

### DIVISION OFFICERS

A. R. MILLER.....Terminal Superintendent.St. Louis, Mo.  
M. L. SMITH. ....Assistant Superintendent.St. Louis, Mo.  
V. A. GORDON.....Assistant Superintendent.....Dupo, Ill.  
G. W. BOOKER.....Trainmaster.....St. Louis, Mo.  
J. L. TECKENBROCK..Trainmaster.....St. Louis, Mo.  
H. J. HAVEN.....Road Foreman of Engines  
.....St. Louis, Mo.  
J. R. STEIGER .....Road Foreman of Engines  
.....St. Louis, Mo.  
J. H. SAGEL.....General Yardmaster,  
Twenty-Third Street...St. Louis, Mo.  
E. R. HUNTER.....General Yardmaster,  
Lesperanee Street.....St. Louis, Mo.  
J. H. FOX.....General Yardmaster,  
Ivory.....St. Louis, Mo.  
V. R. ADKINS.....General Yardmaster.....Dupo, Ill.  
J. W. McCLENAHAN....General Yardmaster.....Dupo, Ill.

**SAFETY FIRST**



# MISSOURI PACIFIC RAILROAD COMPANY

## ST. LOUIS TERMINAL DIVISION

# TIME-TABLE No. 8

**Effective 12:01 a. m. Sunday, March 23, 1947**

CENTRAL STANDARD TIME

**Superseding Time-Table No. 7, effective July 7, 1946,  
and all Supplements thereto.**

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

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

**R. C. WHITE, Chief Operating Officer.**

**E. SULLIVAN, Assistant General Manager.**

**C. W. PACE, General Superintendent Transportation.**

**C. A. FINK, Assistant General Supt. Transportation.**

**J. DAVIS, General Superintendent.**



## 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.

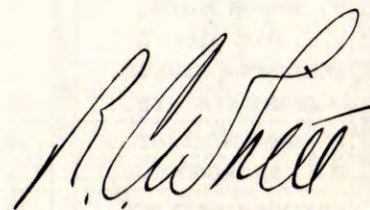
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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. 8 MARCH 23, 1947	TRAINS—WESTWARD									
			FIRST CLASS									
			7	37	3	5	23	15	25	11	35	1
STATIONS			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily
.....	0.53	CS. UNION STATION.....	12 30AM	1 30AM	8 05AM	8 50AM	8 57AM	1 52PM	2 10PM	4 00PM	4 25PM	5 32PM
1	1.37	LS. 23rd STREET WABASH JCT.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	2.36	S. L. S. F. CROSSING.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	2.38	LS. GRAND AVENUE.....	12 37	1 37	8 10	8 55	9 02	1 57	2 16	4 05	4 30	5 38
3	3.52	LS. TOWER GROVE.....	\$ 12 39	\$ 1 39	\$ 8 13	\$ 8 58	\$ 9 05	\$ 2 00	\$ 2 19	\$ 4 07	\$ 4 33	\$ 5 41
.....	3.61	P. TOWER GROVE JCT.....	12 40AM	1 41AM	8 14AM	8 59	9 06	2 01	2 20PM	4 08	4 34	5 43PM
6	6.38	P. BENTON.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6a	6.79	P. ELLENDALE.....	.....	.....	.....	.....	.....	.....	.....	.....	\$ 4 40	.....
7	7.24	P. MAPLEWOOD.....	.....	.....	.....	.....	f 9 10	.....	.....	.....	\$ 4 41	.....
8a	8.23	EDGEBROOK.....	.....	.....	.....	.....	.....	.....	.....	.....	\$ 4 43	.....
.....	8.42	P. LAKE JCT.....	.....	.....	.....	9 04	9 12	2 06	.....	4 13	4 44	.....
8	8.49	LAKE JCT. STATION.....	.....	.....	.....	.....	.....	.....	.....	.....	f 4 45	.....
9	9.30	TUXEDO PARK.....	.....	.....	.....	.....	.....	.....	.....	.....	\$ 4 48	.....
9a	9.77	WEBSTER PARK.....	.....	.....	.....	.....	.....	.....	.....	.....	\$ 4 50	.....
10	10.14	P. WEBSTER GROVES.....*	.....	.....	.....	.....	\$ 9 19	.....	.....	a 4 15	\$ 4 52	.....
11	11.15	ALGONQUIN.....	.....	.....	.....	.....	.....	.....	.....	.....	\$ 4 55	.....
11a	11.70	GLENDALE.....	.....	.....	.....	.....	.....	.....	.....	.....	\$ 4 57	.....
12	12.22	OAKLAND.....	.....	.....	.....	.....	.....	.....	.....	.....	\$ 5 00	.....
12a1	12.93	P. WOODLAWN.....	.....	.....	.....	.....	.....	.....	.....	.....	\$ 5 02	.....
.....	13.12	P. WOODLAWN JCT.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	13.48	CS. KIRKWOOD.....TW	.....	.....	.....	a 9 10AM	\$ 9 25AM	d 2 12PM	.....	a 4 20PM	\$ 5 05PM	.....
13.48			Daily	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. 8 MARCH 23, 1947	TRAINS—SOUTHWARD								
			FIRST CLASS							SECOND CLASS	
			7	37	3	25	1	21	17	199	
STATIONS			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Local Freight	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	
.....	3.61	P. TOWER GROVE JCT.....	12 40AM	1 41AM	8 14AM	2 20PM	5 43PM	5 45PM	10 44PM	.....	.....
.....	3.71	S. L. S. F. CROSSING.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	5.16	P. REBER PLACE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
GL 3	6.22	P. OAK HILL.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
GL3a	6.72	PCHIPPEWA STREET.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	9.70	P. IVORY AVE. WYE.....Y	12 52	1 53	8 25	2 31	5 53	5 57	10 55	.....	.....
.....	10.19	P. BROADWAY JCT.....	12 53	1 54	8 26	2 32	5 54	5 58	10 56	12 52PM	.....
GL 7	10.25	P. BROADWAY.....	a 12 54	a 1 55	s 8 28	a 2 34	5 56	a 6 00	a 10 58	f 12 53PM	.....
.....	10.64	CS DAVIS STREET JCT.....	12 55AM	1 56AM	8 30AM	2 36PM	5 58PM	6 02PM	11 00PM	.....	.....
7.03			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	

# KIRKWOOD SUBDIV.—KIRKWOOD TO ST. LOUIS

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Siding Capacity in Cars	Miles from St. Louis—Seventh Street	<b>TIME-TABLE</b> <b>No. 8</b> <b>MARCH 23, 1947</b>		<b>TRAINS—EASTWARD</b>									
				<b>FIRST CLASS</b>									
				32	10	18	20	22	2	26	12	16	
<b>STATIONS</b>				Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	
Yd.	0.53	<b>ST. LOUIS UNION STATION.....</b> 0.84 <b>23rd STREET</b> <b>LS..... WABASH JCT.....</b> \$ 0.99 <b>..... S. L. S. F. CROSSING.....</b> 0.02		7 03AM	7 28AM	7 10AM	7 47AM	8 24AM	8 26AM	11 30AM	11 55AM	4 00PM	
.....	1.37			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	2.36	<b>..... GRAND AVENUE.....</b> 1.14 <b>LS..... TOWER GROVE.....</b> 0.09 <b>P... TOWER GROVE JCT.....</b> 2.77		6 48	7 14	6 55	7 33	7 51	8 11	11 17	11 41	3 47	
Yd.	2.38			\$ 6 46	\$ 7 11	\$ 6 51	\$ 7 31	\$ 7 50	\$ 8 09	\$ 11 14	\$ 11 38	\$ 11 37	\$ 3 44
Yd.	3.52	<b>..... BENTON.....</b> 0.41 <b>P..... ELLENDALE.....</b> 0.45 <b>P..... MAPLEWOOD.....</b> 0.99 <b>..... EDGEBROOK.....</b> 0.19 <b>P..... LAKE JCT.....</b> 0.07 <b>..... LAKE JCT. STATION.....</b> 0.81 <b>..... TUXEDO PARK.....</b> 0.47		6 45	7 10	6 50AM	7 30	7 47AM	8 08AM	11 13AM	11 37	3 43	
.....	3.61			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	6.38	<b>..... WEBSTER PARK.....</b> 0.37 <b>P... WEBSTER GROVES.....</b> * 1.01 <b>..... ALGONQUIN.....</b> 0.55 <b>..... GLENDALE.....</b> 0.52 <b>..... OAKLAND.....</b> 0.71 <b>P..... WOODLAWN.....</b> 0.19 <b>P... WOODLAWN JCT.....</b> 0.36		\$ 6 41	.....	.....	.....	.....	.....	.....	.....	.....	
.....	6.79			\$ 6 40	\$ 7 05	.....	\$ 7 25	.....	.....	.....	.....	.....	.....
.....	7.24	<b>..... WEBSTER PARK.....</b> 0.37 <b>P... WEBSTER GROVES.....</b> * 1.01 <b>..... ALGONQUIN.....</b> 0.55 <b>..... GLENDALE.....</b> 0.52 <b>..... OAKLAND.....</b> 0.71 <b>P..... WOODLAWN.....</b> 0.19 <b>P... WOODLAWN JCT.....</b> 0.36		6 37	7 02	.....	7 23	.....	.....	11 31	3 34	.....	
.....	8.23			\$ 6 36	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	8.42	<b>..... WEBSTER PARK.....</b> 0.37 <b>P... WEBSTER GROVES.....</b> * 1.01 <b>..... ALGONQUIN.....</b> 0.55 <b>..... GLENDALE.....</b> 0.52 <b>..... OAKLAND.....</b> 0.71 <b>P..... WOODLAWN.....</b> 0.19 <b>P... WOODLAWN JCT.....</b> 0.36		\$ 6 34	.....	.....	.....	.....	.....	.....	.....	.....	
.....	8.49			\$ 6 33	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	9.30	<b>..... WEBSTER PARK.....</b> 0.37 <b>P... WEBSTER GROVES.....</b> * 1.01 <b>..... ALGONQUIN.....</b> 0.55 <b>..... GLENDALE.....</b> 0.52 <b>..... OAKLAND.....</b> 0.71 <b>P..... WOODLAWN.....</b> 0.19 <b>P... WOODLAWN JCT.....</b> 0.36		\$ 6 32	\$ 7 00	.....	\$ 7 21	.....	.....	.....	.....	.....	
.....	9.77			\$ 6 30	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	10.14	<b>..... WEBSTER PARK.....</b> 0.37 <b>P... WEBSTER GROVES.....</b> * 1.01 <b>..... ALGONQUIN.....</b> 0.55 <b>..... GLENDALE.....</b> 0.52 <b>..... OAKLAND.....</b> 0.71 <b>P..... WOODLAWN.....</b> 0.19 <b>P... WOODLAWN JCT.....</b> 0.36		\$ 6 29	.....	.....	.....	.....	.....	.....	.....	.....	
.....	11.15			\$ 6 28	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	11.70	<b>..... WEBSTER PARK.....</b> 0.37 <b>P... WEBSTER GROVES.....</b> * 1.01 <b>..... ALGONQUIN.....</b> 0.55 <b>..... GLENDALE.....</b> 0.52 <b>..... OAKLAND.....</b> 0.71 <b>P..... WOODLAWN.....</b> 0.19 <b>P... WOODLAWN JCT.....</b> 0.36		\$ 6 26	6 56	.....	7 16	.....	.....	11 26	3 26	.....	
.....	12.22			\$ 6 25AM	\$ 6 55AM	.....	\$ 7 15AM	.....	.....	.....	.....	m 11 25AM	\$ 3 25PM
Yd.	13.48	<b>CS..... KIRKWOOD..... TW</b>		Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
.....	13.48			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

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

Siding Capacity in Cars	Miles from St. Louis—Seventh Street	<b>TIME-TABLE</b> <b>No. 8</b> <b>MARCH 23, 1947</b>		<b>TRAINS—NORTHWARD</b>							
				<b>FIRST CLASS</b>							<b>SECOND CLASS</b>
				18	22	2	26	4	38	8	190 Local Freight
<b>STATIONS</b>				Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Daily Ex. Sunday
.....	3.61	<b>P. TOWER GROVE JCT.....</b> 0.10 <b>..... S. L. S. F. CROSSING.....</b> 1.45 <b>P... REBER PLACE.....</b> 1.06 <b>P..... OAK HILL.....</b> 0.50 <b>P. CHIPPEWA STREET.....</b> 2.98 <b>P... IVORY AVE. WYE... Y</b> 0.49		6 50AM	7 47AM	8 08AM	11 13AM	5 27PM	10 14PM	10 42PM	.....
.....	3.71			.....	.....	.....	.....	.....	.....	.....	.....
.....	5.16	<b>..... BROADWAY JCT.....</b> 0.06 <b>P..... BROADWAY.....</b> 0.39		6 34	7 36	7 57	10 58	5 11	10 01	10 31	.....
.....	6.22			6 32	7 35	7 56	10 56	5 10	10 00	10 30	6 12AM
.....	6.72	<b>CS. DAVIS STREET JCT.....</b> 7.03		\$ 6 31	m 7 34	7 55	m 10 55	f 5 09	m 9 59	m 10 29	f 6 10AM
.....	9.70			6 30AM	7 32AM	7 54AM	10 54AM	5 06PM	9 58PM	10 28PM	.....
.....	10.19	<b>CS. DAVIS STREET JCT.....</b> 7.03		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday
.....	10.25			.....	.....	.....	.....	.....	.....	.....	.....
.....	10.64	<b>CS. DAVIS STREET JCT.....</b> 7.03		.....	.....	.....	.....	.....	.....	.....	.....
.....	10.64			.....	.....	.....	.....	.....	.....	.....	.....

KIRKWOOD SUBDIV.—ST. LOUIS TO KIRKWOOD

Station Numbers	Miles from St. Louis — Seventh Street	TIME-TABLE No. 8 MARCH 23, 1947	TRAINS—WESTWARD								
			FIRST CLASS								
			21	19	17	9					
			Passenger	Passenger	Passenger	Passenger					
			Daily	Daily	Daily	Daily					
.....	0.53	CS.. UNION STATION.....	5 34PM	5 40PM	10 35PM	11 50PM					
1	1.37	LS... WABASH JCT..... \$									
.....	2.36	..... S. L. S. F. CROSSING... 0.02									
.....	2.38	LS... GRAND AVENUE.....	5 41	5 46	10 40	11 55					
3	3.52	LS... TOWER GROVE.....	\$ 5 44	\$ 5 49	\$ 10 43	\$ 11 58					
.....	3.61	P... TOWER GROVE JCT.... 2.77	5 45PM	5 50	10 44PM	11 59PM					
6	6.38	P... BENTON.....									
6a	6.79	P... ELLENDALE.....									
7	7.24	P... MAPLEWOOD.....									
8a	8.23	EDGEBROOK.....									
.....	8.42	P... LAKE JCT..... 0.19		5 57		12 06AM					
8	8.49	LAKE JCT. STATION.....									
9	9.30	TUXEDO PARK..... 0.47									
9a	9.77	WEBSTER PARK.....									
10	10.14	P... WEBSTER GROVES... * 0.37		\$ 6 01							
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 14					
.....	13.12	P... WOODLAWN JCT.... 0.19									
13	13.48	CS... KIRKWOOD..... TW 0.36		\$ 6 10PM		a 12 19AM					
		13.48	Daily	Daily	Daily	Daily					

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

Station Numbers	Miles from St. Louis — Plain Street	TIME-TABLE No. 8 MARCH 23, 1947	TRAINS—SOUTHWARD								
			FIRST CLASS								
			7	37	3	25	1	21	17		
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
X 1	1.10	P... LESPERANCE ST..... W \$									
X 6	6.31	P... ROBERT AVENUE WYE... 5.21									
.....	6.80	CS.. DAVIS STREET JCT..... 0.49	12 55AM	1 56AM	8 30AM	2 36PM	5 58PM	6 02PM	11 00PM		
X7a	7.36	P... IVORY..... W \$ 0.56	12 56	1 57	8 32	2 37	5 59	6 03	11 01		
.....	8.45	RECEPTION CENTER... 1.09									
X10	9.54	LS. JEFFERSON BARRACKS 1.09	12 59AM	2 00AM	k 8 35AM	2 40PM	6 02PM	6 07PM	11 04PM		
		8.44	Daily	Daily	Daily	Daily	Daily	Daily	Daily		

# KIRKWOOD SUBDIV.—KIRKWOOD TO ST. LOUIS

Siding Capacity in Cars Miles from St. Louis — Seventh Street		<b>TIME-TABLE No. 8</b>  MARCH 23, 1947		<b>TRAINS—EASTWARD</b>								
				<b>FIRST CLASS</b>								
				6	4	14	38	8				
		Passenger	Passenger	Passenger	Passenger	Passenger						
		Daily	Daily	Daily	Daily	Daily						
Yd.	0.53	<b>ST. LOUIS UNION STATION.....</b> 0.84 <b>23rd STREET</b> <b>LS..... WABASH JCT.....</b> \$		5 40PM	5 45PM	9 48PM	10 30PM	11 00PM				
	1.37			.....	.....	.....	.....	.....	.....	.....	.....	.....
	2.36	0.99 <b>S. L. S. F. CROSSING.....</b> 0.02										
Yd.	2.38			<b>LS..... GRAND AVENUE.....</b> 1.14		5 30	5 31	9 36	10 16	10 46		
Yd.	3.52	<b>LS... TOWER GROVE.....</b> 0.09				\$ 5 27	\$ 5 28	\$ 9 33	\$ 10 15	\$ 10 45		
Yd.	3.61			<b>P.. TOWER GROVE JCT.....</b> 2.77		5 26	5 27PM	9 32	10 14PM	10 42PM		
	6.38	<b>P..... BENTON.....</b> 0.41										
	6.79			<b>P..... ELLENDALE.....</b> 0.45								
	7.24	<b>P..... MAPLEWOOD.....</b> 0.99										
	8.23			<b>EDGEBROOK.....</b> 0.19								
	8.42	<b>P..... LAKE JCT.....</b> 0.07				5 20		9 27				
	8.49			<b>LAKE JCT. STATION.....</b> 0.81								
	9.30	<b>TUXEDO PARK.....</b> 0.47										
	9.77			<b>WEBSTER PARK.....</b> 0.37								
	10.14	<b>P... WEBSTER GROVES...*</b> 1.01										
	11.15			<b>ALGONQUIN.....</b> 0.55								
	11.70	<b>GLENDALE.....</b> 0.52										
	12.22			<b>OAKLAND.....</b> 0.71								
	12.93	<b>P..... WOODLAWN.....</b> 0.19				5 16		9 22				
	13.12			<b>P... WOODLAWN JCT.....</b> 0.36								
Yd.	13.48	<b>CS..... KIRKWOOD.....TW</b>				<i>m</i> 5 15PM		<i>m</i> 9 21PM				
				Daily	Daily	Daily	Daily	Daily				

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

Siding Capacity in Cars Miles from St. Louis — Plum Street		<b>TIME-TABLE No. 8</b>  MARCH 23, 1947		<b>TRAINS—NORTHWARD</b>								
				<b>FIRST CLASS</b>								
				18	22	2	26	4	38	8		
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
		Daily	Daily	Daily	Daily	Daily	Daily	Daily				
Yd.	1.10	<b>P..... LESPERANCE ST.... W\$</b> 5.21										
	6.31			<b>P... ROBERT AVENUE WYE....</b> 0.49								
	6.80	<b>CS. DAVIS STREET JCT....</b> 0.56				6 30AM	7 32AM	7 54AM	10 54AM	5 06PM	9 58PM	10 28PM
	7.36			<b>P..... IVORY..... W\$</b> 1.09		6 29	7 31	7 53	10 53	5 04	9 57	10 27
	8.45	<b>RECEPTION CENTER.....</b> 1.09										
	9.54			<b>LS. JEFFERSON BARRACKS</b>		6 25AM	7 30AM	7 50AM	k 10 50AM	5 00PM	9 55PM	10 26PM
		Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	

KIRKWOOD SUBDIV.—ST. LOUIS TO KIRKWOOD

Station Numbers	Miles from St. Louis — Seventh Street	<b>TIME-TABLE</b> <b>No. 8</b> <b>MARCH 23, 1947</b>		TRAINS—WESTWARD						
				SECOND CLASS						
				81 Red Ball Freight	91 Local Freight	195 Local Freight	75 Red Ball Freight	79 Red Ball Freight	71 Red Ball Freight	61 Red Ball Freight
STATIONS		Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily		
	0.53	CS.. UNION STATION.....								
		0.84 23rd STREET								
1	1.37	LS... WABASH JCT.....\$	1 30AM	3 00AM	.....	2 00PM	7 00PM	7 30PM	9 30PM	
		0.99 S. L. S. F. CROSSING ...								
	2.36	0.02 LS.. GRAND AVENUE .....	1 40	3 10	.....	2 10	7 10	7 40	9 40	
	2.38	1.14 LS... TOWER GROVE .....								
3	3.52	0.09 P.. TOWER GROVE JCT...\$	1 45	3 15	.....	2 15	7 15	7 45	9 45	
		2.77 P..... BENTON .....								
6	6.38	0.41 P.... ELLENDALE .....								
6a	6.79	0.45 P.... MAPLEWOOD .....								
7	7.24	0.99 ..... EDGEBROOK .....								
8a	8.23	0.19 P.... LAKE JCT.....	1 55	3 20	10 28AM	2 25	7 25	7 55	9 55	
	8.42	0.07 ... LAKE JCT. STATION .....								
8	8.49	0.81 ... TUXEDO PARK .....								
9	9.30	0.47 ... WEBSTER PARK .....								
9a	9.77	0.37 P.. WEBSTER GROVES...*			10 43					
10	10.14	1.01 ... ALGONQUIN .....								
11	11.15	0.55 ... GLENDALE .....								
11a	11.70	0.52 ... OAKLAND .....								
12	12.22	0.71 P.... WOODLAWN.....	2 08	3 33	10 53	2 38	7 38	8 08	10 08	
12a1	12.93	0.19 P... WOODLAWN JCT.....								
	13.12	0.36 CS.... KIRKWOOD...TW	2 10AM	3 40AM	11 03AM	2 40PM	7 40PM	8 10PM	10 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	<b>TIME-TABLE</b> <b>No. 8</b> <b>MARCH 23, 1947</b>		TRAINS—SOUTHWARD						
				SECOND CLASS						
				191 Local Freight	95 Local Freight	63 Red Ball Freight				
STATIONS		Daily Ex. Sunday	Daily Ex. Sunday	Daily						
X 1	1.10	P..... LESPERANCE ST... W\$	5 45AM	8 30AM	6 20PM					
		5.21 P... ROBERT AVENUE WYE....	6 05AM	8 50	6 40					
		0.49 CS.. DAVIS STREET JCT...\$			6 42					
	6.80	0.56 P..... IVORY..... W\$		8 55	6 44					
X 7a	7.36	1.09 ... RECEPTION CENTER...\$								
	8.45	1.09 LS JEFFERSON BARRACKS		9 10AM	6 48PM					
X 10	9.54		Daily Ex. Sunday	Daily Ex. Sunday	Daily					



# KIRKWOOD SUBDIV.—KIRKWOOD TO ST. LOUIS

Siding Capacity in Cars Miles from St. Louis — Seventh Street		<b>TIME-TABLE</b> <b>No. 8</b> MARCH 23, 1947		<b>TRAINS—EASTWARD</b>							
		<b>STATIONS</b>		<b>SECOND CLASS</b>							
				<b>80</b> Red Ball Freight Daily	<b>68</b> Red Ball Freight Daily	<b>70</b> Red Ball Freight Daily	<b>196</b> Local Freight Daily Ex. Sunday	<b>66</b> Red Ball Freight Daily	<b>90</b> Local Freight Daily Ex. Sunday	<b>78</b> Red Ball Freight Daily	<b>62</b> Red Ball Freight Daily
Yd.	0.53	CS... <b>ST. LOUIS UNION STATION</b> .....									
		0.84 23rd STREET									
	1.37	LS... <b>WABASH JCT.</b> ..... \$		3 00AM	5 30AM	6 30AM		11 45AM	2 30PM	7 30PM	8 00PM
	2.36	0.99 S. L. S. F. CROSSING.....									
Yd.	2.38	0.02 LS... <b>GRAND AVENUE</b> .....		2 38	5 19	6 19		11 30	2 10	7 19	7 38
Yd.	3.52	1.14 LS... <b>TOWER GROVE</b> .....									
Yd.	3.61	0.09 P... <b>TOWER GROVE JCT.</b> ...		2 33	5 15	6 15		11 25	2 05	7 15	7 33
	6.38	2.77 P... <b>BENTON</b> .....									
	6.79	0.41 P... <b>ELLEDALE</b> .....									
	7.24	0.45 P... <b>MAPLEWOOD</b> .....									
	8.23	0.99 EDGEBROOK.....									
	8.42	-0.19 P... <b>LAKE JCT.</b> .....		2 25	5 00	6 00	8 35AM	11 13	1 55	7 00	7 25
	8.49	0.07 LAKE JCT. STATION.....									
	9.30	0.81 TUXEDO PARK.....									
	9.77	0.47 WEBSTER PARK.....									
	10.14	0.37 P... <b>WEBSTER GROVES</b> ... *					8 10				
	11.15	1.01 ALGONQUIN.....									
	11.70	0.55 GLENDALE.....									
	12.22	0.52 OAKLAND.....									
	12.93	0.71 P... <b>WOODLAWN</b> .....		2 17	4 47	5 47	7 59	11 02	1 52	6 47	7 17
	13.12	0.19 P... <b>WOODLAWN JCT.</b> ...									
Yd.	13.48	0.36 CS... <b>KIRKWOOD</b> ..... TW		2 15AM	4 45AM	5 45AM	7 55AM	11 00AM	1 50PM	6 45PM	7 15PM
		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		<b>TIME-TABLE</b> <b>No. 8</b> MARCH 23, 1947		<b>TRAINS—NORTHWARD</b>						
		<b>STATIONS</b>		<b>SECOND CLASS</b>						
				<b>368</b> Red Ball Freight Daily	<b>198</b> Local Freight Daily Ex. Sunday	<b>96</b> Local Freight Daily Ex. Sunday				
Yd.	1.10	P... <b>LESPERANCE ST.</b> ... W\$		12 30PM	1 20PM	2 15PM				
	6.31	5.21 P... <b>ROBERT AVENUE WYE</b> ...		11 50AM	12 58PM	1 35				
	6.80	0.49 CS... <b>DAVIS STREET JCT.</b> ...		11 45		1 30				
	7.36	0.56 P... <b>IVORY</b> ... W\$		11 30		1 25				
	8.45	1.09 RECEPTION CENTER...								
	9.54	1.09 LS... <b>JEFFERSON BARRACKS</b> ...		11 15AM		1 20PM				
		8.44		Daily	Daily Ex. Sunday	Daily Ex. Sunday				

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

TRAINS WESTWARD SECOND CLASS	Miles from St. Louis—Seventh Street	TIME-TABLE No. 8 MARCH 23, 1947	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. 8 MARCH 23, 1947	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	..... S. L. S. F. CROSSING.....			
7 20	13.12	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:**

The highest speed authorized for the operation of trains on main tracks, subject to LOWER speeds specified in Section 3 of these instructions, entitled "SPEED RESTRICTIONS", and lower speeds prescribed by train orders, restrictive signals and operating rules.

**2 (a). MAXIMUM TRAIN SPEED: (Where Maximum Engine Speed is LOWER, it will govern).**

The consist of a train includes the engine, or engines, and cars in the train. Members of the crew must know the consist of train.

The speed shown below is the highest speed authorized for the operation of trains of the specified consist:

CONSIST "A".....Any engine, or engines, with one or more, or all, cars equipped with freight car trucks.

CONSIST "B".....Engines other than Diesel passenger engines with all passenger cars of any type; or Diesel passenger engines with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.

CONSIST "C".....Diesel passenger engines with streamlined—LOW center of gravity cars, and in addition, one or more streamlined—HIGH center of gravity cars. Passenger cars MP 6330, 6331, 6332, 6333, 6334, 6335 and 6336 and Sleepers Shrine Tower, Beacon Tower, and Temple Tower are Streamlined—HIGH center of gravity cars.

CONSIST "D".... Diesel passenger engines with Streamlined, light-weight—LOW center of gravity cars only. MP passenger cars of the 700 series, Sleepers Gunnison River, Eagle River, Colorado River, Arkansas River, and Rock Island Sleepers 504, 505, 508, 510, 511 and 512 are Streamlined—LOW center of gravity cars.

**MILES PER HOUR**

SUBDIVISION	MILES PER HOUR							
	Consist "A" Track without slow speed signs	Consist "B" Track without slow speed signs	Consist "C"			Consist "D"		Curves with slow speed signs
		Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs	Straight track without slow speed signs	Curves without slow speed signs		
<b>Kirkwood:</b>								
Between Grand Ave. and Tower Grove Jct...	35	45	45	45	Speed	45	45	Five miles
Between Tower Grove Jct. and Kirkwood..	45	60	75	60		75	60	per hour
Oak Hill.....	25	35	35	35	shown on	35	35	above speed
Creve Coeur.....	20	30	30	30	slow speed	30	30	shown on
<b>Lesperance St.:</b>								
Between Lesperance St. and Davis St.....	30	30	30	30		30	30	slow speed
Between Davis St. and Jefferson Barracks...	45	60	60	60	signs	60	60	signs
<b>Carondelet.....</b>	25	25	25	25		25	25	

# SPECIAL INSTRUCTIONS

**2 (b). MAXIMUM ENGINE SPEED: (Where Maximum Train Speed is LOWER, it will govern).**

Speed shown below is the highest speed at which an engine can be operated without damage to engine or track, but does not authorize operation of engine at speed higher than maximum train speed.

Engines other than Diesel Passenger Engines must not be operated at speed above that shown in Consist "B":

MISSOURI PACIFIC ENGINES		GCL AND IGN ENGINES	
Numbers	MPH	Numbers	MPH
1 to 173.....	60	1801 to 1817.....	45
402 to 486.....	45	2101 to 2125.....	90
501 to 524(D)...	65	2201 to 2215.....	90
800 to 815(D)...	30	2313 to 2398.....	55
1201 to 1280.....		2506 to 2520.....	60
Psgr. Service.....	55	2638 to 2651.....	50
Frt. Service.....	63	2707.....	60
1301 to 1325.....		4100 and 4101(D)...	35
Psgr. Service.....	55	4102 and 4103(D)...	75
Frt. Service.....	63	5201 to 5207.....	55
1401 to 1571.....		5308 to 5316.....	80
Psgr. Service.....	55	5321 to 5327.....	90
Frt. Service.....	63	5335 to 5344.....	80
1701 to 1714.....	55	5502 to 5539.....	80
1715 to 1719.....	50	6001.....	90
1720 to 1729.....		6401 to 6444.....	80
Roller Bearing Equipped (See Note A).....	63	6501 to 6516.....	70
Not Roller Bearing Equipped (See Note B).....	55	6601 to 6629.....	80
		7000 to 7011(PD)...	98
		7100(PD).....	90
		9000 to 9012(D)...	35
		9102 to 9119(D)...	35

D—Diesel. PD—Passenger Diesel.  
 Note "A"—1720-1721-1723-1725-1726-1727.  
 Note "B"—1722-1724-1728-1729.

**3. SPEED RESTRICTIONS: (Where Maximum Speed is LOWER, it will govern).**

Miles  
Per  
Hour

**3 (a). Engines Light Moving Forward:**

Steam road engines running light in forward movement with or without caboose.....	45
Diesel freight and passenger engines, running light in forward movement, with or without caboose.....	Maximum train speed.

**3 (b). Engines Running Backward:**

Engines running backward with or without cars:	
Kirkwood and Lesperance St. Subdivs.....	25
Oak Hill and Carondelet Subdivs.....	20
Creve Coeur Subdiv.....	15
Engines not equipped with engine trucks must be moved tender forward in road movement.	

**3 (c). Through Turnouts and Crossovers, and Spring Switches:**

Through No. 10 turnouts and crossovers, entire train.....	10
Through No. 20 turnouts and crossovers, entire train.....	30
In straightaway movement when moving points of No. 10 Spring Switch.....	10
In straightaway movement when moving points of No. 20 Spring Switch.....	30
(In straightaway movement when lead wheels have passed over points of Spring Switches, normal speed may be resumed).	

**3 (d). Specific Locations Where Speed is Restricted:**

	Miles Per Hour	
	Consist "A"	Consists "B" "C" and "D"
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.....	Stop	Stop
Ballas Road Crossing, Mile Post 15, between Poles 34 and 35.....	Stop	Stop

**LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED AND RESUME SPEED SIGNS:**

Permissible Speed in Miles per hour	Southward				Northward			
	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
40	10	30	9	29	40	9	29	10	30

**Carondelet Subdiv.:**

10	23	6	23	19	10	23	18	23	6
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**Oak Hill Subdiv.:**

Northward					Southward				
20	10	5	9	27	20	9	20	10	0

SPECIAL INSTRUCTIONS

3 (e). Disabled Engines and Engines in Tow:	Miles Per Hour
Motor cars dead in tow..... (See Section 25 of Special Instructions in Pamphlet form).	50
<b>Diesel engines dead in tow:</b>	
Nos. 501 to 540.....	65
Nos. 800 to 815.....	30
T & P Nos. 2000 to 2007.....	98
Nos. 4100, 4101, 9000 to 9012, 9102 to 9119, 9150 to 9161, 9200 to 9206.....	35
Nos. 4102 to 4103.....	75
Nos. 7000 to 7013.....	98
No. 7100.....	90
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.	
<b>Steam engines dead in tow:</b>	
With side rods in position, main rods disconnected.....	35
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 the side rods down <b>ON AUTHORITY OF SUPERINTENDENT.</b>	
With part or all of side rods down.....	15
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
<b>Moving backward in tow: (Side Rods in position)</b>	
Kirkwood and Lesperance St. Subdivisions.....	25
Oak Hill and Carondelet Subdivisions.....	20
Creve Coeur Subdivision.....	15
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 they must be turned at first available point, <b>except that engines not equipped with engine trucks dead in tow must be moved tender forward.</b>	
<b>Disabled Engines:</b>	
With front drivers blocked.....	20
Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.	
Engines without full set of driving wheels, trucks or trailers may be moved to first siding to clear main track at speed not exceeding.....	6
Further movement must be authorized by Superintendent.	
Engines with all main rods, side rods, and pistons in position, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side.....	15

3 (f). Work Equipment, Derricks, Cranes, etc.:	Miles Per Hour
Wrecking cranes (self-propelling).....	25
Pile Drivers.....	25
Steam Shovels.....	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 nor 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 Train Speed Consist "A"
Bridge derrick cars shipped with boom disconnected must have boom disconnected at in-board 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
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.	

SPECIAL INSTRUCTIONS

3 (f). Work Equipment, Derricks, Cranes, etc. (Continued):

Miles Per Hour

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.

3 (f). (Concluded):

Miles Per Hour

Rail Unloaders..... Maximum Train Speed Consist "A"

Rail unloaders must have boom disconnected and stored on car.

Scale test cars must be handled next to caboose.... Maximum Train Speed Consist "A"

Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling Wrecking Cranes, Pile Drivers and Jordan Ditchers or Spreader-Ditchers must be restricted to five miles per hour less than such maximum train speed.

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

SPECIAL INSTRUCTIONS

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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.....	{ GRand 0500. MAin 1000.		
★Dr. O. B. Zeinert, Chief Surgeon.....	St. Louis, Mo.....	Grand and Shaw.....	{ GRand 0500..... MAin 1000.	34 Broadview Drive.....	Parkview 0674.
★★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.