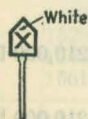


STANDARD SIGNS



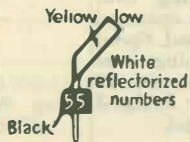
STATION ONE MILE SIGN
See Rule 14 (m)
(One mile from station or first switch of siding, whichever is nearer, on single track in train order territory. Not to be used on branch lines.)



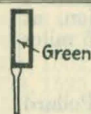
HIGHWAY GRADE CROSSING WHISTLE SIGN
1320 feet from Crossing where speed is 60 m.p.h. or less, and 1850 feet where speed is over 60 m.p.h.
See Rule 14 (l)



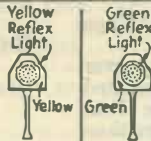
RAILROAD CROSSING-JUNCTION-DRAWBRIDGE-ONE MILE SIGN
(except when protected by interlocking)
See Rule 98



PERMANENT SPEED RESTRICTION SIGN
See Rule 10(h) and Timetable Special Instructions Section 3



PERMANENT RESUME SPEED SIGN
See Rule 10(h)
Used in connection with Permanent Speed Restriction Sign

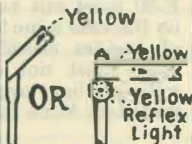


TEMPORARY SPEED RESTRICTION SIGN

To be used per chart on Page 130, Uniform Code of Operating Rules See Rule 10(g)



SPEED LIMITING SIGNS FOR SPRING SWITCHES
When moving points in trailing movements



RESTRICTED SPEED SIGN
See definition of Restricted Speed and Special Instructions supplementary to Operating Rules



STOP SIGN
At point where stop required 200 ft. from Railroad Crossing or at certain other points where stop required



YARD LIMIT SIGN
See Rule 93



SWITCHING LIMIT SIGN
Used to designate Switching Limits in signal indication territory where Rule 93 does not apply

NOTE: Reflex lights are being progressively replaced with reflective sheeting.

SAFETY FIRST



Missouri Pacific Railroad Company

ILLINOIS DIVISION

SPECIAL INSTRUCTIONS No. 11

EFFECTIVE JANUARY 1, 1954

Superseding Special Instructions No. 10, dated August 1, 1952, and all Supplements thereto.

SUPPLEMENTARY TO THE UNIFORM CODE OF OPERATING RULES

DATED MAY 1, 1950

R. W. PARKER
Superintendent

CARRY INSIDE BACK COVER OF TIMETABLE

1. SUPERIORITY OF TRAINS:

See Timetable.

2. MAXIMUM SPEED:

See Timetable.

3. SPEED RESTRICTIONS:

See Timetable.

4. STANDARD CLOCKS:

St. Louis Union Station.	Gorham.
Valley Junction.	Gale.
SLSW Telegraph Office	Pinckneyville.
SLSW Roundhouse	Mt. Vernon.
Dupo:	Bush:
South Yard Office.	Telegraph Office.
Round House.	Round House.
Chester.	

5. WATCH INSPECTORS:

Location	Name	Street Address
East St. Louis.	Zerweck Jewelry Co.	210 Collinsville
Dupo.	W. G. Foerste.	115 N. Second
Chester.	Gift Chest Jewelers.	1206 Swanwick St.
Gale.	Operator.	Yard Office
Poplar Bluff.	Gift Chest Jewelers.	115 N. Main
Paragould.	Arnold Jewelry Co.	220 S. Pruet
Mt. Vernon.	Laird Jewelers.	1007 Broadway
Pinckneyville.	Chas. Geumally.	W 7 North
Bush.	Div. Trainmaster.	Trainmaster's Office
Herrin.	Robert Moore.	106 E. Cherry
Marion.	L. H. Bainbridge.	800 Public Square
Cape Girardeau.	H. A. Lang.	126 North Main

6. TRAIN REGISTERS:

Scheller is a Register Station for No. 897 only.

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

Gale is a register station for first-class trains and trains originating and terminating at that point.

Chester is register station for Mt. Vernon Subdiv. trains only. Southward Mt. Vernon Subdiv. trains must obtain Clearance, Form C, 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, Form C, at Gale instead of North Jct.

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

Gorham	Thebes Junction
Pinckneyville	Cairo
Mt. Vernon	Cape Deau Junction
	Cape Girardeau

7. GENERAL ORDER BOOKS:

Valley Junction:	Poplar Bluff:
SLSW Yard Office	Yard Office
SLSW Roundhouse	Roundhouse
Dupo:	Paragould:
South Yard Office	Yard Office
Roundhouse	Roundhouse
Chester	Pinckneyville:
Gorham	Telegraph Office
Gale	Roundhouse
Illmo:	Bush:
SLSW Yard Office	Telegraph Office
SLSW Roundhouse	Roundhouse
	Jonesboro:
	SLSW Yard Office

8. MAIL CRANES BETWEEN STATIONS:

BLANK.

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

Between	Engines and Work Equipment	Gross Weight of Car and Lading
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..... Engines classifying over E-50 must not be operated on Buckner mine lead. Speed of engines classifying over E-50 must not exceed 10 miles per hour over Bridge 3 on Orient Mine Lead.	E-60	251,000 lbs.
Bush and Johnston City.....	E-52	240,000 lbs.
Johnston City and Marion.... Engines classifying over E-45 must not be operated over Bridge 1, Marion, at speed of more than 15 miles per hour.	E-52	240,000 lbs.
Chalk Junction and Pollard Energy.....	E-45	210,000 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..... Engines classifying over E-50 must not be operated over Bridge 3, Mile Post 126-01 at speed of more than 10 miles per hour.	E-60	251,000 lbs.
M. V. Jct. and Mt. Vernon...	E-60	251,000 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.

Explanation of Cooper's Classification:

Classification	Engine Numbers	Work Equipment
E-30....	(D) 800-811, (G) 650.....	Pile Drivers X-165, X-169, X-170, X-171. Wrecking Derricks X-100, X-108.
E-35....	2348-2389, (D) 7100 (D) 9000-9012.....	Bridge Erection Crane X-1025. Locomotive Cranes X-1004, X-1005, X-1006, X-1026 and X-1031. Locomotive Ditcher X-202. Wrecking Derricks X-101 to X-107, Inc. and X-109.

9.—Concluded.

Explanation of Cooper's Classification:—Concluded.

Classification	Engine Numbers	Work Equipment
E-40....	402-483, (D) 7000-7021, (D) 8001-8036.....	
E-45....	1-173, (D) 201-208, (D) 301-380, (D) 501-626, (D) 4100-4289, 6404-6436, (D) 9102-9146, (D) 9170-9186, (D) 9200-9226, (D) 9233-9239, 9301-9318.....	Bridge Erection Cranes X-1027, X-1028, X-1032, X-1033, Bridge Erection Derrick X-247. Bridge Derrick-Pile Driver, X-172. Wrecking Derricks X-110 to X-114-inc.
E-50....		
E-52....	1205-1280, 1302-1325, 5309-5316 (15000 gal. tender), 9604, 9706-9783.....	
E-54....	1158-1160, 6607, 6609, 6611-6628.....	
E-56....	1403, 1406, 1412, 1416, 1417, 1419, 1422, 1423, 1427, 1438, 1439, 1444, 1448, 1450, 1453, 1454, 1458, 1465, 1480, 1482, 1485, 1495, 1497, 1501, 1502, 1505, 1508, 1511, 1524, 1525, 1526, 1534, 1536, 1539-1542, 1548, 1551, 1555, 1557-1559, 1561, 1570.....	
E-58....	1114-1118, 1418, 1425, 1430, 1432, 1446, 1449, 1460, 1466, 1473, 1498, 1520, 1530, 1531, 1538, 1544, 1553, 1566, 5309-5316, (17250 gal. tender), 5322-5323, 5535-5344.....	
E-60....	1424, 1431, 1440, 1471, 1519, 1522.....	
E-64....	1721-1729, 2201-2215.....	

(D)—Diesel Electric.

(G)—Gas Electric.

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.

All other Work Equipment mounted on two standard four-wheel trucks and weighing not more than 150,000 pounds classifies E-30 or less.

9-A. Engine Restrictions:

Name of Track or Location	MP	Pole	Restrictions
Chester Subdiv.: Dupo-Freight Diesel Engine Inspection Pit.....	6	0	Steam engines must not operate over pit.
Valmeyer - Columbia Quarry Scale Track	22	10	Engines must not operate over track scale.
Valmeyer-Mill Track.....	22	26	Engine must not operate over track scales.

9-A. Engine Restrictions:—Concluded

Name of Track or Location	MP	Pole	Restrictions
Chester Subdiv.: —Concl. Danley-Quarry Track.....	39	23	Engines must not operate over track scale.
Danley.....			Engines must not operate beyond engine restriction sign on new commercial track in Quarry.
Prairie du Rocher - Cole Mill Track...	41	25	Engines must not operate over track scale.
Chester-Cole Milling Co. Track.....	62	15	Engines must not operate over bridge, or wheat pit.
Mt. Vernon Subdiv.: New Wilson-New Wilson Mine.....	83	21	Engines must not operate beyond engine restriction sign.
Pinckneyville-Mine No. 6..	92	23	Engines must not operate over bridge.
Mt. Vernon-Int. Shoe Track..	124	4	Engines must not operate over bridge.
Mt. Vernon-Anchor Coal Co. Track.....	124	7	Engines must not operate over bridge.
Benton Subdiv.: Benton-West Team Track..	124	3	Engines must not operate beyond engine restriction sign.

10. RAILROAD CROSSINGS AT GRADE:

Subdiv.	MP	Pole	Other Railroad	Senior Line	Type of Protection
Chester.....	9	15	GM&O	GM&O	Manual Interlocking
Chester.....	49	7	Mo-IHRR	Mo-IHRR	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	Manual 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	Automatic Interlocking
Benton.....	115	14	IC	IC	None
Benton.....	115	16	CZ&G	MoPac	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	Interlocked Gate against MoPac.
Cairo.....	144	10	CCC&StL	CCC&StL	None
Cape Girardeau....	127	19	MCMCo	MCMCo	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

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first-class shall have precedence. As between trains of the same class, senior line shall have the right to cross first.

INSTRUCTIONS GOVERNING OPERATION OVER CROSSINGS:

10-A. Automatic Interlockings:

Subdiv.	Location	MP Pole	Other Railroad
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
East and West.....	Marion.....	127 13	IC
Benton.....	Zeigler.....	117 3	CB&Q

Rule 344 and other rules applicable, will govern.

At Percy, Scheller, Marion, Zeigler and Waltonville— Approach signals are non-operative. Trains and engines must move at low speed from approach signal until crossing is occupied.

At Gorham, be governed by Rules 344, 345 and 350. Hand signals must not be given for at least five minutes after push button has been operated.

At Marion, movement out of siding within interlocking will be governed by indication of signal, per Signal Indication Rules 292 and 290. If signal fails to clear, after switch is thrown, trainman will operate time release and perform per Rule 344.

At Scheller, Rule 344 governs. To operate, release insert switch key, turn to right as far as possible, hold for one second, then remove key.

At all interlockings mentioned above, except Gorham, the speed of all trains approaching the crossing, when absolute signal indicates "Proceed," must not exceed 15 miles per hour by the time the engine or forward car reaches the absolute signal and higher speed must not be resumed until after the engine or forward car passes over the crossing.

10-B. Interlockings With Controlled Electric Signals:

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

Approach signals at this location are non-operative signals. Trains and engines must move at low speed from approach signal until crossing is occupied.

10-C. Standard Manual Interlockings:

Subdiv.	Location	MP Pole	Other Railroad
Chester.....	GM&O Crossing	9 15	GM&O
Chester.....	Flinton.....	49 7	Mo-III
Mt. Vernon.....	Tamaroa.....	102 19	IC

At Tamaroa, Signal Aspects, which do not conform to The Uniform Code of Operating Rules, will govern, as shown below:

Home Signals:

Day Aspect	Night Aspect	Indication
Red arm—horizontal	Red Light	Stop
Red arm (60 degree Lower Quadrant)	Green Light	Proceed

At Tamaroa, the approach signals are non-operative signals. Trains and engines must move at low speed from approach signal until crossing is occupied.

10-D. Cabin Interlockings:

Subdiv.	Location	MP Pole	Other Railroad
Mt. Vernon.....	Mt. Vernon...	124 33	L&N

Electric-locked derails are located 150 feet each side of the crossing on main track and at the clearance point of siding.

The operation of the electric-locked switch stand to reverse will remove the three derails from M. P. tracks.

When L&N track between the two signals governing over the crossing is occupied by a train, derails will be locked in derailing position on M. P. tracks.

When padlock is removed from electric switch lock or derails are removed from M. P. tracks, L&N signals governing movements over the crossing will be in stop position.

10-E. Interlocked Gates:

Subdiv.	Location	MP Pole	Other Railroad
Cairo.....	Cairo.....	142 31	GM&O

Gates set normally against the Mo. Pac. and equipped with manual interlocking. When a Mo. Pac. train is to use the crossing, a member of the train crew will operate levers at crossing and turn gate. Instruction chart is on outside of door of iron box immediately in rear of levers.

Within at least 2500 ft. north of crossing 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.

10-F. Standard Gates:

Subdiv.	Location	MP Pole	Other Railroad
Cairo.....	Fayville.....	125 24	C&EI
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	MP Pole	Other Railroad
Cape Girardeau.....	SLSF Crossing	128 20	SLSF

Within 4000 ft. and not less than 2500 ft., of each side of crossing, which is gated and electrically-locked against Missouri Pacific, there is a restricted speed sign. Restricted speed at this location shall not exceed 20 miles per hour, to apply from the sign until crossing is occupied. Where there are other more restrictive conditions, they will be observed.

Missouri Pacific trains must be stopped short of standard stop signs, which are located 200 feet on each side of crossing, after which a member of the crew will proceed to the gate and operate it in accordance with instructions posted in release box.

Trainmen must not operate gate lock or permit track between stop sign and gate to be occupied when SLSF trains are approaching.

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 Pole	Foreign 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

11.—Concluded:

NORTH JUNCTION, CONTROLLED ELECTRIC INTERLOCKING:

The Interlocking Absolute Signals operate in conjunction with Automatic block signals, governing northward movements onto Missouri Pacific and C&E1 tracks, and governing southward movements with the current traffic only on Bridge Company tracks.

The indication of signals for southward movements against the current of traffic on Bridge Company's tracks will not relieve trains and engines from complying with Rule 1(b), on Page 6, of S. I. & M. B. Special Instructions No. 1, effective Sept. 1, 1947.

Remotely Controlled Switches and Absolute Signals at North Junction are controlled by Control Operator at Gale. Telephones for communicating with the Control Operator are located adjacent to Absolute Signals.

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

Movements through crossover switches at North Junction must not exceed 10 miles per hour.

12. YARD LIMITS:

	FROM		TO	
	MP	Pole	MP	Pole
Chester Subdiv.:				
North Dupo-GM&OCrossing PrDuRocher (Southward Track)	4	6	9	32
PrDuRocher (Northward Track)	39	28	41	33
Gale (Southward Track)	41	33	39	28
Gale (Northward Track)	115	24	118	4
Mt. Vernon Subdiv.:				
Pinckneyville	90	0	96	1
Tamaroa	101	31	103	20
Mt. Vernon	121	0	End of track.	
Cape Girardeau Subdiv.:				
Cape Girardeau	125	20	End of track.	
Cairo Subdiv.:				
Thebes Jct.	120	26	121	30
Cairo	142	32	End of track.	
East and West Subdiv.:				
Gorham	83	32	85	37
Bush	106	0	Benton, Marion, Pittsburg, New Bruce, Pol-lard, Energy and Old Ben Mine No. 9.	

Within yard limits at Gale, trains moving with current of traffic by block signals under Rules 450 to 453, inclusive, are not required to clear other trains moving in same direction, unless otherwise instructed to do so. These instructions modify Rule 93 to extent that trains moving in direction of traffic are not required to clear first class trains moving in same direction, but do not modify Rule 99 and other rules applicable.

13. SWITCHES:

13-A. Spring Switches:

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

13-A.—Concluded.

Subdiv.	Type of Switch	Location	Normal Position
East and West	No. 10	Bush (North yard lead and main track.)	For main track.

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

GALE:

When Signal No. 1175-L governing trailing point movement from yard to southward main track indicates "Stop", per Rule 292, train or engine must be stopped in clear and trainmen must observe whether a southward train or engine is approaching. If a southward train or engine is approaching, movement onto the southward main track must not be made until such train or engine has passed the switch, or has been stopped clear of the switch. The signal indication does not modify the requirements of Rule 93. (See "Exceptions to Rule 350," page 102 of Uniform Code.)

13-B. Remotely Controlled Switches:

Subdiv.	Location	Type of Switch	Control Operator at
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 switch	No. 16	Chester
Chester	Chester, Both switches north siding and south siding crossovers	No. 10	Chester
Chester	Chester, South siding switch	No. 10	Chester
Chester	M. V. Junction, Junction switch	No. 20	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	CC Crossover	No. 16	Chester
Chester	AA Jct. Junction switch	Equilateral No. 20	Chester
Chester	BB Jct. Junction switch	Equilateral No. 20	Chester
Chester	BB Jct. Junction switch	No. 20	Chester
Chester	DD Crossover	No. 16	Chester
Chester	HH Crossover	No. 16	Chester
Chester	JJ Crossover	No. 16	Chester
Chester	Gale, North Crossover, Switch from southward main track to drill track	No. 10	Gale
Chester	Gale, Both switches of Crossover No. 1	No. 10	Gale
Chester	North Jct. Crossover between main tracks	No. 10	Gale
Chester	North Jct. C&E1 conn.	No. 10	Gale

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

Subdiv.	Location	Normal Position
Chester	Warnock Siding Valmeyer Siding Danley Siding	Northward inside switches Southward inside switches
Chester	Roots	(Position of switch north end interior siding).
Chester	Gale	(South crossover switch from drill track to southward main track.)
E&W	Gorham	Switch at intersection of northward main track and north lead at Gorham Yard.
E&W	McClintock Wye	North Wye Switch.
Benton	Orient Jct.	Junction Switch.

13-D. Interlocked Switches:

Subdiv.	Location	Type of Switch	Operated From
Chester.....	GM&O Crossing..... (Cross-over between two main tracks.)	No. 10 trailing.....	GM&O Crossing
Chester.....	Flinton..... (Crossover between two main tracks.)	No. 10 trailing.....	Flinton
Chester.....	Flinton..... (End of two main tracks.)	No. 20.....	Flinton

See Section No. 3 of Special Instructions in Timetable covering Speed Restrictions.

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

BLANK.

13-F. Electrically Locked Switches:

Subdiv.	Location	Control Operator at
Chester.....	Sand Pit..... (MP 63 Pole 01)	Chester
Chester.....	South switch running track..... (MP 66 Pole 21)	Chester
Chester.....	Raddle to JJ (Not including Raddle).....	Chester
East & West.	Gorham..... (South switch of crossover to east track.)	Chester
Chester.....	Gale..... (South crossover switch from Drill track to southward main track.)	Gale
Chester.....	Gale..... (Switch from team track to southward main track.)	Gale

Instructions for handling at Gale and Sand Pit:

TO OPERATE SWITCH FOR MOVEMENT FROM MAIN TRACK TO NON-SIGNALED TRACK:

Some part of engine or cars must occupy the track between the rail joints which are painted white.

Open door of iron box near the switch and follow instructions posted inside.

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.

Note: To operate switch for movement on Drill track at Gale secure authority from control operator. After authority is obtained, operate switch in usual manner and be governed by signal indication.

14. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS:

Subdiv.	Location	Designation For Use in Train Orders	MP	Pole	Facing or Trailing Point
Chester...	Fountain...	"Crossover Fountain".....	17	30	Trailing
Chester...	Valmeyer....	"Crossover Valmeyer".....	22	13	Trailing
Chester...	Maeystown..	"Crossover Maeystown"....	28	4	Trailing
Chester...	Fults.....	"Crossover Fults".....	33	25	Trailing
Chester...	Renault.....	"Crossover Renault".....	37	1	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...	CC.....		87	24	
Chester...	CC.....		87	29	
Chester...	DD.....		97	33	
Chester...	DD.....		98	3	
Chester...	HH.....		107	36	
Chester...	HH.....		108	2	
Chester...	JJ.....		115	18	
Chester...	JJ.....		115	23	
Chester...	Gale.....	"Crossover No. 2 Gale"....	117	18	Facing
			117	20	Trailing
Chester...	Gale.....	"Crossover No. 1 Gale"....	118	3	Trailing
East & West...	Gorham.....	"E&W North Crossover Gorham".....	84	21	Facing
East & West...	Gorham.....	"E&W South Crossover Gorham".....	85	10	Trailing

14-A. Designation of Crossovers Between Main Track and Sidings for Purpose of Identification in Train Orders:

BUSH:

Crossover located at MP 108, Pole 23, leading from East and West Subdiv. main track to train yard at Bush is designated as "Train Yard Crossover, Bush."

15. FLASHING LIGHT TRAIN ORDER SIGNALS:

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

Subdiv.	Location
Chester	G. M. & O. Crossing
Chester	Prairie du Rocher
Chester	Flinton
Chester	Chester
Chester	Gorham
Chester	Gale

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.
Location of switches designated as entrances to yards:

Subdiv.	Station	MILE POST LOCATION OF SWITCHES			
		North		South	
		MP	Pole	MP	Pole
Chester	Gale	116	16	117	18
Mt. Vernon	Pinckneyville	91	22		
Mt. Vernon	Mt. Vernon	123	26		
East & West	Bush	107	06	108	37
East & West	Herrin	114	11	114	37
Benton	Bush			109	10
Cairo	Cairo	144	12		
Cape Girardeau	Cape Girardeau	130	02		

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

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:

Cairo Subdiv.:

Thebes Junction.
Miller City.

Mt. Vernon Subdiv.:

Steeleville.
Welge.

East and West Subdiv.:

Grimsby.

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

BLANK.

17. BLOCK SIGNALS:

17-A. Automatic Block System:

Subdiv. Between

Chester GM&O Crossing and North Junction.
(Between GM&O Crossing and FI Crossover, block signaled with current of traffic only.)

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

Rule 99(j) is in effect between GM&O Crossing and North Junction.

The following is added to Rule 285:

"When advance view permits, start reducing speed before reaching approach signal, and when view is sufficient, to 30 MPH before reaching it."

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

Subdiv.	Between	Control Operator Located at:
Chester	FI Crossover and Flinton	Flinton
Chester	Flinton and JJ	Chester
Chester	Crossover No. 1 at Gale and North Junction (WEST TRACK ONLY)	Gale

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

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

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

Subdiv. Between

Chester North Dupo and GM&O Crossing.
Chester North Jet. and JJ. (Northward Track).
Chester JJ and Crossover No. 1 at Gale (Southward Track).

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

Movements against the current of traffic will be authorized by train order only.

Train orders must designate Junctions, Crossovers or Switches of Sidings between which movements against current of traffic are authorized.

Train orders will be issued to work extras, giving them working limits.

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

BETWEEN GM&O CROSSING AND FI CROSSOVER, which territory is block signaled for movement with current of traffic only, trains may run with the current of traffic without train orders, but must not cross over and move against the current of traffic, unless authorized by Train Order, Form D-R. Rule 86 is modified to extent Second Class and Extra trains moving with current of traffic between GM&O Crossing and FI Crossover will not clear, or require Train Order, Form B, to run ahead of First Class trains moving with current of traffic. Second Class and Extra trains must receive Clearance, Form C at GM&O Crossing and Gale. (See Section No. 6 of these instructions.) Trains started at other than GM&O Crossing and Gale, must have Clearance, Form C, or permission from train dispatcher before proceeding. Work trains in this territory will be authorized only by Train Orders, Form D-H.

WITHIN YARD LIMITS BOUNDED BY BUSH, BENTON, MARION, PITTSBURG, ENERGY, OLD BEN MINE No. 9 AND FREEMAN MINE No. 4.

Authority for movement of trains or engines is Movement Card, Form CF, issued over the signature of train dispatcher. It must not contain any information or instructions not essential to such movement. It must be brief and clear, in the prescribed form when applicable. Foreign engines must be specified by initials and numbers on Movement Cards.

Each Movement Card must be written in full on Movement Card Sheet, Form 6716-A, by the train dispatcher, with the time complete and train dispatcher's initials.

Engineers and firemen, and when practicable, head brakeman, must read Movement Cards, and have a definite and proper understanding of their requirements. Engine foremen or conductors and when practicable, trainmen, must read Movement Cards, and have a definite and proper understanding of their requirements.

Upon arrival at a meeting point, if train or engine to be met has not arrived or when Movement Card is necessary for further movement of their train, engine foremen or conductors must report promptly to train dispatcher for instructions.

Upon arrival at point where Movement Card expires or when leaving main track to perform work, engine foremen or conductors must report at once, their arrival to train dispatcher.

19. DOUBLE HEADING TRAINS:

When double heading, the smaller engine will be used as lead engine, and in passenger service, such lead engine shall be manned by regular engine crew. This does not apply to double heading in helper service.

Note: Following engines are considered as of the same size under these instructions:

1100, 1200, 1300, 1400, 1500, 1700, 2200, 6400 and 6600 classes.

ALL ONE-CLASS ENGINES, except the following, have been equipped with standard draft gear and 6x8 inch shank couplers at rear of tender and may be used (non-stokers should

19.—Concluded:

be used) as the second engine when double-heading in freight service and may be used as second engine in passenger service when equipped with steam heat and air signal equipment, viz.:

20	103	141	151
70	134		

For ready reference, a list of the oil burning engines equipped with standard draft gear and 6x8 inch couplers:

Oil Burning			
3	53	73	138
8	54	82	162
41	68	130	173

20. HELPER AND PUSHER SERVICE:

20-A. Helper Service:

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

After train is stopped a full service brake pipe reduction must be made, then double-heading cock closed on "train engine".

The helper engine must be coupled ahead, brake pipe and air signal hose coupled, and test of train brake made to know that brakes are operating by brake valve of lead engine.

After helper move has been completed, train must be brought to stop and brakes applied with full service reduction before helper engine is cut off. After helper engine is uncoupled, double-heading cock on "train-engine" will be opened and test made to know that brakes are operating by brake valve of the "train-engine". (See Section 6, Brown Book.)

On Passenger trains, after starting, engineman handling train will make a running brake test. (See Section 8, Rule 806, Brown Book.)

20-B. Pusher Service:

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

(See Section 6, "Brown Book".)

21. BRIDGES OVER NAVIGABLE STREAMS:

Subdivision	Name	MP	Pole
Chester	Okaw River Bridge 69...	52	12

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

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

(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.

22.—Concluded:

(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. 1, 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. 1, 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."

22-A. Operation in Terminals on Connecting Divisions:

ST. LOUIS TERMINAL DIVISION.

St. Louis Terminal Division Special Instructions and General Orders govern.

22-B. Operation of Foreign Line Trains over Missouri Pacific Tracks:

(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.

Rule 93.

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

22-B.—Concluded.

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.

Before I. C. trains or engines enter Mo. Pac. main track, authority to occupy main track, under provisions of that part of Rule 93, quoted above, must be received from Train Dispatcher at Bush and entered on Movement Card, Form CF. (See Section 18 of these instructions.)

(c)—**BETWEEN C. B. & Q. CONNECTION ZEIGLER AND ROYALTON JCT.**—use of Mo. Pac. tracks (within yard limits) by C. B. & Q.

(d)—**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.

Before C. B. & Q. trains or engines enter Mo. Pac. main track, authority to occupy main track under provisions of that part Rule 93 quoted above, must be received from Train Dispatcher at Bush and entered on Movement of Card, Form CF. (See Section 18 of these instructions.)

(e)—**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.

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	West 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.

Passenger Trains Double-Heading:—Engine men on lead engine will receive orders from top fork, engine men on second engine from middle fork, conductors from bottom fork and Operator will hand up orders to rear trainmen.

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

Freight Trains Double-heading:—Engine men on lead engine will receive orders from top fork, engine men on second engine from middle fork and rear trainmen from bottom fork.

25. MOTOR CARS:

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

(a) Motor Cars or Motor Trailer Cars must not be moved or coupled between other cars in train movement or switching.

(b) Remove handle from engineer's brake valve, except on cars having ET Brake Equipment which must have automatic brake valve cut out, "dead man" feature cut out, and "dead engine" feature cut in.

(c) Remove controller handle.

(d) In cold weather, put up front radiator shields; drain radiator, engine cylinders and water circulating pump; and drain Arcola car heater and radiating coils or maintain fire in heater, making certain that valves connecting engine cooling system and heating system are closed and not leaking.

(e) Shut air valve to gasoline fuel tank.

(f) Open main battery switch.

26. QUALIFICATIONS OF LOCOMOTIVE ENGINEER:

(a) **For Passenger Service**, an engineer must have had one year of service as road engineer, and must have made trip as engineer or fireman, in either passenger or freight service, over Subdivision during preceding 150 days. Having made such trip as fireman, but not as engineer, he may qualify by making this fact known to his conductor and, before starting trip, the two of them thoroughly discuss and arrive at mutual understanding of all General orders issued on said Subdivision during such 150 day period. Not having had such service as either engineer or fireman, he may qualify by making round trip over said Subdivision either as engineer or fireman in freight service, or as a student to familiarize himself with changed conditions.

(b) **For Freight Service**, an engineer must have made a road trip over the Subdivision as engineer or fireman during preceding twelve months. Not having had such service, he may qualify by making round trip over said Subdivision as a student to familiarize himself with changed conditions. An engineer who qualifies under these provisions but has not made road trip as engineer during preceding 150 days, will make this fact known to his conductor and, before starting trip, the two of them will thoroughly discuss and arrive at mutual understanding of all General orders issued on said Subdivisions during such 150 day period. Qualifications for engineers in this paragraph will also apply to engineers handling troop trains.

26.—Concluded.

The following Subdiv's. are excepted from the provisions of instructions under this section:

Cape Girardeau Cairo
 Benton
 East and West (between, Bush and Marion)

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, includes 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 train 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 10 rail lengths in advance of the yellow restricting signs (see chart).

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:

"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 MP 135 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.

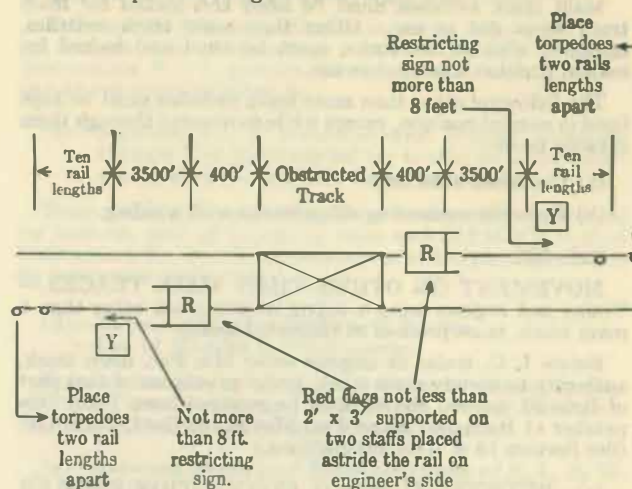
Form "X-S" train orders shall not be used between sunset and sunrise or during stormy and foggy weather, when signs cannot be plainly seen."

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

CAIRO	EAST AND WEST
CAPE GIRARDEAU	(Between Bush and Marion, including mine leads and territory
BENTON	between Chalk Jct. and Energy.)
	MT. VERNON
	(Between Pinckneyville and Mt. Vernon.)

27.—Concluded.

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



27-A. PROTECTION ORDER:

The use of Protection Orders, Form Y, is authorized on the following Subdivisions:

Cairo.
 Cape Girardeau.
 Mt. Vernon.

28. MOVEMENT OF TRAINS THROUGH TUNNELS: BLANK.

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

Name	Station Number	Miles from Valley Jct.	Capacity Cars
Chester Subdiv.:			
Kise.....	C22	13.34	6
Fountain.....	C26	17.58	8
Fults.....	C42	33.63	12
Renault.....	C46	37.23	9
Modoc.....	C55	45.82	9
Roots.....	C59	50.55	5
Menard.....	C69	60.52	Prison Tracks
Sand Pit.....	C71	63.02	5
Jones Ridge.....	C83	74.63	5
Hogans Pit.....	C83	74.63	7
Johns.....	C96	87.56	2
Howardton.....	C99	90.59	6
Munz Spur.....	C102	93.60	10
Wolf Lake (Powder Plant)	C107A	98.56	20
Ware.....	C113	104.09	12
Potts.....	C115	106.75	6
Reynoldsville.....	C119	109.81	12
Mt. Vernon Subdiv.:			
Poland.....	CA7	68.66	4
Dugan.....	CA8	70.00	25
Streamline Lead.....	CA18	77.87	100
Kampenville.....	CA18B	80.31	10
Derrick.....	CA36	97.63	3
Miller.....	CA38	99.38	1
Isline.....	CA47	108.76	5
Ryder.....	CA56	117.04	3
Arthur.....	CA62	123.51	6
East and West Subdiv.:			
Charco.....	CD7	91.12	10
Hallidayboro.....	CD18A	102.05	50
Cairo Subdiv.:			
Clay.....	CG3	122.26	2
Shasta.....	CG8	128.39	3
Alfalfa.....	CG20	140.45	5
Cape Girardeau Subdiv.:			
Beck.....	CF2	124.06	4

30. SPECIAL INSTRUCTIONS COVERING SOUNDING OF LOCOMOTIVE 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:

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
Chester	Chester	Concrete slab between Cole's mill and water tank on yard track to Cole's Mill.
Mt. Vernon	Percy	Two public crossings on GM&O connection.
Mt. Vernon	Pinckneyville	Public crossings on each leg of Wye.
Mt. Vernon	J.S.W. Connection	Concrete slab on connection
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

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. USE OF PUSH BUTTON BELL:

Main apartment cars of "Eagle" trains are equipped with bells operated by pushbutton from the Diesel engine. Engine-man will sound this bell approaching mail cranes.

2. INSTRUCTIONS RELATING TO EMPLOYEES IN CAB OF DIESEL ENGINES:

On Diesel Engines on high-speed streamlined or main line through passenger trains, a fireman shall be in the cab at all times when the train is in motion. Firemen who violate this rule will be subject to discipline.

Engineers and firemen employed on such Diesel Engines 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, fireman must patrol engine room, check gauges, adjust shutter, give necessary attention to purolator, 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.

3. 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.

32.—Concluded.

4. RERAILING DIESEL ENGINES:

To prevent serious damage to traction motors, train, engine or yardmen should make no attempt to rerail a diesel engine under its own power, or use rerailing frogs for that purpose.

In case of derailment of a diesel engine, notify train dispatcher and await his instructions. Train Dispatcher will contact Master Mechanic or his representative, who will issue necessary detailed instructions or provide proper mechanical Supervision.

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

Certain T&P freight engines used in joint MP-T&P service, are equipped with a 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. ROAD-SWITCH DIESEL UNITS COUPLED WITH STANDARD ROAD DIESEL UNITS, EMPLOYEES PASSING BETWEEN:

When road-switch diesel units are coupled with standard road diesel units, employees will not pass between such coupled diesel units when these units are in motion.

If it becomes necessary to go from or to a road-switch diesel unit coupled with a standard road diesel unit, or vice versa, and coupled units are in motion, such coupled units will first be stopped and employee or employees will dismount from unit and go to desired unit on the ground.

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

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

The 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.

Circular 81, Rules and Instructions for The Government and Protection of Employees, whose Duties Require them to go between, under or about Engines or Cars.

Rules and Instructions Governing the Operation of a Railroad Radio Communication System.

Association of American Railroads' (MCB) 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.

Such instructions pertaining to their duties as are issues by accounting and traffic officers, and instructions for the handling of mail, baggage, express, perishable freight, car demurrage and storage, diversion and reconsignment of freight and other instructions pertaining to their duties.

34. TABLE OF SPEEDS:

See timetable.

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 passenger trains may be replaced with a single electric light of prescribed type which must show red to the rear of such passenger trains by day and by night at all times; except, that OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY ONLY, when train is in the clear in siding to be passed by a following train, the light must be turned to show green to the rear, and again turned to show red to the rear before train fouls the main track. When rear car is not provided with electric current for the light of prescribed type, a lighted red lantern may be substituted therefor.

These instructions modify Rule 19.

36. OPERATION OF RIVER TRANSFERS:

BLANK.

37. TELEPHONES:

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

Telephones are located:

Adjacent absolute signals in automatic block signal territory shown in section 17-A of these instructions, and adjacent electrically-locked switches.

Also at other locations specified below:

Location	MP	Pole	Booth or Building in which located
Chester Subdiv.:			
Dupo.....	6	27	South Yard Office
Dupo.....	7	4	Booth
Warnock.....	15	6	Booth
Fountain.....	17	22	Booth
Valmeyer.....	22	20	Booth
Valmeyer.....	23	25	Booth
Maeystown.....	28	1	Booth
Fulst.....	33	24	Booth
Renault.....	37	6	Booth
Danley.....	39	17	Booth
Danley.....	40	16	Booth
Prairie du Rocher.....	41	25	Booth
Modoc.....	45	28	Booth
Bridge 69-Okaw River.....	51	32	Booth
Jacob.....	80	34	Cabinet in depot
Gorham.....	84	4	Depot—Reg. Room
Howardton.....	90	20	Section Foreman's residence
Gale.....	116	16	Booth
Gale.....	117	19	Yardmaster's Office
Gale.....	117	30	Section House
Cairo Subdiv.:			
Thebes Jct.....	120	0	Booth
Thebes Jct.....	120	28	Booth
Miller City.....	130	34	Booth
Cairo.....	144	23	Car Inspector's Cabin
Cape Girardeau Subdiv.:			
Cape Deau Jct.....	122	32	Booth
Marquette.....	127	18	Booth
Cape Girardeau.....	130	10	Booth on Freight Platform
East and West Subdiv.:			
GG Jct.....	85	36	Booth
Grimsby.....	86	17	Booth
Grimsby.....	87	25	Booth
Murphysboro.....	94	10	Conductors Room in depot
ND-Bond.....	100	29	Booth
ND-Bond.....	102	2	Booth
Bush.....	107	4	Booth
Bush.....	108	10	Trainmen's Room in Depot
Clifford.....	111	35	Booth
I. C. Interchange Track.....	114	0	Booth
Herrin.....	114	33	Booth
Herrin Empty Yard.....	115	15	Booth
Chalk Junction.....	116	10	Booth
I. C. Connection.....	116	24	Booth
Buckhorn lead.....	116	28	Booth
Freeman.....	118	2	Booth
Berry Yard.....	119	22	Booth
McClintock Wye.....	121	0	Booth
West Virginia.....	123	19	Booth
Marion.....	126	10	Booth
Marion.....	127	24	Cabinet in depot
Johnston City.....			House Trk Sw Booth

37. TELEPHONES:—Concluded

Location	MP	Pole	Booth or Building in which located
Benton Subdiv.:			
Royalton Jct.....	110	9	Booth
Weir.....	112	18	Booth
Zeigler.....	115	15	Booth
Buckner Jct.....	117	34	Booth
Orient Jct.....	118	26	Booth
Orient Yard.....	South	Lead Sw	Booth
Benton.....	124	13	Cabinet in depot
Mt. Vernon Subdiv.:			
Welge.....	71	25	Booth
Steeleville.....	77	28	Cabinet in Freight Room
Steeleville.....	78	2	Booth
New Wilson.....	83	21	Booth
Conant.....	87	17	Booth
Pinckneyville.....	91	23	Booth
Pinckneyville.....	91	23	Agent—Yardmaster's Office
Scheller.....	111	7	Booth
Waltonville.....	114	17	Booth
J. S. W. Connection.....	121	30	Booth

38. INSTRUCTIONS GOVERNING RESTRICTION OF USE OF PASSENGER EQUIPMENT:

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.

39. CLEARANCES:—Continued

Limited Side Clearances Affecting
Main Tracks and Sidings

Location	Track	Structure
Chester Subdiv.:		
GM&O Crossing	Both Main Tracks...	Steel Bridges 11 and 11-A
Fountain	Both Main Tracks...	Steel Bridges 24 and 24-A
Prairie du Rocher	Both Main Tracks...	Water Column and Coal Chute
Okaw River	Main Track.....	Steel Bridge 69
Marys River	Main Track.....	Steel Bridge 94
Ford	Main Track.....	Water Column
Raddle	Main Track.....	Steel Bridge 111
Gorham	Both Main Tracks...	Water Column
Big Muddy River	Main Track.....	Steel Bridge 130
Gale	Both Main Tracks...	Walkway Railings Bridge 146
Gale	Both Main Tracks...	Water Column
Mt. Vernon Subdiv.:		
Welge	Main Track.....	Steel Bridge 19
Steeleville	Main Track.....	Water Tank Spout
Pinckneyville	Main Track.....	Water Crane
Scheller	Main Track.....	Water Tank Spout
East & West Subdiv.:		
Gorham	Northward Main (8° curve).....	Southward Main
Gorham	Southward Main (8° curve).....	Northward Main
Murphysboro	Main Track.....	Overhead Highway Bridge
Murphysboro	Main Track.....	Steel Bridge 12
De Soto	Main Track.....	Steel Bridge 20
Bush	Main Track.....	Water Tank and Spout
Chalk Jct.	Main Track.....	Steel Bridge 62
Berry Yard	Main Track.....	Water Tank and Spout
McClintock Wye	Main Track.....	Steel Bridge 2
Marion	Main Track.....	Water Tank and Spout
Marion	Main Track.....	Stock Track
Benton Subdiv.:		
Zeigler	Main Track.....	Steel Bridge 30
Big Muddy River	Main Track.....	Steel Bridge 31
Orient Junction	Main Track.....	Water Tank Spout
Cairo Subdiv.:		
Cache	Main Track.....	Steel Bridge 153.1
Cape Girardeau Subdiv.:		
Diversion Canal	Main Track.....	Steel Bridge 3
Marquette	Main Track.....	Water Tank Spout
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

39. CLEARANCES:—Concluded

Limited Overhead Clearances Affecting
Main Tracks and Sidings

Location	Track	Structure
Chester Subdiv.:		
Prairie du Rocher	Both Main Tracks...	Coal Chute Pocket when Down
Mt. Vernon Subdiv.:		
Steelville	Main Track.....	Water Tank Spout
Scheller	Main Track.....	Water Tank Spout
Scheller	Main Track.....	Telephone Wires
East & West Subdiv.:		
Harrison	Main Track.....	Steel Girder, IC Overhead Bridge
Bush	Main Track.....	Water Tank Spout
Berry Yd.	Main Track.....	Water Tank Spout
Marion	Main Track.....	Water Tank Spout
Benton Subdiv.:		
Big Muddy River	Main Track.....	Steel Bridge 31
Orient Junction	Main Track.....	Water Tank Spout
Cairo Subdiv.:		
None		
Cape Girardeau Subdiv.:		
Marquette	Main Track.....	Water Tank Spout
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

40. FLAGGING SIGNALS:

Rule 35 is changed to read:

35. FLAGGING SIGNALS—The following signals will be used by flagmen:

Day Signals... {A red flag,
 {Not less than 10 torpedoes and 6 fuseses.
Night Signals... {A white light,
 {Not less than 10 torpedoes and 6 fuseses.

Rule 221(d) is changed to read:

221(d) Operator's signal and supplies.—Operators must have the following signal appliances ready for immediate use:

- 1 Red Flag
- 1 White Flag
- 1 White Light
- 8 Torpedoes
- 6 Red Fuseses

Rule 12(j) of the Uniform Code of Operating Rules is modified to permit St. Louis Southwestern Railway Employees to use yellow fuseses instead of green fuseses, between Valley Junction and North Junction, Chester Subdivision.

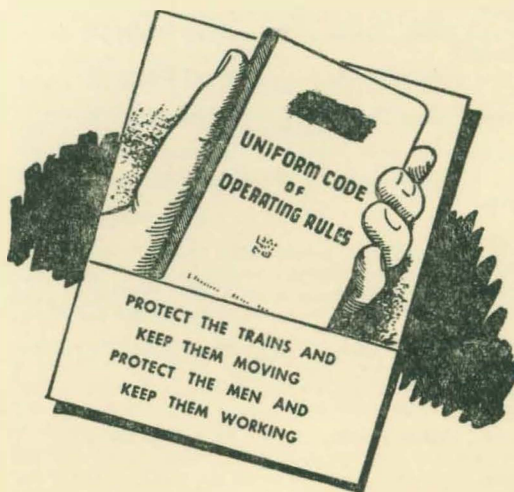
WHAT ARE SOME OF THE INGREDIENTS OF A SAFE MAN?

- ① Physical Fitness.
- ② Mental Alertness.
- ③ A Sincere Desire to Work Safely.
- ④ A Working Knowledge and Proper Understanding of the Rules.
- ⑤ Cheerful Compliance with the Rules.
- ⑥ Teamwork and Cooperation.
- ⑦ Knowledge of the Importance of Details.
- ⑧ Appreciation of our Individual Responsibility to ourselves, our families, our fellow-workers and our Railroad.



The BOOK of RULES is Your Plan of Work

It contains the thought of practical and experienced railroad men. Operating Rules are the result of the application of common sense and good judgement based on experience. To get the thought out of the book, you must open it and study it. Each rule violation is a potential accident. Faithful observance of the rules will prevent accidents. A rule of seemingly small importance becomes the most important rule in the book when its violation causes an accident.



Read the Rule... Study the Rule... Know what to do under the Rule, and why... Then DO it!

NO DETAIL IS UNIMPORTANT!