

DIVISION OFFICERS

C. W. EXLINE.....Superintendent.....St. Louis, Mo.
A. R. MILLER.....Terminal Superintendent.St. Louis, Mo.
V. R. ADKINS.....Assistant Superintendent....Dupo, Ill.
G. W. BOOKER.....Trainmaster.....St. Louis, Mo.
J. L. TECKENBROCK..Trainmaster.....St. Louis, Mo.
F. E. BROMLEY.....General Yardmaster,
Twenty-Third Street...St. Louis, Mo.
R. E. WILLIAMS.....Night General Yardmaster,
Twenty-Third Street...St. Louis, Mo.
E. R. HUNTER.....General Yardmaster,
Lesperance Street.....St. Louis, Mo.
E. BAKER.....Night General Yardmaster,
Lesperance Street.....St. Louis, Mo.
J. H. FOX.....General Yardmaster,
Ivory.....St. Louis, Mo.
E. P. FITZGERALD....Night General Yardmaster,
Ivory.....St. Louis, Mo.
C. B. WILBANKS.....General Yardmaster.....Dupo, Ill.
H. H. LUNN.....Night General Yardmaster...Dupo, Ill.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

ST. LOUIS TERMINAL DIVISION

TIME-TABLE

No. 3

Effective 12:01 a. m. Sunday, August 13, 1944

CENTRAL STANDARD TIME

Superseding Time-Table No. 2, dated March 14,
1943, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 4
DATED JANUARY 1, 1941

The Railroad Company Reserves the Right to Vary Therefrom
as Circumstances May Require.

R. C. WHITE, Chief Operating Officer.

E. SULLIVAN, Gen'l Superintendent Transportation.

C. A. FINK, General Superintendent.

ARBITRARY HOLDS — PASSENGER TRAINS

STATION	Train Number	Hold for Train	Hold Until	Hold If on Time	REMARKS
St. Louis	Mo. Pac. 15	Pa. 31	2:07 p. m.	15 Min.	When passengers reported.
"	" 15	B. & O. 1			
"	" 15	C. C. C. & St. L. 41	4:30 p. m.	15 Min.	When passengers reported.
"	" 11	I. C. 202			
"	" 1	Pa. 67	When by holding can depart by 6:30 p. m., or 40 min. late.		
"	" 1	C. C. C. & St. L. 11			
"	" 1	L. & N. 52			
"	" 1	C. & E. I. 21			
"	" 1	Wabash. 11			
"	" 1	I. C. 19			
"	" 1	Alton. 1			
"	" 1	B. & O. 3			
"	" 9	Pa. 11			
"	" 9				
"	C. B. & Q. 43	Mo. Pac. 18 & 2				12:05 a. m.	15 Min.	When by holding can depart by 12:30 a. m. or 40 min. late.
"	C. C. C. & St. L. 12	" 2 & 20			For newspapers from St. Louis.
"	Pa. 66	" 2 & 20			Each case to be handled on its merits by CB&Q Depot Passenger Agent.
"	B. & O. 2	" 2 & 20			Each case to be handled on its merits by Depot Passenger Agent.
"	Alton. 2	" 2 & 20	9:10 a. m.	12 Min.	Each case to be handled on its merits by Asst. Vice-Pres., St. Louis.
"	Wabash. 4	" 2, 20 & 18	9:30 a. m.	15 Min.	Each case to be handled with General Superintendent Transportation.
"	I. C. 50	" 2 & 20	9:15 a. m.	20 Min.	When passengers reported.
"	C. & E. I. 22	" 18, 2 & 20	10:03 a. m.	28 Min.	When passengers reported.
"	Pa. 30	" 12 & 26			Each case to be handled on its merits.
"	" 64	" 12 & 26			Each case to be handled on its merits by Wabash General Manager.
"	Wabash. 10	" 26			Each case to be handled on its merits by I. C. District Pasgr. Agent at St. Louis.
"	I. C. 20	" 26			Each case to be handled with Alton Depot Passenger Agent.
"	Alton. 4	" 26			When passengers for Evansville or beyond reported.
"	L. & N. 93	" 12	2:20 p. m.	10 Min.	" " " Nashville " " "
"	" 93	" 12	2:30 p. m.	20 Min.	
"	Alton. 6	" 12	2:55 p. m.	10 Min.	
"	B. & O. 4	" 12	1:30 p. m.	20 Min.	When passengers reported.
"	I. C. 201	" 12	1:50 p. m.	10 Min.	
"	Pa. 32	" 4 & 6	6:10 p. m.	10 Min.	
"	C. C. C. & St. L. 38	" 4 & 6	6:12 p. m.	10 Min.	When passengers reported for Indianapolis and beyond.
"	Wabash. 2	" 4 & 6	6:30 p. m.	15 Min.	When passengers for Detroit or beyond reported. If 5 or more such passengers, will hold 30 minutes.
"	C. B. & Q. 1	" 8 & 14	11:57 p. m.	10 Min.	
"	C. C. C. & St. L. 446	" 8 & 14	11:50 p. m.	18 Min.	When passengers reported.
"	B. & O. 12	" 8 & 14	11:30 p. m.	15 Min.	
"	Pa. 6	" 8 & 14			Each case to be handled on its merits by Depot Passenger Agent.
"	Alton. 10	" 8	1:15 a. m.	45 Min.	For Hot Springs-Chicago sleeping car.
"	" 8	" 8 & 14	12:00 Mid.	15 Min.	For coach passengers.
"	Wabash. 18	" 8 & 14	12:35 a. m.	15 Min.	When 1 to 5 passengers reported; 30 minutes, when 5 or more passengers reported.

EXPLANATION OF STOPS

s—Regular stop.
f—Stop on signal for passengers, mail, baggage and express.
a—Stop to receive revenue passengers destined to points where train is scheduled to stop.
d—Stop to receive or discharge revenue passengers.
k—Stop to receive or discharge revenue passengers, mail or express.
m—Stop to discharge revenue passengers.
w—Stop to discharge revenue passengers or to receive five (5) or more revenue passengers destined Texas points or beyond.

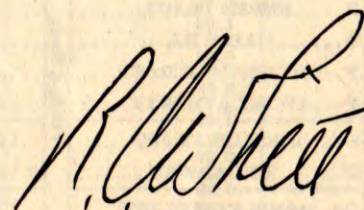
EXPLANATION OF CHARACTERS

W—Water.
 Y—Wye.
 T—Turntable.
 §—Track Scales.
 *—Mail Crane.
 CS—Continuous Train Order Office.
 LS—Limited Train Order Office (Hours of Service specified by Bulletin Order).
 P—Telephone Communication only.
 TP—Telegraph or telephone office not a train order office.
 Register stations are shown in full-faced type.

ATTENTION TRAIN AND ENGINE CREWS

Always keep in mind that the revenue passenger is the BUYER, and that it is your job to make every Buyer a satisfied customer. To that end, the following matters deserve your constant attention:

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.
2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.
3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.
4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.
5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.
6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew — Brakeman, Porter, Pullman and Dining Car employes — so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.
7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the railroad.
8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.
9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.
11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.
12. AVOID ROUGH HANDLING OF YOUR TRAIN. Missouri Pacific enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.
13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.
14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time or to regain time wherever necessary and possible.



Chief Operating Officer.

KIRKWOOD SUBDIV.—ST. LOUIS TO KIRKWOOD

Station Numbers	Miles from St. Louis—Seventh Street	TIME-TABLE No. 3 AUGUST 13, 1944	TRAINS—WESTWARD									
			FIRST CLASS									
			7	3	5	33	15	25	11	35	19	
STATIONS			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily
.....	0.62	CS.. UNION STATION.....	12 01AM	8 05AM	8 50AM	8 57AM	1 52PM	2 10PM	4 15PM	5 25PM	5 40PM	
1	1.30	23rd STREET										
.....	2.36	LS... WABASH JCT..... §										
.....	2.38	...ST. L.-S. F. CROSSING... 0.02										
.....	2.38	LS... GRAND AVENUE.....	12 07	8 10	8 55	9 02	1 57	2 16	4 20	5 30	5 46	
3	3.52	LS... TOWER GROVE.....	s 12 09	s 8 13	s 8 58	s 9 05	s 2 00	s 2 19	s 4 22	s 5 33	s 5 49	
.....	3.61	P... TOWER GROVE JCT... 2.77	12 10AM	8 14AM	8 59	9 06	2 01	2 20PM	4 23	5 34	5 50	
6	6.38	P... BENTON..... 0.41								s 5 39		
6a	6.79	P... ELLENDALE..... 0.45								s 5 40		
7	7.24	P... MAPLEWOOD..... 0.99				f 9 10				s 5 41		
8a	8.23	EDGEBROOK..... 0.19								s 5 43		
.....	8.42	P... LAKE JCT..... 0.07			9 04	9 12	2 06		4 28	5 44	5 57	
8	8.49	... LAKE JCT. STATION..... 0.81								f 5 45		
9	9.30	... TUXEDO PARK..... 0.47								s 5 48		
9a	9.77	... WEBSTER PARK..... 0.37								s 5 50		
10	10.14	P... WEBSTER GROVES...* 1.01				s 9 19			d 4 30	s 5 52	s 6 01	
11	11.15	... ALGONQUIN..... 0.55								s 5 55		
11a	11.70	... GLENDALE..... 0.52								s 5 57		
12	12.22	... OAKLAND..... 0.71								s 6 00		
12a1	12.93	P... WOODLAWN..... 0.50								s 6 02		
.....	13.43	P... KD JCT..... 0.05										
13	13.48	CS... KIRKWOOD.....TW			a 9 10AM	s 9 25AM	d 2 12PM		d 4 35PM	s 6 05PM	s 6 10PM	
13.48			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	

OAK HILL SUBDIV.—TOWER GROVE JCT. TO DAVIS STREET JCT.

Station Numbers	Miles from St. Louis—Seventh Street	TIME-TABLE No. 3 AUGUST 13, 1944	TRAINS—SOUTHWARD							
			FIRST CLASS					SECOND CLASS		
			7	3	25	1	17		199	
STATIONS			Passenger	Passenger	Passenger	Passenger	Passenger		Local Freight	
			Daily	Daily	Daily	Daily	Daily		Daily Ex. Sunday	
.....	3.61	P... TOWER GROVE JCT..... 0.10	12 10AM	8 14AM	2 20PM	6 00PM	10 44PM			
.....	3.71	...ST. L.-S. F. CROSSING... 1.45								
GL 3	5.16	P... REBER PLACE..... 1.06								
GL3a	6.22	P... OAK HILL..... 0.50								
.....	6.72	P... CHIPPEWA STREET..... 2.98								
.....	9.70	P... IVORY AVE. WYE... Y 0.49	12 22	8 25	2 31	6 11	10 55			
.....	10.19	P... BROADWAY JCT..... 0.06	12 23	8 26	2 32	6 12	10 56		12 52PM	
GL 7	10.25	P... BROADWAY..... 0.39	a 12 24	s 8 28	a 2 34	a 6 14	a 10 58		f 12 53PM	
.....	10.64	CS.. DAVIS STREET JCT.	12 25AM	8 30AM	2 36PM	6 16PM	11 00PM			
7.03			Daily	Daily	Daily	Daily	Daily		Daily Ex. Sunday	

KIRKWOOD SUBDIV.—KIRKWOOD TO ST. LOUIS

Siding Capacity in Cars	Miles from St. Louis Seventh Street	TIME-TABLE No. 3 AUGUST 13, 1944	TRAINS—EASTWARD								
			FIRST CLASS								
			10	18	32	20	2	26	12	6	4
STATIONS			Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily
Yd.	0.62	CS... UNION STATION.....	7 10AM	7 28AM	8 05AM	8 20AM	8 26AM	11 30AM	12 15PM	5 40PM	5 45PM
		0.68 23rd STREET									
	1.30	LS... WABASH JCT..... §									
	2.36	... ST. L.-S. F. CROSSING... 0.02									
Yd.	2.38	LS... GRAND AVENUE.....	6 59	7 13	7 54	8 07	8 12	11 17	11 57AM	5 30	5 31
Yd.	3.52	LS... TOWER GROVE.....	s 6 56	s 7 09	s 7 51	s 8 04	s 8 09	s 11 14	s 11 54	s 5 27	s 5 28
Yd.	3.61	P... TOWER GROVE JCT..... 2.77	6 55	7 08AM	7 50	8 03	8 08AM	11 13AM	11 53	5 26	5 27PM
	6.38	P... BENTON..... 0.41			f 7 46						
	6.79	P... ELLENDALE..... 0.45			f 7 45						
	7.24	P... MAPLEWOOD..... 0.99	s 6 45		s 7 44	f 7 57					
	8.23	EDGEBROOK..... 0.19									
	8.42	P... LAKE JCT..... 0.07	6 42		7 41	7 55		11 46	5 20		
	8.49	... LAKE JCT. STATION..... 0.81			s 7 40						
	9.30	... TUXEDO PARK..... 0.47			s 7 38						
	9.77	... WEBSTER PARK..... 0.37			s 7 37						
	10.14	P... WEBSTER GROVES... * 1.01	s 6 40		s 7 36	s 7 53					
	11.15	... ALGONQUIN..... 0.55			s 7 35						
	11.70	... GLENDALE..... 0.52			s 7 34						
	12.22	... OAKLAND..... 0.71			s 7 33						
	12.93	P... WOODLAWN..... 0.50	6 36		s 7 31	7 48		11 40	5 16		
	13.43	P... KD JCT..... 0.05									
Yd.	13.48	CS... KIRKWOOD..... TW	s 6 35AM		s 7 30AM	s 7 47AM		m 11 39AM	m 5 15PM		
		13.48	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily

OAK HILL SUBDIV.—DAVIS STREET JCT. TO TOWER GROVE JCT.

Siding Capacity in Cars	Miles from St. Louis Seventh Street	TIME-TABLE No. 3 AUGUST 13, 1944	TRAINS—NORTHWARD						
			FIRST CLASS					SECOND CLASS	
			18	2	26	4	8	190	Local Freight
STATIONS			Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily Ex. Sunday	
	3.61	P... TOWER GROVE JCT.	7 08AM	8 08AM	11 13AM	5 27PM	10 42PM		
	3.71	... ST. L.-S. F. CROSSING... 1.45							
	5.16	P... REBER PLACE..... 1.06							
	6.22	P... OAK HILL..... 0.50							
	6.72	P... CHIPPEWA STREET..... 2.98							
	9.70	P... IVORY AVE. WYE... Y 0.49	6 52	7 54	10 58	5 11	10 27		
	10.19	P... BROADWAY JCT..... 0.06	6 50	7 52	10 56	5 10	10 26		6 12AM
	10.25	P... BROADWAY..... 0.39	f 6 49	m 7 51	m 10 55	f 5 09	m 10 25		f 6 10AM
	10.64	CS... DAVIS STREET JCT.....	6 48AM	7 50AM	10 54AM	5 06PM	10 24PM		
		7.03	Daily	Daily	Daily	Daily	Daily		Daily Ex. Sunday

KIRKWOOD SUBDIV.—ST. LOUIS TO KIRKWOOD

TIME-TABLE
No. 3

AUGUST 13, 1944

TRAINS—WESTWARD

FIRST CLASS

Station Numbers	Miles from St. Louis —Seventh Street	STATIONS	Passenger							
			1	17	9					
			Daily	Daily	Daily					
.....	0.62	CS.. UNION STATION.....	5 50PM	10 35PM	11 50PM					
1	1.30	LS... 23rd STREET WABASH JCT..... §								
.....	2.36	...ST. L.-S. F. CROSSING... 0.02								
.....	2.38	LS... GRAND AVENUE.....	5 56	10 40	11 55					
3	3.52	LS... TOWER GROVE.....	s 5 59	s 10 43	s 11 58					
.....	3.61	P... TOWER GROVE JCT... 0.09	6 00PM	10 44PM	11 59PM					
6	6.38	P..... BENTON.....								
6a	6.79	P..... ELLENDALE.....								
7	7.24	P..... MAPLEWOOD.....			a 12 05AM					
8a	8.23	P..... EDGEBROOK.....								
.....	8.42	P..... LAKE JCT.....			12 07					
8	8.49	... LAKE JCT. STATION... 0.07								
9	9.30	... TUXEDO PARK..... 0.81								
9a	9.77	... WEBSTER PARK..... 0.47								
10	10.14	P... WEBSTER GROVES... * 0.37			a 12 11					
11	11.15	... ALGONQUIN..... 1.01								
11a	11.70	... GLENDALE..... 0.55								
12	12.22	... OAKLAND..... 0.52								
12a1	12.93	P..... WOODLAWN..... 0.71			12 16					
.....	13.43	P..... KD JCT..... 0.50								
13	13.48	CS..... KIRKWOOD..... TW 0.05			a 12 19AM					
			Daily	Daily	Daily					
13.48										

LESPERANCE ST. SUBDIV.—LESPERANCE ST. TO JEFFERSON BARRACKS

TIME-TABLE
No. 3

AUGUST 13, 1944

TRAINS—SOUTHWARD

FIRST CLASS

Station Numbers	Miles from St. Louis —Plain Street	STATIONS	Passenger									
			7	3	25	1	17					
			Daily	Daily	Daily	Daily	Daily					
X 1	1.10	P..... LESPERANCE ST..... W § 5.21										
X 6	6.31	P... ROBERT AVENUE WYE... 0.49										
.....	6.80	CS.. DAVIS STREET JCT..... 0.56	12 25AM	8 30AM	2 36PM	6 16PM	11 00PM					
X7a	7.36	P..... IVORY..... W § 1.09	12 26	8 32	2 37	6 17	11 01					
.....	8.45	... RECEPTION CENTER... 1.09										
X10	9.54	LS. JEFFERSON BARRACKS	d 12 29AM	s 8 35AM	d 2 40PM	w 6 20PM	d 11 04PM					
8.44			Daily	Daily	Daily	Daily	Daily					

KIRKWOOD SUBDIV.—KIRKWOOD TO ST. LOUIS

5

Stirling Capacity in Cars	Miles from St. Louis — Seventh Street	TIME-TABLE No. 3 AUGUST 13, 1944		TRAINS—EASTWARD							
				FIRST CLASS							
				34 Local Passenger	14 Passenger	8 Passenger					
STATIONS		Daily	Daily	Daily							
Yd.	0.62	CS... UNION STATION.....	9 00PM	10 03PM	11 00PM						
		0.68 23rd STREET									
....	1.30	LS... WABASH JCT..... \$									
		1.06									
....	2.36	...ST. L.-S. F. CROSSING...									
		0.02									
Yd.	2.38	LS... GRAND AVENUE.....	8 47	9 53	10 46						
		1.14									
Yd.	3.52	LS... TOWER GROVE.....	\$ 8 44	\$ 9 50	\$ 10 43						
		0.09									
Yd.	3.61	P... TOWER GROVE JCT.....	8 43	9 49	10 42PM						
		2.77									
....	6.38	P... BENTON.....									
		0.41									
....	6.79	P... ELLENDALE.....									
		0.45									
....	7.24	P... MAPLEWOOD.....	\$ 8 37								
		0.99									
....	8.23	...EDGEBROOK.....									
		0.19									
....	8.42	P... LAKE JCT.....	8 34	9 44							
		0.07									
....	8.49	...LAKE JCT. STATION.....									
		0.81									
....	9.30	...TUXEDO PARK.....									
		0.47									
....	9.77	...WEBSTER PARK.....									
		0.37									
....	10.14	P... WEBSTER GROVES... *	\$ 8 31								
		1.01									
....	11.15	...ALGONQUIN.....									
		0.55									
....	11.70	...GLENDALE.....									
		0.52									
....	12.22	...OAKLAND.....									
		0.71									
....	12.93	P... WOODLAWN.....	8 26	9 39							
		0.50									
....	13.43	P... KD JCT.....									
		0.05									
Yd.	13.48	CS... KIRKWOOD..... TW	\$ 8 25PM	m 9 38PM							
		13.48									
			Daily	Daily	Daily						

LESPERANCE ST. SUBDIV.—JEFFERSON BARRACKS TO LESPERANCE ST.

Stirling Capacity in Cars	Miles from St. Louis — Plain Street	TIME-TABLE No. 3 AUGUST 13, 1944		TRAINS—NORTHWARD							
				FIRST CLASS							
				18 Passenger	2 Passenger	26 Passenger	4 Passenger	8 Passenger			
STATIONS		Daily	Daily	Daily	Daily	Daily					
Yd.	1.10	P... LESPERANCE ST... W \$									
		5.21									
....	6.31	P... ROBERT AVENUE WYE ...									
		0.49									
....	6.80	CS .DAVIS STREET JCT....	6 48AM	7 50AM	10 54AM	5 06PM	10 24PM				
		0.56									
....	7.36	P... IVORY..... W \$	6 47	7 49	10 53	5 04	10 23				
		1.09									
....	8.45	...RECEPTION CENTER....									
		1.09									
....	9.54	LS.JEFFERSON BARRACKS	d 6 43AM	m 7 46AM	d 10 50AM	k 5 00PM	d 10 20PM				
		8.44									
			Daily	Daily	Daily	Daily	Daily				

KIRKWOOD SUBDIV.—ST. LOUIS TO KIRKWOOD

Station Numbers	Miles from St. Louis—Seventh Street	TIME-TABLE No. 3 AUGUST 13, 1944	TRAINS—WESTWARD							
			SECOND CLASS							
			81 Red Ball Freight	91 Local Freight	195 Local Freight	75 Red Ball Freight	71 Red Ball Freight	61 Merchandise and Perishable	79 Red Ball Freight	
STATIONS			Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	
		ST. LOUIS CS.. UNION STATION.....								
	0.62	0.68 23rd STREET								
1	1.30	N.... WABASH JCT.....\$	3 00AM	3 30AM		2 00PM	7 30PM	9 30PM	10 30PM	
	2.36	1.06 .. ST. L.-S. F. CROSSING ..								
	2.38	0.02 NO.. GRAND AVENUE	3 10	3 40		2 10	7 40	9 40	10 40	
3	3.52	1.14 N.... TOWER GROVE								
	3.61	0.09 P.. TOWER GROVE JCT....	3 15	3 45		2 15	7 45	9 45	10 45	
6	6.38	2.77 P..... BENTON								
6a	6.79	0.41 P..... ELLENDALE								
7	7.24	0.45 P..... MAPLEWOOD								
8a	8.23	0.99 EDGEBROOK								
	8.42	0.19 P..... LAKE JCT.....	3 25	3 55	10 28AM	2 25	7 55	9 55	10 55	
8	8.49	0.07 ... LAKE JCT. STATION ...								
9	9.30	0.81 ... TUXEDO PARK								
9a	9.77	0.47 ... WEBSTER PARK								
10	10.14	0.37 D.. WEBSTER GROVES...*			10 43					
11	11.15	1.01 ... ALGONQUIN								
11a	11.70	0.55 ... GLENDALE								
12	12.22	0.52 ... OAKLAND								
12a1	12.93	0.71 P..... WOODLAWN.....	3 38	4 13	10 53	2 38	8 08	10 08	11 08	
	13.43	0.50 P..... KD JCT								
13	13.48	0.05 (CS.... KIRKWOOD ...TW	3 40AM	4 15AM	11 03AM	2 40PM	8 10PM	10 10PM	11 10PM	
		13.48	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	

LESPERANCE ST. SUBDIV.—LESPERANCE ST. TO JEFFERSON BARRACKS

Station Numbers	Miles from St. Louis—Plum Street	TIME-TABLE No. 3 AUGUST 13, 1944	TRAINS—SOUTHWARD			
			SECOND CLASS			
			191 Local Freight	55 Mixed	63 Red Ball Freight	69 Red Ball Freight
STATIONS			Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily
X 1	1.10	P..... LESPERANCE ST...W\$	5 45AM	8 30AM	6 20PM	7 20PM
X 6	6.31	P... ROBERT AVENUE WYE...	6 05AM	8 50	6 40	7 40
	6.80	0.49 (CS.. DAVIS STREET JCT...)		8 55	6 42	7 42
X 7a	7.36	0.56 P..... IVORY.....W\$		9 00	6 44	7 44
	8.45	1.09 ... RECEPTION CENTER...				
X 10	9.54	1.09 (LS.JEFFERSON BARRACKS)		9 10AM	6 48PM	7 48PM
		8.44	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily

KIRKWOOD SUBDIV.—KIRKWOOD TO ST. LOUIS

Siding Capacity in Cars Miles from St. Louis — Seventh Street		TIME-TABLE No. 3 AUGUST 13, 1944		TRAINS—EASTWARD																
				SECOND CLASS																
				80 Red Ball Freight	68 Red Ball Freight	70 Red Ball Freight	196 Local Freight	66 Red Ball Freight	90 Local Freight	62 Red Ball Freight	78 Red Ball Freight									
STATIONS		Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily											
Yd.	0.62	CS... UNION STATION.....																		
		0.68 23rd STREET																		
	1.30	N..... WABASH JCT..... \$	3 00AM	5 30AM	6 30AM			11 45AM	1 30PM	8 00PM	8 30PM									
	2.36	1.06 ST. L.-S. F. CROSSING...																		
Yd.	2.38	NO... GRAND AVENUE.....	2 38	5 19	6 19			11 30	12 30	7 38	8 08									
Yd.	3.52	N..... TOWER GROVE.....																		
Yd.	3.61	P... TOWER GROVE JCT... 0.09	2 33	5 15	6 15			11 25	12 25	7 33	8 03									
	6.38	P..... BENTON..... 2.77																		
	6.79	P..... ELLENDALE..... 0.41																		
	7.24	P..... MAPLEWOOD..... 0.45																		
	8.23	..... EDGEBROOK..... 0.99																		
	8.42	P..... LAKE JCT..... 0.19	2 25	5 00	6 00		8 35AM	11 13	12 10PM	7 25	7 55									
	8.49	..... LAKE JCT. STATION... 0.07																		
	9.30	..... TUXEDO PARK..... 0.81																		
	9.77	..... WEBSTER PARK..... 0.47																		
	10.14	D... WEBSTER GROVES... * 0.37					8 10													
	11.15	..... ALGONQUIN..... 1.01																		
	11.70	..... GLENDALE..... 0.55																		
	12.22	..... OAKLAND..... 0.52																		
	12.93	P..... WOODLAWN..... 0.71	2 17	4 47	5 47		7 59	11 02	11 57AM	7 17	7 47									
	13.43	P..... KD JCT..... 0.50																		
Yd.	13.48	CS..... KIRKWOOD..... TW 0.05	2 15AM	4 45AM	5 45AM		7 55AM	11 00AM	11 55AM	7 15PM	7 45PM									
		13.48	Daily	Daily	Daily		Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily									

LESPERANCE ST. SUBDIV.—JEFFERSON BARRACKS TO LESPERANCE ST.

Siding Capacity in Cars Miles from St. Louis — Plum Street		TIME-TABLE No. 3 AUGUST 13, 1944		TRAINS—NORTHWARD																
				SECOND CLASS																
				64 Red Ball Freight	198 Local Freight	56 Mixed	368 Red Ball Freight													
STATIONS		Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily															
Yd.	1.10	P..... LESPERANCE ST.... W\$	3 00AM	1 20PM	2 15PM	8 00PM														
	6.31	P..... ROBERT AVENUE WYE... 5.21	2 15	12 58PM	1 35	7 20														
	6.80	CS..DAVIS STREET JCT... 0.49	2 10		1 30	7 15														
	7.36	P..... IVORY..... W\$ 0.56	2 05		1 25	7 00														
	8.45	..... RECEPTION CENTER... 1.09																		
	9.54	LS.JEFFERSON BARRACKS. 1.09	1 55AM		1 20PM	6 45PM														
		8.44	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily														

**CREVE COEUR SUBDIV.—BETWEEN
LAKE JCT. AND CHAPMAN**

TRAINS WESTWARD SECOND CLASS	Miles from St. Louis — Seventh Street	TIME-TABLE No. 3 AUGUST 13, 1944	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS
193 Local Freight	194 Local Freight				
Daily Ex. Sunday		STATIONS			Daily Ex. Sunday
8 45AM	8.42	P.....LAKE JCT.....			10 18AM
s 8 46	8.49	.....LAKE JCT. STATION.....	8		s 10 16
f 8 49	9.25	.....BRENTWOOD.....	GM 1		f 10 13
f 8 52	9.77	.....ROCK HILL.....	GM1a		f 10 08
f 8 58	10.94	.....LITZINGER ROAD.....	GM 3		f 10 03
f 9 02	12.43	.....DWYER.....	GM 4		f 9 57
f 9 05	13.27	.....CHAMINADE.....	GM 5		f 9 53
f 9 08	14.86	.....MALCOLM.....	GM 6		f 9 47
f 9 11	15.93	.....BALLAS ROAD.....	GM 8		f 9 41
9 20AM	17.47	.....CHAPMAN.....	GM 9		9 35AM
Daily Ex. Sunday		9.05			Daily Ex. Sunday

**CARONDELET SUBDIV.—BETWEEN
BROADWAY JCT. AND KIRKWOOD**

TRAINS WESTWARD SECOND CLASS	Miles from St. Louis — Seventh Street	TIME-TABLE No. 3 AUGUST 13, 1944	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS
191 Local Freight	198 Local Freight				
Daily Ex. Sunday		STATIONS			Daily Ex. Sunday
6 12AM	23.85	P.....BROADWAY JCT.....			12 52PM
6 14	23.35	P.....IVORY AVE. WYE.....	Y		f 12 50
f 7 00	18.76	P.....ALPHA.....	GH 6		f 12 15
f 7 05	16.63	P.....GRANT.....	GH 4	22	f 12 05PM
f 7 15	13.97	.....BIG BEND ROAD.....	GH1a		f 11 55AM
	13.65	.....ST. L.-S. F. CROSSING.....			
7 20	13.07	P.....WOODLAWN JCT.....			11 50
7 25AM		CS.....KIRKWOOD.....	WT	13	Yd. 11 45AM
Daily Ex. Sunday		10.78			Daily Ex. Sunday

SPECIAL INSTRUCTIONS

1. All Eastward and Northward trains are superior to trains of the same class in the opposite direction, except:
Creve Coeur Subdiv. No. 193 is superior to No. 194.
Carondelet Subdiv. No. 191 is superior to No. 198.

2. MAXIMUM SPEED:

1.—Passenger trains, the consist of which is composed entirely of light weight, streamlined, low center of gravity cars, when hauled by Diesel engines 7000, 7001, 7002, 7003 or 7100, will be governed by the maximum speed limit as set forth in Paragraphs (A), (B) and (D), Section 2, Time-Table Special Instructions. Cars Classifying as light weight, streamlined, low center of gravity cars are as follows:

Storage Mail:	MP 700	Dining:	MP 740
	MP 701		MP 741
	MP 702		MP 742
Baggage-Express:	MP 703		MP 743
	MP 704	Parlor:	MP 750
Comb. Mail-Bagg.:	MP 710		MP 751
	MP 711	Comb. Mail-Coach:	MP 760
	MP 712	Sleepers:	Gunnison River
	MP 713		Eagle River
Coaches:	MP 720		Colorado River
	MP 721		Arkansas River
	MP 722		R. I. 504
	MP 723		R. I. 505
	MP 730		R. I. 508
	MP 731		R. I. 510
	MP 732		R. I. 511
	MP 733		R. I. 512
	MP 734		

2. MAXIMUM SPEED: (Continued)

2.—Passenger trains, the consist of which is composed of light weight, streamlined, low center of gravity cars and, in addition thereto, one or more streamlined, high center of gravity cars equipped with electro-pneumatic brakes, when hauled by Diesel engines 7000, 7001, 7002, 7003 or 7100, will be governed by the maximum speed limit as set forth in Paragraphs (A) and (D), Section 2, Time-Table Special Instructions. Streamlined, high center of gravity cars equipped with electro-pneumatic brakes are as follows:

Coaches:	MP 6330	Sleepers:	Shrine Tower
	MP 6332		Beacon Tower
	MP 6333		Temple Tower
	MP 6334		

3.—Passenger trains, the consist of which contains any conventional type standard weight, high center of gravity cars, when hauled by Diesel engines 7000, 7001, 7002, 7003 or 7100, will be governed by the maximum speed limit as set forth in Paragraphs (C) and (D), Section 2, Time-Table Special Instructions.

	Miles Per Hour	
	Tangent	Curves Not Res- tricted
(A) Light-weight Streamlined-Low Center of Gravity passenger cars when hauled by Diesel Engines 7000 to 7003 and 7100. (Conductors and Enginemen must know that the train consist meets this requirement):		

Kirkwood Subdiv.:		
Between Grand Ave. and Tower Grove Jct.....	45	45
Between Tower Grove Jct. and Kirkwood.....	75	60

(B) On curves at which SPEED RESTRICTION SIGNS are maintained, Light-weight Streamlined-Low Center of Gravity passenger trains when hauled by Engines 7000 to 7003 and 7100, may exceed by FIVE MILES per hour the SPEED as indicated on the RESTRICTED SPEED SIGN.

(Special Instructions continued on page 9)

SPECIAL INSTRUCTIONS

2. MAXIMUM SPEED: (Continued)

(C) Diesel Engines 7000 to 7003 and 7100 hauling any Standard passenger cars will not exceed the maximum passenger speed shown in time-table on any Subdiv., and will not exceed the speed indicated on any RESTRICTED SPEED SIGN.

(D) Speed of these engines when operating over Joint Track or Foreign Lines with or without cars will be governed by the Maximum Speed and Speed Restrictions of that line.

	Miles Per Hour	
	Passenger Trains	Freight Trains
Kirkwood Subdiv.:		
Between Grand Ave. and Tower Grove Jct.....	45	35
Between Tower Grove Jct. and Kirkwood.....	60	45
Oak Hill Subdiv.....	35	25
Creve Coeur Subdiv.....	30	20
Lesperance St. Subdiv.:		
Between Lesperance St. and Davis St.....	30	30
Between Davis St. and Jefferson Barracks.....	60	45
Carondelet Subdiv.....	25	25

3. SPEED RESTRICTIONS: (When maximum speed is less, such restrictions will be observed)

Engines running light in forward movement, with or without caboose.....	45	45
23rd Street..... Interlocking limits.....	10	10
Grand Avenue... Interlocking limits.....	10	10
Kirkwood..... Interlocking limits.....	30	30
Davis Street.... Interlocking limits.....	20	20
On Poplar Street, between 2nd and 7th Streets.....	5	5

At following locations all trains and engines must stop and proceed only after a member of the crew has protected crossing:

North and South Road Crossing, Mile Post 9, between Poles 10 and 11.....	Stop	Stop
Manchester Road Crossing, Mile Post 9, between Poles 29 and 30.....	Stop	Stop
Litzinger Road Crossing, Mile Post 10, between Poles 32 and 33.....	Stop	Stop
Clayton Road Crossing, Mile Post 12, between Poles 16 and 17.....	Stop	Stop
Highway 77 Road Crossing, Mile Post 13, between Poles 9 and 10.....	Stop	Stop
Ladue Road Crossing, Mile Post 15, between Poles 7 and 8.		
Ballas Road Crossing, Mile Post 15, between Poles 34 and 35.....	Stop	Stop

Miles Per Hour
Passenger Trains Freight Trains

SPEED RESTRICTIONS: (Continued)

Where maximum speed will permit engines may be operated at the following speed:

Missouri Pacific Engines:

1 to 173.....	60	60
401 to 487.....	45	45
501 to 508.....	70	70
1201 to 1280.....	63	63
1301 to 1325.....	63	63
1401 to 1571.....	63	63
1701 to 1714.....	55	55
1715 to 1719.....	50	50
1720 to 1729.....	55	55
2101 to 2125.....	90	90
2201 to 2215.....	90	90
2307 to 2398.....	55	55
2504 to 2523.....	60	60
2638 to 2651.....	50	50
2707.....	60	60
4000.....	30	30
5201 to 5207.....	55	55
5308 to 5316.....	80	80
5321 to 5327.....	90	90
5335 to 5344.....	80	80
5502 to 5540.....	80	80
6001.....	90	90
6401 to 6444.....	80	80
6501 to 6521.....	70	70
6601 to 6629.....	80	80

Diesel Engines:

501 to 508.....	70	70
800 to 815.....	30	30
4100 and 4101.....	35	35
4102 and 4103.....	75	75
7000 to 7003.....	100	100
7100.....	100	100
9000 to 9012.....	35	35
9102 to 9114.....	35	35

G. C. L. and I. G. N. Engines:

301 to 360.....	50	50
361 to 389.....	65	65
941 to 948.....	45	45
1011 to 1040.....	55	55
1051 to 1073.....	55	55
1101 to 1125.....	63	63
1151 to 1161.....	80	80
9200 to 9206 (Diesel).....	35	35

(Special Instructions continued on page 10)

SPECIAL INSTRUCTIONS

	<u>Miles Per Hour</u>	
	Passenger Trains	Freight Trains
SPEED RESTRICTIONS: (Continued)		
Passenger trains handling freight cars must not exceed maximum speed of freight trains, except upon authority of Superintendent.		
Motor Cars:		
(a) Gas-electric passenger motor cars	60	..
(b) Brill passenger motor cars with mechanical drive.....	45	..
Trains handling:		
Motor Cars dead in tow.....	50	50
Diesel Engines dead in tow		
800 Series.....	..	30
4100, 4101 and 9000-9001 Series.....	..	35
4102, 4103 and all other Diesel road engines.....	Maximum Permissible Speed	
Pile Drivers.....	..	25
Steam Shovels.....	..	25
Scale Test Cars (handle next to caboose).....	Maximum Freight Train Speed	
Wrecking Cranes (Self-propelling).....	..	25
Bridge Derrick Cars (non-revolving) boom connected. ..		30
Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches or more than 6 inches lateral movement. uncoupling levers must be disconnected between derrick car and idler car; derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.		
Bridge Derrick Cars (non-revolving), boom disconnected.....	Maximum Freight Train Speed	
Bridge derrick cars shipped with boom disconnected and permitted to move at maximum freight train speed must have boom disconnected at inboard connection on derrick car, boom falls and swing lines must be disconnected from boom and rear end of derrick car must be faced toward front of train.		
Bridge Derrick-Pile Driver (combination machine). ..		25

	<u>Miles Per Hour</u>	
	Passenger Trains	Freight Trains
SPEED RESTRICTIONS: (Continued)		
Bridge derrick-pile driver (combination machine) may be shipped either as a derrick or as a pile driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.		
American Ditchers, self-propelling.....		20
American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train.		
Locomotive Cranes or Clam Shells.....		20
Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab.		
American Ditchers, loaded on flat cars.....		20
Yard (clam shell) and "Burro" Cranes, loaded on flat cars.....		20
Jordan Spreaders and Spreader-Ditchers.....		25
Jordan spreaders and spreader-ditchers must be headed in working direction; the plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.		
Rail Unloaders.....	Maximum Freight Train Speed.	
Rail unloaders must have boom disconnected and stored on car.		

(Special Instructions continued on page 11)

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS: (Continued)

Where maximum speed of freight trains is restricted to 25 miles per hour, or less, trains handling wrecking cranes, pile drivers and Jordan ditchers or spreader-ditchers must be restricted to 5 miles per hour less than such maximum speed.

Diesel engines (road or switch) for movement dead in tow must have all switches opened; main fuse removed; reversing drums and main power contactors blocked; and must be in charge of messenger who shall be properly instructed in the correct method of servicing and protecting motor and journal bearings from overheating.

Dead engines with side rods in position, main rods disconnected, 35 miles per hour.

Dead engines moving backward or with part or all side rods down, 15 miles per hour.

Dead engines with all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders, 40 miles per hour.

Dead engines for movement must be inspected and have side rods in position, but may in emergency be handled with a part or all of side rods down on authority of Superintendent.

Dead engines must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency in which case must be turned at first available point.

Engines running backward with or without cars will not exceed a speed of twenty-five miles per hour on Kirkwood and Lesperance St. Subdivisions, twenty miles per hour on Oak Hill and Carondelet Subdivisions and fifteen miles per hour on Creve Coeur Subdivision.

Engines not equipped with engine trucks, either dead in tow or under steam in road movement must be moved tender forward.

Engines without full set of driving wheels, trucks or trailers may be moved at speed not exceeding six miles per hour to first siding to clear main track. Further movement must be authorized by Superintendent.

Locomotive drivers will be blocked only in extreme emergency. When necessary to block front drivers, speed will be restricted to 20 miles per hour; no restriction when necessary to block other drivers.

SPEED RESTRICTIONS: (Continued)

Trains and engines must not exceed 10 miles per hour through No. 10 turnouts or crossovers, and 30 miles per hour through No. 20 turnouts or crossovers. Where such turnouts or crossovers are equipped with spring switches, the same restriction applies for trains or engines on straight track moving switch points, except that when lead wheels of train have passed over switch points normal speed may be resumed.

PERMANENT SPEED RESTRICTIONS, LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTIONS AND RESUME SPEED SIGNS.

Permissible Speed in Miles per hour	Eastward				Westward			
	From		To		From		To	
	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole

Kirkwood Subdiv.:

50	7	34	7	21	50	7	21	7	34
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Carondelet Subdiv.:

10	23	6	23	19	10	23	18	23	6
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Northward					Southward				
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Oak Hill Subdiv.:

20	10	0	9	27	20	9	27	10	0
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TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5	12	0
8	7	30
10	6	0
12	5	0
15	4	0
18	3	20
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
50	1	12
55	1	5
60	1	0
65	0	55
70	0	51
75	0	48

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LOCATION OF HOSPITALS, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
HOSPITAL	St. Louis, Mo.....	Grand and Shaw.....	{ GGrand 0500 MAin 1000.		
★Dr. O. B. Zeinert, Chief Surgeon.....	St. Louis, Mo.....	Grand and Shaw.....	{ GGrand 0500..... MAin 1000.	34 Broadview Drive.....	PArkview 0674.
Dr. F. F. Zeller.....	Carondelet, Mo.....	7119 South Broadway.....	RIverside 1389.....	7204 Pennsylvania.....	RIverside 0740-J.
★★Dr. W. A. Smith.....	Webster Groves, Mo	111 West Lockwood.....	WEbster 10.....	163 Helfenstein Place.....	WEbster 75.

DR. O. B. ZEINERT, Chief Surgeon.

★Medical Examiners for Examination of Applicants under Forms 339, 339-A, 339-B and 339-D.
 ★★Medical Examiners for Examination only of Maintenance of Way Laborers (Forms 339-B and 339-D)
 and other applicants not required to take color perception tests.