

**SAFETY FIRST**



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**MISSOURI PACIFIC  
RAILROAD COMPANY**

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**NORTHERN DISTRICT  
ST. LOUIS TERMINAL DIVISION**

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**TIMETABLE  
No. 37**

**Effective 12:01 a. m. Tuesday, May 1, 1962**  
CENTRAL STANDARD TIME

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**FOR THE GOVERNMENT OF EMPLOYEES CONCERNED**  
The Railroad Company Reserves the Right to Vary Therefrom  
as Circumstances May Require.

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J. H. LLOYD, Vice President-Operation.  
M. L. SMITH, Assistant Vice President-Operation.  
J. A. AUSTIN, General Superintendent Transportation.  
J. M. TOLER, Asst. General Supt. Transportation.  
G. M. HOLZMANN, General Manager.  
D. T. BARKSDALE, Assistant General Manager.

## DIVISION OFFICERS

H. JONES.....Superintendent.....St. Louis, Mo.  
 L. H. MILLER.....Asst. Superintendent..St. Louis, Mo.  
 W. CRIMM.....Asst. 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.

## EXPLANATION OF CHARACTERS

- Ⓐ—Automatic Interlocking.
- Ⓑ—Radio Base Station.
- D—Diesel Fuel Oil.
- e—Eastward.
- Ⓒ—Gate — Normal position against conflicting route.
- G—Gate — Normal position against Mo. Pac.
- Ⓜ—Manual Interlocking.
- Ⓢ—Stop Sign.
- T—Turntable or Wye.
- w—Westward.
- W—Water.
- ⓧ—Railroad Crossing at Grade.
- Ⓨ—Yard Limit (Mile Pole limits shown on schedule pages)
- \*—Mail Crane.
- §—Track Scales.

Register Stations are shown in full-faced type.

## EXPLANATION OF STOPS:

- s—Regular stop.
- b—Stop on signal to receive revenue passengers.
- c—Stop on signal to discharge revenue passengers.

## 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
49.....	1	14
50.....	1	12
55.....	1	5
59.....	1	2
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48
79.....	0	46

## ARBITRARY HOLDS—PASSENGER TRAINS

STATION	Train Number	Hold For Train	Hold Until	Hold If On Time	REMARKS
St. Louis.....	Mo. Pac.....17	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.....16	5:50 p. m.	8 Min.	For revenue passengers destined to points where train is scheduled to stop.
St. Louis.....	".....19				For mail from PRR 13.
					a. Will protect first-class mails from PRR 13 when reported to arrive St. Louis by 11:30 p. m.
					b. Will protect carlot mail and express from PRR 13, or sections thereof, when they arrive St. Louis by 11:30 p. m.
					c. If more than consist limit, operate in two sections. (Confer with office of General Superintendent Transportation before operating a second section.)
".....	".....3	P. R. R.....7 & 31	1:30 p. m.	30 Min.	For passing cars of storage mail and express.
".....	".....3	".....31			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.

".....	".....5				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. 5 when by holding can depart by 11:30 p. m.
".....	P. R. R.....4	Mo. Pac., 2, 18 & 6			Each case will be handled on its merits by PRR Supt. Transportation, Indianapolis.
".....	N. Y. C.....312	" 2, 18 & 6			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, 18 & 6			Each case will be handled with B&O Supt. Transportation, Cincinnati, Ohio.
".....	G. M. & O.....2	" 2, 18 & 6	9:10 a. m.	12 Min.	For revenue passengers.
".....	Wabash.....4	" 2, 18 & 6	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 & 16			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.

**CONDENSED RED BALL SCHEDULE  
NORTHERN DISTRICT (INFORMATION ONLY)**

TRAINS WESTWARD				STATIONS	TRAINS EASTWARD				
79	75	73-173	71-171		76	170-70	174-70	172-72	74
9 00PM	8 00PM	2 00PM	1 30AM	ST. LOUIS.....	5 30AM	7 30AM	7 30AM	6 00PM	1 00AM
4 45AM	3 45AM	1 00AM	11 00AM	KANSAS CITY.....	8 00PM	11 30PM	11 30PM	10 00AM	4 00PM
		4 00AM	6 30PM				5 15PM	10 00PM	4 00AM
				ST. JOSEPH.....			6 30PM		
		2 00PM	6 15AM	OMAHA.....		6 00AM		6 30PM	

St. Louis Terminal Division

**CONDENSED RED BALL SCHEDULE  
SOUTHERN DISTRICT (INFORMATION ONLY)**

TRAINS SOUTHWARD						STATIONS	TRAINS NORTHWARD				
63	67	61	81	83	65		82	62	64	80	60
10 00PM	9 45PM	9 30PM	5 00PM	5 00AM	3 30AM	DUPO.....	3 00AM	5 00AM	6 30AM	11 30AM	7 00PM
2 20AM	2 05AM	1 50AM	10 15PM		9 30AM	POPLAR BLUFF.....		10 00PM		1 00AM	1 40PM
2 30AM	2 20AM	2 05AM	10 25PM		10 00AM			9 30PM		12 45AM	1 30PM
7 20AM	6 50AM	5 50AM	2 45AM		3 00PM	NORTH LITTLE ROCK.....			8 30PM	8 30PM	9 00AM
8 45AM	8 30AM	6 05AM	6 00AM		6 30PM			2 30PM	6 00PM	6 00PM	8 00AM
1 45PM	1 30PM	9 15AM			11 00PM	TEXARKANA.....			2 00PM		4 00AM
			9 20AM	9 00PM		McGEHEE.....	3 00AM			3 00PM	
			9 30AM	10 30PM				2 00AM			2 30PM
			7 30PM	8 45AM		ALEXANDRIA.....	5 00PM			9 20AM	

St. Louis Terminal Division

## KIRKWOOD SUBDIV.

TRAINS WESTWARD								Siding Capacity in Cars	Miles from St. Louis — Seventh Street	TIMETABLE No. 37 MAY 1, 1962	TRAINS EASTWARD							
FIRST CLASS											FIRST CLASS							
19 Passen- ger Daily	5 Mail- Express Daily	1 Passen- ger Daily	11 Passen- ger Daily	15 Passen- ger Daily	3 Passen- ger Daily	17 Passen- ger Daily	7 Passen- ger Daily				18 Passen- ger Daily	6 Passen- ger Daily	2 Passen- ger Daily	12 Passen- ger Daily	4 Passen- ger Daily	16 Passen- ger Daily	14 Passen- ger Daily	8 Passen- ger Daily
PM 11 47	PM 10 20	PM 5 30	PM 4 00	PM 2 30	PM 1 00	AM 8 50	AM 12 45	Yd.	0.53	ST. LOUIS UNION STATION... 7 13	AM 7 13	AM 7 53	AM 8 30	PM 12 15	PM 4 40	PM 5 40	PM 9 45	PM 11 00
								Yd.	1.37	23rd STREET. ⓄTⓄ§								
									2.38	ⓄS. L. S. F. Ⓞ								
									2.38	GRAND AVE. Ⓞ								
s 11 56	10 29	s 5 42	s 4 08	s 2 39	s 1 13	s 8 59	s 12 55		3.61	TOWER GROVE... Ⓞ	s 6 54	s 7 30	s 8 05	s 11 58	s 4 16	s 5 22	s 9 27	s 10 37
PM	PM	PM			PM		AM		7.24	MAPLEWOOD... s 6 44								
									8.42	LAKE JCT. Ⓞ								
									10.14	WEBSTER GROVES c 6 37								
b 12 10			b 4 20	b 2 50		b 9 10		e45	13.48	KIRKWOOD... ⓄⓄ c 6 33				c 11 45		c 5 10	c 9 15	
AM			PM	PM		AM			13.48		AM			AM		PM	PM	

ABS — Two main tracks, signal indication with Current of Traffic between Grand Avenue and Kirkwood.

Rules 99(J) and 450 to 453 inclusive effective, except authority of Train Dispatcher is not required to enter main track.

Trains originating St. Louis Union Station secure clearance.

Trains originating 23rd Street secure clearance when operator on duty.

Train movements against current of traffic must not exceed 25 MPH and will be made only on authority of superintendent or his representative.

Yard engines will clear main track for trains as promptly as practicable.

Yard Limits: 23rd Street to MP 8-30.

St. Louis Terminal Division

## OAK HILL SUBDIV.

TRAINS—SOUTHWARD				Miles from St. Louis — Seventh Street	TIMETABLE No. 37 MAY 1, 1962	Siding Capacity in Cars	TRAINS—NORTHWARD			
FIRST CLASS							FIRST CLASS			
5 Mail- Express Daily	1 Passenger Daily	3 Passenger Daily	7 Passenger Daily				6 Passenger Daily	2 Passenger Daily	4 Passenger Daily	8 Passenger Daily
10 29PM	5 42PM	1 13PM	12 55AM	3.61	ⓄTOWER GROVE... ⓄⓄ		7 30AM	8 05AM	4 16PM	10 37PM
				3.71	ⓄS. L. S. F. Ⓞ					
				10.25	BROADWAY... T					
10 45	5 56	1 27	1 10	10.64	DAVIS STREET JCT. Ⓞ		7 14	7 53	4 01	10 20
10 50PM	5 59PM	1 31PM	1 14AM	13.38	JEFFERSON BARRACKS... Ⓞ		7 10AM	7 50AM	3 57PM	10 16PM
				9.77						

ABS — Two main tracks, signal indication with current of traffic.

Rules 99(J) and 450 to 453 inclusive effective, except authority of Train Dispatcher is not required to enter main track.

Train movements against current of traffic must not exceed 25 MPH and will be made only on authority of superintendent or his representative.

Yard engines will clear main track for trains as promptly as practicable.

Yard Limits: Entire Subdiv.

TRAINS WEST-WARD	Miles from St. Louis — Seventh Street	TIMETABLE No. 37		Siding Capacity in Cars	TRAINS EAST-WARD
SECOND CLASS		MAY 1, 1962			SECOND CLASS
521 Local Freight					522 Local Freight
Daily Ex. Sun.	STATIONS				Daily Ex. Sun.
6 00AM	23.85	BROADWAY.....	⊙		10 00AM
		0.50			
	23.35	IVORY AVE. WYE.....	T		
		4.59			
	18.76	ALPHA.....	⊙		
		2.13			
	16.63	GRANT.....			
		2.66			
	13.97	BIG BEND ROAD.....			
		0.32			
	13.65	⊙S. L. S. F.....	⊙		
		0.89			
7 00AM		KIRKWOOD.....	⊙ ⊙ ⊙		7 30AM
		10.73			

No. 521 is superior to No. 522.

No. 521 and No. 522 will not protect against extra trains unless instructed to do so by train order. Dispatcher will not authorize extra trains until Nos. 521 and 522 instructed by train order to protect when required.

No. 521 will not require clearance Broadway.

No. 522 will not require clearance Kirkwood.

Trains and engines will not enter Oak Hill Subdiv. at Broadway until authorized by operator Davis Street Jct.

Yard Limits: MP 13-2 to 14-12, MP 18-5 to 19-25, MP 22-6 to Broadway.

### CREVE COEUR SUBDIV.

TRAINS WEST-WARD ↓	Miles from St. Louis — Seventh Street	TIMETABLE No. 37		Siding Capacity in Cars	TRAINS EAST-WARD ↑
		MAY 1, 1962			
		STATIONS			
	8.42	LAKE JCT.....	⊙		
		0.83			
	9.25	BRENTWOOD.....			
		0.52			
	9.77	ROCK HILL.....			
		2.66			
	12.43	DWYER.....			
		0.84			
	13.27	CHAMINADE.....			
		1.59			
	14.86	MALCOLM.....			
		1.07			
	15.93	BALLAS ROAD.....			
		1.54			
	17.47	CHAPMAN.....	⊙		
		9.05			

Trains and engines will not enter Kirkwood Subdiv. at Lake Jct. until authorized by operator Kirkwood.

Yard Limits: Entire Subdiv.

### LESPERANCE SUBDIV.

TRAINS SOUTH-WARD ↓	Miles from St. Louis — Plum Street	TIMETABLE No. 37		Siding Capacity in Cars	TRAINS NORTH-WARD ↑
		MAY 1, 1962			
		STATIONS			
	1.10	LESPERANCE ST.....	D ⊙ §	Yd.	
		5.70			
	6.80	DAVIS STREET JCT.....	⊙		
		5.70			

Two main tracks.

Trains and engines will not enter Oak Hill Subdiv. at Broadway until authorized by operator Davis Street Jct.

Yard Limits: Entire Subdiv.

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1. Eastward and Northward regular trains are superior to trains of the same class in the opposite direction, except as shown on schedule pages.

#### 2. MAXIMUM SPEED:

The highest speed authorized for the operation of trains on main tracks, subject to LOWER speeds specified in Section 3, 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
<b>Kirkwood:</b>		
Between Grand Ave. and Tower Grove.....	45	35
Between Tower Grove and Kirkwood.....	60	45
<b>Oak Hill:</b>		
Between Tower Grove and Davis Street Jct.....	35	25
Between Davis Street Jct. and Jefferson Barracks	60	50
<b>Creve Coeur</b> .....	20	20
<b>Carondelet</b> .....	30	30
<b>Lesperance</b> .....	30	30

#### 2-B. MAXIMUM ENGINE SPEED: (Where maximum Train Speed is LOWER, it will govern).

Mo. Pac., T&P, TP-MP, Ft. W. Belt, N. O. & L. C., M-I, Un. Ry. and St. Joe Belt Engines:

Engines	MPH	Engines	MPH
1— 79.....	79	3500—3505.....	30
110— 999.....	65	6005—6018.....	55
1000—1099.....	55	6600—6613.....	55
1210—1299.....	55	8000—8007.....	55

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

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

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

Subdiv.:	Miles Per Hour
Kirkwood.....	25
Oak Hill and Carondelet.....	20
Creve Coeur.....	15
Chester (Between Valley Jct. and GM&O Crossing)....	25
Lesperance.....	20

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**3-B. THROUGH TURNOUTS AND CROSSOVERS, MPH AND SPRING SWITCHES:**

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-C. 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
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**Oak Hill Subdiv.:**

20	9	27	10	0					
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**3-D. 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 . . . . . 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-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:**

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

With trucks and traction motors in good running condition . . . . .

Miles Per Hour  
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

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.

With flat spot  $2\frac{3}{4}$ " or more in length for 36" diameter wheels . . . . . 10

With flat spot 3" or more in length for 40" and 42" diameter wheels . . . . . 10

No restrictions for flat spots shorter than above specified lengths.

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

	MPH
Locomotive Cranes (boom must be disconnected)	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.

Ditchers and Burro Cranes, loaded on flat cars . . . . . 30

**Note**—Where maximum train speed is 30 MPH or less, speed of trains handling work equipment shown in item 3-F above, must be restricted to five miles per hour less than such maximum freight train speed.

**Wrecking Cranes, Ditchers and Jordan Spreaders (self and non-self-propelling):**

Boom of wrecking cranes must be in trailing position. Speed of trains handling must be restricted according to maximum permissible speed of freight trains, as shown in following table. Except ditchers and Jordan Spreaders will be restricted to 15 mph if not headed in working direction and must be headed in working direction at first opportunity:

Maximum Freight Train Speed	Permissible Speed When Handling Self-and-Non-Self-propelled Wrecking Cranes-Ditchers and Spreaders
15	10
20	15
25	15
30	20
35	25
40	35
45	35
49	40
50	40
55	40
60	40

**3-F.—Continued**

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.....	
Scale Test Car MPX 5121.....	} 30 MPH or Freight Train Speed Whichever is Lower
Scale Test Cars must be handled next to caboose.	
Welded rail trains and snow plows.....	} Maximum Freight Train Speed Whichever is Lower

Trains handling welded rail will be restricted to 70 cars. Welded rail cars will be handled on head end next behind buffer cars.

The movement of Derricks, Cranes and other work equipment on its own wheels, on Revenue billing will be handled only on authority of Superintendent and at a speed not to exceed 30 MPH.

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

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

**4. STANDARD CLOCKS:**

St. Louis Union Station	Lesperance St. Yard Office
23rd Street Yard Office	Dupo South A Locker Room
Ewing Ave.	Dupo Caller's Office

**5. GENERAL ORDER BOOKS:**

St. Louis Union Station	Rutger Street Switchmen's Locker Room
12th Street Switchmen's Locker Room	Lesperance St. Yard Office
22nd Street Locker Room	Robert Ave. Locker Room
23rd Street Telegraph Office	Dupo South A Locker Room
Ewing Avenue	Dupo Switchmen's Locker Room North A
Ewing Avenue Switchmen's Locker Room	Dupo Cabin 30
Howard	Dupo Caller's Office

**6. MAXIMUM PERMISSIBLE COOPER'S CLASSIFICATION OF ENGINES AND WORK EQUIPMENT TO BE OPERATED AND MAXIMUM GROSS WEIGHT OF CAR AND LADING TO BE HANDLED:**

Between	Engines and Work Equipment	Gross Weight of Car and Lading
St. Louis and Kirkwood.....	E-64	251,000 lbs.
St. Louis (23rd Street Yard or Lesperance Street Yard) to Valley Junction, via Municipal Bridge.....	E-64	251,000 lbs.
Tower Grove and Davis St. Jct.....	E-64	251,000 lbs.
Plum Street and Jefferson Barracks...	E-64	251,000 lbs.
Kirkwood and Broadway.....	E-64	251,000 lbs.
Lake Jct. and Chapman.....	E-45	210,000 lbs.
Valley Jct. and GM&O Crossing.....	E-64	251,000 lbs.
So. Dupo and Columbia Quarry.....	E-64	251,000 lbs.

**6.—Continued**

Cars with gross weight of car and lading of more than 251,000 lbs., may be handled only upon authority of Superintendent, which authority, together with any restrictions, must be shown on, or attached to, waybill. If speed restrictions are involved, train order, Form X, must be issued specifying speed restrictions.

All engines and work equipment owned by this Railroad classify E-45 or less.

**6-A. Engine Restrictions:**

Location	Restrictions
All Subdivs.....	Engines must not be operated over live rail of track scales. Engines must not use sand while over scales.

**6-B. Instructions Governing Operation over Elevated Track.**

Authority for movement over elevated track between Rutger Street and 12th Street must be secured from 12th Street Yardmaster.

**7. RAILROAD CROSSINGS AT GRADE See schedule page for all except:**

Subdiv.	MP	Pole	Other Railroad	Senior Line	Type of Protection
Kirkwood.....	5	11	SLSF	MoPac	Cabin Interlocking (Laclede-Christy track)
Lesperance.....		Carroll St.	Municipal Bridge	MoPac	Manual Interlocking
Chester.....	0	3	TRRA	MoPac	Manual Interlocking
Chester.....	4	12	TRRA	TRRA	Manual Interlocking
Chester.....	9	15	GM&O	GM&O	Manual Interlocking

**SPECIAL INSTRUCTIONS COVERING OPERATION OVER RAILROAD CROSSINGS AT GRADE.**

Instructions posted in Release Boxes vicinity of automatic interlocking will govern movement of trains over crossings.

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. Cars or engines **must not** be cut off and left between absolute signals of an interlocking **except in emergency**, and then conflicting routes must be properly protected.

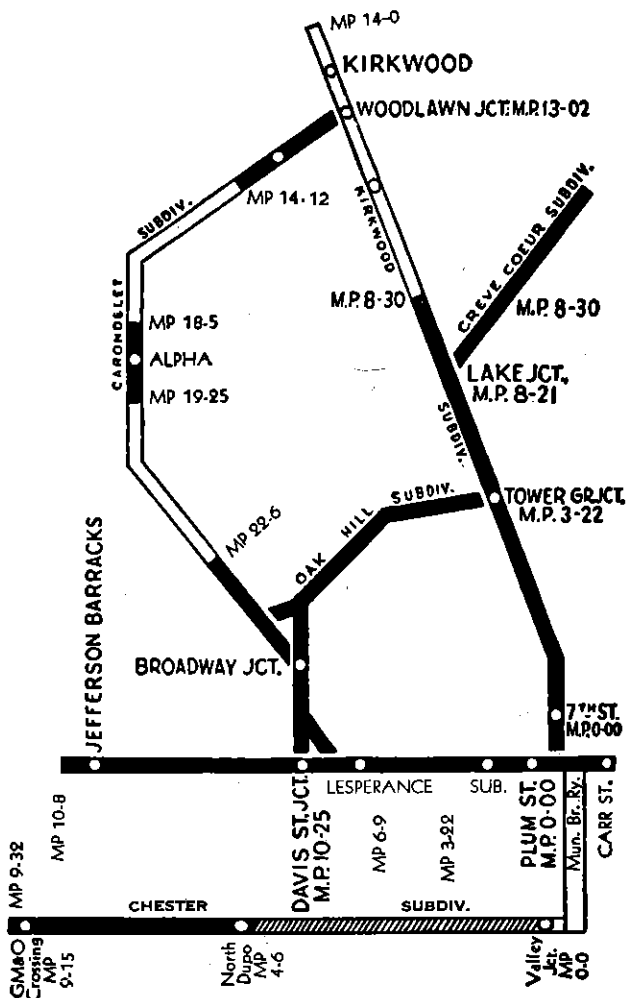
Interlocking Laclede-Christy tracks, MP 5, Pole 11, Kirkwood Subdiv. is equipped with derrails and is set normally against Missouri Pacific. Levers near crossing are manually operated by trainmen or yardmen. After passage of Missouri Pacific train or engine over crossing, trainmen or yardmen must operate levers to return signals and derrails to normal position against Missouri Pacific. Instructions for operation are posted in iron box near crossing.

**8. YARD LIMITS: (See Map)****8-A. Switching Limits (outside of yard limits): (See Map)**



## ST. LOUIS TERMINAL DIVISION

YARD LIMITS SHOWN ████████  
 SWITCHING LIMITS OUTSIDE OF YARD LIMITS SHOWN ▨▨▨▨▨▨



## 9. SWITCHES:

## 9-A. Spring Switches:

Subdiv.	Type of Switch	Location	Normal Position
Chester.....	No. 16	Dupo (intersection of South Yard A Lead and Southward Main Track)	For Southward Main Track

## 9-B. Remote Control Switches:

Subdiv.	Location	Type of Switch
Chester.....	Valley Jct., MP 0 Poles 9-13 — both switches.....	No. 10
Chester.....	Valley Jct., MP 0 Poles 13-15 — both switches.....	No. 10
Chester.....	Valley Jct., MP 1 Pole 17.....	No. 10
Chester.....	Valley Jct., MP 1 Pole 18.....	No. 20
Chester.....	Valley Jct., MP 1 Poles 18-21 — both switches.....	No. 20
Chester.....	Valley Jct., MP 1 Poles 21-24 — both switches.....	No. 20
Chester.....	MP 4 Pole 14 — both switches.....	No. 15
Chester.....	MP 4 Pole 14 — switch from west track to yard.....	No. 10
Chester.....	MP 4 Pole 16 — switch from west track to yard.....	No. 10
Chester.....	MP 9 Pole 14 — both switches.....	No. 10
Kirkwood.....	14th Street.....	No. 10
Kirkwood.....	Tower No. 2 (Various Switches).....	No. 10
Kirkwood-Oak Hill.....	Tower Grove (Various Switches).....	No. 10
Lesperance.....	Carrol St. (Various Switches).....	No. 10 (Electric)
Oak Hill-Lesperance.....	Davis St. Jct. (Two Junction Switches).....	No. 10

9-C. Handling of Switches by Operators or Switchtenders:  
Ohio Ave.:

Switchtender located at Ohio Ave. handles pipe-connected crossover switches governing movement between two running tracks in territory between Ohio Ave. and low signal just west of Jefferson Ave.

Trains or engines using Missouri Pacific tracks between Grand Ave. and 23rd St. must not pass Ohio Ave. until "Proceed" signal is received from switchtender.

## 9-D. Electrically Locked Switches:

Instructions for operation posted in box near switch.

## 10 LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS:

Subdiv.:	Location (Station, Street or MP)	Facing or Trailing Points
Kirkwood.....	23rd St.....	Trailing
Kirkwood.....	Jefferson Ave.....	Facing
Kirkwood.....	Ohio Ave.....	Facing
Kirkwood.....	Ohio Ave.....	Facing
Kirkwood.....	Ewing Ave.....	Facing
Kirkwood.....	Ewing Ave.....	Trailing
Kirkwood.....	Grand Ave.....	Interlocking
Kirkwood.....	Kentucky Ave.....	Trailing
Kirkwood.....	Newstead Ave.....	Facing
Kirkwood.....	Macklind Ave.....	Trailing
Kirkwood.....	Sulphur Ave.....	Trailing
Kirkwood.....	McCausland Ave.....	Trailing
Kirkwood.....	Lake Junction.....	Trailing
Kirkwood.....	Lake Jct.....	Facing
Kirkwood.....	Webster Groves.....	Trailing

## 10.—Continued

Subdiv.:	Location (Station, Street or MP)	Facing or Trailing Points
Kirkwood.....	Taylor Ave.....	Trailing
Oak Hill.....	Frisco Crossing.....	Trailing
Oak Hill.....	McRee Ave.....	Trailing
Oak Hill.....	Kingshighway.....	Trailing
Oak Hill.....	Arsenal St.....	Trailing
Oak Hill.....	Fyler Ave.....	Trailing
Oak Hill.....	Fyler Ave.....	Facing
Oak Hill.....	Taft Ave.....	Trailing
Oak Hill.....	Bates Ave.....	Trailing
Oak Hill.....	Ivory Ave. wye.....	Trailing
Oak Hill.....	Broadway.....	Facing
Oak Hill.....	Ivory Yard (north end).....	Facing
Oak Hill.....	Ivory Yard (north end).....	Trailing
Oak Hill.....	Jefferson Barracks.....	Trailing
Lesperance.....	Barton St.....	Facing
Lesperance.....	Victor St.....	Trailing
Lesperance.....	Dorcas St.....	Trailing
Lesperance.....	Manufacturers Viaduct.....	Facing
Lesperance.....	Arsenal St.....	Facing
Lesperance.....	Arsenal St.....	Trailing
Lesperance.....	Cherokee St.....	Trailing
Lesperance.....	President St.....	Trailing
Lesperance.....	Gasconade.....	Trailing
Lesperance.....	Chemical Works.....	Trailing
Lesperance.....	Bowen St.....	Trailing
Lesperance.....	Nagel Ave.....	Trailing
Lesperance.....	Stein St.....	Trailing
Chester.....	MP 0 Pole 5.....	Facing
Chester.....	MP 0 Pole 14.....	Trailing
Chester.....	MP 1 Pole 19.....	Trailing
Chester.....	MP 1 Pole 22.....	Facing
Chester.....	MP 4 Pole 14.....	Trailing
Chester.....	MP 5 Pole 26.....	Facing
Chester.....	MP 6 Pole 11.....	Facing
Chester.....	MP 7 Pole 10.....	Facing
Chester.....	MP 7 Pole 20.....	Trailing
Chester.....	MP 9 Pole 14.....	Trailing

## 11. BLOCK SIGNALS: (See Schedule Pages).

## 11-A. Automatic Block System (Except as shown on Schedule Pages.)

Subdiv.	Between
Chester.....	Valley Jct. and GM&O Crossing

Rule 99(j) is effective.

## 11-B. Operation by Signal Indication; Opposing and Following Movements:

Subdiv.	Between
Chester.....	Valley Jct. and MP 4 Pole 19
Kirkwood.....	MP 13 Pole 14 and MP 13 Pole 28

## 11-C. Operation by Signal Indication with the Current of Traffic (See Schedule Pages Except).

Subdiv.	Between
Chester.....	MP 4 Pole 19 and GM&O Crossing

Rules 450 to 453, incl., applicable, will govern, except that authority of train dispatcher is not required.

Movements against the Current of Traffic may be made at not to exceed 25 MPH after receiving permission from the Yardmaster, who must clear the track to be used of opposing trains and provide necessary protection for the movement.

Train orders will not be issued covering movements against the Current of Traffic in this territory.

## 12. SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY:

## ON TWO OR MORE TRACKS:

Subdiv.	Between
Lesperance.....	Lesperance St. and Davis Street Jct.

Trains and engines will move with the current of traffic without train orders, but will not cross over and move against the current of traffic without authority of yardmaster at Lesperance Street.

## 13. OPERATION OVER FOREIGN LINES:

(a) Use of tracks of Terminal Railroad Association of St. Louis and affiliated Lines by Missouri Pacific trains and engines between Union Station and Grand Ave.; and by Dupo Yard Transfer engines between Dupo and Madison Yard.

(b) Use of tracks of St. Louis Municipal Bridge Railway between St. Louis (23rd Street Yard or Lesperance Street Yard) and Valley Junction by Missouri Pacific trains and engines.

Operation of Missouri Pacific trains and engines over foreign lines as shown under sub-sections (a) and (b) above is governed by the operating rules, timetables and special instructions of those lines. Missouri Pacific trainmen, yardmen and enginemen must pass required examination on, and provide themselves with copies thereof, be conversant therewith, as well as familiarize themselves with posted bulletins, before operating over those lines.

## 13-A. Operation of Foreign Line Trains over Missouri Pacific Tracks:

(a) Use of Missouri Pacific tracks between Valley Junction and G. M. & O. Crossing by SLSW trains:

Emploees of the SLSW Railway will be governed by the Uniform Code of Operating Rules, timetables and special instructions of the Mo. Pac. R. R. in operating over these tracks and will provide themselves with copies thereof and be conversant therewith.

## 14. PROTECTION ORDERS:

## 1. Approach Orders (Form X).

**Example:** 8:35 AM to 5:35 PM approach (Tie Renewal Gang) (Tamping Gang) (Welding Gang) (Surfacing Gang), between Mile Post 587, pole 5, and Mile Post 587, pole 30, prepared to stop and proceed on hand signal given with yellow flag. A speed of 30 miles per hour will not be exceeded within the limits of this order.

8:35 AM until 5:35 PM Approach ( ) Gang between MP 21 and MP 21 Pole 30 prepared to stop and proceed on hand signal given with a yellow flag. After proceed signal received maximum speed may be resumed.

## 14.—Continued

Temporary restricted and resume speed signs will be displayed as required in Uniform Code of Operating Rule 10(g).

Trains and engines must enter limits of order prepared to stop, and stop will be made before entering gang unless proceed signal given with a yellow flag is received.

When proceed signal given with a yellow flag is received, speed may be increased as stated in order.

In event gang is not encountered train or engine will proceed prepared to stop until outer limit of order is passed.

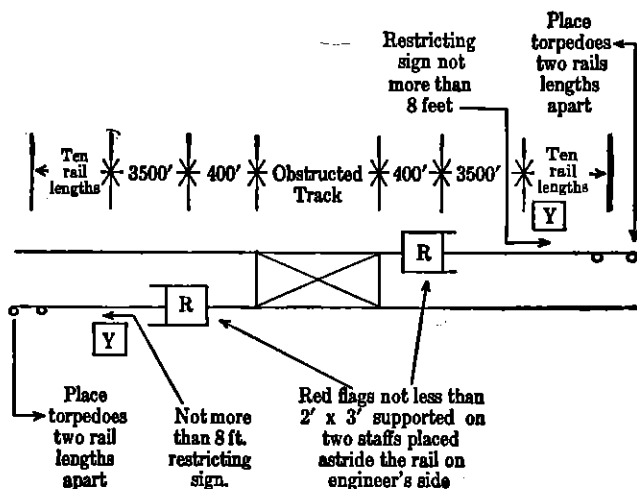
## 2. Approach Order (Form X-S):

The Form X-S train order may be used to afford protection of workmen without furnishing flag protection. Train order to be in following form:

"7:01 AM until 4:01 PM stop before passing over bridge 54 MP 198 Pole 10 between Holly Grove and Clarendon and do not proceed until orally authorized by foreman in charge."

"10:01 AM until 4:01 PM stop before passing over track MP 135 to MP 135 Pole 20 between Amity and Glenwood and do not proceed until orally authorized by foreman in charge."

Chart for placing signals is as follows:



Form X-S train order may be used on following sub-divisions:

Carondelet                      Creve Coeur                      Lesperance

## 15. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIMETABLE:

Name	Mile Post	Capacity
<b>Kirkwood Subdiv.:</b>		
Howard.....	4.69	Yard
<b>Carondelet Subdiv.:</b>		
Maes.....	22.06	4 Cars
Grasso.....	20.34	7 Cars
Colhicks.....	19.36	4 Cars
Collopy.....	15.18	2 Cars
<b>Chester Subdiv.:</b>		
Maplewood.....	2.0	5 Cars.

## 16. SPECIAL INSTRUCTIONS COVERING SOUNDING OF ENGINE WHISTLE OR HORN AND BELL AT PUBLIC CROSSINGS, ETC., SUPPLEMENTING OR MODIFYING RULES 14, 14(l) AND 30:

ST. LOUIS:  
MAPLEWOOD:  
WEBSTER GROVES:  
KIRKWOOD:

When approaching crossings inside the City Limits of stations shown above the bell will be rung, beginning as engine approaches the crossing whistle sign "X" and continuing until engine passes over crossing. Whistle or Horn will not be sounded except as a warning where person or vehicle is on or approaching the crossing oblivious to approach of the train and whose attention cannot be attracted by ringing of bell, that is, where absolutely necessary to prevent accident or personal injury, and to comply with Rules 14(c), 14(d), 14(e), 14(k), and answer to 14(k).

## 17. SPECIAL INSTRUCTIONS GOVERNING PROTECTION OF PUBLIC CROSSINGS SUPPLEMENTING RULE 103:

At public crossings at grade shown below, trains and engines must be stopped and proceed over the crossing only after a member of the crew has protected the crossing:

Subdiv.	Location	Crossing
Creve Coeur.....	MP-9 Pole 10.....	North & South Road
Creve Coeur.....	MP-9 Pole 29.....	Manchester Road
Creve Coeur.....	MP-10 Pole 32.....	Litzinger Road
Creve Coeur.....	MP-11 Pole 25.....	Highway 40
Creve Coeur.....	MP-12 Pole 16.....	Clayton Road
Creve Coeur.....	MP-13 Pole 9.....	Highway 77
Creve Coeur.....	MP-15 Pole 7.....	Ladue Road
Creve Coeur.....	MP-15 Pole 34.....	Ballas Road
Chester.....	Quarry Lead.....	Highway 3

Trains and engines using other than main tracks at Robert Avenue, Nagel Avenue, Iron Street and north leg of wye track at Stein Street, Lesperance Subdiv. and Gustine Avenue on Oak Hill Subdiv., must stop and proceed over the crossing only after a member of the crew has protected the crossing.

## 18. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF ENGINES AND "EAGLE" TRAINS:

1. Units must not be separated until hostler or engineer handling units knows that all electric cables, air hose and steam connections have been separated.

## 2. INSTRUCTIONS RELATING TO EMPLOYEES IN CAB OF ENGINES:

On Trains 11 and 12, a fireman shall be in the cab at all times when the train is in motion. Firemen who violate these instructions will be subject to discipline. This does not prohibit inspection of remotely controlled switches by firemen in compliance with Rule 104(c).

Engineers and firemen employed on these trains must arrange for patrol of the engine room during the time station work is being performed, or when train is stopped a sufficient length of time for any other reason.

During all the stops referred to firemen must patrol engine room, check gauges, adjust shutter, give necessary attention to purulator, and make general observation of condition of all equipment.

If the alarm sounds while the train is in motion, stop will be made, cause ascertained, and such corrective measures taken as conditions may require.

## 3. OPERATING ENGINES THROUGH WATER:

Unless otherwise directed by officer at point of high water, diesel engines or gas-electric motor cars must not be moved or allowed to

## 18.—Continued

stand in water which is more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed two miles per hour, to prevent water getting inside traction motors. If any probability of water having entered motors, covers on motors should be removed and motor examined. If water has entered motor, motor must cut out.

## 4. DYNAMIC BRAKE ON T&amp;P FREIGHT ENGINES:

Certain T&P freight engines used in joint MP-T&P service, are equipped with a dynamic brake, which is **not to be used**. Braking of freight trains must be performed as outlined in Section 4, "Freight Train Handling," in "Brown Book."

## 5. IDENTIFYING NUMBERS ON MULTIPLE UNITS:

Rule 206, fifth paragraph, changed to read:

"Engines when composed of multiple units: Identifying numbers are the numbers on the lead (operating control) unit. Such identifying numbers equipped for illumination must be continuously illuminated on operating control unit only while engine is in train service.

## 6. COUPLING ROAD-SWITCH UNITS TO STANDARD ROAD UNITS:

Employes must not pass from one unit to another while units are in motion, except between A units coupled back to back, B units, and between rear of A units and adjoining B unit.

## 7. UNITS WITH SAFETY CONTROL FOOT PEDAL VALVE CUT-OUT COCK.

Units equipped with safety control foot pedal valve cut-out cock which is located on right side of unit under cab for operation from the ground. Engineers may, by use of cut-out cock, cut out safety control foot pedal while engaged in yard switching or station switching in road freight service. The safety control feature **MUST** be cut in while moving between stations. This modifies Rule 727 Brown Book. Engineers must check position of cut-out cock before starting day or trip to insure same in proper position.

## 8. MAINTAINING POSITION OF AUTOMATIC BRAKE:

Maintaining position will not be used during initial terminal train brake tests. After leakage is checked and the additional five pound brake pipe reduction is made, automatic brake valve will be placed in lap. This modifies rule 802 (3) "Brown Book."

## 9. BACK-UP MOVEMENTS:

To avoid possibility of jack-knifing between units on a back-up move when showing 20 or more cars, the following precautions must be taken:

A. With three units or less in engine consist, no special precautions necessary and full power may be used on all units.

B. With four or more units in the engine consist, power must be used only on the three (3) units next to the train all other units in the consist must be taken "off-line."

The above instructions apply to all classes and types of units used in freight service. If the train or cut of cars cannot be handled with power limited as outlined, it will be necessary to reduce the train sufficiently to permit the back-up move.

## 19. RULES AND INSTRUCTIONS WITH WHICH EMPLOYEES SHOULD PROVIDE THEMSELVES:

Rules and Instructions Governing the Operation of a Railroad Radio Communication System.

Circular 81, Rules and Instructions for The Government and Protection of Employees, whose Duties Require them to go between under or about Engines or Cars.

## 20. TELEPHONES:

Telephone booths are located adjacent all absolute signals where needed, and are equipped with telephones.

## 21. SPECIAL SAFETY RULES:

When a passenger train is stopped in emergency, entire train must be inspected both sides, before proceeding.

Rule 510 of the "Uniform Code of Operating Rules" is amended as follows:

"Employes will not ride on leading footboard of an engine except when necessary to make cut between engine and first car in switching."

On locomotive cranes and M of W machines equipped with foot boards, employe operating such machines or helping around such cranes or machines, will not be permitted to ride on foot board in direction crane or machine is moving except on bridge erecting cranes while working on bridges, one man may be permitted to ride on each side of coupler on foot board in direction crane is moving.

Head brakeman on freight trains will ride in lead unit.

## 22. WATCH INSPECTION:

Rule 2 of the Uniform Code of Operating Rules is changed to read as prescribed by Circular 43-E.

## 23. AMENDMENTS OR MODIFICATIONS TO UNIFORM CODE OF OPERATING RULES:

(a) Rule 12(j): Five minute yellow fuses may be used in lieu of green fuses but must not be used within interlocking limits, except as provided by interlocking rules.

(b) All sections except the last will display two green lights only by day and by night in the places provided for that purpose on the front of the engine.

(c) Extra trains will display two white lights only by day and by night in the places provided for that purpose on the front of the engine. (See Rules 20, 20(a), 20(b), 20(c), 23 and 24.)

(d) Conventional markers on trains may be replaced with a single electric light of prescribed type which must show red to the rear of such train from sunset to sunrise and when day signals cannot be plainly seen. At the end of run when train is clear of main track and hand operated switch is closed, light must be extinguished.

(e) These instructions modify Rule 19.

"See Uniform Code of Operating Rule 19(a) (first paragraph) reading:

'TURNING MARKERS—Outside of ABS territory when, a train is clear of main track to be passed by a following train, lighted markers must be turned to show green to the front, outside and to the rear, but before main track is again fouled must be restored to display red to the rear.' **is cancelled.**

This does not **modify or cancel** the second paragraph of this rule reading:

"When such markers display red to the rear, following train must move at restricted speed until main track is seen to be clear."

These instructions modify Rule 19(a).

(f) Rule 35 is changed to read:

"The following signals will be used by flagmen:

Day Signals { A red flag  
Not less than 10 torpedoes and six red fuses

Night Signals { A white light  
Not less than 10 torpedoes and six red fuses"

(g) Rule 221(d) changed to read:

"Operators must have the following signal appliances ready for immediate use:

1 red flag  
1 white light  
10 torpedoes  
6 red fuses"

## 23.—Continued

(h) Rule 99(j) will not apply to light engines in road movements.

(i) Five minutes or more will be considered delay under requirements of Rule 330.

(j) Train Orders:

Form G and V may be combined.

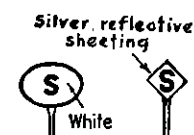
(l) Handling Derails:

Trains or engines entering a track protected by derails, the employee handling switch will know the derail lined before lining switch for the track to be used.

(m) Refer to block signal, and interlocking signal indications, pages 96 and 97 of Uniform Code of Operating Rules. Rule 284 approach medium indication amended as follows:

"Proceed reducing to 35 MPH before reaching next signal."

## ROADWAY SIGNS



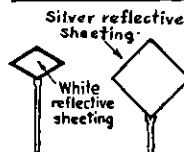
**STATION ONE MILE SIGN**

See Rule 14 (m)  
(One mile from station or first switch of siding, whichever is nearer, on single track in train order territory. Not to be used on branch lines.)



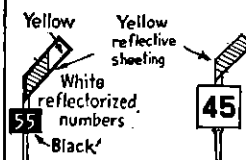
**HIGHWAY GRADE CROSSING WHISTLE SIGN**

1320 feet from Crossing where speed is 60 m.p.h. or less, and 1850 feet where speed is over 60 m.p.h.  
See Rule 14 (l)



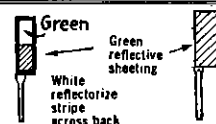
**RAILROAD CROSSING-JUNCTION-DRAWBRIDGE-ONE MILE SIGN**

(except when protected by interlocking).  
See Rule 98



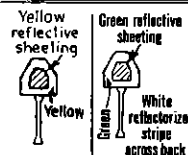
**PERMANENT SPEED RESTRICTION SIGN**

See Rule 10(h) and Timetable Special Instructions Section 3



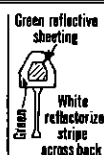
**PERMANENT RESUME SPEED SIGN**

See Rule 10(h)  
Used in connection with Permanent Speed Restriction Sign

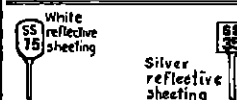


**TEMPORARY SPEED RESTRICTION SIGN**

To be used per chart on Page 130, Uniform Code of Operating Rules  
See Rule 10 (g)

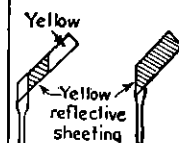


**TEMPORARY RESUME SPEED SIGN**



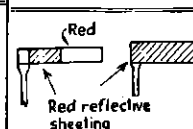
**SPEED LIMITING SIGNS FOR SPRING SWITCHES**

When moving points in trailing movements



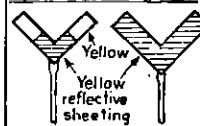
**APPROACH SIGN**

See definition of Restricted Speed and Special Instructions supplementary to Operating Rules



**STOP SIGN**

At point where stop required 200 ft. from Railroad Crossing or at certain other points where stop required



**YARD LIMIT SIGN**

See Rule 93



**SWITCHING LIMIT SIGN**

Used to designate Switching Limits in signal indication territory where Rule 93 does not apply

## LOCATION OF HOSPITALS, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

<b>NAME</b>	<b>LOCATION</b>	<b>NAME</b>	<b>LOCATION</b>
<b>HOSPITAL</b> .....	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.