

St. Louis-San Francisco Railway Company

RIVER DIVISION

TIME TABLE

No.

43

EFFECTIVE

Sunday, December 3, 1961

at 12:01 A. M.

Central Standard Time

SUPERSEDING PREVIOUS TIME TABLES

FOR EMPLOYEES ONLY

The Railway Company reserves the right to vary from the schedules contained herein as circumstances require.

J. C. COWLES
Superintendent

SURGEONS

The following Surgeons of the Frisco Employees' Hospital Association are authorized Surgeons.

GENERAL HOSPITAL, 4960 LACLEDE AVE., ST. LOUIS 8, MISSOURI

Vencel W. Hollo, M. D.	Chief Surgeon
James P. Murphy, M. D.	Physician-in-Charge
Daniel L. Sexton, M. D.	Physician-in-Charge
Harry A. Wittler, M. D.	Attending Surgeon
John J. Keenoy, M. D.	Attending Surgeon
Louis F. Stephens, M. D.	Attending Surgeon
W. D. Schierman, M. D.	Attending Physician
James C. Redington, Jr., M. D.	Attending Physician
Robert H. Ramsey, M. D.	Attending Physician
Hugh C. Crowell, M. D.	Attending Physician and Dispensary Surgeon
Robert C. Hoppe, M. D.	Dispensary Surgeon
Gus J. Furla, M. D.	Dispensary Surgeon
Norman C. Miller, M. D.	Dispensary Surgeon
A. G. Boldizar, M. D.	Oculist

SPRINGFIELD, MISSOURI

H. A. Lowe, Jr., M. D.	Surgeon-in-Charge
H. A. Lowe, Sr., M. D.	Division Surgeon
John W. Williams, M. D.	Oculist
R. B. Stewart, M. D.	Oculist

Lemly L. Hubener, M. D. (LE) --- Blytheville	James E. Wilson, M. D. (O) --- Memphis
James T. Payne, M. D. (L) --- Blytheville	S. M. Sarno, M. D. (L) --- Morehouse
Frank W. Hall, M. D. (DE) --- C. Girardeau	L. D. Massey, M. D. (LE) --- Osceola
R. A. Ritter, M. D. (L) --- C. Girardeau	G. W. Husted, M. D. (L) --- Parma
W. R. McCoy, M. D. (L) --- Caruthersville	James F. Fairchild, M. D. (L) --- Perryville
W. O. Finney, M. D. (DE) --- Chaffee	Alfred E. McDermatt, M. D. (L) --- Perryville
Robert E. Tribble, M. D. (DE) --- Chaffee	W. E. Hamil, M. D. (L) --- Pocahontas
Bertram Bolgar, M. D. (L) --- Festus	James J. Wyllie, M. D. (LE) --- Pocahontas
J. D. Caldwell, M. D. (DE) --- Hayti	Cyril A. Post, M. D. (LE) --- Poplar Bluff
J. K. Duckworth, M. D. (DE) --- Hayti	Robert S. Smith, M. D. (L) --- Portageville
W. O. Bryant, M. D. (DE) --- Hayti	W. J. Ferguson, M. D. (C) --- Sikeston
M. O. Peeler, M. D. (DE) --- Jonesboro	C. G. Popp, M. D. (CI) --- Sikeston
W. F. Shepherd, M. D. (D) --- Jonesboro	Ralph Joseph, M. D. (L) --- Walnut Ridge
M. E. Blanton, M. D. (O) --- Jonesboro	J. J. Whittington, III, M. D. (L) --- Walnut Ridge
Paul Baldwin, M. D. (LE) --- Kennett	Theo. Fisher, M. D. (L) --- Wittenberg
T. N. Rodman, M. D. (L) --- Leachville	N. B. Ellis, M. D. (L) --- Wilson
Daniel R. Hensley, M. D. (L) --- Lilbourn	
J. H. Roberson, M. D. (L) --- Lilbourn	
C. V. Wilcox, M. D. (L) --- Lindenwood	
C. S. Williams, M. D. (L) --- Malden	
R. L. Purnell, M. D. (L) --- Marion	
E. A. Canada, M. D. (DE) --- Memphis	
J. Don Johnson, M. D. (DE) --- Memphis	

C—Consulting Surgeon
D—Division Surgeon
L—Local Surgeon
O—Oculist
DE—Division Examining Surgeon
LE—Local Examining Surgeon
CI—Consulting Internist

A REMINDER

Please remember that your customers, whether receivers of the freight you haul or passengers on your train, are—in the final analysis—your employers. They, and they alone, pay your wages. Through the Frisco, they hire you to perform transportation service, the only product we have for sale and the only reason for the existence of the Frisco—and your job!

The all-important measure of the quality of the service we provide is the number of satisfied customers we have. It is therefore, our job and our responsibility to make every customer a satisfied customer. Whether they are satisfied customers or not depends to a very great extent on the personal attitude of the Frisco people with whom they come in contact.

How can we insure customer satisfaction in performing our daily tasks? Here are a few suggestions:

1. Avoid arguments or friction with customers. A calm and pleasant manner, regardless of circumstances, will win friends for you and the railroad.
2. Be courteous under all circumstances.
3. Be informed on matters that pertain to your line of work and answer questions to the best of your ability.
4. Take pride in your work. Railroading is a respected profession through which you contribute to the welfare of your community.
5. Be neat in appearance and attentive to business.
6. On-time performance and smooth handling of passenger trains are essential to continued patronage.
7. Always exercise care in the operation and switching of freight trains. Rough handling results in damage to our customers' goods and in delays to their shipments due to damaged equipment. Such damage and delay is a sure way to lose customer good will and must be avoided.
8. Endeavor to excel. There is no substitute for a job well done.



General Manager

SPECIAL INSTRUCTIONS

1. REGISTER STATIONS, CLEARANCES AND TRAIN ORDER SIGNALS.

River Division trains originating at St. Louis will secure clearance at St. Louis from both Eastern and River Divisions, and will not require clearance at Lindenwood unless train order signal is displaying stop indication.

Southward trains will not require clearance at S. E. Jct.

River Division northward first class trains will assume corresponding schedule on Eastern Division between S. E. Jct. and St. Louis and will not require clearance at S. E. Jct.

First class trains will register by form 1339 Standard at Lindenwood.

Trains finding light out in train order signal Cape Girardeau may proceed after securing clearance or on authority of dispatcher.

River Division trains will not require clearance at Turrell unless train order signal displaying stop indication.

Hoxie Subdivision trains will not require clearance at Nash.

Leachville Subdivision trains will not require clearance at Brooks Jct.

No. 851 on Monday and Thursday will assume schedule of No. 831 at Kennett and will not require clearance unless train order signal displaying stop indication.

No. 830 on Saturday will assume schedule of No. 850 at Kennett and will not require clearance unless train order signal displaying stop indication.

Trains will not require clearance at Leachville unless train order signal displaying stop indication.

No. 873 will not require clearance at Poplar Bluff unless train order signal displaying stop indication.

No lights in train order signals Hoxie, Leachville and Jonesboro Subdivisions.

2. USE OF TRACKS OF OTHER DIVISIONS AND FOREIGN LINES.

St. Louis Subdivision trains will use tracks of Eastern Division between S. E. Jct. and St. Louis, and will be governed by Eastern Division time table and Instructions.

Time shown at St. Louis, Tower Grove and Lindenwood for St. Louis Subdivision trains is for information only.

M-I trains will use SL-SF track between Ste. Genevieve and Rockview and will be governed by SL-SF Time Table, Rules and Instructions.

Chaffee Subdivision trains will use tracks of Eastern Division between Turrell and Tennessee Yard, and be governed by Eastern Division time table and Instructions.

Time shown at Memphis and Tennessee Yard for Chaffee Subdivision trains is for information only.

Jonesboro Subdivision trains will use tracks of Eastern Division between Nettleton and Jonesboro, and will be governed by Eastern Division time table and Instructions.

Hoxie Subdivision trains using Eastern Division main track, Hoxie, will be governed by Eastern Division time table and Instructions.

Time shown at Chaffee for Hoxie Subdivision trains is for information only.

3. MAXIMUM SPEED.

	MPH	
	Psgr.	Freight
St. Louis Subdivision:		
Between MP T- 7-13 and MP T-130	60	50
*T-130 T-139-30.....	50	45
T-139-30 T-142-16.....	60	50
*Except regular connection No. 835.....		50
Chaffee Subdivision:		
Between MP T-144-25 and MP T-188	60	50
*T-188 T-191	50	45
T-191 T-196	60	50
*T-196 T-216	50	45
T-216 T-283-12.....	60	50
*Except regular connection No. 835.....		50
Hoxie Subdivision	25	25
Leachville Subdivision	25	25
Jonesboro Subdivision:		
Between Armorel and Blytheville	15	15
Blytheville and Nettleton	25	25
Wilson Jct. and Wilson	15	15

4. SPEED RESTRICTIONS.

	MPH	
	Psgr.	Freight
Troop trains handling mixed freight and passenger equipment, when any part of passenger equipment being handled behind freight equipment.....		45

St. Louis Subdivision:

Through interlocking, S. E. Jct.	15	15
Curves between MP T- 8-5 and MP T- 8-21.....	40	40
Southward trains MP T-10-19 to MP T-10-34.....	50	
Curves between MP T-12-30 and MP T-13-8	45	45
T-13-11 T-18-30.....	55	
T-21-28 T-23-32.....	55	
T-26-34 T-28-1	55	
T-30-15 T-30-24.....	55	
T-35-23 T-35-39.....	55	
T-38-30 T-38-36.....	40	40
Festus, between MP T-38-29 and MP T-39-1 until engine through these limits.....	30	30
Curves between MP T-40-3 and MP T-40-32.....	55	
T-44-27 T-44-34.....	55	
T-57-9 T-57-21.....	55	
T-59 T-60	55	
T-62-27 T-63-6	55	
T-64-35 T-65-16.....	55	
Ste. Genevieve, until engine over two street crossings, MP T-65-4 and MP T-65-8.....	30	30
Curves between MP T-70-3 and MP T-70-12.....	55	
St. Marys, until engine over crossing, MP T-73-35.....	35	35
Curves between MP T- 83-13 and MP T- 83-20.....	55	
T -88-9 T- 88-29.....	55	
T- 91-11 T- 91-19.....	55	
T- 91-20 T- 91-34.....	50	
T-100-12 T-100-38.....	55	
Wittenberg, between MP T-103-20 and MP T-103-29, until engine through these limits	25	25
Curves between MP T-103-29 and MP T-105-31.....	55	
T-109-21 T-113-27.....	55	
T-118-11 T-118-16.....	55	
T-119-9 T-119-23.....	50	
T-125-10 T-125-24.....	55	
T-128-37 T-129-26.....	55	
T-130-30 T-131-2	45	45
Cape Girardeau, between MP T-131-2 and MP T-131-30	20	20
Curves between MP T-131-38 and MP T-132-7.....	45	45
First class trains move at restricted speed between MP T-142-15 and MP T-144-25, Chaffee, expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		

Chaffee Subdivision:

First class trains move at restricted speed between MP T-142-15 and MP T-144-25, Chaffee, expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Mile T-150, interlocking, until engine over crossing....	20	20
Brooks Jct., through turnouts both ends of siding.....	25	25
Sikeston, between MP T-165-10 and MP T-165-32, until engine through these limits	20	20
Kewanee, through turnouts both ends of siding.....	25	25
Lilbourn, between MP T-185-15 and MP T-186-20, until engine through these limits.....	20	20
Portageville, between MP T-198-14 and MP T-199-6, until engine through these limits.....	20	20
Hayti, between MP T-212-15 and MP T-213-15, until engine through these limits	20	20
Mile T-216.4, over crossing	50	45
Blytheville, between MP T-236-9 and MP T-237-19, until engine through these limits.....	20	20
Osceola, between MP T-253-2 and MP T-254-8, until engine through these limits	20	20

4. SPEED RESTRICTIONS (Continued).

	MPH	
	Psgr.	Frts.
Wilson, between MP T-264-7 and MP T-264-15, until engine through these limits.....	20	20
Wilson, through turnouts both ends of siding.....	25	25
Turrell, through turnouts both ends of siding.....	25	25
Hoxie Subdivision:		
Between MP TA-194-24 and MP TA-195-2.....	10	10
Leachville Subdivision:		
Between MP TE-204-12 and MP TE-204-13, until engine through these limits	5	5
Between MP TE-224-28 and MP TE-224-29, until engine through these limits	15	15
Between MP TE-239-26 and MP TE-239-27, until engine through these limits	15	15
Leachville Subdivision—Malden Branch:		
Between MP TK-212-5 and MP TK-212-8, until engine through these limits	5	5
Leachville Subdivision—Caruthersville Branch:		
Kennett, both legs of Wye.....	10	10
Hayti, both legs of Wye	10	10
Hayti, until engine over Highway 84, MP TX-212-36..	10	10
Caruthersville, between MP TX-219 and MP TX-221-3	10	10
Jonesboro Subdivision:		
Blytheville, until engine over Highway 61 MP TJ-238-11 and Highway 18 MP TJ-238-26.....	5	5
Between MP TJ-255 and MP TJ-261	15	15
Between MP TJ-275-29 and MP TJ-276-3.....	10	10

5. OTHER SPEED RESTRICTIONS.

Circus—Carnival Trains:	MPH	
	Tangent	Curves
St. Louis and Chaffee Subdivisions.....	30	25
Hoxie, Leachville and Jonesboro Subdivisions.....	15	15

Trains Handling:

Scale Test (4-wheel) Cars, Company-owned Hoists, Pile Drivers, Air Dump Cars (except air dump cars 96610 to 96627), *Locomotive-Cranes or Spreader Ditchers, moving on own wheels:

*—Except movement of Bridge Crane BC-209 (converted derrick) will be governed by instructions governing movement of 100-ton derricks.

	MPH
St. Louis and Chaffee Subdivisions.....	30
Hoxie, Leachville and Jonesboro Subdivisions.....	15

Revenue equipment of this type will be handled on written instructions of Chief Dispatcher.

Company-owned Bull Dozers, Cranes, Tractor Ditchers and Scrapers, Dumptors, Speed Swing, Track Cleaners, Motor Graders, Wheel Tractors with attachments, Rail Layers, or Shovels, loaded on cars, at intermediate stations, from point of loading to nearest terminal where car inspectors are on duty:

St. Louis and Chaffee Subdivisions.....	30
Hoxie, Leachville and Jonesboro Subdivisions.....	15

Company-owned equipment of this type, when moving from terminals where Car Inspectors are on duty, will be handled without restrictions unless otherwise instructed.

5. OTHER SPEED RESTRICTIONS (Continued).

Movement of Frisco derricks (wreckers) is authorized as follows:

	100 Ton	160 Ton	250 Ton
	or	Derricks	Derricks
	Lighter	99024	99022
	Derricks	99029	99025
	MPH	MPH	MPH
St. Louis Subdiv.—St. Louis to Chaffee.....	30	30	35
Chaffee Subdiv.—Chaffee to Turrell.....	30	30	35
Hoxie Subdiv.—Nash to Hoxie.....	20	No	No
Leachville Subdiv.—Brooks Jct. to Leachville.....	15	No	No
Malden Branch—Clarkton to Malden	15	No	No
Campbell Branch—Gibson to Campbell	15	No	No
Caruthersville Branch—Hayti to Kennett	15	No	No
Caruthersville Branch—Hayti to Caruthersville....	15	15	No
Jonesboro Subdiv.—Blytheville to Amorel	10	No	No
Jonesboro Subdiv.—Blytheville to Wilson Jct.....	15	No	No
Jonesboro Subdiv.—Wilson Jct. to Leachville.....	15	No	No
Jonesboro Subdiv.—Leachville to Nettleton	15	No	No
Wilson Branch—Wilson Jct. to Wilson	10	No	No

Special type ore cars, less than 24 feet in length:

Loaded	25
Empty.....	35

Triple loads on curves except where further restricted:

St. Louis and Chaffee Subdivisions	35
Hoxie, Leachville and Jonesboro Subdivisions	20
Loaded cars equipped with arch bar trucks.....	45

6. SWITCH LIGHTS.

No switch lights on Hoxie, Leachville and Jonesboro Subdivisions.

7. BLOCK SIGNALS.

ABS—MP T- 7-18 to MP T-139-29 (Rule 510(a))

CTC—MP T-139-29 to MP T-142-15

ABS —MP T-142-15 to MP T-144-25

CTC—MP T-144-25 to MP T-283-14

TRAIN MEET SIGNS:

Nash.....MP T-139-29.....Northward trains

Trains on main track waiting for or to meet opposing trains will stop back of sign until opposing train reaches switch. If train on main track passes sign opposing approach signal will display stop indication. If signal does not change promptly to a proceed indication, communicate with the dispatcher.

8. BLOCK SIGNALS, REMOTE CONTROL SWITCHES AND SPRING SWITCHES.

Lindenwood Yard:

Color light signals on Arloe lead for use in doubling trains and other moves. Control switch near No. 11 switch and on No. 13 speaker. Emergency stop switch in yardmaster's tower and switch No. 11 on Lindenwood lead. Signals normally dark, when illuminated the following governs:

Color	Indication
Red	Stop
Flashing yellow	Move west normal speed
Yellow	Move west slowly
Flashing green	Move east normal speed
Green	Move east slowly

When signals are being used, absence of a light or white light displayed must be regarded as a Stop indication.

When emergency Stop switch used, contact yardmaster for instructions.

Trains finding "Stop and Proceed" signal 86, at MP T-8-24, displaying stop indication will communicate with operator at Lindenwood and be governed by his instructions. If unable communicate with operator be governed by Rule 510(a).

Trains using industry track at MP T-199-21 must have a portion of its train occupying main track or leave the main track switch open while using such track.

Chaffee—Southward yard track indicator at MP T-142-15. Northward yard track indicator at MP T-144-25. When no indication displayed trains will communicate with dispatcher for instructions.

(Continued on page 11)

SOUTHWARD

RIVER DIVISION — ST. LOUIS SUBDIVISION

NORTHWARD

THIRD CLASS		SECOND CLASS	FIRST CLASS	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	FIRST CLASS	SECOND CLASS	THIRD CLASS		
843 Local	81 M. I. Freight	835	807 The Sunnyland					Miles	Siding		Other	808 The Sunnyland	836	842 Local	82 M. I. Freight
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily					
			AM 8 40	0.0	DN	ST. LOUIS	1		CB	PM 3 35					
			s 8 50	3.3		3.3 TOWER GROVE	3	YA	RD	s 3 20					
AM 5 00		PM 9 30		7.1	DN	LINDENWOOD	7A	YA	RD	CB OTRG		AM 11 00	PM 1 40		
AM 5 05		PM 9 33	AM 9 00	7.3		0.2 S. E. JCT.		Interlocking		PM 3 10	AM 10 30	PM 1 20			
5 12		9 40	9 05	11.0	D	3.7 GRAVOIS	T 11	62	39	3 05	10 20	1 05			
				13.2	P	2.2 ALPHA	T 13		94						
5 40		9 53	9 18	20.8		7.6 TEN BROOK	T 21	64	27	2 53	10 05	12 35			
5 50		10 03	f 9 28	28.6	D	7.8 BARNHART	T 29	17	32	f 2 42	9 50	12 15			
5 58		10 11	9 37 ⁸³⁶	34.9		6.3 HORINE	T 35	66		2 33	9 37 ⁸⁰⁷	12 01			
6 08			s 9 47	38.9		4.0 FESTUS	T 39		57	s 2 26		PM 11 45			
						1.1 P. P. G. CROSSING			GATE						
6 30			s 9 53	40.0	2S	0.0 CRYSTAL CITY	T 40		YA	RD	s 2 21		11 35		
6 40		10 22	9 56	41.2	P	1.2 McCOY	T 41	64	73	2 17	9 10	11 15			
7 25				44.6	D	3.4 SELMA	T 45		306			10 55			
7 35		10 29	10 02	46.8		2.2 RUSH TOWER	T 47	64	9	2 10	9 01	10 50			
			10 11	53.2		6.4 BRICKEYS	T 53		4	2 02					
8 45 ⁸³⁶		10 42	10 16 ⁸⁴²	56.6	P	3.4 CORAL	T 57	78		1 58	8 45 ⁸⁴³	10 16 ⁸⁰⁷			
				63.1		6.5 M. I. CROSSING	T 63		Interlocking						
9 15 ⁸⁴²	AM 5 30	10 54	s 10 29	65.0	D	1.9 STE. GENEVIEVE	T 65	98	89	s 1 44	8 30	9 15 ⁸⁴³	AM 11 45		
9 40	5 45	11 06	s 10 42	74.2	D	9.2 ST. MARYS	T 74	82	98	s 1 31	8 15	9 00	11 25		
9 55	5 55	11 15	s 10 50	80.6	D	6.4 McBRIDE	T 81	86	42	s 1 24	8 06	8 45	11 15		
10 10	6 10	11 25	s 11 00 ⁸²	88.2	D	7.6 MENFRO	T 88	95	22	s 1 14	7 54	8 30	11 00 ⁸⁰⁷		
10 25 ⁸²	6 22	11 35	11 10	95.4		7.2 SEVENTY-SIX	T 95	56	24	1 05	7 42	8 15	10 25 ⁸⁴³		
10 40	6 35	11 45	s 11 20	103.2	D	7.8 WITTENBERG	T103	62	19	s 12 55	7 30	8 05	10 05		
			11 35	114.8		11.6 NEELYS	T115		13	12 38					
10 58	7 12 ⁸³⁶	AM 12 02	11 36	115.4		0.6 BRAND	T116	54		12 37	7 12 ⁸¹	7 50	9 44		
11 08	7 35 ⁸⁴²	12 11	11 44	122.1	P	6.7 BAINBRIDGE	T122	58	14	12 29	7 02	7 35 ⁸¹	9 32		
11 18	7 50	12 21	11 52	129.4	P	7.3 FREEZE	T129	85		12 20	6 50	7 15	9 20		
			PM 12 01	131.6	D	2.2 CAPE GIRARDEAU	T131		YA	RD	C	s 12 16			
PM 12 08 ⁸⁰⁸	8 05	12 28	12 08 ⁸⁴³	132.5		0.9 SHOPS		92	YARD	Y	B	12 08 ⁸⁰⁷	6 35	6 55	9 07
				133.1		0.6 MO. PAC. CROSS			GATE						
				134.0	P	0.9 MARQUETTE	T134		YA	RD					
12 30	8 20	12 38	12 15	139.2		5.2 NASH	T139			Y	12 01	6 25	6 40	8 55	
						2.6 ST. L. S. W. CROSS.			Interlocking		PM				
	8 30			141.8		0.0 ROCKVIEW	T142			Y				8 40	
1 00	AM	12 50	s 12 27	143.6	2S	1.8 CHAFFEE	T144		YA	RD	CB OTRG	11 56	6 15	6 30	AM
PM 12 08 ⁸⁰⁷												AM 8 40			
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(136.3)					Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	
843	81	835	807								808	836	842	82	

Northward trains are superior to southward trains of the same class.

SOUTHWARD

RIVER DIVISION — CHAFFEE SUBDIVISION

THIRD CLASS			SECOND CLASS	Distance from St. Louis Miles	STATIONS	Communicating Office	FIRST CLASS	
847 Local	851 Local	845 Local	835				807 The Sunnyland	
Leave Mon., Wed., Fri.	Leave Mon., Thurs.	Leave Mon., Wed., Fri.	Leave Daily				Leave Daily	
	A M 5 50	A M 5 30	A M 1 10	143.6	CHAFFEE 6.4	ABS 2S	P M 12 35	
				150.0	MO. PAC. CROSSING 0.9			
				150.9	ORAN 4.2	D	s 12 47	
	6 40 A M			155.1	BROOKS JCT. 4.9		12 53	
				160.0	McMULLIN 5.9		12 59	
					MO. PAC. CROSSING 0.0			
				165.9	SIKESTON 7.7	D	s 1 14	
				173.6	MATTHEWS 6.0	D	s 1 25	
				179.6	KEWANEE 6.1		f 1 33	
				185.7	LILBOURN 0.0	D	s 1 45	
					ST. L. S. W. CROSS. 0.5			
				186.2	ST. L. S. W. CROSS. 4.8			
				191.0	MARSTON 3.0	D	s 1 55	
				194.0	CONRAN 4.9		f 2 00	
				198.9	PORTAGEVILLE 7.4	D	s 2 08	
				206.3	SWIFT 1.9		2 17	
				208.2	NETHERLANDS 4.5		f 2 20	
A M 7 01		11 59 A M		212.7	HAYTI 3.7	CTC 2S	s 2 25	
				216.4	ST. L. S. W. CROSS. 7.9			
				224.3	STEELE 3.0	D	s 2 51	
				227.3	HOLLAND, MO. 9.0	D	s 2 57	
				236.3	NORBLY, ARK. 0.8		3 10	
				237.1	BLYTHEVILLE 7.3	D	s 3 20	
				244.4	BURDETTE 4.6		f 3 30	
				249.0	LUXORA 4.6	D	s 3 37	
				253.6	OSCEOLA 7.1	D	s 3 47	
				260.7	DRIVER 3.7		f 3 57	
				264.4	WILSON 0.0	D	s 4 06	
					JONESBORO Subdiv. C. 2.4			
				266.8	DELPRO 2.8			
				269.6	BASSETT 2.2		f 4 14	
				271.8	JOINER 3.5	D	s 4 19	
				275.3	FRENCHMAN'S BAYOU 7.8		f 4 26	
P M 1 00 P M			5 00 A M	283.1	TURRELL, ARK. 22.2	DN	s 4 35	
				305.3	MEMPHIS, TENN. 12.0		P M 5 15 P M	
3 00 P M			7 00 A M	317.3	TENNESSEE YARD			
Arrive Mon., Wed., Fri.	Arrive Mon., Thurs.	Arrive Mon., Wed., Fri.	Arrive Daily		(139.5) (161.7) (173.7)		Arrive Daily	
847	851	845	835				807	

Northward trains are superior to southward trains of the same class.

RIVER DIVISION — CHAFFEE SUBDIVISION

NORTHWARD

FIRST CLASS		Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	SECOND CLASS	THIRD CLASS		
808	836			844	850		846			
The Sunnyland	Local	Local	Local	Siding	Other	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Wed., Sat.	Arrive Tues., Thurs., Sat.	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Interlocking	Interlocking	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Wed., Sat.	Arrive Tues., Thurs., Sat.	
AM 11 48	AM 5 40	T144	CHAFFEE 6.4	YARD	RD	OGR BTC	AM 5 40	PM 3 01 PM	PM 2 45	
			MO. PAC. CROSSING 0.9	Interlocking						
11 35		T151	ORAN 4.2	64	21					
11 28		T155	BROOKS JCT. 4.9	132				1 00 PM		
11 22		T160	McMULLIN 5.9		45					
			MO. PAC. CROSSING 0.0	Interlocking						
11 11		T166	SIKESTON 7.7	68	YARD					
11 02		T174	MATTHEWS 8.0	64	43					
10 53		T180	KEWANEE 8.1	133	23					
10 46		T186	LILBOURN 0.0		107					
			ST. L. S. W. CROSS. 0.5			GATE				
			ST. L. S. W. CROSS. 4.8			GATE				
10 35		T191	MARSTON 3.0		50					
10 30		T194	CONRAN 4.9	113	35					
10 24		T199	PORTAGEVILLE 7.4	64	169					
10 15		T206	SWIFT 1.9		35					
10 12		T208	NETHERLANDS 4.5		12					
10 05		T213	HAYTI 3.7	99	YARD	BC GRY		7 01 AM	PM 2 01 PM	
			ST. L. S. W. CROSS. 7.9			GATE				
9 45		T224	STEELE 3.0	121	92					
9 39		T227	HOLLAND, MO. 9.0		31					
9 29		T236	NORBLY, ARK. 0.8	62						
9 22		T237	BLYTHEVILLE 7.3	127	YARD	YBC				
9 14		T244	BURDETTE 4.6	79	5					
9 07		T249	LUXORA 4.6	60	144					
8 58		T254	OSCEOLA 7.1		404					
8 48		T261	DRIVER 3.7		16					
8 41		T264	WILSON 0.0	127	YARD	Y				
			JONESBORO Subdiv. C. 2.4			GATE				
		T267	DELPRO 2.8		46					
8 35		T269	BASSETT 2.2		24					
8 30		T272	JOINER 3.5		26					
8 25		T275	FRENCHMAN S BAYOU 7.8		113					
8 15 AM		C462	TURRELL, ARK. 22.2	Interlocking 124	75	C Y	1 00 AM		8 01 AM	
7 40 AM		C484	MEMPHIS, TENN. 12.0	YARD		BC				
		C496	TENNESSEE YARD	YARD		ORG BCT	11 30 PM		6 01 AM	
Leave Daily	Leave Daily		(139.5) (161.7) (173.7)				Leave Daily	Leave Tues., Thurs., Sat.	Leave Wed., Sat.	
808	836						844	850	846	

Northward trains are superior to southward trains of the same class.

SOUTHWARD

RIVER DIVISION — HOXIE SUBDIVISION

NORTHWARD

THIRD CLASS		Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	THIRD CLASS	
873 Local	875 Local					Siding	Other		876 Local	874 Local
Leave Wed., Sat.	Leave Tues., Fri.	Miles						Arrive Mon., Thurs.	Arrive Wed., Sat.	
	A M 7 00	143.6	2S	CHAFFEE 4.4	T 144	YA	RD	OGR BTC	P M 2 50	
	A M 7 10	139.2		NASH 2.5	T 139			Y	P M 2 40	
	7 15	141.7		BLOMEYER 4.5	TA142		14		2 35	
	7 30	146.2		DELTA 0.0	TA146		40		2 20	
				MO. PAC. CROSSING 11.6						
	8 00	157.8	D	ADVANCE 3.1	TA158		68		1 50	
	8 10	160.9		BROWNWOOD 9.6	TA161		21		1 30	
	8 35	170.5		IDLEWILD 5.0	TA171		7		1 05	
	9 15	175.5	D	PUXICO 2.6	TA175	13	62		12 50	
	9 25	178.1		MINGO 8.0	TA178		29		12 40	
	9 50	186.1		ROMBAUER 8.3	TA186		36		12 15 P M	
		194.4		MO. PAC. CROSSING 0.7			GA	TE		
A M 11 40	10 40	195.1	D	POPLAR BLUFF 0.2	TA195		YA	RD	11 15	A M 11 30
				MO. PAC. CROSSING 7.3			GA	TE		
P M 12 05	12 05	202.6		HARVIELL 9.9	TA203		19		10 30	10 30
12 30	12 30	212.5		NAYLOR, MO. 0.0	TA213		9		10 01	10 01
				MO. PAC. CROSSING 11.2						
1 00	1 00	223.7		SUCCESS, ARK. 4.4	TA224		30		9 30	9 30
1 10	1 10	228.1		DATTO 2.5	TA228		19		9 15	9 15
1 20	1 20	230.6	D	REYNO 3.8	TA231		37		9 05	9 05
1 30	1 30	234.4	D	BIGGERS 10.6	TA234	22	32		8 55	8 55
2 00	2 00	245.0	D	POCAHONTAS 10.8	TA245		121		8 30	8 30
2 35	2 35	255.8		WALPORT 2.9	TA256		153		7 51	7 51
2 45	2 45	258.7	D	WALNUT RIDGE 1.5	TA259		111		7 30	7 30
2 55 P M	2 55 P M	260.2	DN	HOXIE (121.0)	C398		47	RY BC	7 00 A M	7 00 A M
Arrive Wed., Sat.	Arrive Tues., Fri.								Leave Mon., Thurs.	Leave Wed., Sat.
873	875								876	874

Northward trains are superior to southward trains of the same class.

- J. M. Godfrey.....Superintendent Terminals, St. Louis, Mo.
- E. Gaines, Jr.....Terminal Trainmaster, St. Louis, Mo.
- S. E. Zeilmann.....Terminal Trainmaster, St. Louis, Mo.
- L. T. Hutchison.....Terminal Trainmaster, St. Louis, Mo.
- W. B. McCaffrey.....Superintendent Terminals, Memphis, Tenn.
- D. L. Patton.....Terminal Trainmaster, Memphis, Tenn.
- C. W. Williamson.....Terminal Trainmaster, Memphis, Tenn.
- K. E. Richardson.....Terminal Trainmaster, Memphis, Tenn.
- R. L. Lipscomb.....Asst. Trainmaster-General Agent, Memphis, Tenn.
- J. M. Ward.....Trainmaster, Chaffee, Mo.
- M. M. Brower.....Road Foreman of Equipment, Memphis, Tenn.
- J. A. Chronister.....Chief Dispatcher, Chaffee, Mo.

SOUTHWARD

RIVER DIVISION — LEACHVILLE SUBDIVISION

NORTHWARD

THIRD CLASS 851 Local	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	THIRD CLASS 850 Local
					Siding	Other		
Leave Mon., Thurs.	Miles							Arrive Wed., Sat.
6 40 A M	155.1		BROOKS JCT. 3.4	T155				1 00 P M
6 50	158.5		VANDUSER 2.0	TE158		35		12 40
6 55	160.5		CROWDER 8.0	TE160	29			12 30
	168.5		MO. PAC. CROSSING 0.1					
7 20	168.6	D	MOREHOUSE 6.3	TE169		176		12 01 P M
7 36	174.9		CANALOU 7.4	TE175		34		11 40
7 56	182.3		LA VALLE 5.4	TE182		4		11 15
8 10	187.7	D	PARMA 0.0	TE188		52		11 00
			ST. L. S. W. CROSSING 4.2			GATE		
8 22	191.9	D	RISCO 9.5	TE192		19		10 30
	201.4		ST. L. S. W. CROSSING 0.3			GATE		
8 50	201.7	D	GIDEON 2.7	TE202		82		10 00
9 50	204.4		CLARKTON 3.9	TE204		43	Y	9 25
10 30	208.3		GIBSON 2.5	TE208	36			8 35
10 38	210.8	D	HOLCOMB 5.2	TE211		35		8 25
10 53	216.0		WHITE OAK 6.8	TE216		16		8 10
11 10 A M	222.8	D	KENNETT 9.1	TE223	YARD		Y CB	7 50 A M
	231.9	D	SENATH 4.5	TE232		95		
	236.4		BUCODA 3.2	TE236		29		
	239.6	D	ARBYRD 0.0	TE240		37		
			ST. L. S. W. CROSSING 3.6			GATE		
	243.2		ARKMO, MO. 4.3	TE243		15		
	247.5	D	LEACHVILLE, ARK.	TE248		104	Y	
Arrive Mon., Thurs.			(92.4)					Leave Wed., Sat.
851								850

Northward trains are superior to southward trains of the same class.

CAMPBELL BRANCH — LEACHVILLE SUBDIVISION
SOUTHWARD

MALDEN BRANCH — LEACHVILLE SUBDIVISION
SOUTHWARD

Service Rendered By Extras	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	Service Rendered By Extras
					Siding	Other		
	Miles							
	212.6	D	CAMPBELL 4.2	TZ213		52		
	208.4		GIBSON	TE208	36			
			(4.2)					

Service Rendered By Extras	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	Service Rendered By Extras
					Siding	Other		
	Miles							
	212.3	D	MALDEN 0.4	TK212		106		
	211.9		ST. L. S. W. CROSSING 7.6			GATE		
	204.3		CLARKTON	TE204		43	Y	
			(8.0)					

Northward trains are superior to southward trains of the same class.

**RIVER DIVISION
CARUTHERSVILLE BRANCH — LEACHVILLE SUBDIVISION
SOUTHWARD NORTHWARD**

THIRD CLASS 831 Local	Distance from St. Louis Miles	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	THIRD CLASS 830 Local
					Siding	Other		
Leave Mon., Thurs., Fri.								Arrive Tues., Fri., Sat.
P M 12 05	230.5	D	KENNETT 8.0	TE223	YA	RD	YCB	A M 7 40
	222.5		ST. L. S. W. CROSSING 0.4		GA	TE		
12 35	222.1		BRAGG CITY 4.8	TF222		27		7 15
12 50	217.3		PASCOLA 4.6	TF218	15	30		7 00
1 05 P M	212.7	2S	HAYTI 7.1	T213	YA	RD	BC GRY	6 50 A M
Service between Hayti and Caruthersville rendered by extras	219.8	D	CARUTHERSVILLE 1.0	TX220	YA	RD		Service between Hayti and Caruthersville rendered by extras
Arrive Mon., Thurs., Fri.	220.8		ST. L. S. W. CROSSING		GA	TE		Leave Tues., Fri., Sat.
831			(25.9)					830

Northward trains are superior to southward trains of the same class.

**RIVER DIVISION — JONESBORO SUBDIVISION
SOUTHWARD NORTHWARD**

**WILSON BRANCH — JONESBORO SUBDIVISION
SOUTHWARD NORTHWARD**

Distance from St. Louis Miles	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn- Table, Wye, Std. Clock Bulletin
				Siding	Other	
243.5		ARMOREL 6.4	TR244		12	
237.1	D	BLYTHEVILLE 1.6	T237	YARD	YCB	
238.7		ST. L. S. W. CROSSING 8.3				
247.0	D	DELL 1.4	TJ247		59	
248.4		WILSON JCT. 6.8	TJ248		3	Y
255.2	D	MANILA 6.6	TJ255		54	
		ST. L. S. W. CROSSING 0.0				
261.8	D	LEACHVILLE 6.0	TE248		104	Y
267.8	D	MONETTE 4.1	TJ267		83	
271.9		BLACK OAK 4.2	TJ271		44	
276.1	D	LAKE CITY 12.2	TJ276		48	
288.3	D	NETTLETON 3.8	C424	Interlocking	11	
292.1	2S	JONESBORO (57.6) (3.8)	C420	YA	RD	BCYR

SERVICE RENDERED BY EXTRAS

SERVICE RENDERED BY EXTRAS

Distance from St. Louis Miles	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn- Table, Wye, Std. Clock Bulletin
				Siding	Other	
248.4		WILSON JCT. 12.9	TJ248		3	Y
261.3		KEISER 4.6	TW261		39	
265.9		MARIE 3.9	TW266		17	
269.8		CHAFFEE SUBDIV. C. 0.0		GA	TE	
269.8	D	WILSON (21.4)	T264	YA	RD	Y

Service rendered by extras.

Northward trains are superior to southward trains of the same class.

9. INTERLOCKINGS.

AUTOMATIC (Rules 663 and 664).

MI Ry. crossing Mile T-63.1.
St. L. S. W. Ry. crossing, Mile T-141.8.
Mo. Pac. crossing Mile T-150.0.
Mo. Pac. crossing Mile T-165.9.

10. CROSSING GATES. (Rules 98 and 98(a)).

Mile	Intersecting Lines	Normal Position
St. Louis Subdivision:		
T-40.0	P. P. G. Co.	Against P. P. G. Co.
Cape Girardeau		
Both legs of wye	Mo. Pac. R. R.	Against S. L.-S. F.
Spur to S. E. Mo.		
Lumber Co.	Mo. Pac. R. R.	Against S. L.-S. F.
*T-133.1	Mo. Pac. R. R.	Against Mo. Pac. R. R.
Chaffee Subdivision:		
T-185.7	St. L. S. W. Ry.	Against St. L. S. W. Ry.
T-186.2	St. L. S. W. Ry.	Against St. L. S. W. Ry.
*T-216.4	St. L. S. W. Ry.	Against St. L. S. W. Ry.
T-264.4	Jonesboro Subdivision	Against Jonesboro Subdivision
Hoxie Subdivision:		
*TA-146.2	St. L. S. W. Ry.	Against S. L.-S. F.
*TA-194.4	Mo. Pac. R. R.	Against S. L.-S. F.
TA-195.3	Mo. Pac. R. R.	Against Mo. Pac. R. R.
Leachville Subdivision:		
TE-187.7	St. L. S. W. Ry.	Against St. L. S. W. Ry.
TE-201.4	St. L. S. W. Ry.	Against St. L. S. W. Ry.
*TK-211.9	St. L. S. W. Ry.	Against S. L.-S. F.
TF-222.5	St. L. S. W. Ry.	Against St. L. S. W. Ry.
TE-239.6	St. L. S. W. Ry.	Against S. L.-S. F.
TX-220.8	St. L. S. W. Ry.	Against St. L. S. W. Ry.
Jonesboro Subdivision:		
TW-269.8	Chaffee Subdivision	Against Jonesboro Subdivision

*Electric locked crossing gates. Be governed by instructions posted in release box.

11. LOCATION OF YARD LIMITS.

S. E. Jct.	Wilson, Jonesboro Subdivision
Crystal City	Chaffee
Freeze to Marquette	Morehouse
Nash, Hoxie Subdivision	Gideon
Poplar Bluff	Clarkton
Walport to Walnut Ridge	Clarkton to Malden
Hoxie	Gibson to Campbell
Brooks Jct., Leachville Subdivision	Kennett
Hayti, Leachville Subdivision	Leachville
Caruthersville to Hayti	Nettleton
Armored to Blytheville	
Blytheville, Jonesboro Subdivision	

12. (BLANK).

13. AUXILIARY LINES (Rule 14, W and X).

S. E. Jct.	River Division
Nash	Hoxie Subdivision
Brooks Jct.	Leachville Subdivision
Hayti	Leachville Subdivision
Blytheville	Jonesboro Subdivision
Wilson	Jonesboro Subdivision
Turrell	River Division
Hoxie	River Division
Clarkton	Malden Branch
Gibson	Campbell Branch
Kennett	Caruthersville Branch
Nettleton	River Division
Wilson Jct.	Wilson Branch
Leachville	Leachville Subdivision

14. INSTRUCTIONS RELATING TO DIESEL OPERATION.

Diesel engines must not be handled without air being coupled and brakes on diesel fully released.

To prevent damage to traction motor gear, before coupling into train with diesel engines composed of two or more units, stop must be made between 5 and 20 feet of coupling.

When necessary to shove train or cars forward with an engine composed of following units, be governed as follows:

- 4 units—All RD-SW units— isolate rear unit.
- 5 units—1 road—1 RD-SW—3 road— isolate two rear units.
- 6 units—All road units— isolate rear unit.
- 6 units—1 road—1 RD-SW—4 road— isolate three rear units.

HANDLING ENGINES IN TRAINS.

Diesel engines 1 to 8 inclusive will be handled only in short trains, not over 40 cars and placed 15 cars ahead of caboose. Other diesel engines of one or more units will be handled next to engine of through trains and behind short loads and short empties on trains picking up or setting out en route, but not more than 25 cars from head end, (or more than 12 seventy-foot or longer flat, bi-level or tri-level cars), except diesel yard or road switcher units shall not be coupled directly behind engine handling train and each unit shall be separated by one or more cars. The minimum total brake pipe reduction when handling diesel units in tow shall be not less than 12 pounds.

Diesel engines must not be handled unless air brakes in operation. When diesel engines are set out, they must be coupled to car or cars on which sufficient hand brakes must be set to hold them; if no cars available, hand brakes on diesels must be set. Do not set hand brakes on diesel engines when towed in train. Diesel engines, in service or in tow, except when switching, shall not be coupled to cars containing pipe, poles, piling or other loads liable to shift.

MAKE UP OF ENGINES.

Not more than the following number of diesel units will be used in road service and in following combinations:

- 3 AT&N units
- 3 RD-SW units
- *4 RD-SW units
- *1 Road—3 RD-SW units
- 1 Road—2 RD-SW units
- *1 Road—2 RD-SW units—1 Road
- 1 Road—1 RD-SW unit —1 Road
- 1 Road—1 RD-SW unit —2 Road
- 1 Road—1 RD-SW unit —3 Road
- 1 Road—2 RD-SW units—2 Road
- **1 Road—3 RD-SW units—1 Road
- *1 Road—1 RD-SW—1 Road—1 RD-SW—1 Road
- 2 Road—1 RD-SW unit
- 2 Road—1 RD-SW unit —1 Road
- 2 Road—1 RD-SW unit —2 Road
- *2 Road—2 RD-SW units—1 Road
- *3 Road—1 RD-SW unit —1 Road
- 4 Road 800 to 807, inclusive, units
- *6 Road units (except units 800 to 807, incl.)
- **1 Road—1 RD-SW—4 Road units
- *—When making back up movement or taking slack, isolate lead unit.
- **—When making back up movement or taking slack, isolate 2 lead units.

NOTE: Term "road" refers to EA7, E8A, F9B, F37 (A&B), F39A, F7 (A&B), FP-7-A, Alco freight (A&B) and U25 units.

Term "RD-SW" refers to GP7 and Alco road switchers (550-554) only.

Road units 800 to 807, inclusive, will not be combined with other units.

A RD-SW unit must not be used as the lead unit of an engine containing road units.

An engine containing or composed of RD-SW units must not be doubleheaded with another engine composed of or containing such units.

An engine containing or composed of RD-SW units shall be the lead engine when doubleheaded with an engine composed of road units.

Alco road switching units 550 to 554, inclusive, must not be coupled to nose end of freight "A" units equipped with nose receptacles.

When an Alco unit (series 5200-5231, except unit 5225) used in a six road unit consist, Alco unit must be rear unit or isolated. When Alco unit (series 5200-5231, except unit 5225) used in a six unit consist (1 road—1 RD-SW—4 road) Alco unit must be rear unit. Alco unit 5225 may be used as a "B" unit or as rear unit in six unit consist.

14. INSTRUCTIONS RELATING TO DIESEL OPERATIONS. (Continued).

An engine composed of one, two or three AT&N units (Nos. 101-111, inclusive) shall be the lead engine when doubleheaded with an engine composed of road units, and shall not be doubleheaded with an engine composed of or containing RD-SW units.

15. GENERAL INSTRUCTIONS.

Road foreman of equipment has authority of an assistant superintendent when on line.

Rule 17(b) amended:

Oscillating white headlight, on engines equipped, must be displayed by day and night, except it must be extinguished when standard white headlight is dimmed or extinguished.

Rule 17(d) amended:

When a train is equipped with oscillating red light on rear and train is moving on two main tracks signalled for traffic in both directions, oscillating red light will, except in emergency, be set in stationary position while moving on such tracks. In an emergency the light must be set in oscillating position.

Rule 27, note amended:

NOTE: Within block signal limits in the states of Arkansas and Missouri, switch lights are not required on switches where block signal protecting facing-point movement is 500 feet or less in advance of the switch.

In other states, switch lights are not required:

- (1) On switches where block signal protecting facing-point movement is 1,000 feet or less in advance of the switch.
- (2) On electrically locked, hand-operated switches within CTC limits.
- (3) On trailing-point switches on two main tracks signalled for traffic in one direction.

Rule 746 amended in part:

- (b) As soon as the flames have been extinguished, open doors and remove fire-damaged bales from car. When fire-damaged bales have been removed, where all surfaces can be examined, smouldering fires must be extinguished.
- (c) Care must be used to be sure that all bales remaining in the car are free from fire.
- (f) After all fire has been extinguished, watchman service will be provided as necessary to control fire and keep trespassers away. Damaged cotton will be forwarded or disposed of only on instructions from Freight Claim Department and in accordance with federal regulations.

When operating Sperry rail detector car, air brake test and running test of brakes must be made when commencing each trip.

Loaded cars equipped with arch bar trucks will not be handled in important freight trains, except on instructions of chief dispatcher.

Steam engines will not be moved dead in train except on instructions from chief dispatcher to conductor and engineman as to where engine is to be handled in train and speed restrictions.

When coupling cars in TOFC ramp track or spotting cars to TOFC ramp, stop must be made between 5 and 20 feet from standing cars or TOFC ramp.

During hail storm, when handling automobiles in TOFC service, or on tri-level or bi-level cars, reduce speed to 10 MPH until storm is over.

Loaded TOFC cars and/or tri-level and bi-level cars handling automobiles, except in switching, shall not be coupled to cars containing pipe, poles, piling or other loads liable to shift.

When loaded TOFC cars or multi-level cars loaded with automobiles are derailed, jacks or blocking must be used to rerailed. The use of rerailed frogs will not be permitted except when authorized by qualified Transportation or Mechanical Department officer at scene of derailment.

MDC 583 is a caterpillar-bulldozer assigned to Mechanical Department at Springfield and will move on SF 105500, gross weight will be 153,800 and will be an oversized load that will not clear man riding on side of cars or engines of trains met or passed. SF 105500 will not be handled in road movement until train orders received specifying speed restrictions required.

15. GENERAL INSTRUCTIONS (Continued).

CONELRAD WARNING SYSTEM

During periods of imminent air attack, enemy planes will try to use radio stations for navigational purposes. Accordingly, the FCC has directed that radio stations, including those on railroads, be operated in a manner designed to prevent such use. When a CONELRAD RADIO ALERT is received, as outlined in current circulars, all wayside and yard radio stations will broadcast the word "CONELRAD" (3) three times at (5) five second intervals. During the time of such alert, radios will only be used when absolutely necessary, and no station will give their location by name but will use milepost numbers only. The "CONELRAD" alert message will not be acknowledged by mobile units when received, but will be acknowledged by them when cancellation of alert is received.

Time shown in time table schedules or in train orders and meeting points or right of track train orders at Nash, unless otherwise stated, will apply at south leg of wye.

Regular connections of trains 835 and 836 will not handle triple loads and will not handle cars restricted to speed below maximum.

No smoking or open fires permitted inside gates, Selma.

Northward Leachville Subdivision trains will not enter Brooks Jct. siding except on take siding indicator or by authority of dispatcher.

North siding switch Portageville located at crossover MP T-198-14.

Trains or engines standing between "Stop" signals, north Norbly MP T-235-22 and south Blytheville MP T-238-15, will not require rear end flag protection.

All movements over following street and road crossings must be protected by flagman from ground position:

Walport track Highway 67 crossing.

Poplar Bluff: All crossings between Front Street and Henderson Avenue inclusive.

Kennett: First and Fourth Street crossings, and Highway EE crossing old "TD" line.

Blytheville: Movements on Hoop Track over Ash Street.

Caruthersville: West Third Street and Ward Avenue.

Osceola: Movements over Johnson Street crossing, Wilson Grocery Spur.

Wilson: Highway 61 Crossing.

Wilson Jct.: Highway 18 Crossing, both legs of wye.

TRACK RESTRICTIONS.

Gravois:

Elevated track on High Line cannot be used by engines.

Selma:

Engines not to be operated over track scales.

Box cars not to be moved beyond loading platform of No. 2 Nitrate track.

19. RESTRICTIONS ON DOUBLEHEADING OVER BRIDGES. (Blank).

20. PERMISSIBLE LOAD LIMIT.

	Maximum Gross Weight of Cars	Bridge Class of Engines and Derricks
St. Louis Subdivision	*251,000	63.0
Chaffee Subdivision	*251,000	63.0
Hoxie Subdivision	210,000	45
Leachville Subdivision	210,000	43.7
Jonesboro Subdivision	210,000	43.7

*Except cars shorter than 35 feet to be limited to 210,000 pounds.

17. TONNAGE RATING OF ENGINES BY CLASSES.

NORTHWARD AND SOUTHWARD

TONNAGE CLASS OF ENGINES	21	26	27	34	42	50	52
Lindenwood to Crystal City.....	1215	810	1365	1215	2050	2255	2365
Crystal City to Alpha.....	1215	810	1365	1215	1825	2000	2100
Alpha to Lindenwood.....	1215	810	1365	1215	2500	2750	2885
Between Crystal City and Turrell.....	2665	1775	3000	1775	4000	4400	4620

The rating between Crystal City and Turrell will apply to all subdivisions.
When helper used between Lindenwood and Crystal City, combined rating of both engines will apply.

TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS

St. Louis Subdivision:	Mile	Car Capacity	Station Number	End Connection
Skillman.....	9.3	4	T- 9A	North
Koberman.....	9.8	5	T- 9B	North
Hydraulic.....	10.1	60	T- 10	Both
Lemay.....	15.6	4	T- 16	South
*Imperial.....	26.6	20	T- 27	Both
Site.....	29.6	3	T- 30	South
Gisi.....	31.1	3	T- 31	North
Ludwig.....	37.0	20	T- 37	Both
Gene.....	60.8	9	T- 60	North
Duren.....	61.5	19	T- 61	South
Marbleton.....	71.6	4	T- 72	North
Beeline.....	128.6	15	T-128	North
*Communicating Office.				
Chaffee Subdivision:				
Shade.....	217.0	11	T-217	South
Stand.....	225.6	5	T-226	North
Yarbro.....	233.2	30	T-233	South
Brymar.....	255.7	13	T-256	North
Grider.....	258.1	24	T-258	South
Rotan.....	259.3	17	T-259	South
Stacy.....	280.3	16	T-280	South
Hoxie Subdivision:				
Arbor.....	150.9	9	TA-151	North
Sturdivant.....	164.5	7	TA-165	North
Kinder.....	168.9	11	TA-170	North
Gas Spur.....	236.0	18	TA-236	South
Shannon.....	249.0	3	TA-249	South
Leachville Subdivision:				
Tanner.....	163.5	8	TE-163	North
Salcedo.....	165.5	7	TE-165	North
Frisbee.....	214.7	6	TE-215	North
Irl.....	224.7	17	TE-225	North
Octa.....	228.9	17	TE-229	North
Jonesboro Subdivision:				
Burton.....	240.2	3	TR-241	North
Roseland.....	250.5	14	TJ-250	Both
Lou.....	254.3	6	TJ-254	South
Delfore.....	264.2	7	TJ-264	South
Needham.....	281.9	5	TJ-282	South
Victoria.....	254.8	23	TW-254	Both
Ginco.....	257	2	TW-257	South

21. LIST OF TIME INSPECTORS.

R. E. Huesgen, Pres. American Railroad		
Time Service	312 Arcade Bldg.,	St. Louis, Mo.
R. P. Wiggins Co.	123 North 18th St.,	St. Louis, Mo.
Schuermann Jewelry Co.....	921 S. Vandeventer,	St. Louis, Mo.
Paramount Jewelry Co.....	7324 Manchester Ave.,	St. Louis, Mo.
A. R. Hoemann.....	123 W. Jefferson Ave.,	Kirkwood 22, Mo.
F. J. Pratte		Festus, Mo.
H. A. Lang		Cape Girardeau, Mo.
J. M. Stubbs		Chaffee, Mo.
Pender Jewelry Co.....	310 S. 4th St.,	Hayti, Mo.
McCaughy Jewelry Co.....	315 W. Main,	Blytheville, Ark.
H. D. Woodward		Osceola, Ark.
A. Graves & Steuwer Co.....	18 North 2nd St.,	Memphis, Tenn.
A. Graves & Steuwer Co.....	263 East McLemore,	Memphis, Tenn.
A. Graves & Steuwer Co.....	3422 Plaza Ave.,	Memphis, Tenn.
Edward Mead		Kennett, Mo.
Wylie Clements		Jonesboro, Ark.
Stevens Jewelry Co.		Poplar Bluff, Mo.
Rainwater Jewelry Co.		Walnut Ridge, Ark.

16. CLASSIFICATION OF ENGINES.

DIESEL UNIT NUMBER	DESIGNATION	CLASS OF SERVICE	TONNAGE CLASS	STEAM GENERATOR	MAX. SPEED IN SERVICE OR IN TOW UNLESS OTHERWISE PROVIDED (MPH)	BRIDGE CLASS (Cooper's Rating)	TONS LIGHT WEIGHT
1-3		SW	11	No	30	16	42
4-8		SW	13	No	35	16	42
A.T.&N. 11		SW	13	No	20	19.1	44
60-61		SW	26	No	45	36	94
A.T.&N. 101-111		RD-SW	34	No	60	39.5	114
200-237		SW	34	No	45	39.5	116
238-241		SW	34	No	45	38	110
250-265	NW-2	SW	34	No	45	40.3	119
270-281		SW	34	No	45	39.5	115
282-285		SW	34	No	45	40.3	118
290-294		SW	34	No	45	38	111
300-304	SW-7	SW	34	No	45	40.3	119
305-314	SW-9	SW	34	No	45	40.3	119
500-514	GP-7	RD-SW	42	Yes	65	39.5	115
515-549	GP-7	RD-SW	42	No	65	39.5	115
550-554		RD-SW	42	No	65	39.5	113
555-556	GP-7	RD-SW	42	No	65	39.5	115
557-572	GP-7	RD-SW	42	Yes	65	39.5	115
573-597	GP-7	RD-SW	42	No	65	39.5	115
598-618	GP-7	RD-SW	42	Yes	65	39.5	115
619-632	GP-7	RD-SW	42	No	65	39.5	115
800-807	U-25	FRT.	52	No	70	41.7	115
2000-2005	EA-7	PASS.	21	Yes	85	41.9	149
2006-2022	E8-A	PASS.	27	Yes	85	43.7	151
5000-5004 5006 5008-5017	F37-A	FRT.	42	No	65	36.8	109
5005 & 5007	F39-A	FRT.	50	No	65	38.4	114
5018-5039	F7-A	FRT.	42	No	65	36.8	110
5040-5051	FP-7-A	FRT. PASS.	42	Yes	65	42.4	114
5100-5116	F37-B	FRT.	42	No	65	36.8	109
5117	F37-B	FRT. PASS.	42	No	65	36.8	109
5118-5125	F7-B	FRT.	42	No	65	36.8	110
5126-5139	F7-B	FRT. PASS.	42	No	65	36.8	109
5140-5144	F9-B	FRT. PASS.	50	No	65	38.0	112
5145-5152	F9-B	FRT. PASS.	50	No	65	39.0	113
5200-5231	A.L.Co. A	FRT.	42	No	65	38.3	111
5300-5315	A.L.Co. B	FRT.	42	No	65	38.3	108

(Above tonnage class is rating for one diesel unit, when more than one unit used combined rating of all units will apply).

**STOP DAMAGE TO FREIGHT
BY COUPLING CARS
NOT OVER 4 MPH**

**ALERT TODAY . . .
ALIVE TOMORROW**

22. AVERAGE WEIGHT OF PASSENGER CARS.

KIND	Numbers	Air Conditioned		KIND	Numbers	Air Conditioned	
		No. Tons	Yes Tons			No. Tons	Yes Tons
Instruction Car	50	80		Baggage	352	69	
Steam Generator	{ 51 52	88		"	353	68	
Instruction Car	54	73		"	355	67	
Baggage	101	79		"	359	69	
"	106	78		"	360	68	
"	134	78		"	362—365	72	
"	135	78		"	367	74	
Mail & Baggage	201	68		"	368	71	
"	202—204	71		"	369	66	
"	205	68		"	370	73	
"	206 & 208	71		"	371	75	
"	209	72		"	372	74	
"	210—212	70		"	373—374	76	
"	214	68		"	375	70	
"	216	69		"	376	73	
"	217	73		"	378—379	76	
"	218—225	71		"	380—390	67	
"	251—252	55		"	393	58	
Baggage	304	66		"	394	65	
"	306 & 309	61		"	395	66	
"	312	67		"	412	68	
"	315	62		"	425—439	69	
"	322	59		"	440	75	
"	325	61		"	441—443	66	
"	333	61		"	444—445	68	
"	336	69		"	450—451	35	
"	337 & 339	70		Non-working Baggage	452—464	34	
"	341	76		Box-Express	465—469	23	
"	342	70		Dining Car	638	102	
"	343	71		"	640	97	
"	344	73		"	641	99	
"	346	70		"	641	99	
"	348	69		"	650	68	
"	349	61		Coach	751—757	84	
				"	759	80	
				"	761	82	
				"	762	82	
				"	765—770	79	
				"	771	82	
				"	772—775	81	
				Coach	1053—1060	81	
				"	1062	84	
				"	—1064	83	
				"	1068	81	
				"	1071—1074	83	
				"	1081—1085	81	

22. AVERAGE WEIGHT OF PASSENGER CARS (Continued).

KIND	Numbers	Air Conditioned		KIND	Numbers	Air Conditioned	
		No. Tons	Yes Tons			No. Tons	Yes Tons
Dormitory-Coach	1095—1096		64	Coach-Lge.-Buffet	1650—1652		65
Coach	1102 & 1103		81	Postal	2041 & 2043	58	
"	1107—1108		82	"	2045	69	
"	1203		82	"	2049	74	
"	1206		79	"	2050	65	
"	1207—1208		82	Storage Mail-De Luxe	2054	60	
"	1209—1211		78	Coach	Wichita		83
"	1213		78	"	Enid		90
"	1250—1258		64	"	Ft. Smith		87
"	1259		68	"	Okmulgee		80
Sleeper-Observation Lounge	1350		66	"	Joplin		82
"	1401—1402		102	Lounge-Diner	Kan. City		104
Sleeper	1450—1466		69	"	Birm'ham		103
Cafe-Lounge	1506		109	"	Memphis		105
Diner-Lounge Observation	1550 & 1551		68	Business Car	Saint Louis		94
Buffet	1601—1603		85	"	S. Francisco		115
Buffet-Lge.	Glendale		89	"	Tennessee		109
				"	Missouri		107
				"	Springfield		109
				"	Alabama		106
				"	Oklahoma		110
				"	Kansas		105

23. TABLE OF SPEEDS.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		31	1	56	51	1	10
8	7	30	32	1	52	52	1	9
10	6		33	1	49	53	1	7
12	5		34	1	45	54	1	6
15	4		35	1	42	55	1	5
16	3	45	36	1	40	56	1	4
17	3	31	37	1	37	57	1	3
18	3	20	38	1	34	58	1	2
19	3	9	39	1	33	59	1	1
20	3		40	1	30	60	1	
21	2	51	41	1	27	61	0	59
22	2	43	42	1	25	62	0	58
23	2	36	43	1	23	63	0	57
24	2	30	44	1	21	64	0	56
25	2	24	45	1	20	65	0	55½
26	2	18	46	1	18	66	0	54½
27	2	13	47	1	16	67	0	54
28	2	8	48	1	15	68	0	53
29	2	4	49	1	13	69	0	52
30	2		50	1	12	70	0	51½

24. BRIDGE CLASS OF DERRICKS AND BRIDGE CRANE 209

Number	Weight Lbs.	Cap'y Tons	Br. Class	Number	Weight Lbs.	Cap'y Tons	Br. Class
*99021	385,600	250	E-62.9	99029	266,940	160	E-60.0
*99022	385,600	250	E-62.9	99030	196,000	100	E-48.3
99024	273,300	160	E-61.2	99032	197,100	100	E-48.2
*99025	388,000	250	E-63.3	99033	191,500	100	E-47.1
BC-209	189,300	100	E-46.7	99034	200,000	100	E-49.2

(Converted Derrick)

* Diesel Electric.