

DIVISION OFFICERS

BONNE TERRE, HOFFMAN AND STE. GENEVIEVE SUBDIVS.

C. W. PACE.....Superintendent.....Poplar Bluff, Mo.
HANS SCHANTL....Master of Trains and
Track.....Bonne Terre, Mo.
J. R. BAKER.....Trainmaster.....Poplar Bluff, Mo.
W. E. DANIEL.....Dispatcher.....Poplar Bluff, Mo.
G. G. DAVIS.....Dispatcher.....Poplar Bluff, Mo.
C. KELLER.....Dispatcher.....Poplar Bluff, Mo.
H. E. LAMBERT.....Dispatcher.....Poplar Bluff, Mo.

SPARTA AND MENARD SUBDIVS.

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

SAFETY FIRST



MISSOURI-ILLINOIS RAILROAD COMPANY

TIME-TABLE No. 16

Effective 12:01 a. m. Sunday, February 2, 1941

CENTRAL STANDARD TIME

Superseding Time-Table No. 15, dated May 15, 1938,
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT
OF EMPLOYEES ONLY.

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

J. CANNON, Vice-President and General Manager.

R. C. WHITE, Assistant General Manager.

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

W. E. LAMB, General Superintendent.

ATTENTION TRAIN AND ENGINE CREWS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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


Vice President & General Manager.

BONNE TERRE SUBDIV.—BETWEEN DOE RUN AND RIVERSIDE

TRAINS SOUTHWARD				Station Numbers	Miles from Riverside	TIME-TABLE			Miles from Doe Run	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						No. 16					SECOND CLASS			
		95 Local Freight	97 Local Freight			FEBRUARY 2, 1941					98 Local Freight	96 Local Freight		
		Daily	Daily	STATIONS			Daily	Daily						
				C 0	0.00	LS.....	RIVERSIDE.....	Y	46.46	90				
		10 00PM		C 2	1.96	LS.....	HERCULANEUM.....	W	44.50	170		6 55PM		
		10 15		C 6	5.20	LS.....	FESTUS (Crystal City).....		41.26	50		6 35		
		10 25		C 9	7.94		HOWE.....		38.52	37		6 20		
		10 38			11.25		BB SIDING.....		35.21	42		6 07		
		10 40		C13	11.92	P.....	PLATTIN.....	W	34.54			6 05		
		10 50		C16	14.71		FLUCOM.....		31.75	25		5 55		
		11 00		C17	16.03		OAKVALE.....		30.43			5 50		
		11 13		C19	18.65		BURNSIDE.....		27.81	28		5 40		
		11 20		C22	20.69	P.....	VALLES MINES.....		25.77	50		5 30		
		11 30		C24	23.46		TUNNEL.....		23.00	36		5 20		
		11 32		C25	24.40		SILVER SPRINGS.....		22.06			5 10		
		11 40		C29	28.17		BIG RIVER.....		18.29	24		4 55		
		11 50			30.46		NORTH BONNE TERRE.....		16.00			4 50		
		11 55PM	4 05AM	C32	31.14	LS.....	BONNE TERRE.....	WCY	15.32	200	11 45AM	4 45PM		
			4 08	C33	31.70		HOFFMAN JUNCTION.....	Y	14.76	20	11 40			
			4 23	C36	35.63	LS.....	DESLOGE.....		10.83	40	11 25			
			4 25	C37	36.43		ST. FRANCOIS.....		10.03	40	11 20			
			4 27	C38	37.18	LS.....	FLAT RIVER.....		9.28	45	11 15			
			4 30	C39	37.69	LS.....	RIVERMINES.....	WY	8.77	165	11 10			
			4 33	C40	38.36	LS.....	ELVINS.....		8.10	18	6 45			
					38.80		Ste. Genevieve Subdiv. Crossing..		7.66					
			4 35AM	C42	38.81	P.....	DERBY.....		7.65	75	6 40AM			
				C45	44.14		DOE RUN JUNCTION.....		2.32	20				
					44.15		MO. PAC. CROSSING.....		2.31					
				C48	46.46		DOE RUN.....	Y	0.00	10				
		Daily	Daily				46.46				Daily	Daily		

HOFFMAN SUBDIV.—BETWEEN HOFFMAN JUNCTION AND LEADWOOD

TRAINS SOUTHWARD				Station Numbers	Miles from Bonne Terre	TIME-TABLE			Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						No. 16				SECOND CLASS			
		65 Local Freight				FEBRUARY 2, 1941				66 Local Freight			
		Daily Ex. Sunday		STATIONS			Daily Ex. Sunday						
		8 00AM		C 32	0.00	LS.....	BONNE TERRE.....	WCY	200	10 25AM			
		8 04			0.56		HOFFMAN JUNCTION.....	Y	20	10 22			
		8 25			3.84		TRAMWAY.....			10 00			
		8 27			4.56		HUNT'S FORD.....		C134	9 57			
		8 40AM			6.64		LEADWOOD.....	WY	C138	9 45AM			
		Daily Ex. Sunday					6.64			Daily Ex. Sunday			

SPARTA SUBDIV.—BETWEEN SALEM AND KELLOGG

TRAINS SOUTHWARD				Miles from Salem	TIME-TABLE No. 16 FEBRUARY 2, 1941	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS			FIRST CLASS					FIRST CLASS	SECOND CLASS		
69 Red Ball Freight	91 Local Freight	63 Red Ball Freight	1 Local Passenger					2 Local Passenger	68 Red Ball Freight	62 Red Ball Freight	90 Local Freight
Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday		Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday			
	10 20AM	9 50AM	8 50AM	0.00	LS.....SALEM.....CWY	1	25	4 45PM		9 35AM	11 35AM
	10 35	10 03	f 8 58	3.09	P.....SELMAVILLE.....	4		f 4 36		9 22	11 11
	10 42	10 08	9 01	4.18	P.....AA SIDING.....		54	4 33		9 17	11 06
	1056 ⁹⁰	10 17	f 9 07 ⁶²	6.57	P.....ROBINETT.....	7	24	f 4 26		9 07 ¹	1056 ⁹¹
	11 20	1036 ⁹⁰	9 22	11.12	Automatic Block { P. BRANCH JUNCTION 0.88 CENTRAL CITY 1.56 CS.....CENTRALIA..... 0.42 Two Main Tracks I. C. R. R.	12		4 14		8 45	1036 ⁶³
	11 25	10 40	f 9 24	12.00		13		f 4 10		8 40	10 30
	11 30	10 45	s 9 28	13.56		14		s 4 07		8 30	10 25
				13.98							
	11 40AM	10 50	9 32	14.01	LS.....I. C. JUNCTION.....W	15	50	3 58		7 30	10 00
	12 10PM	11 02	f 9 40 ⁹⁰	18.21		19	14	f 3 50		7 15	9 40 ¹
	12 20	11 09	f 9 45	20.76		20	2	f 3 44		7 05	9 32
	12 35	11 15	s 9 50	23.20	LS.....HOYLETON.....	24	45	s 3 38		6 55	9 25
	12 50	11 24	f 9 58	26.81		28	14	f 3 31		6 45	9 15
				32.55							
	1 10	11 38	10 10	32.64	P.....L. & N. JUNCTION.....	33		3 21		6 25	8 55
	1 20	11 41	s 10 15	33.21	LS.....NASHVILLE.....	34		s 3 17		6 20	8 50
	1 30	11 46	10 17	32.64	P.....L. & N. JUNCTION.....	33		3 13		6 10	8 40
	1 40	11 53	f 10 22	35.56	P.....KEMPSIDE.....	35	3	f 3 08		6 00	8 30
	1 55	11 58AM	f 10 26	37.62	P.....CORDES.....	38	22	f 3 03		5 50	8 20
	2 10	12 06PM	s 10 32	40.90	LS.....OAKDALE.....	41	22	s 2 56		5 40	8 10
	2 20	12 15	f 10 39	44.35	P.....MCKINLEY.....	45	44	f 2 49		5 20	7 50
				48.68	P.....I. C. CROSSING.....						
	2 40	12 30	s 10 47	48.70	CS.....COULTERVILLE.....WY	49	44	s 2 12 ⁹¹		4 50	7 20
	2 42	12 35	10 49	40.32	P.....DD SIDING.....		37	2 11		4 45	7 18
	3 30	12 50	s 11 00	55.99	LS.....SPARTA.....	56	14	s 1 58		4 20	6 50
	3 55	1 00	s 11 04	56.68	.....G. M. & O. CROSSING.....	57	16	s 1 54		4 05	6 35
5 00PM	4 15PM	1 15PM	s 11 10	57.45	LS.....MO.-ILL. SHOPS...TCWY	58	Yd.	s 1 52		2 15AM	4 00AM
5 15			s 11 16	60.88	.....SCHULINES.....	62	20	s 1 45		2 05	
5 30			s 11 23	64.79	.....WALSH.....	65	18	s 1 39		1 55	
5 50			f 11 30	68.51	P.....PAUTLER.....	69	32	f 1 32		1 45	
6 20			s 11 35	69.67	LS.....EVANSVILLE.....	70		s 1 27		1 25	
6 25			f 11 39	71.10	P.....CLARK.....	72	32	f 1 20		1 20	
				74.27	.....NINE MILE.....W						
6 35			f 11 46	74.92	.....ROCK POINT.....	75		f 1 12		1 05	
6 40			f 11 48	75.80	.....COLLINS.....	76		f 1 10		1 00	
6 45			f 11 53	76.90	.....ROOTS.....	78	9	f 1 06		12 50	
				78.44	.....MO. PAC. CROSSING.....						
7 00			f 11 57AM	78.45	OS.....FLINTON.....	80	75	f 1 02		12 45	
7 30PM			12 05PM	81.84	P.....KELLOGG.....WY	82	Yd.	12 50PM		12 01AM	
Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday		81.84			Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday

4 STE. GENEVIEVE SUBDIV.—BETWEEN THOMURE AND BISMARCK

TRAINS SOUTHWARD SECOND CLASS				Miles from Salem	TIME-TABLE No. 16 FEBRUARY 2, 1941			Station Numbers	Seating Capacity in Cars	TRAINS NORTHWARD SECOND CLASS				
93 Local Freight					STATIONS					92 Local Freight				
Daily										Daily				
			1 35AM	83.00	P.	THOMURE.....	CWY	B 0	81				9 10AM	
				84.12	P.	MIDDLE YARD.....		B 1	220					
		s	2 20	85.00	LS.	STE. GENEVIEVE.....		B 2	23	s			9 00	
		f	2 30	87.07	P.	MOSHER.....		B 5	120	f			8 50	
		f	2 40	89.75		MARLO.....		B 7	5	f			8 40	
		f	2 50	91.69		ZELL.....		B 9	34	f			8 35	
		f	3 10	95.70	P.	NEW OFFENBURG.....		B12	8	f			8 25	
		s	3 20	97.46	LS.	WEINGARTEN.....	W	B14	52	s			8 20	
		f	3 40	101.60		MILLERS.....		B18	10	f			8 08	
		f	4 00	105.13	P.	SPROTT.....	Y	B22	27	f			8 00	
		f	4 15	110.77		OGBORN.....		B27	30	f			7 40	
		f	4 20	112.88		HURRYVILLE.....		B30		f			7 30	
		f	4 25	115.26		ESTHER.....	Y	B32	18	f			7 15	
		s	4 30	116.53	P.	FLAT RIVER.....		B33	31	s			7 10	
				117.08		FEDERAL SWITCH CROSSING.....								
		f	4 35	117.09	P.	CENTRAL.....	W	B34	62	f			7 05	
		f	4 37	117.70		ELVINS.....		B35	14	f			6 38	
				118.18		BONNETERRESUBDIV. CROSSING.....								
		s	4 40	118.20	P.	DERBY.....		B36	75	s			6 35	
			5 00AM	126.14	CS.	BISMARCK.....	Y	B43	47				6 00AM	
			Daily										Daily	

ARBITRARY HOLDS—PASSENGER TRAINS

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

EXPLANATION OF CHARACTERS

C—Coal.
 O—Fuel Oil.
 W—Water.
 Y—Wye Track.
 T—Turntable.
 †—Meal Station.
 §—Track Scales.

*—Mail Crane.
 CS—Continuous Train Order Office.
 LS—Limited Train Order Office. (Hours of Specified by Bulletin Order.)
 P—Telephone Communication only.
 TP—Telegraph or Telephone Office, not a Train Order Office.

Register stations are shown in full-faced type.

EXPLANATION OF STOPS

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

1. SUPERIORITY OF TRAINS:

All Northward trains are superior to trains of the same class in the opposite direction, except:

- Bonne Terre Subdiv. No. 97 is superior to No. 98.
- Sparta Subdiv. No. 1 is superior to No. 2.
- Ste. Genevieve Subdiv. No. 93 is superior to No. 92.
- Hoffman Subdiv. No. 65 is superior to No. 66.

2. MAXIMUM SPEED:

	Miles Per Hour	
	Passenger Trains	Freight Trains
Bonne Terre Subdiv.:		
Between Riverside and Derby.....	40	30
Between Derby and Doe Run.....	30	20
Hoffman Subdiv.....	10	10
Ste. Genevieve Subdiv.....	40	30
Sparta Subdiv.:		
Between Salem and Branch Jct.....	25	20
Between IC Junction and Coulterville.....	40	25
Between Coulterville and Kellogg.....	40	30
Between L & N Junction and End of Track, Nashville	6	6

3. SPEED RESTRICTIONS: (Where maximum speed is less, such restrictions will be observed.)

Bonne Terre Subdiv.:		
Joachim River Bridge No. 1, MP 2.....	10	10
St. Francois River Bridge No. 61, MP 44, Pole 17 to MP 44, Pole 20.....	10	10

Southward				Northward					
From		To		From		To			
MP	Pole	MP	Pole	MP	Pole	MP	Pole		
2	9	2	17	2	17	2	9	.30	20
3	21	3	27	3	27	3	21	.30	20
6	2	6	9	6	9	6	2	.30	20
9	11	10	2	10	2	9	11	.30	20
12	10	17	0	17	0	12	10	.30	20
27	8	27	14	27	14	27	8	.10	10
28	10	28	14	28	14	28	10	.30	20
28	22	20	0	20	0	28	22	.30	20
32	20	35	1	35	1	32	20	.30	20
Sparta Subdiv.:									
10	25	11	3	11	3	10	25	.15	15
48	16	48	22	48	22	48	16	.15	15
55	17	56	5	56	5	55	17	.10	10
68	20	69	20	69	20	68	20	.20	20
76	1	76	17	76	17	76	1	.15	15
77	15	78	0	78	0	77	15	.20	20

All Subdivs.:

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

Passenger trains handled by freight engines must not exceed maximum speed of freight trains.

Trains handling:

Motor Cars, dead in tow.....	40	30
Pile Drivers.....		25
Steam Shovels.....		25
Scale Test Cars (handle next to caboose).....	Maximum Frt. Train Speed.	
Wrecking Derricks (Self-propelling).....		25
Bridge Derrick Cars (non-revolving) boom connected		30

Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches or more than 6 inches lateral movement; uncoupling levers must be disconnected between derrick car and idler car; derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

3. SPEED RESTRICTIONS:—Continued

Trains handling:

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

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

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

American Ditchers, self-propelling.....	20
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American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shoved firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train.

Locomotive Cranes or Clam Shells.....	20
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Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab.

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

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

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

Dead engines with all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders, 25 miles per hour.

Dead engines with side rods in position, main rods disconnected, 25 miles per hour.

3. SPEED RESTRICTIONS:—Concluded

Dead engines moving backward or with part or all side rods down, 15 miles per hour.

Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of side rods down on authority of the Superintendent.

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

Engines running backward with or without cars must not exceed speed of 25 miles per hour. Where conditions are such as to require further restrictions, the Superintendent will issue special instructions covering.

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

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

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

Trains and engines must not exceed 10 miles per hour through No. 10 turnouts or crossovers, and 30 miles per hour through No. 20 turnouts or crossovers. Where such turnouts or crossovers are equipped with spring switches, the same restriction applies for trains or engines on straight track moving switch points, except that when lead wheels of train have passed over switch points normal speed may be resumed.

4. STANDARD CLOCKS:

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

5. WATCH INSPECTORS:

Location	Name	Street Address
Bonne Terre.....	T. L. Ferguson.....	5 North Division
Salem.....	E. Brubaker.....	121 East Main
Centralia.....	W. B. Harron.....	214 East Broadway,
Sparta.....	R. Falkenhain.....	160 West Broadway

6. TRAIN REGISTERS:

Stations at which train registers are located are designated in full-faced type.

All trains will secure Clearance, Form C, before leaving Bonne Terre, Ste. Genevieve or Mo-III. Shops, except Trains 1 and 2.

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

Riverside	Leadwood
Herculaneum	Kellogg
Rivermines	Thomure
Derby	Doe Run

7. BULLETIN BOOKS:

Herculaneum	Salem
Bonne Terre	Mo-III. Shops
Thomure	Kellogg

8. MAIL CRANES BETWEEN STATIONS:

BLANK.

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

Explanation of Cooper's Classification:

Classification	Locomotive Numbers	Work Equipment
E-30	.....	Pile Drivers X-165, X-170, X-171. Wrecking Derricks X-100, X-101, X-102, X-108.
E-35	7	Bridge Erection Cranes X-1025, X-1026. Bridge Erection Derrick X-245. Locomotive Cranes X-1004, X-1005 and X-1006. Locomotive Ditcher X-202. Wrecking Derricks X-103 to X-107, inc. and X-109.
E-40	30, 31, 1, 23, 11, 12, 502	
E-45	24, 25, 92, 101-104	Bridge Erection Cranes X-1027, X-1028. Bridge Erection Derrick X-247. Bridge Derrick-Pile Driver X-172. Wrecking Derricks X-110 to X-114, inc.

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
Bonne Terre Subdiv.: Rivermines.....	37	20	Engines must not go beyond Transformers on Union Electric Company equipment delivery track.
Sparta Subdiv.: Centralia.....	14	0	Engines must not go north of 6th St. Crossing on Illinois-Iowa Light & Power Co. Track.
Coulterville..... (Perco Mine)	48	22	Engines must not go beyond first switch on empty hill.
Illmo Mine.....	56	21	Tipple will not clear engine or box car.
Mo.-III. Shops Coal Chute.....	57	15	Engines, work equipment and cars with gross weight in excess of 140,000 pounds must not move over hopper.
Ste. Genevieve Subdiv.: Mosher.....	87	10	Engines must not go on the trestles of fuel tracks of the Peerless Plant of Ste. Genevieve Lime & Quarry Co.

10. RAILROAD CROSSINGS AT GRADE:

Subdivs.:	MP	Pole	Other Railroad	Senior Line	Type of Protection
Bonne Terre....	38	26	Ste. Genevieve Subdiv.	Bonne Terre Subdiv.	None
Bonne Terre....	44	10	Mo. Pac.	Mo. Pac.	None
Sparta.....	13	29	C. B. & Q.	C. B. & Q.	Cabin
Sparta.....	32	15	L. & N.	L. & N.	Interlocking Manual
Sparta.....	48	20	I. C.	I. C.	Interlocking Manual
Sparta.....	56	20	G. M. & O.	G. M. & O.	None
Sparta.....	78	15	Mo. Pac.	Mo.-Ill.	Interlocking Manual
Ste. Genevieve.	83	00	St. L.-S. F.	Mo.-Ill.	Interlocking Manual
Ste. Genevieve.	117	1	Federal Switch	Federal Switch	None
Ste. Genevieve.	118	5	Bonne Terre Subdiv.	Bonne Terre Subdiv.	None

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

INSTRUCTIONS GOVERNING OPERATION OVER CROSSINGS:

10-A. Automatic Interlockings:

BLANK.

10-B. Interlockings with Controlled Electric Signals:

BLANK.

10-C. Standard Manual Interlockings:

Subdiv.	Location	MP	Pole	Other Railroad
Sparta.....	L. & N. Junction	32	15	L. & N.
Sparta.....	Coulterville	48	20	I. C.
Sparta.....	Flinton	78	15	Mo. Pac.
Ste. Genevieve.....	Thomure	83	00	St. L.-S. F.

Rules 605 to 671, inc. will govern.

Signal aspects at L. & N. Junction and Coulterville interlockings which do not conform to The Uniform Code of Operating Rules, will govern, as shown below:

Day Aspect	Night Aspect	Indication
Red Arm (horizontal)	Red Light	Stop
Red Arm { 60 degree lower quadrant	Green Light	Proceed

At Coulterville interlocking, Approach Signal located 2200 feet in advance of Northward Home Signal.

Day Aspect	Night Aspect	Indication
Yellow Arm horizontal	Yellow Light	Proceed at restricted speed
Yellow Arm { 60 degree Forked End lower quadrant	Green Light	Proceed

10-D. Cabin Interlockings:

Subdiv.	Location	MP	Pole	Other Railroad
Sparta.....	I. C. Junction	13	29	C. B. & Q.

Distance of Home and Approach Signals from Crossing:

Northward Home Signal	Northward Approach Signal	Southward Home Signal	Southward Approach Signal
181 ft.	None	286 ft.	None

Normal indication of Home Signals—"Stop."

Interlocking is equipped with derails. Levers in cabin at crossing are manually operated by trainmen and instructions chart is posted in cabin. After passage of Missouri-Illinois train over crossing, trainman must operate levers to return signals and derails to normal position against Missouri-Illinois, and to line routes for C. B. & Q. R. R.

Rules 605 to 605(d), inc., and 661 to 671, inc., govern.

Signal aspects at this interlocking which do not conform to The Uniform Code of Operating Rules, will govern, as shown below:

Day Aspect	Night Aspect	Indication
Red Arm (horizontal)	Red Light	Stop
Red Arm { 60 degree lower quadrant	Green Light	Proceed

10-E. Interlocked Gates:

BLANK.

10-F. Standard Gates:

BLANK.

10-G. Standard Gates with Electric Locking Devices:

BLANK.

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

BLANK.

11. INTERLOCKINGS AT JUNCTIONS:

BLANK.

12. YARD LIMITS:

	From		To	
	MP	Pole	MP	Pole
Bonne Terre Subdiv.:				
Riverside.....	0	0	2	17
Herculaneum.....				
Festus.....	4	20	5	20
Plattin.....	10	25	12	25
Bonne Terre.....	30	5	32	12
Dolly Siding.....	33	14	34	10
Desloge.....	35	10	36	0
St. Francois.....	36	0	36	20
Flat River.....	36	20	37	21
Rivermines.....	37	21	38	8
Federal Connection.....				
Elvins.....	38	8	38	18
Derby.....	38	18	39	10
Doe Run.....	46	5	Turpin	
Hoffman Subdiv.:				
Hoffman Junction.....	B-0	0	B-0	19
Leadwood.....	B-5	16	Hoffman.	
Sparta Subdiv.:				
Salem to Branch Junction.....	0	0	11	3
I. C. Junction.....	13	27	15	0
L. & N. Junction.....	32	0	33	0
Nashville.....	32	19	End of Track.	
Coulterville.....	48	13	49	18
Sparta.....	55	2	56	23
Mo.-Ill. Shops.....	56	23	58	4
Evansville.....	68	5	71	20
Flinton.....	77	15	End of Track.	
Ste. Genevieve Subdiv.:				
Thomure.....	End of Track.		84	5
Ste. Genevieve.....		7	86	5
Mosher.....		5	88	5
Marlo.....		13	90	4
Zell.....		0	92	0
New Offenburg.....		2	95	26
Weingarten.....		0	98	9
Millers.....		0	101	26
Sprott.....		10	105	25
Ogborn.....		8	111	25
Hurryville.....		18	113	4
Esther.....		15	115	20
Flat River.....		35	116	23
Central.....		23	117	20
Derby.....		20	119	0
Bismarck.....		0	End of Track.	

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

13. SWITCHES:

13-A. Spring Switches:

BLANK.

13-B. Remotely Controlled Switches:

BLANK.

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

The switch connecting Bonne Terre 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:
BLANK.

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

13-F. Bolt-locked Switches:
BLANK.

14. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS:
BLANK.

15. FLASHING-LIGHT TRAIN ORDER SIGNALS:

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

Coulterville Flinton

16. SIDINGS:

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

16-B. Designation of Sidings:

Sparta Subdiv.:

I. C. Junction Siding extend from MP14, pole 0 (north crossover) to MP 14, pole 15.

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

Subdiv.	Station	Switch	Distance and Direction from Train Order Signal
Sparta.....	I. C. Junction	North	300 ft. South.

16-D. Sidings permitted to be used as Team and Storage Tracks, modifying Rule 105(a):

Sparta Subdiv.:

AA Siding McKinley

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

17. BLOCK SIGNALS:

17-A. Automatic Block System:
BLANK.

17-B. Operation by Signal Indication:
BLANK.

17-C. Centralized Traffic Control:
BLANK.

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

Sparta Subdiv.:

Pautler:

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

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

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

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

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:

Freight engines—1, 11, 12, 23, 24, 25, 502.

Freight engines—92, 101, 102, 103, 104.

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.

The helper engine must be coupled ahead, brake pipe and air signal hose coupled, double-heading cock on second engine closed, 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 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".

On passenger trains, after starting, engineman handling train will make a running brake test.

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 double-heading cock under brake valve on pusher engine in rear closed, to avoid overcharging rear end or pumping off brakes when applied by "train-engine".

21. BRIDGES OVER NAVIGABLE STREAMS:

Subdiv.	Name	MP	Pole
Sparta.....	Okaw River Bridge.....	76	10

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

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

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

22. OPERATION OVER FOREIGN LINES:

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. Time-tables, Rules and Special Instructions, provide themselves with copies thereof and be conversant therewith.

22-A. Operation in Terminals on Connecting Divisions:

BLANK.

22-B. Operation of Foreign Lines Trains over Missouri-Illinois Tracks:

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

23. FREIGHT TRAINS HANDLING PASSENGERS:

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

24. TRAIN ORDER DELIVERY DEVICES:

BLANK.

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 Arco'a 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.

36. OPERATION OF RIVER TRANSFERS:—Concluded

Instructions and Rules for government of crews operating Steamer Ste. Genevieve and engines serving the steamer:

General (Concluded)

In serving the boat, engine must always be headed up or backed down the incline. Tow car will be used with engine serving the boat and air brake line must be coupled through and air brakes on tow car operating.

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

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

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

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

37. TELEPHONES:

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

Location	MP	Pole	Booth or building in which located
Bonne Terre Subdiv.:			
Riverside.....	0	0	Depot waiting room
Plattin.....	12	0	Depot
Valles Mines.....	20	20	Booth
Dolly Siding.....	33	27	Booth
Derby.....	39	0	Booth
Sparta Subdiv.:			
Salem.....	0	25	Engine House
Fess Track.....	2	9	Booth
Selmaville.....	3	2	Booth
Selmaville.....	3	17	Booth
A A Siding.....	4	6	Booth
McBride Track.....	5	25	Booth
Robinett.....	6	15	Booth
Branch Junction.....	11	3	Booth
Kempside.....	35	16	Booth
Cordes.....	37	18	Booth
McKinley.....	44	10	Booth
Coulterville.....	48	20	Tower
DD Siding.....	49	7	Booth
Sparta.....	55	28	Freight House
Mo.-Ill. Shops.....	57	12	Master Mechanic's Office
Pautler.....	68	12	Booth
Clark.....	71	2	Booth
Kellogg Wye.....	80	13	Section House
Kellogg.....	81	20	Yard Office
Ste. Genevieve Subdiv.:			
Thomure.....	83	0	Tower
Thomure.....	83	0	Engine House
Middle Yard.....	84	1	Yard Office
Mosher.....	87	1	Booth
New Offenburg.....	95	20	Booth
Weingarten.....	97	18	Booth
Sprott.....	105	2	Booth
Flat River.....	116	14	Depot
Central.....	117	1	Scale House
Derby.....	118	6	Booth

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

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

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

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

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

38. HANDLING WOODEN PASSENGER CARS IN TRAINS AHEAD OF STEEL CARS:—Concluded

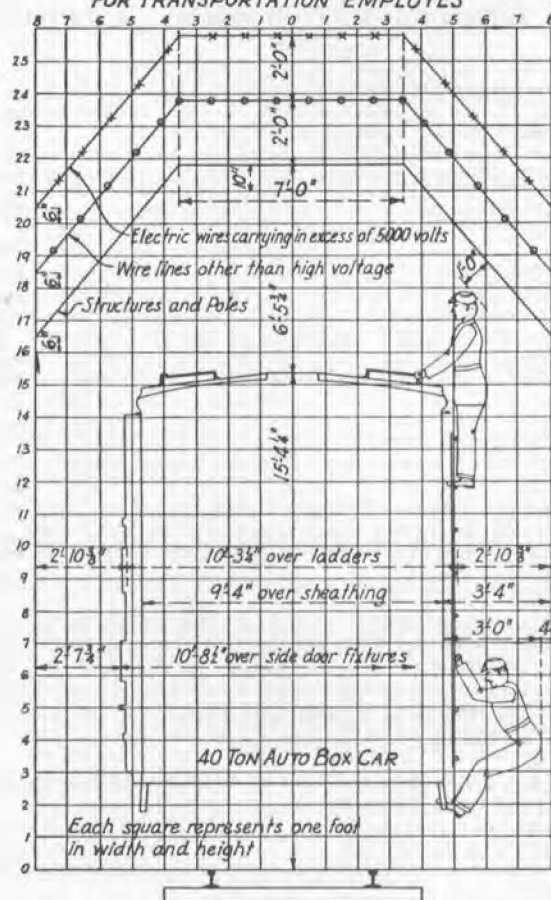
Occupied wooden mail apartment cars in mixed trains shall be operated in the rear consist, followed only by passenger coach or caboose.

So called light-weight streamlined cars (low alloy high tensile steel), shall not be placed between or ahead of standard steel cars or between the engine and standard steel cars.

39. CLEARANCES:

In the absence of any regulations whatever, or of uniform clearance regulations, in the States through which this railroad operates, after detailed field investigation, the appended "Minimum Safe Clearance Diagram for Transportation Employees" has been adopted for wire lines and structures (such as bridges, building platforms, poles, fences, etc.) along or over the tracks. Additionally, it has been decided that tracks should, as a general proposition, be spaced not less than 13 feet from center to center.

MINIMUM SAFE CLEARANCE DIAGRAM FOR TRANSPORTATION EMPLOYEES



Increase in horizontal clearance required account curvature
 Inside of Curve Outside of Curve
 For tracks not used by passenger cars... 1/2" per degree curve 1/4" per degree curve
 " " used " " 3/4" " " 3/4" " "
 Adjacent to superelevated track, increase in horizontal clearance on inside of curve to be three times the superelevation. Revised Jan. 1, 1940

See Bulletin Order listing tracks, wire lines and structures which provide clearance less than shown in these instructions.

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

This list does not include low switch stands, dwarf signals, passenger station platforms and cattle guards which in general provide limited clearance immediately above base of rail.

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

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
HOSPITAL					
Dr. O. B. Zeinert, Chief Surgeon.....	St. Louis, Mo.....	Grand & Shaw	{Grand 0500. Main 1000. {Grand 0500. Main 1000.....	34 Broadview Drive	Parkview 0674
★Dr. H. A. Cunningham, Loc. & Disp. Surg.....	Salem, Ill.	323 East Main.....	81.....	323 East Main	81
Dr. H. E. Schoonover	Salem, Ill.....	215 South Broadway.....	621.....	215 South Broadway.....	621
EMERGENCY STATION					
★Dr. J. C. Hall.....	Centralia, Ill.....	St. Mary's Hospital			
★Dr. P. B. Rabenneck, Loc. & Disp. Surg...	Nashville, Ill.....	411 City Nat'l Bk. Bldg.....	Main 534.....	213½ North Locust	Main 882
★Dr. W. F. Weir, Resident Surgeon.....	Sparta, Ill.....	F. & M. Bank Bldg.....	Main 15R.....	102 West Lebanon	Main 14W
★Dr. J. G. Beattie, Loc. & Disp. Surg.....	Evansville, Ill.....	118 West Broadway.....	99B.....	200 West Main	99C
★Dr. E. R. May.....	Chester, Ill.....	Evansville.....	5.....	Evansville	5
★Dr. J. W. Beare.....	Chester, Ill.....	982 State.....	25.....	982 State.....	25
★Dr. C. J. Clapsaddle, Loc. & Disp. Surg....	Chester, Ill.....	140 Opdyke.....	Main 435.....	140 Opdyke.....	Main 435
★Dr. J. W. Huffman.....	Ste. Genevieve, Mo.....	Ste. Genevieve.....	119.....	Ste. Genevieve.....	374
★Dr. F. W. Gale.....	Bismarck, Mo.....	Bismarck.....	22.....	Bismarck.....	22
★Dr. P. L. Jones.....	Bismarck, Mo.....	Bismarck.....	44.....	Bismarck.....	40
★Dr. M. P. Morrison.....	Flat River, Mo.....	Flat River.....	833.....	Elvins	496
	Kimmswick, Mo.....	Kimmswick.....	Imperial 185.....	Kimmswick.....	Imperial 185
EMERGENCY STATION					
★Dr. M. T. Haw, Division Surgeon.....	Bonne Terre, Mo.....	Bonne Terre Hospital			
Dr. O. E. Hensley.....	Bonne Terre, Mo.....	5 North Main.....	28.....	113 East School	340
	Herculaneum Mo.....	Herculaneum.....	Meissner Telephone Co.....	Pevely	Meis. Telephone Co.
★Medical Examiners for Examination of Applicants under Forms 339, 339-A, 339-B and 339-D.					
★Medical Examiners for Examination only of Maintenance of Way Laborers: (Forms 339-B and 339-D,) and other Applicants not required to take color perception tests.					

DR. O. B. ZEINERT, Chief Surgeon.