

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

ILLINOIS DIVISION

TIME TABLE No. 16

Taking Effect at 12:01 A. M.

SUNDAY, MAY 31, 1931

Superseding Time Table No. 15, dated January 26,
1930, 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.

CENTRAL STANDARD TIME

J. CANNON, Vice-President and General Manager.

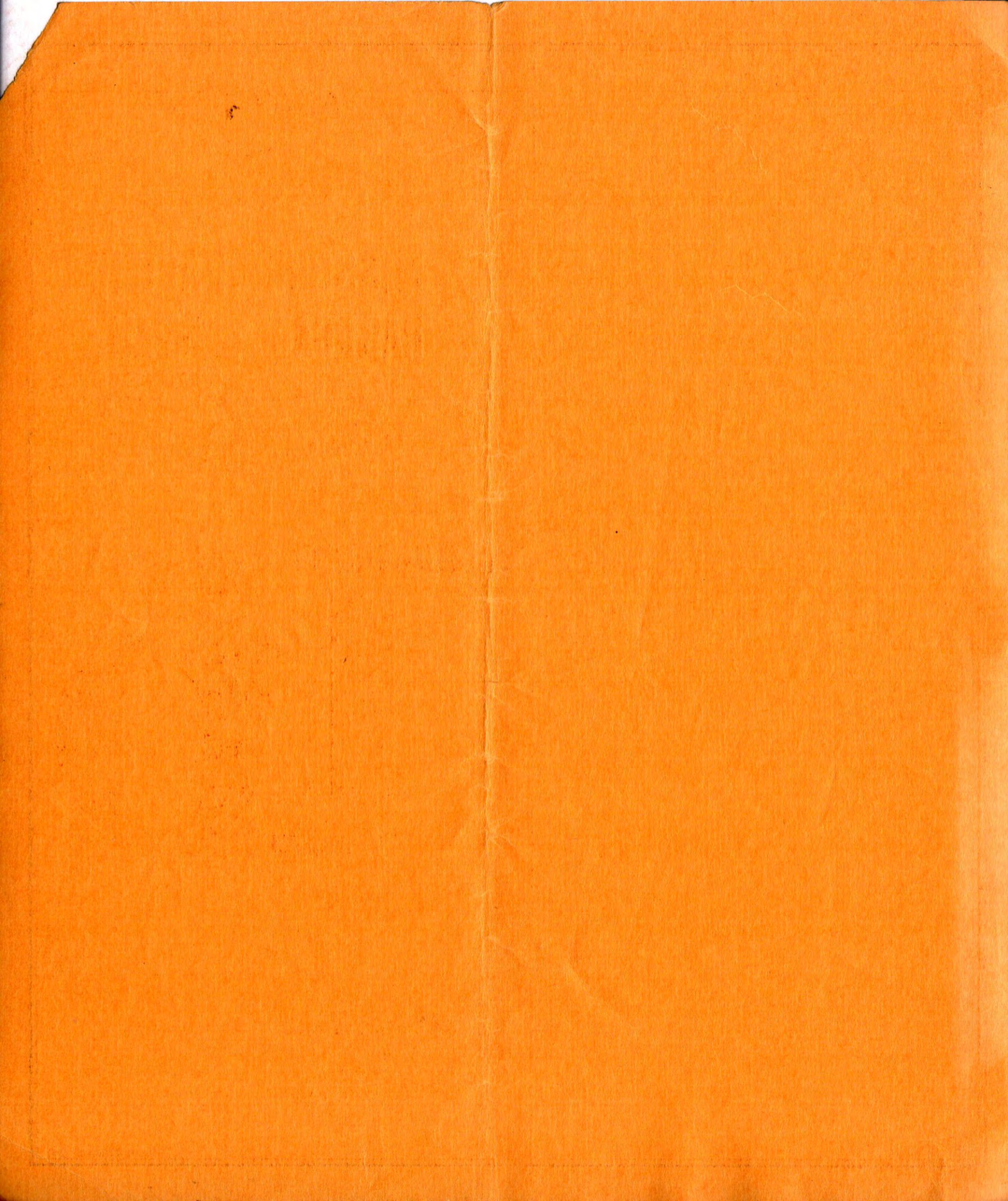
R. C. WHITE, Assistant General Manager.

D. O. OUELLET, Gen'l Superintendent Transportation.

C. C. CHAPMAN, Superintendent.

DIVISION OFFICERS

C. C. CHAPMAN..Superintendent.....Poplar Bluff, Mo.
H. A. ISRAEL..... Ass't Superintendent..... Bush, Ill.
E. C. AXLINE..... Trainmaster, All Districts..... Bush, Ill.
E. E. HARN..... Ass't Trainmaster, All Districts..... Bush, Ill.
W. E. DANIELS... Dispatcher..... Bush, Ill.
C. H. MEDLIN... Dispatcher..... Bush, Ill.
G. C. REED..... Dispatcher..... Bush, Ill.
C. L. SNIDER..... Dispatcher..... Bush, Ill.



ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Pinckneyville.....	832	Ill. Cent.....225	10: 45 a. m.	15 Min.	For passengers, mail and express.

CHESTER DISTRICT—VALLEY JUNCTION TO NORTH JUNCTION

Station Numbers	Miles from Valley Junction	TIME TABLE No. 16 Taking Effect MAY 31, 1931	TRAINS SOUTHWARD										
			FIRST CLASS										
			901 S. S. W. Passenger	335 Passenger									
		STATIONS	Daily	Daily									
	Valley Junction 7.94 mls. from Un. Sta. St. Louis	ST. LOUIS UNION STATION	4 00PM	6 04PM									
	0.94	EAST ST. LOUIS RELAY	s 4 21	s 6 22									
c 9	0.00	VALLEY JUNCTION	4 40	6 39									
	0.20	S. S. W. CONNECTION	4 41	6 40									
	4.22	ILL. CENT. CROSSING											
	4.31	CONLOGUE CROSSING											
c 15	6.08	DUPO CW&T	a 4 48	s 6 50									
c 16	7.18	SOUTH DUPO	4 50	6 52									
c 17	8.08	BIXBY		6 54									
	9.41	CS. M. & O. CROSSING	4 55	6 57									
c 24	15.17 P	WARNOCK	5 03	f 7 06									
c 26	17.58	FOUNTAIN	5 06	f 7 11									
c 31	22.53 D	VALMEYER W	a 5 12	s 7 20									
c 37	27.94 P	MAYS	a 5 19	s 7 29									
c 42	33.63 P	FULTS	a 5 26	s 7 39									
c 46	37.23 P	RENAULT	5 30	s 7 44									
c 48	39.76 P	DANLEY	5 34	7 49									
c 50	41.73 CS	PRAIRIE Du ROCHER WC	a 5 36	s 7 57									
c 55	45.82 P	MODOC	5 41	s 8 03									
c 58	49.17 CS	FLINTON	5 45	f 8 09									
		Missouri-Illinois Crossing											
c 63	54.03 P	REILY LAKE W	a 5 51	s 8 18									
c 69	60.52 P	MENARD	ad 5 59	s 8 29									
c 70	61.56 CS	CHESTER CWT	s 6 03	s 8 36									
		Mt. Vernon District Crossing											
		MT. VERNON DISTRICT JCT.	6 06	8 39									
c 74	65.75 CS	FORD W	6 09	8 43									
c 79	70.44 P	ROCKWOOD	a 6 15	s 8 51									
c 80	71.69 D	CORA CITY	a 6 17	s 8 53									
		RADDLE JCT.	6 23	901 978									
c 86	77.21 P	RADDLE	a 6 24	s 9 03									
c 90	80.95 P	JACOB	6 29	s 9 10									
c 93	84.21 CS	GORHAM *WY	s 6 34	s 9 15PM									
		I. C. R. R. CROSSING											
e 99	90.59 P	HOWARDTON	a 642 73										
c104	95.07 CS	HALSEY	6 48										
c108	99.76 D	WOLF LAKE	a 6 55										
c113	104.09 P	WARE W	a 7 01										
c119	109.81 P	REYNOLDSVILLE	a 7 08										
c122	113.37 D	McCLURE	a 7 12										
c127	117.53 CS	GALE CW	a 7 20										
c128	119.33 CS	NORTH JCT.	7 25PM										
c243		PARAGOULD											
		127.27	Daily	Daily									

CHESTER DISTRICT—NORTH JUNCTION TO VALLEY JUNCTION

Siding Capacity in Cars	Miles from North Junction	TIME TABLE No. 16 Taking Effect MAY 31, 1931	TRAINS NORTHWARD							
			FIRST CLASS							
			902 S. S. W. Passenger	336 Passenger						
STATIONS			Daily	Daily						
	127.27	ST. LOUIS UNION STATION	7 55AM	11 43AM						
	126.33	EAST ST. LOUIS RELAY	s 7 35	s 11 23						
	119.33	VALLEY JUNCTION	7 10	11 03						
	119.13	S. S. W. CONNECTION	7 09							
	115.11	ILL. CENT. CROSSING								
	115.02	CONLOGUE CROSSING								
Yd.	113.25	DUPO	m 6 58	s 10 50						
	112.15	SOUTH DUPO	6 55							
	111.25	BIXBY								
	109.92	CS. M. & O. CROSSING	6 52	10 39						
83	104.16 P.	WARNOCK	6 44	f 10 27						
	101.75	FOUNTAIN	6 40	f 10 21						
83	96.80 D.	VALMEYER	m 6 32	s 10 12						
	91.39 P.	MARYS	m 6 23	s 10 02						
	85.70 P.	FULTS	m 6 16	s 9 52						
	82.10 P.	RENAULT	6 11	s 9 45						
79	79.57 P.	DANLEY	6 07	9 40						
	77.60 CS.	PRAIRIE Du ROCHER. WC	m 6 04	s 9 36						
	73.51 P.	MODOC	5 59	s 9 27						
198	70.16 CS.	FLINTON	555 ³⁶⁴	f 9 20						
		Missouri-Illinois Crossing								
93	65.30 P.	REILY LAKE	m 5 49	s 9 10						
143	58.81 P.	MENARD	md 5 41	s 8 58						
	57.77 CS.	CHESTER	s 5 39	s 8 55						
	57.71	Mt. Vernon District Crossing								
	55.61 P.	MT. VERNON DISTRICT JCT.	5 36	8 48						
n71	53.58 CS.	FORD	5 34	8 45						
s152	48.89 P.	ROCKWOOD	m 5 29	s 8 34						
n145	47.64 D.	CORA CITY	m 5 27	s 8 32						
s78	42.94 CS.	RADDLE JCT.	5 21	8 22						
176	42.12 P.	RADDLE	m 5 20	s 8 20						
	38.38 P.	JACOB	5 15	s 8 12						
n55	35.12 CS.	GORHAM	s 5 10	s 8 05AM						
s117	34.54	I. C. R. R. CROSSING								
178	28.74 P.	HOWARDTON	m 5 01 ⁶⁴							
83	24.26 CS.	HALSEY	4 55							
	19.57 D.	WOLF LAKE	m 4 49							
82	15.24 P.	WARE	m 4 43							
82	9.52 P.	REYNOLDSVILLE	m 4 36							
	5.96 D.	MCCLURE	m 4 30							
Yd.	1.80 CS.	GALE	m 4 24							
	0.00 CS.	NORTH JCT.	4 21AM							
		PARAGOULD								
	127.27		Daily	Daily						

CHESTER DISTRICT—VALLEY JUNCTION TO NORTH JUNCTION

Station Numbers	Miles from Valley Junction	TIME TABLE No. 16 Taking Effect MAY 31, 1931	TRAINS SOUTHWARD									
			SECOND CLASS									
			363 Red Ball Freight	979 S. S. W. Freight	73 Red Ball Freight	67 Red Ball Freight	371 Red Ball Freight	977 S. S. W. Freight	361 Red Ball Freight	975 S. S. W. Freight	65 Red Ball Freight	
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	Valley Junction	ST. LOUIS UNION STATION										
	7.94 mls. from Un. Sta. St. Louis	0.94 EAST ST. LOUIS RELAY										
c 9	0.00	VALLEY JUNCTION		2 00PM				8 30PM		10 00PM		
	0.20	S. S. W. CONNECTION										
	4.22	ILL. CENT. CROSSING										
	4.31	CONLOGUE CROSSING										
c 15	6.08	DUPO CW&T	1 00PM		3 00PM	8 30PM	8 45PM		9 45PM		10 30PM	
c 16	7.18	SOUTH DUPO	1 05	2 25	3 05	8 35	8 50	8 55	9 50	10 30	10 35	
c 17	8.08	BIXBY										
	9.41	CS. M. & O. CROSSING	1 15	2 35	3 15	8 45	9 00	9 05	10 00	10 40PM	10 45PM	
c 24	15.17P	WARNOCK										
c 26	17.58	FOUNTAIN										
c 31	22.53D	VALMEYER W										
c 37	27.94P	MAEYS										
c 42	33.63P	FULTS										
c 46	37.23P	RENAULT										
c 48	39.76P	DANLEY										
c 50	41.73CS	PRAIRIE Du ROCHER WC										
c 55	45.82P	MODOC										
c 58	49.17CS	FLINTON	2 35	4 00	4 55 ³⁶⁰	10 00	1845 ⁹⁷⁷ ₉₇₈	1017 ³⁷¹	11 10	1291 ^{AM65}	1206 ^{AM975}	
		Missouri-Illinois Crossing										
c 63	54.03P	REILY LAKE W	2 45	4 10	5 05	10 10	11 00	1035 ⁹⁷⁸	11 20	12 25	12 20	
c 69	60.52P	MENARD	3 00	4 25 ³⁶⁰	5 15	10 20 ⁹⁷⁸	1148 ³⁶¹	10 50	1135 ³⁷¹	1240 ⁷⁴	1235 ⁷⁴	
c 70	61.56CS	CHESTER CWT										
		Mt. Vernon District Crossing										
		MT. VERNON DISTRICT JCT.										
c 74	65.75CS	FORD W	3 20	4 45	5 30	10 30	1155PM ⁷⁴	11 05	1150PM ⁷⁴	1255 ⁹⁷⁶	1250 ⁹⁷⁶	
c 79	70.44P	ROCKWOOD	3 40 ³⁶⁰	5 00	5 45	10 40	1210AM ⁹⁷⁶	1125 ⁷⁴	1205AM ⁹⁷⁶	1 10	1 05	
c 80	71.69D	CORA CITY										
		RADDLE JCT	4 00	5 15	6 00	1050 ⁷⁴	12 25	1135 ⁹⁷⁶	12 20	1 25	1 20	
c 86	77.21P	RADDLE										
c 90	80.95P	JACOB										
c 93	84.21CS	GORHAM *WY	4 17	5 35	6 15	11 05	12 45AM	11 50PM	12 35	1 45	1 40	
		I. C. R. R. CROSSING										
c 99	90.59P	HOWARDTON	4 35	5 50	630 ³⁰¹ 648	11 20		12 05AM	12 50	2 05	1 55	
c104	95.07CS	HALSEY	4 50	6 05	7 00	11 35PM		12 20	1 02	2 20	2 10	
c108	99.76D	WOLF LAKE										
c113	104.09P	WARE W										
c119	109.81P	REYNOLDSVILLE										
c122	113.37D	McCLURE										
c127	117.53CS	GALE CW	5 30 6 00	6 55	8 00 8 30	1230AM 1 00		1 25	2 10 2 40	4 10	4 00 4 30	
c128	119.33CS	NORTH JCT.	6 10PM	7 05PM	8 40PM	1 10AM		1 35AM	2 50AM	4 20AM	4 40AM	
c243		PARAGOULD	11 15PM						7 30AM			
		127.27	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

CHESTER DISTRICT—NORTH JUNCTION TO VALLEY JUNCTION

5

Siding Capacity in Cars	Miles from North Junction	TIME TABLE No. 16 Taking Effect MAY 31, 1931	TRAINS NORTHWARD SECOND CLASS									
			364 Red Ball Freight	64 Red Ball Freight	360 Red Ball Freight	978 S. S. W. Freight	74 Red Ball Freight	976 S. S. W. Freight				
			Daily	Daily	Daily	Daily	Daily	Daily				
		STATIONS										
	127.27	ST. LOUIS UNION STATION										
	126.33	0.94 EAST ST. LOUIS RELAY										
	119.33	VALLEY JUNCTION				3 00AM		3 30AM				
	119.13	0.20 S. S. W. CONNECTION										
	115.11	4.02 ILL. CENT. CROSSING										
	115.02	0.09 CONLOGUE CROSSING										
	113.25	1.77 DUPO WC&T	8 00AM	10 00AM	7 00PM			3 00AM				
	112.15	1.10 SOUTH DUPO	7 55	9 25	6 55			2 55	3 10			
	111.25	0.90 BIXBY										
	109.92	1.33 CS. M. & O. CROSSING	7 45	9 15	6 45			2 50	3 00			
83	104.16	5.76 P. WARNOCK										
	101.75	2.41 FOUNTAIN										
83	96.80	4.95 D. VALMEYER										
	91.39	5.41 P. MAEYS										
	85.70	5.69 P. FULTS										
	82.10	3.60 P. RENAULT										
79	79.57	2.53 P. DANLEY										
	77.60	1.97 CS. PRAIRIE Du ROCHER										
	73.51	4.09 P. MODOC										
198	70.16	3.35 CS. FLINTON	(8 05) (5 45) 902	7 25	4 55 73			10 45 PM 371	1 15	1 30		
	65.30	0.00 P. REILY LAKE	5 35	7 05	4 45			10 35 977	12 55	1 20		
143	58.81	4.86 P. MENARD	5 25	6 45	4 25 979			10 20 67	(12 20) 975 AM 65	1 10		
	57.77	1.04 CS. CHESTER										
	57.71	0.06 Mt. Vernon District Crossing										
	55.61	2.10 P. Mt. Vernon District Jct.										
n71 s152 n145 s78	53.58	2.03 CS. FORD	5 00	6 30	4 00			9 45	(11 55) 371 361	(1 55) 975 65		
	48.89	4.69 P. ROCKWOOD	4 40	6 20	3 40 363			9 25	11 25 977	(1 10) 371 AM 361		
	47.64	1.25 D. CORA CITY										
176	42.94	4.70 CS. RADDLE JCT.	4 15	6 05	3 20			9 01 335	10 50 67	11 35 PM 977		
	42.12	0.82 P. RADDLE										
	38.38	3.74 P. JACOB										
n55 s117	35.12	3.26 CS. GORHAM	3 55	5 30	2 55			8 10	9 30	10 50		
	34.54	0.58 I. C. R. R. CROSSING										
178	28.74	5.80 P. HOWARDTON	3 35	(5 10) (4 50) 902	2 35			7 44	9 05	10 25		
83	24.26	4.48 CS. HALSEY	3 15	4 30	2 15			7 28	8 50	10 05		
	19.57	4.69 D. WOLF LAKE										
82	15.24	4.33 P. WARE										
82	9.52	5.72 P. REYNOLDSVILLE										
	5.96	3.56 D. McCLURE										
Yd.	1.80	4.16 CS. GALE	(2 15) (1 45)	(3 10) (2 40)	(1 30) (1 00)			6 10	(7 30) (7 00)	9 05		
	0.00	1.80 CS. NORTH JCT.	1 35AM	2 30AM	12 50PM			6 00PM	6 50PM	8 55PM		
		115.20 PARAGOULD	8 00PM		7 00AM							
		127.27	Daily	Daily	Daily			Daily	Daily	Daily		

CHESTER DISTRICT—VALLEY JUNCTION TO NORTH JUNCTION

Station Numbers	Miles from Valley Junction	TIME TABLE No. 16 Taking Effect MAY 31, 1931	TRAINS SOUTHWARD								
			THIRD CLASS								
			395 Local Freight	891 Local Freight	391 Local Freight	393 Local Freight	893 Local Freight	397 Local Freight			
STATIONS			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday			
	Valley Junction 7.94 mls. from Un. Sta. St. Louis	ST. LOUIS UNION STATION									
		0.94 EAST ST. LOUIS RELAY									
c 9	0.00	VALLEY JUNCTION									
	0.20	S. S. W. CONNECTION									
	4.22	ILL. CENT. CROSSING									
	4.31	CONLOGUE CROSSING									
		1.77									
c 15	6.08	DUPO CW&T				8 30AM					
		1.10									
c 16	7.18	SOUTH DUPO				8 35					
		0.90									
c 17	8.08	BIXBY				8 40					
		1.33									
	9.41	CS. M. & O. CROSSING				8 50					
		5.76									
c 24	15.17 P	WARNOCK				f 9 05					
		2.41									
c 26	17.58	FOUNTAIN				f 9 10					
		4.95									
c 31	22.53 D	VALMEYER W				s 9 20					
		5.41									
c 37	27.94 P	MAEYS				s 9 35					
		5.69									
c 42	33.63 P	FULTS				f 9 50					
		3.60									
c 46	37.23 P	RENAULT				f 10 00					
		2.53									
c 48	39.76 P	DANLEY				10 05					
		1.97									
c 50	41.73 CS	PRAIRIE Du ROCHER WC				s 10 30					
		4.09									
c 55	45.82 P	MODOC				f 10 40					
		3.35									
c 58	49.17 CS	FLINTON				11 10 ³⁹²					
		0.00									
		Missouri-Illinois Crossing									
		4.86									
c 63	54.03 P	REILY LAKE W				f 11 35AM					
		6.49									
c 69	60.52 P	MENARD				12 10PM					
		1.04									
c 70	61.56 CS	CHESTER CWT				s 12 30					
		0.06									
		Mt. Vernon District Crossing									
		2.10									
		Mt. Vernon District Jct.				12 40PM					
		2.03									
c 74	65.75 CS	FORD W									
		4.69									
c 79	70.44 P	ROCKWOOD									
		1.25									
c 80	71.69 D	CORA CITY									
		4.70									
		RADDLE JCT									
		0.82									
c 86	77.21 P	RADDLE									
		3.74									
c 90	80.95 P	JACOB									
		3.26									
c 93	84.21 CS	GORHAM *WY				9 30AM					
		0.58									
		I. C. R. R. CROSSING									
		5.80									
c 99	90.59 P	HOWARDTON				f 10 00					
		4.48									
c104	95.07 CS	HALSEY				10 15					
		4.69									
c108	99.76 D	WOLF LAKE				f 10 45					
		4.33									
c113	104.09 P	WARE W				f 11 05					
		5.72									
c119	109.81 P	REYNOLDSVILLE				f 11 35					
		3.56									
c122	113.37 D	McCLURE				f 11 55AM					
		4.16									
c127	117.53 CS	GALE CW				12 30PM 1 30	4 00PM	6 30PM			
		1.80									
c128	119.33 CS	NORTH JCT.				1 40PM	4 10PM	6 40PM			
		115.20									
c243		PARAGOULD									
		127.27									
			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday			

CHESTER DISTRICT—NORTH JUNCTION TO VALLEY JUNCTION

Sliding Capacity In Cars	Miles from North Junction	TIME TABLE No. 16 Taking Effect MAY 31, 1931	TRAINS NORTHWARD							
			THIRD CLASS							
			398 Local Freight	394 Local Freight	392 Local Freight	892 Local Freight	396 Local Freight	894 Local Freight		
STATIONS			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily		
	127.27	ST. LOUIS UNION STATION								
	126.33	EAST ST. LOUIS RELAY								
	119.33	VALLEY JUNCTION								
	119.13	S. S. W. CONNECTION								
	115.11	ILL. CENT. CROSSING								
	115.02	CONLOGUE CROSSING								
Yd.	113.25	DUPO CW&T			2 00PM					
	112.15	SOUTH DUPO			1 55					
	111.25	BIXBY			1 50					
	109.92	CS. M. & O. CROSSING			1 40					
83	104.16P	WARNOCK			f 1 25					
	101.75	FOUNTAIN			f 1 20					
83	96.80D	VALMEYER W			s 1 10					
	91.39P	MAEYS			f 12 55					
	85.70P	FULTS			f 12 40					
	82.10P	RENAULT			f 12 30					
79	79.57P	DANLEY			12 25					
	77.60CS	PRAIRIE Du ROCHER. WC			s 12 01PM					
	73.51P	MODOC			f 11 50AM					
198	70.16CS	FLINTON			11 10 ³⁹¹					
		Missouri-Illinois Crossing								
93	65.30P	REILY LAKE W			f 10 55					
143	58.81P	MENARD			s 10 35					
	57.77CS	CHESTER CWT			s 10 00					
	57.71	Mt. Vernon District Crossing								
	55.61P	MT. VERNON DISTRICT JCT			9 35AM					
n71 s152	53.58CS	FORD W								
n145 s78	48.89P	ROCKWOOD								
	47.64D	CORA CITY								
176	42.94CS	RADDLE JCT.								
	42.12P	RADDLE								
	38.38P	JACOB								
n55 s117	35.12CS	GORHAM *WY			1 00PM					
	34.54	I. C. R. R. CROSSING								
178	28.74P	HOWARDTON			f 12 40					
83	24.26CS	HALSEY			12 30					
	19.57D	WOLF LAKE			f 12 15PM					
82	15.24P	WARE W			f 11 45AM					
82	9.52P	REYNOLDSVILLE			f 11 25					
	5.96D	McCLURE			f 11 10					
Yd.	1.80CS	GALE CW			2 00AM	(10 45) (10 00)	12 45PM	12 50PM	10 30PM	
	0.00CS	NORTH JCT.			1 50AM	9 50AM	12 35PM	12 40PM	10 20PM	
		115.20								
		PARAGOULD								
		127.27			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	

EAST AND WEST DISTRICT—BETWEEN GORHAM AND BENTON

TRAINS SOUTHWARD				Miles from Valley Junction	TIME TABLE No. 16 Taking Effect MAY 31, 1931	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD				
THIRD CLASS		SECOND CLASS	FIRST CLASS					FIRST CLASS	THIRD CLASS			
393 Local Freight	897 Local Freight	371 Red Ball Freight	335 Passenger					336 Passenger	394 Local Freight	898 Local Freight		
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	STATIONS			Daily	Daily Ex. Sunday	Daily Ex. Sunday			
2 00PM		1 00AM	9 25PM	84.21	CS.....	GORHAM.....	WY	C 93		8 00AM	9 10AM	
f 2 20		1 20	s 9 32	87.48	P.....	GRIMSBY.....		CD 3	139	s 7 52	f 8 52	
				87.65		ILLINOIS CENTRAL CROSSING.....						
s 3 00		1 55	s 9 47	94.21	D.....	MURPHYSBORO.....	W	CD10	69	s 7 43	s 8 25	
f 3 30			f 9 53	96.51	P.....	HARRISON.....		CD12		f 7 37	f 8 15	
3 50		2 25	10 05	101.90	P.....	ND-BOND.....		CD18	151	7 28	7 50	
f 3 53			f 10 07	102.66		DE SOTO.....		CD19		f 7 26	f 7 47	
4 30PM	9 30AM	2 45AM	s 10 18	108.15	CS.....	BUSH.....	CW&TY	CD24	Yd.	s 7 15	7 25AM	5 30PM
				108.93		W. C. & M. CO., MINE CONN.....						
			10 25	110.25	P.....	ROYALTON JUNCTION.....		CD26A		7 04		5 05
			10 30PM	111.26		ROYALTON.....		CD27		7 00AM		4 55
	9 40			110.25	P.....	ROYALTON JUNCTION.....						4 30
	9 55			114.81	P.....	ZEIGLER.....	W	CD31	Yd.			4 10
				115.39		C. Z. & G. CROSSING.....						
				115.40	P.....	I. C. R. R. CROSSING.....						
				115.44		C. Z. & G. CROSSING.....						
				117.06		C. B. & Q. CROSSING.....						
				118.61	P.....	ORIENT JUNCTION.....	WY					
	11 30AM			124.48	P.....	BENTON.....	Y	CD40	20			12 05PM
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily							Daily	Daily Ex. Sunday	Daily Ex. Sunday
						40.27						

CAIRO DISTRICT—BETWEEN THEBES JUNCTION AND CAIRO

TRAINS SOUTHWARD				Miles from Valley Junction	TIME TABLE No. 16 Taking Effect MAY 31, 1931	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
THIRD CLASS		THIRD CLASS	THIRD CLASS							
397 Local Freight	395 Local Freight	396 Local Freight	398 Local Freight							
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	STATIONS			Daily Ex. Sunday	Daily Ex. Sunday		
	6 30PM	5 00AM				GALE.....		12 50PM	2 00AM	
	6 55PM	5 25AM	120.70	P.....	THEBES JUNCTION.....	Y	Yd.	12 30PM	1 40AM	
f 7 01	f 5 31	124.42			FAYVILLE.....		CG 4	16	f 12 26	f 1 36
f 7 03	f 5 33	124.93			COMMERCE LANDING.....		CG 5		f 12 24	f 1 34
		125.60			C. & E. I. CROSSING.....					
f 7 17	f 5 47	126.26	P.....		TANKVILLE.....		CG 6	60	f 12 10PM	f 1 20
f 7 35	f 6 05	130.83	P.....		MILLER CITY.....		CG10	69	f 11 57AM	f 1 07
f 7 44	f 6 14	133.57			ROTH.....		CG13		f 11 48	f 12 58
f 7 51	f 6 21	135.79			CACHE.....		CG15	60	f 11 41	f 12 51
		142.68			M. & O. R. R. CROSSING.....					
		144.25			C. C. C. & ST. L. CROSSING.....					
	8 30PM	7 00AM	145.01	P.....	CAIRO.....	W&T	CG24	Yd.	11 00AM	12 01AM
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday	Daily Ex. Sunday
						24.31				

MT. VERNON DISTRICT—BETWEEN MENARD AND MT. VERNON

9

TRAINS SOUTHWARD				Miles from Valley Junction	TIME TABLE				Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
THIRD CLASS		FIRST CLASS			No. 16 Taking Effect MAY 31, 1931						FIRST CLASS		THIRD CLASS	
895 Local Freight	391 Local Freight	831 Passenger									STATIONS		832 Passenger			392 Local Freight	896 Local Freight
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday						Daily Ex. Sunday			Daily Ex. Sunday	Daily Ex. Sunday		
		11 55AM			MENARD 0.03						11 50AM			
				60.55	MT. VERNON DIST. CONN. 1.01									
		12 20PM		61.56	CS.....CHESTER.....TCW 2.16				C 70	Yd.	11 43			
	12 40PM			63.72	P.MT. VERNON DISTRICT JCT. 0.32						9 35AM			
	12.45	12 32		64.04	MENARD JCT. 7.82						11.32			
	f 1 10	12 48		71.86	P.....WELGE..... 5.48				CA10	100	11 16		f 9 00	
	s 1 45	1 05		77.34	D.....STEELEVILLE.....W 2.14				CA16	35	11 04		s 8 25	
	s 2 01	1 10		79.48	D.....PERCY..... 0.01				CA18		10 59		s 7 40	
		1 17		79.49	.....M. & O. CROSSING..... 3.15						10 50		s 7 15
	s 2 30	1 20		82.64	D.....CUTLER..... 1.10				CA21		10 47		s 7 05	
	f 2 45	1 23		83.74	P.....NEW WILSON..... 1.23				CA22	59	10 45		f 7 05	
	f 2 55	1 28		84.97	.....JAMESTOWN..... 2.57				CA24		10 40		f 6 55
	f 3 05			87.54	P.....CONANTS..... 5.02				CA26	11	10 30		f 6 35	
		1 45		92.56	.....I. C. R. CROSSING..... 0.01						10 30		s 10 30
12 01PM	3 30PM			92.57	CS.....PINCKNEYVILLE...CWY\$ 3.56				CA31	Yd.	10 16		6 00AM	
f 12 15		1 55		96.13	.....CRIBS SPUR..... 6.63				CA35	19	10 16		f 7 05
		2 11		102.76	.....I. C. R. CROSSING..... 0.19						10 00		s 6 30
s 1 00		2 30		102.95	N.....TAMAROA..... 8.31				CA41	26	9 35		s 5 45	
f 1 35		2 39		111.26	P.....SCHELLER..... 3.28				CA50	19	9 25		f 5 25	
f 1 55				114.54	P.....WALTONVILLE..... 0.26				CA53	21	9 05		f 4 55	
		2 52		114.80	.....C. B. & Q. R. R. CROSSING..... 5.45						9 00		f 4 45
f 2 25		2 57		120.25	P.....MARCOE..... 1.63				CA59	5	8 50AM		f 4 30PM	
2 35				121.88	.....JEFF. S. W. R. R. JUNCTION..... 3.04					20	8 50AM		4 30PM
		3 05PM		124.92	.....L. & N. R. R. CROSSING..... 0.09						8 50AM		4 30PM
2 50PM				125.01	D.....MT. VERNON.....WY 64.46				CA64	Yd.	Daily Ex. Sunday		Daily Ex. Sunday	

CAPE GIRARDEAU DISTRICT—BETWEEN CAPE DEAU JUNCTION AND CAPE GIRARDEAU

TRAINS SOUTHWARD				Miles from Valley Junction	TIME TABLE				Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
THIRD CLASS					No. 16 Taking Effect MAY 31, 1931						THIRD CLASS			
		893 Local Freight	891 Local Freight								STATIONS		892 Local Freight	
		Daily	Daily Ex. Sunday					Daily Ex. Sunday			Daily			
		4 00PM	5 30AM		GALE 5.30						12 45PM		10 30PM	
		4 20PM	5 50AM	122.83	P.....CAPE DEAU JCT. 0.49				C 132		12 20PM		10 05PM	
				123.32	.....S. S. W. CROSSING..... 2.49									
				125.81	.....MASSEY CROSSING..... 0.84									
				126.65	.....MARQUETTE CROSSING..... 0.41									
		4 40	6 20	127.06	P.....MARQUETTE.....W\$ 0.21				CF 4	21	12 01PM		9 45	
				127.27	.....GULF CROSSING..... 0.42									
				127.69	.....RIVER CROSSING..... 0.97									
				128.66	CS.....ST. L.-S. F. CROSSING..... 0.78									
				129.44	.....WYE TRACK CROSSING..... 0.01									
				129.45	.....WYE TRACK CROSSING..... 0.17									
				129.62	.....S. E. MO. LBR. CROSSING..... 0.61									
		5 00PM	6 30AM	130.23	P.....CAPE GIRARDEAU..... 0.64				CF 7	Yd.	11 30AM		9 30PM	
				130.87	.....C. G. & J. INT. CROSSING..... 8.04						Daily Ex. Sunday		Daily	

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

- Mt. Vernon District No. 895 is superior to No. 896.
- Cairo District No. 395 is superior to No. 396.
- Cairo District No. 397 is superior to No. 398.
- Cape Girardeau Dist. No. 891 is superior to No. 892.
- Cape Girardeau Dist. No. 893 is superior to No. 894.

Between Halsey and Howardton trains will be governed by Controlled Manual Block Rules 401 to 465, inclusive.

First class trains between Royalton Jct. and Royalton must run prepared to stop unless main track is seen or known to be clear.

Between Valley Junction and M. & O. Crossing, trains may run with the current of traffic without train orders or clearance card.

Second and third class and extra trains may run ahead of overdue first class trains, but must keep informed of, and not delay them.

First Class trains must approach Valley Junction at restricted speed expecting to find other trains entering or leaving the main tracks or crossing over.

When necessary to move trains against the current of traffic between Valley Junction and M. & O. Crossing, they will be handled by the Terminal Superintendent or Assistant Superintendent.

No train orders covering such movement will be issued by dispatchers.

Between M. & O. Crossing and Flinton, and between Raddle Jct. and North Jct., trains may run with the current of traffic without train orders, but must not cross over and move in the opposite direction without authority from Train Dispatcher. Second and third class and extra trains must receive Clearance Card, Form C, at M. & O. Crossing and North Jct., and may run ahead of overdue first class trains, but must keep informed of, and not delay them.

2. MAXIMUM SPEED:

	Passenger Trains	Freight Trains
Chester District.....	50	40
Mt. Vernon District:		
Between Mt. Vernon Dist. Conn. and Menard Jct.....	15	10
" Mt. Vernon District Jct. and Pinckneyville.....	30	25
" Pinckneyville and Mt. Vernon.....	25	20
East and West District:		
Between Gorham and Bush.....	45	30
" Bush and Benton.....	30	20
" Bush and Herrin.....	35	20
" Herrin and Chalk Jct.....	25	15
" Chalk Jct. and Johnson City.....	35	25
" McClintock Wye and Marion.....	35	25
" Marion and Hafer.....	30	20
" Pollard and Chalk Jct.....	30	20
" West Virginia Wye and Paulton.....	30	20
Cairo District.....	30	20
Cape Girardeau District.....	35	25

3. SPEED RESTRICTIONS:

Dupo, City Limits, Mile Post 5, Pole 20 to Mile Post 6, Pole 20.....	15	10
Mt. Vernon:	All trains and engines must stop at 12th Street and 10th Street Crossings and proceed only after a member of the crew has protected crossing.	
Cairo:	All trains and engines must stop at Walnut Street Crossing and proceed only after a member of the crew has protected crossing.	
Cape Girardeau:	All trains and engines must stop at Williams St. Crossing before proceeding over crossing.	
Electric Railway Crossings		
I. C. R. R. Crossing (Gorham) ..	While engine or forward car is between home signal or dwarf signal and crossing.....	10
Illinois Central Crossing (Grimsby) ..		
Ill. Cent. Xing (Fair Grounds-Marion) ..		
Engines 1701 to 1714, inclusive.....	30	30

Passenger trains handling freight cars must not exceed maximum speed of freight trains, except upon authority of Superintendent.

Passenger trains handled by freight engines must not exceed maximum speed of freight trains.

Passenger Trains Freight Trains

Motor Cars:

- (a) Gas-electric passenger motor cars (including such Sykes type cars as have been converted into gas-electric)..... 50 ..
- (b) Brill Model 55, passenger motor cars and Sykes type cars (Sykes cars that have not been converted into gas-electric cars)..... 40 ..

Where maximum speed permitted for passenger trains is less, motor cars will observe such restrictions.

Trains Handling:

- Pile drivers (self-propelling)..... 25 25
- Locomotive ditchers (MCB trucks)..... 25 25
- Steam shovels..... 25 25
- Bridge erection derrick cars (non-revolving)..... 30 30

Bridge erection derrick cars must be coupled to flat car and support provided for boom, which must be chained to car stake irons with sufficient play to allow for six-inch lateral movement. Boom support must be provided with sliding shoe for this lateral movement. Drawbar release rods must be disconnected between convoy and derrick car. Boom need not be disconnected. Bridge erection derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying machine.

- Bridge erection derricks—pile driver (combination)..... 25 25

Combination pile driver—bridge erection derrick may be shipped either as a crane or a pile driver. When shipped as a crane, its movement must be governed by the same regulations as apply to steam wrecking cranes. When shipped as a pile driver, regulations governing its movement must be the same as for self-propelling pile driver.

- American ditchers (self-propelling)..... 20 20

Self-propelling American ditchers must be coupled to flat car and a support erected on flat car to support the boom when boom extends 30 feet or less beyond end sill of ditcher; when boom extends more than 30 feet it must be detached from rotating portion in accordance with Loading Rule 306, Mechanical Division ARA.

- American ditchers (loaded on flat cars)..... 20 20

Yard (clam shell) cranes with four-wheel rigid trucks (loaded on flat cars)..... 20 20

- Scale test cars (MCB trucks or four-wheel rigid trucks)..... 35 35

- Locomotive (clam shell) cranes (MCB trucks)..... 20 20

Locomotive clam shell boom should be detached, water tank and boiler drained and rear of machine must face toward front of train.

- Steam (wrecking) cranes..... 25 25

- Pile drivers (non self-propelling)..... 25 25

- Jordan spreaders and ditchers..... 25 25

Where speed of freight trains is restricted to 25 miles per hour or less, trains handling steam (wrecking) derricks, pile drivers (non self-propelling), and Jordan spreaders and ditchers will be restricted to 5 miles per hour less than such maximum speed.

- Wooden (wrecking) derrick cars..... Maximum speed allowed for freight trains.

Dead engines with all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders, 25 miles per hour; except 1700 and 1900 class engines, 15 miles per hour.

Dead engines with side rods in position, main rods disconnected, 25 miles per hour; except 1700 and 1900 class engines, 15 miles per hour.

Dead engines moving backward or with part or all side rods down, 15 miles per hour; except 1700 and 1900 class engines, 10 miles per hour.

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 side rods down on authority of Superintendent.

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 must be turned at first available point.

Switch engines not equipped with engine trucks must be moved tank first.

Engines without full set of driving wheels, trucks or trailers may be moved at speed not exceeding six miles per hour to first siding to clear main track. Further movement must be authorized by Superintendent.

Locomotive drivers will be blocked only in extreme emergency. When done, speed will be restricted to 20 miles per hour.

Trains and engines must not exceed 10 miles per hour through No. 10 turnouts or crossovers, 30 miles per hour through No. 20 turnouts or crossovers; and 30 miles per hour over or through spring switches.

PERMANENT SPEED RESTRICTIONS: LOCATION OF TRACK AND PERMISSIBLE SPEED-EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTION AND RESUME SPEED SIGNS.

Permissible Speed in Miles Per Hour	FROM		TO	
	Mile Post	Pole	Mile Post	Pole
Mt. Vernon District	64	2	64	14
15	64	2	64	14

At Peabody and Big Muddy curves, speed must not exceed 10 miles per hour.

On curves just north and south of Black Briar Jct., speed must not exceed 15 miles per hour.

4. Between St. Louis Union Station and East St. Louis Relay Station, trains will be governed by Terminal Railroad Ass'n time table and rules; between East St. Louis Relay Station, and Willows by Pennsylvania Railroad time table and rules; between Willows and Valley Junction by Terminal Railroad Ass'n time table and rules; between North Junction and Illmo by Southern Illinois & Missouri Bridge Company rules; between Pinckneyville and Pyatt, will be governed by Ill. Cent. R. R. Co. time table and rules.

Trains wishing to enter Southern Illinois and Missouri Bridge line tracks at Thebes Junction and Cape Deau Jct., will secure permission from train dispatcher before doing so. Telephone booths are located at end of both wyes. Trains leaving Thebes Junction on Cairo District and Cape Deau Jct., on Cape Girardeau District, will inform train dispatcher when their train is clear of Southern Illinois & Missouri Bridge line tracks.

Trains using House Track at Tamaroa and when moving between Mande and C. & E. I. connection at Marion, will be governed by Illinois Central R. R. rules.

Authority for movement of engines or trains other than first class trains in yard limits bounded by Bush, Benton, Marion and Paulton. Movement card form CF will be issued over the signature of Division Trainmaster. It must not contain any information or instructions not essential to such movement. It must be brief and clear, in the prescribed form when applicable. Foreign engines must be specified by initials and numbers on movement cards.

Each movement card must be written in full on movement card sheet, Form 6718-A, provided for that purpose at the office of the Division Trainmaster, with the complete and train dispatcher's initials.

Enginemen must show movement cards to firemen and when practicable to forward trainmen. Engine Foremen or Conductors must show movement cards when practicable to trainmen. Firemen and Trainmen must read movement cards aloud to enginemen or conductor or engine foreman.

Upon arrival at a meeting point, if train or engine to be met has not arrived or when movement card is necessary for further movement of their train, Engine Foremen or Conductors must report promptly to Dispatcher for instructions.

Upon arrival at point where movement card expires or when leaving main track to perform work, Engine Foremen or Conductors must at once report to train dispatcher their arrival.

Within Dupo-Bixby Yard limits, flagman must take a position on the rear car of all trains or transfers while moving over main or running tracks. When other than a regular stop is made, flagman must get off immediately and protect rear end. Engineman of trains or transfers making other than a regular stop must sound whistle signal 14 (b) and receive proceed signal from the rear before proceeding.

5. STANDARD CLOCKS:

St. Louis Union Station, Valley Jct., Dupo Yard Office and Round House, Gorham, Gale, Bush Telegraph Office and Round House, Chester, Pinckneyville, Mt. Vernon, Delta and Cape Girardeau.

6. Valley Jct., Dupo and Gale are register stations for second class, third class and extra trains originating or terminating at these points.

Trains not scheduled to stop at register stations, may register by register ticket and omit checking train register, except when necessary to check against superior trains or ascertain whether or not signals have been displayed for following sections.

(These two exceptions may be taken care of by use of train order Form N.)

All trains through Gorham and not originating at that point will not be required to register except trains Nos. 901, 902, 335, 336, and extra trains arriving and departing on the East and West District.

At following initial stations: Royalton, Thebes Junction, Cairo, Menard (Mt. Vernon District), Mt. Vernon District Jct., Mt. Vernon, Cape Deau Jct., and Cape Girardeau, when the train order signal indi-

cates 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 card, Form C, as required by rule 83-A.

This will also apply to an extra train holding train orders authorizing its movement beyond such initial station.

7. BULLETIN BOOKS:

Dupo Yard Office and Round House, Chester, Gorham, Gale, Pinckneyville Telegraph Office and Round House, Mt. Vernon, Bush Telegraph Office, Switchmen's Cabin and Round House, Cairo, Delta, Cape Girardeau, and S. S. W. Yard Office and Round House, Valley Jct., and Illmo.

9. CLASS OF ENGINES TO BE USED: (Total Weight)

Chester District:

- Between M. & O. Crossing and Gorham—185 tons or less.
- “ Gorham and North Jct—171 tons or less.

East and West District:

- Between Gorham and Bush—185 tons or less.
- “ Bush and Benton—171 tons or less.
- “ Bush and Johnson City—148 tons or less.
- “ Johnson City and Marion—138 tons or less.
- “ West Virginia Wye and Paulton—138 tons or less.
- “ Chalk Junction and Marion via Power House—110 tons or less.

Mt. Vernon District:

- Between Menard and Menard Jct.—110 tons or less.
- “ Mt. Vernon District Jct. and Pinckneyville—148 tons or less.
- “ Pinckneyville and Mt. Vernon—79 tons or less.

Cairo District—138 tons or less.

Cape Girardeau District—171 tons or less.

10. RAILROAD CROSSINGS AT GRADE:

Dist.	Mile Post	Other Railroad	Gated Against	Senior Line	Not Gated Interlocked
Chester.....	4.22	Ill. Cent.		Ill. Cent.	Interlocked
“	4.31	Conlogue		Conlogue	“
“	9.41	M. & O.		M. & O.	“
“	49.17	Mo.-Ill.R.R.		Mo.-Ill.R.R.	“
“	61.62	Mt. Vernon Dist.		Mo. Pac.	“
“	84.79	Ill. Cent.		Ill. Cent.	“
Mt. Vernon.....	79.42	M. & O.		M. & O.	Not Gated
“	92.56	Ill. Cent.		Ill. Cent.	Interlocked
“	102.76	Ill. Cent.		Ill. Cent.	“
“	114.80	C. B. & Q.		Mo. Pac.	“
“	124.92	L. & N.	Mo. Pac.	L. & N.	“
East and West...	87.65	Ill. Cent.		Mo. Pac.	Interlocked
“	115.39	C. Z. & G.		Mo. Pac.	Not Gated
“	115.40	Ill. Cent.		Ill. Cent.	“
“	115.44	C. Z. & G.		Mo. Pac.	“
“	117.06	C. B. & Q.		C. B. & Q.	Interlocked
Cairo.....	125.60	C. & E. I.	Mo. Pac.	C. & E. I.	“
“	142.68	M. & O.	Mo. Pac.	M. & O.	“
“	144.25	C.C.C.& St. L.		C.C.C.& St. L.	Not Gated
Cape Girardeau..	123.32	S. S. W.	S.S.W.	S. S. W.	“
“	125.81	M. C. M. Co.		M.C.M. Co.	Not Gated
“	126.65	M. C. M. Co.		M.C.M. Co.	“
“	127.27	St. L.-S. F.		St. L.-S. F.	Interlocked
“	127.69	M. C. M. Co.		M.C.M. Co.	Not Gated
“	128.66	St. L.-S. F.		St. L.-S. F.	Interlocked
“	129.44	St. L.-S. F.	St. L.-S. F.	St. L.-S. F.	“
“	129.45	St. L.-S. F.	St. L.-S. F.	St. L.-S. F.	“
“	129.62	St. L.-S. F.	St. L.-S. F.	St. L.-S. F.	“
“	130.87	{ C. G. & J. Int. Ry. Electric Line }		Mo. Pac.	Not Gated

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.

11. YARD LIMITS:

	From		To	
	Mile Post	Pole	Mile Post	Pole
Dupo-Bixby.....	0	0	9	32
Gorham (Chester District)...	82	12	86	16
" (E. & W. District)...	0	0	85	37
Gale.....	114	28	119	13
Murphysboro.....	93	36	96	30
Chester (Mt. Vernon District)	60	24	62	24
Steeleville.....	76	11	78	16
Cutler.....	82	7	84	20
Pinckneyville.....	90	12	93	15
Mt. Vernon.....	123	22	End of Track	
Cape Girardeau.....	126	18	End of Track	
Bush (E. & W. District).....	106	0	To end of E. & W. Dist., Benton to Hafer via Marion, Chalk Jct. to Power House and Johnson City and Paul-ton lines.	
Thebes Junction.....	120	25	121	25
Gairo.....	140	8	Cairo Passenger Station.	

12. TRAINS WILL STOP AT STATION ON SIGNAL AS FOLLOWS:

Station	Miles from Valley Jct.	Train Nos.			
Chester District:					
Roots.....	50.55	335	336		
Fort Gage.....	55.51	335	336		
Jones Ridge.....	74.63	335	336		
Mt. Vernon District:					
Clores.....	65.83	831	832		
Poland.....	68.65	831	832		
Derrick.....	97.63	831	832	895	896
Miller.....	99.38	831	832	895	896
Lisenby.....	105.89	831	832	895	896
Ryder.....	117.04	831	832	895	896
East and West Dist.:					
Bartle.....	98.42	335	336		
Rhine.....	106.42	335	336		
Cairo District:					
Shasta.....	128.39			395	396 397 398
Klondike.....	139.18			395	396 397 398
Alfalfa Spur.....	140.45			395	396 397 398

13. FREIGHT TRAINS HANDLING PASSENGERS:

The following local freight trains will carry passengers, stopping caboose at station platform.

No. 895	between Pinckneyville and Mt. Vernon.
" 896	" Mt. Vernon and Pinckneyville.
" 393	" Gorham and Murphysboro.
" 395	" Thebes Junction and Cairo.
" 397	" Thebes Junction and Cairo.
" 396	" Cairo and Thebes Junction.
" 398	" Cairo and Thebes Junction.

14. NORMAL POSITION OF SWITCHES:

Normal position of switch at Gorham, Mile Post 85, Pole 36, East and West District is for northward track.

15. INTERLOCKING PLANTS:

Interlocking plants are located at ends of two main tracks at Flinton, Raddle Junction and Halsey.

16. AUTOMATIC INTERLOCKING PLANTS:

At the following locations there are no interlocking towers, crossings being protected by automatic interlocking plants:

District	Mile Post	Other Railroad
Chester	84.79	Ill. Cent.
East & West	87.65	Ill. Cent.
Cape Girardeau	127.27	St. L.-S. F.
Coal Field	Fair Grounds (Marion)	Ill. Cent.

At these four locations, approaching trains and engines will be governed by Interlocking Signal Indications. When Home Signal indicates STOP, as per Rule 601-A, and no conflicting movement is being made, a trainman shall proceed to the crossing and operate hand release marked "Missouri Pacific" which is located in an iron box, near the crossing. If, after operating hand release, Home Signal continues to indicate STOP, train should be governed by hand signal given from the railroad crossing by a member

of its own crew. Hand signals must not be given for at least one minute after release has been run down and trainman will remain at crossing until forward end of his train reaches crossing. Instruction chart is posted inside the iron box containing hand release.

At the crossing with Ill. Cent. at M. P. 84.79, Chester District, the movement of trains over the crossing, from East and West Dist. and against the current of traffic, will be governed by indication of dwarf signals as per Rules 601-A and 601-G.

At the crossing with Ill. Cent. at M. P. 87.65 East and West District, the movement of southward trains out of the siding at Grimsby will be governed by indication of dwarf signal as per Rules 601-A and 601-G.

17. CABIN TYPE INTERLOCKING PLANTS:

At the crossing with C. B. & Q. at M. P. 114.80, Mt. Vernon Dist.; with the C. B. & Q. at M. P. 117.06, East and West Dist. and at Mt. Vernon District crossing M. P. 61.62, Chester Dist., the interlocking plants are of the cabin type and will be handled by trainman in accordance with instruction chart posted inside the cabin.

18. INTERLOCKED CROSSING GATES:

At the crossing with L. & N. at M. P. 124.92, Mt. Vernon District, and at the crossing with M. & O. at M. P. 142.68, Cairo District; gate cannot be placed against other railroad until levers at crossing are properly manipulated. Instruction chart is on outside of door of iron box immediately in rear of levers.

19. REMOTE CONTROLLED SWITCHES:

Main track switch at Roots is handled by signalman at Flinton.

Main track switch at Mt. Vernon District Jct. is handled by signalman at Chester.

Main track switches at Ford are handled by signalman from telegraph office at that station.

Main track switch at end of two main tracks at Howardton is handled by signalman at Halsey. Movement over this switch is governed by home and distant signals located adjacent thereto.

Switch stand indication governs movement out of sidings at Ford. Main tracks and sidings at Ford are bonded between home signal and clearance point. Trains must stop short of post denoting clearance point.

In case of failure of remote control, Roots or Ford, trainmen must remove switch crank placed in box on post near switch, insert crank in socket on track side of switch machine, and turn in direction to open or close switch, after train has made move into or out of siding, switch must be cranked and set for main line movement, crank must then be placed in box in same position as when removed.

In case of failure of remote control Howardton, train and engineman will communicate with signalman at Halsey, and secure permission so that switch may be operated by hand as follows:

Unlock wood box stenciled with figure (1), remove crank and place on crank shaft under lid in the switch machine cover stenciled figure (2) turn crank to right or left as far as it will go (complete movement of switch requires about ten turns of the crank). See that switch fits properly against rail. After entire train has passed over switch restore point to original position. Replace crank in box and lock.

Telephone located adjacent to all remote controlled switches.

20. SPRING SWITCHES:

Switch at Gorham Mile Post 85, Pole 36, East and West District is a spring switch.

Semaphore signal governing facing point movement located immediately in advance of switch. The signal will display proceed indication when switch is in normal position. Be governed by Rule 501-C. When signal displays stop indication be governed by Rule 501-AA, except that switch points must be examined to insure that they fit up properly for route to be used before proceeding. Trains trailing through and stopping on switch must not back up nor take slack until switch has been thrown by hand. Do not attempt to make drop of cars through these switches.

There is no signal indication to govern trailing movement through switch. Trains will trail through switch without stopping, not exceeding 30 miles per hour.

21. Signal 842 located just south of Gorham Station on east side of northward main track will indicate stop to northward trains when cross-over switches and northward main track are occupied between north branch lead switch and signal 842. See Rule 501-AA.

Northward home signal of automatic interlocking plant 500 feet south of I. C. R. R. Crossing will indicate caution when signal 842 indicates STOP. See Rule 501-B.

Northward home signal of automatic interlocking plant will indicate stop when northward main track is occupied between signal 842 and the northward home signal of the automatic interlocking plant. See Rule 601-A.

Switch indicator signal located just north of Bridge No. 123 west side of southward main track. Rules 512-A and 512-B. This signal indicates caution when a train is on northward main track between north branch lead switch and northward home signal of automatic interlocking plant. See Rule 512-A.

North branch lead switch, south end switch of southward siding and both ends of crossover switches connecting to northward main track are electrically connected to northward main track and must be properly set to get proceed indication on Signal 842—Rule 501-C.

Switch indicator signal indicates to trains to and from E. & W. district that northward main track is or is not occupied between north branch lead switch and northward home signal of automatic interlocking plant.

22. Signal 640-R at Mile Post 63, pole 29 governs movement of trains from Mt. Vernon District to Chester District. Proceed indication is authority for the movement of a train from Mt. Vernon District Jct. to Chester telegraph office on Chester District. Unless otherwise provided, its indications supersede time table superiority and take the place of train orders. Its indications do not dispense with the use or observance of other signals whenever and wherever they may be required. Proceed indication is authority for the movement of a train from Mt. Vernon District Jct. to Chester Telegraph office on Chester District. Telegraph operator at Chester must get authority from Train Dispatcher before permitting train to enter Chester District. There is a telephone in booth at Mt. Vernon District Jct. for use of trainmen in obtaining information when necessary for movement.

Signal 640-L at Mile Post 63, pole 29 protects trains moving to and from the Mt. Vernon District.

Signal 639-R-L at Mile Post 63, pole 25 governs movements of southward trains over Mt. Vernon District Jct. switch.

Signal 631 at Mile Post 63, pole 3 is a distant signal for signal 639-R-L.

23. Train order signals located at M. & O. Crossing, Flinton, Chester, Ford, Raddle Junction and Halsey are equipped with flashing lights to distinguish them from interlocking signals located at these stations.

24. S. S. W. Connection leading from northward track at Mile Post 1, will be used by S. S. W. Ry. northward freight trains. Two main tracks extend south from Mile Post 84, pole 9 to Mile Post 85, pole 36 East and West District.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE:

Name	Station Number	Miles from Valley Jct.	Capacity
Chester District:			
Kise.....	C 22	13.34	6 Cars
Roots.....	C 59	50.55	5 "
Fort Gage.....	C 64	55.51	10 "
Jones Ridge.....	C 83	74.63	5 "
John's Spur.....	C 96	87.56	3 "
Munz.....	C 102	93.60	10 "
Nolan.....	C 103	94.25	3 "
La Rue.....	C 105	96.56	6 "
Wolf Lake (Powder Plant).....	C 107A	98.56	20 "
Potts Spur.....	C 115	106.75	6 "
Mt. Vernon District:			
Clores.....	CA 4	65.84	5 "
Poland.....	CA 7	68.66	4 "
Southern Gem No. 12.....	CA 18A	79.58	25 "
Kampenville.....	CA 18B	80.31	10 "
Southern Gem No. 10.....	CA 21A	82.97	15 "
" " " 7.....	CA 23	84.86	25 "
Strait.....	CA 31A	92.75	3 "
Derrick.....	CA 36	97.63	3 "
Miller.....	CA 38	99.38	1 "
Lisenby.....	CA 44	105.89	3 "
Islina.....	CA 46	108.76	5 "
Ryder.....	CA 56	117.04	3 "
East and West District:			
Charco Spur.....	CD 7	91.12	10 "
Gus Blair Mine.....	CD 11	95.04	15 "
Murphysboro Paving Brick Co.....		96.07	40 "
Harrison Mine.....	CD 12A	96.52	33 "
Bartle.....	CD 14	98.42	10 "
Hallidayboro Spur.....	CD 18A	102.05	50 "
Rhine.....	CD 22	106.42	15 "
Cairo District:			
Shasta.....	CG 8	128.39	3 "
Alfa Spur.....	CG 20	140.45	5 "

LOAD LIMIT (Car and Lading):

Mt. Vernon District, Chester to Pinckneyville. 210,000 Pounds
 Mt. Vernon District, Pinckneyville to Mt. Vernon. 150,000 "
 M. P. Hopper type cars, 55000 to 55499, when loaded to actual axle carrying capacity must not be operated. Pinckneyville to Mt. Vernon.

LOCATION OF CROSS-OVERS

Mile Post	Pole		Mile Post	Pole	
Chester District:					
0	4	Facing points	45	25	Trailing points.
0	5	Trailing "	49	3	" "
0	22	" "	80	27	" "
4	8	" "	83	29	Facing "
5	22	" "	84	24	Trailing "
6	4	" "	98	16	" "
7	6	Facing "	99	22	" "
7	8	" "	104	3	" "
7	22	Trailing "	104	4	Facing "
8	4	" "	113	10	" "
17	22	" "	113	11	Trailing "
28	1	" "	115	25	" "
33	17	Facing "	115	27	Facing "
33	20	Trailing "	116	18	Trailing "
36	29	" "	117	18	Facing "
41	21	Facing "	117	20	Trailing "
41	23	Trailing "	118	3	" "
43	16	Facing "			
East and West District:					
84	21	Trailing points.	85	5	Trailing points.
84	23	Facing "			

TABLE OF SPEEDS

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

EXPLANATION OF CHARACTERS

a—Stop to receive passengers for points Illmo and south.
 d—Stop to permit sheriffs with or without prisoners to get on or off train.
 m—Stop to discharge passengers from points Illmo and south.

CAPACITY OF DIFFERENT CLASSES OF PASSENGER ENGINES IN ACTUAL TONS

	Class of Passenger Engines						
	5301 to 5316	1158 to 1161	6611 to 6629	6445 to 6454	6401 to 6444	6501 to 6521	7501 to 7529
Between St. Louis and North Jct.	1400	1300	1050	1050	980	780	430

LOCATION OF HOSPITALS, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	OFFICE	OFFICE PHONE	RESIDENCE	RESIDENCE PHONE
HOSPITAL	St. Louis, Mo.	Grand and Shaw Avenues.....	{ Grand 8040. Main 1000.		
★Dr. O. B. Zeinert, Chief Surgeon.....	St. Louis, Mo.	Grand and Shaw Avenues.....	{ Grand 8040..... Main 1000.....	4950 Lindell Boulevard.....	Delmar 3205.
Dr. P. F. Vasterling, Consulting Surgeon...	St. Louis, Mo.	Grand and Shaw Avenues.....	{ Grand 8040..... Main 1000.....	4149 Flora Boulevard.....	Grand 3631.
★Dr. Walter Wilhelmj.....	East St. Louis, Ill.	426-432 Murphy Bldg.....	East 167; Kin., St. Clair 288.	Illmo Hotel.....	{ Br'g. 2100; Kin., St. Clair 421.
EMERGENCY STATION		Dupo, Ill.			
★Dr. R. N. Canaday, Res. Surgeon.....	Dupo, Ill.	Dupo, Ill.		Dupo, Ill.	{ Phone Yardmaster's Office.
Dr. R. G. Empson.....	Valmeyer, Ill.	Valmeyer, Ill.	{ Kin., No. 1..... Bell, Farmers' Phone.	Valmeyer, Ill.	{ Bell, Valmeyer. Bell, Farmers' Ph.
Dr. J. T. Finley.....	Prairie DuRocher.....	Prairie DuRocher.....	No. 39.....	Prairie DuRocher.....	No. 39.
Dr. George Hoffman.....	Chester, Ill.	904 Sparta Street.....	Phone 25.....		
★Dr. A. E. Fritze.....	Chester, Ill.	Chester, Ill.	Gordon Tel. Co. 148.		Gordon Tel. Co. 148.
Dr. Eugene Crandle.....	Gorham, Ill.	Gorham, Ill.		Gorham, Ill.	
EMERGENCY STATION		Illmo, Mo.			
★Dr. G. T. Dorris, Resident Surgeon.....	Illmo, Mo.	1st StateBank Bldg.....	Phone 263.....	West Side South Second.....	Phone 258.
Dr. G. S. Cannon.....	Fornfelt, Mo.	Fornfelt, Mo.	Phone 6.....	Fornfelt, Mo.	Phone 134.
Dr. G. B. Schulz.....	Cape Girardeau, Mo.	605 Broadway.....	340.....	605 Broadway.....	340.
Dr. Flint Bondurant.....	Cairo, Ill.	Cairo National Bank Bldg.....	Nos. 157 and 158.	2907 Park Pl., West Cairo.....	No. 883.
Dr. C. E. Reisling.....	Murphysboro, Ill.	Jeffery Bldg.....	Phone No. 300.	228 N. 15th St.....	Phone No. 20.
EMERGENCY STATION		Hurst, Ill.			
★Dr. V. H. Burkhardt, Resident Surgeon.....	Hurst, Ill.	Hurst, Ill.		Hurst, Ill.	
Dr. W. H. Alvis.....	Benton, Ill.	Benton, Ill.	No. 26.....	Benton, Ill.	No. 58.
Dr. W. R. Gardiner.....	Herrin, Ill.	City National Bank Bldg.....	Phone No. 308.....	312 South Park Ave.....	Phone No. 182 R. I.
Dr. H. A. Felts.....	Marion, Ill.	605 Public Square.....	Phone No. 595.....	519 South Market.....	Phone No. 612.
Dr. John W. Clayton.....	Johnston City, Ill.	108 E. Broadway.....	No. 177-2.....	704 Fallis Ave.....	No. 177-3.
Dr. Thomas Robertson.....	Steeleville, Ill.	Steeleville, Ill.	{ Ill. Sou. Co. 39..... { Farmer's 18-A.....	Steeleville, Ill.	{ Ill. Sou. 17.
Dr. James S. Templeton.....	Pinckneyville, Ill.	115 N. Main Street.....	Pinckneyville No. 8.....	318 W. South Street.....	Pinckneyville 41.
Dr. James Walter Wells.....	Waltonville, Ill.	Waltonville, Ill.	County 198.....	Waltonville, Ill.	County 199.
Dr. James W. Hamilton.....	Mt. Vernon, Ill.	113½ S. 10th Street.....	Main 650.....	1203 Main Street.....	Main 529-R.
Dr. Clarence O. Hamilton.....	Mt. Vernon, Ill.	113½ S. 10th Street.....	Main 650.....	1910 W. Broadway.....	Main 584-R.

★Examining Surgeons for Examinations of Applicants under Form 339-Rev.

Dr. O. B. ZEINERT, Chief Surgeon