

DIVISION OFFICERS

H. JONES.....Superintendent.....St. Louis, Mo.
F. M. CRUMP.....Assistant Superintendent....St. Louis, Mo.
C. L. BROWN.....Assistant Superintendent.....Dupo, Ill.
J. W. CORNETT.....Trainmaster.....Dupo, Ill.
B. J. CRANFORD...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. 30

Effective 12:01 a. m. Sunday, Oct. 27, 1957

CENTRAL STANDARD TIME

Superseding Timetable No. 29, effective Nov. 4, 1956,
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 8, THIS DIVISION
EFFECTIVE APRIL 1, 1955.

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

L. A. GREGORY, Vice President-Operation.

E. C. SHEFFIELD, Assistant Vice President-Operation.

M. L. SMITH, General Superintendent Transportation.

R. JOHNSON, General Manager.

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When properly authorized, rules may be cancelled, superseded or changed by: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

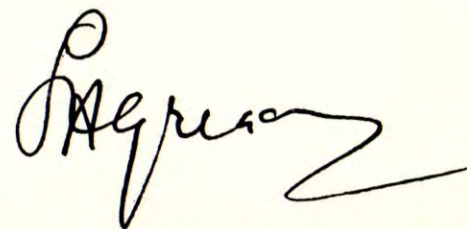
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.



Vice President-Operation.

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.
"	"	"	2:50 p. m.	15 Min.	For revenue passengers.
"	"	N. Y. C.....41	2:50 p. m.	15 Min.	For passing cars of storage mail arriving St. Louis on NYC 41 and PRR 31.
"	"	P. R. R.....31			
"	"	All connecting lines	4:15 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			
"	"	1, 21 B. & O.....1	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 G. M. & O.....1			
Tower Grove.....	"	Mo. Pac.....6	6:10 p. m.	9 Min.	For revenue passengers destined to points where train is scheduled to stop.
"	"	"	6:10 p. m.	17 Min.	
St. Louis.....	"	P. R. R.....13			a. Will protect First-class mails from PRR 13 and NYC 407, when they are reported to arrive by 11:30 p. m.
"	"	N. Y. C.....407			b. Will protect carlot mail from PRR 13 and NYC 407, or sections thereof, when they arrive St. Louis by 11:20 p. m., or 1 hr. 18 mins. late and 15 mins late, respectively, and run in one section.
"	"	"			c. When either or both PRR 13 and NYC 407, or sections thereof, arrive St. Louis after 11:20 p. m., and not later than 11:59 p. m., a second section of No. 9 will be operated to protect carlot mail.
"	"	"			d. If more than sixteen cars, operate in two sections.
"	"	"			Passing cars of storage mail arriving St. Louis on PRR 13 and NYC 407, or sections thereof, should move on MP 7 if and when the consist limit permits, and such cars arrive St. Louis not later than 12:30 a. m.
"	"	37 P. R. R.....13			Passing cars of storage mail and express arriving St. Louis on PRR 13, or sections thereof, or on GM&O 3, will be protected on No. 37 when such cars arrive St. Louis not later than 10:35 p. m.
"	"	G. M. & O.....3			For revenue passengers or newspapers from St. Louis.
"	"	9 All connecting lines	11:32 p. m.	15 Min.	Each case will be handled on its merits by CB&Q Depot Passenger Agent.
"	C. B. & Q.....43	Mo. Pac. 2,10,22&32			Each case will be handled on its merits by PRR Supt. Transportation, Indianapolis.
"	P. R. R.....4	" 2,10,22&32			Each case will be handled on its merits by NYC Depot Passenger Agent.
"	N. Y. C.....12	" 2,10,22&32			Each case will be handled with B&O Supt. Transportation, Cincinnati, Ohio.
"	B. & O.....2	" 2,10,22&32			
"	G. M. & O.....2	" 2,10,22&32	9:10 a. m.	12 Min.	For revenue passengers and through equipment.
"	Wabash.....4	" 2,10,22&32	9:30 a. m.	15 Min.	For revenue passengers destined Decatur, Ill. and regular stops East thereof. Each case of passing cars or large groups of passengers, requiring a hold of more than 15 min. will be handled on its merits.
"	Wabash.....24	" 2,10,22&32	9:20 a. m.	15 Min.	For revenue passengers destined Chicago and beyond.
"	I. C.....22	" 2,10,22&32	9:15 a. m.	15 Min.	For revenue passengers.
"	P. R. R.....30	" 12			Each case will be handled on its merits by PRR Supt. Transportation, Indianapolis.
"	N. Y. C.....24	" 12			Each case will be handled on its merits by NYC Depot Passenger Agent.
"	B. & O.....4	" 12	3:35 p. m.	20 Min.	For revenue passengers.
"	N. Y. C.....408	" 4 & 6			Each case will be handled on its merits by NYC Depot Passenger Agent.
"	P. R. R.....32	" 4 & 6	6:25 p. m.	10 Min.	For revenue passengers destined Indianapolis, Indiana and beyond.
"	Wabash.....2	" 4 & 6			Each case will be handled on its merits by Wabash Depot Passenger Agent.
"	N. K. P.....10	" 4 & 6	7:12 p. m.	10 Min.	For revenue passengers destined to points west of Cleveland. Will hold 20 min. for revenue passengers destined Cleveland and beyond.
"	L. & N.....55	" 14	10:50 p. m.	10 Min.	For revenue passengers.
"	P. R. R.....6	" 8	11:30 p. m.	15 Min.	For revenue passengers.
"	C. B. & Q.....1	" 14 & 8	11:20 p. m.	10 Min.	For revenue passengers.
"	I. C.....18	" 14 & 8	11:50 p. m.	30 Min.	For revenue passengers.
"	B. & O.....12	" 14	10:47 p. m.	10 Min.	For revenue passengers.
"	G. M. & O.....8	" 8	12:01 a. m.	16 Min.	For Hot Springs-Chicago sleeper. In case it is necessary to hold beyond 12:01 a. m., GM&O Passenger Traffic Manager, St. Louis, will handle on its merits.
"	"	" 14	12:01 a. m.	16 Min.	For revenue passengers.
"	Wabash.....18	" 14 & 8	12:05 a. m.	15 Min.	For revenue passengers. Any longer hold will be at the discretion of the Wabash Depot Passenger Agent.
"	N. Y. C.....446	" 14 & 18			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. 30 October 27, 1957		TRAINS—WESTWARD							
				FIRST CLASS							
				7	5	25	15	11	35		
		STATIONS	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
			Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sat. and Sun.		
0.53		CS. UNION STATION.....	12 45AM	8 50AM	2 00PM	2 35PM	4 00PM	4 25PM			
1	1.37	LS. 23rd STREET.....@ \$									
	2.36	WABASH JCT.....									
	2.38	S. L. S. F. CROSSING.....									
3	3.52	P. GRAND AVENUE.....	12 52	8 55	2 06	2 40	4 05	4 30			
	3.61	P. TOWER GROVE.....	\$ 12 54	\$ 8 58	\$ 2 09	\$ 2 43	\$ 4 07	\$ 4 33			
	6.79	P. TOWER GROVE JCT....	12 55AM	8 59	2 10PM	2 44	4 08	4 34			
6	7.24	ELLEDALE.....						4 40			
7	8.23	P. MAPLEWOOD.....						\$ 4 41			
8	8.42	EDGEBROOK.....						\$ 4 43			
8	9.30	P. LAKE JCT.....		9 04		2 49	4 13	4 44			
9	9.77	LAKE JCT. STATION.....						f 4 45			
10	10.14	TUXEDO PARK.....						\$ 4 48			
11	11.15	WEBSTER PARK.....						\$ 4 50			
11	11.70	P. WEBSTER GROVES.....						\$ 4 52			
12	12.22	ALGONQUIN.....						\$ 4 55			
12	12.93	GLENDALE.....						\$ 4 57			
13	13.48	OAKLAND.....						\$ 5 00			
		P. WOODLAWN.....						\$ 5 02			
		P. WOODLAWN JCT.....									
		CS. KIRKWOOD.....@		b 9 10AM		b 2 55PM	b 4 20PM	\$ 5 05PM			
		13.48	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. 30 October 27, 1957		TRAINS—SOUTHWARD						
				FIRST CLASS						SECOND CLASS
				7	25	21	1	37		199
		STATIONS	Passenger	Passenger	Passenger	Passenger	Mail-Express	Local Freight		
			Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday		
3.61		P. TOWER GROVE JCT....	12 55AM	2 10PM	5 55PM	6 03PM	10 29PM			
3.71		S. L. S. F. CROSSING...								
6.22		P. OAK HILL.....								
6.72		P. CHIPPEWA STREET...								
9.70		P. IVORY AVE. WYE...Y	1 07	2 21	6 05	6 13	10 40			
10.19		P. BROADWAY JCT.....	1 08	2 22	6 06	6 14	10 41	12 52PM		
GL 7	10.25	P. BROADWAY.....	a 1 09	a 2 24	6 08	6 16	10 43	f 12 53PM		
10.64		CS. DAVIS STREET JCT...	1 10AM	2 26PM	6 10PM	6 18PM	10 45PM			
		7.03	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	TIMETABLE No. 30		TRAINS—EASTWARD						
		October 27, 1957		FIRST CLASS						
		STATIONS		10 Passenger Daily	36 Passenger Daily Ex. Sat. and Sun.	32 Passenger Daily	2 Passenger Daily	22 Passenger Daily		
Yd.	0.53	ST. LOUIS UNION STATION..... 0.84 LS.....23rd STREET..... 0.99 WABASH JCT..... 0.02 S. L. S. F. CROSSING..... 0.02		6 50AM	6 57AM	7 53AM	8 12AM	8 25AM		
Yd.	1.37									
Yd.	2.38	P.....GRAND AVENUE..... 1.14 P.....TOWER GROVE..... 0.09 P.....TOWER GROVE JCT..... 3.18		6 34	6 41	7 32	7 58	8 11		
Yd.	3.52			\$ 6 32	\$ 6 39	\$ 7 30	\$ 7 56	\$ 8 10		
Yd.	3.61	P.....ELLENDALE..... 0.45 P.....MAPLEWOOD..... 0.99 .....EDGEBROOK..... 0.19 P.....LAKE JCT..... 0.07 LAKE JCT. STATION..... 0.81 TUXEDO PARK..... 0.47		6 31	6 38	7 28AM	7 55AM	8 07AM		
	6.79			\$ 6 24	\$ 6 33					
	7.24	P.....WEBSTER PARK..... 0.37 P.....WEBSTER GROVES..... 1.01 .....ALGONQUIN..... 0.55 .....GLENDALE..... 0.52 .....OAKLAND..... 0.71		6 18	6 30					
	8.23			c 6 15	\$ 6 24					
	8.49	P.....WOODLAWN..... 0.19 P.....WOODLAWN JCT..... 0.36 CS.....KIRKWOOD.....		\$ 6 22	\$ 6 20					
	9.30			\$ 6 18	\$ 6 17					
e45	12.93	P.....WEBSTER PARK..... 0.37 P.....WEBSTER GROVES..... 1.01 .....ALGONQUIN..... 0.55 .....GLENDALE..... 0.52 .....OAKLAND..... 0.71		6 11	6 16					
	13.12			c 6 10AM	\$ 6 15AM					
	13.48	Daily		Daily Ex. Sat. and Sun.		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. 30		TRAINS—NORTHWARD						
		October 27, 1957		FIRST CLASS						SECOND CLASS
		STATIONS		32 Passenger Daily	2 Passenger Daily	22 Passenger Daily	4 Passenger Daily	8 Passenger Daily		190 Local Freight Daily Ex. Sunday
	3.61	P.TOWER GROVE JCT..... 0.10 S. L. S. F. CROSSING..... 2.51 P.....OAK HILL..... 0.50 P.CHIPPEWA STREET..... 2.98 P.IVORY AVE. WYE..... 0.49		7 28AM	7 55AM	8 07AM	5 13PM	10 36PM		
	3.71									
	6.22	P.....BROADWAY JCT..... 0.06 P.....BROADWAY..... 0.39 CS.DAVIS STREET JCT.....		7 17	7 44	7 57	5 03	10 23		
	6.72			7 16	7 43	7 56	5 02	10 22		6 12AM
	9.70	P.....BROADWAY..... 0.06 P.....BROADWAY..... 0.39 CS.DAVIS STREET JCT.....		7 15	7 42	7 55	a 5 01	a 10 21		f 6 10AM
	10.19			7 14AM	7 41AM	7 54AM	4 59PM	10 20PM		
	10.25	Daily		Daily		Daily	Daily	Daily		Daily Ex. Sunday
	10.64	Daily		Daily		Daily	Daily	Daily		Daily Ex. Sunday

KIRKWOOD SUBDIV.—ST. LOUIS TO KIRKWOOD

Station Numbers	Miles from St. Louis —Seventh Street	TIMETABLE No. 30 October 27, 1957		TRAINS—WESTWARD								
				FIRST CLASS								
				21 Passenger Daily	1 Passenger Daily		37 Mail-Express Daily	9 Passenger Daily				
STATIONS												
.....	0.53	CS. ST. LOUIS UNION STATION.....		5 42PM	5 50PM		10 20PM	11 17PM				
1	1.37	LS.....23rd STREET.....@S										
.....	2.36	.....WABASH JCT.....										
.....	2.38	.....S. L. S. P. CROSSING.....										
3	3.52	P.....GRAND AVENUE.....		5 50	5 58		10 25	11 22				
.....	3.61	P.....TOWER GROVE.....		s 5 53	s 6 01		10 28	s 11 25				
.....	6.79	P.....TOWER GROVE JCT.....		5 55PM	6 03PM		10 29PM	11 26				
6	7.24	.....ELLENDALE.....										
7	8.23	P.....MAPLEWOOD.....										
8	8.42	.....EDGEBROOK.....										
8	8.49	P.....LAKE JCT.....						11 31				
9	9.30	.....LAKE JCT. STATION.....										
9	9.77	.....TUXEDO PARK.....										
10	10.14	.....WEBSTER PARK.....										
11	11.13	P.....WEBSTER GROVES.....										
11	11.70	.....ALGONQUIN.....										
12	12.22	.....GLENDALE.....										
12	12.93	.....OAKLAND.....										
.....	13.12	P.....WOODLAWN.....										
13	13.48	P.....WOODLAWN JCT.....										
		CS.....KIRKWOOD.....@						b 11 40PM				
	13.48			Daily	Daily		Daily	Daily				

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

Station Numbers	Miles from St. Louis —Pium Street	TIMETABLE No. 30 October 27, 1957		TRAINS—SOUTHWARD								
				FIRST CLASS								
				7 Passenger Daily	25 Passenger Daily		21 Passenger Daily	1 Passenger Daily	37 Mail-Express Daily			
STATIONS												
X 1	1.10	P.....LESPERANCE ST.....@										
X 6	6.31	P.....ROBERT AVENUE WYE.....										
.....	6.80	CS.....DAVIS STREET JCT.....		1 10AM	2 26PM		6 10PM	6 18PM	10 45PM			
X7	7.36	P.....IVORY.....@		1 11	2 27		6 12	6 20	10 46			
X10	9.54	TP.JEFFERSON BARRACKS		1 14AM	2 30PM		6 16PM	6 24PM	10 50PM			
	8.44			Daily	Daily		Daily	Daily	Daily			

KIRKWOOD SUBDIV.—KIRKWOOD TO ST. LOUIS

Siding Capacity in Cars	Miles from St. Louis—Seventh Street	TIMETABLE No. 30 October 27, 1957		TRAINS—EASTWARD						
				FIRST CLASS						
				12	6	4	14	8		
STATIONS				Passenger	Passenger	Passenger	Passenger	Passenger		
				Daily	Daily	Daily	Daily	Daily		
Yd.	0.53	CS...	ST. LOUIS UNION STATION.....	12 30PM	5 40PM	5 38PM	10 15PM	11 00PM		
Yd.	1.37	LS.....	23rd STREET @							
....	2.36		WABASH JCT.....							
Yd.	2.38	P.....	S. L. S. F. CROSSING.....							
Yd.	3.52	P.....	GRAND AVENUE.....	12 17	5 24	5 16	10 00	10 40		
Yd.	3.61	P.....	TOWER GROVE.....	\$ 12 14	\$ 5 22	\$ 5 14	\$ 9 57	\$ 10 37		
....	6.79	P.....	TOWER GROVE JCT.....	12 13	5 21	5 13PM	9 56	10 36PM		
....	7.24	P.....	ELLENDALE.....							
....	8.23	P.....	MAPLEWOOD.....							
....	8.42	P.....	EDGEBROOK.....							
....	8.49	P.....	LAKE JCT.....	12 07	5 16		9 51			
....	9.30	P.....	LAKE JCT. STATION.....							
....	9.77	P.....	TUXEDO PARK.....							
....	10.14	P.....	WEBSTER PARK.....							
....	11.15	P.....	WEBSTER GROVES.....							
....	11.70	P.....	ALGONQUIN.....							
....	12.22	P.....	GLENDALE.....							
....	12.22	P.....	OAKLAND.....							
e45	12.93	P.....	WOODLAWN.....							
....	13.12	P.....	WOODLAWN JCT.....	12 02	5 11		9 46			
....	13.48	CS.....	KIRKWOOD.....	c 12 01PM	c 5 10PM		c 9 45PM			
				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. 30 October 27, 1957		TRAINS—NORTHWARD						
				FIRST CLASS						
				32	2	22	4	8		
STATIONS				Passenger	Passenger	Passenger	Passenger	Passenger		
				Daily	Daily	Daily	Daily	Daily		
Yd.	1.10	P.....	LESPERANCE ST.....							
....	6.31	P.....	ROBERT AVENUE WYE.....							
....	6.80	CS.....	DAVIS STREET JCT.....	7 14AM	7 41AM	7 54AM	4 59PM	10 20PM		
Yd.	7.36	P.....	IVORY.....	7 13	7 40	7 53	4 58	10 19		
....	9.54	TP.....	JEFFERSON BARRACKS.....	7 10AM	7 37AM	7 50AM	a 4 55PM	10 16PM		
				Daily	Daily	Daily	Daily	Daily		

KIRKWOOD SUBDIV.—ST. LOUIS TO KIRKWOOD

Station Numbers	Miles from St. Louis — Seventh Street	TIMETABLE No. 30 October 27, 1957		TRAINS—WESTWARD								
				SECOND CLASS								
				81 Red Ball Freight	91 Local Freight		195 Local Freight	75 Red Ball Freight	79 Red Ball Freight	61 Red Ball Freight	71 Red Ball Freight	
		Daily	Tues., Thurs., Sat.		Daily Ex. Sunday	Daily	Daily	Daily	Daily			
		STATIONS										
.....	0.53	ST. LOUIS CS.. UNION STATION.....										
1	1.37	LS... 23rd STREET.....@ \$		1 30AM	7 00AM			2 00PM	7 00PM	8 30PM	9 00PM	
.....	2.36	..... WABASH JCT.....									
.....	2.38	S. L. S. F. CROSSING ...										
.....	2.38	P..... GRAND AVENUE		1 40	7 10			2 10	7 10	8 40	9 10	
3	3.52	P..... TOWER GROVE										
.....	3.61	P.. TOWER GROVE JCT....		1 45	7 15			2 15	7 15	8 45	9 15	
6	6.79	..... ELLENDALE									
7	7.24	P..... MAPLEWOOD										
8	8.23	..... EDGEBROOK									
.....	8.42	P..... LAKE JCT.....		1 55	7 30			10 28AM	2 25	7 25	8 55	9 25
8	8.49	..... LAKE JCT. STATION									
9	9.30	..... TUXEDO PARK									
9	9.77	..... WEBSTER PARK									
10	10.14	P.. WEBSTER GROVES						10 43				
11	11.15	..... ALGONQUIN									
11	11.70	..... GLENDALE									
12	12.22	..... OAKLAND									
12	12.93	P..... WOODLAWN										
.....	13.12	P... WOODLAWN JCT.....										
13	13.48	CS... KIRKWOOD.....@		2 10AM	7 45AM			11 03AM	2 40PM	7 40PM	9 10PM	9 40PM
		13.48		Daily	Tues., Thurs., Sat.			Daily Ex. Sunday	Daily	Daily	Daily	Daily

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

Station Numbers	Miles from St. Louis — Plum Street	TIMETABLE No. 30 October 27, 1957		TRAINS—SOUTHWARD							
				SECOND CLASS							
				191 Local Freight	95 Local Freight		63 Red Ball Freight				
		Daily Ex. Sunday	Daily Ex. Sunday		Daily						
		STATIONS									
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 7	7.36	P..... IVORY..... \$			7 24			6 44			
X 10	9.54	TP.JEFFERSON BARRACKS			7 30AM			6 48PM			
		8.44		Daily Ex. Sunday	Daily Ex. Sunday			Daily			

KIRKWOOD SUBDIV.—KIRKWOOD TO ST. LOUIS

9

Siding Capacity in Cars Miles from St. Louis — Seventh Street		TIMETABLE No. 30 October 27, 1957		TRAINS—EASTWARD					
				SECOND CLASS					
				68 Red Ball Freight				70 Red Ball Freight	196 Local Freight
STATIONS		Daily				Daily Ex. Sunday	Mon., Wed., Fri.	Daily	Daily
		ST. LOUIS UNION STATION							
Yd.	0.53	CS.....	0.84						
		LS.....	23rd STREET						
Yd.	1.37		WABASH JCT.	5 30AM				1 00PM	6 00PM
			0.99						
	2.36		S. L. S. F. CROSSING						
Yd.	2.38	P.....	GRAND AVENUE	2 34				11 35	4 28
			0.02						
Yd.	3.52	P.....	TOWER GROVE						
Yd.	3.61	P.....	TOWER GROVE JCT.	2 30				11 30	4 23
			0.09						
	6.79		ELLENDALE						
			0.45						
	7.24	P.....	MAPLEWOOD						
			0.99						
	8.23		EDGEBROOK						
			0.19						
	8.42	P.....	LAKE JCT.	2 15				4 15	8 35AM
			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.	2 02				4 02	7 59
			0.36					11 02	4 07
	13.48	CS.....	KIRKWOOD	2 00AM				11 00AM	4 05PM
			13.48	Daily				Daily Ex. Sunday	Mon., Wed., Fri.
								Daily	Daily

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

Siding Capacity in Cars Miles from St. Louis — Plum Street		TIMETABLE No. 30 October 27, 1957		TRAINS—NORTHWARD					
				SECOND CLASS					
				388 Red Ball Freight	198 Local Freight	94 Local Freight			
STATIONS		Daily	Daily Ex. Sunday	Daily Ex. Sunday					
Yd.	1.10	P.....	LESPERANCE ST.	3 00AM	1 20PM	4 30PM			
			5.21						
	6.31	P.....	ROBERT AVENUE WYE	1 20	12 58PM	4 15			
			0.49						
	6.80	CS..	DAVIS STREET JCT.	1 15		4 10			
			0.56						
Yd.	7.36	P.....	IVORY	1 10		4 05			
			2.18						
	9.54	TP.	JEFFERSON BARRACKS	1 00AM		4 00PM			
			8.44	Daily	Daily Ex. Sunday	Daily Ex. Sunday			

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

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

Miles from St. Louis — Seventh Street	TIMETABLE No. 30 October 27, 1957				Miles from St. Louis — Seventh Street	TIMETABLE No. 30 October 27, 1957			
	STATIONS	Station Numbers	Siding Capacity in Cars	TRAINS WESTWARD SECOND CLASS 191 Local Freight		STATIONS	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS 198 Local Freight
				Daily Ex. Sunday				Daily Ex. Sunday	
8.42	P. LAKE JCT.			6 12AM	23.85	P. BROADWAY JCT.		12 52PM	
8.49	0.07 LAKE JCT. STATION	8		6 14	23.35	0.50 P. IVORY AVE. WYE		f 12 50	
9.25	0.76 BRENTWOOD	GM 1		f 7 00	18.76	4.59 P. ALPHA	GH 6	f 12 15	
9.77	0.52 ROCK HILL	GM1		7 02	17.76	1.00 P. TESSON	GH 5	12 10	
10.94	1.17 LITZINGER ROAD	GM 3		f 7 05	16.63	1.13 P. GRANT	GH 4	f 12 05PM	
12.43	1.49 DWYER	GM 4		f 7 15	13.97	2.66 P. BIG BEND ROAD	GH1	f 11 55AM	
13.27	0.84 CHAMINADE	GM 5			13.65	0.32 S. L. S. F. CROSSING			
14.86	1.59 MALCOLM	GM 6		7 20	13.12	0.53 P. WOODLAWN JCT.		11 50	
15.93	1.07 BALLAS ROAD	GM 8				0.36 CS. KIRKWOOD	13	11 45AM	
17.47	1.54 CHAPMAN	GM 9		Daily Ex. Sunday				Daily Ex. Sunday	
	9.05					10.73			

SPECIAL INSTRUCTIONS

1. Eastward and Northward regular trains are superior to trains of the same class in the opposite direction, except:
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"....Diesel engines, with one or more, or all, cars equipped with freight car trucks.

CONSIST "B"....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, tight lock 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, Temple Tower, Baggage Cars 4255, 4256, 4257, 4258, 4259, Diner 10242 and Office Car "The Eagle" 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, T&P passenger cars of the 100, 200, 300, 400, and 500 series, and Sleepers with "Eagle" and "Cascade" prefix or "River" suffix, are Streamlined—LOW center of gravity cars.

SUBDIVISION	MILES PER HOUR							
	Consist "A" Track without slow speed signs	Consist "B" Track without slow speed signs	Consist "C"			Consist "D"		
			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	slow speed
Carondelet	25	25	25	25		25	25	signs

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.

MO. PAC. DIESEL ENGINES		T&P DIESEL ENGINES	
Diesel	MPH	Diesel	MPH
201 to 208.....	65	1100 to 1130.....	65
301 to 392.....	65	1500 to 1582.....	65
501 to 626.....	65	2000 to 2017.....	85
800 to 815.....	30		
4100 to 4101.....	35	MV-KO&G-OCAA	
4102 to 4103.....	75	DIESEL	
4104 to 4371.....	65	ENGINES	
4501 to 4526.....	65	751 to 756.....	65
7000 to 7021.....	98		
7100.....	90	Motor Cars:	
8001 to 8036.....	98	Passenger Motor	
9000 to 9022.....	35	Car No. 670, with	
9102 to 9191.....	35	mechanical drive	
9200 to 9239.....	35	.....	70

3. SPEED RESTRICTIONS: (Where Maximum Train or Engine speed is LOWER, it will govern).

Miles
Per
Hour

3-A. ENGINES LIGHT MOVING FORWARD:
BLANK.

3-B. ENGINES MOVING BACKWARD, OR MOVING FORWARD SHOVING CARS:

DIESEL engines moving backward without pilot on end facing direction of movement or moving forward shoving cars:

Subdiv.:	Miles Per Hour
Kirkwood and Lesperance St. Subdivs.....	25
Oak Hill and Carondelet Subdivs.....	20
Creve Coeur Subdiv.....	15

3-C. THROUGH TURNOUTS AND CROSSOVERS, AND SPRING SWITCHES:

Through No. 10 lateral turnouts and crossovers, entire train	15
Through Nos. 15, 16 and 20 lateral turnouts and crossovers, entire train.....	30
Through No. 20 equilateral turnouts, entire train.....	50
In straightaway movement when moving points of No. 10 Spring Switch.....	15
In straightaway movement when moving points of Nos. 15, 16 or 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
Elevated Track Between 8th St. and Rutger St.:		
Tangent.....	15	15
Curves.....	10	10
Gratiot St..... Through Interlocking.....	10	10

3-D.—(Concluded):

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

Oak Hill Subdiv.:

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

3-E. SPEED RESTRICTIONS FOR PASSENGER CARS HAVING SLID FLAT WHEELS:

No speed limitations are necessary for the safe operation of slid flat wheels under passenger train cars if the length of the flat spot does not exceed the maximum length stated below:

Four wheel truck cars:

All types including BX cars..... 3.25 inches

Six wheel truck cars:

Coaches..... 3.50 inches

All other..... 3.25 inches

If the length of the flat spot is greater than the stated figure, the operating speed must not exceed 10 miles per hour to prevent serious rail and wheel damage.

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

Miles
Per
Hour

All Diesel Engines and Motor Cars dead in tow and 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, control air reservoir drained, and drain cocks left open; all switches opened; battery fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

With flat spot 2¾" or more in length for 36" diameter wheels used in 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 restrictions for flat spots shorter than above specified lengths.

SPECIAL INSTRUCTIONS

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

	Miles Per Hour
Pile Drivers.....	25
Steam Shovels.....	25
Bridge Derrick Cars (non-revolving).....	30
<p>Bridge derrick cars (non-revolving) must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches or more than 6 inches lateral movement; and 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.</p>	
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
Jordan Spreaders and Spreader-Ditchers.....	25

3-G. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.—(Concluded):

Miles
Per
Hour

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

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 (Except MPX 5121).....	30
Scale Test Car MPX 5121.....	Maximum Train Speed Consist "A"

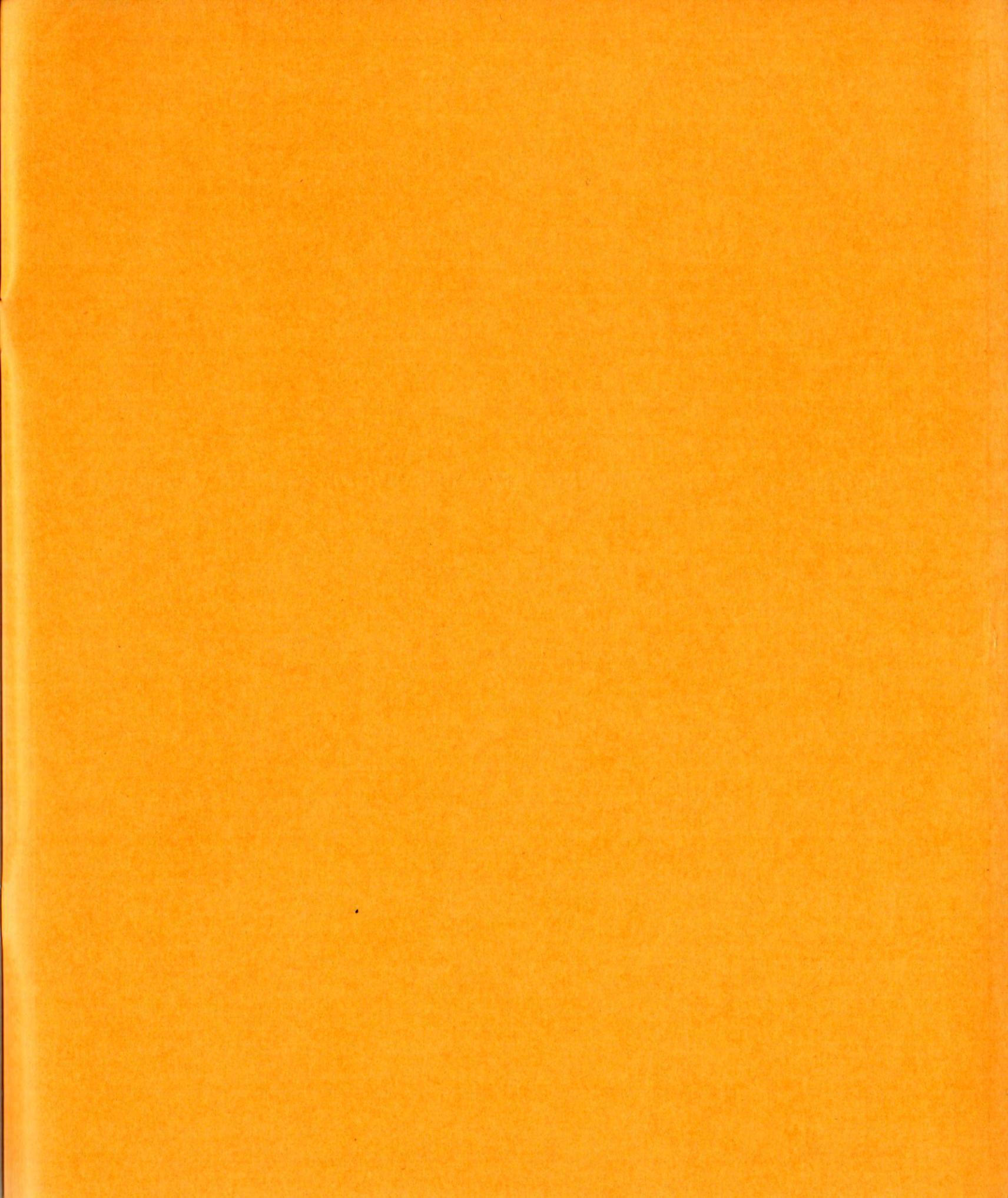
Scale test cars must be handled next to caboose

3-H. 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

3-I. STEAM ENGINES - MAXIMUM ENGINE SPEED AND SPEED RESTRICTIONS:

Because of 100% Dieselization of motive power on this division, this timetable does not include maximum engine speed and speed restrictions for steam engines. Manner of handling steam engines, either in service or in tow, will be governed by instructions issued by Superintendent or Trainmaster at the time of handling.



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. E. S. Evenson.....	Dupo, Ill.....	127 North Second.....	166.....	309 North Fourth.....	537
★ ★ Dr. V. P. Siegel.....	East St. Louis, Ill.....	4601 State.....	Upton 5-2632.....	17 Country Club Place.....	EXpress 7-1123.
★ ★ Dr. J. W. Compton.....	East St. Louis, Ill.....	4601 State.....	Upton 5-2632.....	1415 North 44th.....	Upton 4-4253.
★ ★ 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.
★ ★ Dr. P. F. Norbet.....	Belleville, Ill.....	111 South High.....	ADams 3-6675.....	334 West Cleveland.....	

★ Medical Examiners for Examination of all Applicants.

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