

**SAFETY FIRST**



# MISSOURI PACIFIC RAILROAD COMPANY

## DIVISION OFFICERS

R. C. WILLIAMS..Superintendent.....Bush, Ill.  
H. A. ISRAEL..... Trainmaster, All Districts, except  
East and West District between  
Bush and Benton not including  
Bush Yard.....Bush, Ill.  
E. C. AXLINE..... Trainmaster, All Districts..... Bush, Ill.  
E. E. HARN..... Ass't Trainmaster, All Districts... Bush, Ill.  
R. L. CLAY.....Dispatcher..... Bush, Ill.  
S. W. GORDON... Dispatcher..... Bush, Ill.  
C. H. MEDLIN... Dispatcher..... Bush, Ill.  
C. L. SNIDER.... Dispatcher.....Bush, Ill.

---

---

# ILLINOIS DIVISION

---

---

## TIME TABLE No. 17

Taking Effect at 12:01 A. M.

**SUNDAY, APRIL 10, 1932**

Superseding Time Table No. 16, dated May 31,  
1931, 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.

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

M. L. HAYES, Superintendent Transportation.

W. E. BROOKS, General Superintendent.

R. C. WILLIAMS, Superintendent.



**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.



# 2 CHESTER DISTRICT—VALLEY JUNCTION TO NORTH JUNCTION

Station Numbers	Miles from Valley Junction	<b>TIME TABLE</b> <b>No. 17</b> Taking Effect APRIL 10, 1932	<b>TRAINS SOUTHWARD</b> <b>FIRST CLASS</b>							
			901	335						
			S. S. W. Passenger	Passenger						
		STATIONS	Daily	Daily						
	Valley Junction	<b>ST. LOUIS UNION STATION</b>	1 40PM	6 04PM						
	7.94mils from Un. Sta. St. Louis	<b>EAST ST. LOUIS RELAY</b> <small>0.94</small>	2 01	6 22						
c 9	0.00	<b>VALLEY JUNCTION</b>	2 20	6 39						
	0.20	<b>S. S. W. CONNECTION</b> <small>0.20</small>	2 21	6 40						
	4.22	<b>ILL. CENT. CROSSING</b> <small>4.02</small>								
	4.81	<b>CONLOGUE CROSSING</b> <small>0.08</small>								
c 15	6.06	<b>DUPO</b> <small>1.77</small> CW&T	a 2 30	s 6 50						
c 16	7.18	<b>SOUTH DUPO</b> <small>1.10</small>	2 32	6 52						
c 17	8.08	<b>BIXBY</b> <small>0.90</small>		6 54						
	9.41	<b>CS. M. &amp; O. CROSSING</b> <small>1.33</small>	2 36	6 57						
c 24	15.17	<b>WARNOCK</b> <small>5.76</small>	2 44	f 7 06						
c 26	17.58	<b>FOUNTAIN</b> <small>2.41</small>	2 48	f 7 11						
c 31	22.53	<b>VALMEYER</b> <small>4.95</small> W	a 2 55	s 7 20						
c 37	27.94	<b>MAEYS</b> <small>5.41</small>	a 3 03	s 7 29						
c 42	33.63	<b>FULTS</b> <small>5.69</small>	a 3 12	s 7 39						
c 46	37.23	<b>RENAULT</b> <small>3.60</small>	3 18	s 7 44						
c 48	39.76	<b>DANLEY</b> <small>2.53</small>	3 22	7 49						
c 50	41.73	<b>PRAIRIE DU ROCHER</b> <small>1.97</small> WC	a 3 25	s 7 57						
c 52	45.82	<b>MODOC</b> <small>4.09</small>	3 32	s 8 03						
c 58	49.17	<b>FLINTON</b> <small>3.35</small>	3 38	f 8 09						
		<b>Missouri-Illinois Crossing</b> <small>0.00</small>								
c 63	54.02	<b>REILY LAKE</b> <small>4.86</small> W	a 3 45	s 8 18						
c 69	60.52	<b>MENARD</b> <small>6.49</small>	ad 3 54	s 8 29						
c 70	61.56	<b>CHESTER</b> <small>1.04</small> CW&T	s 3 56	s 8 36						
	63.72	<b>P. MT. VERNON DISTRICT JCT.</b> <small>2.16</small>	3 59	8 39						
c 74	65.75	<b>FORD</b> <small>2.03</small> W	4 02	8 43						
c 79	70.44	<b>ROCKWOOD</b> <small>4.69</small>	a 4 10	s 8 51						
c 80	71.60	<b>CORA CITY</b> <small>1.25</small>	a 4 12	s 8 53						
	76.39	<b>RADDLE JCT.</b> <small>4.70</small>	4 19	<b>901</b> <sup>978</sup>						
c 86	77.21	<b>RADDLE</b> <small>0.82</small>	a 4 21	s 9 03						
c 90	80.95	<b>JACOB</b> <small>3.74</small>	4 26	s 9 10						
c 93	84.21	<b>GORHAM</b> <small>3.26</small> *WY	s 4 31	s 9 15PM						
	84.79	<b>I. C. R. R. CROSSING</b> <small>0.58</small>								
c 99	90.56	<b>HOWARDTON</b> <small>5.80</small>	a 4 41							
c104	95.07	<b>HALSEY</b> <small>4.48</small>	4 48							
c108	99.76	<b>WOLF LAKE</b> <small>4.69</small>	a 4 55							
		<b>WARE</b> <small>4.33</small> W	a 5 01							
c119	109.81	<b>REYNOLDSVILLE</b> <small>5.72</small>	a 5 09							
c122	113.37	<b>McCLURE</b> <small>3.56</small>	a 5 14							
c127	117.54	<b>GALE</b> <small>4.16</small> CW	e 5 21 <sup>65</sup>							
c128	119.33	<b>NORTH JCT.</b> <small>1.80</small>	5 24PM							
		<b>PARAGOULD</b> <small>115.20</small>								
c243		<b>PARAGOULD</b>								
		127.27	Daily	Daily						



# CHESTER DISTRICT—NORTH JUNCTION TO VALLEY JUNCTION

3

Building Capacity in Cars	Miles from North Junction	<b>TIME TABLE</b> <b>No. 17</b> Taking Effect APRIL 10, 1932	<b>TRAINS NORTHWARD</b> FIRST CLASS						
			336	902					
			Passenger	S. S. W. Passenger					
		STATIONS	Daily	Daily					
	127.27	ST. LOUIS UNION STATION	11 43AM	2 40PM					
	126.33	EAST ST. LOUIS RELAY	11 23	2 20					
	119.38	VALLEY JUNCTION	11 03	1 55					
	119.13	S. S. W. CONNECTION		1 54					
	115.11	ILL. CENT. CROSSING							
	115.02	CONILOGUE CROSSING							
Yd.	113.25	DUPO CW JT	10 50	1 41					
	112.15	SOUTH DUPO		1 38					
	111.25	BIXBY							
	109.92	CS. M. & O. CROSSING	10 39	1 35					
	104.16	WARNOCK	10 27	1 28					
	101.75	FOUNTAIN	10 21	1 23					
77	96.80	VALMEYER W	10 12	1 16					
	91.39	MAEYS	10 02	1 08					
	85.70	FULTS	9 52	1 00					
	82.10	RENAULT	9 45	12 55					
	73	DANLEY	9 40	12 51					
	77.60	FRAIRIE Du ROCHER WC	9 36	12 48					
	73.51	MODOC	9 27	12 43					
184	70.16	FLINTON	9 20	12 39					
		Missouri-Illinois Crossing							
86	65.30	REILLY LAKE W	9 10	12 33					
138	58.81	MENARD	8 58	12 25					
	57.77	CHESTER CW JT	8 55	12 23					
	55.51	MT. VERNON DISTRICT J CT	8 48	12 20					
n66	53.58	FORD W	8 45	12 18					
s141	48.89	ROCKWOOD	8 34	12 13					
n138	47.64	CORA CITY	8 32	12 11					
872	42.94	RADDIE JCT	8 22	12 05					
164	42.12	RADDLE	8 20	12 03PM					
	38.38	JACOB	8 12	11 58AM					
n51	35.12	GORHAM WY	8 05AM	11 53					
s102	34.54	I. O. E. R. CROSSING							
	166	HOWARDTON		11 44					
77	24.26	HAISEY		11 37					
	19.57	WOLF LAKE		11 30					
78	15.24	WARE W		11 24					
78	9.52	REYNOLDSVILLE		11 18					
	5.96	McCLURE		11 10					
Yd.	1.80	GALE CW		11 04					
	0.00	NORTH JCT		11 01AM					
		PARAGOULD							
	127.27		Daily	Daily					



# 4 CHESTER DISTRICT—VALLEY JUNCTION TO NORTH JUNCTION

Station Numbers	Miles from Valley Junction	TIME TABLE No. 17 Taking Effect APRIL 10, 1932	TRAINS SOUTHWARD								
			SECOND CLASS								
			65 Red Ball Freight	979 S. S. W. Freight	381 Red Ball Freight	973 S. S. W. Freight	361 Red Ball Freight	67 Red Ball Freight	977 S. S. W. Freight	371 Red Ball Freight	975 S. S. W. Freight
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	Valley Junction 7.94 mls. from Up. Sta. St. Louis	<b>ST. LOUIS UNION STATION</b>									
		0.94 <b>EAST ST. LOUIS RELAY</b>									
c 9	0.00	<b>VALLEY JUNCTION</b>		2 30PM		6 10PM			8 30PM		10 00PM
	0.20	S. S. W. CONNECTION									
	4.22	ILL. CENT. CROSSING									
	4.31	CONLOGUE CROSSING									
c 15	6.08	<b>DUPO</b> CW&T	12 30PM		4 00PM		7 45PM	8 15PM		10 15PM	
c 16	7.18	P. SOUTH DUPO	12 35	2 55	4 05	6 28	7 50	8 20	8 55	10 20	10 30
c 17	8.08	BIXBY									
	9.41	CS. M. & O. CROSSING	12 45	3 05	4 15	6 33	8 00	8 30	9 05	10 30	10 40
c 24	15.17	P. WARNOCK									
c 26	17.58	FOUNTAIN									
c 31	22.53	D VALMEYER W									
c 37	27.94	P. MAEYS									
c 42	33.63	P. FULTS									
c 46	37.23	P. RENAULT									
c 48	39.76	P. DANLEY									
c 50	41.73	N. PRAIRIE Du ROCHER WC									
c 55	45.82	P. MODOC									
c 58	49.17	CS. FLINTON	2 05	4 20	6 30	7 33	9 05	9 45	10 17	11 59 <sup>PM</sup> <sub>AM</sub> <sup>975</sup>	11 55 <sup>PM</sup> <sub>AM</sub> <sup>371</sup>
		Missouri-Illinois Crossing									
c 63	54.03	P. REILY LAKE W	2 15	4 30	6 40	7 40	9 12	9 55	10 35 <sup>978</sup>	12 15	12 10AM
c 69	60.52	P. MENARD	2 30	4 45	6 55 <sup>386</sup>	7 50	9 25	10 10 <sup>978</sup>	10 50	12 30 <sup>74</sup>	12 25 <sup>74</sup>
c 70	61.66	CS. CHESTER CWT			7 20						
	63.72	P. MT. VERNON DISTRICT JCT.									
c 74	65.76	CS. FORD W	2 45	4 55	7 30	8 00	9 35 <sup>978</sup>	10 25	11 05	12 45 <sup>978</sup>	12 40 <sup>978</sup>
c 79	70.44	P. ROCKWOOD	2 55	5 10	7 50	8 10	9 45	10 35	11 25 <sup>74</sup>	1 15	1 10
c 80	71.89	P. CORA CITY									
	76.39	CS. RADDLE JCT	3 10	5 20	8 05	8 19	10 00	10 50 <sup>74</sup>	11 35 <sup>976</sup>	1 45	1 25
c 86	77.21	P. RADDLE									
c 90	80.95	P. JACOB									
c 93	84.21	N. GORHAM WY	3 30	5 35	8 20 <sup>973</sup>	8 30 <sup>381</sup>	10 15	11 05	11 50PM	2 15AM	1 45
	84.79	I. C. R. R. CROSSING									
c 99	90.59	P. HOWARDTON	3 45	5 50	9 10	8 40	10 25 <sup>976</sup>	11 15	12 05AM		2 05
c 104	95.07	CS. HALSEY	4 00	6 05	9 25	8 48 <sup>74</sup>	10 33	11 25PM	12 20		2 20
c 108	99.76	D. WOLF LAKE									
c 113	104.08	P. WARE W									
c 119	109.81	P. REYNOLDSVILLE									
c 122	113.37	D. McCLURE									
c 127	117.53	CS. GALE CW	4 45 <sup>801</sup>	6 55	10 15 <sup>PM</sup> <sub>AM</sub> <sup>381</sup>	9 24	11 19 <sup>381</sup>	12 35 <sup>AM</sup> <sub>PM</sub> <sup>381</sup>	1 25		4 10
c 128	119.33	CS. NORTH JCT	5 35PM	7 05PM	12 55AM	9 30PM	11 35PM	12 45AM	1 35AM		4 20AM
c 243		<b>PARAGOULD</b>					3 10AM				
	127.27		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily



# CHESTER DISTRICT—NORTH JUNCTION TO VALLEY JUNCTION

5

Sliding Capacity in Cars	Miles from North Junction	<b>TIME TABLE</b> <b>No. 17</b> Taking Effect APRIL 10, 1932	TRAINS NORTHWARD							
			SECOND CLASS							
			382 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		
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	127.27	<b>ST. LOUIS UNION STATION</b>								
	126.33	EAST ST. LOUIS RELAY								
	119.33	<b>VALLEY JUNCTION.</b>				3 00 AM		3 30 AM		
	119.13	S. S. W. CONNECTION								
	115.11	ILL. CENT. CROSSING								
	115.02	CONLOGUE CROSSING								
Yd	113.25	<b>DUPO</b> WCST	9 50 AM	10 00 AM	9 00 PM		3 00 AM			
	112.15	<b>SOUTH DUPO.</b>	9 20	9 25	8 55	2 00	2 55	3 10		
	111.25	<b>BIXBY</b>								
	109.92	<b>CS. M. &amp; O. CROSSING</b>	9 10	9 15	8 45	1 50 AM	2 50	3 00		
77	104.16	<b>WARNOCK</b>								
	101.75	<b>FOUNTAIN</b>								
77	96.80	<b>VALMEYER</b> W								
	91.39	<b>MAEYS</b>								
	85.70	<b>FULTS</b>								
	82.10	<b>RENAULT</b>								
73	79.57	<b>DANLEY</b>								
	77.60	<b>PRAIRIE DU ROCHER</b> WC								
	73.51	<b>MODOC</b>								
184	70.16	<b>FLINTON</b>	7 20	7 30	7 20	10 45 PM	1 15	1 30		
		Missouri-Illinois Crossing								
86	65.30	<b>REILY LAKE</b> W	6 40	7 10	7 10	1035 <sup>977</sup>	12 55	1 20		
133	58.81	<b>MENARD</b>	6 20	6 50	655 <sup>381</sup>	1010 <sup>67</sup>	<del>1230</del> <sup>371</sup> 1230 <sup>AM 975</sup>	1 05		
	57.77	<b>CHESTER</b> CWT								
	55.61	<b>Mt. Vernon District Jct.</b>								
n86 e141	53.58	<b>FORD</b> W	4 45	6 35	6 40	935 <sup>361</sup>	11 55 PM	<del>1245</del> <sup>975</sup> 1235 <sup>371</sup>		
n135 e72	48.89	<b>ROCKWOOD</b>	4 20	6 20	6 30	9 25	1125 <sup>977</sup>	12 05 AM		
	47.64	<b>CORA CITY</b>								
164	42.94	<b>BADDLE JCT</b>	3 45	6 05	6 15	901 <sup>335</sup>	1050 <sup>67</sup>	1135 PM <sup>977</sup>		
	42.12	<b>RADDLE</b>								
	38.38	<b>JACOB</b>								
n51 e102	35.12	<b>GORHAM</b> *WY	3 30	5 30	5 55	8 10	9 30	10 50		
	34.54	<b>I. C. R. R. CROSSING</b>								
166	28.74	<b>HOWARDTON</b>	2 55	4 50	5 35	7 44	9 05	1025 <sup>381</sup>		
77	24.26	<b>HAISEY</b>	2 40	4 30	5 20	7 28	848 <sup>973</sup>	10 05		
	19.57	<b>WOLF LAKE</b>								
76	15.24	<b>WARE</b> W								
76	9.52	<b>REYNOLDSVILLE</b>								
	5.96	<b>McCLURE</b>								
Yd	1.86	<b>CALE</b> CW	1 40 1 00	3 10 2 40	4 15 4 00	6 10	7 30 7 00	9 05		
	0.06	<b>NORTH JCT</b>	12 50 AM	2 30 AM	3 50 PM	6 00 PM	6 50 PM	8 55 PM		
		<b>PARAGOULD</b>			10 30 AM					
	127.27		Daily	Daily	Daily	Daily	Daily	Daily		



CHESTER DISTRICT—VALLEY JUNCTION TO NORTH JUNCTION

Station Numbers	Miles from Valley Junction	TIME TABLE No. 17 Taking Effect APRIL 10, 1932	TRAINS SOUTHWARD										
			THIRD CLASS										
			891 Local Freight Daily	893 Local Freight Daily Ex. Sunday	391 Local Freight Daily Ex. Sunday	393 Local Freight Daily Ex. Sunday							
		<b>STATIONS</b>											
	Valley Junction 7.94m from Up. Sta. St. Louis	ST. LOUIS UNION STATION											
	0.94	EAST ST. LOUIS RELAY											
		<b>VALLEY JUNCTION</b>											
	0.20	S. S. W. CONNECTION											
	4.22	ILL. CENT. CROSSING											
	4.31	CONLOGUE CROSSING											
		<b>DUPO</b> CW FT				8 30AM							
	6.05	SOUTH DUPO				8 35							
	7.18	BIXBY				8 40							
	8.08	CS. M. & O. CROSSING				8 45							
	9.41	WARNOCK				9 00							
	15.17	FOUNTAIN				9 05							
	17.56	VALMEYER W				9 15							
	22.53	MAEYS				9 27							
	27.94	FULTS				9 40							
	33.63	RENAULT				9 48							
	37.23	DANLEY				9 53							
	39.76	PRAIRIE DU ROCHER WC				10 15							
	41.73	MODOC				10 24							
	45.82	FLINTON				10 45							
	49.17	Missouri-Illinois Crossing											
	54.03	BILLY LAKE W				11 05							
	58.03	MENARD				11 40AM							
	60.52	CEDAR				1 05AM							
	61.56	Mt. Vernon District Jct.				1 15AM							
	63.72	FORD W											
	65.75	ROCKWOOD											
	70.44	CORA CITY											
	71.65	RADDLE JCT.											
	76.39	RADDLE											
	77.21	JACOB											
	80.95	GORNAM CWY				9 30AM							
	84.21	I. O. R. R. CROSSING											
	84.79	HOWARDTON				9 45							
	90.59	HALSEY				9 55							
	95.07	WOLF LAKE				10 20							
	99.76	WARE W				10 30							
	104.09	REYNOLDSVILLE				10 40							
	109.81	MCCLURE				10 45							
	113.37	GALE CW				1 00AM							
	117.63	NORTH JCT.				1 10AM							
	119.83	PARAGOULD											
	127.27		Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday							



# CHESTER DISTRICT—NORTH JUNCTION TO VALLEY JUNCTION

<b>TIME TABLE</b> <b>No. 17</b> Taking Effect APRIL 10, 1932		<b>TRAINS NORTHWARD</b> THIRD CLASS							
		392	394	892	894				
		Local Freight	Local Freight	Local Freight	Local Freight				
STATIONS		Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday				
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	4 00PM							
112.15	SOUTH DUPO	3 55							
111.25	BIXBY	3 50							
109.92	CS. M. & O. CROSSING	3 45							
77 104.16	WARNOCK	3 30							
101.76	FOUNTAIN	3 25							
77 96.80	VALMEYER W	3 15							
91.39	MAEYS	3 03							
85.70	FULTS	2 50							
82.10	RENAULT	2 42							
73 79.57	DANLEY	2 37							
77 77.60	FRAIRIE Du ROCHER WC	2 25							
73.51	MODOC	2 16							
184 70.16	FLINTON	1 55							
86 65.30	REILY LAKE W	1 35							
133 58.81	MONARD	1 00							
57.77	CHESTER CWT	12 35PM			11 50PM				
55.61	MT. VERNON DISTRICT JCT				11 40PM				
78 53.58	FORD W								
81 48.89	ROCKWOOD								
87 47.64	CORA CITY								
164 42.94	RADDLE JOI.								
42.12	RADDLE								
38.38	JACOB								
51 35.12	GORHAM WY			1 30PM					
34.54	I. C. R. R. CROSSING								
166 28.74	HOWARDTON			1 15					
77 24.26	HALSEY			1 00					
19.57	WOLF LAKE			12 30					
76 15.24	WARE W			12 15					
76 9.52	REYNOLDSVILLE			12 05PM					
5.96	McCLURE			11 50AM					
Yd. 1.80	GALE CW			11 30AM	10 30PM				
0.00	NORTH JCT			10 20PM					
	PARAGOULD								
	127.27	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday				







# 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. 17					FIRST CLASS		THIRD CLASS	
895 Local Freight	893 Local Freight	831 Passenger		Taking Effect APRIL 10, 1932					832 Passenger	894 Local Freight	896 Local Freight	
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday		STATIONS					Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	
		11 55AM						11 50AM				
					MENARD 0.03							
			60.55		MT. VERNON DIST. CONN. 1.01							
		12 20PM	61.56	CS	CHESTER 2.16	TOW C 70	Yd.	11 43				
	1 15AM		63.72	P	MT. VERNON DISTRICT JCT. 0.32				11 40PM			
	1 20	12 32	64.04		MENARD JCT. 7.82			11 32	11 35			
	1 45	12 48	71.86	P	WELGE 3.48	CA10	93	11 16	11 05			
	2 15	1 05	77.34	D	STEELEVILLE 2.14	CA16	30	11 04	10 35			
	2 30	1 10	79.48	D	PERCY 0.01	CA18		10 59	9 35			
			79.49		M. & O. CROSSING 3.15.5							
	3 00	1 17	82.64	D	CUTLER 1.10	CA21		10 50	9 15			
	3 15	1 20	83.74	P	NEW WILSON 1.23	CA22	55	10 47	9 05			
	3 20	1 23	84.97		JAMESTOWN 2.57	CA24		10 45	8 55			
	3 30	1 28	87.54	P	CONANTS 5.02	CA26	10	10 40	8 35			
			92.56		I. C. R. R. CROSSING 0.01							
12 01PM	4 00AM	1 45	92.57	N	PINCKNEYVILLE 3.54	CA31	Yd.	10 30	8 00PM	7 30PM		
f 12 15		1 55	96.13		CRIBS SPUR 6.03	CA35	17	10 16		f 7 05		
			102.76		I. C. R. R. CROSSING 0.19							
s 1 00		2 11	102.95	D	TAMAROA 8.31	CA41	24	10 00		s 6 30		
f 1 35		2 30	111.26	P	SCHELLER 3.28	CA50	17	9 35		f 5 45		
f 1 55		2 39	114.54	P	WALTONVILLE 8.34	CA53	19	9 25		f 5 25		
			114.80		C. B. & Q. R. R. CROSSING 3.45							
f 2 25		2 52	120.25	P	MARCOE 1.63	CA59	4	9 05		f 4 55		
2 35		2 57	121.88		JEFF. S. W. R. R. JUNCTION 3.04		18	9 00		4 45		
			124.92		L. & N. R. R. CROSSING 0.09							
2 50PM		3 05PM	125.01	D	MT. VERNON 64.46	WY CA64	Yd.	8 50AM		4 30PM		
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday						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		891 Local Freight		No. 17					THIRD CLASS		892 Local Freight	
		Daily		Taking Effect APRIL 10, 1932							Daily	
		STATIONS		STATIONS							STATIONS	
		1 00AM						10 30PM				
		1 20	122.83	P	CAPE DEAU JCT. 0.49	C 132		10 10				
			123.32		S. S. W. CROSSING 2.49							
			125.81		MASSEY CROSSING 0.84							
		1 40	126.65		MARQUETTE CROSSING 0.41							
			127.06	P	MARQUETTE 0.21	WY CF 4	19	7 40				
			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 0.64	CF 7	Yd.	7 00PM				
			130.87		C. G. & J. INT. CROSSING 8.04							
		Daily						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.**

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 at restricted speed.

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 Dispatcher before coming out on main track.

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.

	Passenger Trains	Freight Trains
<b>2. MAXIMUM SPEED:</b>		
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

	Passenger Trains	Freight Trains
<b>3. SPEED RESTRICTIONS:</b>		
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.....	10	10
I. C. R. R. Crossing (Gorham).....		
Illinois Central Crossing (Grimsby).....		
C. B. & Q. Crossing (Zeigler Junction).....		
Ill. Cent. Crossing (FairGrounds-Marion).....		
Engines 1701 to 1714, inclusive.....	30	30
Engines 1715 to 1728, inclusive.....	40	40
Engines 1901 to 1925, inclusive.....	40	40

While engine or forward car is between home signal or dwarf signal and crossing..... 20 20

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
<b>Motor Cars:</b>		
(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.		
<b>Trains Handling:</b>		
Pile drivers (self-propelling).....	25	25
Locomotive ditchers (MCB trucks).....	25	25
Steam shovels.....	25	25
Bridge erection derricks (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	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.		
Dead 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 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, 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	FROM		TO	
	Mile Post	Pole	Mile Post	Pole
Mt. Vernon District				
15	64	2	64	14
20	68	17	68	20

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 wyers. 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, and Cape Girardeau.

**6. TRAIN REGISTERS:**

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, Cape Girardeau, and S. S. W. Yard Office and Round House, Valley Jct., and Illmo.

**8. BLANK.**

**9. TOTAL WEIGHT OF ENGINES TO BE USED:**

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.	"
" .....	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.....	78	11	78	16
Pinckneyville.....	90	12	93	15
Mt. Vernon.....	123	22	End of Track	
Cape Girardeau.....	128	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		
Cairo.....	140	8	Cairo Passenger Station.	

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

Station	Miles from Valley Jct.	Train Nos.
<b>Chester District:</b>		
Roots.....	50.55	335336
Fort Gage.....	55.51	335336
Jones Ridge.....	74.63	335336
<b>Mt. Vernon District:</b>		
Clores.....	65.83	831832
Poland.....	68.65	831832
Derrick.....	97.63	831832 895896
Miller.....	99.38	831832 895896
Lisenby.....	105.89	831832 895896
Ryder.....	117.04	831832 895896
<b>East and West Dist.:</b>		
Bartle.....	98.42	335336
Rhine.....	106.42	335336

**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.

**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.
East & West	117.06	C. B. & Q.
Cape Girardeau	127.27	St. L.-S. F.
Coal Field	Fair Grounds (Marion)	Ill. Cent.

At these five 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., the interlocking plant is 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.

Switch stand indication governs movement out of sidings at Ford.

Main track and sidings at Ford are bonded between home signal and clearance point. Trains must stop short of post denoting clearance point. For detailed information see bulletin order covering.

In case of failure of remote controlled switch, train and enginemen must communicate with signalman and secure permission to operate switch by hand.

To operate remote controlled switch by hand at Mt. Vernon District Jct., Ford and Howardton, unlock wood box stencilled figure 1, remove crank and place on crank shaft under lid in switch machine cover stencilled figure 2, turn crank to right or left as far as it will go to open or close switch. See that switch point fits properly against rail. After entire train has passed over switch, crank switch and set for main line movement. Replace crank in box and lock box.

To operate remote controlled switch at Roots by hand secure crank from box stencilled with figure 1 and place on crank shaft on track side of switch machine and turn crank right or left as far as it will go to open or close switch. See that switch point fits properly against rail. After entire train has passed over switch, crank switch and set for main line movement. Replace crank in box and lock box.

At all locations crank must remain in machine until move is completed. 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 south ward 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. Take-siding indicators are located for northward trains at M.P. 78.25 (Raddle) and M.P. 95.87 (Halsey); for southward trains at M.P. 88.72 (Howardton). See Rules 604, 604-J, 604-K and 604-L.

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

25. 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	Miles from	Capacity
	Number	Valley Jct.	
<b>Chester District:</b>			
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 "
<b>Mt. Vernon District:</b>			
Clores.....	CA 4	85.34	5 "
Poland.....	CA 7	88.66	4 "
Dugan Spur.....	CA 8	70.00	25 "
Southern Gem No. 12.....	CA 18A	79.58	25 "
Kampenville.....	CA 18B	80.31	10 "
Southern Gem No. 10.....	CA 21A	82.97	18 "
" " " 7.....	CA 23	84.86	4 "
Strait.....	CA 31A	92.75	3 "
Derrick.....	CA 36	97.63	3 "
Miller.....	CA 38	99.38	1 "
Lisenby.....	CA 44	105.89	3 "
Isline.....	CA 46	108.76	5 "
Ryder.....	CA 56	117.04	3 "
<b>East and West District:</b>			
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 "
<b>Cairo District:</b>			
Shasta.....	CG 8	128.39	3 "
Alfalfa Spur.....	CG 20	140.45	5 "
<b>Cape Girardeau District:</b>			
Beck.....		124.06	4 "

**LOAD LIMIT (Car and Lading):**

Mt. Vernon District:  
 Between Chester and Pinckneyville.....240,000 Pounds  
 Between Pinckneyville and Mount Vernon.....150,000 "  
 M. P. Hopper type cars, 55000 to 55499, when loaded to actual axle carrying capacity must not be operated between Pinckneyville and Mt. Vernon.

**LOCATION OF CROSS-OVERS**

Mile Post	Pole		Mile Post	Pole	
<b>Chester District:</b>					
0	4	Facing points	45	30	Trailing points.
0	5	Trailing "	49	6	" "
0	22	" "	80	30	" "
4	8	" "	83	29	Facing "
5	22	" "	84	31	Trailing "
6	4	" "	98	19	" "
7	9	Facing "	99	26	" "
7	11	" "	104	6	Facing "
7	20	Trailing "	113	15	" "
8	6	" "	113	16	Trailing "
17	27	" "	115	30	" "
28	4	" "	Crossover No. 3 { 115	33	Facing "
33	23	Facing "	Crossover No. 2-A { 116	22	Trailing "
33	25	Trailing "	" { 117	18	Facing "
37	1	" "	Crossover No. 2 { 117	20	Trailing "
41	29	Facing "	Crossover No. 1 { 118	3	" "
41	31	Trailing "			
43	15	Facing "			
<b>East and West District:</b>					
84	21	Trailing points.	85	10	Trailing points.
84	24	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.  
 k—Stop on signal for passengers, mail, baggage and express.

**CAPACITY OF PASSENGER ENGINES IN ACTUAL TONS**

	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	1800	1050	1050	980	780	480