

DIVISION OFFICERS

A. R. MILLER.....Terminal Superintendent.St. Louis, Mo.
H. JONES.....Assistant Superintendent.St. Louis, Mo.
J. D. WOODARD.....Assistant Superintendent.....Dupo, Ill.
H. J. HAVEN.....Trainmaster.....St. Louis, Mo.
J. L. TECKENBROCK..Trainmaster.....St. Louis, Mo.
C. H. SHERIDAN.....Actg. Road Foreman
of Engines.....St. Louis, Mo.
J. R. STEIGERRoad Foreman of Engines
.....St. Louis, Mo.
W. A. LEARMONT.....General Yardmaster,
Twenty-Third Street...St. Louis, Mo.
E. R. HUNTER.....General Yardmaster,
Lesperance 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

TIMETABLE No. 15

Effective 12:01 a. m. Monday, May 1, 1950

CENTRAL STANDARD TIME

Superseding Timetable No. 14, effective Oct. 31, 1948
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 6, THIS DIVISION
EFFECTIVE MAY 1, 1950.

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

R. C. WHITE, Chief Operating Officer.

C. A. FINK, General Manager.

L. A. GREGORY, General Superintendent Transportation.

S. HAMMER, General Superintendent.

SPECIAL INSTRUCTIONS

The following rules are repeated from the Uniform Code of Operating Rules for emphasis:

GENERAL NOTICE (in part): SAFETY is of the FIRST importance in the discharge of duty.

RULE B: Employes must have a proper understanding and working knowledge of and obey all rules and instructions in whatever form issued, applicable to or affecting their duties. If in doubt as to their meaning, employes must apply to the proper officer for an explanation.

When properly authorized, rules may be cancelled, superseded or changed by:

- (1) General Order,
- (2) Special instructions in the timetable or in pamphlet form,
- (3) Paster in the book of rules.

RULE E (in part): Employes must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employes is required for proper functioning under the rules and instructions.

RULE 107 (in part): Conductors and engineers must bring about cooperation between all members of the crew.

Both the conductor and engineer are responsible for the safety of the train and the observance of the rules.

Although engineers are under the direction of the conductor regarding the supervision of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

Where safety of trains and observance of rules are involved, brakemen and firemen are responsible to the extent of their ability to prevent accident or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

RULE 108: In case of doubt or uncertainty, the SAFE course MUST be taken.

RULE 101 (in part): Conductors and engineers must inform themselves of conditions, and during and after excessive rains, heavy storms, fogs, or any condition which may restrict visibility or affect condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY, and if in doubt of being able to proceed safely, train must be placed in siding until it is safe to proceed.

When storms, fogs or other conditions obscure track or signals from points where they are plainly seen under normal conditions, speed must be restricted to insure seeing and complying with indications or any and all signals, REGARDLESS OF LOSS OF TIME.

RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

The train dispatcher is in position to render valuable service in bringing about compliance with the rules; first, by habitually conforming to the rules in the daily performance of his own duties; second, by requiring compliance with the rules on the part of operators, trainmen and others with whom his duties bring him in daily contact; and, third, by immediately reporting any rule violation, any negligence of duty or any irregularity relating to the movement of trains and the handling and execution of train orders.

Train dispatcher must bear in mind that his more extended means of communication and consequent knowledge of conditions, gives him a point of view not available to any other person connected with train, engine or yard movements, and that it is his duty to impart that knowledge to others, when it will promote safety, or without sacrificing safety, will expedite movement of trains.

NOTE WELL AND REMEMBER:

1. No officer or employe has the authority to violate a rule.
2. No officer or employe has the authority to tell anyone to violate a rule.



General Manager

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.



Chief Operating Officer.

EXPLANATION OF STOPS

- s*—Regular stop.
- f*—Stop on signal for passengers, mail, baggage and express.
- a*—Stop on signal to receive or discharge revenue passengers.
- b*—Stop on signal to receive revenue passengers.
- c*—Stop on signal to discharge revenue passengers.

EXPLANATION OF CHARACTERS

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

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

KIRKWOOD SUBDIV.—ST. LOUIS TO KIRKWOOD

Station Numbers	Miles from St. Louis — Seventh Street	TIMETABLE No. 15 MAY 1, 1950	TRAINS—WESTWARD							
			FIRST CLASS							
			7	3		5	15	25	11	35
		STATIONS	Passenger Daily	Passenger Daily		Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily Ex. Sat. and Sun.
.....	0.53	CS. UNION STATION.....	12 45AM	7 22AM		8 50AM	1 52PM	2 00PM	4 00PM	4 25PM
1	1.37	23rd STREET LS. WABASH JCT..... \$								
.....	2.36	S. L. S. F. CROSSING.....								
.....	2.38	LS. GRAND AVENUE.....	12 52	7 27		8 55	1 57	2 06	4 05	4 30
3	3.52	LS. TOWER GROVE.....	\$ 12 54	\$ 7 30		\$ 8 58	\$ 2 00	\$ 2 09	\$ 4 07	\$ 4 33
.....	3.61	P. TOWER GROVE JCT. ...	12 55AM	7 31AM		8 59	2 01	2 10PM	4 08	4 34
6a	6.79	P. ELLENDALE.....								\$ 4 40
7	7.24	P. MAPLEWOOD.....								\$ 4 41
8a	8.23	EDGEBROOK.....								\$ 4 43
.....	8.42	P. LAKE JCT.				9 04	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.....							b 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..... W				b 9 10AM	a 2 12PM		b 4 20PM	\$ 5 05PM
		13.48	Daily	Daily		Daily	Daily	Daily	Daily	Daily Ex. Sat. and Sun.

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

Station Numbers	Miles from St. Louis — Seventh Street	TIMETABLE No. 15 MAY 1, 1950	TRAINS—SOUTHWARD								
			FIRST CLASS								SECOND CLASS
			7	3		25	21	1	31	37	199
		STATIONS	Passenger Daily	Passenger Daily		Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Mail-Express Daily	Local Freight Daily Ex. Sunday
.....	3.61	P. TOWER GROVE JCT. ...	12 55AM	7 31AM		2 10PM	5 43PM	5 45PM	5 47PM	9 39PM	
.....	3.71	S. L. S. F. CROSSING.....									
GL 3	6.22	P. OAK HILL.....									
GL3a	6.72	P. CHIPPEWA STREET.....									
.....	9.70	P. IVORY AVE. WYE..... Y	1 07	7 42		2 21	5 53	5 55	5 58	9 50	
.....	10.19	P. BROADWAY JCT.	1 08	7 43		2 22	5 54	5 56	5 59	9 51	12 52PM
GL 7	10.25	P. BROADWAY.....	a 1 09	s 7 45		a 2 24	5 56	5 58	6 01	9 53	f 12 53PM
.....	10.64	CS. DAVIS STREET JCT. ...	1 10AM	7 47AM		2 26PM	5 58PM	6 00PM	6 03PM	9 55PM	
		7.03	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday

KIRKWOOD SUBDIV.—KIRKWOOD TO ST. LOUIS

Siding Capacity in Cars	Miles from St. Louis — Seventh Street	TIMETABLE No. 15 MAY 1, 1950	TRAINS—EASTWARD							
			FIRST CLASS							
			36	10	20	32	2	22	12	
STATIONS			Passenger Daily Ex. Sat. and Sun.	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	
Yd.	0.53	CS. ST. LOUIS UNION STATION.....	6 57AM	7 28AM	8 05AM	7 53AM	8 12AM	8 20AM	12 01PM	
		0.84 23rd STREET								
	1.37	LS. WABASH JCT.....								
	2.36	S. L. S. F. CROSSING.....								
		0.02								
Yd.	2.38	LS. GRAND AVENUE.....	6 41	7 14	7 47	7 32	7 58	8 06	11 47AM	
Yd.	3.52	LS. TOWER GROVE.....	s 6 39	s 7 11	s 7 45	s 7 30	s 7 56	s 8 05	s 11 44	
Yd.	3.61	P. TOWER GROVE JCT.....	6 38	7 10	7 44	7 28AM	7 55AM	8 02AM	11 43	
		3.18								
	6.79	P. ELLENDALE.....	f 6 34							
		0.45								
	7.24	P. MAPLEWOOD.....	s 6 33	s 7 00	c 7 39					
		0.99								
	8.23	EDGEBROOK.....								
		0.19								
	8.42	P. LAKE JCT.....	6 30	6 54	7 37				11 37	
		0.07								
	8.49	LAKE JCT. STATION.....	s 6 29							
		0.81								
	9.30	TUXEDO PARK.....	s 6 27							
		0.47								
	9.77	WEBSTER PARK.....	s 6 26							
		0.37								
	10.14	P. WEBSTER GROVES.....	s 6 24	s 6 50	7 35					
		1.01								
	11.15	ALGONQUIN.....	s 6 22							
		0.55								
	11.70	GLENDALE.....	s 6 20							
		0.52								
	12.22	OAKLAND.....	s 6 18							
		0.71								
	12.93	P. WOODLAWN.....	s 6 16	6 46	7 31				11 32	
		0.19								
	13.12	P. WOODLAWN JCT.....								
		0.36								
Yd.	13.48	CS. KIRKWOOD.....	s 6 15AM	s 6 45AM	s 7 30AM				c 11 31AM	
		13.48								
			Daily Ex. Sat. and Sun.	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	TIMETABLE No. 15 MAY 1, 1950	TRAINS—NORTHWARD							SECOND CLASS
			FIRST CLASS							190 Local Freight
			32	2	22	26	4	8		Daily Ex. Sunday
STATIONS			Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	
	3.61	P. TOWER GROVE JCT.....	7 28AM	7 55AM	8 02AM	11 15AM	5 09PM	10 36PM		
		0.10								
	3.71	S. L. S. F. CROSSING.....								
		2.51								
	6.22	P. OAK HILL.....								
		0.50								
	6.72	P. CHIPPEWA STREET.....								
		2.98								
	9.70	P. IVORY AVE. WYE.....	7 17	7 44	7 52	11 03	4 54	10 25		
		0.49								
	10.19	P. BROADWAY JCT.....	7 16	7 43	7 51	11 01	4 53	10 24	6 12AM	
		0.06								
	10.25	P. BROADWAY.....	7 15	7 42	7 50	a 11 00	f 4 52	a 10 23	f 6 10AM	
		0.39								
	10.64	CS. DAVIS STREET JCT.....	7 14AM	7 41AM	7 49AM	10 59AM	4 50PM	10 21PM		
		7.03								
			Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	

KIRKWOOD SUBDIV.—ST. LOUIS TO KIRKWOOD

Station Numbers	Miles from St. Louis — Seventh Street	TIMETABLE No. 15 MAY 1, 1950	TRAINS—WESTWARD						
			FIRST CLASS						
			19	21	1	31	37	9	
STATIONS			Passenger	Passenger	Passenger	Passenger	Mail-Express	Passenger	
			Daily	Daily	Daily	Daily	Daily	Daily	
.....	0.53	CS... UNION STATION.....	5 02PM	5 32PM	5 34PM	5 36PM	9 30PM	11 50PM	
1	1.37	LS... 23rd STREET WABASH JCT.....							
.....	2.36	.....S. L. S. F. CROSSING.....							
.....	2.38	LS... GRAND AVENUE.....	5 07	5 38	5 41	5 43	9 35	11 55	
3	3.52	LS... TOWER GROVE.....	\$ 5 10	\$ 5 41	\$ 5 44	\$ 5 46	9 38	\$ 11 58	
.....	3.61	P... TOWER GROVE JCT.....	5 11	5 43PM	5 45PM	5 47PM	9 39PM	11 59PM	
6a	6.79	P... ELLENDALE.....							
7	7.24	P... MAPLEWOOD.....							
8a	8.23	.....EDGEBROOK.....							
.....	8.42	P... LAKE JCT.....	5 18					12 06AM	
8	8.49	.....LAKE JCT. STATION.....							
9	9.30	.....TUXEDO PARK.....							
9a	9.77	.....WEBSTER PARK.....							
10	10.14	P... WEBSTER GROVES.....	b 5 22						
11	11.15	.....ALGONQUIN.....							
11a	11.70	.....GLENDALE.....							
12	12.22	.....OAKLAND.....							
12a1	12.93	P... WOODLAWN.....						12 14	
.....	13.12	P... WOODLAWN JCT.....							
13	13.48	CS... KIRKWOOD..... W	b 5 30PM					b 12 19AM	
13.48			Daily	Daily	Daily	Daily	Daily	Daily	

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

Station Numbers	Miles from St. Louis — Plum Street	TIMETABLE No. 15 MAY 1, 1950	TRAINS—SOUTHWARD						
			FIRST CLASS						
			7	3	25	21	1	31	37
STATIONS			Passenger	Passenger	Passenger	Passenger	Passenger	Mail-Express	
			Daily	Daily	Daily	Daily	Daily	Daily	
X 1	1.10	P... LESPERANCE ST..... W							
X 6	6.31	P... ROBERT AVENUE WYE.....							
.....	6.80	CS... DAVIS STREET JCT.....	1 10AM	7 47AM	2 26PM	5 58PM	6 00PM	6 03PM	9 55PM
X7a	7.36	P... IVORY..... W	1 11	7 49	2 27	5 59	6 01	6 05	9 56
X10	9.54	LS... JEFFERSON BARRACKS	1 14AM	7 52AM	2 30PM	6 02PM	6 05PM	6 10PM	10 00PM
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	TIMETABLE No. 15 MAY 1, 1950		TRAINS—EASTWARD						
				FIRST CLASS						
				26	4		6	14	8	
STATIONS		Passenger	Passenger		Passenger	Passenger	Passenger			
		Daily	Daily		Daily	Daily	Daily			
Yd.	0.53	CS... UNION STATION.....	11 35AM	5 30PM	.....	5 40PM	10 05PM	11 00PM	.....	.....
.....	1.37	LS... WABASH JCT.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	2.36	..... S. L. S. F. CROSSING.....	.....	.....	.....	.....	.....	.....	.....	.....
Yd.	2.38	LS... GRAND AVENUE.....	11 19	5 13	.....	5 26	9 50	10 40	.....	.....
Yd.	3.52	LS... TOWER GROVE.....	\$ 11 16	\$ 5 10	.....	\$ 5 23	\$ 9 47	\$ 10 37	.....	.....
Yd.	3.61	P... TOWER GROVE JCT.....	11 15AM	5 09PM	.....	5 22	9 46	10 36PM	.....	.....
.....	6.79	P... ELLENDALE.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	7.24	P... MAPLEWOOD.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	8.23	..... EDGEBROOK.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	8.42	P... LAKE JCT.....	.....	.....	.....	5 16	9 41	.....	.....	.....
.....	8.49	..... LAKE JCT. STATION.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	9.30	..... TUXEDO PARK.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	9.77	..... WEBSTER PARK.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	10.14	P... WEBSTER GROVES.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	11.15	..... ALGONQUIN.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	11.70	..... GLENDALE.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	12.22	..... OAKLAND.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	12.93	P... WOODLAWN.....	.....	.....	.....	5 11	9 36	.....	.....	.....
.....	13.12	P... WOODLAWN JCT.....	.....	.....	.....	.....	.....	.....	.....	.....
Yd.	13.48	CS... KIRKWOOD..... W	.....	.....	.....	c 5 10PM	c 9 35PM	.....	.....	.....
		13.48	Daily	Daily		Daily	Daily	Daily		

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

Siding Capacity in Cars	Miles from St. Louis—Plum Street	TIMETABLE No. 15 MAY 1, 1950		TRAINS—NORTHWARD						
				FIRST CLASS						
				32	2		22	26	4	8
STATIONS		Passenger	Passenger		Passenger	Passenger	Passenger	Passenger		
		Daily	Daily		Daily	Daily	Daily	Daily		
Yd.	1.10	P... LESPERANCE ST..... W\$	.....	.....	.....	.....	.....	.....	.....	.....
.....	6.31	P... ROBERT AVENUE WYE.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	6.80	CS... DAVIS STREET JCT.....	7 14AM	7 41AM	.....	7 49AM	10 59AM	4 50PM	10 21PM	.....
.....	7.36	P... IVORY..... W\$	7 13	7 40	.....	7 48	10 58	4 48	10 19	.....
.....	9.54	LS... JEFFERSON BARRACKS	7 10AM	7 37AM	.....	7 45AM	10 55AM	4 45PM	10 16PM	.....
		8.44	Daily	Daily		Daily	Daily	Daily	Daily	

KIRKWOOD SUBDIV.—ST. LOUIS TO KIRKWOOD

		TIMETABLE No. 15 MAY 1, 1950		TRAINS—WESTWARD							
				SECOND CLASS							
Station Numbers	Miles from St. Louis — Seventh Street			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	ST. LOUIS UNION STATION									
	1.37	23rd STREET LS... WABASH JCT..... \$		1 30AM	3 00AM		2 00PM	7 00PM	7 30PM	9 30PM	
	2.36	S. L. S. F. CROSSING...									
	2.38	LS... GRAND AVENUE.....		1 40	3 10		2 10	7 10	7 40	9 40	
	3.52	LS... TOWER GROVE.....									
	3.61	P... TOWER GROVE JCT...		1 45	3 15		2 15	7 15	7 45	9 45	
6a	6.79	P... ELLENDALE.....									
7	7.24	P... MAPLEWOOD.....									
8a	8.23	EDGEBROOK.....									
	8.42	P... LAKE JCT.....		1 55	3 20		10 28AM	2 25	7 25	7 55	9 55
8	8.49	LAKE JCT. STATION...									
9	9.30	TUXEDO PARK.....									
9a	9.77	WEBSTER PARK.....									
10	10.14	P... WEBSTER GROVES...					10 43				
11	11.15	ALGONQUIN.....									
11a	11.70	GLENDALE.....									
12	12.22	OAKLAND.....									
12a1	12.93	P... WOODLAWN.....		2 08	3 33		10 53	2 38	7 38	8 08	10 08
	13.12	P... WOODLAWN JCT.....									
13	13.48	CS... KIRKWOOD..... W		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

		TIMETABLE No. 15 MAY 1, 1950		TRAINS—SOUTHWARD				
				SECOND CLASS				
Station Numbers	Miles from St. Louis — Plum Street			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	7 30AM		6 20PM	
X 6	6.31	P... ROBERT AVENUE WYE...		6 05AM	7 50		6 40	
	6.80	CS... DAVIS STREET JCT...			7 52		6 42	
X 7a	7.36	P... IVORY... W \$			7 54		6 44	
X 10	9.54	LS... JEFFERSON BARRACKS			8 00AM		6 48PM	
	8.44			Daily Ex. Sunday	Daily Ex. Sunday		Daily	

KIRKWOOD SUBDIV.—KIRKWOOD TO ST. LOUIS

Siding Capacity in Cars Miles from St. Louis — Seventh Street		TIMETABLE No. 15 MAY 1, 1950		TRAINS—EASTWARD									
				SECOND CLASS									
				80 Red Ball Freight Daily	68 Red Ball Freight Daily		70 Red Ball Freight Daily	196 Local Freight Daily Ex. Sunday	66 Red Ball Freight Daily	90 Local Freight Daily Ex. Sunday	62 Red Ball Freight Daily		
STATIONS													
Yd.	0.53	CS... ST. LOUIS UNION STATION											
		0.84 23rd STREET											
	1.37	LS... WABASH JCT. \$	3 00AM	5 30AM		6 30AM		10 00AM	2 30PM	8 00PM			
		0.99 S. L. S. F. CROSSING											
	2.36												
		0.02 GRAND AVENUE											
Yd.	2.38	LS... GRAND AVENUE.....	9 23PM	2 34		4 19		8 30	2 10	3 23			
		1.14 TOWER GROVE											
Yd.	3.52	LS... TOWER GROVE.....											
		0.09 TOWER GROVE JCT.											
Yd.	3.61	P... TOWER GROVE JCT.	9 18	2 30		4 15		8 25	2 05	3 18			
		3.18 ELLENDALE											
	6.79	P... ELLENDALE.....											
		0.45 MAPLEWOOD											
	7.24	P... MAPLEWOOD.....											
		0.99 EDGEBROOK											
	8.23	..... EDGEBROOK.....											
		0.19 LAKE JCT.											
	8.42	P... LAKE JCT.....	9 10	2 15		4 00		8 35AM	8 10	1 55	3 10		
		0.07 LAKE JCT. STATION											
	8.49	..... LAKE JCT. STATION.....											
		0.81 TUXEDO PARK											
	9.30	..... TUXEDO PARK.....											
		0.47 WEBSTER PARK											
	9.77	..... WEBSTER PARK.....											
		0.37 WEBSTER GROVES						8 10					
	10.14	P... WEBSTER GROVES.....											
		1.01 ALGONQUIN											
	11.15	..... ALGONQUIN.....											
		0.55 GLENDALE											
	11.70	..... GLENDALE.....											
		0.52 OAKLAND											
	12.22	..... OAKLAND.....											
		0.71 WOODLAWN											
	12.93	P... WOODLAWN.....	9 02	2 02		3 47		7 59	8 02	1 52	3 02		
		0.19 WOODLAWN JCT.											
	13.12	P... WOODLAWN JCT.....											
		0.36 KIRKWOOD											
Yd.	13.48	CS... KIRKWOOD..... W	9 00PM	2 00AM		3 45AM		7 55AM	8 00AM	1 50PM	3 00PM		
			Daily	Daily		Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily			

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

Siding Capacity in Cars Miles from St. Louis — Plum Street		TIMETABLE No. 15 MAY 1, 1950		TRAINS—NORTHWARD									
				SECOND CLASS									
				198 Local Freight Daily Ex. Sunday	96 Local Freight Daily Ex. Sunday		368 Red Ball Freight Daily						
STATIONS													
Yd.	1.10	P... LESPERANCE ST. W \$	1 20PM	2 15PM		6 30PM							
		5.21 ROBERT AVENUE WYE...											
	6.31	P... ROBERT AVENUE WYE...	12 58PM	1 35		4 50							
		0.49 DAVIS STREET JCT.											
	6.80	CS... DAVIS STREET JCT.		1 30		4 45							
		0.56 IVORY											
	7.36	P... IVORY..... W \$		1 25		4 40							
		2.18 JEFFERSON BARRACKS											
	9.54	LS... JEFFERSON BARRACKS.....		1 20PM		4 30PM							
			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	TIMETABLE No. 15 MAY 1, 1950		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	TIMETABLE No. 15 MAY 1, 1950		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
7 02	17.76	P.....	TESSON	GH 5		12 10
f 7 05	16.63	.....	GRANT	GH 4	22	f 12 05PM
f 7 15	13.97	P.....	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	W	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 with all passenger cars of any type; or Diesel engines with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.

CONSIST "C".....Diesel engines with streamlined—HIGH center of gravity cars (equipped with electro-pneumatic brakes, tightlock couplers and roller bearing trucks), with or without one or more streamlined—LOW center of gravity cars. Passenger cars MP 6330, 6331, 6332, 6333, 6334, 6335 and 6336, Sleepers Shrine Tower, Beacon Tower, and Temple Tower, and Diner 10242 are Streamlined HIGH center of gravity cars.

CONSIST "D".....Diesel engines with Streamlined, lightweight—LOW center of gravity cars only. MP passenger cars of the 700 and 800 series, Sleepers with "Eagle" and "Cascade" prefix or "River" suffix and Rock Island Sleepers with "Golden" prefix are Streamlined—LOW center of gravity cars.

SUBDIVISION	MILES PER HOUR								
	Consist "A"		Consist "B"		Consist "C"			Consist "D"	
	Track without slow speed signs	Track without 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	Curves with slow speed signs	
Kirkwood:									
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		30	30		
Lesperance St.:					slow speed			shown on	
Between Lesperance St. and Davis St.....	30	30	30	30		30	30	slow speed	
Between Davis St. and Jefferson Barracks...	45	60	65	65	signs	65	65		
Carondelet	25	25	25	25		25	25	signs	

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.

MISSOURI PACIFIC ENGINES				GCL AND IGN ENGINES			
Numbers	MPH	Numbers	MPH	Numbers	MPH	Numbers	MPH
1 to 173.....	60	4100 and 4101(D)...	35	301 to 389.....	50		
201 to 208(D)...	65	4102 and 4103(D)...	75	525 to 560(D)...	65		
301 to 330(D)...	65	4104 to 4111(D)...	65	595 to 618(D)...	65		
402 to 486.....	45	4124 to 4149(D)...	65	812 to 815(D)...	30		
501 to 524(D)...	65	5308 to 5316.....	80	941 to 948.....	45		
561 to 594(D)...	65	5321 to 5327.....	90	1011 to 1030.....	55		
800 to 811(D)...	30	5335 to 5344.....	80	1031 to 1073.....	53		
1201 to 1280.....		6001.....	90	1101 to 1110.....	55		
Psgr. Service....	55	6401 to 6444.....	80	1111 to 1125.....	63		
Frt. Service.....	63	6501 to 6512.....	70	1151 to 1161.....	80		
1301 to 1325.....		6601 to 6629.....	80	4112 to 4123(D)...	65		
Psgr. Service....	55	7000 to 7006(PD)...	98	7007 to 7009(PD)...	98		
Frt. Service.....	63	7010 and 7011(PD)...	98	7012 and 7013(PD)...	98		
1401 to 1571.....		7014 to 7021(PD)...	98	8011 and 8012(PD)...	98		
Psgr. Service....	55	7100(PD).....	90	9148 to 9161(D)...	35		
Frt. Service.....	63	8001 to 8010(PD)...	98	9162 to 9169(D)...	60		
1701 to 1714.....	55	9000 to 9012(D)...	35	9200 to 9206(D)...	35		
1715 to 1719.....	50	9102 to 9122(D)...	35				
1720 to 1729.....	63	9123 to 9146(D)...	60	T&P ENGINES			
1803 to 1817.....	45	9301 to 9320.....	25	1500 to 1519(D)...	65		
2101 to 2125.....	90	9414 to 9468.....	25	2000 to 2009(PD)...	98		
2201 to 2215.....	90	9601 to 9604.....	25	Motor Cars:			
2321 to 2389.....	55	9701 to 9785.....	25	Gas-electric			
				passenger.....60			
				Passenger motor			
				car No. 670 with			
				mechanical drive 70			

D—Diesel. PD—Passenger Diesel.

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.....	15
Through Nos. 15, 16 and 20 turnouts and crossovers, entire train.....	30
In straightaway movement when moving points of No. 10	
Spring Switch.....	15
In straightaway movement when moving points of Nos. 15, 16 and 20 Spring Switches.....	30
(In straightaway movement when lead wheels have passed over points of Spring Switches, normal speed may be resumed).	
Through No. 20 equilateral turnouts, entire train.....	50

SPECIAL INSTRUCTIONS

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

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED 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
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

3-E. Trains Handling Disabled Engines and Engines in Tow:

Diesel Engines and Motor Cars dead in tow:

Road or Switch, with trucks and traction motors in good running condition.....

Maximum Train Speed, or Maximum Engine Speed for particular engine in tow, whichever is lower (See Item 2-B)

Road or Switch, with trucks or parts of same not in good running condition.....

As Authorized By Superintendent

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. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

3-E. Concluded:

Steam engines dead in tow:

	Miles Per Hour
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 ON AUTHORITY OF SUPERINTENDENT.	
With part or all of side rods down.....	15
With all side rods, main rods and pistons in position, front cylinder heads and back cylinder cocks removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders.....	40

Moving backward in tow: (Side Rods in position)

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, except that engines not equipped with engine trucks dead in tow must be moved tender forward.

Disabled Engines:

With all or part of side rods down.....	15
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
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With flat spots 3" or more on driving tires, MAINTAIN SPEED.....	20
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3-F. Trains Handling Work Equipment, Derricks, Cranes, etc.:

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.

SPECIAL INSTRUCTIONS

3-F. Trains Handling Work Equipment, Derricks, Cranes, etc.—Continued	Miles Per Hour
Bridge Derrick-Pile Driver (combination machine).	25
<p>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.</p>	
American Ditchers (self-propelling).....	25
<p>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. Side rods and cranks must be removed from trucks.</p>	
Locomotive Cranes or Clam Shells.....	25
<p>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.</p>	
American Ditchers, loaded on flat cars.....	25
Yard (clam shell) and "Burro" Cranes, loaded on flat cars.....	25

3-F. Concluded:	Miles Per Hour
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Jordan Spreaders and Spreader-Ditchers.....	25
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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.

Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling above work equipment must be restricted to five miles per hour less than such maximum freight train speed.

Wrecking Cranes (self-propelling):

The speed of trains handling wrecking cranes (self-propelling) shall be restricted according to maximum permissible speed of freight trains, Consist "A", thus:

Maximum Freight Train Speed	Permissible Speed When Handling Self-propelled Wrecking Cranes
MPH	MPH
15	10
20	15
25	15
30	20
35	20
40	25
45	30
49	30
50	30
55	35

Rail Unloaders.....	Maximum Train Speed Consist "A"
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Rail unloaders must have boom disconnected and stored on car.

Scale Test Cars must be handled next to caboose..	Maximum Train Speed Consist "A"
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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 all Applicants.
 ★★Medical Examiners for Examination of Applicants not required to take color perception tests.