

DIVISION OFFICERS

C. W. EXLINE.....Superintendent.....St. Louis, Mo.
M. F. WEEKS.....Trainmaster, Chester, Cairo
and Cape Girardeau Subdivs. Bush, Ill.
B. S. GREER.....Trainmaster, Mt. Vernon, East &
West and Benton Subdivs....Bush, Ill.
C. H. MEDLIN.....Trainmaster.....Bush, Ill.
R. J. DUGAN.....Trainmaster.....Bush, Ill.
B. CHURCHWELL.....Asst. Trainmaster.....Bush, Ill.
J. L. WHITE.....Asst. Trainmaster, Gale Yard, Cairo
and Cape Girardeau Subdivs. Gale, Ill.
G. C. SHASTEEN.....Asst. Trainmaster.....Gale, Ill.
R. O. BURKE.....Dispatcher.....Bush, Ill.
C. L. CHAPPIUS.....Dispatcher.....Bush, Ill.
R. W. CORSE.....Dispatcher.....Bush, Ill.
E. A. DOUGHERTY.....Dispatcher.....Bush, Ill.
H. D. FINN.....Dispatcher.....Bush, Ill.
C. A. KNOKE.....Dispatcher.....Bush, Ill.
G. C. REED.....Dispatcher.....Bush, Ill.
C. L. SNIDER.....Dispatcher.....Bush, Ill.
H. A. SCOTT.....Dispatcher.....Bush, Ill.
G. L. STAHLHEBER...Dispatcher.....Bush, Ill.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

ILLINOIS DIVISION

TIME-TABLE No. 33

Effective 12:01 a.m. Sunday, March 26, 1944

CENTRAL STANDARD TIME

Superseding Time-Table No. 32, dated Jan. 23,
1944, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 6
DATED JANUARY 1, 1944

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

R. C. WHITE, Chief Operating Officer.

E. SULLIVAN, Gen'l Superintendent Transportation.

C. A. FINK, General Superintendent.

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.

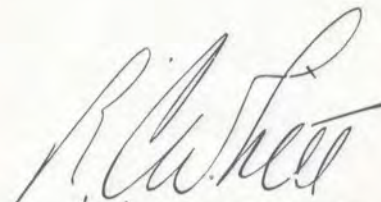
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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 |
|---------------|--------------|------------------|-------------|-----------------|--------------------------|
| Tamaroa | 832 | Ill. Cent.....25 | 10:02 a. m. | 25 Min. | For passengers and mail. |

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 | | |
| Miller..... | 107.32 | f831 | f832 | | |
| Lisenby..... | 113.83 | f831 | f832 | | |
| Scheller Lake..... | 117.19 | f831 | f832 | | |
| Ryder..... | 124.98 | f831 | f832 | | |
| 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 | | Station Numbers | Siding Capacity in Cars | TRAINS NORTHWARD | | | |
|------------------|---------------------|-------------------------|--------|------------------------|---------------------------------|-------|---------------------|-------------------------|-------------------------|---------------------|--|--|
| SECOND CLASS | | | | | No. 33 | | | | SECOND CLASS | | | |
| | 893 Freight | 381 Red Ball Freight | | | MARCH 26, 1944 | | | | 382 Red Ball Freight | 892 Freight | | |
| | Daily Ex. Sunday | Daily | | STATIONS | | Daily | Daily Ex. Sunday | | | | | |
| | | 4 30AM | | CS..... | GALE..... | OW | | | 2 00AM | | | |
| | | | 120.70 | P..... | THEBES JCT..... | Y | 62 | | 1 40 | 11 15PM | | |
| | 7 50PM | 5 00 | 124.42 | | FAYVILLE..... | | CG 4 | | 1 28 | | | |
| | | 5 08 | 125.60 | | C. & E. I. CROSSING..... | | | | | | | |
| | | | 126.26 | | TANKVILLE..... | | CG 6 | | | | | |
| | 8 10 | 5 22 | 130.83 | P..... | MILLER CITY..... | | CG10 | 64 | 1 05 | 10 25 | | |
| | | 5 28 | 133.57 | P..... | ROTH..... | | CG13 | | 12 52 | | | |
| | | 5 33 | 135.79 | | CACHE..... | | CG15 | | 12 45 | | | |
| | | | 142.68 | | G. M. & O. CROSSING..... | | | | | | | |
| | | | 144.25 | | C. C. C. & ST. L. CROSSING..... | | | | | | | |
| | 9 00PM | 6 00AM | 145.01 | P..... | CAIRO..... | W&T | CG24 | Yd. | 12 15AM | 10 00PM | | |
| | Daily Ex. Sunday | Daily | | | | | | | Daily | Daily Ex. Sunday | | |
| | | | | | 24.31 | | | | | | | |

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

| TRAINS SOUTHWARD | | | | Miles from Valley Jct. | TIME-TABLE | | Station Numbers | Siding Capacity in Cars | TRAINS NORTHWARD | | | |
|------------------|----------------|---------------------|--------|------------------------|------------------------------|---------------------|-----------------|-------------------------|---------------------|----------------|--|--|
| SECOND CLASS | | | | | No. 33 | | | | SECOND CLASS | | | |
| | 893 Freight | 891 Freight | | | MARCH 26, 1944 | | | | 890 Freight | 892 Freight | | |
| | Daily | Daily Ex. Sunday | | STATIONS | | Daily Ex. Sunday | Daily | | | | | |
| | | 3 30AM | | CS..... | GALE, ILL..... | OW | | | 7 30AM | | | |
| | | | 122.83 | P..... | CAPE DEAU JCT., Mo..... | | C 132 | | 7 00 | 3 00PM | | |
| | 7 40PM | 3 50 | 123.81 | | MASSEY JCT..... | | | | | | | |
| | | 4 10 | 127.06 | P..... | MARQUETTE..... | S | CF 4 | 19 | 6 40 | 2 40 | | |
| | 8 00 | | 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 | Yd. | 6 00AM | 2 00PM | | |
| | Daily | Daily Ex. Sunday | | | 8.04 | | | | Daily Ex. Sunday | Daily | | |

CHESTER SUBDIV.—VALLEY JCT. TO NORTH JCT.

| Station Numbers | Miles from Valley Jct. | TIME-TABLE No. 33 MARCH 26, 1944 | | TRAINS SOUTHWARD | | | | | | | |
|-----------------|---|--|--|---------------------|---------------------|------------------------------|-------------------------|---------------------|-------------------------|---------------------|--|
| | | | | FIRST CLASS | | | SECOND CLASS | | | | |
| | | | | 831 Passenger | 335 Passenger | 905 S. S. W. Passenger | 895 Local Freight | 891 Freight | 391 Local Freight | | |
| STATIONS | | | | 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 | | | 6 15PM | 10 32PM | | | | | |
| C 9 | 0.00 | VALLEY JCT. | | | 6 26 | s 10 47 | | | | | |
| | 0.20 | S. S. W. CONNECTION | | | | 10 48 | | | | | |
| | 4.31 | P. CONLOGUE CROSSING | | | | | | | | | |
| C 15 | 6.08 | DUPO. CW&T | | | s 6 38 | a 10 58 | | | | 7 00AM | |
| C 16 | 7.18 | P. SOUTH DUPO | | | 6 40 | 11 00 | | | | 7 05 | |
| C 17 | 8.08 | BIXBY | | | | | | | | 7 10 | |
| | 9.41 | CS. G. M. & O. CROSSING | | | 6 43 | 11 03 | | | | 7 15 | |
| C 24 | 15.17 | P. WARNOCK | | | f 6 51 | 11 12 | | | | 7 30 | |
| C 26 | 17.58 | P. FOUNTAIN | | | f 6 55 | 11 15 | | | | 7 35 | |
| C 31 | 22.53 | LS. VALMEYER | | | s 7 05 | a 11 23 | | | | 8 10 | |
| C 37 | 27.94 | P. MAEYSTOWN | | | s 7 15 | a 11 30 | | | | 8 25 | |
| C 42 | 33.63 | P. FULTS | | | s 7 25 | a 11 38 | | | | 8 40 | |
| C 46 | 37.23 | P. RENAULT | | | s 7 31 | 11 43 | | | | 8 50 | |
| C 48 | 39.76 | P. DANLEY | | | 7 35 | 11 46 | | | | 8 55 | |
| C 50 | 41.73 | CS. PRAIRIE Du ROCHER. CW | | | s 7 40 | a 11 52 | | | | 9 45 | |
| C 55 | 45.82 | P. MODOC | | | s 7 47 | 11 58PM | | | | 9 55 | |
| C 58 | 49.17 | CS. FLINTON-Mo. Ill. Crossing | | | f 7 53 | 12 04AM | | | | 10 30 | |
| C 63 | 54.03 | P. REILY LAKE | | | s 8 01 | a 12 11 | | | | 10 50 | |
| C 69 | 60.52 | P. MENARD | | | 12 50PM | s 8 11 | ad 12 19 | | | 11 05 | |
| C 70 | 61.56 | CS. CHESTER. CW&T | | | s 1 15 | s 8 18 | s 12 24 | 3 50AM | | 11 30 | |
| | 63.72 | P. MV JCT | | | 1 22PM | | | 4 00AM | | 11 35 | |
| C 74 | 65.75 | P. FORD | | | | | | | | | |
| C 79 | 70.44 | P. ROCKWOOD | | | f 8 30 | a 12 35 | | | | 11 50 | |
| C 80 | 71.69 | LS. CORA | | | s 8 33 | a 12 37 | | | | 11 55AM | |
| | 76.39 | P. RADDLE JCT. | | | | | | | | | |
| C 86 | 77.21 | P. RADDLE | | | f 8 43 | a 12 44 | | | | 12 15PM | |
| C 90 | 80.95 | P. JACOB | | | s 8 49 | 12 49 | | | | 12 25 | |
| C 93 | 84.21 | CS. GORHAM. WY | | | s 8 55PM | s 12 56 | | | | 2 00 | |
| | 84.79 | P. I. C. CROSSING | | | | | | | | | |
| C 99 | 90.59 | P. HOWARDTON | | | | a 1 05 | | | | 2 20 ⁶⁰ | |
| C 104 | 95.07 | CS. HALSEY | | | | 1 12 | | | | 2 40 | |
| C 108 | 99.76 | LS. WOLF LAKE | | | | k 1 19 | | | | 3 00 | |
| C 113 | 104.09 | P. WARE | | | | a 1 25 | | | | 3 15 | |
| C 119 | 109.81 | P. REYNOLDSVILLE | | | | a 1 32 ⁶⁷ | | | | 3 30 | |
| C 122 | 113.37 | LS. McCLURE | | | | a 1 37 | | | | 3 40 | |
| C 127 | 117.53 | CS. GALE. CW | | | | a 1 48 | | 3 30AM | | 4 00PM | |
| C 128 | 119.33 | P. NORTH JCT. | | | | 1 53AM | | 3 40AM | | | |
| C 243 | | 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. 33 MARCH 26, 1944 | 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 28AM | 11 25AM | | | | | |
| | | 4.23 | | | | | | | |
| | 119.33 | VALLEY JCT. | s 7 11 | 11 09 | | | | | |
| | 119.13 | S. S. W. CONNECTION | 7 08 | | | | | | |
| | 115.02 | P. CONLOGUE CROSSING | | | | | | | |
| | | 1.77 | | | | | | | |
| Yd. | 113.25 | DUPO. CW&T | m 6 54 | s 10 59 | | 4 00PM | | | |
| | | 1.10 | | | | | | | |
| | 112.15 | P. SOUTH DUPO. | 6 51 | 10 55 | | 3 55 | | | |
| | | 0.90 | | | | | | | |
| | 111.25 | BIXBY | | | | 3 50 | | | |
| | | 1.33 | | | | | | | |
| | 109.92 | CS. G. M. & O. CROSSING | 6 46 | 10 52 | | 3 45 | | | |
| | | 5.76 | | | | | | | |
| 77 | 104.16 | P. WARNOCK | 6 36 | f 10 40 | | 3 35 | | | |
| | | 2.41 | | | | | | | |
| | 101.75 | P. FOUNTAIN | 6 31 | f 10 35 | | 3 30 | | | |
| | | 4.95 | | | | | | | |
| 112 | 96.80 | LS. VALMEYER | m 6 22 | s 10 26 | | 3 20 | | | |
| | | 5.41 | | | | | | | |
| | 91.39 | P. MAEYSTOWN | m 6 13 | s 10 15 | | 2 55 | | | |
| | | 5.69 | | | | | | | |
| | 85.70 | P. FULTS | m 6 04 | s 10 06 | | 2 40 | | | |
| | | 3.60 | | | | | | | |
| | 82.10 | P. RENAULT | 5 58 | s 9 59 | | 2 30 | | | |
| | | 2.53 | | | | | | | |
| 128 | 79.57 | P. DANLEY | 5 53 | 9 54 | | 2 20 | | | |
| | | 1.97 | | | | | | | |
| | 77.60 | CS. PRAIRIE Du ROCHER. CW | m 5 48 | s 9 51 | | 2 15 | | | |
| | | 4.09 | | | | | | | |
| | 73.51 | P. MODOC | 5 41 | s 9 43 | | 1 55 | | | |
| | | 3.35 | | | | | | | |
| 184 | 70.16 | CS. FLINTON-Me. Ill. Crossing | 5 35 | f 9 37 | | 1 45 | | | |
| | | 4.86 | | | | | | | |
| 128 | 65.30 | P. REILY LAKE | m 5 27 | s 9 29 | | 1 15 | | | |
| | | 6.49 | | | | | | | |
| 132 | 58.81 | P. MENARD | md 5 18 | s 9 17 | 11 25AM | 1 05 | | | |
| | | 1.04 | | | | | | | |
| 126 | 57.77 | CS. CHESTER. CWT | s 5 15 | s 9 14 | s 11 18 | 1 00 | 10 00AM | | |
| | | 2.16 | | | | | | | |
| | 55.61 | P. MV JCT. | | | 11 01AM | 12 40 | 9 40AM | | |
| | | 2.03 | | | | | | | |
| n 66 s141 n135 s 84 | 53.58 | P. FORD. W | | | | | | | |
| | | 4.69 | | | | | | | |
| | 48.89 | P. ROCKWOOD | m 4 58 | f 8 59 | | 12 25 | | | |
| | | 1.25 | | | | | | | |
| | 47.64 | LS. CORA | m 4 55 | s 8 57 | | 12 20 | | | |
| | | 4.70 | | | | | | | |
| 164 | 42.94 | P. RADDLE JCT. | | | | | | | |
| | | 0.82 | | | | | | | |
| | 42.12 | P. RADDLE | m 4 46 | f 8 46 | | 12 03PM | | | |
| | | 3.74 | | | | | | | |
| | 38.38 | P. JACOB | 4 39 | s 8 40 | | 11 50AM | | | |
| | | 3.26 | | | | | | | |
| n 51 s102 | 35.12 | CS. GORHAM. WY | s 4 33 | s 8 33AM | | 11 30 | | | |
| | | 0.58 | | | | | | | |
| | 34.54 | P. I. C. CROSSING | | | | | | | |
| | | 5.80 | | | | | | | |
| 160 | 28.74 | P. HOWARDTON | m 4 18 | | | 10 00 | | | |
| | | 4.48 | | | | | | | |
| 128 | 24.26 | CS. HALSEY | 4 09 | | | 9 45 | | | |
| | | 4.69 | | | | | | | |
| | 19.57 | LS. WOLF LAKE | m 4 01 | | | 9 30 | | | |
| | | 4.33 | | | | | | | |
| 76 | 15.24 | P. WARE | m 3 53 | | | 8 55 | | | |
| | | 5.72 | | | | | | | |
| 113 | 9.52 | P. REYNOLDSVILLE | m 3 44 | | | 8 40 | | | |
| | | 3.56 | | | | | | | |
| | 5.96 | LS. McCLURE | m 3 38 | | | 8 30 | | | |
| | | 4.16 | | | | | | | |
| Yd. | 1.80 | CS. GALE. CW | m 3 30 | | | 7 00AM | | 7 30AM | |
| | | 1.80 | | | | | | | |
| | 0.00 | P. NORTH JCT. | 3 25AM | | | | | 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. 33

MARCH 26, 1944

TRAINS SOUTHWARD

SECOND CLASS

| Station Numbers | Miles from Valley Jct. | STATIONS | 383 | 369 | 975 | 65 | 361 | 973 | 977 | 67 | 381 |
|-----------------|---|--------------------------------|------------------|------------------|---------------------|---------------------|--------------------------------|----------------------|------------------|----------------------|------------------|
| | | | Red Ball Freight | Red Ball Freight | S. S. W. Freight | Red Ball Freight | Red Ball Freight | S. S. W. Freight | S. S. W. Freight | Red Ball Freight | Red Ball Freight |
| | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| | Valley Jct. 4.23 mls. from Un. Sta. St. Louis | ST. LOUIS UNION STATION | | | | | | | | | |
| | | 4.23 | | | | | | | | | |
| C 9 | 0.00 | VALLEY JCT. | | | 2 30PM | | | 7 10PM | 8 30PM | | |
| | 0.20 | S. S. W. CONNECTION | | | | | | | 8 35 | | |
| | 4.31 | P. CONLOGUE CROSSING | | | | | | | | | |
| C 15 | 6.08 | DUPO. CW&T | 11 00AM | 12 01PM | | 3 00PM | 6 00PM | | | 9 30PM | |
| C 16 | 7.18 | P. SOUTH DUPO | 11 05 | 12 04 | 2 50 | 3 03 | 6 03 | 7 23 | 9 06 | 9 33 | |
| C 17 | 8.08 | BIXBY | | | | | | | | | |
| | 9.41 | CS. G. M. & O. CROSSING | 11 20AM | 12 16 | 2 56 | 3 10 | 6 15 | 7 27 | 9 11 | 9 45 | |
| C 24 | 15.17 | P. WARNOCK | | | | | | | | | |
| C 26 | 17.58 | P. FOUNTAIN | | | | | | | | | |
| C 31 | 22.53 | LS. VALMEYER | | | | | | | | | |
| C 37 | 27.94 | P. MAEYSTOWN | | | | | | | | | |
| C 42 | 33.63 | P. FULTS | | | | | | | | | |
| C 46 | 37.23 | P. RENAULT | | | | | | | | | |
| C 48 | 39.76 | P. DANLEY | | | | | | | | | |
| C 50 | 41.73 | CS. PRAIRIE Du ROCHER. CW | | | | | | | | | |
| C 55 | 45.82 | P. MODOC | | | | | | | | | |
| C 58 | 49.17 | CS. FLINTON—Mo. Ill. Crossing | 1 00PM | 1 30 | 3 54 | 4 10 | 7 20 ⁹⁷⁶ | 8 22 | 10 25 | 11 00 ³⁶⁰ | |
| C 63 | 54.03 | P. REILY LAKE | | | | | | | | | |
| C 69 | 60.52 | P. MENARD | | | | | | | | | |
| C 70 | 61.56 | CS. CHESTER. CWT | | | | | | | | | |
| | 63.72 | P. MV JCT. | | | | | | | | | |
| C 74 | 65.75 | P. FORD. W | | | | | | | | | |
| C 79 | 70.44 | P. ROCKWOOD | | | | | | | | | |
| C 80 | 71.69 | LS. CORA | | | | | | | | | |
| | 76.39 | P. RADDLE JCT. | | | | | | | | | |
| C 86 | 77.21 | P. RADDLE | 2 10 | 2 25 | 4 44 | 4 50 | 8 10 | 9 01 | 11 25 | 11 50PM | |
| C 90 | 80.95 | P. JACOB | | | | | | | | | |
| C 93 | 84.21 | CS. GORHAM. WY | 2 30PM | 2 45 | 4 57 | 5 05 | 8 25 | 9 12 | 11 40 | 12 20AM | |
| | 84.79 | P. I. C. CROSSING | | | | | | | | | |
| C 99 | 90.59 | P. HOWARDTON | | 3 00 | 5 10 | 5 17 | 8 40 | 9 22 | 11 53PM | 12 40 | |
| C104 | 95.07 | CS. HALSEY | | 3 10 | 5 18 ⁹⁷⁶ | 5 25 ⁹⁷⁶ | 8 50 ³⁶⁰ | 9 28 | 12 01AM | 12 55 | |
| C108 | 99.76 | LS. WOLF LAKE | | | | | | | | | |
| C113 | 104.09 | P. WARE | | | | | | | | | |
| C119 | 109.81 | P. REYNOLDSVILLE | | | | | | | | 1 32 ⁹⁰⁵ | |
| C122 | 113.37 | LS. McCLURE | | | | | | | | | |
| C127 | 117.53 | CS. GALE. CW | | { 4 20 4 50 | 6 05 | { 6 45 7 15 | { 9 35 10 05 ⁹⁷³ | 10 05 ³⁶¹ | 12 50 | { 2 00 2 25 | 4 30AM |
| C128 | 119.33 | P. NORTH JCT. | | 5 00PM | 6 15PM | 7 25PM | 10 15PM | 10 10PM | 1 00AM | 2 35AM | 4 40AM |
| | | DEXTER JCT. | | | | 9 30PM | | | | 5 30AM | |
| C243 | | PARAGOULD | | 11 00PM | | | 5 00AM | | | | |
| | | 127.27 | Daily | 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. 33 MARCH 26, 1944 | TRAINS NORTHWARD | | | | | | | STATIONS | |
|-------------------------|-----------------------|--|----------------------------|----------------------------|----------------------------|---------------------------|----------------------------|---------------------------|------------------------------|-----------------------|----------------------------|
| | | | SECOND CLASS | | | | | | | | |
| | | | 978 S. S. W. Freight | 382 Red Ball Freight | 384 Red Ball Freight | 76 Red Ball Freight | 370 Red Ball Freight | 60 Red Ball Freight | 976 S. S. W. Freight | | 360 Red Ball Freight |
| | | | 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 | | | | | | | | | |
| | 115.02 | P. CONLOGUE CROSSING | | | | | | | | | |
| | | 1.77 | | | | | | | | | |
| Yd. | 113.25 | DUPO CW&T | | | 10 00AM | 5 00PM | 7 45PM | 8 00PM | | 3 00AM | |
| | | 1.10 | | | | | | | | | |
| | 112.15 | P. SOUTH DUPO | 6 15 | | 9 55 | 4 46 | 7 30 | 7 46 | 9 05 | 2 46 | |
| | | 0.90 | | | | | | | | | |
| | 111.25 | BIXBY | | | | | | | | | |
| | | 1.33 | | | | | | | | | |
| | 109.92 | CS. G. M. & O. CROSSING | 6 10 | | 9 45 | 4 40 | 7 15 | 7 40 | 8 55 | 2 40AM | |
| | | 5.76 | | | | | | | | | |
| 77 | 104.16 | P. WARNOCK | | | | | | | | | |
| | | 2.41 | | | | | | | | | |
| | 101.75 | P. FOUNTAIN | | | | | | | | | |
| | | 4.95 | | | | | | | | | |
| 112 | 96.80 | LS. VALMEYER | | | | | | | | | |
| | | 5.41 | | | | | | | | | |
| | 91.39 | P. MAYSTOWN | | | | | | | | | |
| | | 5.69 | | | | | | | | | |
| | 85.70 | P. FULTS | | | | | | | | | |
| | | 3.60 | | | | | | | | | |
| | 82.10 | P. RENAULT | | | | | | | | | |
| | | 2.53 | | | | | | | | | |
| 128 | 79.57 | P. DANLEY | | | | | | | | | |
| | | 1.97 | | | | | | | | | |
| | 77.60 | CS. PRAIRIE Du ROCHER CW | | | | | | | | | |
| | | 4.09 | | | | | | | | | |
| | 73.51 | P. MODOC | | | | | | | | | |
| | | 3.35 | | | | | | | | | |
| 184 | 70.16 | CS. FLINTON—Mo.-Ill. Crossing | 4 50 | | 8 25 | 2 20 | 4 45 | 5 00 | 7 20 ³⁶¹ | 11 00PM ⁶⁷ | |
| | | 4.86 | | | | | | | | | |
| 128 | 65.30 | P. RELLY LAKE | | | | | | | | | |
| | | 6.49 | | | | | | | | | |
| 132 | 58.81 | P. MENARD | | | | | | | | | |
| | | 1.04 | | | | | | | | | |
| 126 | 57.77 | CS. CHESTER CW&T | | | | | | | | | |
| | | 2.16 | | | | | | | | | |
| | 55.61 | P. MV JCT | | | | | | | | | |
| | | 2.03 | | | | | | | | | |
| n 66 s141 | 53.58 | P. FORD W | | | | | | | | | |
| | | 4.69 | | | | | | | | | |
| n 135 s 84 | 48.89 | P. ROCKWOOD | | | | | | | | | |
| | | 1.25 | | | | | | | | | |
| | 47.64 | LS. CORA | | | | | | | | | |
| | | 4.70 | | | | | | | | | |
| 164 | 42.94 | P. RADDLE JCT. | | | | | | | | | |
| | | 0.82 | | | | | | | | | |
| | 42.12 | P. RADDLE | 3 20 | | 6 45 | 12 55 | 3 00 | 3 15 | 6 20 | 9 40 | |
| | | 3.74 | | | | | | | | | |
| | 38.38 | P. JACOB | | | | | | | | | |
| | | 3.26 | | | | | | | | | |
| n 51 s102 | 35.12 | CS. GORHAM WY | 2 45 | | 6 15 | 12 15PM | 2 30 | 2 45 | 6 00 | 9 20 | |
| | | 0.58 | | | | | | | | | |
| | 34.54 | P. I. C. CROSSING | | | | | | | | | |
| | | 5.80 | | | | | | | | | |
| 160 | 28.74 | P. HOWARDTON | 2 20 | | 5 45 | 11 50AM | 2 00 | 2 15 ³⁹¹ | 5 40 | 9 00 | |
| | | 4.48 | | | | | | | | | |
| 128 | 24.26 | CS. HALSEY | 2 08 | | 5 30 | 11 35 | 1 45 | 2 00 | 5 25 ^{975 65} | 8 50 ³⁶¹ | |
| | | 4.69 | | | | | | | | | |
| | 19.57 | LS. WOLF LAKE | | | | | | | | | |
| | | 4.33 | | | | | | | | | |
| 76 | 15.24 | P. WARE | | | | | | | | | |
| | | 5.72 | | | | | | | | | |
| 113 | 9.52 | P. REYNOLDSVILLE | | | | | | | | | |
| | | 3.56 | | | | | | | | | |
| | 5.96 | LS. McCLURE | | | | | | | | | |
| | | 4.16 | | | | | | | | | |
| Yd. | 1.80 | CS. GALE CW | 1 10 | 2 00AM | 4 30AM | {10 30 10 00 | {12 50 12 20 | {1 00 12 30 | 4 45 | {7 45 7 15 | |
| | | 1.80 | | | | | | | | | |
| | 0.00 | P. NORTH JCT. | 1 00AM | 1 50AM | | 9 50AM | 12 10PM | 12 20PM | 4 35PM | 7 05PM | |
| | | 51.56 | | | | | | | | | |
| | | DEXTER JCT. | | | | 7 30AM | | 9 40AM | | | |
| | | 63.64 | | | | | | | | | |
| | | PARAGOULD | | | | | 6 30AM | | | 1 15PM | |
| | | 127.27 | 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. 33 MARCH 26, 1944 | Station Numbers | Siding Capacity in Cars | TRAINS NORTHWARD | | | | |
|----------------------|-------------------------|-------------|------------------|------------------------|--|--|-------------------------|------------------|--------|----------------------|---------|--|
| SECOND CLASS | | FIRST CLASS | | | | | | FIRST CLASS | | SECOND CLASS | | |
| 395 Local Freight | 383 Red Ball Freight | | 335 Passenger | | | | | 336 Passenger | | 396 Local Freight | | |
| Daily | Daily | | Daily | | | Daily | Daily | | | | | |
| 11 50AM | 3 15PM | | 9 00PM | 84.21 | CS..... | GORHAM...WY | C 93 | | 8 33AM | | 10 50AM | |
| | | | | | | 1.69 GG JCT..... | Two Main Tracks | | | | | |
| | | | | 85.90 | P..... | | | | | | | |
| 11 59AM | 3 35 | | f 9 06 | 87.48 | P..... | GRIMSBY..... | CD 3 | 130 | f 8 25 | | 10 40 | |
| 12 20PM | 4 15 | | s 9 20 | 94.21 | LS..... | MURPHYSBORO..... | CD10 | 64 | s 8 16 | | 10 25 | |
| | | | | | | 2.30 HARRISON..... | | | | | | |
| | | | f 9 24 | 96.51 | | | CD12 | | f 8 06 | | | |
| 12 50 | 5 00 | | 9 33 | 101.90 | P..... | ND-BOND..... | CD18 | 141 | 7 59 | | 10 02 | |
| 12 55 | | | f 9 34 | 102.66 | | 0.76 DE SOTO..... | | | f 7 57 | | 10 00 | |
| 1 30PM | 6 00PM | | s 9 44 | 108.15 | CS..... | 5.49 BUSH.....CW&TY | CD24 | Yd. | s 7 49 | | 9 45AM | |
| | | | | | | 3.83 CLIFFORD..... | | | f 7 41 | | | |
| | | | f 9 51 | 111.98 | P..... | | CB4 | 60 | | | | |
| | | | | 114.10 | | 2.12 I. C. CROSSING No. 1..... | | | | | | |
| | | | | 114.96 | | 0.86 C. B. & Q. CROSSING No. 1..... | | | | | | |
| | | | s 9 58 | 114.99 | P..... | 0.03 HERRIN..... | CB7 | Yd. | s 7 35 | | | |
| | | | | 116.12 | | 1.13 C. B. & Q. CROSSING No. 2..... | | | | | | |
| | | | 10 01 | 116.31 | P..... | 0.19 CHALK JCT..... | CB8 | | 7 30 | | | |
| | | | | | | 0.45 I. C. CONNECTION..... | | | | | | |
| | | | | | | 0.07 BUCKHORN LEAD..... | | | | | | |
| | | | 10 12 | 120.92 | P..... | 4.09 Mc CLINTOCK WYE.....Y | | | 7 21 | | | |
| | | | s 10 16 | 122.25 | | 1.33 JOHNSTON CITY..... | CB25 | | s 7 17 | | | |
| | | | | | | 1.33 Mc CLINTOCK WYE.....Y | | | 7 13 | | | |
| | | | 10 20 | 120.92 | P..... | 2.54 WEST VIRGINIA WYE.....Y | | | 7 08 | | | |
| | | | 10 28 | 123.46 | P..... | 3.73 I. C. CROSSING No. 2..... | | | | | | |
| | | | | 127.19 | | 0.31 MARION.....W | CB17 | | 7 00AM | | | |
| Daily | Daily | | Daily | | | 43.29 | | | Daily | | Daily | |

BENTON SUBDIV.—BETWEEN BUSH AND BENTON

| TRAINS SOUTHWARD | | | | Miles from Valley Jct. | TIME-TABLE No. 33 MARCH 26, 1944 | Station Numbers | Siding Capacity in Cars | TRAINS NORTHWARD | | | | |
|------------------|--|--|----------------------|------------------------|--|--|-------------------------|----------------------|--------|--|--|--|
| SECOND CLASS | | | | | | | | SECOND CLASS | | | | |
| | | | 395 Local Freight | | | | | 396 Local Freight | | | | |
| | | | Daily | Daily | | | | | | | | |
| | | | 6 00AM | 108.15 | CS..... | BUSH.....CW&TY | CD24 | Yd. | 9 15AM | | | |
| | | | 6 10 | 110.25 | P..... | 2.10 ROYALTON JCT..... | CD26A | | 9 05 | | | |
| | | | 6 15 | 111.26 | | 1.01 ROYALTON..... | CD27 | | 8 55 | | | |
| | | | 6 25 | 110.25 | P..... | 1.01 ROYALTON JCT..... | | | 8 50 | | | |
| | | | | 112.48 | P..... | 2.33 WEIR..... | | | | | | |
| | | | 6 40 | 114.81 | P..... | 2.33 ZEIGLER..... | CD31 | Yd. | 8 35 | | | |
| | | | | 115.39 | | 0.58 C. Z. & G. CROSSING No. 1..... | | | | | | |
| | | | | 115.40 | P..... | 0.01 I. C. CROSSING..... | | | | | | |
| | | | | 115.44 | | 0.04 C. Z. & G. CROSSING No. 2..... | | | | | | |
| | | | | 117.06 | | 1.62 C. B. & Q. CROSSING..... | | | | | | |
| | | | | 118.61 | P..... | 1.55 ORIENT JCT.....WY | | | | | | |
| | | | 7 15AM | 124.48 | P..... | 5.87 BENTON.....Y | CD40 | 18 | 8 00AM | | | |
| | | | Daily | | | 16.33 | | | Daily | | | |

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

| TRAINS SOUTHWARD | | | | Miles from Valley Jct. | TIME-TABLE No. 33 MARCH 26, 1944 | Station Numbers | Siding Capacity in Cars | TRAINS NORTHWARD | | | |
|--|--|--------------------------------------|--------------------|------------------------|--|-----------------|-------------------------|--------------------------------------|--|--|--|
| SECOND CLASS | | FIRST CLASS | | | | | | FIRST CLASS | | SECOND CLASS | |
| 897 Local Freight Daily Ex. Sunday | 895 Local Freight Daily Ex. Monday | 831 Passenger Daily Ex. Sunday | | | | | | 832 Passenger Daily Ex. Sunday | | 896 Local Freight Daily Ex. Monday | 898 Local Freight Daily Ex. Sunday |
| | 4 00AM | | 1 22PM | 63.72 | P.....MV JCT..... | | | 11 01AM | | 9 40AM | |
| | 4 15 | | s 1 40 | 71.86 | P.....WELGE..... | CA10 | 93 | s 10 44 | | 9 20 | |
| | 4 45 | | s 1 55 | 77.34 | CS.....STEELEVILLE.....WY | CA16 | 70 | s 10 33 | | 9 10 | |
| | 5 00 | | s 2 02 | 79.48 |PERCY..... | CA18 | | s 10 27 | | 8 40 | |
| | | | | 79.49 |G. M. & O. CROSSING..... | | | | | | |
| | 5 30 | | s 2 07 | 82.64 | LS.....CUTLER..... | CA21 | | s 10 21 | | 8 25 | |
| | 5 35 | | 2 09 | 83.74 | P.....NEW WILSON..... | CA22 | 55 | 10 17 | | 8 20 | |
| | 5 40 | | f 2 11 | 84.97 |JAMESTOWN..... | CA24 | | f 10 13 | | 8 10 | |
| | 6 00 | | s 2 16 | 87.54 | P.....CONANTS..... | CA26 | 10 | s 10 09 | | 7 55 | |
| | | | | 92.56 |I. C. CROSSING No. 1..... | | | | | | |
| 9 00AM | 6 30AM | | s 2 26 | 92.57 | CS.....PINCKNEYVILLE...CWY | CA31 | Yd. | s 9 59 | | 7 30AM | 5 45PM |
| 9 08 | | | 2 34 | 96.13 |CRIBS SPUR..... | CA35 | 3 | 9 51 | | | 5 25 |
| | | | | 102.76 |I. C. CROSSING No. 2..... | | | | | | |
| 9 23 | | | s 2 49 | 102.95 | LS.....TAMAROA..... | CA41 | | s 9 37 | | | 5 10 |
| 932 ⁸³² | | | 2 51 | 103.56 |TT SIDING..... | | 24 | 932 ⁸⁹⁷ | | | 5 00 |
| 10 00 | | | s 3 06 | 111.26 | P.....SCHELLER..... | CA50 | 17 | s 9 18 | | | 4 35 |
| 10 20 | | | s 3 16 | 114.54 | P.....WALTONVILLE..... | CA53 | 19 | s 9 10 | | | 4 10 |
| | | | | 114.80 |C. B. & Q. CROSSING..... | | | | | | |
| 10 40 | | | f 3 26 | 120.25 |MARCOE..... | CA59 | 4 | f 9 00 | | | 3 45 |
| 10 45 | | | 330 ⁸⁹⁸ | 121.88 | P.....J. S. W. CONNECTION..... | | 51 | 8 55 | | | 330 ⁸³¹ |
| | | | | 124.92 |L. & N. CROSSING..... | | | | | | |
| 11 30AM | | | 3 50PM | 125.01 | LS.....MT. VERNON.....WY | CA64 | Yd. | 8 45AM | | | 2 00PM |
| 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, 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. Second-class, third-class, extra trains and engines, may run ahead of overdue first-class trains, but must keep informed of and not delay them.

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

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 against the current of traffic, unless authorized by Train Order, Form D-R, except in emergency under flag protection after securing permission from Train Dispatcher. Second-class and extra trains must receive Clearance, Form C, at G. M. & O. Crossing and North Jct., (northward trains passing North Jct., will receive Clearance, Form C, at Gale instead of North Jct.). Trains started at other than initial stations mentioned above, must have Clearance, Form C, or permission from Train Dispatcher before proceeding. Work trains in this territory will be authorized only by Train Orders, Form D-H.

| | 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 |

| | Miles Per Hr. | |
|---|---------------|-------------|
| | Psgr. Trains | Frt. Trains |
| 2. MAXIMUM SPEED (Continued): | | |
| 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 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 |
| Benton Subdiv..... | 30 | 20 |
| Cairo Subdiv..... | 30 | 30 |
| Cape Girardeau Subdiv..... | 35 | 25 |

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

| | | | |
|---|---|----|----|
| Engines running light in forward movement, with or without caboose..... | 45 | 45 | |
| While engine or forward car is between home signal or dwarf signal and crossing | I. C. Crossing (Gorham) trains moving with current of traffic..... | 35 | 35 |
| | I. C. Crossing (Gorham) trains moving against current of traffic..... | 20 | 20 |
| | G. M. & O. Crossing (Percy)..... | 20 | 20 |
| | C. B. & Q. Crossing (Zeigler Jct.)..... | 20 | 20 |
| | I. C. Crossing (Fair Grounds-Marion)..... | 20 | 20 |

Single unit gas-electric passenger cars without trailer moving between distant signal and opposing home signal approaching above crossings.....10 ..

Engines classifying over E-50 Cooper's classification Cape Girardeau Subdivision must not be operated over Bridge 3, Mile Post 126.01 at speed of more than 10 miles per hour.

Engines classifying over E-50 Cooper's classification, Benton Subdivision, must not be operated on Buckner Mine lead; they must cross Bridge 3, on Orient lead at speed of not more than 10 miles per hour.

Engines classifying over E-45 Cooper's classification, East and West Subdiv. must not be operated over Bridge 1, Marion, at speed of more than 15 miles per hour.

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.

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 Jet., 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 173..... | 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 |
| 1715 to 1719..... | 50 | 50 |
| 1720 to 1729..... | 55 | 55 |
| 2101 to 2125..... | 90 | 90 |
| 2201 to 2215..... | 90 | 90 |
| 2307 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 |
| 5502 to 5540..... | 80 | 80 |
| 6001..... | 90 | 90 |
| 6401 to 6444..... | 80 | 80 |
| 6501 to 6521..... | 70 | 70 |
| 6601 to 6629..... | 80 | 80 |

Diesel Engines:

| | | |
|--------------------|-----|-----|
| 501 to 508..... | 70 | 70 |
| 800 to 815..... | 30 | 30 |
| 4100 and 4101..... | 35 | 35 |
| 4102 and 4103..... | 75 | 75 |
| 7000 to 7003..... | 100 | 100 |
| 7100..... | 100 | 100 |
| 9000 to 9012..... | 35 | 35 |
| 9102 to 9114..... | 35 | 35 |

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

| | | |
|----------------------------|----|----|
| 301 to 360..... | 50 | 50 |
| 361 to 389..... | 65 | 65 |
| 941 to 948..... | 45 | 45 |
| 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 9000-9100 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 caboose)..... | 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.
Psgr. Frt.
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 |

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 | 116 | 15 | 119 | 17 | 30 | 119 | 17 | 116 | 15 |

Mt. Vernon Subdiv.:

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

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. | Dupo | | Dupo | { Phone Yardmaster's Office. |
| ★Dr. R. N. Canaday, Resident Surgeon | Dupo, Ill. | Dupo | | Dupo | { Phone Yardmaster's Office. |
| ★Dr. Leo B. Couch | Prairie Du Rocher | Prairie Du Rocher | 70 | Prairie Du Rocher | 49J. |
| ★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. B. S. Hutcheson | Cairo, Ill. | 808½ Commercial | 346 | 3011 Park Place West | 446. |
| ★Dr. J. J. Rendleman | Cairo, Ill. | 616½ Commercial | 165 | 2723 Washington Ave. | 164. |
| ★Dr. C. E. Riseling | Murphysboro, Ill. | Jeffery Bldg. | 300 | 228 North 15th | 20. |
| ★Dr. R. S. Sabine | Murphysboro, Ill. | 108 North 14th St. | 800 | 1843 Spruce St. | 880. |
| 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. N. F. Roberson | Steeleville, Ill. | Steeleville | 77-R | Box 63 Sparta | 77 M |
| ★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.