

DIVISION OFFICERS

H. JONES.....Superintendent.....St. Louis, Mo.
L. H. MILLER.....Assistant Superintendent...St. Louis, Mo.
W. CRIMM.....Assistant Superintendent.....Dupo, Ill.
A. W. REES.....Trainmaster.....Dupo, Ill.
D. L. HALFERTY...Trainmaster.....St. Louis, Mo.
H. J. HERRMANN..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. 35

Effective 12:01 a. m. Sunday, August 6, 1961

CENTRAL STANDARD TIME

Superseding St. Louis Terminal Division Timetable No. 34, effective December 6, 1959, and all Supplements thereto.

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

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

J. H. LLOYD, Vice President-Operation.

M. L. SMITH, Assistant Vice President-Operation.

J. A. AUSTIN, General Superintendent Transportation.

R. JOHNSON, General Manager.

L. M. ELLEDGE, Assistant General Manager.

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	"			Each case will be handled on its merits.
"	" 15				Passing cars of storage mail arriving St. Louis on NYC 341 and PRR 7. Each case will be handled on its merits.
"	" 11	All connecting lines	4:15 p. m.	15 Min.	For revenue passengers.
"	" 1, 21	"			For revenue passengers when, by holding, can depart by 6:10 p. m.
Tower Grove	" 1	Mo. Pac. 6	6:10 p. m.	9 Min.	For revenue passengers destined to points where train is scheduled to stop.
"	" 21	" 6	6:10 p. m.	17 Min.	
St. Louis	" 9				For mail from PRR 13.
"	" 25	P. R. R. 7 & 31	1:30 p. m.	30 Min.	a. Will protect first-class mails from PRR 13 when reported to arrive St. Louis by 11:30 p. m.
"	" 25	" 31			b. Will protect carlot mail and express from PRR 13, or sections thereof, when they arrive St. Louis by 11:30 p. m.
"	" 7				c. If more than consist limit, operate in two sections. (Confer with office of General Superintendent Transportation before operating a second section.)
"	" 37				For passing cars of storage mail and express.
"	" 4	Mo. Pac. 2, 10, 22 & 32			Will hold for transfer of pouches only from PRR 31 when PRR 31 arrives after 12:50 p. m. and before 1:00 p. m.
"	P. R. R. 4				Passing cars of storage mail arriving St. Louis on PRR 13, or sections thereof, should move on MP 7 if and when the consist limit permits, and MP 7 can leave St. Louis not later than 1:30 a. m.
"	N. Y. C. 312	" 2, 10, 22 & 32			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 by holding can depart by 11:30 p. m.
"	B. & O. 2	" 2, 10, 22 & 32			Each case will be handled on its merits by PRR Supt. Transportation, Indianapolis.
"	G. M. & O. 2	" 2, 10, 22 & 32	9:10 a. m.	12 Min.	NYC 312 will wait for connections only if the connecting train has arrived in the station before No. 312 is ready to depart.
"	Wabash 4	" 2, 10, 22 & 32	9:30 a. m.	15 Min.	Each case will be handled with B&O Supt. Transportation, Cincinnati, Ohio.
"	" 30	" 12			For revenue passengers.
"	Wabash 2	" 4 & 6			For revenue passengers destined Chicago and 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.
"	B. & O. 12	" 14	10:45 p. m.	10 Min.	Each case will be handled on its merits by PRR Supt. Transportation, Indianapolis.
"	G. M. & O. 8	" 8	12:01 a. m.	16 Min.	Each case will be handled on its merits by Wabash Depot Passenger Agent.
"	" 8	" 14	12:01 a. m.	16 Min.	For revenue passengers.
"	" 8	" 14	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.
"	" 8	" 14	12:01 a. m.	16 Min.	For revenue passengers.

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

OAK HILL SUBDIV.—JEFFERSON BARRACKS TO TOWER GROVE

TIMETABLE No. 35 AUGUST 6, 1961		TRAINS—NORTHWARD														
		FIRST CLASS						SECOND CLASS								
		32 <small>Passenger</small>	2 <small>Passenger</small>	22 <small>Passenger</small>	4 <small>Passenger</small>	8 <small>Passenger</small>	94 <small>Local Freight</small>									
<small>St. Louis</small> <small>Seventh Street</small>	STATIONS								<small>Daily</small> <small>Ex. Sunday</small>							
3.61	<div style="display: flex; justify-content: space-between;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: small;"> A B S—Signal Indication With Current of Traffic </div> <div style="border: 1px solid black; padding: 5px;"> P.... TOWER GROVE 0.10 . S. L. S. F. CROSSING ... 5.99 P... IVORY AVE. WYE... Y 0.55 P..... BROADWAY 0.39 CS..DAVIS STREET JCT.... 0.56 P..... IVORY § 2.18 TP.JEFFERSON BARRACKS </div> <div style="writing-mode: vertical-rl; font-size: small;"> Two Main Tracks </div> </div>								7 30AM	7 49AM	8 00AM	4 16PM	10 37PM			
3.71									7 17	7 36	7 47	4 05	10 23			
9.70									a 4 03	a 10 21						
10.25									7 14	7 33	7 44	4 01	10 20	4 10PM		
10.64									7 10AM	7 29AM	7 40AM	a 3 57PM	10 16PM	4 00PM		
Yd. 11.20									Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday		
13.38	9.77															

OAK HILL SUBDIV.—TOWER GROVE TO JEFFERSON BARRACKS

TIMETABLE No. 35 AUGUST 6, 1961		TRAINS—SOUTHWARD														
		FIRST CLASS						SECOND CLASS								
		7 <small>Passenger</small>	25 <small>Passenger</small>	21 <small>Passenger</small>	1 <small>Passenger</small>	37 <small>Mail-Express</small>	95 <small>Local Freight</small>									
<small>St. Louis</small> <small>Seventh Street</small>	STATIONS								<small>Daily</small> <small>Ex. Sunday</small>							
3	<div style="display: flex; justify-content: space-between;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: small;"> A B S—Signal Indication With Current of Traffic </div> <div style="border: 1px solid black; padding: 5px;"> P.... TOWER GROVE 0.10 . S. L. S. F. CROSSING ... 5.99 P.. IVORY AVE. WYE... Y 0.55 P..... BROADWAY 0.39 CS..DAVIS STREET JCT.... 0.56 P..... IVORY § 2.18 TP.JEFFERSON BARRACKS </div> <div style="writing-mode: vertical-rl; font-size: small;"> Two Main Tracks </div> </div>								12 09AM	1 13PM	5 55PM	6 03PM	10 29PM			
3.71									12 21	1 24	6 05	6 13	10 40			
7									a 12 23	a 1 25						
10.25									12 24	1 27	6 10	6 18	10 45	7 22AM		
10.64									12 28AM	1 31PM	6 16PM	6 24PM	10 50PM	7 30AM		
X 7									Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday		
X10	9.77															

KIRKWOOD SUBDIV.—ST. LOUIS TO KIRKWOOD

Station Numbers	Miles from St. Louis—Seventh Street	TIMETABLE No. 35 AUGUST 6, 1961	TRAINS—WESTWARD									
			FIRST CLASS									
			5	25	15	11	35	21	1	37	9	7
STATIONS			Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily Ex. Sat. and Sun.	Passenger Daily	Passenger Daily	Mail-Express Daily	Passenger Daily	Passenger Daily
.....	0.53	CS.. UNION STATION.....										
1	1.37	LS..... 23rd STREET.....@§	8 50AM	1 00PM	2 30PM	4 00PM	4 25PM	5 42PM	5 50PM	10 20PM	11 47PM	11 59PM
.....	2.36	.... S. L. S. F. CROSSING....										
.....	2.38	P..... GRAND AVENUE.....	8 55	1 08	2 35	4 05	4 30	5 50	5 58	10 25	11 52	12 06AM
3	3.61	P..... TOWER GROVE.....	s 8 59	s 1 13PM	s 2 39	s 4 08	s 4 34	s 5 55PM	s 6 03PM	10 29PM	s 11 56PM	s 12 09AM
.....	7.24	P..... MAPLEWOOD.....					s 4 41					
8	8.23	.... EDGEBROOK.....					s 4 43					
8	8.42	P..... LAKE JCT.....					f 4 45					
9	9.30	.... TUXEDO PARK.....					s 4 48					
.....	9.77	.... WEBSTER PARK.....					s 4 50					
10	10.14	P.. WEBSTER GROVES.....					s 4 52					
11	11.15	.... ALGONQUIN.....					s 4 55					
11	11.70	.... GLENDALE.....					s 4 57					
12	12.23	.... OAKLAND.....					s 5 00					
12	12.93	P..... WOODLAWN.....					s 5 02					
13	13.48	(CS..... KIRKWOOD.....@)	b 9 10AM		b 2 50PM	b 4 20PM	s 5 05PM				b 12 10AM	
13.48			Daily	Daily	Daily	Daily	Daily Ex. Sat. and Sun.	Daily	Daily	Daily	Daily	Daily

KIRKWOOD SUBDIV.—ST. LOUIS TO KIRKWOOD

Station Numbers	Miles from St. Louis—Seventh Street	TIMETABLE No. 35 AUGUST 6, 1961	TRAINS—WESTWARD							
			SECOND CLASS							
			71	91		195	61	75	81	
STATIONS			Red Ball Freight Daily	Local Freight Tues., Thurs., Sat.		Local Freight Daily Ex. Sunday	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	
.....	0.53	CS.. UNION STATION.....								
1	1.37	LS..... 23rd STREET.....@§	1 30AM	7 00AM			10 30AM	2 00PM	8 00PM	
.....	2.36	.... S. L. S. F. CROSSING....								
.....	2.38	P..... GRAND AVENUE.....	1 40	7 10			10 40	2 10	8 10	
3	3.61	P..... TOWER GROVE.....								
.....	7.24	P..... MAPLEWOOD.....								
8	8.23	.... EDGEBROOK.....								
8	8.42	P..... LAKE JCT.....				10 28AM				
9	9.30	.... TUXEDO PARK.....								
.....	9.77	.... WEBSTER PARK.....								
10	10.14	P.. WEBSTER GROVES.....				10 43				
11	11.15	.... ALGONQUIN.....								
11	11.70	.... GLENDALE.....								
12	12.23	.... OAKLAND.....								
12	12.93	P..... WOODLAWN.....								
13	13.48	(CS..... KIRKWOOD.....@)	2 10AM	7 45AM		11 03AM	11 10AM	2 40PM	8 40PM	
13.48			Daily	Tues., Thurs., Sat.		Daily Ex. Sunday	Daily	Daily	Daily	

KIRKWOOD SUBDIV.—KIRKWOOD TO ST. LOUIS

3

Sliding Capacity in Cars Miles from St. Louis — Seventh Street		TIMETABLE No. 35 AUGUST 6, 1961		TRAINS—EASTWARD									
		STATIONS		FIRST CLASS									
				36 Passenger Daily Ex. Sat. and Sun.	10 Passenger Daily	32 Passenger Daily	2 Passenger Daily	22 Passenger Daily	12 Passenger Daily	4 Passenger Daily	6 Passenger Daily	14 Passenger Daily	8 Passenger Daily
Yd.	0.53	ST. LOUIS UNION STATION..... 0.84 LS.....23rd STREET.....® \$ 0.99 S. L. S. F. CROSSING..... 0.02 P.....GRAND AVENUE..... 1.23 P.....TOWER GROVE..... 3.63 P.....MAPLEWOOD..... 0.99 EDGEBROOK..... 0.19 P.....LAKE JCT..... 0.88 TUXEDO PARK..... 0.47 WEBSTER PARK..... 0.37 P...WEBSTER GROVES..... 1.01 ALGONQUIN..... 0.55 GLENDALE..... 0.52 OAKLAND..... 0.71 P.....WOODLAWN..... 0.55 CS.....KIRKWOOD.....®		6 42AM	7 13AM	7 53AM	8 12AM	8 25AM	12 15PM	4 40PM	5 40PM	9 45PM	11 00PM
Yd.	1.37			6 26	6 56	7 32	7 52	8 03	12 01PM	4 18	5 24	9 30	10 40
Yd.	2.36			s 6 24	s 6 54	s 7 30AM	s 7 49AM	s 8 00AM	s 11 58AM	s 4 16PM	s 5 22	s 9 27	s 10 37PM
Yd.	2.38			s 6 18	s 6 44								
Yd.	3.61			s 6 16									
Yd.	7.24			s 6 15									
Yd.	8.23			s 6 12									
Yd.	8.42			s 6 11									
Yd.	9.30			s 6 09	c 6 36								
Yd.	9.77			s 6 07									
Yd.	10.14			s 6 05									
Yd.	11.15			s 6 03									
Yd.	11.70			s 6 02									
Yd.	12.22			s 6 00AM	c 6 33AM					c 11 45AM	c 5 10PM	c 9 15PM	
Yd.	12.93												
Yd.	13.48												
		13.48	Daily Ex. Sat. and Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		

KIRKWOOD SUBDIV.—KIRKWOOD TO ST. LOUIS

Sliding Capacity in Cars Miles from St. Louis — Seventh Street		TIMETABLE No. 35 AUGUST 6, 1961		TRAINS—EASTWARD													
		STATIONS		SECOND CLASS													
				68 Red Ball Freight Daily	70 Red Ball Freight Daily	196 Local Freight Daily Ex. Sunday	90 Local Freight Mon., Wed., Fri.	62 Red Ball Freight Daily	80 Red Ball Freight Daily								
Yd.	0.53	ST. LOUIS UNION STATION..... 0.84 LS.....23rd STREET.....® \$ 0.99 S. L. S. F. CROSSING..... 0.02 P.....GRAND AVENUE..... 1.23 P.....TOWER GROVE..... 3.63 P.....MAPLEWOOD..... 0.99 EDGEBROOK..... 0.19 P.....LAKE JCT..... 0.88 TUXEDO PARK..... 0.47 WEBSTER PARK..... 0.37 P...WEBSTER GROVES..... 1.01 ALGONQUIN..... 0.55 GLENDALE..... 0.52 OAKLAND..... 0.71 P.....WOODLAWN..... 0.55 CS.....KIRKWOOD.....®															
Yd.	1.37			5 30AM	7 30AM		1 00PM	6 00PM	1 00AM								
Yd.	2.36																
Yd.	2.38																
Yd.	3.61																
Yd.	7.24																
Yd.	8.23																
Yd.	8.42					9 35AM											
Yd.	9.30																
Yd.	9.77																
Yd.	10.14																
Yd.	11.15																
Yd.	11.70																
Yd.	12.22																
Yd.	12.93																
Yd.	13.48			2 30AM	6 40AM	8 55AM	11 00AM	5 05PM	10 30PM								
		Daily	Daily	Daily Ex. Sunday	Mon., Wed., Fri.	Daily	Daily										

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

Miles from St. Louis — Seventh Street	TIMETABLE No. 35 AUGUST 6, 1961		Station Numbers	Siding Capacity in Cars
	STATIONS			
8.42	P.....	LAKE JCT.....	8	
		0.83		
9.25		BRENTWOOD.....	GM 1	
		0.52		
9.77		ROCK HILL.....	GM 1	
		1.17		
10.94		LITZINGER ROAD.....	GM 3	
		1.49		
12.43		DWYER.....	GM 4	
		0.84		
13.27		CHAMINADE.....	GM 5	
		1.59		
14.86		MALCOLM.....	GM 6	
		1.07		
15.93		BALLAS ROAD.....	GM 8	
		1.54		
17.47		CHAPMAN.....	GM 9	
		9.05		

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

TRAINS WESTWARD SECOND CLASS	Miles from St. Louis — Seventh Street	TIMETABLE No. 35 AUGUST 6, 1961		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS
191 Local Freight		STATIONS				198 Local Freight
Daily Ex. Sunday		STATIONS				Daily Ex. Sunday
7 12AM	23.85	P.....	BROADWAY.....			12 52PM
			0.50			
	23.35	P.....	IVORY AVE. WYE.....	Y		
			4.59			
	18.76	P.....	ALPHA.....	GH 6		
			1.00			
	17.76	P.....	TESSON.....	GH 5		
			1.13			
	16.63		GRANT.....	GH 4		
			2.66			
	13.97	P.....	BIG BEND ROAD.....	GH 1		
			0.32			
	13.65		S. L. S. F. CROSSING.....			
			0.89			
8 25AM		CS.....	KIRKWOOD.....	13		11 45AM
Daily Ex. Sunday		10.73				Daily Ex. Sunday

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).

Passenger trains handling freight equipment must not exceed maximum speed of freight trains, except upon authority of Superintendent.

The speed shown below is the highest speed authorized for the operation of Passenger and Freight trains.

SUBDIVISIONS	Miles Per Hour	
	Passenger Trains	Freight Trains
Kirkwood:		
Between Grand Ave. and Tower Grove.....	45	35
Between Tower Grove and Kirkwood.....	60	45
Oak Hill:		
Between Tower Grove and Davis Street Jct.	35	25
Between Davis Street Jct. and Jefferson Barracks.....	60	50
Creve Coeur.....	20	20
Carondelet.....	30	30
Between Lesperance St. & Davis St. Jct.....	30	30

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. ENGINES		T&P ENGINES		ST. JOE BELT ENGINES	
Diesel	MPH	Diesel	MPH	Diesel	MPH
301 to 392.....	65	1110 to 1149.....	65	5, 10, 11 and 12.....	55
513 to 626.....	65	1500 to 1582.....	65		
800 to 814.....	30	2000 to 2017.....	85		
4104 to 4371.....	65				
4501 to 4526.....	65	MV-KO&G-OCAA ENGINES		Diesel	MPH
4601 to 4612.....	65			9013 to 9015.....	55
4801 to 4826.....	65	Diesel	MPH		
7000 to 7021.....	98	751 to 756.....	65		
	90				
8001 to 8036.....	98				
9000 to 9020.....	55	M-I ENGINES		Diesel	MPH
9102 to 9191.....	55	Diesel	MPH	9090 to 9091.....	55
9200 to 9239.....	55	51.....	55	9198 to 9199.....	55

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

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 Subdiv.....	25
Oak Hill and Carondelet Subdivs.....	20
Creve Coeur Subdiv.....	15

SPECIAL INSTRUCTIONS

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

Through No. 10 lateral turnouts and crossovers, entire train	15
Through Nos. 15, 16 and 20 lateral turnouts and crossovers, entire train.....	35
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.....	35
(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

	Miles Per Hour	
	Passenger Trains	Freight Trains
23rd Street..... Interlocking limits.....	10	10
Grand Avenue... Interlocking limits.....	10	10
Tower Grove.... Interlocking limits.....	15	15
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

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SPEED RESTRICTION 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 2 3/4" 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.

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

Pile Drivers.....	25
Steam Shovels.....	25
Bridge Derrick Cars (non-revolving).....	30

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.

Bridge Derrick-Pile Driver (combination machine)..... 25

Bridge derrick-pile driver (combination machine) may be shipped either as a derrick or as a pile driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.

American Ditchers (self-propelling)..... 25

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.

SPECIAL INSTRUCTIONS

3-G. TRAINS HANDLING WORK EQUIPMENT, DERICKS, CRANES, ETC.—(Continued):Miles
Per
Hour

Locomotive Cranes or Clam Shells..... 25

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.

American Ditchers, loaded on flat cars..... 25

Yard (clam shell) and "Burro" Cranes, loaded on flat cars..... 25

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

Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling work equipment shown under Item 3-G, above, must be restricted to five miles per hour less than such maximum freight train speed.

3-G. TRAINS HANDLING WORK EQUIPMENT, DERICKS, CRANES, ETC.—(Concluded):Miles
Per
Hour**Wrecking Cranes (self-propelling):**

The speed of trains handling wrecking cranes (self propelling) shall be restricted according to maximum permissible speed of freight trains, 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 Freight Train Speed

Scale Test Cars (Except MPX 5121)..... 30

Scale Test Car MPX 5121..... Maximum Freight Train Speed

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, 3-F and 3-G, 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	NAME	LOCATION
HOSPITAL	St. Louis, Mo.	★★Dr. J. W. Compton.....	East St. Louis, Ill.
★★Dr. G. R. Guerra.....	Dupo, Ill.	★★Dr. C. E. Burpo.....	Belleville, Ill.
★★Dr. R. G. Guerra.....	Dupo, Ill.	★★Dr. L. F. Howe.....	Brentwood, Mo.
★★Dr. V. P. Siegel.....	East St. Louis, Ill.	★★Dr. P. F. Norbet.....	Belleville, Ill.

★Medical Examiners for Examination of all Applicants.

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