

DIVISION OFFICERS

R. C. WILLIAMS...Superintendent.....St. Louis, Mo.
H. A. ISRAEL.....Trainmaster, All Districts, except
East and West District between
Bush and Marion not including
Bush Yard.....Bush, Ill.
E. C. AXLINE.....Trainmaster, All Districts..... Bush, Ill.
E. E. HARN.....Dispatcher..... Bush, Ill.
R. W. HARTZEL....Dispatcher..... Bush, Ill.
C. H. MEDLIN.....Dispatcher..... Bush, Ill.
C. L. SNIDER.....Dispatcher..... Bush, Ill.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

ILLINOIS DIVISION

TIME TABLE No. 21

Effective 12:01 a.m. Sunday, January 28, 1934

CENTRAL STANDARD TIME

Superseding Time Table No. 20, dated August 20,
1933, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT
OF EMPLOYES ONLY.

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

J. CANNON, Vice-President and General Manager.

R. C. WHITE, Assistant General Manager.

J. L. KENDALL, Gen'l Superintendent Transportation.

W. E. BROOKS, General Superintendent.



TIME TABLE OF PASSENGER TRAINS

STATION	TRAIN NO.	CLASS	ARRIVE	DEPART
VALLEY JUNCTION	832	Third Class	12:05	12:10
A. & W. CROSSING			12:15	12:20
I. O. CROSSING			12:25	12:30
OCCASION CROSSING			12:35	12:40
DAVE CROSSING			12:45	12:50
SOUTH BEND			12:55	1:00
DEPT.			1:05	1:10
CS. M. & D. CROSSING			1:15	1:20
WARREN			1:25	1:30
ROBERTSON			1:35	1:40
VALMERE			1:45	1:50
ALBANY			1:55	2:00
VALLEY JUNCTION			2:05	2:10

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Tamaroa	832	Ill. Cent.25	10: 55 a. m.	30 Min.	For passengers, mail and express.

STATION	TRAIN NO.	CLASS	ARRIVE	DEPART
VALLEY JUNCTION	831	Third Class	12:15	12:20
A. & W. CROSSING			12:25	12:30
I. O. CROSSING			12:35	12:40
OCCASION CROSSING			12:45	12:50
DAVE CROSSING			12:55	1:00
SOUTH BEND			1:05	1:10
DEPT.			1:15	1:20
CS. M. & D. CROSSING			1:25	1:30
WARREN			1:35	1:40
ROBERTSON			1:45	1:50
VALMERE			1:55	2:00
ALBANY			2:05	2:10
VALLEY JUNCTION			2:15	2:20

CHESTER DISTRICT—VALLEY JUNCTION TO NORTH JUNCTION

Station Numbers	Miles from Valley Junction	TIME TABLE No. 21 JANUARY 28, 1934	TRAINS SOUTHWARD						
			FIRST CLASS				THIRD CLASS		
			903 M.-I. Passenger	831 Passenger	335 Passenger	905 S. S. W. Passenger	891 Local Freight	893 Local Freight	391 Local Freight
		Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Monday	Daily Ex. Monday	Daily Ex. Sunday	
		ST. LOUIS UNION STATION			5 15PM	11 30PM			
	0.94	EAST ST. LOUIS RELAY		s 5 33	s 11 53PM				
c 9	0.00	VALLEY JUNCTION			5 50	12 10AM			
	0.20	S. S. W. CONNECTION				12 11			
	4.02	I. C. CROSSING							
	0.09	CONLOGUE CROSSING							
	1.77								
c 15	6.08	DUPO CW&T			s 5 58	a 12 22		7 00AM	
	1.10								
c 16	7.18	P. SOUTH DUPO			6 01	12 24		7 05	
	0.90								
c 17	8.08	BIXBY						7 10	
	1.33								
	5.76	CS. M. & O. CROSSING			6 04	12 28		7 15	
	2.41								
c 24	15.17	P. WARNOCK			f 6 13	12 37		7 30	
	4.95								
c 26	17.58	FOUNTAIN			f 6 17	12 41		7 35	
	5.41								
c 31	22.53	N. VALMEYER			s 6 25	a 12 48		8 05	
	0.13								
c 37	27.94	P. MAEYSTOWN			s 6 33	a 12 57		8 20	
	5.56								
c 42	33.63	P. FULTS			s 6 42	a 1 05		8 39 ⁷⁴ 8 53 ³³⁶	
	2.17								
c 46	37.23	P. RENAULT			s 6 47	1 10		9 00	
	0.36								
	1.97	DANLEY JUNCTION			6 51 ³⁶⁰	1 14		9 05	
	4.09	DANLEY							
c 48	39.76	N. PRAIRIE Du ROCHER. CW			s 6 55	a 1 18		9 20	
	3.35								
c 50	41.73	P. MODOC			s 7 02	1 25		9 30	
	0.00								
c 55	45.82	CS. FLINTON	12 30PM		f 7 08	1 30		10 01	
	4.86								
c 58	49.17	P. MO.-ILL. CROSSING							
	6.49								
c 63	54.03	P. RELY LAKE	f 12 46		s 7 15	a 1 37		10 25	
	1.04								
c 60	60.52	P. MENARD	s 12 53 ³⁹²		s 7 26 ⁹⁷⁶	ad 1 45		10 40	
	2.16								
c 70	61.56	CS. CHESTER CW	s 12 55PM	12 40PM	s 7 30	s 1 49	1 05AM	10 55	
	2.03								
	4.69	P. MT. VERNON DISTRICT JCT.		12 51PM	7 33	1 52	1 15AM	11 00	
	1.25								
c 74	65.75	P. FORD W			7 36	1 55		11 05	
	4.70								
c 79	70.44	P. ROCKWOOD			s 7 44	a 2 02		11 20 ³⁹²	
	3.74								
c 80	71.69	D. CORA			s 7 46	a 2 04		11 35	
	0.82								
	0.82	CS. RADDLE JUNCTION			7 54	2 10		11 50	
	3.74								
c 86	77.21	P. RADDLE			s 7 56	a 2 12		11 55AM	
	3.26								
c 90	80.95	P. JACOB			s 8 02	2 17		12 05PM	
	4.16								
c 93	84.21	D. GORHAM WY			s 8 08PM	s 2 22		12 50	
	4.48								
	4.69	I. C. CROSSING							
c 99	90.59	P. HOWARDTON				a 2 30		1 10	
	4.33								
e104	95.07	CS. HALSEY				2 37		1 25	
	4.33								
e108	99.76	D. WOLF LAKE				a 2 43		2 00	
	5.72								
e113	104.09	P. WARE				a 2 49 ⁹⁷⁵		2 15	
	3.56								
e119	109.81	P. REYNOLDSVILLE				a 2 56		2 30	
	4.16								
e122	113.37	D. McCLURE				a 3 01		2 40	
	1.80								
e127	117.53	CS. GALE CW				a 3 06	1 00AM	3 00PM	
	115.20								
e128	119.33	P. NORTH JUNCTION				3 09AM	1 10AM		
c243		PARAGOULD							
	127.27		Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Monday	Daily Ex. Monday	Daily Ex. Sunday

CHESTER DISTRICT—NORTH JUNCTION TO VALLEY JUNCTION

Siding Capacity in Cars	Miles from North Junction	TIME TABLE No. 21 JANUARY 28, 1934		TRAINS NORTHWARD									
				FIRST CLASS				THIRD CLASS					
				906 S. S. W. Passenger	336 Passenger	832 Passenger	904 M.-I. Passenger	392 Local Freight	892 Local Freight	894 Local Freight			
Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday							
STATIONS													
	127.27	ST. LOUIS UNION STATION		6 50AM	10 15AM								
	126.33	0.94 EAST ST. LOUIS RELAY		s 6 30	s 9 55								
	119.33	VALLEY JUNCTION		6 07	9 37								
	119.13	0.20 S. S. W. CONNECTION		6 06									
	115.11	4.02 I. C. CROSSING											
	115.02	0.09 CONLOGUE CROSSING											
	113.25	1.77 DUPO CW&T		m 5 57	s 9 29			4 00PM					
	112.15	1.10 P SOUTH DUPO			9 27			3 55					
	111.25	0.90 BIXBY						3 50					
	109.92	1.33 CS. M. & O. CROSSING		5 53	9 24			3 45					
	104.16	5.76 P WARNOCK		5 44	f 9 17			3 30					
	101.75	2.41 FOUNTAIN		5 41	f 9 14			3 25					
	96.80	4.95 N VALMEYER		m 5 33	s 9 08 ⁷⁴			3 15					
	91.39	5.41 P MAEYSTOWN		m 5 24	s 9 01			2 45					
	91.26	0.13 MAEYS JUNCTION		5 23	9 00			2 40					
	85.70	5.56 P FULTS		m 5 16	s 8 53 ³⁹¹			2 30					
	82.10	3.60 P RENAULT		5 10	s 8 48			2 20					
	79.93	2.17 P DANLEY JUNCTION		5 05	8 44			2 10					
	79.57	0.36 DANLEY											
	77.60	1.97 N PRAIRIE Du ROCHER CW		m 5 02	s 8 41			2 05					
	73.51	4.09 P MODOC		4 55	s 8 36			1 33					
	70.16	3.35 CS FLINTON		4 50	f 8 31		1 35PM	1 23					
	65.30	0.00 P RELY LAKE		m 4 42	s 8 24		f 1 28	1 13					
	58.81	4.86 P MENARD		md 4 32	s 8 16		s 1 17	12 53 ⁹⁰³					
	57.77	1.04 CS CHESTER CW		s 4 29	s 8 13	12 03PM	s 1 15PM	12 15PM			11 50PM		
	55.61	2.16 P MT. VERNON DISTRICT JCT		4 26	8 10	11 53AM ⁸³²		11 53AM ⁸³²			11 40PM		
	53.58	2.03 P FORD W		4 23	8 07			11 35					
	48.89	4.69 P ROCKWOOD		m 4 14	s 8 00			11 20 ³⁹¹					
	47.64	1.25 D CORA		m 4 12	s 7 58			11 15					
	42.94	4.70 CS RADDLE JUNCTION		4 04	7 52			11 00					
	42.12	0.82 P RADDLE		m 4 02	s 7 50			10 55					
	38.38	3.74 P JACOB		3 56	s 7 45			10 45					
	35.12	3.26 D GORHAM WY		s 3 50	s 7 40AM			10 35					
	34.54	0.58 I. C. CROSSING											
	28.74	5.80 P HOWARDTON		m 3 35				9 50					
	24.26	4.48 CS HALSBY		3 27				9 35					
	19.57	4.69 D WOLF LAKE		m 3 18				9 20					
	15.24	4.33 P WARE		m 3 12				8 38					
	9.52	5.72 P REYNOLDSVILLE		m 3 02				8 20					
	5.96	3.56 D MCCLURE		m 2 55				8 10					
	1.80	4.16 CS GALE CW		m 2 49				8 00AM	10 30PM				
	0.00	1.80 P NORTH JUNCTION		2 46AM					10 20PM				
		115.20 PARAGOULD											
		127.27		Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday		

CHESTER DISTRICT—VALLEY JUNCTION TO NORTH JUNCTION

Station Numbers	Miles from Valley Junction	TIME TABLE No. 21 JANUARY 28, 1934		TRAINS SOUTHWARD SECOND CLASS								
				65	361	973	67	977	381	975	371	
				Red Ball Freight	Red Ball Freight	S. S. W. Freight	Red Ball Freight	S. S. W. Freight	Red Ball Freight	S. S. W. Freight	Red Ball Freight	
STATIONS				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				7 10PM		8 30PM		9 00PM		
	0.20	0.20 S. S. W. CONNECTION										
	4.22	4.02 I. C. CROSSING										
	4.31	0.09 CONLOGUE CROSSING										
		1.77										
e 15	6.08	DUPO CW&T		12 30PM	5 40PM		8 15PM				10 15PM	
e 16	7.18	SOUTH DUPO		12 35	5 43	7 23	8 20	8 55		9 30	10 20	
c 17	8.08	BIXBY										
	9.41	1.33 CS. M. & O. CROSSING		12 45	5 50	7 27	8 30	9 05		9 40	10 30	
c 24	15.17	WARNOCK										
		2.41										
c 26	17.58	FOUNTAIN										
		4.95										
c 31	22.53	VALMEYER										
		5.41										
c 37	27.94	MAEYSTOWN										
		0.13										
	28.07	MAEYS JUNCTION		1 20	6 22	7 55 ⁶⁰	9 07	9 40		10 20	11 10	
		5.56										
c 42	33.63	FULTS										
		3.60										
c 46	37.23	RENAULT										
		2.17										
	39.40	DANLEY JUNCTION		1 42	6 42	8 13 ⁹⁷⁶	9 27	10 05		10 45	11 35PM	
		0.36										
c 48	39.76	DANLEY										
		1.97										
c 50	41.73	PRAIRIE Du ROCHER CW										
		4.09										
c 55	45.82	MODOC										
		3.35										
c 58	49.17	FLINTON		2 00	6 57 ⁶⁰	8 28	9 45	10 25		11 05	12 01AM	
		0.00										
		MO.-ILL. CROSSING										
		4.86										
c 63	54.03	REILY LAKE		2 10	7 05	8 36	9 55	10 35		11 25	12 15	
		6.49										
c 69	60.52	MENARD		2 25	7 15	8 46	10 10	10 50		11 50PM	12 30	
		1.04										
c 70	61.56	CHESTER CW			7 18 ⁹⁷⁶							
		2.16										
	63.72	MT. VERNON DISTRICT JCT.										
		2.03										
c 74	65.75	FORD W		2 45	7 25	8 53	10 25	11 00		12 10AM	12 45	
		4.69										
c 79	70.44	ROCKWOOD		3 05	7 34	9 00	10 35	11 10		12 30	1 15	
		1.25										
c 80	71.69	CORA										
		4.70										
c 76	76.39	RADDLE JUNCTION		3 15	7 43	9 10	10 50	11 25		12 55	1 45	
		0.82										
c 86	77.21	RADDLE										
		3.74										
c 90	80.95	JACOB										
		3.26										
c 93	84.21	GORHAM WY		3 35	7 55	9 23	11 05	11 40		1 30	2 15AM	
		0.58										
	84.79	I. C. CROSSING										
		5.80										
c 99	90.59	HOWARDTON		3 50	8 08	9 33	11 15	11 55PM		1 55		
		4.48										
c 104	95.07	HALSEY		4 00	8 17	9 40	11 25PM	12 05AM		2 10		
		4.69										
c 108	99.76	WOLF LAKE										
		4.33										
c 113	104.09	WARE								2 49 ⁹⁰⁵		
		5.72										
c 119	109.81	REYNOLDSVILLE										
		3.56										
c 122	113.37	McCLURE										
		4.16										
c 127	117.53	GALE CW		4 45 5 25	9 05 9 35	10 15	12 10AM 12 35	12 45	2 00AM	3 30		
		1.80										
c 128	119.33	NORTH JUNCTION		5 35PM	9 40PM	10 20PM	12 45AM	12 55AM	2 10AM	3 40AM		
		51.56										
		DEXTER JUNCTION		8 00PM			2 35AM					
		63.64										
e 243		PARAGOULD			1 15AM							
		127.27		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

CHESTER DISTRICT—NORTH JUNCTION TO VALLEY JUNCTION

Siding Capacity in Cars	Miles from North Junction	TIME TABLE No. 21 JANUARY 28, 1934		TRAINS NORTHWARD						
				SECOND CLASS						
				382 Red Ball Freight	978 S. S. W. Freight	74 Red Ball Freight	360 Red Ball Freight	60 Red Ball Freight	976 S. S. W. Freight	
STATIONS		Daily	Daily	Daily	Daily	Daily	Daily			
	127.27	ST. LOUIS UNION STATION								
	126.33	0.94 EAST ST. LOUIS RELAY								
	119.33	VALLEY JUNCTION			6 35AM				9 30PM	
	119.13	0.20 S. S. W. CONNECTION								
	115.11	4.02 I. C. CROSSING								
	115.02	0.09 CONLOGUE CROSSING								
	Yd. 113.25	1.77 DUPO.....CWYT				10 00AM	8 00PM	9 00PM		
	112.15	1.10 P.....SOUTH DUPO			6 15	9 50	7 55	8 55	9 15	
	111.25	0.90 BIXBY								
	109.92	1.33 CS...M. & O. CROSSING			6 05	9 40	7 45	8 45	9 05	
	77 104.16P	5.76 WARNOCK								
	101.75	2.41 FOUNTAIN								
	77 96.80N	4.95 VALMEYER				9 08 ³³⁶				
	91.39P	5.41 MAEYSTOWN								
	91.26	0.13 MAEYS JUNCTION			5 37	8 57	7 13	7 55 ⁹⁷³	8 34	
	110 85.70P	5.56 FULTS				8 39 ³⁹¹				
	82.10P	3.60 RENAULT								
	79.93P	2.17 DANLEY JUNCTION			5 18	8 25	6 51 ³³⁵	7 25	8 13 ⁹⁷³	
	79.57	0.36 DANLEY								
	77.60N	1.97 PRAIRIE Du ROCHER...CW								
	73.51P	4.09 MODOC								
	184 70.16CS	3.35 FLINTON			5 03	8 00	6 30	6 57 ³⁶¹	7 48	
	86 65.30P	0.00 MO-ILL. CROSSING								
	133 58.81P	4.86 REILY LAKE			4 55	7 50	6 15	6 45	7 40	
	57.77CS	6.49 MENARD			4 46	7 40	6 00	6 30	7 26 ³³⁵	
	55.61P	1.04 CHESTER...CW							7 18 ³⁶¹	
	n66 s141 n135 s72	2.16 MT. VERNON DISTRICT JCT								
	164 42.94CS	2.03 FORD			4 38	7 30	5 45	6 15	7 10	
	77 42.12P	4.69 ROCKWOOD			4 30	7 20	5 35	5 55	7 00	
	38.38P	1.25 CORA								
	n51 s102	4.70 RADDLE JUNCTION			4 20	7 05	5 20	5 40	6 51	
	76 15.24P	0.82 RADDLE								
	76 9.52P	3.74 JACOB								
	5.96D	3.26 GORHAM...WY			4 08	6 50	4 55	5 15	6 38	
	160 28.74	0.58 I. C. CROSSING								
	77 24.26	5.80 P.....HOWARDTON			3 58	6 20	4 35	4 50	6 28	
	76 15.24P	4.48 CS.....HALSEY			3 50	6 00	4 20	4 35	6 20	
	76 9.52P	4.69 WOLF LAKE								
	5.96D	4.33 WARE								
	Yd. 1.80CS	5.72 REYNOLDSVILLE								
	0.00P	3.56 McCLURE								
		4.16 GALE...CW			1 00AM	3 10	4 30 4 00	3 15 3 00	3 30 3 15	5 45
		51.56 NORTH JUNCTION			12 50AM	3 00AM	3 50AM	2 50PM	3 05PM	5 35PM
		DEXTER JUNCTION								
		63.64 PARAGOULD								
		127.27			Daily	Daily	Daily	Daily	Daily	Daily

EAST AND WEST DISTRICT—BETWEEN GORHAM AND MARION

TRAINS SOUTHWARD			Miles from Valley Junction	TIME TABLE		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
THIRD CLASS	SECOND CLASS	FIRST CLASS		No. 21				FIRST CLASS	THIRD CLASS	
393 Local Freight	371 Red Ball Freight	335 Passenger		JANUARY 28, 1934				336 Passenger	394 Local Freight	
Daily Ex. Sunday	Daily	Daily	STATIONS		Daily	Daily Ex. Sunday				
11 30AM	2 30AM	8 11PM	84.21	D	GORHAM WY	C 93		7 40AM	10 30AM	
					1.69					
			85.90	P	GG JUNCTION	Two Main Tracks				
					1.58					
11 45AM	2 50	k 8 17	87.48	P	GRIMSBY	CD 3	130	k 7 35	10 10	
					0.17					
			87.65		I. C. CROSSING					
					6.56					
12 25PM	3 25	s 8 28	94.21	D	MURPHYSBORO W	CD10	64	s 7 24	9 55	
					2.30					
12 40		k 8 32	96.51	P	HARRISON	CD12		k 7 20	9 20	
					5.39					
12 55	3 55	8 41	101.90	P	ND-BOND	CD18	141	7 11	8 59	
					0.76					
1 00		k 8 43	102.66		DE SOTO	CD19		k 7 09	8 56	
					5.49					
1 35PM	4 15AM	s 8 53	108.15	CS	BUSH CW&TY	CD24		s 7 00	8 45AM	
					3.83					
		k 9 03	111.98	P	CLIFFORD	CB4	60	k 6 50		
					2.12					
			114.10		I. C. CROSSING					
					0.86					
			114.96		C. B. & Q. CROSSING					
					0.03					
		s 9 13	114.99	P	HERRIN	CB7		s 6 40		
					1.13					
		9 17	116.12		C. B. & Q. CROSSING					
					0.19					
		9 28	116.31	P	CHALK JUNCTION	CB8		6 36		
					4.61					
		9 33	120.92	P	Mc CLINTOCK WYE	Y		6 25		
					1.33					
		s 9 33	122.25		JOHNSTON CITY	CB25		s 6 20		
					1.33					
		9 38	120.92	P	Mc CLINTOCK WYE	Y		6 17		
					2.54					
		9 45	123.46	P	WEST VIRGINIA WYE	Y		6 10		
					3.73					
			127.19		I. C. CROSSING					
					0.31					
		9 55PM	127.50	P	MARION W	CB17		6 00AM		
					43.29					
Daily Ex. Sunday	Daily	Daily						Daily	Daily Ex. Sunday	

CAIRO DISTRICT—BETWEEN THEBES JUNCTION AND CAIRO

TRAINS SOUTHWARD			Miles from Valley Junction	TIME TABLE		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS				No. 21				SECOND CLASS		
		381 Red Ball Freight		JANUARY 28, 1934				382 Red Ball Freight		
		Daily	STATIONS		Daily					
		2 00AM			GALE			1 00AM		
					3.17					
		2 30	120.70	P	THEBES JUNCTION	Y		12 40		
					3.72					
		2 40	124.42		FAYVILLE	CG 4	15	12 28		
					0.51					
		2 45	124.93		COMMERCE LANDING	CG 5		12 26		
					0.67					
		3 00	125.60		C. & E. I. CROSSING					
					0.66					
		3 00	126.26	P	TANKVILLE	CG 6	56	12 12AM		
					4.57					
		3 20	130.83	P	MILLER CITY	CG10	64	11 59PM		
					2.74					
		3 30	133.57		ROTE	CG13		11 50		
					2.22					
		3 40	135.79		CACHE	CG15	56	11 43		
					6.89					
			142.68		M. & O. CROSSING					
					1.57					
		4 10AM	144.25		C. C. C. & ST. L. CROSSING					
					0.76					
		4 10AM	145.01	P	CAIRO W&T	CG24		11 00PM		
					24.31					
		Daily						Daily		

MT. VERNON DISTRICT—BETWEEN MENARD AND MT. VERNON

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TRAINS SOUTHWARD			Miles from Valley Junction	TIME TABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD				
THIRD CLASS		FIRST CLASS		No. 21					FIRST CLASS		THIRD CLASS		
895 Local Freight Daily Ex. Sunday	893 Local Freight Daily Ex. Monday	831 Passenger Daily Ex. Sunday		JANUARY 28, 1934					832 Passenger Daily Ex. Sunday			894 Local Freight Daily Ex. Sunday	896 Local Freight Daily Ex. Sunday
		12 15PM		STATIONS					12 10PM				
			 MENARD									
				0.03									
				60.55 MT. VERNON DIST. CONN.									
				1.01									
		s 12 40		61.56 CS..... CHESTER CW C 70 Yd.			s 12 03PM						
				2.16									
		1 15AM		63.72 P.MT. VERNON DISTRICT JCT.			11 53AM				11 40PM		
				0.32									
		1 20		64.04 MENARD JUNCTION			11 52				11 35		
				7.82									
		1 45		71.86 P..... WELGE			CA10 93 s 11 36				11 05		
				5.48									
		2 15		77.34 D..... STEELEVILLE..... W			CA16 30 s 11 24				10 35		
				2.14									
		2 30		79.48 PERCY			CA18 s 11 18				9 35		
				0.01									
				79.49 M. & O. CROSSING									
				3.15									
		3 00		82.64 D..... CUTLER			CA21 s 11 11				9 15		
				1.10									
		3 15		83.74 P..... NEW WILSON			CA22 55 11 08				9 05		
				1.23									
		3 20		84.97 JAMESTOWN			CA24 f 11 05				8 55		
				2.57									
		3 30		87.54 P..... CONANTS			CA26 10 s 11 00				8 35		
				5.02									
				92.56 I. C. CROSSING									
				0.01									
4 00AM		4 00AM		92.57 CS..... PINCKNEYVILLE...CWY			CA31 Yd. s 10 50				8 00PM 11 45AM		
				3.56									
f 4 20				96.13 CRIBS SPUR			CA35 17 10 41				f 11 25		
				6.63									
				102.76 I. C. CROSSING									
				0.19									
s 5 10				102.95 D..... TAMAROA			CA41 24 s 10 25				s 10 55		
				8.31									
f 5 45				111.26 P..... SCHELLER			CA50 17 s 9 50				f 10 15		
				3.28									
f 6 05				114.54 P..... WALTONVILLE			CA53 19 f 9 55				f 9 55		
				0.26									
				114.80 D..... C. B. & Q. CROSSING			s 9 40						
				5.45									
f 6 35				120.25 MARCOE			CA59 4 f 9 20				f 9 35		
				1.63									
6 45				121.88 JEFF. S. W. JUNCTION			18 9 15				9 30		
				3.04									
				124.92 L. & N. CROSSING									
				0.09									
7 00AM				125.01 D..... MT. VERNON..... WY			CA64 Yd. 9 05AM				9 15AM		
				64.46									
Daily Ex. Sunday		Daily Ex. Monday		Daily Ex. Sunday			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. 21					THIRD CLASS			
		891 Local Freight Daily Ex. Monday		JANUARY 28, 1934							892 Local Freight Daily Ex. Sunday	
		1 00AM		STATIONS					10 30PM			
			 GALE								
				5.30								
		1 20		122.83 P..... CAPE DEAU JUNCTION			C 132		10 10			
				0.49								
				123.32 S. S. W. CROSSING								
				2.49								
				125.81 MASSEY CROSSING								
				0.84								
				126.65 MARQUETTE CROSSING								
				0.41								
		1 40		127.06 P..... MARQUETTE			W& CF 4 19		7 40			
				0.21								
				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								
		3 00AM		130.23 P..... CAPE GIRARDEAU			Y CF 7 Yd.		7 00PM			
				0.64								
				130.87 C. G. & J. INT. CROSSING								
				8.04								
Daily Ex. Monday		Daily Ex. Monday		Daily Ex. Sunday			Daily Ex. Sunday		Daily Ex. Sunday		Daily Ex. Sunday	

SPECIAL INSTRUCTIONS

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.

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

Between Valley Junction and M. & O. Crossing, trains may run with the current of traffic without train orders or clearance card. Member of crew of Southward trains originating at Dupo will call Train Dispatcher before coming out on main track. Second-class, 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 Train Dispatchers.

Between M. & O. Crossing and Maey's Jct., between Danley Jct. 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 Gale, and may run ahead of overdue first-class trains, but must keep informed of, and not delay them.

2. MAXIMUM SPEED:

	Miles Per Hr.	
	Psg.	Frt.
Chester District:		
Between Valley Junction and Reily Lake.....	.50	40
" Reily Lake and Raddle Jct.60	45
" Raddle Jct. and North Jct.....	.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.....	.25	20
" Herrin and Chalk Jct.....	.25	15
" Chalk Jct. and Johnson City.....	.30	25
" McClintock Wye and Marion.....	.30	25
" Pollard and Chalk Jct.....	.20	20
" West Virginia Wye and Paulton.....	.20	20
Cairo District.....	.30	20
Cape Girardeau District.....	.35	25

3. SPEED RESTRICTIONS:

- Chester:** All trains and engines must come to full stop at public road crossing (concrete slab) between Cole's Mill and Water Tank on Mt. Vernon District and proceed only after a member of the crew has protected crossing.
- Percy:** All trains and engines using M. & O. connection must come to full stop at the two public crossings and proceed only after a member of the crew has protected crossings.
- Coal Strip Mine:** All trains and engines must come to full stop at the public crossing on each leg of wye and proceed only after a member of the crew has protected crossing.
- Mt. Vernon:** All trains and engines entering and leaving Mt. Vernon will use track of Mt. Vernon Car Mfg. Co., between 13th Street and L. & N. Crossing. Rule 18 will govern movement over this track.
- 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.

3. SPEED RESTRICTIONS (Continued):

	Miles Per Hr.	
	Psg.	Frt.
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.	
Dupo, City Limits, Mile Post 5, Pole 20 to Mile Post 6, Pole 20.....	15	10
Electric Railway Crossings.....	10	10
I. C. Crossing (Gorham)...	} While engine or forward car is between home signal or dwarf signal and crossing....	20
I. C. Crossing (Grimsby)...		
C. B. & Q. Crossing (Zeigler Junction).....		
I. C. Crossing (Fair Grounds-Marion).....		
Engines 1701 to 1714, inclusive.....	30	30
Engines 1720 to 1729, inclusive.....	40	40
Engines 1901 to 1925, inclusive.....	45	45
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, except 2300, 2400, 2500, 2600 and 2700 class engines may be run 50 miles per hour.		

Motor Cars:

- (a) Gas-electric passenger motor cars.....60 ..
- (b) Brill passenger motor cars with mechanical drive....45 ..

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

Trains handling:

Pile Drivers.....	25
Steam Shovels.....	25
Scale Test Cars, MCB or 4-wheel rigid trucks.....	35
Wrecking Derricks, self-propelling.....	25
Wrecking Derrick Cars, Wooden....	Maximum freight train speed
Bridge Derrick Cars, non-revolving, boom connected....	30

Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches or more than 6 inches lateral movement; uncoupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

Bridge Derrick Cars, non-revolving, boom disconnected. Maximum freight train speed

Bridge derrick cars shipped with boom disconnected and permitted to move at maximum freight train speed must have boom disconnected at inboard connection on derrick car, boom falls and swing lines must be disconnected from boom and rear end of derrick car must be faced toward front of train.

Bridge Derrick-Pile Driver, combination machine..... 25

Bridge derrick-pile driver, combination machine may be shipped either as a derrick or as a pile driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking derricks. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.

3. SPEED RESTRICTIONS (Concluded):

Miles Per Hr.

Trains handling:

Psgr. Frt.
Trains Trains

American Ditchers, self-propelling (locomotive ditchers) .. 20

Self-propelling American ditchers must be coupled to flat car. If boom extends more than 30 ft. beyond end sill of ditcher it must be detached from rotating portion of machine. If boom does not extend more than 30 ft. beyond end sill of ditcher, it need not be detached, but support must be provided for boom on idler car and uncoupling levers between ditcher and idler car must be disconnected.

American Ditchers, loaded on flat cars..... 20

Locomotive Cranes (clam shells) MCB trucks..... 20

Locomotive crane (clam shell) boom must be detached, water tank and boiler drained and rear of machine faced toward front of train.

Yard (clam shell) and "Burro" Cranes, loaded on flat cars..... 20

Doddridge Ditchers..... 25

Jordan Spreaders and Spreader-Ditchers..... 25

Jordan spreaders and spreader-ditchers must be headed in working direction; the plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

Rail Unloaders..... Maximum freight train speed

Rail unloaders must have boom disconnected and stored on car.

Where maximum speed of freight trains is restricted to 25 miles per hour or less, trains handling Wrecking Derricks, Pile Drivers, Doddridge Ditchers and Jordan Ditchers or Spreader-Ditchers must be restricted to 5 miles per hour less than such maximum speed.

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.

Engines not equipped with engine trucks either dead in tow or under steam in road movement 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 necessary to block front drivers, speed will be restricted to 20 miles per hour. No restriction when necessary to block other drivers.

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

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	SOUTHWARD				Permissible Speed in miles per hour	NORTHWARD			
	FROM		TO			FROM		TO	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole

Mt. Vernon District:

15	64	2	64	14	15	64	14	64	2
20	68	17	68	20	20	68	20	68	17

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.

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
55.....	1	5
60.....	1	0

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.
- k—Stop on signal for passengers, mail, baggage and express.

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 0500. Main 1000.		
★ Dr. O. B. Zeinert, Chief Surgeon	St. Louis, Mo.	Grand and Shaw Avenues	{ Grand 0500. Main 1000.	34 Broadview Drive	Parkview 0674.
★ Dr. Walter Wilhelmj	East St. Louis, Ill.	627-631 Murphy Bldg	East 167	9424 W. Main St., Belleville, Ill.	Express 196
EMERGENCY STATION		Dupo, Ill.			
★ Dr. R. N. Canaday, Resident 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. Louis J. Smith	Chester, Ill.	201 Taylor Street	Phone 92 R3	924 Williams Street	Phone 93 R2
Dr. Eugene Crandle	Gorham, Ill.	Gorham, Ill.		Gorham, Ill.	
Dr. W. A. Phelps (Acting)	Thebes, Ill.	Thebes, Ill.		Thebes, Ill.	
EMERGENCY STATION		Illmo, Mo.			
★ Dr. G. T. Dorris, Resident Surgeon	Illmo, Mo.	1st State Bank 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. 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