

APPROVED

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

MISSOURI DIVISION

DIVISION OFFICERS

V. A. GORDON.....Superintendent.....Poplar Bluff, Mo.
J. A. GREIG.....Trainmaster.....Poplar Bluff, Mo.
J. A. AUSTIN.....Asst. Trainmaster.....Poplar Bluff, Mo.
V. H. SOLOMON...Road Foreman of Engines.Poplar Bluff, Mo.
J. R. BAKER.....Division Trainmaster....Poplar Bluff, Mo.
C. W. SPRUELL....Asst. Chief Dispatcher...Poplar Bluff, Mo.
W. E. DANIEL.....Dispatcher.....Poplar Bluff, Mo.
J. F. DEE.....Dispatcher.....Poplar Bluff, Mo.
C. KELLER.....Dispatcher.....Poplar Bluff, Mo.
R. O. MARLIN.....Dispatcher.....Poplar Bluff, Mo.
R. L. RUSSELL.....Dispatcher.....Poplar Bluff, Mo.
F. B. TINSLEYDispatcher.....Poplar Bluff, Mo.

TIMETABLE

No. 89

Effective 12:01 a. m. Monday, May 1, 1950

CENTRAL STANDARD TIME

Superseding Timetable No. 88, effective Sunday
October 31, 1948, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 10, THIS
DIVISION, EFFECTIVE MAY 1, 1950.

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

R. C. WHITE, Chief Operating Officer.

C. A. FINK, General Manager.

L. A. GREGORY, General Supt. Transportation.

S. HAMMER, General Superintendent.

SPECIAL INSTRUCTIONS

The following rules are repeated from the Uniform Code of Operating Rules for emphasis:

GENERAL NOTICE (in part): SAFETY is of the FIRST importance in the discharge of duty.

RULE B: Employes must have a proper understanding and working knowledge of and obey all rules and instructions in whatever form issued, applicable to or affecting their duties. If in doubt as to their meaning, employes must apply to the proper officer for an explanation.

When properly authorized, rules may be cancelled, superseded or changed by:

- (1) General Order,
- (2) Special instructions in the timetable or in pamphlet form,
- (3) Paster in the book of rules.

RULE E (in part): Employes must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employes is required for proper functioning under the rules and instructions.

RULE 107 (in part): Conductors and engineers must bring about cooperation between all members of the crew.

Both the conductor and engineer are responsible for the safety of the train and the observance of the rules.

Although engineers are under the direction of the conductor regarding the supervision of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

Where safety of trains and observance of rules are involved, brakemen and firemen are responsible to the extent of their ability to prevent accident or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

RULE 108: In case of doubt or uncertainty, the SAFE course MUST be taken.

RULE 101 (in part): Conductors and engineers must inform themselves of conditions, and during and after excessive rains, heavy storms, fogs, or any condition which may restrict visibility or affect condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY, and if in doubt of being able to proceed safely, train must be placed in siding until it is safe to proceed.

When storms, fogs or other conditions obscure track or signals from points where they are plainly seen under normal conditions, speed must be restricted to insure seeing and complying with indications or any and all signals, REGARDLESS OF LOSS OF TIME.

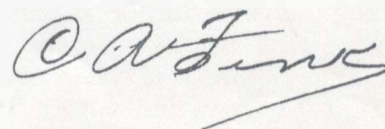
RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

The train dispatcher is in position to render valuable service in bringing about compliance with the rules; first, by habitually conforming to the rules in the daily performance of his own duties; second, by requiring compliance with the rules on the part of operators, trainmen and others with whom his duties bring him in daily contact; and, third, by immediately reporting any rule violation, any negligence of duty or any irregularity relating to the movement of trains and the handling and execution of train orders.

Train dispatcher must bear in mind that his more extended means of communication and consequent knowledge of conditions, gives him a point of view not available to any other person connected with train, engine or yard movements, and that it is his duty to impart that knowledge to others, when it will promote safety, or without sacrificing safety, will expedite movement of trains.

NOTE WELL AND REMEMBER:

1. No officer or employe has the authority to violate a rule.
2. No officer or employe has the authority to tell anyone to violate a rule.



General Manager

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.



Chief Operating Officer.

EXPLANATION OF STOPS

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

EXPLANATION OF CHARACTERS

- C**—Coal.
 - D**—Diesel Fuel Oil.
 - O**—Fuel Oil.
 - T**—Turntable.
 - W**—Water.
 - Y**—Wye Track.
 - §**—Track Scales
 - ***—Mail Crane
 - CS**—Continuous Train Order Office.
 - LS**—Limited Train Order Office (Hours of Service Specified by General Order).
 - P**—Telephone Communication only.
 - TP**—Telegraph or Telephone Office: not a Train Order Office.
- Register stations are shown in full-faced type.

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

Station	Miles from St. Louis	Train Numbers					
De Soto Subdiv.:							
White House.....	16.09	f	3	f	4		
Montebello.....	19.90	f	3	f	4		
Kimmswick.....	20.83	f	3	f	4	f	26
Tiff.....	54.01			w	4	f	96 f 95
Pilot Knob.....	86.66	f	97	f	94		
Sabula.....	104.31	f	97	f	94		
Belmont Subdiv.:							
Grisham.....	123.34	f	893	f	892		
Poplar Bluff Subdiv.:							
Browns.....	208.83	f	891	f	890		
Buffington.....	202.25	f	891	f	890		
Hunterville.....	198.74	f	891	f	890		
Jackson Subdiv.:							
Dutch Town.....	153.33	f	894	f	895	f	896 f 897

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5.....	12	0
8.....	7	30
10.....	6	0
12.....	5	0
15.....	4	0
18.....	3	20
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
49.....	1	14
50.....	1	12
55.....	1	5
59.....	1	2
60.....	1	0
65.....	0	55

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Charleston.....	892	Missouri.....890	Indefinitely	.....	For connection
".....	891	".....893	"	.....	" "
Poplar Bluff.....	2	Arkansas.....2	"	.....	" "
".....	4	".....4	"	.....	" "
".....	8	".....8	Indefinitely	.....	" "
".....	22	".....22	"	.....	" "
".....	26	".....26	"	.....	" "
".....	32	".....32	"	.....	" "

DE SOTO SUBDIV.—JEFFERSON BARRACKS TO POPLAR BLUFF

TIMETABLE No. 89 MAY 1, 1950

TRAINS SOUTHWARD FIRST CLASS

Table with columns for Station Numbers, Miles from St. Louis, Stations, and train times for various routes (7, 3, 25, 21, 1, 31, 37). Includes station names like ST. LOUIS UNION STATION, LEAPER, and POPLAR BLUFF.

Note 1—Between Middlebrook and Mill Spring, Signal Indication, both Opposing and Following Movements.

Two mile post locations at Blackwell, Cadet, Hogan, Piedmont, Williamsville, Hilliard and Mengo, are one and the same point; 51.04, 57.03, 95.76, 124.45, 145.40, 158.94 and 162.01 are new mileages account changes in line between Vineland and Cadet made in September, 1946, between Arcadia-Ironton and Hogan made in November, 1949, between Annapolis and Piedmont made in March, 1950, between Barlow and Williamsville made in April, 1948, and between Wilby and Mengo made in April, 1945.

Miles from St. Louis — Plum Street, shown above, are miles painted on telegraph poles, and are not actual.

DE SOTO SUBDIV.—POPLAR BLUFF TO JEFFERSON BARRACKS

Siding Capacity in Cars	Miles from Tearlana	TIMETABLE		TRAINS NORTHWARD						
		No. 89		FIRST CLASS						
		MAY 1, 1950		32	2	22	26	4	8	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
		Daily	Daily	Daily	Daily	Daily	Daily			
STATIONS										
	493.76	CS... ST. LOUIS UNION STATION.....	7 53AM	8 12AM		8 20AM	11 35AM	5 30PM	11 00PM	
	489.17	...LESPERANCE ST.CDTWY _{2.78}								
	480.73	LS.JEFFERSON BARRACKS.....	7 10AM	7 37AM	7 45AM	a 10 55AM	4 45PM	10 16PM		
	477.82	P.....CLIFF CAVE.....	6 54	7 26	7 38	10 40	4 30	1007 ³⁷		
74	471.52	P.....WICKES.....	6 46	7 19	7 31	10 28	4 20	9 57		
60	467.32	LS..SULPHUR SPRINGS.....*	6 40	7 14	7 26	10 17	f 4 14	9 50		
65	463.77	LS.....RIVERSIDE.....Y	6 35	7 09	7 21	10 09	4 08	9 44		
	462.88	.....PEVELY.....*					f 4 06			
66	460.77	P.....HORINE.....	6 31	7 06	7 18	10 04	4 01	9 39		
70	454.64	P.....HEMATITE.....*	6 24	6 59	7 11	m 9 56	3 54	9 30		
52	451.25	P.....VICTORIA.....*	6 19	6 55	7 07	m 9 50	3 50	9 25		
80	448.04	CS.....DE SOTO.....WY*	6 15	6 51	7 03	s 9 45 ⁹⁵	s 3 45	9 20		
41	443.13	P.....VINELAND.....*	6 08	6 45	6 57	9 36	m 3 32	9 13		
61	439.13	LS...BLACKWELL.....*	6 04	6 41	6 53	9 30	f 3 25 ²⁵	9 08		
57	433.23	LS.....CADET.....*	5 57	6 35	6 47	a 9 23	f 3 17	9 01		
55	429.36	LS...MINERAL POINT.....W*	5 53	6 31	6 43	a 9 18 ⁹⁶	s 3 11	8 56		
40	427.21	P.....SUMMIT.....	5 50	6 28	6 40	9 14 ³	3 07	8 53		
42	425.08	P.....HOPEWELL.....	5 47	6 25	6 37	9 05	3 04	8 49		
40	420.70	LS...d-IRONDALE.....*	5 42	6 20	6 32	a 8 59	s 2 58	8 43		
80	414.88	CS.....BISMARCK.....CWY s	5 35	6 13	6 25	s 8 50	s 2 50	s 8 35 ⁶³		
29	409.50	P...IRON MOUNTAIN.....*	5 21	6 06	6 18	a 8 34	a 2 36	8 26		
80	407.10	LS.MIDDLEBROOK.....*	5 18	6 03	6 15	8 31	2 33	8 23		
	401.58	CS.ARCADIA-IRONTON...*	f 5 10			s 8 21	s 2 25	s 8 15		
80	397.74	P...TIP TOP.....								
	393.82	P...HOGAN.....WY								
	391.77	P...GLOVER.....*					a 2 10			
80	390.15	P...CHLORIDE.....*								
80	382.28	LS..ANNAPOLIS.....W*				a 7 50	s 1 57			
	379.98	P.NORTH DES ARC.....*					f 1 50			
80	370.23	P...GADS HILL.....								
106	363.52	CS...PIEDMONT.....Y*	a 4 15			s 7 25	s 1 30	a 7 24		
	357.10	.....LEEPER.....*					f 1 17			
80	355.74	LS..MILL SPRING.....W*	4 05	4 58	5 13	7 15	f 1 14	7 14		
71	350.50	P.....BARLOW.....	3 58	4 51	5 07	7 08	1 06	7 07		
50	344.75	LS...WILLIAMSVILLE.....*	3 51	4 44 ⁷	5 01	a 7 01	s 12 58	7 01		
54	340.23	P.....KEENERS.....	3 45	4 38	4 56 ⁷	6 55	12 51	6 55		
74	337.66	LS.....HENDRICKSON.....*	3 42	4 35	4 50	6 52	m 12 47	6 52		
64	334.80	P.....WILBY.....	3 38	4 32	4 45	6 48	12 43	6 48		
45	331.32	P.....HILLIARD.....	3 34	4 28	4 40	6 44	12 39	6 44		
74	327.98	P.....MENGO.....	3 30	4 24	4 35	6 40	12 35	6 40		
	325.31	...S.L.-S.F.CROSSING.....								
Yd.	324.74	CS...Poplar Bluff..CDOTWY _{0.57}	3 25AM	4 20AM	4 30AM	6 35AM	1230PM ³	6 35PM		
	162.34		Daily	Daily	Daily	Daily	Daily	Daily		

Note 1—Between Middlebrook and Mill Spring, Signal Indication, both Opposing and Following Movements.

Two mile post locations at Hilliard, Wilby, Barlow, Annapolis, Arcadia-Ironton, Blackwell, and Vineland, are one and the same point; 331.04, 334.79, 350.38, 379.98, 400.89, 439.12, and 443.03 are new mileages account changes in line between Mengo and Wilby made in April, 1945, between Williamsville and Barlow made in April, 1948, between Piedmont and Annapolis made in March, 1950, between Hogan and Arcadia-Ironton made in November, 1949, and between Cadet and Vineland made in September, 1946.

DE SOTO SUBDIV.—JEFFERSON BARRACKS TO POPLAR BLUFF

TIMETABLE

No. 89

MAY 1, 1950

TRAINS SOUTHWARD

SECOND CLASS

Station Numbers	Miles from St. Louis — Plum Street	STATIONS	97 Local Freight			95 Local Freight			63 Red Ball Freight										
			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday									
0		ST. LOUIS UNION STATION																	
X 1	1.10	LESPERANCE ST. CDTW			7 30AM			6 20PM											
X 10	9.54	LS. JEFFERSON BARRACKS			8 00AM			6 48PM											
X 13	12.45	P. CLIFF CAVE			8 10			6 52											
X 19	18.75	P. WICKES			8 20			7 00											
X 23	22.95	LS. SULPHUR SPRINGS			8 30			7 06											
X 27	26.50	LS. RIVERSIDE			8 55			7 11											
X27a	27.39	PEVELY																	
X 30	29.50	P. HORINE			9 10			7 15											
X 36	35.63	P. HEMATITE			9 20			7 23											
X 39	39.02	P. VICTORIA			9 25			7 28											
X 42	42.23	CS. DE SOTO			9 45			7 34											
X 47	47.14	P. VINELAND			f 11 25			7 42											
X 51	51.04	LS. BLACKWELL			f 11 40AM			7 47											
X 57	57.03	LS. CADET			s 12 01PM			7 55											
X 61	60.91	LS. MINERAL POINT			s 12 30			8 00											
X 63	63.06	P. SUMMIT			1245			8 04											
X 65	65.19	P. HOPEWELL			f 1 10			8 08											
X 70	69.57	LS. IRONDALE			s 1 35			8 14											
X 75	75.39	CS. BISMARCK			7 00AM			8 35											
X 81	80.77	P. IRON MOUNTAIN			f 7 20			8 45											
X 83	83.17	LS. MIDDLEBROOK			s 7 30			8 55											
X 89	88.69	CS. ARCADIA-IRONTON			s 8 00														
X 92	91.84	P. TIP TOP																	
X 96	95.76	P. HOGAN			f 8 24														
X 99	98.50	P. GLOVER			s 8 45														
X100	100.12	P. CHLORIDE			f 8 50														
X108	107.99	LS. ANNAPOLIS			s 9 30														
X112	111.83	P. NORTH DES ARC			s 9 50														
X120	117.74	P. GADS HILL			f 10 01														
X127	124.45	CS. PIEDMONT			s 10 30														
X133	133.17	P. LEEPER			s 10 50														
X135	134.53	LS. MILL SPRING			s 11 00			10 33											
X140	139.77	P. BARLOW			f 11 10			10 41											
X146	145.40	LS. WILLIAMSVILLE			s 11 20			10 50											
X150	150.04	P. KEENERS			f 11 30			10 57											
X153	152.61	LS. HENDRICKSON			s 11 35			11 01											
X155	155.47	P. WILBY			11 40			11 06											
X159	158.94	P. HILLIARD			f 11 45			11 11											
X162	162.01	P. MENGGO			11 50AM			11 16											
X166	165.53	CS. POPLAR BLUFF			12 05PM			11 35PM											

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DE SOTO SUBDIV.—POPLAR BLUFF TO JEFFERSON BARRACKS

Sliding Capacity in Cars	Miles from Texarkana	TIMETABLE		TRAINS NORTHWARD						
		No. 89		SECOND CLASS						
		MAY 1, 1950		368 Red Ball Freight	94 Local Freight	96 Local Freight				
STATIONS		Daily	Daily Ex. Sunday	Daily Ex. Sunday						
493.76		ST. LOUIS UNION STATION								
		2.78								
489.17		...LESPERANCE ST. CDTW	6 30PM			2 15PM				
		8.44								
480.73		LS. JEFFERSON BARRACKS.	4 30PM			1 20PM				
		2.91								
477.82		P. CLIFF CAVE.	4 10			1 15				
		6.30								
74 471.52		P. WICKES.	3 45			1 05				
		4.20								
60 467.32		LS. ...SULPHUR SPRINGS.	3 25			12 55				
		3.55								
65 463.77		LS. RIVERSIDE.	3 10			12 45				
		0.89								
462.88		...PEVELY								
		2.11								
66 460.77		P. HORINE	2 54 ²⁵			12 20				
		6.13								
70 454.64		P. HEMATITE	2 30			12 05PM				
		3.39								
52 451.25		P. VICTORIA	2 20			11 55AM				
		3.21								
80 448.04		CS. DE SOTO	2 10			11 00 ⁹⁵				
		4.91								
41 {443.13		P. VINELAND	1 45			f 10 10				
443.03		3.90								
61 {439.13		LS. BLACKWELL	1 30			f 10 00				
439.12		5.80								
57 {433.23		LS. CADET	1 10			s 9 41				
		3.87								
55 429.36		LS. ...MINERAL POINT	12 55			s 918 ²⁶				
		2.15				s 906 ³				
40 427.21		P. SUMMIT	12 45 ⁹⁵			8 00				
		2.13								
42 425.08		P. HOPEWELL	12 35			f 7 55				
		4.38								
40 420.70		LS. IRONDALE	12 20			s 7 45				
		5.82								
80 414.88		CS. BISMARCK	12 01PM	12 55PM		7 35AM				
		5.38								
29 409.50		P. ... IRON MOUNTAIN	10 59AM	f 12 25PM						
		2.40								
80 407.10		LS. MIDDLEBROOK	10 50	s 11 59AM						
		5.52								
... {401.58		CS. ARCADIA-IRONTON		s 11 10						
400.89		3.15								
80 397.74		P. ... TIP TOP								
		3.92								
... 393.82		P. ... HOGAN								
		2.05								
... 391.77		P. ... GLOVER		s 10 28						
		1.62								
80 390.15		P. ... CHLORIDE		f 10 23						
		7.87								
80 {382.28		LS. ANNAPOLIS		s 10 00						
379.98		3.84								
... 376.14		P. NORTH DES ARC		s 9 45						
		6.91								
80 370.23		P. ... GADS HILL		f 9 20						
		6.71								
100 363.52		CS. ... PIEDMONT		s 9 05						
		8.42								
... 357.10		... LEEPER		s 8 40						
		1.36								
80 355.74		LS. MILL SPRING	8 22	s 8 35						
		5.24								
71 {350.50		P. BARLOW	8 05	f 8 25						
350.38		5.63								
50 344.75		LS. ... WILLIAMSVILLE	7 50	s 8 15						
		4.52								
54 340.23		P. KEENERS	7 40	f 8 06						
		2.57								
74 337.66		LS. ... HENDRICKSON	7 35	s 7 57						
		2.86								
64 {334.80		P. WILBY	7 30	7 40						
334.79		3.47								
45 {331.32		P. HILLIARD	7 25	f 7 35						
331.04		3.06								
74 327.98		P. MENGO	7 15	7 25						
		2.67								
... 325.31		... S. L.-S. F. CROSSING								
		0.57								
Yd. 324.74		CS. Poplar Bluff. CDTWY	7 05AM	7 15AM						
		162.34	Daily	Daily Ex. Sunday		Daily Ex. Sunday				

Note 1—Between Middlebrook and Mill Spring, Signal Indication, both Opposing and Following Movements.

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BELMONT SUBDIV.—BETWEEN BISMARCK AND CHARLESTON

TRAINS SOUTHWARD				Miles from St. Louis — Pump Street	TIMETABLE No. 89 MAY 1, 1950	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS								SECOND CLASS				
	899 Local Freight	893 Local Freight						898 Local Freight	892 Local Freight			
	Daily Ex. Sunday	Daily Ex. Sunday		Daily Ex. Sunday	Daily Ex. Sunday							
		5 30AM	75.39	CS.....	BISMARCK.....	CWY	X 75			7 00PM		
		s 6 05	86.94		DE LASSUS.....		D 11	13		s 5 35		
		s 6 25	94.94		KNOB LICK.....		D 19	12		s 4 55		
		f 6 40	101.60		MINE LA MOTTE.....		D 26			f 4 30		
		s 7 20	104.49	LS.....	FREDERICKTOWN.....	W	D 29	19		s 4 10		
		f 7 35	111.68		CORNWALL.....		D 36	14		f 3 35		
		s 7 50	118.06	LS.....	MARQUAND.....		D 43	17		s 3 15		
		f 8 10	124.24		BESSVILLE.....		D 48	12		s 2 55		
		s 8 35	130.29	LS.....	GLEN ALLEN.....		D 55	14		s 2 40		
		s 9 00	133.40	LS.....	LUTESVILLE.....		D 58	23		s 2 30		
		f 9 15	138.75		LAFLIN.....		D 63			f 2 10		
		s 9 30	144.65	TP.....	WHITE WATER.....		D 69	24		s 1 55		
	9 35AM	s 9 45	147.17		ALLENVILLE.....	Y	D 72	23	10 20AM	s 1 45		
	9 45AM	s 10 10	149.38		S. L.-S. F. CROSSING.....							
		s 10 25	149.42	LS.....	DELTA.....	WY	D 74	21	10 10AM ⁸⁹³	s 1 30		
		f 10 25	149.43		ST. L. S. W. CROSSING.....							
		s 10 55	154.60		CANEY CREEK.....		D 79			f 12 40		
		s 11 10	157.43		S. L.-S. F. CROSSING.....							
		s 11 25	158.18	LS.....	ORAN.....		D 83			s 12 30		
		f 11 45AM ⁸⁹²	162.09		MORLEY.....		D 87	19		s 12 20		
		12 05PM	167.43		BLODGETT.....		D 92	18		s 12 05PM		
		Daily Ex. Sunday	173.53		DIEHLSTADT.....		D 98	14		f 11 45AM ⁸⁹³		
		Daily Ex. Sunday	178.30		POPLAR BLUFF SUBDIV. CROSS'G.....							
		Daily Ex. Sunday	178.32	LS.....	CHARLESTON.....	WY	D 103	Yd.		11 30AM		
		Daily Ex. Sunday	102.93						Daily Ex. Sunday	Daily Ex. Sunday		

JACKSON SUBDIV.—BETWEEN ALLENVILLE AND JACKSON

TRAINS SOUTHWARD				Miles from St. Louis — Pump Street	TIMETABLE No. 89 MAY 1, 1950	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS								SECOND CLASS				
	897 Local Freight	895 Local Freight						894 Local Freight	896 Local Freight			
	Daily Ex. Sunday	Daily Ex. Sunday		Daily Ex. Sunday	Daily Ex. Sunday							
		2 45PM	147.17		ALLENVILLE.....	Y	D 72	23	9 35AM	2 35PM		
		s 3 10	157.84		GORDONVILLE.....		DC11	9	s 9 12	s 2 10		
		3 25PM	163.27	LS.....	JACKSON.....	TW	DC16	Yd.	9 00AM	1 55PM		
		Daily Ex. Sunday	16.10						Daily Ex. Sunday	Daily Ex. Sunday		

POPLAR BLUFF SUBDIV.—BETWEEN POPLAR BLUFF AND CHARLESTON 9

TRAINS SOUTHWARD				Miles from St. Louis — Plum Street	TIMETABLE No. 89 MAY 1, 1950			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					STATIONS	SECOND CLASS							
69 Red Ball Freight Daily	891 Local Freight Daily Ex. Sunday	65 Red Ball Freight Daily	67 Red Ball Freight Daily			76 Red Ball Freight Daily	890 Local Freight Daily Ex. Sunday			60 Red Ball Freight Daily	72 Red Ball Freight Daily		
	12 45PM			224.79	LS.....CHARLESTON.....WY§	D 103	Yd.		10 45AM				
				224.76	BELMONT SUBDIV. CROSSING..								
	s 12 59			219.56	LS.....BERTRAND.....	XD 54	12		s 10 30				
	f 1 05			217.36	BUCKEYE.....	XD 52			f 10 25				
	1 10			214.50	MINER.....	XD 49	15		10 20				
	s 1 30			211.47	LS.....SIKESTON.....W	XD 46	28		s 10 15				
				211.07	S. L.-S. F. CROSSING.....								
	1 40			205.78	LITTLE RIVER.....	XD402	14		9 48				
				205.54	S. L.-S. F. CROSSING.....								
	s 1 45			205.48	MOREHOUSE.....	XD 40			s 9 45				
	f 1 56			200.23	GRAY RIDGE.....	XD 35			f 9 30				
	s 2 10			195.67	LS.....ESSEX.....	XD 30	26		s 9 20				
				191.27	ST. L. S. W. CROSSING.....								
9 20PM		7 50AM	1 50AM	192.54	MO JCT.....								
	2 25			191.32	DEXTER JCT.....	XD 26			7 30AM	8 20	9 40AM	7 45PM	
9 25	s 3 05	8 00 ⁸⁹⁰	1 55	190.11	CS.....DEXTER.....W	XD 24	113		6 50	s 8 00 ⁶⁵	9 10	7 25	
9 35	3 15	8 10	2 05	183.69	P.....AJAX.....	XD 18	81		6 25	7 47	8 55	7 15	
	f 3 20			182.89	DUDLEY.....	XD 17			f 7 45				
9 45	3 30	8 18	2 15	178.73	IVES.....	XD 13	130		6 10	7 35	8 40	7 06	
	s 3 35			176.12	LS.....FISK.....	XD 11			s 7 30				
9 56	3 43	8 35 ⁶⁰	2 26	171.83	P.....JUNLAND.....	XD 6	129		5 50	7 15	8 35 ⁶⁵	6 55	
				166.81	S. L.-S. F. CROSSING.....								
10 30PM	4 10PM	9 00AM	3 00AM	165.53	CS.....POPLAR BLUFF.. CDOTWY§	X 166	Yd.		5 30AM	7 00AM	8 00AM	6 40PM	
Daily	Daily Ex. Sunday	Daily	Daily						Daily	Daily Ex. Sunday	Daily	Daily	

Note 1.—From MO Jct. to Dexter, Automatic Block, Signal Indication for Southward Movement Only.

Note 2.—Between Dexter Jct. and Dexter, Automatic Block, Signal Indication, both Opposing and Following Movements.

POTOSI SUBDIV.—BETWEEN MINERAL POINT AND POTOSI

				Miles from St. Louis — Plum Street	TIMETABLE No. 89 MAY 1, 1950			Station Numbers	Siding Capacity in Cars				
					STATIONS								
				60.91	LS.....MINERAL POINT.....W	X 61							
				64.41	LS.....POTOSI.....	XB 4	Yd.						

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

**Belmont Subdiv.: No. 899 is superior to No. 898.
Jackson Subdiv.: No. 895 is superior to No. 896.**

2. MAXIMUM SPEED:

The highest speed authorized for the operation of trains on main tracks, subject to LOWER speeds specified in Section 3 of these instructions, entitled "SPEED RESTRICTIONS," and lower speeds prescribed by train orders, restrictive signals and operating rules.

2-A. MAXIMUM TRAIN SPEED: (Where maximum engine speed is LOWER it will govern).

The consist of a train includes the engine, or engines, and cars in the train. Members of the crew must know the consist of train.

The speed shown below is the highest speed authorized for the operation of trains of the specified consist:

CONSIST "A".....Any engine, or engines, with one or more, or all, cars equipped with freight car trucks.
 CONSIST "B".....Engines other than Diesel with all passenger cars of any type; or Diesel engines with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.
 CONSIST "C".....Diesel engines with streamlined—HIGH center of gravity cars (equipped with electro-pneumatic brakes, tight lock couplers, and roller bearing trucks), with or without one or more streamlined—LOW center of gravity cars. Passenger cars MP 6330, 6331, 6332, 6333, 6334, 6335 and 6336, Sleepers Shrine Tower, Beacon Tower and Temple Tower, and Diner 10242 are Streamlined—HIGH center of gravity cars.
 CONSIST "D".....Diesel engines with Streamlined, lightweight—LOW center of gravity cars only. MP passenger cars of the 700 and 800 series, Sleepers with "Eagle" and "Cascade" prefix or "River" suffix, and Rock Island Sleepers with "Golden" prefix are Streamlined—LOW center of gravity cars.

	MILES PER HOUR								
	Consist "A"		Consist "B"		Consist "C"			Consist "D"	
	Track without slow speed signs	Track without slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs	
Oak Hill Subdivision (St. Louis Terminal)...	25	35	35	35		35	35	Five	
Lesperance St. Subdiv. (St. Louis Terminal)									
Between Lesperance St. and Davis St.	30	30	30	30	Speed	30	30	Miles	
Between Davis St. and Jefferson Barracks.	45	60	65	65		65	65	per hour	
DeSoto Subdivision:									
Between Jefferson Barracks and Mile Post 20	50	60	65	65		65	65	above speed	
Between Mile Post 20 and Mile Post 33....	50	55	60	60	shown	60	60		
Between Mile Post 33 and Mile Post 52....	50	60	65	65		65	65	shown on	
Between Mile Post 52 and Mile Post 76....	50	55	60	60		60	60		
Between Mile Post 76 and Mile Post 119....	50	60	65	65		65	65	slow speed	
Between Mile Post 119 and Poplar Bluff....	50	55	60	60	on	60	60		
Poplar Bluff Subdivision:									
Between Alfalfa Center and Charleston....	15	15	15	15		15	15	signs on	
Between Charleston and Dexter Junction...	30	40	40	40		40	40	DeSoto	
Between Dexter Jct. and Poplar Bluff....	45	50	50	50	slow speed	50	50	Subdivision	
Belmont Subdivision:									
Between Bismarck and Allenville.....	30	40	40	40		40	40	only	
Between Allenville and Charleston.....	25	35	35	35		35	35		
Jackson Subdivision.....	30	30	30	30	signs	30	30		
Potosi Subdivision.....	25	25	25	25		25	25		

2-B. MAXIMUM ENGINE SPEED: (Where maximum train speed is LOWER, it will govern).

Speed shown below is the highest speed at which an engine can be operated without damage to engine or track, but does not authorize operation of engine at speed higher than maximum train speed.

MISSOURI PACIFIC ENGINES		GCL AND IGX ENGINES	
Numbers	MPH	Numbers	MPH
1 to 173.....	60	4100 and 4101 (D) ..	35
201 to 208 (D) ..	65	4102 and 4103 (D) ..	75
301 to 330 (D) ..	65	4104 to 4111 (D) ..	65
402 to 486.....	45	4124 to 4149 (D) ..	65
501 to 524 (D) ..	65	5308 to 5316.....	80
561 to 594 (D) ..	65	5321 to 5327.....	90
800 to 811 (D) ..	30	5335 to 5344.....	80
1201 to 1280.....	30	6001.....	90
Psg. Service....	55	6401 to 6444.....	80
Frt. Service....	63	6501 to 6512.....	70
1301 to 1325.....	63	6601 to 6629.....	80
Psg. Service....	55	7000 to 7006 (PD) ..	98
Frt. Service....	63	7010 and 7011 (PD) ..	98
1401 to 1571.....	63	7014 to 7021 (PD) ..	98
Psg. Service....	55	7100 (PD).....	90
Frt. Service....	63	8001 to 8010 (PD) ..	98
1701 to 1714.....	55	9000 to 9012 (D) ..	35
1715 to 1719.....	50	9102 to 9122 (D) ..	35
1720 to 1729.....	63	9123 to 9146 (D) ..	60
1803 to 1817.....	45	9301 to 9320.....	25
2101 to 2125.....	90	9414 to 9468.....	25
2201 to 2215.....	90	9601 to 9604.....	25
2321 to 2389.....	55	9701 to 9785.....	25

Motor Cars:
Gas-electric passenger.....60
Passenger motor car No. 670 with mechanical drive 70

3. SPEED RESTRICTIONS: (Where maximum speed is LOWER, it will govern).

	Miles Per Hour
3-A. Engines Light Moving Forward:	
Steam road engines, running light in forward movement, with or without cabooses.....	45
Diesel freight and passenger engines, running light in forward movement, with or without cabooses.....	Maximum train speed
3-B. Engines Running Backwards:	
Engines running backward with or without cars:	
Subdiv.:	
De Soto, Poplar Bluff, Belmont and Jackson.....	25
Potosi.....	10
Engines not equipped with engine trucks must be moved tender forward in road movement.	
3-C. Through Turnouts and Crossovers and Spring Switches:	
Through No. 10 turnouts and crossovers, entire train.....	15
Through Nos. 15, 16 or 20 turnouts and crossovers, entire train.....	30
In straightaway movement when moving points of No. 10 spring switch.....	15
In straightaway movement when moving points of Nos. 15, 16 or 20 spring switches.....	30
(In straightaway movement when lead wheels have passed over points of spring switches, normal speed may be resumed).	
Through No. 20 equilateral turnouts, entire train.....	50

SPECIAL INSTRUCTIONS

3-D. Specific Locations Where Speed is Restricted:	Miles Per Hour	
	Consist "A"	Consists "B-C-D"
St. Louis Terminal:		
23rd Street interlocking limits.....	10	10
Grand Ave. interlocking limits.....	10	10
Davis Street interlocking limits.....	20	20

De Soto Subdiv.:

Southward passenger trains will not exceed speed of 8 miles per hour between first road crossing north of passenger station and first road crossing south of passenger station, Poplar Bluff, and must maintain lookout for passengers on station platform or on track.

New York Central auto cars, series 91200 to 91254, will not clear Vineland tunnel.

Poplar Bluff Subdiv.:	Over S. L.-S. F. Crossing, Mile Post 166.81.....	15	15
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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, which are 15'4" above top of rail, will not exceed 10 miles per hour through Glen Allen Tunnel.

No car exceeding 15'4" above top of rail will clear Glen Allen Tunnel.

Jackson Subdiv.:	Bridge 13, MP 153-12.....	15	15
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LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED AND RESUME SPEED SIGNS:

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

Oak Hill Subdiv. (St. Louis Terminal):

20	9	20	10	0	20	10	5	9	27
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3-D. Concluded:

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

De Soto Subdiv.:

45	24	4	24	9	45	24	9	24	4
30	41	25	42	30	30	42	30	41	25
55	101	18	101	35	55	101	35	101	18
45	106	13	107	38	45	107	38	106	13
55	108	22	109	30	55	109	30	108	22
30	119	31	120	18	30	120	18	119	31
40	125	38	126	13	40	126	13	125	38
30	126	20	126	35	30	126	35	126	20
40	129	29	131	0	40	131	0	129	29
40	132	10	133	1	40	133	1	132	10
45	135	21	135	28	45	135	28	135	21
40	136	27	137	12	40	137	12	136	27
45	144	5	144	25	45	144	25	144	5
35	145	14	145	20	35	145	20	145	14
40	146	18	148	29	40	148	29	146	18
45	150	24	151	0	45	151	0	150	24
45	153	39	154	8	45	154	8	153	39
40	164	26	164	32	40	164	32	164	26
20	165	14	165	25	20	165	25	165	14

Poplar Bluff Subdiv.:

20	213	10	213	24	20	213	24	213	10
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3-E. Trains Handling Disabled Engines and Engines in Tow:

Miles Per Hour

Diesel Engines and Motor Cars dead in tow:

Road or Switch, with trucks and traction motors in good running condition.....

Maximum Train Speed, or Maximum Engine Speed for particular engine in tow, whichever is lower (See Item 2-B)

Road or Switch, with trucks or parts of same not in good running condition.....

As Authorized By Superintendent

Diesel engines (road or switch) for movement dead in tow must have all switches opened; main fuse removed; reversing drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

SPECIAL INSTRUCTIONS

3-E. Trains Handling Disabled Engines and Engines in Tow: —Concluded:	Miles Per Hour	3-F. Trains Handling Work Equipment, Derricks, Cranes, etc.:	Miles Per Hour
Steam Engines dead in tow:		Pile Drivers.....	25
With side rods in position, main rods disconnected.....	35	Steam Shovels.....	25
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 the side rods down ON AUTHORITY OF SUPERINTENDENT.		Bridge Derrick Cars (non-revolving) boom connected..	30
With part or all of side rods down.....	15	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 nor 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.	
With all side rods, main rods and pistons in position, front cylinder heads and back cylinder cocks removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders.....	40	Bridge Derrick-Pile Driver (combination machine).....	25
Moving backward in tow (Side rods in position):		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 cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.	
Potosi Subdiv.....	10	American Ditchers (self-propelling).....	25
Other Subdivisions.....	25	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 shored 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. Side rods and cranks must be removed from trucks.	
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 they must be turned at first available point, except that engines not equipped with engine trucks dead in tow must be moved tender forward.			
Disabled Engines:			
With all or part of side rods down.....	15		
With front drivers blocked.....	20		
Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.			
Engines without full set of driving wheels, trucks or trailers may be moved to first siding to clear main track at speed not exceeding.....	6		
Further movement must be authorized by Superintendent.			
Engines with all main rods, side rods, and pistons in position, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side.....	15		
With flat spots 3" or more on driving tires, MAINTAIN SPEED	20		

SPECIAL INSTRUCTIONS

3-E. Trains Handling Disabled Engines and Engines in Tow: —Concluded:	Miles Per Hour	3-F. Trains Handling Work Equipment, Derricks, Cranes, etc.:	Miles Per Hour
Steam Engines dead in tow:		Pile Drivers.....	25
With side rods in position, main rods disconnected.....	35	Steam Shovels.....	25
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 the side rods down ON AUTHORITY OF SUPERINTENDENT.		Bridge Derrick Cars (non-revolving) boom connected..	30
With part or all of side rods down.....	15	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 nor 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.	
With all side rods, main rods and pistons in position, front cylinder heads and back cylinder cocks removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders.....	40	Bridge Derrick-Pile Driver (combination machine).....	25
Moving backward in tow (Side rods in position):		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 cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.	
Potosi Subdiv.....	10	American Ditchers (self-propelling).....	25
Other Subdivisions.....	25	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 shored 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. Side rods and cranks must be removed from trucks.	
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 they must be turned at first available point, except that engines not equipped with engine trucks dead in tow must be moved tender forward.			
Disabled Engines:			
With all or part of side rods down.....	15		
With front drivers blocked.....	20		
Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.			
Engines without full set of driving wheels, trucks or trailers may be moved to first siding to clear main track at speed not exceeding.....	6		
Further movement must be authorized by Superintendent.			
Engines with all main rods, side rods, and pistons in position, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side.....	15		
With flat spots 3" or more on driving tires, MAINTAIN SPEED	20		

SPECIAL INSTRUCTIONS

	<u>Miles Per Hour</u>
3-F. Trains Handling Work Equipment, Derricks, Cranes, etc.—Continued:	
Locomotive Cranes or Clam Shells.....	25
<p>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.</p>	
American Ditchers, loaded on flat cars.....	25
Yard (clam shell) and "Burro" Cranes, loaded on flat cars.....	25
Jordan Spreaders and Spreader-Ditchers.....	25
<p>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.</p>	
<p>Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling above work equipment must be restricted to five miles per hour less than such maximum freight train speed.</p>	

	<u>Miles Per Hour</u>
3-F. Concluded:	
Wrecking Cranes (self-propelling):	
<p>The speed of trains handling wrecking cranes (self-propelling) shall be restricted according to maximum permissible speed of freight trains, Consist "A", thus:</p>	
<u>Maximum Freight Train Speed</u>	<u>Permissible Speed When Handling Self-propelled Wrecking Cranes</u>
MPH	MPH
15	10
20	15
25	15
30	20
35	20
40	25
45	30
49	30
50	30
55	35
Rail Unloaders.....	Maximum Train Speed Consist "A"
<p>Rail unloaders must have boom disconnected and stored on car.</p>	
Scale Test Cars must be handled next to caboos.....	Maximum Train Speed Consist "A"

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. E. J. Senn.....	Herculaneum, Mo.....		Pevely 47.....		2121.
★Dr. C. E. Fallet, Resident Surgeon.....	De Soto, Mo.....	112a North Main.....	73.....	517 Pratt.....	156.
★Dr. K. V. McKinstry.....	De Soto, Mo.....	Main and Boyd.....	69.....	201 South Fifth.....	White 74.
★○Dr. J. L. Thurman, Local and Dispensary Surgeon.....	Potosi, Mo.....		73.....		73-B.
★Dr. J. W. Huffman, Local and Dispensary Surgeon.....	Bismarck, Mo.....	Cedar and Walnut.....	22.....	Cedar and Walnut.....	22.
★Dr. F. W. Gale.....	Bismarck, Mo.....	East Main.....	44.....	Center.....	40.
★Dr. B. M. Bull.....	Ironton, Mo.....	Main.....	60.....	Knob.....	133.
★★Dr. R. E. Harland.....	Ironton, Mo.....		41.....		266.
★★Dr. H. H. Cline, Local and Dispensary Surgeon.....	Piedmont, Mo.....	Main.....	152.....		31.
★★Dr. C. H. Jones, Local and Dispensary Surgeon.....	Piedmont, Mo.....	Main.....	9.....	American Hotel.....	67.
EMERGENCY STATION	Poplar Bluff, Mo.....	Lucy Lee Hospital.....	690.....		
★Dr. J. W. McPheeters, Sr., Div. Surgeon.....	Poplar Bluff, Mo.....	Lucy Lee Hospital Second and Elm.....	174.....	960 Cynthia.....	261.
★Dr. J. W. McPheeters, Jr.....	Poplar Bluff, Mo.....	Lucy Lee Hospital Second and Elm.....	174.....	Spring and North.....	4422.
★Dr. H. M. Henrickson, Div. Surgeon.....	Poplar Bluff, Mo.....	Poplar Bluff Hospital 215 Oak.....	377-378.....	115 Elm.....	668.
★Dr. H. O. Henrickson.....	Poplar Bluff, Mo.....	Poplar Bluff Hospital 215 Oak.....	377-378.....	918 Maude.....	1354-R.
★★Dr. W. H. Barron.....	Fredericktown, Mo.....	East Main.....	20.....	Fredericktown.....	209-W
★★Dr. T. L. Waddle.....	Dexter, Mo.....	36 S. Walnut.....	244.....	415 N. Poplar.....	168.
★★Dr. H. B. Throgmorton.....	Sikeston, Mo.....	College and Highway 61 North.....	336.....	Park Ave. Apartments.....	961-M.
★★Dr. W. L. Davis.....	Charleston, Mo.....	West Commercial.....	235.....	316 East Cyprus.....	174.
★Dr. A. M. Estes, Local and Dispensary Surgeon.....	Jackson, Mo.....		442.....	West Main.....	443.
★★Dr. E. F. McDonald, Local and Dispensary Surgeon.....	Jackson, Mo.....	121a Court.....	676.....	131 Elmwood.....	675.
★Dr. G. T. Dorris, Resident Surgeon.....	Illmo, Mo.....	First State Bank Building.....	263.....	West Side South Second.....	2

★Medical Examiners for Examination of all Applicants.
 ★★Medical Examiners for Examination of Applicants not required to take color perception test.
 ○Will render treatment to both sick and injured employees, resident of Mineral Point and Potosi and furnish necessary medicines and surgical dressings.

DR. O. B. ZEINERT, Chief Surgeon.