

SAFETY



FIRST

MISSOURI PACIFIC RAILROAD COMPANY

ST. LOUIS TERMINAL DIVISION

TIME TABLE No. 35

Taking Effect at 12:01 A. M. Sunday, June 6, 1926

Superseding Time Table No. 34, dated April 4, 1926,
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT
OF EMPLOYEES ONLY.

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

CENTRAL STANDARD TIME

J. CANNON,
GENERAL MANAGER

R. C. WHITE,
ASSISTANT GENERAL MANAGER

D. O. OUELLET,
GENERAL SUPERINTENDENT TRANSPORTATION

P. J. NEFF,
GENERAL SUPERINTENDENT

C. A. CLEMENTS,
SUPERINTENDENT

SAFETY



FIRST

MISSOURI PACIFIC RAILROAD COMPANY

ST. LOUIS TERMINAL DIVISION

TIME TABLE No. 35

Taking Effect at 12:01 A. M. Sunday, June 6, 1926

Superseding Time Table No. 34, dated April 4, 1926,
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT
OF EMPLOYEES ONLY.

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

CENTRAL STANDARD TIME

J. CANNON,
GENERAL MANAGER

R. C. WHITE,
ASSISTANT GENERAL MANAGER

D. O. OUELLET,
GENERAL SUPERINTENDENT TRANSPORTATION

P. J. NEFF,
GENERAL SUPERINTENDENT

C. A. CLEMENTS,
SUPERINTENDENT

**ST. LOUIS TERMINAL DIVISION
ARBITRARY HOLDS — PASSENGER TRAINS**

STATION	Train Number	Hold for Division Train	Hold Until	Hold If On Time	REMARKS
St. Louis	1	B. & O. 1	6:55 P. M.	10 Min.	When passengers are reported.
"	1	C.C.C. & St.L. 11	6:55 P. M.	10 Min.	" " " "
"	1	" 41	6:55 P. M.	10 Min.	" " " "
"	1	C. B. & Q. 14	7:15 P. M.	30 Min.	" " " "
"	1	C. & A. 1	7:15 P. M.	30 Min.	" " " "
"	1	I. C. 19	7:05 P. M.	20 Min.	When four or more passengers are reported.
"	1	Pa. 21	7:00 P. M.	15 Min.	When passengers are reported.
"	1	" 31	7:00 P. M.	15 Min.	" " " "
"	1	" 65	7:00 P. M.	15 Min.	" " " "
"	1	C. & E. I. 21	7:15 P. M.	30 Min.	" " " "
"	1	Wabash 11	7:00 P. M.	15 Min.	When passengers are reported. If 5 or more passengers are reported will hold 30 minutes
"	1	C. & A. 3	7:15 P. M.	30 Min.	When passengers are reported.
"	21	B. & O. 1	7:12 P. M.	10 Min.	" " " "
"	21	C.C.C. & St.L. 11	7:12 P. M.	10 Min.	" " " "
"	21	" 41	7:12 P. M.	10 Min.	" " " "
"	21	C. B. & Q. 14	7:32 P. M.	30 Min.	" " " "
"	21	C. & A. 1	7:32 P. M.	30 Min.	" " " "
"	21	I. C. 19	7:22 P. M.	20 Min.	When four or more passengers are reported.
"	21	Pa. 21	7:17 P. M.	15 Min.	When passengers are reported.
"	21	" 31	7:17 P. M.	15 Min.	" " " "
"	21	" 65	7:17 P. M.	15 Min.	" " " "
"	21	C. & E. I. 21	7:32 P. M.	30 Min.	" " " "
"	21	Wabash 11	7:17 P. M.	15 Min.	When passengers are reported. If 5 or more passengers are reported will hold 30 minutes.
"	21	C. & A. 3	7:32 P. M.	30 Min.	When passengers are reported.
"	Pa. 30	Mo. Pac. 2 & 22	12:15 P. M.	13 Min.	When passengers are reported. However, if either of our trains are backing into the station at 12:15 P. M., they will hold further to receive passengers, but no longer than 12:30 P. M.
"	" 26	" " "	12:45 P. M.	15 Min.	When passengers are reported.
"	C. C. & St. L. 14	" " "	12:10 P. M.	10 Min.	" " " "
"	B. & O. 2	" " "	12:10 P. M.	10 Min.	When passengers are reported. When sufficient notice is given, matter is taken up with General Manager for authority to hold longer should business justify.
"	Wab. 10	" " "	12:35 P. M.	15 Min.	When passengers are reported. When 5 or more passengers are reported, will hold 30 minutes.
"	I. C. 20	" " "			Each case handled on its merits. However, practice has been to hold 15 to 20 minutes when as many as four passengers are reported.
"	C. & E. I. 22	" " "	12:15 P. M.	30 Min.	When passengers are reported.
"	C. & A. 2	" " "	12:35 P. M.	30 Min.	" " " "
"	" 8	" 24	12:14 A. M.	15 Min.	For Chicago sleeper.
"	Wab. 18-8	" 24	12:20 A. M.	15 Min.	" " " "
"	7	Pa. 11			Will hold for letters, newspapers, and passing storage mail cars from Pa. 11 when it is in sight from Depot at leaving time of this train, but not later than 2:25 A. M.
"	7	C. & A. 79	3:00 A. M.	1 Hr.	Will hold for letters, newspapers, and passing storage mail and Chicago sleeping cars.
"	15	B. & O. 3	9:15 A. M.	15 Min.	When five or more passengers are reported for Kansas City or beyond.
"	15	Pa. 155	9:15 A. M.	15 Min.	" " " " " " " "
"	15	C.C.C. & St.L. 43	9:15 A. M.	15 Min.	" " " " " " " "
"	15	L. & N. 56	9:15 A. M.	15 Min.	" " " " " " " "
"	15	Southern 2	9:15 A. M.	15 Min.	" " " " " " " "
"	15	Nic. Plate 5	9:15 A. M.	15 Min.	" " " " " " " "
"	15	I. C. 16	9:15 A. M.	15 Min.	Will hold when can get sleeper and depart by 9:15 A. M.
"	11	Pa. 27	2:30 P. M.	28 Min.	When five or more passengers are reported for Kansas City or beyond.
"	11	L. & N. 90	2:30 P. M.	28 Min.	" " " " " " " "
"	11	C.C.C. & St.L. 9	2:30 P. M.	28 Min.	" " " " " " " "
Tower Grove	11	Mo. Pac. 2	2:38 P. M.	30 Min.	When passengers are reported for points where No. 11 stops.
"	11	" 22	2:38 P. M.	30 Min.	" " " " " " " "
St. Louis	11	I. C. 224	2:17 P. M.	15 Min.	When can get sleeper and depart by 2:17 P. M.
"	Pa. 154	Mo. Pac. 12	4:10 P. M.	10 Min.	When passengers are reported Indianapolis or beyond.
"	17	Pa. 7	9:20 P. M.	15 Min.	When five or more passengers are reported.
"	17	C.C.C. & St.L. 19	9:20 P. M.	15 Min.	" " " " " " " "
"	17	C. & A. 22	9:20 P. M.	15 Min.	" " " " " " " "
"	5	Pa. 7	9:43 P. M.	15 Min.	" " " " " " " "
"	5	C.C.C. & St.L. 19	9:43 P. M.	15 Min.	When passengers are reported. (Five or more).
"	5	C. & A. 22	9:43 P. M.	15 Min.	" " " " " " " "
"	5	Wabash 1	9:58 P. M.	30 Min.	For Chicago sleeper.
"	19	Pa. 21	7:10 P. M.	30 Min.	When five or more passengers are reported.
"	19	" 31	7:10 P. M.	30 Min.	" " " " " " " "
"	19	" 65	7:10 P. M.	30 Min.	" " " " " " " "
"	19	CCC&St.L. 41&11	7:10 P. M.	30 Min.	" " " " " " " "
"	19	B. & O. 1	7:10 P. M.	30 Min.	" " " " " " " "
"	19	C. & E. I. 21	7:10 P. M.	30 Min.	" " " " " " " "
"	19	Southern 24	7:10 P. M.	30 Min.	" " " " " " " "
"	19	I. C. 19	7:10 P. M.	30 Min.	" " " " " " " "
"	19	Wabash 11	7:10 P. M.	30 Min.	" " " " " " " "
"	19	C. & A. 1	7:10 P. M.	30 Min.	" " " " " " " "

RULES COVERING OPERATION OF THE TRAIN STAFF SYSTEM BETWEEN TOWER GROVE JUNCTION AND McREE AVE.

DESCRIPTION AND METHOD OF OPERATION

1. All rules relating to protection of trains are in force and are only modified by general instructions herein.
2. The work of the staff block system is affected by the erection, in the block offices at each end of the block, of staff block instruments which are in charge of the signalmen on duty. The two instruments are electrically connected and one cannot be operated without the knowledge and co-operation of the signalman in charge of the other.
3. When one staff has been withdrawn from an instrument, another staff cannot be withdrawn from either until the staff already withdrawn is replaced in the same instrument, or the one at the other end of the block.
4. The absolute staff system permits but one staff to be withdrawn from any pair of instruments at the same time. In case a staff should be lost, the instruments controlling that block are inoperative. Under such circumstances, Enginemen will be governed by clearance card.
5. Permissive staff or portion of same will permit trains to follow each other in same direction through block expecting to find block occupied by preceding train.

RULES

450. A train will not pass into a block until engineman has a staff in his possession, and the signals indicate "Proceed."
451. The possession of a staff is authority for the train to proceed regardless of opposing trains.
452. The delivery of the staff to the engineman will be by hand of block signalman, and the engineman must not accept delivery of a staff from any other person. Signalman will not deliver staff to any other one.
453. The staff will be delivered by engineman on arriving at staff station at designated spot. Under no circumstances must a staff be transferred from one train to another. It must invariably be delivered to the signalman and placed in the machine before delivered to another train. It will be the duty of the signalman to see that all of the train clears the block before he inserts staff in the instrument.

LOCATION OF HOSPITAL, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	OFFICE	OFFICE TELEPHONE	RESIDENCE	RESIDENCE TELEPHONE
HOSPITAL	St. Louis	Grand and Shaw Aves	Bell, Grand 8040; Bell, Main 1000.		
Dr. Paul F. Vasterling, Chief Surgeon	St. Louis, Mo.	Grand and Shaw Aves	Bell, Grand 8040; Bell, Main 1000	4149 Flora Boulevard	Bell, Grand 3631.
Dr. R. C. Blackmer	Benton Station	6778 Manchester Ave	Bell, Benton 172	6778 Manchester Ave	Bell, Benton 173.
Dr. M. C. Starkloff	Carondelet	7619 S. Broadway	Bell, Riverside 129	512 Dover Place	Bell, Riverside 1706.
Dr. Frank S. Zeller	Carondelet	7119 S. Broadway	Bell, Riverside 1389	7204 Pennsylvania Ave	Riverside 740-J.
Col. E. G. Bingham	Post Hospital	Jefferson Barracks, Mo.	Bell, Riverside 468; Station, Hospital	Jefferson Barracks, Mo.	Bell, Riverside 468, Station 50.
Dr. W. R. North	Webster Groves	17 East Lockwood Ave	Bell, Webster 53	17 East Lockwood Ave	Bell, Webster 53.
Dr. John H. Armstrong	Kirkwood	321 N. Kirkwood Road	Bell, Kirkwood 200	325 North Sappington Road	Bell, Kirkwood 117.

DR. PAUL F. VASTERLING, Chief Surgeon,
St. Louis, Mo.

DIVISION OFFICERS

C. A. CLEMENTS, Superintendent	ST. LOUIS, MO.
L. L. KENSINGER, Assistant to Superintendent	ST. LOUIS, MO.
W. L. FERRICK, Assistant Superintendent	DUPO, ILL.
W. R. PETTY, Assistant Superintendent,	CARONDELET, MO.
R. LEARMONT, Passenger Train Master	UNION STATION, ST. LOUIS
R. H. McCULLOUGH, Freight Train Master	ST. LOUIS, MO.
A. R. MILLER, Freight Train Master	ST. LOUIS, MO.
GEO. T. LEWIS, Train Master, Kirkwood District, Creve Coeur & Carondelet Districts	JEFFERSON CITY, MO.
G. B. SCOTT, Train Master, Oak Hill & Lesperance St. Districts	POPLAR BLUFF, MO.
W. L. YOWELL, General Yardmaster, 23rd Street	ST. LOUIS, MO.
J. J. MURPHY, General Yardmaster, Lesperance Street	ST. LOUIS, MO.
C. B. WILLBANKS, General Yardmaster	DUPO, ILL.

KIRKWOOD DISTRICT—ST. LOUIS TO KIRKWOOD

3

Distances from St. Louis	TIME TABLE No. 35 Taking Effect JUNE 6, 1926	Station Numbers	PASSENGER TRAINS—WESTWARD												
			FIRST CLASS												
			133 Suburban Passenger	43 Local Passenger	41 Local Passenger	137 Suburban Passenger	143 Suburban Passenger	139 Suburban Passenger	19 Passenger	1 Passenger	21 Passenger	17 Passenger	5 Passenger	13 Passenger	9 Fast Mail
DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY EXCEPT SAT. & SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			
0.00	ST. LOUIS 7th STREET	A 0													
0.00	ST. LOUIS UNION STATION		P. M. L 5.00	P. M. L 5.29	P. M. L 5.31	P. M. L 5.51	P. M. L 5.55	P. M. L 6.20	P. M. L 6.40	P. M. L 6.45	P. M. L 7.02	P. M. L 9.05	P. M. L 9.28	P. M. L 10.10	P. M. L 11.59
1.30	23rd STREET WABASH JUNCTION	1													
2.36	ST. L.-S. F. CROSSING														
2.38	GRAND AVENUE		P. M. L 5.06	P. M. L 5.35	P. M. L 5.37	P. M. L 5.57	P. M. L 6.01	P. M. L 6.26	P. M. L 6.46	P. M. L 6.51	P. M. L 7.08	P. M. L 9.11	P. M. L 9.34	P. M. L 10.16	A. M. L 12.05
3.52	N. TOWER GROVE STA.	3	S 5.09	S 5.38	S 5.40	S 6.00	S 6.04	S 6.29	S 6.49	S 6.54	S 7.11	S 9.14	S 9.37	S 10.19	12.08
3.61	TOWER GROVE JUNCT.		5.10	5.39	A 5.41 P. M.	6.01	6.05	6.30	6.50	A 6.55 P. M.	A 7.12 P. M.	A 9.15 P. M.	A 9.38 P. M.	10.20	12.09
4.69	HOWARD'S	4													
6.38	BENTON	6		S 5.44		6.06	S 6.10	S 6.37							
6.79	ELLEDALE	6A		S 5.45			S 6.11								
7.24	MAPLEWOOD	7		S 5.47		6.09	S 6.13	S 6.41							
8.23	EDGEBROOK	8A					S 6.14	S 6.42							
8.42	LAKE JUNCTION		5.16	5.49		6.11	A 6.15 P. M.	6.43	6.56					10.28	12.16
8.49	D. LAKE JUNCTION STA.	8		f 5.50		6.12		6.44							
9.30	TUXEDO PARK	9		S 5.52		S 6.13		S 6.45							
9.77	WEBSTER PARK	9A		S 5.54		S 6.16		S 6.47							
10.14	D. WEBSTER GROVES	10	S 5.20	S 5.56		S 6.17		S 6.49	6.59					10.32	
11.15	ALGONQUIN	11		S 5.59		S 6.20		f 6.51							
11.70	GLENDALE	11A		S 6.01		S 6.22		S 6.53							
12.22	OAKLAND	12		S 6.03		S 6.24		S 6.55							
12.93	WOODLAWN	12A1	S 5.28	S 6.05		S 6.26		S 6.57	7.04					10.38	12.23
13.43	END OF DOUBLE TRACK														
13.48	KIRKWOOD TW*	13	A 5.30 P. M.	As 6.10 ³⁸ P. M.		A 6.31 P. M.		A 7.00 P. M.	Av 7.06 P. M.					As 10.40 P. M.	A 12.24 A. M.
	13.48		DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY EXCEPT SAT. & SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
			133	43	41	137	143	139	19	1	21	17	5	13	9
			0.30	0.41	0.10	0.40	0.20	0.40	0.26	0.10	0.10	0.10	0.10	0.30	0.25

SPECIAL INSTRUCTIONS FOR KIRKWOOD DISTRICT

A 11. Yard Limits: St. Louis Yard extends from St. Louis Seventh Street to Mile Post 8.73.

Kirkwood Yard extends from Mile Post 12.40 to Mile Post 13.95. (See Rule 93).

Flagmen must take a position on the rear car of all trains or transfers while moving over main or running tracks. When other than a regular stop is made, flagman must get off immediately and protect rear end.

A 14. Location and Restriction of Permanent Slow Boards:

WESTWARD

From Mile Post	Pole	To Mile Post	Pole	Restriction
9	37	10	20	20 miles per hour
13	2	13	32	10 miles per hour

A 15. End of double track is located 296 feet east of center of Kirkwood Station.

A 17. All trains will approach Tower Grove Junction under control. Trains desiring to use Oak Hill District Route will give FOUR short blasts of the whistle.

A 18. The third track between Spring Avenue and 23rd Street will be used by Eastward Freight Trains. Trains approaching Grand Avenue desiring to use this track will give FOUR short blasts of the whistle.

Westward Freight Trains will use westward main track west of 23rd Street.

A 19. Siding at Kirkwood is located between main tracks, and extends from Mile Post 13.37 to Mile Post 12.50.

A 20. The main track of the Carondelet District extends west to interlocking limits at Taylor Avenue, Kirkwood. Eastward Trains desiring to use this track from Kirkwood to Woodlawn must protect themselves against Carondelet District trains.

KIRKWOOD DISTRICT—KIRKWOOD TO ST. LOUIS

Distances from Kansas City	TIME TABLE No. 35 Taking Effect JUNE 6, 1926	Station Numbers	Siding Capacity in Cars	PASSENGER TRAINS—EASTWARD												
				FIRST CLASS												
				120	14	122	20	18	124	10	6	140	44	40	128	130
				Suburban Passenger	Passenger	Suburban Passenger	Passenger	Passenger	Suburban Passenger	Passenger	Passenger	Suburban Passenger	Local Passenger	Local Passenger	Suburban Passenger	Suburban Passenger
				Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily Except Sunday
288.08	ST. LOUIS 7th STREET	A 0														
282.41	ST. LOUIS UNION STATION		Yard	A 6.15	A 6.55	A 7.02	A 7.23	A 7.32	A 7.40	A 7.42	A 7.57	A 8.04	A 8.07	A 8.28	A 8.45	A 9.55
281.78	23rd STREET WABASH JUNCTION	1														
280.67	ST. L.-S. F. CROSSING															
280.65	GRAND AVENUE		Yard	A 6.05	A 6.35	A 6.52	A 7.14	A 7.16	A 7.30	A 7.33	A 7.39	A 7.54	A 7.58	A 8.13	A 8.35	A 9.45
279.51	N. TOWER GROVE STA.	8	Yard	s 6.02	s 6.31	s 6.49	s 7.11	s 7.13	s 7.27	s 7.30	s 7.35	s 7.51	s 7.55	s 8.09	s 8.32	s 9.42
279.42	TOWER GROVE JUNCT.		Yard	6.01	6.30	6.48	7.10	L 7.12	7.26	7.29	L 7.34	7.50	7.54	L 8.08	8.31	9.41
278.84	HOWARD'S	4	Yard					A. M.			A. M.					
278.65	BENTON	6	Yard	s 5.55		s 6.42			7.20			s 7.41	7.49		8.24	f 9.34
278.24	ELLEDALE	6A		s 5.53								s 7.40				
275.79	MAPLEWOOD	7		s 5.52		s 6.39	7.04		s 7.18			s 7.39	s 7.47		f 8.21	s 9.31
274.80	EDGEBROOK	8A		s 5.50								s 7.37				
274.61	LAKE JUNCTION			s 5.49	6.24	6.36	7.02		7.14	7.21		L 7.36	7.43		8.18	9.28
274.54	D. LAKE JUNCTION STA.	8		s 5.48		6.35			s 7.13			A. M.	7.42		8.17	f 9.27
278.78	TUXEDO PARK	9		s 5.46		s 6.33			s 7.11				s 7.41		s 8.16	f 9.26
278.26	WEBSTER PARK	9A		s 5.44		s 6.31			s 7.09				s 7.39		s 8.14	f 9.24
272.89	D. WEBSTER GROVES	10		s 5.43	h 6.20	s 6.30	6.59		s 7.07	h 7.18			s 7.38		s 8.13	s 9.23
271.88	ALGONQUIN	11		f 5.41		f 6.29			s 7.05				s 7.36		s 8.11	s 9.21
271.83	GLENDALE	11A		s 5.40		s 6.28			s 7.04				s 7.35		s 8.10	f 9.20
270.81	OAKLAND	12		s 5.38		s 6.25			s 7.02				s 7.34		s 8.08	f 9.18
270.10	WOODLAWN	12A1		s 5.37	6.17	s 6.24	6.55		s 7.00	7.14			s 7.33		s 8.07	f 9.17
269.60	END OF DOUBLE TRACK															
269.55	OS. KIRKWOOD TW*	13	Yard	L 5.35 A. M.	Ls 6.15 A. M.	L 6.22 A. M.	Lo 6.53 A. M.		L 6.58 A. M.	Lh 7.12 A. M.			Ls 7.31 ²³ A. M.		L 8.05 A. M.	L 9.15 A. M.
	18.48			Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily Except Sunday
				120	14	122	20	18	124	10	6	140	44	40	128	130
				0.40	0.40	0.40	0.30	0.20	0.42	0.30	0.23	0.28	0.36	0.20	0.40	0.40

SPECIAL INSTRUCTIONS FOR KIRKWOOD DISTRICT

B 1. Trains Nos. 7 and 9 are superior to all other trains. Other First Class trains must take siding at passing points and clear the time of trains Nos. 7 and 9 at least five (5) minutes; all other trains and yard engines ten (10) minutes.

B 2. Maximum Speed: Passenger trains 40 miles per hour. Freight trains 25 miles per hour.

B 3. All road and yard crews using Terminal Railroad Association tracks must provide themselves with Joint Terminal-Merchants' time table, and book of rules, and be governed thereby.

B 4. Standard Clocks: St. Louis Union Station, and 23rd Street Telegraph Office.

B 5. Conductors will throw off Register Ticket at Interlocking Tower at Kirkwood, and operator on duty will register trains.

B 6. Bulletin Boards: St. Louis Union Station, Ewing Avenue Round House and 23rd Street Telegraph Office.

B 7. Speed Restrictions: Eastward Trains ten (10) miles per hour over crossing at Tower Grove Junction.

All trains ten (10) miles per hour through interlocking limits at 23rd Street, Grand Avenue, and Kirkwood.

All trains twenty (20) miles per hour passing through Webster Groves.

All trains five (5) miles per hour passing over Kirkwood Road crossing, just east of Kirkwood Station.

Passenger trains handled by freight engines, 25 miles per hour.

Passenger trains handling freight equipment, 25 miles per hour.

Trains handling steam shovels, clam shells, self-propelling pile drivers, etc., must not exceed 20 miles per hour. Trains handling steam derricks will not exceed maximum speed of freight trains unless otherwise instructed. See circular letter of instructions dated November 12, 1925.

B 9. Any engine may be run on this district.

B 10. Railroad Crossings at Grade:

Interlocked:

St. L.-S. F. R. R., Mile Post 2.36.

Senior Line
Mo. Pac.

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first-class shall have precedence. As between trains of the same class, senior line shall have the right to cross first.

B 11. Yard Limits: St. Louis Yard extends from St. Louis Seventh Street to Mile Post 8.73.

Kirkwood yard extends from Mile Post 12.40 to Mile Post 13.95. (See Rule 93).

Flagmen must take a position on the rear car of all trains or transfers while moving over main or running tracks. When other than a regular stop is made, flagman must get off immediately and protect rear end.

KIRKWOOD DISTRICT—KIRKWOOD TO ST. LOUIS

5

Distances from Kansas City	TIME TABLE No. 35 Taking Effect JUNE 6, 1926	Station Numbers	PASSENGER TRAINS—EASTWARD													
			FIRST CLASS													
			926 M.R.&B.T. Local Passenger	22 Passenger	2 Passenger	132 Suburban Passenger	134 Suburban Passenger	12 Passenger	138 Suburban Passenger	144 Suburban Passenger	32 Local Passenger	38 Local Passenger	4 Passenger	16 Passenger	142 Suburban Passenger	24 Passenger
Daily	Daily	Daily	Daily Except Sunday	Saturday Only	Daily	Daily Except Sunday	Sunday Only	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily			
283.03	ST. LOUIS 7th STREET	A 0														
282.41	ST. LOUIS UNION STATION		A 11.00	A 11.15	A 11.30	A 1.50	A 3.35	A 3.50	A 6.13	A 6.15	A 6.30	A 6.50	A 7.45	A 8.00	A 8.05	A 11.25
281.78	23rd STREET WABASH JUNCTION	1														
280.67	ST. L.-S. F. CROSSING		A 10.50	A 11.02	A 11.17	P 1.40	P 3.25	P 3.40	P 6.05	P 6.05	P 6.15	P 6.39	P 7.30	P 7.50	P 7.55	P 11.12
280.65	GRAND AVENUE															
279.51	N. TOWER GROVE STA.	3	10.47	10.59	11.14	1.37	3.22	3.37	6.02	6.02	6.11	6.36	7.26	7.47	7.52	11.09
279.42	TOWER GROVE JUNCT.		L 10.46	L 10.58	L 11.13	1.36	3.21	3.36	6.01	6.01	L 6.10	6.35	L 7.25	7.46	7.51	L 11.08
278.84	HOWARD'S	4	A. M.	A. M.	A. M.						P. M.					
276.65	BENTON	6				1.30	3.16		5.55	5.55		6.30			7.45	
276.24	ELLENDALE	6A				1.29	3.14		5.54	5.54					7.44	
275.79	MAPLEWOOD	7				1.28	3.12		5.53	5.53		6.28		7.41	7.43	
274.80	EDGEBROOK	8A				1.25	3.10		5.52						7.41	
274.61	LAKE JUNCTION						1.23	3.08	3.29	5.51	L 5.51	6.25		7.39	L 7.40	
274.54	D. LAKE JUNCTION STA.	8				1.22	3.07		5.50		P. M.	6.23			P. M.	
273.78	TUXEDO PARK	9				1.21	3.06		5.49			6.21				
273.26	WEBSTER PARK	9A				1.19	3.04		5.48			6.20				
272.89	D. WEBSTER GROVES	10				1.18	3.03	3.26	5.47			6.19	7.36			
271.88	ALGONQUIN	11				1.16	3.01		5.45			6.16				
271.33	GLENDALE	11A				1.15	3.00		5.44			6.15				
270.81	OAKLAND	12				1.13	2.58		5.43			6.13				
270.10	WOODLAWN	12A				1.12	2.57	3.22	5.42			6.12		7.32		
269.60	END OF DOUBLE TRACK															
269.55	CS. KIRKWOOD WT*	13				L 1.10	L 2.55	L 3.20 ¹⁰⁰	L 5.40			L 6.10 ⁴³		L 7.30		
	13.48		Daily	Daily	Daily	Daily Except Sunday	Saturday Only	Daily	Daily Except Sunday	Sunday Only	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily
			926	22	2	132	134	12	138	144	32	38	4	16	142	24
			0.14	0.17	0.17	0.40	0.40	0.30	0.33	0.24	0.20	0.40	0.20	0.30	0.25	0.17

SPECIAL INSTRUCTIONS FOR KIRKWOOD DISTRICT

B 14. Location and Restriction of Permanent Slow Boards:

EASTWARD

From Mile Post	To Pole	To Mile Post	To Pole	Restriction
13	37	13	9	10 miles per hour
10	31	10	3	20 miles per hour

B 15. End of double track is located 296 feet east of center of Kirkwood Station.

B 17. All Eastward Trains approaching Kirkwood desiring to use passing track will give FOUR short blasts of the whistle. If desiring to use Carondelet District lead will give TWO short and ONE long blasts of the whistle.

B 18. The third track between Spring Avenue and 23rd Street will be used by Eastward Freight Trains. Trains approaching Grand Avenue desiring to use this track will give FOUR short blasts of the whistle.

Westward Freight Trains will use westward main track west of 23rd Street.

B 19. Siding at Kirkwood is located between main tracks, and extends from Mile Post 13.37 to Mile Post 12.50.

B 20. The main track of the Carondelet District extends west to Interlocking limits at Taylor Avenue, Kirkwood. Eastward trains desiring to use this track from Kirkwood to Woodlawn must protect against Carondelet District trains.

B 23. CROSS-OVERS

Jefferson Avenue.	Sulphur Avenue.
Ewing Avenue.	Ellendale.
Grand Avenue.	Lake Junction.
Wittenberg Avenue.	Webster Groves.
Tower Grove.	East end passing track at Woodlawn.
Kingshighway.	

KIRKWOOD DISTRICT—ST. LOUIS TO KIRKWOOD

Distances from St. Louis	TIME TABLE No. 35 Taking Effect JUNE 6, 1926	Station Numbers	Siding Capacity in Cars	FREIGHT TRAINS—WESTWARD																	
				SECOND CLASS				THIRD CLASS													
				71 Red Ball Freight	77 Red Ball Freight	61 Red Ball Freight	75 Red Ball Freight	91 Local Freight	193 Local Freight	195 Local Freight											
	STATIONS																				
0.00	ST. LOUIS, 7th STREET	A 0																			
0.00	ST. LOUIS UNION STATION		Yard																		
1.30	23rd STREET WABASH JUNCTION	1		P. M. L 2.40	P. M. L 4.00	P. M. L 7.20	P. M. L 8.00		A. M. L 8.00	A. M. L 9.10	P. M. L 12.50										
2.36	ST. L.-S. F. CROSSING																				
2.38	GRAND AVENUE		Yard	2.50	4.10	7.30	8.13		8.22	9.16	12.56										
3.52	N. TOWER GROVE STA.	8	Yard	2.55	4.15	7.35	8.18		8.26	9.20	1.00										
3.61	TOWER GROVE JUNCT.		Yard	2.56	4.16	7.36	8.19		8.27	9.21	1.01										
4.69	HOWARD'S	4	Yard						8.31	9.28	1.08										
6.88	BENTON	6	Yard	3.05	4.25	7.45	8.27		8.36	9.35	1.15										
6.79	ELLEDALE	6A		3.07	4.27	7.47	8.28		8.39	9.38	1.18										
7.24	MAPLEWOOD	7																			
8.23	EDGEBROOK	8A																			
8.42	LAKE JUNCTION			3.11	4.31	7.51	8.32		8.43	A 9.45 A. M.	1.25										
8.49	D. LAKE JUNCTION STA.	8																			
9.80	TUXEDO PARK	9																			
9.77	WEBSTER PARK	9A																			
10.14	D. WEBSTER GROVES	10		3.16	4.36	7.56	8.40		8.48		1.40										
11.15	ALGONQUIN	11																			
11.70	GLENDALE	11A																			
12.22	OAKLAND	12																			
12.98	WOODLAWN	12A1		3.25	4.45	8.05	8.55		8.55		1.55										
13.48	END OF DOUBLE TRACK																				
13.48	OS. KIRKWOOD TW*	13	Yard	A 3.30 P. M.	A 4.50 P. M.	A 8.10 P. M.	A 9.00 P. M.		A 9.00 A. M.		A 2.05 P. M.										
				Daily	Daily	Daily	Daily		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday										
				71	77	61	75		91	193	195										
				0.50	0.50	0.50	1.00		1.00	0.35	1.15										

SPECIAL INSTRUCTIONS FOR KIRKWOOD DISTRICT

A 23.

CROSS-OVERS

Jefferson Avenue.
Ewing Avenue.
Grand Avenue.
Wittenberg Avenue.
Tower Grove.
Kingshighway.
Sulphur Avenue.
Ellendale.
Lake Junction.
Webster Groves.
East end passing track at Woodlawn.

KIRKWOOD DISTRICT—KIRKWOOD TO ST. LOUIS

Distances from Kansas City	TIME TABLE No. 35 Taking Effect JUNE 6, 1926	Station Numbers	Siding Capacity in Cars	FREIGHT TRAINS—EASTWARD											
				SECOND CLASS					THIRD CLASS						
				60 Red Ball Freight	68 Red Ball Freight	66 Red Ball Freight	80 Freight	194 Local Freight	90 Local Freight	196 Local Freight					
				Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday				
289.08	ST. LOUIS, 7th STREET	A 0													
282.41	ST. LOUIS UNION STATION		Yard												
281.78	CS 23rd STREET	1		A 5.00	A 7.30	P. M. 12.01	A 6.00	P. M. 12.20	P. M. 12.59	A 4.10					
280.67	WABASH JUNCTION														
280.65	ST. L.-S. F. CROSSING		Yard	4.20	6.16	11.43	5.45	12.13	12.40	4.00					
279.51	GRAND AVENUE		Yard	4.16	6.11	11.39	5.40	12.08	12.36	3.55					
279.42	N. TOWER GROVE STA.	3	Yard	4.15	6.10	11.38	5.39	12.07	12.35	3.54					
278.84	TOWER GROVE JUNCT.		Yard												
278.84	HOWARD'S	4	Yard												
276.65	BENTON	6	Yard	4.04	6.05	11.28	5.30	11.53	12.22	3.40					
276.24	ELLENDALE	6A						11.50		3.39					
275.79	MAPLEWOOD	7								12.20					
274.80	EDGEBROOK	8A													
274.61	LAKE JUNCTION			3.57	6.00	11.22	5.20	L 11.40 A. M.	12.17	3.35					
274.54	D. LAKE JUNCTION STA.	8													
273.73	TUXEDO PARK	9													
273.26	WEBSTER PARK	9A													
272.89	D. WEBSTER GROVES	10		3.52	5.56	11.17	5.16		12.12	3.30					
271.88	ALGONQUIN	11													
271.88	GLENDALE	11A													
270.81	OAKLAND	12													
270.10	WOODLAWN	12A1		3.44	5.49	11.09	5.08		12.04	3.24					
269.60	END OF DOUBLE TRACK														
269.55	CS KIRKWOOD TW*	13	Yard	L 3.40 A. M.	L 5.45 A. M.	L 11.05 A. M.	L 5.05 A. M.		L 11.59 A. M.	L 3.20 P. M.					
	13.48			Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday				
				60	68	66	80	194	90	196					
				1.20	1.45	0.56	0.55	0.40	1.00	0.50					

OAK HILL DISTRICT—TOWER GROVE TO DAVIS STREET JUNCTION

Station Numbers	Distances from St. Louis	TIME TABLE No. 35 Taking Effect JUNE 6, 1926	Siding Capacity in Cars	PASSENGER TRAINS—SOUTHWARD							FREIGHT TRAINS—SOUTHWARD				
				FIRST CLASS							SECOND CLASS	THIRD CLASS			
				7 Mail	33 Local Passenger	3 Passenger	925 M.R.&B.T. Local Passenger	41 Local Passenger	1 Passenger	21 Passenger	17 Passenger	5 Passenger	177 Freight	69 Red Ball Freight	199 Local Freight
		STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
3		N...TOWER GROVE STA.....		A. M. L 2.08	A. M. L 7.29	A. M. L 9.14	P. M. L 3.24	P. M. L 5.40	P. M. L 6.54	P. M. L 7.11	P. M. L 9.14	P. M. L 9.37			
	3.61	0.09 TOWER GROVE JUNCT.....		A. M. L 2.09	A. M. L 7.30	A. M. L 9.15	P. M. L 3.25	P. M. L 5.41	P. M. L 6.55	P. M. L 7.12	P. M. L 9.15	P. M. L 9.38			
	3.71	0.10 ST. L.-S. F. CROSSING.....													
	4.18	0.47 SHAW AVENUE.....													
	4.36	0.18 KING'S HIGHWAY.....													
	5.16	0.80 REBER PLACE.....			f 7.38			f 5.46							
GL8	6.22	1.06 OAK HILL..... W		2.15	f 7.40	9.24	3.32	f 5.48	7.02	7.19	9.24	9.46			
GL8A	6.72	0.50 CHIPPEWA STREET.....			f 7.43			f 5.50							
	8.15	1.43 BATES STREET.....													
	9.70	1.55 IVORY AVE. WYE..... Y		2.21	7.48	9.31	3.40	5.55	7.09	7.26	9.31	9.52			
	10.19	0.49 BROADWAY JUNCT.....		2.22	7.49	9.32	3.41	5.56	7.10	7.27	9.32	9.53	A. M. L 11.41	P. M. L 10.00	P. M. L 2.50
GL7	10.25	0.06 BROADWAY STATION.....		2.23	s 7.50	s 9.33	s 3.42	s 5.57	7.11	7.28	s 9.33	s 9.55	11.42	10.01	f 2.51
	10.64	0.39 CS...DAVIS STREET JCT.....		A 2.24	A 7.54	A 9.35	A 3.44	A 5.59	A 7.12	A 7.29	A 9.35	A 9.57	A 11.45	A 10.05	A 2.55
				A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.
		7.08		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
				7	33	3	925	41	1	21	17	5	177	69	199
				0.16	0.25	0.21	0.20	0.19	0.18	0.18	0.21	0.20	0.04	0.05	0.05

SPECIAL INSTRUCTIONS FOR OAK HILL DISTRICT

C 1. Train No. 7 is superior to all other trains. Other first class trains must take siding at passing points, and clear the time of Train No. 7 at least five (5) minutes; all other trains and yard engines ten (10) minutes.

C 2. Maximum Speed: 35 miles per hour.

C 5. Conductors of Southward Trains will throw off Register Ticket at Davis Street Interlocking Tower and towerman on duty will register trains.

Davis Street Junction Telegraph Office is a train order office for Carondelet District.

C 7. Speed Restrictions: Twenty (20) miles per hour through Davis Street Interlocking Plant.

Southward Trains ten (10) miles per hour over crossing at Tower Grove Junction.

All trains ten (10) miles per hour at Kingshighway Crossing.

Trains may proceed without stopping over an electric car line crossing at a speed not to exceed ten (10) miles per hour when line is clear.

Passenger trains handled by freight engines, 25 miles per hour.

Passenger trains handling freight equipment, 25 miles per hour.

Trains handling steam shovels, clam shells, self-propelling pile drivers, etc., must not exceed 20 miles per hour. Trains handling steam derricks will not exceed maximum speed of freight trains unless otherwise instructed. See circular letter of instructions dated November 12, 1925.

C 9. Any engine may be run on this district.

C 10. Railroad Crossings at Grade:

Not Gated or Interlocked:

St. L.-S. F. R. R., Mile Post 3.71.

Senior Line

St. L.-S. F.

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first-class shall have precedence. As between trains of the same class, senior line shall have the right to cross first.

C 11. Yard limits extend from Tower Grove Junction to Davis Street Junction. (See Rule 93).

Flagmen must take a position on the rear car of all trains or transfers while moving over main or running tracks. When other than a regular stop is made, flagman must get off immediately and protect rear end.

OAK HILL DISTRICT—DAVIS STREET JUNCTION TO TOWER GROVE

9

Station Numbers	TIME TABLE No. 35 Taking Effect JUNE 6, 1926	Distances from Davis St. Junction	PASSENGER TRAINS—NORTHWARD								FREIGHT TRAINS—NORTHWARD		
			FIRST CLASS								SECOND CLASS	THIRD CLASS	
			18 Passenger	6 Passenger	40 Local Passenger	926 M.R.&B.T. Local Passenger	22 Passenger	2 Passenger	32 Local Passenger	4 Passenger	24 Passenger	174 Freight	190 Local Freight	82 Freight
	STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
			A. M. A 7.13	A. M. A 7.35	A. M. A 8.09	A. M. A 10.47	A. M. A 10.59	A. M. A 11.14	P. M. A 6.11	P. M. A 7.26	P. M. A 11.09		
3	N...TOWER GROVE STA.....												
	.....TOWER GROVE JUNCT.....	7.03	A 7.12	A 7.34	A 8.08	A 10.46	A 10.58	A 11.13	A 6.10	A 7.25	A 11.08		
	.....ST. L.-S. F. CROSSING.....	6.93											
	.....SHAW AVENUE.....	6.46											
	.....KING'S HIGHWAY.....	6.28											
	.....REBER PLACE.....	5.48			f 8.01								
GL3	.....OAK HILL..... W	4.42	7.04	7.27	f 8.00	10.38	10.50	11.06	6.02	7.18	11.01		
GL3A	.....CHIPPEWA STREET.....	3.92			f 7.59								
	.....BATES STREET.....	2.49											
	.....IVORY AVE. WYE..... Y	0.94	6.55	7.20	7.53	10.32	10.44	11.01	5.55	7.11	10.56	P. M. A 12.49	A. M. A 8.11
	.....BROADWAY JUNCT.....	0.45	6.54	7.19	7.52	10.31	10.43	11.00	5.54	7.10	10.55	A 12.49	A 8.11
GL7	.....BROADWAY STATION.....	0.39	s 6.53	s 7.18	s 7.51	s 10.30	10.42	10.59	s 5.53	s 7.09	10.54	12.48	f 8.10
	.....CS. DAVIS STREET JCT.....	0.00	L 6.49	L 7.15	L 7.43	L 10.19	L 10.41	L 10.58	L 5.45	L 7.06	L 10.53	L 12.45	L 8.05
			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.
	7.03		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
			18	6	40	926	22	2	32	4	24	174	190
			0.24	0.20	0.26	0.28	0.18	0.16	0.26	0.20	0.16	0.04	0.06

SPECIAL INSTRUCTIONS FOR OAK HILL DISTRICT

C 14. Location and Restriction of Permanent Slow Boards:

NORTHWARD

From Mile Post	Pole	To Mile Post	Pole	Restriction
9	42	9	30	25 miles per hour
7	7	6	38	10 miles per hour
7	12	10	24	20 miles per hour

SOUTHWARD

From Mile Post	Pole	To Mile Post	Pole	Restriction
6	29	6	39	10 miles per hour
9	23	9	37	25 miles per hour
10	18	7	3	20 miles per hour

C 17. Westward Trains approaching Broadway Junction desiring Carondelet District Route will give FOUR short blasts of the whistle. Eastward Carondelet District Trains and Southward Oak Hill District Trains desiring Robert Avenue route will give FOUR short blasts of the whistle.

C 23. CROSS-OVERS

McRee Avenue.
Shaw Avenue.
Reber Place.
Oak Hill.
Gravois Road.
Bates Street.
Ivory Avenue Wye.
Broadway.

10 CREVE COEUR DISTRICT—BETWEEN LAKE JUNCTION AND CREVE COEUR

TRAINS—WESTWARD				Station Numbers	Distances from St. Louis	TIME TABLE No. 35 Taking Effect JUNE 6, 1926	Distances from Creve Coeur	Siding Capa- city in Cars	Pass- ing Tracks	TRAINS—EASTWARD			
THIRD CLASS		FIRST CLASS								FIRST CLASS			THIRD CLASS
193 Local Freight	143 Suburban Passenger	145 Suburban Passenger	141 Suburban Passenger							140 Suburban Passenger	144 Suburban Passenger	142 Suburban Passenger	194 Local Freight
Daily Except Sunday	Daily Except Sunday	Sunday Only	Daily Except Sunday			STATIONS				Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily Except Sunday
A. M.	P. M.	A. M.	A. M.			LAKE JUNCTION.....	11.86			A. M.	P. M.	P. M.	A. M.
L 9.45	L 6.15	L 10.05	L 6.15		8.42	D...LAKE JUNCTION STATION.....	11.79			A 7.36	A 5.51	A 7.40	A 11.40
8 9.46	8 6.16	8 10.06	8 6.16	8	8.49	BRENTWOOD.....	11.03			8 7.35	8 5.50	8 7.38	8 11.38
f 9.49	8 6.18	8 10.08	8 6.18	GM1	9.25	ROCK HILL.....	10.51			f 7.32	8 5.46	f 7.35	f 11.35
f 9.52	8 6.20	f 10.10	f 6.20	GM1A	9.77	KING'S.....	10.08			f 7.30	f 5.43	f 7.32	f 11.30
f 9.55	f 6.22	f 10.12	f 6.22	GM2	10.25	LITZINGER ROAD.....	9.84			f 7.28	f 5.40	f 7.30	f 11.28
f 9.58	f 6.24	f 10.14	f 6.24	GM3	10.94	VON SCHRADER'S.....	8.50	32		f 7.26	f 5.38	f 7.28	f 11.25
f 10.00	f 6.26	f 10.16	f 6.26	GM3A	11.78	Dwyer.....	7.85			f 7.24	f 5.36	f 7.26	f 11.22
f 10.02	f 6.28	f 10.18	f 6.28	GM4	12.43	CHAMINADE.....	7.01			f 7.22	f 5.34	f 7.24	f 11.19
f 10.05	f 6.30	f 10.20	f 6.30	GM5	13.27	MALCOLM.....	6.42			f 7.20	f 5.32	f 7.22	f 11.15
f 10.08	f 6.33	f 10.23	f 6.33	GM6	14.86	BALLAS ROAD.....	4.85			f 7.16	f 5.29	f 7.19	f 11.12
f 10.11	f 6.36	f 10.26	f 6.36	GM8	15.93	EMERSON.....	3.94	15		f 7.13	f 5.26	f 7.17	f 11.10
f 10.14	8 6.37	8 10.27	8 6.37	GM8A	16.34	CHAPMAN.....	2.81			f 7.12	8 5.25	f 7.15	f 11.06
f 10.17	8 6.39	f 10.29	f 6.39	GM9	17.47	FREE FEE.....	1.79			f 7.09	f 5.22	f 7.13	8 11.01
f 10.21	f 6.44	f 10.33	f 6.42	GM10	18.49	BENBUSH.....	0.78		Y	f 7.06	f 5.19	f 7.11	f 10.57
8 10.25	8 6.48	8 10.38	8 6.45	GM11	19.50	UPPER CREVE COEUR.....	1.48			8 7.04	8 5.16	8 7.08	8 10.55
f 10.27	f 6.50	f 10.40	f 6.47		20.20	BENBUSH.....	0.78		Y	8 5.14			
f 10.28	f 6.51	f 10.41	f 6.49		19.50	CREVE COEUR.....	0.00			8 5.12			
10.30	6.53	10.43	6.51	GM11	20.28	END OF TRACK.....				L 7.00 ¹⁴¹	L 5.10 ¹⁴⁵	L 7.05 ¹⁴³	L 10.50 ¹⁹³
A 10.40 ¹⁹⁴	A 6.55 ¹⁴²	A 10.45 ¹⁴⁴	A 6.55 ¹⁴⁰	GM12	20.38					A. M.	P. M.	P. M.	A. M.
Daily Except Sunday	Daily Except Sunday	Sunday Only	Daily Except Sunday			11.96				Daily Except Sunday	Sunday Only	Daily Except Sunday	Daily Except Sunday
193	143	145	141							140	144	142	194
0.55	0.40	0.40	0.40							0.36	0.41	0.35	0.50

SPECIAL INSTRUCTIONS FOR CREVE COEUR DISTRICT

D 1. All Eastward Trains are superior to trains of the same class in the opposite direction.

- Train No. 141 is superior to Train No. 140.**
- Train No. 143 is superior to Train No. 142.**
- Train No. 145 is superior to Train No. 144.**
- Train No. 193 is superior to Train No. 194.**

D 2. Maximum Speed: Passenger trains 30 miles per hour. Freight trains 20 miles per hour.

The agent at Benbush will keep a separate register headed "Trains to Upper Creve Coeur," in which he will register arrival and departure of all trains to and from Upper Creve Coeur.

D 7. Trains may proceed without stopping over an electric car line crossing at a speed not to exceed ten (10) miles per hour when line is clear.

Passenger trains handling freight equipment, 20 miles per hour.

Trains handling steam shovels, clam shells, self-propelling pile drivers, etc., must not exceed 15 miles per hour. Trains handling steam derricks will not exceed maximum speed of freight trains unless otherwise instructed. See circular letter of instructions dated November 12, 1925.

D 9. Any engine not exceeding 79 tons may be run on this district.

D 11. Flagmen must take position on the rear car of all trains or transfers while moving over main or running tracks. When other than a regular stop is made flagman must get off immediately and protect rear end.

D 14. Location and Restriction of Permanent Slow Boards:

WESTWARD

From Mile Post	Pole	To Mile Post	Pole	10 Miles per hour
8	32	9	10	

EASTWARD

From Mile Post	Pole	To Mile Post	Pole	10 miles per hour
9	15	9	6	

CARONDELET DISTRICT—BETWEEN KIRKWOOD AND CARONDELET

11

TRAINS—EASTWARD			Station Numbers	Distances from St. Louis	TIME TABLE No. 35 Taking Effect JUNE 6, 1926	Distances from Carondelet	Sliding Capacity in Cars Passing Tracks	TRAINS—WESTWARD			
THIRD CLASS	SECOND CLASS	FIRST CLASS						FIRST CLASS	SECOND CLASS	THIRD CLASS	
198 Local Freight	70 Red Ball Freight	176 Freight						175 Freight	191 Local Freight	81 Freight	
Daily	Daily	Daily			STATIONS			Daily	Daily	Daily	
P. M. L 2.10	P. M. L 9.00	A. M. L 10.45 ⁸¹	13	OS	KIRKWOOD	WT	12.14	Yard	P. M. A 1.35	A. M. A 9.20	A. M. A 10.45 ¹⁷⁶
2.12	9.04	10.47		13.07	0.41 WOODLAWN JUNCTION		11.73		1.33	9.18	10.42
			GH1	13.65	0.58 EAST KIRKWOOD		11.15				
			GH1A	13.97	0.32 ST. L.-S. F. CROSSING						
f 2.15	9.08	f 10.50		16.63	2.66 BIG BEND ROAD		10.83		f 1.25	f 9.10	10.34
f 2.25	9.20	f 11.05		18.76	2.13 GRANT'S		8.17	30	f 1.13	f 8.55	10.24
f 2.33	9.30	f 11.15		23.35	4.59 CONTINENTAL		6.04	75	f 1.03	f 8.43	10.14
f 2.48	9.55	f 11.40		23.85	0.50 IVORY AVE. WYE	Y	1.45		12.50	8.12	10.01
A 2.50	A 10.00	A 11.41		23.85	0.06 BROADWAY JUNCTION		0.95		L 12.49	L 8.11	L 10.00
P. M.	P. M.	A. M.		23.91	0.30 OAK HILL DISTRICT		0.89		P. M.	A. M.	A. M.
			GL7	24.21	0.59 BROADWAY STATION		0.59				
			GH1B	24.80	0.59 STEIN STREET JUNCTION		0.00				
			GL7A		CARONDELET	WT					
					KRAUSS STREET						
Daily	Daily	Daily			11.73				Daily	Daily	Daily
198	70	176							175	191	81
0.40	1.00	0.56							0.46	1.00	0.45

SPECIAL INSTRUCTIONS FOR CARONDELET DISTRICT

E 1. All Eastward Trains are superior to trains of the same class in the opposite direction.

Train No. 191 is superior to Train No. 176.

E 2. Maximum Speed: 25 miles per hour.

E 7. Speed Restrictions: Five (5) miles per hour at Gravois Road Crossing, located at Mile Post 16, Pole 25.

Five (5) miles per hour at Weber Road Crossing, located at Mile Post 23, Pole 6.

Passenger trains handling freight equipment, 25 miles per hour.

Trains handling steam shovels, clam shells, self-propelling pile drivers, etc., must not exceed 15 miles per hour. Trains handling steam derricks will not exceed maximum speed of freight trains unless otherwise instructed. See circular letter of instructions dated November 12, 1925.

E 9. Any engine may be run on this district.

E 10. Railroad Crossings at Grade:

Interlocked:

St. L.-S. F. R. R., Mile Post 13.65.

Senior Line
Mo. Pac.

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first-class shall have precedence. As between trains of the same class, senior line shall have the right to cross first.

E 11. Yard Limits: Kirkwood Yard extends from Mile Post 14.36 on the Carondelet District to Mile Post 13.95 west of Kirkwood on the main track. (See Rule 93).

Flagmen must take a position on the rear car of all trains or transfers while moving over main or running tracks. When other than a regular stop is made, flagman must get off immediately and protect rear end.

E 13. Trains Nos. 191 and 198 between Broadway Station and Kirkwood will carry passengers, stopping caboose at station platforms.

E 14. Location and Restriction of Permanent Slow Boards:

EASTWARD

From Mile Post	Pole	To Mile Post	Pole	
16	17	16	26	5 miles per hour
23	6	23	19	5 miles per hour

WESTWARD

From Mile Post	Pole	To Mile Post	Pole	
16	29	16	22	5 miles per hour
23	18	23	6	5 miles per hour

E 17. Westward Trains approaching Broadway Junction desiring Carondelet District Route will give FOUR short blasts of the whistle. Eastward Carondelet Trains and Southward Oak Hill District Trains desiring Robert Avenue Route will give FOUR short blasts of the whistle.

12 LESPERANCE STREET DISTRICT—LESPERANCE STREET TO JEFFERSON BARRACKS

Station Numbers	Distances from St. Louis	TIME TABLE No. 35 Taking Effect JUNE 6, 1926	PASSENGER TRAINS—SOUTHWARD												
			FIRST CLASS												
			7 Mail	33 Local Passenger	3 Passenger	925 M.R.&B.T. Local Passenger	41 Local Passenger	1 Passenger	21 Passenger	17 Passenger	5 Passenger				
		STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
X 1	1.10	CS.....LESPERANCE ST...OWT 5.07													
		ROBERT AVENUE													
X 6	6.17	.....CARONDELET...OW 0.21													
	6.38	MO. PAC. CROSSING..... 0.42													
	6.80	CS...DAVIS STREET JCT..... 0.56	A	L	L	L	L	L	L	L	L	L	L	L	L
X 7A	7.36	.....IVORY.....W 2.18	2.25	7.56	9.37	3.46	6.02	7.13	7.30	9.37	9.59 ⁷³				
X 10	9.54	D...JEFFERSON BARRACKS... 8.44	A 2.28 A. M.	A 8.00 A. M.	A 9.41 A. M.	A 3.50 P. M.	A 6.10 P. M.	A 7.16 P. M.	A 7.33 P. M.	A 9.40 P. M.	A 10.02 P. M.				
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
			7	33	3	925	41	1	21	17	5				
			0.04	0.06	0.06	0.06	0.11	0.04	0.04	0.05	0.05				

LESPERANCE STREET DISTRICT—JEFFERSON BARRACKS TO LESPERANCE STREET

Siding Capacity in Cars	Distances from Texarkana	TIME TABLE No. 35 Taking Effect JUNE 6, 1926	PASSENGER TRAINS—NORTHWARD												
			FIRST CLASS												
			18 Passenger	6 Passenger	40 Local Passenger	926 M.R.&B.T. Local Passenger	22 Passenger	2 Passenger	32 Local Passenger	4 Passenger	24 Passenger				
		STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
	489.17	CS.....LESPERANCE ST...CWT 5.07													
		ROBERT AVENUE													
	484.10	.....CARONDELET...OW 0.21													
	483.89	MO. PAC. CROSSING..... 0.42													
	483.41	CS...DAVIS STREET JCT..... 0.56	A 6.49	A 7.15	A 7.43	A 10.19	A 10.41	A 10.58	A 5.45	A 7.06	A 10.53				
	482.91	.....IVORY.....W 2.18	6.47	7.13	7.41	10.17	10.40	10.57	5.43	7.04	10.52				
50	480.73	D...JEFFERSON BARRACKS... 8.44	L 6.43 A. M.	L 7.10 A. M.	L 7.38 A. M.	L 10.14 A. M.	L 10.37 A. M.	L 10.54 A. M.	L 5.40 P. M.	Lu 7.01 P. M.	L 10.49 P. M.				
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
			18	6	40	926	22	2	32	4	24				
			0.06	0.05	0.05	0.05	0.04	0.04	0.05	0.05	0.04				

SPECIAL INSTRUCTIONS FOR LESPERANCE STREET DISTRICT

F 1. Train No. 7 is superior to all other trains. Other First Class Trains must take siding at passing points and clear the time of train No. 7 at least five (5) minutes; all other trains and yard engines ten (10) minutes.

F 2. Maximum Speed: Lesperance St. to Davis St., all trains 25 miles per hour.

Davis St. to Jefferson Barracks, passenger trains 45 miles per hour; freight trains 25 miles per hour.

F 4. Standard Clocks: Lesperance Street Telegraph Office.

F 5. Southward First Class Trains will throw off register ticket at Davis Street Junction and towerman on duty will register trains. Northward Trains are not required to register at Davis Street Junction.

Davis Street Junction Telegraph Office is a train order office for Carondelet District.

F 6. Bulletin Boards: Lesperance Street Telegraph Office, and Robert Avenue, Carondelet.

LESPERANCE STREET DISTRICT—LESPERANCE STREET TO JEFFERSON BARRACKS 13

		TIME TABLE		FREIGHT TRAINS—SOUTHWARD									
		No. 35		SECOND CLASS				THIRD CLASS					
Station Numbers	Distances from St. Louis	Taking Effect JUNE 6, 1926		177 Freight	73 Red Ball Freight	69 Red Ball Freight	63 Red Ball Freight	93 Local Freight	199 Local Freight				
		STATIONS		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily				
X1	1.10	CS	LESPERANCE ST. OWT		P. M. L 9.00		P. M. L 10.00	A. M. L 6.00					
			5.07 ROBERT AVENUE										
X6	6.17		CARONDELET OW		9.20		10.19	6.15					
	6.88		MO. PAC. CROSSING										
	6.80	CS	DAVIS STREET JCT.	A. M. L 11.45	9.25	P. M. L 10.05	10.22	6.18	L 2.55				
X7A	7.86		IVORY W	A 11.55	9.59	A 10.15	10.25	6.21	A 3.00				
X10	9.54	D	JEFFERSON BARRACKS	A. M. A 10.07	P. M.	P. M. A 10.35	P. M.	A 6.30 A. M.	P. M.				
	8.44			Daily	Daily	Daily	Daily	Daily Except Sunday	Daily				
				177	73	69	63	93	199				
				0.10	1.07	0.10	0.35	0.30	0.05				

LESPERANCE STREET DISTRICT—JEFFERSON BARRACKS TO LESPERANCE STREET

		TIME TABLE		FREIGHT TRAINS—NORTHWARD									
		No. 35		SECOND CLASS				THIRD CLASS					
Siding Capacity in Cars	Distances from Texarkana	Taking Effect JUNE 6, 1926		62 Red Ball Freight	174 Freight			190 Local Freight	82 Freight	92 Local Freight			
		STATIONS		Daily	Daily			Daily	Daily	Daily Except Sunday			
	489.17	CS	LESPERANCE ST. OWT	A. M. A 5.00						P. M. A 1.30			
	484.10		ROBERT AVENUE CARONDELET CW	4.38						1.05			
	483.89		MO. PAC. CROSSING										
	483.41	CS	DAVIS STREET JCT.	4.28	P. M. A 12.45			A. M. A 8.05	A. M. A 9.55	1.00			
	482.91		IVORY W	4.25	L 12.40			L 8.00	L 9.45	12.55			
50	480.78	D	JEFFERSON BARRACKS	L 4.10 A. M.	P. M.			A. M. L 12.35	A. M.	P. M.			
	8.44			Daily	Daily			Daily	Daily	Daily Except Sunday			
				62	174			190	82	92			
				0.50	0.05			0.05	0.10	0.55			

SPECIAL INSTRUCTIONS FOR LESPERANCE STREET DISTRICT

F 7. Speed Restrictions: Twenty (20) miles per hour through Davis Street Interlocking Plant.

No trains will exceed speed of five (5) miles per hour between Arsenal Street and Barton Street.

All trains twenty (20) miles per hour passing over Marceau Street crossing, located Mile Post 6, Pole 46.

All trains twenty (20) miles per hour passing over Catalan Street crossing, located Mile Post 7, Pole 4.

Passenger trains handled by freight engines, 25 miles per hour between Davis Street and Jefferson Barracks.

Passenger trains handling freight equipment, 25 miles per hour.

Trains handling steam shovels, clam shells, self-propelling pile drivers, etc., must not exceed 20 miles per hour. Trains handling steam derricks will not exceed maximum speed of freight trains unless otherwise instructed. See circular letter of instructions dated November 12, 1925.

F 9. Any engine may be run on this district.

F 11. Yard limits extend from Mile Post 0, one mile north of Lesperance Street, to Mile Post 10, south of Jefferson Barracks. (See Rule 93).

Flagmen must take position on the rear car of all trains or transfers while moving over main or running tracks. When other than a regular stop is made, flagman must get off immediately and protect rear end.

F 14. Location and Restriction of Permanent Slow Boards:

SOUTHWARD

From		To		20 miles per hour
Mile Post	Pole	Mile Post	Pole	
6	20	7	3	

NORTHWARD

From		To		20 miles per hour
Mile Post	Pole	Mile Post	Pole	
7	12	6	10	

F 23.

Barton Street.
Dorcas Street.
Cherokee Street.
Chemical Works.

CROSS-OVERS

Filmore Street.	Ivory Yard, North End.
Nagel Avenue.	Ivory Yard, South End.
Stein Street.	Jefferson Barracks.

14 RULES GOVERNING THE OPERATION OF DAVIS STREET JUNCTION INTERLOCKING PLANT

Home signal for Interlocking Plant governing Southward Trains, is located about 500 feet south of Reilly Avenue overhead Bridge. The distant signal is located about 500 feet south of Broadway Station.

Trains approaching interlocking plant and finding home interlocking signal in stop position and receiving a clear calling on arm, may proceed as per Rules 61-G and 221. When there are no orders and route is clear, home interlocking signal will indicate proceed.

RULES GOVERNING THE OPERATION OF 23rd STREET INTERLOCKING PLANT.

Top arm of two-arm signal located on signal bridge just west of Jefferson Avenue overhead bridge governs to Union Station, and lower arm governs to freight yard.

RULES GOVERNING THE OPERATION OF GRAND AVE. INTERLOCKING PLANT.

Telephones are placed at Semaphore Post No. 50, St. L.-S. F. Crossing Watchman's cabin, Spring Avenue, and cabin just west of Compton Avenue viaduct for the purpose of communicating with Towerman as to which tracks are desired. When calling for routes give track number on which train is moving and the track where cars are to be placed or to which you are destined.

Air whistle signals placed on Semaphore Posts 10 and 50 and on the tower at Grand Avenue will be used in cases of emergency. When "DANGER" blast (one long whistle) is given, trains or engines in the immediate vicinity of the signal must be brought to a stand, and must not move until the necessity for the use of such signal is made clear and the safety of proceeding is assured.

RULES GOVERNING THE OPERATION OF LAKE JUNCTION INTERLOCKING PLANT.

All westward main line trains will be governed by Double Arm Automatic Signal 81-81-B, located at Edgebrook. Top arm governs main line trains. Lower arm governs trains to Branch. If top arm is in horizontal position or displays a red light at night, it may indicate that junction switch is set or that a train is using crossover.

All eastward main line trains will be governed by Double Arm Automatic Signal 84, located opposite Lake Junction Telegraph Office. If home blade is in horizontal position or displays a red light at night it may indicate switches are set for Creve Coeur Branch or that Branch train is using crossover. Distant Signal for Signal No. 84 is located at Mile Post 9.

All eastward Creve Coeur Branch trains will be governed by Double Arm Automatic Semaphore Signal 84-B, located just east of Lake Junction, on Branch, and by position of derail and switches. (501 AA).

Indicator located at Lake Junction designates condition of blocks Nos. 71 and 84.

RULES GOVERNING THE OPERATION OF KIRKWOOD INTERLOCKING PLANT.

Main track hand throw switches just west of Clay Avenue overhead bridge and on westward main track just east of Taylor Avenue, have electric locks controlled from interlocking tower, under bell code as posted in lock boxes adjoining switch stands.

POPLAR STREET CONNECTION

Special instructions governing the operation of trains over Poplar Street Connection.

All trains and engines must, before proceeding east over Poplar Street, report at telephone at either 12th Street or 8th and Poplar Streets, and coming west, at telephone at Gratiot Street, to ascertain positively that track is clear. In event of telephone failing to work train may proceed under the protection of flag.

All westward trains using Poplar Street connection will reduce speed to ten (10) miles per hour on curve at the foot of Poplar Street on levee. Eastward Trains will reduce speed to five (5) miles per hour at the same point.

Engines Nos. 1 to 172, 1201 to 1280, 1301 to 1325, 1401 to 1487, 1511 to 1570, 1701 to 1714, 1801 to 1819, 5201 to 5207, 5301 to 5316, 5501 to 5540, 6000, 6401 to 6454, 6501 to 6521 and 6611 to 6629, inclusive, will not go around curve at foot of Poplar Street account of long wheel base, and engines of that class will be handled to and from Lesperance Street, via Oak Hill Dist.

All trains and engines will reduce speed to FIVE (5) miles per hour on Poplar Street between 2nd Street and 7th Street.

All trains and engines approaching any crossing on Poplar Street where gate is not down will stop and flag over crossing.

LOCATION AND NUMBER OF AUTOMATIC BLOCK SIGNALS LESPERANCE ST. DISTRICT

LOCATION	DOUBLE TRACK	
	Southward No.	Northward No.
South of Robert Avenue.....	67	
Davis Street.....	69	68
Ivory Yard.....	77	76
1/4 mile south of Ivory Yard.....	87	86
North of Jefferson Barracks.....	93	
South of Jefferson Barracks.....		96
1/2 mile South of Jefferson Barracks.....		102

St. Louis Terminal Division

LOCATION AND NUMBER OF AUTOMATIC BLOCK SIGNALS KIRKWOOD DISTRICT

LOCATION	DOUBLE TRACK	
	Westward No.	Eastward No.
West of Grand Ave.....	25	
West of Chouteau Ave.....		28
East of Tower Grove.....	31	34-34 B
West of Tower Grove.....	35	36
Kingshighway.....	43	44
Howards.....	47	48
Sulphur Ave.....	53	54
East of Benton.....	59	58
Benton.....	65	64
Ellendale.....		68
East of Maplewood.....	71	
Maplewood.....		74
West of Maplewood.....	77	
Edgebrook.....	81-81 B	
Lake Junction.....		84
M. P. 9.....	93 D	84 D
Tuxedo Park.....	93	94
Webster Groves.....	101	
West of Webster Groves.....		104
East of Algonquin.....	111	
Algonquin.....		112
West of Glendale.....	119	
East of Oakland.....		122
East of Woodlawn.....		128
West of Woodlawn.....	131	
East of Kirkwood.....		132
Kirkwood.....	133	134
West of Kirkwood.....	135	134 D

OAK HILL DISTRICT

LOCATION	DOUBLE TRACK	
	Southward No.	Northward No.
South of Tower Grove.....		036
Eager Road.....	041	
South of Wilson Avenue.....		046
Reber Place.....	051	
South of Reber Place.....		054
Kingshighway Bridge.....	057	
Oak Hill.....		060
Chippewa Street.....	067	
1000 ft. South of Gravois Avenue.....		072
Bates Street.....	081	
1500 ft. South of Bates Street.....		086
Robert Avenue.....	093	
Ivory Avenue.....		098
Michigan Avenue.....	0101	
South of Broadway.....	0105 D	0104
North of Davis Street.....	0105	

EXPLANATION OF CHARACTERS

- h—Stop to let off passengers from Kansas City and points beyond.
- n—Stop for passengers for points west of Kirkwood.
- o—Stop to let off passengers from Jefferson City and points west, including Joplin Division.
- u—Stop to let off passengers from Little Rock and points south.
- v—Stop for passengers for Jefferson City and points west.

Clearance Cards delivered to Southward trains at Union Station and Lesperance St., St. Louis, will fill requirements of Rule 83-A between St. Louis and Cliff Cave.

Clearance Cards delivered to Northward trains at Initial Station on Missouri Division will fill requirements of Rule 83-A between Cliff Cave and Union Station, and Lesperance St., St. Louis.

Clearance cards delivered to eastward trains at initial station on Eastern Division will fill requirements of Rule 83-A between Kirkwood and Union Station and 23rd St., St. Louis.

Main Lines:

Kirkwood District,
Oak Hill District,
Lesperance Street District.

Branch Lines:

Creve Coeur District,
Carondelet District.

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5	12	
8	7	30
10	6	
12	5	
15	4	
18	3	20
20	3	
25	2	24
30	2	
35	1	42
40	1	30
45	1	20
50	1	12