

DIVISION OFFICERS

BONNE TERRE, HOFFMAN AND STE. GENEVIEVE SUBDIVS.

C. C. COURTWAY... Superintendent..... Poplar Bluff, Mo.
J. C. SIMONS..... Master of Trains and
Track..... Bonne Terre, Mo.
J. R. BAKER..... Division Trainmaster... Poplar Bluff, Mo.

SPARTA SUBDIV.

R. W. PARKER..... Superintendent..... St. Louis, Mo.
V. G. DYER..... Trainmaster..... Bush, Ill.
C. H. MEDLIN..... Division Trainmaster..... Bush, Ill.

SAFETY FIRST



MISSOURI-ILLINOIS RAILROAD COMPANY

TIMETABLE

No. 21

Effective 12:01 a. m. Sunday, JULY 18, 1954

CENTRAL STANDARD TIME

Superseding Timetable No. 20, effective
April 1, 1951, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT
OF EMPLOYEES ONLY.

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

R. P. HART, Vice-President.

L. A. GREGORY, General Superintendent Transportation.

W. H. BAILEY, Assistant General Superintendent
Transportation.

R. JOHNSON, General Manager.

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When properly authorized, rules may be cancelled, superseded or changed by: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

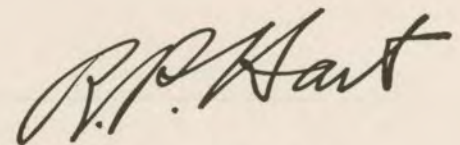
10. On crowded trains, Missouri-Illinois employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Employes 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-Illinois 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.

BONNE TERRE SUBDIV.—BETWEEN RIVERSIDE AND DERBY JCT.

TRAINS SOUTHWARD				Station Numbers	Miles from Riverside	TIMETABLE		Miles from Derby	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						No. 21				SECOND CLASS			
		95 Local Freight	97 Local Freight			JULY 18, 1954				98 Local Freight	96 Local Freight		
		Daily	Daily	STATIONS		Daily	Daily						
				C 0	0.00	LS.....	RIVERSIDE.....	Y	38.81	90			
				C 2	1.96	LS.....	HERCULANEUM.....	W	36.85	Yd.		3 30PM	
		7 00PM		C 6	5.20	LS.....	FESTUS (Crystal City).....		33.61	10		3 00	
		7 15		C12	11.25	P.....	BB SIDING.....		27.56	42		2 12	
		7 38		C13	11.92	.....	PLATTIN.....	W	26.89			2 10	
		7 40		C19	18.65	P.....	BURNSIDE.....		20.16	28		1 45	
		8 13		C32	31.14	LS.....	BONNE TERRE.....	CWY§	7.67	Yd.	11 05AM	1 00PM	
		8 55PM	4 05AM	C33	31.70	.....	HOFFMAN JCT.....	Y	7.11		11 00		
			4 08	C36	35.63	TP.....	DESLOGE.....		3.18	40	10 45		
			4 23	C38	37.18	LS.....	FLAT RIVER.....		1.63	45	10 35		
			4 27	C39	37.69	LS.....	RIVERMINES.....	WY	1.12	Yd.	10 30		
			4 30	C42	38.81	P.....	DERBY JCT.....		0.00	75	6 40AM		
			4 35AM										
		Daily	Daily						38.81		Daily	Daily	

HOFFMAN SUBDIV.—BETWEEN HOFFMAN JCT. AND LEADWOOD

Miles from Bonne Terre	TIMETABLE		Station Numbers	Siding Capacity in Cars	
	No. 21				
	JULY 18, 1954				
STATIONS					
0.00	LS.....	BONNE TERRE.....	CWY§	C 32	Yd.
0.56	.....	HOFFMAN JCT.....	Y	C 33	20
3.84	.....	TRAMWAY.....			
6.64	.....	LEADWOOD.....	WY	C138	15
6.64					

STE. GENEVIEVE SUBDIV.—BETWEEN THOMURE AND BISMARCK

TRAINS SOUTHWARD SECOND CLASS	Miles from Salem	TIMETABLE		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS	
		No. 21					
		JULY 18, 1954					
STATIONS							
12 35AM	83.00	P.....	THOMURE.....	CDWY	B 0	81	8 10AM
	84.12	P.....	MIDDLE YARD.....	§	B 1	Yd.	
s 1 20	85.00	LS.....	STE. GENEVIEVE.....		B 2	23	s 8 00
f 1 30	87.07	P.....	MOSHER.....		B 5	28	f 7 50
f 1 40	89.75	.....	MARLO.....		B 7		f 7 40
f 1 50	91.69	P.....	ZELL.....		B 9	34	f 7 35
f 2 10	95.70	.....	NEW OFFENBURG.....		B12		f 7 25
s 2 20	97.46	LS.....	WEINGARTEN.....	W	B14	52	s 7 20
f 2 40	101.60	.....	MILLERS.....		B18		f 7 08
f 3 00	105.13	P.....	SPROTT.....	Y	B22	27	f 7 00
f 3 15	110.77	.....	OGBORN.....		B27	30	f 6 40
f 3 20	112.88	.....	HURRYVILLE.....		B30		f 6 30
f 3 25	115.26	.....	ESTHER.....		B32	18	f 6 15
s 3 30	116.53	P.....	FLAT RIVER.....		B33	31	s 6 10
	116.87	.....	FEDERAL SWITCH CROSSING.....				
f 3 35	117.09	P.....	CENTRAL.....	W§	B34	Yd.	f 6 05
f 3 37	117.70	.....	ELVINS.....		B35	14	f 5 38
s 3 40	118.20	P.....	DERBY JCT.....		B36	75	s 5 35
4 00AM	126.14	CS.....	BISMARCK.....	Y	B43	Yd.	5 00AM
Daily							Daily

SPARTA SUBDIV.—BETWEEN SALEM AND KELLOGG

TRAINS SOUTHWARD				Miles from Salem	TIMETABLE		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS					No. 21				SECOND CLASS				
		63 Red Ball Freight	91 Local Freight		JULY 18, 1954						90 Local Freight	62 Red Ball Freight	
		Daily	Daily Ex. Sunday	STATIONS				Daily Ex. Sunday	Daily				
		10 30PM	7 30AM	0.00	LS.....	SALEM.....	Y	1	Yd.	12 15PM	9 45PM		
		10 45	7 45	3.09	P.....	SELMAVILLE.....		4		10 30AM	8 50		
		10 50	7 50	4.18	P.....	AA SIDING.....			54	10 20	8 45		
		11 15	8 15	11.12	ABS	P.....	BRANCH JCT.....	12		9 55	8 20		
		11 20	8 20	12.00		.....	CENTRAL CITY.....	13		9 50	8 15		
		11 30	8 25	13.56		CS.....	CENTRALIA.....	14		9 45	8 10		
				13.98		C. B. & Q. CROSSING.....							
		11 35	8 30	14.01	LS.....	IC JCT.....		15	Yd.	9 30	8 05		
		11 40PM	9 15 ⁹⁰	14.54	P.....	BB SIDING.....		16	42	9 15 ⁹¹	8 00		
		12 01AM	9 35	23.20	LS.....	HOYLETON.....		24	45	7 25	7 40		
		12 10	9 45	26.81	P.....	HUEGELY.....		28	54	7 15	7 30		
				32.55		L. & N. CROSSING.....							
		12 25	10 05	32.64		LN JCT.....		33		6 55	7 15		
			11 05	33.21	LS.....	NASHVILLE.....		34		6 50			
		12 30	11 10	32.64		LN JCT.....		33		6 45	7 10		
		12 50	11 40	40.90	LS.....	OAKDALE.....		41	62	6 25	6 50		
		1 00	11 50AM	44.35	P.....	MCKINLEY.....		45	44	6 15	6 40		
				48.68	P.....	I. C. CROSSING.....							
		1 10	12 30PM	48.70	LS.....	COULTERVILLE.....	Y	49		6 00	6 30		
		1 15	12 35	49.32	P.....	WW SIDING.....			37	5 55	6 25		
		1 30	1 00	55.99	LS.....	SPARTA.....		56		5 40	6 10		
		1 35	1 30	56.68		G. M. & O. CROSSING.....		57		5 35	6 05		
		2 30AM	3 00PM	57.45	CS.....	MI SHOPS.....	DT§	58	Yd.	5 30AM	6 00PM		
				68.51	P.....	PAUTLER.....		69	55				
				69.67	LS.....	EVANSVILLE.....		70					
				71.10	P.....	CLARK.....		72	58				
				78.44		MO. PAC. CROSSING.....							
				78.45	CS.....	FLINTON.....		80	Yd.				
				80.54	P.....	KELLOGG WYE.....	Y						
				81.84	P.....	KELLOGG.....		82	Yd.				
		Daily	Daily Ex. Sunday			81.84				Daily Ex. Sunday	Daily		

SPECIAL INSTRUCTIONS

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

- Bonne Terre Subdiv. No. 97 is superior to No. 98.
- Ste. Genevieve Subdiv. No. 93 is superior to No. 92.
- Hoffman Subdiv. No. 65 is superior to No. 66.

2. MAXIMUM SPEED: Miles Per Hour

	Miles Per Hour	
	Passenger Trains	Freight Trains
Bonne Terre Subdiv.....	30	30
Hoffman Subdiv.....	10	10
Ste. Genevieve Subdiv.....	30	30
Sparta Subdiv.:		
Between Salem and Branch Jct.....	40	20
Between IC Junction and Mile Post 44, Pole 10....	30	30
Between Mile Post 44, Pole 10 and Mile Post 46, Pole 10.....	40	40
Between Mile Post 46, Pole 10 and Kellogg.....	40	30
Between L&N Junction and End of Track, Nashville	10	10
Roseboro Spur.....	10	10

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.

Steam Engines		Diesel Engines	
Numbers	MPH	Numbers	MPH
24-102-104-109	50	51	35
112-114	60	61 to 70	65

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

3-A. Engines Light Moving Forward:

Steam road engines, (light or with one car behind).....	Miles Per Hour	30
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3-B. Engines Moving Backward, or Moving Forward Shoving Cars:

STEAM engines moving backward, with or without cars, or any engine moving forward shoving cars; and

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

Bonne Terre Subdiv.....	Miles Per Hour	20
Hoffman Subdiv.....	10	
Ste. Genevieve Subdiv.....	20	
Sparta Subdiv.:		
Between Salem and Coulterville.....	15	
Between Coulterville and Kellogg.....	20	
Roseboro Spur.....	10	

Engines not equipped with engine trucks must be moved tender forward in road movement.

3-C. Through Turnouts and Crossovers, and Spring Switches:

Through No. 10 lateral turnouts and crossovers, entire train	Miles Per Hour	15
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3-D. Specific Locations Where Speed is Restricted:

Bonne Terre Subdiv.:		
Joachim River Bridge No. 1, MP 2.....	Miles Per Hour	10

3-D. Concluded:

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED AND RESUME SPEED SIGNS.

Permissible Speed in Miles per hour	SOUTHWARD				NORTHWARD			
	From		To		From		To	
	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole
Bonne Terre Subdiv.:								
20	2	10	2	18	2	18	2	10
20	3	21	3	27	3	27	3	21
20	6	2	6	9	6	9	6	2
20	9	11	10	2	10	2	9	11
20	12	10	16	29	16	29	12	10
10	27	8	27	15	27	15	27	8
10	28	10	28	14	28	14	28	10
20	28	22	29	0	29	0	28	22
20	32	20	35	1	35	1	32	20
Sparta Subdiv.:								
15	10	23	11	3	11	3	10	23
20	13	25	14	15	14	15	13	25
15	48	16	48	27	48	27	48	16
10	55	17	56	5	56	5	55	17
20	68	20	69	20	69	20	68	20
15	76	1	76	17	76	17	76	1
10	80	7	80	12	80	12	80	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..... Miles Per Hour
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.

Steam Engines dead in tow or disabled under steam:

With all side rods in position, main rods disconnected..... 20

Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of the side rods down **ON AUTHORITY OF SUPERINTENDENT.**

With part or all of side rods down..... 15

With all side rods, main rods and pistons in position, front cylinder heads and back cylinder cocks removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders..... 20

Steam Engines moving backward in tow: (Side Rods in position)

Bonne Terre Subdiv..... 20

Hoffman Subdiv..... 10

Ste. Genevieve Subdiv..... 20

Sparta Subdiv.:

Between Salem and Coulterville..... 15

Between Coulterville and Kellogg..... 20

Roseboro Spur..... 10

Dead engines must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency, in which case they must be turned at first available point, except that engines not equipped with engine trucks dead in tow must be moved tender forward.

3-E. Trains Handling Disabled Engines and Engines in Tow—Concluded:

	Miles Per Hour
Disabled Steam Engines:	
With all or part of side rods down.....	15
With front drivers blocked.....	20
Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.	
Engines without full set of driving wheels, or with disabled engine truck or trailer truck may be moved to first siding to clear main track at speed not exceeding.....	6
Further movement must be authorized by Superintendent.	
Engines with all main rods, side rods, and pistons in position, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side.....	15
With flat spot 3½" or more in length on driving tires.....	20
With flat spot 2¾" or more in length on engine truck, trailer or tender wheels.....	10
No restriction for flat spots shorter than above specified lengths.	

3-F. Trains Handling Work Equipment, Derricks, Cranes, Etc.:

Pile Drivers.....	25
Steam Shovels.....	25
Bridge Derrick Cars (non-revolving).....	30
Bridge derrick cars 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 coupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.	
Bridge Derrick-Pile Driver (combination machine).....	25
Bridge derrick-pile driver (combination machine) may be shipped either as a derrick or as a pile driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.	
American Ditchers (self-propelling).....	25
American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train. Side rods and cranks must be removed from trucks.	
Locomotive Cranes or Clam Shells.....	25
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.	
American Ditchers, loaded on flat cars.....	25
Yard (clam shell) and "Burro" Cranes, loaded on flat cars...	25
Jordan Spreaders and Spreader-Ditchers.....	25

3-F. Concluded:

	Miles Per Hour
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.	
Wrecking Cranes (non-self-propelling).....	25
Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling above work equipment must be restricted to five miles per hour less than such maximum freight train speed.	
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

Chemical Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position.....	Maximum Freight Train Speed
Scale Test Cars.....	30
Scale test cars must be handled next to caboose.	

3-G. Train Order, Form X, Required When Handling Restricted Equipment.

When there is to be handled any unit of equipment mentioned in Items 3-E and 3-F, 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.

4. STANDARD CLOCKS:

Herculaneum, Bonne Terre, Thomure, MI Shops, Salem.

5. WATCH INSPECTORS:

Location	Name	Street Address
Ste. Genevieve.....	Elliot Hagen.....	287 Merchant
Bonne Terre.....	E. E. Bangert.....	3 West School
Salem.....	E. Brubaker.....	121 East Main
Centralia.....	W. B. Harron.....	214 East Broadway
Sparta.....	R. Falkenhain.....	160 West Broadway

6. TRAIN REGISTERS:

Register stations are shown in full-faced type.

All trains will secure Clearance, Form C, before leaving Bonne Terre, Ste. Genevieve, MI Shops, Salem or Flinton.

At initial stations shown below, when the train order signal indicates "Proceed" and no operator on duty, or where there is no train order signal and no operator on duty, it will not be necessary for a regular train to have a Clearance, Form C, as required by Rule 83(a):

Herculaneum	Derby Jct.	Thomure
Rivermines	Leadwood	

7. GENERAL ORDER BOOKS:

Herculeum
Bonne Terre
Rivermines
Thomure

Salem
MI Shops

**8. MAIL CRANES BETWEEN STATIONS:
BLANK.**

9. MAXIMUM PERMISSIBLE COOPER'S CLASSIFICATION OF ENGINES, AND WORK EQUIPMENT TO BE OPERATED, AND MAXIMUM GROSS WEIGHT OF CAR AND LADING TO BE HANDLED:

Between	Engines and Work Equipment	Gross Weight of Car and Lading
Thomure and Bismarck.....	E-50	240,000 lbs.
Riverside and Derby.....	E-45	210,000 lbs.
Bonne Terre and Leadwood.....	E-45	210,000 lbs.
Salem and Kellogg.....	E-50	240,000 lbs.
Roseboro Spur.....	E-50	240,000 lbs.
Kellogg and Thomure via River Transfer.....	E-45	210,000 lbs.

Cars weighing more than 210,000 pounds gross weight must not be handled over River Transfer except by authority of Superintendent.

Cars with gross weight of car and lading of more than 240,000 lbs., may be handled only upon authority of Superintendent, which authority together with any restrictions, must be shown on, or attached to, waybill. If speed restrictions are involved, train order, Form X, must be issued, specifying speed restrictions.

Explanation of Cooper's Classification:

Classification	Engine Numbers	Work Equipment
E-30	.....	Pile Drivers X-165, X-170, X-171. Wrecking Derricks X-100, X-108.
E-35	.....	Bridge Erection Crane X-1025. Locomotive Cranes X-1004, X-1005, X-1006, X-1026 and X-1031. Locomotive Ditcher X-202. Wrecking Derricks X-101 to X-107, inc. and X-109.
E-40	24	.....
E-45	102, 104, 109, 112, 114, 51 (D), 61 (D), 62 (D), 63 (D), 64 (D), 65 (D), 66 (D), 67 (D), 68 (D), 69 (D), 70 (D)	Bridge Erection Cranes X-1027, X-1028, X-1032. Bridge Erection Derrick X-247. Bridge Derrick-Pile Driver X-172. Wrecking Derricks X-110 to X-114, inc.

D—Diesel

(D)—Diesel Electric.

(G)—Gas Electric.

Diesel engines, when composed of multiple units: Identifying number is number on the lead unit.

All other Work Equipment mounted on two standard four-wheel trucks and weighing not more than 150,000 pounds classifies E-30 or less.

9-A. Engine Restrictions:

Name of Track or Location	MP	Pole	Restrictions
Bonne Terre Subdiv.: Bonne Terre.....	31	12	Engines must not go on trestle of No. 3 track known as Coal Delivery Track, St. Joseph Lead Co.
St. Francois.....	36	5	Engines must not go on trestles of fuel tracks of Bonne Terre Farming & Cattle Co.
Desloge.....	Private track of St. Joseph Lead Co.		Engines must not use curve around supply house south of oil tank.

9-A. Concluded:

Name of Track or Location	MP	Pole	Restrictions
Desloge.....	Private track of St. Joseph Lead Co.		Engines must not pass point two car lengths south of conveyor under track on spall loading track.
Rivermines.....	37	20	Engines must not go beyond Transformers on Union Electric Company equipment delivery track.
Rivermines.....	37	20	Blow-off cocks on locomotives must not be opened while on Federal Switch between Bonne Terre subdiv. and Ste. Genevieve subdiv.
Sparta Subdiv.:			
Salem.....	0	0	Engines must not move over open pit on Pollock Track.
Salmaville.....	3	3	Engines must not use Payne and Dolan Track.
Centralia.....	14	0	Engines must not go north of 6th St. Crossing on Illinois-Iowa Light & Power Co. Track.
Nashville.....	33	21	Engines must not use Reinhardt track beyond the gate.
Midwest.....	52	0	Engines must not operate over track scales or under tipple and must not switch between track scales and tipple at Midwest Utilities Coal Corporation.
MI Shops Coal Chute.....	57	15	Engines, work equipment and cars with gross weight in excess of 210,000 pounds must not move over hopper.
Ste. Genevieve Subdiv.:			
Mosher.....	87	10	Engines must not go on the trestles of fuel tracks of the Peerless Plant of Mississippi Lime Company.
Central.....	116	31	Blow-off cocks on locomotives must not be opened while on Federal Switch between Bonne Terre Subdiv. and Ste. Genevieve Subdiv.

10. RAILROAD CROSSINGS AT GRADE:

Subdivs.:	MP	Pole	Other Railroad	Senior Line	Type of Protection
Sparta.....	13	29	C. B. & Q.	C. B. & Q.	Cabin Interlocking
Sparta.....	32	15	L. & N.	L. & N.	Manual Interlocking
Sparta.....	48	20	I. C.	I. C.	Manual Interlocking
Sparta.....	56	20	G. M. & O.	G. M. & O.	Automatic Interlocking
Sparta.....	78	15	Mo. Pac.	Mo.-III.	Manual Interlocking
Ste. Genevieve.	83	00	S. L.-S. F.	Mo.-III.	Automatic Interlocking
Ste. Genevieve.	116	31	Federal Switch	Federal Switch	None

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first-class shall have precedence. As between trains of the same class, senior line shall have the right to cross first.

INSTRUCTIONS GOVERNING OPERATION OVER CROSSINGS:

10-A. Automatic Interlockings:

Subdiv.	Location	MP	Pole	Other Railroad
Sparta.....	Sparta.....	56	20	G. M. & O.
Ste. Genevieve...	Thomure.....	83	00	S. L. S. F.

Rule 344 and other rules applicable will govern.

At Sparta—The northward Approach Signal is a non-operative signal. Trains and engines must move at Low Speed from approach signal until crossing is occupied.

10-A. Concluded.

When train or engine has occupied southward approach circuits five minutes, the plant will release to the G. M. & O. Railroad and when the southward train is 300 ft. north of the southward Absolute Signal, and no train within interlocking limits, or on approach circuits on conflicting routes, southward Absolute Signal will change from "Stop" to "Proceed".

When northward train approaches Absolute Signal, if there is no train within interlocking limits or on approach circuits on conflicting routes, Absolute Signal will change from "Stop" to "Proceed". The approach circuit to northward Absolute Signal extends 624 feet south of Absolute Signal.

At Thomure—Instructions for operating hand release are posted inside door of box located on side of Frisco Cabin.

Push button release for operation of plant during extreme high water is located on North Home Signal and Instructions covering its use are posted on outside of Yardmaster's Cabin.

10-B. Interlockings with Controlled Electric Signals:

BLANK.

10-C. Standard Manual Interlockings:

Subdiv.	Location	MP	Pole	Other Railroad
Sparta.....	LN Junction	32	15	L. & N.
Sparta.....	Coulterville	48	20	I. C.
Sparta.....	Flinton	78	15	Mo. Pac.

Northward Approach Signals at LN Jct., Flinton, and Southward Approach Signals at LN Jct., Coulterville and Flinton are non-operative signals. Trains and engines must move at Low Speed from Approach Signal until crossing is occupied.

At interlockings at LN Jct. and Coulterville, the signal aspects which do not conform to Uniform Code of Operating Rules, are as follows and will govern:

Absolute Signals:

	Day Aspect	Night Aspect	Indication
Red Arm (horizontal)		Red Light	Stop
Red Arm { 60 degree } lower quadrant		Green Light	Proceed

At Coulterville interlocking (Approach Signal located 2200 feet in advance of Northward Home Signal):

	Day Aspect	Night Aspect	Indication
Yellow Arm } horizontal		Yellow Light	Proceed at re-
Forked End }			stricted speed
Yellow Arm { 60 degree } Forked End } lower quadrant		Green Light	Proceed

10-D. Cabin Interlockings:

Subdiv.	Location	MP	Pole	Other Railroad
Sparta.....	IC Junction	13	29	C. B. & Q.

Normal indication of Home Signals—"Stop."

Approach Signals are non-operative signals. Trains and engines, must move at Low Speed from approach signal until crossing is occupied.

Lever in cabin at crossing are manually operated by Trainmen and instructions chart is posted in cabin. After passage of Missouri-Illinois train over crossing, Trainman must operate levers to return signals to normal position against Missouri-Illinois, and to line routes for C. B. & Q. R. R.

Signal aspects at this interlocking, which do not conform to The Uniform Code of Operating Rules, are as follows and will govern:

Absolute Signals:

	Day Aspect	Night Aspect	Indication
Red Arm (horizontal)		Red Light	Stop
Red Arm { 60 degree } lower quadrant		Green Light	Proceed

10-E. Interlocked Gates:

BLANK.

10-F. Standard Gates:

BLANK.

10-G. Standard Gates with Electric Locking Devices:

BLANK.

10-H. Flagging of Unprotected Railroad Crossings at Grade in Yard Limits, Where View is Obstructed:

BLANK.

11. INTERLOCKINGS AT JUNCTIONS:

BLANK.

12. YARD LIMITS:

	From		To	
	MP	Pole	MP	Pole
Bonne Terre Subdiv.:				
Riverside.....				
Herculaneum.....	0	0	2	17
Festus.....	3	28	5	20
Bonne Terre.....	30	4	32	13
Dolly Siding.....	33	14	34	10
Desloge.....				
St. Francois.....				
Flat River.....	35	10	38	24
Rivermines.....				
Elvins.....				
Derby Jct.....				
Hoffman Subdiv.:				
Hoffman Sub-Division.....	Hoffman Jct.		End of Track.	
Sparta Subdiv.:				
Salem to Branch Jct.....	0	0	11	3
IC Jct.....	13	27	16	0
LN Jct.....	31	18	33	20
Nashville.....	32	19	End of Track.	
Coulterville.....	47	20	49	18
Midwest.....	50	15	52	15
Sparta.....	55	2	56	23
MI Shops.....	56	23	58	9
Evansville.....	67	22	71	20
Flinton.....	77	15	End of Track.	
Roseboro Spur.....	56	0	End of Track.	
Ste. Genevieve Subdiv.:				
Thomure.....				
Ste. Genevieve.....	End of Track.		88	5
Mosher.....				
Weingarten.....	96	15	98	9
Sprott.....	104	10	105	25
Hurryville.....	112	18	113	4
Esther.....				
Flat River.....				
Central.....	114	15	119	8
Elvins.....				
Derby Jct.....				
Bismarck.....	125	0	End of Track.	

13. SWITCHES:

BLANK.

13-A. Spring Switches:

Subdiv.	Type of Sw.	Location	MP	Pole	Normal Position
Ste. Genevieve	No. 10	Thomure	83	00	For Main Track

Rules 104(a), and other rules applicable, will govern.

13-B. Remotely Controlled Switches:

BLANK.

13-C. Normal Position of Switches other than Spring or Remotely Controlled:

The switch connecting Bonne Terre Subdiv. main track with the Missouri Pacific siding at Riverside will be kept set for Missouri Pacific siding when not in use.

13-D. Interlocked Switches:

BLANK.

13-E. Handling of Switches by Operators or Switchtenders:

BLANK.

13-F. Electrically Locked Switches:

Junction switch connecting with Illinois Central R. R. northward main track and north and south switches of crossover between two main tracks at Branch Jct. are electrically locked, Illinois Central R. R. Rules and Special Instructions will govern.

14. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS:

BLANK.

15. FLASHING-LIGHT TRAIN ORDER SIGNALS:

Train order signals at following locations are equipped with flashing lights to distinguish them from other signals.

Coulterville

Flinton

16. SIDINGS:**16-A. Sidings of Assigned Direction (See Rule 105):**

BLANK.

16-B. Designation of Sidings:**Ste. Genevieve Subdiv.:**

Central—First track west of main track, MP 117, Pole 0, to MP 117, Pole 15 is designated as siding.

Mosher—Siding extends from MP 87, Pole 1, to MP 87, Pole 12.

Bonne Terre Subdiv.:

Rivermines—No. 2 proper is the siding

16-C. Sidings in Advance of Train Order Signals:

Subdiv.	Station	Switch	Distance and Direction from Train Order Signal
Ste. Genevieve	Weingarten	North	100 ft. South

16-D. Sidings Permitted to be used as Team and Storage Tracks, modifying Rule 105:**Sparta Subdiv.:**

AA Siding Hoyleton McKinley Flinton

Bonne Terre Subdiv.:

Rivermines Desloge

Ste. Genevieve Subdiv.:

All Sidings.

16-E. Sidings Equipped with Spring Switches for Right Hand Running:

BLANK.

17. BLOCK SIGNALS:**17-A. Automatic Block System:**

BLANK.

17-B. Operation by Signal Indication, Opposing and Following Movements:

BLANK.

17-C. Operation by Signal Indication with the Current of Traffic:

BLANK.

18. SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY:

Operation Within Yard Limits Between Salem and Branch Junction; and between Pautler and Clark:

Second and third class, extra trains and engines will be governed by Rule 93.

19. DOUBLE HEADING TRAINS:

When double heading, the smaller engine will be used as lead engine, and, in passenger service, such lead engine shall be manned by regular engine crew. This does not apply to double heading in helper service.

Note—Following engines are considered as of the same size under these instructions:

24, 102, 104, 109, 112, 114.

20. HELPER AND PUSHER SERVICE:**20-A. Helper Service:**

Helper engine must not occupy main track until after the train to be helped has been stopped.

After train is stopped a full service brake pipe reduction must be made, then double-heading cock closed on "train-engine".

The helper engine must be coupled ahead, brake pipe and air signal hose coupled, and test of train brake made to know that brakes are operating by brake valve of lead engine.

After helper move has been completed, train must be brought to stop and brakes applied with full service reduction before helper engine is cut off. After helper engine is uncoupled, double-heading cock on "train-engine" will be opened and test made to know that brakes are operating by brake valve of the "train-engine". (See Section 6, Brown Book.)

On passenger trains, after starting, Engineman handling train will make a running brake test. (See Section 8, Rule 806, Brown Book.)

20-B. Pusher Service:

In pushing trains out of yard where pusher engine does not go beyond the main track switch, it will be permissible to do so without coupling air, but if pusher engine goes out on main track, air must be coupled through the pusher engine in rear, and double-heading cock under brake valve on pusher engine in rear closed, to avoid overcharging rear end or pumping off brakes when applied by "train-engine". (See Section 6, Brown Book.)

21. BRIDGES OVER NAVIGABLE STREAMS:

Subdiv.	Name	MP	Pole
Sparta.....	Okaw River Bridge.....	76	10

This bridge contains movable span which can be opened for occasional passage of boat. Track rails are continuous and movable span is not interlocked.

The opening of the span is covered by special regulations of the Department Of The Army and advance notice must be given by boat operators when desiring to move boats through the bridge.

Movable spans must not be opened for passage of boat or otherwise until Flagman with stop signals have been sent out a sufficient distance in both directions to insure full protection, as prescribed by M. of W. Rule 99-e.

22. OPERATION OVER FOREIGN LINES:**Use of Illinois Central R. R. tracks between Branch Junction and I. C. Junction.**

Train and Enginemen will be governed by Illinois Central R. R. Timetables, Rules and Special Instructions, provide themselves with copies thereof, and be conversant therewith.

22-A. Operation in Terminals on Connecting Divisions:

BLANK.

22-B. Operation of Foreign Line Trains and Engines over Missouri-Illinois Tracks:

Illinois Central R. R. engines will operate over main track between Centralia and IC Jct. Train and Enginemen will be governed by Missouri-Illinois Railroad Co. Timetable, Rules and Special Instructions, provide themselves with copies thereof, and be conversant therewith.

23. FREIGHT TRAINS HANDLING PASSENGERS:

Nos. 93 and 92 between Ste. Genevieve and Bismarck will carry passengers, stopping caboose at station platform.

24. TRAIN ORDER DELIVERY DEVICES:

BLANK.

25. MOTOR CARS:

BLANK.

26. BLANK.

27. MANNER OF PROTECTING OBSTRUCTED TRACK ON LIGHT TRAFFIC SUBDIVISIONS BY TRAIN ORDER AND SIGNALS PLACED BY MAINTENANCE OF WAY EMPLOYEES:

Rules and regulations for Maintenance of Way and Structures, effective December 1, 1951, include Rule 99 (XS), affecting train movement, which is repeated below for information and guidance of employees affected thereby:

"99 (XS), Protection by Train Order.—Protection required by Rule 99 (MW) may be given by train order on such light train subdivisions as may be designated by the Superintendent.

Requests for "X-S" train order protection shall be made by wire to the Train Dispatcher, using symbol "X-S" to identify the message. The request must clearly specify period of time protection required, naming each day; the location, mile post and pole; time limits, and any additional information that may be needed by the Train Dispatcher.

After Train Dispatcher has acknowledged receipt of the symbol "X-S" message and has advised the Foreman or man in charge that train order protection has been or will be provided as requested, a red flag must be placed 400 feet in each direction in advance of structure or track being protected. Yellow restricting signs shall be placed 3500 feet in advance of the red flags; and two torpedoes shall be placed on rail 10 rail lengths in advance of the yellow restricting signs (see chart):

Red flags shall be not less than 2 feet by 3 feet in size and supported on two staffs placed astride the rail on engineer's side so they are plainly visible. Yellow restricting signs must be placed not more than 8 feet from rail and torpedoes must be placed on the rail on engineer's side for approaching trains.

Trains will stop before passing the red flag and be governed by oral instructions from the Foreman or man in charge. If work is not completed and track or structure not restored for normal use within time limit specified by the train order, full protection shall be provided as required by Rule 99 (MW).

The following form "X-S" train order will be used, copy of which will be furnished to trains in both directions and to foreman or man in charge, when practicable:

"7 01 AM until 4 01 PM stop before passing over bridge 54 MP 198 Pole 10 between Holly Grove and Clarendon and do not proceed until orally authorized by foreman in charge."

"10 01 AM until 4 01 PM stop before passing over track MP 135 to MP 135 Pole 20 between Amity and Glenwood and do not proceed until orally authorized by foreman in charge."

The maximum length of track that can be protected by form "X-S" train order is one mile.

Only the Foreman or man in charge is permitted to place and remove the red flags.

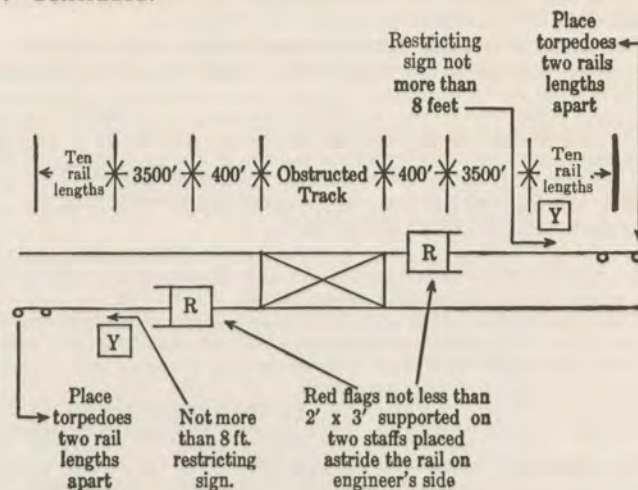
Form "X-S" train orders shall not be used between sunset and sunrise or during stormy and foggy weather, when signs cannot be plainly seen."

The following light traffic subdivisions are designated as territory where the provisions of this rule will apply:

- Hoffman
- Bonne Terre
- Ste. Genevieve

Chart for placing stop signs when train order form "X-S" is used for protection light traffic lines:

27. Concluded.



27-A. PROTECTION ORDERS:

The use of protection orders Form Y is authorized on the following light traffic subdivisions:
Hoffman, Bonne Terre and Ste. Genevieve.

28. MOVEMENT OF TRAINS THROUGH TUNNELS:

Trains will reduce speed and know the track is clear before entering Tunnel between MP 23, Pole 5, and MP 23, Pole 7, Bonne Terre Subdiv. Crews will use special precaution during stormy weather.

29. BUSINESS TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE:

Name	Station Number	Miles from Riverside	Capacity
Bonne Terre Subdiv.:			
P. P. G. Co. Connection.....	C4	4.18	20 cars
Sand Spur.....	C5	4.95	25 cars
Valles Mines.....	C22	20.69	8 cars
Tunnel.....	C24	23.46	2 cars
Dolly Siding.....	C34	34.00	22 cars
St. Francois.....	C37	36.43	5 cars
Elvins.....	C40	38.36	18 cars
Miles from Salem			
Sparta Subdiv.:			
Lake Refining Co. Spur.....	2	1.88	13 cars
Cascade Refining Co.....	2	2.31	16 cars
Shell Oil Company Spur.....	3	3.59	10 cars
Sohio Corp. Spur.....	6	5.92	9 cars
Robinett.....	7	6.35	20 cars
Shirley.....	16	15.82	12 cars
Noltings.....	19	18.22	11 cars
H. Schaeffer Spur.....	20	20.76	1 car
Aussieker Track.....	24	23.00	8 cars
Huegely Elevator.....	28	26.90	7 cars
Toedte Spur.....	31	31.06	1 car
Meinert.....	31	30.91	10 cars
Standard Oil Spur.....	32	32.32	4 cars
Public Loading Spur.....	33	32.92	6 cars
Kempside.....	35	35.56	3 cars
Cordes.....	38	37.62	18 cars
Schulines Loading Spur.....	62	60.79	2 cars
Schulines.....	62	60.82	32 cars
Walsh.....	65	64.62	15 cars
Collins.....	76	75.80	2 cars
Roots Team Spur.....	78	76.90	6 cars

30. SPECIAL INSTRUCTIONS COVERING SOUNDING OF LOCOMOTIVE WHISTLE AND BELL AT PUBLIC CROSSINGS, ETC., SUPPLEMENTING OR MODIFYING RULES 14, 14(L) AND 30:

BLANK.

31. SPECIAL INSTRUCTIONS GOVERNING PROTECTION OF PUBLIC CROSSINGS, SUPPLEMENTING RULE 103:

BLANK.

32. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES AND "EAGLE" TRAINS:

1. OPERATING DIESEL ENGINES THROUGH WATER:

To avoid damage to traction motors, diesel engines or gas-electric motor cars must not be moved or allowed to stand in water which is more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed two miles per hour, to prevent water getting inside traction motors. If any probability of water having entered motors, covers on motors should be removed and motor examined. If water has entered motor, motor must be cut out.

2. RERAILING DIESEL ENGINES:

To prevent serious damage to traction motors, train, engine or yardmen should make no attempt to rerail a diesel engine under its own power, or use rerailing frogs for that purpose.

In case of derailment of a diesel engine notify train dispatcher and await his instructions. Train Dispatcher will contact Master Mechanic or his representative, who will issue necessary detailed instructions or provide proper mechanical Supervision.

3. ROAD-SWITCH DIESEL UNITS COUPLED WITH STANDARD ROAD DIESEL UNITS, EMPLOYEES PASSING BETWEEN:

When road-switch diesel units are coupled with standard road diesel units, employes will not pass between such coupled diesel units when these units are in motion.

If it becomes necessary to go from or to a road-switch diesel unit coupled with a standard road diesel unit, or vice versa, and coupled units are in motion, such coupled units will first be stopped and employe or employes will dismount from unit and go to desired unit on the ground.

33. RULES AND INSTRUCTIONS WITH WHICH EMPLOYEES SHOULD PROVIDE THEMSELVES:

Employes must provide themselves with a copy of and be conversant with all rules and instructions applicable to their duties, including:

The Uniform Code of Operating Rules.

Our Safety Plan.

Maintenance and Operation of Air Brake, Air Signal, Steam Heat and Air-Conditioning Equipment, and Train Handling Instructions.

Circular 81, Rules and Instructions for The Government and Protection of Employees, whose Duties Require them to go between, under or about Engines or Cars.

Rules and Instructions Governing the Operation of a Railroad Radio Communication System.

Association of American Railroads' (MCB) Rules Governing Condition and Interchange of Cars.

Loading Rules.

I. C. C. Regulations for the Transportation of Explosives, Inflammables and other Dangerous Articles.

Car Service Rules.

Instructions covering the handling of Live Stock.

Such instructions pertaining to their duties as are issues by accounting and traffic officers, and instructions for the handling of mail, baggage, express, perishable freight, car demurrage and storage, diversion and reconsignment of freight and other instructions pertaining to their duties.

34. 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

35. TRAIN SIGNALS:

All sections except the last will display two green lights only by day and by night in the places provided for that purpose on the front of the engine.

Extra trains will display two white lights only by day and by night in the places provided for that purpose on the front of the engine.

See Rules 20, 20(a), 20(b), 20(c), 23 and 24.

36. OPERATION OF RIVER TRANSFERS:

Instructions and Rules for government of crews operating Steamer Ste. Genevieve and engines serving the steamer:

Engine Whistle Signals

One blast of whistle at top of incline—call for boat signal.
Two short blasts of whistle—acknowledgment of boat signal.

Boat Whistle Signals

Two blasts of whistle—boat has landed.
One blast of whistle—boat is departing from landing.
One blast of whistle when boat is being pulled or loaded—derailment.

Unloading Boat

Before pulling cars off the boat, Foreman in charge of boat engine shall first ascertain that track on boat is properly lined with track on apron girders and cradle, that all clamps are removed from tracks, that all cars in cut are coupled, air hose coupled and brake system charged. Foreman or Switchman shall ride the rear car.

Loading Boat

The boat Captain or Pilot will direct the manner of loading in order to avoid listing of the boat when loaded. Foreman of boat engine shall make up boat cut as directed by the Captain or Pilot. Before starting to shove cars down the incline, Foreman shall take slack out of cut of cars, know that all cars in cut are coupled, air hose coupled and brake system charged. Foreman or Switchman shall ride the lead car.

Engine Speed

Engine must not exceed five miles per hour while shoving cars on the boat, ten miles per hour pulling cars off the boat between the cradle points and boat.

General

Engineer on boat engine, in making a stop on the boat, shall use automatic brake and apply air in emergency when given STOP signal, to prevent cars from going over stern of boat.

In handling an engine or wrecking crane across the river, it shall be placed on the center track not less than one car length from the head end of the boat.

The boat Captain or Pilot and Foreman of the boat engine shall be jointly responsible for the proper adjustment of cradle. The boat Captain or Pilot will be responsible for the proper coupling of the boat to the cradle and the proper alignment of tracks on the boat with the track on the cradle.

Deck hands shall observe the loading and unloading of the boat and be prepared to place slide shoe on boat track in case cuts break in two. After the boat is loaded and before it leaves the cradle, a rail clamp should be securely clamped on one rail of each track immediately ahead of the front truck wheel of the forward car and clamps shall not be removed until the boat is landed and coupled to cradle.

Boat engine or cars shall not stand on cradle when boat is landing or backing away from cradle.

Instructions and Rules for government of crews operating Steamer Ste. Genevieve and engines serving the steamer.

In serving the boat, engine must always be headed up or backed down the incline. Tow car will be used with engine serving the boat and air brake line must be coupled through and air brakes on tow car operating.

Boat engine crew shall adjust the cradle on request of Captain or Pilot.

Foreman of boat engine will be held responsible for the handling of way bills to and from boat.

All wrecking derricks, bridge derricks, pile drivers, locomotive cranes and locomotives classifying E-45 or less, may be handled on boat for transfer across the river.

Care should be exercised to avoid overloading boat. Normal boat load of cars and lading must not exceed 1500 tons. Load limit of 1750 tons may be handled in an emergency.

37. TELEPHONES:

Location of telephones in booths and other buildings, other than telegraph offices connected with dispatching circuit.

Location	MP	Pole	Booth or building in which located
Bonne Terre Subdiv.:			
Riverside.....	0	0	Booth
BB Siding.....	11	8	Booth
Burnside.....	18	17	Booth
Valles Mines.....	20	22	Section House
Dolly Siding.....	33	27	Booth

37. TELEPHONES—Concluded:

Location	MP	Pole	Booth or building in which located
Sparta Subdiv.:			
Salem.....	0	25	Engine House
Selmaville.....	3	2	Booth
Selmaville.....	3	17	Booth
Selmaville.....	3	26	Booth
AA Siding.....	4	6	Booth
Robinett.....	6	15	Booth
Branch Jct.....	11	2	Booth
Centralia.....	13	28	Fr't. House
BB Siding.....	14	25	Booth
Huegely.....	27	3	Booth
LN Jct.....	32	16	Tower
Kempside.....	35	16	Booth
Cordes.....	37	18	Booth
McKinley.....	44	10	Booth
Coulterville.....	48	20	Tower
WW Siding.....	49	7	Booth
MI Shops.....	57	12	Master Mechanic's Office
Pautler.....	68	12	Booth
Clark.....	71	2	Booth
Kellogg Wye.....	80	8	Booth
Kellogg.....	81	7	Booth
Kellogg.....	81	16	Yard Office
Ste. Genevieve Subdiv.:			
Thomure.....	83	0	Yardmaster's Office
Thomure.....	83	0	Gen. Foreman's Office
Middle Yard.....	84	1	Yard Office
Mosher.....	87	2	Booth
Zell.....	91	22	Booth
Weingarten.....	97	20	Booth
Rough Creek Bridge..	100	5	Booth
Sprott.....	105	5	Booth
Flat River.....	116	6	Booth
Central.....	117	1	Scale House
Derby.....	118	9	Booth

38. INSTRUCTIONS GOVERNING RESTRICTION OF USE OF PASSENGER EQUIPMENT:

BLANK.

39. CLEARANCES:

As of date of these instructions, the following is a list of tracks, wire lines and structures adjacent to main tracks and sidings, which provide what is considered "close clearances," with certain exceptions:

Because of frequent changes and volume of such clearances, this list does not and could not at all times include all low switch stands, low signals, passenger station platforms and cattle guards which in general provide limited clearances immediately above base of rail.

For the same reason, this list also does not and could not at all times include all sites of what are considered "close clearances" of structures, etc., adjacent to other than main tracks and sidings, such other tracks consisting of industry, spur, house, team, yard and similar tracks.

Employees are therefore specially charged with their own responsibility of informing themselves as to the location of structures or obstructions where clearances are close, as required by Rule L of the Uniform Code of Operating Rules, and are admonished to use such precaution as will prevent personal injuries.

Limited Side Clearances Affecting Main Tracks and Sidings

Location	Track	Structure
Bonne Terre Subdiv.:		
MP 0-18 to MP 0-19	Main Track.....	Rock Cliffs
Herculaneum.....	Main Track.....	Water Tank
MP 2-0.....	Main Track.....	Bridge No. 1
MP 9-17 to MP 9-19	Main Track.....	Rock Cliffs
MP 11-25 to MP 11-26	Main Track.....	Rock Cliffs
MP 12-0.....	Main Track.....	Bridge No. 22
MP 12-10.....	Main Track.....	Water Tank
MP 12-26 to MP 12-27	Main Track.....	Rock Cliffs
MP 13-07 to MP 13-09	Main Track.....	Rock Cliffs
MP 13-20 to MP 13-23	Main Track.....	Rock Cliffs
MP 14-05 to MP 14-07	Main Track.....	Rock Cliffs
MP 14-12 to MP 14-14	Main Track.....	Rock Cliffs
MP 15-02 to MP 15-03	Main Track.....	Rock Cliffs

39. CLEARANCES—Concluded:

Limited Side Clearances Affecting Main Tracks and Sidings

Location	Track	Structure
Bonne Terre Subdiv. Concluded:		
MP 15-06 to MP 15-07	Main Track.....	Rock Cliffs
MP 15-24 to MP 15-27	Main Track.....	Rock Cliffs
MP 18-24.....	Main Track.....	Rock Cliffs
MP 23-5 to MP 23-7	Main Track.....	Tunnel
MP 25-13 to MP 25-16	Main Track.....	Rock Cliffs
MP 27-03 to MP 27-06	Main Track.....	Rock Cliffs
MP 29-01 to MP 29-02	Main Track.....	Rock Cliffs
MP 31-23 to MP 31-26	Main Track.....	Rock Cliffs
Bonne Terre.....	Main Track.....	Water Column
MP 33-04 to MP 33-07	Main Track.....	Rock Cliffs
MP 35-06 to MP 35-08	Main Track.....	Rock Cliffs
MP 36-20 to MP 36-24	Main Track.....	Rock Cliffs
MP 37-00 to MP 37-01	Main Track.....	Rock Cliffs
Rivermines.....	Main Track.....	Water Column
MP 38-23.....	Main Track.....	Bridge No. 52
Ste. Genevieve Subdiv.:		
MP 85-9.....	Main Track.....	Bridge 85-3
MP 90-11 to MP 90-13	Main Track.....	Rock Cliffs
MP 90-31 to MP 90-35	Main Track.....	Rock Cliffs
MP 93-05 to MP 93-08	Main Track.....	Rock Cliffs
Weingarten.....	Main Track.....	Water Tank
MP 102-10 to MP 102-15	Main Track.....	Rock Cliffs
MP 102-22 to MP 102-24	Main Track.....	Rock Cliffs
MP 102-29 to MP 102-31	Main Track.....	Rock Cliffs
MP 103-01 to MP 103-09	Main Track.....	Rock Cliffs
MP 111-06 to MP 111-08	Main Track.....	Rock Cliffs
MP 115-23 to MP 115-26	Main Track.....	Rock Cliffs
Central.....	Main Track.....	Water Column
MP 120-01 to MP 120-02	Main Track.....	Rock Cliffs
MP 121-17 to MP 121-18	Main Track.....	Rock Cliffs
MP 124-13 to MP 124-14	Main Track.....	Rock Cliffs
MP 124-16 to MP 124-17	Main Track.....	Rock Cliffs
Sparta Subdiv.:		
Hoyleton.....	Siding.....	Grain Elevators

Limited Overhead Clearances Affecting Main Tracks and Sidings

Location	Track	Structure
Bonne Terre Subdiv.:		
Tunnel.....	Main Track.....	Tunnel MP 23, Pole 5 to MP 23, Pole 7
Sparta Subdiv.:		
MP 76, Pole 12	Main Track.....	Bridge 76-5

40. FLAGGING SIGNALS:

Rule 35 is changed to read:

The following signals will be used by flagmen:

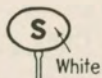
Day Signals.....	{ A red flag, Not less than 10 torpedoes and 6 fuses.
Night Signals.....	{ A white light, Not less than 10 torpedoes and 6 fuses.

Rule 221 (d) is changed to read:

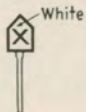
221 (d) Operator's signal and supplies... Operators must have the following signal appliances ready for immediate use:

- 1 Red Flag
- 1 White Flag
- 1 White Light
- 8 Torpedoes
- 6 Red Fuses

STANDARD SIGNS



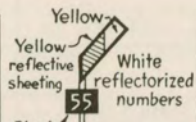
STATION ONE MILE SIGN
See Rule 14 (m)
(One mile from station or first switch of siding, whichever is nearer, on single track in train order territory. Not to be used on branch lines.)



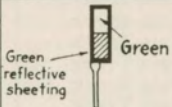
HIGHWAY GRADE CROSSING WHISTLE SIGN
1320 feet from Crossing where speed is 60 m.p.h. or less, and 1850 feet where speed is over 60 m.p.h.
See Rule 14 (l)



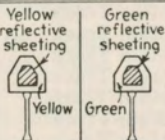
RAILROAD CROSSING-JUNCTION-DRAWBRIDGE ONE MILE SIGN
(except when protected by interlocking),
See Rule 98



PERMANENT SPEED RESTRICTION SIGN
See Rule 10(h) and Timetable Special Instructions Section 3

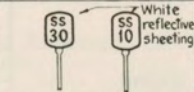


PERMANENT RESUME SPEED SIGN
See Rule 10(h)
Used in connection with Permanent Speed Restriction Sign

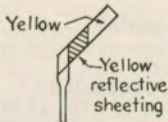


TEMPORARY SPEED RESTRICTION SIGN

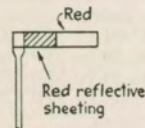
To be used per chart on Page 130, Uniform Code of Operating Rules
See Rule 10(g)



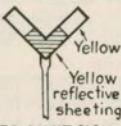
TEMPORARY RESUME SPEED SIGN
When moving points in trailing movements



APPROACH SIGN
See definition of Restricted Speed and Special Instructions supplementary to Operating Rules



STOP SIGN
At point where stop required 200 ft. from Railroad Crossing or at certain other points where stop required



YARD LIMIT SIGN
See Rule 93



SWITCHING LIMIT SIGN
Used to designate Switching Limits in signal indication territory where Rule 93 does not apply

EXPLANATION OF CHARACTERS

- C—Coal.
- D—Diesel Fuel Oil.
- W—Water.
- Y—Wye Track.
- T—Turntable.
- §—Track Scales.
- 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.

EXPLANATION OF STOPS

- s—Regular Stop.
- f—Stop on signal for passengers, mail, baggage and express.

NOTE: Reflex lights are being progressively replaced with reflective sheeting.

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 & Shaw	{Prospect 1-0500 {Main 1-1000, Station 730		
Dr. H. E. Schoonover	Salem, Ill.....	215 South Broadway	621.....	215 South Broadway.....	621
EMERGENCY STATION	Centralia, Ill.....	St. Mary's Hospital			
★Dr. J. C. Hall.....	Centralia, Ill.....	411 City Nat'l Bk. Bldg.....	Main 534.....	213½ North Locust.....	Main 882
★Dr. H. J. Levine.....	Centralia, Ill.....	140½ South Poplar.....	5332.....	635 South Lincoln.....	5235
★★Dr. P. B. Rabenneck. Loc. & Disp. Surg.....	Nashville, Ill.....	F. & M. Bank Bldg.....	Main 15R.....	102 West Lebanon.....	Main 14W
★Dr. W. F. Weir, Resident Surgeon.....	Sparta, Ill.....	118 West Broadway.....	99B.....	200 West Main.....	99C
★Dr. W. W. Fullerton.....	Sparta, Ill.....	101 North Market.....	142.....	101 North Market.....	142
★★Dr. A. C. Scott Loc. & Disp. Surg.....	Evansville, Ill.....	Evansville.....	14.....	Evansville.....	14
★Dr. E. R. May.....	Chester, Ill.....	982 State.....	25.....	982 State.....	25
★Dr. J. W. Beare.....	Chester, Ill.....	140 Opdyke.....	435.....	140 Opdyke.....	435
★Dr. C. J. Clapsaddle, Loc. & Disp. Surg.....	Ste. Genevieve, Mo.....	Ste. Genevieve.....	119.....	Ste. Genevieve.....	374
★Dr. J. W. Huffman.....	Bismarck, Mo.....	Bismarck.....	22.....	Bismarck.....	22
★Dr. F. W. Gale.....	Bismarck, Mo.....	Bismarck.....	44.....	Bismarck.....	40
EMERGENCY STATION	Bonne Terre, Mo.....	Bonne Terre Hospital			
★Dr. V. W. Taylor, Division Surgeon.....	Bonne Terre, Mo.....	33 North Allen.....	46.....	54 Church.....	172
★Dr. J. Mullin.....	Bonne Terre, Mo.....	33 North Allen.....	46.....	Rt. 2 Bonne Terre.....	20

★Medical Examiners for Examination of all Applicants.
 ★★Medical Examiners for Examination of Applicants not required to take color perception tests.