

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. 36

Effective 12:01 a. m. Sunday, Sept. 24, 1961

CENTRAL STANDARD TIME

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	"			For revenue passengers when, by holding, can depart by 6:10 p. m.
Tower Grove	" 1	Mo. Pac. 6	6:10 p. m.	28 Min.	For revenue passengers destined to points where train is scheduled to stop.
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.
"	" 25	P. R. R. 7 & 31	1:30 p. m.	30 Min.	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.
"	" 7				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.
"	" 37				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.
"	P. R. R. 4	Mo. Pac. 2, 10 & 32			Each case will be handled on its merits by PRR Supt. Transportation, Indianapolis.
"	N. Y. C. 312	" 2, 10 & 32			NYC 312 will wait for connections only if the connecting train has arrived in the station before No. 312 is ready to depart.
"	B. & O. 2	" 2, 10 & 32			Each case will be handled with B&O Supt. Transportation, Cincinnati, Ohio.
"	G. M. & O. 2	" 2, 10 & 32	9:10 a. m.	12 Min.	For revenue passengers.
"	Wabash. 4	" 2, 10 & 32	9:30 a. m.	15 Min.	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.
"	P. R. R. 30	" 12			Each case will be handled on its merits by PRR Supt. Transportation, Indianapolis.
"	Wabash. 2	" 4 & 6			Each case will be handled on its merits by Wabash Depot Passenger Agent.
"	B. & O. 12	" 14	10:45 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.
"	" 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

KIRKWOOD SUBDIV.—ST. LOUIS TO KIRKWOOD

TRAINS—WESTWARD

FIRST CLASS

9 Passenger Daily	37 Mail- Express Daily	1 Passenger Daily	35 Passenger Daily Ex. Sat. and Sun.	11 Passenger Daily	15 Passenger Daily	25 Passenger Daily	5 Passenger Daily	7 Passenger Daily
11 47PM	10 20PM	5 30PM	4 25PM	4 00PM	2 30PM	1 00PM	8 50AM	12 45AM
<i>s</i> 11 56PM	10 29PM	<i>s</i> 5 42PM	<i>s</i> 4 34	<i>s</i> 4 08	<i>s</i> 2 39	<i>s</i> 1 13PM	<i>s</i> 8 59	<i>s</i> 12 55AM
			<i>s</i> 4 41					
			<i>s</i> 4 43					
			<i>f</i> 4 45					
			<i>s</i> 4 48					
			<i>s</i> 4 50					
			<i>s</i> 4 52					
			<i>s</i> 4 55					
			<i>s</i> 4 57					
			<i>s</i> 5 00					
			<i>s</i> 5 02					
<i>b</i> 12 10AM			<i>s</i> 5 05PM	<i>b</i> 4 20PM	<i>b</i> 2 50PM		<i>b</i> 9 10AM	
Daily	Daily	Daily	Daily Ex. Sat. and Sun.	Daily	Daily	Daily	Daily	Daily

Station Numbers	Miles from St. Louis — Seventh Street
1	0.53
1	1.37
2	2.36
2	2.38
3	3.61
7	7.24
8	8.23
8	8.42
9	9.30
9	9.77
10	10.14
11	11.15
11	11.70
12	12.22
12	12.93
13	13.48

**TIMETABLE
No. 36
SEPTEMBER 24, 1961**

STATIONS

ST. LOUIS
CS... 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.....@

13.48

Two Main Tracks

KIRKWOOD SUBDIV.—ST. LOUIS TO KIRKWOOD

TRAINS—WESTWARD

SECOND CLASS

81 Red Ball Freight Daily	75 Red Ball Freight Daily	61 Red Ball Freight Daily	195 Local Freight Daily Ex. Sunday	91 Local Freight Mon., Wed., Fri.	71 Red Ball Freight Daily
8 00PM	2 00PM	10 30AM		7 00AM	1 30AM
8 10	2 10	10 40		7 10	1 40
			10 28AM		
			10 43		
8 40PM	2 40PM	11 10AM	11 03AM	7 45AM	2 10AM
Daily	Daily	Daily	Daily Ex. Sunday	Mon., Wed., Fri.	Daily

Station Numbers	Miles from St. Louis — Seventh Street
1	0.53
1	1.37
2	2.36
2	2.38
3	3.61
7	7.24
8	8.23
8	8.42
9	9.30
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ST. LOUIS
CS... UNION STATION.....
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LS... 23rd STREET.....@§
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... S. L. S. F. CROSSING...
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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.....@

13.48

Two Main Tracks

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		NOLC ENGINES	
4601 to 4612.....	.65	Diesel	MPH	9013 to 9015.....	.55
4801 to 4826.....	.65	751 to 756.....	.65		
7000 to 7021.....	.98			UNION RY. OF MFS ENGINES	
7100 to 7100.....	.90			Diesel	MPH
8001 to 8036.....	.98			9090 to 9091.....	.55
9000 to 9020.....	.55	M-I ENGINES		9198 to 9199.....	.55
9102 to 9191.....	.55	Diesel	MPH		
9200 to 9239.....	.55	61 to 74.....	.65		

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

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

	Miles Per Hour
Through No. 10 lateral turnout and crossovers, entire train	15
Through Nos. 15, 16 and 20 lateral turnout and crossovers, entire train.....	35
Through No. 20 equilateral turnout, 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	
	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	BETWEEN				Permissible Speed in Miles per hour	BETWEEN			
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole
Kirkwood Subdiv.:									
50	7	21	7	34	40	9	29	10	30
Oak Hill Subdiv.:									
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.

SPECIAL INSTRUCTIONS

Miles Per Hour	3-F. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:	Miles Per Hour	3-G. TRAIN HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Concluded):
All Diesel Engines and Motor Cars dead in tow and disabled in Charge of Crew:	With trucks and traction motors in good running condition.....	As Authorized By Superintendent	With trucks or parts of same not in good running condition.....
Maximum Train Speed, or Maximum Engine Speed for particular Engine (See Item 2-B)	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 hat spot 2 3/4" or more in length for 36" diameter wheels used in E. M. D. passenger diesels.....	With hat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels....
No restrictions for flat spots shorter than above specified lengths.	No restrictions for flat spots shorter than above specified lengths.	30	Pile Drivers.....
30	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 nor 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.
30	Jordan Spreaders and Spreader-Ditchers.....	30	Ditchers and Burro Cranes, loaded on flat cars.....
Maximum Freight Train Speed	Note—Where maximum train speed is 30 miles per hour or less, speed of trains handling work equipment shown in Item 3-G above, must be restricted to five miles per hour less than such maximum freight train speed.	Maximum Freight Train Speed	Note—Where maximum train speed is 30 miles per hour or less, speed of trains handling work equipment shown in Item 3-G above, must be restricted to five miles per hour less than such maximum freight train speed.
3-F. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:	All Diesel Engines and Motor Cars dead in tow and disabled in Charge of Crew:	3-F. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:	All Diesel Engines and Motor Cars dead in tow and disabled in Charge of Crew:
Maximum Train Speed, or Maximum Engine Speed for particular Engine (See Item 2-B)	With trucks and traction motors in good running condition.....	Maximum Train Speed, or Maximum Engine Speed for particular Engine (See Item 2-B)	With trucks and traction motors in good running condition.....
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.	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 hat spot 2 3/4" or more in length for 36" diameter wheels used in E. M. D. passenger diesels.....	With hat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels....
No restrictions for flat spots shorter than above specified lengths.	No restrictions for flat spots shorter than above specified lengths.	30	Pile Drivers.....
30	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 nor 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.
30	Jordan Spreaders and Spreader-Ditchers.....	30	Ditchers and Burro Cranes, loaded on flat cars.....
Maximum Freight Train Speed	Note—Where maximum train speed is 30 miles per hour or less, speed of trains handling work equipment shown in Item 3-G above, must be restricted to five miles per hour less than such maximum freight train speed.	Maximum Freight Train Speed	Note—Where maximum train speed is 30 miles per hour or less, speed of trains handling work equipment shown in Item 3-G above, must be restricted to five miles per hour less than such maximum freight train speed.
3-G. TRAIN HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Concluded):	All Diesel Engines and Motor Cars dead in tow and disabled in Charge of Crew:	3-G. TRAIN HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Concluded):	All Diesel Engines and Motor Cars dead in tow and disabled in Charge of Crew:
With trucks and traction motors in good running condition.....	With trucks or parts of same not in good running condition.....	With trucks and traction motors in good running condition.....	With trucks or parts of same not in good running condition.....
Maximum Train Speed, or Maximum Engine Speed for particular Engine (See Item 2-B)	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.	Maximum Train Speed, or Maximum Engine Speed for particular Engine (See Item 2-B)	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 hat spot 2 3/4" or more in length for 36" diameter wheels used in E. M. D. passenger diesels.....	With hat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels....	With hat spot 2 3/4" or more in length for 36" diameter wheels used in E. M. D. passenger diesels.....	With hat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels....
No restrictions for flat spots shorter than above specified lengths.	No restrictions for flat spots shorter than above specified lengths.	No restrictions for flat spots shorter than above specified lengths.	No restrictions for flat spots shorter than above specified lengths.
30	Pile Drivers.....	30	Pile Drivers.....
30	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 nor 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.
30	Jordan Spreaders and Spreader-Ditchers.....	30	Ditchers and Burro Cranes, loaded on flat cars.....
Maximum Freight Train Speed	Note—Where maximum train speed is 30 miles per hour or less, speed of trains handling work equipment shown in Item 3-G above, must be restricted to five miles per hour less than such maximum freight train speed.	Maximum Freight Train Speed	Note—Where maximum train speed is 30 miles per hour or less, speed of trains handling work equipment shown in Item 3-G above, must be restricted to five miles per hour less than such maximum freight train speed.
3-F. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:	All Diesel Engines and Motor Cars dead in tow and disabled in Charge of Crew:	3-F. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:	All Diesel Engines and Motor Cars dead in tow and disabled in Charge of Crew:
With trucks and traction motors in good running condition.....	With trucks or parts of same not in good running condition.....	With trucks and traction motors in good running condition.....	With trucks or parts of same not in good running condition.....
Maximum Train Speed, or Maximum Engine Speed for particular Engine (See Item 2-B)	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.	Maximum Train Speed, or Maximum Engine Speed for particular Engine (See Item 2-B)	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 hat spot 2 3/4" or more in length for 36" diameter wheels used in E. M. D. passenger diesels.....	With hat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels....	With hat spot 2 3/4" or more in length for 36" diameter wheels used in E. M. D. passenger diesels.....	With hat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels....
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30	Jordan Spreaders and Spreader-Ditchers.....	30	Ditchers and Burro Cranes, loaded on flat cars.....
Maximum Freight Train Speed	Note—Where maximum train speed is 30 miles per hour or less, speed of trains handling work equipment shown in Item 3-G above, must be restricted to five miles per hour less than such maximum freight train speed.	Maximum Freight Train Speed	Note—Where maximum train speed is 30 miles per hour or less, speed of trains handling work equipment shown in Item 3-G above, must be restricted to five miles per hour less than such maximum freight train speed.

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.