

DIVISION OFFICERS

H. JONES.....Superintendent.....St. Louis, Mo.
L. V. HOBBS.....Assistant Superintendent....St. Louis, Mo.
V. R. ADKINS.....Assistant Superintendent.....Dupo, Ill.
B. S. GREER.....Trainmaster.....St. Louis, Mo.
H. J. HERRMANN...Trainmaster.....St. Louis, Mo.
W. A. LEARMONT...Trainmaster.....St. Louis, Mo.
J. R. STEIGER.....Road Foreman of
Engines.....St. Louis, Mo.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

ST. LOUIS TERMINAL DIVISION

TIMETABLE No. 22

Effective 12:01 a. m. Sunday, August 15, 1954

CENTRAL STANDARD TIME

Superseding Timetable No. 21, effective July 11, 1954,
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 7, THIS DIVISION
EFFECTIVE DECEMBER 1, 1952.

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

R. P. HART, Chief Operating Officer.

L. A. GREGORY, Assistant Chief Operating Officer and
General Superintendent Transportation.

W. H. BAILEY, Assistant General Superintendent
Transportation.

R. JOHNSON, General Manager.

M. L. SMITH, Assistant General Manager.

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When properly authorized, rules may be cancelled, superseded or changed by: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

When 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 of 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 give 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.

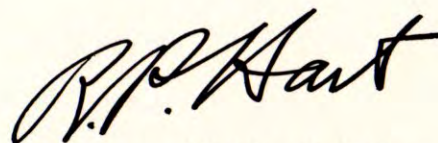
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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

- ⓑ—Radio Base Station.
e—Eastward.
 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 General 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

ARBITRARY HOLDS — PASSENGER TRAINS

STATION	Train Number	Hold for Train	Hold Until	Hold If on Time	REMARKS
St. Louis.....	Mo. Pac.....5	All connecting lines	9:05 a. m.	15 Min.	For revenue passengers.
"	".....15	"	2:25 p. m.	15 Min.	For revenue passengers.
"	".....15	N. Y. C.....41	2:25 p. m.	15 Min.	For passing cars of storage mail.
"	".....11	P. R. R.....31			
"	".....31	All connecting lines	4:15 p. m.	15 Min.	For revenue passengers.
"	".....1, 21	"	5:30 p. m.	15 Min.	For revenue passengers.
"	".....1, 21	All connecting lines			For revenue passengers, when by holding can depart by 6:10 p. m.
"	".....1, 21	P. R. R.....3	6:10 p. m.		For through equipment; when reported later than 6:10 p. m. each case will be handled on its merits.
"	".....1, 21	B. & O.....1			
Tower Grove....	".....31	Mo. Pac.....6	5:39 p. m.	15 Min.	For revenue passengers.
"	".....1	".....6	6:10 p. m.	29 Min.	For revenue passengers destined to points beyond Texarkana, where train is scheduled to stop.
"	".....21	".....6	6:10 p. m.	27 Min.	
St. Louis.....	".....9	P. R. R.....11			a. When PRR 11 and NYC 407, or sections thereof, are reported to arrive St. Louis by 11:30 p. m., or 1 hr. 35 mins. and 15 mins. late, respectively, No. 9 will hold for connection and run in one section.
"	".....9	N. Y. C.....407			b. When either or both PRR 11 and NYC 407, or sections thereof, are reported to arrive St. Louis after 11:30 p. m., and not later than 1:00 a. m., a second section of No. 9 will be operated.
"	".....9	All connecting lines	12:05 a. m.	15 Min.	c. If more than sixteen cars, operate in two sections.
"	C. B. & Q.....43	Mo. Pac. 2,10,22&32			For revenue passengers or newspapers from St. Louis.
"	P. R. R.....4	" 2,10,22&32			Each case will be handled on its merits by CB&Q Depot Passenger Agent.
"	N. Y. C.....12	" 2,10,22&32			Each case will be handled on its merits by PRR Asst. to Gen. Mgr., St. Louis.
"	P. R. R.....66	" 2,10,22&32			Each case will be handled on its merits by NYC Depot Passenger Agent.
"	B. & O.....2	" 2,10,22&32			Each case will be handled on its merits by PRR Asst. to Gen. Mgr., St. Louis.
"	L. & N.....51	" 2,10,22&32	8:40 a. m.	10 Min.	Each case will be handled on its merits by B&O Supt. Transportation, Cincinnati.
"	G. M. & O.....2	" 2,10,22&32	9:10 a. m.	12 Min.	For revenue passengers.
"	Wabash.....4	" 2,10,22&32	9:15 a. m.	15 Min.	For revenue passengers.
"	Wabash.....24	" 2,10,22&32	9:10 a. m.	15 Min.	For revenue passengers destined Decatur, Ill. and East thereof. Each case of passing cars or larger groups of passengers requiring longer hold than 15 min. will be handled on its merits.
"	I. C.....22	" 2,10,22&32	9:15 a. m.	15 Min.	For revenue passengers destined Chicago.
"	Wabash.....10	".....26	12:15 p. m.	15 Min.	For revenue passengers.
"	P. R. R.....30	".....12			For revenue passengers destined Chicago and beyond.
"	N. Y. C.....24	".....12			Each case will be handled on its merits by PRR Asst. to Gen. Mgr.
"	B. & O.....4	".....12	1:45 p. m.	20 Min.	Each case will be handled on its merits by NYC Depot Passenger Agent.
"	N. Y. C.....40	".....4 & 6			For revenue passengers.
"	P. R. R.....32	".....4 & 6	6:40 p. m.	10 Min.	Each case will be handled on its merits by NYC Passenger Agent.
"	Wabash.....2	".....4 & 6	6:30 p. m.	15 Min.	For passengers destined Indianapolis and beyond.
"	N. K. P.....10	".....4 & 6	6:12 p. m.	10 Min.	For passengers destined Decatur, Ill. and beyond.
"	L. & N.....55	".....14	10:40 p. m.	10 Min.	For revenue passengers destined to points west of Cleveland, Ohio. Will hold 20 min. for revenue passengers destined to points Cleveland, Ohio, and beyond.
"	P. R. R.....6	".....8	11:20 p. m.	15 Min.	For revenue passengers.
"	C. B. & Q.....1	".....8 & 14			For revenue passengers.
"	B. & O.....12	".....8 & 14	11:49 p. m.	15 Min.	Each case will be handled on its merits by CB&Q Depot Passenger Agent.
"	G. M. & O.....8	".....8	12:01 a. m.	16 Min.	For revenue passengers.
"	".....8	".....14	12:01 a. m.	16 Min.	For Hot Springs-Chicago sleeping car. In case it is necessary to hold beyond 12:01 a. m., each case will be handled on its merits by GM&O Passenger Traffic Manager, St. Louis.
"	Wabash.....18	".....8 & 14	11:45 p. m.	15 Min.	For revenue passengers.
"	N. Y. C.....446	".....14			For revenue passengers, any longer hold will be at the discretion of the Wabash Depot Passenger Agent.
					Each case will be handled on its merits by NYC Depot Passenger Agent.

KIRKWOOD SUBDIV.—ST. LOUIS TO KIRKWOOD

Station Numbers	Miles from St. Louis — Seventh Street	TIMETABLE No. 22 AUGUST 15, 1954	TRAINS—WESTWARD								
			FIRST CLASS								
			7	5		3	25	15	11	35	
STATIONS			Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	Daily Ex. Sat. and Sun.
			Daily	Daily		Daily	Daily	Daily	Daily	Daily	
.....	0.53	CS.. ST. LOUIS UNION STATION.....	12 45AM	8 50AM	.....	10 00AM	2 00PM	2 10PM	4 00PM	4 25PM	.....
1	1.37	LS.. 23rd STREET..... \$@									
	2.36	WABASH JCT.....									
	2.38	S. L. S. F. CROSSING.....									
.....	2.38	LS.. GRAND AVENUE.....	12 52	8 55	.....	10 06	2 06	2 15	4 05	4 30	.....
3	3.52	P... TOWER GROVE.....	\$ 12 54	\$ 8 58	.....	\$ 10 09	\$ 2 09	\$ 2 18	\$ 4 07	\$ 4 33	.....
.....	3.61	P... TOWER GROVE JCT...	12 55AM	8 59	.....	10 11AM	2 10PM	2 19	4 08	4 34	.....
6a	6.79	ELLENDALE.....								\$ 4 40	.....
7	7.24	P... MAPLEWOOD.....								\$ 4 41	.....
8a	8.23	EDGEBROOK.....								\$ 4 43	.....
.....	8.42	P... LAKE JCT.....		9 04	.....			2 24	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.....								\$ 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.....		b 9 10AM	.....			b 2 30PM	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. 22 AUGUST 15, 1954	TRAINS—SOUTHWARD								
			FIRST CLASS							SECOND CLASS	
			7	3		25	31	21	1	37	199
STATIONS			Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Mail-Express	Local Freight
			Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday
.....	3.61	P. TOWER GROVE JCT.....	12 55AM	10 11AM	.....	2 10PM	5 26PM	5 43PM	5 45PM	10 29PM	.....
.....	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	10 21	.....	2 21	5 36	5 53	5 55	10 40	.....
.....	10.19	P... BROADWAY JCT.....	1 08	10 22	.....	2 22	5 37	5 54	5 56	10 41	12 52PM
GL 7	10.25	P... BROADWAY.....	a 1 09	s 10 24	.....	a 2 24	5 39	5 56	5 58	10 43	f 12 53PM
.....	10.64	CS.. DAVIS STREET JCT...	1 10AM	10 26AM	.....	2 26PM	5 41PM	5 58PM	6 00PM	10 45PM	.....
	7.03		Daily	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. 22 AUGUST 15, 1954	TRAINS—WESTWARD					
			FIRST CLASS					
			31		21	1	37	9
STATIONS			Passenger		Passenger	Passenger	Mail-Express	Passenger
			Daily		Daily	Daily	Daily	Daily
	0.53	CS. UNION STATION.....	5 15PM		5 32PM	5 34PM	10 20PM	11 50PM
1	1.37	LS. 23rd STREET..... \$						
	2.36	WABASH JCT.....						
	2.38	S. L. S. F. CROSSING.....						
3	3.52	LS. GRAND AVENUE.....	5 21		5 38	5 40	10 25	11 55
	3.61	P. TOWER GROVE.....	\$ 5 24		\$ 5 41	\$ 5 43	10 28	\$ 11 58
6a	6.79	P. TOWER GROVE JCT.....	5 26PM		5 43PM	5 45PM	10 29PM	11 59PM
7	7.24	ELLENDALE.....						
8a	8.23	P. MAPLEWOOD.....						
	8.42	EDGEBROOK.....						
8	8.49	P. LAKE JCT.....					12 04AM	
9	9.30	LAKE JCT. STATION.....						
9a	9.77	TUXEDO PARK.....						
10	10.14	WEBSTER PARK.....						
11	11.15	P. WEBSTER GROVES.....						
11a	11.70	ALGONQUIN.....						
12	12.22	GLENDALE.....						
12a1	12.93	OAKLAND.....						
	13.12	P. WOODLAWN.....						
	13.48	P. WOODLAWN JCT.....						b 12 12AM
		CS. KIRKWOOD.....						
	13.48		Daily		Daily	Daily	Daily	Daily

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

Station Numbers	Miles from St. Louis — Plum Street	TIMETABLE No. 22 AUGUST 15, 1954	TRAINS—SOUTHWARD							
			FIRST CLASS							
			7	3		25	31	21	1	37
STATIONS			Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Mail-Express
			Daily	Daily		Daily	Daily	Daily	Daily	Daily
X 1	1.10	P. LESPERANCE ST..... \$								
X 6	6.31	P. ROBERT AVENUE WYE.....								
	6.80	CS. DAVIS STREET JCT.....	1 10AM	10 26AM		2 26PM	5 41PM	5 58PM	6 00PM	10 45PM
X7a	7.36	P. IVORY..... @	1 11	10 28		2 27	5 43	6 00	6 02	00 46
X10	9.54	LS. JEFFERSON BARRACKS	1 14AM	10 30AM		2 30PM	5 45PM	6 02PM	6 04PM	10 50PM
	8.44		Daily	Daily		Daily	Daily	Daily	Daily	Daily

KIRKWOOD SUBDIV.—KIRKWOOD TO ST. LOUIS

7

Siding Capacity in Cars	Miles from St. Louis — Seventh Street	TIMETABLE No. 22 AUGUST 15, 1954		TRAINS—EASTWARD							
				FIRST CLASS							
				12	6		4	14	8		
		Passenger	Passenger		Passenger	Passenger	Passenger				
		Daily	Daily		Daily	Daily	Daily				
		STATIONS									
Yd.	0.53	CS... UNION STATION.....	12 01PM	5 40PM		5 50PM	10 15PM	11 00PM			
		0.84									
Yd.	1.37	LS... 23rd STREET.....\$@									
		0.99									
	2.36	... S. L. S. F. CROSSING....									
		0.02									
Yd.	2.38	LS... GRAND AVENUE.....	11 47AM	5 24		5 27	10 00	10 40			
		1.14									
Yd.	3.52	P... TOWER GROVE.....	s 11 44	s 5 22		s 5 25	s 9 57	s 10 37			
		0.09									
Yd.	3.61	P... TOWER GROVE JCT.....	11 43	5 21		5 23PM	9 56	10 36PM			
		3.18									
	6.79	ELLENDALE.....									
		0.45									
	7.24	P... MAPLEWOOD.....									
		0.99									
	8.23	EDGEBROOK.....									
		0.19									
	8.42	P... LAKE JCT.....	11 37	5 16			9 51				
		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.....									
		1.01									
	11.15	... ALGONQUIN.....									
		0.55									
	11.70	... GLENDALE.....									
		0.52									
	12.22	... OAKLAND.....									
		0.71									
e45	12.93	P... WOODLAWN.....									
		0.19									
	13.12	P... WOODLAWN JCT.....	11 32	5 11			9 46				
		0.36									
	13.48	CS... KIRKWOOD.....	c 11 31AM	c 5 10PM			c 9 45PM				
		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. 22 AUGUST 15, 1954		TRAINS—NORTHWARD							
				FIRST CLASS							
				32	2		22	26	4	8	
		Passenger	Passenger		Passenger	Passenger	Passenger	Passenger			
		Daily	Daily		Daily	Daily	Daily	Daily			
		STATIONS									
Yd.	1.10	P... LESPERANCE ST.....\$									
		5.21									
	6.31	P... ROBERT AVENUE WYE.....									
		0.49									
	6.80	CS... DAVIS STREET JCT.....	7 14AM	7 41AM		7 49AM	10 59AM	5 09PM	10 21PM		
		0.56									
Yd.	7.36	P... IVORY.....@\$	7 13	7 40		7 48	10 58	5 08	10 19		
		2.18									
	9.54	LS... JEFFERSON BARRACKS	7 10AM	7 37AM		7 45AM	10 55AM	a 5 05PM	10 16PM		
		8.44									
			Daily	Daily		Daily	Daily	Daily	Daily		

KIRKWOOD SUBDIV.—ST. LOUIS TO KIRKWOOD

**TIMETABLE
No. 22**

AUGUST 15, 1954

TRAINS—WESTWARD

SECOND CLASS

Station Numbers	Miles from St. Louis — Seventh Street	STATIONS	81	91		195	75	79	61	71
			Red Ball Freight	Local Freight		Local Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight
			Daily	Daily Ex. Sunday		Daily Ex. Sunday	Daily	Daily	Daily	Daily
.....	0.53	CS.. UNION STATION.....								
1	1.37	LS... 23rd STREET..... §@	1 30AM	9 00AM			2 00PM	7 00PM	8 30PM	9 00PM
.....	2.36	WABASH JCT.....								
.....	2.38	S. L. S. F. CROSSING.....								
3	3.52	LS.. GRAND AVENUE.....	1 40	9 10			2 10	7 10	8 40	9 10
.....	3.61	P... TOWER GROVE.....								
6a	6.79	P... TOWER GROVE JCT....	1 45	9 15			2 15	7 15	8 45	9 15
.....	7.24	ELLENDALE.....								
7	7.24	P... MAPLEWOOD.....								
8a	8.23	EDGEBROOK.....								
.....	8.42	P... LAKE JCT.....	1 55	9 20		10 28AM	2 25	7 25	8 55	9 25
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	GLENDAL.....								
12	12.22	OAKLAND.....								
12a1	12.93	P... WOODLAWN.....								
.....	13.12	P... WOODLAWN JCT.....								
13	13.48	CS... KIRKWOOD.....	2 10AM	9 45AM		11 03AM	2 40PM	7 40PM	9 10PM	9 40PM
			Daily	Daily Ex. Sunday		Daily Ex. Sunday	Daily	Daily	Daily	Daily

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

**TIMETABLE
No. 22**

AUGUST 15, 1954

TRAINS—SOUTHWARD

SECOND CLASS

Station Numbers	Miles from St. Louis — Plum Street	STATIONS	191	95		63				
			Local Freight	Local Freight		Red Ball Freight				
			Daily Ex. Sunday	Daily Ex. Sunday		Daily				
X 1	1.10	P... LESPERANCE ST..... §	5 45AM	7 00AM		6 20PM				
X 6	6.31	P... ROBERT AVENUE WYE...	6 05AM	7 20		6 40				
.....	6.80	CS.. DAVIS STREET JCT....		7 22		6 42				
X 7a	7.36	P... IVORY..... §@		7 24		6 44				
X 10	9.54	LS.JEFFERSON BARRACKS		7 30AM		6 48PM				
			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. 22 AUGUST 15, 1954		TRAINS—EASTWARD					
				SECOND CLASS					
		68 Red Ball Freight			70 Red Ball Freight	196 Local Freight	90 Local Freight	62 Red Ball Freight	80 Red Ball Freight
		Daily			Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily
		STATIONS							
Yd.	0.53	ST. LOUIS CS... UNION STATION.....							
		0.84 LS... 23rd STREET \$@							
Yd.	1.37	0.99 WABASH JCT.							
	2.36	0.02 S. L. S. F. CROSSING....							
Yd.	2.38	1.14 LS... GRAND AVENUE.....							
Yd.	3.52	0.09 P... TOWER GROVE.....							
Yd.	3.61	3.18 P... TOWER GROVE JCT....							
	6.79	0.45 ELLENDALE.....							
	7.24	0.99 P... MAPLEWOOD.....							
	8.23	0.19 EDGEBROOK.....							
	8.42	0.07 P... LAKE JCT.....							
	8.49	0.81 LAKE JCT. STATION.....							
	9.30	0.47 TUXEDO PARK.....							
	9.77	0.37 WEBSTER PARK.....							
	10.14	0.01 P... WEBSTER GROVES....							
	11.15	0.55 ALGONQUIN.....							
	11.70	0.52 GLENDALE.....							
	12.22	0.71 OAKLAND.....							
e45	12.93	0.19 P... WOODLAWN.....							
	13.12	0.36 P... WOODLAWN JCT.....							
	13.48	CS... KIRKWOOD.....							
		13.48	Daily		Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily

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

Siding Capacity in Cars	Miles from St. Louis Plum Street	TIMETABLE No. 22 AUGUST 15, 1954		TRAINS—NORTHWARD					
				SECOND CLASS					
		94 Local Freight	198 Local Freight		368 Red Ball Freight				
		Daily Ex. Sunday	Daily Ex. Sunday		Daily				
		STATIONS							
Yd.	1.10	P... LESPERANCE ST..... \$							
	6.31	5.21 P... ROBERT AVENUE WYE...							
		0.49 CS... DAVIS STREET JCT....							
	6.80	0.56 P... IVORY..... @ \$							
Yd.	7.36	2.18 LS... JEFFERSON BARRACKS.							
	9.54	CS... DAVIS STREET JCT....							
		8.44	Daily Ex. Sunday	Daily Ex. Sunday	Daily				

10

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

TRAINS WESTWARD SECOND CLASS	Miles from St. Louis — Seventh Street	TIMETABLE No. 22 AUGUST 15, 1954	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
8 46	8.49	..... LAKE JCT. STATION.....	8		10 16
8 49	9.25	..... BRENTWOOD.....	GM 1		10 13
8 52	9.77	..... ROCK HILL.....	GM1a		10 08
8 58	10.94	..... LITZINGER ROAD.....	GM 3		10 03
9 02	12.43	..... DWYER.....	GM 4		9 57
9 05	13.27	..... CHAMINADE.....	GM 5		9 53
9 08	14.86	..... MALCOLM.....	GM 6		9 47
9 11	15.93	..... BALLAS ROAD.....	GM 8		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 WOODLAWN JCT.**

TRAINS WESTWARD SECOND CLASS	Miles from St. Louis — Seventh Street	TIMETABLE No. 22 AUGUST 15, 1954	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		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.....	13		11 45AM
Daily Ex. Sunday		10.73			Daily Ex. Sunday

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
Elevated Track Between 8th St. and Rutgers St.:		
Tangent.....	15	15
Curves.....	10	10
Gratiot St. Through Interlocking.....	10	10

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			Permissible Speed in Miles per hour	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	19	23	6		
Oak Hill Subdiv.:											
Permissible Speed in Miles per hour	Northward					Southward					
	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	
20	10	0	9	27	20	9	27	10	0		

3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:

All Diesel Engines and Motor Cars dead in tow or disabled in Charge of Crew:

With trucks and traction motors in good running condition.....
 Maximum Train Speed, or Maximum Engine Speed for particular engine whichever is lower (See Item 2-B)

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 cut-out cock in supply line to control air reservoir closed, and control air reservoir drained; all switches opened; main fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

With flat spot 2 3/4" or more in length for 36" diameter wheels used on E. M. D. passenger diesels..... 10

With flat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels..... 10

No restriction for flat spots shorter than above specified lengths.

3-E. Concluded:

Steam Engines dead in tow or disabled under steam:

With all 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

Steam Engines 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 Steam 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, or with disabled engine truck or trailer truck 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

With flat spot 3 1/2" or more in length on driving tires..... 20

With flat spot 2 3/4" or more in length on engine truck, trailer or tender wheels..... 10

No restriction for flat spots shorter than above specified lengths.

3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.:

Pile Drivers..... 25

Steam Shovels..... 25

Bridge Derrick Cars (non-revolving)..... 30

Bridge derrick cars 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; and coupling 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
Jordan Spreaders and Spreader-Ditchers.....	25

Jordan spreaders and spreader-ditchers must be headed in working direction, otherwise speed must not exceed 15 miles per hour until machine is headed in working direction at nearest point where turning facilities are available. The plows' wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

Wrecking Cranes (non-self-propelling).....	25
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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

Chemical Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position.....	Maximum Train Speed Consist "A"
Scale Test Cars.....	30

Scale test cars must be handled next to caboose.

3-G. TRAIN ORDER, FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:

When there is to be handled any unit of equipment mentioned in Items 3-E and 3-F, above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before leaving the station from which such restricted equipment is handled.

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.....	{ PProspect 1-0500. MAin 1-1000, Station 730.		
★Dr. B. J. Marxer.....	Dupo, Ill.....	110 South Second.....	4.....	110 South Second.....	4.
★★Dr. V. P. Siegel.....	East St. Louis, Ill.....	First National Bank Bldg.....	UPton 5-2632.....	17 Country Club Place.....	EXpress 7-1123.
★★Dr. C. E. Burpo.....	Belleville, Ill.....	111 South High.....	ADams 3-6675.....	1703 Foster Adair Gardens.....	ADams 3-3456.
Dr. L. F. Howe.....	Brentwood, Mo.....	8806 Harrison.....	WOodland 2-3521.....	9111 West Pine.....	WOodland 2-6611.

★Medical Examiners for Examination of all Applicants.
 ★★Medical Examiners for Examination of Applicants not required to take color perception tests.