

DIVISION OFFICERS

J. G. SHEPPARD...Superintendent.....Poplar Bluff, Mo.
J. L. RAGLAND....Trainmaster.....Poplar Bluff, Mo.
R. E. KAUFMAN...Assistant Trainmaster....Poplar Bluff, Mo.
C. T. SAMS.....Road Foreman of Engines.Poplar Bluff, Mo.
F. B. TINSLEY.....Division Trainmaster.....Poplar Bluff, Mo.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

MISSOURI DIVISION

TIMETABLE No. 98

Effective 12:01 a. m. Sunday, Oct. 27, 1957

CENTRAL STANDARD TIME

Superseding Timetable No. 97, effective Nov. 20, 1955, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES CONCERNED, WHO MUST ALSO CARRY COPY OF SPECIAL INSTRUCTIONS No. 12, THIS DIVISION, EFFECTIVE SEPTEMBER 15, 1954.

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

L. A. GREGORY, Vice President — Operation.

E. C. SHEFFIELD, Assistant Vice President — Operation.

M. L. SMITH, General Superintendent Transportation.

R. JOHNSON, General Manager.

L. M. ELLEDGE, 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When properly authorized, rules may be cancelled, superseded or changed by: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.

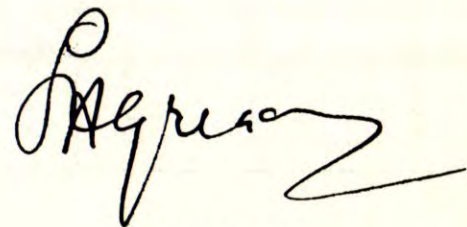


General Manager

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.



Vice President—Operation.

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

- Ⓡ—Radio Base Station.
 - D—Diesel Fuel Oil.
 - 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			
De Soto Subdiv.:					
White House.....	16.09	<i>a</i>	4	.....	.....
Montebello.....	19.90	<i>a</i>	4	.....	.....
Kimmswick.....	20.83	<i>a</i>	25	<i>f</i> 4	.....
Victoria.....	39.02	<i>m</i>	4	.....	.....
Tiff.....	54.01	<i>w</i>	4	.....	.....
Poplar Bluff Subdiv.:					
Huntermville.....	198.74	<i>f</i>	891	<i>f</i> 890	.....
Jackson Subdiv.:					
Dutch Town.....	153.33	<i>f</i>	894	<i>f</i> 895	.....

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	.....
" ".....	4	" ".....	4	"	For connection
" ".....	8	" ".....	8	"	" "
" ".....	22	" ".....	22	"	" "
" ".....	32	" ".....	32	"	" "

BELMONT SUBDIV.—BETWEEN BISMARCK AND CHARLESTON

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TRAINS SOUTHWARD SECOND CLASS				Miles from St. Louis — Plum Street	TIMETABLE No. 98 October 27, 1957			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS				
893 Local Freight					STATIONS					892 Local Freight				
Mon., Wed., Fri.					STATIONS					Tue., Thur., Sat.				
			5 30AM	75.39	CS	BISMARCK	@DWY	X 75			3 20PM			
			s 6 05	86.94		DE LASSUS		D 11	13		s 2 50			
			s 6 25	94.94		KNOB LICK		D 19	12		s 2 25			
			f 6 40	101.60		MINE LA MOTTE		D 26			f 2 05			
			s 7 20	104.49	LS	FREDERICKTOWN		D 29	19		s 1 55			
			f 7 35	111.68		CORNWALL		D 36	14		f 1 25			
			s 7 50	118.06	TP	MARQUAND		D 43	17		s 1 10			
			f 8 10	124.24		BESSVILLE		D 48	12		s 12 55			
			s 8 35	130.29		GLEN ALLEN		D 55	14		s 12 40			
			s 9 00	133.40	TP	LUTESVILLE		D 58	23		s 12 30			
			f 9 15	138.75		LAFLIN		D 63			f 12 15			
			s 9 30	144.65		WHITE WATER		D 69	24		s 12 01PM			
			s 11 45AM	147.17		ALLENVILLE		D 72	23		s 11 50AM			
			s 12 15PM	149.38		S. L.-S. F. CROSSING								
				149.42	LS	DELTA		D 74	21		s 9 25			
				149.43		ST. L. S. W. CROSSING								
				157.43		S. L.-S. F. CROSSING								
			s 12 50	158.18	TP	ORAN		D 83			s 9 05			
			s 12 58	162.09		MORLEY		D 87	19		s 8 45			
			s 1 13	167.43		BLODGETT		D 92	18		s 8 30			
			f 1 30	173.53		DIEHLSTADT		D 98	14		f 8 15			
				178.30		POPLAR BLUFF SUBDIV. CROSS'G								
			1 40PM	178.32	LS	CHARLESTON		D103	Yd.		8 00AM			
			Mon., Wed., Fri.								Tue., Thur., Sat.			

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 SECOND CLASS				Miles from St. Louis — Plum Street	TIMETABLE No. 98 October 27, 1957			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS				
895 Local Freight					STATIONS					894 Local Freight				
Daily Ex. Sunday					STATIONS					Daily Ex. Sunday				
			9 55AM	147.17		ALLENVILLE		D 72	23		11 45AM			
			s 10 20	157.84		GORDONVILLE		DC11	9		s 11 20			
			10 35AM	163.27	LS	JACKSON		DC16	Yd.		11 05AM			
			Daily Ex. Sunday								Daily Ex. Sunday			

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

DE SOTO SUBDIV.—JEFFERSON BARRACKS TO POPLAR BLUFF

Station Numbers	Miles from St. Louis — Plum Street	TIMETABLE No. 98 October 27, 1957	TRAINS SOUTHWARD						SECOND CLASS	
			FIRST CLASS						95	63
			7	25		21	1	37	Local Freight	Red Ball Freight
STATIONS			Passenger	Passenger		Passenger	Passenger	Mail-Express	Daily Ex. Sunday	Daily
			Daily	Daily		Daily	Daily	Daily		
0		ST. LOUIS UNION STATION.....	12 45AM	2 00PM		5 42PM	5 50PM	10 20PM		
X 1	1.10	LESPERANCE ST..... W s							7 00AM	6 20PM
X 10	9.54	TP. JEFFERSON BARRACKS.....	1 14AM	2 30PM		6 16PM	6 24PM	10 50PM	7 30AM	6 48PM
X 13	12.45	P. CLIFF CAVE.....								
X 19	18.75	P. WICKES.....								
X 23	22.95	P. SULPHUR SPRINGS..... *		a 2 44						
X 27	26.50	P. RIVERSIDE..... Y								
X 27	27.39	PEVELY.....	f 1 35							
X 30	29.50	P. HORINE.....								
X 36	35.63	P. HEMATITE.....	a 1 44							
X 42	42.23	LS. DE SOTO..... s	s 1 55	a 3 09		a 6 52		s 11 19PM		
X 47	47.13	P. VINELAND..... *								
X 51	51.04	P. BLACKWELL..... *	a 2 09							
X 57	57.03	TP. CADET..... *	n 2 17							
X 61	60.91	TP. MINERAL POINT..... *	s 2 23	s 3 30						
X 70	69.57	P. IRONDALE.....		a 3 39						
X 75	75.39	CS. BISMARCK..... @DWY	s 3 00	s 3 58			a 7 32	s 12 07AM	12 30PM	
X 81	80.77	P. IRON MOUNTAIN..... *	a 3 10							
X 83	83.17	P. MIDDLEBROOK.....	a 3 13							
X 89	88.69	TP. ARCADIA-IRONTON..... *	s 3 20	s 4 15		a 7 36		s 12 24		
X 92	91.84	P. TIP TOP.....								
X 99	97.81	P. GLOVER..... *	a 3 36							
X 100	98.50	P. CHLORIDE.....								
X 108	107.99	P. ANNAPOLIS..... *	s 3 47							
X 112	111.83	P. NORTH DES ARC..... *	s 3 52							
X 120	117.74	P. GADS HILL.....								
X 127	124.45	TP. PIEDMONT..... *	s 4 15	a 5 01			a 8 32	s 1 09		
X 133	133.16	LEEPER..... *	f 4 24							
X 135	134.53	P. MILL SPRING..... *	a 4 27							
X 146	145.40	P. WILLIAMSVILLE..... *	a 4 40							
X 150	150.04	P. KEENERS.....								
X 153	152.61	P. HENDRICKSON..... *	a 4 55							
X 155	155.47	P. WILBY.....								
X 166	165.53	S. L.-S. F. CROSSING.....								
		CS. POPLAR BLUFF @DWY	s 5 55AM	s 5 55PM		s 9 25PM	s 9 35PM	s 2 25AM	4 15PM	11 35PM
		162.33	Daily	Daily		Daily	Daily	Daily	Daily Ex. Sunday	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.
Radio Base stations are located at Yard Office and Dispatchers' Office, Poplar Bluff, Mo.

DE SOTO SUBDIV.—POPLAR BLUFF TO JEFFERSON BARRACKS

Sliding Capacity in Cars	Miles from Texarkana	TIMETABLE No. 98 October 27, 1957		TRAINS NORTHWARD							
				FIRST CLASS						SECOND CLASS	
				32	2	22	4	8		94	388
		Passenger	Passenger	Passenger	Passenger	Passenger		Local Freight	Red Ball Freight		
		Daily	Daily	Daily	Daily	Daily		Daily Ex. Sunday	Daily		
		STATIONS									
493.76		ST. LOUIS UNION STATION		7 53AM	8 12AM	8 25AM	5 38PM	11 00PM			
489.17		... LESPERANCE ST. W S								4 30PM	
480.73		TP. JEFFERSON BARRACKS		7 10AM	7 37AM	7 50AM	a 4 55PM	10 16PM		4 00PM	
477.82		P... CLIFF CAVE		6 57	7 26	7 43	4 43	10 07		1 00AM	
90 471.52		P... WICKES									
467.32		P... SULPHUR SPRINGS *					f 4 29				
90 463.77		P... RIVERSIDE Y									
462.88		... PEVELY					f 4 20				
460.77		P... HORINE									
90 454.64		P... HEMATITE					m 4 09				
125 448.04 448.03		LS... DE SOTO S		\$ 6 15			s 4 00				
443.13 443.03		P... VINELAND *					m 3 49				
80 439.13 439.12		P... BLACKWELL *					f 3 44				
433.23		TP... CADET *					s 3 36				
80 429.36		TP... MINERAL POINT *					s 3 30				
80 420.70		P... xd-IRONDALE					s 3 19				
80 414.88		CS... BISMARCK @DWY		\$ 5 37			s 3 10	s 8 43		10 00AM	
409.50		P... IRON MOUNTAIN *					a 2 54				
80 407.10		P... MIDDLEBROOK					f 2 51				
401.58 400.89		TP... ARCADIA-IRONTON *		\$ 5 15			s 2 41	s 8 23			
80 397.74		P... TIP TOP									
391.77		P... GLOVER *					f 2 27				
80 390.15		P... CHLORIDE									
80 382.28 379.98		P... ANNAPOLIS *					s 2 15				
376.14		P... NORTH DES ARC *					s 2 09				
80 370.23		P... GADS HILL									
106 363.52 363.51		TP... PIEDMONT *		a 4 23			s 1 50	a 7 32			
357.10		... LEEPER *					f 1 41				
80 355.74 355.62		P... MILL SPRING *					f 1 38				
80 344.75		P... WILLIAMSVILLE *					s 1 25				
340.23		P... KEENERS									
337.66		P... HENDRICKSON *					m 1 16				
80 334.80 334.51		P... WILBY									
325.31		... S. L.-S. F. CROSSING									
Yd. 324.74		(CS. POPLAR BLUFF @DWY S)		3 35AM	4 20AM	4 50AM	1 00PM	6 45PM		6 00AM	
		162.33		Daily	Daily	Daily	Daily	Daily		Daily Ex. Sunday	

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.
Radio Base stations are located at Yard Office and Dispatchers' Office, Poplar Bluff, Mo.

6 POPLAR BLUFF SUBDIV.—BETWEEN POPLAR BLUFF AND CHARLESTON

TRAINS SOUTHWARD				Miles from St. Louis — Plum Street	TIMETABLE No. 98 October 27, 1957		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.....DY	D 103	Yd.	8 30AM				
				224.76	0.03 BELMONT SUBDIV. CROSSING..							
	s 9 59			219.56	5.20 LS.....BERTRAND.....	XD 54	12	s 8 10				
	f 10 05			217.36	2.20.....BUCKEYE.....	XD 52		f 8 00				
	10 10			214.50	2.86.....MINER.....	XD 49		7 50				
	s 10 30			211.47	3.03 LS.....SKESTON.....	XD 46	28	s 7 35				
				211.07	0.40.....S. L.-S. F. CROSSING.....							
				205.54	5.53.....S. L.-S. F. CROSSING.....							
	s 10 45			205.48	0.06.....MOREHOUSE.....	XD 40	14	s 7 06				
	f 10 56			200.23	5.25.....GRAY RIDGE.....	XD 35		f 6 55				
	s 11 10			195.67	4.56 TP.....ESSEX.....	XD 30	26	s 6 45				
				191.27	4.40.....ST. L. S. W. CROSSING.....							
9 20PM		6 40AM	12 50AM	192.54	1.16 to Dexter.....MO JCT.....							
	11 25AM			191.32	2.43 to Dexter.....DEXTER JCT.....	XD 26		6 35	6 15AM	3 30PM	7 45PM	
	s 12 05PM			190.11	1.21 to Dexter LS.....DEXTER.....	XD 24	132	s 5 55				
	f 12 20			182.89	7.22.....DUDLEY.....	XD 17		f 5 30				
				178.73	4.16 P.....IVES.....	XD 13	128					
	s 12 35			176.12	2.61 TP.....FISK.....	XD 11		s 5 20				
				171.83	4.29 P.....JUNLAND.....	XD 6	128					
10 30PM	1 10PM	7 40AM	2 00AM	165.53	6.30 CS.POPLAR BLUFF.@DWY§	X 166	Yd.	5 00AM	5 30AM	2 30PM	6 40PM	
Daily	Daily Ex. Sunday	Daily	Daily		59.26			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.

ⓑ Radio Base stations are located at Yard Office and Dispatchers' Office, Poplar Bluff, Mo.

POTOSI SUBDIV.—BETWEEN MINERAL POINT AND POTOSI

				Miles from St. Louis — Plum Street	TIMETABLE No. 98 October 27, 1957		Station Numbers	Siding Capacity in Cars				
					STATIONS							
				60.91	TP.....MINERAL POINT.....	X 61						
				64.41	3.50 LS.....POTOSI.....	XB 4	Yd.					
					3.50							

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:

Jackson Subdiv.: No. 895 is superior to No. 894.

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:

CONSIST "A"... Diesel 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, tightlock 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, Baggage Cars 4255, 4256, 4257, 4258, 4259, Diner 10242 and Office Car "The Eagle" 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, T&P passenger cars of the 100, 200, 300, 400, and 500 series, and Sleepers with "Eagle" and "Cascade" prefix or "River" suffix, are Streamlined—LOW center of gravity cars.

	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	
DIESEL ENGINES		DIESEL ENGINES	
Diesel	MPH	Diesel	MPH
201 to 208.	65	1100 to 1130.	65
301 to 392.	65	1500 to 1582.	65
501 to 626.	65	2000 to 2017.	85
800 to 815.	30		
4100 to 4101.	35		
4102 to 4103.	75	MV-KO&G-OCAA	
4104 to 4371.	65	DIESEL ENGINES	
4501 to 4526.	65	751 to 756.	65
7000 to 7021.	98		
7100.	90	Motor Cars:	
8001 to 8036.	98	Passenger Motor	
9000 to 9022.	35	Car No. 670, with	
9102 to 9191.	35	mechanical drive	
9200 to 9239.	35	.....	70

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

Oak Hill Subdiv. (St. Louis Terminal):									
20	9	20	10	0	20	10	5	9	27

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-D. (Concluded):

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

Belmont Subdiv.:

15	152	8	157	0	15	157	0	152	8
15	162	7	173	25	15	173	25	162	7

3-E. SPEED RESTRICTIONS FOR PASSENGER CARS HAVING SLID FLAT WHEELS:

No speed limitations are necessary for the safe operation of slid flat wheels under passenger train cars if the length of the flat spot does not exceed the maximum length stated below:

- Four wheel truck cars:
 - All types including BX cars..... 3.25 inches
- Six wheel truck cars:
 - Coaches..... 3.50 inches
 - All other..... 3.25 inches

If the length of the flat spot is greater than the stated figure, the operating speed must not exceed 10 miles per hour to prevent serious rail and wheel damage.

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

All Diesel Engines and Motor Cars dead in tow and 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, control air reservoir drained, and drain cocks left open; all switches opened; battery fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

- With flat spot 2 3/4" or more in length for 36" diameter wheels used in 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 restrictions for flat spots shorter than above specified lengths.

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

- 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.

3-G. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Continued): Miles Per Hour

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.

American Ditchers, loaded on flat cars..... 25

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.

3-G. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Concluded): Miles Per Hour

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"

Scale Test Cars (Except MPX 5121)..... 30

Scale Test Car MPX 5121..... Maximum Train Speed, Consist "A"

Scale test cars must be handled next to caboose.

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

When there is to be handled any unit of equipment mentioned in Items 3-E, 3-F and 3-G 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-I. 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
HOSPITAL	St. Louis, Mo.....	Grand and Shaw.....	{ PProspect 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.....	12 Boyd.....	1135.....	322 Boyd.....	1136.
★ 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. G. F. Cresswell, Local Surgeon.....	Potosi, Mo.....		174.....		139.
★ Dr. B. M. Bull.....	Ironton, Mo.....	Main.....	60.....	Knob.....	133.
★ ★ Dr. R. E. Harland.....	Ironton, Mo.....		41.....		266.
★ ★ 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.
EMERGENCY STATION	Poplar Bluff, Mo.....	Lucy Lee Hospital.....	5-5782.		
★ Dr. J. W. McPheeters, Sr., Div. Surgeon....	Poplar Bluff, Mo.....	Lucy Lee Hospital Second and Elm.....	5-5782.....	960 Cynthia.....	5-2288.
★ Dr. J. W. McPheeters, Jr.....	Poplar Bluff, Mo.....	Lucy Lee Hospital Second and Elm.....	5-5782.....	Spring and North.....	5-4590.
★ Dr. H. M. Henriksen, Div. Surgeon.....	Poplar Bluff, Mo.....	Poplar Bluff Hospital 215 Oak.....	5-4627.....	Highway 67 North.....	5-2801.
★ Dr. H. O. Henriksen.....	Poplar Bluff, Mo.....	Poplar Bluff Hospital 215 Oak.....	5-4627.....	Highway 67 North.....	5-3182.
★ Dr. W. E. Henriksen.....	Poplar Bluff, Mo.....	Poplar Bluff Hospital 215 Oak.....	5-4627.....	409 North Second.....	5-4444.
★ ★ Dr. C. E. Michaelis, Local Surgeon.....	Fredericktown, Mo.....	135 Mine Lamotte.....	540.....	8 Head Drive.....	597.
★ 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. E. M. Popp.....	Bismarck, Mo.....				25.

- ★ 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.