

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

MISSOURI DIVISION

TIME-TABLE No. 72

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

CENTRAL STANDARD TIME

Superseding Time-Table No. 71, dated March
10, 1940, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 6
DATED JANUARY 1, 1941

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.

DIVISION OFFICERS

C. W. PACE.....Superintendent.....Poplar Bluff, Mo.
J. A. GREIG.....Trainmaster.....Poplar Bluff, 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.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Charleston.....	458	Missouri.....452	Indefinitely		For equipment
".....	451	".....457	"		" "
Poplar Bluff.....	2	Arkansas.....2	"		" "
".....	4	".....4	"		" "
".....	8	".....8	"		" "
".....	18	".....18	"		" "
".....	26	".....26	"		" "

EXPLANATION OF STOPS:

- s*—Regular stop.
- f*—Stop on signal for passengers, mail, baggage and express.
- 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.
- n*—Stop to receive or discharge revenue passengers or parcel post.
- w*—Stop on signal to receive or discharge parcel post.

EXPLANATION OF CHARACTERS:

- C—Coal.
 - O—Fuel Oil.
 - W—Water.
 - Y—Wye.
 - T—Turntable.
 - ‡—Meal Station.
 - §—Track Scales.
 - *—Mail Crane.
 - CS—Continuous Train Order Office.
 - LS—Limited Train Order Office (Hours of Service 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.

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

Station	Miles from St. Louis	Train Numbers					
De Soto Subdiv.:							
Whitehouse.....	16.09	<i>f</i>	3	<i>f</i>	4		
Montebello.....	19.90	<i>f</i>	3	<i>f</i>	4		
Tiff.....	54.01	<i>w</i>	3	<i>f</i>	56	<i>f</i>	55
Pilot Knob.....	86.40	<i>f</i>	57	<i>f</i>	54		
Belmont Subdiv.:							
Grisham.....	123.34	<i>f</i>	457	<i>f</i>	458		
Poplar Bluff Subdiv.:							
Browns.....	208.83	<i>f</i>	451	<i>f</i>	452		
Buffington.....	202.25	<i>f</i>	451	<i>f</i>	452		
Hunterville.....	198.74	<i>f</i>	451	<i>f</i>	452		
Stoddard.....	186.41	<i>f</i>	451	<i>f</i>	452		
Randal.....	180.61	<i>f</i>	451	<i>f</i>	452		
Barron.....	172.84	<i>f</i>	451	<i>f</i>	452		
Kinzer.....	169.10	<i>f</i>	451	<i>f</i>	452		
Jackson Subdiv.:							
Sand Spur.....	149.15	<i>f</i>	854	<i>f</i>	855	<i>f</i>	856 <i>f</i> 857
Dutch Town.....	153.33	<i>f</i>	854	<i>f</i>	855	<i>f</i>	856 <i>f</i> 857

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

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.

DE SOTO SUBDIV.—JEFFERSON BARRACKS TO POPLAR BLUFF

TIME-TABLE
No. 72
FEBRUARY 2, 1941

TRAINS SOUTHWARD

FIRST CLASS

Station Numbers	Miles from St. Louis—Plum Street	STATIONS	FIRST CLASS								
			7 Passenger Daily	3 Passenger Daily	25 Passenger Daily	1 Passenger Daily	17 Passenger Daily				
0		ST. LOUIS UNION STATION 2.78	2 00AM	8 15AM	2 00PM	5 32PM	10 35PM				
X 1	1.10	LESPERANCE ST. WCT 8.44									
X 10	9.54	LS. JEFFERSON BARRACKS 2.01	d 2 28AM	s 8 45AM	d 2 30PM	m 6 02PM	d 11 04PM				
X 13	12.45	P. CLIFF CAVE 6.30	2 31	8 49	2 33	6 05 ⁵⁶	11 08				
X 19	18.75	P. WICKES 2.08	2 39	8 57	2 40	6 12	11 15				
X 21	20.83	P. KIMMSWICK 2.12		f 9 01			f 11 18				
X 23	22.95	LS. SULPHUR SPRINGS 3.55	* 2 45	f 9 04	2 45	6 17	11 21				
X 27	26.50	LS. RIVERSIDE 0.80	* 2 50	d 9 09	2 50	6 22 ⁶⁴	11 26				
X 27a	27.39	P. PEVELY 2.11		f 9 12							
X 30	29.50	P. HORINE 6.13	2 54	9 16	2 53	6 25	11 30				
X 36	35.03	P. HEMATITE 3.39	3 01	9 24	3 00	6 33	11 37				
X 39	39.02	P. VICTORIA 3.21	3 05	9 29	3 04	6 37	11 41				
X 42	42.23	CS. DE SOTO 4.91	s 3 10	s 9 35	s 3 09	s 6 42	s 11 47PM				
X 47	47.14	P. VINELAND 4.00		w 9 45 ²⁶							
X 51	51.14	TP. BLACKWELL 5.90	3 23	s 9 52 ³⁶⁸	3 21 ⁵⁶	6 55	12 01AM				
X 57	57.04	LS. CADET 3.87	3 30	n 10 03	3 29 ⁴	7 03	12 08				
X 61	60.91	LS. MINERAL POINT 2.15	3 35	s 10 12	3 34	7 08	d 12 14 ⁵⁵				
X 63	63.06	P. SUMMIT 2.13	3 38	10 16	3 37	7 11	12 17				
X 65	65.19	P. HOPEWELL 4.38	3 41	10 21	3 40	7 14	12 20				
X 70	69.57	LS. IRONDALE 5.82	3 46	s 10 28	3 45	7 19	12 25				
X 75	75.39	CS. BISMARCK 5.38	s 4 02	s 10 45	s 3 57 ⁶⁴	s 7 35	s 12 40				
X 81	80.77	P. IRON MOUNTAIN 2.40	4 10	j 10 53	4 06	7 42	j 12 47				
X 83	83.17	TP. MIDDLEBROOK 4.42	4 13	k 10 57	4 09	7 45	12 50				
X 88	87.59	LS. IRONTON 1.48	s 4 19	s 11 05	d 4 15	f 7 53	d 12 57				
X 89	89.07	LS. ARCADIA 3.39	4 21	11 08 ⁵⁴	4 17	7 56	1 00				
X 92	92.46	P. TIP TOP 3.99	4 32 ¹⁸	11 15	4 23	8 04	1 06				
X 96	96.45	P. HOGAN 2.05	4 38	11 21	4 29	8 10	1 12				
X 99	98.50	LS. GLOVER 1.62		s 11 26							
X 100	100.12	P. CHLORIDE 4.19	4 42	11 29	4 33	8 14	1 16				
X 104	104.31	P. SABULA 3.64	4 47	11 34	4 38	8 20 ⁸	1 21				
X 108	107.95	LS. ANNAPOLIS 4.52	4 51	f 11 40	j 4 42	8 25	d 1 26				
X 112	112.47	P. VULCAN 3.14	4 57	11 46	4 47	8 31	1 32				
X 116	115.61	LS. DES ARC 4.65	5 01	f 11 51	4 51	8 35	1 36				
X 120	120.26	P. GADS HILL 6.53	5 08 ²	11 58AM	4 57	8 41	1 42				
X 127	126.79	LS. PIEDMONT 6.38	5 17	s 12 08PM	f 5 07	d 8 50	s 1 52				
X 133	133.17	LS. LEEPER 1.36	* 5 25	s 12 18							
X 135	134.53	TP. MILL SPRING 5.24	5 28	f 12 20	5 17	8 59	2 02				
X 140	139.77	P. BARLOW 5.75	5 38	12 28	5 24	9 06	2 09				
X 146	145.52	LS. WILLIAMSVILLE 4.52	5 48	s 12 38	f 5 32	9 13	d 2 18				
X 150	150.04	P. KEENERS 2.57	5 55	12 45 ⁶⁴	5 38	9 19	2 24				
X 153	152.61	LS. HENDRICKSON 2.86	6 00 ³⁶⁸	d 12 53 ⁴	5 41	9 22	2 28				
X 155	155.47	P. WILBY 3.48	6 05	12 58	5 45	9 26	2 32				
X 159	158.95	P. HILLIARD 3.34	6 10	1 02	5 50	9 31	2 37				
X 162	162.29	P. MENGO 2.67	6 15	1 06	5 55	9 36	2 42				
.....	164.96	ST. L.-S.F. CROSSING 0.57									
X 166	165.53	CS. Poplar Bluff WCTYO	6 30AM	1 15PM	6 05PM	9 45PM	2 50AM ¹⁸				
		165.53	Daily	Daily	Daily	Daily	Daily				

DE SOTO SUBDIV.—POPLAR BLUFF TO JEFFERSON BARRACKS

3

Siding Capacity In Cars	Miles from Texarkana	TIME-TABLE No. 72 FEBRUARY 2, 1941	TRAINS NORTHWARD									
			FIRST CLASS									
			18	2	26	4	8					
STATIONS		Passenger	Passenger	Passenger	Passenger	Passenger						
		Daily	Daily	Daily	Daily	Daily						
491.95		ST. LOUIS UNION STATION.....										
		2.78										
489.17		LESPERANCE ST.WCT.										
		8.44										
480.73		LS. JEFFERSON BARRACKS	<i>d</i> 7 00AM	<i>m</i> 7 55AM	<i>d</i> 10 50AM	<i>k</i> 5 00PM	<i>d</i> 10 35PM					
477.82		P. CLIFF CAVE	6 51	7 50	10 42	4 50	10 26					
74 471.52		P. WICKES	6 44	7 40	10 32	4 40	10 19					
469.44		P. KIMMSWICK	<i>f</i> 6 40			<i>f</i> 4 35						
60 467.32		LS. SULPHUR SPRINGS	6 35	7 34	10 25	<i>f</i> 4 29	10 13					
65 463.77		LS. RIVERSIDE	6 28	7 27	10 18	<i>d</i> 4 23	10 08					
47 462.88		P. PEVELY	<i>k</i> 6 27			<i>f</i> 4 21						
66 460.77		P. HORINE	<i>k</i> 6 22	7 23	10 13	4 16	10 05					
70 454.64		P. HEMATITE	<i>k</i> 6 13	7 14	10 05	4 07	9 59					
52 451.25		P. VICTORIA	<i>k</i> 6 07	7 09	10 00	4 01	9 55 ⁵⁵					
80 448.04		CS. DE SOTO	<i>s</i> 6 00	<i>d</i> 7 05	<i>f</i> 9 53	<i>s</i> 3 55 ⁵⁶	<i>d</i> 9 50					
		4.91										
41 443.13		P. VINELAND			9 45 ³	3 44						
49 439.13		TP. BLACKWELL	5 45	6 50	9 41	<i>s</i> 3 38	9 39					
57 433.23		LS. CADET	5 37	6 42	<i>b</i> 9 33	<i>s</i> 3 29 ²⁵	9 32					
55 429.36		LS. MINERAL POINT	5 32	<i>d</i> 6 37	<i>d</i> 9 28	<i>s</i> 3 23	9 28 ⁶⁰					
40 427.21		P. SUMMIT	5 29	6 34	9 25	3 19	9 25					
42 425.08		P. HOPEWELL	5 26	6 31	9 22	3 16	9 22					
40 420.70		LS. IRONDALE	5 20	6 26	<i>b</i> 9 17	<i>s</i> 3 10	9 17					
80 414.88		CS. BISMARCK	<i>s</i> 5 10	<i>s</i> 6 18	<i>s</i> 9 10 ³⁶⁸	<i>s</i> 3 02	<i>s</i> 9 10					
		5.38										
29 409.50		P. IRON MOUNTAIN	<i>b</i> 4 53	6 04	8 58	<i>b</i> 2 48	8 55					
42 407.10		TP. MIDDLEBROOK	4 49	6 01	8 55	<i>b</i> 2 45	8 52					
50 402.68		LS. IRONTON	4 41	<i>d</i> 5 54	8 49	<i>s</i> 2 38	8 46 ⁶³					
52 401.20		LS. ARCADIA	<i>d</i> 4 38	5 51	<i>f</i> 8 47	<i>s</i> 2 34	<i>s</i> 8 43					
51 397.81		P. TIP TOP	4 32 ⁷	5 45	8 41 ⁵⁷	2 28	8 37					
42 393.82		P. HOGAN	4 25	5 38	8 34	2 21	8 31					
		2.05										
391.77		LS. GLOVER				<i>d</i> 2 18						
51 390.15		P. CHLORIDE	4 21	5 34	8 30	2 14	8 26					
40 385.96		P. SABULA	4 16	5 29	8 25	2 09	8 20 ¹					
51 382.32		LS. ANNAPOLIS	<i>f</i> 4 11	5 24	<i>d</i> 8 19	<i>s</i> 2 04	8 15					
27 377.80		P. VULCAN	4 04	5 18	8 12	1 56	8 09					
53 374.66		LS. DES ARC	<i>f</i> 4 00	5 14	8 08	<i>f</i> 1 51	8 05					
66 370.01		P. GADS HILL	3 54	5 08 ⁷	8 02	1 45	7 59					
106 363.48		LS. PIEDMONT	<i>s</i> 3 45	4 56	<i>d</i> 7 52	<i>s</i> 1 35 ⁶⁴	<i>d</i> 7 50					
		0.38										
357.10		LS. LEEPER	<i>s</i> 3 35	4 47	7 44	<i>s</i> 1 26						
74 355.74		TP. MILL SPRING	3 32	4 45	7 42	<i>f</i> 1 21	7 41					
71 350.50		P. BARLOW	3 25	4 37	7 35	1 14	7 34					
50 344.75		LS. WILLIAMSVILLE	<i>s</i> 3 17	4 29	<i>d</i> 7 27	<i>s</i> 1 06	<i>d</i> 7 26					
54 340.23		P. KEENERS	3 09	4 22	7 21	12 58	7 20					
		2.57										
74 337.66		LS. HENDRICKSON	3 06	4 19	7 18	<i>k</i> 12 53 ³	7 17					
64 334.80		P. WILBY	3 03	4 15	7 14	12 49	7 13					
45 331.32		P. HILLIARD	2 59	4 10	7 09	12 45	7 09					
74 327.98		P. MENGO	2 55	4 05	7 05	12 41	7 05					
		2.67										
325.31		ST. L.-S.F. CROSSING										
Yd. 324.74		CS. Poplar Bluff	2 50AM ¹⁷	4 00AM	7 00AM	12 35PM ⁵⁷	7 00PM					
		0.57										
		165.53	Daily	Daily	Daily	Daily	Daily					

DE SOTO SUBDIV.—JEFFERSON BARRACKS TO POPLAR BLUFF

TIME-TABLE
No. 72

FEBRUARY 2, 1941

TRAINS SOUTHWARD

FIRST CLASS

7	3	25	1	17
Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily

Station Numbers	Miles from St. Louis — Plum Street
0	
X 1	1.10
X 10	9.54
X 13	12.45
X 19	18.75
X 21	20.83
X 23	22.95
X 27	26.50
X27a	27.39
X 30	29.50
X 36	35.63
X 39	39.02
X 42	42.23
X 47	47.14
X 51	51.14
X 57	57.04
X 61	60.91
X 63	63.06
X 65	65.19
X 70	69.57
X 75	75.39
X 81	80.77
X 83	83.17
X 88	87.59
X 89	89.07
X 92	92.46
X 96	96.45
X 99	98.50
X100	100.12
X104	104.31
X108	107.95
X112	112.47
X116	115.61
X120	120.26
X127	126.79
X133	133.17
X135	134.53
X140	139.77
X146	145.52
X150	150.04
X153	152.61
X155	155.47
X159	158.95
X162	162.29
.....	164.96
X166	165.53

STATIONS	
ST. LOUIS UNION STATION	2 00AM
LESPERANCE ST. WCT	
LS. JEFFERSON BARRACKS	d 2 28AM
P. CLIFF CAVE	2 31
P. WICKES	2 39
P. KIMMSWICK	f 9 01
LS. SULPHUR SPRINGS	2 45
LS. RIVERSIDE	2 50
P. PEVELY	f 9 12
P. HORINE	2 54
P. HEMATITE	3 01
P. VICTORIA	3 05
CS. DE SOTO	s 3 10
P. VINELAND	w 9 45
TP. BLACKWELL	3 23
LS. CADET	3 30
LS. MINERAL POINT	3 35
P. SUMMIT	3 38
P. HOPEWELL	3 41
LS. IRONDALE	3 46
CS. BISMARCK	s 4 02
P. IRON MOUNTAIN	4 10
TP. MIDDLEBROOK	4 13
LS. IRONTON	s 4 19
LS. ARCADIA	4 21
P. TIP TOP	4 32
P. HOGAN	4 38
LS. GLOVER	s 11 26
P. CHLORIDE	4 42
P. SABULA	4 47
LS. ANNAPOLIS	4 51
P. VULCAN	4 57
LS. DES ARC	5 01
P. GADS HILL	5 08
LS. PIEDMONT	5 17
LS. LEEPER	s 5 25
TP. MILL SPRING	5 28
P. BARLOW	5 38
LS. WILLIAMSVILLE	5 48
P. KEENERS	5 55
LS. HENDRICKSON	6 00
P. WILBY	6 05
P. HILLIARD	6 10
P. MENGO	6 15
ST. L.-S.F. CROSSING	
CS. Poplar Bluff	6 30AM

Two Main Tracks

AUTOMATIC BLOCK

Two Main Tracks

Two Main Tracks

7	3	25	1	17
Daily	Daily	Daily	Daily	Daily

2 00AM	8 15AM	2 00PM	5 32PM	10 35PM				
d 2 28AM	s 8 45AM	d 2 30PM	m 6 02PM	d 11 04PM				
2 31	8 49	2 33	6 05	11 08				
2 39	8 57	2 40	6 12	11 15				
	f 9 01			f 11 18				
2 45	f 9 04	2 45	6 17	11 21				
2 50	d 9 09	2 50	6 22	11 26				
	f 9 12							
2 54	9 16	2 53	6 25	11 30				
3 01	9 24	3 00	6 33	11 37				
3 05	9 29	3 04	6 37	11 41				
s 3 10	s 9 35	s 3 09	s 6 42	s 11 47PM				
	w 9 45							
3 23	s 9 52	3 21	6 55	12 01AM				
3 30	n 10 03	3 29	7 03	12 08				
3 35	s 10 12	3 34	7 08	d 12 14				
3 38	10 16	3 37	7 11	12 17				
3 41	10 21	3 40	7 14	12 20				
3 46	s 10 28	3 45	7 19	12 25				
s 4 02	s 10 45	s 3 57	s 7 35	s 12 40				
4 10	f 10 53	4 06	7 42	j 12 47				
4 13	k 10 57	4 09	7 45	12 50				
s 4 19	s 11 05	d 4 15	f 7 53	d 12 57				
4 21	11 08	4 17	7 56	1 00				
4 32	11 15	4 23	8 04	1 06				
4 38	11 21	4 29	8 10	1 12				
	s 11 26							
4 42	11 29	4 33	8 14	1 16				
4 47	11 34	4 38	8 20	1 21				
4 51	f 11 40	j 4 42	8 25	d 1 26				
4 57	11 46	4 47	8 31	1 32				
5 01	f 11 51	4 51	8 35	1 36				
5 08	11 58AM	4 57	8 41	1 42				
5 17	s 12 08PM	f 5 07	d 8 50	s 1 52				
	s 12 18							
5 28	f 12 20	5 17	8 59	2 02				
5 38	12 28	5 24	9 06	2 09				
5 48	s 12 38	f 5 32	9 13	d 2 18				
5 55	12 45	5 38	9 19	2 24				
6 00	d 12 53	5 41	9 22	2 28				
6 05	12 58	5 45	9 26	2 32				
6 10	1 02	5 50	9 31	2 37				
6 15	1 06	5 55	9 36	2 42				
6 30AM	1 15PM	6 05PM	9 45PM	2 50AM				

DE SOTO SUBDIV.—POPLAR BLUFF TO JEFFERSON BARRACKS

Siding Capacity In Cars	Miles from Texarkana	TIME-TABLE No. 72 FEBRUARY 2, 1941	TRAINS NORTHWARD									
			FIRST CLASS									
			18	2	26	4	8					
STATIONS			Passenger	Passenger	Passenger	Passenger	Passenger					
			Daily	Daily	Daily	Daily	Daily					
491.95		ST. LOUIS CS... UNION STATION.....	7 35AM	8 28AM	11 30AM	5 45PM	11 15PM					
		2.78										
489.17		LESPERANCE ST. WCT§										
		8.44										
480.73		LS. JEFFERSON BARRACKS	<i>d</i> 7 00AM	<i>m</i> 7 55AM	<i>d</i> 10 50AM	<i>k</i> 5 00PM	<i>d</i> 10 35PM					
477.82		P... CLIFF CAVE	6 51	7 50	10 42	4 50	10 26					
74 471.52		P... WICKES	6 44	7 40	10 32	4 40	10 19					
		2.08										
469.44		P... KIMMSWICK	<i>f</i> 6 40			<i>f</i> 4 35						
		2.12										
60 467.32		LS. SULPHUR SPRINGS	6 35	7 34	10 25	<i>f</i> 4 29	10 13					
		3.55										
65 463.77		LS... RIVERSIDE	6 28	7 27	10 18	<i>d</i> 4 23	10 08					
		0.89										
47 462.88		P... PEVELY	<i>k</i> 6 27			<i>f</i> 4 21						
		2.11										
66 460.77		P... HORINE	<i>k</i> 6 22	7 23	10 13	4 16	10 05					
		6.13										
70 454.64		P... HEMATITE	<i>k</i> 6 13	7 14	10 05	4 07	9 59					
		3.39										
52 451.25		P... VICTORIA	<i>k</i> 6 07	7 09	10 00	4 01	9 55 ⁵⁵					
		3.21										
80 448.04		CS... DE SOTO	<i>s</i> 6 00	<i>d</i> 7 05	<i>f</i> 9 53	<i>s</i> 3 55 ⁵⁸	<i>d</i> 9 50					
		4.91										
41 443.13		P... VINELAND			9 45 ³	3 44						
		4.00										
49 439.13		TP... BLACKWELL	5 45	6 50	9 41	<i>s</i> 3 38	9 39					
		5.90										
57 433.23		LS... CADET	5 37	6 42	<i>b</i> 9 33	<i>s</i> 3 29 ²⁵	9 32					
		3.87										
55 429.36		LS... MINERAL POINT	5 32	<i>d</i> 6 37	<i>d</i> 9 28	<i>s</i> 3 23	9 28 ⁶⁹					
		2.15										
40 427.21		P... SUMMIT	5 29	6 34	9 25	3 19	9 25					
		2.13										
42 425.08		P... HOPEWELL	5 26	6 31	9 22	3 16	9 22					
		4.38										
40 420.70		LS... IRONDALE	5 20	6 26	<i>b</i> 9 17	<i>s</i> 3 10	9 17					
		5.82										
80 414.88		CS... BISMARCK	<i>s</i> 5 10	<i>s</i> 6 18	<i>s</i> 9 10 ³⁶⁸	<i>s</i> 3 02	<i>s</i> 9 10					
		5.38										
29 409.50		P... IRON MOUNTAIN	<i>b</i> 4 53	6 04	8 58	<i>b</i> 2 48	8 55					
		2.40										
42 407.10		TP... MIDDLEBROOK	4 49	6 01	8 55	<i>b</i> 2 45	8 52					
		4.42										
50 402.68		LS... IRONTON	4 41	<i>d</i> 5 54	8 49	<i>s</i> 2 38	8 46 ⁶³					
		1.48										
52 401.20		LS... ARCADIA	<i>d</i> 4 38	5 51	<i>f</i> 8 47	<i>s</i> 2 34	<i>s</i> 8 43					
		3.39										
51 397.81		P... TIP TOP	4 32 ⁷	5 45	8 41 ⁵⁷	2 28	8 37					
		3.99										
42 393.82		P... HOGAN	4 25	5 38	8 34	2 21	8 31					
		2.05										
391.77		LS... GLOVER				<i>d</i> 2 18						
		1.62										
51 390.15		P... CHLORIDE	4 21	5 34	8 30	2 14	8 26					
		4.19										
40 385.96		P... SABULA	4 16	5 29	8 25	2 09	8 20 ¹					
		3.64										
51 382.32		LS... ANNAPOLIS	<i>f</i> 4 11	5 24	<i>d</i> 8 19	<i>s</i> 2 04	8 15					
		4.52										
27 377.80		P... VULCAN	4 04	5 18	8 12	1 56	8 09					
		3.14										
53 374.66		LS... DES ARC	<i>f</i> 4 00	5 14	8 08	<i>f</i> 1 51	8 05					
		4.65										
66 370.01		P... GADS HILL	3 54	5 08 ⁷	8 02	1 45	7 59					
		6.53										
106 363.48		LS... PIEDMONT	<i>s</i> 3 45	4 56	<i>d</i> 7 52	<i>s</i> 1 35 ⁶⁴	<i>d</i> 7 50					
		0.38										
357.10		LS... LEEPER	<i>s</i> 3 35	4 47	7 44	<i>s</i> 1 26						
		1.36										
74 355.74		TP... MILL SPRING	3 32	4 45	7 42	<i>f</i> 1 21	7 41					
		5.24										
71 350.50		P... BARLOW	3 25	4 37	7 35	1 14	7 34					
		5.75										
50 344.75		LS... WILLIAMSVILLE	<i>s</i> 3 17	4 29	<i>d</i> 7 27	<i>s</i> 1 06	<i>d</i> 7 26					
		4.52										
54 340.23		P... KEENERS	3 09	4 22	7 21	12 58	7 20					
		2.57										
74 337.66		LS... HENDRICKSON	3 06	4 19	7 18	<i>k</i> 12 53 ³	7 17					
		2.86										
64 334.80		P... WILBY	3 03	4 15	7 14	12 49	7 13					
		3.48										
45 331.32		P... HILLIARD	2 59	4 10	7 09	12 45	7 09					
		3.34										
74 327.98		P... MENGO	2 55	4 05	7 05	12 41	7 05					
		2.67										
325.31		ST. L.-S.F. CROSSING										
		0.57										
Yd 324.74		CS... Poplar Bluff... WCTYO§	2 50AM ¹⁷	4 00AM	7 00AM	12 35PM ⁵⁷	7 00PM					
		165.55	Daily	Daily	Daily	Daily	Daily					

DE SOTO SUBDIV.—JEFFERSON BARRACKS TO POPLAR BLUFF

TIME-TABLE
No. 72
FEBRUARY 2, 1941

TRAINS SOUTHWARD
SECOND CLASS

Station Numbers	Miles from St. Louis—Plum Street	STATIONS	TRAINS SOUTHWARD										
			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											
X 1	1.10	LESPERANCE ST. WCT		6 20PM	7 40PM	8 30PM							
X 10	9.54	LS. JEFFERSON BARRACKS		6 48PM ⁵⁶	8 08PM	9 05PM							
X 13	12.45	P. CLIFF CAVE		6 52	8 13	9 09							
X 19	18.75	P. WICKES		7 00 ⁶⁴	8 21	9 17							
X 21	20.83	P. KIMMSWICK				9 21							
X 23	22.95	LS. SULPHUR SPRINGS		7 05	8 27	9 25							
X 27	26.50	LS. RIVERSIDE		7 10	8 32	9 31							
X27a	27.39	P. PEVELY				9 33							
X 30	29.50	P. HORINE		7 14	8 36	9 36							
X 36	35.63	P. HEMATITE		7 22	8 45	9 44							
X 39	39.02	P. VICTORIA				9 55 ⁸							
X 42	42.23	CS. DE SOTO		7 30	8 55	10 20							
X 47	47.14	P. VINELAND		7 38	9 03	f 10 45							
X 51	51.14	TP. BLACKWELL		7 44	9 09	s 11 00							
X 57	57.04	LS. CADET		7 53	9 18	s 11 20PM							
X 61	60.91	LS. MINERAL POINT		7 58	9 28 ⁸	s 12 14AM ¹⁷							
X 63	63.06	P. SUMMIT		8 01	9 40	f 12 35							
X 65	65.19	P. HOPEWELL		8 04	9 44	f 12 45							
X 70	69.57	LS. IRONDALE		8 10	9 50	s 1 10							
X 75	75.39	CS. BISMARCK		7 00AM	8 20	10 00	1 30AM						
X 81	80.77	P. IRON MOUNTAIN		s 7 20	8 30	10 12							
X 83	83.17	TP. MIDDLEBROOK		s 7 30	8 34	10 16							
X 88	87.59	LS. IRONTON		s 8 00	8 46 ⁸	10 23							
X 89	89.07	LS. ARCADIA		s 8 25 ³⁶⁸	8 50	10 26							
X 92	92.46	P. TIP TOP		8 41 ²⁶	9 00	10 34							
X 96	96.45	P. HOGAN		s 8 55	9 06	10 41							
X 99	98.50	LS. GLOVER		s 9 00									
X100	100.12	P. CHLORIDE		f 9 05	9 11	10 47							
X104	104.31	P. SABULA		s 9 12	9 18	10 53							
X108	107.95	LS. ANNAPOLIS		s 9 30	9 25	10 59							
X112	112.47	P. VULCAN		f 9 40 ⁵⁴	9 32	11 06							
X116	116.61	LS. DES ARC		s 9 50	9 37	11 11							
X120	120.26	P. GADS HILL		s 10 01	9 45	11 20							
X127	126.79	LS. PIEDMONT		s 10 30	9 55	11 30							
X133	133.17	LS. LEEPER		s 10 50		11 40							
X135	134.53	TP. MILL SPRING		s 11 00	10 07	11 42							
X140	139.77	P. BARLOW		f 11 10	10 17	11 49							
X146	145.52	LS. WILLIAMSVILLE		s 11 20	10 27	11 59PM							
X150	150.04	P. KEBENERS		f 11 30	10 35	12 07AM							
X153	152.61	LS. HENDRICKSON		s 11 40	10 40	12 11							
X155	155.47	P. WILBY		f 11 45	10 45	12 15							
X159	158.95	P. HILLIARD		f 11 55AM	10 50	12 21							
X162	162.29	P. MENGO		f 12 10PM ⁶⁴	10 55	12 26							
.....	164.96	ST. L.-S. F. CROSSING											
X166	165.53	CS. Poplar Bluff		12 30PM ⁴	11 35PM	12 35AM							
	165.53			Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday						

DE SOTO SUBDIV.—POPLAR BLUFF TO JEFFERSON BARRACKS

TIME-TABLE
No. 72

FEBRUARY 2, 1941

TRAINS NORTHWARD

SECOND CLASS

Sliding Capacity in Cars	Miles from Texarkana	STATIONS	TRAINS NORTHWARD				SECOND CLASS			
			368 Red Ball Freight	54 Mixed	56 Mixed	64 Red Ball Freight				
			Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily				
		ST. LOUIS CS... UNION STATION								
	491.95	2.78								
	489.17	LESPERANCE ST... WCT	12 30PM		7 30PM	9 00PM				
		8.44								
	480.73	LS. JEFFERSON BARRACKS.	12 04PM		6 40PM ⁶³	7 45PM				
	477.82	P... CLIFF CAVE	11 59AM		6 05 ¹	7 15				
	74 471.52	P... WICKES	11 27		5 45	7 00 ⁶³				
	469.44	P... KIMMSWICK								
	60 467.32	LS. SULPHUR SPRINGS	11 15		5 30	6 40				
	65 463.77	LS... RIVERSIDE... Y*	11 07		5 20	6 22 ¹				
	47 462.88	P... PEVELY	11 05		5 05	5 50				
	66 460.77	P... HORINE	11 00		4 55	5 45				
	70 454.04	P... HEMATITE	10 50		4 40	5 35				
	52 451.25	P... VICTORIA	10 43		4 30	5 30				
	80 448.04	CS... DE SOTO... WT*	10 25		3 55 ⁴	5 20				
		4.91								
	41 443.13	P... VINELAND	10 01		f 3 30	5 05				
	49 439.13	TP... BLACKWELL	9 52 ³		s 3 21 ²⁵	4 55				
	57 433.23	LS... CADET	9 40		s 2 45	4 45				
	55 429.36	LS... MINERAL POINT... W*	9 35		s { 2 20 1 10	4 35				
	40 427.21	P... SUMMIT	9 31		f 1 00	4 30				
	42 425.08	P... HOPEWELL	9 28		f 12 55	4 25				
	40 420.70	LS... xd-IRONDALE	9 22		s 12 45	4 15				
		5.82								
	80 414.88	CS... BISMARCK... WCY	9 10 ²⁶	12 55PM	12 30PM	3 57 ²⁵				
		5.38								
	29 409.50	P... IRON MOUNTAIN	8 45	s 12 25PM		3 40				
	42 407.10	TP... MIDDLEBROOK	8 40	s 11 59AM		3 35				
	50 402.68	LS... IRONTON	8 30	s 11 30		3 25				
	52 401.20	LS... ARCADIA	8 25 ⁵⁷	s 11 08 ³		3 20				
	51 397.81	P... TIP TOP	8 15	10 56		3 10				
	412 #50	393.82	P... HOGAN... WY*	8 02	s 10 45	3 00				
		2.05								
	391.77	LS... GLOVER		s 10 40						
	51 390.15	P... CHLORIDE	7 53	f 10 30		2 50				
	40 385.96	P... SABULA	7 43	s 10 20		2 40				
	51 382.32	LS... ANNAPOLIS... W*	7 35	s 10 10		2 32				
	27 377.80	P... VULCAN	7 25	f 9 40 ⁵⁷		2 24				
	53 374.66	LS... DES ARC	7 18	s 9 30		2 18				
	66 370.01	P... GADS HILL	7 10	s 9 20		2 10				
	106 363.48	LS... PIEDMONT... Y*	6 55	s 9 05		1 35 ⁴				
		6.38								
	357.10	LS... LEEPER	6 43	s 8 35		1 20				
	74 355.74	TP... MILL SPRING... W*	6 40	s 8 20		1 18				
	71 350.50	P... BARLOW	6 30	f 8 10		1 10				
	50 344.75	LS... WILLIAMSVILLE	6 20	s 8 00		1 00				
	54 340.23	P... KENNERS	6 12	f 7 45		12 45 ³				
		2.57								
	74 337.66	LS... HENDRICKSON	6 00 ⁷	s 7 40		12 25				
	64 334.80	P... WILBY	5 50	f 7 31		12 20				
	45 331.32	P... HILLIARD	5 43	f 7 26		12 15				
	74 327.98	P... MENGO	5 37	7 20		12 10 ⁵⁷				
		2.67								
	325.31	ST. L.-S. F. CROSSING								
	Yd. 324.74	CS... Poplar Bluff... WCTYO	5 30AM	7 15AM		12 01PM				
		0.57								
		165.53	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily				

BELMONT SUBDIV.—BETWEEN BISMARCK AND CHARLESTON

TRAINS SOUTHWARD				Miles from St. Louis — Plum Street	TIME-TABLE No. 72 FEBRUARY 2, 1941	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS								SECOND CLASS			
	457	859						858	458		
	Mixed	Mixed		Mixed	Mixed						
	Daily Ex. Sunday	Daily Ex. Sunday		Daily Ex. Sunday	Daily Ex. Sunday						
STATIONS											
	5 30AM		75.39	CS.....	BISMARCK.....	WCY	X 75	80		7 00PM	
	\$ 5 55		85.03		DOE RUN JUNCTION.....		D 10			\$ 5 50	
			85.05		MO.-ILL. CROSSING.....						
	\$ 6 05		86.94		DE LASSUS.....		D 11	30		\$ 5 35	
	\$ 6 25		94.94		KNOB LICK.....		D 19	12		\$ 4 55	
	f 6 40		101.60		MINE LA MOTTE.....		D 26	8		f 4 30	
	\$ 7 20		104.49	LS.....	FREDERICKTOWN.....	W	D 29	10		\$ 4 10	
	f 7 35		111.68		CORNWALL.....	*	D 36	14		f 3 35	
	\$ 7 50		118.06	LS.....	MARQUAND.....		D 43	17		\$ 3 15	
	f 8 10		124.24		BESSVILLE.....	*	D 48	12		\$ 2 55	
	\$ 8 35		130.29		GLEN ALLEN.....	W	D 55	29		\$ 2 40	
	\$ 9 00		133.40	LS.....	LUTESVILLE.....		D 58	23		\$ 2 30	
	f 9 15		138.75		LAFLIN.....	*	D 63	30		f 2 10	
	\$ 9 30		144.65		WHITE WATER.....	*	D 69	24		\$ 1 55	
	\$ 9 45	9 35AM	147.17		ALLENVILLE.....	Y	D 72	23	10 20AM	\$ 1 45	
			149.38		ST. L.-S. F. CROSSING.....						
	\$ 1010 858	9 45AM	149.42	LS.....	DELTA.....	WY	D 74	21	1010AM ⁴⁵⁷	\$ 1 30	
			149.43		ST. L. S. W. CROSSING.....						
	f 10 25		154.60		CANEY CREEK.....		D 79	20		f 12 40	
			157.43		ST. L.-S. F. CROSSING.....						
	\$ 10 55		158.18	LS.....	ORAN.....		D 83			\$ 12 30	
	\$ 11 10		162.09		MORLEY.....		D 87	19		\$ 12 20	
	\$ 11 25		167.43		BLODGETT.....		D 92	18		\$ 12 05PM	
	f 1145AM ⁴⁵⁸		173.53		DIEHLSTADT.....		D 98	14		f 1145AM ⁴⁵⁷	
			178.30		POPLAR BLUFF DIST. CROSSING.....						
	12 05PM		178.32	LS.....	CHARLESTON.....	WCY	D103	Yd.		11 30AM	
	Daily Ex. Sunday	Daily Ex. Sunday	102.93						Daily Ex. Sunday	Daily Ex. Sunday	

JACKSON SUBDIV.—BETWEEN ALLENVILLE AND JACKSON

TRAINS SOUTHWARD				Miles from St. Louis — Plum Street	TIME-TABLE No. 72 FEBRUARY 2, 1941	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS								SECOND CLASS			
	857	855						854	856		
	Mixed	Mixed		Mixed	Mixed						
	Daily Ex. Sunday	Daily Ex. Sunday		Daily Ex. Sunday	Daily Ex. Sunday						
STATIONS											
	2 45PM	10 30AM	147.17	ALLENVILLE.....	Y	D 72	23	9 35AM	2 35PM	
	\$ 3 10	\$ 10 55	157.84		GORDONVILLE.....		DC11	9	\$ 9 12	\$ 2 10	
			163.27	LS.....	JACKSON.....	WCT	DC16	Yd.	9 00AM	1 55PM	
	Daily Ex. Sunday	Daily Ex. Sunday	16.10						Daily Ex. Sunday	Daily Ex. Sunday	

POPLAR BLUFF SUBDIV.—BETWEEN POPLAR BLUFF AND BIRD'S POINT 7

TRAINS SOUTHWARD				Miles from St. Louis — Plum Street	TIME-TABLE No. 72 FEBRUARY 2, 1941	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS								SECOND CLASS			
65 Red Ball Freight	451 Mixed	67 Red Ball Freight						452 Mixed	60 Red Ball Freight	72 Red Ball Freight	76 Red Ball Freight
Daily	Daily Ex. Sunday	Daily		Daily Ex. Sunday	Daily	Daily	Daily				
				235.66	BIRD'S POINT	XD 70					
				232.06	RODNEY	XD 66	25				
		12 45PM		224.79	LS.....CHARLESTON.....WCY	D 103	Yd.	10 45AM			
				224.76	BELMONT DIST. CROSSING						
		s 12 59		219.56	LS.....BERTRAND.....	XD 54	14	s 10 30			
		f 1 05		217.36	BUCKEYE	XD 52	6	f 10 25			
		f 1 10		214.50	MINER	XD 49	15	f 10 20			
		f 1 30		211.47	LS.....SIKESTON.....W	XD 46	28	s 10 15			
				211.07	ST. L.-S. F. CROSSING						
		1 40		205.78	LITTLE RIVER	XD402	14	9 46			
				205.54	ST. L.-S. F. CROSSING						
		s 1 45		205.48	MOREHOUSE	XD 40		s 9 45			
		f 1 56		200.23	GRAY RIDGE	XD 35	15	f 9 30			
		s 2 10		195.67	LS.....ESSEX.....	XD 30	26	s 9 20			
	9 30PM	2 20	4 15AM	191.32	CS.....DEXTER JUNCTION.....W	XD 26		9 00	12 35PM	4 30PM 10 00PM	
				191.27	ST. L. S. W. CROSSING						
	9 35	s 3 05	4 30	190.11	LS.....DEXTER.....	XD 24	82	s 8 45	12 15PM	4 11 9 55	
	9 45 76	s 3 15	4 45	183.69	P.....AJAX.....	XD 18	81	7 46	11 54AM	4 02 9 45 65	
	9 47	s 3 20	4 50	182.89	DUDLEY	XD 17		s 7 45	11 52	4 00 9 29	
	9 55	3 30	5 00	178.73	P.....IVES.....	XD 13	81	7 35	11 40	3 54 9 22	
	10 00	s 3 35	5 05	176.12	TP.....FISK.....	XD 11		s 7 30	11 35	3 50 9 18	
	10 03	f 3 38	5 10	174.68	ASH HILL	XD 9	7	f 7 20	11 31	3 47 9 15	
	10 08	f 3 43 72	5 20	171.83	P.....JUNLAND.....	XD 6	81	f 7 15	11 25	3 43 451 9 10	
				166.81	ST. L.-S. F. CROSSING						
	10 30PM	4 10PM	6 15AM	165.53	CS.....POPLAR BLUFF..WCTYO	X 166	Yd.	7 00AM	11 00AM	3 30PM 9 00PM	
	Daily	Daily Ex. Sunday	Daily					Daily Ex. Sunday	Daily	Daily Daily	
										70.13	

POTOSI SUBDIV.—BETWEEN MINERAL POINT AND POTOSI

TRAINS SOUTHWARD				Miles from St. Louis — Plum Street	TIME-TABLE No. 72 FEBRUARY 2, 1941	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS								SECOND CLASS			
			853 Mixed Daily Ex. Sunday								
			1 15PM	60.91	LS.....MINERAL POINT.....W	X 61		2 10PM			
			1 35PM	64.41	LS.....POTOSI.....	XB 4	Yd.	2 00PM			
			Daily Ex. Sunday					Daily Ex. Sunday			
										3.50	

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

Belmont Subdiv.: No. 859 is superior to No. 858.

Jackson Subdiv.: No. 855 is superior to No. 856.

Potosi Subdiv.: No. 853 is superior to No. 852.

	Miles Per Hour	
	Passenger Trains	Freight Trains
2. MAXIMUM SPEED:		
Oak Hill Subdiv. (St. Louis Terminal).....	35	25
Lesperance St. Subdiv. (St. Louis Terminal):		
Between Lesperance St. and Davis St.....	30	30
Between Davis St. and Jefferson Barracks.....	60	45
De Soto Subdiv.:		
Between Jefferson Barracks and Mile Post 20..	60	50
Between Mile Post 20 and Mile Post 33.....	55	50
Between Mile Post 33 and Mile Post 52.....	60	50
Between Mile Post 52 and Mile Post 76.....	55	50
Between Mile Post 76 and Mile Post 119.....	60	50
Between Mile Post 119 and Poplar Bluff.....	55	50
Poplar Bluff Subdiv.:		
Between Alfalfa Center and Charleston.....	15	15
Between Charleston and Dexter Junction.....	40	30
Between Dexter Junction and Poplar Bluff.....	50	45
Belmont Subdiv.:		
Between Bismarck and Allenville.....	40	30
Between Allenville and Charleston.....	35	25
Jackson Subdiv.....	30	30
Potosi Subdiv.....	25	25
3. SPEED RESTRICTIONS: (where maximum speed is less, such restriction will be observed)		
St. Louis Terminal:		
23rd Street interlocking limits.....	10	10
Grand Ave. interlocking limits.....	10	10
Davis Street interlocking limits.....	20	20
Poplar Bluff Subdiv.: Over St. L.-S. F. Crossing, Mile Post 166.81.....	15	15
Belmont Subdiv.:		
Trains handling 40 ton auto cars, series MP 76150 to MP 76999, and 50 ton auto cars, series MP 88000 to MP 88199 will not exceed 10 miles per hour through Glen Allen tunnel.		
UP 661176 will not clear Glen Allen tunnel.		
Jackson Subdiv.:		
Bridge 13 MP 153-12.....	15	15

SPEED RESTRICTIONS: (Continued)

Miles Per Hour
Passenger Trains Freight Trains

Where maximum speed will permit engines may be operated at the following speed:

Missouri Pacific Engines:

1 to 172.....	60	60
401 to 487.....	55	55
1201 to 1280.....	63	63
1301 to 1325.....	63	63
1401 to 1571.....	63	63
1701 to 1714.....	55	55
1720 to 1729.....	55	55
1901 to 1925.....	63	63
2101 to 2125.....	90	90
2305 to 2398.....	55	55
2504 to 2523.....	60	60
2638 to 2651.....	50	50
2707.....	60	60
4000.....	30	30
5201 to 5207.....	55	55
5308 to 5316.....	80	80
5321 to 5327.....	90	90
5335 to 5344.....	80	80
5501 to 5540.....	80	80
6000.....	60	60
6401 to 6444.....	80	80
6501 to 6521.....	70	70
6601 to 6629.....	80	80

Diesel Engines:

800 to 804.....	30	30
4100 and 4101.....	35	35
4102 and 4103.....	75	75
7000 and 7001.....	117	117
7100.....	117	117
9000 to 9010.....	35	35
9102 to 9105.....	35	35

G. C. L. and I. G. N. Engines:

301 to 389.....	50	50
941 to 948.....	35	35
1011 to 1040.....	55	55
1051 to 1073.....	55	55
1101 to 1125.....	63	63
1151 to 1161.....	80	80

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

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, (handle next to cabooses).....		Maximum freight 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.

SPEED RESTRICTIONS: (Continued)

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 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.....		20
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
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
Yard (clam shell) and "Burro" Cranes, loaded on flat cars.....		20
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.	
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.

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 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 25 miles per hour, except Potosi subdivision, 10 miles per hour.

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 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 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.

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 Subdiv. (St. Louis Terminal):

20	9	23	10	29	10	29	9	30
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De Soto Subdiv.:

45	24	4	24	9	24	9	24	4
30	41	25	42	30	42	30	41	25
45	89	27	92	0	92	0	89	27
30	92	0	92	34	92	16	92	0
35	92	34	94	31	94	31	92	16
55	101	18	101	35	101	35	101	18
45	106	13	107	38	107	38	106	13
55	108	22	109	30	109	30	108	22
55	113	16	115	12	115	12	113	16
30	120	6	120	22	120	30	119	31
40	120	22	120	36	120	36	120	30
40	125	38	126	13	126	13	125	38
30	126	20	126	35	126	35	126	20
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
35	145	14	145	20	145	20	145	14
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
20	165	14	165	25	165	25	165	14

LOCATION OF HOSPITAL, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
HOSPITAL	St. Louis, Mo.	Grand and Shaw	Grand 0500. Main 1000.		
★ Dr. O. B. Zeinert, Chief Surgeon	St. Louis, Mo.	Grand and Shaw	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. F. S. Zeller, Local Surgeon	Carondelet, Mo.	7119 South Broadway	Riverside 1389	7204 Pennsylvania	Riverside 0740-J.
Lieut. Col. M. A. Dalley	Jefferson Barracks, Mo.	Station Hospital	Riverside 0468. Local 112	Quarters No. 5 East Jefferson Barracks	Riverside 49. Riverside 0468. Local 112.
★ Dr. M. T. Morrison	Kimmswick, Mo.	Kimmswick	Imperial 185	Kimmswick	Imperial 185
★ Dr. O. E. Hensley	Pevely, Mo.	Pevely	Meissner Telephone Co., Direct to Bell	Pevely	Meissner Telephone Co.
Dr. K. V. Mc Kinstry, Resident Surgeon	De Soto, Mo.	Main and Boyd	60	201 South Fifth	White 74.
★ Dr. C. E. Fallet, Resident Surgeon	De Soto, Mo.	112a North Main	73	517 Pratt	156.
★ Dr. J. L. Thurman, Local and Dispensary Surgeon	Potosi, Mo.	Potosi	73	Potosi	73-B.
★ Dr. J. W. Huffman, Local and Dispensary Surgeon	Bismarck, Mo.	Bismarck	22	Bismarck	22.
★ Dr. F. W. Gale	Bismarck, Mo.	Bismarck	44	Bismarck	40.
★ Dr. G. C. Anson	Ironton, Mo.	Ironton	114	Ironton	248.
★ Dr. T. C. Piles, Local and Dispensary Surgeon	Piedmont, Mo.	Main	51	Piedmont	51-A.
EMERGENCY STATION	Poplar Bluff, Mo.	Lucy Lee Hospital	690.		
★ Dr. J. W. McPheeters, Div. Surgeon	Poplar Bluff, Mo.	Lucy Lee Hospital	690	622 North Main	614.
★ Dr. H. M. Henrickson, Div. Surgeon	Poplar Bluff, Mo.	Poplar Bluff Hospital 210 Oak	377-378	Oak	668.
★ Dr. A. F. Brookreson, Asst. Surgeon	Poplar Bluff, Mo.	Poplar Bluff Hospital 210 Oak	377-378	1117 Fairmont	320.
★ Dr. W. H. Barron	Fredericktown, Mo.	East Main	20	Fredericktown	209-W.
★ Dr. J. J. Chandler, Local and Dispensary Surgeon	Lutesville, Mo.	Lutesville	35	Lutesville	60.
★ Dr. W. S. Love, Local and Dispensary Surgeon	Charleston, Mo.	304 Charleston Bank Bldg.	482	509 East Commercial	470.
★ Dr. W. L. Davis	Charleston, Mo.	402 South Main	235	402 South Main	235.
★ Dr. F. LaRue, Local and Dispensary Surgeon	Dexter, Mo.	Dexter	21	Dexter	234.
★ Dr. G. W. H. Presnell, Local and Dispensary Surgeon	Sikeston, Mo.	Trust Bldg.	1019	210 Ruth	67.
★ Dr. A. M. Eates, Local and Dispensary Surgeon	Jackson, Mo.	Jackson	442	West Main	443.
★ Dr. G. T. Dorris, Resident Surgeon	Illmo, Mo.	First State Bank Building	219	Southern Hotel	259.

★ Medical Examiners for Examination of Applicants under Forms 339, 339A, 339B and 339D.
 ★ Medical Examiners for Examination only of Maintenance of Way laborers (Forms 339B and 339D),
 and other applicants not required to take color perception test.
 ○ 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.