

### DIVISION OFFICERS

C. F. DOUGHERTY. Superintendent..... Poplar Bluff, Mo.  
S. E. RIDLON..... Trainmaster, All Districts. .Poplar Bluff, Mo.  
G. B. SCOTT..... Trainmaster, All Districts..Poplar Bluff, Mo.  
J. R. BAKER..... Dispatcher..... Poplar Bluff, Mo.  
T. W. BURNS..... Dispatcher.....Poplar Bluff, Mo.  
G. G. DAVIS..... Dispatcher.....Poplar Bluff, Mo.  
R. W. HARTZEL.. Dispatcher.....Poplar Bluff, Mo.  
C. KELLER..... Dispatcher.....Poplar Bluff, Mo.

**SAFETY FIRST**



# MISSOURI PACIFIC RAILROAD COMPANY

## MISSOURI DIVISION

# TIME TABLE No. 65

Effective 12:01 a. m. Sunday, June 28, 1936

CENTRAL STANDARD TIME

Superseding Time Table No. 64, dated May 17,  
1936, 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.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Riverside.....	904	M.-I.....904	Indefinitely	.....	For equipment
Charleston.....	458	Missouri.....452	"	.....	"
".....	458	M. P. T. Bus... 22	10:40 a. m.	30 Min.	For Mail
Poplar Bluff.....	2	Arkansas.....2	Indefinitely	.....	For Equipment
" ".....	4	".....4	"	.....	"
" ".....	8	".....8	"	.....	"
" ".....	18	".....18	"	.....	"
" ".....	22	".....22	"	.....	"
" ".....	26	".....26	"	.....	"

EXPLANATION OF STOPS:

- s—Regular stop.
- f—Stop on signal for passengers, mail, baggage and express.
- a—Stop to pick up revenue passengers destined to points where train is scheduled to stop.
- b—Stop for revenue passengers for St. Louis Union Station, Tower Grove and Broadway.
- d—Stop to receive or discharge revenue passengers.
- j—Stop to discharge revenue passengers from St. Louis, Tower Grove and Broadway.
- k—Stop for revenue passengers, mail and express.
- m—Stop to discharge revenue passengers.
- w—Stop on flag to receive or discharge parcel post.

EXPLANATION OF CHARACTERS:

- C—Coal Station.
  - O—Fuel Oil Station.
  - W—Water Station.
  - Y—Wye Track.
  - T—Turntable.
  - ¶—Meal Station.
  - §—Track Scales.
  - \*—Mail Catcher.
  - CS—Continuous Telegraph or Telephone Office.
  - N—Two-man Telegraph or Telephone Office.
  - D—Day Telegraph or Telephone Office.
  - NO—Night Telegraph or Telephone Office.
  - P—Telephone.
- Register stations are shown in full face type.

STATIONS NOT SHOWN IN TIME TABLE WILL BE SERVED BY TRAINS INDICATED BELOW:

Station	Miles from St. Louis	Train Numbers
<b>De Soto District:</b>		
Grimsby.....	13.64	f 903 f 904
Whitehouse.....	16.09	f 903 f 904
Montebello.....	19.90	f 903 f 904
Sunnyside.....	22.22	f 903 f 904
Glen Park.....	24.09	f 903 f 904
Bushberg.....	25.28	f 903 f 904 d 21 d 18
Tiff.....	54.01	w 3 f 56 f 57
Adelbert Spur.....	58.52	f 55 f 56
Pilot Knob.....	86.40	f 57 f 54
Granite Bend.....	140.38	f 57 f 54
<b>Belmont District:</b>		
Grisham.....	123.34	f 457 f 458
Lamiers Spur.....	151.57	f 457 f 458
<b>Poplar Bluff District:</b>		
Browns.....	208.83	f 451 f 452
Buffington.....	202.25	f 451 f 452
Hunterville.....	198.74	f 451 f 452
Stoddard.....	186.41	f 451 f 452
Randal.....	180.61	f 451 f 452
Barron.....	172.84	f 451 f 452
Kinzer.....	169.10	f 451 f 452
<b>Jackson District:</b>		
Sand Spur.....	149.15	f 854 f 855 f 856 f 857
Dutch Town.....	153.33	f 854 f 855 f 856 f 857

DE SOTO DISTRICT—JEFFERSON BARRACKS TO POPLAR BLUFF

**TIME TABLE**  
**No. 65**  
JUNE 28, 1936

**TRAINS SOUTHWARD**

**FIRST CLASS**

Station Numbers	Miles from St. Louis — Plum Street	STATIONS	Passenger						
			7	903	3	25	1	21	17
			Daily	Daily	Daily	Daily	Daily	Daily	Daily
0		ST. LOUIS CS... UNION STATION.....	2 00AM	8 35AM	8 55AM	1 50PM	5 32PM	6 32PM	10 30PM
z 1	1.10	..... LESPERANCE ST. WCT§							
z10	9.54	D... JEFFERSON BARRACKS.	2 28AM	s 9 10AM	f 9 25AM	2 20PM	6 02PM	7 05PM	10 59PM
z13	12.72	P..... CLIFF CAVE.....	2 32	f 9 15	9 29	2 23	6 06	7 10	11 03
z19	18.75	P..... WICKES.....	2 39	f 9 24	9 36	2 29	<b>613</b> 58	7 18	11 10
z21	20.83	P..... KIMMSWICK.....		f 9 30			f 7 21		
z23	22.95	D... SULPHUR SPRINGS.....*	2 45	f 9 35	9 42	2 34	6 18	7 24	11 15
z27	26.50	NO..... RIVERSIDE.....*Y	2 50	s <b>9 42AM</b> s	d <b>9 47</b> 903	2 38	6 23	7 31	11 19
z27a	27.39	P..... PEVELY.....*	2 51					7 32	
z30	29.50	P..... HORINE.....*	2 54		9 51		6 27	7 36	11 23
z36	35.63	P..... HEMATITE.....*	3 01		9 58	2 48	6 34	<b>744</b> 64	11 30
z39	39.02	P..... VICTORIA.....*	3 05		10 02			7 49	
z42	42.23	CS..... DE SOTO..... WT§ s	3 11		s <b>1008</b> 26 d	2 55	6 42	f 7 54	s <b>1138</b> 55
z47	47.14	D..... VINELAND.....*	3 20		w <b>1015</b> 368	3 02		8 04	
z51	51.14	P..... BLACKWELL.....*	3 25		s 10 21	<b>306</b> 56	<b>652</b> 64	8 10	11 50
z57	57.04	D..... CADET.....*	3 32		f 10 30	3 13	6 59	8 17	11 57PM
z61	60.91	N... MINERAL POINT..... W*	3 37		s 10 37	3 18	7 04	d 8 22	12 02AM
z63	63.06	P..... SUMMIT.....*	3 40		10 40			8 25	
z65	65.19	P..... HOPEWELL.....*	3 43		10 43	<b>323</b> 4	7 09	8 29	12 07
z70	69.57	D..... IRONDALE.....*	3 48		s 10 50	3 28	7 14	8 35	12 12
z75	75.39	CS..... BISMARCK..... WCY s	4 02		s <b>11 05</b> 64 s	3 40	s 7 25	s 8 48	s 12 25
z81	80.77	P... IRON MOUNTAIN.....*	4 10		j 11 12	3 50	7 34	j 8 55	12 32
z83	83.17	P... MIDDLEBROOK.....*	4 13		j 11 15			<b>859</b> 8	12 35
z88	87.59	N..... IRONTON.....* s	4 19		s 11 22	d 3 57	7 41	f 9 05	s 12 42
z89	89.07	N..... ARCADIA.....*	4 21		11 25	4 00	7 43	9 07	12 44
z92	92.46	P..... TIP TOP.....*	4 27		11 31	4 06	7 49	9 13	12 50
z96	96.45	N..... HOGAN..... WY*	<b>435</b> 18		11 37	4 11	7 55	9 19	12 56
z99	98.50	D..... GLOVER.....*			s 11 41			10 10	
z100	100.12	P..... CHLORIDE.....*	4 42		11 45	<b>415</b> 64	7 59	9 24	1 00
z104	104.31	P..... SABULA.....*	4 47		11 50			9 29	
z108	107.95	D..... ANNAPOLIS..... W*	4 53		f 11 56AM	4 25	8 08	d 9 34	1 10
z112	112.47	P..... VULCAN.....*	<b>503</b> 2		12 02PM		<b>813</b> 8	9 40	
z116	115.61	D..... DES ARC.....*	<b>512</b> 22		f 12 06	4 35	8 18	9 45	1 19
z120	120.26	P..... GADS HILL.....*	5 18		12 14	4 42	8 24	9 52	1 25
z127	126.79	CS..... PIEDMONT..... Y*	5 26		s 12 24	f 4 52	8 32	10 02	s 1 35
z133	133.17	D..... LEEPER.....* s	5 36		s 12 34			10 10	
z135	134.53	P..... MILL SPRING..... W*	<b>539</b> 54		f 12 37	5 02	8 42	10 12	1 45
z140	139.77	P..... BARLOW.....*	5 46		12 44	5 10	8 49	10 19	1 52
z146	145.52	CS... WILLIAMSVILLE.....*	5 55		s 12 52	f 5 20	8 57	f 10 27	2 01
.....	145.57	... ST. L.-S. F. CROSSING.....							
z150	150.04	P..... KEENERS.....*	6 02		12 58			10 33	
z153	152.61	D..... HENDRICKSON.....*	<b>606</b> 368		d <b>107</b> 4	5 30	9 06	10 37	2 10
z155	155.47	P..... WILBY.....*	6 10		1 12	5 34	9 09	10 41	2 13
z159	158.95	P..... HILLIARD.....*	6 15		1 17			10 46	
z162	162.29	P..... MINGO.....*	6 22		1 21	5 43	9 18	10 51	2 23
.....	164.96	..ST. L.-S.F. CROSSING.....							
z166	165.53	CSPOPLARBLUFFWCTYO§	6 30AM		<b>1 30PM</b> 64	5 55PM	9 30PM	11 02PM	2 30AM
	165.53		Daily	Daily	Daily	Daily	Daily	Daily	Daily

# DE SOTO DISTRICT—POPLAR BLUFF TO JEFFERSON BARRACKS

Siding Capacity in Cars	Miles from Tazewell	<b>TIME TABLE</b> <b>No. 65</b> JUNE 28, 1936		<b>TRAINS NORTHWARD</b>							
				<b>FIRST CLASS</b>							
				18	2	22	26	904	4	8	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
		Daily	Daily	Daily	Daily	Daily	Daily	Daily			
STATIONS											
491.95		<b>ST. LOUIS UNION STATION</b>		7 35AM	8 25AM	8 28AM	11 30AM	5 15PM	5 30PM	11 20PM	
489.17		<b>LESPERANCE ST. WCT</b>									
Yd. 480.73		<b>D. JEFFERSON BARRACKS</b>		m 7 00AM	7 50AM	7 55AM	m 10 50AM	s 4 35PM	d 4 50PM	10 40PM	
477.55		<b>P. CLIFF CAVE</b>		6 50	7 45	7 50	10 46	f 4 30	4 41	10 34	
74 471.52		<b>P. WICKES</b>		6 44	7 35	7 40	10 39	f 4 20	4 34	10 26	
469.44		<b>P. KIMMSWICK</b>		f 6 40				f 4 14			
66 467.32		<b>D. SULPHUR SPRINGS</b>		* 6 35	7 27	7 32	10 33	f 4 08	4 28	10 20	
65 463.77		<b>NO. RIVERSIDE</b>		* 6 28	7 20	7 25	10 28	s 4 00PM	4 23	10 15	
47 462.88		<b>P. PEVELY</b>		* k 6 27	7 19	7 24	10 27		4 21	10 14	
66 460.77		<b>P. HORINE</b>		* k 6 22	7 16	7 21	10 24		4 18	10 11	
70 454.64		<b>P. HEMATITE</b>		* k 6 13	7 07	7 12	10 17		4 11	10 03	
52 451.25		<b>P. VICTORIA</b>		* k 6 07	7 01	7 06	10 13		4 07	9 59	
Yd. 448.04		<b>CS. DE SOTO WT</b>		s 6 00	d 6 56	7 01	f 1008	s 401	58 d 955	55	
41 443.13		<b>D. VINELAND</b>		* 5 51	6 46	6 51	9 53		3 53	9 49	
49 439.13		<b>P. BLACKWELL</b>		* 5 45	6 39	6 44	9 47		s 3 48	9 44	
57 433.23		<b>D. CADET</b>		* 5 37	6 31	6 36	9 40		s 3 40	9 37	
31 429.36		<b>N. MINERAL POINT</b>		* W 5 32	d 6 25	6 31	9 35		s 3 34	933	
40 427.21		<b>P. SUMMIT</b>		* 5 29	6 21	6 28	9 32		s 3 29	9 30	
42 425.08		<b>P. HOPEWELL</b>		* 5 26	6 17	6 25	9 29		323	25 9 27	
40 420.70		<b>D. IRONDALE</b>		* 5 20	6 10	6 19	9 23		s 3 16	9 22	
80 414.88		<b>CS. BISMARCK WCY</b>		s 5 10	s 6 02	s 610	57 s 915	368	s 3 07	s 9 15	
29 409.50		<b>P. IRON MOUNTAIN</b>		* b 4 58	5 49	6 00	9 00		b 2 53	9 03	
42 407.10		<b>P. MIDDLEBROOK</b>		* 4 55	5 46	5 57	8 56		b 2 50	859	
50 402.68		<b>N. IRONTON</b>		* 4 50	d 5 40	5 52	8 49		s 2 43	850	
n52) 401.20		<b>N. ARCADIA</b>		* d 4 48	5 37	5 50	f 8 46		s 2 40	f 8 48	
s30) 397.81		<b>P. TIP TOP</b>		* 4 42	5 31	5 44	8 40		2 34	8 42	
n42) 393.82		<b>N. HOGAN WY</b>		* 435	7 5 24	5 38	8 33		2 28	8 36	
s50) 391.77		<b>D. GLOVER</b>							d 2 25		
51 390.15		<b>P. CHLORIDE</b>		* 4 29	5 19	5 33	8 28		2 22	8 32	
40 385.96		<b>P. SABULA</b>		* 4 24	5 14	5 28	822	54 57	2 17	8 27	
51 382.32		<b>D. ANNAPOLIS</b>		* W 4 18	5 09	5 23	8 17		s 2 11	8 22	
27 377.80		<b>P. VULCAN</b>		* 4 11	503	7 5 17	8 11		2 05	813	
53 374.66		<b>D. DES ARC</b>		* f 4 07	4 57	512	7 8 07		f 2 01	8 08	
n27) 370.01		<b>P. GADS HILL</b>		* 4 01	4 50	5 05	8 01		1 55	8 02	
s21) 363.48		<b>CS. PIEDMONT</b>		* Y 3 52	4 40	4 55	b 7 51		s 1 45	d 7 54	
42 357.10		<b>D. LEEPER</b>		* s 3 42	4 32	4 47	7 43		s 1 35	7 46	
53 355.74		<b>P. MILL SPRING</b>		* W 3 39	4 30	4 45	7 41		f 1 31	7 44	
71 350.50		<b>P. BARLOW</b>		* 3 32	4 23	4 38	7 34		1 24	7 37	
50 344.75		<b>CS. WILLIAMSVILLE</b>		* s 3 24	4 16	4 31	d 7 27		s 1 16	b 7 30	
344.70		<b>ST. L.-S. F. CROSSING</b>									
54 340.23		<b>P. KEENERS</b>		* 3 17	4 10	4 25	7 21		1 10	7 24	
74 337.66		<b>D. HENDRICKSON</b>		* 3 14	4 07	4 22	7 18		d 1 07	s 7 21	
64 334.80		<b>P. WILBY</b>		* 3 11	4 04	4 19	7 14		1 03	7 17	
45 331.32		<b>P. HILLIARD</b>		* 3 07	3 59	4 14	7 09		12 59	7 13	
64 327.98		<b>P. MENGO</b>		* 3 03	3 55	4 10	7 05		12 55	7 09	
325.31		<b>ST. L.-S. F. CROSSING</b>									
Yd. 324.74		<b>CS. POPLAR BLUFF WCTYO</b>		* 2 58AM	3 50AM	4 05 AM	64 7 00AM		12 50PM	7 05PM	
		165.53		Daily	Daily	Daily	Daily	Daily	Daily	Daily	

DE SOTO DISTRICT—JEFFERSON BARRACKS TO POPLAR BLUFF

TIME TABLE

No. 65

JUNE 26, 1936

TRAINS SOUTHWARD

SECOND CLASS

Station Numbers	Miles from St. Louis — Plum Street	STATIONS	TRAINS SOUTHWARD				SECOND CLASS													
			57 Mixed Daily Ex. Sunday	63 Red Ball Freight Daily	69 Red Ball Freight Daily	55 Mixed Daily Ex. Sunday														
0		ST. LOUIS UNION STATION..... 2.78																		
z 1	1.10	LESPERANCE ST. WCT § 3.44		6 20PM	7 40PM	8 30PM														
z10	9.54	D. JEFFERSON BARRACKS. 3.18		6 48PM <sup>56</sup>	8 08PM	9 05PM <sup>64</sup>														
z13	12.72	P. CLIFF CAVE..... 6.03		6 54	8 14	9 09														
z19	18.75	P. WICKES..... 2.08		7 02	8 23 <sup>64</sup>	9 17														
z21	20.83	P. KIMMSWICK..... 2.12			8 30	9 25														
z23	22.95	D. SULPHUR SPRINGS..... 3.55		7 09	8 30	9 25														
z27	26.50	NO. RIVERSIDE..... Y* 0.89		7 14	8 36	9 31														
z27o	27.39	P. PEVELY..... 2.11			8 38	9 33														
z30	29.50	P. HORINE..... 6.13		7 19	8 42	9 36														
z36	35.63	P. HEMATITE..... 3.39		7 27 <sup>64</sup>	8 51	9 44														
z39	39.02	P. VICTORIA..... 3.21		7 32	8 56	9 48														
z42	42.23	CS. DE SOTO..... WT § 4.91		7 37	9 02	9 55 <sup>8</sup> 11 38 <sup>17</sup>														
z47	47.14	D. VINELAND..... 4.00		7 46	9 10	f 11 55PM														
z51	51.14	P. BLACKWELL..... 5.90		7 52	9 17	s 12 05AM														
z57	57.04	D. CADET..... 3.87		8 01	9 25	s 12 25														
z61	60.91	N. MINERAL POINT..... W* 2.15		8 06	9 33 <sup>8</sup>	s 1 00														
z63	63.06	P. SUMMIT..... 2.13		8 09	9 37	f 1 30														
z65	65.19	P. HOPEWELL..... 4.38		8 12	9 40	f 1 35														
z70	69.57	D. IRONDALE..... 5.82		8 19	9 46	s 2 00														
z75	75.39	CS. BISMARCK..... WCY 5.38		6 15AM <sup>22</sup>	8 27	10 00	3 00AM													
z81	80.77	P. IRON MOUNTAIN..... 2.40		6 35	8 35	10 12														
z83	83.17	P. MIDDLEBROOK..... 4.42		6 42	8 38	10 16														
z88	87.59	N. IRONTON..... 1.48		7 10	8 50 <sup>8</sup>	10 23														
z89	89.07	N. ARCADIA..... 3.39		7 20	8 54	10 26														
z92	92.46	P. TIP TOP..... 3.99		7 30	9 02	10 34														
z96	96.45	N. HOGAN..... WY* 2.05		7 40	9 08	10 41														
z99	98.50	D. GLOVER..... 1.62		7 45																
z100	100.12	P. CHLORIDE..... 4.19		7 53 <sup>368</sup>	9 13	10 47														
z104	104.31	P. SABULA..... 3.64		8 22 <sup>26</sup> 64	9 19	10 53														
z108	107.95	D. ANNAPOLIS..... W* 4.52		8 32	9 25	10 59														
z112	112.47	P. VULCAN..... 3.14		8 42	9 31	11 06														
z116	115.61	D. DES ARC..... 4.65		8 50	9 35	11 11														
z120	120.26	P. GADS HILL..... 6.53		9 01	9 43	11 20														
z127	126.79	CS. PIEDMONT..... Y* 6.38		9 30	9 52	11 30														
z133	133.17	D. LEEPER..... 1.36		9 45	10 01	11 40														
z135	134.53	P. MILL SPRING..... W* 5.24		9 55	10 03	11 42														
z140	139.77	P. BARLOW..... 5.75		10 05	10 11	11 49														
z146	145.52	CS. WILLIAMSVILLE..... 0.05		10 30	10 19	11 59PM														
....	145.57	ST. L.-S. F. CROSSING..... 4.47																		
z150	150.04	P. KEENERS..... 2.57		f 10 40	10 26	12 07AM														
z153	152.61	D. HENDRICKSON..... 2.86		10 50	10 30	12 11														
z155	155.47	P. WILBY..... 3.48		f 10 57	10 34	12 15														
z159	158.95	P. HILLIARD..... 3.34		f 11 05	10 39	12 21														
z162	162.29	P. MENGGO..... 2.67		f 11 15	10 45	12 26														
....	164.96	ST. L.-S. F. CROSSING..... 0.57																		
z166	165.53	CS. POPLAR BLUFF WCTYO § 165.53		11 30AM	10 50PM	12 35AM														
				Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday													

# DE SOTO DISTRICT—POPLAR BLUFF TO JEFFERSON BARRACKS

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Siding Capacity in Cars	Miles from Texarkana	TIME TABLE		TRAINS NORTHWARD						
		No. 65		SECOND CLASS						
		JUNE 28, 1936		368 Red Ball Freight	54 Mixed Daily Ex. Sunday	56 Mixed Daily Ex. Sunday	64 Red Ball Freight			
STATIONS		Two Main Tracts	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily				
491.95		ST. LOUIS UNION STATION								
489.17		LESPERANCE ST. WCT	12 30PM		7 30PM	10 00PM				
Yd. 480.73		D. JEFFERSON BARRACKS.	12 04PM		6 40PM <sup>63</sup>	8 55PM <sup>55</sup>				
477.65		P. CLIFF CAVE	11 59AM		6 30	8 45				
74 471.52		P. WICKES	11 27		6 13 <sup>1</sup>	8 23 <sup>60</sup>				
469.44		P. KIMMSWICK								
66 467.32		D. SULPHUR SPRINGS	11 15		5 30	8 10				
65 463.77		NO. RIVERSIDE	11 07		5 20	8 02				
47 462.88		P. PEVELY	11 05		5 05	7 59				
66 460.77		P. HORINE	11 00		4 55	7 55				
70 454.64		P. HERMATITE	10 50		4 40	{ 7 44 <sup>21</sup> 7 27 <sup>63</sup>				
52 451.25		P. VICTORIA	10 43		4 30	7 16				
Yd. 448.04		CS. DE SOTO	10 30		4 01 <sup>4</sup>	7 10				
41 443.13		D. VINELAND	10 15 <sup>3</sup>		f 3 20	7 00				
49 439.13		P. BLACKWELL	10 00		s 3 06 <sup>25</sup>	6 52 <sup>1</sup>				
57 433.23		D. CADET	9 51		s 2 45	6 25				
31 429.36		N. MINERAL POINT	9 45		s { 2 20 1 10	6 18				
40 427.21		P. SUMMIT	9 41		f 1 00	6 13				
42 425.08		P. HOPEWELL	9 37		f 12 55	6 07				
40 420.70		D. IRONDALE	9 30		s 12 45	5 57				
80 414.88		CS. BISMARCK	9 15 <sup>26</sup>		11 00AM <sup>3</sup>	12 30PM	5 45			
29 409.50		P. IRON MOUNTAIN	8 45		s 10 20	5 15				
42 407.10		P. MIDDLEBROOK	8 40		s 10 00	5 10				
50 402.68		N. IRONTON	8 30		s 9 45	4 59				
n52) 401.20		N. ARCADIA	8 25		s 9 30	4 55				
n42) 397.81		P. TIP TOP	8 15		s 9 10	4 45				
n50) 393.82		N. HOGAN	8 02		s 8 55	4 30				
391.77		D. GLOVER			s 8 50					
51 390.15		P. CHLORIDE	7 53 <sup>57</sup>		f 8 40	4 15 <sup>25</sup>				
40 385.96		P. SABULA	7 43		s 8 22 <sup>(26 57)</sup>	3 55				
51 382.32		D. ANNAPOLIS	7 35		s 8 00	3 45				
27 377.80		P. VULCAN	7 25		f 7 35	3 31				
53 374.66		D. DES ARC	7 18 <sup>64</sup>		s 7 18 <sup>368</sup>	3 25				
n27) 370.01		P. GADS HILL	7 10		s 6 45	3 15				
n21) 363.48		CS. PIEDMONT	6 55		s 6 30	2 55				
42 357.10		D. LEEPER	6 43		s 6 00	2 43				
53 355.74		P. MILL SPRING	6 40		s 5 39 <sup>7</sup>	2 40				
71 350.60		P. BARLOW	6 30		5 15	2 30				
50 344.74		CS. WILLIAMSVILLE	6 20		s 5 00	2 18				
344.70		ST. L.-S. F. CROSSING								
54 340.23		P. KEENERS	6 12		f 4 50	2 08				
74 337.66		D. HENDRICKSON	6 06 <sup>7</sup>		s 4 42	2 03				
64 334.80		P. WILBY	5 50		f 4 32	1 58				
45 331.32		P. HILLIARD	5 43		f 4 26	1 51				
64 327.98		F. MENGO	5 37		4 20	1 45				
325.31		ST. L.-S. F. CROSSING								
Yd. 324.74		CS. POPLAR BLUFF	5 30AM		4 15AM <sup>22</sup>	1 35PM <sup>3</sup>				
		185.53	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily				

**BELMONT DISTRICT—BETWEEN BISMARCK AND CROSNO**

TRAINS SOUTHWARD				Miles from St. Louis — Plum Street	TIME TABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD					
SECOND CLASS					No. 65					SECOND CLASS					
859		457			JUNE 28, 1936					458		858			
Mixed		Mixed			STATIONS					Mixed		Mixed			
Daily Ex. Sunday		Daily Ex. Sunday					Daily Ex. Sunday		Daily Ex. Sunday						
			s 5 30AM	75.39	CS.....	BISMARCK.....	WCY	X 75	80						
			s 5 55	85.03		DOE RUN JUNCTION.....		D 10		s	3 35				
			s 6 05	85.05		MO.-ILL. CROSSING.....									
			s 6 30	86.94		DE LASSUS.....		D 11	30	s	3 30				
			s 6 30	94.94		KNOB LICK.....		D 19	12	s	3 00				
			f 6 50	101.60		MINE LA MOTTE.....		D 26	8	f	2 40				
			s 7 20	104.49	D.....	FREDERICKTOWN.....	W	D 29	10	s	2 30				
			f 7 40	111.68		CORNWALL.....	*	D 36	14	f	2 00				
			s 8 00	118.06	D.....	MARQUAND.....		D 43	17	s	1 45				
			f 8 25	124.24		BESSVILLE.....	*	D 48	12	s	1 30				
			s 8 55	130.29		GLEN ALLEN.....	W	D 55	29	s	1 15				
			s 9 10	133.40	D.....	LUTESVILLE.....		D 58	23	s	1 00				
			f 9 30	138.75		LAFLIN.....	*	D 63	30	f	12 45				
			s 9 50	144.65		WHITE WATER.....	*	D 69	24	s	12 30				
		10 20AM	s 10 05	147.17		ALLENVILLE.....	Y	D 72	23	s	12 20	10 45AM			
				149.38		ST. L.-S. F. CROSSING.....									
		10 25AM	s 10 35	149.42	D.....	DELTA.....	WY	D 74	21	s	12 10PM	1035AM <sup>457</sup>			
				149.43		ST. L. S. W. CROSSING.....									
			f 10 50	154.60		CANEY CREEK.....		D 79	20	f	11 25AM				
				157.43		ST. L.-S. F. CROSSING.....									
			s 11 10	158.18		ORAN.....		D 83	26	s	11 10	457			
			s 11 20	162.09		MORLEY.....		D 87	19	s	10 55				
			s 11 30	167.43	D.....	BLODGETT.....		D 92	18	s	10 40				
			f 11 50AM	173.53		DEHLSTADT.....		D 98	14	f	10 25				
				178.30		POPLAR BLUFF DIST. CROSSING.....									
			12 15PM	178.32	D.....	CHARLESTON.....	WCY	D103	Yd.		10 10AM				
				184.28		ST. L. S. W. CROSSING.....									
				186.04		HENSON.....		D111	22						
				191.54		CROSNO.....		D116	6						
		Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday	Daily Ex. Sunday				
						116.15									

**JACKSON DISTRICT—BETWEEN ALLENVILLE AND JACKSON**

TRAINS SOUTHWARD				Miles from St. Louis — Plum Street	TIME TABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD					
SECOND CLASS					No. 65					SECOND CLASS					
857		855			JUNE 28, 1936					854		856			
Mixed		Mixed			STATIONS					Mixed		Mixed			
Daily Ex. Sunday		Daily Ex. Sunday					Daily Ex. Sunday		Daily Ex. Sunday						
		3 00PM	10 50AM	147.17		ALLENVILLE.....	Y	D72	23		10 20AM	2 45PM			
		s 3 30	s 11 20	157.84		GORDONVILLE.....		DC11	9	s	9 50	s 2 15			
		3 50PM	11 40AM	163.27	D.....	JACKSON.....	WCT	DC16	Yd.		9 30AM	1 55PM			
		Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday	Daily Ex. Sunday				
						16.10									

# POPLAR BLUFF DISTRICT—BETWEEN POPLAR BLUFF AND BIRD'S POINT 7

TRAINS SOUTHWARD			Miles from St. Louis — Plum Street	TIME TABLE		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS				No. 65				SECOND CLASS			
65 Red Ball Freight	451 Mixed	67 Red Ball Freight		JUNE 28, 1936				452 Mixed	60 Red Ball Freight	76 Red Ball Freight	74 Red Ball Freight
Daily	Daily Ex. Sunday	Daily	STATIONS		Daily Ex. Sunday	Daily	Daily	Daily			
			235.66		BIRD'S POINT, MO.....	zd70					
			232.06		3.60 RODNEY.....	zd66	25				
	10 15AM		224.79	D	CHARLESTON.....WCY§	d103	Yd.	9 30AM			
			224.76		0.03 BELMONT DIST. CROSSING.....						
	s 10 25		219.56		5.20 BERTRAND.....	zd54	14	s 8 45			
	f 10 30		217.36		2.20 BUCKEYE.....	zd52	6	f 8 42			
	f 10 35		214.50		2.86 MINER.....	zd49	15	f 8 36			
	s 10 55		211.47	D	3.03 SIKESTON.....W	zd46	28	s 8 30			
			211.07		0.40 ST. L.-S. F. CROSSING.....						
	11 05		205.78		5.29 LITTLE RIVER.....	zd40a	14	7 57			
			205.54		0.24 ST. L.-S. F. CROSSING.....						
	s 11 10		205.48		0.06 MOREHOUSE.....	zd40		s 7 55			
	f 11 21		200.23		5.25 GRAY RIDGE.....	zd35	15	f 7 42			
	s 11 35		195.67	D	4.56 ESSEX.....	zd30	26	s 7 30			
9 35PM	s 11 45AM	3 00AM	191.32	CS	4.35 DEXTER JUNCTION.....W	zd26		s 7 10	12 35PM		
			191.27		0.05 ST. L. S. W. CROSSING.....				8 30PM		
9 45	s 1215PM <sup>60</sup>	3 10	190.11	D	1.16 DEXTER.....	zd24	82	s 7 00	1215PM <sup>451</sup>		
10 05	12 43	3 20	183.69		6.42 AJAX.....	zd18	81	5 46	11 59PM		
10 07	s 12 48	3 22	182.89		0.80 DUDLEY.....	zd17		s 5 45	11 55		
10 18	12 56	3 30	178.73		4.16 IVES.....	zd13	81	5 35	11 40		
	s 1 00	3 35	176.12		2.61 FISK.....	zd11		s 5 30	11 35		
	f 1 08	3 38	174.68		1.44 ASH HILL.....	zd9	7	f 5 15	11 30		
	f 1 13	3 43	171.83		2.85 JUNLAND.....	zd6	81	f 5 10	11 20		
			166.81		5.02 ST. L.-S. F. CROSSING.....						
1100PM <sup>74</sup>	1 30PM	4 00AM	165.53	CS	1.28 POPLAR BLUFF..WCTYO§	zd166	Yd.	5 00AM	1100PM <sup>65</sup>		
Daily	Daily Ex. Sunday	Daily			70.13			Daily Ex. Sunday	Daily		

# POTOSI DISTRICT—BETWEEN MINERAL POINT AND POTOSI

TRAINS SOUTHWARD			Miles from St. Louis — Plum Street	TIME TABLE		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS				No. 65				SECOND CLASS			
853				JUNE 28, 1936				852			
Mixed Daily Ex. Sunday			STATIONS		Mixed Daily Ex. Sunday						
		1 15PM	60.91	N	MINERAL POINT.....W	X61		2 10PM			
		1 35PM	64.41	D	3.50 POTOSI.....C	XB4	Yd.	2 00PM			
		Daily Ex. Sunday			3.50			Daily Ex. Sunday			



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

- Belmont District No. 859 is superior to No. 858.**
- Jackson District No. 855 is superior to No. 856.**
- Potosi District No. 853 is superior to No. 852.**

	Miles Per Hour	
	Passenger Trains	Freight Trains
<b>2. MAXIMUM SPEED:</b>		
Oak Hill District (St. Louis Terminal).....	35	25
Lesperance St. District (St. Louis Terminal):		
Between Lesperance St. and Davis St.....	30	30
Between Davis St. and Jefferson Barracks....	55	45
De Soto District—		
Between Jefferson Barracks and Mile Post 20..	60	45
Between Mile Post 20 and Mile Post 33.....	55	45
Between Mile Post 33 and Mile Post 52.....	60	45
Between Mile Post 52 and Mile Post 76.....	55	45
Between Mile Post 76 and Mile Post 89.....	60	45
Between Mile Post 89 and Poplar Bluff.....	55	45
Poplar Bluff District:		
Between Birds Point and Charleston.....	15	15
"    Charleston and Dexter Junction.....	40	30
"    Dexter Junction and Poplar Bluff.....	50	45
Belmont District:		
Between Bismarck and Charleston.....	35	25
"    Charleston and Crosno.....	15	15
Jackson District.....	20	20
Potosi District.....	25	25

<b>3. SPEED RESTRICTIONS: (where maximum speed is less, such restriction will be observed)</b>		
Engines 1701, 1703 and 1704.....	30	30
Engines 1702, 1705 to 1714, inclusive, and 1720 to 1729, inclusive.....	45	45
Engines 1901 to 1925, inclusive.....	45	45
St. Louis Terminal:		
23rd St. interlocking limits.....	10	10
Grand Ave. interlocking limits.....	10	10
Tower Grove Jct., over crossing (Southward)..	10	10
Davis St. interlocking limits.....	20	20
Kingshighway (Oak Hill Dist.) street crossing.	10	10
Catalan St. crossing, M. P. 7, Pole 4.....	20	20
Marceau St. crossing, M. P. 6, Pole 46.....	20	20
Between Arsenal St. and Barton St.....	5	5
Over electric car lines when line is clear.....	10	10
De Soto: Between Lawndown crossing and south Tobey Switch.....	30	30
Piedmont: Between north lead switch and crossing just south of depot....	20	20
Williamsville: City Limits.....	35	35
Poplar Bluff: Between Vine Street and Henderson Avenue.....	20	20
Poplar Bluff District: Over St. L.-S. F. Crossing, Mile Post 166.81.....	15	15
Morehouse: City limits.....	10	10
Fredericktown: Between crossing at Freight House and Crossing just south of Passenger depot.....	10	10
Jackson: All trains and engines stop and sound whistle signal 14 (L) before crossing Cape Girardeau and Jackson gravel road crossing, near flour mill.		

**SPEED RESTRICTIONS: (Continued)**

	Miles Per Hour	
	Passenger Trains	Freight Trains
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, except 2300, 2400, 2500, 2600 and 2700 class engines may be run 50 miles per hour, and 5200 class engines 55 miles per hour.		
Motor Cars:		
(a) Gas-electric passenger motor cars.....	60	..
(b) Brill passenger motor cars with mechanical drive.....	45	..
Trains handling:		
Motor Cars dead in tow.....	50	50
Pile Drivers.....	..	25
Steam Shovels.....	..	25
Scale Test Cars, M. C. B. or 4-wheel rigid trucks.	..	35
Wrecking Derricks (Self-propelling).....	..	25
Wrecking Derrick Cars, wooden.....		Maximum Frt. Train Speed.
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.		
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 inboard 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
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, Locomotive Cranes and Clam Shells.....	..	20
Self-propelling American ditchers, locomotive cranes and clam shells must be coupled to flat car. If boom extends more than 30 ft. beyond end sill of machine it must be detached from rotating portion of machine. If boom does not extend more than 30 ft. beyond end sill of machine, it need not be detached, but support must be provided for boom on idler car and uncoupling levers between machine and idler car must be disconnected. Water tank and boiler should be drained and rear of machine faced toward front of train.		

### SPECIAL INSTRUCTIONS

**SPEED RESTRICTIONS: (Continued)**

	Miles Per Hour	
	Passenger Trains	Freight Trains
American Ditchers, loaded on flat cars.....	..	20
Yard (clam shell) and "Burro" Cranes, loaded on flat cars.....	..	20
Doddridge Ditchers.....	..	25
Jordan Spreaders and Spreader-Ditchers.....	..	25

Jordan spreaders and spreader ditchers-must be headed in working directions; 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, Doddridge ditchers 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; except 1700 and 1900 class engines, 15 miles per hour.

Dead engines with side rods in position, main rods disconnected, 25 miles per hour; except 1700 and 1900 class engines, 15 miles per hour.

Dead engines moving backward or with part or all side rods down. 15 miles per hour; except 1700 and 1900 class engines, 10 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 Superintendent.

Dead engines must be placed not less than three cars from engine handling train and from each other, and be headed in 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 a speed of 15 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 tank first.

Engines without full set of driving wheels, 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 cross overs and 30 miles per hour through No. 20 turnouts or cross overs.

**PERMANENT SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTION AND RESUME SPEED SIGNS.**

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

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

20	9	23	10	29	10	29	9	30
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**Lesperance Street District (St. Louis Terminal):**

20	6	21	8	0	8	5	6	31
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**De Soto District:**

45	24	4	24	9	24	9	24	4
45	89	27	92	0	92	0	89	27
35	92	0	94	31	94	31	92	0
45	106	13	107	38	107	38	106	15
40	120	22	120	36	120	36	120	22
40	125	38	126	13	126	13	125	38
40	129	29	131	0	131	0	129	29
40	132	10	133	1	133	1	132	10
45	135	21	135	28	135	28	135	21
40	136	27	137	12	137	12	136	27
40	140	8	140	30	140	30	140	8
45	144	5	144	25	144	25	144	5
40	146	18	148	29	148	29	146	18
45	150	24	151	0	151	0	150	24
45	153	39	154	8	154	8	153	39
45	161	20	161	28	161	28	161	20

**TABLE OF SPEEDS**

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5.....	12	0
8.....	7	30
10.....	6	0
12.....	5	0
15.....	4	0
18.....	3	20
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
50.....	1	12
55.....	1	5
60.....	1	0

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

NAME	LOCATION	OFFICE	OFFICE TELEPHONE	RESIDENCE	RESIDENCE TELEPHONE
<b>HOSPITAL</b>	St. Louis, Mo.	Grand and Shaw Avenues	Grand 0500. Main 1000.		
★ Dr. O. B. Zeinert, Chief Surgeon	St. Louis, Mo.	Grand and Shaw Avenues	Grand 0500 Main 1000	34 Broadview Drive	Parkview 0674.
Dr. M. C. Starkloff	Carondelet, Mo.	7619 South Broadway	Riverside 129	512 Dover Place	Riverside 1706.
Dr. Frank S. Zeller, Local Surgeon	Carondelet, Mo.	7119 South Broadway	Riverside 1389	7204 Pennsylvania Ave.	Riverside 740-J.
Major Theo. H. Reagan	Station Hospital	Jefferson Barracks, Mo.	Riverside 0468. Local 112	Quarters No. 5 E. Jefferson Barracks, Mo.	Riverside 49. Riverside 0468. Local 112.
Dr. O. E. Hensley	Pevely, Mo.	Pevely, Mo.	Meissner Telephone Co., Direct to Bell	Pevely, Mo.	Meissner Telephone Co.
Dr. David Ford, Resident Surgeon	De Soto, Mo.	De Soto Trust Bldg.	No. 363	205 S. 5th Street	No. 345.
★ Dr. Chas. Earl Fallet, Resident Surgeon	De Soto, Mo.	112a North Main Street	No. 73	517 Pratt Street	No. 156.
★ Dr. Jos. L. Thurman, Local and Dispensary Surgeon	Potosi, Mo.	Potosi, Mo.	No. 73	Potosi, Mo.	No. 73-B.
Dr. Jos. W. Huffman, Local and Dispensary Surgeon	Bismarck, Mo.	Bismarck, Mo.	No. 22	Bismarck, Mo.	No. 22.
Dr. Frank W. Gale	Bismarck, Mo.	Bismarck, Mo.	Bell 44	Bismarck, Mo.	Bell 40.
Dr. G. C. Anson	Ironton, Mo.	Ironton, Mo.	No. 114	Ironton, Mo.	No. 248.
Dr. Thomas C. Piles, Local and Dispensary Surgeon	Piedmont, Mo.	Main Street	No. 51	Piedmont, Mo.	No. 51-A.
Dr. W. H. Burton, Local and Dispensary Surgeon	Williamsville, Mo.	Williamsville, Mo.	Forbes Mutual	Williamsville, Mo.	Forbes Mutual.
Dr. J. F. Cooper, Local and Dispensary Surgeon	Williamsville, Mo.	Williamsville, Mo.	Forbes Mutual	Williamsville, Mo.	Forbes Mutual.
<b>EMERGENCY STATION</b>	Poplar Bluff, Mo.	Lucy Lee Hospital	No. 690.		
★ Dr. J. W. McPheeters, Div. Surgeon	Poplar Bluff, Mo.	Lucy Lee Hospital	No. 690	622 N. Main Street	No. 614.
Dr. W. S. Bailey, Assistant Surgeon	Poplar Bluff, Mo.	321 Vine Street	No. 110.	911 Lester Street	No. 841.
Dr. H. M. Henrickson, Div. Surgeon	Poplar Bluff, Mo.	Poplar Bluff Hospital 378 Oak Street	No. 378.	Oak Street	No. 668.
Dr. B. M. Macsuley, Asst. Surgeon	Poplar Bluff, Mo.	215 Oak Street	No. 378.	205 S. 9th Street	No. 633
Dr. W. Harry Barron	Fredericktown, Mo.	East Main St.	No. 20.	Fredericktown, Mo.	No. 209-W.
Dr. J. J. Chandler, Local and Dispensary Surgeon	Lutesville, Mo.	Lutesville, Mo.	Bell, No. 35	Lutesville, Mo.	Bell, No. 60.
Dr. Wm. S. Love, Local and Dispensary Surgeon	Charleston, Mo.	304 Charleston Bank Bldg.	Bell, No. 482	509 E. Commercial Street	Bell, No. 470
Dr. Frank LaRue, Local and Dispensary Surgeon	Dexter, Mo.	Dexter, Mo.	No. 21.	Dexter, Mo.	No. 234.
Dr. G. W. H. Presnell, Local and Dispensary Surgeon	Sikeston, Mo.	Trust Bldg.	No. 1019.	210 Ruth St.	No. 67.
Dr. B. W. Hays	Jackson, Mo.	Jackson, Mo.	No. 156.	Jackson, Mo.	No. 225.
<b>EMERGENCY STATION</b>	Illmo, Mo.	First State Bank Building	No. 219.		
★ Dr. G. T. Dorris, Resident Surgeon	Illmo, Mo.	First State Bank Building	No. 219.	Southern Hotel	No. 259.

★ Examining Surgeons for Examination of Applicants under Form 339-Rev.  
 \* Will render treatment to both sick and injured employees, resident of Mineral Point and Potosi  
 and furnish necessary medicines and surgical dressings.

DR. O. B. ZEINERT, Chief Surgeon.