

DIVISION OFFICERS

C. W. EXLINE.....Superintendent.....St. Louis, Mo.
H. B. DAVIS.....Trainmaster, Chester,
Cairo, and Cape Girardeau
Subdivs.....Bush, Ill.
J. G. SHEPPARD.....Trainmaster, East and
West, Benton and Mt.
Vernon Subdivs.....Bush, Ill.
E. J. ROTHERMEL.....Asst. Trainmaster, East
and West Subdiv. (be-
tween Bush and Marion,
including Bush Yard) and
Benton Subdiv.....Bush, Ill.
H. E. GUNN.....Road Foreman of Engines...Dupo, Ill.
C. H. MEDLIN.....Division Trainmaster.....Bush, Ill.
C. L. CHAPPIUS.....Asst. Chief Dispatcher.....Bush, Ill.
R. J. DUGAN.....Asst. Chief Dispatcher.....Bush, Ill.
H. D. FINN.....Asst. Chief Dispatcher.....Bush, Ill.
R. O. BURKE.....Dispatcher.....Bush, Ill.
R. E. BORCHELT.....Dispatcher.....Bush, Ill.
E. A. DOUGHERTY.....Dispatcher.....Bush, Ill.
E. A. LUEHR.....Dispatcher.....Bush, Ill.
R. V. MOWREY.....Dispatcher.....Bush, Ill.
C. L. SNIDER.....Dispatcher.....Bush, Ill.
S. H. SENTENEY.....Dispatcher.....Bush, Ill.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

ILLINOIS DIVISION

TIMETABLE No. 36

Effective 12:01 a. m. Sunday, Oct. 29, 1950

CENTRAL STANDARD TIME

Superseding Timetable No. 35, dated Sept. 14,
1947, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 9, THIS
DIVISION, EFFECTIVE MAY 1, 1950

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

R. C. WHITE, Chief Operating Officer.

C. A. FINK, General Manager.

L. A. GREGORY, General Superintendent Transportation.

S. HAMMER, General Superintendent.

SPECIAL INSTRUCTIONS

The following rules are repeated from the Uniform Code of Operating Rules for emphasis:

GENERAL NOTICE (in part): SAFETY is of the FIRST importance in the discharge of duty.

RULE B: Employes must have a proper understanding and working knowledge of and obey all rules and instructions in whatever form issued, applicable to or affecting their duties. If in doubt as to their meaning, employes must apply to the proper officer for an explanation.

When properly authorized, rules may be cancelled, superseded or changed by:

- (1) General Order,
- (2) Special instructions in the timetable or in pamphlet form,
- (3) Paster in the book of rules.

RULE E (in part): Employes must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employes is required for proper functioning under the rules and instructions.

RULE 107 (in part): Conductors and engineers must bring about cooperation between all members of the crew.

Both the conductor and engineer are responsible for the safety of the train and the observance of the rules.

Although engineers are under the direction of the conductor regarding the supervision of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

Where safety of trains and observance of rules are involved, brakemen and firemen are responsible to the extent of their ability to prevent accident or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

RULE 108: In case of doubt or uncertainty, the SAFE course MUST be taken.

RULE 101 (in part): Conductors and engineers must inform themselves of conditions, and during and after excessive rains, heavy storms, fogs, or any condition which may restrict visibility or affect condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY, and if in doubt of being able to proceed safely, train must be placed in siding until it is safe to proceed.

When storms, fogs or other conditions obscure track or signals from points where they are plainly seen under normal conditions, speed must be restricted to insure seeing and complying with indications or any and all signals, REGARDLESS OF LOSS OF TIME.

RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

The train dispatcher is in position to render valuable service in bringing about compliance with the rules; first, by habitually conforming to the rules in the daily performance of his own duties; second, by requiring compliance with the rules on the part of operators, trainmen and others with whom his duties bring him in daily contact; and, third, by immediately reporting any rule violation, any negligence of duty or any irregularity relating to the movement of trains and the handling and execution of train orders.

Train dispatcher must bear in mind that his more extended means of communication and consequent knowledge of conditions gives him a point of view not available to any other person connected with train, engine or yard movements, and that it is his duty to impart that knowledge to others, when it will promote safety, or without sacrificing safety, will expedite movement of trains.

NOTE WELL AND REMEMBER:

1. No officer or employe has the authority to violate a rule.
2. No officer or employe has the authority to tell anyone to violate a rule.



General Manager

ATTENTION TRAIN AND ENGINE CREWS

Always keep in mind that the revenue passenger is the BUYER, and that it is your job to make every Buyer a satisfied customer. To that end, the following matters deserve your constant attention:

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew — Brakeman, Porter, Pullman and Dining Car employes — so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

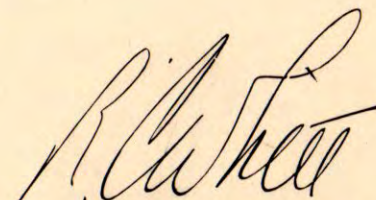
10. On crowded trains, Missouri Pacific employes riding on passes should, and will, if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. AVOID ROUGH HANDLING OF YOUR TRAIN. Missouri Pacific enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.



Chief Operating Officer.

ARBITRARY HOLDS — PASSENGER TRAINS

| Station | Train Number | Hold for Train | Hold Until | Hold If On Time | Remarks |
|---------------|--------------|------------------|-------------|-----------------|--------------------------|
| Tamaroa | 832 | Ill. Cent.....25 | 10:02 a. m. | 25 Min. | For passengers and mail. |

EXPLANATION OF CHARACTERS

- C—Coal.
 - n—Northward.
 - s—Southward.
 - T—Turntable.
 - W—Water.
 - Y—Wye.
 - §—Track Scales.
 - *—Mail Crane.
 - CS—Continuous Train Order Office.
 - LS—Limited Train Order Office (Hours of Service specified by Bulletin Order).
 - P—Telephone Communication only.
 - TP—Telegraph or telephone office not a train order office.
- Register stations are shown in full-faced type.

TABLE OF SPEEDS

| MILES PER HOUR | ONE MILE IN | |
|----------------|-------------|---------|
| | Minutes | Seconds |
| 5..... | 12 | 0 |
| 8..... | 7 | 30 |
| 10..... | 6 | 0 |
| 12..... | 5 | 0 |
| 15..... | 4 | 0 |
| 18..... | 3 | 20 |
| 20..... | 3 | 0 |
| 25..... | 2 | 24 |
| 30..... | 2 | 0 |
| 35..... | 1 | 43 |
| 40..... | 1 | 30 |
| 45..... | 1 | 20 |
| 49..... | 1 | 14 |
| 50..... | 1 | 12 |
| 55..... | 1 | 5 |
| 59..... | 1 | 2 |
| 60..... | 1 | 0 |

STATIONS NOT SHOWN IN TIMETABLE WILL BE SERVED BY TRAINS INDICATED BELOW:

| Station | Miles from St. Louis | Train Nos. | | | |
|----------------------------|----------------------|------------|------|------|------|
| Chester Subdiv.: | | | | | |
| Rockwood..... | 74.78 | | | w905 | m906 |
| Mt. Vernon Subdiv.: | | | | | |
| Clores..... | 70.18 | f831 | f832 | | |
| Poland..... | 73.00 | f831 | f832 | | |
| Derrick..... | 101.97 | f831 | f832 | | |
| Miller..... | 103.72 | f831 | f832 | | |
| Lisenby..... | 110.23 | f831 | f832 | | |
| Scheller Lake..... | 113.59 | f831 | f832 | | |
| Ryder..... | 121.38 | f831 | f832 | | |

EXPLANATION OF STOPS

- s—Regular stop.
- f—Stop on signal for passengers, mail, baggage and express.
- d—Stop to permit sheriffs with or without prisoners to get on or off train.
- k—Stop to discharge revenue passengers from St. Louis and beyond and to receive revenue passengers for Illmo and beyond.
- m—Stop to discharge passengers from points Illmo and south.
- w—Stop to receive passengers for points Illmo and south.

CAIRO SUBDIV.—BETWEEN THEBES JCT. AND CAIRO

| TRAINS SOUTHWARD SECOND CLASS | | | | Miles from Valley Jct. | TIMETABLE No. 36 OCTOBER 29, 1950 | | Station Numbers | Siding Capacity in Cars | TRAINS NORTHWARD SECOND CLASS | | | | | | |
|----------------------------------|--|--|---------------------|---------------------------|---|----------------------------|-----------------|----------------------------|----------------------------------|--|--|---------------------|--|--|--|
| 381 Red Ball Freight | | | | | STATIONS | | | | 382 Red Ball Freight | | | | | | |
| | | | Daily Ex. Sunday | | | | | | | | | Daily Ex. Sunday | | | |
| | | | 4 30AM | | CS | GALE | CW | | | | | 2 00AM | | | |
| | | | 5 00AM | 120.70 | P | THEBES JCT. | Y | 62 | | | | 1 40AM | | | |
| | | | | 125.60 | | C. & E. I. CROSSING | | | | | | | | | |
| | | | | 126.26 | | TANKVILLE | | CG 6 | | | | | | | |
| | | | 5 22 | 130.83 | P | MILLER CITY | | CG10 | 33 | | | 1 05 | | | |
| | | | 5 28 | 133.57 | P | ROTH | | CG13 | | | | 12 52 | | | |
| | | | 5 33 | 135.79 | | CACHE | | CG15 | | | | 12 45 | | | |
| | | | | 142.68 | | G. M. & O. CROSSING | | | | | | | | | |
| | | | | 144.25 | | C. C. C. & ST. L. CROSSING | | | | | | | | | |
| | | | 6 00AM | 145.01 | P | CAIRO | TW | CG24 | Yd. | | | 12 15AM | | | |
| | | | Daily Ex. Sunday | | | | | | | | | Daily Ex. Sunday | | | |
| | | | | | | | | | | | | | | | |

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

| TRAINS SOUTHWARD SECOND CLASS | | | | Miles from Valley Jct. | TIMETABLE No. 36 OCTOBER 29, 1950 | | Station Numbers | Siding Capacity in Cars | TRAINS NORTHWARD SECOND CLASS | | | | | | |
|----------------------------------|--|--|---------------------|---------------------------|---|-------------------------|-----------------|----------------------------|----------------------------------|--|--|---------------------|--|--|--|
| 891 Freight | | | | | STATIONS | | | | 892 Freight | | | | | | |
| | | | Daily Ex. Sunday | | | | | | | | | Daily Ex. Sunday | | | |
| | | | 3 30AM | | CS | GALE, ILL. | CW | | | | | 3 30PM | | | |
| | | | 3 50AM | 122.83 | P | CAPE DEAU JCT., Mo. | | C 132 | | | | 3 00PM | | | |
| | | | | 125.81 | | MASSEY JCT. | | | | | | | | | |
| | | | 4 10 | 127.06 | P | MARQUETTE | | CF 4 | 19 | | | 2 40 | | | |
| | | | | 127.69 | | RIVER CROSSING | W | | | | | | | | |
| | | | | 128.66 | | S. L.-S. F. CROSSING | | | | | | | | | |
| | | | | 129.44 | | WYE TRACK CROSSING | | | | | | | | | |
| | | | | 129.45 | | WYE TRACK CROSSING | | | | | | | | | |
| | | | | 129.62 | | S. E. MO. LBR. CROSSING | | | | | | | | | |
| | | | 5 00AM | 130.23 | P | CAPE GIRARDEAU | Y | CF 7 | Yd. | | | 2 00PM | | | |
| | | | Daily Ex. Sunday | | | | | | | | | Daily Ex. Sunday | | | |
| | | | | | | | | | | | | | | | |

CHESTER SUBDIV.—VALLEY JCT. TO NORTH JCT.

**TIMETABLE
No. 36**

OCTOBER 29, 1950

TRAINS SOUTHWARD

FIRST CLASS

SECOND CLASS

| Station Numbers | Miles from Valley Jct. | STATIONS | FIRST CLASS | | SECOND CLASS | | | | |
|-----------------|--|--------------------------------|---|---|---------------------------------------|--|-------------------------------------|--|---------|
| | | | 831 Passenger Daily Ex. Sunday | 905 St. L. S. W. Passenger Daily | 891 Freight Daily Ex. Sunday | 895 Local Freight Daily Ex. Monday | 381 Red Ball Freight Daily | 391 Local Freight Daily Ex. Sunday | |
| | Valley Jct. 4.34 mls from Un. Sta. St. Louis | ST. LOUIS UNION STATION | | 11 15PM | | | | | |
| C 9 | 0.00 | VALLEY JCT. | | s 11 30PM | | | | | |
| | 0.20 | St. L. S. W. Connection | | | | | | | |
| | 4.31 | P. NO. DUPO—T.R.R.A. Crossing | | | | | | | |
| C 15 | 6.08 | DUPO CDTW | | w 11 42 | | | | | 7 00AM |
| C 16 | 7.18 | P. SOUTH DUPO | | 11 45 | | | | | 7 05 |
| C 17 | 8.08 | BIXBY | | | | | | | 7 10 |
| | 9.41 | CS. G. M. & O. CROSSING | | 11 49 | | | | | 7 15 |
| C 24 | 15.17 | WARNOCK | | 11 59PM | | | | | 7 30 |
| C 26 | 17.58 | FOUNTAIN | | 12 04AM | | | | | 7 35 |
| C 31 | 22.53 | VALMEYER | | w 12 12 | | | | | 8 10 |
| C 37 | 27.94 | MAEYSTOWN | | w 12 20 | | | | | 8 25 |
| C 42 | 33.63 | FULTS | | w 12 29 | | | | | 8 40 |
| C 46 | 37.23 | RENAULT | | 12 34 | | | | | 8 50 |
| C 48 | 39.76 | DANLEY | | 12 38 | | | | | 8 55 |
| C 50 | 41.73 | PRAIRIE Du ROCHER. CW | | w 12 43 | | | | | 9 45 |
| C 55 | 45.82 | MODOC | | 12 50 | | | | | 9 55 |
| | 47.71 | FI CROSSOVER | | | | | | | |
| C 58 | 49.17 | CS. FLINTON—Mo.-Ill. Crossing | | 12 56 | | | | | 10 30 |
| C 63 | 54.46 | P. REILY LAKE | | w 1 04 | | | | | 10 50 |
| C 69 | 60.52 | P. MENARD | 12 45PM | wd 1 12 | | | | | 11 05 |
| C 70 | 61.56 | CS. CHESTER. CTW | s 12 55 | s 1 17 | | 3 50AM | | | 11 30 |
| | 63.72 | P. MV JCT | 1 00PM | | | 4 00AM | | | 11 35 |
| C 74 | 65.75 | P. FORD | | | | | | | |
| C 80 | 71.69 | LS. CORA | | w 1 30 | | | | | 11 55AM |
| | 76.39 | P. RADDLE JCT. | | | | | | | |
| C 86 | 77.21 | P. RADDLE | | w 1 37 | | | | | 12 15PM |
| C 90 | 80.95 | P. JACOB | | 1 42 | | | | | 12 25 |
| C 93 | 84.21 | LS. GORHAM. WY | | s 1 49 | | | | | 2 00 |
| | 84.79 | P. I. C. CROSSING | | | | | | | |
| C 99 | 90.59 | HOWARDTON | | w 1 58 | | | | | |
| | 90.62 | P. AA JCT | | 1 57 | | | | | |
| | 94.96 | CS. BB JCT | | 2 05 | | | | | 2 20 |
| C104 | 95.07 | HALSEY | | | | | | | 2 40 |
| C108 | 99.76 | LS. WOLF LAKE | | k 2 12 | | | | | 3 00 |
| C113 | 104.09 | P. WARE | | w 2 18 | | | | | 3 10 |
| C119 | 109.81 | P. REYNOLDSVILLE | | w 2 26 | | | | | 3 25 |
| C122 | 113.37 | LS. McCLURE | | w 2 31 | | | | | 3 35 |
| C127 | 117.53 | CS. GALE. CW | | w 2 42 | 3 30AM | | 4 30AM | | 3 45PM |
| C128 | 119.33 | P. NORTH JCT. | | 2 48AM | 3 40AM | | 4 40AM | | |
| C243 | | PARAGOULD | | | | | | | |
| | 127.27 | | Daily Ex. Sunday | Daily | Daily Ex. Sunday | Daily Ex. Monday | Daily | Daily Ex. Sunday | |

Note 1.—Between Valley Jct. and North Dupo, Signal Indication, both Opposing and Following Movements.
 Note 2.—Between North Dupo and G. M. & O. Crossing, Signal Indication, with Current of Traffic.
 Note 3.—Between F. I. Crossover and Raddle, Signal Indication, both Opposing and Following Movements.
 Note 4.—Between AA Jct. and BB Jct., Signal Indication, both Opposing and Following Movements.
 Note 5.—West track between Crossover No. 1, at Gale, and North Jct., Signal Indication, both Opposing and Following Movements.
 Northward track between North Jct. and Crossover No. 1, at Gale, Signal Indication, with Current of Traffic.

CHESTER SUBDIV.—NORTH JCT. TO VALLEY JCT.

| Siding Capacity in Cars | Miles from North Jct. | TIMETABLE No. 36 OCTOBER 29, 1950 | TRAINS NORTHWARD | | | | | | | |
|-------------------------|-----------------------|---|----------------------------------|---------------------|--|--|----------------------------|-------------------------|-------------------------|---------------------|
| | | | FIRST CLASS | | | | SECOND CLASS | | | |
| | | | 906 St. L. S. W. Passenger | 832 Passenger | | | 382 Red Ball Freight | 392 Local Freight | 896 Local Freight | 892 Freight |
| STATIONS | | | Daily | Daily Ex. Sunday | | | Daily | Daily Ex. Sunday | Daily Ex. Monday | Daily Ex. Sunday |
| | 123.67 | ST. LOUIS UNION STATION | 7 28AM | | | | | | | |
| | | 4.34 | | | | | | | | |
| | 119.33 | VALLEY JCT. | s 7 09AM | | | | | | | |
| | 119.13 | St. L. S. W. Connection. | | | | | | | | |
| | 4.31 | P. NO. DUPO-T.R.R.A. Crossing | | | | | | | | |
| | | 1.77 | | | | | | | | |
| Yd. | 113.25 | DUPO CDTW \$ | m 6 59 | | | | 4 00PM | | | |
| | | 1.10 | | | | | | | | |
| | 112.15 | P. SOUTH DUPO | 6 56 | | | | 3 55 | | | |
| | | 0.90 | | | | | | | | |
| | 111.25 | BIXBY | | | | | 3 50 | | | |
| | | 1.33 | | | | | | | | |
| | 109.92 | CS.G.M.&O. CROSSING | 6 51 | | | | 3 45 | | | |
| | | 5.76 | | | | | | | | |
| 77 | 104.16P | WARNOCK | 6 43 | | | | 3 35 | | | |
| | | 2.41 | | | | | | | | |
| | 101.75P | FOUNTAIN | 6 38 | | | | 3 30 | | | |
| | | 4.95 | | | | | | | | |
| 112 | 96.80LS | VALMEYER | m 6 29 | | | | 3 20 | | | |
| | | 5.41 | | | | | | | | |
| | 91.39P | MAEYSTOWN | m 6 19 | | | | 2 55 | | | |
| | | 5.69 | | | | | | | | |
| | 85.70P | FULTS | m 6 09 | | | | 2 40 | | | |
| | | 3.60 | | | | | | | | |
| | 82.10P | RENAULT | 6 03 | | | | 2 30 | | | |
| | | 2.53 | | | | | | | | |
| 128 | 79.57P | DANLEY | 5 58 | | | | 2 20 | | | |
| | | 1.97 | | | | | | | | |
| | 77.60LS | PRAIRIE Du ROCHER.CW | m 5 54 | | | | 2 15 | | | |
| | | 4.09 | | | | | | | | |
| | 73.51P | MODOC | 5 46 | | | | 1 55 | | | |
| | | 1.89 | | | | | | | | |
| | 71.62 | FI CROSSOVER | | | | | | | | |
| | | 1.46 | | | | | | | | |
| 184 | 70.16 | CS.FLINTON-Mo.-Ill. Crossing | 5 40 | | | | 1 45 | | | |
| n125 | | 5.29 | | | | | | | | |
| s125 | 64.87 | P. REILY LAKE | m 5 31 | | | | 1 15 | | | |
| | | 6.06 | | | | | | | | |
| | 58.81 | P. MENARD | md 5 23 | 11 25AM | | | 1 05 | | | |
| | | 1.04 | | | | | | | | |
| n125 | 57.77 | CS. CHESTER CTW | s 5 20 | s 11 18 | | | 1 00 | 10 00AM | | |
| s 83 | | 2.16 | | | | | | | | |
| | 55.61 | P. MV JCT | | 11 01AM | | | 12 40 | 9 40AM | | |
| | | 2.03 | | | | | | | | |
| n141 | 53.58 | P. FORD | | | | | | | | |
| s126 | | 5.94 | | | | | | | | |
| n135 | 47.64 | LS CORA | m 5 00 | | | | 12 20 | | | |
| s143 | | 4.70 | | | | | | | | |
| 164 | 42.94 | P. RADDLE JCT | | | | | | | | |
| | | 0.82 | | | | | | | | |
| | 42.12 | P. RADDLE | m 4 50 | | | | 12 03PM | | | |
| | | 3.74 | | | | | | | | |
| | 38.38P | JACOB | 4 43 | | | | 11 50AM | | | |
| | | 3.26 | | | | | | | | |
| n 51 | 35.12 | LS GORHAM WY | s 4 37 | | | | 11 30 | | | |
| s102 | | 0.58 | | | | | | | | |
| | 34.54P | I. C. CROSSING | | | | | | | | |
| | | 5.80 | | | | | | | | |
| 160 | 28.74 | HOWARDTON | m 4 21 | | | | | | | |
| | | 0.03 | | | | | | | | |
| | 28.71 | P. AA JCT | 4 22 | | | | 10 00 | | | |
| | | 4.34 | | | | | | | | |
| | 24.37 | CS. BB JCT | | | | | 9 45 | | | |
| | | 0.11 | | | | | | | | |
| 128 | 24.26 | HALSEY | 4 13 | | | | | | | |
| | | 4.69 | | | | | | | | |
| | 19.57LS | WOLF LAKE | m 4 06 | | | | 9 30 | | | |
| | | 4.33 | | | | | | | | |
| 76 | 15.24P | WARE | m 4 00 | | | | 8 55 | | | |
| | | 5.72 | | | | | | | | |
| 113 | 9.52P | REYNOLDSVILLE | m 3 52 | | | | 8 40 | | | |
| | | 3.56 | | | | | | | | |
| | 5.96LS | McCLURE | m 3 48 | | | | 8 30 | | | |
| | | 4.16 | | | | | | | | |
| Yd. | 1.80 | CS. GALE CW | m 3 41 | | | | 2 00AM | 7 00AM | | 3 30PM |
| | | 1.80 | | | | | | | | |
| | 0.00 | P. NORTH JCT | 3 36AM | | | | 1 50AM | | | 3 20PM |
| | | 115.20 | | | | | | | | |
| | | PARAGOULD | | | | | | | | |
| | | 127.27 | | | | | | | | |
| | | | Daily | Daily Ex. Sunday | | | Daily | Daily Ex. Sunday | Daily Ex. Monday | Daily Ex. Sunday |

Note 1.—Between Valley Jct. and North Dupo, Signal Indication, both Opposing and Following Movements.
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 Northward track between North Jct. and Crossover No. 1, at Gale, Signal Indication, with Current of Traffic.

CHESTER SUBDIV.—VALLEY JCT. TO NORTH JCT.

**TIMETABLE
No. 36**

OCTOBER 29, 1950

TRAINS SOUTHWARD

SECOND CLASS

| Station Numbers | Miles from Valley Jct. | STATIONS | TRAINS SOUTHWARD | | | | | | | 67 Red Ball Freight | 371 Red Ball Freight |
|-----------------|--|-----------------------------------|---------------------------|----------------------------|---------------------------|--------------------------------|----------------------------|--------------------------------|--------------------------------|---------------------------|----------------------------|
| | | | 65 Red Ball Freight | 369 Red Ball Freight | 69 Red Ball Freight | 975 St. L. S. W. Freight | 361 Red Ball Freight | 973 St. L. S. W. Freight | 977 St. L. S. W. Freight | | |
| | | STATIONS | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| | Valley Jct. 4.34 mls from Un. Sta. St. Louis | ST. LOUIS UNION STATION | | | | | | | | | |
| C 9 | 0.00 | 4.34 VALLEY JCT. | | | | 2 30PM | | 7 10PM | 8 30PM | | |
| | 0.20 | 0.20 St. L. S. W. Connection. | | | | | | 8 35 | | | |
| | 4.31 | 4.11 P NO. DUPO-T.R.R.A. Crossing | | | | | | | | | |
| | | 1.77 DUPO CDTW S | 2 00AM | 3 00AM | 2 00PM | | 7 00PM | | 9 00PM | 11 15PM | |
| C 15 | 6.08 | 1.10 P. SOUTH DUPO | 2 05 | 3 05 | 2 05 | 2 50 | 7 05 | 7 23 | 8 56 | 9 05 | 11 20 |
| C 16 | 7.18 | 0.90 BIXBY | | | | | | | | | |
| C 17 | 8.08 | 1.33 CS.G.M.&O. CROSSING | 2 15 | 3 15 | 2 10 | 2 56 | 7 15 | 7 27 | 9 05 | 9 15 | 11 30PM |
| | 9.41 | 5.76 WARNOCK | | | | | | | | | |
| C 24 | 15.17 | 2.41 FOUNTAIN | | | | | | | | | |
| C 26 | 17.58 | 4.95 VALMEYER | | | | | | | | | |
| C 31 | 22.53 | 5.41 MAEYSTOWN | | | | | | | | | |
| C 37 | 27.94 | 5.69 FULTS | | | | | | | | | |
| C 42 | 33.63 | 3.60 RENAULT | | | | | | | | | |
| C 46 | 37.23 | 2.53 DANLEY | | | | | | | | | |
| C 48 | 39.76 | 1.97 PRAIRIE Du ROCHER.CW | | | | | | | | | |
| C 50 | 41.73 | 4.09 MODOC | | | | | | | | | |
| C 55 | 45.82 | 1.89 FI CROSSOVER | | | | | | | | | |
| | 47.10 | 1.46 CS.FLINTON-Mo.-Ill. Crossing | 3 15 | 4 30 | 3 10 | 3 54 | 8 15 | 8 22 | 1011 67 | 1011 977 | 1256AM905 |
| C 58 | 49.17 | 5.29 P. REILY LAKE | | | | | | | | | |
| C 63 | 54.46 | 6.06 P. MENARD | | | | | | | | | |
| C 69 | 60.52 | 1.04 CS. CHESTER CTW | | | | | | | | | |
| C 70 | 61.56 | 2.16 P. MV JCT | | | | | | | | | |
| | 63.72 | 2.03 FORD W | | | | | | | | | |
| C 74 | 65.75 | 5.94 LS. CORA | | | | | | | | | |
| C 80 | 71.69 | 4.70 P. RADDLE JCT | | | | | | | | | |
| | 76.39 | 0.82 P. RADDLE | 3 58 | 5 15 | 4 00 | 4 44 | 901 973 | 901 361 | 11 05 | 10 53 | 1 50 |
| C 86 | 77.21 | 3.74 JACOB | | | | | | | | | |
| C 90 | 80.95 | 3.26 P. RADDLE | | | | | | | | | |
| C 93 | 84.21 | 0.58 GORHAM WY | 4 10 | 5 30 | 4 15 | 4 57 | 9 25 | 9 12 | 11 20 | 11 05 | 2 25AM |
| | 84.79 | 5.80 I. C. CROSSING | | | | | | | | | |
| C 99 | 90.59 | 0.03 HOWARDTON | | | | | | | | | |
| | 90.62 | 0.03 P. AA JCT | 4 22 | 5 43 | 4 28 | 5 10 | 9 40 | 9 22 | 11 32 | 11 17 | |
| | 94.96 | 4.34 CS. BB JCT | 4 29 | 5 50 | 4 35 | 5 18 | 9 50 | 9 28 | 11 42PM | 11 25PM | |
| C104 | 95.07 | 0.11 HALSEY | | | | | | | | | |
| C108 | 99.76 | 4.69 LS. WOLF LAKE | | | | | | | | | |
| C113 | 104.09 | 4.33 WARE | | | | | | | | | |
| C119 | 109.81 | 5.72 REYNOLDSVILLE | | | | | | | | | |
| C122 | 113.37 | 3.56 LS. McCLURE | | | | | | | | | |
| | | 4.16 | | | | | | | | | |
| C127 | 117.53 | CS. GALE CW | 5 05 | 6 30 | 5 15 | 6 05 | 10 30 | 10 05 | 12 25AM | 12 05AM | |
| | | 1.80 | 5 10 | 7 00 | 5 30 | | 11 00 | | | 12 10 | |
| C128 | 119.33 | P. NORTH JCT | 5 15AM | 7 10AM | 5 40PM | 6 15PM | 11 10PM | 10 10PM | 12 35AM | 12 15AM | |
| | | 51.56 | | | | | | | | | |
| | | DEXTER JCT. | 6 40AM | | 9 20PM | | | | | 1 50AM | |
| | | 63.64 | | | | | | | | | |
| C243 | | PARAGOULD | | 11 30AM | | | 2 30AM | | | | |
| | | 127.27 | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |

Note 1.—Between Valley Jct. and North Dupo, Signal Indication, both Opposing and Following Movements.
 Note 2.—Between North Dupo and G. M. & O. Crossing, Signal Indication, with Current of Traffic.
 Note 3.—Between F. I. Crossover and Raddle, Signal Indication, both Opposing and Following Movements.
 Note 4.—Between AA Jct. and BB Jct., Signal Indication, both Opposing and Following Movements.
 Note 5.—West track between Crossover No. 1, at Gale, and North Jct., Signal Indication, both Opposing and Following Movements.
 Northward track between North Jct. and Crossover No. 1, at Gale, Signal Indication, with Current of Traffic.

CHESTER SUBDIV.—NORTH JCT. TO VALLEY JCT.

| Sliding Capacity in Cars | Miles from North Jct. | TIMETABLE No. 36 OCTOBER 29, 1950 | | TRAINS NORTHWARD | | | | | | | |
|-----------------------------|--------------------------|---|--|--------------------------------|---------------------------|----------------------------|---------------------------|--------------------------------|----------------------------|---------------------------|--|
| | | | | SECOND CLASS | | | | | | | |
| | | | | 978 St. L. S. W. Freight | 76 Red Ball Freight | 370 Red Ball Freight | 60 Red Ball Freight | 976 St. L. S. W. Freight | 360 Red Ball Freight | 72 Red Ball Freight | |
| STATIONS | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |
| | 123.67 | ST. LOUIS UNION STATION | | | | | | | | | |
| | | 4.34 | | | | | | | | | |
| | 119.33 | VALLEY JCT. | | 6 35AM | | | | 9 30PM | | | |
| | 119.13 | St. L. S. W. Connections | | | | | | | | | |
| | 115.02 | P NO. DUPO-T.R.R.A. Crossing | | | | | | | | | |
| | | 1.77 | | | | | | | | | |
| Yd. | 113.25 | DUPO CDTW \$ | | | 5 00PM | 7 45PM | 8 00PM | | 3 00AM | 2 00AM | |
| | | 1.10 | | | | | | | | | |
| | 112.15 | P. SOUTH DUPO | | 6 15 | 4 46 | 7 30 | 7 46 | 9 05 | 2 46 | 1 40 | |
| | | 0.90 | | | | | | | | | |
| | 111.25 | BIXBY | | | | | | | | | |
| | | 1.33 | | | | | | | | | |
| | 109.92 | CS.G.M.&O. CROSSING | | 6 10 | 4 40 | 7 15 | 7 40 | 8 55 | 2 40 | 1 30 | |
| | | 5.76 | | | | | | | | | |
| 77 | 104.16 | WARNOCK | | | | | | | | | |
| | | 2.41 | | | | | | | | | |
| | 101.75 | FOUNTAIN | | | | | | | | | |
| | | 4.95 | | | | | | | | | |
| 112 | 96.80 | VALMEYER | | | | | | | | | |
| | | 5.41 | | | | | | | | | |
| | 91.39 | MAEYSTOWN | | | | | | | | | |
| | | 5.69 | | | | | | | | | |
| | 85.70 | FULTS | | | | | | | | | |
| | | 3.60 | | | | | | | | | |
| | 82.10 | RENAULT | | | | | | | | | |
| | | 2.53 | | | | | | | | | |
| 128 | 79.57 | DANLEY | | | | | | | | | |
| | | 1.97 | | | | | | | | | |
| | 77.60 | PRAIRIE Du ROCHER.CW | | | | | | | | | |
| | | 4.09 | | | | | | | | | |
| | 73.51 | MODOC | | | | | | | | | |
| | | 1.89 | | | | | | | | | |
| | 71.62 | FI CROSSOVER | | | | | | | | | |
| | | 1.46 | | | | | | | | | |
| 184 | 70.16 | CS.FLINTON-Mo.-Ill. Crossing | | 4 50 | 2 20 | 4 45 | 5 00 | 7 20 | 1215AM ⁷² | 1215AM ³⁶⁰ | |
| n125 | | 5.29 | | | | | | | | | |
| s125 | 64.87 | P. REILY LAKE | | | | | | | | | |
| | | 6.06 | | | | | | | | | |
| | 58.81 | P. MENARD | | | | | | | | | |
| n125 | | 1.04 | | | | | | | | | |
| s 83 | 57.77 | CS. CHESTER CTW | | | | | | | | | |
| | | 2.16 | | | | | | | | | |
| | 55.61 | P. MV JCT. | | | | | | | | | |
| | | 2.03 | | | | | | | | | |
| n141 | | | | | | | | | | | |
| s126 | 53.58 | P. FORD W | | | | | | | | | |
| | | 5.94 | | | | | | | | | |
| n135 | | | | | | | | | | | |
| s143 | 47.64 | LS. CORA | | | | | | | | | |
| | | 4.70 | | | | | | | | | |
| 164 | 42.94 | P. RADDLE JCT. | | | | | | | | | |
| | | 0.82 | | | | | | | | | |
| | 42.12 | P. RADDLE | | 3 20 | 12 55 | 3 00 | 3 15 | 6 20 | 9 40PM | 11 05PM | |
| | | 3.74 | | | | | | | | | |
| | 38.38 | P. JACOB | | | | | | | | | |
| | | 3.26 | | | | | | | | | |
| n 51 | 35.12 | LS. GORHAM WY | | 2 45 | 12 15PM | 2 30 | 2 45 | 6 00 | 9 20 | 10 50 | |
| s102 | | 0.58 | | | | | | | | | |
| | 34.54 | P. I. C. CROSSING | | | | | | | | | |
| | | 5.80 | | | | | | | | | |
| 160 | 28.74 | HOWARDTON | | | | | | | | | |
| | | 0.03 | | | | | | | | | |
| | 28.71 | P. AA JCT | | 2 20 | 11 50AM | 2 00 | 2 15 | 5 40 | 9 00 | 10 30 | |
| | | 4.34 | | | | | | | | | |
| | 24.37 | CS. BB JCT. | | 2 08 | 11 35 | 1 45 | 2 00 | 5 25 | 8 50 | 10 20 | |
| | | 0.11 | | | | | | | | | |
| 128 | 24.26 | P. HALSEY | | | | | | | | | |
| | | 4.69 | | | | | | | | | |
| | 19.57 | LS. WOLF LAKE | | | | | | | | | |
| | | 4.33 | | | | | | | | | |
| 76 | 15.24 | P. WARE | | | | | | | | | |
| | | 5.72 | | | | | | | | | |
| 113 | 9.52 | P. REYNOLDSVILLE | | | | | | | | | |
| | | 3.56 | | | | | | | | | |
| | 5.96 | LS. McCLURE | | | | | | | | | |
| | | 4.16 | | | | | | | | | |
| Yd. | 1.80 | CS. GALE CW | | 1 10 | { 10 30 10 00 | { 12 50 12 20 | { 1 00 12 30 | 4 45 | { 7 45 7 15 | { 9 30 9 10 | |
| | | 1.80 | | | | | | | | | |
| | 0.00 | P. NORTH JCT. | | 1 00AM | 9 50AM | 12 10PM | 12 20PM | 4 35PM | 7 05PM | 9 00PM | |
| | | 51.56 | | | | | | | | | |
| | | DEXTER JCT. | | | 7 30AM | | 9 40AM | | | 7 45PM | |
| | | 63.64 | | | | | | | | | |
| | | PARAGOULD | | | | 6 30AM | | | 1 15PM | | |
| | | 127.27 | | | | | | | | | |
| | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |

Note 1.—Between Valley Jct. and North Dupo, Signal Indication, both Opposing and Following Movements.
 Note 2.—Between North Dupo and G. M. & O. Crossing, Signal Indication, with Current of Traffic.
 Note 3.—Between F. I. Crossover and Raddle, Signal Indication, both Opposing and Following Movements.
 Note 4.—Between AA Jct. and BB Jct., Signal Indication, both Opposing and Following Movements.
 Note 5.—West track between Crossover No. 1, at Gale, and North Jct., Signal Indication, both Opposing and Following Movements.
 Northward track between North Jct. and Crossover No. 1, at Gale, Signal Indication, with Current of Traffic.

EAST AND WEST SUBDIV.—BETWEEN GORHAM AND MARION

| TRAINS SOUTHWARD | | | | Miles from Valley Jct. | TIMETABLE | | | Station Numbers | Siding Capacity in Cars | TRAINS NORTHWARD | | | |
|------------------|--|-------------------------|----------------------------|---------------------------|------------------|----------------------|-------|-----------------|----------------------------|-------------------------|--|--|--|
| SECOND CLASS | | | | | No. 36 | | | | | SECOND CLASS | | | |
| | | 395 Local Freight | 371 Red Ball Freight | | OCTOBER 29, 1950 | | | | | 396 Local Freight | | | |
| | | Daily | Daily | STATIONS | | | Daily | | | | | | |
| | | 11 50AM | 3 00AM | 84.21 | CS | GORHAM | WY | C 93 | | 10 50AM | | | |
| | | | | | | 1.69 | | | | | | | |
| | | | | 85.90 | P | GG JCT. | | | | | | | |
| | | 11 59AM | 3 20 | 87.48 | P | GRIMSBY | | CD 3 | 130 | 10 40 | | | |
| | | 12 20PM | 4 00 | 94.21 | LS | MURPHYSBORO | | CD10 | 115 | 10 25 | | | |
| | | | | | | 7.69 | | | | | | | |
| | | 12 50 | 4 25 | 101.90 | P | ND-BOND | | CD18 | 141 | 10 02 | | | |
| | | 12 55 | | 102.66 | | 0.76 | | | | | | | |
| | | 1 30PM | 5 15AM | 108.15 | CS | DE SOTO | | CD19 | | 10 00 | | | |
| | | | | | | 5.49 | | | | | | | |
| | | | | | | 3.83 | | CD24 | Yd. | 9 45AM | | | |
| | | | | | | | | | | | | | |
| | | | | 111.98 | P | CLIFFORD | | CB4 | 60 | | | | |
| | | | | 114.10 | | 2.12 | | | | | | | |
| | | | | 114.84 | P | I. C. CROSSING | | | | | | | |
| | | | | | | 0.74 | | | | | | | |
| | | | | 114.96 | | HERRIN | | CB7 | Yd. | | | | |
| | | | | | | 0.12 | | | | | | | |
| | | | | | | 1.35 | | | | | | | |
| | | | | 116.31 | P | CHALK JCT. | | CB8 | | | | | |
| | | | | | | 0.45 | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | 0.07 | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | 4.09 | | | | | | | |
| | | | | 120.92 | P | Mc CLINTOCK WYE | Y | | | | | | |
| | | | | | | 2.54 | | | | | | | |
| | | | | 123.46 | P | WEST VIRGINIA WYE | Y | | | | | | |
| | | | | | | 3.73 | | | | | | | |
| | | | | 127.19 | | I. C. CROSSING No. 2 | | | | | | | |
| | | | | | | 0.31 | | | | | | | |
| | | | | 127.50 | P | MARION | W | CB17 | | | | | |
| | | Daily | Daily | | | 43.29 | | | | Daily | | | |

BENTON SUBDIV.—BETWEEN BUSH AND BENTON

| TRAINS SOUTHWARD | | | | Miles from Valley Jct. | TIMETABLE | | | Station Numbers | Siding Capacity in Cars | TRAINS NORTHWARD | | | |
|------------------|--|-------------------------|--|---------------------------|------------------|---------------------------|-------|-----------------|----------------------------|-------------------------|--|--|--|
| SECOND CLASS | | | | | No. 36 | | | | | SECOND CLASS | | | |
| | | 395 Local Freight | | | OCTOBER 29, 1950 | | | | | 396 Local Freight | | | |
| | | Daily | | STATIONS | | | Daily | | | | | | |
| | | 6 00AM | | 108.15 | CS | BUSH | CTWYS | CD24 | Yd. | 9 15AM | | | |
| | | | | | | 2.10 | | | | | | | |
| | | 6 10 | | 110.25 | P | ROYALTON JCT. | | CD26A | | 9 05 | | | |
| | | | | | | 1.01 | | | | | | | |
| | | 6 15 | | 111.26 | | ROYALTON | | CD27 | | 8 55 | | | |
| | | | | | | 1.01 | | | | | | | |
| | | 6 25 | | 110.25 | P | ROYALTON JCT. | | | | 8 50 | | | |
| | | | | | | 2.23 | | | | | | | |
| | | | | 112.48 | P | WEIR | | | | | | | |
| | | | | | | 2.33 | | | | | | | |
| | | 6 40 | | 114.81 | P | ZEIGLER | | CD31 | Yd. | 8 35 | | | |
| | | | | | | 0.58 | | | | | | | |
| | | | | 115.39 | | C. Z. & G. CROSSING No. 1 | | | | | | | |
| | | | | | | 0.01 | | | | | | | |
| | | | | 115.40 | P | I. C. CROSSING | | | | | | | |
| | | | | | | 0.04 | | | | | | | |
| | | | | 115.44 | | C. Z. & G. CROSSING No. 2 | | | | | | | |
| | | | | | | 1.62 | | | | | | | |
| | | | | 117.06 | | C. B. & Q. CROSSING | | | | | | | |
| | | | | | | 1.55 | | | | | | | |
| | | | | 118.61 | P | ORIENT JCT. | WY | | | | | | |
| | | | | | | 5.87 | | | | | | | |
| | | 7 15AM | | 124.48 | P | BENTON | Y | CD40 | 18 | 8 00AM | | | |
| | | Daily | | | | 16.33 | | | | Daily | | | |

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

| TRAINS SOUTHWARD | | | Miles from Valley Jct. | TIMETABLE No. 36 OCTOBER 29, 1950 | | Station Numbers | Siding Capacity in Cars | TRAINS NORTHWARD | | |
|--|--|---|---------------------------|---|--|-----------------------|----------------------------|--|--|---------------------|
| SECOND CLASS | | FIRST CLASS | | FIRST CLASS | | | | SECOND CLASS | | |
| 897 Local Freight Daily Ex. Sunday | 895 Local Freight Daily Ex. Monday | 831 Passenger Daily Ex. Sunday | | 832 Passenger Daily Ex. Sunday | 896 Local Freight Daily Ex. Monday | | | 898 Local Freight Daily Ex. Sunday | | |
| | | | | STATIONS | | | | | | |
| | 4 00AM | | 1 00PM | 63.72 | P | MV JCT. | | 11 01AM | | |
| | 4 15 | | s 1 16 | 71.86 | P | WELGE. | CA10 | s 10 44 | | |
| | 4 45 | | s 1 28 | 77.34 | LS | STEELEVILLE. | WY CA16 | s 10 33 | | |
| | 5 00 | | s 1 34 | 79.48 | | PERCY. | CA18 | s 10 27 | | |
| | | | | 79.49 | | G. M. & O. CROSSING | | | | |
| | 5 30 | | s 1 41 | 82.64 | LS | CUTLER. | CA21 | s 10 21 | | |
| | 5 35 | | 1 43 | 83.74 | P | NEW WILSON. | CA22 | 10 17 | | |
| | 5 40 | | f 1 45 | 84.97 | | JAMESTOWN. | CA24 | f 10 13 | | |
| | 6 00 | | s 1 50 | 87.54 | P | CONANT. | CA26 | s 10 09 | | |
| | | | | 92.56 | | I. C. CROSSING No. 1. | | | | |
| 8 45AM | 6 30AM | | s 2 02 | 92.57 | LS | PINCKNEYVILLE. | CWY CA31 | s 9 59 | | 7 30AM |
| | | | | 102.76 | | I. C. CROSSING No. 2. | | | | 5 45PM |
| 9 15 | | | s 2 24 | 102.95 | LS | TAMAROA. | CA41 | s 9 37 | | 5 10 |
| 924 ⁸³² | | | 2 26 | 103.56 | | TT SIDING. | | 924 ⁸⁹⁷ | | 5 00 |
| 10 00 | | | s 2 38 | 111.26 | P | SCHELLER. | WY CA50 | s 9 12 | | 4 35 |
| 10 20 | | | s 2 45 | 114.54 | P | WALTONVILLE. | CA53 | s 9 05 | | 4 10 |
| | | | | 114.80 | | C. B. & Q. CROSSING | | | | |
| 10 40 | | | f 2 53 | 120.25 | | MARCOE. | CA59 | f 8 50 | | 3 45 |
| 10 45 | | | 257 ⁸⁹⁸ | 121.88 | P | J. S. W. CONNECTION | | 8 45 | | 257 ⁸³¹ |
| | | | | 124.92 | | L. & N. CROSSING | | | | |
| 11 30AM | | | 3 15PM | 125.01 | LS | MT. VERNON. | WY CA64 | 8 35AM | | 2 00PM |
| Daily Ex. Sunday | Daily Ex. Monday | | Daily Ex. Sunday | 61.29 | | | | Daily Ex. Sunday | | Daily Ex. Monday |
| | | | | | | | | | | Daily Ex. Sunday |

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

- Cape Girardeau Subdiv. No. 891 is superior to No. 892.**
- Mt. Vernon Subdiv. No. 897 is superior to No. 898.**

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

When necessary to move trains against the current of traffic between North Dupo and G. 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 G. M. & O. Crossing and Flinton, between Raddle and AA Jct. and between BB Jct. and North Jct., trains may run with the current of traffic without train orders, but must not cross over and move against the current of traffic, unless authorized by Train Order, Form D-R, except in emergency under flag protection after securing permission from Train Dispatcher. Second-class and extra trains must receive Clearance, Form C, at G. M. & O. Crossing and North Jct., (northward trains passing North Jct., will receive Clearance, Form C, at Gale instead of North Jct.). Trains started at other than initial stations mentioned above, must have Clearance, Form C, or permission from Train Dispatcher before proceeding. Work trains in this territory will be authorized only by Train Orders, Form D-H.

2. MAXIMUM SPEED:

The highest speed authorized for the operation of trains on main tracks, subject to LOWER speeds specified in Section 3 of these instructions, entitled "SPEED RESTRICTIONS," and lower speeds prescribed by train orders, restrictive signals and operating rules.

2-A. MAXIMUM TRAIN SPEED: (Where Maximum Engine Speed is LOWER, it will Govern).

The consist of a train includes the engine, or engines, and cars in the train. Members of the crew must know the consist of train.

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

CONSIST "A".....Any engine, or engines, with one or more, or all, cars equipped with freight car trucks.

CONSIST "B".....Engines other than Diesel with all passenger cars of any type; or—

Diesel engines with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.

2-A. MAXIMUM TRAIN SPEED (Concluded):

| | Miles Per Hour | |
|---|--------------------------------|--------------------------------|
| | Consist "A" | Consist "B" |
| Chester Subdiv.: | Track without slow speed signs | Track without slow speed signs |
| Between Valley Jct. and Valmeyer..... | 45 | 50 |
| " Valmeyer and Danley (Southward Track).... | 45 | 50 |
| " Valmeyer and Danley (Northward Track).... | 45 | 59 |
| " Danley and Flinton..... | 45 | 50 |
| " Flinton and Raddle Jct..... | 45 | 60 |
| " Raddle Jct. and North Jct..... | 45 | 50 |
| Mt. Vernon Subdiv.: | | |
| Between MV Jct. and Pinckneyville..... | 35 | 45 |
| " Pinckneyville and Mt. Vernon..... | 30 | 35 |
| East and West Subdiv.: | | |
| Between Gorham and Bush..... | 35 | 45 |
| " Bush and Herrin..... | 20 | 35 |
| " Herrin and Chalk Jct..... | 15 | 25 |
| " Chalk Jct. and Marion..... | 25 | 30 |
| " McClintock Wye and Johnston City..... | 15 | 20 |
| " Pollard and Chalk Jct..... | 20 | 25 |
| " West Virginia Wye and Pittsburg..... | 20 | 20 |
| Benton Subdiv..... | 20 | 30 |
| Cairo Subdiv..... | 30 | 30 |
| Cape Girardeau Subdiv..... | 25 | 35 |

2-B. MAXIMUM ENGINE SPEED: (Where Maximum Train Speed is LOWER, it will Govern).

Speed shown below is the highest speed at which an engine can be operated without damage to engine or track, but does not authorize operation of engine at speed higher than maximum train speed.

| MISSOURI PACIFIC ENGINES | | GCL AND IGN ENGINES | |
|--------------------------|-----|----------------------|-----|
| Numbers | MPH | Numbers | MPH |
| 1 to 173..... | 60 | 4100 and 4101(D) .. | 35 |
| 201 to 208(D) .. | 65 | 4102 and 4103(D) .. | 75 |
| 301 to 330(D) .. | 65 | 4104 to 4111(D) .. | 65 |
| 402 to 486..... | 45 | 4124 to 4149(D) .. | 65 |
| 501 to 524(D) .. | 65 | 5308 to 5316..... | 80 |
| 561 to 594(D) .. | 65 | 5321 to 5327..... | 90 |
| 800 to 811(D) .. | 30 | 5335 to 5344..... | 80 |
| 1201 to 1280..... | | 6001..... | 90 |
| Psgr. Service.... | 55 | 6401 to 6444..... | 80 |
| Frt. Service..... | 63 | 6501 to 6512..... | 70 |
| 1301 to 1325..... | | 6602 to 6629..... | 80 |
| Psgr. Service.... | 55 | 7000 to 7006(PD) .. | 98 |
| Frt. Service..... | 63 | 7010 and 7011(PD) .. | 98 |
| 1403 to 1571..... | | 7014 to 7021(PD) .. | 98 |
| Psgr. Service.... | 55 | 7100(PD)..... | 90 |
| Frt. Service..... | 63 | 8001 to 8010(PD) .. | 98 |
| 1701 to 1714..... | 55 | 9000 to 9012(D) .. | 35 |
| 1715 to 1719..... | 50 | 9102 to 9122(D) .. | 35 |
| 1720 to 1729..... | 63 | 9123 to 9146(D) .. | 35 |
| 1803 to 1817..... | 45 | 9301 to 9320..... | 25 |
| 2103 to 2115..... | 90 | 9414 to 9468..... | 25 |
| 2201 to 2215..... | 90 | 9601 to 9604..... | 25 |
| 2321 to 2389..... | 55 | 9701 to 9785..... | 25 |

D—Diesel. PD—Passenger Diesel.

3. SPEED RESTRICTIONS: (Where Maximum Speed is LOWER, it will Govern).

3-A. Engines Light Moving Forward:

| | Miles Per Hour |
|---|---------------------|
| Steam road engines, running light in forward movement, with or without caboose..... | 45 |
| Diesel freight and passenger engines, running light in forward movement, with or without caboose..... | Maximum train speed |

3-B. Engines Running Backward:

Engines running backward with or without cars must not exceed a speed of twenty-five miles per hour, except:

| Subdivision: | Miles Per Hour |
|--|----------------|
| Cape Girardeau, Cairo and Benton Subdiv..... | 15 |
| East and West Subdiv.: | |
| Between Gorham and Bush..... | 20 |
| Between Bush and Marion..... | 15 |
| Mt. Vernon Subdiv.: | |
| Between MV Jct. and Pinckneyville..... | 20 |
| Between Pinckneyville and Mt. Vernon..... | 15 |

Coal Field:

Between West Virginia Wye and Pittsburg, Chalk Jct. and Pollard and all Mine Leads..... 15

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

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

| | |
|--|----|
| Through No. 10 lateral turnouts and crossovers, entire train | 15 |
| Through Nos. 15, 16 and 20 lateral turnouts and crossovers, entire train..... | 30 |
| In straightaway movement when moving points of No. 10 Spring Switch..... | 15 |
| In straightaway movement when moving points of Nos. 15, 16 and 20 Spring Switches..... | 30 |
| (In straightaway movement when lead wheels have passed over points of Spring Switches, normal speed may be resumed). | |
| Through No. 20 equilateral turnouts, entire train..... | 50 |

3-D. Specific Locations Where Speed is Restricted:

| | Miles Per Hour | |
|---|---|-------------|
| | Consist "A" | Consist "B" |
| While engine or forward car is between Absolute signal and crossing..... | I. C. Crossing (Gorham) trains moving with current of traffic..... | 35 |
| | I. C. Crossing (Gorham) trains moving against current of traffic..... | 20 |
| | G. M. & O. Crossing (Percy)..... | 20 |
| | C. B. & Q. Crossing (Zeigler Jct.)..... | 20 |
| | I. C. Crossing (Fair Grounds-Marion)..... | 20 |
| Single unit gas-electric passenger cars without trailer moving between distant signal and opposing home signal approaching above crossings..... | 10 | .. |
| Bridge 3, Mile Post 126 Pole 0, Cape Girardeau Subdivision, Engines heavier than E-50..... | 10 | 10 |
| Bridge 3, on Orient lead, Benton Subdivision, Engines heavier than E-50..... | 10 | 10 |
| Bridge 1, M & E lead, Marion, East and West Subdivision, Engines heavier than E-45..... | 15 | 15 |
| Engines heavier than E-50 must not operate on Buckner Mine lead, Benton Subdivision. | | |
| The turnouts at end of two main tracks, Raddle Jct., and at end of two main tracks, BB Jct., are equilateral No. 20 turnouts. | | |
| The requirements of Rules 281 and 283 are modified to the extent that: When signal aspects per Rules 281 or 283 are displayed by Southward Signal No. 763 at Raddle Jct., or Southward Signal No. 949 at BB Jct., trains may proceed through equilateral turnouts at these locations at a speed not to exceed fifty miles per hour, except that when maximum train speed shown in Section 2-A, Consist "A", of Special Instructions in time-table is lower than fifty miles per hour, such maximum train speed will govern. | | |

3-D. Concluded:

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

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

Chester Subdiv.:

| | | | | | | | | | |
|----|-----|----|-----|----|----|-----|----|-----|----|
| 30 | 5 | 20 | 6 | 20 | 30 | 6 | 20 | 5 | 20 |
| 30 | 116 | 15 | 119 | 17 | 30 | 119 | 17 | 116 | 15 |

Mt. Vernon Subdiv.:

| | | | | | | | | | |
|----|-----|----|-----|----|----|-----|----|-----|----|
| 15 | 64 | 2 | 64 | 14 | 15 | 64 | 14 | 64 | 2 |
| 15 | 77 | 3 | 77 | 12 | 10 | 102 | 28 | 102 | 20 |
| 10 | 102 | 20 | 102 | 28 | | | | | |
| 10 | 124 | 20 | 124 | 37 | 10 | 124 | 37 | 124 | 20 |

East and West Subdiv.:

| | | | | | | | | | |
|----|----|---|----|----|----|----|----|----|---|
| 15 | 84 | 9 | 84 | 20 | 15 | 84 | 20 | 84 | 9 |
|----|----|---|----|----|----|----|----|----|---|

Cairo Subdiv.:

| | | | | | | | | | |
|----|-----|----|-----|----|----|-----|----|-----|----|
| 15 | 120 | 27 | 120 | 40 | 15 | 120 | 40 | 120 | 27 |
|----|-----|----|-----|----|----|-----|----|-----|----|

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

Diesel Engines and Motor Cars dead in tow:

Road or Switch, with trucks and traction motors in good running condition..... Maximum Train Speed, or Maximum Engine Speed for particular engine in tow, whichever is lower (See Item 2-B)

Road or Switch, with trucks or parts of same not in good running condition..... As Authorized By Superintendent

Diesel engines (road or switch) for movement dead in tow must have all switches opened; main fuse removed; reversing drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

Steam engines dead in tow:

With side rods in position, main rods disconnected..... 35

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

ON AUTHORITY OF SUPERINTENDENT.

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

With all side rods, main rods and pistons in position, front cylinder heads and back cylinder cocks removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders..... 40

Moving backward in tow: (Side rods in position)

| | |
|--|----|
| Chester Subdiv..... | 25 |
| Cape Girardeau, Cairo and Benton Subdiv..... | 15 |
| East and West Subdiv.: | |
| Between Gorham and Bush..... | 25 |
| Between Bush and Marion..... | 15 |

SPECIAL INSTRUCTIONS

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

Moving Backward in tow: (Side rods in position):

| | |
|---|----------------|
| Mt. Vernon Subdiv.: | Miles Per Hour |
| Between MV Jct. and Pinckneyville..... | 25 |
| Between Pinckneyville and Mt. Vernon..... | 15 |
| Between West Virginia Wye and Pittsburg, Chalk Jct. and Pollard and All Mine Leads..... | 15 |

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

Disabled Engines:

| | |
|--|----|
| With all or part of side rods down..... | 15 |
| With front drivers blocked..... | 20 |
| Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account. | |
| Engines without full set of driving wheels, trucks or trailers may be moved to first siding to clear main track at speed not exceeding..... | 6 |
| Further movement must be authorized by Superintendent. | |
| Engines with all main rods, side rods, and pistons in position, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side..... | 15 |
| With flat spots 3" or more on driving tires, MAINTAIN SPEED..... | 20 |

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

| | |
|--|----|
| Pile Drivers..... | 25 |
| Steam Shovels..... | 25 |
| 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 nor 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-Pile Driver (combination machine)... | 25 |
|---|----|

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

| | |
|--|----|
| American Ditchers (self-propelling)..... | 25 |
|--|----|

American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train. Side rods and cranks must be removed from trucks.

3-F. Concluded:

| | |
|--|----------------|
| | Miles Per Hour |
|--|----------------|

| | |
|---------------------------------------|----|
| Locomotive Cranes or Clam Shells..... | 25 |
|---------------------------------------|----|

Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination.

| | |
|---|----|
| American Ditchers, loaded on flat cars..... | 25 |
|---|----|

| | |
|--|----|
| Yard (clam shell) and "Burro" Cranes, loaded on flat cars..... | 25 |
|--|----|

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

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.

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

Wrecking Cranes (self-propelling):

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

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

| | |
|---------------------|---------------------------------|
| Rail Unloaders..... | Maximum Train Speed Consist "A" |
|---------------------|---------------------------------|

Rail unloaders must have boom disconnected and stored on car.

| | |
|--|---------------------------------|
| Scale Test Cars must be handled next to caboos.. | Maximum Train Speed Consist "A" |
|--|---------------------------------|

LOCATION OF HOSPITALS, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

| NAME | LOCATION | STREET ADDRESS OFFICE | OFFICE TELEPHONE | STREET ADDRESS RESIDENCE | RESIDENCE TELEPHONE |
|--|----------------------|---------------------------|---------------------------|-----------------------------|------------------------|
| HOSPITAL | St. Louis, Mo. | Grand and Shaw | GRand 0500. MAIn 1000. | | |
| ★Dr. O. B. Zeinert, Chief Surgeon | St. Louis, Mo. | Grand and Shaw | GRand 0500. MAIn 1000. | 34 Broadview Drive | Parkview 0674. |
| ★★Dr. V. P. Siegel | East St. Louis, Ill. | 1st National Bank Bldg. | EAsT 132 | 2510 Ridge | EAsT 4467. |
| EMERGENCY STATION | Dupo, Ill. | | | | |
| ★Dr. B. J. Marxer, Resident Surgeon | Dupo, Ill. | 110 South Second | 4 | 110 South Second | 4 |
| ★Dr. R. F. Rose | Dupo, Ill. | 317 Kroger Ave. | 166 | 317 Kroger Ave. | 166. |
| ★Dr. Gerard Dundon | Prairie Du Rocher | Colonial Inn | 70-J | Prairie Du Rocher | 70-W. |
| ★Dr. E. R. May | Chester, Ill. | 982 State | 25 | 982 State | 25. |
| ★★Dr. J. W. Beare | Chester, Ill. | 140 Opdyke | Main 435 | 140 Opdyke | Main 435. |
| ★★Dr. M. J. Hughes | Gorham, Ill. | | M Boro County, 31F13. | Grand Tower, Ill. | M Boro County, 31F13. |
| EMERGENCY STATION | Illmo, Mo. | | | | |
| ★Dr. G. T. Dorris, Resident Surgeon | Illmo, Mo. | 1st State Bank Bldg. | 263 | West Side South Second | 258. |
| ★★Dr. G. B. Schulz | Cape Girardeau, Mo. | 605 Broadway | 340 | 605 Broadway | 340 |
| ★★Dr. F. Bondurant, Resident Surgeon | Cairo, Ill. | Cairo National Bank Bldg. | 157 and 158. | 2907 Park Place, West | 883. |
| ★★Dr. F. S. Comer | Cairo, Ill. | 800 Commercial | 158 | 422½ Twenty-Eighth | 314. |
| ★★Dr. B. S. Hutcheson | Cairo, Ill. | 808½ Commercial | 346 | 3011 Park Place West | 446. |
| ★★Dr. J. J. Rendleman | Cairo, Ill. | 616½ Commercial | 165 | 2723 Washington | 164. |
| ★Dr. R. S. Sabine | Murphysboro, Ill. | 108 North Fourteenth | 800 | 1843 Spruce | 880. |
| ★Dr. W. J. Borgsmiller | Murphysboro, Ill. | 108 North Fourteenth | 800 | 405 So. Twenty-Third | 1303. |
| ★Dr. J. A. Weatherly | Murphysboro, Ill. | 108 North Fourteenth | 800 | 1013 Mulberry | 439 |
| EMERGENCY STATION | Hurst, Ill. | | | | |
| ★Dr. V. H. Burkhardt, Resident Surgeon | Hurst, Ill. | Bank Bldg. | 2662 | Hurst | 2664. |
| ★★Dr. W. H. Alvis | Benton, Ill. | Benton | 191 | 310 West Church | 432. |
| ★★Dr. H. A. Felts | Marion, Ill. | 800½ Public Square | 595 | 519 South Market | 612. |
| ★★Dr. J. W. Clayton | Johnston City, Ill. | 105 West Broadway | 206-R-2 | 1003 Grand | 206-R-3. |
| ★★Dr. W. W. Fullerton | Steeleville, Ill. | Steeleville | 39-R-2 | Steeleville | 39-R-3 |
| ★Dr. J. S. Templeton | Pinckneyville, Ill. | 115 North Main | Pinckneyville 8. | 318 West South | Pinckneyville 41. |
| ★★Dr. J. Walter Wells | Waltonville, Ill. | Waltonville | County 20-2-LIS. | Waltonville | County 20-3-L. |
| ★★Dr. C. O. Hamilton | Mt. Vernon, Ill. | 113½ South Tenth | 650 | 2507 West Broadway | 2366-W |
| ★★Dr. H. G. Thompson | Mt. Vernon, Ill. | 113½ South Tenth | 650 | 234 North Twelfth | 31. |

★Medical Examiners for Examination of all Applicants.

★★Medical Examiners for Examination of applicants not required to take color perception test.

DR. O. B. ZEINERT, Chief Surgeon.