

## DIVISION OFFICERS

- F. E. FLETCHER....Superintendent.....Poplar Bluff, Mo.  
R. L. CALDWELL....Trainmaster, DeSoto,  
Poplar Bluff, Potosi,  
Pea Ridge,  
Charleston and  
Jackson Subdivs.....Poplar Bluff, Mo.  
L. J. BRUPBACHER..Trainmaster, Chester, Cairo,  
Cape Girardeau, East and  
West, Benton, Mt. Vernon,  
and Sparta Subdivs.....Chester, Ill.  
J. C. SIMONS.....Master of Trains and  
Track, Bonne Terre,  
Hoffman and Ste.  
Genevieve Subdivs...Bonne Terre, Mo.  
C. T. SAMS.....Road Foreman of  
Engines.....Poplar Bluff, Mo.  
F. E. CHALFANT....Road Foreman of Engines....Chester, Ill.  
J. E. McVEY.....Division Trainmaster,  
DeSoto, Poplar Bluff,  
Pea Ridge, Potosi,  
Charleston, Jackson,  
Bonne Terre, Hoffman  
and Ste. Genevieve  
Subdivs.....Poplar Bluff, Mo.  
C. R. DODSON.....Division Trainmaster,  
Chester, Cairo, Cape  
Girardeau, East & West,  
Benton, Mt. Vernon, and  
Sparta Subdivs.....Chester, Ill.

**SAFETY FIRST**



# MISSOURI PACIFIC RAILROAD COMPANY

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## MISSOURI DIVISION

AND

## MISSOURI-ILLINOIS RAILROAD COMPANY

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# TIMETABLE

# No. 3

**Effective 12:01 a. m. Sunday, Sept. 24, 1961**

CENTRAL STANDARD TIME

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FOR THE INFORMATION AND GOVERNMENT OF  
EMPLOYEES CONCERNED.

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

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J. H. LLOYD, Vice President-Operation.

M. L. SMITH, Assistant Vice President-Operation.

J. A. AUSTIN, General Superintendent Transportation.

R. JOHNSON, General Manager.

L. M. ELLEDGE, Assistant General Manager.



**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			
		<i>a</i>	<i>f</i>	<i>m</i>	<i>n</i>
<b>De Soto Subdiv. :</b>					
White House.....	16.09	<i>a</i> 4			
Kimmswick.....	20.83	<i>a</i> 25	<i>f</i> 4		

**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

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

SOUTH-WARD ↓	Miles from St. Louis — Plum Street	TIMETABLE No. 3		Station Numbers	Siding Capacity in Cars	NORTH-WARD ↑
		SEPTEMBER 24, 1961				
STATIONS						
60.91	TP	MINERAL POINT	X	61		
		3.50				
64.41	LS	POTOSI	XB	4	Yd.	
3.50						

**PEA RIDGE SUBDIV.—BETWEEN CADET AND PEA RIDGE**

SOUTH-WARD ↓	Miles from St. Louis — Plum Street	TIMETABLE No. 3		Station Numbers	Siding Capacity in Cars	NORTH-WARD ↑
		SEPTEMBER 24, 1961				
STATIONS						
57.03	LS	CADET	X	57		
		1.58				
58.61	LS	NEW FOUNTAIN FARM	XA	3		
		13.79				
72.40	LS	INDIAN CREEK	XA	17		
		11.79				
84.19	LS	PEA RIDGE	XA	27	Yd.	
27.16						



# DE SOTO SUBDIV.—BETWEEN POPLAR BLUFF AND JEFFERSON BARRACKS 2

TRAINS SOUTHWARD				Station Numbers	Miles from St. Louis — Plum Street	TIMETABLE		Siding Capacity in Cars	TRAINS NORTHWARD			
FIRST CLASS						No. 3			FIRST CLASS			
37	1	25	7			SEPT. 24, 1961			32	2	4	8
Mail-Express	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily			
10 20PM	5 30PM	1 00PM	12 45AM	0	.....	<b>ST. LOUIS UNION STATION.....</b>		7 53AM	8 30AM	4 40PM	11 00PM	
						2.78						
						...LESPERANCE ST.....W§						
						8.44						
						Note 1 TP. JEFFERSON BARRACKS. 2.91		7 10AM	7 50AM	a 3 57PM	10 16PM	
						P...CLIFF CAVE.....Y§		7 07	7 47	3 54	10 13	
						6.30						
						P...WICKES.....						
						4.20						
						P...SULPHUR SPRINGS.....						
						3.55						
						P...RIVERSIDE.....Y						
						0.89						
						...PEVELY.....						
						2.11						
						P...HORINE.....						
						6.13						
						P...HEMATITE.....						
						6.60						
s 11 19PM	a 6 40	a 2 09	s 1 55	X 42	42.23	LS...DE SOTO.....§*		s 6 15			s 3 09	
						4.90						
						P...VINELAND.....						
						3.90						
						P...BLACKWELL.....						
						51.04						
						TP...CADET.....						
						3.87						
						TP...MINERAL POINT.....						
						5.89						
						P...xd-IRONDALE.....						
						5.82						
s 12 07AM	a 7 22	s 2 50	s 3 01	X 75	75.39	CS...BISMARCK...@DWY		s 5 37			s 8 49	
						5.38						
						P...IRON MOUNTAIN.....						
						2.40						
						P...MIDDLEBROOK.....						
						5.52						
						TP...ARCADIA-IRONTON.....*		s 5 15			s 2 00	
						3.15						
						P...TIP TOP.....						
						5.97						
						P...GLOVER.....						
						1.62						
						P...CHLORIDE.....						
						80						
						P...ANNAPOLIS.....*						
						3.84						
						P...NORTH DES ARC.....*						
						5.91						
						P...GADS HILL.....						
						6.71						
f 1 09	a 8 25	a 3 53	s 4 10	X 127	126.75	TP...PIEDMONT.....*		s 4 23			s 7 42	
						6.42						
						...LEEPER.....*						
						1.36						
						P...MILL SPRING.....*						
						10.87						
						P...WILLIAMSVILLE.....*						
						4.52						
						P...KEENERS.....						
						2.57						
						P...HENDRICKSON.....*						
						2.86						
						P...WILBY.....						
						9.20						
s 2 10AM	s 9 10PM	s 4 50PM	s 5 25AM	X 166	165.53	...S. L.-S. F. CROSSING.....						
						164.67						
						164.96						
						CS. POPLAR BLUFF @DWY §		Yd.	3 35AM	4 50AM	12 19PM	6 55PM
						162.33						
Daily	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 station is located at 21st St. Yardmaster's Office, St. Louis, Mo.  
 Radio Base stations are located at Yard Office and Dispatchers' Office, Poplar Bluff, Mo.



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

TRAINS SOUTHWARD		Miles from St. Louis — Plum Street	<b>TIMETABLE No. 3</b>				Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS									SECOND CLASS	
<b>893</b> Local Freight			<b>SEPTEMBER 24, 1961</b>						<b>892</b> Local Freight	
Mon., Wed., Fri.		<b>STATIONS</b>						Tue., Thur., Sat.		
5 30AM	75.39	CS.....	BISMARCK.....	@DWY	X 75	.....		3 20PM		
6 05	86.94		DE LASSUS.....		D 11	13		2 50		
6 25	94.94		KNOB LICK.....		D 19	12		2 25		
6 40	101.60		MINE LA MOTTE.....		D 26	.....		2 05		
7 20	104.49	LS.....	FREDERICKTOWN.....		D 29	19		1 55		
7 35	111.68		CORNWALL.....		D 36	14		1 25		
7 50	118.06	TP.....	MARQUAND.....		D 43	17		1 10		
8 10	124.24		BESSVILLE.....		D 48	12		12 55		
8 35	130.29		GLEN ALLEN.....		D 55	14		12 40		
9 00	133.40	TP.....	LUTESVILLE.....		D 58	23		12 30		
9 15	138.75		LAF LIN.....		D 63	.....		12 15		
9 30	144.65		WHITE WATER.....		D 69	24		12 01PM		
11 45AM	147.17		ALLENVILLE.....	Y	D 72	23		11 50AM		
	149.38		S. L.-S. F. CROSSING.....							
12 15PM	149.42	LS.....	DELTA.....	Y	D 74	21		9 25		
	149.43		ST. L. S. W. CROSSING.....							
	157.43		S. L.-S. F. CROSSING.....							
12 50	158.18	TP.....	ORAN.....		D 83	.....		9 05		
12 58	162.09		MORLEY.....		D 87	19		8 45		
1 13	167.43		BLODGETT.....		D 92	18		8 30		
1 30	173.53		DIEHLSTADT.....		D 98	14		8 15		
	178.30		POPLAR BLUFF SUBDIV. CROSS'G.....							
1 40PM	178.32	LS.....	CHARLESTON.....	Y	D 103	Yd.		8 00AM		
Mon., Wed., Fri.			102.93					Tue., Thur., Sat.		

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

TRAINS SOUTHWARD		Miles from St. Louis — Plum Street	<b>TIMETABLE No. 3</b>				Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS									SECOND CLASS	
<b>891</b> Local Freight			<b>SEPTEMBER 24, 1961</b>						<b>890</b> Local Freight	
Daily Ex. Sunday		<b>STATIONS</b>						Daily Ex. Sunday		
9 45AM	224.79	LS.....	CHARLESTON.....	Y	D 103	Yd.		8 30AM		
	224.76		CHARLESTON SUBDIV. CROSSING.....							
9 59	219.56	LS.....	BERTRAND.....		XD 54	12		8 10		
10 05	217.36		BUCKEYE.....		XD 52	.....		8 00		
10 10	214.50		MINER.....		XD 49	.....		7 50		
10 30	211.47	LS.....	SIKESTON.....		XD 46	28		7 35		
	211.07		S. L.-S. F. CROSSING.....							
	205.54		S. L.-S. F. CROSSING.....							
10 45	205.48		MOREHOUSE.....		XD 40	14		7 06		
10 56	200.23		GRAY RIDGE.....		XD 35	.....		6 55		
11 10	195.67	TP.....	ESSEX.....		XD 30	26		6 45		
	191.27		ST. L. S. W. CROSSING.....							
	192.54		MO JCT. to Dexter.....							
11 25AM	191.32		DEXTER JCT. to Dexter.....		XD 26	.....		5 35		
12 05PM	190.11	LS.....	DEXTER.....		XD 24	132		4 55		
12 20	182.89		DUDLEY.....		XD 17	.....		4 30		
	178.73	P.....	IVES.....		XD 13	128				
12 35	176.12	TP.....	FISK.....		XD 11	.....		4 20		
	171.83	P.....	JUNLAND.....		XD 6	128				
1 10PM	165.53	CS.....	POPLAR BLUFF.....	@DWY	X 166	Yd.		4 00AM		
Daily Ex. Sunday			59.26					Daily Ex. Sunday		

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.

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

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

TRAINS SOUTHWARD			Miles from St. Louis — Plum Street	<b>TIMETABLE No. 3</b>				Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS										SECOND CLASS		
<b>895</b> Local Freight				<b>SEPTEMBER 24, 1961</b>						<b>894</b> Local Freight		
Daily Ex. Sunday			<b>STATIONS</b>						Daily Ex. Sunday			
9 55AM	147.17		ALLENVILLE.....	Y	D 72	23		11 45AM				
10 35AM	163.27	LS.....	JACKSON.....	W	DC16	Yd.		11 05AM				
Daily Ex. Sunday			16.10					Daily Ex. Sunday				



**CHESTER SUBDIV.—BETWEEN VALLEY JCT. AND NORTH JCT.**

**TIMETABLE No. 3**  
SEPTEMBER 24, 1961

SOUTH- WARD ↓	Station Numbers	Miles from Valley Jct.	TIMETABLE No. 3 SEPTEMBER 24, 1961	Siding Capacity in Cars	NORTH- WARD ↑
			<b>STATIONS</b>		
			VALLEY JCT. . . . .		
		0.20	. . . . .		
		0.20	St. L. S. W. Connection . . . . .		
		4.11	. . . . .		
		4.31	P. NO. DUPO I.R.R.A. Crossing . . . . .		
		1.77	. . . . .		
			DUPO . . . . .@DTW\$	Yd.	
		1.10	. . . . .		
		6.08	P. SOUTH DUPO . . . . .		
		7.18	. . . . .		
		8.08	BIXBY . . . . .		
		8.08	. . . . .		
		9.41	CS. G.M. & O. CROSSING . . . . .		
		5.76	. . . . .		
		15.17	P. WARNOCK . . . . .		
		7.36	. . . . .		
		22.53	LS. VALMEYER . . . . .	112	
		5.41	. . . . .		
		27.94	P. MAEYSTOWN . . . . .		
		11.82	. . . . .		
		39.76	P. DANLEY . . . . .		
		1.97	. . . . .		
		41.73	LS. PRAIRIE DuROCHER. W		
		5.95	. . . . .		
		47.71	P. FI CROSSOVER . . . . .		
		1.46	. . . . .		
		49.17	CS. FLINTON-Ma. Ill. Crossing	184	
		5.29	. . . . .	n125	
		54.46	P. RELY LAKE . . . . .	s125	
		7.10	. . . . .		
		61.56	CS. CHESTER . . . . .@W	n125	
		2.16	. . . . .	s150	
		63.72	P. MV JCT. . . . .Y		
		2.03	. . . . .		
		65.75	P. FORD . . . . .	n141	
		5.94	. . . . .	s126	
		71.69	P. CORA . . . . .	n135	
		4.70	. . . . .	s143	
		76.39	P. RADDLE JCT. . . . .	145	
		4.56	. . . . .		
		80.95	P. JACOB . . . . .		
		0.46	. . . . .		
		81.41	P. JA . . . . .		
		2.80	. . . . .		
		84.21	LS. GORHAM . . . . .WY.		
		0.58	. . . . .		
		84.79	P. I. C. CROSSING . . . . .		
		0.04	. . . . .		
		84.83	P. GO . . . . .		
		5.76	. . . . .		
		90.59	P. AA JCT. . . . .		
		4.48	. . . . .		
		95.07	P. BB JCT. . . . .		
		4.69	. . . . .		
		99.78	P. WOLF LAKE . . . . .		
		8.30	. . . . .		
		108.06	P. HH . . . . .		
		5.31	. . . . .		
		113.37	LS. McCLURE . . . . .		
		2.21	. . . . .		
		115.58	P. JJ . . . . .		
		1.95	. . . . .		
		117.53	CS. GALE . . . . .	Yd.	
		1.80	. . . . .		
		119.33	P. NORTH JCT. . . . .		
		115.20	. . . . .		
			PARAGOULD . . . . .		

**Note 1.**—Between Valley Jct. and North Dupo, Signal Indication, both Opposing and Following Movements.

**Note 2.**—Between North Dupo and G. M. & O. Crossing, Signal Indication, with Current of Traffic.

**Note 3.**—Between G. M. & O. Crossing and FI Crossover, Block Signaled with Current of Traffic only. (See Section 1, page 7).

ⓑ Radio Base Station is located in Yard "A" and "C" Yard Offices, Dupo.

**MT. VERNON SUBDIV.—BETWEEN MV JCT. AND MT. VERNON**

TRAINS SOUTH- WARD	Station Numbers	Miles from Valley Jct.	TIMETABLE No. 3 SEPTEMBER 24, 1961	Siding Capacity in Cars	TRAINS NORTH- WARD
			<b>STATIONS</b>		
			MV JCT . . . . .Y		
		63.72	. . . . .		
		8.14	WELGE . . . . .CA 10 93		
		71.86	. . . . .		
		5.48	STEELEVILLE . . . . .W CA 16 70		
		77.34	. . . . .		
		2.14	PERCY . . . . .CA 18 . . . . .		
		79.48	. . . . .		
		0.01	G. M. & O. CROSSING . . . . .		
		79.49	. . . . .		
		3.15	. . . . .		
		82.64	CUTLER . . . . .CA 21 . . . . .		
		1.10	. . . . .		
		83.74	NEW WILSON . . . . .CA 22 106		
		3.80	. . . . .		
		87.54	CONANT . . . . .CA 26 10		
		5.02	. . . . .		
		92.56	I. C. CROSSING No. 1 . . . . .		
		0.01	. . . . .		
		92.57	PINCKNEYVILLE . . . . .@DWY CA 31 Yd.		
		2.76	. . . . .		
		95.53	SE JCT. . . . .		
		7.40	. . . . .		
		102.73	I. C. CROSSING No. 2 . . . . .		
		0.22	. . . . .		
		6.30	TAMAROA . . . . .CA 41 . . . . .		
		0.61	. . . . .		
		6.35	TT SIDING . . . . .		
		103.56	. . . . .		
		6.55	SCHELLER . . . . .CA 50 Yd.		
		0.40	. . . . .		
		111.26	I. C. CROSSING No. 3 . . . . .		
		2.88	. . . . .		
		7.05	WALTONVILLE . . . . .CA 53 19		
		0.26	. . . . .		
		114.80	C. B. & Q. CROSSING . . . . .		
		5.45	. . . . .		
		120.25	MARCOE . . . . .CA 59 7		
		1.63	. . . . .		
		7.25	J. S. W. CONNECTION . . . . .	51	
		121.88	. . . . .		
		3.04	L. & N. CROSSING . . . . .		
		124.92	. . . . .		
		0.09	MT. VERNON . . . . .WY CA 64 Yd.		
		7.45AM	. . . . .		
		125.01	. . . . .		
			Daily Ex. Sunday 61.29		

TRAINS SOUTH- WARD	Station Numbers	Miles from Valley Jct.	TIMETABLE No. 3 SEPTEMBER 24, 1961	Siding Capacity in Cars	TRAINS NORTH- WARD
			<b>STATIONS</b>		
			GORHAM . . . . .WY		
		84.21	. . . . .		
		1.69	GG JCT. . . . .		
		85.90	. . . . .		
		1.58	GRIMSBY . . . . .CD 3 130		
		87.48	. . . . .		
		6.73	MURPHYSBORO . . . . .CD 10 115		
		94.21	. . . . .		
		7.69	. . . . .		
		101.90	ND-BOND . . . . .CD 18 . . . . .		
		0.76	. . . . .		
		102.66	DE SOTO . . . . .CD 19 . . . . .		
		5.49	. . . . .		
		108.15	BUSH . . . . .@DWY\$ CD 24 Yd.		
		5.95	. . . . .		
		114.10	I. C. CROSSING . . . . .		
		0.74	. . . . .		
		114.84	HERRIN . . . . .CB 7 Yd.		
		0.12	. . . . .		
		114.96	C. B. & Q. CROSSING . . . . .		
		5.96	. . . . .		
		120.92	Mc CLINTOCK WYE . . . . .Y		
		2.54	. . . . .		
		123.46	WEST VIRGINIA WYE . . . . .Y		
		3.73	. . . . .		
		127.19	I. C. CROSSING No. 2 . . . . .		
		0.31	. . . . .		
		127.50	MARION . . . . .W CB 17 . . . . .		
		0.26	. . . . .		
		127.76	C. & E. I. CROSSING . . . . .		
			Daily Ex. Saturday 43.55		



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**CAIRO SUBDIV.—BETWEEN  
THEBES JCT. AND CAIRO**

TRAINS SOUTH-WARD	TIMETABLE No. 3				TRAINS NORTH-WARD
SECOND CLASS	SEPTEMBER 24, 1961				SECOND CLASS
381 Local Freight	Miles from Valley Jct.	STATIONS		Station Numbers	Siding Capacity in Cars
Daily Ex. Sunday					
2 30PM	117.53	CS.....	GALE.....		
			3.17		
2 40PM	120.70	P.....	THEBES JCT..... Y		62
			4.90		
	125.60		C. & E. I. CROSSING.....		
			5.23		
3 01	130.83	P.....	MILLER CITY.....	CG10	33
			2.74		
	133.57		ROTH.....	CG13	
			2.22		
	135.79		CACHE.....	CG15	
			6.89		
	142.68		G. M. & O. CROSSING.....		
			1.57		
	144.25		C. C. C. & ST. L. CROSSING.....		
			0.76		
3 45PM	145.01	P.....	CAIRO..... W§	CG24	Yd.
			24.31		
Daily Ex. Sunday					Daily Ex. Sunday

**CAPE GIRARDEAU SUBDIV.—BETWEEN  
CAPE DEAU JCT. AND CAPE GIRARDEAU**

SOUTH-WARD	TIMETABLE No. 3				NORTH-WARD
SECOND CLASS	SEPTEMBER 24, 1961				SECOND CLASS
382 Local Freight	Miles from Valley Jct.	STATIONS		Station Numbers	Siding Capacity in Cars
Daily Ex. Sunday					
	117.53	CS.....	GALE, ILL.....		
			5.30		
	122.83	P.....	CAPE DEAU JCT., Mo.....	C132	
			2.98		
	125.81		MASSEY JCT.....		
			1.25		
	127.06	P.....	MARQUETTE..... §	CF 4	19
			0.63		
	127.69		RIVER CROSSING.....		
			0.97		
	128.66		S. L.-S. F. CROSSING.....		
			0.78		
	129.44		WYE TRACK CROSSING.....		
			0.01		
	129.45		WYE TRACK CROSSING.....		
			0.17		
	129.62		S. E. MO. LBR. CROSSING.....		
			0.61		
	130.23	P.....	CAPE GIRARDEAU..... Y	CF 7	Yd.
			7.40		
Daily Ex. Sunday					Daily Ex. Sunday

**BENTON SUBDIV.—BETWEEN BUSH AND BENTON**

TRAINS SOUTH-WARD	TIMETABLE No. 3				TRAINS NORTH-WARD
SECOND CLASS	SEPTEMBER 24, 1961				SECOND CLASS
395 Local Freight	Miles from Valley Jct.	STATIONS		Station Numbers	Siding Capacity in Cars
Daily Ex. Sunday					
8 30AM	108.15	LS.....	BUSH..... DWY§	CD24	Yd.
			2.10		
8 36	110.25	P.....	ROYALTON.....	CD26A	
			2.23		
	112.48	P.....	WEIR.....		
			2.92		
	115.40	P.....	I. C. CROSSING.....		
			0.04		
	115.44		C. B. & Q. CROSSING No. 2.....		
			1.62		
	117.06		C. B. & Q. CROSSING.....		
			1.55		
	118.61	P.....	ORIENT JCT.....		
			5.87		
9 20AM	124.48	LS.....	BENTON..... Y	CD40	18
			16.33		
Daily Ex. Sunday					Daily Ex. Sunday

**STE. GENEVIEVE SUBDIV.—BETWEEN  
THOMURE AND BISMARCK**

TRAINS SOUTH-WARD	TIMETABLE No. 3				TRAINS NORTH-WARD
SECOND CLASS	SEPTEMBER 24, 1961				SECOND CLASS
93 Local Freight	Miles from Salem	STATIONS		Station Numbers	Siding Capacity in Cars
Daily					
6 00PM	83.00	P.....	THOMURE..... DWY	B 0	81
			1.12		
	84.12	P.....	MIDDLE YARD..... §	B 1	Yd.
			0.88		
6 45	85.00	LS.....	STE. GENEVIEVE.....	B 2	23
			2.07		
6 55	87.07	P.....	MOSHER.....	B 5	28
			2.68		
7 05	89.75		MARLO.....	B 7	
			1.94		
7 15	91.69	P.....	ZELL.....	B 9	34
			4.01		
7 35	95.70		NEW OFFENBURG.....	B12	
			1.76		
7 45	97.46	LS.....	WEINGARTEN..... W	B14	52
			4.14		
8 05	101.60		MILLERS.....	B18	
			3.53		
8 25	105.13	P.....	SPROTT.....	B22	27
			5.64		
8 40	110.77		OGBORN.....	B27	30
			2.11		
8 45	112.88		HURRYVILLE.....	B30	
			2.38		
8 50	115.26		ESTHER.....	B32	18
			1.27		
8 55	116.53	P.....	FLAT RIVER.....	B33	31
			0.34		
	116.87		FEDERAL SWITCH CROSSING.....		
			0.22		
9 00	117.09	P.....	CENTRAL..... §	B34	Yd.
			0.61		
9 02	117.70		ELVINS.....	B35	14
			0.50		
9 05	118.20	P.....	DERBY JCT.....	B36	75
			7.94		
9 25PM	126.14	CS.....	BISMARCK..... Y	B43	Yd.
			43.14		
Daily					Daily

**HOFFMAN SUBDIV.—BETWEEN  
HOFFMAN JCT. AND LEADWOOD**

SOUTH-WARD	TIMETABLE No. 3				NORTH-WARD
SECOND CLASS	SEPTEMBER 24, 1961				SECOND CLASS
396 Local Freight	Miles from Bonne Terre	STATIONS		Station Numbers	Siding Capacity in Cars
Daily Ex. Sunday					
	0.00	LS.....	BONNE TERRE..... WY§	C 32	Yd.
			0.56		
	0.56		HOFFMAN JCT..... Y	C 33	20
			3.28		
	3.84		TRAMWAY.....		
			2.80		
	6.64		LEADWOOD.....	C138	15
			6.64		
Daily Ex. Sunday					Daily Ex. Sunday



# BONNE TERRE SUBDIV.—BETWEEN RIVERSIDE AND DERBY JCT.

6

TRAINS SOUTHWARD				Station Numbers	Miles from Riverside	TIMETABLE		Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS						No. 3			SECOND CLASS				
	95 Local Freight Daily Ex. Sunday	97 Local Freight Daily Ex. Sunday				STATIONS			98 Local Freight Daily Ex. Sunday	96 Local Freight Daily Ex. Sunday			
				C 0	0.00	.....	RIVERSIDE.....	Y	90				
				C 2	1.96	LS.....	HERCULANEUM.....	Yd.			11 59AM		
	2 00PM			C 6	5.20	LS.....	FESTUS (Crystal City).....	10			11 30		
	2 15			C 22	11.92	P.....	VALLES MINES.....				10 40		
	2 40			C 19	18.65	P.....	BURNSIDE.....	28			10 15		
	3 13			C 32	31.14	LS.....	BONNE TERRE...DWY§	Yd.		11 05AM	9 30AM		
	3 55PM	4 05AM		C 33	31.70	.....	HOFFMAN JCT.....	Y		11 00			
				C 36	35.63	TP.....	DESLOGE.....	40		10 45			
				C 38	37.18	LS.....	FLAT RIVER.....	45		10 35			
				C 39	37.69	LS.....	RIVERMINES.....	Yd.		10 30			
				C 42	38.81	P.....	DERBY JCT.....	75		6 40AM			
	Daily Ex. Sunday	Daily Ex. Sunday					38.81			Daily Ex. Sunday	Daily Ex. Sunday		

# SPARTA SUBDIV.—BETWEEN SALEM AND KELLOGG

TRAINS SOUTHWARD				Station Numbers	Miles from Salem	TIMETABLE		Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						No. 3			SECOND CLASS			
	63 Red Ball Freight Daily	91 Local Freight Daily Ex. Sunday				STATIONS			90 Local Freight Daily Ex. Sunday	62 Red Ball Freight Daily		
				LS.....	SALEM.....	Y	1	Yd.	12 15PM	9 45PM		
				P.....	SELMAVILLE.....		4		10 30AM	8 50		
	10 30PM	7 30AM	0.00	P.....	BRANCH JCT.....		12		9 55	8 20		
	10 45	7 45	3.09	P.....	CENTRAL CITY.....		13		9 50	8 15		
	11 15	8 15	11.12	P.....	CENTRALIA.....		14		9 45	8 10		
	11 20	8 20	12.00	.....	C. B. & Q. CROSSING.....							
	11 30	8 25	13.56	LS.....	IC JCT.....		15	Yd.	9 30	8 05		
			13.98	P.....	BB SIDING.....		16	42	9 15	8 00		
	11 35	8 30	14.01	LS.....	HOYLETON.....		24	45	7 25	7 40		
	11 40PM	9 15	14.54	P.....	HUEGELY.....		28	54	7 15	7 30		
	12 01AM	9 35	23.20	LS.....	L. & N. CROSSING.....							
	12 10	9 45	26.81	P.....	LN JCT.....		33		6 55	7 15		
			32.55	LS.....	NASHVILLE.....		34		6 50			
	12 25	10 05	32.64	P.....	LN JCT.....		33		6 45	7 10		
			33.21	P.....	OAKDALE.....		41	62	6 25	6 50		
	12 30	11 10	32.64	P.....	MCKINLEY.....		44		6 15	6 40		
	12 50	11 40	40.90	P.....	I. C. CROSSING.....							
	1 00	11 50AM	44.35	P.....	COULTERVILLE.....	Y	49		6 00	6 30		
			48.68	P.....	WW SIDING.....		37		5 55	6 25		
	1 10	12 30PM	48.70	TP.....	SPARTA.....		56		5 40	6 10		
	1 15	12 35	49.32	P.....	G. M. & O. CROSSING.....		57		5 35	6 05		
	1 30	1 00	55.99	LS.....	MI SHOPS.....	DW§	58	Yd.	5 30AM	6 00PM		
	1 35	1 30	56.68	P.....	PAUTLER.....		69	55				
			57.45	LS.....	EVANSVILLE.....		70					
	2 30AM	3 00PM	57.45	P.....	CLARK.....		72	58				
			68.51	P.....	MO. PAC. CROSSING.....							
			69.67	LS.....	FLINTON.....		80	Yd.				
			71.10	P.....	KELLOGG.....		82	Yd.				
			78.44									
			78.45									
			81.84									
	Daily	Daily Ex. Sunday							Daily Ex. Sunday	Daily		



**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.**
- Mt. Vernon Subdiv. No. 897 is superior to No. 898.**
- Benton Subdiv. No. 395 is superior to No. 396.**

**EAST AND WEST SUBDIV.**

**BETWEEN MILE POST 106, POLE 0, BUSH YARD, AND MILE POST 100, POLE 30, ND-BOND, TRAINS HAVE NO TIMETABLE SUPERIORITY. TRAINS AND ENGINES WILL MOVE AT RESTRICTED SPEED BETWEEN SUCH POINTS.**

- Bonne Terre Subdiv. No. 97 is superior to No. 98.**
- Ste. Genevieve Subdiv. No. 93 is superior to No. 92.**

**CHESTER SUBDIV.**

Member of crew of Southward trains originating at Dupo will call Train Dispatcher before entering main track.

Movements against the Current of Traffic, between North Dupo and G. M. & O. Crossing, except switching movements under the provisions of Rule 93, must not be made unless authorized by the Superintendent, Assistant Superintendent, Trainmaster, General Yardmaster or the Assistant Yardmaster. Before granting such authority, such Division Officers will clear the track to be used of opposing trains and provide proper protection for the movement. Movements so authorized by such Division Officer must not exceed 25 miles per hour.

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

Between G. M. & O. Crossing and FI Crossover, which territory is signaled for Movement with Current of Traffic only, trains may run with the Current of Traffic without train orders. Between G. M. & O. Crossing and FI Crossover, trains must not cross over and move against the Current of Traffic, unless authorized by Train Order, Form D-R. Trains must receive Clearance at G. M. & O. Crossing and Gale. Trains started at other than initial stations mentioned must have Clearance, or permission from Train Dispatcher before proceeding. Work Trains in territory between G. M. & O. Crossing and FI Crossover will be authorized only by Train Orders, Form D-H.

**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).**

Passenger trains handling freight equipment must not exceed maximum speed of freight trains, except upon authority of Superintendent.

The speed shown below is the highest speed authorized for the operation of Passenger and Freight trains.

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
<b>DeSoto Subdivision:</b>		
Between Jefferson Barracks and Mile Post 20	60	50
Between Mile Post 20 and Mile Post 33	55	50
Between Mile Post 33 and Mile Post 52	60	50
Between Mile Post 52 and Mile Post 76	55	50
Between Mile Post 76 and Mile Post 119	60	50
Between Mile Post 119 and Poplar Bluff	55	50
<b>Poplar Bluff Subdivision:</b>		
Between Charleston and Dexter Junction	30	30
Between Dexter Jct. and Poplar Bluff	60	60
Between MO Jct. and Dexter	40	40

**2-A. - CONCLUDED**

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
<b>Charleston Subdivision:</b>		
Between Bismarck and Charleston	30	30
Jackson Subdivision	30	30
Potosi Subdivision	25	25
Pea Ridge Subdivision	35	35
<b>Chester Subdivision:</b>		
Between Valley Jct. and GO	60	50
Between GO and JJ	60	60
Between JJ and North Jct	60	50
<b>Mt. Vernon Subdivision:</b>		
Between MV Jct. and Percy	35	35
Between Percy and Mt. Vernon	30	30
<b>East and West Subdivision:</b>		
Between Gorham and Bush	35	35
Between Bush and Herrin	20	20
Between Herrin and Marion	25	25
Benton Subdivision	20	20
Cairo Subdivision	30	30
Cape Girardeau Subdivision	25	25
Bonne Terre Subdivision	30	30
Hoffman Subdivision	10	10
Ste. Genevieve Subdivision	30	30
<b>Sparta Subdivision:</b>		
Between Salem and Branch Jct	20	20
Between IC Junction and Mile Post 44, Pole 10	30	30
Between Mile Post 44, Pole 10 and Mile Post 46, Pole 10	40	40
Between Mile Post 46, Pole 10 and Kellogg	30	30

**Note:**—The following trackage is removed from category of main tracks and is classified as Coal Field Leads, maximum speed as follows:

- McClintock Wye to Old Ben 9 Mine, 20 miles per hour.
- West Virginia Wye to Pittsburg, 20 miles per hour.
- SR Jct. to Burning Star No. 2 Mine, 20 miles per hour.

**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. ENGINES		T&P ENGINES		ST. JOSEPH BELT ENGINES	
Diesel	MPH	Diesel	MPH	Diesel	MPH
301 to 392	.65	1110 to 1149	.65	5	.55
513 to 626	.65	1500 to 1582	.65	10	.55
800 to 814	.30	2000 to 2017	.85	11	.55
4104 to 4371	.65			12	.55
4501 to 4526	.65			N. O. & L. C. ENGINES	
4601 to 4612	.65	MV-KO&G-OCAA ENGINES		Diesel	MPH
4801 to 4826	.65	751 to 756		9013 to 9015	.55
7000 to 7021	.98			UN. RY. ENGINES	
7100	.90			Diesel	MPH
8001 to 8036	.98	M-I ENGINES		9090 - 9091	.55
9000 to 9020	.55	51		9198 - 9199	.55
9102 to 9191	.55	61 to 74			
9200 to 9239	.55				



<b>3. SPEED RESTRICTIONS:</b> (Where maximum Train or Engine Speed is LOWER, it will govern).	Miles Per Hour
<b>3-A. ENGINES LIGHT MOVING FORWARD:</b>	
Blank	
<b>3-B. ENGINES MOVING BACKWARD, OR MOVING FORWARD SHOIVING CARS:</b>	
DIESEL engines moving backward without pilot on end facing direction of movement or moving forward shoving cars:	
Subdiv.:	
De Soto, Poplar Bluff, Chester, Charleston and Jackson.....	25
East & West (between Gorham and Bush) and Mt. Vernon (between MV Jct. and Pinckneyville) Subdivs.....	20
Cape Girardeau, Cairo, Benton, East & West (between Bush and Marion), Mt. Vernon (between Pinckneyville and Mt. Vernon) Subdivs. and in coal fields between West Virginia Wye and Pittsburg and all mine leads.....	15
Potosi.....	10
Bonne Terre and Pea Ridge.....	20
Hoffman.....	10
Ste. Genevieve.....	20
Sparta Subdiv.:	
Between Salem and Coulterville.....	15
Between Coulterville and Kellogg.....	20
Roseboro Spur.....	10
<b>3-C. THROUGH TURNOUTS AND CROSSOVERS, AND SPRING SWITCHES:</b>	
Through No. 10 lateral turnouts and crossovers, entire train.....	15
Through Nos. 15, 16 and 20 lateral turnouts and crossovers, entire train.....	35
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.....	35
(In straightaway movement when lead wheels have passed over points of Spring Switches, normal speed may be resumed).	
<b>3-D SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:</b>	Miles Per Hour
<b>Charleston Subdiv.:</b>	
Trains handling cars which are 15'4" above top of rail through Glen Allen Tunnel.....	10
No car exceeding 15'4" above top of rail will clear Glen Allen Tunnel.	
Planetarium Coaches MP 890 to 896 and T&P 200 will not clear Glen Allen Tunnel and in case of detour via Charleston Subdiv., trains handling these coaches must set them out at Poplar Bluff or Bismarck before starting detour.	
<b>Jackson Subdiv.:</b>	
Bridge 13, MP 153-12.....	15
<b>Poplar Bluff Subdiv.:</b>	
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.	
<b>East and West Subdiv.:</b>	
Bush: Trains and engines must not exceed a speed of 10 MPH over highway No. 149 Crossing.	
<b>Mt. Vernon &amp; Benton Subdivs. and Coal Fields:</b>	
While engine or forward car is between (G. M. & O. Crossing (Percy) C. B. & Q. Crossing (Ziegler Jct.).....	15
Absolute signal and crossing.....	15
I. C. Crossing (Fair Grounds-Marion).....	20

**3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:** (Continued). Miles Per Hour

**Chester Subdiv.:**

The turnouts at end of two main tracks, Raddle Jct., and at end of two main tracks, AA Jct., and BB Jct., are equilateral No. 20 turnouts.

The requirements of Rules 281 and 283 are modified to the extent that: When signal aspects per Rules 281 or 283 are displayed by Southward Signal No. 763 at Raddle Jct., or Southward Signal No. 949 at BB Jct., trains may proceed through equilateral turnouts at these locations at a speed not to exceed fifty miles per hour.

**Bonne Terre Subdiv.:**

Joachim River Bridge No. 1, MP 2..... 10

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

Permissible Speed in Miles per hour	BETWEEN				Permissible Speed in Miles per hour	BETWEEN			
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole
<b>De Soto Subdiv.:</b>									
30	41	25	42	30	45	135	21	135	28
45	52	38	54	20	40	136	27	137	12
55	101	18	101	35	40	146	18	148	29
45	106	13	107	38	45	150	24	151	0
55	108	22	109	30	45	153	39	154	8
40	125	38	126	13	40	164	26	164	32
40	129	29	131	0	20	165	14	165	25
<b>Poplar Bluff Subdiv.:</b>									
20	213	24	213	10	10	212	1	211	2
<b>Charleston Subdiv.:</b>									
15	152	8	157	0	15	162	7	173	25
<b>Chester Subdiv.:</b>									
30	5	20	6	20	30	118	4	119	15
20	116	14	118	4					
<b>Mt. Vernon Subdiv.:</b>									
15	64	2	64	14	10	124	20	124	37
10	102	20	102	28					
<b>Eastand West Subdiv.:</b>									
15	84	9	84	20					
<b>Cairo Subdiv.:</b>									
15	120	27	120	40					
<b>Bonne Terre Subdiv.:</b>									
20	2	10	2	18	10	27	8	27	15
20	3	21	3	27	10	28	10	28	14
20	6	2	6	9	20	28	22	29	0
20	9	11	10	2	20	32	20	35	1
20	12	10	16	29					
<b>Sparta Subdiv.:</b>									
15	10	23	11	3	10	55	17	56	5
20	13	25	14	15	15	76	1	76	17
15	48	16	48	27	10	80	7	80	12



**SPECIAL INSTRUCTIONS**

**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..... 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 2¾" 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.:**

Miles Per Hour

Pile Drivers..... 30

Bridge Derrick Cars (non-revolving)..... 30

Bridge derrick cars (non-revolving) must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches nor more than 6 inches lateral movement; and uncoupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

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

Jordan Spreaders and Spreader-Ditchers..... Maximum Freight Train Speed

**Note**—Where maximum train speed is 30 miles per hour or less, speed of trains handling work equipment shown in Item 3-G above, 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 and American Ditchers (self- and on-self-propelling):

The speed of trains handling wrecking cranes and American Ditchers (self- and non-self-propelling) shall be restricted according to maximum permissible speed of freight trains, as shown in the following table.

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

Locomotive Cranes, Clamshells, Combination Crane and Pile Drivers, etc.) (Except X-1004, X-1025 and X-1032)..... Speed Governed by Table Shown Above For "Wrecking Cranes"

Locomotive Cranes X-1004, X-1025 and X-1032..... 25

Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position..... Maximum Freight Train Speed

Scale Test Cars must be handled next to caboose (Except MPX 5121 may be handled at maximum freight train speed)..... 30 or Freight Train Speed Whichever is Lower

Snow Plows..... 40 or Freight Train Speed Whichever is Lower

**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 railroad, 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.



**4. STANDARD CLOCKS:**

St. Louis Union Station.	Charleston.
Valley Junction.	Poplar Bluff.
SLSW Telegraph Office.	Pinckneyville.
SLSW Roundhouse.	Bush:
Dupo:	Telegraph Office.
South A locker room.	Register Room.
Round House.	Bonne Terre.
Chester.	Thomure.
Gorham.	MI Shops
Bismarck.	Salem.

**5. BLANK.**

**6. TRAIN REGISTERS:**

Clearance, delivered to southward trains at St. Louis Union Station, Davis Street Jet. and to northward trains at initial station on Missouri Division will fill requirements of last paragraph of Rule 83(a) at Jefferson Barracks.

Clearance must be obtained by trains before leaving Poplar Bluff.

Southward trains moving to Poplar Bluff Subdiv. through Mo Jct. or Dexter Jct. will not require Clearance at those points.

Scheller is a Register Station for No. 897 only.

Valley Junction and Dupo are register stations for trains originating or terminating at these points.

Chester is register station for Mt. Vernon Subdiv. trains only. Southward Mt. Vernon Subdiv. trains must obtain Clearance, before leaving Chester, which will fulfill requirements of last paragraph of Rule 83 (a) at MV Jct.

Northward trains passing North Jct. will receive Clearance, at Gale instead of North Jct.

At initial stations shown below, when the train order signal indicates "Proceed" and no operator on duty, or when there is no train order signal and no operator on duty, it will not be necessary for a regular train to have a Clearance, as required by Rule 83(a).

This will also apply to an Extra train holding orders authorizing its movement beyond such initial station.

Gorham	Cape Deau Junction
Pinckneyville	Cape Girardeau
Mt. Vernon	Delta
Bush	Jackson
Charleston	Herculaneum
Allenville	Rivermines
Thebes Junction	Bonne Terre
Cairo	Thomure
	Salem

**7. GENERAL ORDER BOOKS:**

St. Louis:  
 Union Station Telegraph Office  
 Lesperance Street (Yard Office)  
 Ewing Avenue. (Roundhouse)

Bismarck	Charleston
Valley Junction:	Paragould:
SLSW Yard Office	Telegraph Office
SLSW Roundhouse	Pinckneyville:
Dupo:	Telegraph Office
South Yard Office	Roundhouse
Roundhouse	Bush:
Chester	Telegraph Office
Gale	Roundhouse
Illmo:	Herculaneum
SLSW Yard Office	Bonne Terre
SLSW Roundhouse	Rivermines
Poplar Bluff:	Thomure
Telegraph Office	Salem
Yard Office	MI Shops

**8. MAIL CRANES BETWEEN STATIONS:**

Subdiv.	Nearest Station	MP	Pole
DeSoto.....	Tiff.....	54	01

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

Between	Engines and Work Equipment	Gross Weight of Car and Lading
Jefferson Barracks and Poplar Bluff.....	E 64	251,000 lbs.
Cadet and Pea Ridge.....	E 64	251,000 lbs.
Poplar Bluff and Dexter Jct... ..	E 64	251,000 lbs.
Dexter Jct. and Charleston... ..	E 45	210,000 lbs.
Mineral Point and Potosi.....	E 52	240,000 lbs.
Bismarck and DeLassus.....	E 52	240,000 lbs.
DeLassus and Charleston... ..	E 45	210,000 lbs.
Allenville and Jackson.....	E 45	210,000 lbs.
G. M. & O. Crossing and North Junction.....	E-64	251,000 lbs.
North Junction and Paragould (St L S W).....	E-64	251,000 lbs.
Gorham and Benton.....	E-60	251,000 lbs.
Bush and Johnston City.....	E-52	240,000 lbs.
Johnston City and Marion... ..	E-52	240,000 lbs.
West Virginia Wye and Orchard-New Bruce.....	E-45	210,000 lbs.
Thebes Junction and Cairo... ..	E-64	251,000 lbs.
Cape Deau Junction and Cape Girardeau.....	E-60	251,000 lbs.
M. V. Jct. and Mt. Vernon... ..	E-60	251,000 lbs.
Thomure and Bismarck.....	E-50	240,000 lbs.
Riverside and Derby.....	E-45	210,000 lbs.
Bonne Terre and Leadwood... ..	E-45	210,000 lbs.
Salem and Kellogg.....	E-50	240,000 lbs.
Roseboro Spur.....	E-50	240,000 lbs.

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

**9-A. Engine Restrictions:**

Name of track or location	MP	Pole	Restrictions
<b>DeSoto Subdiv.</b>			
Bussen Spur... ..	11	8	Engines must not go beyond inside switches Bussen Quarry track.
Fountain Farm.	58	13	Engines must not go under overhead tramway over south track.
Iron Mountain.	80	20	Rock material track must not be used beyond point 25 feet west of west end of loading bin.
<b>Mt. Vernon Subdiv.:</b>			
Mt. Vernon-Int. Shoe Track..	124	4	Engines must not operate over bridge.
Mt. Vernon-Anchor Coal Co. Track.....	24	17	Engines must not operate over bridge.
<b>Benton Subdiv.:</b>			
Rivermines....	37	20	Engines must not go beyond Transformers on Union Electric Company equipment delivery track.
<b>Sparta Subdiv.:</b>			
Salem.....	0	0	Engines must not move over open pit on Pollock Track.
Selmaville.....	3	3	Engines must not use Payne and Dolan Track.



9-A.—Concluded

Name of Track or Location	MP	Pole	Restrictions
<b>Sparta Subdiv. —Concl.</b>			
Centralia.....	14	0	Engines must not go north of 6th St. Crossing on Illinois-Iowa Light & Power Co. Track.
Nashville.....	33	21	Engines must not use Reinhardt track beyond the gate.
Midwest.....	52	0	Engines must not operate over track scales or under tipple and must not switch between track scales and tipple at Midwest Utilities Coal Corporation.

10. RAILROAD CROSSINGS AT GRADE:

Subdiv.	MP	Pole	Other Railroad	Senior Line	Type of Protection
DeSoto.....	164	38	SLSF	MoPac	Electric Locked Gate against SLSF
DeSoto.....	165	35	SLSF	SLSF	Gate against MoPac Industrial Lead
Poplar Bluff.....	224	23	Charleston Subdiv.	MoPac	None
Poplar Bluff.....	211	02	SLSF	MoPac	Automatic Interlocking
Poplar Bluff.....	205	16	SLSF	MoPac	None
Poplar Bluff.....	191	10	SLSW	MoPac	Electric Locked Gate against MoPac
Charleston.....	149	11	SLSF	MoPac	None
Charleston.....	149	13	SLSW	MoPac	Electric Locked Gate against MoPac
Charleston.....	157	13	SLSF	MoPac	Automatic Interlocking
Charleston.....	178	08	Poplar Bluff Subdiv.	MoPac	None
Chester.....	9	15	GM&O	GM&O	Manual Interlocking
Chester.....	49	7	Mo-III RR	Mo-III RR	Manual Interlocking
Chester.....	84	30	IC	IC	Automatic Interlocking
Mt. Vernon.....	79	16	GM&O	GM&O	Automatic Interlocking
Mt. Vernon.....	92	19	IC	IC	Controlled Electric Interlocking
Mt. Vernon.....	102	19	IC	IC	Automatic Interlocking
Mt. Vernon.....	111	18	IC	MoPac	Automatic Interlocking
Mt. Vernon.....	114	26	CB&Q	MoPac	Automatic Interlocking
Mt. Vernon.....	124	33	L&N	L&N	Cabin Interlocking
East and West.....	114	6	IC	MoPac	None
East and West.....	114	37	CB&Q	MoPac	None
East and West.....	127	13	IC	IC	None
Benton.....	115	14	IC	IC	None
Benton.....	117	3	CB&Q	CB&Q	Automatic Interlocking
Cairo.....	125	24	C&EI	C&EI	Gate against MoPac
Cairo.....	142	31	GM&O	GM&O	Gate against MoPac
Cairo.....	144	10	CCC&StL	CCC&StL	None
Cape Girardeau.....	128	20	SLSF	SLSF	Electric Locked Gate against MoPac
Cape Girardeau.....	129	13	SLSF	SLSF	Gate against SLSF
Cape Girardeau.....	129	14	SLSF	SLSF	Gate against SLSF
Cape Girardeau.....	129	18	SLSF	SLSF	Gate against SLSF
Sparta.....	13	29	CB&Q	CB&Q	Cabin Interlocking
Sparta.....	32	15	L&N	L&N	Automatic Interlocking
Sparta.....	48	20	IC	IC	Automatic Interlocking
Sparta.....	56	20	GM&O	GM&O	Automatic Interlocking
Sparta.....	78	15	MoPac	Mo-III	Manual Interlocking
Ste. Genevieve.....	83	00	SLSF	Mo-III	Automatic Interlocking
Ste. Genevieve.....	116	31	Federal	Federal	Switch Switch 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.

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

INSTRUCTIONS GOVERNING OPERATION OVER CROSSINGS:

10-A. Automatic Interlockings:

Subdiv.	Location	MP	Pole	Other Railroad
Charleston.....	Oran.....	157	13	SLSF
Poplar Bluff.....	Sikeston.....	211	2	SLSF
Mt. Vernon.....	Tamaroa.....	102	19	IC
Chester.....	Gorham.....	84	30	IC
Mt. Vernon.....	Percy.....	79	16	GM&O
Mt. Vernon.....	Scheller.....	111	18	IC
Mt. Vernon.....	Waltonville.....	114	26	CB&Q
Benton.....	Zeigler.....	117	3	CB&Q
Sparta.....	Nashville.....	32	13	L&N
Sparta.....	Coulterville.....	48	20	IC
Sparta.....	Sparta.....	56	20	GM&O
Ste. Genevieve.....	Thomure.....	83	00	SLSF

10-B. Interlockings With Controlled Electric Signals:

Subdiv.	Location	MP	Pole	Other Railroad
Mt. Vernon.....	Pinckneyville..	92	19	IC

10-C. Standard Manual Interlockings:

Subdiv.	Location	MP	Pole	Other Railroad
Chester.....	GM&OCrossing	9	15	GM&O
Chester.....	Flinton.....	49	7	Mo-III
Sparta.....	Flinton.....	78	15	MoPac

10-D. Cabin Interlockings:

Subdiv.	Location	MP	Pole	Other Railroad
Mt. Vernon.....	Mt. Vernon...	124	33	L&N
Sparta.....	Centralia.....	13	29	CB&Q

**At Centralia.** After passage of Missouri-Illinois train over crossing, Trainman must operate levers to return signals to normal position against Missouri-Illinois, and to line routes for CB&Q RR.

10-E. Interlocked Gates: BLANK

10-F. Standard Gates:

Subdiv.	Location	MP	Pole	Other Railroad
DeSoto.....	Poplar Bluff Yard (Industrial Lead)....	165	35	SLSF
Cairo.....	Fayetteville.....	125	24	C&EI
Cairo.....	Cairo.....	142	31	GM&O
Cape Girardeau.....	Cape Girardeau.....	129	13	SLSF
Cape Girardeau.....	Cape Girardeau.....	129	14	SLSF
Cape Girardeau.....	Cape Girardeau.....	129	18	SLSF

Within 4000 ft. and not less than 2500 ft. of each side of crossings shown above, there is a restricted speed sign. Restricted speed at these locations shall not exceed 20 miles per hour, to apply from this sign until crossing is occupied.

Where there are other more restrictive conditions they will be observed.

10-G. Standard Gates with Electric Locking Devices:

Subdiv.	Location	MPPole	Other Railroad
DeSoto.....	Poplar Bluff.....	164 38	SL-SF
Poplar Bluff.....	Dexter Jct.....	191 10	SL-SW
Charleston.....	Delta.....	149 13	SL-SW
Cape Girardeau.....	SLSF Crossing.....	128 20	SLSF

**At Poplar Bluff,** the gate is electrically-locked against the SL-SF, and is connected with automatic block signals.

The electric lock is controlled by Train Dispatcher at Poplar Bluff.

**At Dexter Jct. and Delta,** the gates are electrically locked in normal position against the Missouri Pacific.

Within 4000 ft. and not less than 2500 ft. of each side of these crossings there is a restricted speed sign. Restricted speed at these locations shall not exceed twenty miles per hour, to apply from this sign until crossing is occupied.

To obtain unlocking of gate, call SL-SW train dispatcher at Pine Bluff from telephone in box on Gate-lock post.



**10-G.—Concluded**

At Delta, trains and engines must stand in clear of insulated joints (painted white) at the clearance point until unlocking of the gate is secured from the SL-SW train dispatcher, and gate is lined for movement over SL-SW tracks. Cars must not be left standing within the track circuits between the insulated joints.

**10-H. Flagging of Unprotected Railroad Crossings at Grade in Yard Limits, Where View is Obstructed:**

Where the main track crosses the main track of another railroad, at grade, within yard limits, and there is no type of crossing protection, if the view of such other railroad is not clear for at least five hundred (500) feet from the point of crossing, all trains and engines will stop, and, in addition a member of crew will flag the crossing and give signal therefrom if safe to proceed.

This rule is applicable at following points:

Location of Crossing	MP	Foreign Pole Railroad	Direction in which view is obstructed and necessary to flag
Cairo	144	10 CCC&StL.	Southward
Herrin	114	06 IC	Northward
Herrin	114	37 CB&Q	Both

**11. INTERLOCKINGS AT JUNCTIONS:**

Subdiv.	Location	MP	Pole	Junction
Chester	North Junction	119	13	SI&MBCo. and C&EI

**NORTH JUNCTION, CONTROLLED ELECTRIC INTERLOCKING:**

The Interlocking Absolute Signals operate in conjunction with Automatic block signals, governing northward movements onto Missouri Pacific and C&EI tracks, and governing southward movements on both tracks of Bridge Company.

Movements through turnouts to and from Bridge Company's single track, through Junction Switch, must not exceed 10 miles per hour.

Movements through switches of South Crossover at North Junction must not exceed ten miles per hour.

**12. YARD LIMITS:**

	FROM		TO	
	MP	Pole	MP	Pole
<b>Poplar Bluff Subdiv.:</b>				
Poplar Bluff	165	22	166	4
Dexter Jct.	191	10	192	10
Essex	195	10	197	0
Gray Ridge	199	20	200	20
Morehouse	205	0	206	0
Sikeston-Miner	209	10	215	0
Bertrand	219	0	220	0
Charleston	224	3	End of track.	
<b>Charleston Subdiv.:</b>				
Bismarck	75	16	76	0
Allenville-Delta	146	15	150	10
Charleston	177	5	End of track.	
<b>Jackson Subdiv.:</b>				
Allenville	Junction with Jackson Subdiv.		148	00
Jackson	161	28	End of track.	
<b>Potosi Subdiv.:</b>				
Potosi Subdivision	Junction with DeSoto Subdiv.		End of track	

**12.—Concluded.**

	FROM		TO	
	MP	Pole	MP	Pole
<b>Chester Subdiv.:</b>				
North Dupo — GM&O Crossing	4	6	9	32
<b>Mt. Vernon Subdiv.:</b>				
MV Jct.	64	00	65	5
Pinckneyville	90	0	96	1
Scheller	110	15	112	5
Mt. Vernon	121	0	End of track.	
<b>Cape Girardeau Subdiv.:</b>				
Cape Girardeau	122	28	End of track.	
<b>Cairo Subdiv.:</b>				
Thebes Jct.	120	26	121	30
Cairo	142	32	End of track.	
<b>East and West Subdiv.:</b>				
Gorham	83	32	85	37
Bush	106	0	Benton, Marion, Pittsburg, New Bruce, and Old Ben Mine No. 9	
<b>Bonne Terre Subdiv.:</b>				
Riverside	0	0	2	17
Herculaneum	3	28	5	20
Festus	30	4	32	13
Bonne Terre	33	14	34	10
Dolly Siding	35	10	38	24
Desloge				
St. Francois				
Flat River				
Rivermines				
Elvins				
Derby Jct.				
<b>Hoffman Subdiv.:</b>				
Hoffman Sub-Division	Hoffman Jct.		End of track.	
<b>Sparta Subdiv.:</b>				
Salem to Branch Jct.	0	0	11	3
IC Jct.	13	27	16	0
LN Jct.	31	18	33	20
Nashville	32	19	End of track.	
Coulterville	47	20	49	18
Midwest	47	20	52	15
Sparta	54	22	56	23
MI Shops	56	23	58	9
Flinton	77	15	End of track.	
Roseboro Spur	56	0	End of track.	
<b>Ste. Genevieve Subdiv.:</b>				
Thomure	End of track.		88	5
Ste. Genevieve	End of track.		96	15
Mosher	End of track.		98	9
Weingarten	End of track.		114	15
Esther	End of track.		119	8
Flat River	End of track.			
Central	End of track.			
Elvins	End of track.			
Derby Jct.	End of track.			
Bismarck	125	0	End of track.	

**Location of Switching Limit Signs:**

	MP	Pole	MP	Pole
<b>DeSoto Subdiv.:</b>				
Poplar Bluff	164	15	168	0
<b>Poplar Bluff Subdiv.:</b>				
Poplar Bluff			167	40



**13. SWITCHES:**

**13-A. Spring Switches:**

Subdiv.	Type of Switch	Location	Normal Position
East and West	No. 20	G. G. Junction (South end two main tracks.)	For northward main track.
Mt. Vernon	No. 15	Scheller (MP-IC connection switch to C. W. & F. Mine No. 3 Lead)	For Mo. Pac.
East and West	No. 10	Bush (North yard lead and main track.)	For main track.
Chester	No. 10	Gale (South end Gale yard lead.)	Track No. 1.
Ste. Genevieve	No. 10	Thomure	For main track.

Rule 104(a) and other rules applicable will govern.  
See Section 3 of Special Instructions governing speed restrictions.

**13-B. Remotely Controlled Switches:**

DeSoto	South end of two main tracks Cliff Cave; All siding switches Cliff Cave to Poplar Bluff; North end of two main tracks, Poplar Bluff; Each end of crossover, Henderson Ave., Poplar Bluff.	No. 20 or No. 16	Dis-patcher's Office, Poplar Bluff
DeSoto		No. 20	Newport
DeSoto	Poplar Bluff. (South switch yard lead to east track)	No. 20	Newport
DeSoto	Poplar Bluff. (Crossover east track to west track)	No. 20	Newport
Poplar Bluff	All siding switches Poplar Bluff to Signal No. 1913 at Dexter Jct.	No. 16	Dis-patcher's Office, Poplar Bluff
Chester	FI Crossover	No. 20	Flinton
Chester	Flinton. South end siding	No. 20	Chester
Chester	Reily Lake. Both switches north siding	No. 20	Chester
Chester	Reily Lake. Both switches south siding	No. 20	Chester
Chester	Chester. North siding switches	No. 20	Chester
Chester	North end south siding	No. 16	Chester
Chester	South end south siding	No. 10	Chester
Chester	Ford. Both switches north siding	No. 20	Chester
Chester	Ford. Both switches south siding	No. 20	Chester
Chester	Cora. Both switches north siding	No. 20	Chester
Chester	Cora. Both switches south siding	No. 20	Chester
Chester	Raddle Junction. End two main tracks.	Equilateral	No. 20 Chester
Chester	Raddle Junction. North switch siding between two main tracks	No. 10	Chester
Chester	Raddle. Three switches south end of siding between two main tracks	No. 10	Chester
Chester	JA Crossover	No. 16	Chester
Chester	Gorham. North Lead Switch	No. 15	Chester
Chester	GO Crossover	No. 16	Chester
Chester	AA Jct. Junction switch	Equilateral	No. 20 Chester
Chester	BB Jct. Junction switch	Equilateral	No. 20 Chester
Chester	HH Crossover	No. 16	Chester
Chester	JJ Crossover	No. 16	Chester
Chester	Gale. North Crossover. Switch from west track to north end of yard	No. 10	Gale
Chester	Gale, East Track Crossover to south end of yard	No. 10	Chester
Chester	North Jct. Crossover between main tracks	No. 16	Gale
Chester	North Jct. C&EI conn.	No. 10	Gale

Rule 104(b), 104(c), and other rules applicable will govern.

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

Subdiv.	Location	Normal Position
Poplar Bluff	Dexter Jct.—(Connecting switches —SLSW Connection).	For connection.
Potosi	Potosi—Main Track Switch—To Hold Track.	Against main track.
Chester	Danley Storage—Inside switches	Against main tracks
E&W	Gorham—Switch at intersection of northward main track and north lead at Gorham Yard.	For northward track.
E&W	McClintock Wye—North Wye Switch.	For Lake Creek Lead.
E&W	West Virginia Wye—North Wye Switch.	For Pittsburg Lead.

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

**13-D. Interlocked Switches:**

Subdiv.	Location	Type of Switch	Operated From
Chester	GM&O Crossing	No. 10 trailing	GM&O Crossing
Chester	Flinton	No. 10 trailing	Flinton
Chester	Flinton	No. 20	Flinton

See Section No. 3 covering Speed Restrictions.

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

**13-F. Bolt Locked Switches: BLANK.**

**13-G. Electrically Locked Switches:**

Subdiv.	Location	MP Pole
Chester	All main track hand operated switches Gale to Flinton, except house track switches at Raddle.	
DeSoto	All main track hand operated switches from Cliff Cave to SL-SF Crossing, Poplar Bluff.	
DeSoto	Poplar Bluff	164 38
Poplar Bluff	All main track hand operated switches from Signal No. 1658, Poplar Bluff to Signal No. 1913, Dexter Jct.	



**13-G.—Concluded.**

TO OPERATE SWITCH FOR MOVEMENT ONTO ANY MAIN TRACK:

Secure authority, including track and time limits, from Control Operator, per Rule 402.

After authority is obtained, open door of iron box near the switch and follow instructions posted inside.

Junction switch connecting with Illinois Central R. R. northward main track and north and south switches of crossover between two main tracks at Branch Jet. are electrically locked, Illinois Central R. R. Rules and Special Instructions will govern.

**13-H. Split-Point Derails:**

- Horine. SLSF Interchange.
- Vineland. South End House Track.
- Piedmont. Harrison Lime Spur.
- Oran. Neman Spur.
- Bonne Terre. North End No. 1 West Track.
- Mosher. Peerless Plant Lead.

**13-I. Handling of Derails:**

Trains Or Engines Entering A Track Protected By Derails, The employe handling the switch will handle the derail before lining switch for track to be used.

**14. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS:**

Subdiv.	Location	Designation For Use in Train Orders	MP	Pole	Facing or Trailing Point
DeSoto...	Bussen.....		11	11	Trailing
DeSoto...	Poplar Bluff..		165	13	Trailing
DeSoto...	Poplar Bluff..		165	20	Facing
DeSoto...	Poplar Bluff..		165	22	Trailing
DeSoto...	Poplar Bluff..		165	32	Trailing
DeSoto...	Poplar Bluff..		167	24	Trailing
East & West...	Gorham.....	"E&W North Crossover Gorham".....	84	21	Facing
East & West...	Gorham.....	"E&W South Crossover Gorham".....	85	10	Trailing
Chester...	Fults.....	"Crossover Fults".....	33	25	Trailing
Chester...	Prairie du Rocher.	"North Crossover Prairie du Rocher".....	41	13	Facing
Chester...	Prairie du Rocher.	"South Crossover Prairie du Rocher".....	41	29	Trailing
Chester...	Modoc.....	"Crossover Modoc".....	45	31	Trailing
Chester...	Flinton.....	"Fl Crossover".....	47	28	
Chester...	Flinton.....		49	6	
Chester...	JA.....		81	13	
Chester...	JA.....		81	17	
Chester...	Gorham.....		83	29	
Chester...	GO.....		84	31	
Chester...	HH.....		107	36	
Chester...	HH.....		108	2	
Chester...	JJ.....		115	18	
Chester...	JJ.....		115	23	
Chester...	North Jct....	"Crossover North Jct."...	119	12	

**15. FLASHING LIGHT TRAIN ORDER SIGNALS:**

Train order signals at following locations are equipped with flashing lights to distinguish them from other signals:

<p>Subdiv.</p> <p><b>Chester Subdiv.:</b></p> <ul style="list-style-type: none"> <li>G. M. &amp; O. Crossing</li> <li>Prairie Du Rocher</li> <li>Flinton</li> <li>Chester</li> <li>Gorham</li> <li>Gale</li> </ul>	<p>Subdiv.</p> <p><b>DeSoto Subdiv.:</b></p> <ul style="list-style-type: none"> <li>Bismark</li> <li>Desoto</li> </ul> <p><b>Poplar Bluff Subdiv.:</b></p> <ul style="list-style-type: none"> <li>Sikeston</li> </ul> <p><b>Sparta Subdiv.:</b></p> <ul style="list-style-type: none"> <li>Flinton</li> </ul>
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**16. SIDINGS:**

**16-A. Sidings of Assigned Direction (see Rule 105):**  
BLANK.

**16-B. Designation of Sidings:**  
Sidings and their capacity are designated by timetable.

**16-C. Sidings in Advance of Train Order Signals:**

Subdiv.	Station	Switch	Distance and Direction from Train Order Signal
Poplar Bluff..	Sikeston.....	South.....	288 feet—North
Charleston...	Delta.....	South.....	1117 feet—North
Charleston...	Fredericktown..	South.....	530 feet—North Ste.
Genevieve.	Weingarten....	North.....	100 feet—South

**16-C (1). Designation of stations outside ABS territory where issuance of train order to train at meeting or waiting point is prohibited, per items (2) and (3) of third paragraph, Rule 38 of Rules and Instructions to Train Dispatchers:**

BLANK.

**16-D. Sidings Permitted to be used as Team and Storage Tracks, Modifying Rule 105:**

- Charleston Subdiv.:**  
All Sidings.
- Poplar Bluff Subdiv.:**  
All Sidings between Dexter Jct. and Charleston.
- Cairo Subdiv.:**  
Thebes Junction.  
Miller City.
- Mt. Vernon Subdiv.:**  
Steeleville.  
Welge.  
New Wilson.

**East and West Subdiv.:**  
Grimsby.

**Sparta Subdiv.:**  
Hoyleton.  
Flinton.

**Bonne Terre Subdiv.:**  
Rivermines.  
Desloges.

**Ste. Genevieve Subdiv.:**  
All Sidings.

**16-E. Sidings Equipped with Spring Switches for Right Hand Running:**

BLANK.

**17. BLOCK SIGNALS:**

**17-A. Automatic Block System:**

Subdiv.	Between
DeSoto.....	Jefferson Barracks and Poplar Bluff.
Poplar Bluff...	Dexter Jct. and Poplar Bluff.
Poplar Bluff...	MO Jct. and Dexter (Southward Only).
Chester.....	Dupo and North Jct.

Rules 281 to 292-A, incl., 325 to 332 inc., 350 to 356 incl., and other rules applicable, will govern.

Rule 284 approach medium indication amended as follows:  
Proceed reducing to 35 MPH before reaching next signal.

Rule 99(j) is effective in this territory, except between MO Jct. and Dexter on Southward Track.



**17-B. Operation by Signal Indication, Opposing and Following Movements:**

Subdiv.	Between	By Whom Controlled
DeSoto..	Signals Nos. 121 R&L, MP 12, Pole 5 and Signals Nos. 1670, R&L, MP 167, Pole 24, Poplar Bluff.	Dispatcher Poplar Bluff.
DeSoto..	Signals Nos. 1670 R&L, MP 167, Pole 0, Poplar Bluff, and south end of Missouri Division at MP 168, Pole 28.	Control Operator, Newport.
Poplar Bluff..	Signals Nos. 1913, MP 191, Pole 10, Dexter Jct., and Signal No. 1658, MP166, Pole 4, Poplar Bluff.	Dispatcher, Poplar Bluff.
Chester .	FI Crossover and Flinton.....	Control Operator, Flinton.
Chester .	Flinton and JJ.....	Control Operator, Chester.
Chester .	JJ and North Jct.....	Control Operator, Gale.

Two main tracks are designated "West Track" and "East Track".

Rules 400 to 406, incl., and other rules applicable, will govern.

When **trains** are **standing** on either main track at Gale between signals Nos. 1155R or 1155L and 1194R or 1194L, flag protection is not required. Control operator must provide protection by stop indications of absolute signals in both directions and apply a red tag to each lever controlling the signals.

**POPLAR BLUFF:**

After clearance, has been secured and when ready to move out of Poplar Bluff Yard through crossover at Signal 1669-L, southward trains will communicate with Control Operator at Newport.

After Clearance, has been secured, and northward trains are ready to move out of Poplar Bluff Yard to Poplar Bluff subdivision, they will communicate with Train Dispatcher before leaving Poplar Bluff.

**BRIDGE No. 1662, MP 166, POLE 8, Poplar Bluff Subdiv.:**

When the rear end of southward freight trains is **standing** on this bridge, with clear view to the rear, Rule 99(j) is modified to extent that flagman will stand on rear platform of caboose with flagging signals, prepared to stop a following train moving at Low Speed.

**DEXTER JCT.:**

Southward trains and engines will **not** enter Poplar Bluff Subdiv. at Dexter Jct. through SL-SW connecting track, except in emergency, and then only after obtaining track and time limits, per Rule 402.

**17-C. Operation by Signal Indication with the Current of Traffic:**

Subdiv.	Between
DeSoto..	Jefferson Barracks and Cliff Cave
Poplar Bluff..	MO Jct., MP 192, Pole 16 and Dexter, MP 190, Pole 14

**BETWEEN JEFFERSON BARRACKS AND CLIFF CAVE:**

Movement against current of traffic must be made at restricted speed, not exceeding 15 miles per hr.

Rules 450 to 453, incl., and other rules applicable, will govern.

Train Dispatcher, in emergency, may authorize movement against current of traffic, **after** he has obtained authority of Terminal Superintendent, Assistant Superintendent, Train-

**17-C.—Concluded.**

master, or Yardmaster of St. Louis Terminal Division, and **after** track has been cleared of opposing trains and **after proper protection has been provided for the movement.**

Train Order, Form D-R, will not be used in this territory for movement against current of traffic.

**BETWEEN MO JCT. AND DEXTER:**

Rules 450 to 453 incl., and other rules applicable, will govern southward movements.

Northward movements on this track must not be made except in emergency, after obtaining authority of Control Operator and then only under flag protection as prescribed by Rule 99.

**17-D. Dragging Equipment Detectors:**

BLANK.

**17-E. Low Type (Repeat) "Calling On" Indication of Train Order Signal:**

BLANK.

**18. SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY:**

MV JUNCTION: Northward trains arriving at MV Jct., with consists in excess of 65 cars, will communicate with train dispatcher before train occupies Highway No. 3 crossing.

**19. DOUBLE HEADING TRAINS:**

BLANK.

**20. HELPER AND PUSHER SERVICE:**

**20-A. Helper Service:**

BLANK.

**20-B. Pusher Service:**

BLANK.

**21. BRIDGES OVER NAVIGABLE STREAMS:**

Subdivision	Name	MP	Pole
Chester.....	Okaw River Bridge 517..	51	27
Sparta.....	Okaw River Bridge.....	76	10

These bridges contain movable spans 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 span 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(mw).

**22. OPERATION OVER FOREIGN LINES:**

**Use of S. L. S. W. tracks between Dexter Junction and Illmo:**

Operation over S. L. S. W. tracks between Dexter Jct. and Illmo is governed by Uniform Code of Operating Rules, S. L. S. W. Timetables, Special Instructions and General Orders.

CHARLESTON SUBDIVISION TRAINS MUST SECURE AUTHORITY FROM ST. L. S. W. TRAIN DISPATCHER BEFORE OCCUPYING TRACK LEADING FROM TRACK No. 3 TO ST. L. S. W. SIDING AND BEFORE FOULING ST. L. S. W. SIDING AT DELTA.



**22.—Concluded.****(a)—Between St. Louis Union Station and Valley Jct., use of Terminal R. R. Assn. and St. Louis Municipal Bridge Railway tracks;**

Train and engine men using these tracks will be governed by Terminal R. R. Assn. and St. Louis Municipal Bridge Railway Rules and Special Instructions, provide themselves with copies thereof and be conversant therewith.

**(b)—Between North Junction and Illmo, via Southern Illinois & Missouri Bridge Company tracks:**

Train and engine men using these tracks will be governed by Uniform Code of Operating Rules and SI&MBCo Special Instructions No. 2, effective September 23, 1960, provide themselves with copies thereof and be conversant therewith.

**(c)—Between North Junction and Bridge Junction (Single Track), signaled for traffic in both directions, via S. I. & M. B. Company tracks:**

Train and engine men using these tracks will be governed by Uniform Code of Operating Rules and SI&MBCo Special Instructions No. 2, effective September 23, 1960, provide themselves with copies thereof and be conversant therewith.

**(d)—Between Pinckneyville and Pyatt:—Use of Illinois Central tracks:**

Train and engine men will be governed by Illinois Central timetable, Rules and Special Instructions, provide themselves with copies thereof and be conversant therewith.

**(e)—Between Illmo and Paragould, use of S. L. S. W. tracks:**

Train and engine men will be governed by Uniform Code of Operating Rules, S. L. S. W. Timetable, Special Instructions and General Orders, provide themselves with copies thereof and be conversant therewith.

**(f)—Between south lead of C. B. & Q. yard and depot at Zeigler; C. B. & Q. leads at Old Ben 9 and Old Ben 14 Mines—use of C. B. & Q. tracks:**

Train and engine men will be governed by C. B. & Q. Rule 908, reading:

"Engines and cars must be moved on yard tracks only as such tracks are seen or known to be clear. Before moving cars on station or industry tracks, train and yard men must know that the cars can be moved with safety."

**(g)—Use of Illinois Central R. R. tracks between Branch Junction and I. C. Junction.**

Train and enginemen will be governed by Illinois Central R. R. Timetables, Rules and Special Instructions, provide themselves with copies thereof, and be conversant therewith.

**22-A. Operation in Terminals on Connecting Divisions:****Between Jefferson Barracks and 23rd Street Yard, Union Station and Lesperance Street, St. Louis Terminal Division:**

St. Louis Terminal Division Timetable and Special Instructions govern.

**22-B. Operation of Foreign Line Trains over Missouri Pacific Tracks and Missouri Illinois Railroad:****(a)—BETWEEN NORTH JUNCTION AND VALLEY JUNCTION—use of Mo. Pac. tracks by S. L. S. W.**

S. L. S. W. train and engine men will be governed by Uniform Code of Operating Rules, Mo. Pac. Timetable, Special Instructions and General Orders, provide themselves with copies thereof and be conversant therewith.

**(b)—BETWEEN I. C. CONNECTION AND BUCKHORN LEAD—use of Mo. Pac. tracks (within yard limits) by I. C.**

I. C. train and engine men will be governed by Special Instructions and that part of Uniform Code of Operating Rules Definition "Restricted Speed", 93, 104 and 105 reading:

**Restricted Speed.**

Proceed prepared to stop short of train, engine, obstruction or switch not properly lined.

**22-B.—Concluded.****Rule 93.**

Within yard limits, second and inferior class trains, extra trains and engines must move at restricted speed.

**Rule 104.**

Main track switches must be lined and locked for main track when not in use. Other than main track switches, equipped with switch locks, must be lined and locked for normal position when not in use.

The following other than main track switches must be kept lined in normal position, except while movement through them is being made:

**(a) Crossover switches.****(b) Switches connecting other tracks with a siding.****Rule 105.**

**MOVEMENT ON OTHER THAN MAIN TRACKS.—**Trains and engines using a siding or any track other than a main track, must proceed at restricted speed.

**(c)—BETWEEN C.B. & Q. CONNECTION VIA NORTH LEG OF WYE, MAIN TRACK, AND SOUTH END OF EMPTY YARD, HERRIN—use of Mo. Pac. tracks (within yard limits) by C. B. & Q.**

C. B. & Q. train and engine men will be governed by Special Instructions and that part of Uniform Code of Operating Rules Definition "Restricted Speed", 93, 104 and 105 reading:

**Restricted Speed.**

Proceed prepared to stop short of train, engine, obstruction or switch not properly lined.

**Rule 93.**

Within yard limits, second and inferior class trains, extra trains and engines must move at restricted speed.

**Rule 104.**

Main track switches must be lined and locked for main track when not in use. Other than main track switches, equipped with switch locks, must be lined and locked for normal position when not in use.

The following other than main track switches must be kept lined in normal position, except while movement through them is being made:

**(a) Crossover switches.****(b) Switches connecting other tracks with a siding.****Rule 105.**

**MOVEMENT ON OTHER THAN MAIN TRACKS.—**Trains and engines using a siding or any track other than a main track, must proceed at restricted speed.

**(d)—BETWEEN SOUTHERN RAILWAY CONNECTION TRACK AND MT. VERNON CAR MANUFACTURING COMPANY CONNECTION TRACK AT MT. VERNON—use of Mo. Pac. tracks (within yard limits) by Southern Railway.**

Southern Railway train and enginemen will be governed by Mo. Pac. timetable, Uniform Code of Operating Rules and Special Instructions supplementary thereto.

**(e) Cape Girardeau:** Use of main track by Marquette Cement Co., engines under provision of Rule 93.

**(f) L. C. Jct., to Freeman No. 4 Mine:** This track is jointly used by Missouri Pacific, C. & E. I. and I. C., trains and engines.

**(g) Illinois Central R. R. engines** will operate over main track between Centralia and IC Jct. Train and Enginemen will be governed by Missouri-Illinois Railroad Co. Timetable, Rules and Special Instructions, provide themselves with copies thereof, and be conversant therewith.

**23. FREIGHT TRAINS HANDLING PASSENGERS:**

BLANK.



**24. TRAIN ORDER DELIVERY DEVICES:**

Subdiv.	Station	Location
Chester	GM&O	Crossing... West side of Southward track for Southward trains opposite interlocking tower.
Chester	Flinton	East side of East track and West side of West track at interlocking tower.
Chester	Chester	East side of main track at telegraph office.
Chester	Gorham	East side of East track and West side of West track adjacent to telegraph office.
Chester	Gale	East side of East and West side of West tracks at telegraph office.

Passenger Trains:—Engine men will receive orders from top fork, conductors from middle fork and rear trainmen from bottom fork.

Freight Trains:—Engine men will receive orders from top fork and rear trainmen from bottom fork.

**25. MOTOR CARS:**

BLANK.

**26. QUALIFICATIONS OF ENGINEER:**

**Firemen**, working in Road or Yard Service, who have failed to pass the required examinations for promotion to engineer and are restricted in their service, are not to operate locomotives in Road or Yard Service, except in some extreme emergency, when the engineer might be physically incapacitated and unable to perform his duties as engineer.

**27. MANNER OF PROTECTING OBSTRUCTED TRACK ON LIGHT TRAFFIC SUBDIVISIONS BY TRAIN ORDER AND SIGNALS PLACED BY MAINTENANCE OF WAY EMPLOYEES:**

Rules and regulations for Maintenance of Way and Structures, effective December 1, 1951, include Rule 99 (xs), affecting train movement, which is repeated below for information and guidance of employes affected thereby:

"99 (xs), Protection by Train Order.—Protection required by Rule 99 (mw) may be given by train order on such light traffic subdivisions as may be designated by the Superintendent.

Requests for "X-S" train order protection shall be made by wire to the Train Dispatcher, using symbol "X-S" to identify the message. The request must clearly specify period of time protection required, naming each day; the location, mile post and pole; time limits, and any additional information that may be needed by the Train Dispatcher.

After Train Dispatcher has acknowledged receipt of the symbol "X-S" message and has advised the foreman or man in charge that train order protection has been or will be provided as requested, a red flag must be placed 400 feet in each direction in advance of structure or track being protected. Yellow restricting signs shall be placed 3500 feet in advance of the red flags; and two torpedoes shall be placed on rail 300 feet in advance of the yellow restricting signs. (See diagram).

Red flags shall be not less than 2 feet by 3 feet in size and supported on two staffs placed astride the rail on engineer's side so they are plainly visible. Yellow restricting signs must be placed not more than 8 feet from rail and torpedoes must be placed on the rail on engineer's side for approaching trains.

Trains will stop before passing the red flag and be governed by oral instructions from the foreman or man in charge. If work is not completed and track or structure not restored for normal use within time limit specified by the train order, full protection shall be provided as required by Rule 99 (mw).

The following form "X-S" train order will be used, copy of which will be furnished to trains in both directions and to foreman or man in charge, when practicable:

**27. Concluded.**

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

"10 01 AM until 4 01 PM stop before passing over track MP 135 to MP135 Pole 20 between Amity and Glenwood and do not proceed until orally authorized by foreman in charge."

The maximum length of track that can be protected by form "X-S" train order is one mile.

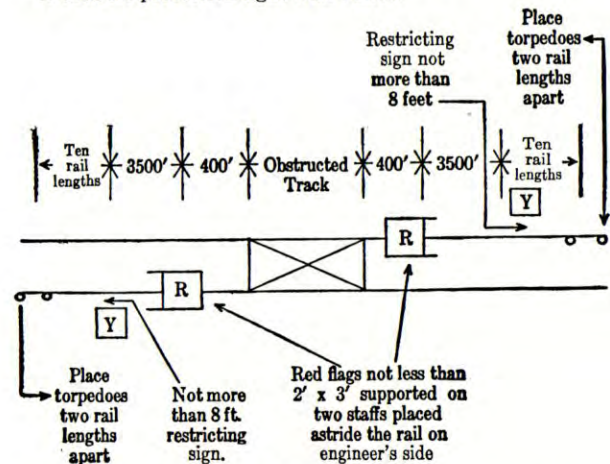
Only the foreman or man in charge is permitted to place and remove the red flags.

Form "X-S" train orders shall not be used between sunset and sunrise or during stormy and foggy weather, when signs cannot be plainly seen."

The following light traffic subdivisions are designated as territory where the provisions of this rule will apply:

POTOSI	CHARLESTON
JACKSON	POPLAR BLUFF (Between Dexter Jct. and Charleston only)
CAIRO	MT. VERNON
CAPE GIRARDEAU	(Between Pinckneyville and Mt. Vernon.)
HOFFMAN	STE. GENEVIEVE
BONNE TERRE	

Chart for placing stop signals when train order form "X-S" is used for protection light traffic lines:

**27-A. PROTECTION ORDERS:**

The use of protection orders Form Y is authorized on the following light traffic subdivisions:

Charleston.	Mt. Vernon.
Poplar Bluff (Northward trains between Dexter Jct. and Charleston).	Ste. Genevieve.
Cairo.	Sparta.
Hoffman.	Pea Ridge.
Bonne Terre.	Potosi.

**27-B. USE OF FOLLOWING FORM OF TRAIN ORDER IS AUTHORIZED ON ALL SUBDIVISIONS OF THE MISSOURI DIVISION - MISSOURI ILLINOIS RAILROAD.**

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

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



**28. MOVEMENT OF TRAINS THROUGH TUNNELS:**

Limited clearances of Glen Allen tunnel necessitate careful handling of oversize shipments.

No car exceeding 15 ft. 4 in. above top of rail will clear Glen Allen tunnel.

Trains will reduce speed and know the track is clear before entering Tunnel between MP 23, Pole 5, and MP 23, Pole 7, Bonne Terre Subdiv.

Crews will use special precaution during stormy weather.

**29. BUSINESS TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE:**

Name	Station Number	Miles from St. Louis or Riverside	Capacity
<b>De Soto Subdiv.:</b>			
Koch	X 11	11.19	9 Cars
Bussen Spur	X 12	11.61	35 Cars
Whitehouse	X 16	16.09	4 Cars
Hillcrest	X 17	17.88	Union Electric Yard
Kimmswick	X 21	20.83	12 Cars
Victoria	X 39	39.04	7 Cars
Tiff	X 54	53.96	8 Cars
Fountain Farm	X 59	58.37	Mill Lead
Lopez	X 84	84.10	10 Cars
Hogan	X 96	96.07	30 Cars
<b>Poplar Bluff Subdiv.:</b>			
Hunterville	XD 33	198.74	5 Cars
<b>Charleston Subdiv.:</b>			
Newman Spur	D 85	160.23	20 Cars
<b>Potosi Subdiv.:</b>			
Lumtie Spur	XB 1	62.08	7 Cars
Lawood Spur	XB 3	63.50	4 Cars
<b>Chester Subdiv.:</b>			
Kise	C 22	13.34	6 Cars
Fountain	C 26	17.58	8 Cars
Fults	C 42	33.63	12 Cars
Renault	C 46	37.23	9 Cars
Modoc	C 55	45.82	9 Cars
Menard	C 69	60.52	Prison Tracks
Sand Pit	C 71	63.02	5 Cars
Jones Ridge	C 83	74.63	5 Cars
Howardton	C 99	90.59	6 Cars
Powder Plant	C107A	98.56	20 Cars
Ware	C113	104.09	12 Cars
Potts	C115	106.75	6 Cars
Reynoldsville	C119	109.81	12 Cars
<b>Mt. Vernon Subdiv.:</b>			
Streamline Lead	CA18	77.87	100 Cars
Arthur	CA62	123.51	6 Cars
<b>East and West Subdiv.:</b>			
Charco	CD 7	91.12	10 Cars
Hallidayboro	CD18A	102.05	50 Cars
<b>Cairo Subdiv.:</b>			
Clay	CG 3	122.26	2 Cars
<b>Cape Girardeau Subdiv.:</b>			
Beck	CF 2	124.66	4 Cars

**29. Concluded.**

Name	Station Number	Miles from St. Louis or Riverside	Capacity
<b>Bonne Terre Subdiv.:</b>			
P. P. G. Co. Connection	C 4	4.18	20 Cars
McClay Spur	C 6	6.27	12 Cars
Ag-Nit Spur	C 8	8.03	4 Cars
McDowell Spur	C 32	32.33	5 Cars
Dolly Siding	C 34	34.00	22 Cars
St. Francois	C 37	36.43	5 Cars
Elvins	C 40	38.36	18 Cars
<b>Sparta Subdiv.:</b>			
Lake Refining Co. Spur	2	1.88	13 Cars
Cascade Refining Co.	2	2.31	16 Cars
Shell Oil Company Spur	3	3.59	10 Cars
Sohio Corp. Spur	6	5.92	9 Cars
Robinett	7	6.35	20 Cars
Shirley	16	15.82	12 Cars
Noltings	19	18.22	11 Cars
H. Schaeffer Spur	20	20.76	1 Car
Aussieker Track	24	23.00	8 Cars
Huegely Elevator	28	26.90	7 Cars
Toedte Spur	31	31.06	1 Car
Meinert	31	30.91	10 Cars
Standard Oil Spur	32	32.32	4 Cars
Public Loading Spur	33	32.92	6 Cars
Kempside	35	35.56	3 Cars
Cordes	38	37.62	18 Cars
Schulines Loading Spur	62	60.79	2 Cars
Schulines	62	60.82	32 Cars
Walsh	65	64.62	15 Cars
Collins	76	75.80	2 Cars
Roots Team Spur	78	76.90	6 Cars

**30. SPECIAL INSTRUCTIONS COVERING SOUNDING OF ENGINE WHISTLE AND BELL AT PUBLIC CROSSINGS, ETC., SUPPLEMENTING OR MODIFYING RULES 14, 14(L) AND 30.**

BLANK.

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

**BUSSEN:**

Account heavy truck movement over two private crossings at Bussen Quarry, north of Cliff Cave, all trains will sound whistle signal for this crossing as prescribed by Rule 14 (l).

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

Subdiv.	Location	Crossing
Mt. Vernon	Percy	Two public crossings on GM&O connection.
Mt. Vernon	Pinckneyville	Public crossings on each leg of Wye.
Mt. Vernon	Mt. Vernon	12th Street, 10th Street, Shawnee and Perkins Ave.
East & West	Marion	Court Street and North Market Street
Cairo	Cairo	Walnut Street
Cape Girardeau	Cape Girardeau	Williams Street
Cape Girardeau	Cape Girardeau	Giboney Street
Cape Girardeau	Cape Girardeau	Sprigg Street
Charleston	Charleston	Main Street
DeSoto	DeSoto	Commercial Street other than main track or siding.



**31.—Concluded.**

At Cape Girardeau—Sprigg Street, after train or engine is stopped short of Sprigg Street, trainman will operate electric switch located on pole northeast corner of intersection, so that signal will display stop indication against vehicle traffic moving on Sprigg Street. After movement has been completed, trainman will operate the electric switch to restore traffic signals to normal operation.

**32. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES AND "EAGLE" TRAINS:****1. SEPARATING DIESEL UNITS:**

No diesel units will be cut apart or separated on this property until the hostler (or engineer) is personally sure that all electric cables, air hose and steam connectors have been separated.

**2. INSTRUCTIONS RELATING TO EMPLOYES IN CAB OF DIESEL ENGINES:**

On Trains 1 and 2, a fireman shall be in the cab at all times when the train is in motion. Firemen who violate these instructions will be subject to discipline. This does not prohibit inspection of remotely controlled switches by firemen in compliance with Rule 104(c).

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

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

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

**(a) ENTERING ENGINE ROOM OF DIESEL UNITS WHILE SWITCHING:**

Employees will refrain from entering engine room of diesel engines except in cases where it is absolutely necessary while switching movements are being made.

In the event it becomes necessary to enter engine room during switching movements, extreme care should be exercised in order to avoid possible injury.

**(b) USE OF MIRRORS ON DIESEL ENGINES:**

Mirrors on diesel engines will not be used by engine men to take signals during switching operations or in making couplings.

**(c) TAGGING DIESEL ENGINES AND/OR STEAM GENERATORS WHEN SHUT DOWN ON LINE OF ROAD & UNITS CONTINUED IN SERVICE:**

ICC Rules require that:

When a diesel engine and/or steam generator is shut down because of defects and unit continued in service, the defective device is to be tagged as follows:

**"When Diesel Engine is shut down:**

Fill out red tag 'DO NOT START ENGINE' and apply tag to isolation or engine starting switch. Tag to remain attached until repairs are made.

**"When Steam Generator is shut down:**

Fill out yellow tag 'DO NOT START STEAM GENERATOR' and hang tag on clip provided near steam generator control switch. Tag to remain attached until repairs are made."

Tags are located in receptacle adjacent to engine and steam generator.

**3. LOCOMOTIVE INSPECTION REPORTS:**

Engineers arriving at outlying points where their engines will tie up and no Mechanical forces are employed, will be required to make Form 2-A Inspection Report and leave at place where they register in.

In addition, engineer will be required to fill out Inspection Record Card Form 2908, located in cab of each unit, showing place, date and time of last previous inspection (the call time

**32.—Concluded.**

ordered for service will be considered as the time of last inspection). Each locomotive shall be inspected at least once each 24 hours.

Engineer will not be required to fill out Locomotive Work Report Form 2-A when the locomotive is to operate through the point where engineers are changed, but will be required to fill out and sign Work Report Form 2-A, original and sufficient copies for each unit when locomotive does not operate through, original and all copies to remain on leading unit.

**4. OPERATING DIESEL ENGINES THROUGH WATER:**

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

**5. DYNAMIC BRAKE ON T&P DIESEL FREIGHT ENGINES:**

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

**6. IDENTIFYING NUMBERS ON MULTIPLE UNITS:**

Rule 206, fifth paragraph, changed to read:

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

**7. MOVEMENT OF DIESEL ENGINES WITH SHORT WHEEL BASES:**

BLANK.

**8. COUPLING ROAD-SWITCH DIESEL UNITS TO STANDARD ROAD DIESEL UNITS:**

When road-switch diesel units are coupled with standard road diesel units or other road-switch diesel units, employees will not pass from road-switch unit to either standard road diesel unit or road-switch diesel unit, or vice versa, while these units are in motion.

When "A" units that are equipped to operate as "B" units are operated in trailing movements employees must not pass from cab end of unit to rear of adjoining unit or vice versa while these units are in motion.

**9. DIESEL UNITS WITH SAFETY CONTROL FOOT PEDAL VALVE CUT-OUT COCK.**

Diesel units 5104-4111, 4116-4194, 4197-4371, and 4501-4526, all inclusive, are equipped with safety control foot pedal valve cut-out cock. This cut-out cock is located on right side of unit approximately under cab for operation from the ground. Engineers may, by use of cut-out cock, cut out the safety control foot pedal valve while engaged in yard switching or when performing station switching in road freight service. The safety control feature **MUST** be cut in while moving between stations. This modifies Rule 727 contained in Maintenance and Operation of Air Brake, Air Signal, Steam Heat and Air Conditioning Equipment, and Train Handling Instructions. Engineers must check position of cut-out cock before starting day or trip to insure same in proper position.

**10. MAINTAINING POSITION OF AUTOMATIC BRAKE:**

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



**32-A BACK-UP MOVEMENTS:**

When more than one road switch Diesel Unit is included in an Engine Consist of more than three units, the following will govern:

In making a Back-up movement with the train consisting of more than twenty (20) cars, or in shoving more than twenty (20) cars, power must not be used on more than the rear three working Units, and if the three rear Units include as many as two road switch Diesel Units, power will be used only on the two rear Units next to the train or cars when practical to shove the train or cars with two Units. This to avoid the possibility of "Jack-Knifing" the Units. All other Units in the consist must be **OFF LINE**.

**33. RULES AND INSTRUCTIONS WITH WHICH EMPLOYEES SHOULD PROVIDE THEMSELVES:**

Employes must provide themselves with a copy and be conversant with all rules and instructions applicable to their duties, including:

Uniform Code of Operating Rules.

Our Safety Plan.

Maintenance and Operation of Air Brake, Air Signal, Steam Heat and Air Conditioning Equipment, and Train Handling Instructions.

Rules and instructions governing the operation of a Railroad Radio Communication System.

Circular 81, Rules and Instructions For the Government and Protection of Employes Whose Duties Require Them to Go Between, Under or About Engines or Cars.

Association of American Railroads' (AAR) Rules Governing Condition and Interchange of Cars.

Loading Rules.

I. C. C. Regulations for the Transportation of Explosives, Inflammables and other Dangerous Articles.

Car Service Rules.

Instructions covering the handling of Live Stock.

Circular 43-E—Revised Standard Time Rules.

Such instructions pertaining to their duties as are issued by accounting and traffic officers, and instructions for the handling of mail, baggage, express, and perishable freight.

**34. BLANK:****35. TRAIN SIGNALS:**

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

Extra trains will display two white lights only by day and by night in the places provided for that purpose on the front of the engine.

(See Rules 20, 20 (a), 20 (b), 20 (c), 23 and 24.)

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

These instructions modify Rule 19.

3. Uniform Code of Operating Rule 19(a) (first paragraph) reading:

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

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

**32.—Concluded.**

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

These instructions modify Rule 19(a).

**36. OPERATION OF RIVER TRANSFER:**

BLANK.

**37. TELEPHONES:**

All telephone booths on this division are equipped with a telephone connected with dispatcher or control operator.

Adjacent absolute signals and electrically-locked switches Cliff Cave to Poplar Bluff and Poplar Bluff to Dexter Jct.

Listed below are locations of telephones other than those in telephone booths.

Gorham.....Depot Register Room

Bush.....Trainsmen's Room in Depot

**38. INSTRUCTIONS GOVERNING RESTRICTION OF USE OF EQUIPMENT IN PASSENGER TRAINS:**

1. **Occupied wooden passenger carrying equipment** will not be accepted for movement. If necessary to move such cars, they will be handled only when unoccupied and then only on rear of train.
2. **Occupied steel underframe passenger carrying cars** will not be handled. If necessary to move such cars, they may be handled only when unoccupied and then only when there is an all steel unoccupied car next between them and an occupied car.
3. **Wooden or steel underframe baggage cars** must not be used as "kitchen" cars in troop trains, as kitchen cars are occupied cars.
4. **Steel underframe baggage, express or storage mail cars** when unoccupied may be handled between steel or steel underframe cars, or between the engine and steel or steel underframe cars. However, when operating between St. Louis and Texarkana and between Memphis and Little Rock, such unoccupied steel underframe cars may be handled only when there is an unoccupied all steel constructed car between such a steel underframe car and any occupied all steel car.
5. **Light-weight streamlined cars** shall not be handled in our passenger trains, unless cars are constructed to meet the latest A. A. R. specifications. All Missouri Pacific light-weight streamlined "Eagle" cars are constructed to meet the latest A. A. R. specifications.

**39. CLEARANCES:**

As of date of these instructions, the following is a list of tracks, wire lines and structures adjacent to main tracks and sidings, which provide what is considered "close clearances," with certain exceptions:

Because of frequent changes and volume of such clearances, this list does not and could not at all times include all low switch stands, low signals, passenger station platforms and cattle guards which in general provide limited clearances immediately above base of rail.

For the same reason, this list also does not and could not at all times include all sites of what are considered "close clearances" of structures, etc., adjacent to **other** than main tracks and sidings, such other tracks consisting of industry, spur, house, team, yard and similar tracks.

Employees are therefore specially charged with their own responsibility of informing themselves as to the location of structures or obstructions where clearances are close, as required by Rule L of the Uniform Code of Operating Rules, and are admonished to use such precaution as will prevent personal injuries.



## SPECIAL INSTRUCTIONS

## 39.—Continued.

**Limited Side Clearances Affecting  
Main Tracks and Sidings**

Location	Track	Structure
(SEE ST. LOUIS TERMINAL DIVN. SPECIAL INSTRUCTIONS FOR LIMITED CLEARANCES INSIDE YARD LIMITS AT ST. LOUIS)		
<b>DeSoto Subdiv.:</b>		
MP20-36..	Main Track.....	Bridge 209
MP32-32..	Main Track.....	Bridge 328
MP40-34..	Main Track.....	Bridge 408
DeSoto...	Siding.....	Track No. 1
MP51-36..	Main Track.....	Bridge 519
MP71-0...	Main Track.....	Rock Cut
Bismarck..	Siding.....	Track No. 8
MP87-7...	Main Track.....	Bridge 871
MP88-19..	Main Track.....	Bridge 884
MP101-23..	Main Track.....	Bridge 1015
MP109-12..	Main Track.....	Bridge 1093
MP129-40..	Main Track.....	Bridge 1299
MP161-2..	Main Track.....	Bridge 1610
<b>Poplar Bluff Subdiv.:</b>		
MP165-20..	Main Track.....	Bridge 1659
MP176-18..	Main Track.....	Bridge 1765
MP183-11..	Main Track.....	Bridge 1834
Essex.....	Siding.....	Warehouse Roof and Cotton Platform
MP203-3..	Main Track.....	Bridge 2032
Bertrand..	Siding.....	Gin
<b>Charleston Subdiv.:</b>		
MP99-8...	Main Track.....	Bridge 993
MP99-25..	Main Track.....	Bridge 999
MP113-1..	Main Track.....	Bridge 1130
MP124-4..	Main Track.....	Bridge 1241
MP126-3..	Main Track.....	Bridge 1261
Glen Allen.	Main Track.....	Tunnel
MP134-0..	Main Track.....	Bridge 1340
MP147-26..	Main Track.....	Bridge 1475
<b>Potosi Subdiv.:</b>		
Potosi.....	Main Track.....	Loading Ramp West of Main Track North of North Switch P. T. & T. Track
<b>Chester Subdiv.:</b>		
GM&O		
Crossing.	Both Main Tracks...	Steel Bridge 113
Fountain..	Both Main Tracks...	Steel Bridge 175
Okaw River..	Main Track.....	Steel Bridge 517
Marys River...	Main Track.....	Steel Bridge 643
Raddle....	Main Track.....	Steel Bridge 761
Big Muddy River...	Main Track.....	Steel Bridge 943
Gale.....	Both Main Tracks...	Walkway Railings Bridge 1177
<b>Mt. Vernon Subdiv.:</b>		
Welge.....	Main Track.....	Steel Bridge 690
<b>East &amp; West Subdiv.:</b>		
Gorham...	Northward Main (8° curve).....	Southward Main
Gorham...	Southward Main (8° curve).....	Northward Main

## 39.—Continued.

**Limited Side Clearances Affecting  
Main Tracks and Sidings**

Location	Track	Structure
<b>East &amp; West Subdiv.:</b>		
<b>Concl.</b>		
Murphysboro....	Main Track.....	Handrail, deck of Bridge 940
Murphysboro....	Main Track.....	Steel Bridge 956
De Soto...	Main Track.....	Steel Bridge 1029
Chalk Jct..	Main Track.....	Steel Bridge 1168
McClin-tock Wye	Main Track.....	Steel Bridge 1207
Marion....	Main Track.....	Stock Track
<b>Benton Subdiv.:</b>		
Zeigler....	Main Track.....	Steel Bridge 1174
Big Muddy River...	Main Track.....	Steel Bridge 1183
<b>Cairo Subdiv.:</b>		
Cache.....	Main Track.....	Steel Bridge 1247
<b>Cape Girardeau Subdiv.:</b>		
Diversion Canal...	Main Track.....	Steel Bridge 1260
SLSF Crossing.	Main Track.....	Rock cut MP 128-28
Cape Girardeau, Morgan Oak St...	Main Track.....	Concrete Arch
Cape Girardeau, between Morgan Oak & Good Hope Sts.	Main Track.....	Retaining Walls
Cape Girardeau, Good Hope St.	Main Track.....	Concrete Arch
<b>Bonne Terre Subdiv.:</b>		
MP0-18 to MP0-19..	Main Track.....	Rock Cliffs
MP2-0...	Main Track.....	Bridge No. 1
MP9-17 to MP9-19..	Main Track.....	Rock Cliffs
MP11-25 to MP11-26..	Main Track.....	Rock Cliffs
MP12-0...	Main Track.....	Bridge No. 22
MP12-26 to MP12-27..	Main Track.....	Rock Cliffs
MP13-07 to MP13-09..	Main Track.....	Rock Cliffs
MP13-20 to MP13-23..	Main Track.....	Rock Cliffs
MP14-05 to MP14-07..	Main Track.....	Rock Cliffs
MP14-12 to MP14-14..	Main Track.....	Rock Cliffs
MP15-02 to MP15-03..	Main Track.....	Rock Cliffs
MP15-06 to MP15-07..	Main Track.....	Rock Cliffs
MP15-24 to MP15-27..	Main Track.....	Rock Cliffs



39.—Continued.

Limited Side Clearances Affecting  
Main Tracks and Sidings

Location	Track	Structure
<b>Bonne Terre Subdiv.: Concl.</b>		
MP18-24..	Main Track.....	Rock Cliffs
MP23-5 to MP23-7..	Main Track.....	Tunnel
MP25-13 to MP25-16..	Main Track.....	Rock Cliffs
MP27-03 to MP27-06..	Main Track.....	Rock Cliffs
MP29-01 to MP29-02..	Main Track.....	Rock Cliffs
MP31-23 to MP31-26..	Main Track.....	Rock Cliffs
MP33-04 to MP33-07..	Main Track.....	Rock Cliffs
MP35-06 to MP35-08..	Main Track.....	Rock Cliffs
MP36-20 to MP36-24..	Main Track.....	Rock Cliffs
MP37-00 to MP37-01..	Main Track.....	Rock Cliffs
MP38-23..	Main Track.....	Bridge No. 52
<b>Ste. Genevieve Subdiv.:</b>		
MP85-9...	Main Track.....	Bridge 85-3
MP90-11 to MP90-13..	Main Track.....	Rock Cliffs
MP90-31 to MP90-25..	Main Track.....	Rock Cliffs
MP93-05 to MP93-08..	Main Track.....	Rock Cliffs
MP102-10 to MP102-15	Main Track.....	Rock Cliffs
MP102-22 to MP102-24	Main Track.....	Rock Cliffs
MP102-29 to MP102-31	Main Track.....	Rock Cliffs
MP103-01 to MP103-09	Main Track.....	Rock Cliffs
MP111-06 to MP111-08	Main Track.....	Rock Cliffs
MP115-23 to MP115-26	Main Track.....	Rock Cliffs
MP120-01 to MP120-01	Main Track.....	Rock Cliffs
MP121-17 to MP121-18	Main Track.....	Rock Cliffs
MP124-13 to MP124-14	Main Track.....	Rock Cliffs
MP124-16 to MP124-16	Main Track.....	Rock Cliffs
<b>Sparta Subdiv.:</b>		
Hoyleton..	Siding.....	Grain Elevators

39.—Continued.

Limited Overhead Clearances Affecting  
Main Tracks and Sidings

Location	Track	Structure
<b>DeSoto Subdiv.:</b>		
MP161-2..	Main Track.....	Bridge 1610
<b>Poplar Bluff Subdiv.:</b>		
MP165-20..	Main Track.....	Bridge 1659
<b>Charleston Subdiv.:</b>		
MP99-8...	Main Track.....	Bridge 993
MP99-25..	Main Track.....	Bridge 999
MP113-1..	Main Track.....	Bridge 1130
MP124-4..	Main Track.....	Bridge 1241
MP127-23 to MP127-27	Main Track.....	Tunnel
MP134-0..	Main Track.....	Bridge 1340
<b>Jackson Subdiv.:</b>		
Jackson...	Main Track.....	Overhead Foot Bridge
<b>Mt. Vernon Subdiv.:</b>		
Scheller...	Main Track.....	Telephone Wires
<b>East &amp; West Subdiv.:</b>		
Harrison...	Main Track.....	Steel Girder, IC Overhead Bridge
<b>Benton Subdiv.:</b>		
Big Muddy River.....	Main Track.....	Steel Bridge 1183
<b>Cape Girardeau Subdiv.:</b>		
Cape Girardeau, Morgan Oak St...	Main Track.....	Concrete Arch
Cape Girardeau, Good Hope St.	Main Track.....	Concrete Arch
Cape Girardeau, Depot to West End....	Main Track.....	Overhead Wires
<b>Bonne Terre Subdiv.:</b>		
Tunnel....	Main Track.....	Tunnel MP 23, Pole 5 to MP 23, Pole 7
<b>Sparta Subdiv.:</b>		
MP 76, Pole 12..	Main Track.....	Bridge 76-5



**40. FLAGGING SIGNALS:**

Rule 35 is changed to read:

"The following signals will be used by flagmen:

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

Rule 221(d) changed to read:

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

- 1 red flag
- 1 white flag
- 1 white light
- 8 torpedoes
- 6 red fuses"

**41. LIGHT ENGINES IN ROAD MOVEMENT:**

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

**42. DEFINITION OF DELAY UNDER RULE 330:**

Question: What length of time shall be considered a "delay" under the requirements of Rule 330?  
 Answer: Five minutes or more.

**43. SPECIAL SAFETY RULES:**

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

Rule 30 of the Uniform Code of Operating Rules is amended as follows:

"In case of bell failure, two short blasts of whistle or horn will be sounded when an engine is about to move."

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

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

**44. RUNNING TEST OF PASSENGER TRAINS:**

BLANK.

**45. RELEASING BRAKES ON FREIGHT TRAINS:**

BLANK.

**46. STANDARD BRAKE PIPE PRESSURE—PASSENGER TRAINS:**

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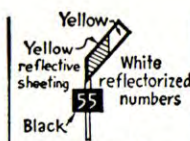
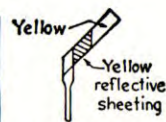

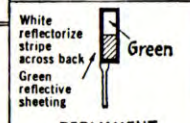
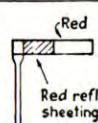


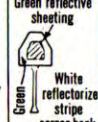
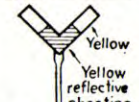
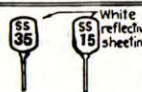

**47. STATE FLAGGING LAWS:**

BLANK.

**48. WATCH INSPECTION:**

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

**STANDARD SIGNS**

 <p><b>STATION ONE MILE SIGN</b>          See Rule 14 (m)          (One mile from station or first switch of siding, whichever is nearer, on single track in train order territory. Not to be used on branch lines.)</p>	 <p><b>PERMANENT SPEED RESTRICTION SIGN</b>          See Rule 10(h) and Timetable Special Instructions Section 3</p>	 <p><b>APPROACH SIGN</b>          See definition of Restricted Speed and Special Instructions supplementary to Operating Rules</p>
 <p><b>HIGHWAY GRADE CROSSING WHISTLE SIGN</b>          1320 feet from Crossing where speed is 60 m.p.h. or less, and 1850 feet where speed is over 60 m.p.h.          See Rule 14 (l)</p>	 <p><b>PERMANENT RESUME SPEED SIGN</b>          See Rule 10(h)          Used in connection with Permanent Speed Restriction Sign</p>	 <p><b>STOP SIGN</b>          At point where stop required 200 ft. from Railroad Crossing or at certain other points where stop required</p>
 <p><b>RAILROAD CROSSING - JUNCTION - DRAW BRIDGE - ONE MILE SIGN</b>          (except when protected by interlocking),          See Rule '98</p>	 <p><b>TEMPORARY SPEED RESTRICTION SIGN</b></p>  <p><b>TEMPORARY RESUME SPEED SIGN</b></p> <p>To be used per chart on Page 130, Uniform Code of Operating Rules          See Rule 10(g)</p>	 <p><b>YARD LIMIT SIGN</b>          See Rule 93</p>
 <p><b>SPEED LIMITING SIGNS FOR SPRING SWITCHES</b>          When moving points in trailing movements</p>	 <p><b>SWITCHING LIMIT SIGN</b>          Used to designate Switching Limits in signal indication territory where Rule 93 does not apply</p>	







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

NAME	LOCATION
<b>HOSPITAL</b> .....	St. Louis, Mo.
★★Dr. E. J. Senn.....	Herculaneum, Mo.
★★Dr. H. E. Donnell, Local Surgeon.....	De Soto, Mo.
★Dr. C. E. Fallet, Resident Surgeon.....	De Soto, Mo.
★Dr. K. V. McKinstry.....	De Soto, Mo.
★○Dr. J. L. Thurman, Local and Dispensary Surgeon.....	Potosi, Mo.
★★Dr. G. F. Cresswell, Local Surgeon.....	Potosi, Mo.
★Dr. B. M. Bull.....	Ironton, Mo.
★★Dr. R. E. Harland.....	Ironton, Mo.
★★Dr. H. H. Cline, Local and Dispensary Surgeon.....	Piedmont, Mo.
★★Dr. C. H. Jones, Local and Dispensary Surgeon.....	Piedmont, Mo.
<b>EMERGENCY STATION</b> .....	Poplar Bluff, Mo.
★Dr. J. W. McPheeters, Sr., Div. Surgeon.....	Poplar Bluff, Mo.
★Dr. H. M. Henrickson, Div. Surgeon.....	Poplar Bluff, Mo.
★Dr. H. O. Henrickson.....	Poplar Bluff, Mo.
★Dr. A. L. May, Jr.....	Poplar Bluff, Mo.
★Dr. B. M. McLain.....	Poplar Bluff, Mo.
★★Dr. C. E. Michaelis, Local Surgeon.....	Fredericktown, Mo.
★Dr. S. C. Slaughter.....	Fredericktown, Mo.
★★Dr. T. L. Waddle.....	Dexter, Mo.
★★Dr. H. B. Throgmorton.....	Sikeston, Mo.
★★Dr. W. L. Davis.....	Charleston, Mo.
★★Dr. Robert L. Frazier.....	Charleston, Mo.
★★Dr. E. F. McDonald, Local and Dispensary Surgeon.....	Jackson, Mo.
★★Dr. E. M. Popp.....	Bismarek, Mo.
★★Dr. V. P. Siegel.....	East St. Louis, Ill.
★★Dr. J. W. Compton.....	East St. Louis, Ill.
★★Dr. P. F. Norbet.....	Belleville, Ill.
★★Dr. C. E. Burpo.....	Belleville, Ill.
<b>EMERGENCY STATION</b> .....	Dupo, Ill.
★★Dr. R. G. Guerra.....	Dupo, Ill.
★★Dr. G. R. Guerra.....	Dupo, Ill.
★Dr. F. W. Gebhardt.....	Columbia, Ill.
★★Dr. G. Dundon.....	Columbia, Ill.
★★Dr. H. A. Reichel.....	Valmeyer, Ill.
★Dr. L. T. Mattingly.....	Red Bud, Ill.

NAME	LOCATION
★Dr. Ralph Kuhlman.....	Red Bud, Ill.
★Dr. E. R. May.....	Chester, Ill.
★Dr. I. D. Newmark.....	Chester, Ill.
★★Dr. Milton Zimlyn.....	Chester, Ill.
★Dr. M. J. Hughes.....	Gorham, Ill.
<b>EMERGENCY STATION</b> .....	Illmo, Mo.
★Dr. H. V. Ashley, Jr.....	Cape Girardeau, Mo.
★★Dr. F. Bondurant, Resident Surgeon.....	Cairo, Ill.
★★Dr. F. S. Comer.....	Cairo, Ill.
★Dr. W. J. Borgsmiller.....	Murphysboro, Ill.
★Dr. J. A. Weatherly.....	Murphysboro, Ill.
★Dr. A. R. Esposito.....	Murphysboro, Ill.
<b>EMERGENCY STATION</b> .....	Hurst, Ill.
★Dr. P. M. Biason.....	Hurst, Ill.
★Dr. W. L. Kane.....	Herrin, Ill.
★★Dr. H. L. Lewis.....	Benton, Ill.
★★Dr. J. W. Johnson.....	Marion, Ill.
★★Dr. H. G. Hempler.....	Johnson City, Ill.
★★Dr. G. C. Mayfield.....	Steelville
★Dr. J. A. Mathis.....	Pinckneyville, Ill.
★Dr. J. S. Templeton.....	Pinckneyville, Ill.
★Dr. C. E. Cawvey.....	Pinckneyville, Ill.
★★Dr. C. O. Hamilton.....	Mt. Vernon, Ill.
★★Dr. H. G. Thompson.....	Mt. Vernon, Ill.
Dr. H. E. Schoonover.....	Salem, Ill.
<b>EMERGENCY STATION</b> .....	Centralia, Ill.
★Dr. J. C. Hall.....	Centralia, Ill.
★Dr. H. J. Levine.....	Centralia, Ill.
★★Dr. C. W. Longwell.....	Nashville, Ill.
★Dr. W. W. Fullerton.....	Sparta, Ill.
★Dr. C. O. Boynton.....	Sparta, Ill.
★Dr. L. C. Fiene.....	Sparta, Ill.
★Dr. G. H. Degenova.....	Ste. Genevieve, Mo.
★Dr. R. C. Lanning.....	Ste. Genevieve, Mo.
<b>EMERGENCY STATION</b> .....	Bonne Terre, Mo.
★Dr. V. W. Taylor, Division Surgeon.....	Bonne Terre, Mo.
★Dr. J. Mullen.....	Bonne Terre, Mo.
★Dr. M. T. Haw.....	Bonne Terre, Mo.
★Dr. E. A. Senn.....	Herculaneum, Mo.
★Dr. Paul Dennis.....	Flat River, Mo.

★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.

### FOR INFORMATION ONLY CONDENSED RED BALL SCHEDULE

SOUTHWARD					STATION	NORTHWARD			
MTS	67	361	369	65		360	370	60	72
9 30PM	8 30PM	7 00PM	3 00AM	2 00AM	.....DUPO.....	11 30AM	3 00AM	7 00PM	6 30AM
1 50AM	2 15AM	.....	.....	7 40AM	.....POPLAR BLUFF.....	.....	.....	2 00PM	11 30PM
.....	.....	1 15AM	11 30AM	.....	.....PARAGOULD.....	2 00AM	12 30PM	.....	.....