

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

ILLINOIS DIVISION

TIME-TABLE No. 27

Effective 12:01 a.m. Sunday, March 22, 1942

CENTRAL STANDARD TIME

**Superseding Time-Table No. 26, dated May 18,
1941, and all Supplements thereto.**

**FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS NO. 5
DATED JANUARY 1, 1941**

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

R. C. WHITE, Chief Operating Officer.

W. F. KIRK, Assistant General Manager.

E. SULLIVAN, Gen'l Superintendent Transportation.

W. E. LAMB, General Superintendent.

DIVISION OFFICERS

C. W. EXLINE..... SuperintendentSt. Louis, Mo.

**R. M. SMITH..... Trainmaster, All Subdivs. except
Benton, and East & West be-
tween Bush and Marion includ-
ing Bush Yard..... Bush, Ill.**

E. C. AXLINE..... Trainmaster..... Bush, Ill.

C. L. CHAPPIUS.... Dispatcher..... 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.

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.

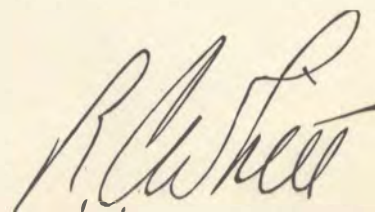
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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 or to regain time wherever necessary and possible.



Chief Operating Officer.

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.
Tamaroa.....	832	Ill. Cent.....25	10: 40 a. m.	15 Min.	For passengers.

EXPLANATION OF CHARACTERS

- C—Coal.
 - W—Water.
 - Y—Wye.
 - T—Turntable.
 - §—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.

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.

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

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

Station	Miles from St. Louis	Train Nos.					
Chester Subdiv.:							
Roots.....	58.49	f335	f336				
Fort Gage.....	63.45	f335	f336				
Jones Ridge.....	82.57	f335	f336				
Mt. Vernon Subdiv.:							
Clores.....	73.78	f831	f832				
Poland.....	76.60	f831	f832				
Derrick.....	105.57	f831	f832	f897	f898		
Miller.....	107.32	f831	f832	f897	f898		
Lisenby.....	113.83	f831	f832	f897	f898		
Scheller Lake.....	117.19	f831	f832	f897	f898		
Ryder.....	124.98	f831	f832	f897	f898		
East and West Subdiv.:							
Bartle.....	106.36	f335	f336				
Rhine.....	114.36	f335	f336				

CAIRO SUBDIV.—BETWEEN THEBES JCT. AND CAIRO

TRAINS SOUTHWARD				Miles from Valley Jct.	TIME-TABLE No. 27 MARCH 22, 1942	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS								SECOND CLASS				
	893 Freight	381 Red Ball Freight							382 Red Ball Freight	892 Freight		
	Daily Ex. Sunday	Daily			STATIONS				Daily	Daily Ex. Sunday		
		4 30AM		OS.....	GALE.....	OW		2 00AM				
	7 50PM	5 00	120.70	P.....	THEBES JCT.....	Y	62	1 40	11 15PM			
		5 08	124.42		FAYVILLE.....		CG 4	1 28				
			125.60		C. & E. I. CROSSING.....							
			126.26		TANKVILLE.....		CG 6					
	8 10	5 22	130.83	P.....	MILLER CITY.....		CG 10	1 05	10 25			
		5 28	133.57	P.....	ROTH.....		CG 13	12 52				
		5 33	135.79		CACHE.....		CG 15	12 45				
			142.68		G. M. & O. CROSSING.....							
			144.25		C. C. C. & ST. L. CROSSING.....							
	9 00PM	6 00AM	145.01	P.....	CAIRO.....	W&T	CG 24	12 15AM	10 00PM			
	Daily Ex. Sunday	Daily			24.31				Daily	Daily Ex. Sunday		

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

TRAINS SOUTHWARD				Miles from Valley Jct.	TIME-TABLE No. 27 MARCH 22, 1942	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS								SECOND CLASS				
	893 Freight	891 Freight							890 Freight	892 Freight		
	Daily	Daily Ex. Sunday			STATIONS				Daily Ex. Sunday	Daily		
		3 30AM		OS.....	GALE, ILL.....	OW		7 30AM				
	7 40PM	3 50	122.83	P.....	CAPE DEAU JCT., Mo.....		C 132	7 00	3 00PM			
			125.81		MASSEY JCT.....							
	8 00	4 10	127.06	P.....	MARQUETTE.....		CF 4	6 40	2 40			
			127.69		RIVER CROSSING.....	W						
			128.66	CS.....	ST. L.-S. F. CROSSING.....							
			129.44		WYE TRACK CROSSING.....							
			129.45		WYE TRACK CROSSING.....							
			129.62		S. E. MO. LBR. CROSSING.....							
	8 20PM	5 00AM	130.23	P.....	CAPE GIRARDEAU.....	Y	CF 7	6 00AM	2 00PM			
	Daily	Daily Ex. Sunday			8.04				Daily Ex. Sunday	Daily		

CHESTER SUBDIV.—VALLEY JCT. TO NORTH JCT.

TIME-TABLE

No. 27

MARCH 22, 1942

TRAINS SOUTHWARD

Station Numbers	Miles from Valley Jct.	STATIONS	FIRST CLASS			SECOND CLASS		
			831	335	905	895	891	391
			Passenger	Passenger	S. S. W. Passenger	Local Freight	Freight	Local Freight
			Daily Ex. Sunday	Daily	Daily	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday
	Valley Jct. 4.23 mls. from Un. Sta. St. Louis	ST. LOUIS UNION STATION		5 50PM	10 45PM			
C 9	0.00	VALLEY JCT.		6 03	s 11 26			
	0.20	S. S. W. CONNECTION			11 27			
	4.22	I. C. CROSSING						
	4.31	CONLOGUE CROSSING						
C 15	6.08	DUPO	s 6 13		a 11 37		7 00AM	
C 16	7.18	SOUTH DUPO	6 15		11 39		7 05	
C 17	8.08	BIXBY					7 10	
	9.41	CS.G. M. & O. CROSSING		6 18	11 42		7 15	
C 24	15.17	WARNOCK	f 6 27		11 49		7 30	
C 26	17.58	FOUNTAIN	f 6 31		11 52		7 35	
C 31	22.53	VALMEYER	s 6 40		a 11 58PM		8 10	
C 37	27.94	MAEYSTOWN	s 6 50		a 12 05AM		8 25	
C 42	33.63	FULTS	s 6 59		a 12 12		8 40	
C 46	37.23	RENAULT	s 7 05		12 17		8 50	
C 48	39.76	DANLEY	7 09		12 21		8 55	
C 50	41.73	PRAIRIE Du ROCHER	s 7 14		a 12 25		9 45	
C 55	45.82	MODOC	s 7 21		12 30		9 55	
C 58	49.17	FLINTON	s 7 26	976	12 35		10 30	
		MO.-ILL. CROSSING						
C 63	54.03	REILY LAKE	s 7 34		a 12 41		10 50	
C 69	60.52	MENARD	3 15PM	s 7 44	ad 12 48		11 05	
C 70	61.56	CHESTER	s 3 40	s 7 51	s 12 52	12 30AM	11 30	
	63.72	M. V. JCT.	3 51PM	7 54	12 55	12 40AM	11 35	
C 74	65.75	FORD						
C 79	70.44	ROCKWOOD	s 8 02		a 1 03		11 50	
C 80	71.69	CORA	s 8 05		a 1 05		11 55AM	
	76.39	RADDLE JCT.		8 13	1 10		12 10PM ³⁹²	
C 86	77.21	RADDLE	s 8 15		a 1 11		12 15	
C 90	80.95	JACOB	s 8 21		1 16		12 25	
C 93	84.21	GORHAM	s 8 30PM		s 1 22		2 00	
	84.79	I. C. CROSSING						
C 99	90.59	HOWARDTON			a 1 30		2 20	
C104	95.07	HALSEY			1 37		2 40	
C108	99.76	WOLF LAKE		k 1 43			3 00	
C113	104.09	WARE			a 1 48		3 15	
C119	109.81	REYNOLDSVILLE			a 1 55		3 30	
C122	113.37	McCLURE			a 2 00		3 40	
C127	117.53	GALE			a 2 05	3 30AM	4 00PM	
C128	119.33	NORTH JCT.				3 40AM		
C243		PARAGOULD						
	127.27		Daily Ex. Sunday	Daily	Daily	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday

CHESTER SUBDIV.—NORTH JCT. TO VALLEY JCT.

Siding Capacity in Cars	Miles from North Jct.	TIME-TABLE No. 27 MARCH 22, 1942	TRAINS NORTHWARD						
			FIRST CLASS			SECOND CLASS			
			906 S. S. W. Passenger	336 Passenger	832 Passenger	392 Local Freight	896 Local Freight	890 Freight	
STATIONS			Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday	
	123.56	ST. LOUIS UNION STATION	7 12AM	8 40AM					
		4.23							
	119.33	VALLEY JCT.	s 6 25	8 24					
	119.13	S. S. W. CONNECTION	6 24						
	115.11	I. C. CROSSING							
	115.02	CONLOGUE CROSSING							
Yd.	113.25	DUPO. CW&T	m 6 08	s 8 14		4 00PM			
	112.15	SOUTH DUPO.		8 11		3 55			
	111.25	BIXBY				3 50			
	109.92	CS. G. M. & O. CROSSING	5 59	8 08		3 45			
77	104.18	WARNOCK	5 47	f 7 56		3 35			
	101.75	FOUNTAIN	5 43	f 7 51		3 30			
77	96.80	VALMEYER	m 5 35	s 7 42		3 20			
	91.39	MAEYSTOWN	m 5 25	s 7 33		2 55			
	85.70	FULTS	m 5 15	s 7 24		2 40			
	82.10	RENAULT	5 10	s 7 18		2 30			
73	79.57	DANLEY	5 05	7 13		2 20			
	77.60	PRAIRIE DU ROCHER. CW	m 5 02	s 7 10		2 15			
	73.51	MODOC	4 56	s 7 04		1 55			
		3.35							
184	70.16	CS. FLINTON	4 50 ⁹⁷⁸	s 6 58		1 45			
		MO.-ILL. CROSSING							
86	65.30	P. REILY LAKE	m 4 43	s 6 50		1 15			
		0.49							
132	58.81	P. MENARD	md 4 32	s 6 41	12 10PM	1 05			
		1.04							
126	57.77	CS. CHESTER. CW	s 4 27	s 6 38	s 12 03PM	1 00	7 30AM		
		2.16							
	55.61	P. M. V. JCT.	4 23	6 33	11 53AM	12 40	7 20AM		
		2.03							
n 66	53.58	P. FORD. W							
n 141		4.69							
n 135	48.89	P. ROCKWOOD	m 4 10	s 6 24		12 25			
s 84		1.25							
	47.64	TP. CORA	m 4 07	s 6 22		12 20			
		4.70							
164	42.94	P. RADDLE JCT.	3 59	6 14		12 10 ³⁹¹			
		0.82							
	42.12	P. RADDLE	m 3 56	s 6 12		12 05PM			
		3.74							
	38.38	P. JACOB	3 50	s 6 06		11 50AM			
		3.26							
n 51	35.12	LS. GORHAM. WY	s 3 45	s 6 00AM		11 30			
n 102		0.51							
	34.54	I. C. CROSSING							
		5.80							
160	28.74	P. HOWARDTON	m 3 33			10 00			
		4.48							
77	24.26	CS. HALSEY	3 24			9 45			
		4.69							
	19.57	LS. WOLF LAKE	m 3 15			9 30			
		4.33							
76	15.24	P. WARE	m 3 09			8 55			
		5.72							
76	9.52	P. REYNOLDSVILLE	m 2 57			8 40			
		3.56							
	5.06	LS. McCLURE	m 2 50			8 30			
		4.16							
Yd.	1.80	CS. GALE. CW	m 2 40			7 00AM		7 30AM	
		1.80							
	0.00	P. NORTH JCT.	2 36AM					7 20AM	
		115.20							
		PARAGOULD							
		127.27	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday	

CHESTER SUBDIV.—VALLEY JCT. TO NORTH JCT.

TIME-TABLE
No. 27

MARCH 22, 1942

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
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

STATIONS

Station Numbers	Miles from Valley Jct.	STATIONS	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
		Valley Jct. 4.23 mls from Un. Sta. St. Louis								
		ST. LOUIS UNION STATION								
C 9	0.00	VALLEY JCT.		2 30PM			7 10PM	8 30PM		
	0.20	S. S. W. CONNECTION								
	4.22	I. C. CROSSING								
	4.31	CONLOGUE CROSSING								
C 15	6.08	DUPO CW&T	11 00AM		3 00PM	5 35PM			9 15PM	
C 16	7.18	SOUTH DUPO	11 05	2 50	3 03	5 38	7 23	8 55	9 20	
C 17	8.08	BIXBY								
	9.41	CS. G. M. & O. CROSSING	11 20AM	2 56	3 10	5 45	7 27	9 05	9 30	
C 24	15.17	WARNOCK								
C 26	17.58	FOUNTAIN								
C 31	22.53	VALMIEYER								
C 37	27.94	MAEYSTOWN								
C 42	33.63	FULTS								
C 46	37.23	RENAULT								
C 48	39.76	DANLEY								
C 50	41.73	LS. PRAIRIE Du ROCHER CW								
C 55	45.82	MODOC								
C 58	49.17	CS. FLINTON	1 00PM	3 54	4 10	6 57 60	8 22	10 25	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. JCT.								
C 74	65.76	P. FORD W								
C 79	70.44	P. ROCKWOOD								
C 80	71.69	TP. CORA								
	76.39	P. RADDLE JCT.	2 15	4 44	4 50	7 43	9 00	11 25	11 50PM	
C 86	77.21	P. RADDLE								
C 90	80.95	P. JACOB								
C 93	84.21	LS. GORHAM WY	3 00PM	4 57	5 05	7 55	9 12	11 40	12 05AM	
	84.76	I. C. CROSSING								
C 99	90.59	P. HOWARDTON		5 10	5 17	8 08	9 22	11 53PM	12 15	
C104	95.07	CS. HALSEY		5 18 976	5 25 976	8 17	9 28	12 01AM	12 25	
C108	99.76	LS. WOLF LAKE								
C113	104.09	P. WARE								
C119	109.81	P. REYNOLDSVILLE								
C122	113.37	LS. McCLURE								
C127	117.53	CS. GALE CW		6 05	6 15 6 45	9 05 9 35	10 00	12 50	1 20 1 45	4 30AM
C128	119.33	P. NORTH JCT.		6 15PM	6 50PM	9 40PM	10 05PM	1 00AM	1 50AM	4 40AM
		DEXTER JCT.			8 30PM				4 15AM	
C243		PARAGOULD				1 15AM				
	127.27		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

CHESTER SUBDIV.—NORTH JCT. TO VALLEY JCT.

Siding Capacity in Cars	Miles from North Jct.	TIME-TABLE No. 27 MARCH 22, 1942	TRAINS NORTHWARD									
			SECOND CLASS									
			978 S. S. W. Freight	382 Red Ball Freight	74 Red Ball Freight	360 Red Ball Freight	60 Red Ball Freight	976 S. S. W. Freight	76 Red Ball Freight			
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	123.56	ST. LOUIS UNION STATION										
		4.23										
	119.33	VALLEY JCT.	6 35AM						9 30PM			
	119.13	S. S. W. CONNECTION										
	115.11	I. C. CROSSING										
	115.02	CONLOGUE CROSSING										
	Yd. 113.25	DUPO CW&T			10 00AM	9 00PM	9 05PM			6 00AM		
	112.15	P. SOUTH DUPO	6 15		9 55	8 55	9 00		9 05	5 45		
	111.25	BIXBY										
	109.92	CS.G. M. & O. CROSSING	6 10		9 45	8 45	8 50		8 55	5 35		
	77 104.16	P. WARNOCK										
	101.75	P. FOUNTAIN										
	77 96.80	LS. VALMEYER										
	91.39	P. MAEYSTOWN										
	85.70	P. FULTS										
	82.10	P. RENAULT										
	73 79.57	DANLEY										
	77.60	LS. PRAIRIE Du ROCHER.CW										
	73 51	P. MODOC										
	184 70.16	CS. FLINTON	4 50 ⁹⁰⁶		8 25	6 30	6 57 ³⁶¹		7 26 ³³⁵	3 00		
		MO.-ILL. CROSSING										
	86 65.30	P. REILY LAKE										
	132 58.81	P. MENARD										
	126 57.77	CS. CHESTER CW										
	55.61	P. M. V. JCT.										
	n 66 s141	P. FORD W										
	n135 s 84	P. ROCKWOOD										
	47.64	TP. CORA										
	164 42.94	P. RADDLE JCT.	3 20		7 05	5 20	5 40		6 20	2 00		
	42.12	P. RADDLE										
	38.38	P. JACOB										
	n 51 s102	LS. GORHAM WY	2 45		6 30	4 55	5 15		6 00	1 40		
	34.54	I. C. CROSSING										
	160 28.74	P. HOWARDTON	2 20		6 00	4 35	4 50		5 40	1 20 ⁹⁰⁵		
	77 24.26	CS. HALSEY	2 08		5 40	4 20	4 35		5 25 ^{975 65}	1 10		
	19.57	LS. WOLF LAKE										
	76 15.24	P. WARE										
	76 9.52	P. REYNOLDSVILLE										
	5.96	LS. McCLURE										
	Yd. 1.80	CS. GALE CW	1 10	2 00AM	4 30AM	3 15 3 00	3 30 3 15		4 45	12 30AM 11 59PM		
	0.00	P. NORTH JCT.	1 00AM	1 50AM		2 50PM	3 05PM		4 35PM	11 49PM		
		DEXTER JCT.							12 35PM		10 00PM	
		PARAGOULD				9 30AM						
		127.27	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

EAST AND WEST SUBDIV.—BETWEEN GORHAM AND MARION

TRAINS SOUTHWARD				Miles from Valley Jct.	TIME-TABLE No. 27 MARCH 22, 1942	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS	
395 Local Freight	371 Red Ball Freight		335 Passenger					336 Passenger		396 Local Freight	
Daily	Daily		Daily		STATIONS			Daily	Daily		
12 05AM	3 15PM		8 37PM	84.21	LS.....GORHAM...WY	C 93		6 00AM	7 25AM		
			8 40	85.90	P.....GG JCT.....	Two Main Tracks					
			f 8 44	87.48	P.....GRIMSBY.....		CD 3	130	f 5 54	7 15	
12 15	3 35		s 8 58	94.21	LS.....MURPHYSBORO.....	CD10	64	s 5 45	7 00		
12 45	4 15		f 9 02	96.51	.....HARRISON.....	CD12		f 5 37	6 25	
12 55			9 12	101.90	P.....ND-BOND.....	CD18	141	5 30	6 10		
1 10	5 00		f 9 14	102.66	.....DE SOTO.....	CD19		f 5 28	6 05	
1 15			s 9 25	108.15	CS.....BUSH.....CW&TY	CD24	Yd.	s 5 20	5 50AM		
1 30AM	6 00PM		f 9 33	111.98	P.....CLIFFORD.....	CB4	60	f 5 11			
				114.10	.....I. C. CROSSING.....					
				114.96	.....C. B. & Q. CROSSING.....					
			s 9 40	114.99	P.....HERRIN.....	CB7	Yd.	s 5 05			
				116.12	.....C. B. & Q. CROSSING.....					
			9 44	116.31	P.....CHALK JCT.....	CB8		5 01			
			9 53	120.92	P.....Mc CLINTOCK WYE.....Y			4 51			
			s 9 57	122.25	.....JOHNSTON CITY.....	CB25		s 4 47		
			10 03	120.92	P.....Mc CLINTOCK WYE.....Y			4 43			
			10 13	123.46	P.....WEST VIRGINIA WYE.....Y			4 38			
				127.19	.....L. C. CROSSING.....					
			10 30PM	127.50	P.....MARION.....W	CB17		4 30AM			
Daily	Daily		Daily		43.29			Daily	Daily		

BENTON SUBDIV.—BETWEEN BUSH AND BENTON

TRAINS SOUTHWARD				Miles from Valley Jct.	TIME-TABLE No. 27 MARCH 22, 1942	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS		395 Local Freight						SECOND CLASS			
			Daily								
			Daily		STATIONS			Daily			
			2 00AM	108.15	CS.....BUSH.....CW&TY	CD24	Yd.	5 30AM			
			2 20	110.25	P.....ROYALTON JCT.....	CD26A		5 20			
			2 30	111.26	.....ROYALTON.....	CD27		5 15		
			2 40	110.25	P.....ROYALTON JCT.....			5 05			
				112.48	P.....WEIR.....						
			3 00	114.81	P.....ZEIGLER.....	CD31	Yd.	4 45			
				115.39	.....C. Z. & G. CROSSING.....					
				115.40	P.....I. C. CROSSING.....						
				115.44	.....C. Z. & G. CROSSING.....					
				117.06	.....C. B. & Q. CROSSING.....					
				118.61	P.....ORIENT JCT.....WY						
			3 30AM	124.48	P.....BENTON.....Y	CD40	18	4 15AM			
			Daily		16.33			Daily			

MT. VERNON SUBDIV.—BETWEEN M. V. JCT. AND MT. VERNON

TRAINS SOUTHWARD			Miles from Valley Jct.	TIME-TABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS		FIRST CLASS		No. 27	MARCH 22, 1942	FIRST CLASS			SECOND CLASS		
897 Local Freight	895 Local Freight	831 Passenger				832 Passenger			896 Local Freight	898 Local Freight	
Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday	STATIONS		Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday				
		s 3 15PM									
		s 3 40	61.56	CS.....	MENARD.....						
					1.04						
					2.16						
	12 40AM	s 3 51	63.72	P.....	CHESTER.....	CW	C 70				
					8.14						
	1 15	s 4 08	71.86	P.....	M. V. JCT.....				7 20AM		
					5.48						
	1 45	s 4 25	77.34	CS.....	WELGE.....		CA10	93	s 11 36		
					2.14						
	2 00	s 4 30	79.48	CS.....	STEELEVILLE.....	W	CA16	30	s 11 24		
					0.01						
			79.49		PERCY.....		CA18		s 11 18		
					3.15						
	2 30	s 4 37	82.64	LS.....	G. M. & O. CROSSING.....						
					1.10						
	2 35	4 40	83.74	P.....	CUTLER.....		CA21		s 11 11		
					1.23						
	2 40	f 4 43	84.97		NEW WILSON.....		CA22	55	11 08		
					2.57						
	2 50	s 4 48	87.54	P.....	JAMESTOWN.....		CA24		f 11 05		
					5.02						
			92.56		CONANTS.....		CA26	10	s 11 00		
					0.01						
	5 00AM	s 5 03	92.57	CS.....	I. C. CROSSING.....						
					3.56						
f 5 10	3 15AM	5 12	96.13		PINCKNEYVILLE...CWY		CA31	Yd.	s 10 50		
					6.83						
			102.76		CRIBS SPUR.....		CA35	17	10 41		
					0.19						
			102.95	LS.....	I. C. CROSSING.....						
					0.61						
s 5 30		s 5 29	102.95	LS.....	TAMAROA.....		CA41		s 10 25		
					7.70						
5 32		5 31	103.56		TAMAROA SIDING.....			24	10 10		
					3.28						
f 5 48		s 5 51	111.26	P.....	SHELLER.....		CA50	17	s 9 50		
					0.26						
f 5 55		s 5 58	114.54	P.....	WALTONVILLE.....		CA53	19	s 9 40		
					5.45						
			114.80		C. B. & Q. CROSSING.....						
					1.63						
f 6 15		f 6 13	120.25		MARCOE.....		CA59	4	f 9 20		
					3.04						
6 20		6 17	121.88	P.....	JEFF. S. W. CONNECTION.....			18	9 15		
					0.09						
			124.92		L. & N. CROSSING.....						
					0.09						
6 30AM		6 25PM	125.01	LS.....	MT. VERNON.....	WY	CA64	Yd.	9 05AM		
					64.46						
Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday							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:

- Cairo Subdiv. No. 381 is superior to No. 892.
No. 893 is superior to No. 892.**
- Cape Girardeau Subdiv. No. 891 is superior to No. 890.**
- Mt. Vernon Subdiv. No. 897 is superior to No. 898.**

Between Valley Jct. and G. M. & O. Crossing, trains may run with the current of traffic without train orders or Clearance, Form C. Member of crew of Southward trains originating at Dupo will call Train Dispatcher before entering main track. Second-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 Jct. 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 Jct. 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 Howardton and between Halsey 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-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.) 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, 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 Subdiv.:		
Between Valley Jct. and Valmeyer.....	50	45
" Valmeyer and Danley (Southward Track).....	50	45
" Valmeyer and Danley (Northward Track).....	60	45
" Danley and Flinton.....	50	45
" Flinton and Raddle Jct.....	60	45
" Raddle Jct. and North Jct.....	50	45
Mt. Vernon Subdiv.:		
Between M. V. Jct. and Pinckneyville.....	45	35
" Pinckneyville and Mt. Vernon.....	35	30
East and West Subdiv.:		
Between Gorham and Bush.....	45	35
" Bush and Benton.....	30	20
" Bush and Herrin.....	35	20
" Herrin and Chalk Jct.....	25	15
" Chalk Jct. and Marion.....	30	25
" McClintock Wye and Johnston City.....	20	15
" Pollard and Chalk Jct.....	20	20
" West Virginia Wye and Pittsburg.....	20	20
Cairo Subdiv.....	30	30
Cape Girardeau Subdiv.....	35	25

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

	Miles Per Hr.
	Psgr. Frt. Trains Trains

- Chester:** All trains and engines must be stopped at public road crossing (concrete slab) between Cole's Mill and Water Tank on Mt. Vernon Subdiv. and proceed only after a member of the crew has protected crossing.
 - Percy:** All trains and engines using G. 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.
 - 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 105 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)....
G. M. & O. Crossing (Percy)
C. B. & O. Crossing (Zeigler Jct.).....
I. C. Crossing (Fair Grounds-Marion)..... | } While engine or forward car is between home signal or dwarf signal and crossing.... 20 20
} Single unit gas-electric passenger cars without trailer moving between distant signal and opposing home signal.... 10 .. |
|--|---|
- The turnouts at end of two main tracks, Raddle Jct., and at end of two main tracks, Halsey, are equilateral No. 20 turnouts.

3. SPEED RESTRICTIONS (Continued):

Miles Per Hr.
Psgr. Frt.
Trains Trains

The maximum allowable speed through equilateral No. 20 turnouts is 50 miles per hour.

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 Halsey, trains may proceed through equilateral turnouts at these locations at a speed not to exceed fifty miles per hour, except that when maximum allowable speed shown in Section No. 2 of Special Instructions in time-table is fifty miles or less per hour, such maximum allowable time-table speed will govern.

Where maximum speed will permit engines may be operated at the following speed:

Missouri Pacific Engines:

1 to 172.....	60	60
401 to 487.....	45	45
1201 to 1280.....	63	63
1301 to 1325.....	63	63
1401 to 1571.....	63	63
1701 to 1714.....	55	55
1720 to 1729.....	55	55
1901 to 1925.....	55	55
2101 to 2125.....	90	90
2305 to 2398.....	55	55
2504 to 2523.....	60	60
2638 to 2651.....	50	50
2707.....	60	60
4000.....	30	30
5201 to 5207.....	55	55
5308 to 5316.....	80	80
5321 to 5327.....	90	90
5335 to 5344.....	80	80
5501 to 5540.....	80	80
6000.....	60	60
6401 to 6444.....	80	80
6501 to 6521.....	70	70
6601 to 6629.....	80	80

Diesel Engines:

800 to 811.....	30	30
4100 and 4101.....	35	35
4102 and 4103.....	75	75
7000 to 7003.....	117	117
7100.....	117	117
9000 to 9010.....	35	35
9102 to 9105.....	35	35

G. C. I. and I. G. N. Engines:

301 to 389.....	50	50
941 to 948.....	35	35
1011 to 1040.....	55	55
1051 to 1073.....	55	55
1101 to 1125.....	63	63
1151 to 1161.....	80	80
9200 to 9203 (Diesel).....	35	35

3. SPEED RESTRICTIONS (Continued):

Miles Per Hr.
Psgr. Frt.
Trains Trains

Motor Cars:

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

Trains handling:

Diesel engines dead in tow:

800 Series.....	..	30
4100, 4101 and 9000-9001 Series.....	..	35
4102, 4103 and all other Diesel road engines.....	Maximum Permissible Speed	

Motor Cars, dead in tow..... 50 50

Pile Drivers..... 25

Steam Shovels..... 25

Scale Test Cars, (handle next to cabooses)..... Maximum Freight Train Speed

Wrecking Cranes, 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.

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 cranes. 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 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.

3. SPEED RESTRICTIONS (Continued):

Miles Per Hr.	
Psg.	Fr.
Trains	Trains

Trains handling:

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 Cranes, Pile Drivers, and Jordan Ditchers or Spreader-Ditchers must be restricted to 5 miles per hour less than such maximum speed.

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; and must be in charge of messenger who shall be properly instructed in the correct method of servicing and protecting motor and journal bearings from overheating.

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, 40 miles per hour.

Dead engines with side rods in position, main rods disconnected, 35 miles per hour.

Dead engines moving backward or with part or all side rods down, 15 miles per hour.

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

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

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

3. SPEED RESTRICTIONS (Concluded):

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. Where such turnouts or crossovers are equipped with spring switches, the same restriction applies for trains or engines on straight track moving switch points, except that when lead wheels of train have passed over switch points normal speed may be resumed.

Engines running backward with or without cars must not exceed a speed of twenty-five miles per hour, except in territory shown below, where speed is further restricted as follows:

	Miles Per Hour
Cairo Subdiv.....	15
Cape Girardeau Subdiv.....	15
East and West Subdiv.:	
Between Gorham and Bush.....	20
Between Bush and Marion.....	15
Benton Subdiv.....	15
Mt. Vernon Subdiv.:	
Between M. V. Jct. and Pinckneyville.....	20
Between Pinckneyville and Mt. Vernon.....	15
Other Territory:	
Between West Virginia Wye and Pittsburg.....	15
Between Chalk Jct. and Pollard.....	15
All Mine Leads.....	15
Between South Jct. and Thebes.....	15

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 Subdiv.:									
30	5	20	6	20	30	6	20	5	20
30	119	10	119	17	30	119	17	119	10
Mt. Vernon Subdiv.:									
15	64	2	64	14	15	64	14	64	2
10	102	20	102	28	10	102	28	102	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. SPEED RESTRICTIONS (Continued):

Miles Per Hr.	
Psg.	Fr.
Trains	Trains

Trains handling:

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 Cranes, Pile Drivers, and Jordan Ditchers or Spreader-Ditchers must be restricted to 5 miles per hour less than such maximum speed.

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; and must be in charge of messenger who shall be properly instructed in the correct method of servicing and protecting motor and journal bearings from overheating.

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, 40 miles per hour.

Dead engines with side rods in position, main rods disconnected, 35 miles per hour.

Dead engines moving backward or with part or all side rods down, 15 miles per hour.

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

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

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

3. SPEED RESTRICTIONS (Concluded):

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. Where such turnouts or crossovers are equipped with spring switches, the same restriction applies for trains or engines on straight track moving switch points, except that when lead wheels of train have passed over switch points normal speed may be resumed.

Engines running backward with or without cars must not exceed a speed of twenty-five miles per hour, except in territory shown below, where speed is further restricted as follows:

	Miles Per Hour
Cairo Subdiv.....	15
Cape Girardeau Subdiv.....	15
East and West Subdiv.:	
Between Gorham and Bush.....	20
Between Bush and Marion.....	15
Benton Subdiv.....	15
Mt. Vernon Subdiv.:	
Between M. V. Jct. and Pinckneyville.....	20
Between Pinckneyville and Mt. Vernon.....	15
Other Territory:	
Between West Virginia Wye and Pittsburg.....	15
Between Chalk Jct. and Pollard.....	15
All Mine Leads.....	15
Between South Jct. and Thebes.....	15

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 Subdiv.:									
30	5	20	6	20	30	6	20	5	20
30	119	10	119	17	30	119	17	119	10
Mt. Vernon Subdiv.:									
15	64	2	64	14	15	64	14	64	2
10	102	20	102	28	10	102	28	102	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

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. W. Wilhelmj.....	East St. Louis, Ill.....	627-631 Murphy Bldg.....	EAsT 167.....	9424 West Main, Belleville.....	EXpress 196.
★★Dr. V. P. Siegel.....	East St. Louis, Ill.....	1st National Bank Bldg.....	EAsT 132.....	2510 Ridge.....	EAsT 4467.
★★Dr. W. A. Griffith, Asst. Resident Surgeon.....	East St. Louis, Ill.....	1st National Bank Bldg.....	EAsT 2957.....	8520 West Main.....	EXpress 249.
EMERGENCY STATION	Dupo, Ill.				
★Dr. R. N. Canaday, Resident Surgeon.....	Dupo, Ill.....	Dupo.....		Dupo.....	{ Phone Yardmaster's Office.
★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. E. Crandle.....	Gorham, Ill.....	Gorham.....		Gorham.....	
★★Dr. W. A. Phelps.....	Thebes, Ill.....	Thebes.....		Thebes.....	
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 Pl., West Cairo.....	883.
Dr. F. S. Comer.....	Cairo, Ill.....	800 Commercial.....	Main 158.....	2810 Park.....	118 or 149-O.
★★Dr. C. E. Riseling.....	Murphysboro, Ill.....	Jeffery Bldg.....	300.....	228 North 15th.....	20.
EMERGENCY STATION	Hurst, Ill.				
★Dr. V. H. Burkhart, Resident Surgeon.....	Hurst, Ill.....			Hurst.....	
★★Dr. W. H. Alvis.....	Benton, Ill.....	Benton.....	26.....	Benton.....	58.
★★Dr. W. R. Gardiner.....	Herrin, Ill.....	City National Bank Bldg.....	308.....	312 South Park.....	182 R.1.
★★Dr. H. A. Felts.....	Marion, Ill.....	605 Public Square.....	595.....	519 South Market.....	612.
★★Dr. J. W. Clayton.....	Johnston City, Ill.....	108 East Broadway.....	177-2.....	704 Fallis.....	177-3.
★★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 198.....	Waltonville.....	County 199.
★★Dr. S. A. Thompson.....	Mt. Vernon, Ill.....	113½ South 10th.....	650.....	1812 West Broadway.....	1195 W.
★★Dr. H. G. Thompson.....	Mt. Vernon, Ill.....	113½ South 10th.....	650.....	124 West 12th.....	31.

★Medical Examiners for Examination of Applicants under Forms 339, 339-A, 339-B and 339-D.
 ★★Medical Examiners for Examination only of Maintenance of Way Laborers (Forms 339-B and 339-D), and other applicants not required to take color perception tests.

DR. O. B. ZEINERT, Chief Surgeon.