

DIVISION OFFICERS

C. W. EXLINE.....Superintendent.....St. Louis, Mo.
H. A. ISRAEL.....Trainmaster, All Districts, except
East and West District between
Bush and Marion and except
Bush Yard.....Bush, Ill.
E. C. AXLINE.....Trainmaster, All Districts.....Bush, Ill.
R. J. DUGAN.....Dispatcher.....Bush, Ill.
C. H. MEDLIN.....Dispatcher.....Bush, Ill.
G. C. REED.....Dispatcher.....Bush, Ill.
C. L. SNIDER.....Dispatcher.....Bush, Ill.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

ILLINOIS DIVISION

TIME TABLE No. 25

Effective 12:01 a.m. Sunday, Dec. 17, 1939

CENTRAL STANDARD TIME

Superseding Time Table No. 24, dated July 30,
1939, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS NO. 4
DATED OCTOBER 9, 1938

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

J. CANNON, Vice-President and General Manager.

R. C. WHITE, Assistant General Manager.

W. F. KIRK, Gen'l Superintendent Transportation.

W. E. LAMB, General Superintendent.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Mt. Vernon.....	832	C. & E. I.....123	9: 35 a. m.	30 Min.	For passengers and mail. For passengers. For passengers and mail.
Tamaroa.....	832	Ill. Cent.....25	10: 40 a. m.	15 Min.	
Percy.....	832	M. & O.....3	11: 48 a. m.	30 Min.	

EXPLANATION OF CHARACTERS

- C—Coal Station.
 - W—Water Station.
 - Y—Wye Track.
 - T—Turntable.
 - §—Track Scale.
 - *—Mail Catchers.
 - CS—Continuous Telegraph or Telephone Office.
 - N—Two-man Telegraph or Telephone Office.
 - D—Day Telegraph or Telephone Office.
 - P—Telephone.
- Register Stations are shown in bold-faced type.

EXPLANATION OF STOPS

- s*—Regular stop.
- f*—Stop on signal for passengers, mail, baggage and express.
- 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.
- 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.

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

Station	Miles from St. Louis	Train Nos.					
Chester District:							
Roots.....	58.49	<i>f</i> 335	<i>f</i> 336				
Fort Gage.....	63.45	<i>f</i> 335	<i>f</i> 336				
Jones Ridge.....	82.57	<i>f</i> 335	<i>f</i> 336				
Mt. Vernon District:							
Clores.....	73.78	<i>f</i> 831	<i>f</i> 832				
Poland.....	76.60	<i>f</i> 831	<i>f</i> 832				
Derrick.....	105.57	<i>f</i> 831	<i>f</i> 832	<i>f</i> 897	<i>f</i> 898		
Miller.....	107.32	<i>f</i> 831	<i>f</i> 832	<i>f</i> 897	<i>f</i> 898		
Lisenby.....	113.83	<i>f</i> 831	<i>f</i> 832	<i>f</i> 897	<i>f</i> 898		
Scheller Lake.....	117.19	<i>f</i> 831	<i>f</i> 832	<i>f</i> 897	<i>f</i> 898		
Ryder.....	124.98	<i>f</i> 831	<i>f</i> 832	<i>f</i> 897	<i>f</i> 898		
East and West District:							
Bartle.....	106.36	<i>f</i> 335	<i>f</i> 336				
Rhine.....	114.36	<i>f</i> 335	<i>f</i> 336				

CAIRO DISTRICT—BETWEEN THEBES JUNCTION AND CAIRO

TRAINS SOUTHWARD				Miles from Valley Junction	TIME TABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					No. 25					SECOND CLASS			
381 Red Ball Freight					DECEMBER 17, 1939					382 Red Ball Freight			
Daily				STATIONS			Daily						
4 30AM				GALE			2 00AM						
				3.17									
				120.70	P	THEBES JUNCTION	Y	62					
				3.72									
				124.42	FAYVILLE			CG 4	1 40				
				1.18									
				125.60	C. & E. I. CROSSING								
				0.66									
				126.26	TANKVILLE			CG 6	56	1 20			
				4.57									
				130.83	P	MILLER CITY	CG10	64	1 05				
				2.74									
				133.57	P	ROTH	CG13	12 52					
				2.22									
				135.79	CACHE			CG15	11	12 45			
				6.89									
				142.68	M. & O. CROSSING								
				1.57									
				144.25	C. C. C. & ST. L. CROSSING								
				0.76									
				145.01	P	CAIRO	W&T CG24	Yd.	12 15AM				
				24.31									
Daily				24.31			Daily						

CAPE GIRARDEAU DISTRICT—BETWEEN CAPE DEAU JUNCTION AND CAPE GIRARDEAU

TRAINS SOUTHWARD				Miles from Valley Junction	TIME TABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
THIRD CLASS					No. 25					THIRD CLASS			
891 Local Freight					DECEMBER 17, 1939					892 Local Freight			
Daily Ex. Sunday				STATIONS			Daily Ex. Sunday						
2 00AM				GALE, ILL.			8 00PM						
				5.30									
				122.83	P	CAPE DEAU JUNCTION, Mo.	C 132	7 40					
				2.98									
				125.81	MASSEY JUNCTION								
				1.25									
				127.06	P	MARQUETTE	CF 4	19	6 40				
				0.63									
				127.69	RIVER CROSSING			W					
				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									
				130.23	P	CAPE GIRARDEAU	Y CF 7	Yd.	6 00PM				
				8.04									
Daily Ex. Sunday				8.04			Daily Ex. Sunday						

CHESTER DISTRICT—VALLEY JUNCTION TO NORTH JUNCTION

Station Numbers	Miles from Valley Junction	TIME TABLE No. 25 DECEMBER 17, 1933	TRAINS SOUTHWARD						
			FIRST CLASS			THIRD CLASS			
			831 Passenger	335 Passenger	905 S. S. W. Passenger	895 Local Freight	891 Local Freight	391 Local Freight	
STATIONS		Daily Ex. Sunday	Daily	Daily	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday		
	Valley Junction 7.94 mls. from Un. Sta. St. Louis	ST. LOUIS UNION STATION		5 00PM	11 15PM				
	0.94	EAST ST. LOUIS RELAY	s	5 18					
c 9	0.00	VALLEY JUNCTION		5 35	s 11 56				
	0.20	S. S. W. CONNECTION			11 57PM				
	4.22	I. C. CROSSING							
	4.31	CONLOGUE CROSSING							
c 15	6.08	DUPO CW&T	s	5 45	a 12 07AM			7 00AM	
c 16	7.18	SOUTH DUPO		5 47	12 09			7 05	
c 17	8.08	BIXBY						7 10	
	9.41	CS...M. & O. CROSSING		5 50	12 12			7 15	
c 24	15.17	WARNOCK	f	6 00	12 19			7 30	
c 26	17.58	FOUNTAIN	f	6 04	12 22			7 35	
c 31	22.53	VALMEYER	s	6 15	a 12 28			8 10	
c 37	27.94	MAEYSTOWN	s	6 25	a 12 35			8 25	
c 42	33.63	FULTS	s	6 34	a 12 42			8 40	
c 46	37.23	RENAULT	s	6 40	12 47			8 50	
c 48	39.76	DANLEY		6 44	12 51			8 55	
c 50	41.73	PRAIRIE Du ROCHER CW	s	6 48	a 12 56			9 45	
c 55	45.82	MODOC	s	6 55	1 01			9 55	
c 58	49.17	FLINTON	s	7 02 ⁶⁰	1 06			10 30	
	0.00	MO.-ILL. CROSSING							
c 63	54.03	REILY LAKE	s	7 10	a 1 12			10 50	
c 69	60.52	MENARD		3 15PM	s 7 20	ad 1 19		11 05	
c 70	61.56	CS...CHESTER CW	s	3 40	s 7 24	s 1 23	12 30AM	11 30	
	63.72	P...M. V. JUNCTION		3 51PM	7 27	1 26	12 40AM	11 35	
c 74	65.75	FORD W							
c 79	70.44	ROCKWOOD	s	7 39	a 1 34			11 50	
e 80	71.09	D...CORA	s	7 41	a 1 36			11 55AM	
	76.39	P...RADDLE JUNCTION		7 49	1 41			1210PM ³⁹²	
c 86	77.21	P...RADDLE	s	7 51	a 1 43			12 15	
c 90	80.95	JACOB	s	7 57	1 48			12 25	
c 93	84.21	GORHAM WY	s	8 07PM	s 1 53			2 00	
	84.79	I. C. CROSSING							
e 99	90.56	P...HOWARDTON			a 2 01			2 20	
e104	95.07	CS...HALSEY			2 08			2 40	
e108	99.76	D...WOLF LAKE	k	2 14				3 00	
e113	104.09	P...WARE	a	2 19				3 15	
e119	109.81	P...REYNOLDSVILLE	a	2 26				3 30	
e122	113.37	D...McCLURE	a	2 31				3 40	
e127	117.53	CS...GALE CW	a	2 36			2 00AM	4 00PM	
e128	119.33	P...NORTH JUNCTION			2 39AM		2 10AM		
e243		PARAGOULD							
	127.27		Daily Ex. Sunday	Daily	Daily	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday	

CHESTER DISTRICT—NORTH JUNCTION TO VALLEY JUNCTION

Siding Capacity in Cars	Miles from North Junction	TIME TABLE No. 25 DECEMBER 17, 1939		TRAINS NORTHWARD							
				FIRST CLASS				THIRD CLASS			
				906 S. S. W. Passenger	336 Passenger	832 Passenger		392 Local Freight	896 Local Freight	892 Local Freight	
STATIONS	Daily	Daily	Daily Ex. Sunday		Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday				
	127.27	ST. LOUIS UNION STATION	7 12AM	9 45AM							
	126.33	0.94 EAST ST. LOUIS RELAY		8 9 25							
	119.33	VALLEY JUNCTION	8 6 25	9 07							
	119.13	0.20 S. S. W. CONNECTION	6 24								
	115.11	4.02 I. C. CROSSING									
	115.02	0.09 CONLOGUE CROSSING									
Yd.	113.25	1.77 DUPO CW&T	m 6 08	s 8 50		4 00PM					
	112.15	1.10 SOUTH DUPO		8 48		3 55					
	111.25	0.90 BIXBY				3 50					
	109.92	1.33 CS. M. & O. CROSSING	5 59	8 45		3 45					
77	104.16	5.76 WARNOCK	5 47	f 8 32		3 35					
	101.75	2.41 FOUNTAIN	5 43	f 8 27		3 30					
77	96.80	4.95 VALMEYER	m 5 35	s 8 17		3 20					
	91.39	5.41 MAEYSTOWN	m 5 25	s 8 07		2 55					
	85.70	5.69 FULTS	m 5 15	s 7 57		2 40					
	82.10	3.60 RENAULT	5 10	s 7 50		2 30					
73	79.57	2.53 DANLEY	5 05	7 45		2 20					
	77.60	1.97 PRAIRIE Du ROCHER CW	m 5 02	s 7 40		2 15					
	73.51	4.09 MODOC	4 56	s 7 32		1 55					
	184	3.35 CS. FLINTON	4 50	s 7 24		1 45					
	86	0.00 MO.-ILL. CROSSING									
	86	4.86 P. REILY LAKE	m 4 43	s 7 15		1 15					
	132	6.49 P. MENARD	md 4 32	s 7 03	12 10PM	1 05					
	126	1.04 CS. CHESTER CW	s 4 27	s 7 00	s 12 03PM	1 00	7 30AM				
	55.61	2.16 P. M. V. JUNCTION	4 23	6 56	11 53AM	12 40	7 20AM				
n66	53.58	2.03 P. FORD									
s141	48.89	4.69 P. ROCKWOOD	m 4 10	s 6 44		12 25					
n135	47.64	1.25 D. CORA	m 4 07	s 6 41		12 20					
s84	42.94	4.70 P. RADDLE JUNCTION	3 59	6 32		12 10 391					
164	42.12	0.82 P. RADDLE	m 3 56	s 6 30		12 05PM					
	38.38	3.74 P. JACOB	3 50	s 6 23		11 50AM					
n51	35.12	3.26 N. GORHAM WY	s 3 45	s 6 17AM		11 30					
s102	34.54	0.58 I. C. CROSSING									
160	28.74	5.80 P. HOWARDTON	m 3 33			10 00					
77	24.26	4.48 CS. HALSEY	3 24			9 45					
	19.57	4.69 D. WOLF LAKE	m 3 15			9 30					
76	15.24	4.33 P. WARE	m 3 09			8 55					
76	9.52	5.72 P. REYNOLDSVILLE	m 2 57			8 40					
	5.96	3.56 D. McCLURE	m 2 50			8 30					
Yd.	1.80	4.16 CS. GALE CW	m 2 40			7 00AM		8 00PM			
	0.00	1.80 P. NORTH JUNCTION	2 36AM					7 50PM			
		115.20 PARAGOULD									
	127.27		Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday			

CHESTER DISTRICT—VALLEY JUNCTION TO NORTH JUNCTION

Station Numbers	Miles from Valley Junction	TIME TABLE No. 25 DECEMBER 17, 1939	TRAINS SOUTHWARD							
			SECOND CLASS							
			371 Red Ball Freight	975 S. S. W. Freight	65 Red Ball Freight	361 Red Ball Freight	973 S. S. W. Freight	977 S. S. W. Freight	67 Red Ball Freight	381 Red Ball Freight
		STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		Valley Junction 7.94 mls from Un. Sta. St. Louis								
		ST. LOUIS UNION STATION								
		0.94 EAST ST. LOUIS RELAY								
c 9	0.00	VALLEY JUNCTION		2 00PM			7 10PM	8 15PM		
	0.20	S. S. W. CONNECTION								
	4.23	I. C. CROSSING								
	4.31	CONLOGUE CROSSING								
		Automatic Block								
c 15	6.08	DUPO CWYT	11 00AM		4 30PM	5 35PM			9 15PM	
c 16	7.18	P. SOUTH DUPO	11 05	2 25	4 33	5 38	7 23	8 40	9 20	
c 17	8.08	BIXBY								
	9.41	CS. M. & O. CROSSING	11 20AM	2 35	4 40	5 45	7 27	8 50	9 30	
e 24	15.17	P. WARNOCK								
e 26	17.58	P. FOUNTAIN								
c 31	22.53	D. VALMEYER								
c 37	27.94	P. MAEYSTOWN								
e 42	33.63	P. FULTS								
c 46	37.23	P. RENAULT								
e 48	39.76	D. DANLEY								
c 50	41.73	D. PRAIRIE Du ROCHER CW								
e 55	45.82	P. MODOC								
c 58	49.17	CS. FLINTON	1 00PM	3 55	5 40	6 57 ⁶⁰	8 28	10 10	10 45	
		MO.-ILL. CROSSING								
c 63	54.03	P. REILY LAKE								
c 69	60.52	P. MENARD								
c 70	61.56	CS. CHESTER CW								
	63.72	P. M. V. JUNCTION								
c 74	65.75	P. FORD W								
c 79	70.44	P. ROCKWOOD								
c 80	71.69	D. CORA								
	76.39	P. RADDLE JUNCTION	2 15	4 55	6 18	7 43	9 10	11 10	11 50PM	
c 86	77.21	P. RADDLE								
c 90	80.95	P. JACOB								
c 93	84.21	N. GORHAM WY	3 00PM	5 10	6 30	7 55	9 23	11 25	12 05AM	
	84.79	I. C. CROSSING								
c 99	90.59	P. HOWARDTON		5 25	6 40	8 08	9 33	11 40	12 15	
c104	95.07	CS. HALSEY		5 35	6 48	8 17	9 40	11 50PM	12 25	
c108	99.76	D. WOLF LAKE								
c113	104.09	P. WARE								
c119	109.81	P. REYNOLDSVILLE								
c122	113.37	D. McCLURE								
c127	117.53	CS. GALE CW		6 25	7 25 7 45	9 05 9 35	10 15	12 40AM	1 20 1 45	4 30AM
c128	119.33	P. NORTH JUNCTION		6 35PM	7 50PM	9 40PM	10 20PM	12 50AM	1 50AM	4 40AM
		DEXTER JUNCTION			9 30PM				4 15AM	
c243		PARAGOULD				1 15AM				
	127.27		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

CHESTER DISTRICT—NORTH JUNCTION TO VALLEY JUNCTION

Sliding Capacity in Cars	Miles from North Junction	TIME TABLE No. 25 DECEMBER 17, 1939	TRAINS NORTHWARD SECOND CLASS									
			382	978	74	360	60	976	370			76
			Red Ball Freight	S. S. W. Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	S. S. W. Freight	Red Ball Freight			Red Ball Freight
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily			
	127.27	ST. LOUIS UNION STATION										
	126.33	0.94 EAST ST. LOUIS RELAY										
	119.33	VALLEY JUNCTION		6 35AM				9 30PM				
	119.13	0.20 S. S. W. CONNECTION										
	115.11	4.02 I. C. CROSSING										
	115.02	0.09 CONLOGUE CROSSING										
Yd.	113.25	1.77 DUPO CWIT			10 00AM	9 00PM	9 05PM		1 30AM	6 00AM		
	112.15	1.10 P SOUTH DUPO		6 15	9 55	8 55	9 00	9 15	1 25	5 45		
	111.25	0.90 BIXBY										
	109.92	1.33 CS. M. & O. CROSSING		6 10	9 45	8 45	8 50	9 05	1 15AM	5 35		
77	104.16	5.76 P WARNOCK										
	101.73	2.41 P FOUNTAIN										
77	96.80	4.95 D VALMEYER										
	91.39	3.41 P MAEYSTOWN										
	85.70	5.69 P FULTS										
	82.10	3.60 P RENAULT										
73	79.57	2.53 D DANLEY										
	77.60	1.97 D PRAIRIE Du ROCHER CW										
	73.51	4.09 P MODOC										
	184	3.35 CS FLINTON		5 03	8 25	6 30	6 57 ³³⁵ ₃₆₁	8 04	11 30PM	3 00		
	86	0.00 MO.-ILL. CROSSING										
	86	4.86 P REILY LAKE										
132	58.81	6.49 P MENARD										
126	57.77	1.04 CS CHESTER CW										
	55.61	2.16 P M. V. JUNCTION										
n66 #141	53.58	2.03 P FORD W										
n135 #84	48.89	4.09 P ROCKWOOD										
	47.64	1.25 D CORA										
164	42.94	4.70 P RADDLE JUNCTION		4 20	7 05	5 20	5 40	6 59	9 20	2 00		
	42.12	0.82 P RADDLE										
	38.38	3.74 P JACOB										
n51 #102	35.12	3.26 N GORHAM WY		4 08	6 30	4 55	5 15	6 44	9 05	1 40		
	34.54	0.58 I. C. CROSSING										
160	28.74	5.80 P HOWARDTON		3 58	6 00	4 35	4 50	6 29	8 45	1 20		
77	24.26	4.48 CS HALSEY		3 50	5 40	4 20	4 35	6 20	8 30	1 10		
	19.57	4.69 D WOLF LAKE										
76	15.24	4.33 P WARE										
76	9.52	5.72 P REYNOLDSVILLE										
	5.96	3.56 D McCLURE										
Yd.	1.80	4.10 CS GALE CW		2 00AM	3 10	4 30AM	3 15 3 00	5 45	7 15 6 30	12 30AM 11 59PM		
	0.00	1.80 P NORTH JUNCTION		1 50AM	3 00AM	2 50PM	3 05PM	5 35PM	6 20PM	11 49PM		
		51.56 DEXTER JUNCTION					12 35PM			10 00PM		
		63.64 PARAGOULD				9 30AM		1 45PM				
		127.27		Daily	Daily	Daily	Daily	Daily	Daily	Daily		

EAST AND WEST DISTRICT—BETWEEN GORHAM AND MARION

TRAINS SOUTHWARD			Miles from Valley Junction	TIME TABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD	
THIRD CLASS	SECOND CLASS	FIRST CLASS		No. 25		FIRST CLASS			THIRD CLASS	
395 Local Freight	371 Red Ball Freight	335 Passenger		DECEMBER 17, 1939		336 Passenger			396 Local Freight	
Daily	Daily	Daily	STATIONS		Daily	Daily				
12 05AM	3 15PM	8 12PM	84.21	N.....	GORHAM.....WY	C 93	6 17AM	7 25AM		
					1.69					
			85.90	P.....	GG JUNCTION.....					
					1.58					
12 15	3 35	f 8 18	87.48	P.....	GRIMSBY.....	CD 3	f 6 12	7 15		
					6.73					
12 45	4 15	s 8 30	94.21	D.....	MURPHYSBORO.....W	CD10	s 6 03	7 00		
					2.30					
12 55		f 8 36	96.51		HARRISON.....	CD12	f 5 58	6 25		
					5.39					
1 10	5 00	8 46	101.90	P.....	ND-BOND.....	CD18	5 50	6 10		
					0.76					
1 15		f 8 48	102.66		DE SOTO.....	CD19	f 5 48	6 05		
					5.49					
1 30AM	6 00PM	s 9 01	108.15	CS.....	BUSH.....CW&TY	CD24	s 5 40	5 50AM		
					3.83					
		f 9 09	111.98	P.....	CLIFFORD.....	CB4	f 5 30			
					2.12					
			114.10		I. C. CROSSING.....					
					0.86					
			114.96		C. B. & Q. CROSSING.....					
					0.03					
		s 9 16	114.99	P.....	HERRIN.....	CB7	Yd. s 5 23			
					1.13					
			116.12		C. B. & Q. CROSSING.....					
					0.19					
		9 20	116.31	P.....	CHALK JUNCTION.....	CB8	5 19			
					4.61					
		9 29	120.92	P.....	Mc CLINTOCK WYE.....Y		5 08			
					1.33					
		s 9 33	122.25		JOHNSTON CITY.....	CB25	s 5 03			
					1.33					
		9 39	120.92	P.....	Mc CLINTOCK WYE.....Y		5 00			
					2.54					
		9 50	123.46	P.....	WEST VIRGINIA WYE.....Y		4 54			
					3.73					
			127.19		I. C. CROSSING.....					
					0.31					
		10 10PM	127.50	P.....	MARION.....W	CB17	4 45AM			
					43.29					
Daily	Daily	Daily					Daily	Daily		

BENTON DISTRICT—BETWEEN BUSH AND BENTON

TRAINS SOUTHWARD			Miles from Valley Junction	TIME TABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD	
THIRD CLASS				No. 25		THIRD CLASS				
		395 Local Freight		DECEMBER 17, 1939		396 Local Freight				
		Daily	STATIONS		Daily					
		2 00AM	108.15	CS.....	BUSH.....CW&TY	CD24	Yd.	5 30AM		
					2.10					
		2 20	110.25	P.....	ROYALTON JUNCTION.....	CD26A		5 20		
					1.01					
		2 30	111.26		ROYALTON.....	CD27		5 15		
					1.01					
		2 40	110.25	P.....	ROYALTON JUNCTION.....			5 05		
					2.23					
			112.48	P.....	WEIR.....					
					2.33					
		3 00	114.81	P.....	ZEIGLER.....	CD31	Yd.	4 45		
					0.58					
			115.39		C. Z. & G. CROSSING.....					
					0.01					
			115.40	P.....	I. C. CROSSING.....					
					0.04					
			115.44		C. Z. & G. CROSSING.....					
					1.62					
			117.06		C. B. & Q. CROSSING.....					
					1.55					
			118.61	P.....	ORIENT JUNCTION.....WY					
					5.87					
		3 30AM	124.48	P.....	BENTON.....Y	CD40	18	4 15AM		
					16.33					
		Daily						Daily		

MT. VERNON DISTRICT—BETWEEN M. V. JUNCTION AND MT. VERNON 7

TRAINS SOUTHWARD			Miles from Valley Junction	TIME TABLE No. 25 DECEMBER 17, 1939			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
THIRD CLASS		FIRST CLASS		STATIONS		FIRST CLASS			THIRD 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	
		3 15PM			MENARD		12 10PM					
		s 3 40	61.56	CS	CHESTER	CW C 70	Yd. s 12 03PM					
	12 40AM	3 51	63.72	P	M. V. JUNCTION		11 53AM	7 20AM				
	1 15	s 4 08	71.86	P	WELGE	CA10	93 s 11 36	6 45				
	1 45	s 4 25	77.34	N	STEELEVILLE	W CA16	30 s 11 24	6 15				
	2 00	s 4 30	79.48		PERCY	CA18	s 11 18	5 30				
			79.49		M. & O. CROSSING							
	2 30	s 4 37	82.64	D	CUTLER	CA21	s 11 11	5 05				
	2 35	4 40	83.74	P	NEW WILSON	CA22	55 11 08	4 55				
	2 40	f 4 43	84.97		JAMESTOWN	CA24	f 11 05	4 45				
	2 50	s 4 48	87.54	P	CONANTS	CA26	10 s 11 00	4 35				
			92.56		I. C. CROSSING							
5 00AM	3 15AM	s 5 03	92.57	N	PINCKNEYVILLE	CWY CA31	Yd. s 10 50	4 15AM	12 05PM			
f 5 10		5 12	96.13		CRIBS SPUR	CA35	17 10 41		f 11 35AM			
			102.76		I. C. CROSSING							
s 5 30		s 5 29	102.95	D	TAMAROA	CA41	s 10 25		s 10 45			
		5 31	103.56		TAMAROA SIDING		24 10 10		10 40			
f 5 48		s 5 51	111.26	P	SCHELLER	CA50	17 s 9 50		f 10 12			
f 5 55		s 5 58	114.54	P	WALTONVILLE	CA53	19 s 9 40		f 10 05			
			114.80		C. B. & Q. CROSSING							
f 6 15		f 6 13	120.25		MARCOE	CA59	4 f 9 20		f 9 45			
		6 17	121.88	P	JEFF. S. W. CONNECTION		18 9 15		9 40			
			124.92		L. & N. CROSSING							
6 30AM		6 25PM	125.01	D	MT. VERNON	WY CA64	Yd. 9 05AM		9 30AM			
Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday	64.46				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.

Between Valley Junction and M. & O. Crossing, trains may run with the current of traffic without train orders or Clearance Card, Form C. Member of crew of Southward trains originating at Dupo will call Train Dispatcher before entering main track. Second-class, third-class and extra trains may run ahead of overdue first-class trains, but must keep informed of, and not delay them.

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

When necessary to move trains against the current of traffic between Valley Junction and M. & O. Crossing, they will be handled by the Terminal Superintendent or Assistant Superintendent. No train orders covering such movement will be issued by Train Dispatchers.

Between M. & O. Crossing and Flinton, between Raddle and Howardton and between Halsey and North Jet., 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 Jet., (northward trains passing North Jet. will receive Clearance Card, Form C, at Gale instead of North Jet.) and may run ahead of overdue first-class trains, but must keep informed of, and not delay them. Trains started at other than initial stations, mentioned above (except Gorham, when train order signal indicates "proceed" and no operator on duty) must have Clearance Card, Form C, or permission from Train Dispatcher before proceeding. Work trains in this territory will be authorized only by Train Orders, Form D-H.

	Miles Per Hr.	
	Psgr. Trains	Frt. Trains
2. MAXIMUM SPEED:		
Chester District:		
Between Valley Junction and Valmeyer.....	50	40
" Valmeyer and Danley (Southward Track).....	50	40
" Valmeyer and Danley (Northward Track).....	60	45
" Danley and Flinton.....	50	40
" Flinton and Raddle Jet.....	60	45
" Raddle Jet. and North Jet.....	50	40
Mt. Vernon District:		
Between M. V. Junction and Pinckneyville.....	45	35
" Pinckneyville and Mt. Vernon.....	35	30
East and West District:		
Between Gorham and Bush.....	45	30
" Bush and Benton.....	30	20
" Bush and Herrin.....	35	20
" Herrin and Chalk Jet.....	25	15
" Chalk Jet. and Marion.....	30	25
" McClintock Wye and Johnston City.....	20	15
" Pollard and Chalk Jet.....	20	20
" West Virginia Wye and Paulton.....	20	20
Cairo District.....	30	30
Cape Girardeau District.....	35	25

3. SPEED RESTRICTIONS: (where maximum speed is less, such restrictions will be observed)

Chester:	All trains and engines must be stopped at public road crossing (concrete slab) between Cole's Mill and Water Tank on Mt. Vernon District and proceed only after a member of the crew has protected crossing.
Percy:	All trains and engines using M. & O. connection must be stopped at the two public crossings and proceed only after a member of the crew has protected crossings.
Coal Strip Mine:	All trains and engines must be stopped at the public crossing on each leg of wye and proceed only after a member of the crew has protected crossing.
Jeff. S. W. Connection	All trains and engines must be stopped at concrete highway crossing on the connection and proceed only after a member of crew has protected crossing.

3. SPEED RESTRICTIONS (Continued):

	Miles Per Hr.	
	Psgr. Trains	Frt. Trains
Mt. Vernon:	All trains and engines entering and leaving Mt. Vernon will use track of Mt. Vernon Car Mfg. Co., between 13th Street and L. & N. Crossing. Rule 18 will govern movement over this track.	
Mt. Vernon:	All trains and engines must be stopped at 12th Street, 10th Street and Shawnee Street Crossings and proceed only after a member of the crew has protected crossing.	
Thebes:	All trains and engines must be stopped at concrete slab crossing to Ferry on Thebes Spur, and proceed only after a member of the crew has protected crossing.	
Cairo:	All trains and engines must be stopped at Walnut Street Crossing and proceed only after a member of the crew has protected crossing.	
Cape Girardeau:	All trains and engines must be stopped at Williams St. Crossing before proceeding over crossing.	
Marion:	All trains and engines must be stopped at Court St. and North Market St. crossings and proceed only after a member of the crew has protected crossing.	
Energy:	All trains and engines must be stopped at Highway No. 148 crossing and proceed only after a member of the crew has protected crossing.	
I. C. Crossing (Gorham)...	While engine or forward car is between home signal or dwarf signal and crossing... 20 20	
M. & O. Crossing (Percy)...		
C. B. & Q. Crossing (Zeigler Junction).....	Single unit gas-electric passenger cars without trailer moving between distant signal and opposing home signal... 10 ..	
I. C. Crossing (Fair Grounds-Marion).....		
Engines 1701 to 1714, inclusive and 1720 to 1729, inclusive.....	45	45
Engines 1901 to 1925, inclusive.....	45	45
Engines 9000 and 9100 series and engines 4100 and 4101.....	35	35
Passenger trains handling freight cars must not exceed maximum speed of freight trains, except upon authority of Superintendent.		
Passenger trains handled by freight engines must not exceed maximum speed of freight trains, except 2300, 2500, 2600 and 2700 class engines may be run 50 miles per hour; and 5200 class engines 55 miles per hour.		
Motor Cars:		
(a) Gas-electric passenger motor cars.....	60	..
(b) Brill passenger motor cars with mechanical drive.....	45	..
Trains handling:		
Motor Cars, dead in tow.....	50	50
Pile Drivers.....	..	25
Steam Shovels.....	..	25
Scale Test Cars, (handle next to caboos).....	Maximum freight train speed	
Wrecking Derricks, self-propelling.....	..	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 or more than 6 inches lateral movement; uncoupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.		

3. SPEED RESTRICTIONS (Continued):

	Miles Per Hr.
	Psgr. Frt. Trains Trains
Trains handling:	
Bridge Derrick Cars, non-revolving, boom disconnected.	Maximum freight train speed
Bridge derrick cars shipped with boom disconnected and permitted to move at maximum freight train speed must have boom disconnected at inboard connection on derrick car, boom falls and swing lines must be disconnected from boom and rear end of derrick car must be faced toward front of train.	
Bridge Derrick-Pile Driver, combination machine.....	25
Bridge derrick-pile driver, combination machine may be shipped either as a derrick or as a pile driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking derricks. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.	
American Ditchers, self-propelling.....	20
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 shoved 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.	
Locomotive Cranes or Clam Shells.....	20
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. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab.	
American Ditchers, loaded on flat cars.....	20
Yard (clam shell) and "Burro" Cranes, loaded on flat cars.....	20
Jordan Spreaders and Spreader-Ditchers.....	25
Jordan spreaders and spreader-ditchers must be headed in working direction; the plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.	
Rail Unloaders.....	Maximum freight train speed
Rail unloaders must have boom disconnected and stored on car.	
Where maximum speed of freight trains is restricted to 25 miles per hour or less, trains handling Wrecking Derricks, Pile Drivers, and Jordan Ditchers or Spreader-Ditchers must be restricted to 5 miles per hour less than such maximum speed.	
Dead engines with all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders, 25 miles per hour.	
Dead engines with side rods in position, main rods disconnected, 25 miles per hour.	
Dead engines moving backward or with part or all side rods down, 15 miles per hour.	

3. SPEED RESTRICTIONS (Concluded):

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

Dead engines must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency in which case must be turned at first available point.

Engines running backward with or without cars must not exceed a speed of twenty-five miles per hour. Where conditions are such as to require further restriction, the Superintendent will issue special instructions covering.

Engines not equipped with engine trucks either dead in tow or under steam in road movement must be moved tender forward.

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

Locomotive drivers will be blocked only in extreme emergency. When necessary to block front drivers, speed will be restricted to 20 miles per hour. No restriction when necessary to block other drivers.

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

PERMANENT SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTION AND RESUME SPEED SIGNS.

Permissible Speed in miles per hour	SOUTHWARD				Permissible Speed in miles per hour	NORTHWARD			
	FROM		TO			FROM		TO	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole
Chester District:									
30	5	20	6	20	30	6	20	5	20
30	119	10	119	17	30	119	17	119	10
Mt. Vernon District:									
15	64	2	64	14	15	64	14	64	2
10	102	20	102	28	10	102	28	102	20
East and West District:									
15	84	9	84	20	15	84	20	84	9
Cairo District:									
15	120	27	120	40	15	120	40	120	27

TABLE OF SPEEDS

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

LOCATION OF HOSPITALS, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	OFFICE	OFFICE PHONE	RESIDENCE	RESIDENCE PHONE
HOSPITAL.....	St. Louis, Mo.....	Grand and Shaw Aves.....	{ Grand 0300. Main 1000.		
★Dr. O. B. Zeinert, Chief Surgeon.....	St. Louis, Mo.....	Grand and Shaw Aves.....	{ Grand 0500. Main 1000.	24 Broadview Drive.....	Parkview 0674.
★Dr. Walter Wilhelmj.....	East St. Louis, Ill.....	627-631 Murphy Bldg.....	East 167.....	9424 West Main St., Belleville, Ill.....	Express 196
★★Dr. V. P. Siegel.....	East St. Louis, Ill.....	1st National Bank Bldg.....	East 132.....	2510 Ridge Ave.....	East 4467.
EMERGENCY STATION.....	Dupo, Ill.....				
★Dr. R. N. Canaday, Resident Surgeon.....	Dupo, Ill.....	Dupo.....		Dupo, Ill.....	{ Phone Yardmaster's Office.
★★Dr. J. T. Finley.....	Prairie DuRocher, Ill.....	Prairie DuRocher.....	39.....	Prairie DuRocher.....	39.
★Dr. Edwin R. May.....	Chester, Ill.....	982 State St.....	25.....	982 State St.....	25
Dr. John W. Beare.....	Chester, Ill.....	140 Opdyke St.....	Main 435.....	140 Opdyke St.....	Main 435.
★★Dr. Eugene Crandle.....	Gorham, Ill.....	Gorham.....		Gorham, Ill.....	
★★Dr. W. A. Phelps.....	Thebes, Ill.....	Thebes.....		Thebes, Ill.....	
EMERGENCY STATION.....	Ilmo, Mo.....				
★Dr. G. T. Dorris, Resident Surgeon.....	Ilmo, Mo.....	1st State Bank Bldg.....	253.....	West Side South Second.....	258.
★★Dr. G. B. Schulz.....	Cape Girardeau, Mo.....	605 Broadway.....	340.....	605 Broadway.....	340.
★★Dr. Flint Bondurant, Resident Surgeon.....	Cairo, Ill.....	Cairo National Bank Bldg.....	157 and 158.....	2907 Park Pl., West Cairo.....	883.
Dr. Fay S. Comer.....	Cairo, Ill.....	800 Commercial Ave.....	Main 158.....	2810 Park Ave.....	116 or 149-O.
★★Dr. C. E. Haeeling.....	Murphysboro, Ill.....	Jeffery Bldg.....	300.....	228 North 15th St.....	20.
EMERGENCY STATION.....	Hurst, Ill.....				
★Dr. V. H. Burkhart, Resident Surgeon.....	Hurst, Ill.....			Hurst, Ill.....	
★★Dr. W. H. Alvis.....	Benton, Ill.....	Benton.....	26.....	Benton, Ill.....	58.
★★Dr. W. R. Gardiner.....	Herrin, Ill.....	City National Bank Bldg.....	308.....	312 South Park Ave.....	182 R. I.
★★Dr. H. A. Felts.....	Marion, Ill.....	605 Public Square.....	595.....	519 South Market.....	612
★★Dr. John W. Clayton.....	Johnston City, Ill.....	108 East Broadway.....	177-2.....	704 Fallis Ave.....	177-3.
★★Dr. James S. Templeton.....	Pinckneyville, Ill.....	115 North Main St.....	Pinckneyville 8.....	318 West South St.....	Pinckneyville, 41
★★Dr. James Walter Wells.....	Waltonville, Ill.....	Waltonville.....	County 198.....	Waltonville, Ill.....	County 192.
★★Dr. Clarence O. Hamilton.....	Mt. Vernon, Ill.....	1134 S. 10th St.....	Main 650.....	1910 West Broadway.....	Main 584-R.

Dr. O. B. ZEINERT, Chief Surgeon

★ Medical Examiners for Examination of Applicants under Forms 330, 330-A, 330-B and 330-D.

★★ Medical Examiners for Examination only of Maintenance of Way Laborers (Forms 330-B and 330-D), and other applicants not required to take color perception tests.