

DIVISION OFFICERS

BONNE TERRE, HOFFMAN AND STE. GENEVIEVE DISTRICTS

C. F. DOUGHERTY...Superintendent.....Poplar Bluff, Mo.
HANS SCHANTL.....Master of Trains and
Track.....Bonne Terre, Mo.
G. B. SCOTT.....Trainmaster.....Poplar Bluff, Mo.
J. R. BAKER.....Dispatcher.....Poplar Bluff, Mo.
G. G. DAVIS.....Dispatcher.....Poplar Bluff, Mo.
J. F. DEE.....Dispatcher.....Poplar Bluff, Mo.
R. W. HARTZEL.....Dispatcher.....Poplar Bluff, Mo.
C. KELLER.....Dispatcher.....Poplar Bluff, Mo.

SPARTA AND MENARD DISTRICTS

R. C. WILLIAMS.....Superintendent.....St. Louis, Mo.
H. A. ISRAEL.....Trainmaster.....Bush, Ill.
E. C. AXLINE.....Trainmaster.....Bush, Ill.
R. J. DUGAN.....Dispatcher.....Bush, Ill.
E. E. HARN.....Dispatcher.....Bush, Ill.
C. H. MEDLIN.....Dispatcher.....Bush, Ill.
G. C. REED.....Dispatcher.....Bush, Ill.
C. L. SNIDER.....Dispatcher.....Bush, Ill.

SAFETY FIRST



MISSOURI-ILLINOIS RAILROAD COMPANY

TIME TABLE No. 15

Effective 12:01 a. m. Sunday, May 15, 1938

CENTRAL STANDARD TIME

Superseding Time Table No. 14, dated Oct. 31, 1937,
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT
OF EMPLOYEES ONLY.

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

J. CANNON, Vice-President and General Manager.

R. C. WHITE, Assistant General Manager.

W. F. KIRK, Gen'l Superintendent Transportation.

W. E. LAMB, General Superintendent.

BONNE TERRE DISTRICT—BETWEEN DOE RUN AND RIVERSIDE

TRAINS SOUTHWARD				Station Numbers	Miles from Riverside	TIME TABLE			Miles from Doe Run	Siding Capacity in Cars	TRAINS NORTHWARD			
THIRD CLASS		FIRST CLASS				No. 15					FIRST CLASS		THIRD CLASS	
95 Local Freight	97 Local Freight	903 Passenger				MAY 15, 1938					904 Passenger	98 Local Freight		96 Local Freight
Daily	Daily	Daily		STATIONS			Daily	Daily		Daily				
			9 25AM	C0	0.00	NO	RIVERSIDE	Y	46.46	90	4 20PM			
11 00PM			s 9 30	C2	1.96	D	HERCULANEUM	W	44.50	500	s 4 09		8 55PM	
11 15			s 9 38	C6	5.20	D	FESTUS (Crystal City)		41.26	50	s 4 00		8 35	
11 25			f 9 43	C9	7.94		HOWE		38.52	37	f 3 53		8 20	
11 38			9 49		11.25		BB SIDING		35.21	42	3 47		8 07	
11 40			s 9 50	C13	11.92	P	PLATTIN	W	34.54	s	3 46		8 05	
11 50PM			f 9 55	C16	14.71		FLUCOM		31.75	28	f 3 41		7 55	
12 01AM			f 9 58	C17	16.03		OAKVALE		30.43	f	3 38		7 50	
12 13			10 03	C19	18.65		BURNSIDE		27.81	28	3 34		7 40	
12 20			s 10 08	C22	20.69	P	VALLES MINES		25.77	50	s 3 30		7 30	
12 30			f 10 13	C24	23.46		TUNNEL		23.00	40	f 3 24		7 20	
12 32			f 10 15	C25	24.40		SILVER SPRINGS		22.06	f	3 22		7 10	
12 40			f 10 21	C29	28.17		BIG RIVER		18.29	30	f 3 16		6 55	
12 50			10 26		30.46		NORTH BONNE TERRE		16.00		3 12		6 50	
12 55AM	4 05AM		s 1034	C32	31.14	N	BONNE TERRE	WCY§	15.32	200	s 3 07		11 35AM	
	4 08		10 37	C33	31.70	HOFFMAN DISTRICT JUNCTION	Y		14.76	20	3 02		11 30	
	4 23		s 10 47	C36	35.63	D	DESLOGE		10.83	40	s 2 53		11 15	
	4 25		s 10 49	C37	36.43		ST. FRANCOIS		10.03	40	s 2 50		11 10	
	4 27		s 10 55	C38	37.18	D	FLAT RIVER		9.28	50	s 2 48		11 05	
	4 30		s 1058	C39	37.69	D	RIVERMINES	WY	8.77	175	s 2 43		1058 ⁹⁰³	
	4 33		s 11 00	C40	38.36	D	ELVINS		8.10	18	s 2 40		6 45	
					38.80		STE. GENEVIEVE DIST. CROSSING		7.66					
	4 35AM		11 02	C42	38.81	P	DERBY		7.65	75	2 38		6 40AM	
			11 08	C44	41.81		DIVIDE		4.65	2	2 32			
			f 11 13	C45	44.14		DOE RUN JUNCTION		2.32	35	f 2 26			
					44.15		MO. PAC. CROSSING		2.31					
			11 20AM	C48	46.46	D	DOE RUN	Y	0.00	10	2 20PM			
Daily	Daily		Daily				46.46				Daily		Daily	

HOFFMAN DISTRICT—BETWEEN HOFFMAN DISTRICT JUNCTION AND LEADWOOD

TRAINS SOUTHWARD				Station Numbers	Miles from Bonne Terre	TIME TABLE			Siding Capacity in Cars	TRAINS NORTHWARD		
THIRD CLASS						No. 15				THIRD CLASS		
65 Local Freight						MAY 15, 1938				66 Local Freight		
Daily Ex. Sunday				STATIONS			Daily Ex. Sunday					
			8 00AM	C32	0.00	D	BONNE TERRE	WCY§	200	1025AM ⁹⁰³		
			8 04	C33	0.56	HOFFMAN DISTRICT JUNCTION	Y		20	10 22		
			8 08		1.16	NO. 7 JUNCTION			10	10 19		
			8 25		3.84	TRAMWAY			120	10 00		
			8 27		4.56	HUNTS FORD			15	9 57		
			8 40AM	C138	6.64	D	LEADWOOD	WY	22	9 45AM		
			Daily Ex. Sunday				6.64			Daily Ex. Sunday		

SPARTA DISTRICT—BETWEEN SALEM AND KELLOGG

TRAINS SOUTHWARD				Miles from Salem	TIME TABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
THIRD CLASS	SECOND CLASS		FIRST CLASS		No. 15	STATIONS	FIRST CLASS			SECOND CLASS		THIRD CLASS	
91 Local Freight	69 Red Ball Freight	63 Red Ball Freight	1 Local Passenger				2 Local Passenger			68 Red Ball Freight	62 Red Ball Freight	90 Local Freight	
Daily Ex. Sunday	Daily	Daily	Daily			Daily	Daily	Daily	Daily Ex. Sunday				
10 20AM		9 50AM	8 50AM	0.00	D	SALEM WY	1	69	4 45PM		9 35AM	11 35AM	
10 35		10 03	f 8 58	3.09		SELMAVILLE	4		f 4 36		9 22	11 11	
1056 ⁹⁰		10 17	f 9 07 ⁶²	6.57		ROBINETT	7	24	f 4 26		9 07 ¹	1056 ⁹¹	
11 20		1036 ⁹⁰	9 22	11.12		BRANCH JUNCTION	12		4 14		8 45	1036 ⁶³	
11 25		10 40	f 9 24	12.00		CENTRAL CITY	13		f 4 10		8 40	10 30	
11 30		10 45	s 9 28	13.56		CENTRALIA	14		s 4 07		8 30	10 25	
				13.98		C. B. & Q. CROSSING							
11 40AM		10 50	9 32	14.01	D	I. C. JUNCTION W	15	61	3 58		7 30	10 00	
12 10PM		11 02	f 9 40 ⁹⁰	18.21		NOLTINGS	19	15	f 3 50		7 15	9 40 ¹	
12 20		11 09	f 9 45	20.76		ALDA	20	2	f 3 44		7 05	9 32	
12 35		11 15	s 9 50	23.20	D	HOYLETON	24	50	s 3 38		6 55	9 25	
12 50		11 24	f 9 58	26.81		HUEGELY	28	14	f 3 31		6 45	9 15	
				32.55		L. & N. CROSSING							
1 10		11 38	10 10	32.64	P	L. & N. JUNCTION	33		3 21		6 25	8 55	
1 20		11 41	s 10 15	33.21	D	NASHVILLE	34	24	s 3 17		6 20	8 50	
1 30		11 46	10 17	32.64	P	L. & N. JUNCTION	33		3 13		6 10	8 40	
1 40		11 53	f 10 22	35.56		KEMPSIDE	35	4	f 3 08		6 00	8 30	
1 55		11 58AM	f 10 26	37.62		CORDES	38	22	f 3 03		5 50	8 20	
			10 28	39.09		KELSO							
2 10		12 06PM	s 10 32	40.90	D	OAKDALE	41	22	s 2 56		5 40	8 10	
2 20		12 15	f 10 39	44.35	P	MCKINLEY	45	44	f 2 49		5 20	7 50	
				48.68	P	I. C. CROSSING							
2 40 ²		12 30	s 10 47	48.70	D	COULTERVILLE WY	49	190	s {2 40 ^{91}} 2 20		4 50	7 20	
3 30		12 50	s 10 59	55.99	D	SPARTA	56	87	s 2 08		4 20	6 50	
3 35		12 52	11 00	56.08		ROSBORO SWITCH			2 07		4 10	6 40	
3 55		1 00	s 11 04	56.68		M. & O. CROSSING	57	17	s 2 04		4 05	6 35	
4 15PM	5 00PM	1 15PM	s 11 10	57.45	N	MO.-ILL. SHOPS...TOWY	58	Yard	s 2 02	2 15AM	4 00AM	6 30AM	
	5 15		s 11 16	60.88		SCHULINES	62	15	s 1 55	2 05			
	5 30		s 11 23	64.79		WALSH	65	20	s 1 49	1 55			
	5 50		f 11 30	68.51	P	PAUTLER	69	32	f 1 42	1 45			
	6 20		s 11 35	69.67	D	EVANSVILLE	70		s 1 37	1 25			
	6 25		f 11 39	71.10	P	CLARK	72	33	f 1 30	1 20			
				74.27		NINE MILE W							
	6 35		f 11 46	74.92		ROCK POINT	75		f 1 22	1 05			
	6 40		f 11 48	75.80	P	COLLINS	76	36	f 1 20	1 00			
	6 42			76.21		OKAW SWITCH				12 55			
	6 45		f 11 53	76.90		ROOTS	78	9	f 1 16	12 50			
				78.44		MO. PAC. CROSSING							
	7 00		f 11 57AM	78.45	OS	FLINTON	80	75	f 1 12	12 45			
	7 30PM		12 05PM	81.84	P	KELLOGG WY	82	Yard	1 00PM	12 01AM			
Daily Ex. Sunday	Daily	Daily	Daily	81.84					Daily	Daily	Daily	Daily Ex. Sunday	

STE. GENEVIEVE DISTRICT—BETWEEN THOMURE AND BISMARCK

3

TRAINS SOUTHWARD				Miles from Salem	TIME TABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
THIRD CLASS					No. 15					THIRD CLASS			
93 Local Freight					MAY 15, 1938					92 Local Freight			
Daily				STATIONS			Daily						
			1 35AM	83.00	P.	THOMURE	CWY	B-0	81	9 10AM			
				84.12	P.	MIDDLE YARD		B-1	139				
			s 2 20	85.00	CS.	STE. GENEVIEVE		B-2	23	s 9 00			
			f 2 30	87.07	P.	MOSHER		B-5	96	f 8 50			
			f 2 40	89.75		MARLO		B-7	5	f 8 40			
			f 2 50	91.69		ZELL		B-9	34	f 8 35			
			f 3 10	95.70	P.	NEW OFFENBURG		B-12	9	f 8 25			
			s 3 20	97.46	D.	WEINGARTEN	W	B-14	34	s 8 20			
			f 3 40	101.60		MILLERS		B-18	10	f 8 08			
			f 4 00	105.13	P.	SPROTT	Y	B-22	27	f 8 00			
			f 4 15	110.77		OGBORN		B-27	32	f 7 40			
			f 4 20	112.88		HURRYVILLE		B-30		f 7 30			
			f 4 25	115.26		ESTHER	Y	B-32	18	f 7 15			
			s 4 30	116.53	P.	FLAT RIVER		B-33	31	s 7 10			
			f 4 35	117.09	P.	CENTRAL	W	B-34	62	f 7 05			
			f 4 37	117.70		ELVINS		B-35	14	f 6 38			
			s 4 40	118.20	P.	BONNE TERRE DIST. CROSSING		B-36	75	s 6 35			
			5 00AM	126.14	CS.	BISMARCK	Y	B-43	38	6 00AM			
			Daily			43.14				Daily			

ARBITRARY HOLDS—PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Riverside.....	Mo.-Ill.....903	Mo-Pac.....3	Indefinite	Indefinite	For passengers, mail and express.
Centralia.....	Mo.-Ill.....1	I. C.....25	9:58 a. m.	30 Min.	For passengers, mail and express.

EXPLANATION OF CHARACTERS

- | | |
|--|--|
| <ul style="list-style-type: none"> C—Coal Station. O—Fuel Oil Station. W—Water Station. Y—Wye Track. T—Turntable. †—Meal Station. §—Track Scales. | <ul style="list-style-type: none"> *—Mail Crane. CS—Continuous Telegraph or Telephone Office. N—Two-Man Telegraph or Telephone Office. D—Day Telegraph or Telephone Office. NO—Night Telegraph or Telephone Office. P—Telephone. |
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EXPLANATION OF STOPS

- s—Regular Stop.
- f—Stop on signal for passengers, mail and express.

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS:

All Northward trains are superior to trains of the same class in the opposite direction, except:
 Bonne Terre District No. 903 is superior to No. 904.
 Bonne Terre District No. 97 is superior to No. 98.
 Sparta District No. 1 is superior to No. 2.
 Ste. Genevieve District No. 93 is superior to No. 92.
 Hoffman District No. 65 is superior to No. 66.

	Miles Per Hour	
	Passenger Trains	Freight Trains
2. MAXIMUM SPEED:		
Bonne Terre District:		
Between Riverside and Derby.....	40	30
Between Derby and Doe Run.....	30	20
Hoffman District.....	10	10
Ste. Genevieve District.....	40	30
Sparta District:		
Between Salem and Branch Jct.....	25	15
Between Branch Jct. and Kellogg.....	40	25
3. SPEED RESTRICTIONS: (Where maximum speed is less, such restrictions will be observed)		
Bonne Terre District:		
Joachim River Bridge No. 1, Mile Post 2.....	10	10
St. Francois River Bridge No. 61, Mile Post 44, Pole 17 to Mile Post 44, Pole 20.....	10	10

Southward				Northward				Miles Per Hour	Miles Per Hour
From		To		From		To			
Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole		
2	9	2	17	2	17	2	9	.30	20
3	21	3	27	3	27	3	21	.30	20
6	2	6	9	6	9	6	2	.30	20
7	23	7	26	7	28	7	25	.10	10
9	11	10	2	10	2	9	11	.30	20
12	10	17	0	17	0	12	10	.30	20
27	8	27	14	27	14	27	8	.10	10
28	10	28	14	28	14	28	10	.30	20
28	22	29	0	29	0	28	22	.30	20
32	20	35	1	35	1	32	20	.30	20
Sparta District:									
10	25	11	3	11	3	10	25	.15	15
48	16	48	22	48	22	48	16	.15	15
55	17	55	26	55	26	55	17	.10	10
76	1	76	17	76	17	76	1	.15	15
Nashville—Between L. & N. Jct., and End of Track								6	6
Sparta—City Limits.....								10	6
Pautler—Between South Switch at Pautler and first Road Crossing South of Evansville Depot.....								20	20
Okaw River Bridge.....								10	10

All Districts:
 Passenger trains handling freight cars must not exceed maximum speed of freight trains, except upon authority of Superintendent.
 Passenger trains handled by freight engines must not exceed maximum speed of freight trains.

Trains handling:

Motor Cars dead in tow.....	40	30
Pile Drivers.....	..	25
Steam Shovels.....	..	25
Scale Test Cars, M. C. B. or 4-wheel rigid trucks..	..	35
Wrecking Derricks (Self-propelling).....	..	25
Wrecking Derrick Cars, wooden.....	..	25
Bridge Derrick Cars (non-revolving) boom connected	..	30

Maximum Frt. Train Speed.

Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches or more than 6 inches lateral movement; 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.

3. SPEED RESTRICTIONS (Continued):

	Miles Per Hour	
	Passenger Trains	Freight Trains
Trains handling:		
Bridge Derrick Cars (non-revolving), boom disconnected.....	..	Maximum Frt. Train Speed.

Bridge derrick cars shipped with boom disconnected and permitted to move at maximum freight train speed must have boom disconnected at in-board connection on derrick car, boom falls and swing lines must be disconnected from boom and rear end of derrick car must be faced toward front of train.

Bridge Derrick-Pile Driver (combination machine)..... 25
 Bridge derrick-pile driver (combination machine) may be shipped either as a derrick or as a pile driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking derricks. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.

American Ditchers, self-propelling, Locomotive Cranes and Clam Shells..... 20
 Self-propelling American ditchers, locomotive cranes and clam shells must be coupled to flat car. If boom extends more than 30 ft. beyond end sill of machine it must be detached from rotating portion of machine. If boom does not extend more than 30 ft. beyond end of machine it need not be detached, but support must be provided for boom on idler car and uncoupling levers between machine and idler car must be disconnected. Water tank and boiler should be drained and rear of machine faced toward front of train.

American Ditchers, loaded on flat cars..... 20
 Yard (clam shell) and "Burro" Cranes, loaded on flat cars..... 20
 Doddridge Ditchers..... 25
 Jordan Spreaders and Spreader-Ditchers..... 25
 Jordan spreaders and spreader ditchers must be headed in working direction; the plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

Rail Unloaders..... Maximum Frt. Train Speed.
 Rail unloaders must have boom disconnected and stored on car.

Where maximum speed of freight trains is restricted to 25 miles per hour or less, trains handling Wrecking Derricks, Pile Drivers, Doddridge Ditchers and Jordan Ditchers or Spreader-Ditchers must be restricted to 5 miles per hour less than such maximum speed.

Dead engines with all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders, 25 miles per hour.
 Dead engines with side rods in position, main rods disconnected, 25 miles per hour.
 Dead engines moving backward or with part or all side rods down, 15 miles per hour.
 Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of side rods down on authority of the Superintendent.

Dead engines must be placed not less than three cars from engine handling trains and from each other, and be headed in the direction of movement, except in emergency, in which case must be turned at first available point.

Engines running backward with or without cars must not exceed speed of 15 miles per hour. Where conditions are such as to require further restrictions, the Superintendent will issue special instructions covering.

Engines not equipped with engine trucks, either dead in tow or under steam in road movement must be moved tank first.

Engines without full set of driving wheel, trucks or trailers may be moved at speed not exceeding six miles per hour to first siding to clear main track. Further movement must be authorized by Superintendent.

Locomotive drivers will be blocked only in extreme emergency. When necessary to block front drivers, speed will be restricted to 20 miles per hour; no restriction when necessary to block other drivers.

Trains and engines must not exceed 10 miles per hour through No. 10 turn-outs or crossovers, and 30 miles per hour through No. 20 turn-outs or crossovers.

4. STANDARD CLOCKS:

Herculaneum, Bonne Terre, Thomure, Mo-Ill. Shops, Salem.

5. WATCH INSPECTORS:

Location	Name	Address
Bonne Terre	T. L. Ferguson	5 N. Division St.
Salem	Ed. Brubaker	412 S. Washington St.
Sparta	Lee Richmond	147 N. Broadway

6. TRAIN REGISTERS:

Stations at which train registers are located, are designated in bold-faced type on the time table.

Trains not scheduled to stop at register stations where Telegraphers are on duty, may register by register ticket and omit checking train register, except when necessary to check against superior trains or ascertain whether or not signals have been displayed for following sections.

(These two exceptions may be taken care of by use of Train Order, Form N.)

No train will leave Bonne Terre, Ste. Genevieve, or Mo-Ill. Shops without a Clearance Card, Form C.

At initial stations shown below, when the train order signal indicates "Proceed" and no Operator on duty, or where there is no train order signal and no Operator on duty, it will not be necessary for a regular train to have Clearance Card, Form C, as required by Rule 83 (a). This will also apply to extra trains holding orders authorizing movement beyond such initial station.

Location	Leadwood
Riverside	Kellogg
Herculaneum	Thomure
Rivermines	
Derby	

7. BULLETIN BOOKS:

Bonne Terre and Ste. Genevieve Districts:	Sparta District:
Herculaneum	Salem
Bonne Terre	Mo-Ill. Shops
Doe Run	Kellogg
Thomure	

8. MAIL CRANES BETWEEN STATIONS:

BLANK.

9. MAXIMUM PERMISSIBLE COOPER'S CLASSIFICATION OF LOCOMOTIVES, AND WORK EQUIPMENT TO BE OPERATED, AND MAXIMUM GROSS WEIGHT OF CAR AND LADING TO BE HANDLED:

Between	Locomotives and Work Equipment	Gross Weight of Car and Lading
Riverside and Doe Run Jct.....	E-45	210,000 lbs.
Doe Run Jct. and Turpin.....	E-35	170,000 lbs.
Bonne Terre and Leadwood.....	E-45	210,000 lbs.
Salem and Kellogg.....	E-45	210,000 lbs.
Bismarck and Thomure.....	E-45	210,000 lbs.

Explanation of Cooper's Classification:

Classification	Locomotive Numbers	Work Equipment
E-30	21	Wrecking derricks, X-100, 101, 102, 108
E-35	7	Wrecking derricks, X-103 to X-107, Incl., X-109 Locomotive Cranes, X-1004, 1005, 1006. Gas-Electric Motor Cars, 660 and 661.
E-40	30, 31, 1, 2, 22, 23, 11, 12, 502	
E-45	24, 25, 92, 101-104	Wrecking derricks, X-110 to X-114, Incl., Bridge derrick-Pile driver, X-172.

Work equipment and motor cars not listed above, classify E-30 or less.

9-A. Locomotive Restrictions:

Name of track or location	Mile Post	Locomotives must not go beyond point shown below
Bonne Terre District: Rivermines.....	37.69	Transformers on Union Electric Light & Power Company equipment delivery track.
Sparta District: Perco Mine.....	48.70	Empty tracks No. 3 and No. 4 between switch on No. 4 and Tipple.
Rosboro Branch...	56.08	Miller Crossing.
Illmo Mine.....	56.69	Tipple will not clear engine or box car.
Ste. Genevieve District: Mosher.....	87.07	Approach of fuel trestles at Peerless White Lime Company's Plant.

10. RAILROAD CROSSINGS AT GRADE:

District	Mile Post	Other Railroad	Senior Line	Type of Protection
Bonne Terre	38.80	Ste. Genevieve Dist.	Bonne Terre Dist.	None
Bonne Terre	44.15	Mo. Pac.	Mo. Pac.	None
Sparta.....	13.98	C. B. & Q.	C. B. & Q.	Manual Interlocking
Sparta.....	32.55	L. & N.	L. & N.	Manual Interlocking
Sparta.....	46.68	I. C.	I. C.	Manual Interlocking
Sparta.....	56.68	M. & O.	M. & O.	None
Sparta.....	78.44	Mo. Pac.	Mo.-Ill.	Manual Interlocking
Menard.....	B-9.97	Mo. Pac.	Mo. Pac.	None
Ste. Genevieve.....	83.00	St. L.-S. F.	Mo.-Ill.	Manual Interlocking
Ste. Genevieve.....	117.08	Federal Switch	Federal Switch	None
Ste. Genevieve.....	118.18	Bonne Terre Dist.	Bonne Terre Dist.	None

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.

INSTRUCTIONS GOVERNING OPERATION OVER CROSSINGS:

10-A. Automatic Interlocking Plants:
BLANK.

10-B. Interlocking Plant with Controlled Electric Signals:
BLANK.

10-C. Standard Mechanical Interlocking Plants:

District	Location	Mile Post	Other Railroad
Sparta.....	L. & N. Junction	32.55	L. & N.
Sparta.....	Coulterville	48.68	I. C.
Sparta.....	Flinton	78.44	Mo. Pac.
Ste. Genevieve.....	Thomure	83.00	St. L.-S. F.

Rules 601 to 685, incl., will govern.

10-D. Cabin Interlocking Plants:

District	Location	Mile Post	Other Railroad
Sparta.....	I. C. Junction	13.98	C. B. & Q.

Interlocking will be handled by Trainmen in accordance with instruction chart posted inside the cabin.

10-E. Interlocked Gates:
BLANK.

10-F. Standard Gates:
BLANK.

10-G. Standard Gates with Electric Locking Devices:
BLANK.

11. INTERLOCKING PLANTS AT JUNCTIONS:
BLANK.

SPECIAL INSTRUCTIONS

12. YARD LIMITS:

	From		To	
	Mile Post	Pole	Mile Post	Pole
Bonne Terre District:				
Riverside.....	0	0	2	17
Herculeaneum.....				
Festus.....	4	20	5	20
Plattin.....	10	25	12	25
Bonne Terre.....	30	5	32	12
Dolly Siding.....	33	14	34	10
Desloge.....	35	10	36	0
St. Francois.....	36	0	36	20
Flat River.....	36	20	37	21
Rivermines.....	37	21	38	8
Federal Connection.....	Rivermines Mo.-Ill. Crossing.			
Elvins.....	38	8	38	18
Derby.....	38	18	39	10
Doe Run.....	46	5	Turpin	
Hoffman District:				
Hoffman District Junction.....	B-0	0	B-0	19
Leadwood.....	B-5	16	Hoffman.	
Sparta District:				
Salem.....	0	0	0	20
I. C. Junction.....	13	27	14	21
Nashville.....	32	19	End of Track.	
Coulterville.....	48	13	49	18
Sparta.....	55	2	56	23
Mo.-Ill. Shops.....	56	23	58	4
Evansville.....	68	5	71	20
Flinton.....	77	15	End of Track.	
Ste. Genevieve District:				
Thomure.....	End of Track.		84	5
Ste. Genevieve.....	84	7	86	5
Mosher.....	86	5	88	5
Marlo.....	89	13	90	4
Zell.....	91	0	92	0
New Offenburg.....	95	2	95	26
Weingarten.....	97	0	98	9
Millers.....	101	0	101	26
Sprott.....	104	10	105	25
Ogborn.....	110	8	111	25
Hurryville.....	112	18	113	4
Esther.....	114	15	115	20
Flat River.....	115	35	116	23
Central.....	116	23	117	20
Derby.....	117	20	119	0
Bismarck.....	125	0	End of Track.	

Federal Switch extends from Central to Federal Mill No. 3, 0.80 miles.

13. SWITCHES:

13-A. Spring Switches:
BLANK.

13-B. Remotely Controlled Switches:
BLANK.

13-C. Normal Position of Switches other than Spring or Remotely Controlled:

The switch connecting Bonne Terre District main track with the Missouri Pacific passing track at Riverside will be kept set for Missouri Pacific passing track when not in use.

13-D. Interlocked Switches:
BLANK.

13-E. Handling of Switches by Operators or Switch Tenders:
BLANK.

13-F. Removal of Switch Lamps where a Signal is 500 feet or less in advance of Switch:
BLANK.

14. LOCATION OF CROSSOVERS:
BLANK.

15. FLASHING-LIGHT TRAIN ORDER SIGNALS:
BLANK.

16. SIDINGS:

16-A. Sidings of Assigned Direction (see 2nd Paragraph, Rule 105):
BLANK.

16-B. Designation of Sidings:
I. C. Junction Siding extends from Mile Post 14.00 (North Crossover) to Mile Post 14.44.
Coulterville Siding (New Doubling Track) extends from Mile Post 49.12 to Mile Post 49.53.

16-C. Sidings in Advance of Train Order Signals (5th Paragraph, Rule 211):

District	Station	Switch	Distance and Direction from train order Signal
Sparta.....	I. C. Junction	North	300 ft. South.
Sparta.....	Coulterville	North	2366 ft. South.

16-D. Sidings permitted to be used as Team and Storage Tracks, modifying Rule 832:

District	Station	Mile Post
Sparta.....	McKinley	44.35

17. BLOCK SIGNALS:

17-A. Automatic Block System:
BLANK.

17-B. Absolute and Permissive Block System:
BLANK.

17-C. Operation by Signal Indication:
BLANK.

17-D. Centralized Traffic Control System:
BLANK.

17-E. Controlled Manual Block System:
BLANK.

17-F. Take Siding Indicators:
BLANK.

18. DOUBLE HEADING TRAINS:

When double heading, the smaller engine will be used as lead engine, and, in passenger service, such lead engine shall be manned by regular engine crew. This does not apply to double heading in helper service. Note—Following engines are considered as of the same size under these instructions:

Freight engines—1, 2, 11, 12, 22, 23, 24, 25.
Freight engines—92, 101, 102, 103, 104.

19. HELPER AND PUSHER SERVICE:

19-A. Helper Service:

When a passenger train requires help over any grade, it must stop where the helper engine couples on. The helper engine of all passenger trains, must be coupled ahead. After reaching the top of the grade passenger trains and helpers must stop at outer switch before helper is uncoupled from train.

Helper engines must not occupy main track until after the train to be helped has been stopped.

19-B. Pusher Service:

In pushing trains out of yard where the pusher does not go beyond the main line switch, it will be permissible to do so without coupling air, but if pusher engine goes out on main track, air must be coupled through the pusher engine in rear and doubleheading cock under brake valve on pusher engine in rear closed, to avoid overcharging rear end or pumping off brakes when applied by engine handling train.

20. BRIDGES OVER NAVIGABLE STREAMS:

District	Name	Mile Post
Sparta.....	Okaw River Bridge	76.38

This bridge contains movable span which can be opened for occasional passage of boat. Track rails are continuous and movable span is not interlocked.

The opening of the span is covered by special regulations of the War Department and advance notice must be given by Boat Operators when desiring to move boats through the bridge.

Movable spans must not be opened for passage of boat or otherwise until Flagman with stop signals have been sent out a sufficient distance in both directions to insure full protection, as prescribed by M. of W. Rule 99-e.

21. OPERATION OVER FOREIGN LINES:

Between Branch Jct. and I. C. Jct. trains will be governed by Illinois Central R. R. Time Table and Rules. Trains must not enter Illinois Central main track at Branch Jct. until they have obtained permission from Illinois Central Train Dispatcher to do so.

21-A. Operation in Terminals on Connecting Divisions:
BLANK.

21-B. Operation of Foreign Lines Trains over our Track:

Illinois Central R. R. trains operating over main track between Coulterville and Illinois Central pump house, located about one mile north of Coulterville must receive train orders and Clearance Card, Form C, at Coulterville before entering main track of Mo.-Ill. R. R.

22. FREIGHT TRAINS HANDLING PASSENGERS:

Nos. 93 and 92 between Ste. Genevieve and Bismarck will carry passengers, stopping caboose at Station Platform.

23. TRAIN ORDER DELIVERY CRANES:
BLANK.

24. MOTOR CARS:

Following instructions will govern movement of motor cars dead in tow:

- (a) Motor Cars or Motor Trailer Cars must not be moved or coupled between other cars in train movement or switching.
- (b) Remove brake handle from engineer's valve, except on cars having ET Brake Equipment which must have automatic brake valve cut out, "dead man" feature cut out, and "dead engine" feature cut in.
- (c) Remove controller handle.
- (d) In cold weather, put up front radiator shields; drain radiator, engine cylinders and water circulating pump; and drain Arcola car heater and radiating coils or maintain fire in heater, making certain that valves connecting engine cooling system and heating system are closed and not leaking.
- (e) Shut air valve to gasoline fuel tank.
- (f) Open main battery switch.

25. BLOWING OF LOCOMOTIVE BOILERS NOT EQUIPPED WITH BLOW-OFF COCK MUFFLERS IS PROHIBITED AT FOLLOWING LOCATIONS:

Paralleling public highways where steam will reach highway.
At highway grade crossings.
Against buildings in close proximity to track, or against bridges, signals, signal cases, switch stands, etc.
Along right of way where persons are likely to claim injury.
On inside of curves where will obstruct view of Trainmen inspecting trains.

26. QUALIFICATIONS OF LOCOMOTIVE ENGINEER:

For Passenger Service, an Engineer must have had two years' service as Road Engineer, and must have made trip as Engineer or Fireman over the District during preceding sixty days.
For Freight Service, an Engineer must have made a road trip over the District as Engineer during preceding twelve months, or as Fireman during preceding six months. Not having had such service, he must qualify by making a round trip over said District as a student to familiarize himself with changed conditions.
For Either Passenger or Freight Service, an Engineer who has not made a trip as Engineer over the district during preceding sixty days will make this fact known to his Conductor and, before starting trip, the two will thoroughly discuss and arrive at mutual understanding of all bulletins issued on said District during such sixty-day period.

27. SPECIAL RULES FOR YARD CREWS AND SWITCH TENDERS:
BLANK.

28. MOVEMENT OF TRAINS THROUGH TUNNELS:

All trains will reduce speed and know the track is clear before entering Tunnel between Mile Post 23, Pole 5, and Mile Post 23, Pole 7. Crews will use special precaution during stormy weather.

29. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE:

Name	Station Number	Miles from Riverside	Capacity
Bonne Terre District:			
Crystal Jct.....	C-4	3.43	40 cars
P. P. G. Co. Connection.....	C-4	4.18	20 cars
Sand Spur.....	C-5	4.95	25 cars
Papin Spur.....	C-18	18.01	6 cars
Dolly Siding.....	C-34	34.00	22 cars
		Miles from Salem	
Sparta District:			
Shirley.....	16	15.82	12 cars
Meinert.....	31	30.72	2 cars

30. SPECIAL INSTRUCTIONS COVERING SOUNDING OF LOCOMOTIVE WHISTLE AND BELL AT PUBLIC CROSSINGS, ETC., SUPPLEMENTING OR MODIFYING RULES 30, 31 AND 32:

BLANK.

31. SPECIAL INSTRUCTIONS GOVERNING PROTECTION OF PUBLIC CROSSINGS, SUPPLEMENTING RULE 103.

Bonne Terre District: Benham Street, Mile 30.80. All trains will stop and know way is clear before proceeding over crossing.

32. SWITCHING PASSENGER EQUIPMENT:

In movement of switching of passenger equipment, brake pipe air hose must be coupled, angle cocks opened between the cars and brake system charged. Engineer must use the automatic brake valve and not the independent or straight air brake valve.

In coupling on to passenger equipment, coupler springs must be fully compressed and after coupling appears to be made, couplers must be stretched to know positively that knuckles are locked, before coupling up air and steam hose.

Before an engine is detached or train is cut between cars, Engineman shall apply brake with 20 pounds brake pipe reduction after which angle cocks at point of separation will be closed and air hose uncoupled by hand.

33. 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

34. CAPACITY OF PASSENGER ENGINES IN ACTUAL TONS:

Between	Engines	
	21 Tons	30 and 31 Tons
Riverside and Doe Run.....	180	300
Salem and Kellogg.....	253	439
Thomure and Bismarck.....	420	725

35. OPERATION OF RIVER TRANSFERS:

INSTRUCTIONS AND RULES FOR GOVERNMENT OF CREWS OPERATING STEAMER STE. GENEVIEVE AND ENGINES SERVING THE STEAMER:

Engine Whistle Signals

One blast of whistle at top of incline—call for boat signal.
Two short blasts of whistle—acknowledgment of boat signal.

Boat Whistle Signals

Two blasts of whistle—boat has landed.
One blast of whistle—boat is departing from landing.
One blast of whistle when boat is being pulled or loaded—derailment.

Unloading Boat

Before pulling cars off the boat, foreman in charge of boat engine shall first ascertain that track on boat is properly lined with track on apron girders and cradle, that all clamps are removed from tracks, that all cars in cut are coupled, air hose coupled and brake system charged. Foreman or switchman shall ride the rear car.

Loading Boat

The boat Captain or Pilot will direct the manner of loading in order to avoid listing of the boat when loaded. Foreman of boat engine shall make up boat cut as directed by the Captain or Pilot. Before starting to shove cars down the incline, foreman shall take slack out of cut of cars, know that all cars in cut are coupled, air hose coupled and brake system charged. Foreman or switchman shall ride the lead car. Hand brakes must be set on both the lead and rear cars of each track on the boat.

Engine Speed

Engine must not exceed five miles per hour while shoving cars on the boat, ten miles per hour pulling cars off the boat between the cradle points and boat.

35. OPERATION OF RIVER TRANSFERS—Concluded.**INSTRUCTIONS AND RULES FOR GOVERNMENT OF CREWS OPERATING STEAMER STE. GENEVIEVE AND ENGINES SERVING THE STEAMER:****General**

Engineer on boat engine, in making a stop on the boat, shall use automatic brake and apply air in emergency when given STOP signal, to prevent cars from going over stern of boat.

In handling an engine or wrecking crane across the river, it shall be placed on the center track not less than one car length from the head end of the boat.

The boat Captain or Pilot and Foreman of the boat engine shall be jointly responsible for the proper adjustment of cradle. The boat Captain or Pilot will be responsible for the proper coupling of the boat to the cradle and the proper alignment of tracks on the boat with the track on the cradle.

Deck hands shall observe the loading and unloading of the boat and be prepared to place slide shoe on boat track in case cuts break in two. After the boat is loaded and before it leaves the cradle, a rail clamp should be securely clamped on one rail of each track immediately ahead of the front truck wheel of the forward car and clamps shall not be removed until the boat is landed and coupled to cradle.

Boat engine or cars shall not stand on cradle when boat is landing or backing away from cradle.

When engine is headed down the incline a Tow car shall be used.

Boat engine crew shall adjust the cradle on request of Captain or Pilot.

Foreman of boat engine will be held responsible for the handling of way bills to and from boat.

All wrecking derricks, bridge derricks, pile drivers, locomotive cranes and locomotives classifying E-45 or less, may be handled on boat for transfer across the river.

Care should be exercised to avoid overloading boat. Normal boat load of cars and lading must not exceed 1500 tons. Load limit of 1750 tons may be handled in an emergency.

36. TELEPHONES:

Location of telephones in booths and other buildings, other than telegraph offices connected with dispatching circuit.

Location	Mile Post	Pole	Booth or building in which located
Bonne Terre District:			
Riverside.....	0	0	Depot waiting room
Plattin.....	12	0	Depot
Valles Mines.....	20	20	Booth
Dolly Siding.....	33	27	Booth
Derby.....	39	0	Booth
Sparta District:			
Salem.....	0	25	Engine House
McKinley.....	44	10	Booth
Coulterville.....	48	20	Tower
Coulterville.....	49	7	Booth
Sparta.....	55	28	Freight House
Mo.-Ill. Shops.....	57	12	M. M. Office
Mo.-Ill. Shops.....	57	18	Scale House
Pautler.....	68	12	Booth
Clark.....	71	2	Booth
Kellogg Wye.....	80	13	Section House
Kellogg.....	81	20	Yard Office
Ste. Genevieve District:			
Thomure.....	83	0	Tower
Thomure.....	83	0	Engine House
Middle Yard.....	84	1	Yard Office
Mosher.....	87	1	Booth
New Offenburg.....	95	20	Booth
Weingarten.....	97	18	Booth
Sprott.....	105	2	Booth
Flat River.....	116	14	Depot
Central.....	117	1	Scale House
Derby.....	118	6	Booth

37. "FOLLOWING" MOVEMENT BEHIND PASSENGER TRAINS:

"Following" movement behind passenger trains by "19" Form of train order, as prescribed by Rule 91 (a), is permitted on the following districts:

Bonne Terre	Sparta
Hoffman	Ste. Genevieve

38. FLAGGING EQUIPMENT AT STATIONS:

Rules 221, 995 and 1021 are modified to the extent that flagging equipment required to be kept on hand at Stations given below, is as follows:

Stations	Red Flags	Red Lanterns	White Lanterns	Torpedoes	White Flags
Herculaneum.....	1	1	1	6	0
Festus.....	1	1	1	6	0
Bonne Terre.....	1	1	1	6	0
Leadwood.....	1	1	1	6	0
Desloge.....	1	1	1	6	0
Flat River.....	1	1	1	6	0
Rivermines.....	1	1	1	6	0
Elvins.....	1	1	1	6	0
Doe Run.....	1	1	1	6	0
Weingarten.....	1	1	1	6	0
Salem.....	1	1	1	6	0
I. C. Junction.....	1	1	1	6	0
Hoyleton.....	1	1	1	6	0
Nashville.....	1	1	1	6	0
Oakdale.....	1	1	1	6	0
Sparta.....	1	1	1	6	0
Mo.-Ills. Shops.....	1	1	1	6	0
Evansville.....	1	1	1	6	0

39. DETOUR SERVICE:

When foreign engines and crews are used to detour foreign line trains over our rails, the foreign line Engineer will operate engine and Pilot will keep him informed as to opposing trains, signals, sidings, water stations and other physical characteristics of the road necessary for safe and prompt operation.

40. HANDLING WOODEN PASSENGER CARS IN TRAINS AHEAD OF STEEL CARS:

Occupied wooden passenger carrying equipment shall not be placed ahead of or between steel or steel underframe equipment; or between the engine and steel or steel underframe equipment.

Unoccupied wooden passenger carrying equipment and unoccupied wooden express, baggage and storage mail cars may be handled between steel or steel underframe cars or between the engine and steel or steel underframe cars.

Occupied steel underframe mail apartment cars shall not be operated between steel cars, or between the engine and a steel car adjoining, or in any train where a majority of the cars in the train are of steel construction.

Occupied wooden mail apartment cars shall not be operated between steel or steel underframe equipment. In all operations the occupied mail apartment car shall be at least equal in construction strength to a majority of the other cars in the train.

Occupied wooden mail apartment cars in mixed trains shall be operated in the rear consist, followed only by passenger coach or caboose.

41. TRAIN MOVEMENTS AT PAUTLER, SPARTA DISTRICT:

Southward passenger trains will make a running test of air brakes approaching Pautler and know that air is working before passing this station.

Northward freight trains will not follow other freight trains up Pautler hill until advised by Train Dispatcher that the preceding train has completed double.

Southward freight trains will not follow passenger trains down Pautler hill until advised by Train Dispatcher that passenger trains have departed from Evansville.

Southward freight trains will not follow other freight trains down Pautler hill until 20 minutes have elapsed.

42. CLEARANCES:

There are certain tracks on this Railroad which, because of proximity to each other and to structures along or over the tracks (such as bridges, buildings, platforms, poles, fences, etc.), have insufficient clearance to permit employees safely riding on sides or top of cars or locomotives.

It is the duty of all employees who ride cars, locomotives or other equipment to become familiar with the location of such tracks and structures. All employees are prohibited from occupying top or sides of cars, locomotives or other equipment while in motion at these locations.

LOCATION OF HOSPITAL, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS.

NAME	LOCATION	OFFICE	OFFICE PHONE	RESIDENCE	RESIDENCE PHONE
HOSPITAL	St. Louis, Mo.....	Grand & Shaw Aves.....	(Grand 0500. Main 1000.		
Dr. O. B. Zeinert, Chief Surgeon.....	St. Louis, Mo.....	Grand & Shaw Aves.....	(Grand 0500. Main 1000.....	34 Broadview Drive.....	Parkview 0674
★ Dr. H. A. Cunningham, Loc. & Disp. Surg.....	Salem, Ill.....	323 E. Main St.....	No. 81.....	323 E. Main St.....	No. 81
★ Dr. H. E. Schoonover.....	Salem, Ill.....	215 So. Broadway.....	Salem 621.....	215 So. Broadway.....	Salem 621
EMERGENCY STATION	Centralia, Ill.....	St. Mary's Hospital			
★ Dr. J. C. Hall.....	Centralia, Ill.....	411 City Nat'l Bk Bldg.....	Main 534.....	213½ N. Locust.....	Main 882
★ Dr. Paul B. Rabenneck, Loc. & Disp. Surg.....	Nashville, Ill.....	F. & M. Bank Bldg.....	Bell-Main 15R.....	102 W. Lebanon St.....	Bell-Main 14W
★ Dr. H. B. Dickinson, Loc. & Disp. Surg.....	Coulterville, Ill.....	Coulterville, Ill.....	No. 370.....	Coulterville, Ill.....	No. 370
★ Dr. W. F. Weir, Resident Surgeon.....	Sparta, Ill.....	118 W. Broadway.....	No. 99B.....	200 W. Main St.....	No. 99C
★ Dr. J. G. Beattie, Loc. & Disp. Surg.....	Evansville, Ill.....	Evansville, Ill.....	No. 5.....	Evansville, Ill.....	No. 5
★ Dr. E. R. May.....	Chester, Ill.....	982 State St.....	No. 25.....	982 State St.....	No. 25
★ Dr. J. W. Beare.....	Chester, Ill.....	140 Opdyke St.....	Main 435.....	140 Opdyke.....	Main 435
★ Dr. C. J. Clapsaddle, Loc. & Disp. Surg.....	Ste. Genevieve, Mo.....	Ste. Genevieve, Mo.....	No. 119.....	Ste. Genevieve, Mo.....	No. 374
★ Dr. James W. Huffman.....	Bismarck, Mo.....	Bismarck, Mo.....	No. 22.....	Bismarck, Mo.....	No. 22
★ Dr. F. W. Gale.....	Bismarck, Mo.....	Bismarck, Mo.....	Bell 44.....	Bismarck, Mo.....	Bell 40
★ Dr. Paul L. Jones.....	Flat River, Mo.....	Flat River, Mo.....	No. 833.....	Elvins, Mo.....	No. 496
★ Dr. M. P. Morrison.....	Kimmswick, Mo.....	Kimmswick, Mo.....	Imperial 185.....	Kimmswick, Mo.....	Imperial 185
EMERGENCY STATION	Bonne Terre, Mo.....	Bonne Terre Hospital			
★ Dr. N. W. Hawkins, Division Surgeon.....	Bonne Terre, Mo.....	Main Street.....	No. 28.....	St. Joseph St.....	No. 54
★ Dr. O. E. Hensley.....	Herculaneum, Mo.....	Herculaneum, Mo.....	Meissner Telephone Co.....	Pevely, Mo.....	Meis. Telephone Co.

★ Medical Examiners for Examination of Applicants under Forms 339, 339-A, 339-B and 339-D.
 ★★ Medical Examiners for Examination only of Maintenance of Way Laborers: (Forms 339-B and 399-D,) and other Applicants not required to take color perception tests.

DR. O. B. ZEINERT, Chief Surgeon.