

DIVISION OFFICERS

R. W. PARKER.....Superintendent.....St. Louis, Mo.
V. G. DYER.....Trainmaster, Chester,
Cairo and Cape Girardeau
Subdivs.....Bush, Ill.
G. C. SMITH.....Trainmaster, East and
West, Benton and Mt.
Vernon Subdivs.....Bush, Ill.
H. E. GUNN.....Road Foreman of Engines...Dupo, Ill.
C. H. MEDLIN.....Division Trainmaster.....Bush, Ill.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

ILLINOIS DIVISION

TIMETABLE

No. 41

Effective 12:01 a. m. Sunday, August 15, 1954

CENTRAL STANDARD TIME

Superseding Timetable No. 40, effective Jan. 1,
1954, and all Supplements thereto.

**FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTION No. 11, THIS
DIVISION, EFFECTIVE JANUARY 1, 1954**

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, Assistant General Superintendent
Transportation.

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When properly authorized, rules may be cancelled, superseded or changed by: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

EXPLANATION OF CHARACTERS

- Ⓡ—Radio Base Station
 - 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.

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 Union Station	Train Nos.				
Chester Subdiv.:						
Menard.....	64.86	d907	d908		

CAIRO SUBDIV.—BETWEEN THEBES JCT. AND CAIRO

TRAINS SOUTHWARD SECOND CLASS				Miles from Valley Jct.	TIMETABLE No. 41 AUGUST 15, 1954			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS			
		381 Red Ball Freight			STATIONS					382 Red Ball Freight			
		Daily Ex. Sunday								Daily Ex. Sunday			
		12 01AM	117.53	CS.....	GALE.....	OW				6 00AM			
		12 30AM	120.70	P.....	THEBES JCT.....	Y		62		4 25AM			
			125.60		C. & E. I. CROSSING.....								
			126.26		TANKVILLE.....		CG 6						
		12 53	130.83	P.....	MILLER CITY.....		CG10	33		4 01			
		12 59	133.57	P.....	ROTH.....		CG13			3 55			
		1 05	135.79		CACHE.....		CG15			3 50			
			142.68		G. M. & O. CROSSING.....								
			144.25		C. C. C. & ST. L. CROSSING.....								
		2 00AM	145.01	P.....	CAIRO.....	TW	CG24	Yd.		3 30AM			
		Daily Ex. Sunday			24.31					Daily Ex. Sunday			

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

TRAINS SOUTHWARD SECOND CLASS				Miles from Valley Jct.	TIMETABLE No. 41 AUGUST 15, 1954			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS			
		891 Freight			STATIONS					892 Freight			
		Daily Ex. Sunday								Daily Ex. Sunday			
		7 30AM	117.53	CS.....	GALE, ILL.....	OW				1 30PM			
		7 50AM	122.83	P.....	CAPE DEAU JCT., Mo.....		C 132			12 55PM			
			125.81		MASSEY JCT.....								
		8 10	127.06	P.....	MARQUETTE.....		CF 4	19		12 45			
			127.69		RIVER CROSSING.....	W							
			128.66		S. L.-S. F. CROSSING.....								
			129.44		WYE TRACK CROSSING.....								
			129.45		WYE TRACK CROSSING.....								
			129.62		S. E. MO. LBR. CROSSING.....								
		9 00AM	130.23	P.....	CAPE GIRARDEAU.....	Y	CF 7	Yd.		12 30PM			
		Daily Ex. Sunday			7.40					Daily Ex. Sunday			

CHESTER SUBDIV.—VALLEY JCT. TO NORTH JCT.

Station Numbers Miles from Valley Jct.		TIMETABLE No. 41 AUGUST 15, 1954		TRAINS SOUTHWARD							
				FIRST CLASS				SECOND CLASS			
				907 St. L. S. W. Passenger				381 Red Ball Freight	895 Local Freight	391 Local Freight	891 Freight
STATIONS				Daily				Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
	Valley Jct. 4.34mils from Un. Sta. St. Louis	ST. LOUIS UNION STATION ..		10 35PM							
C 9	0.00 VALLEY JCT.		s 10 50PM							
	0.20 St. L. S. W. Connection.									
	4.31	P. NO. DUPO I.R.R.A. Crossing									
C 15	6.08 DUPO ..@CDTW\$		f 10 58						7 00AM	
C 16	7.18	P. SOUTH DUPO		11 00						7 05	
C 17	8.08 BIXBY								7 10	
	9.41	CS. G.M.&O. CROSSING.		11 05						7 15	
C 24	15.17	P. WARNOCK		11 12						7 30	
C 31	22.53	LS. VALMEYER		11 21						8 10	
C 37	27.94	P. MAEYSTOWN		11 28						8 25	
C 48	39.76	P. DANLEY		11 44						8 55	
C 50	41.73	LS. PRAIRIE DuROCHER. CW		11 47PM						9 45	
	47.71	P. FI CROSSOVER									
C 58	49.17	CS. FLINTON-Mo.-Ill. Crossing								10 30	
C 63	54.46	P. REILY LAKE								10 50	
C 70	61.56	CS. CHESTER		s 12 14AM							
	63.72	P. MV JCT. Y							3 50AM	11 05	
C 74	65.75	P. FORD							4 00AM	11 30	
C 80	71.69	LS. CORA								11 35AM	
	78.39	P. RADDLE JCT.									
C 90	80.95	P. JACOB									
	81.41	P. JA									
C 93	84.21	LS. GORHAM		s 12 42						12 25PM	
	84.79	P. I. C. CROSSING									
	84.83	P. GO									
	87.73	P. CC									
	90.59	P. AA JCT.									
	95.07	P. BB JCT.									
	98.01	P. DD									
C108	99.76	LS. WOLF LAKE								3 00	
	108.06	P. HH									
C122	113.37	LS. McCLURE								3 25	
	115.58	P. JJ									
C127	117.53	CS. GALE		f 1 25					12 01AM	3 45PM	7 30AM
C128	119.33	P. NORTH JCT.		1 34AM					12 10AM		7 40AM
C243		PARAGOULD									
				Daily				Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	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 G. M. & O. Crossing and FI Crossover, Block Signalled with Current of Traffic only. (See Section 1, page 10).

ⓑ Radio Base Station is located in Yard "C" Yard Office, Dupo.

CHESTER SUBDIV.—NORTH JCT. TO VALLEY JCT.

Siding Capacity in Cars	Miles from North Jct.	TIMETABLE No. 41 AUGUST 15, 1954	TRAINS NORTHWARD								
			FIRST CLASS				SECOND CLASS				
			908 St. L. S. W. Passenger				382 Red Ball Freight	392 Local Freight	896 Local Freight	892 Freight	
STATIONS			Daily				Daily Ex. Sunday				
	123.67	ST. LOUIS UNION STATION	7 25AM								
	119.33	4.34 VALLEY JCT.	s 7 10AM								
	119.13	0.20 St. L. S. W. Connection.									
	115.02	4.11 P. NO. DUPO-I.R.R.A. Crossing									
	113.25	1.77 DUPO @CDTW	f 6 57			4 00PM					
Yd.	112.15	1.10 P. SOUTH DUPO	6 54			3 55					
	111.25	0.90 BIXBY									
	109.92	1.33 CS. G.M. & O. CROSSING	6 51			3 45					
77	104.16	5.76 P. WARNOCK	6 42			3 35					
112	96.80	7.36 LS. VALMEYER	6 32			3 20					
	91.39	5.41 P. MAEYSTOWN	6 23			2 55					
128	79.57	11.82 P. DANLEY	6 06			2 20					
	77.60	1.97 LS. PRAIRIE DuROCHER CW	6 03			12 15PM					
	71.62	5.98 P. FI CROSSOVER	5 54								
	70.16	1.46 CS. FLINTON-Mo.-Ill. Crossing				11 25AM					
n125 n125	64.87	5.29 P. REILY LAKE				11 05					
n125 s83	57.77	7.10 CS. CHESTER CTW	s 5 37			10 40	10 00AM				
	55.61	2.16 P. MV JCT.	Y			10 20	9 40AM				
n141 s126 n135 s143 164	53.58	2.03 P. FORD				10 05					
	47.64	5.94 LS. CORA									
	42.94	4.70 P. RADDLE JCT.									
	38.38	4.56 P. JACOB									
	37.92	0.46 P. JA									
	35.12	2.80 LS. GORHAM WY.	s 5 08			9 15					
	34.54	0.58 P. I. C. CROSSING									
	34.50	0.04 P. GO									
	31.60	2.90 P. CC									
	28.74	2.86 P. AA JCT.									
	24.26	4.48 P. BB JCT.									
	21.32	2.94 P. DD									
	19.57	1.75 LS. WOLF LAKE				8 30					
	11.27	8.30 P. HH									
	5.96	5.31 LS. McCLURE				7 45					
	3.75	2.21 P. JJ									
Yd.	1.80	1.95 CS. GALE CW	f 4 25			6 00AM	7 00AM			1 30PM	
	0.00	1.80 P. NORTH JCT.	4 17AM			5 50AM				1 20PM	
		115.20 PARAGOULD									
			Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	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 G. M. & O. Crossing and FI Crossover, Block Signalled with Current of Traffic only. (See Section 1, page 10).

Ⓡ Radio Base Station is located in Yard "C" Yard Office, Dupo.

CHESTER SUBDIV.—VALLEY JCT. TO NORTH JCT.

Station Numbers	Miles from Valley Jct.	TIMETABLE No. 41 AUGUST 15, 1954		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	67 Red Ball Freight	977 St. L. S. W. Freight	371 Red Ball Freight	
STATIONS				Daily	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. 0.20				11 30AM			7 10PM			8 30PM	
	0.20	St. L. S. W. Connection. 4.11										8 35	
	4.31	P. NO. DUPO-I.R.R.A. Crossing 1.77											
C 15	6.08	DUPO @ CDTW 1.10		2 00AM	3 00AM		2 00PM	7 00PM			8 30PM		11 15PM
C 16	7.18	P. SOUTH DUPO 0.90		2 05	3 05	11 50	2 05	7 05	7 23	8 35	8 56	11 20	
C 17	8.08	BIXBY 1.35											
	9.41	CS. G.M. & O. CROSSING. 5.76		2 15	3 15	11 56AM	2 10	7 15	7 27	8 45	9 00	11 30PM	
C 24	15.17	P. WARNOCK 7.36											
C 31	22.53	LS. VALMEYER 5.41											
C 37	27.94	P. MAEYSTOWN 11.82											
C 48	39.76	P. DANLEY 1.97											
C 50	41.73	LS. PRAIRIE DuROCHER CW 5.98											
	47.71	P. FI CROSSOVER 1.46											
C 58	49.17	CS. FLINTON-Mo. Ill. Crossing 5.29		3 15	4 30	12 54PM	3 10	8 15	8 22	9 38	9 50PM	12 56AM	
C 63	54.46	P. REILY LAKE 7.10											
C 70	61.56	CS. CHESTER CTW 2.16											
	63.72	P. MV JCT. Y 2.03											
C 74	65.75	P. FORD 5.94											
C 80	71.69	LS. CORA 4.70											
	76.39	P. RADDLE JCT. 4.56											
C 90	80.95	P. JACOB 0.46											
	81.41	P. JA 2.80											
C 93	84.21	LS. GORHAM WY 0.58											2 25AM
	84.79	P. I. C. CROSSING 0.04											
	84.83	P. GO 2.90											
	87.73	P. CC 2.86											
	90.59	P. AA JCT. 4.48											
	95.07	P. BB JCT. 2.94											
	98.01	P. DD 1.75											
C108	99.76	LS. WOLF LAKE 8.30											
	108.06	P. HH 5.31											
C122	113.37	LS. McCLURE 2.21											
	115.58	P. JJ 1.95											
C127	117.53	CS. GALE CW 1.80		{ 5 05 5 10	{ 6 30 7 00	3 10	{ 5 15 5 30	{ 10 20 10 50	10 05	{ 11 25 11 30	12 25AM		
	119.33	P. NORTH JCT. 51.56		5 15AM	7 10AM	3 15PM	5 40PM	10 55PM	10 10PM	11 35PM	12 35AM		
		DEXTER JCT. 63.64		6 40AM			9 20PM			12 50AM			
C243		PARAGOULD			11 30AM			2 30AM					
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

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CHESTER SUBDIV.—NORTH JCT. TO VALLEY JCT.

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Siding Capacity in Cars	Miles from North Jct.	TIMETABLE No. 41 AUGUST 15, 1954	TRAINS NORTHWARD							
			SECOND CLASS							
			978 St. L. S. W. Freight	60 Red Ball Freight	370 Red Ball Freight	976 St. L. S. W. Freight	76 Red Ball 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-I.R.R.A. Crossing								
		1.77								
Yd.	113.25	DUPO @CDTW\$		11 59AM	7 45PM		10 00PM	3 00AM	2 00AM	
	112.15	P. SOUTH DUPO	6 15	10 45	7 30	9 05	9 01	2 46	1 40	
	111.25	BIXBY								
	109.92	CS. G.M. & O. CROSSING.	6 10	10 38	7 15	8 55	8 56	2 40	1 30	
	77 104.16	P. WARNOCK								
	112 96.80	LS. VALMEYER								
		5.41								
	91.39	P. MAEYSTOWN								
	128 79.57	P. DANLEY								
	77.60	LS. PRAIRIE DuROCHER CW								
	71.62	P. FI CROSSOVER								
	184 70.16	CS. FLINTON-Ma.-Ill. Crossing	4 50	9 42	4 45	7 20	8 01	12 20AM	12 15AM	
		5.29								
n125 s125 s83	64.87	P. REILY LAKE								
	57.77	CS. CHESTER CTW								
	55.61	P. MV JCT. Y								
		2.03								
n141 s126 s135 s143	53.58	P. FORD								
	47.64	LS. CORA								
145	42.94	P. RADDLE JCT.								
		4.56								
	38.38	P. JACOB								
	37.92	P. JA.								
	35.12	LS. GORHAM WY								
		0.58								
	34.54	P. I. C. CROSSING.								
	34.50	P. GO.								
	31.60	P. CC.								
	28.74	P. AA JCT.								
	24.26	P. BB JCT.								
	21.32	P. DD.								
	19.57	LS. WOLF LAKE								
	11.27	P. HH.								
	5.96	LS. McCLURE								
	3.75	P. JJ.								
		1.95								
Yd.	1.80	CS. GALE CW	1 10	7 40 7 35	12 50 12 20	4 45	5 10 5 05	7 45PM 7 15	9 30PM 9 10	
	0.00	P. NORTH JCT.	1 00AM	7 30AM	12 10PM	4 35PM	4 55PM	7 05PM	9 00PM	
		51.56								
		DEXTER JCT.		6 15AM			3 30PM		7 45PM	
		63.64								
		PARAGOULD			6 30AM			1 15PM		
			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 G. M. & O. Crossing and FI Crossover, Block Signalled with Current of Traffic only. (See Section 1, page 10).

ⓑ Radio Base Station is located in Yard "C" Yard Office, Dupo.

EAST AND WEST SUBDIV.—BETWEEN GORHAM AND MARION

TRAINS SOUTHWARD SECOND CLASS				Miles from Valley Jct.	TIMETABLE No. 41 AUGUST 15, 1954		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS			
		395 Local Freight Daily Ex. Sunday	371 Red Ball Freight Daily			STATIONS					396 Local Freight Daily Ex. Sunday	
		10 05AM	3 00AM	84.21	LS.....	GORHAM...WY 1.69	C 93		9 30AM			
				85.90	P.....	GG JCT..... 1.58						
		10 17	3 20	87.48	P.....	GRIMSBY..... 6.73	CD 3	130	9 16			
		10 38	3 34	94.21	LS.....	MURPHYSBORO..... 7.69	CD10	115	8 55			
		11 02	3 50	101.90	P.....	ND-BOND..... 0.76	CD18	141	8 21			
		11 05		102.66		DE SOTO..... 5.49	CD19		8 18			
		11 25AM	5 15AM	108.15	LS.....	BUSH.....CTWY§ 3.83	CD24	Yd.	8 00AM			
				111.98	P.....	CLIFFORD..... 2.12	CB4	60				
				114.10		I. C. CROSSING..... 0.74						
				114.84	P.....	HERRIN..... 0.12	CB7	Yd.				
				114.96		C. B. & Q. CROSSING..... 1.35						
				116.31	P.....	CHALK JCT..... 0.45	CB8					
						I. C. CONNECTION..... 0.07						
						BUCKHORN LEAD..... 4.09						
				120.92	P.....	Mc CLINTOCK WYE.....Y 2.54	Y					
				123.46	P.....	WEST VIRGINIA WYE.....Y 3.73	Y					
				127.19		I. C. CROSSING No. 2..... 0.31						
				127.50	P.....	MARION.....W	CB17					
		Daily Ex. Sunday	Daily			43.29			Daily Ex. Sunday			

BENTON SUBDIV.—BETWEEN BUSH AND BENTON

TRAINS SOUTHWARD SECOND CLASS				Miles from Valley Jct.	TIMETABLE No. 41 AUGUST 15, 1954		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS			
		395 Local Freight Daily Ex. Sunday				STATIONS					396 Local Freight Daily Ex. Sunday	
		12 01PM		108.15	LS.....	BUSH.....CTWY§ 2.10	CD24	Yd.	3 15PM			
		12 10		110.25	P.....	ROYALTON JCT..... 2.23	CD26A		3 02			
				112.48	P.....	WEIR..... 2.33						
		12 28		114.81	P.....	ZEIGLER..... 0.59	CD31	Yd.	2 40			
				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						
		1 05PM		124.48	P.....	BENTON.....Y	CD40	18	2 05PM			
		Daily Ex. Sunday				16.33			Daily Ex. Sunday			

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

TRAINS SOUTHWARD				Miles from Valley Jct.	TIMETABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					No. 41					SECOND CLASS			
		897 Local Freight	895 Local Freight		AUGUST 15, 1954					896 Local Freight	898 Local Freight		
		Daily Ex. Sunday	Daily Ex. Sunday	STATIONS			Daily Ex. Sunday	Daily Ex. Sunday					
			4 00AM	63.72	P.....	MV JCT.....	Y			9 40AM			
			4 15	71.86	P.....	WELGE.....	CA10	93		9 20			
			4 45	77.34	LS.....	STEELEVILLE.....	WY	CA16	70	9 10			
			5 00	79.48		PERCY.....		CA18		8 40			
				79.49		G. M. & O. CROSSING.....							
			5 30	82.64	LS.....	CUTLER.....		CA21		8 25			
			5 35	83.74	P.....	NEW WILSON.....		CA22	106	8 20			
			5 40	84.97		JAMESTOWN.....		CA24		8 10			
			6 00	87.54	P.....	CONANT.....		CA26	10	7 55			
				92.56		I. C. CROSSING No. 1.....							
		8 45AM	6 30AM	92.57	LS.....	PINCKNEYVILLE.....	CWY	CA31	Yd.	7 30AM	3 45PM		
				95.33	P.....	SR JCT.....					2 35		
				102.73	P.....	I. C. CROSSING No. 2.....							
		9 15		102.95	LS.....	TAMAROA.....		CA41			2 11		
		9 24		103.56		TT SIDING.....			24		2 01		
		10 00		111.26	P.....	SCHELLER.....	W	CA50	Yd.		1 45		
				114.54	LS.....	WALTONVILLE.....		CA53	19		1 33		
				114.80		C. B. & Q. CROSSING.....							
		10 40		120.25		MARCOE.....		CA59	7		1 15		
		10 45		121.88	P.....	J. S. W. CONNECTION.....			51		1 09		
				124.92		L. & N. CROSSING.....							
		11 30AM		125.01	LS.....	MT. VERNON.....	WY	CA64	Yd.		1 00PM		
		Daily Ex. Sunday	Daily Ex. Sunday			61.29				Daily Ex. Sunday	Daily Ex. Sunday		

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

- Cairo Subdiv. No. 381 is superior to No. 382**
- Cape Girardeau Subdiv. No. 891 is superior to No. 892.**
- Mt. Vernon Subdiv. No. 897 is superior to No. 898. No. 895 is superior to No. 896.**
- Benton Subdiv. No. 395 is superior to No. 396.**

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, which territory is Block Signalled for Movement with Current of Traffic only, trains may run with the current of traffic without train orders. Between G. M. & O. Crossing and FI Crossover, trains must not cross over and move against the current of traffic, unless authorized by Train Order, Form D-R. Second-class and extra trains must receive Clearance, Form C, at G. M. & O. Crossing and Gale. Trains started at other than initial stations mentioned must have Clearance, Form C, or permission from Train Dispatcher before proceeding. Work Trains in territory between G. M. & O. Crossing and FI Crossover will be authorized only by Train Orders, Form D-H. Rule 86 is modified to extent second-class and extra trains moving with current of traffic between G. M. & O. Crossing and FI Crossover will not clear, or require Train Order, Form B, to run ahead of first-class trains moving with the current of traffic.

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	2348 to 2389.....	55	9000 to 9022.....	35
330 to 389.....	50	5309 to 5316.....	80	9102 to 9191.....	35
402 to 483.....	45	5322.....	90	9200 to 9239.....	35
1056.....	53	5335 to 5344.....	80		
1103 to 1110.....	55	6404 to 6436.....	80		
1113 to 1120.....	63	9301 to 9318.....	25		
1158 to 1161.....	80	9604.....	25		
		9706 to 9783.....	25		
1205 to 1280:					
Psgr. Service.....	55				
Frt. Service.....	63				
1302 to 1324:					
Psgr. Service.....	55	201 to 208.....	65		
Frt. Service.....	63	301 to 392.....	65		
		501 to 626.....	65		
		800 to 815.....	30		
1403 to 1570:		4100 to 4101.....	35		
Psgr. Service.....	55	4102 to 4103.....	75		
Frt. Service.....	63	4104 to 4331.....	65		
1716.....	50	7000 to 7021.....	98		
1721 to 1729.....	63	7100.....	90		
2201 to 2215.....	90	8001 to 8036.....	98		

T&P
DIESEL ENGINES
1100 to 1130..... 65
1500 to 1582..... 65
2000 to 2017..... 85

MV-KO&G-OCAA
DIESEL ENGINES
751 to 756..... 65

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:

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
Chester Subdiv.....	25
Cape Girardeau, Cairo and Benton Subdivs.....	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 Fields:	
Between West Virginia Wye and Pittsburg, Chalk Jct. and Pollard and all Mine Leads.....	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.....	15	15
{ G. M. & O. Crossing (Percy)..... C. B. & Q. Crossing (Zeigler Jct.)..... I. C. Crossing (Fair Grounds-Marion).....	15	15
	15	15
	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
The turnouts at end of two main tracks, Raddle Jct., and at end of two main tracks, AA Jct., and 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 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
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. Trains Handling Disabled Engines and Engines in Tow:

All Diesel Engines and Motor Cars dead in tow or disabled in Charge of Crew:

With trucks and traction motors in good running condition.....

Maximum Train Speed, or Maximum Engine Speed for particular engine whichever is lower (See Item 2-B)

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 cut-out cock in supply line to control air reservoir closed and control air reservoir drained; all switches opened; main fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

With flat spot 2 3/4" or more in length for 36" diameter wheels used on E. M. D. passenger diesels..... 10

With flat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels.... 10

No restriction for flat spots shorter than above specified lengths.

Steam engines dead in tow or disabled under steam:

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

Steam Engines 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
Steam Engines moving backward in tow: (Side rods in position):	
Mt. Vernon Subdiv.:	
Between MV Jct. and Pinckneyville.....	25
Between Pinckneyville and Mt. Vernon.....	15
Coal Fields:	
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 Steam 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, or with disabled engine truck or trailer truck 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 3½" or more in length on driving tires..	20
With flat spot 2¾" or more in length on engine truck, trailer or tender wheels.....	10
No restriction for flat spots shorter than above specified lengths.	
3-F. Trains Handling Work Equipment, Derricks, Cranes, etc.:	
Pile Drivers.....	25
Steam Shovels.....	25
Bridge Derrick Cars (non-revolving).....	30
Bridge Derrick Cars 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 and 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, otherwise speed must not exceed 15 miles per hour until machine is headed in working direction at nearest point where turning facilities are available. The plows' wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.																									
Wrecking Cranes (non-self-propelling).....	25																								
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:																									
<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;">Maximum Freight Train Speed</td> <td style="text-align: center;">Permissible Speed When Handling Self-propelled Wrecking Cranes</td> </tr> <tr> <td style="text-align: center;">MPH</td> <td style="text-align: center;">MPH</td> </tr> <tr> <td style="text-align: center;">15</td> <td style="text-align: center;">10</td> </tr> <tr> <td style="text-align: center;">20</td> <td style="text-align: center;">15</td> </tr> <tr> <td style="text-align: center;">25</td> <td style="text-align: center;">15</td> </tr> <tr> <td style="text-align: center;">30</td> <td style="text-align: center;">20</td> </tr> <tr> <td style="text-align: center;">35</td> <td style="text-align: center;">20</td> </tr> <tr> <td style="text-align: center;">40</td> <td style="text-align: center;">25</td> </tr> <tr> <td style="text-align: center;">45</td> <td style="text-align: center;">30</td> </tr> <tr> <td style="text-align: center;">49</td> <td style="text-align: center;">30</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">30</td> </tr> <tr> <td style="text-align: center;">55</td> <td style="text-align: center;">35</td> </tr> </table>	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	
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																								
Chemical Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position.....	Maximum Train Speed Consist "A"																								
Scale Test Cars.....	30																								
Scale test cars must be handled next to caboose.																									

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	{ Prospect 1-0500. Main 1-1000—Station 730.		
★ ★ Dr. V. P. Siegel	East St. Louis, Ill.	1st National Bank Bldg.	UPTon 5-2632	17 Country Club Place	EXpress 1123.
★ ★ Dr. P. F. Norbet	Belleville, Ill.	111 South High	BELleville 6675	334 West Cleveland	3456.
EMERGENCY STATION	Dupo, Ill.				
★ Dr. B. J. Marxer, Resident Surgeon	Dupo, Ill.	110 South Second	4	110 South Second	4
★ Dr. D. E. Clark	Dupo, Ill.	127 North Second	166	317 Kroeger	549.
★ Dr. F. W. Gebhardt	Columbia, Ill.	Rapp and Market	242	Carl	260.
★ ★ Dr. G. Dundon	Columbia, Ill.	205 South Main	177	626 Bottom	123-W.
★ ★ Dr. F. M. Perez	Valmeyer, Ill.		98-J		98-W.
★ ★ Dr. G. Dundon	Prairie DuRocher, Ill.	Colonial Inn	70-J	Prairie DuRocher	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.	695 Broadway	340	605 Broadway	340.
★ ★ Dr. H. V. Ashley Jr.	Cape Girardeau, Mo.	711 Broadway	5-7497	1201 Perry	5-5194.
★ ★ 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. C. T. Edmondson	Malden, Mo.		311	Malden, Mo.	429.
★ Dr. R. S. Sabine	Murphysboro, Ill.	108 North Fourteenth	800	1843 Spruce	880.
★ Dr. W. J. Borgamiller	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. Burkhart, Resident Surgeon	Hurst, Ill.	Bank Bldg	2662	Hurst, Ill.	2664.
★ ★ Dr. W. L. Kane	Herrin, Ill.	4 North Park	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. G. C. Mayfield	Steelville	Steelville	20	Steelville	20.
★ Dr. J. A. Mathis	Pinckneyville, Ill.	102 South Walnut	2131 and 2132	10 West Mulberry	4166.
★ Dr. J. S. Templeton	Pinckneyville, Ill.	115 North Main		318 West South	Pinckneyville 41.
★ ★ Dr. J. W. 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.