or engines moving with the current of traffic on that track.

508a. A train having passed beyond the limits of a block must not back into that block without protection as prescribed by Rule 99.

509. On track signalled for traffic in one direction only, when a train is stopped by an automatic block color position light signal, equipped with number board and signal indicating STOP displaying two red lights without marker light, train will be governed by Rule 291.

510. When a train is stopped by a block signal which is evidently out of order and not so indicated, the fact must be reported to the superintendent.

513. Rule 513 does not apply to hand throw electrically locked switches.

Second paragraph of Rule 513 is modified as follows: Within yard limits of Brooklyn yards; at bolt locked switches after operating the bolt lock, trainmen must wait three minutes before operating switch. At non-bolt locked switches trainmen will operate the switch and wait three minutes at the switch before making engine or train movement, unless it is known the movement of approaching train will not be affected.

This will not relieve flagman from protecting per Rule 99.

515. Engines with less than 28 feet wheel base must not be operated in Automatic Block System Territory except when coupled to another engine or car.

INTERLOCKINGS

606. At interlocking stations where separate train order signals, manual block signals or automatic block signals are not provided, the interlocking home (or dwarf) signals will be used.

663. Trains or engines must not pass an interlocking signal indicating "Stop" until a member of the train or engine crew is fully informed of the situation. Move-

ment may then be made on hand signal or permission of the signalman at restricted speed, examining the route and operating switches by hand, if required.

701. OBSERVANCE OF PASSING TRAINS.

If any indication of conditions endangering a train is observed, "Stop" signal must be given. If there are no apparent defects, employes must give "Proceed" signal.

705. LEAVING CARS ON SIDE TRACKS.

When placing cars for loading or unloading, they must when practicable, not be left standing nearer than fifty feet to any street or road crossing and not nearer than one hundred feet when placed in storage.

752. RADIO STATIONS AT FIXED LOCATIONS.

Lenox
Bridge Jct.
Lower Yard Office—East St. Louis
Roundhouse—East St. Louis
Brooklyn Yard Office

INSTRUCTIONS FOR LEAVING DIESEL LOCOMOTIVE UNATTENDED (ENGINES RUNNING).

- (1) Apply independent brake Full On.
- (2) Place automatic brake valve in Running Position.
- (3) Place throttle in Idle, selector handles in "OFF" and remove reverser handle.
- (4) Pull out generator field switch or if equipped, place generator field circuit breaker in "OFF" (leave all other switches and circuit breakers in running position if desired).
- (5) Apply hand brakes.
- (6) If on grade, chain or block wheels.
- (7) All electric control jumpers must be properly connected between units.

*Note: Locomotives conditioned for towing, or movement dead in train or to be picked up by switching crews, may be left with independent brake in running (released) position.

754. RADIO-TRANSMITTING OR RECEIVING COMMUNICATIONS.

Employes transmitting or receiving communications by radio must state name, occupation and location before commencing conversation. They must insure being in communication with proper persons and must not take action until certain that all conversation has been heard, understood, finished and acknowledged,

When using radio "New York Central" must preface all originating calls.

Three key words enable the radio user to exchange information clearly and concisely. They are defined and explained below:

- OVER** This word at the end of a transmission tells the listener that the radio channel is being released and "turned over" to the receiving end for a reply.
- ROGER** This word means message received and understood.
- OUT** This word means end of transmission — no reply expected.

The following is an example of radio operating procedure.

ORIGINATING CALL

"New York Central Train SV-1, engine 6115, Engineer Brown, calling rear end. Over"

REPLY

"Train SV-1, engine 6115, Conductor Smith answering Brown. Over"

MESSAGE

"Brown to Smith. Home signal indicates stop. Over"

REPLY

"Smith to Brown. Roger Out".

ENGINE AND CAR RESTRICTIONS

Cars having gross weight in excess of that listed below must not be operated without specific authority.

Territory	Gross Weight
Bridge Jct. — Wann	315,000
Wann — East Alton	265,000
East Alton — Alton	170,000

SPEED RESTRICTIONS.

Speed restrictions are shown in miles per hour and apply to entire train (unless otherwise restricted).

Between East Alton and WannNo. 1 track15
	No. 2 track25
Between Wann and Lenox.....	Passenger75
	Freight50
Lenox, between home signalsNo. 1 track35

Between Lenox and Granite City	
No. 2 track Eastward	Passenger79
	Flexi-Van*70
	Freight50
No. 1 track Westward	Passenger75
	Flexi-Van70
	Freight50
Between Granite City and Venice Crossing	
No. 2 track Eastward	35
No. 1 track Westward	Passenger and
	Flexi-Van35
	Freight25
Between Venice Crossing and Bridge Junction	
	Passenger and
	Flexi-Van35
	Freight25
Between Wann and Granite City trains	
handling steam cranes	Straight track..40
	Curves30
Wann—Connection westward track	
with G.M.&O. R.R.	All N.Y.C. &
	C.B.&Q.20
Eastward through facing point	
cross-over	All N.Y.C. &
	C.B.&Q.25
	G.M.&O.
	Passenger30
	G.M.&O.
	Freight25
Wood River—No. 1 and No. 2 track	
over Illinois Terminal	All40
Lenox—Via diverging route through	
puzzle switch	All 5
At junction switches except on eastward	
track via NYC Short Line	All35
Granite City—Through interlocking plant	
via joint track, under control, not to	
exceed	All30
Granite City—Diverging between No. 1	
and No. 2 joint tracks	All10
Through interlocking plant via	
T.R.R.A.	All20

* A Flexi-Van train is a freight train consisting of Flexi-Van Equipment and/or multi-level automobile carrying cars and flat cars carrying trailers in piggy back service, with or without passenger equipment cars, and freight caboose.

Interlocking and Automatic Block Signals



Fig. 11



Fig. 15



Fig. 21



K



L



Fig. 12



Fig. 16

RULE 281

Proceed.

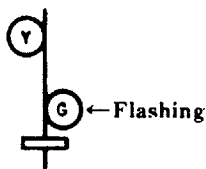


Fig. 44

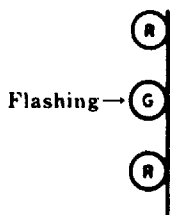


Fig. 51

RULE 281B

Indication — Proceed approaching next signal at limited speed. Train exceeding 60 M.P.H. must at once reduce to that speed. Reduction to 60 M.P.H. must commence before passing signal and be completed before accepting a more favorable indication.

RULE 281C

Proceed, limited speed within interlocking limits.

Interlocking and Automatic Block Signals



Fig. 71



Fig. 76



D

RULE 282

Proceed, approaching next signal at medium speed. Train exceeding limited speed must at once reduce to that speed. Reduction to limited speed must commence before passing signal and be completed before accepting a more favorable indication.



Fig. 91



E



F

RULE 283

Proceed, medium speed within interlocking limits.

Interlocking and Automatic Block Signals



Fig. 131



Fig. 133



Fig. 136



K



L

RULE 285

Proceed, preparing to stop at next signal. Train exceeding medium speed must at once reduce to that speed. Reduction to medium speed must commence before passing signal and be completed before accepting a more favorable indication.



A & Fig. 141

RULE 285A

Proceed, approaching intervening switches at restricted speed, prepared to stop at next signal. Trains exceeding medium speed must at once reduce to that speed. Reduction to medium speed must commence before passing signal and be completed before accepting a more favorable indication.

Interlocking and Automatic Block Signals



Fig. 151



F



G

RULE 286

Proceed at medium speed, preparing to stop at next signal.



A



B



C



Fig. 161



Fig. 162



Fig. 164

RULE 287

Proceed, slow speed within interlocking limits.

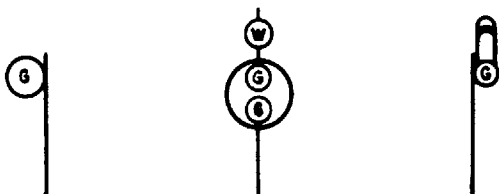
Interlocking and Automatic Block Signals



RULE 288

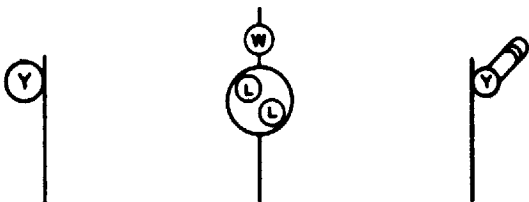
Proceed, prepared to stop at next signal; slow speed within interlocking limits.

Manual Block Signals



RULE 289

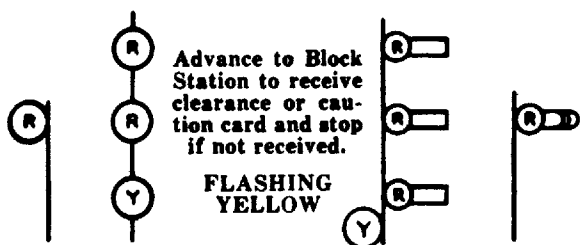
Proceed.



RULE 289A

Block occupied, proceed prepared to stop short of train ahead. Slow speed must not be exceeded.

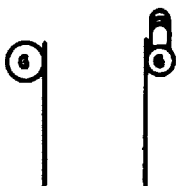
Interlocking and Automatic Block Signals



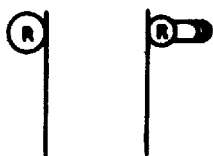
RULE 289B

Stop.

Train Order Signals



RULE 289C
No Train Orders.



RULE 289E
Train Orders.

Interlocking and Automatic Block Signals



Fig. 181



Fig. 183



Fig. 186



Fig. 182



Fig. 184



Fig. 187

RULE 290

Proceed at restricted speed.



RULE 290A

In automatic block system limits, proceed at restricted speed until entire train passes next signal.

Interlocking and Automatic Block Signals



RULE 291

Stop, then proceed at restricted speed until entire train passes next signal.



Fig. 201



Fig. 203



L



N



Fig. 202



Fig. 204



Fig. 208

RULE 292

Stop.



Fig. 225A

RULE 293

Lined for main track.

KEY FOR COLORS	
G — Green	R — Red
L — Lunar	W — White
Y — Yellow	

EAST ALTON TO BRIDGE JUNCTION—WESTWARD FIRST CLASS

Mi. from East Alton	Stations	DAILY GM&O	DAILY NYC	DAILY NYC	DAILY GM&O	DAILY GM&O			
		5	317	341	1	3			
0.0	East Alton								
1.1	Wann	A. M. 6.20			P. M. 3.56	P. M. 9.55			
1.8	Wood River	6.21			3.57	9.56			
8.6	Lenox	6.30	A. M. 10.18	P. M. 12.47	4.02	10.01			
14.0	Granite City	6.50 A. M.	10.25 A. M.	12.54 P. M.	4.11 P. M.	10.10 P. M.			

BRIDGE JUNCTION TO EAST ALTON—EASTWARD FIRST CLASS

Mi. from Granite City	Stations	DAILY GM&O	DAILY NYC	DAILY NYC	DAILY GM&O	DAILY GM&O			
		6	318	312	2	4			
0.0	Granite City	A. M. 12.01	A. M. 2.30	A. M. 10.00	A. M. 9.28	P. M. 4.50			
5.4	Lenox	12.04	2.36 A. M.	10.06 A. M.	9.33	4.56			
12.2	Wood River	12.11			9.41	5.28			
12.9	Wann	12.12 A. M.			9.42 A. M.	5.29 P. M.			
14.0	East Alton								

NOTES

