

#### DIVISION OFFICERS

C. C. COURTWAY..Superintendent.....Poplar Bluff, Mo.  
W. C. ENSMINGER. Trainmaster.....Poplar Bluff, Mo.  
C. T. SAMS.....Road Foreman of Engines. Poplar Bluff, Mo.  
J. R. BAKER.....Division Trainmaster.....Poplar Bluff, Mo.

**SAFETY FIRST**



# MISSOURI PACIFIC RAILROAD COMPANY

## MISSOURI DIVISION

# TIMETABLE No. 97

Effective 12:01 a. m. Sunday, Nov. 20, 1955

CENTRAL STANDARD TIME

Superseding Timetable No. 96, effective August 18,  
1955, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF  
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY  
COPY OF SPECIAL INSTRUCTIONS No. 12, THIS  
DIVISION, EFFECTIVE SEPTEMBER 15, 1954.

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

R. P. HART, Chief Operating Officer.

L. A. GREGORY, Assistant Chief Operating Officer.

M. L. SMITH, General Superintendent Transportation.

R. JOHNSON, General Manager.

L. M. ELLEDGE, Assistant General Manager.

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When properly authorized, rules may be cancelled, superseded or changed by: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

When 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 of any and all signals, REGARDLESS OF LOSS OF TIME.

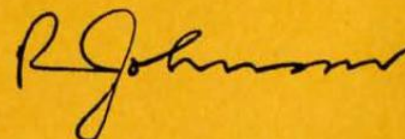
**RULES 2 and 3** of Rules and Instructions for Train Dispatchers:

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 give 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.

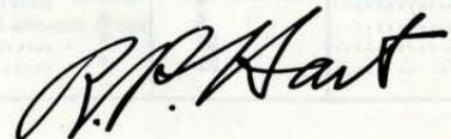
10. On crowded trains, Missouri Pacific employes riding on passes should, and will, if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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**

- r*—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**

- ⓑ—Radio Base Station.
  - D—Diesel Fuel Oil.
  - 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 |     |          |     |
|------------------------------|----------------------|---------------|-----|----------|-----|
|                              |                      |               |     |          |     |
| <b>De Soto Subdiv.:</b>      |                      |               |     |          |     |
| White House.....             | 16.09                | <i>a</i>      | 4   |          |     |
| Montebello.....              | 19.90                | <i>a</i>      | 4   |          |     |
| Kimmswick.....               | 20.83                | <i>a</i>      | 25  | <i>f</i> | 4   |
| Victoria.....                | 39.02                | <i>m</i>      | 4   |          |     |
| Tiff.....                    | 54.01                | <i>w</i>      | 4   |          |     |
| <b>Poplar Bluff Subdiv.:</b> |                      |               |     |          |     |
| Hunterville.....             | 198.74               | <i>f</i>      | 891 | <i>f</i> | 890 |
| <b>Jackson Subdiv.:</b>      |                      |               |     |          |     |
| Dutch Town.....              | 153.33               | <i>f</i>      | 894 | <i>f</i> | 895 |

**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        |
|-------------------|--------------|----------------|--------------|-----------------|----------------|
| Poplar Bluff..... | 2            | Arkansas.....2 | Indefinitely |                 | For connection |
| " ".....          | 4            | " .....4       | "            |                 | " "            |
| " ".....          | 8            | " .....8       | "            |                 | " "            |
| " ".....          | 22           | " .....22      | "            |                 | " "            |
| " ".....          | 32           | " .....32      | "            |                 | " "            |

# BELMONT SUBDIV.—BETWEEN BISMARCK AND CHARLESTON

3

| TRAINS SOUTHWARD<br>SECOND CLASS |  |  |                     | Miles from<br>St. Louis<br>— Plum Street | TIMETABLE<br>No. 97<br>November 20, 1955 |                              |    | Station Numbers | Siding Capacity<br>in Cars | TRAINS NORTHWARD<br>SECOND CLASS |  |  |  |  |
|----------------------------------|--|--|---------------------|--|--|------------------------------|----|-----------------|----------------------------|----------------------------------|--|--|--|--|
| 893<br>Local<br>Freight          |  |  |                     |  | STATIONS                                 |                              |    |                 |                            | 892<br>Local<br>Freight          |  |  |  |  |
| Mon., Wed.,<br>Fri.              |  |  |                     |  | STATIONS                                 |                              |    |                 |                            | Tue., Thur.,<br>Sat.             |  |  |  |  |
|                                  |  |  | 5 30AM              | 75.39                                    | CS                                       | BISMARCK                     | WY | X 75            |                            | 3 20PM                           |  |  |  |  |
|                                  |  |  | s 6 05              | 86.94                                    |  | DE LASSUS                    |    | D 11            | 13                         | s 2 50                           |  |  |  |  |
|                                  |  |  | s 6 25              | 94.94                                    |  | KNOB LICK                    |    | D 19            | 12                         | s 2 25                           |  |  |  |  |
|                                  |  |  | f 6 40              | 101.60                                   |  | MINE LA MOTTE                |    | D 26            |                            | f 2 05                           |  |  |  |  |
|                                  |  |  | s 7 20              | 104.49                                   | LS                                       | FREDERICKTOWN                |    | D 29            | 19                         | s 1 55                           |  |  |  |  |
|                                  |  |  | f 7 35              | 111.68                                   |  | CORNWALL                     |    | D 36            | 14                         | f 1 25                           |  |  |  |  |
|                                  |  |  | s 7 50              | 118.06                                   | LS                                       | MARQUAND                     |    | D 43            | 17                         | s 1 10                           |  |  |  |  |
|                                  |  |  | f 8 10              | 124.24                                   |  | BESSVILLE                    |    | D 48            | 12                         | s 12 55                          |  |  |  |  |
|                                  |  |  | s 8 35              | 130.29                                   |  | GLEN ALLEN                   |    | D 55            | 14                         | s 12 40                          |  |  |  |  |
|                                  |  |  | s 9 00              | 133.40                                   | LS                                       | LUTESVILLE                   |    | D 58            | 23                         | s 12 30                          |  |  |  |  |
|                                  |  |  | f 9 15              | 138.75                                   |  | LAFLIN                       |    | D 63            |                            | f 12 15                          |  |  |  |  |
|                                  |  |  | s 9 30              | 144.65                                   |  | WHITE WATER                  |    | D 69            | 24                         | s 12 01PM                        |  |  |  |  |
|                                  |  |  | s 11 45AM           | 147.17                                   |  | ALLENVILLE                   | Y  | D 72            | 23                         | s 11 50AM                        |  |  |  |  |
|                                  |  |  | s 12 15PM           | 149.38                                   |  | S. L.-S. F. CROSSING         |    |                 |                            |                                  |  |  |  |  |
|                                  |  |  |                     | 149.42                                   | LS                                       | DELTA                        | Y  | D 74            | 21                         | s 9 25                           |  |  |  |  |
|                                  |  |  |                     | 149.43                                   |  | ST. L. S. W. CROSSING        |    |                 |                            |                                  |  |  |  |  |
|                                  |  |  |                     | 157.43                                   |  | S. L.-S. F. CROSSING         |    |                 |                            |                                  |  |  |  |  |
|                                  |  |  | s 12 50             | 158.18                                   | LS                                       | ORAN                         |    | D 83            |                            | s 9 05                           |  |  |  |  |
|                                  |  |  | s 12 58             | 162.09                                   |  | MORLEY                       |    | D 87            | 19                         | s 8 45                           |  |  |  |  |
|                                  |  |  | s 1 13              | 167.43                                   |  | BLODGETT                     |    | D 92            | 18                         | s 8 30                           |  |  |  |  |
|                                  |  |  | f 1 30              | 173.53                                   |  | DIEHLSTADT                   |    | D 98            | 14                         | f 8 15                           |  |  |  |  |
|                                  |  |  |                     | 178.30                                   |  | POPLAR BLUFF SUBDIV. CROSS'G |    |                 |                            |                                  |  |  |  |  |
|                                  |  |  | 1 40PM              | 178.32                                   | LS                                       | CHARLESTON                   | DY | D103            | Yd.                        | 8 00AM                           |  |  |  |  |
|                                  |  |  | Mon., Wed.,<br>Fri. |  |  | 102.93                       |    |                 |                            | Tue., Thur.,<br>Sat.             |  |  |  |  |

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

# JACKSON SUBDIV.—BETWEEN ALLENVILLE AND JACKSON

| TRAINS SOUTHWARD<br>SECOND CLASS |  |  |                     | Miles from<br>St. Louis<br>— Plum Street | TIMETABLE<br>No. 97<br>November 20, 1955 |             |   | Station Numbers | Siding Capacity<br>in Cars | TRAINS NORTHWARD<br>SECOND CLASS |  |  |  |  |
|----------------------------------|--|--|---------------------|--|--|-------------|---|-----------------|----------------------------|----------------------------------|--|--|--|--|
| 895<br>Local<br>Freight          |  |  |                     |  | STATIONS                                 |             |   |                 |                            | 894<br>Local<br>Freight          |  |  |  |  |
| Daily<br>Ex. Sunday              |  |  |                     |  | STATIONS                                 |             |   |                 |                            | Daily<br>Ex. Sunday              |  |  |  |  |
|                                  |  |  | 9 55AM              | 147.17                                   |  | ALLENVILLE  | Y | D 72            | 23                         | 11 45AM                          |  |  |  |  |
|                                  |  |  | s 10 20             | 157.84                                   |  | GORDONVILLE |   | DC11            | 9                          | s 11 20                          |  |  |  |  |
|                                  |  |  | 10 35AM             | 163.27                                   | LS                                       | JACKSON     | W | DC16            | Yd.                        | 11 05AM                          |  |  |  |  |
|                                  |  |  | Daily<br>Ex. Sunday |  |  | 16.10       |   |                 |                            | Daily<br>Ex. Sunday              |  |  |  |  |

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

## DE SOTO SUBDIV.—JEFFERSON BARRACKS TO POPLAR BLUFF

| Station Number | Miles from St. Louis — Plum Street | TIMETABLE<br>No. 97<br>November 20, 1955 | TRAINS SOUTHWARD |           |  |           |           |              | SECOND CLASS     |                  |
|----------------|------------------------------------|--|------------------|-----------|--|-----------|-----------|--------------|------------------|------------------|
|                |                                    |  | FIRST CLASS      |           |  |           |           |              | 95               | 63               |
|                |                                    |  | 7                | 25        |  | 21        | 1         | 37           | Local Freight    | Red Ball Freight |
| STATIONS       |                                    |  | Passenger        | Passenger |  | Passenger | Passenger | Mail-Express | Daily Ex. Sunday | Daily            |
| 0              |                                    | ST. LOUIS UNION STATION                  | 12 45AM          | 2 00PM    |  | 5 32PM    | 5 45PM    | 10 20PM      |                  |                  |
| X 1            | 1.10                               | LESPERANCE ST.                           |                  |           |  |           |           |              | 7 00AM           | 6 20PM           |
| X 10           | 9.54                               | TP. JEFFERSON BARRACKS.                  | 1 14AM           | 2 30PM    |  | 6 02PM    | 6 15PM    | 10 50PM      | 7 30AM           | 6 48PM           |
| X 13           | 12.45                              | P. CLIFF CAVE                            |                  |           |  |           |           |              |                  |                  |
| X 19           | 18.75                              | P. WICKES                                |                  |           |  |           |           |              |                  |                  |
| X 23           | 22.95                              | P. SULPHUR SPRINGS                       |                  | a 2 44    |  |           |           |              |                  |                  |
| X 27           | 26.50                              | P. RIVERSIDE                             |                  |           |  |           |           |              |                  |                  |
| X27a           | 27.39                              | PEVELY                                   | f 1 35           |           |  |           |           |              |                  |                  |
| X 30           | 29.50                              | P. HORINE                                |                  |           |  |           |           |              |                  |                  |
| X 36           | 35.63                              | P. HEMATITE                              | a 1 44           |           |  |           |           |              |                  |                  |
| X 42           | 42.23                              | LS. DE SOTO                              | s 1 55           | a 3 09    |  |           | a 6 51    | s 11 19PM    |                  |                  |
| X 47           | 47.13                              | P. VINELAND                              |                  |           |  |           |           |              |                  |                  |
| X 51           | 51.04                              | P. BLACKWELL                             | a 2 09           |           |  |           |           |              |                  |                  |
| X 57           | 57.03                              | TP. CADET                                | n 2 17           |           |  |           |           |              |                  |                  |
| X 61           | 60.91                              | TP. MINERAL POINT                        | s 2 23           | s 3 30    |  |           |           |              |                  |                  |
| X 70           | 69.57                              | P. IRONDALE                              | a 3 39           |           |  |           |           |              |                  |                  |
| X 75           | 75.39                              | CS. BISMARCK                             | s 3 00           | s 3 58    |  | a 7 10    |           | s 12 07AM    | 12 30PM          |                  |
| X 81           | 80.77                              | P. IRON MOUNTAIN                         | a 3 10           |           |  |           |           |              |                  |                  |
| X 83           | 83.17                              | P. MIDDLEBROOK                           | a 3 13           |           |  |           |           |              |                  |                  |
| X 89           | 88.69                              | TP. ARCADIA-IRONTON                      | s 3 20           | s 4 15    |  |           | a 7 35    | s 12 24      |                  |                  |
| X 92           | 91.84                              | P. TIP TOP                               |                  |           |  |           |           |              |                  |                  |
| X 99           | 97.81                              | P. GLOVER                                | a 3 36           |           |  |           |           |              |                  |                  |
| X100           | 100.12                             | P. CHLORIDE                              |                  |           |  |           |           |              |                  |                  |
| X108           | 107.99                             | P. ANNAPOLIS                             | s 3 47           |           |  |           |           |              |                  |                  |
| X112           | 111.83                             | P. NORTH DES ARC                         | s 3 52           |           |  |           |           |              |                  |                  |
| X120           | 117.74                             | P. GADS HILL                             |                  |           |  |           |           |              |                  |                  |
| X127           | 124.45                             | TP. PIEDMONT                             | s 4 15           | a 5 01    |  | a 8 10    |           | s 1 09       |                  |                  |
| X133           | 133.16                             | LEEPER                                   | f 4 24           |           |  |           |           |              |                  |                  |
| X135           | 134.53                             | P. MILL SPRING                           | a 4 27           |           |  |           |           |              |                  |                  |
| X146           | 145.40                             | P. WILLIAMSVILLE                         | a 4 44           |           |  |           |           |              |                  |                  |
| X150           | 150.04                             | P. KEENERS                               |                  |           |  |           |           |              |                  |                  |
| X153           | 152.61                             | P. HENDRICKSON                           | a 4 55           |           |  |           |           |              |                  |                  |
| X155           | 155.47                             | P. WILBY                                 |                  |           |  |           |           |              |                  |                  |
| X166           | 165.53                             | S. L.-S. F. CROSSING                     |                  |           |  |           |           |              |                  |                  |
|                |                                    | CS. POPLAR BLUFF                         | s 5 55AM         | s 5 55PM  |  | s 9 10PM  | s 9 20PM  | s 2 25AM     | 4 15PM           | 11 35PM          |
|                | 162.33                             |  | Daily            | Daily     |  | Daily     | Daily     | Daily        | Daily Ex. Sunday | Daily            |

Note 1—Between Jefferson Barracks and Cliff Cave, Signal Indication with Current of Traffic.

Two mile post locations at each Vineland, Blackwell, Cadet, Glover, Piedmont, Leeper, Williamsville, and S. L.-S. F. Crossing, are one and the same points; 47.13, 51.04, 57.03, 97.81, 124.45, 133.16, 145.40 and 164.67 are new mileages account changes in line between De Soto and Vineland made in October, 1951; between Vineland and Cadet made in September, 1946; between Arcadia-Ironton and Glover made in November, 1949; between Annapolis and Piedmont made in March, 1950; between Piedmont and Mill Spring made in November, 1953; between Mill Spring and Williamsville made in April, 1948; and between Wilby and S. L.-S. F. Crossing made in April, 1945.

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

ⓑ Radio Base stations are located at North Ivory Yard Office and 21st St. Yardmaster's Office, St. Louis, Mo.

DE SOTO SUBDIV.—POPLAR BLUFF TO JEFFERSON BARRACKS

| Siding Capacity<br>in Cars | Miles from<br>Tuxarkans | TIMETABLE<br>No. 97<br>November 20, 1955 | TRAINS NORTHWARD |           |  |           |           |           | SECOND CLASS        |                     |
|----------------------------|-------------------------|--|------------------|-----------|--|-----------|-----------|-----------|---------------------|---------------------|
|                            |                         |  | FIRST CLASS      |           |  |           |           |           | 94                  | 368                 |
|                            |                         |  | 32               | 2         |  | 22        | 4         | 8         | Local<br>Freight    | Red Ball<br>Freight |
| STATIONS                   |                         |  | Passenger        | Passenger |  | Passenger | Passenger | Passenger | Daily<br>Ex. Sunday | Daily               |
|                            | 493.76                  | ST. LOUIS<br>UNION STATION.....          | 7 53AM           | 8 12AM    |  | 8 25AM    | 5 38PM    | 11 00PM   |                     |                     |
|                            | 489.17                  | LESPERANCE ST. .... W §                  |                  |           |  |           |           |           | 4 30PM              | 6 30PM              |
|                            | 480.73                  | TP. JEFFERSON BARRACKS. 2.91             | 7 10AM           | 7 37AM    |  | 7 50AM    | a 4 55PM  | 10 16PM   | 4 00PM              | 4 30PM              |
|                            | 477.82                  | P. CLIFF CAVE.....                       | 6 57             | 7 26      |  | 7 43      | 4 43      | 10 07     |                     |                     |
| 90                         | 471.52                  | P. WICKES.....                           |                  |           |  |           |           |           |                     |                     |
|                            | 467.32                  | P. SULPHUR SPRINGS.....*                 |                  |           |  | f 4 29    |           |           |                     |                     |
| 90                         | 463.77                  | P. RIVERSIDE..... Y                      |                  |           |  |           |           |           |                     |                     |
|                            | 462.88                  | PEVELY.....                              |                  |           |  | f 4 20    |           |           |                     |                     |
|                            | 460.77                  | P. HORNE.....                            |                  |           |  |           |           |           |                     |                     |
| 90                         | 454.64                  | P. HEMATITE.....                         |                  |           |  | m 4 09    |           |           |                     |                     |
| 125                        | 448.04<br>448.03        | LS. DE SOTO..... §                       | s 6 15           |           |  | s 4 00    |           |           |                     |                     |
|                            | 443.13<br>443.03        | P. VINELAND.....*                        |                  |           |  | m 3 49    |           |           |                     |                     |
| 80                         | 439.13<br>439.12        | P. BLACKWELL.....*                       |                  |           |  | f 3 44    |           |           |                     |                     |
|                            | 433.23                  | TP. CADET.....*                          |                  |           |  | s 3 36    |           |           |                     |                     |
| 80                         | 429.36                  | TP. MINERAL POINT.....*                  |                  |           |  | s 3 30    |           |           |                     |                     |
| 80                         | 420.70                  | P. xd-IRONDALE.....                      |                  |           |  | s 3 19    |           |           |                     |                     |
| 80                         | 414.88                  | CS. BISMARCK..... WY                     | s 5 37           |           |  | s 3 10    | s 8 43    |           | 10 00AM             |                     |
|                            | 409.50                  | P. IRON MOUNTAIN.....*                   |                  |           |  | a 2 54    |           |           |                     |                     |
| 80                         | 407.10                  | P. MIDDLEBROOK.....                      |                  |           |  | f 2 51    |           |           |                     |                     |
|                            | 401.58<br>400.89        | TP. ARCADIA-IRONTON.....*                | s 5 15           |           |  | s 2 41    | s 8 23    |           |                     |                     |
| 80                         | 397.74                  | P. TIP TOP.....                          |                  |           |  |           |           |           |                     |                     |
|                            | 391.77                  | P. GLOVER.....*                          |                  |           |  | f 2 27    |           |           |                     |                     |
| 80                         | 390.15                  | P. CHLORIDE.....*                        |                  |           |  |           |           |           |                     |                     |
| 80                         | 382.28<br>379.98        | P. ANNAPOLIS.....*                       |                  |           |  | s 2 15    |           |           |                     |                     |
|                            | 376.14                  | P. NORTH DES ARC.....*                   |                  |           |  | s 2 09    |           |           |                     |                     |
| 80                         | 370.23                  | P. GADS HILL.....                        |                  |           |  |           |           |           |                     |                     |
| 106                        | 363.52<br>363.51        | TP. PIEDMONT.....*                       | a 4 23           |           |  | s 1 50    | a 7 32    |           |                     |                     |
|                            | 357.10                  | LEEPER.....*                             |                  |           |  | f 1 41    |           |           |                     |                     |
| 80                         | 355.74<br>355.62        | P. MILL SPRING.....*                     |                  |           |  | f 1 38    |           |           |                     |                     |
| 80                         | 344.75                  | P. WILLIAMSVILLE.....*                   |                  |           |  | s 1 25    |           |           |                     |                     |
|                            | 340.23                  | P. KEENERS.....                          |                  |           |  |           |           |           |                     |                     |
|                            | 337.66                  | P. HENDRICKSON.....*                     |                  |           |  | m 1 16    |           |           |                     |                     |
| 80                         | 334.80<br>334.51        | P. WILBY.....                            |                  |           |  |           |           |           |                     |                     |
|                            | 325.31                  | S. L.-S. F. CROSSING.....                |                  |           |  |           |           |           |                     |                     |
| Yd.                        | 324.74                  | CS. POPLAR BLUFF..DWY §                  | 3 35AM           | 4 20AM    |  | 4 50AM    | 1 00PM    | 6 45PM    | 6 00AM              | 7 05AM              |
|                            | 162.33                  |  | Daily            | Daily     |  | Daily     | Daily     | Daily     | Daily<br>Ex. Sunday | Daily               |

Note 1—Between Cliff Cave and Jefferson Barracks, Signal Indication with Current of Traffic.

Two mile post locations at each Wilby, Mill Spring, Piedmont, Annapolis, Arcadia-Ironton, Blackwell, Vineland and De Soto, are one and the same points; 334.51, 355.62, 363.51, 379.98, 400.89, 439.12, 443.03, and 448.03 are new mileages account changes in line between S. L.-S. F. Crossing and Wilby, made in April, 1945; between Williamsville and Mill Spring made in April, 1948; between Mill Spring and Piedmont made in November, 1953; between Piedmont and Annapolis made in March, 1950; between Glover and Arcadia-Ironton made in November, 1949; between Cadet and Vineland made in September, 1946; and between Vineland and De Soto made in October, 1951.

ⓑ Radio Base Stations are located at North Ivory Yard Office and 21st St. Yardmaster's Office, St. Louis, Mo.

# 6 POPLAR BLUFF SUBDIV.—BETWEEN POPLAR BLUFF AND CHARLESTON

| TRAINS SOUTHWARD                   |  |                                    |                                    | Miles from<br>St. Louis<br>— Plum Street | TIMETABLE<br>No. 97<br>November 20, 1955 |  |                                    | Station Numbers     | Siding Capacity<br>in Cars | TRAINS NORTHWARD                   |                                    |  |  |
|------------------------------------|--|------------------------------------|------------------------------------|--|--|--|------------------------------------|---------------------|----------------------------|------------------------------------|------------------------------------|--|--|
| SECOND CLASS                       |  |                                    |                                    |  | STATIONS                                 | SECOND CLASS                                   |                                    |                     |                            |                                    |                                    |  |  |
| 69<br>Red Ball<br>Freight<br>Daily | 891<br>Local<br>Freight<br>Daily<br>Ex. Sunday | 65<br>Red Ball<br>Freight<br>Daily | 67<br>Red Ball<br>Freight<br>Daily |  |  | 890<br>Local<br>Freight<br>Daily<br>Ex. Sunday | 60<br>Red Ball<br>Freight<br>Daily |                     |                            | 76<br>Red Ball<br>Freight<br>Daily | 72<br>Red Ball<br>Freight<br>Daily |  |  |
|                                    | 9 45AM   |                                    |                                    | 224.79                                   | LS.....CHARLESTON.....DY                 | D 103  | Yd.                                | 8 30AM              |                            |                                    |                                    |  |  |
|                                    |  |                                    |                                    | 224.76                                   | 0.03<br>BELMONT SUBDIV. CROSSING.....    |  |                                    |                     |                            |                                    |                                    |  |  |
|                                    | s 9 59   |                                    |                                    | 219.56                                   | 5.20<br>LS.....BERTRAND.....             | XD 54  | 12                                 | s 8 10              |                            |                                    |                                    |  |  |
|                                    | f 10 05  |                                    |                                    | 217.36                                   | 2.20<br>.....BUCKEYE.....                | XD 52  |                                    | f 8 00              |                            |                                    |                                    |  |  |
|                                    | 10 10  |                                    |                                    | 214.50                                   | 2.86<br>.....MINER.....                  | XD 49  |                                    | 7 50                |                            |                                    |                                    |  |  |
|                                    | s 10 30  |                                    |                                    | 211.47                                   | 3.03<br>LS.....SIKESTON.....             | XD 46  | 28                                 | s 7 35              |                            |                                    |                                    |  |  |
|                                    |  |                                    |                                    | 211.07                                   | 0.40<br>.....S. L.-S. F. CROSSING.....   |  |                                    |                     |                            |                                    |                                    |  |  |
|                                    |  |                                    |                                    | 205.54                                   | 5.53<br>.....S. L.-S. F. CROSSING.....   |  |                                    |                     |                            |                                    |                                    |  |  |
|                                    | s 10 45  |                                    |                                    | 205.48                                   | 0.06<br>.....MOREHOUSE.....              | XD 40  | 14                                 | s 7 06              |                            |                                    |                                    |  |  |
|                                    | f 10 56  |                                    |                                    | 200.23                                   | 5.25<br>.....GRAY RIDGE.....             | XD 35  |                                    | f 6 55              |                            |                                    |                                    |  |  |
|                                    | s 11 10  |                                    |                                    | 195.67                                   | 4.56<br>LS.....ESSEX.....                | XD 30  | 26                                 | s 6 45              |                            |                                    |                                    |  |  |
|                                    |  |                                    |                                    | 191.27                                   | 4.40<br>.....ST. L. S. W. CROSSING.....  |  |                                    |                     |                            |                                    |                                    |  |  |
| 9 20PM                             |  | 6 40AM                             | 12 50AM                            | 192.54                                   | 1.16 to Dexter<br>MO JCT.....            |  |                                    |                     |                            |                                    |                                    |  |  |
|                                    | 11 25AM  |                                    |                                    | 191.32                                   | 2.43 to Dexter<br>DEXTER JCT.....        | XD 26  |                                    | 6 35                | 6 15AM                     | 3 30PM                             | 7 45PM                             |  |  |
|                                    | s 12 05PM                                      |                                    |                                    | 190.11                                   | 1.21 to Dexter<br>LS.....DEXTER.....     | XD 24  | 132                                | s 5 55              |                            |                                    |                                    |  |  |
|                                    | f 12 20  |                                    |                                    | 182.89                                   | 7.22<br>.....DUDLEY.....                 | XD 17  |                                    | f 5 30              |                            |                                    |                                    |  |  |
|                                    |  |                                    |                                    | 178.73                                   | 4.16<br>P.....IVES.....                  | XD 13  | 128                                |                     |                            |                                    |                                    |  |  |
|                                    | s 12 35  |                                    |                                    | 176.12                                   | 2.61<br>TP.....FISK.....                 | XD 11  |                                    | s 5 20              |                            |                                    |                                    |  |  |
|                                    |  |                                    |                                    | 171.83                                   | 4.29<br>P.....JUNLAND.....               | XD 6   | 128                                |                     |                            |                                    |                                    |  |  |
| 10 30PM                            | 1 10PM   | 7 40AM                             | 2 00AM                             | 165.53                                   | 6.30<br>CS..POPLAR BLUFF..DWY            | X 166  | Yd.                                | 5 00AM              | 5 30AM                     | 2 30PM                             | 6 40PM                             |  |  |
| Daily                              | Daily<br>Ex. Sunday                            | Daily                              | Daily                              |  | 59.26                                    |  |                                    | Daily<br>Ex. Sunday | Daily                      | Daily                              | Daily                              |  |  |

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

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

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

# POTOSI SUBDIV.—BETWEEN MINERAL POINT AND POTOSI

|  |  |  |  | Miles from<br>St. Louis<br>— Plum Street | TIMETABLE<br>No. 97<br>November 20, 1955 |      |     | Station Numbers | Siding Capacity<br>in Cars |  |  |  |  |
|--|--|--|--|--|--|------|-----|-----------------|----------------------------|--|--|--|--|
|  |  |  |  |  | STATIONS                                 |      |     |                 |                            |  |  |  |  |
|  |  |  |  |  |  |      |     |                 |                            |  |  |  |  |
|  |  |  |  | 60.91                                    | TP.....MINERAL POINT.....                | X 61 |     |                 |                            |  |  |  |  |
|  |  |  |  | 64.41                                    | 3.50<br>LS.....POTOSI.....               | XB 4 | Yd. |                 |                            |  |  |  |  |
|  |  |  |  |  | 3.50                                     |      |     |                 |                            |  |  |  |  |

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



**SPECIAL INSTRUCTIONS**

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

**Jackson Subdiv.: No. 895 is superior to No. 894.**

**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".....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, T&P passenger cars of the 100, 200, 300, 400, and 500 series, and Sleepers with "Eagle" and "Cascade" prefix or "River" suffix, 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                              |                              |
| DeSoto Subdivision:                          |                                |                                |   |                                 |                              |   |                                 | per hour                     |
| Between Jefferson Barracks and Mile Post 20  | 50                             | 60                             | 65                                      | 65                              |                              | 65                                      | 65                              |                              |
| Between Mile Post 20 and Mile Post 33.....   | 50                             | 55                             | 60                                      | 60                              | shown                        | 60                                      | 60                              | above speed                  |
| Between Mile Post 33 and Mile Post 52.....   | 50                             | 60                             | 65                                      | 65                              |                              | 65                                      | 65                              |                              |
| Between Mile Post 52 and Mile Post 76.....   | 50                             | 55                             | 60                                      | 60                              |                              | 60                                      | 60                              | shown on                     |
| Between Mile Post 76 and Mile Post 119....   | 50                             | 60                             | 65                                      | 65                              |                              | 65                                      | 65                              |                              |
| Between Mile Post 119 and Poplar Bluff....   | 50                             | 55                             | 60                                      | 60                              | on                           | 60                                      | 60                              | slow speed                   |
| 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                              |                              |
| Between Dexter Jct. and Poplar Bluff.....    | 50                             | 60                             | 60                                      | 60                              | slow speed                   | 60                                      | 60                              | DeSoto                       |
| Between Mo. Jct. and Dexter.....             | 40                             | 50                             | 50                                      | 50                              |                              | 50                                      | 50                              |                              |
| Belmont Subdivision:                         |                                |                                |   |                                 |                              |   |                                 |                              |
| Between Bismarck and Allenville.....         | 30                             | 40                             | 40                                      | 40                              |                              | 40                                      | 40                              | Subdivision                  |
| Between Allenville and Charleston.....       | 25                             | 35                             | 35                                      | 35                              |                              | 35                                      | 35                              |                              |
| Jackson Subdivision.....                     | 30                             | 30                             | 30                                      | 30                              | signs                        | 30                                      | 30                              | only                         |
| 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.

| MO. PAC.          |     | T&P               |     |
|-------------------|-----|-------------------|-----|
| DIESEL ENGINES    |     | DIESEL ENGINES    |     |
| Diesel            | MPH | Diesel            | MPH |
| 201 to 208.....   | .65 | 1100 to 1130..... | .65 |
| 301 to 392.....   | .65 | 1500 to 1582..... | .65 |
| 501 to 626.....   | .65 | 2000 to 2017..... | .85 |
| 800 to 815.....   | .30 |                   |     |
| 4100 to 4101..... | .35 |                   |     |
| 4102 to 4103..... | .75 | MV-KO&G-OCAA      |     |
| 4104 to 4371..... | .65 | DIESEL ENGINES    |     |
| 4501 to 4526..... | .65 | 751 to 756.....   | .65 |
| 7000 to 7021..... | .98 |                   |     |
| 7100.....         | .90 | Motor Cars:       |     |
| 8001 to 8036..... | .98 | Passenger Motor   |     |
| 9000 to 9022..... | .35 | Car No. 670, with |     |
| 9102 to 9191..... | .35 | mechanical drive  |     |
| 9200 to 9239..... | .35 | .....             | .70 |

**3. SPEED RESTRICTIONS: (Where maximum Train or Engine Speed is LOWER, it will govern).**

Miles  
Per  
Hour

**3-A. ENGINES LIGHT MOVING FORWARD:**

Blank

**3-B. ENGINES MOVING BACKWARD, OR MOVING FORWARD SHOVING CARS:**

DIESEL engines moving backward without pilot on end facing direction of movement or moving forward shoving cars:

Subdiv.:

|   |    |
|---|----|
| De Soto, Poplar Bluff, Belmont and Jackson..... | 25 |
| Potosi.....                                     | 10 |

**3-C. THROUGH TURNOUTS AND CROSSOVERS, AND SPRING SWITCHES:**

|  |    |
|--|----|
| Through No. 10 lateral turnout and crossovers, entire train  | 15 |
| Through Nos. 15, 16 and 20 lateral turnout and crossovers, entire train.....   | 30 |
| Through No. 20 equilateral turnout, entire train.....  | 50 |
| In straightaway movement when moving points of No. 10 Spring Switch.....   | 15 |
| In straightaway movement when moving points of Nos. 15, 16 and 20 Spring Switches.....                               | 30 |
| (In straightaway movement when lead wheels have passed over points of Spring Switches, normal speed may be resumed). |    |

SPECIAL INSTRUCTIONS

| 3-D SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED: | Miles Per Hour |                 |
|---|----------------|-----------------|
|   | Consist "A"    | Consist "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.

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.

Planetarium Coaches MP 890 to 895, both inclusive, IGN 896 and T&P 200 will not clear Glen Allen Tunnel and in case of detour via Belmont Subdiv., trains handling these coaches must set them out at Poplar Bluff or Bismarck before starting detour.

Jackson

|          |                           |    |    |
|----------|---------------------------|----|----|
| Subdiv.: | Bridge 13, MP 153-12..... | 15 | 15 |
|----------|---------------------------|----|----|

Poplar Bluff Subdiv.:

Trains and engines reduce speed to 10 miles per hour between S. L.-S. F. Crossing and highway No. 61 Crossing at Sikeston, Missouri and approach highway No. 61 Crossing prepared to stop for highway traffic.

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 |
| 20                                  | 9         | 20   | 10        | 0    | 20                                  | 10        | 5    | 9         | 27   |

Oak Hill Subdiv. (St. Louis Terminal):

|    |   |    |    |   |    |    |   |   |    |
|----|---|----|----|---|----|----|---|---|----|
| 20 | 9 | 20 | 10 | 0 | 20 | 10 | 5 | 9 | 27 |
|----|---|----|----|---|----|----|---|---|----|

3-D. Concluded:

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

De Soto Subdiv.:

|    |     |    |     |    |    |     |    |     |    |
|----|-----|----|-----|----|----|-----|----|-----|----|
| 30 | 41  | 25 | 42  | 30 | 30 | 42  | 30 | 41  | 25 |
| 45 | 52  | 38 | 54  | 20 | 45 | 54  | 20 | 52  | 38 |
| 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 |
| 40 | 125 | 38 | 126 | 13 | 40 | 126 | 13 | 125 | 38 |
| 40 | 129 | 29 | 131 | 0  | 40 | 131 | 0  | 129 | 29 |
| 45 | 135 | 21 | 135 | 28 | 45 | 135 | 28 | 135 | 21 |
| 40 | 136 | 27 | 137 | 12 | 40 | 137 | 12 | 136 | 27 |
| 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 | 24 | 213 | 10 | 20 | 213 | 10 | 213 | 24 |
| 10 | 212 | 1  | 211 | 2  | 10 | 211 | 2  | 212 | 1  |

Belmont Subdiv.:

|    |     |   |     |    |    |     |    |     |   |
|----|-----|---|-----|----|----|-----|----|-----|---|
| 15 | 152 | 8 | 157 | 0  | 15 | 157 | 0  | 152 | 8 |
| 15 | 162 | 7 | 173 | 25 | 15 | 173 | 25 | 162 | 7 |

3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:

All Diesel Engines and Motor Cars dead in tow or disabled in Charge of Crew:

With trucks and traction motors in good running condition.....

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

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 cut-out cock in supply line to control air reservoir closed and control air reservoir drained; all switches opened; main fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

With flat spot 2 3/4" or more in length for 36" diameter wheels used on E. M. D. passenger diesels..... 10

With flat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels.... 10

No restriction for flat spots shorter than above specified lengths.

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

| NAME   | LOCATION               | STREET ADDRESS<br>OFFICE                 | OFFICE<br>TELEPHONE                            | STREET ADDRESS<br>RESIDENCE | RESIDENCE<br>TELEPHONE |
|--|------------------------|--|--|-----------------------------|------------------------|
| HOSPITAL.....  | St. Louis, Mo.....     | Grand and Shaw.....                      | { Prospect 1-0500,<br>Main 1-1000—Station 730. |                             |                        |
| ★★Dr. E. J. Senn.....                                      | Herculaneum, Mo.....   |  | Pevely 47.....                                 |                             | 2121.                  |
| ★★Dr. H. E. Donnell, Local Surgeon.....                    | De Soto, Mo.....       | 16 Boyd.....                             | 636.....                                       | 322 Boyd.....               | 532.                   |
| ★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<br>Dispensary Surgeon.....  | Potosi, Mo.....        |  | 73.....  |                             | 73-B.                  |
| ★★G. F. Cresswell, Local Surgeon.....                      | Potosi, Mo.....        |  | 174.....                                       |                             | 139.                   |
| ★Dr. B. M. Bull.....                                       | Ironton, Mo.....       | Main.....                                | 60.....  | Knob.....                   | 133.                   |
| ★★Dr. R. E. Harland.....                                   | Ironton, Mo.....       |  | 41.....  |                             | 266.                   |
| ★★Dr. H. H. Cline, Local and<br>Dispensary Surgeon.....    | Piedmont, Mo.....      | Main.....                                | 152.....                                       |                             | 31.                    |
| ★★Dr. C. H. Jones, Local and<br>Dispensary Surgeon.....    | Piedmont, Mo.....      | Main.....                                | 9.....   | American Hotel.....         | 67.                    |
| EMERGENCY STATION.....                                     | Poplar Bluff, Mo.....  | Lucy Lee Hospital.....                   | 5782.  |                             |                        |
| ★Dr. J. W. McPheeters, Sr., Div. Surgeon....               | Poplar Bluff, Mo.....  | Lucy Lee Hospital<br>Second and Elm..... | 5782.....                                      | 960 Cynthia.....            | 2288.                  |
| ★Dr. J. W. McPheeters, Jr.....                             | Poplar Bluff, Mo.....  | Lucy Lee Hospital<br>Second and Elm..... | 5782.....                                      | Spring and North.....       | 4590.                  |
| ★Dr. H. M. Henrickson, Div. Surgeon.....                   | Poplar Bluff, Mo.....  | Poplar Bluff Hospital<br>215 Oak.....    | 4627.....                                      | Highway 67 North.....       | 2801.                  |
| ★Dr. H. O. Henrickson.....                                 | Poplar Bluff, Mo.....  | Poplar Bluff Hospital<br>215 Oak.....    | 4627.....                                      | Highway 67 North.....       | 3182.                  |
| ★Dr. W. E. Henrickson.....                                 | Poplar Bluff, Mo.....  | Poplar Bluff Hospital<br>215 Oak.....    | 4627.....                                      | 409 North Second.....       | 4444.                  |
| ★★Dr. B. A. Michaelis, Local Surgeon.....                  | Fredericktown, Mo..... | 133 West Main.....                       | 156.....                                       | 5 Head Drive.....           | 447-M                  |
| ★Dr. S. C. Slaughter.....                                  | Fredericktown, Mo..... | 135 West Main.....                       | 199.....                                       | 608 West Main.....          | 198.                   |
| ★★Dr. T. L. Waddle.....                                    | Dexter, Mo.....        | 36 South Walnut.....                     | 244.....                                       | 415 North 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. E. F. McDonald, Local and<br>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..... | 258                    |

- ★ 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, residents of Mineral Point and Potosi and furnish necessary medicines and surgical dressings.