

DIVISION OFFICERS

- G. C. SMITH.....Superintendent.....Poplar Bluff, Mo.
- J. L. RAGLAND....Trainmaster, DeSoto,
Poplar Bluff, Potosi,
Charleston and
Jackson Subdivs.....Poplar Bluff, Mo.
- R. E. KAUFMAN...Assistant Trainmaster,
DeSoto, Poplar Bluff,
Potosi, Charleston and
Jackson Subdivs.....Poplar Bluff, Mo.
- W. B. NEEDHAM...Trainmaster, Chester,
Cairo and Cape Girardeau
Subdivs.....Chester, Ill.
- R. L. CALDWELL...Trainmaster, East and West,
Benton and Mt. Vernon
Subdivs.....Chester, Ill
- C. T. SAMS.....Road Foreman of
Engines.....Poplar Bluff, Mo
- H. G. HOLDER....Road Foreman of Engines....Chester, Ill.
- F. B. TINSLEY....Division Trainmaster,
DeSoto, Poplar Bluff,
Potosi, Charleston and
Jackson Subdivs.....Poplar Bluff, Mo.
- C. R. DODSON....Division Trainmaster,
Chester, Cairo,
Cape Girardeau, East &
West, Benton and
Mt. Vernon Subdivs.....Chester, Ill.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

MISSOURI DIVISION

TIMETABLE No. 1

Effective 12:01 a. m. Tuesday, July 1, 1958

CENTRAL STANDARD TIME

Superseding Missouri Divn. Timetable No. 99,
effective March 9, 1958, Illinois Divn. Timetable
No. 43, effective Jan. 1, 1958, and all supplements
thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF MISSOURI DIVN. SPECIAL INSTRU-
CTIONS No. 1, EFFECTIVE JULY 1, 1958.

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

L. A. GREGORY, Vice President-Operation.

E. C. SHEFFIELD, Assistant Vice President-Operation.

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When properly authorized, rules may be cancelled, superseded or changed by: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

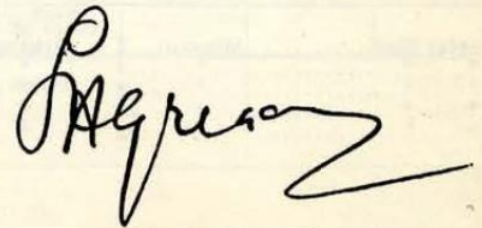
10. On crowded trains, Missouri Pacific employes riding on passes should, and will, if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.



Vice President—Operation.

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.
- d*—Stop to permit sheriffs with or without prisoners to get on or off train.
- 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			
De Soto Subdiv.:					
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		
Poplar Bluff Subdiv.:					
Hunterville.....	198.74	<i>f</i>	891	<i>f</i>	890
Jackson Subdiv.:					
Dutch Town.....	153.33	<i>f</i>	894	<i>f</i>	895
Chester Subdiv.:					
Menard.....	64.86	<i>d</i>	907	<i>d</i>	908

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.....	Missouri... 2	Arkansas..... 2	Indefinitely		For connection
" "	" ... 4	" 4	"		" "
" "	" ... 8	" 8	"		" "
" "	" ... 22	" 22	"		" "
" "	" ... 32	" 32	"		" "

CHARLESTON SUBDIV.—BETWEEN BISMARCK AND CHARLESTON

TRAINS SOUTHWARD				Miles from St. Louis — Plum Street	TIMETABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					No. 1					SECOND CLASS			
			893 Local Freight		STATIONS								
			Mon., Wed., Fri.								Tue., Thur., Sat.		
			5 30AM	75.39	CS.....	BISMARCK.....@DWY	X 75				3 20PM		
			s 6 05	86.94		11.55 DE LASSUS.....	D 11	13			s 2 50		
			s 6 25	94.94		8 00 KNOB LICK.....	D 19	12			s 2 25		
			f 6 40	101.60		6.66 MINE LA MOTTE.....	D 26				f 2 05		
			s 7 20	104.49	LS.....	2.89 FREDERICKTOWN.....	D 29	19			s 1 55		
			f 7 35	111.68		7 19 CORNWALL.....	D 36	14			f 1 25		
			s 7 50	118.06	TP.....	6.38 MARQUAND.....	D 43	17			s 1 10		
			f 8 10	124.24		6.18 BESSVILLE.....	D 48	12			s 12 55		
			s 8 35	130.29		6.05 GLEN ALLEN.....	D 55	14			s 12 40		
			s 9 00	133.40	TP.....	3.11 LUTESVILLE.....	D 58	23			s 12 30		
			f 9 15	138.75		5.35 LAFLIN.....	D 63				f 12 15		
			s 9 30	144.65		5.90 WHITE WATER.....	D 69	24			s 12 01PM		
			s 11 45AM	147.17		2.52 ALLENVILLE.....Y	D 72	23			s 11 50AM		
				149.38		2.21 S. L.-S. F. CROSSING.....							
			s 12 15PM	149.42	LS.....	0.04 DELTA.....Y	D 74	21			s 9 25		
				149.43		0.01 ST. L. S. W. CROSSING.....							
				157.43		8.00 S. L.-S. F. CROSSING.....							
			s 12 50	158.18	TP.....	0.75 ORAN.....	D 83				s 9 05		
			s 12 58	162.09		3.91 MORLEY.....	D 87	19			s 8 45		
			s 1 13	167.43		5.34 BLODGETT.....	D 92	18			s 8 30		
			f 1 30	173.53		6.10 DIEHLSTADT.....	D 98	14			f 8 15		
				178.30		4.77 POPLAR BLUFF SUBDIV. CROSS'G.....							
			1 40PM	178.32	LS.....	0.02 CHARLESTON.....Y	D103	Yd.			8 00AM		
			Mon., Wed., Fri.			102.93					Tue., Thur., 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				Miles from St. Louis — Plum Street	TIMETABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					No. 1					SECOND CLASS			
			895 Local Freight		STATIONS								
			Daily Ex. Sunday								Daily Ex. Sunday		
			9 55AM	147.17		ALLENVILLE.....Y	D 72	23			11 45AM		
			s 10 20	157.84		10.87 GORDONVILLE.....	DC11	9			s 11 20		
			10 35AM	163.27	LS.....	5.43 JACKSON.....W	DC16	Yd.			11 05AM		
			Daily Ex. Sunday			16.10					Daily 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 Numbers	Miles from St. Louis — Plum Street	TIMETABLE No. 1 JULY 1, 1958	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.....	11 59PM	12 01PM		5 42PM	5 50PM	10 20PM		
X 1	1.10	LESPERANCE ST. W §							7 00AM	6 20PM
X 10	9.54	TP. JEFFERSON BARRACKS.	12 28AM	12 31PM		6 16PM	6 24PM	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 12 45						
X 27	26.50	P. RIVERSIDE..... Y								
X 27	27.39	PEVELY.....	f 12 49							
X 30	29.50	P. HORINE.....								
X 36	35.63	P. HEMATITE.....	a 12 58							
X 42	42.23	LS. DE SOTO..... s*	s 1 09	a 1 10		a 6 49		s 11 19PM		
X 47	47.13	P. VINELAND.....								
X 51	51.04	P. BLACKWELL.....*	a 1 23							
X 57	57.03	TP. CADET.....	n 1 31							
X 61	60.91	TP. MINERAL POINT.....*	s 1 37	s 1 31						
X 70	69.57	P. IRONDALE.....		a 1 40						
X 75	75.39	CS. BISMARCK.....@DWY	s 2 14	s 1 59			a 7 32	s 12 07AM	12 30PM	
X 81	80.77	P. IRON MOUNTAIN.....	a 2 24							
X 83	83.17	P. MIDDLEBROOK.....	a 2 27							
X 89	88.09	TP. ARCADIA-IRONTON.....*	s 2 34	s 2 16		a 7 36				
X 92	91.84	P. TIP TOP.....								
X 99	97.81	P. GLOVER.....*	a 2 50							
X 100	98.50	P. CHLORIDE.....								
X 108	107.99	P. ANNAPOLIS.....*	s 3 01							
X 112	111.83	P. NORTH DES ARC.....*	s 3 06							
X 120	117.74	P. GADS HILL.....								
X 127	124.45	TP. PIEDMONT.....*	s 3 29	a 3 02			a 8 32	s 1 09		
X 133	133.16	LEEPER.....*	f 3 38							
X 135	134.53	P. MILL SPRING.....*	a 3 41							
X 146	145.40	P. WILLIAMSVILLE.....*	a 3 54							
X 150	150.04	P. KEENERS.....								
X 153	152.61	P. HENDRICKSON.....*	a 4 05							
X 155	155.47	P. WILBY.....								
X 166	164.67	S. L.-S. F. CROSSING.....								
	165.53	CS. POPLAR BLUFF@DWY	s 5 10AM	s 3 50PM		s 9 10PM	s 9 20PM	s 2 10AM	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.
Radio Base stations are located at Yard Office and Dispatchers' Office, Poplar Bluff, Mo.

DE SOTO SUBDIV.—POPLAR BLUFF TO JEFFERSON BARRACKS

5

Sliding Capacity in Cars	Miles from Texarkana	TIMETABLE No. 1 JULY 1, 1958		TRAINS NORTHWARD						SECOND CLASS	
				FIRST CLASS							
				STATIONS	32 Passenger Daily	2 Passenger Daily	22 Passenger Daily	4 Passenger Daily	8 Passenger Daily	94 Local Freight Daily Ex. Sunday	388 Red Ball Freight Daily
		ST. LOUIS UNION STATION.....									
	493.76	2.78		7 53AM	8 12AM	8 25AM	4 40PM	11 00PM			
	489.17	8.44							4 30PM	3 00AM	
	480.73	2.91		7 10AM	7 37AM	7 50AM	a 3 57PM	10 16PM	4 00PM	1 00AM	
	477.82	6.30		6 57	7 26	7 43	3 46	10 10			
90	471.52	4.20									
	467.32	3.55					f 3 34				
90	463.77	0.89									
	462.88	2.11					f 3 29				
	460.77	6.13									
90	454.64	6.60					m 3 18				
125	448.04 448.03	4.90		LS...DE SOTO.....	s 6 15		s 3 09				
	443.13	3.90		P...VINELAND.....			m 3 02				
80	439.13 439.12	5.89		P...BLACKWELL.....			f 2 57				
	433.23	3.87		TP...CADET.....			s 2 49				
80	429.36	8.66		TP...MINERAL POINT.....			s 2 43				
80	420.70	5.82		P...xd-IRONDALE.....			s 2 32				
80	414.88	5.38		CS...BISMARCK.....@DWY	s 5 37		s 2 23	s 8 53	10 00AM		
	409.50	2.40		P...IRON MOUNTAIN.....			a 2 13				
80	407.10	5.52		P...MIDDLEBROOK.....			f 2 10				
	401.58 400.89	3.15		TP...ARCADIA-IRONTON.....	s 5 15		s 2 00	s 8 33			
80	397.74	5.97		P...TIP TOP.....							
	391.77	1.62		P...GLOVER.....			f 1 46				
80	390.15	7.87		P...CHLORIDE.....							
80	382.28 379.98	3.84		P...ANNAPOLIS.....			s 1 34				
	376.14	5.91		P...NORTH DES ARC.....			s 1 28				
80	370.23	6.71		P...GADS HILL.....							
106	363.52 363.51	6.42		TP...PIEDMONT.....	s 4 23		s 1 09	a 7 42			
	357.10	1.36		...LEEPER.....			f 1 00				
80	355.74 355.62	10.87		P...MILL SPRING.....			f 12 57				
80	344.75	4.52		P...WILLIAMSVILLE.....			s 12 44				
	340.23	2.57		P...KEENERS.....							
	337.66	2.86		P...HENDRICKSON.....			m 12 35				
80	334.80 334.51	0.57		P...WILBY.....							
	325.31	0.57		...S. L.-S. F. CROSSING.....							
Yd	324.74	162.33		CS...POPLAR BLUFF @DWY	3 35AM	4 15AM	4 45AM	12 19PM	6 55PM	6 00AM	4 00PM
					Daily	Daily	Daily	Daily	Daily	Daily 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.
Radio Base stations are located at Yard Office and Dispatchers' Office, Poplar Bluff, Mo.

6 POPLAR BLUFF SUBDIV.—BETWEEN POPLAR BLUFF AND CHARLESTON

TRAINS SOUTHWARD				Miles from St. Louis — Plum Street	TIMETABLE No. 1 JULY 1, 1958		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					SECOND CLASS							
69 Red Ball Freight Daily	891 Local Freight Daily Ex. Sunday	65 Red Ball Freight Daily	67 Red Ball Freight Daily		STATIONS				890 Local Freight Daily Ex. Sunday	60 Red Ball Freight Daily	76 Red Ball Freight Daily	72 Red Ball Freight Daily
	9 45AM			224.79	LS.....	CHARLESTON.....	Y D 103	Yd.	8 30AM			
				224.76	CHARLESTON SUBDIV. CROSSING							
	s 9 59			219.56	LS.....	BERTRAND.....	XD 54	12	s 8 10			
	f 10 05			217.36		BUCKEYE.....	XD 52		f 8 00			
	10 10			214.50		MINER.....	XD 49		7 50			
	s 10 30			211.47	LS.....	SIKESTON.....	XD 46	28	s 7 35			
				211.07		S. L.-S. F. CROSSING.....						
				205.54		S. L.-S. F. CROSSING.....						
	s 10 45			205.48		MOREHOUSE.....	XD 40	14	s 7 06			
	f 10 56			200.23		GRAY RIDGE.....	XD 35		f 6 55			
	s 11 10			195.67	TP.....	ESSEX.....	XD 30	26	s 6 45			
				191.27		ST. L. S. W. CROSSING.....						
9 20PM		6 40AM	12 25AM	192.54		MO JCT.....						
	11 25AM			191.32		DEXTER JCT.....	XD 26		6 35	6 15AM	3 30PM	7 45PM
	s 12 05PM			190.11	LS.....	DEXTER.....	XD 24	132	s 5 55			
	f 12 20			182.89		DUDLEY.....	XD 17		f 5 30			
				178.73	P.....	IVES.....	XD 13	128				
	s 12 35			176.12	TP.....	FISK.....	XD 11		s 5 20			
				171.83	P.....	JUNLAND.....	XD 6	128				
10 30PM	1 10PM	7 40AM	1 20AM	165.53	CS.....	POPLAR BLUFF.@DWY	X 166	Yd.	5 00AM	5 30AM	2 30PM	6 40PM
Daily	Daily Ex. Sunday	Daily	Daily						Daily Ex. Sunday	Daily	Daily	Daily
							59.26					

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.

ⓑ Radio Base stations are located at Yard Office and Dispatchers' Office, Poplar Bluff, Mo.

POTOSI SUBDIV.—BETWEEN MINERAL POINT AND POTOSI

				Miles from St. Louis — Plum Street	TIMETABLE No. 1 JULY 1, 1958		Station Numbers	Siding Capacity in Cars						
					STATIONS									
				60.91	TP.....	MINERAL POINT.....	X 61							
				64.41	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.

MT. VERNON SUBDIV.—BETWEEN MV JCT. AND MT. VERNON

TRAINS SOUTHWARD				Miles from Valley Jct.	STATIONS	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD					
SECOND CLASS								SECOND CLASS					
897 Local Freight								898 Local Freight					
			Daily Ex. Sunday										
			5 30AM	63.72	P.....MV JCT.....Y								11 45AM
			5 50	71.86	P.....WELGE.....	CA10	93						11 25
			6 05	77.34	LS.....STEELEVILLE.....WY	CA16	70						11 10
			6 10	79.48	.....PERCY.....	CA18							11 05
				79.49	.....G. M. & O. CROSSING.....								
			6 25	82.64	.....CUTLER.....	CA21							10 55
			6 30	83.74	P.....NEW WILSON.....	CA22	106						10 50
				84.97	.....JAMESTOWN.....	CA24							
			6 40	87.54	P.....CONANT.....	CA26	10						10 40
				92.56	.....I. C. CROSSING No. 1.....								
			7 00	92.57	LS.....PINCKNEYVILLE...@DWY	CA31	Yd.						10 30
				95.33	.....SR JCT.....								
				102.73	P.....I. C. CROSSING No. 2.....								
			7 30	102.95	.....TAMAROA.....	CA41							10 10
			7 35	103.56	.....TT SIDING.....								10 05
			7 55	111.26	P.....SCHELLER.....	CA50	Yd.						9 45
					.....I. C. CROSSING No. 3.....								
			8 05	114.54	LS.....WALTONVILLE.....	CA53	19						9 35
				114.80	.....C. B. & Q. CROSSING.....								
				120.25	.....MARCOE.....	CA59	7						
			8 25	121.88	P.....J. S. W. CONNECTION.....		51						9 10
				124.92	.....L. & N. CROSSING.....								
			8 45AM	125.01	P.....MT. VERNON.....WY	CA64	Yd.						9 00AM
			Daily Ex. Sunday										Daily Ex. Sunday

ⓑ Radio Base Station is located in Yardmaster's Office, Pinckneyville.

CAIRO SUBDIV.—BETWEEN THEBES JCT. AND CAIRO

CAPE GIRARDEAU SUBDIV.—BETWEEN CAPE DEAU JCT. AND CAPE GIRARDEAU

TRAINS SOUTHWARD		TIMETABLE No. 1				TRAINS NORTHWARD	
SECOND CLASS		JULY 1, 1958				SECOND CLASS	
381 Red Ball Freight		STATIONS				382 Red Ball Freight	
	Daily Ex. Sunday						Daily Ex. Sunday
10 00AM	117.53	CS.....GALE.....W					3 00PM
10 15AM	120.70	P.....THEBES JCT.....Y		62			1 25PM
	125.60	.....C. & E. I. CROSSING.....					
	126.26	.....TANKVILLE.....	CG 6				
10 38	130.83	P.....MILLER CITY.....	CG10	33			1 05
10 44	133.57	.....ROTH.....	CG13				12 55
	135.79	.....CACHE.....	CG15				
	142.68	.....G. M. & O. CROSSING.....					
	144.25	.....C. C. C. & ST. L. CROSSING.....					
11 45AM	145.01	P.....CAIRO.....W	CG24	Yd.			12 30PM
Daily Ex. Sunday							Daily Ex. Sunday

TRAINS SOUTHWARD		TIMETABLE No. 1				TRAINS NORTHWARD	
SECOND CLASS		JULY 1, 1958				SECOND CLASS	
383 Freight		STATIONS				384 Freight	
	Daily Ex. Sunday						Daily Ex. Sunday
9 30AM	117.53	CS.....GALE, ILL.....W					1 30PM
9 50AM	122.83	P.....CAPE DEAU JCT., Mo.....	C132				12 55PM
	125.81	.....MASSEY JCT.....					
10 10	127.06	P.....MARQUETTE.....	CF 4	19			12 45
	127.69	.....RIVER CROSSING.....					
	128.66	.....S. L.-S. F. CROSSING.....					
	129.44	.....WYE TRACK CROSSING.....					
	129.45	.....WYE TRACK CROSSING.....					
	129.62	.....S. E. MO. LBR. CROSSING.....					
11 00AM	130.23	P.....CAPE GIRARDEAU.....Y	CF 7	Yd.			12 30PM
Daily Ex. Sunday							Daily Ex. Sunday

CHESTER SUBDIV.—VALLEY JCT. TO NORTH JCT.

Station Numbers	Miles from Valley Jct.	TIMETABLE No. 1 JULY 1, 1958		TRAINS SOUTHWARD						
				FIRST CLASS		SECOND CLASS				
				907 St. L. S. W. Passenger		897 Local Freight	381 Red Ball Freight	391 Local Freight	383 Freight	393 Local Freight
STATIONS				Daily		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Saturday
C 9	0.00	Note 1 VALLEY JCT.		11 15PM						
	0.20	0.20 St. L. S. W. Connection.								
	4.31	4.11 P. NO. DUPO I.R.R.A. Crossing								
		1.77								
C 15	6.08	Note 2 DUPO .....@DTW		f 11 23				7 00AM		11 15AM
C 16	7.18	1.10 P. SOUTH DUPO		11 25				7 05		11 20
C 17	8.08	0.90 BIXBY						7 10		
	9.41	1.33 CS. G.M. & O. CROSSING.		11 30				7 15		11 27AM
C 24	15.17	5.76 P. WARNOCK		11 37				7 30		
C 31	22.53	7.36 LS. VALMEYER		11 46				8 10		
		5.41								
C 37	27.94	Note 3 P. MARYSTOWN		11 53PM				8 25		
C 48	39.76	11.82 P. DANLEY		12 09AM				8 55		
C 50	41.73	1.97 LS. PRAIRIE DuROCHER. W		12 12				9 45		
	47.71	5.98 P. FI CROSSOVER								
		1.46								
C 58	49.17	CS. FLINTON-Me.-Ill. Crossing						10 30		12 26PM
		5.29								
C 63	54.46	P. REILY LAKE						10 50		
		7.10								
C 70	61.56	CS. CHESTER		W s 12 39		5 15AM		11 05		12 42
	63.72	2.16 P. MV JCT.		Y		5 30AM		11 30		
		2.03								
C 74	65.75	P. FORD						11 35AM		
		5.94								
C 80	71.69	P. CORA								
		4.70								
	76.39	P. RADDLE JCT.								
		4.56								
C 90	80.93	P. JACOB								
		0.46								
	81.41	P. JA								
		2.80								
C 93	84.21	LS. GORHAM WY.		s 1 07				12 25PM		1 12PM
		0.58								
	84.79	P. I. C. CROSSING								
		0.04								
	84.83	P. GO								
		2.90								
	87.73	P. CC								
		2.86								
	90.59	P. AA JCT.								
		4.48								
	95.07	P. BB JCT.								
		2.94								
	98.01	P. DD								
		1.75								
C108	99.76	LS. WOLF LAKE								
		8.30								
	108.06	P. HH								
		5.31								
C122	113.37	LS. McCLURE								
		2.21								
	115.58	P. JJ								
		1.95								
C127	117.53	CS. GALE		W s 1 50AM			10 00AM	2 00PM	9 30AM	
		1.80								
C128	119.33	P. NORTH JCT.		1 54AM			10 10AM		9 40AM	
		115.20								
C243		PARAGOULD								
				Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Saturday

Note 1.—Between Valley Jct. and North Dupo, Signal Indication, both Opposing and Following Movements.

Note 2.—Between North Dupo and G. M. & O. Crossing, Signal Indication, with Current of Traffic.

Note 3.—Between G. M. & O. Crossing and FI Crossover, Block Signalled with Current of Traffic only. (See Section 1, page 13).

ⓑ Radio Base Station is located in Yard "C" Yard Office, Dupo.

CHESTER SUBDIV.—NORTH JCT. TO VALLEY JCT.

9

Siding Capacity in Cars	Miles from North Jct.	TIMETABLE No. 1 JULY 1, 1958	TRAINS NORTHWARD					
			FIRST CLASS			SECOND CLASS		
			908 St. L. S. W. Passenger			898 Local Freight	392 Local Freight	382 Red Ball Freight
Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	
STATIONS								
	119.33	..... VALLEY JCT. 0.20	7 28AM					
	119.13	..... St. L. S. W. Connection..... 4.11						
	115.02	..... P. NO. DUPO-T.R.R.A. Crossing..... 1.77						
Yd.	113.25	..... DUPO ...@DTW§ 1.10	f 7 17			1 30PM		1 25PM
	112.15	..... P. SOUTH DUPO..... 0.90	7 14			1 20		1 18
	111.25	..... BIXBY 1.33						
	109.92	..... CS. G.M. & O. CROSSING..... 5.76	7 11			1 15		1 12
	104.16	..... P. WARNOCK..... 7.36	7 02			1 05		
112	96.80	..... LS. VALMEYER..... 5.41	6 52			12 50		
	91.39	..... P. MAEYSTOWN..... 11.82	6 43			12 40		
	79.57	..... P. DANLEY..... 1.97	6 26			12 20		
	77.60	..... LS. PRAIRIE DuROCHER..W 5.98	6 23			12 15PM		
	71.62	..... P. FI CROSSOVER..... 1.46	6 14					
184 n125 s125	70.16	..... CS. FLINTON-Mo.-Ill. Crossing..... 5.29				11 25AM		12 10PM
	64.87	..... P. REILY LAKE..... 7.10				11 05		
n125 s83	57.77	..... CS. CHESTER..... W 2.16	s 5 57			11 55AM		11 50AM
	55.61	..... P. MV JCT..... Y 2.03				11 45AM		
n141 s126 n135 s143 164	53.58	..... P. FORD..... 5.94				10 05		
	47.64	..... P. CORA..... 4.70						
	42.94	..... P. RADDLE JCT..... 4.56						
	38.38	..... P. JACOB..... 0.46						
	37.92	..... P. JA..... 2.80						
	35.12	..... LS. GORHAM..... WY. 0.58	s 5 28			9 15		11 20AM
	34.54	..... P. I. C. CROSSING..... 0.04						
	34.50	..... P. GO..... 2.90						
	31.60	..... P. CC..... 2.86						
	28.74	..... P. AA JCT..... 4.48						
	24.26	..... P. BB JCT..... 2.94						
	21.32	..... P. DD..... 1.75						
	19.57	..... LS. WOLF LAKE..... 8.30				8 30		
	11.27	..... P. HH..... 5.31						
	5.96	..... LS. McCLOURE..... 2.21				7 45		
	3.75	..... P. JJ..... 1.95						
Yd.	1.80	..... CS. GALE..... W 1.80	s 4 45			7 00AM	3 00PM	1 30PM
	0.00	..... P. NORTH JCT..... 115.20	4 42AM				1 35PM	1 20PM
		..... PARAGOULD						
			Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday

Note 1.—Between Valley Jct. and North Dupo, Signal Indication, both Opposing and Following Movements.
 Note 2.—Between North Dupo and G. M. & O. Crossing, Signal Indication, with Current of Traffic.
 Note 3.—Between G. M. & O. Crossing and FI Crossover, Block Signalled with Current of Traffic only. (See Section 1, page 13).

ⓑ Radio Base Station is located in Yard "C" Yard Office, Dupo.

Station Numbers	Miles from Valley Jct.	TIMETABLE No. 1 JULY 1, 1958	TRAINS SOUTHWARD								
			SECOND CLASS								
			65 Red Ball Freight	369 Red Ball Freight	971 St. L. S. W. Freight	975 St. L. S. W. Freight	69 Red Ball Freight	361 Red Ball Freight	973 St. L. S. W. Freight	67 Red Ball Freight	977 St. L. S. W. Freight
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
C 9	0.00	VALLEY JCT.			10 30AM	11 30AM			7 10PM		8 30PM
	0.20	St. L. S. W. Connection.									8 35
	4.31	P. NO. DUPO-I.R.R.A. Crossing									
C 15	6.08	DUPO @DTW §	2 00AM	3 00AM				2 00PM	7 00PM		8 15PM
C 16	7.18	P. SOUTH DUPO	2 05	3 05	10 43	11 50	2 05	7 05	7 23	8 20	8 56
C 17	8.08	BIXBY									
	9.41	CS. G.M. & O. CROSSING.	2 15	3 15	10 47	11 56AM	2 10	7 15	7 27	8 30	9 00
C 24	15.17	P. WARNOCK									
C 31	22.53	LS. VALMEYER									
C 37	27.94	P. MAEYSTOWN									
C 48	39.76	P. DANLEY									
C 50	41.73	LS. PRAIRIE DuROCHER . . W									
	47.71	P. FI CROSSOVER									
C 58	49.17	CS. FLINTON-Mo. Ill. Crossing	3 15	4 30	11 42AM	12 54PM	3 10	8 15	8 22	9 20	9 50PM
C 63	54.46	P. REILY LAKE									
C 70	61.56	CS. CHESTER W									
	63.72	P. MV JCT. Y									
C 74	65.75	P. FORD									
C 80	71.69	P. CORA									
	76.39	P. RADDLE JCT.									
C 90	80.95	P. JACOB									
	81.41	P. JA									
C 93	84.21	LS. GORHAM WY									
	84.79	P. I. C. CROSSING									
	84.83	P. GO									
	87.73	P. CC									
	90.59	P. AA JCT.									
	95.07	P. BB JCT.									
	98.01	P. DD									
C108	99.76	LS. WOLF LAKE									
	108.06	P. HH									
C122	113.37	LS. McCLURE									
	115.58	P. JJ									
C127	117.53	CS. GALE W	5 10	7 00			5 30	10 50		11 10	
	119.33	P. NORTH JCT.	5 15AM	7 10AM	1 30PM	3 15PM	5 40PM	10 55PM	10 10PM	11 15PM	12 35AM
		DEXTER JCT.	6 40AM				9 20PM			12 25AM	
C243		PARAGOULD		11 30AM				2 30AM			
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Note 1

Note 2

Note 3

Signal Indication, Both Opposing and Following Movements

ABS

Two Main Tracks

Two Main Tracks

Two Main Tracks

Note 1.—Between Valley Jct. and North Dupo, Signal Indication, both Opposing and Following Movements.
 Note 2.—Between North Dupo and G. M. & O. Crossing, Signal Indication, with Current of Traffic.
 Note 3.—Between G. M. & O. Crossing and FI Crossover, Block Signalled with Current of Traffic only. (See Section 1, page 13).

ⓑ Radio Base Station is located in Yard "C" Yard Office, Dupo.

CHESTER SUBDIV.—NORTH JCT. TO VALLEY JCT.

Sliding Capacity in Cars	Miles from North Jct.	TIMETABLE No. 1 JULY 1, 1958	TRAINS NORTHWARD							
			SECOND CLASS							
			978 St. L. S. W. Freight	60 Red Ball Freight		370 Red Ball Freight	976 St. L. S. W. Freight	76 Red Ball Freight	360 Red Ball Freight	72 Red Ball Freight
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	119.33	..... VALLEY JCT.	6 35AM				8 00PM			
	119.13	0.20 St. L. S. W. Connection.								
	115.02	4.11 P..NO. DUPO-T.R.R.A. Crossing								
	113.25	1.77 DUPO .....@DTW &		11 59AM		3 00AM		10 00PM	11 30AM	2 00AM
Yd.	112.15	1.10 P..SOUTH DUPO.....	6 15	10 45		1 40	7 35	9 01	11 15	1 40
	111.25	0.90 BIXBY								
	109.92	1.33 CS.G.M.&O. CROSSING.	6 10	10 38		1 30	7 25	8 56	10 20	1 30
	104.16	5.76 P..WARNOCK								
	112 96.80	7.36 LS..VALMEYER.....								
	91.39	5.41 P..MAEYSTOWN.....								
	79.57	11.82 P..DANLEY.....								
	77.60	1.97 LS.PRAIRIE DuROCHER..W								
	71.62	5.98 P..FI CROSSOVER.....								
184	70.16	1.46 CS..FLINTON-Ma.-Ill. Crossing	4 50	9 42		12 20AM	5 50	8 01	9 15	12 15AM
n125	64.87	5.29 P..REILY LAKE.....								
n125	57.77	7.10 CS..CHESTER.....W								
s 83	55.61	2.16 P..MV JCT.....Y								
	53.58	2.03 P..FORD.....								
n141	47.64	5.94 P..CORA.....								
n135	42.94	4.70 P..RADDLE JCT.....								
s143	38.38	4.56 P..JACOB.....								
145	37.92	0.46 P..JA.....								
	35.12	2.80 LS..GORHAM.....WY								
	34.54	0.58 P..I. C. CROSSING.....								
	34.50	0.04 GO.....								
	31.60	2.90 P..CC.....								
	28.74	2.86 P..AA JCT.....								
	24.26	4.48 P..BB JCT.....								
	21.32	2.94 P..DD.....								
	19.57	1.75 LS..WOLF LAKE.....								
	11.27	8.30 P..HH.....								
	5.96	5.31 LS..McCLURE.....								
	3.75	2.21 P..JJ.....								
Yd.	1.80	1.95 CS..GALE.....W		7 40AM		7 45PM		5 10PM	7 00AM	9 30PM
	0.00	1.80 P..NORTH JCT.....	1 00AM	7 30AM		7 15PM	3 05PM	4 55PM	6 20AM	9 00PM
		51.56 DEXTER JCT.....		6 15AM				3 30PM		7 45PM
		63.64 PARAGOULD.....				12 30PM			2 00AM	
			Daily	Daily		Daily	Daily	Daily	Daily	Daily

Note 1.—Between Valley Jct. and North Dupo, Signal Indication, both Opposing and Following Movements.
 Note 2.—Between North Dupo and G. M. & O. Crossing, Signal Indication, with Current of Traffic.
 Note 3.—Between G. M. & O. Crossing and FI Crossover, Block Signalled with Current of Traffic only. (See Section 1, page 13).

ⓑ Radio Base Station is located in Yard "C" Yard Office, Dupo.

EAST AND WEST SUBDIV.—BETWEEN GORHAM AND MARION

TRAINS SOUTHWARD				Miles from Valley Jct.	TIMETABLE				Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD					
SECOND CLASS					No. 1						SECOND CLASS					
			393 Local Freight		STATIONS										394 Local Freight	
			Daily Ex. Saturday													
			1 12PM	84.21	LS	GORHAM . . . WY		C 93								
			1 15	85.90	P	GG JCT.	Two Main Tracks									
				87.48	P	GRIMSBY		CD 3	130							
			1 45	94.21	LS	MURPHYSBORO		CD10	115							
			2 00	101.90	P	ND-BOND		CD18	141							
			2 02	102.66		DE SOTO		CD19								
			2 15PM	108.15	LS	BUSH @DWY§		CD24	Yd.							
				111.98	P	CLIFFORD		CB4	60							
				114.10		I. C. CROSSING										
				114.84	P	HERRIN		CB7	Yd.							
				114.96		C. B. & Q. CROSSING										
				116.31	P	CHALK JCT.		CB8								
						I. C. CONNECTION										
						BUCKHORN LEAD										
				120.92	P	Mc CLINTOCK WYE Y										
				123.46	P	WEST VIRGINIA WYE Y										
				127.19		I. C. CROSSING No. 2										
				127.50	P	MARION W		CB17								
				127.76		C. & E. I. CROSSING										
			Daily Ex. Saturday				43.55									
			Daily Ex. Sunday													

® Radio Base Station is located in Yardmaster's Office, Bush.

BENTON SUBDIV.—BETWEEN BUSH AND BENTON

TRAINS SOUTHWARD				Miles from Valley Jct.	TIMETABLE				Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD					
SECOND CLASS					No. 1						SECOND CLASS					
			395 Local Freight		STATIONS										396 Local Freight	
			Daily Ex. Saturday													
			8 30AM	108.15	LS	BUSH DWY§		CD24	Yd.							
			8 36	110.25	P	ROYALTON JCT.		CD26A								
				112.48	P	WEIR										
			8 49	114.81	P	ZEIGLER		CD31	Yd.							
				115.40	P	I. C. CROSSING										
				115.44		C. Z. & G. CROSSING No. 2										
				117.06		C. B. & Q. CROSSING										
				118.61	P	ORIENT JCT. Y										
			9 20AM	124.48	P	BENTON Y		CD40	18							
			Daily Ex. Sunday				16.33									
			Daily Ex. Sunday													

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.
- Cairo Subdiv.** No. 381 is superior to No. 382.
- Cape Girardeau Subdiv.** No. 383 is superior to No. 384.
- Mt. Vernon Subdiv.** No. 897 is superior to No. 898.
- Benton Subdiv.** No. 395 is superior to No. 396.

EAST AND WEST SUBDIV.

BETWEEN MILE POST 106, POLE 0, BUSH YARD, AND MILE POST 100, POLE 30, ND-BOND, TRAINS HAVE NO TIMETABLE SUPERIORITY. TRAINS AND ENGINES WILL MOVE AT RESTRICTED SPEED BETWEEN SUCH POINTS.

CHESTER SUBDIV.

Member of crew of Southward trains originating at Dupo will call Train Dispatcher before entering main track.

Movements against the Current of Traffic, between North Dupo and G. M. & O. Crossing, except switching movements under the provisions of Rule 93, must not be made unless authorized by the Superintendent, Assistant Superintendent, Trainmaster, General Yardmaster or the Assistant Yardmaster. Before granting such authority, such Division Officers will clear the track to be used of opposing trains and provide proper protection for the movement. Movements so authorized by such Division Officer must not exceed 25 miles per hour.

Train orders will not be issued covering movements against the Current of Traffic in this territory.

Between G. M. & O. Crossing and FI Crossover, which territory is Block Signalled for Movement with Current of Traffic only, trains may run with the Current of Traffic without train orders. Between G. M. & O. Crossing and FI Crossover, trains must not cross over and move against the Current of Traffic, unless authorized by Train Order, Form D-R. Second-class and extra trains must receive Clearance at G. M. & O.

Crossing and Gale. Trains started at other than initial stations mentioned must have Clearance, or permission from Train Dispatcher before proceeding. Work Trains in territory between G. M. & O. Crossing and FI Crossover will be authorized only by Train Orders, Form D-H. Rule 86 is modified to extent second-class and extra trains moving with the Current of Traffic between G. M. & O. Crossing and FI Crossover will not clear, or require Train Order, Form B, to run ahead of first-class trains moving with the Current of Traffic.

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.

CONSIST "A"....Diesel 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 tightlock 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, Baggage Cars 4255, 4256, 4257, 4258, 4259, Diner 10242 and Office Car "The Eagle" 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.

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

	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	
Lesperance St. Subdiv. (St. Louis Terminal)								
Between Lesperance St. and Davis St.....	30	30	30	30		30	30	
Between Davis St. and Jefferson Barracks.	45	60	65	65		65	65	
DeSoto Subdivision:								
Between Jefferson Barracks and Mile Post 20	50	60	65	65		65	65	Five
Between Mile Post 20 and Mile Post 33.....	50	55	60	60		60	60	Miles
Between Mile Post 33 and Mile Post 52.....	50	60	65	65	Speed	65	65	per hour
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	
Between Mile Post 119 and Poplar Bluff....	50	55	60	60	shown	60	60	above speed
Poplar Bluff Subdivision:								
Between Alfalfa Center and Charleston....	15	15	15	15		15	15	
Between Charleston and Dexter Junction...	30	40	40	40		40	40	shown on
Between Dexter Jct. and Poplar Bluff.....	50	60	60	60		60	60	
Between MO Jct. and Dexter.....	40	50	50	50	on	50	50	slow speed
Charleston Subdivision:								
Between Bismarck and Allenville.....	30	40	40	40		40	40	signs on
Between Allenville and Charleston.....	25	35	35	35		35	35	
Jackson Subdivision.....	30	30	30	30	slow speed	30	30	DeSoto
Potosi Subdivision.....	25	25	25	25		25	25	Subdivision
Chester Subdivision:								
Between Valley Jct. and Valmeyer.....	45	50	50	50		50	50	only
Between Valmeyer and Danley					signs			
(Southward Track).....	45	50	50	50		50	50	
(Northward Track).....	45	59	59	59		59	59	
Between Danley and Flinton.....	45	50	50	50		50	50	
Between Flinton and Raddle Jct.....	45	60	60	60		60	60	
Between Raddle Jct. and North Jct.....	45	50	50	50		50	50	

SPECIAL INSTRUCTIONS

2-A. MAXIMUM TRAIN SPEED: (Concluded).

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

	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
Mt. Vernon Subdivision:								
Between MV Jct. and Pinckneyville.....	35	45	45	45	Speed	45	45	Five Miles per hour above speed shown on slow speed signs on DeSoto Subdivision only
Between Pinckneyville and Mt. Vernon....	30	35	35	35		35	35	
East and West Subdivision:								
Between Gorham and Bush.....	35	45	45	45	shown	45	45	Five Miles per hour above speed shown on slow speed signs on DeSoto Subdivision only
Between Bush and Herrin.....	20	35	35	35		35	35	
Between Herrin and Chalk Jct.....	15	25	25	25		25	25	
Between Chalk Jct. and Marion.....	25	30	30	30	on	30	30	
Between McClintock Wye and Johnston City.....	15	20	20	20		20	20	
Between Pollard and Chalk Jct.....	20	25	25	25	slow speed	25	25	
Between West Virginia Wye and Pittsburg.....	20	20	20	20		20	20	
Benton Subdivision	20	30	30	30		30	30	
Cairo Subdivision	30	30	30	30	signs	30	30	
Cape Girardeau Subdivision	25	35	35	35		35	35	

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	MV-KO&G-OCAA	
4102 to 4103.....	75	DIESEL ENGINES	
4104 to 4371.....	65	751 to 756.....	65
4501 to 4526.....	65		
7000 to 7021.....	98	Motor Cars:	
7100.....	90	Passenger Motor	
8001 to 8036.....	98	Car No. 670, with	
9000 to 9022.....	35	mechanical drive	
9102 to 9191.....	35	.....70	
9200 to 9239.....	35		

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, Chester, Charleston and Jackson.....	25
East & West (between Gorham and Bush) and Mt. Vernon (between MV Jct. and Pinckneyville) Subdivs.....	20
Cape Girardeau, Cairo, Benton, East & West (between Bush and Marion), Mt. Vernon (between Pinckneyville and Mt. Vernon) Subdivs. and in coal fields between West Virginia Wye and Pittsburg, Chalk Jct. and Pollard, and all mine leads.	15
Potosi.....	10

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

Miles Per Hour

Through No. 10 lateral turnouts and crossovers, entire train	15
Through Nos. 15, 16 and 20 lateral turnouts and crossovers, entire train.....	30
Through No. 20 equilateral turnouts, 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).	

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.

Charleston 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 Charleston 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

3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED: (Continued).

	Miles Per Hour	
	Consist "A"	Consist "B"

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.		
East and West Subdiv.:		
Bush: Trains and engines must not exceed a speed of 10 MPH over highway No. 149 Crossing.		
Mt. Vernon & Benton Subdivs. and Coal Fields:		
While engine or forward car is between G. M. & O. Crossing (Percy)	15	15
Absolute signal and C. B. & Q. Crossing (Ziegler Jct.)	15	15
crossing I. C. Crossing (Fair Grounds-Marion)	20	20
Chester Subdiv.:		
Over Bridge 3, MP 3 Poles 30 to 35	15	15
The turnouts at end of two main tracks, Raddle Jct., and at end of two main tracks, AA Jct., and BB Jct., are equilateral No. 20 turnouts.		
The requirements of Rules 281 and 283 are modified to the extent that: When signal aspects per Rules 281 or 283 are displayed by Southward Signal No. 763 at Raddle Jct., or Southward Signal No. 949 at BB Jct., trains may proceed through equilateral turnouts at these locations at a speed not to exceed fifty miles per hour, except that when maximum train speed shown in Section 2-A, Consist "A", of Special Instructions in timetable is lower than fifty miles per hour, such maximum train speed will govern.		

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
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
Charleston Subdiv.:									
15	152	8	157	0	15	157	0	152	8
15	162	7	173	25	15	173	25	162	7

3-D. (Concluded):

Permissible Speed in Miles per hour	SOUTHWARD				NORTHWARD				
	From		To		Permissible Speed in Miles per hour	From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole
Chester Subdiv.:									
30	5	20	6	20	30	6	20	5	20
Mt. Vernon Subdiv.:									
15	64	2	64	14	15	64	14	64	2
15	77	3	77	12	10	102	28	102	20
10	102	20	102	28	10	124	37	124	20
10	124	20	124	37					
Eastand West Subdiv.:									
15	84	9	84	20	15	84	20	84	9
Cairo Subdiv.:									
15	120	27	120	40	15	120	40	120	27

3-E. SPEED RESTRICTIONS FOR PASSENGER CARS HAVING SLID FLAT WHEELS:

No speed limitations are necessary for the safe operation of slid flat wheels under passenger train cars if the length of the flat spot does not exceed the maximum length stated below:

Four wheel truck cars:	
All types including BX cars	3.25 inches
Six wheel truck cars:	
Coaches	3.50 inches
All other	3.25 inches

If the length of the flat spot is greater than the stated figure, the operating speed must not exceed 10 miles per hour to prevent serious rail and wheel damage.

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

Miles Per Hour

All Diesel Engines and Motor Cars dead in tow and 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, control air reservoir drained, and drain cocks left open; all switches opened; battery 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 in 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 restrictions for flat spots shorter than above specified lengths.

3-G. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.:	Miles Per Hour
Pile Drivers.....	25
Steam Shovels.....	25
Bridge Derrick Cars (non-revolving).....	30
<p>Bridge derrick cars (non-revolving) 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; and 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.</p>	
Bridge Derrick-Pile Driver (combination machine).....	25
<p>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.</p>	
American Ditchers (self-propelling).....	25
<p>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.</p>	
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, otherwise speed must not exceed 15 miles per hour until machine is headed in working direction at nearest point where turning facilities are available. The plows' wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.</p>	

3-G. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Concluded): Miles Per Hour

Wrecking Cranes (non-self-propelling)..... 25

Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling work equipment shown in Item 3-G above, must be restricted to five miles per hour less than such maximum freight train speed.

Wrecking Cranes (self-propelling):

The speed of trains handling wrecking cranes (self-propelling) shall be restricted according to maximum permissible speed of freight trains, Consist "A", thus:

Maximum Freight Train Speed	Permissible Speed When Handling Self-propelled Wrecking Cranes
MPH	MPH
15	10
20	15
25	15
30	20
35	20
40	25
45	30
49	30
50	30
55	35

Chemical Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position..... Maximum Train Speed Consist "A"

Scale Test Cars (Except MPX 5121)..... 30

Scale Test Car MPX 5121..... Maximum Train Speed, Consist "A"

Scale test cars must be handled next to cabooses.

3-H. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:

When there is to be handled any unit of equipment mentioned in Items 3-E, 3-F and 3-G above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before leaving the station from which such restricted equipment is handled.

3-I. STEAM ENGINES - MAXIMUM ENGINE SPEED AND SPEED RESTRICTIONS:

Because of 100% Dieselization of motive power on this division, this timetable does not include maximum engine speed and speed restrictions for steam engines. Manner of handling steam engines, either in service or in tow, will be governed by instructions issued by Superintendent or Trainmaster at the time of handling.

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	{ PProspect 1-0500. MMain 1-1000—Station 730.		
★Dr. E. J. Senn	Herculeanum, Mo.		Pevely 47		2121.
★Dr. H. E. Donnell, Local Surgeon	De Soto, Mo.	12 Boyd	1135	322 Boyd	1136.
★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. G. F. Cresswell, Local Surgeon	Potosi, Mo.		174		139.
★Dr. B. M. Bull, Local Surgeon	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	5-5782		
★Dr. J. W. McPheeters, Sr., Div. Surgeon	Poplar Bluff, Mo.	Lucy Lee Hospital Second and Elm	5-5782	960 Cynthia	5-2288.
★Dr. J. W. McPheeters, Jr.	Poplar Bluff, Mo.	Lucy Lee Hospital Second and Elm	5-5782	Spring and North	5-4590.
★Dr. H. M. Henrickson, Div. Surgeon	Poplar Bluff, Mo.	Poplar Bluff Hospital 215 Oak	5-4627	Highway 67 North	5-2801.
★Dr. H. O. Henrickson	Poplar Bluff, Mo.	Poplar Bluff Hospital 215 Oak	5-4627	Highway 67 North	5-3182.
★Dr. W. E. Henrickson	Poplar Bluff, Mo.	Poplar Bluff Hospital 215 Oak	5-4627	409 North Second	5-4444.
★Dr. C. E. Michaelis, Local Surgeon	Fredericktown, Mo.	135 Mine Lamotte	540	8 Head Drive	597.
★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 Dispensary Surgeon	Jackson, Mo.	121a Court	676	131 Elmwood	675.
★Dr. E. M. Popp	Bismarck, Mo.				25.
★Dr. V. P. Siegel	East St. Louis, Ill.	1st National Bank Bldg.	UPTon 5-2632	17 Country Club Place	EXpress 1123.
★Dr. P. F. Norbet	Belleville, Ill.	111 South High	BELLville 6675	334 West Cleveland	3456.
★Dr. C. E. Burpo	Belleville, Ill.	111 South High	BELLville 6573	1703 Foster Adair Gardens	3456.
EMERGENCY STATION	Dupo, Ill.				
★Dr. E. S. Evenson	Dupo, Ill.	127 North Second	166	309 North Fourth	537.
★Dr. F. W. Gebhardt	Columbia, Ill.	Rapp and Market	4116	Rapp and Market	4116.
★Dr. G. Dundon	Columbia, Ill.	205 South Main	177	626 Bottom	123-W.
★Dr. F. M. Perez	Valmeyer, Ill.		98-J		98-W.
★Dr. G. Dundon	Prairie DuRocher, Ill.	Colonial Inn	70-J	Prairie DuRocher	70-W.
★Dr. E. R. May	Chester, Ill.	982 State	25	982 State	25.
★Dr. I. D. Newmark	Chester, Ill.	200 West Stacy	59-W	425 Riverview	59-R.
★Dr. M. J. Hughes	Gorham, Ill.		M Boro County, 31F13	Grand Tower, Ill.	M Boro County, 31F13.
EMERGENCY STATION	Illmo, Mo.				
★Dr. H. V. Ashley, Jr.	Cape Girardeau, Mo.	711 Broadway	5-7497	1201 Perry	5-5194.
★Dr. F. Bondurant, Resident Surgeon	Cairo, Ill.	Cairo National Bank Bldg.	157 and 158	2907 Park Place, West	883.
★Dr. F. S. Comer	Cairo, Ill.	800 Commercial	158	422½ Twenty-Eighth	314.
★Dr. C. T. Edmondson	Malden, Mo.		311	Malden, Mo.	429.
★Dr. R. S. Sabine	Murphysboro, Ill.	108 North Fourteenth	800	1843 Spruce	880.
★Dr. W. J. Borgsmiller	Murphysboro, Ill.	108 North Fourteenth	800	405 South Twenty-Third	1303.
★Dr. J. A. Weatherly	Murphysboro, Ill.	108 North Fourteenth	800	1013 Mulberry	439.
EMERGENCY STATION	Hurst, Ill.				
★Dr. P. M. Binson	Hurst, Ill.		2336	Hurst, Ill.	3031.
★Dr. W. L. Kane	Herrin, Ill.	4 North Park	23801	414 South Sixteenth	23802.
★Dr. H. L. Lewis	Benton, Ill.	Benton	85181	207 Fifth	85161.
★Dr. J. W. Johnson	Marion, Ill.	104 West College	309	904 South Park	1743-M.
★Dr. H. G. Hempler	Johnston City, Ill.	100½ East Broadway	3231	303 West Broadway	3232.
★Dr. G. C. Mayfield	Steelville	Steelville	20	Steelville	20.
★Dr. J. A. Mathis	Pinckneyville, Ill.	102 South Walnut	2131 and 2132	10 West Mulberry	4166.
★Dr. J. S. Templeton	Pinckneyville, Ill.	115 North Main	Pinckneyville 8	318 West South	Pinckneyville 41.
★Dr. J. W. Wells	Waltonville, Ill.	Waltonville	County 20-2-LIS	Waltonville	County 20-3-L.
★Dr. C. O. Hamilton	Mt. Vernon, Ill.	113½ South Tenth	650	2507 West Broadway	2366-W.
★Dr. H. G. Thompson	Mt. Vernon, Ill.	113½ South Tenth	650	234 North Twelfth	31.

★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.