

Missouri Pacific Railroad Company

MISSOURI DIVISION

SPECIAL INSTRUCTIONS No. 8

EFFECTIVE JANUARY 1, 1947

Superseding Special Instructions No. 7
dated Aug. 1, 1943, and all Supplements thereto.

SUPPLEMENTARY TO THE UNIFORM CODE OF OPERATING RULES

DATED NOVEMBER 1, 1940

S. HAMMER
Superintendent

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**S. HAMMER
Superintendent**

1. SUPERIORITY OF TRAINS:

See Time-table.

2. MAXIMUM SPEED:

See Time-table.

3. SPEED RESTRICTIONS:

See Time-table.

4. STANDARD CLOCKS:

Bismarck.	Charleston.
Poplar Bluff.	Jackson.

5. WATCH INSPECTORS:

Location	Name	Street Address
Poplar Bluff	Gift Chest Jwly. Co.	115 North Main
De Soto	T. Ben Turnbaugh	212 South Main
Bismarck	Lee Strader	
Ironton	C. L. Stamel	Main
Charleston	E. E. Oliver (Agent)	699 West Commercial
Jackson	H. A. Ueleke	West Main

Rule 2(a) is modified to extent that employes must submit their watches for monthly inspection, but not less than 20 days, nor more than 30 days, shall elapse between each inspection.

6. TRAIN REGISTERS:

Stations at which train registers are located are designated in full-faced type on the time-table.

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 or an extra train holding train orders authorizing its movement beyond such initial station to have a Clearance, Form C, as required by Rule 83(a):

Mineral Point, Potosi, Allenville, Delta and Jackson.

Clearance, Form C, delivered to southward trains at St. Louis Union Station, will fill requirements of 8th paragraph of Rule 83(a) at Jefferson Barracks, when train order signal indicates "Proceed."

Clearance, Form C, delivered to southward trains, Lesperance St. Subdiv., at Davis Street Jct. will fill requirements of 8th paragraph of Rule 83(a) at Jefferson Barracks, when train order signal indicates "proceed."

Clearance, Form C, delivered to northward trains at initial stations on Missouri Division will fill requirements of 8th paragraph of Rule 83(a) at Jefferson Barracks when train order signal indicates "Proceed."

R196.061

7. BULLETIN BOOKS:

St. Louis:	Bismarck.
Union Station telegraph office.	Poplar Bluff.
Lesperance Street (Yard Office)	Charleston.
Ewing Avenue. (Roundhouse).	Jackson.

8. MAIL CRANES BETWEEN STATIONS:

Subdiv.	Nearest Station	MP	Pole
De Soto	Tiff	54	01

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
Jefferson Barracks and Poplar Bluff	E 64	240,000 lbs.
Poplar Bluff and Dexter Jct.	E 64	240,000 lbs.
Dexter Jct. and Alfalfa Center.	E 45	210,000 lbs.
Mineral Point and Potosi	E 50	240,000 lbs.
Bismarck and Charleston	E 45	210,000 lbs.
Allenville and Jackson	E 40	180,000 lbs.
Speed of all trains must not exceed 15 MPH over Bridge 13 Dutchtown.		

Explanation of Cooper's Classification:

Classification	Engine Numbers	Work Equipment
E-30	(D) 800-811, (G) 600, (G) 625-629, (G) 650-654, 2638-2651, 2707	Pile Drivers X-165, X-170, X-171. Wrecking Derricks X-100, X-108.
E-35	(G) 660-661, 2305-2398, 2506-2520, (D) 7000-7004, (D) 7100, (D) 9000-9012	Bridge Erection Cranes X-1025, X-1026. Bridge Erection Derrick X-245. Locomotive Cranes X-1004, X-1005, X-1006. Locomotive Ditcher X-202. Wrecking Derricks X-101 to X-107, Inc. and X-109.

9. Continued.

Explanation of Cooper's Classification: (Con'td.)

Classification	Engine Numbers	Work Equipment
E-40....	401-487, 6501-6517, 9512-9538.....	
E-45....	1-173, (D)501-512, 1801-1817, (D) 4100-4103, 5502-5539, 6401-6444, (D) 9102-9119, 9301-9320, 9406-9475.....	Bridge Erection Cranes X-1027, X-1028. Bridge Erection Derrick X-247. Bridge Derrick-Pile Driver X-172. Wrecking Derrieks X-110 to X-114-inc.
E-50....	5201-5207, 6601-6608.....	
E-52....	1151-1155, 1201-1280, 1301-1325, 5308-5316, 6001, 9601-9610, 9701-9785.....	
E-54....	1156-1161, 6609-6629.....	
E-56....	1401, 1402, 1404-1407, 1409, 1410, 1412-1415, 1417, 1423, 1437, 1453, 1478, 1483, 1485, 1487, 1489, 1493, 1495-1497, 1501, 1502, 1504, 1508, 1510, 1511, 1515, 1525, 1528, 1529, 1532-1537, 1539-1542, 1546, 1548, 1551, 1552, 1555, 1557-1560, 1562-1565, 1569, 1571, 5335-5344.....	
E-58....	1111-1120, 1403, 1408, 1411, 1416, 1418-1422, 1429, 1430, 1432, 1464, 1482, 1488, 1490-1492, 1494, 1498-1500, 1503, 1505, 1506, 1507, 1509, 1526, 1527, 1530, 1531, 1538, 1543, 1544, 1545, 1547, 1549, 1550, 1553, 1554, 1556, 1561, 1566, 1567, 1568, 1570, 1701-1714, 5321-5327.....	
E-60....	1424-1428, 1431, 1433-1436, 1438-1452, 1454-1463, 1465-1477, 1479-1481, 1484, 1486, 1512, 1513, 1514, 1516-1524.	

9. Concluded.

Explanation of Cooper's Classification: (Cont'd.)

Classification	Engine Numbers	Work Equipment
E-62....	1715-1719, 2101-2125.....	
E-64....	1121-1125, 1720-1729, 2201-2215.....	

(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
DeSoto Subdiv.			
Glen Park Spur.	24	11	Account sharp curvature, 1200 class engines equipped with booster, and engines larger than 1200 and 6600 class engines, must not use these tracks.
DeSoto Shop, East Store room track..	42	1	
Tiff Spur.....	54	1	
Evergreen Spur	57	28	
Fountain Farm.	58	13	
Bismarck—Mill Track.....	75	20	
Middlebrook Loading Tracks (3)...	83	5	
Leadanna Track.....	108	30	
Williamsville—New Track..	145	22	
Hendrickson Spur Track..	152	24	
Iron Mountain Ore Track...	80	20	Engines except 5300, 2100 or 2200 class may be used to switch this spur track. 5300, 2100 and 2200 class engines must not be used beyond derail in picking up or setting out cars.

10. RAILROAD CROSSINGS AT GRADE:

Subdiv.	MP Pole	Other Railroad	Senior Line	Type of Protection
DeSoto.....	164 38	SL-SF	MoPac	Electric Locked gate against SL-SF
Poplar Bluff.224	23	Belmont Subdiv.	MoPac	None
Poplar Bluff.211	02	SL-SF	MoPac	Standard Manual Interlocking
Poplar Bluff.205	16	SL-SF	MoPac	None
Poplar Bluff.191	10	SLSW	MoPac	Electric Locked gate against MoPac
Poplar Bluff.166	25	SL-SF	MoPac	Cabin Interlocking
Belmont....149	11	SL-SF	MoPac	None
Belmont....149	13	SLSW	MoPac	Electric Locked gate against MoPac
Belmont....157	13	SL-SF	MoPac	Automatic Interlocking
Belmont....178	08	Poplar Bluff Subdiv.	MoPac.	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:

(See Rule 672)

Subdiv.	Location	MP Pole	Other Railroad
Belmont.....	Oran.....	157 13	SL-SF

Distance of home and approach signals from crossing:

	Northward Home Signal	Northward Approach Signal	Southward Home Signal	Southward Approach Signal
Oran.....	483 ft.	2500 ft.	587 ft.	2500 ft.

Normal indication of Home Signals—"Stop."

Approach Signals have fixed indication "Proceed at Restricted Speed." - Restricted speed at this location shall not exceed twenty miles per hour to apply from Approach Signal until crossing is occupied.

Release box located at crossing with instructions inside.

10-A. Automatic Interlockings:—Concluded

MOVEMENT OF TRAINS:—When train approaches Home Signal, if there is no train within interlocking limits or on approach circuits on conflicting routes, Home Signal will change from "Stop" to "Proceed."

MOVEMENT OF TRAINS WHEN SIGNALS DO NOT CLEAR ON THEIR APPROACH:—When Home Signal indicates "Stop," per signal indication Rule 292, and no conflicting movement is being made, a trainman shall proceed to the crossing and operate hand release marked "Missouri Pacific" in iron box near the crossing. If, after operating hand release, Home Signal continues to indicate "Stop," flagman will observe indications of home signals on conflicting route.

If home signals on conflicting route indicate "Stop," train will be governed by hand signal from the crossing given by a member of its own crew. Such hand signal must not be given for at least one minute after release has run down, and trainman will remain at crossing until forward end of his train reaches crossing.

If either of the home signals on conflicting route **does not** indicate "Stop," flagman must proceed a sufficient distance on conflicting route to afford protection as prescribed by Rule 99 against trains which may approach such home signal on conflicting route.

If neither home signal on conflicting route indicates "Stop," a flagman must be sent in each direction on conflicting route in manner prescribed above.

If a train or engine is standing between the home signals on a conflicting route, the hand proceed signal must not be given until after a thorough understanding has been had with the crew of the train or engine on the conflicting route.

10-B. Interlockings with Controlled Electric Signals: BLANK.

10-C. Standard Manual Interlockings:

Subdiv.	Location	MP Pole	Other Railroad
Poplar Bluff.....	Sikeston.....	211 02	SL-SF

Rules 605 to 671, inc. and other rules applicable, will govern.

Approach signals have fixed indication "Proceed at Restricted Speed." Restricted speed at these locations shall not exceed twenty miles per hour, to apply from Approach Signal until crossing is occupied.

10-D. Cabin Interlockings:

Subdiv.	Location	MP Pole	Other Railroad
Poplar Bluff.....	Poplar Bluff...	166 25	SL-SF

Distance of Home and Approach Signals from Crossing:

	Northward	Northward	Southward	Southward
	Home Signal	Approach Signal	Home Signal	Approach Signal
Poplar Bluff . . .	602 ft.	2500 ft.	639 ft.	2500 ft.

Normal indication of Home Signals—"Proceed."

Approach signals have fixed indication "Proceed at Restricted Speed." Restricted speed at this location shall not exceed twenty miles per hour, to apply from Approach Signal until crossing is occupied.

At this cabin interlocking, the signal aspects, which do not conform to The Uniform Code of Operating Rules, are as follows and will govern:

DAY ASPECT	NIGHT ASPECT	INDICATION
------------	--------------	------------

SINGLE ARM SIGNALS

HOME SIGNALS:

Red Arm Horizontal.....Red Light....Stop

Red Arm (60 Degree
Lower Quadrant...Green Light...Proceed

Levers in cabin at crossing are manually operated by trainmen, and instruction chart is posted in cabin.

Rules 605, 661 to 671, inc., and other rules applicable, will govern.

10-E. Interlocked Gates:

BLANK.

10-F. Standard Gates:

BLANK.

10-G. Standard Gates with Electric Locking Devices:

Subdiv.	Location	MPPole	Other Railroad
DeSoto.....	Poplar Bluff...	164 38	SL-SF
Poplar Bluff.....	Dexter Jct.....	191 10	SL-SW
Belmont.....	Delta.....	149 13	SL-SW

At Poplar Bluff, the gate is electrically-locked against the SL-SF, and is connected with automatic block signals.

The electric lock is controlled by Control Operator in Telegraph Office at Poplar Bluff.

At Dexter Jct. and Delta, the gates are electrically locked in normal position against the Missouri Pacific.

Within 4000 ft. and not less than 2500 ft. of each side of these crossings there is a signal with fixed indication "Proceed at Restricted Speed." Restricted speed at these locations shall not exceed twenty miles per hour, to apply from this signal until crossing is occupied.

To obtain unlocking of gate, call SL-SW train dispatcher at Illmo from telephone in box on Gate-lock post.

At Belmont, trains and engines must stand in clear of insulated joints (painted white) at the clearance point until unlocking of the gate is secured from the SL-SW train dispatcher, and gate is lined for movement over SL-SW tracks. Cars must not be left standing within the track circuits between the insulated joints.

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
DeSoto Subdiv.:				
Bismarck.....	74	23	76	11
Poplar Bluff.....	164	15	164	36
Poplar Bluff Subdiv.:				
Poplar Bluff.....	165	22	167	40
Dexter.....	187	20	192	10
Essex.....	195	10	196	10
Gray Ridge.....	199	20	200	20
Morehouse.....	205	0	206	0
Sikeston-Miner.....	210	10	215	0
Bertrand.....	219	0	220	0
Charleston.....	224	0	End of track.	
Belmont Subdiv.:				
Bismarck.....	75	16	76	0
DeLassus.....	86	15	87	15
Knob Lick.....	94	15	95	15
Mine La Motte.....	101	0	102	0
Fredericktown.....	103	15	105	25
Cornwall.....	111	0	112	0
Marquand.....	117	15	118	15
Grisham.....	122	28	124	20
Bessville.....				
Glen Allen.....	129	5	131	0
Lutesville.....	132	25	133	25
Lafin.....	138	10	139	10
White Water.....	144	5	145	5
Allenville-Delta.....	146	15	150	10
Oran.....	157	20	158	20
Morley.....	161	15	162	15
Blodgett.....	167	0	168	0
Charleston.....	177	5	End of track.	
Jackson Subdiv.:				
Allenville.....	147	5	147	20
Dutchtown.....	152	20	153	20
Gordonville.....	157	10	158	10
Jackson.....	162	10	End of track.	
Potosi Subdiv.:				
Mineral Point.....	60	28	61	10
Potosi.....	63	0	End of track.	

13. SWITCHES:

13-A. Spring Switches:

Subdiv.	Type of Switch	Location	MP	Pole	Normal Position
DeSoto..	No. 20	Iron Mt. (South Switch)..	81	3	For Main Track.
DeSoto..	No. 20	Middle Brook (South Switch)..	83	10	For Main Track.
DeSoto..	No. 20	RO Siding (South Switch)..	87	36	For Main Track.
DeSoto..	No. 20	Tip Top..	92	10	} For Right Hand Running.
DeSoto..	No. 20	Tip Top..	92	33	
DeSoto..	No. 20	Gads Hill.	119	31	} For Right Hand Running.
DeSoto..	No. 20	Gads Hill.	120	21	
DeSoto..	No. 20	Piedmont (South Switch)..	127	37	For Main Track.
Poplar Bluff... No. 20		Dexter... 190	13		For Northward Main Track.

Rule 535 governs. See Section 3 of Special Instructions in Time-table covering speed restrictions, and Section 16-E of these instructions.

13-B. Remotely Controlled Switches:

Subdiv.	Location	Type of Switch	Operated From
DeSoto.....	Cliff Cave.....	No. 20	Davis St. Jet.
DeSoto.....	Poplar Bluff.....	No. 20	Tel. Office—
	(North end two main tracks)		Poplar Bluff
DeSoto.....	Poplar Bluff.....	No. 20	Tel. Office—
	(Henderson Ave.)		Poplar Bluff
DeSoto.....	Poplar Bluff.....	No. 20	Knobel
	(Crossover yard lead to west track)		
DeSoto.....	Poplar Bluff.....	No. 20	Knobel
	(Crossover east track to west track)		

Rule 531 governs.

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

Subdiv.	Location	Normal Position
Poplar Bluff.....	Dexter Jet.....	For connection (Connecting switches—StLSW Connection)

13-D. Interlocked Switches:

BLANK.

13-E. Handling of Switches by Operators or Switch Tenders:

BLANK.

13-F. Bolt-locked Switches:

BLANK.

13-G. Switches Equipped with Electric Locking Devices:

Subdiv.	Location	MP Pole	Controlled by
DeSoto.....	Poplar Bluff.....	164 38	Control Operator at Telegraph Office.

Instructions governing operation posted inside door of lock box.

14. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS:

Subdiv.	Location	MP Pole	Facing or Trailing Point
DeSoto.....	Poplar Bluff.....	165 13	Trailing
DeSoto.....	Poplar Bluff.....	165 20	Facing
DeSoto.....	Poplar Bluff.....	165 22	Trailing
DeSoto.....	Poplar Bluff.....	165 32	Trailing
DeSoto.....	Poplar Bluff.....	167 00	Trailing

Following crossovers are designated by name as shown, for proper identification in train orders:

Subdiv.	Location	MP Pole	Designated by Name as
DeSoto.....	DeSoto.....	42 0	"Shops Crossover"
DeSoto.....	DeSoto.....	42 12	"Commercial Street Crossover"
DeSoto.....	Bismarck.....	75 33	"South Crossover"

15. FLASHING LIGHT TRAIN ORDER SIGNALS:

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

Hogan

16-A. Sidings of Assigned Direction (see second paragraph, Rule 105):

BLANK.

16-B. Designation of Sidings:

Station	Track designated as siding	Location of Switches	
		North Switch MP Pole	South Switch MP Pole
DeSoto Subdiv.:			
Riverside..	First track east of main track.	26 10	26 39
DeSoto....	First track east of main track.	42 0	42 30
("Shops Crossover")			
Bismarck..	Tracks Nos. 7 and 8, first two tracks west of main track. Freight trains will use Track No. 8 in preference, keeping Track No. 7 clear for passenger trains.	75 7	75 33
("South Crossover")			

16-B. Designation of Sidings:—Concluded

Location of switches designated as entrances to yards:

Subdiv.	Station	Location of Switches	
		North MP Pole	South MP Pole
Poplar Bluff...	Poplar Bluff.....	165 22	.. ..

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

Subdiv.	Station	Switch	Distance and Direction from Train Order Signal
DeSoto.....	Sulphur Springs	South.....	193 feet—North
DeSoto.....	Hogan.....	South.....	839 feet—North
(Southward siding)			
DeSoto.....	Des Arc.....	North.....	156 feet—South
DeSoto.....	Williamsville..	South.....	406 feet—North
Poplar Bluff..	Dexter.....	North.....	1052 feet—South
Poplar Bluff..	Sikeston.....	South.....	288 feet—North
Belmont....	Delta.....	South.....	1117 feet—North
Belmont....	Fredericktown..	South.....	530 feet—North

16-D. Sidings Permitted to be used as Team and Storage Tracks, Modifying Rule 105(a):

BLANK.

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

Subdiv.	Location	MP	Pole
DeSoto.....	Tiptop—North End Siding.....	92	10
	South End Siding.....	92	33
DeSoto....	Gads Hill—North End Siding.....	119	31
	South End Siding.....	120	21

Each end of siding is equipped with spring switch and signals for right hand running. Trains must use right hand track except when use of left hand track is authorized by train order, or under flag protection. The second paragraph of Rule 5 is modified to extent that the time of superior southward trains applies at north switch of siding at Tiptop and the time of northward superior trains applies at south switch of siding at Gads Hill.

17. BLOCK SIGNALS:

17-A. Automatic Block System:

Subdiv.	Between
DeSoto.....	Jefferson Barracks and Poplar Bluff.
Poplar Bluff...	Dexter Jct. and Dexter.
Poplar Bluff...	MO Jet. and Dexter (Southward Only).

Rules 281 to 292-A, inc., 505 to 519, inc., and other rules applicable, will govern.

Clearance Form C, is required before proceeding from a STOP indication, under the provisions of the first paragraph of Rule 509.

Rule 509(b) is made effective by these instructions between Piedmont and SL-SF Crossing Poplar Bluff.

Automatic Signal Circuits between following stations have been arranged to provide positive block between stations for opposing movements and shortened block for "following" movements:

Between	And
Piedmont	Leeper
Mill Spring	Williamsville

If train fouls overlap (indicated by "Block" post) or train men open switches before opposing trains have cleared overlap signals will not clear.

The following automatic block signals operate in connection with train order signals at stations listed and when train order signal is in "Stop" position, automatic block signal may indicate "Restricted Speed" or "Stop"; this, however, does not relieve trainmen and enginemen from complying with Rules 221-B, 285 and 291.

Southward train order signal operates automatic block signal:	Northward train order signal operates automatic block signal:
263.....	Riverside..... 276
.....	Cadet..... 576
605.....	Mineral Point.....
881.....	Arcadia-Ironton..... 890
1077.....	Annapolis.....
1519.....	Hendrickson..... 1528

17-A. Automatic Block System:—Concluded

INSTRUCTIONS GOVERNING OPERATION OF PUSH BUTTON RELEASES WHEN FOULING BLOCK SIGNAL TRACK CIRCUIT OVERLAPS:

Location of Push Button Releases:

Vineland.....	South end of siding.
Hopewell.....	North end of siding.
Hopewell.....	South end of siding.
XD-Irondale.....	North end of siding.

If practicable, train on main track must avoid fouling overlap.

Push button Releases are to be used after overlap of block signal track circuit has been fouled by train on main track, to permit signal to display indication in accordance with conditions in its block.

Push the button in firmly and hold it about three seconds before releasing.

If, after using push button release, leaving signal continues to indicate "Stop," be governed by Rule 509.

17-B. Operation by Signal Indication; opposing and following movements:

Subdiv.	Between	By Whom Controlled
DeSoto..	Signals Nos. 1649, MP 164, Pole 38, just north of SL-SF Crossing, and Signals Nos. 1670, R&L, MP 170, Pole 0, Poplar Bluff.	Control Operator in Telgh. Office, Poplar Bluff.
DeSoto..	Signals Nos. 1670 R&L, MP 167, Pole 0, Poplar Bluff, and south end of Missouri Division at MP 168, Pole 0.	Control Operator, Knobel.
Poplar Bluff..	Signals Nos. 1913, MP 191, Pole 2, Dexter Jct., and Signals Nos. 1888, MP 188, Pole 24, Dexter.	Control Operator, Dexter.

Rules 505 to 551, inclusive, and other rules applicable, will govern.

POPLAR BLUFF:

Between Signals 1649, located just north of SL-SF Crossing, and Signals 1658 R&L, located just south of Henderson Ave., the provisions of Rule 534(b) are made effective by these instructions, but do not modify Rules 509 and 533.

After clearance, Form C, has been secured and when ready to move out of Poplar Bluff Yard through crossover at Signal 1669-L, southward trains will be governed by indication on this signal, **if crossover switches are lined for movement to main track.**

If crossover switches are not lined for such movement, Southward trains will communicate with Control Operator.

Signals governing movement out of sidings and through Poplar Bluff Yard are mounted on low foundations instead of signal masts. These signals must be treated the same as if mounted on signal masts.

DEXTER JCT.:

Southward Trains and Engines will not enter Poplar Bluff Subdiv. from SL-SW except in emergency, after obtaining authority from the Control Operator. (See Rules 529, 530 and 531.)

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

Subdiv.	Between	By Whom Controlled
Poplar Bluff..	MO Jct., MP 192, Pole 16 and Dexter, MP 190, Pole 14. (SOUTHWARD MOVEMENT ONLY).	Control Operator at Dexter.

Rules 580 to 583, inclusive, and other rules applicable, will govern southward movements.

Northward movements on this track must not be made except in emergency, after obtaining authority of Control Operator and then only under flag protection as prescribed by Rule 99.

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

BLANK.

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:

1100, 1200, 1300, 1400, 1500, 1700, 2100, 2200, 5200, 5300, 6400 and 6600 classes.

The following 5500 and 6500 class engines, account equipped with standard draft gear and 6x8 inch shank couplers at rear of tenders, can be used as the second engine when double-headed:

5502, 5507, 5508, 5512, 5515, 5521, 5525, 5526, 5529, 5530, 5531, 5532, 5536, 5539, 6501, 6506, 6509, 6512, 6513, 6514.

The following one class engines have been equipped with standard draft gear and 6x8 shank couplers at rear of tender and may be used (non-stokers **should** be used) as the second engine when doubleheading in freight service and may be

19. DOUBLE HEADING TRAINS: Concluded.

used as second engine in passenger service, when equipped with steam heat and air signal equipment, viz.:

Engine Number	Coal or Oil	Hand Fire or Stoker	Engine Number	Coal or Oil	Hand Fire or Stoker
6	Coal	BK	99	Coal	Hand
8	Oil	.....	100	Coal	BK
9	Coal	BK	101	Coal	BK
10	Oil	.....	102	Coal	BK
11	Coal	BK	105	Coal	BK
12	Coal	BK	108	Coal	BK
13	Coal	BK	110	Coal	Hand
14	Coal	BK	112	Coal	Hand
15	Coal	BK	113	Coal	BK
17	Coal	Hand	114	Coal	BK
21	Coal	BK	115	Oil	.....
22	Coal	BK	117	Coal	BK
27	Coal	Hand	118	Coal	BK
28	Coal	BK	121	Coal	BK
30	Coal	BK	122	Coal	BK
31	Coal	BK	123	Coal	BK
34	Coal	BK	124	Coal	BK
36	Coal	BK	125	Coal	BK
37	Coal	BK	127	Coal	BK
38	Coal	BK	128	Coal	Hand
40	Coal	BK	129	Coal	BK
43	Coal	BK	131	Coal	Hand
44	Coal	Hand	135	Coal	Hand
46	Coal	Hand	136	Coal	BK
48	Coal	BK	139	Coal	BK
57	Coal	BK	140	Coal	Hand
59	Coal	Hand	143	Coal	BK
60	Coal	BK	145	Coal	Hand
64	Coal	BK	146	Coal	BK
65	Coal	BK	147	Coal	BK
66	Coal	Hand	150	Coal	BK
67	Oil	.....	152	Coal	BK
71	Coal	BK	153	Coal	BK
72	Coal	BK	155	Coal	BK
73	Oil	.....	157	Coal	Hand
74	Coal	BK	162	Oil	.....
76	Coal	BK	163	Oil	.....
77	Coal	BK	164	Oil	.....
78	Coal	Hand	165	Coal	BK
88	Coal	BK	166	Oil	.....
89	Coal	BK	167	Coal	BK
90	Coal	Hand	168	Coal	BK
94	Coal	BK	170	Coal	BK
95	Coal	Hand	171	Coal	BK
96	Coal	Hand	173	Oil	.....

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 doubleheading 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, doubleheading 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 line 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 doubleheading 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:

BLANK.

22. OPERATION OVER FOREIGN LINES:

Use of St. L. S. W. tracks between Dexter Junction and Illmo:

Operation over St. L. S. W. tracks between Dexter Junction and Illmo is governed by Uniform Code of Operating Rules, St. L. S. W. Time-tables, Special Instructions and Bulletin Orders.

22-A. Operation in Terminals on Connecting Divisions:

Between Jefferson Barracks and 23rd Street Yard, Union Station and Lesperance Street, St. Louis Terminal Division:

St. Louis Terminal Division Time-table and Special Instructions govern.

22-B. Operation of Foreign Line Trains over Missouri Pacific Tracks:

BLANK

23. FREIGHT TRAINS HANDLING PASSENGERS:

Local Freight and Mixed trains carrying passengers will stop caboose at station platform.

24. TRAIN ORDER DELIVERY DEVICES:

BLANK.

25. MOTOR CARS:

1. Following instructions will govern movement of motor cars dead in tow:

(a) Motor Cars or Motor Trailer Cars must not be moved or coupled between other cars in train movement or switching.

(b) Remove handle from engineer's brake valve, except on cars having ET Brake Equipment which must have automatic brake valve cut out, "dead man" feature cut out, and "dead engine" feature cut in.

(c) Remove controller handle.

(d) In cold weather, put up front radiator shelds; drain radiator, engine cylinders and water circulating pump; and drain Arcola car heater and radiating coils or maintain fire in heater, making certain that valves connecting engine cooling system and heating system are closed and not leaking.

(e) Shut air valve to gasoline fuel tank.

(f) Open main battery switch.

25-A. Use of sand in operation of Single-Unit Motor Cars, or Steam or Diesel Engines moving light:

In the operation of a Single-Unit Motor car, or a steam or Diesel Engine moving light, in automatic block signal territory, only sufficient sand will be used to insure safe operation.

If necessary to use sand to stop, move, the engine or motor car a sufficient distance to clear sanded portion of rails immediately after stopping, to insure proper operation of block signals.

26. QUALIFICATIONS OF LOCOMOTIVE ENGINEER:

For Passenger Service, an engineer must have had two years' service as road engineer, and must have made a trip as engineer or fireman, in either passenger or freight service, over the subdivision during the preceding 150 days. Having made such a trip as fireman, but not as engineer, he may qualify by

26. Concluded.

making this fact known to his conductor and, before starting trip, the two of them thoroughly discuss and arrive at a mutual understanding of all bulletin orders issued on said subdivision during such 150 day period. Not having had such service as either engineer or fireman, he may qualify by making a round trip over said subdivision either as engineer or fireman in freight service, or as a student to familiarize himself with changed conditions.

For Freight Service, an engineer must have made a road trip over the subdivision as engineer or fireman during the preceding twelve months. Not having had such service, he may qualify by making a round trip over said subdivision as a student to familiarize himself with changed conditions. An engineer who qualifies under these provisions but has not made road trip as engineer during the preceding 150 days, will make this fact known to his conductor and, before starting the trip, the two of them will thoroughly discuss and arrive at a mutual understanding of all bulletin orders issued on said subdivision during such 150 day period.

Qualifications for engineers in this paragraph will also apply to engineers handling troop trains.

The following Subdivs. are excepted from the provisions of instructions under this section:

Belmont
Jackson.

Potosi.
Poplar Bluff.

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 September 1, 1941, include Rule 99 (f), affecting train movement, which is repeated below for information and guidance of employes affected thereby:

"99 (f), Protection by Train Order.—Protection required by Rule 99 (e) 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 direc-

29. Concluded.

	Station Number	Miles from St. Louis	Capacity
Poplar Bluff Subdiv.:			
Alfalfa Center.....	XD 69	233.66	6 Cars
Hough.....	XD 64	229.70	10 Cars
Browns.....	XD 43	208.83	9 Cars
Hunterville.....	XD 33	198.74	5 Cars
Belmont Subdiv.:			
Grisham.....	D 48A	123.34	6 Cars
Potosi Subdiv.:			
Lumtie Spur.....	XB 1	52.08	3 Cars
Lawood Spur.....	XB 3	63.50	4 Cars
Jackson Subdiv.:			
Gaugh Spur.....	DC 3	150.92	8 Cars
Dutchtown.....	DC 6	153.33	4 Cars

30. SPECIAL INSTRUCTIONS COVERING SOUNDING OF LOCOMOTIVE WHISTLE AND BELL AT PUBLIC CROSSINGS, ETC., SUPPLEMENTING OR MODIFYING RULES 30, 31, 31(a) AND 32; REPEATED BELOW:

"Rule 14(1). Whistle signal — — o ——— (two long, one short and one long) approaching public crossings at grade. To be prolonged or repeated until crossing is occupied by engine or car. (See Rules 31 and 31 (a).)"

"Rule 30. Except where the momentary stop and start, forward or backward, are a continuous switching movement, the engine bell must be rung when an engine is about to move, and while approaching and passing public crossings at grade, stations, through tunnels and snow sheds."

"Rule 31. The whistle must be sounded where required by rule or law."

"In case of whistle failure, speed must be reduced and the bell rung continuously when approaching and passing through stations, yards, over highway crossings, and around curves."

"Rule 31(a). Enginemen must sound whistle signal as prescribed by Rule 14(1) approaching tunnels and snow sheds, and, when view is restricted by weather, obscure curves, or other unusual conditions, should frequently sound the whistle **to warn trackmen and others.**"

"Rule 32. The unnecessary use of either the whistle or the bell is prohibited."

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

BUSSEN:

Account heavy truck movement over private crossing at Bussen Quarry, north of Cliff Cave, all trains will sound whistle signal for this crossing as prescribed by Rule 14(1).

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

BLANK.

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

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

Uniform Code of Operating Rules, Circular 33, Safety Rules.

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 Employes Whose Duties Require Them to Go Between, Under or About Engines or Cars.

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.

Instructions covering the Routing and Carding of Road Haul Cars.

Freight Train Classification.

Red Ball System.

Car Service Rules.

Instructions covering the handling of Live Stock.

Such instructions as are issued 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
45.....	1	20
50.....	1	12
55.....	1	5
60.....	1	0

35. CAPACITY OF PASSENGER ENGINES IN ACTUAL TONS (PASSENGER SERVICE):

	ENGINES					
	1151 to 1161	5301 to 5316	5335 to 5344	6401 to 6444	6501 to 6521	6601 to 6629
	Tons	Tons	Tons	Tons	Tons	Tons
Between St. Louis and Poplar Bluff						
Northward	850	970	1175	700	470	875
Southward	905	1040	1255	750	500	940

36. OPERATION OF RIVER TRANSFER:

BLANK.

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
DeSoto Subdiv.:			
Cliff Cave.....	12	5	Booth
Cliff Cave.....	12	14	Booth
White House.....	..	..	Section House
White House.....	16	3	Booth
Wickes.....	18	32	Booth
Wickes.....	19	18	Booth
Kimmswick.....	20	28	Booth
Sulphur Springs.....	22	11	Booth
Sulphur Springs.....	23	3	Booth
Riverside.....	26	12	Booth
Riverside.....	26	20	Cabinet in depot
Riverside.....	26	37	Booth
Pevely.....	27	19	Booth
Pevely.....	..	..	Section House
Horine.....	29	7	Booth
Horine.....	30	5	Booth
Hematite.....	34	38	Booth
Hematite.....	35	25	Booth
Hematite.....	..	..	Section House
Victoria.....	38	22	Booth
Victoria.....	39	2	Booth
De Soto.....	41	25	Booth
De Soto.....	42	28	Booth
Vineland.....	47	0	Booth
Vineland.....	47	12	Booth
Blackwell.....	51	1	Booth
Blackwell.....	51	22	Booth
Blackwell.....	..	..	Section House
Cadet.....	56	34	Booth
Cadet.....	57	13	Booth
Fountain Farm.....	58	13	Booth
Mineral Point.....	60	18	Booth
Mineral Point.....	60	35	Freight House
Mineral Point.....	60	39	Booth
Summit.....	62	30	Booth
Summit.....	63	5	Booth
Hopewell.....	65	11	Booth
Hopewell.....	65	21	Booth
Irondale.....	69	13	Booth
Irondale.....	69	26	Booth

37. TELEPHONES:—Continued

Location	MP	Pole	Booth or Building in which located
De Soto Subdiv.:—Concluded			
Bismarck.....	74	36	Booth
Bismarck.....	75	38	Booth
Iron Mountain.....	80	26	Booth
Iron Mountain.....	80	38	Booth
Middlebrook.....	82	38	Booth
Middlebrook.....	83	7	Booth
RO Siding.....	87	14	Booth
RO Siding.....	87	34	Booth
Arcadia.....	89	5	Booth
Tip Top.....	90	30	Booth
Tip Top.....	92	10	Booth
Tip Top.....	92	31	Booth
Tip Top.....	93	30	Booth
Hogan.....	95	34	Booth
Hogan.....	96	20	Booth
Chloride.....	100	5	Booth
Chloride.....	100	26	Booth
Sabula.....	104	7	Booth
Sabula.....	104	24	Booth
Annapolis.....	107	36	Booth
Annapolis.....	107	36	Cabinet in depot
Annapolis.....	108	18	Booth
Des Arc.....	115	18	Booth
Des Arc.....	115	24	Cabinet in depot
Des Arc.....	116	7	Booth
Gads Hill.....	119	35	Booth
Gads Hill.....	120	19	Booth
Piedmont.....	126	26	Booth
Mill Spring.....	134	25	Booth
Barlow.....	139	33	Booth
Williamsville.....	..	..	Cabinet in depot
Keeners.....	150	1	Booth
Hendrickson.....	152	24	Cabinet in depot
Wilby.....	155	20	Booth
Hilliard.....	159	0	Booth
Mengo.....	162	10	Booth
Poplar Bluff.....	164	36	Booth
Poplar Bluff.....	164	39	Booth
Poplar Bluff.....	165	4	Booth
Poplar Bluff.....	165	13	Booth
Poplar Bluff.....	Park Ave.		Booth
Poplar Bluff.....	165	25	Booth

37. TELEPHONES:—Concluded

Location	MP	Pole	Booth or Building in which located
Poplar Bluff Subdiv.:			
Poplar Bluff.....	165	30	Yard Office
Poplar Bluff.....	166	38	Booth
Poplar Bluff.....	166	38	Booth
Poplar Bluff.....	167	5	Booth
Junland.....	171	17	Booth
Junland.....	172	17	Booth
Ives.....	178	06	Booth
Ives.....	179	8	Booth
Ajar.....	183	14	Booth
Dexter.....	188	25	Booth
Dexter.....	189	15	Booth
Dexter.....	189	28	Booth
Dexter.....	190	13	Booth
Dexter.....	191	5	Booth
Dexter.....	191	10	Booth

38. HANDLING WOODEN PASSENGER CARS IN TRAINS AHEAD OF STEEL CARS:

1. **Occupied** wooden passenger carrying equipment shall not be placed ahead of or between steel or steel underframe equipment; nor between the engine and steel or steel underframe equipment. If necessary to utilize such cars, they will be handled to rear of steel or steel underframe cars.
- 1-a. **Occupied** steel underframe passenger carrying cars will not be handled between steel cars, nor between steel car and locomotive. If necessary to utilize such cars, they will be handled to rear of steel cars.
2. **Occupied** steel underframe mail apartment cars shall not be operated between steel cars, nor between the engine and a steel car adjoining, nor in any train where a majority of the cars in the train are of steel construction.
3. **Occupied** wooden mail apartment cars shall not be operated between steel or steel underframe equipment.
- 3-a. **Occupied** wooden mail apartment cars in mixed trains shall be operated in the rear end consist, followed only by wooden passenger coaches or cabooses.
4. **Unoccupied** wooden passenger carrying equipment, and unoccupied wooden express, baggage, and storage mail cars may be handled between steel or steel underframe cars or between the engine and steel or steel underframe cars.

38. HANDLING WOODEN PASSENGER CARS IN TRAINS AHEAD OF STEEL CARS:—Concluded

- 4-a. Wooden or steel underframe baggage cars must not be used as 'kitchen' cars in troop trains, as kitchen cars are occupied cars.
5. So-called light-weight streamlined cars (low alloy high tensile steel), shall not be placed between or ahead of standard steel cars or between the engine and standard steel cars. (See paragraph 6.)
6. Paragraph 5 refers to foreign line, light-weight, streamlined cars, and is not applicable to Missouri Pacific streamlined cars. Head-End stream-lined cars may be handled on the head end of passenger trains. "Eagle," passenger carrying cars must not be handled mixed in with regular equipment except when specifically authorized.

39. CLEARANCES:

In the absence of any regulations whatever, or of uniform clearance regulations, in the various States through which this railroad operates, after detailed field investigation, the appended "Minimum Safe Clearance Diagram for Transportation Employees" has been adopted for wire lines and structures (such as bridges, building platforms, poles, fences, etc.), along or over the tracks. Additionally, it has been decided that tracks should, as a general proposition, be spaced not less than 13 feet from center to center.

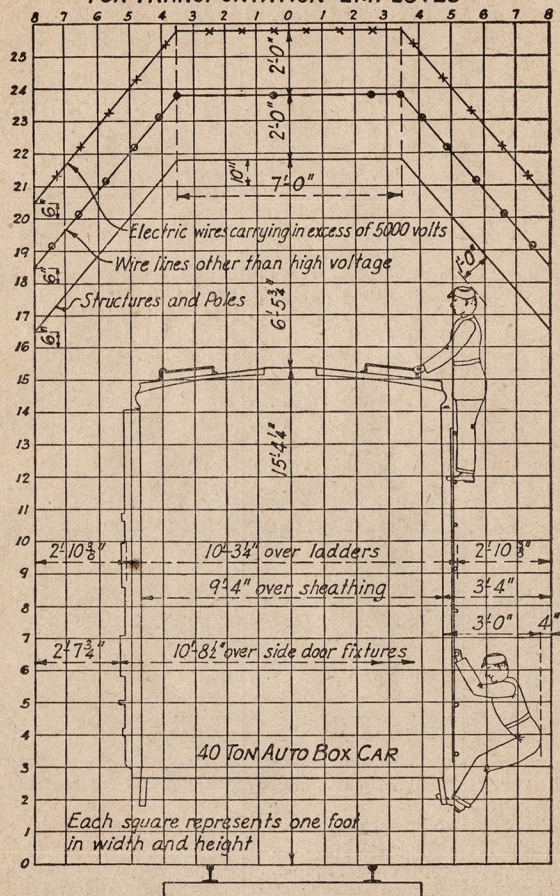
As of date of these instructions, the following is a list of tracks, wire lines and structures which provide clearance less than shown in these instructions.

This list does not include low switch stands, dwarf signals, passenger station platforms and cattle guards which in general provide limited clearance immediately above base of rail.

It is the duty of each employe to become familiar with the location of all these obstructions and to use such precaution as will prevent personal injury to himself or his co-workers.

Note: This list is subject to change from time to time. Employes will keep posted at all times on such changes, including temporary restrictions during construction work which will be covered by Bulletin Order.

MINIMUM SAFE CLEARANCE DIAGRAM FOR TRANSPORTATION EMPLOYEES



Increase in horizontal clearance required account curvature

	Inside of Curve	Outside of Curve
For tracks not used by passenger cars... used	1/2" per degree curve 3/4"	1/4" per degree curve 3/8"

Adjacent to superelevated track, increase in horizontal clearance on inside of curve to be three times the superelevation.

Revised Jan. 1, 1940.

39. CLEARANCES:

Limited Side Clearances Affecting
Main Tracks and Sidings

Location	Track	Structure
(SEE ST. LOUIS TERMINAL DIVN. SPECIAL INSTRUCTIONS FOR LIMITED CLEARANCES INSIDE YARD LIMITS AT ST. LOUIS)		
DeSoto		
Subdiv.:		
Kimmswick...	Main Track.....	Bridge 13
Glen Park.	Main Track.....	Rock Cut MP 23-36
Glen Park.	Main Track.....	Rock Cut MP 24-11
Glen Park.	Main Track.....	Rock Cut MP 24-13½
Glen Park.	Main Track.....	Rock Cut MP 25-3
Horine....	Main Track.....	Bridge 25
DeSoto....	Main Track.....	Bridge 36
DeSoto....	Main Track.....	Water Column each side depot
Vineland..	Main Track.....	Tunnel
Blackwell..	Main Track.....	Bridge 46
Irondale..	Main Track.....	Rock Cut MP 71-0
Bismarck..	Main Track & Sdg..	Water Columns
Ironton....	Main Track.....	Bridge 77
Ironton....	Main Track.....	Bridge 79
Chloride..	Main Track.....	Bridge 95
Annapolis..	Main Track.....	Bridge 105
Piedmont..	Main Track.....	Bridge 135
Black River...	Main Track.....	Bridge 180
Poplar Bluff		
Subdiv.:		
Black River...	Main Track.....	Bridge 1080
St. Francis River...	Main Track.....	Bridge 1062
Dudley....	Main Track.....	Bridge 1050A
Essex.....	Siding.....	Warehouse Roof, Stock Pen and Cotton Platform
Gray Ridge	Siding.....	Stock Pen Platform
Gray Ridge	Main Track.....	Bridge 1008
Little River	Siding.....	Stock Pen Platform
Bertrand..	Siding.....	Stock Pens

39. CLEARANCES —Continued

Limited Side Clearances Affecting
Main Tracks and Sidings

Location	Track	Structure
Belmont		
Subdiv.:		
Delassus...	Siding.....	Stock Pen Platform
Knob Lick.	Siding.....	Stock Pen Platform
Knob Lick.	Main Track.....	Bridge 862
Knob Lick.	Main Track.....	Bridge 863
Fredericktown...	Siding.....	Platforms, Retaining Wall Warehouse
Cornwall..	Main Track.....	Bridge 871
Bessville..	Main Track.....	Bridge 880
Bessville..	Main Track.....	Bridge 881
Glen Allen.	Main Track.....	Water Tank
Glen Allen.	Main Track.....	Tunnel
Glen Allen.	Siding.....	Stock Pen Platform
Lutesville..	Main Track.....	Bridge 890
Lafin.....	Siding.....	Stock Pen Platform
Whitewater	Siding.....	Stock Pen Platform
Allenville..	Siding.....	Stock Pen Platform
Delta.....	Main Track.....	Bridge 906
Delta.....	Main Track.....	Water Crane
Morley....	Siding.....	Stock Pen & Cotton Platform
Blodgett...	Siding.....	Stock Pen Platform

Limited Overhead Clearances Affecting
Main Tracks and Sidings

(SEE ST. LOUIS TERMINAL DIVN. SPECIAL INSTRUCTIONS FOR LIMITED CLEARANCES INSIDE YARD LIMITS AT ST. LOUIS)

DeSoto		
Subdiv.:		
Vineland..	Main Track.....	Tunnel
Bismarck..	Main Track.....	Coal Chute
Black River	Main Track.....	Bridge 180
Poplar Bluff		
Subdiv.:		
Black River	Main Track.....	Bridge 1080

39. CLEARANCES:—Continued

Limited Overhead Clearances Affecting
Main Tracks and Sidings

Location	Track	Structure
Belmont		
Subdiv.:		
Knob Lick.	Main Track.....	Bridge 862
Knob Lick.	Main Track.....	Bridge 863
Cornwall..	Main Track.....	Bridge 871
Bessville..	Main Track.....	Bridge 880
Glen Allen.	Main Track.....	Tunnel
Lutesville..	Main Track.....	Bridge 890
Jackson		
Subdiv.:		
Jackson...	Main Track.....	Overhead Foot Bridge

Limited Side Clearances Affecting
other than Main Tracks and Sidings

(SEE ST. LOUIS TERMINAL DIVN. SPECIAL INSTRUCTIONS FOR LIMITED CLEARANCES INSIDE YARD LIMITS AT ST. LOUIS)

DeSoto		
Subdiv.:		
Bussen...	Quarry Tracks.....	Crusher & Bins
Kimmswick	Loading Spur.....	Shed
Glen Park.	Cement Spur.....	Lime House & Mill Platform
Pevely...	Loading Track.....	Stock Pen Platform
DeSoto...	Stock & Oil Track No. 6.....	Stock Pen Platform & Oil Racks
DeSoto...	Freight House Track.	Platform
DeSoto...	Yard Tracks 2, 3, 4, 5, 6 & 7.....	Close Clearance
DeSoto...	DeLore Tiff Spur....	Tiff Platform
Vineland..	Loading Track.....	Tiff Platforms
Cadet....	Loading Track on East	Concrete Tiff Platform
Evergreen.	Loading Spurs.....	Platform

39. CLEARANCES:—Continued

Limited Side Clearances Affecting
other than Main Tracks and Sidings

Location	Track	Structure
DeSoto		
Subdiv.:		
—Cont.		
Fountain		
Farm...	Spur Track.....	Mill
Irondale..	Stock Spur.....	Stock Pen Platform
Bismarck..	Freight House Track & Spur.....	Freight Platform
Bismarck..	Coaling Track.....	Coal Chute
Bismarck..	Engine Lead.....	Enginehouse
Bismarck..	Cinder Loading Track	Retaining Wall
Bismarck..	Track 11.....	Stock Pen Platform
Iron Mountain....	Mine Tracks.....	Gate Post, Tramway and Conveyor
Middlebrook...	Stock Spur.....	Stock Pen Platform and Loading Ramp
Middlebrook...	Loading Spurs.....	Rock Crusher
RO Siding.	W. Loading Spur....	Unloading Platform
Arcadia		
Ironton..	Stock Track.....	Stock Pen Platform
Glover...	Tie Loading Spur....	Iron Ore & Mill Platforms
Annapolis..	Stock Track.....	Stock Pen Platform
Leadanna..	Mine Tracks.....	Unloading Facilities
Des Arc...	Stock Spur.....	Stock Pen Platform
Piedmont..	House Spur.....	Freight Platform
Piedmont..	Stock & Loading Spur	Platforms
Piedmont..	Track 17.....	Loading Ramp
Piedmont..	Harris Spur.....	Loading Dock
Mill Spring	Stock Track.....	Stock Pen Platform
Williamsville...	Stock Pen Spur.....	Stock Pen Platform
Williamsville....	Loading Track.....	Structures and Loading Dock
Keeners...	Hill Gravel Spur....	Gravel Bin
Hendrickson....	House Track.....	Stock Pen & Freight House Platform
PoplarBluff	Shoe Factory Spur...	Buildings

39. CLEARANCES:—Continued

Limited Side Clearances Affecting
other than Main Tracks and Sidings

Location	Track	Structure
DeSoto		
Subdiv.:		
—Concl'd.		
PoplarBluff	J. S. Gray Who. Gro. Spur.....	Building
PoplarBluff	Freight House Track.	Platform
PoplarBluff	Transfer Spur.....	Platform
PoplarBluff	Team Tracks No. 1 & 2.....	Auto Platform
PoplarBluff	Standard Oil Spur.....	Racks
PoplarBluff	Tracks 3 & 4.....	South End Track No. 4
PoplarBluff	Tracks 14½ & 53....	Platform
PoplarBluff	Coal Chute Tracks....	Coal Chute
PoplarBluff	Rip Track 13 & 14....	Shed
PoplarBluff	Cinder Loading Track	Cinder Conveyor
PoplarBluff	DeGrange Lumber Co. Spurs.....	Buildings
PoplarBluff	Hanna & Young Han- dle Co. Spur.....	Smoke Stack
PoplarBluff	Bimel-Ashcroft Mfg. Co. Spur.....	Structure
PoplarBluff	Public Loading Track.....	Buildings
PoplarBluff	Team Track 3.....	Oil Rack for Hwy.
PoplarBluff	Engine House Tracks.	Engine House and Blow- down Tanks.
PoplarBluff	Two Tracks-New Ice Dock.....	Ice Dock
PoplarBluff	South Wye.....	Stock Pens
Potosi		
Subdiv.:		
Mineral		
PoplarBluff	Mineral Pt. Mining Co. Spurs.....	Platform
Potosi....	House Spur N. Depot	Platform
Potosi....	Potosi T&T Spur N. of Main.....	Platform
PoplarBluff	Ark.-Mo. Power Co. Track.....	Coal Bin
PoplarBluff	Schweitzer Wood Rod Co. Spur.....	Structures

39. CLEARANCES:—Continued

Limited Side Clearances Affecting
other than Main Tracks and Sidings

Location	Track	Structure
Poplar Bluff		
Subdiv.:		
Fisk.....	Team Track.....	Stock Pen Platform
Fisk.....	Metz Lumber Co. Spur.....	Various
Dudley...	Loading Track.....	Stock Pen Platform
Dexter...	Loading Track.....	Stock Pen Platform and Freight House Platform
Dexter...	Scott County Mill Tracks.....	Mill
Essex.....	Sikes McMullin Grain Spur.....	Elevator
Huntermville	Loading Spur.....	Warehouse Platform & Gin Platform
Morehouse.	Mill Tracks.....	Various
Sikeston...	Texaco Oil Spur....	Unloading Rack
Sikeston...	Scott County Mill Tracks.....	Various
Sikeston...	West Team Spur....	Coal Bin & Stock Pen Platform
Sikeston...	Freight House Spur..	Freight Platform
Sikeston...	East Team Spur....	Structures
Sikeston...	Weltecke Lumber Co. Spur.....	Shed and Fence
Sikeston...	Scott Co. Milling Co. Whse.....	Platform
Sikeston...	Leslie Lumber Tracks on S.....	Coal Bin
Sikeston...	Ice Plant Spur.....	Structures
Sikeston...	Shoe Factory Track..	Platform
Sikeston...	Cotton Oil Mill Track	Platforms
Miner....	Loading Track.....	Roof of Warehouse
Bertrand..	House Track.....	Cotton Platform & Elevator
Charleston.	Coaling Spur.....	Coal Bin and Pole
Charleston.	Two Repair Tracks..	Platforms
Charleston.	Simpson Oil Company	Warehouse
Charleston.	Dead Track.....	Stock Chute-East End
Hough....	Loading Track.....	Stock Pen Platform

39. CLEARANCES:—Continued

Limited Side Clearances Affecting other than Main Tracks and Sidings

Location	Track	Structure
Belmont		
Subdiv.:		
Fredericktown....	Mill Spur.....	Warehouse
Marquand.....	Stock Pen Spur.....	Stock Pen Platform
Oran.....	House Track.....	Structures
Oran.....	Mill Spur.....	Structures
Diehlstadt.....	House Track.....	Stock Pen Platform
Charleston.....	Freight House Track.....	Platforms
Charleston.....	Brown's Spur.....	Roof of Coal Bin
Charleston.....	Miss. Co. Mill Tracks.....	Various
Charleston.....	Cottondale Gin Co.....	Seed House
Charleston.....	Whitehead Davis Grain Co. Track....	Roof of Seed House
Charleston.....	Compress Spur.....	Platform
Charleston.....	Brown Shoe Spur....	Platform
Jackson		
Subdiv.:		
Jackson... ..	Kasten Brick Co. Spur	Platform
Jackson... ..	Cape Co. Mlg. Co. Spurs S. Depot....	Conveyor & Shed
Jackson... ..	Cape Co. Mlg. Co. Spurs Main St....	Coal Bins

Limited Overhead Clearances Affecting other than Main Tracks and Sidings

(SEE ST. LOUIS TERMINAL DIVN. SPECIAL INSTRUCTIONS FOR LIMITED CLEARANCES INSIDE YARD LIMITS AT ST. LOUIS)

DeSoto		
Subdiv.:		
Bussen....	Quarry Tracks.....	Crusher & Bins
Fountain Farm....	Spur Track.....	Loading Spur
Iron Mountain....	Mine Tracks.....	Structures.
Leadanna..	Mine Tracks.....	Unloading Facilities
Keeners... ..	Hill Gravel Spur....	Gravel Bin
PoplarBluff	Enginehouse Tracks..	Enginehouse

39. CLEARANCES:—Concluded

Limited Overhead Clearances Affecting other than Main Tracks and Sidings

Location	Track	Structure
Poplar Bluff		
Subdiv.:		
Dexter....	Scott County Mill Tracks.....	Mill
Sikeston... ..	Scott County Mill Tracks.....	Various
Belmont		
Subdiv.:		
Oran.....	Mill Spur.....	Structures
Charleston.....	Miss. County Mill Tracks.....	Various
Jackson		
Subdiv.:		
Jackson... ..	Cape County Mlg. Co. Spurs.....	Conveyor and Shed
Jackson... ..	Cape County Mlg. Co. Track.....	Overhead Conveyor

40. USE OF GREEN FUSEES:

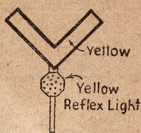
Under the provisions of Rule 10 (c), five-minute green fusees may be used for giving hand signals prescribed by Rule 12, when signals given by a white lighted lantern cannot be plainly seen due to the distance signal is to be conveyed at night or during adverse weather conditions.

41. The telegraph call will be prefixed to and used in connection with the name Irondale whenever the name of that Station appears in the body of a Train Order, thus:
xd-IRONDALE.

STANDARD SIGNS



STATION ONE MILE SIGN
(See Rules 14-M and 5-90)

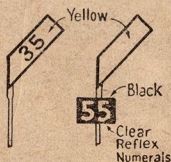


YARD LIMIT SIGN
(See Rule 93)



**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)



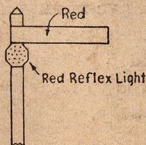
**PERMANENT SPEED
RESTRICTION SIGN**
(See Rule 101(a) and Timetable Special Instructions, Section N^o 3)



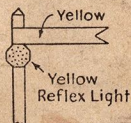
RESUME SPEED SIGN
(used in connection with Permanent Speed Restriction Sign)



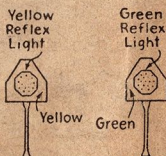
**RAILROAD CROSSING -
JUNCTION - DRAW BRIDGE -
ONE MILE SIGN**
(See Rule 98)



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



RESTRICTED SPEED SIGN
(See Definition of Restricted Speed and Special Instructions supplementary to Operating Rules)



SLOW SIGNAL **PROCEED SIGNAL**
(To be used per chart on Page 155, Uniform Code of Operating Rules)
(See Rule 101(a))