

DIVISION OFFICERS

C. W. EXLINE.....Superintendent.....St. Louis, Mo.
H. JONES
F.....Trainmaster, All Subdivs....Bush, Ill.
C. H. MEDLIN.....Trainmaster.....Bush, Ill.
C. R. DODSON.....Trainmaster.....Bush, Ill.
J. E. ANDERSON.....Asst. Trainmaster, East and West
Subdiv. (between Bush and Marion,
including Bush Yard) and Benton
Subdiv.....Bush, Ill.
T. E. FOX.....Asst. Trainmaster, Gale Yard, Cairo
and Cape Girardeau Subdivs. Gale, Ill.
R. O. BURKE.....Dispatcher.....Bush, Ill.
E. A. DOUGHERTY.....Dispatcher.....Bush, Ill.
R. J. DUGAN.....Dispatcher.....Bush, Ill.
H. D. FINN.....Dispatcher.....Bush, Ill.
C. L. SNIDER.....Dispatcher.....Bush, Ill.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

ILLINOIS DIVISION

TIME-TABLE No. 34

Effective 12:01 a. m. Sunday, June 2, 1946

CENTRAL STANDARD TIME

Superseding Time-Table No. 33, dated March 26,
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.

W. F. KIRK, Assistant General Manager.

C. W. PACE, General Superintendent Transportation.

J. DAVIS, 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.

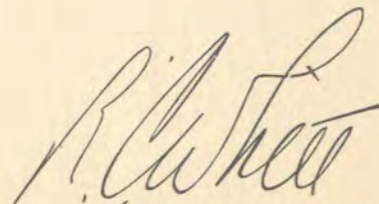
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.....	54.89	f335	f336	.....	.....
Fort Gage.....	59.85	f335	f336	.....	.....
Rockwood.....	74.78	f335	f336	a905	m906
Jones Ridge.....	78.97	f335	f336	.....	.....
Mt. Vernon Subdiv. :					
Clores.....	70.18	f831	f832	.....	.....
Poland.....	73.00	f831	f832	.....	.....
Derrick.....	101.97	f831	f832	.....	.....
Miller.....	103.72	f831	f832	.....	.....
Lisenby.....	110.23	f831	f832	.....	.....
Scheller Lake.....	113.59	f831	f832	.....	.....
Ryder.....	121.38	f831	f832	.....	.....
East and West Subdiv. :					
Harrison.....	100.85	f335	f336	.....	.....
Bartle.....	102.76	f335	f336	.....	.....
Rhine.....	110.76	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. 34					SECOND CLASS			
	899 Freight	381 Red Ball Freight			JUNE 2, 1946					382 Red Ball Freight	894 Freight		
	Daily Ex. Sunday	Daily		STATIONS			Daily	Daily Ex. Sunday					
		4 30AM		CS.....	GALE	CW.....		2 00AM					
					3.17								
	7 50PM	5 00	120.70	P.....	THEBES JCT.	Y.....		1 40	11 15PM				
		5 08	124.42		3.72		CG 4	1 28					
			125.60		1.18								
			126.26		C. & E. I. CROSSING								
			130.83	P.....	0.66		CG 6						
	8 10	5 22	133.57		4.57			1 05	10 25				
			135.79	P.....	2.74		CG 13	12 52					
		5 28	142.68		ROTH			12 45					
		5 33	144.25		2.22		CG 15						
			145.01	P.....	6.89								
					1.57								
	9 00PM	6 00AM	145.01	P.....	G. M. & O. CROSSING	W&T	CG 24	12 15AM	10 00PM				
					0.76								
	Daily Ex. Sunday	Daily			CAIRO			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. 34					SECOND CLASS			
	893 Freight	891 Freight			JUNE 2, 1946					890 Freight	892 Freight		
	Daily Ex. Sunday	Daily Ex. Sunday		STATIONS			Daily Ex. Sunday	Daily					
		3 30AM		CS.....	GALE, ILL.	CW.....		7 30AM					
					5.30								
	7 40PM	3 50	122.83	P.....	CAPE DEAU JCT., Mo.	C 132		7 00	3 00PM				
			125.81		2.98								
			127.06	P.....	MASSEY JCT.		CF 4	6 40	2 40				
	8 00	4 10	127.69		1.25								
					0.63								
			128.66		0.97								
			129.44	LS...	RIVER CROSSING	W							
			129.45		0.78								
			129.62		0.01								
			130.23	P.....	ST. L.-S. F. CROSSING		CF 7	6 00AM	2 00PM				
	8 20PM	5 00AM			0.17								
					0.61								
	Daily	Daily Ex. Sunday			CAPE GIRARDEAU	Y		Daily Ex. Sunday	Daily				
					8.04								

CHESTER SUBDIV.—VALLEY JCT. TO NORTH JCT.

Station Numbers	Miles from Valley Jct.	TIME-TABLE No. 34 JUNE 2, 1946	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. 4.34mils from Un. Sta. St. Louis	ST. LOUIS UNION STATION		6 15PM	10 32PM				
C 9	0.00	4.34 VALLEY JCT.		6 26	s 10 47				
	0.20	0.20 S. S. W. CONNECTION			10 48				
	4.31	4.11 P. CONLOGUE CROSSING							
C 15	6.08	1.77 DUPO. CW&T	s 6 38	a 10 58			7 00AM		
C 16	7.18	1.10 P. SOUTH DUPO.	6 40	11 00			7 05		
C 17	8.08	0.90 BIXBY					7 10		
	9.41	1.33 CS. G. M. & O. CROSSING	6 43	11 03			7 15		
C 24	15.17	5.76 P. WARNOCK	f 6 51	11 12			7 30		
C 26	17.58	2.41 P. FOUNTAIN	f 6 55	11 15			7 35		
C 31	22.53	4.95 LS. VALMEYER	s 7 05	a 11 23			8 10		
C 37	27.94	5.41 P. MAEYSTOWN	s 7 15	a 11 30			8 25		
C 42	33.63	5.69 P. FULTS	s 7 25	a 11 38			8 40		
C 46	37.23	3.60 P. RENAULT	s 7 31	11 43			8 50		
C 48	39.76	2.53 P. DANLEY	7 35	11 46			8 55		
C 50	41.73	1.97 LS. PRAIRIE Du ROCHER. CW	s 7 40	a 11 52			9 45		
C 55	45.82	4.09 P. MODOC	s 7 47	11 58PM			9 55		
C 58	49.17	3.35 CS. FLINTON—Ma. Ill. Crossing	f 7 53	12 04AM			10 30		
C 63	54.03	4.86 P. RELY LAKE	s 8 01	a 12 11			10 50		
C 69	60.52	6.49 P. MENARD	1 05PM	s 8 11	ad 12 19		11 05		
C 70	61.56	1.04 CS. CHESTER. CWT	s 1 15	s 8 18	s 12 24	3 50AM	11 30		
	63.72	2.16 P. MV JCT	1 22PM			4 00AM	11 35		
C 74	65.75	2.03 P. FORD							
C 80	71.69	5.94 LS. CORA	s 8 33	a 12 37			11 55AM		
	76.39	4.70 P. RADDLE JCT.							
C 86	77.21	0.82 P. RADDLE	f 8 43	a 12 44			12 15PM		
C 90	80.95	3.74 P. JACOB	s 8 49	12 49			12 25		
C 93	84.21	3.26 CS. GORHAM. WY	s 8 55PM	s 12 56			2 00		
	84.79	0.58 P. I. C. CROSSING							
C 99	90.59	5.80 P. HOWARDTON		a 1 05			2 20		
C104	95.07	4.48 CS. HALSEY		1 12			2 40		
C108	99.76	4.69 LS. WOLF LAKE		k 1 19			3 00		
C113	104.09	4.33 P. WARE		a 1 25			3 10		
C119	109.81	5.72 P. REYNOLDSVILLE		a 1 32			3 25		
C122	113.37	3.56 LS. McCLURE		a 1 37			3 35		
C127	117.53	4.16 CS. GALE. CW		a 1 48 ³⁶⁹			3 45PM		
C128	119.33	1.80 P. NORTH JCT.		1 53AM			3 40AM		
C243		115.20 PARAGOULD							
		127.27	Daily Ex. Sunday	Daily	Daily	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday	

Note 1.—Between Flinton and Raddle, Automatic Block, Signal Indication, both Opposing and Following Movements.
 Note 2.—Between Howardton and Halsey, Automatic Block, Signal Indication, both Opposing and Following Movements.
 Note 3.—West track between Crossover No. 1, at Gale, and North Jct., Automatic Block, Signal Indication, both Opposing and Following Movements.
 Northward track between North Jct. and Crossover No. 1, at Gale, Automatic Block, Signal Indication, with Current of Traffic.

CHESTER SUBDIV.—NORTH JCT. TO VALLEY JCT.

Siding Capacity in Cars	Miles from North Jct.	TIME-TABLE No. 34 JUNE 2, 1946	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	
	123.67	ST. LOUIS UNION STATION	7 28AM	11 25AM					
		4.34							
	119.33	VALLEY JCT.	s 7 11	11 09					
	119.13	S. S. W. CONNECTION	7 08						
	115.02	P. CONLOGUE CROSSING							
Yd.	Automatic Block	113.25	DUPO. CW&T	m 6 54	s 10 59		4 00PM		
		112.15	P. SOUTH DUPO.	6 51	10 55		3 55		
		111.25	BIXBY				3 50		
		109.92	CS. G. M. & O. CROSSING	6 46	10 52		3 45		
		77 104.16	P. WARNOCK	6 36	f 10 40		3 35		
		101.75	P. FOUNTAIN	6 31	f 10 35		3 30		
		112 96.80	LS. VALMEYER	m 6 22	s 10 26		3 20		
		91.39	P. MAEYSTOWN	m 6 13	s 10 15		2 55		
		85.70	P. FULTS	m 6 04	s 10 06		2 40		
		82.10	P. RENAULT	5 58	s 9 59		2 30		
128	Automatic Block	79.57	P. DANLEY	5 53	9 54		2 20		
		77.60	LS. PRAIRIE DU ROCHER. CW	m 5 48	s 9 51		2 15		
		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		
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							
n141	Note 1	53.58	P. FORD. W						
s126		47.64	LS. CORA	m 4 55	s 8 57		12 20		
n135		4.70							
s143	Note 1	42.94	P. RADDLE JCT.						
164		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	Note 1	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	Note 2	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.	Note 3	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	

Note 1.—Between Flinton and Raddle, Automatic Block, Signal Indication, both Opposing and Following Movements.
 Note 2.—Between Howardton and Halsey, Automatic Block, Signal Indication, both Opposing and Following Movements.
 Note 3.—West track between Crossover No. 1, at Gale, and North Jct., Automatic Block, Signal Indication, both Opposing and Following Movements.
 Northward track between North Jct. and Crossover No. 1, at Gale, Automatic Block, Signal Indication, with Current of Traffic.

CHESTER SUBDIV.—VALLEY JCT. TO NORTH JCT.

Station Numbers	Miles from Valley Jct.	TIME-TABLE No. 34 JUNE 2, 1946	TRAINS SOUTHWARD										
			SECOND CLASS										
			65 Red Ball Freight Daily	975 S. S. W. Freight Daily	361 Red Ball Freight Daily	973 S. S. W. Freight Daily	977 S. S. W. Freight Daily	67 Red Ball Freight Daily	371 Red Ball Freight Daily	369 Red Ball Freight Daily	381 Red Ball Freight Daily		
		STATIONS											
		Valley Jct. 4.34 mls from Un. Sta. St. Louis											
		ST. LOUIS UNION STATION											
		4.34											
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.....											
		1.77											
C 15	6.08	..... DUPO..... CW&T	12 01PM		3 30PM		9 00PM	9 15PM	10 00PM				
C 16	7.18	..... P..... SOUTH DUPO.....	12 03	2 50	3 35	7 23	8 56	9 05	9 20	10 05			
		0.90											
C 17	8.08	..... BIXBY.....											
		1.33											
	9.41	..... CS. G. M. & O. CROSSING.....	12 10	2 56	3 45	7 27	9 05	9 15	9 30	10 15			
		5.76											
C 24	15.17	..... P..... WARNOCK.....											
		2.41											
C 26	17.58	..... P..... FOUNTAIN.....											
		4.95											
C 31	22.53	..... LS..... VALMEYER.....											
		5.41											
C 37	27.94	..... P..... MAEYSTOWN.....											
		5.69											
C 42	33.63	..... P..... FULTS.....											
		3.60											
C 46	37.23	..... P..... RENAULT.....											
		2.53											
C 48	39.76	..... P..... DANLEY.....											
		1.97											
C 50	41.73	..... LS..... PRAIRIE DU ROCHER. CW											
		4.09											
C 55	45.82	..... P..... MODOC.....											
		3.35											
C 58	49.17	..... (CS. FLINTON—Ma. Ill. Crossing.....)	1 10	3 54	4 40	8 22	10 10	10 20	10 50PM	11 20PM			
		4.86											
C 63	54.03	..... P..... REILY LAKE.....											
		6.49											
C 69	60.52	..... P..... MENARD.....											
		1.04											
C 70	61.56	..... CS..... CHESTER..... CWT											
		2.16											
	63.72	..... P..... MV JCT.....											
		2.03											
C 74	65.75	..... P..... FORD..... W											
		5.94											
C 80	71.69	..... LS..... CORA.....											
		4.70											
	76.39	..... P..... RADDLE JCT.....											
		0.82											
C 86	77.21	..... P..... RADDLE.....	1 50	4 44	5 20	9 01	11 05	11 15	12 05AM	12 10AM			
		3.74											
C 90	80.95	..... P..... JACOB.....											
		3.26											
C 93	84.21	..... CS..... GORHAM..... WY	2 05	4 57	5 35	9 12	11 20	11 30	12 25AM	12 22			
		0.58											
	84.79	..... P..... I. C. CROSSING.....											
		5.80											
C 99	90.59	..... P..... HOWARDTON.....	2 17	5 10	5 45	9 22	11 32	11 55PM		12 34			
		4.48											
C104	95.07	..... CS..... HALSEY.....	2 25	5 18	5 55	9 28	11 42PM	12 05AM		12 43			
		4.69											
C108	99.76	..... LS..... WOLF LAKE.....											
		4.33											
C113	104.09	..... P..... WARE.....											
		5.72											
C119	109.81	..... P..... REYNOLDSVILLE.....											
		3.56											
C122	113.37	..... LS..... McCLURE.....											
		4.16											
C127	117.53	..... CS..... GALE..... CW	{ 4 00 4 30	6 05	{ 7 00 7 30	10 05	12 25AM	{ 1 00 1 30		{ 1 30 2 00 } ⁹⁰⁵	4 30AM		
		1.80											
C128	119.33	..... P..... NORTH JCT.....	4 40PM	6 15PM	7 40PM	10 10PM	12 35AM	1 35AM		2 10AM	4 40AM		
		51.56											
		..... DEXTER JCT.....	7 00PM					3 30AM					
		63.64											
C243		..... PARAGOULD.....			1 30AM					9 00AM			
		127.27	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Note 1.—Between Flinton and Raddle, Automatic Block, Signal Indication, both Opposing and Following Movements.
 Note 2.—Between Howardton and Halsey, Automatic Block, Signal Indication, both Opposing and Following Movements.
 Note 3.—West track between Crossover No. 1, at Gale, and North Jct., Automatic Block, Signal Indication, both Opposing and Following Movements.
 Northward track between North Jct. and Crossover No. 1, at Gale, Automatic Block, Signal Indication, with Current of Traffic.

CHESTER SUBDIV.—NORTH JCT. TO VALLEY JCT.

Siding Capacity in Cars	Miles from North Jct.	TIME-TABLE No. 34 JUNE 2, 1946	TRAINS NORTHWARD							
			SECOND CLASS							
			978 S. S. W. Freight	382 Red Ball Freight	76 Red Ball Freight	370 Red Ball Freight	60 Red Ball Freight	976 S. S. W. Freight	360 Red Ball Freight	
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	123.67	ST. LOUIS UNION STATION								
		4.34								
	119.33	VALLEY JCT.	6 35AM					9 30PM		
	119.13	S. S. W. CONNECTION								
	115.02	P. CONLOGUE CROSSING								
		1.77								
Yd.	113.25	DUPO.....CW&T			5 00PM	7 45PM	8 00PM		3 00AM	
		1.10								
	112.15	P. SOUTH DUPO	6 15		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		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. MAEYSTOWN								
		5.69								
	85.70	P. FULTS								
		3.60								
	82.10	P. RENAULT								
		2.53								
128	79.57	P. DANLEY								
		1.97								
	77.60	LS. PRAIRIE Du ROCHER.CW								
		4.09								
	73.51	P. MODOC								
		3.35								
184	70.16	(CS. FLINTON—Mo.—Ill. Crossing	4 50		2 20	4 45	5 00	7 20	11 00PM	
		4.86								
128	65.30	P. REILY LAKE								
		6.49								
132	58.81	P. MENARD								
		1.04								
126	57.77	CS. CHESTER.....CWT								
		2.16								
	55.61	P. MV JCT								
		2.03								
n141 s126	53.58	P. FORD.....W								
		5.94								
n135 s143	47.64	LS. CORA								
		4.70								
164	42.94	P. RADDLE JCT.								
		0.82								
	42.12	P. RADDLE	3 20		12 55	3 00	3 15	6 20	9 40	
		3.74								
	38.38	P. JACOB								
		3.26								
n 51 s102	35.12	CS. GORHAM.....WY	2 45		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		11 50AM	2 00	2 15	5 40	9 00	
		4.48								
128	24.26	CS. HALSEY	2 08		11 35	1 45	2 00	5 25	8 50	
		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	{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	

Note 1.—Between Flinton and Raddle, Automatic Block, Signal Indication, both Opposing and Following Movements.
 Note 2.—Between Howardton and Halsey, Automatic Block, Signal Indication, both Opposing and Following Movements.
 Note 3.—West track between Crossover No. 1, at Gale, and North Jct., Automatic Block, Signal Indication, both Opposing and Following Movements.
 Northward track between North Jct. and Crossover No. 1, at Gale, Automatic Block, Signal Indication, with Current of Traffic.

EAST AND WEST SUBDIV.—BETWEEN GORHAM AND MARION

TRAINS SOUTHWARD				Miles from Valley Jct.	TIME-TABLE		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS		FIRST CLASS			No. 34	JUNE 2, 1946			FIRST CLASS		SECOND CLASS	
395 Local Freight	371 Red Ball Freight		335 Passenger						336 Passenger		396 Local Freight	
Daily	Daily		Daily	STATIONS				Daily	Daily			
11 50AM	1 00AM		9 00PM	84.21	CS	GORHAM . . . WY	C 93		8 33AM		10 50AM	
						1.69 GG JCT						
				85.90	P		Two Main Tracks					
11 59AM	1 20	f	9 06	87.48	P	GRIMSBY		CD 3	130	f	8 25	10 40
12 20PM	2 00	s	9 20	94.21	LS	MURPHYSBORO	CD10	115	s	8 16	10 25	
						6.73 7.69						
12 50	2 45		9 33	101.90	P	ND-BOND	CD18	141		7 59	10 02	
12 55		f	9 34	102.66		DE SOTO	CD19		f	7 57	10 00	
1 30PM	3 15AM	s	9 44	108.15	CS	BUSH . . . CW&TY	CD24	Yd.	s	7 49	9 45AM	
						3.83						
		f	9 51	111.98	P	CLIFFORD	CB4	60	f	7 41		
						2.12						
				114.10		I. C. CROSSING No. 1						
						0.86						
				114.96		C. B. & Q. CROSSING No. 1						
						0.03						
		s	9 58	114.99	P	HERRIN	CB7	Yd.	s	7 35		
						1.13						
				116.12		C. B. & Q. CROSSING No. 2						
						0.19						
			10 01	116.31	P	CHALK JCT	CB8			7 30		
						0.45						
						I. C. CONNECTION						
						0.07						
						BUCKHORN LEAD						
						4.09						
			10 12	120.92	P	Mc CLINTOCK WYE . . . Y				7 21		
		s	10 16	122.25		JOHNSTON CITY	CB25		s	7 17		
						1.33						
			10 20	120.92	P	Mc CLINTOCK WYE . . . Y				7 13		
						2.54						
			10 28	123.46	P	WEST VIRGINIA WYE . . . Y				7 08		
						3.73						
				127.19		I. C. CROSSING No. 2						
						0.31						
			10 45PM	127.50	P	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		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					No. 34	JUNE 2, 1946			SECOND CLASS			
			395 Local Freight						396 Local Freight			
			Daily	STATIONS				Daily				
			6 00AM	108.15	CS	BUSH . . . CW&TY	CD24	Yd.	9 15AM			
			6 10	110.25	P	ROYALTON JCT	CD26A		9 05			
			6 15	111.26		ROYALTON	CD27		8 55			
						1.01						
			6 25	110.25	P	ROYALTON JCT			8 50			
						2.23						
				112.48	P	WEIR						
						2.33						
			6 40	114.81	P	ZEIGLER	CD31	Yd.	8 35			
						0.58						
				115.39		C. Z. & G. CROSSING No. 1						
						0.01						
				115.40	P	I. C. CROSSING						
						0.04						
				115.44		C. Z. & G. CROSSING No. 2						
						1.62						
				117.06		C. B. & Q. CROSSING						
						1.55						
				118.61	P	ORIENT JCT . . . WY						
						5.87						
			7 15AM	124.48	P	BENTON . . . Y	CD40	18	8 00AM			
						16.33						
			Daily						Daily			

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

TRAINS SOUTHWARD			Miles from Valley Jct.	TIME-TABLE No.-34 JUNE 2, 1946	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. 8.14		11 01AM		9 40AM		
	4 15		s 1 40	71.86	P	WELGE 5.48	CA10	93	s 10 44		9 20	
	4 45		s 1 55	77.34	LS	STEELEVILLE 2.14	CA16	70	s 10 33		9 10	
	5 00		s 2 02	79.48		PERCY 0.01	CA18		s 10 27		8 40	
				79.49		G. M. & O. CROSSING 3.15						
	5 30		s 2 07	82.64	LS	CUTLER 1.10	CA21		s 10 21		8 25	
	5 35		2 09	83.74	P	NEW WILSON 1.23	CA22	106	10 17		8 20	
	5 40		f 2 11	84.97		JAMESTOWN 2.57	CA24		f 10 13		8 10	
	6 00		s 2 16	87.54	P	CONANTS 5.02	CA26	10	s 10 09		7 55	
				92.56		I. C. CROSSING No. 1 0.01						
9 00AM	6 30AM		s 2 26	92.57	LS	PINCKNEYVILLE 3.56	CA31	Yd.	s 9 59		7 30AM	5 45PM
9 08			2 34	96.13		CRIBS SPUR 6.63	CA35	3	9 51			5 25
				102.76		I. C. CROSSING No. 2 0.19						
9 23			s 2 49	102.95	LS	TAMAROA 0.61	CA41		s 9 37			5 10
932 ⁸³²			2 51	103.56		TT SIDING 7.70		24	932 ⁸⁹⁷			5 00
10 00			s 3 06	111.26	P	SHELLER 3.28	CA50	17	s 9 18			4 35
10 20			s 3 16	114.54	P	WALTONVILLE 0.26	CA53	19	s 9 10			4 10
				114.80		C. B. & Q. CROSSING 5.45						
10 40			f 3 26	120.25		MARCOE 1.63	CA59	4	f 9 00			3 45
10 45			330 ⁸⁹⁸	121.88	P	J. S. W. CONNECTION 3.04		51	8 55			330 ⁸³¹
				124.92		L. & N. CROSSING 0.09						
11 30AM			3 50PM	125.01	LS	MT. VERNON 64.46	CA64	Yd.	8 45AM			2 00PM
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. 899 is superior to No. 894.**
- 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.

2. MAXIMUM SPEED:

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

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

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

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

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

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

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

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

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

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

Engines other than Diesel Passenger Engines must not be operated at speed above that shown in Consist "B":

MISSOURI PACIFIC ENGINES		GCL AND IGN ENGINES	
Numbers	MPH	Numbers	MPH
1 to 173.....	60	1801 to 1818.....	45
400 to 487.....	45	2101 to 2125.....	90
501 to 512(D)....	65	2201 to 2215.....	90
800 to 815(D)....	30	2307 to 2398.....	55
1201 to 1280:		2504 to 2523.....	60
Psg. Service....	55	2638 to 2651.....	50
Frt. Service....	63	2707.....	60
1301 to 1325:		4000.....	30
Psg. Service....	55	4100 and 4101(D)...	35
Frt. Service....	63	4102 and 4103(D)...	75
1401 to 1571:		5201 to 5207.....	55
Psg. Service....	55	5308 to 5316.....	80
Frt. Service....	63	5321 to 5327.....	90
1701 to 1714.....	55	5335 to 5344.....	80
1715 to 1719.....	50	5502 to 5539.....	80
1720 to 1729:		6001.....	90
Roller Bearing		6401 to 6444.....	80
Equipped (See		6501 to 6521.....	70
Note A).....	63	6601 to 6629.....	80
Not Roller Bear-		7000 to 7004(PD)...	100
ing Equipped		7100(PD).....	90
(See Note B)....	55	9000 to 9012(D)....	35
		9102 to 9119(D)....	35

D—Diesel. PD—Passenger Diesel.
Note "A"—1720-1721-1723-1725-1726-1727.
Note "B"—1722-1724-1728-1729.

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

3 (a). Engines Light Moving Forward:

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

3 (b). Engines Running Backward:

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

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

Coal Field:

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

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

3 (c). Through Turnouts and Crossovers, and Spring Switches:

Through No. 10 turnouts and crossovers, entire train.....	10
Through No. 20 turnouts and crossovers, entire train.....	30
In straightaway movement when moving points of No. 10 Spring Switch.....	10
In straightaway movement when moving points of No. 20 Spring Switch.....	30
(In straightaway movement when lead wheels have passed over points of Spring Switches, normal speed may be resumed).	
Through No. 20 Equilateral Turnouts, entire train.....	50

3 (d). Specific Locations Where Speed is Restricted:

	Miles Per Hour	
	Consist "A"	Consist "B"
While engine or forward car is between home 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	..
Bridge 3, Mile Post 126 Pole 0, Cape Girardeau Subdivision, Engines heavier than E-50.....	10	10
Bridge 3, on Orient lead, Benton Subdivision, Engines heavier than E-50.....	10	10
Bridge 1, M & E lead, Marion, East and West Subdivision, Engines heavier than E-45.....	15	15
Engines heavier than E-50 must not operate on Buckner Mine lead, Benton Subdivision.		
The turnouts at end of two main tracks, Raddle Jct., and at end of two main tracks, Halsey, are equilateral No. 20 turnouts.		
The requirements of Rules 281 and 283 are modified to the extent that: When signal aspects per Rules 281 or 283 are displayed by Southward Signal No. 763 at Raddle Jct., or Southward Signal No. 949 at Halsey, trains may proceed through equilateral turnouts at these locations at a speed not to exceed fifty miles per hour, except that when maximum train speed shown in Section 2 (a), Consist "A", of Special Instructions in time-table is lower than fifty miles per hour, such maximum train speed will govern.		

3 (d). Concluded:

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

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

Chester Subdiv.:

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

Mt. Vernon Subdiv.:

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

East and West Subdiv.:

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

Cairo Subdiv.:

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

3 (e). Disabled Engines and Engines in Tow:

	Miles Per Hour
Motor cars dead in tow.....	50
(See Section 25 of Special Instructions in pamphlet form).	
Diesel Engines dead in tow:	
Nos. 501 to 512.....	65
Nos. 800 to 815.....	30
Nos. 4100, 4101, 9000 to 9012, 9102 to 9119, 9150 to 9161, 9200 to 9206.....	35
Nos. 4102 and 4103.....	75
Nos. 7000 to 7004.....	100
No. 7100.....	90
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.	
Steam engines dead in tow:	
With side rods in position, main rods disconnected.....	35
Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of the side rods down	
ON AUTHORITY OF SUPERINTENDENT.	
With part or all of side rods down.....	15
With all side rods 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
Moving Backward in tow: (Side rods in position):	
Chester Subdiv.....	25
Cape Girardeau, Cairo and Benton Subdiv.....	15
East and West Subdiv.:	
Between Gorham and Bush.....	25
Between Bush and Marion.....	15

3 (e). Disabled Engines and Engines in Tow—Concluded:	Miles Per Hour
Moving Backward in tow: (Side rods in position):	
Mt. Vernon Subdiv.:	
Between M. V. Jct. and Pinckneyville.....	25
Between Pinckneyville and Mt. Vernon.....	15
Between West Virginia Wye and Pittsburg, Chalk Jct. and Pollard and All Mine Leads.....	15
Dead engines must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency, in which case they must be turned at first available point, except that engines not equipped with engine trucks dead in tow must be moved tender forward.	
Disabled Engines:	
With front drivers blocked.....	20
Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.	
Engines without full set of driving wheels, trucks or trailers may be moved to first siding to clear main track at speed not exceeding.....	6
Further movement must be authorized by Superintendent.	
Engines with all main rods, side rods, and pistons in position, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side.....	15
3 (f).^a Work Equipment, Derricks, Cranes, etc.:	
Wrecking Cranes (self-propelling).....	25
Pile Drivers.....	25
Steam Shovels.....	25
Bridge Derrick Cars (non-revolving) Boom connected..	30
Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches nor more than 6 inches lateral movement; uncoupling levers must be disconnected between derrick car and idler car; derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.	
	Maximum Train Speed Consist "A"
Bridge Derrick Cars (non-revolving), Boom disconnected	
Bridge derrick cars shipped with boom disconnected 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.	

3 (f). Concluded:	Miles Per Hour
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.	
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 Train Speed Consist "A"
Rail unloaders must have boom disconnected and stored on car.	
Scale test cars must be handled next to caboose.....	Maximum Train Speed Consist "A"
Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling Wrecking Cranes, Pile Drivers and Jordan Ditchers or Spreader-Ditchers must be restricted to five miles per hour less than such maximum train speed.	

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	G Rand 0500. MAin 1000.		
★Dr. O. B. Zeinert, Chief Surgeon	St. Louis, Mo.	Grand and Shaw	G Rand 0500. Main 1000.	34 Broadview Drive	Parkview 0674.
★Dr. W. Wilhelmj	East St. Louis, Ill.	627-631 Murphy Bldg.	EAsT 167	9424 West Main, Belloville	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. B. J. Marxer, Resident Surgeon	Dupo, Ill.	110 South 2nd St.	4	110 South 2nd St.	4
★★Dr. R. G. Empson	Valmeyer, Ill.	Valmeyer, Ill.	12-J	Valmeyer, Ill.	72-W
★★Dr. L. 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.
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.
★Dr. J. A. Weatherly	Murphysboro, Ill.	108 North 14th St.	800	1013 Mulberry St.	439
EMERGENCY STATION	Hurst, Ill.				
★Dr. V. H. Burkhardt, 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. C. O. Hamilton	Mt. Vernon, Ill.	113½ South 10th	650	1910 West Broadway	584.
★★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.