

#### DIVISION OFFICERS

C. C. COURTWAY..Superintendent.....Poplar Bluff, Mo.  
W. C. ENSMINGER. Trainmaster.....Poplar Bluff, Mo.  
C. T. SAMS.....Road Foreman of Engines. Poplar Bluff, Mo.  
J. R. BAKER.....Division Trainmaster.....Poplar Bluff, Mo.

**SAFETY FIRST**



# MISSOURI PACIFIC RAILROAD COMPANY

## MISSOURI DIVISION

# TIMETABLE No. 94

**Effective 12:01 a. m. Sunday, August 15, 1954**

CENTRAL STANDARD TIME

Superseding Timetable No. 93, effective  
April 4, 1954, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF  
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY  
COPY OF SPECIAL INSTRUCTIONS No. 11, THIS  
DIVISION, EFFECTIVE JUNE 1, 1952.

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

R. P. HART, Chief Operating Officer.

L. A. GREGORY, Assistant Chief Operating Officer and  
General Superintendent Transportation.

W. H. BAILEY, Asst. General Superintendent Transportation.

R. JOHNSON, General Manager.

M. L. SMITH, Assistant General Manager.



## SPECIAL INSTRUCTIONS

### The following rules are repeated from the Uniform Code of Operating Rules for emphasis:

**GENERAL NOTICE** (in part): SAFETY is of the FIRST importance in the discharge of duty.

**RULE B:** Employes must have a proper understanding and working knowledge of and obey all rules and instructions in whatever form issued, applicable to or affecting their duties. If in doubt as to their meaning, employes must apply to the proper officer for an explanation.

When properly authorized, rules may be cancelled, superseded or changed by:

- (1) General Order,
- (2) Special instructions in the timetable or in pamphlet form,
- (3) Paster in the book of rules.

**RULE E** (in part): Employes must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employes is required for proper functioning under the rules and instructions.

**RULE 107** (in part): Conductors and engineers must bring about cooperation between all members of the crew.

Both the conductor and engineer are responsible for the safety of the train and the observance of the rules.

Although engineers are under the direction of the conductor regarding the supervision of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

When safety of trains and observance of rules are involved, brakemen and firemen are responsible to the extent of their ability to prevent accident or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

**RULE 108:** In case of doubt or uncertainty, the SAFE course MUST be taken.

**RULE 101** (in part): Conductors and engineers must inform themselves of conditions, and during and after excessive rains, heavy storms, fogs, or any condition which may restrict visibility or affect condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY, and if in doubt of being able to proceed safely, train must be placed in siding until it is safe to proceed.

When storms, fogs or other conditions obscure track or signals from points where they are plainly seen under normal conditions, speed must be restricted to insure seeing and complying with indications of any and all signals, REGARDLESS OF LOSS OF TIME.

**RULES 2 and 3** of Rules and Instructions for Train Dispatchers:

The train dispatcher is in position to render valuable service in bringing about compliance with the rules; first, by habitually conforming to the rules in the daily performance of his own duties; second, by requiring compliance with the rules on the part of operators, trainmen and others with whom his duties bring him in daily contact; and, third, by immediately reporting any rule violation, any negligence of duty or any irregularity relating to the movement of trains and the handling and execution of train orders.

Train dispatcher must bear in mind that his more extended means of communication and consequent knowledge of conditions give him a point of view not available to any other person connected with train, engine or yard movements, and that it is his duty to impart that knowledge to others, when it will promote safety, or without sacrificing safety, will expedite movement of trains.

### NOTE WELL AND REMEMBER:

1. No officer or employe has the authority to violate a rule.
2. No officer or employe has the authority to tell anyone to violate a rule.



General Manager



## ATTENTION TRAIN AND ENGINE CREWS

Always keep in mind that the revenue passenger is the BUYER, and that it is your job to make every Buyer a satisfied customer. To that end, the following matters deserve your constant attention:

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew — Brakeman, Porter, Pullman and Dining Car employes — so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

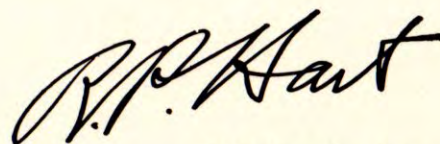
10. On crowded trains, Missouri Pacific employes riding on passes should, and will, if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. AVOID ROUGH HANDLING OF YOUR TRAIN. Missouri Pacific enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.



Chief Operating Officer.



**EXPLANATION OF STOPS**

- s*—Regular stop.
- f*—Stop on signal for passengers, mail, baggage and express.
- a*—Stop on signal to receive or discharge revenue passengers.
- m*—Stop on signal to receive or discharge revenue passengers, mail and express.
- n*—Stop to receive or discharge revenue passengers or parcel post.
- w*—Stop on signal to receive or discharge parcel post.

**EXPLANATION OF CHARACTERS**

- C—Coal.
  - D—Diesel Fuel Oil.
  - O—Fuel Oil.
  - T—Turntable.
  - W—Water.
  - Y—Wye Track.
  - §—Track Scales
  - \*—Mail Crane
  - CS—Continuous Train Order Office.
  - LS—Limited Train Order Office (Hours of Service Specified by General Order).
  - P—Telephone Communication only.
  - TP—Telegraph or Telephone Office; not a Train Order Office.
- Register stations are shown in full-faced type.

**STATIONS NOT SHOWN IN TIMETABLE WILL BE SERVED BY TRAINS INDICATED BELOW:**

Station	Miles from St. Louis	Train Numbers			
<b>De Soto Subdiv.:</b>					
White House.....	16.09	<i>f</i>	3	<i>f</i>	4
Montebello.....	19.90	<i>f</i>	3	<i>f</i>	4
Kimmswick.....	20.83	<i>f</i>	3	<i>f</i>	4
Victoria.....	39.02	<i>m</i>	4		
Tiff.....	54.01	<i>w</i>	4		
<b>Belmont Subdiv.:</b>					
Grisham.....	123.34	<i>f</i>	893	<i>f</i>	892
<b>Poplar Bluff Subdiv.:</b>					
Buffington.....	202.25	<i>f</i>	891	<i>f</i>	890
Hunterville.....	198.74	<i>f</i>	891	<i>f</i>	890
<b>Jackson Subdiv.:</b>					
Dutch Town.....	153.33	<i>f</i>	894	<i>f</i>	895 <i>f</i> 896 <i>f</i> 897

**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



ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Poplar Bluff.....	2	Arkansas.....2	Indefinitely	.....	For connection
" " .....	4	" .....4	"	.....	" "
" " .....	8	" .....8	"	.....	" "
" " .....	22	" .....22	"	.....	" "
" " .....	26	" .....26	"	.....	" "
" " .....	32	" .....32	"	.....	" "



DE SOTO SUBDIV.—JEFFERSON BARRACKS TO POPLAR BLUFF

**TIMETABLE**  
**No. 94**  
**AUGUST 15, 1954**

**TRAINS SOUTHWARD**

**FIRST CLASS**

Station Numbers	Miles from St. Louis — Plum Street	STATIONS	TRAINS SOUTHWARD							
			FIRST CLASS							
			7	3	25	31	21	1	37	
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mail-Express	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	
0		ST. LOUIS UNION STATION.....	12 45AM	10 00AM	2 00PM	5 15PM	5 32PM	5 34PM	10 20PM	
X 1	1.10	LESPERANCE ST.....W§								
X 10	9.54	LS. JEFFERSON BARRACKS.....	1 14AM	10 30AM	2 30PM	5 45PM	6 02PM	6 04PM	10 50PM	
X 13	12.45	P. CLIFF CAVE.....								
X 19	18.75	P. WICKES.....								
X 23	22.95	P. SULPHUR SPRINGS.....*		f 10 48						
X 27	26.50	P. RIVERSIDE.....Y								
X27a	27.39	PEVELY.....*		f 10 55						
X 30	29.50	P. HORINE.....								
X 36	35.63	P. HEMATITE.....*		a 11 06						
X 42	42.23	LS. DE SOTO.....W§*	s 1 55	s 11 17	s 3 09				s 11 30PM	
X 47	47.13	P. VINELAND.....*								
X 51	51.04	P. BLACKWELL.....*		s 11 32						
X 57	57.03	TP. CADET.....*		n 11 41						
X 61	60.91	TP. MINERAL POINT.....*		s 11 50AM						
X 70	69.57	P. IRONDALE.....*		s 12 05PM						
X 75	75.39	CS. BISMARCK.....Y	s 3 00	s 12 25	s 3 58	s 7 00			s 12 20AM	
X 81	80.77	P. IRON MOUNTAIN.....*	a 3 10	a 12 35						
X 83	83.17	P. MIDDLEBROOK.....		m 12 38						
X 89	88.69	TP. ARCADIA-IRONTON.....*	s 3 20	s 12 47	s 4 15	f 7 16			f 12 38	
X 92	91.84	P. TIP TOP.....								
X 99	97.81	P. GLOVER.....*		s 1 05						
X100	98.50	P. CHLORIDE.....*								
X108	107.99	TP. ANNAPOLIS.....*	a 3 47	s 1 22						
X112	111.83	P. NORTH DES ARC.....*		s 1 30						
X120	117.74	P. GADS HILL.....								
X127	124.45	TP. PIEDMONT.....*	s 4 15	s 1 55	f 5 03	a 7 59			s 1 30	
X133	133.16	LEEPER.....*	f 4 24	f 2 06						
X135	134.53	P. MILL SPRING.....*		f 2 13						
X146	145.40	TP. WILLIAMSVILLE.....*	a 4 44	s 2 32						
X150	150.04	P. KEENERS.....								
X153	152.61	P. HENDRICKSON.....*		a 2 44						
X155	155.47	P. WILBY.....								
X166	165.53	S. L.-S. F. CROSSING.....								
		CS. POPLAR BLUFF DOTWY§	s 5 55AM	s 3 10PM	s 5 55PM	s 9 00PM	s 9 10PM	s 9 20PM	s 2 35AM	
		162.33	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Note 1—Between Jefferson Barracks and Cliff Cave, Signal Indication with Current of Traffic.

Two mile post locations at each Vineland, Blackwell, Cadet, Glover, Piedmont, Leeper, Williamsville, and S. L.-S. F. Crossing, are one and the same points; 47.13, 51.04, 57.03, 97.81, 124.45, 133.16, 145.40 and 164.67 are new mileages account changes in line between De Soto and Vineland made in October, 1951; between Vineland and Cadet made in September, 1946; between Arcadia-Ironton and Glover made in November, 1949; between Annapolis and Piedmont made in March, 1950; between Piedmont and Mill Spring made in November, 1953; between Mill Spring and Williamsville made in April, 1948; and between Wilby and S. L.-S. F. Crossing made in April, 1945.

Miles from St. Louis — Plum Street, shown above, are miles painted on telegraph poles and are not actual.

Ⓡ Radio Base stations are located at North Ivory Yard Office and 21st St. Yardmaster's Office, St. Louis, Mo.



# DE SOTO SUBDIV.—POPLAR BLUFF TO JEFFERSON BARRACKS

Siding Capacity in Cars  Miles from Tetarkana		<b>TIMETABLE</b> <b>No. 94</b> <b>AUGUST 15, 1954</b>		<b>TRAINS NORTHWARD</b> <b>FIRST CLASS</b>						
		<b>STATIONS</b>		<b>32</b> Passenger Daily	<b>2</b> Passenger Daily	<b>22</b> Passenger Daily	<b>26</b> Passenger Daily	<b>4</b> Passenger Daily	<b>8</b> Passenger Daily	
		<b>STATIONS</b>								
493.76		CS...ST. LOUIS UNION STATION.....	7 53AM	8 12AM	8 20AM	11 30AM	5 50PM	11 00PM		
489.17		...LESPERANCE ST. ....W\$								
480.73		LS...JEFFERSON BARRACKS.	7 10AM	7 37AM	7 45AM	10 55AM	a 5 05PM	10 16PM		
477.82		P...CLIFF CAVE.....	6 57	7 26	7 38	10 48	4 52	10 07		
90 471.52		P...WICKES.....								
467.32		P...SULPHUR SPRINGS.....*					f 4 32			
90 463.77		P...RIVERSIDE.....Y								
462.88		...PEVELY.....*					f 4 22			
460.77		P...HORINE.....								
90 454.64		P...HEMATITE.....*					m 4 10			
125 {448.04 448.03		LS...DE SOTO.....W\$*	s 6 15			s 10 00	s 4 00			
80 {443.13 443.03 439.13 439.12 433.23		P...VINELAND.....*					m 3 47			
		P...BLACKWELL.....*					f 3 41			
80 429.36		TP...CADET.....*					f 3 33			
80 420.70		TP...MINERAL POINT.....*					s 3 26			
80 414.88		P...xd-IRONDALE.....					s 3 13			
		CS...BISMARCK.....Y	s 5 37			s 9 20	s 3 05	s 8 43		
80 407.10		P...IRON MOUNTAIN.....*					a 2 52			
80 {401.58 400.89		P...MIDDLEBROOK.....								
80 397.74		TP...ARCADIA-IRONTON.....*	s 5 15			s 9 00	s 2 41	s 8 23		
		P...TIP TOP.....								
80 391.77		P...GLOVER.....*					a 2 26			
80 390.15		P...CHLORIDE.....*								
80 {382.28 379.98		TP...ANNAPOLIS.....*					s 2 14			
80 376.14		P...NORTH DES ARC.....*					s 2 07			
80 370.23		P...GADS HILL.....								
106 {363.52 363.51		TP...PIEDMONT.....*	a 4 23			a 8 10	s 1 48	a 7 32		
		...LEPPER.....*					f 1 36			
80 {355.74 355.62		P...MILL SPRING.....*					f 1 33			
80 344.75		TP...WILLIAMSVILLE.....*					s 1 18			
80 340.23		P...KEENERS.....								
80 337.66		P...HENDRICKSON.....*					m 1 07			
80 {334.80 334.51		P...WILBY.....								
80 325.31		...S. L.-S. F. CROSSING.....								
Yd 324.74		CS...POPLAR BLUFF DOTWY\$	3 35AM	4 20AM	4 40AM	7 25AM	12 50PM	6 45PM		
		162.33	Daily	Daily	Daily	Daily	Daily	Daily		

**Note 1—Between Cliff Cave and Jefferson Barracks, Signal Indication with Current of Traffic.**

Two mile post locations at each Wilby, Mill Spring, Piedmont, Annapolis, Arcadia-Ironton, Blackwell, Vineland and De Soto, are one and the same points; 334.51, 355.62, 363.51, 379.98, 400.89, 439.12, 443.03, and 448.03 are new mileages account changes in line between S. L.-S. F. Crossing and Wilby, made in April, 1945; between Williamsville and Mill Spring made in April, 1948; between Mill Spring and Piedmont made in November, 1953; between Piedmont and Annapolis made in March, 1950; between Glover and Arcadia-Ironton made in November, 1949; between Cadet and Vineland made in September, 1946; and between Vineland and De Soto made in October, 1951.

ⓑ Radio Base Stations are located at North Ivory Yard Office and 21st St. Yardmaster's Office, St. Louis, Mo.



## DE SOTO SUBDIV.—JEFFERSON BARRACKS TO POPLAR BLUFF

## TIMETABLE

No. 94

AUGUST 15, 1954

## TRAINS SOUTHWARD

## SECOND CLASS

Station Numbers	Miles from St. Louis — Plum Street	STATIONS	95		63							
			Local Freight	Red Ball Freight	Local Freight	Red Ball Freight						
			Daily	Daily								
			Ex. Sunday									
0		ST. LOUIS CS... UNION STATION.....										
		2.78										
X 1	1.10	...LESPERANCE ST. .... W§	7 00AM	6 20PM								
		3.44										
X 10	9.54	LS JEFFERSON BARRACKS.	7 30AM	6 48PM								
		2.91										
X 13	12.45	P... CLIFF CAVE.....										
		6.30										
X 19	18.75	P... WICKES.....										
		4.20										
X 23	22.95	P... SULPHUR SPRINGS.....*										
		3.55										
X 27	26.50	P... RIVERSIDE.....										
		0.89										
X27a	27.39	...PEVELY.....*										
		2.11										
X 30	29.50	P... HORINE.....										
		6.13										
X 36	35.63	P... HEMATITE.....*										
		6.60										
X 42	42.23	LS... DE SOTO..... W§*										
		4.00										
X 47	{47.13 47.14	P... VINELAND.....*										
		3.90										
X 51	{51.04 51.14	P... BLACKWELL.....*										
		5.89										
X 57	{57.03 57.04	TP... CADET.....*										
		3.87										
X 61	60.91	TP. MINERAL POINT.....*										
		8.66										
X 70	69.57	P...xd-IRONDALE.....										
		5.82										
X 75	75.39	CS...BISMARCK..... Y	12 30PM									
		5.38										
X 81	80.77	P... IRON MOUNTAIN.....*										
		2.40										
X 83	83.17	P... MIDDLEBROOK.....										
		5.52										
X 89	88.69	TP. ARCADIA-IRONTON.....*										
		3.15										
X 92	91.84	P... TIP TOP.....										
		5.97										
X 99	{97.81 98.50	P... GLOVER.....*										
		1.62										
X100	100.12	P... CHLORIDE.....*										
		7.87										
X108	107.99	TP... ANNAPOLIS.....*										
		3.84										
X112	111.83	P...NORTH DES ARC.....*										
		5.91										
X120	117.74	P... GADS HILL.....										
	{124.45 126.75	6.71										
X127		TP...PIEDMONT.....*										
		6.42										
X133	{133.16 133.17	...LEEPER.....										
		1.36										
X135	134.53	P... MILL SPRING.....*										
		10.87										
X146	{145.40 145.52	TP. WILLIAMSVILLE.....*										
		4.52										
X150	150.04	P... KEENERS.....										
		2.57										
X153	152.61	P... HENDRICKSON.....*										
		2.86										
X155	155.47	P... WILBY.....										
		9.20										
	{164.67 164.96	...S. L.-S. F. CROSSING.....										
		0.57										
X166	165.53	CS...POPLAR BLUFF..DOTWY§	4 15PM	11 35PM								
		162.33										
			Daily	Daily								
			Ex. Sunday									

Note 1—Between Jefferson Barracks and Cliff Cave, Signal Indication with Current of Traffic.

Two mile post locations at each Vineland, Blackwell, Cadet, Glover, Piedmont, Leeper, Williamsville, and S. L.-S. F. Crossing, are one and the same points; 47.13, 51.04, 57.03, 97.81, 124.45, 133.16, 145.40 and 164.67 are new mileages account changes in line between De Soto and Vineland made in October, 1951; between Vineland and Cadet made in September, 1946; between Arcadia-Ironton and Glover made in November, 1949; between Annapolis and Piedmont made in March, 1950; between Mill Spring and Williamsville made in April, 1948; between Piedmont and Mill Spring made in Nov. 1953, and between Wilby and S. L.-S. F. Crossing made in April, 1945.

Miles from St. Louis — Plum Street, shown above, are miles painted on telegraph poles and are not actual.

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# DE SOTO SUBDIV.—POPLAR BLUFF TO JEFFERSON BARRACKS

Siding Capacity in Cars	Miles from Treasiana	<b>TIMETABLE</b>		<b>TRAINS NORTHWARD</b>									
		<b>No. 94</b>		<b>SECOND CLASS</b>									
		<b>AUGUST 15, 1954</b>		<b>94</b>	<b>368</b>								
		<b>STATIONS</b>		<b>Local Freight</b>	<b>Red Ball Freight</b>								
				<b>Daily Ex. Sunday</b>	<b>Daily</b>								
	493.76	<b>ST. LOUIS UNION STATION</b> .....											
		2.78											
	489.17	<b>LESPERANCE ST.</b> .....W\$		4 30PM	6 30PM								
		8.44											
	480.73	LS. JEFFERSON BARRACKS.		4 00PM	4 30PM								
		2.91											
	477.82	P. CLIFF CAVE.....											
		6.30											
90	471.52	P. WICKES.....											
		4.20											
	467.32	P. SULPHUR SPRINGS.....*											
		3.55											
90	463.77	P. RIVERSIDE.....Y											
		0.89											
	462.88	P. PEVELY.....*											
		2.11											
	460.77	P. HORINE.....											
		6.13											
90	454.64	P. HEMATITE.....*											
		6.60											
125	448.04 448.03	LS. DE SOTO.....W\$*											
		4.90											
	443.13	P. VINELAND.....*											
	443.03	3.90											
80	439.13	P. BLACKWELL.....*											
	439.12	5.89											
	433.23	TP. CADET.....*											
		3.87											
80	429.36	TP. MINERAL POINT.....*											
		8.66											
80	420.70	P. IRONDALE.....											
		5.82											
80	414.88	CS. BISMARCK.....Y		10 00AM									
		5.38											
	409.50	P. IRON MOUNTAIN.....*											
		2.40											
80	407.10	P. MIDDLEBROOK.....											
		5.52											
	401.58	TP. ARCADIA-IRONTON.....*											
	400.89	3.15											
80	397.74	P. TIP TOP.....											
		5.97											
	391.77	P. GLOVER.....*											
		1.62											
80	390.15	P. CHLORIDE.....*											
		7.87											
80	382.28 379.98	TP. ANNAPOLIS.....*											
		3.84											
	376.14	P. NORTH DES ARC.....*											
		5.91											
80	370.23	P. GADS HILL.....											
		6.71											
106	363.52 363.51	TP. PIEDMONT.....*											
		6.42											
	357.10	P. LEEPER.....*											
		1.36											
80	355.74 355.62	P. MILL SPRING.....*											
		10.87											
80	344.75	TP. WILLIAMSVILLE.....*											
		4.52											
	340.23	P. KEENERS.....											
		2.57											
	337.66	P. HENDRICKSON.....*											
		2.86											
80	334.80 334.51	P. WILBY.....											
		9.20											
	325.31	S. L.-S. F. CROSSING.....											
		0.57											
Yd.	324.74	CS. POPLAR BLUFF DOTWY\$		6 00AM	7 05AM								
		162.33											
				<b>Daily Ex. Sunday</b>	<b>Daily</b>								

**Note 1—Between Cliff Cave and Jefferson Barracks, Signal Indication with Current of Traffic.**

Two mile post locations at each Wilby, Mill Spring, Piedmont, Annapolis, Arcadia-Ironton, Blackwell, Vineland and De Soto, are one and the same points; 334.51, 355.62, 363.51, 379.98, 400.89, 439.12, 443.03, and 448.03 are new mileages account changes in line between S. L.-S. F. Crossing and Wilby, made in April, 1945; between Williamsville and Mill Spring made in April, 1948; between Mill Spring and Piedmont made in November, 1953; between Piedmont and Annapolis made in March, 1950; between Glover and Arcadia-Ironton made in November, 1949; between Cadet and Vineland made in September, 1946, and between Vineland and De Soto made in October, 1951.

ⓑ Radio Base Stations are located at North Ivory Yard Office and 21st St. Yardmaster's Office, St. Louis, Mo.



**BELMONT SUBDIV.—BETWEEN BISMARCK AND CHARLESTON**

TRAINS SOUTHWARD				Miles from St. Louis — Plum Street	TIMETABLE				Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					No. 94						SECOND CLASS			
	899 Local Freight	893 Local Freight			AUGUST 15, 1954						892 Local Freight	898 Local Freight		
	Daily Ex. Sunday	Mon., Wed., Fri.		STATIONS				Tue., Thur., Sat.	Daily Ex. Sunday					
			5 30AM	75.39	CS.....	BISMARCK.....	Y	X 75			3 00PM			
			s 6 05	86.94		11.55 DE LASSUS.....		D 11	13	s 1 00				
			s 6 25	94.94		8.00 KNOB LICK.....		D 19	12	s 12 35				
			f 6 40	101.60		6.66 MINE LA MOTTE.....		D 26		f 12 15				
			s 7 20	104.49	LS.....	2.89 FREDERICKTOWN.....	W	D 29	19	s 12 05PM				
			f 7 35	111.68		7.19 CORNWALL.....		D 36	14	f 11 35AM				
			s 7 50	118.06	LS.....	6.38 MARQUAND.....		D 43	17	s 11 20				
			f 8 10	124.24		6.18 BESSVILLE.....		D 48	12	s 11 05				
			s 8 35	130.29		6.05 GLEN ALLEN.....		D 55	14	s 10 50				
			s 9 00	133.40	LS.....	3.11 LUTESVILLE.....		D 58	23	s 10 40				
			f 9 15	138.75		5.35 LAFIN.....		D 63		f 10 25				
			s 9 30	144.65		5.90 WHITE WATER.....		D 69	24	s 10 10				
			9 35AM	147.17		2.52 ALLENVILLE.....	Y	D 72	23	s 10 01		10 20AM		
			9 45AM	149.38		2.21 S. L.-S. F. CROSSING.....						10 10AM <sup>893</sup>		
			s 10 55	149.42	LS.....	0.04 DELTA.....	WY	D 74	21	s 9 50				
			s 11 10	149.43		0.01 ST. L. S. W. CROSSING.....								
			s 11 25	157.43		8.00 S. L.-S. F. CROSSING.....								
			f 11 45AM	158.18	LS.....	0.75 ORAN.....		D 83		s 9 20				
			12 05PM	162.09		3.91 MORLEY.....		D 87	19	s 9 10				
			Daily Ex. Sunday	167.43		5.34 BLODGETT.....		D 92	18	s 8 40				
			Mon., Wed., Fri.	173.53		6.10 DIEHLSTADT.....		D 98	14	f 8 20				
				178.30		4.77 POPLAR BLUFF SUBDIV. CROSS'G.....								
				178.32	LS.....	0.02 CHARLESTON.....	WY	D103	Yd.	8 00AM				
						102.93								

Miles from St. Louis — Plum Street, shown above, are miles painted on telegraph poles and are not actual.

**JACKSON SUBDIV.—BETWEEN ALLENVILLE AND JACKSON**

TRAINS SOUTHWARD				Miles from St. Louis — Plum Street	TIMETABLE				Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					No. 94						SECOND CLASS			
	897 Local Freight	895 Local Freight			AUGUST 15, 1954						894 Local Freight	896 Local Freight		
	Daily Ex. Sunday	Daily Ex. Sunday		STATIONS				Daily Ex. Sunday	Daily Ex. Sunday					
	2 45PM	10 30AM	147.17			ALLENVILLE.....	Y	D 72	23	9 35AM	2 35PM			
	s 3 10	s 10 55	157.84			10.67 GORDONVILLE.....		DC11	9	s 9 12	s 2 10			
	3 25PM	11 10AM	163.27	LS.....		5.43 JACKSON.....	TW	DC16	Yd.	9 00AM	1 55PM			
	Daily Ex. Sunday	Daily Ex. Sunday				16.10				Daily Ex. Sunday	Daily Ex. Sunday			

Miles from St. Louis — Plum Street, shown above, are miles painted on telegraph poles and are not actual.



**POPLAR BLUFF SUBDIV.—BETWEEN POPLAR BLUFF AND CHARLESTON 9**

TRAINS SOUTHWARD				Miles from St. Louis — Plum Street	TIMETABLE No. 94 AUGUST 15, 1954			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					STATIONS	SECOND CLASS							
69 Red Ball Freight Daily	891 Local Freight Daily Ex. Sunday	65 Red Ball Freight Daily	67 Red Ball Freight Daily			890 Local Freight Daily Ex. Sunday	60 Red Ball Freight Daily			76 Red Ball Freight Daily	72 Red Ball Freight Daily		
	9 45AM			224.79	LS.....CHARLESTON.....WY	D 103	Yd.	8 30AM					
				224.76	BELMONT SUBDIV. CROSSING.....								
	s 9 59			219.56	LS.....BERTRAND.....	XD 54	12	s 8 10					
	f 10 05			217.36	BUCKEYE.....	XD 52		f 8 00					
	10 10			214.50	MINER.....	XD 49		7 50					
	s 10 30			211.47	LS.....SIKESTON.....W	XD 46	28	s 7 35					
				211.07	S. L.-S. F. CROSSING.....								
				205.54	S. L.-S. F. CROSSING.....								
	s 10 45			205.48	MOREHOUSE.....	XD 40		s 7 06					
	f 10 56			200.23	GRAY RIDGE.....	XD 35		f 6 55					
	s 11 10			195.67	LS.....ESSEX.....	XD 30	26	s 6 45					
				191.27	ST. L. S. W. CROSSING.....								
9 20PM		6 40AM	12 50AM	192.54	MO JCT.....								
	11 25AM			191.32	CS. DEXTER JCT.....	XD 26		6 35	6 15AM	3 30PM	7 45PM		
	s 12 05PM			190.11	LS.....DEXTER.....W	XD 24	132	s 5 55					
	f 12 20			182.89	DUDLEY.....	XD 17		f 5 30					
				178.73	P.....IVES.....	XD 13	128						
	s 12 35			176.12	TP.....FISK.....	XD 11		s 5 20					
				171.83	P.....JUNLAND.....	XD 6	128						
10 30PM	1 10PM	7 40AM	2 00AM	165.53	CSPOPLAR BLUFF CDOTWY§	X 166	Yd.	5 00AM	5 30AM	2 30PM	6 40PM		
Daily	Daily Ex. Sunday	Daily	Daily					Daily Ex. Sunday	Daily	Daily	Daily		

Note 1—From MO Jct. to Dexter, Automatic Block, Signal Indication for Southward Movement Only.

Note 2—Between Dexter Jct. and Poplar Bluff, Automatic Block, Signal Indication, both Opposing and Following Movements.

Miles from St. Louis — Plum Street, shown above, are miles painted on telegraph poles and are not actual.

**POTOSI SUBDIV.—BETWEEN MINERAL POINT AND POTOSI**

				Miles from St. Louis — Plum Street	TIMETABLE No. 94 AUGUST 15, 1954			Station Numbers	Siding Capacity in Cars				
					STATIONS								
				60.91	TP.....MINERAL POINT.....	X 61							
				64.41	LS.....POTOSI.....	XB 4	Yd.						

Miles from St. Louis — Plum Street, shown above, are miles painted on telegraph poles and are not actual.



**1. Northward regular trains are superior to trains of the same class in the opposite direction, except:**

**Belmont Subdiv.: No. 899 is superior to No. 898.**

**Jackson Subdiv.: No. 895 is superior to No. 896.**

**2. MAXIMUM SPEED:**

The highest speed authorized for the operation of trains on main tracks, subject to LOWER speeds specified in Section 3 of these instructions, entitled "SPEED RESTRICTIONS," and lower speeds prescribed by train orders, restrictive signals and operating rules.

**2-A. MAXIMUM TRAIN SPEED: (Where maximum engine speed is LOWER, it will govern).**

The consist of a train includes the engine, or engines, and cars in the train. Members of the crew must know the consist of train.

The speed shown below is the highest speed authorized for the operation of trains of the specified consist:

	MILES PER HOUR								
	Consist "A"		Consist "B"		Consist "C"			Consist "D"	
	Track without slow speed signs	Track without slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs	
Oak Hill Subdivision (St. Louis Terminal)...	25	35	35	35		35	35	Five	
Lesperance St. Subdiv. (St. Louis Terminal)									
Between Lesperance St. and Davis St. ....	30	30	30	30	Speed	30	30	Miles	
Between Davis St. and Jefferson Barracks.	45	60	65	65		65	65		
DeSoto Subdivision:								per hour	
Between Jefferson Barracks and Mile Post 20	50	60	65	65		65	65		
Between Mile Post 20 and Mile Post 33.....	50	55	60	60	shown	60	60	above speed	
Between Mile Post 33 and Mile Post 52.....	50	60	65	65		65	65		
Between Mile Post 52 and Mile Post 76.....	50	55	60	60		60	60	shown on	
Between Mile Post 76 and Mile Post 119....	50	60	65	65		65	65		
Between Mile Post 119 and Poplar Bluff....	50	55	60	60	on	60	60	slow speed	
Poplar Bluff Subdivision:									
Between Alfalfa Center and Charleston....	15	15	15	15		15	15	signs on	
Between Charleston and Dexter Junction...	30	40	40	40		40	40		
Between Dexter Jct. and Poplar Bluff.....	50	60	60	60	slow speed	60	60	DeSoto	
Between Mo. Jct. and Dexter.....	40	50	50	50		50	50		
Belmont Subdivision:									
Between Bismarck and Allenville.....	30	40	40	40		40	40	Subdivision	
Between Allenville and Charleston.....	25	35	35	35		35	35		
Jackson Subdivision.....	30	30	30	30	signs	30	30	only	
Potosi Subdivision.....	25	25	25	25		25	25		

**2-B. MAXIMUM ENGINE SPEED: (Where maximum train speed is LOWER, it will govern).**

Speed shown below is the highest speed at which an engine can be operated without damage to engine or track, but does not authorize operation of engine at speed higher than maximum train speed.

MO. PAC.		T&P		Motor Cars:
DIESEL ENGINES	DIESEL ENGINES	DIESEL ENGINES	DIESEL ENGINES	
Diesel	MPH	Diesel	MPH	
9000 to 9022.....	35	1100 to 1130.....	65	Gas electric passenger..... 60
9102 to 9191.....	35	1500 to 1582.....	65	Passenger Motor Car No. 670, with mechanical drive ..... 70
9200 to 9239.....	35	2000 to 2017.....	85	
201 to 208.....	65			
301 to 392.....	65			
501 to 626.....	65	MV-KO&G-OCAA		
800 to 815.....	30	DIESEL ENGINES		
4100 to 4101.....	35	751 to 756.....	65	
4102 to 4103.....	75			
4104 to 4331.....	65			
7000 to 7021.....	98			
7100.....	90			
8001 to 8036.....	98			

CONSIST "A".....Any engine, or engines, with one or more, or all, cars equipped with freight car trucks.

CONSIST "B".....Diesel engines with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.

CONSIST "C".....Diesel engines with streamlined—HIGH center of gravity cars (equipped with electro-pneumatic brakes, tight lock couplers and roller bearing trucks), with or without one or more streamlined—LOW center of gravity cars.

Passenger cars MP 6330, 6331, 6332, 6333, 6334, 6335 and 6336, Sleepers Shrine Tower, Beacon Tower and Temple Tower, and Diner 10242 are Streamlined—HIGH center of gravity cars.

CONSIST "D".... Diesel engines with Streamlined, lightweight—LOW center of gravity cars only.

MP passenger cars of the 700 and 800 series, Sleepers with "Eagle" and "Cascade" prefix or "River" suffix, and Rock Island Sleepers with "Golden" prefix are Streamlined—LOW center of gravity cars.

**3. SPEED RESTRICTIONS: (Where maximum train or engine speed is LOWER, it will govern).**

Miles Per Hour

**3-A. ENGINES LIGHT MOVING FORWARD:**

Blank

**3-B. ENGINES MOVING BACKWARD, OR MOVING FORWARD SHOVING CARS:**

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

Subdiv.:

De Soto, Poplar Bluff, Belmont and Jackson.....	25
Potosi.....	10

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

Through No. 10 lateral turnouts and crossovers, entire train	15
Through Nos. 15, 16 and 20 lateral turnouts and crossovers, entire train.....	30
Through No. 20 equilateral turnouts, 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 and 20 Spring Switches.....	30
(In straightaway movement when lead wheels have passed over points of Spring Switches, normal speed may be resumed).	



**SPECIAL INSTRUCTIONS**

3-D SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:	Miles Per Hour	
	Consist "A"	Consists "B-C-D"
St. Louis Terminal:		
23rd Street interlocking limits.....	10	10
Grand Ave. interlocking limits.....	10	10
Davis Street interlocking limits.....	20	20

**De Soto Subdiv.:**  
 Southward passenger trains will not exceed speed of 8 miles per hour between first road crossing north of passenger station and first road crossing south of passenger station, Poplar Bluff, and must maintain lookout for passengers on station platform or on track.

**Belmont Subdiv.:**  
 Trains handling 40 ton auto cars, series MP 76150 to MP 76999, and 50 ton auto cars, series MP 88000 to MP 88199, which are 15'4" above top of rail, will not exceed 10 miles per hour through Glen Allen Tunnel.

No car exceeding 15'4" above top of rail will clear Glen Allen Tunnel.

Planetarium Coaches MP 890 to 895, both inclusive, IGN 896 and T&P 200 will not clear Glen Allen Tunnel and in case of detour via Belmont Subdiv., trains handling these coaches must set them out at Poplar Bluff or Bismarck before starting detour.

Jackson Subdiv.:	Bridge 13, MP 153-12.....	15	15
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**Poplar Bluff Subdiv.:**  
 Trains and engines reduce speed to 10 miles per hour between S. L.-S. F. Crossing and highway No. 61 Crossing at Sikeston, Missouri and approach highway No. 61 Crossing prepared to stop for highway traffic.

**LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED AND RESUME SPEED SIGNS:**

SOUTHWARD				NORTHWARD					
Permissible Speed in Miles per hour	From		To		Permissible Speed in Miles per hour	From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole
20	9	20	10	0	20	10	5	9	27

**Oak Hill Subdiv. (St. Louis Terminal):**

**3-D. Concluded:**

Permissible Speed in Miles per hour	SOUTHWARD				NORTHWARD			
	From		To		From		To	
	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole

**De Soto Subdiv.:**

30	41	25	42	30	30	42	30	41	25
45	52	38	54	20	45	54	20	52	38
55	101	18	101	35	55	101	35	101	18
45	106	13	107	38	45	107	38	106	13
55	108	22	109	30	55	109	30	108	22
40	125	38	126	13	40	126	13	125	38
40	129	29	131	0	40	131	0	129	29
45	135	21	135	28	45	135	28	135	21
40	136	27	137	12	40	137	12	136	27
40	146	18	148	29	40	148	29	146	18
45	150	24	151	0	45	151	0	150	24
45	153	39	154	8	45	154	8	153	39
40	164	26	164	32	40	164	32	164	26
20	165	14	165	25	20	165	25	165	14

**Poplar Bluff Subdiv.:**

20	213	24	213	10	20	213	10	213	24
10	212	1	211	2	10	211	2	212	1

**3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:** Miles Per Hour

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

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

Diesel engines (road or switch) for movement dead in tow must have cut-out cock in supply line to control air reservoir closed and control air reservoir drained; all switches opened; main fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

With flat spot 2 3/4" or more in length for 36" diameter wheels used on E. M. D. passenger diesels..... 10

With flat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels.... 10

No restriction for flat spots shorter than above specified lengths.



SPECIAL INSTRUCTIONS

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

Miles  
Per  
Hour

Pile Drivers.....	25
Steam Shovels.....	25
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.

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 cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.

American Ditchers (self-propelling).....	25
--	----

American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train. Side rods and cranks must be removed from trucks.

Locomotive Cranes or Clam Shells.....	25
---------------------------------------	----

Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab.

American Ditchers, loaded on flat cars.....	25
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**3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.—Continued.**

Miles  
Per  
Hour

Yard (clam shell) and "Burro" Cranes, loaded on flat cars	25
Jordan Spreaders and Spreader-Ditchers.....	25

Jordan spreaders and spreader-ditchers must be headed in working direction, otherwise speed must not exceed 15 miles per hour until machine is headed in working direction at nearest point where turning facilities are available. The plows' wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

Wrecking Cranes (non-self-propelling).....	25
--	----

Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling above work equipment must be restricted to five miles per hour less than such maximum freight train speed.

**Wrecking Cranes (self-propelling):**

The speed of trains handling wrecking cranes (self-propelling) shall be restricted according to maximum permissible speed of freight trains, Consist "A", thus:

Maximum Freight Train Speed	Permissible Speed When Handling Self-propelled Wrecking Cranes
MPH	MPH
15	10
20	15
25	15
30	20
35	20
40	25
45	30
49	30
50	30
55	35

Chemical Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position.....	Maximum Train Speed Consist "A"
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Scale Test Cars.....	30
Scale test cars must be handled next to caboose.	

**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-E and 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.

**3-H. STEAM ENGINES - MAXIMUM ENGINE SPEED AND SPEED RESTRICTIONS**

Because of 100% Dieselization of motive power on this division, this timetable does not include maximum engine speed and speed restrictions for steam engines. Manner of handling steam engines, either in service or in tow, will be governed by instructions issued by Superintendent or Trainmaster at the time of handling.







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

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
<b>HOSPITAL</b>	St. Louis, Mo.	Grand and Shaw	Prospect 1-0500. Main 1-1000—Station 730.		
★Dr. E. J. Senn	Herculaneum, Mo.		Pevely 47		2121.
★Dr. H. E. Donnell, Local Surgeon	De Soto, Mo.	16 Boyd	636	322 Boyd	532.
★Dr. C. E. Fallet, Resident Surgeon	De Soto, Mo.	112a North Main	73	517 Pratt	156.
★Dr. K. V. McKinstry	De Soto, Mo.	Main and Boyd	69	201 South Fifth	White 74.
★Dr. J. L. Thurman, Local and Dispensary Surgeon	Potosi, Mo.		73		73-B.
★Dr. J. W. Huffman, Local and Dispensary Surgeon	Bismarck, Mo.	Cedar and Walnut	22	Cedar and Walnut	22.
★Dr. F. W. Gale	Bismarck, Mo.	East Main	44	Center	40.
★Dr. B. M. Bull	Ironton, Mo.	Main	60	Knob	133.
★Dr. R. E. Harland	Ironton, Mo.		41		260.
★Dr. H. H. Cline, Local and Dispensary Surgeon	Piedmont, Mo.	Main	152		31.
★Dr. C. H. Jones, Local and Dispensary Surgeon	Piedmont, Mo.	Main	9	American Hotel	67.
<b>EMERGENCY STATION</b>	Poplar Bluff, Mo.	Lucy Lee Hospital	5782		
★Dr. J. W. McPheeters, Sr., Div. Surgeon	Poplar Bluff, Mo.	Lucy Lee Hospital Second and Elm	5782	960 Cynthia	2288.
★Dr. J. W. McPheeters, Jr.	Poplar Bluff, Mo.	Lucy Lee Hospital Second and Elm	5782	Spring and North	4590.
★Dr. H. M. Henrickson, Div. Surgeon	Poplar Bluff, Mo.	Poplar Bluff Hospital 215 Oak	4627	Highway 67 North	2801.
★Dr. H. O. Henrickson	Poplar Bluff, Mo.	Poplar Bluff Hospital 215 Oak	4627	Highway 67 North	3182.
★Dr. W. E. Henrickson	Poplar Bluff, Mo.	Poplar Bluff Hospital 215 Oak	4627	409 North Second	4444.
★Dr. B. A. Michaelis, Local Surgeon	Fredericktown, Mo.	133 West Main	156	5 Head Drive	447-M
★Dr. S. C. Slaughter	Fredericktown, Mo.	135 West Main	199	608 West Main	198.
★Dr. T. L. Waddle	Dexter, Mo.	36 South Walnut	244	415 North Poplar	168.
★Dr. H. B. Throgmorton	Sikeston, Mo.	College and Highway 61 North	336	Park Ave. Apartments	961-M.
★Dr. W. L. Davis	Charleston, Mo.	West Commercial	235	316 East Cyprus	174.
★Dr. E. F. McDonald, Local and Dispensary Surgeon	Jackson, Mo.	121a Court	676	131 Elmwood	675
★Dr. G. T. Dorris, Resident Surgeon	Illmo, Mo.	First State Bank Building	263	West Side South Second	258

★Medical Examiners for Examination of all Applicants.

★Medical Examiners for Examination of Applicants not required to take color perception test.

○Will render treatment to both sick and injured employees, residents of Mineral Point and Potosi and furnish necessary medicines and surgical dressings.

*Wm. Sta. J.H.  
9-3-54*