

DIVISION OFFICERS

C. W. EXLINE.....Superintendent.....St. Louis, Mo

L. V. HOBBS.....Trainmaster, Chester,
Cairo, and Cape Girardeau
Subdivs.....Bush, Ill.

W. C. ENSMINGER.....West, Benton and Mt.
Vernon Subdivs.....Bush, Ill.

H. J. SCHROFF.....Asst. Trainmaster, East
and West Subdiv. (be-
tween Bush and Marion,
including Bush Yard) and
Benton Subdiv.....Bush, Ill.

H. E. GUNN.....Road Foreman of Engines...Dupo, Ill.

C. H. MEDLIN.....Division Trainmaster.....Bush, Ill.

R. J. DUGAN.....Asst. Chief Dispatcher.....Bush, Ill.

H. D. FINN.....Asst. Chief Dispatcher.....Bush, Ill.

E. A. LUEHR.....Asst. Chief Dispatcher.....Bush, Ill.

R. O. BURKE.....Dispatcher.....Bush, Ill.

C. L. CHAPPUIS.....Dispatcher.....Bush, Ill.

E. A. DOUGHERTY.....Dispatcher.....Bush, Ill.

R. V. MOWREY.....Dispatcher.....Bush, Ill.

S. H. SENTENEY.....Dispatcher.....Bush, Ill.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

ILLINOIS DIVISION

TIMETABLE No. 38

Effective 12:01 a. m. Sunday, Nov. 2, 1952

CENTRAL STANDARD TIME

Superseding Timetable No. 37, effective Sept. 30,
1951, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTION No. 10, THIS
DIVISION, EFFECTIVE AUGUST 1, 1952

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

R. P. HART, Chief Operating Officer.

L. A. GREGORY, Assistant Chief Operating Officer and
General Superintendent Transportation.

W. H. BAILEY, Asst. General Superintendent
Transportation.

R. C. WILLIAMS, General Manager.

M. L. SMITH, Assistant General Manager.

SPECIAL INSTRUCTIONS

The following rules are repeated from the Uniform Code of Operating Rules for emphasis:

GENERAL NOTICE (in part): SAFETY is of the FIRST importance in the discharge of duty.

RULE B: Employes must have a proper understanding and working knowledge of and obey all rules and instructions in whatever form issued, applicable to or affecting their duties. If in doubt as to their meaning, employes must apply to the proper officer for an explanation.

When properly authorized, rules may be cancelled, superseded or changed by:

- (1) General Order,
- (2) Special instructions in the timetable or in pamphlet form,
- (3) Paster in the book of rules.

RULE E (in part): Employes must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employes is required for proper functioning under the rules and instructions.

RULE 107 (in part): Conductors and engineers must bring about cooperation between all members of the crew.

Both the conductor and engineer are responsible for the safety of the train and the observance of the rules.

Although engineers are under the direction of the conductor regarding the supervision of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

When safety of trains and observance of rules are involved, brakemen and firemen are responsible to the extent of their ability to prevent accident or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

RULE 108: In case of doubt or uncertainty, the SAFE course MUST be taken.

RULE 101 (in part): Conductors and engineers must inform themselves of conditions, and during and after excessive rains, heavy storms, fogs, or any condition which may restrict visibility or affect condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY, and if in doubt of being able to proceed safely, train must be placed in siding until it is safe to proceed.

When storms, fogs or other conditions obscure track or signals from points where they are plainly seen under normal conditions, speed must be restricted to insure seeing and complying with indications of any and all signals, REGARDLESS OF LOSS OF TIME.

RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

The train dispatcher is in position to render valuable service in bringing about compliance with the rules; first, by habitually conforming to the rules in the daily performance of his own duties; second, by requiring compliance with the rules on the part of operators, trainmen and others with whom his duties bring him in daily contact; and, third, by immediately reporting any rule violation, any negligence of duty or any irregularity relating to the movement of trains and the handling and execution of train orders.

Train dispatcher must bear in mind that his more extended means of communication and consequent knowledge of conditions give him a point of view not available to any other person connected with train, engine or yard movements, and that it is his duty to impart that knowledge to others, when it will promote safety, or, without sacrificing safety, will expedite movement of trains.

NOTE WELL AND REMEMBER:

1. No officer or employe has the authority to violate a rule.
2. No officer or employe has the authority to tell anyone to violate a rule.



General Manager

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.

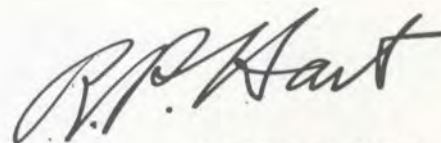
10. On crowded trains, Missouri Pacific employes riding on passes should, and will, if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.



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.
 - D—Diesel Fuel Oil
 - n—Northward.
 - O—Fuel Oil
 - s—Southward.
 - T—Turntable.
 - W—Water.
 - Y—Wye.
 - §—Track Scales.
 - *—Mail Crane.
 - CS—Continuous Train Order Office.
 - LS—Limited Train Order Office (Hours of Service specified by General 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.
- 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.
- w—Stop to receive passengers for points Illmo and south.

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5.....	12	0
8.....	7	30
10.....	6	0
12.....	5	0
15.....	4	0
18.....	3	20
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
49.....	1	14
50.....	1	12
55.....	1	5
59.....	1	2
60.....	1	0

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

Station	Miles from St. Louis	Train Nos.			
		f831	f832		
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		

CHESTER SUBDIV.—VALLEY JCT. TO NORTH JCT.

TIMETABLE
No. 38

NOVEMBER 2, 1952

TRAINS SOUTHWARD

Station Numbers	Miles from Valley Jct.	STATIONS	FIRST CLASS				SECOND CLASS			
			831 Passenger	907 St. L. S. W. Passenger			891 Freight	895 Local Freight	381 Red Ball Freight	391 Local Freight
			Daily Ex. Sunday	Daily			Daily Ex. Monday	Daily	Daily Ex. Sunday	
	Valley Jct. 4.34mils from Un. Sta. St. Louis	ST. LOUIS UNION STATION		9 02PM						
		4.34								
C 9	0.00	VALLEY JCT.		s 9 17PM						
	0.20	St. L. S. W. Connection								
	4.31	P. NO. DUPO-I.R.R.A. Crossing								
C 15	6.08	DUPO CDTW &		f 9 25					7 00AM	
C 16	7.18	P. SOUTH DUPO		9 27					7 05	
C 17	8.08	BIXBY							7 10	
	9.41	CS. G. M. & O. CROSSING		9 31					7 15	
C 24	15.17	P. WARNOCK		9 38					7 30	
C 26	17.58	P. FOUNTAIN		9 41					7 35	
C 31	22.53	LS. VALMEYER		9 47					8 10	
C 37	27.94	P. MAEYSTOWN		9 54					8 25	
C 42	33.63	P. FULTS		10 01					8 40	
C 46	37.23	P. RENAULT		10 06					8 50	
C 48	39.76	P. DANLEY		10 10					8 55	
C 50	41.73	LS. PRAIRIE DuROCHER CW		10 13					9 45	
C 55	45.82	P. MODOC		10 19					9 55	
	47.71	FI CROSSOVER								
C 58	49.17	CS. FLINTON-Mo.-Ill. Crossing							10 30	
C 63	54.46	P. REILY LAKE							10 50	
C 69	60.52	P. MENARD	12 45PM	d 10 35					11 05	
C 70	61.56	CS. CHESTER CTW	s 12 55	s 10 39		3 50AM			11 30	
	63.72	P. MV JCT	1 00PM			4 00AM			11 35	
C 74	65.75	P. FORD W								
C 80	71.69	LS. CORA							11 55AM	
	76.39	P. RADDLE JCT								
C 86	77.21	P. RADDLE		1055 ⁹⁷⁷					12 15PM	
C 90	80.95	P. JACOB		11 00					12 25	
C 93	84.21	LS. GORHAM WY		s 1107 ⁰⁷					1 57 ⁹⁷⁵	
	84.79	P. I. C. CROSSING								
C 99	90.59	HOWARDTON								
	90.62	P. AA JCT		11 17						
	94.96	CS. BB JCT		11 23					2 30	
C104	95.07	HALSEY							2 40	
C108	99.76	LS. WOLF LAKE		11 29					3 00	
C113	104.09	P. WARE		11 35					3 10	
C119	109.81	P. REYNOLDSVILLE		11 42					3 25	
C122	113.37	LS. McCLURE		11 48					3 35	
C127	117.53	CS. GALE CW		f 11 55		3 30AM		4 30AM	3 45PM	
C128	119.33	P. NORTH JCT		11 59PM		3 40AM		4 40AM		
C243		PARAGOULD								
		123.67								
			Daily Ex. Sunday	Daily		Daily Ex. Sunday	Daily Ex. Monday	Daily	Daily Ex. Sunday	

Note 1.—Between Valley Jct. and North Dupo, Signal Indication, both Opposing and Following Movements.
 Note 2.—Between North Dupo and G. M. & O. Crossing, Signal Indication, with Current of Traffic.
 Note 3.—Between FI Crossover and Raddle, Signal Indication, both Opposing and Following Movements.
 Note 4.—Between AA Jct. and BB Jct., Signal Indication, both Opposing and Following Movements.
 Note 5.—West track between Crossover No. 1, at Gale, and North Jct., Signal Indication, both Opposing and Following Movements.
 Northward track between North Jct. and Crossover No. 1, at Gale, Signal Indication, with Current of Traffic.

CHESTER SUBDIV.—NORTH JCT. TO VALLEY JCT.

Siding Capacity in Cars	Miles from North Jct.	TIMETABLE No. 38 NOVEMBER 2, 1952		TRAINS NORTHWARD							
				FIRST CLASS				SECOND CLASS			
				908 St. L. S. W. Passenger	832 Passenger			382 Red Ball Freight	392 Local Freight	896 Local Freight	892 Freight
STATIONS		Daily	Daily Ex. Sunday			Daily	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday		
	123.67	ST. LOUIS UNION STATION	7 10AM								
		1.34									
	119.33	VALLEY JCT.	s 6 55AM								
	119.13	St. L. S. W. Connection.									
	115.02	P.NO. DUPO-T.R.R.A. Crossing									
Yd.	113.25	DUPO... CDTW	f 6 42				4 00PM				
	112.15	P..SOUTH DUPO	6 39				3 55				
	111.25	BIXBY					3 50				
	109.92	CS.G.M.&O. CROSSING	6 36				3 45				
77	104.16	P...WARNOCK	6 27				3 35				
	101.75	P...FOUNTAIN	6 23				3 30				
112	96.80	LS...VALMEYER	6 17				3 20				
	91.39	P...MAEYSTOWN	6 08				2 55				
	85.70	P...FULTS	5 59				2 40				
	82.10	P...RENAULT	5 51				2 30				
128	79.57	P...DANLEY	5 47				2 20				
	77.60	LS..PRAIRIE DuROCHER..CW	5 44				2 15				
	73.51	P...MODOC	5 38				1 55				
	71.62	FI CROSSOVER	5 35								
184	70.16	CS.FLINTON-Mo. Ill. Crossing.					1 45				
n125	64.87	P..REILY LAKE					1 15				
s125		6.06									
	58.81	P...MENARD	d 5 20	11 25AM			1 05				
	57.77	CS..CHESTER...CTW	s 5 18	s 11 18			1 00	10 00AM			
n125	55.61	P...MV JCT		11 01AM			12 40	9 40AM			
a 83		2.03									
n141	53.58	P...FORD									
s126		5.94									
n135	47.64	LS...CORA					12 20				
s143		4.70									
145	42.94	P...RADDLE JCT									
	42.12	P...RADDLE					12 03PM				
	38.38	P...JACOB	4 51				11 50AM				
n 51	35.12	LS...GORHAM...WY	s 4 45				11 30				
s102		0.58									
	34.54	P...I. C. CROSSING									
148	28.74	HOWARDTON									
	28.71	P...AA JCT	4 35				10 00				
	24.37	CS...BB JCT	4 29				9 45				
124	24.26	HALSEY									
	19.57	LS...WOLF LAKE	4 24				9 30				
72	15.24	P...WARE	4 18				8 55				
109	9.52	P...REYNOLDSVILLE	4 12				8 40				
	5.96	LS...McCLURE	4 07				8 30				
Yd.	1.80	CS...GALE...CW	f 4 00			2 00AM	7 00AM		3 30PM		
	0.00	P...NORTH JCT	3 57AM			1 50AM			3 20PM		
		115.20									
		PARAGOULD									
	123.67		Daily	Daily Ex. Sunday		Daily	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday		

Note 1.—Between Valley Jct. and North Dupo, Signal Indication, both Opposing and Following Movements.
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 Northward track between North Jct. and Crossover No. 1, at Gale, Signal Indication, with Current of Traffic.

CHESTER SUBDIV.—VALLEY JCT. TO NORTH JCT.

Station Numbers	Miles from Valley Jct.	TIMETABLE No. 38 NOVEMBER 2, 1952	TRAINS SOUTHWARD								
			SECOND CLASS								
			65 Red Ball Freight	369 Red Ball Freight	975 St. L. S. W. Freight	69 Red Ball Freight	361 Red Ball Freight	973 St. L. S. W. Freight	977 St. L. S. W. Freight	67 Red Ball Freight	371 Red Ball Freight
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	Valley Jct. 4.34 mls. from Un. Sta. St. Louis	ST. LOUIS UNION STATION									
C 9	0.00	VALLEY JCT.			11 30AM			7 10PM	8 30PM		
	0.20	St. L. S. W. Connection							8 35		
	4.31	P NO. DUPO-T.R.R.A. Crossing									
C 15	6.08	DUPO CDTW &	2 00AM	3 00AM		2 00PM	7 00PM			9 00PM	11 15PM
C 16	7.18	P. SOUTH DUPO	2 05	3 05	11 50	2 05	7 05	7 23	8 56	9 05	11 20
C 17	8.08	BIXBY									
	9.41	CS.G.M.&O. CROSSING	2 15	3 15	11 56AM	2 10	7 15	7 27	9 00	9 15	11 30PM
C 24	15.17	P. WARNOCK									
C 26	17.58	P. FOUNTAIN									
C 31	22.53	LS. VALMEYER									
C 37	27.94	P. MABYSTOWN									
C 42	33.63	P. FULTS									
C 46	37.23	P. RENAULT									
C 48	39.76	P. DANLEY									
C 50	41.73	LS. PRAIRIE DUROCHER CW									
C 55	45.82	P. MODOC									
	47.71	FI CROSSOVER									
C 58	49.17	CS.FLINTON-Mo. Ill. Crossing	3 15	4 30	12 54PM	3 10	8 15	8 22	9 50	10 05	12 56AM
C 63	54.46	P. REILY LAKE									
C 69	60.52	P. MENARD									
C 70	61.56	CS. CHESTER CTW									
	63.72	P. MV JCT.									
C 74	65.75	P. FORD W									
C 80	71.69	LS. CORA									
	76.39	P. RADDLE JCT.									
C 86	77.21	P. RADDLE	3 58	5 15	1 44	4 00	901 ⁹⁷³	901 ³⁶¹	1055 ⁹⁰⁷	10 44	1 50
C 90	80.95	P. JACOB									
C 93	84.21	LS. GORHAM WY	4 10	5 30	1 57 ³⁹¹	4 15	9 25	9 12	11 20	1107 ⁹⁰⁷	2 25AM
	84.79	P. I. C. CROSSING									
C 99	90.59	HOWARDTON									
	90.62	P. AA JCT.	4 22	5 43	2 10	4 28	9 40	9 22	11 32	11 20	
	94.96	CS. BB JCT.	4 29	5 50	2 19	4 35	9 50	9 28	11 42PM	11 29PM	
C104	95.07	HALSEY									
C108	99.76	LS. WOLF LAKE									
C113	104.09	P. WARE									
C119	109.81	P. REYNOLDSVILLE									
C122	113.37	LS. McCLURE									
C127	117.53	CS. GALE CW	5 05 5 10	6 30 7 00	3 10	5 15 5 30	10 20 10 50	10 05	12 25AM	12 05AM 12 10	
C128	119.33	P. NORTH JCT.	5 15AM	7 10AM	3 15PM	5 40PM	10 55PM	10 10PM	12 35AM	12 15AM	
		DEXTER JCT.	6 40AM			9 20PM				1 50AM	
C243		PARAGOULD		11 30AM			2 30AM				
	123.67		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

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CHESTER SUBDIV.—NORTH JCT. TO VALLEY JCT.

Siding Capacity in Cars	Miles from North Jct.	TIMETABLE No. 38 NOVEMBER 2, 1952		TRAINS NORTHWARD							
				SECOND CLASS							
				978 St. L. S. W. Freight	76 Red Ball Freight	370 Red Ball Freight	60 Red Ball Freight	976 St. L. S. W. Freight	360 Red Ball Freight	72 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	St. L. S. W. Connection									
	115.02	P NO. DUPO-T.R.R.A. Crossing									
		1.77									
Yd.	113.25	DUPO CDTW			5 00PM	7 45PM	8 00PM		3 00AM	2 00AM	
		1.10									
	112.15	P. SOUTH DUPO		6 15	4 46	7 30	7 46	9 05	2 46	1 40	
		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 40	1 30	
		5.70									
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									
		1.89									
	71.62	FI CROSSOVER									
		1.46									
184	70.16	CS.FLINTON-Mo.-Ill. Crossing		4 50	2 20	4 45	5 00	7 20	1215AM ⁷²	1215AM ³⁶⁰	
n125		5.29									
s125	64.87	P. REILY LAKE									
		6.06									
	58.81	P. MENARD									
n125		1.04									
s83	57.77	CS. CHESTER CTW									
		2.16									
	55.61	P. MV JCT									
		2.03									
n141	53.58	P. FORD W									
s126		5.94									
n135	47.64	LS. CORA									
s143		4.70									
145	42.94	P. RADDLE JCT									
		0.82									
	42.12	P. RADDLE		3 20	12 55	3 00	3 15	6 20	9 40PM	11 05PM	
		3.74									
38.38	P.	JACOB									
		3.26									
n51	35.12	LS. GORHAM WY		2 45	12 15PM	2 30	2 45	6 00	9 20	10 50	
s102		0.58									
	34.54	P. H. C. CROSSING									
		5.80									
148	28.74	P. HOWARDTON									
		0.03									
	28.71	P. AA JCT		2 20	11 50AM	2 00	2 15	5 40	9 00	10 30	
		4.34									
	24.37	CS. BB JCT		2 08	11 35	1 45	2 00	5 25	8 50	10 20	
		0.11									
124	24.26	P. HALSEY									
		4.69									
	19.57	LS. WOLF LAKE									
		4.33									
72	15.24	P. WARE									
		5.72									
109	9.52	P. REYNOLDSVILLE									
		3.56									
	5.96	LS. McCLURE									
		4.16									
Yd.	1.80	CS. GALE CW		1 10	{10 30 10 00}	{12 50 12 20}	{1 00 12 30}	4 45	{7 45 7 15}	{9 30 9 10}	
		1.80									
	0.00	P. NORTH JCT		1 00AM	9 50AM	12 10PM	12 20PM	4 35PM	7 05PM	9 00PM	
		51.56									
		DEXTER JCT					9 40AM			7 45PM	
		63.64									
		PARAGOULD				6 30AM			1 15PM		
		123.67									
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Note 1.—Between Valley Jct. and North Dupo, Signal Indication, both Opposing and Following Movements.
 Note 2.—Between North Dupo and G. M. & O. Crossing, Signal Indication, with Current of Traffic.
 Note 3.—Between FI Crossover and Raddie, Signal Indication, both Opposing and Following Movements.
 Note 4.—Between AA Jct. and BB Jct., Signal Indication, both Opposing and Following Movements.
 Note 5.—West track between Crossover No. 1, at Gale, and North Jct., Signal Indication, both Opposing and Following Movements.
 Northward track between North Jct. and Crossover No. 1, at Gale, Signal Indication, with Current of Traffic.

MT. VERNON SUBDIV.—BETWEEN MV JCT. AND MT. VERNON

TRAINS SOUTHWARD			Miles from Valley Jct.	TIMETABLE No. 38 NOVEMBER 2, 1952		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		
				STATIONS						
	4 00AM		1 00PM	63.72	P.....	MV JCT.....		11 01AM		9 40AM
	4 15		s 1 16	71.86	P.....	WELGE.....	CA10	s 10 44		9 20
	4 45		s 1 28	77.34	LS.....	STEELEVILLE..... WY	CA16	s 10 33		9 10
	5 00		s 1 34	79.48		PERCY.....	CA18	s 10 27		8 40
				79.49		G. M. & O. CROSSING.....				
	5 30		s 1 41	82.64	LS.....	CUTLER.....	CA21	s 10 21		8 25
	5 35		1 43	83.74	P.....	NEW WILSON.....	CA22	10 17		8 20
	5 40		f 1 45	84.97		JAMESTOWN.....	CA24	f 10 13		8 10
	6 00		s 1 50	87.54	P.....	CONANT.....	CA26	s 10 09		7 55
				92.56		I. C. CROSSING No. 1.....				
8 45AM	6 30AM		s 2 02	92.57	LS.....	PINCKNEYVILLE...CWY	CA31	Yd. s 9 59		7 30AM
				102.76		I. C. CROSSING No. 2.....				
9 15			s 2 24	102.95	LS.....	TAMAROA.....	CA41	s 9 37		5 10
9 24 ⁸³²			2 26	103.56		TT SIDING.....		24 9 24 ⁸⁰⁷		5 00
10 00			s 2 38	111.26	P.....	SCHELLER..... W	CA50	Yd. s 9 12		4 35
				114.54		I. C. CROSSING No. 3.....				
10 20			s 2 45	114.54	LS.....	WALTONVILLE.....	CA53	s 9 05		4 10
				114.80		C. B. & Q. CROSSING.....				
10 40			f 2 53	120.25		MARCOE.....	CA59	7 f 8 50		3 45
10 45			2 57 ⁸⁹⁸	121.88	P.....	J. S. W. CONNECTION.....		8 45		2 57 ⁸³¹
				124.92		L. & N. CROSSING.....				
11 30AM			3 15PM	125.01	LS.....	MT. VERNON..... WY	CA64	Yd. 8 35AM		2 00PM
Daily Ex. Sunday	Daily Ex. Monday		Daily Ex. Sunday			61.29		Daily Ex. Sunday		Daily Ex. Monday
								Daily Ex. Sunday		Daily Ex. Sunday

1. All Northward trains are superior to trains of the same class in the opposite direction, except:

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

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

When necessary to move trains against the current of traffic between North Dupo 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 FI Crossover, between Raddle and AA Jct. and between BB Jct. 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 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 with all passenger cars of any type; or—

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

2-A. MAXIMUM TRAIN SPEED (Concluded):

	Miles Per Hour	
	Consist "A"	Consist "B"
	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	59
" Danley and Flinton.....	45	50
" Flinton and Raddle Jct.....	45	60
" Raddle Jct. and North Jct.....	45	50
Mt. Vernon Subdiv.:		
Between MV 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.

MISSOURI PACIFIC ENGINES

Steam	MPH	Steam	MPH	Diesel	MPH
1 to 173.....	60	2103 to 2115.....	90	4104 to 4196.....	65
301 to 389.....	50	2201 to 2215.....	90	7000 to 7021.....	98
402 to 486.....	45	2321 to 2389.....	55	7100.....	90
943 to 945.....	45	5308 to 5316.....	80	8001 to 8018.....	98
1011 to 1030.....	55	5321 to 5327.....	90	9000 to 9022.....	35
1031 to 1073.....	53	5335 to 5344.....	80	9102 to 9191.....	35
1101 to 1110.....	55	6001.....	90	9200 to 9219.....	35
1111 to 1125.....	63	6401 to 6444.....	80		
1151 to 1161.....	80	6501 to 6512.....	70		
1201 to 1280:		6602 to 6629.....	80		
Psgr. Service.....	55	9301 to 9320.....	25		
Frt. Service.....	63	9414 to 9468.....	25		
1301 to 1325:		9601 to 9610.....	25		
Psgr. Service.....	55	9701 to 9785.....	25		
Frt. Service.....	63				
1403 to 1571:		Diesel	MPH		
Psgr. Service.....	55	201 to 208.....	65		
Frt. Service.....	63	301 to 344.....	65		
1701 to 1714.....	55	501 to 626.....	65		
1715 to 1719.....	50	801 to 815.....	30		
1720 to 1729.....	63	4100 to 4101.....	35		
1803 to 1817.....	45	4102 to 4103.....	75		

T&P

DIESEL ENGINES

1100 to 1118.....	65
1500 to 1557.....	65
2000 to 2009.....	98

Motor Cars:

Gas electric passenger.....	60
Passenger Motor Car No. 670, with mechanical drive.....	70

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

3-A. Engines Light Moving Forward:

	Miles Per Hour
Steam road engines, (light or with one car behind).....	45

3-B. Engines Moving Backward, or Moving Forward Shoving Cars:

STEAM engines moving backward, with or without cars, or any engine moving forward shoving cars; and
DIESEL engines moving backward without pilot on end facing direction of movement:

	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 MV 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
Cape Girardeau, Cairo and Benton Subdivs.....	15
East and West Subdiv.:	
Between Gorham and Bush.....	20
Between Bush and Marion.....	15
Steam 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 lateral turnouts and crossovers, entire train	15
Through Nos. 15, 16 and 20 lateral turnouts and crossovers, entire train.....	30
Through No. 20 equilateral turnouts, entire train.....	50
In straightaway movement when moving points of No. 10 Spring Switch.....	15
In straightaway movement when moving points of Nos. 15, 16 and 20 Spring Switches.....	30
(In straightaway movement when lead wheels have passed over points of Spring Switches, normal speed may be resumed).	

3-D. Specific Locations Where Speed is Restricted:

	Miles Per Hour	
	Consist "A"	Consist "B"
While engine or forward car is between Absolute signal and crossing.....	35	35
I. C. Crossing (Gorham) trains moving with current of traffic.....	35	35
	20	20
	20	20
	20	20
G. M. & O. Crossing (Percy).....	20	20
	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 approach signal and opposing Absolute 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, BB Jct., 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 BB Jct., trains may proceed through equilateral turnouts at these locations at		

3-D. Concluded:

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.

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
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3-E. Trains Handling Disabled Engines and Engines in Tow:

Diesel Engines and Motor Cars dead in tow:

Road or Switch, with trucks and traction motors in good running condition.....	Maximum Train Speed, or Maximum Engine Speed for particular engine in tow, whichever is lower (See Item 2-B)
Road or Switch, with trucks or parts of same not in good running condition.....	As Authorized By Superintendent

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. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

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, main rods and pistons in position, front cylinder heads and back cylinder cocks 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. Trains Handling Disabled Engines and Engines in Tow:—Concluded:	Miles Per Hour
Moving Backward in tow: (Side rods in position):	
Mt. Vernon Subdiv.:	
Between MV 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 all or part of side rods down.....	15
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
With flat spot 3" or more on driving tires, MAINTAIN SPEED.....	20
 3-F. Trains Handling Work Equipment, Derricks, Cranes, etc.:	
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.	
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).....	25
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. Side rods and cranks must be removed from trucks.	

3-F. Concluded:	Miles Per Hour
Locomotive Cranes or Clam Shells.....	25
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.	
American Ditchers, loaded on flat cars.....	25
Yard (clam shell) and "Burro" Cranes, loaded on flat cars.....	25
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.	

Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling above work equipment must be restricted to five miles per hour less than such maximum freight train speed.

Wrecking Cranes (self-propelling):

The speed of trains handling wrecking cranes (self-propelling) shall be restricted according to maximum permissible speed of freight trains, Consist "A", thus:

Maximum Freight Train Speed	Permissible Speed When Handling Self-propelled Wrecking Cranes
MPH	MPH
15	10
20	15
25	15
30	20
35	20
40	25
45	30
49	30
50	30
55	35

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 caboos.... Maximum Train Speed Consist "A"

3-G. Train Order, Form X, Required When Handling Restricted Equipment:

When there is to be handled any unit of equipment mentioned in Items 3-E and 3-F, above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before leaving the station from which such restricted equipment is handled.

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. V. P. Siegel	East St. Louis, Ill.	1st National Bank Bldg.	EAsT 132	2510 Ridge	EAsT 4467.
★ ★ Paul F. Norbett	Belleville, Ill.	111 So. High St.	6675	334 W. Cleveland	3456.
EMERGENCY STATION	Dupo, Ill.				
★ Dr. B. J. Marxer, Resident Surgeon	Dupo, Ill.	110 South Second	4	110 South Second	4
★ Dr. R. F. Rose	Dupo, Ill.	317 Kroger Ave.	166	317 Kroger Ave.	166.
★ ★ F. W. Gebhardt	Valmeyer, Ill.		40	Valmeyer, Ill.	Kinlock 2.
★ ★ Dr. Gerard Dundon	Prairie Du Rocher	Colonial Inn	70-J	Prairie Du Rocher	70-W.
★ 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. M. J. Hughes	Gorham, Ill.		M Boro County, 31F13	Grand Tower, Ill.	M Boro County, 31F13.
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 Place, West	883.
★ ★ Dr. F. S. Comer	Cairo, Ill.	800 Commercial	158	422½ Twenty-Eighth	314.
★ ★ 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	164.
★ Dr. R. S. Sabine	Murphysboro, Ill.	108 North Fourteenth	800	1843 Spruce	880.
★ Dr. W. J. Borgsmiller	Murphysboro, Ill.	108 North Fourteenth	800	405 So. Twenty-Third	1303.
★ Dr. J. A. Weatherly	Murphysboro, Ill.	108 North Fourteenth	800	1013 Mulberry	439
EMERGENCY STATION	Hurst, Ill.				
★ Dr. V. H. Burkhardt, Resident Surgeon	Hurst, Ill.	Bank Bldg.	2662	Hurst, Ill.	2664.
★ ★ Dr. W. L. Kane	Herrin, Ill.	4 North Park Ave.	23801	414 South Sixteenth	23802.
★ ★ Dr. W. H. Alvis	Benton, Ill.	Benton	191	310 West Church	432.
★ ★ Dr. H. A. Felts	Marion, Ill.	800½ Public Square	595	519 South Market	612.
★ ★ Dr. J. W. Clayton	Johnston City, Ill.	105 West Broadway	206-R-2	1003 Grand	206-R-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 20-2-LIS	Waltonville	County 20-3-L.
★ ★ Dr. C. O. Hamilton	Mt. Vernon, Ill.	113½ South Tenth	650	2507 West Broadway	2366-W
★ ★ Dr. H. G. Thompson	Mt. Vernon, Ill.	113½ South Tenth	650	234 North Twelfth	31.

★ Medical Examiners for Examination of all Applicants.

★ ★ Medical Examiners for Examination of applicants not required to take color perception test.