

### DIVISION OFFICERS

G. C. SMITH .....Superintendent.....St. Louis, Mo.  
G. T. GRAHAM.....Trainmaster, Chester,  
Cairo and Cape Girardeau  
Subdivs.....Chester, Ill.  
W. B. NEEDHAM.....Trainmaster, East and  
West, Benton and Mt.  
Vernon Subdivs.....Chester, Ill.  
H. G. HOLDER.....Road Foreman of Engines,Chester, Ill.  
C. R. DODSON.....Division Trainmaster..... Chester, Ill.

**SAFETY FIRST**



# MISSOURI PACIFIC RAILROAD COMPANY

## ILLINOIS DIVISION

### TIMETABLE

# No. 43

**Effective 12:01 a. m. Wednesday, January 1, 1958**

CENTRAL STANDARD TIME

Superseding Timetable No. 42, effective May 13, 1956, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF  
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY  
COPY OF SPECIAL INSTRUCTION No. 12, THIS  
DIVISION, EFFECTIVE MAY 13, 1956.

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

L. A. GREGORY, Vice President—Operation.  
E. C. SHEFFIELD, Assistant Vice President—Operation.  
M. L. SMITH, General Superintendent Transportation.  
R. JOHNSON, General Manager.  
L. M. ELLEDGE, 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When properly authorized, rules may be cancelled, superseded or changed by: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.

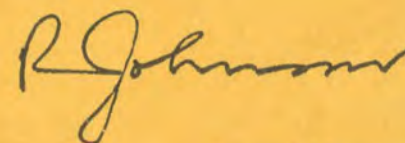
**RULES 2 and 3** of Rules and Instructions for Train Dispatchers:

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.

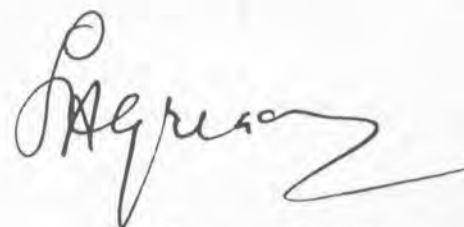
10. On crowded trains, Missouri Pacific employes riding on passes should, and will, if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.



Vice President—Operation

**EXPLANATION OF CHARACTERS**

- Ⓟ—Radio Base Station
  - D—Diesel Fuel Oil
  - n—North.
  - s—South.
  - 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 Numbers					
<b>Chester Subdiv.:</b>							
Menard.....	64.86	d907	d908	.....	.....	.....	.....

**CAIRO SUBDIV.—BETWEEN THEBES JCT. AND CAIRO**

**3**

TRAINS SOUTHWARD				Miles from Valley Jct.	TIMETABLE		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD					
SECOND CLASS					No. 43				SECOND CLASS					
381 Red Ball Freight					JANUARY 1, 1958				382 Red Ball Freight					
Daily Ex. Sunday				STATIONS		Daily Ex. Sunday								
			6 00AM	117.53	OS.....	GALE.....	W							12 01PM
			6 15AM	120.70	P.....	THEBES JCT.....	Y		62					10 25AM
				125.60		C. & E. I. CROSSING.....								
				126.26		TANKVILLE.....	CG 6							
			6 38	130.83	P.....	MILLER CITY.....	CG10	33						10 01
			6 44	133.57		ROTH.....	CG13							9 55
				135.79		CACHE.....	CG15							
				142.68		G. M. & O. CROSSING.....								
				144.25		C. C. C. & ST. L. CROSSING.....								
			7 45AM	145.01	P.....	CAIRO.....	W	CG24	Yd.					9 30AM
			Daily Ex. Sunday			24.31								Daily Ex. Sunday

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

TRAINS SOUTHWARD				Miles from Valley Jct.	TIMETABLE		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD					
SECOND CLASS					No. 43				SECOND CLASS					
891 Freight					JANUARY 1, 1958				892 Freight					
Daily Ex. Sunday				STATIONS		Daily Ex. Sunday								
			9 30AM	117.53	OS.....	GALE, ILL.....	W							1 30PM
			9 50	122.83	P.....	CAPE DEAU JCT., Mo.....	C 132							12 55PM
				125.81		MASSEY JCT.....								
			10 10	127.06	P.....	MARQUETTE.....	CF 4	19						12 45
				127.69		RIVER CROSSING.....								
				128.66		S. L.-S. F. CROSSING.....								
				129.44		WYE TRACK CROSSING.....								
				129.45		WYE TRACK CROSSING.....								
				129.62		S. E. MO. LBR. CROSSING.....								
			11 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.

TIMETABLE

No. 43

JANUARY 1, 1958

TRAINS SOUTHWARD

Station Numbers	Miles from Valley Jct.	STATIONS	FIRST CLASS					SECOND CLASS				
			907 St. L. S. W. Passenger Daily					895 Local Freight Daily Ex. Sunday	381 Red Ball Freight Daily Ex. Sunday	391 Local Freight Daily Ex. Sunday	891 Freight Daily Ex. Sunday	393 Local Freight Daily Ex. Saturday
		ST. LOUIS UNION STATION	11 00PM									
	4.34	VALLEY JCT.	s 11 15PM									
C 9	0.00	..... VALLEY JCT. ....										
	0.20	..... St. L. S. W. Connection. ....										
	4.31	..... P. NO. DUPO I.R.R.A. Crossing ....										
C 15	6.08	..... DUPO .....@DTW\$	f 11 23					7 00AM		11 15AM		
C 16	7.18	..... P. SOUTH DUPO. ....	11 25					7 05		11 20		
C 17	8.08	..... BIXBY. ....						7 10				
	9.41	..... CS. G.M.&O. CROSSING. ....	11 30					7 15		11 27AM		
C 24	15.17	..... P. WARNOCK. ....	11 37					7 30				
C 31	22.53	..... LS. VALMBYER. ....	11 46					8 10				
C 37	27.94	..... P. MAEYSTOWN. ....	11 53PM					8 25				
C 48	39.76	..... P. DANLEY. ....	12 09AM					8 55				
C 50	41.73	..... LS. PRAIRIE DuROCHER. W	12 12					9 45				
	47.71	..... P. FI CROSSOVER. ....										
C 58	49.17	..... CS. FLINTON-Mo. Ill. Crossing						10 30		12 26PM		
C 63	54.46	..... P. REILY LAKE. ....						10 50				
C 70	61.56	..... CS. CHESTER. .... W	s 12 39				3 30AM	11 05		12 42		
	63.72	..... P. MV JCT. .... Y					3 40AM	11 30				
C 74	65.75	..... P. FORD. ....						11 35AM				
C 80	71.69	..... P. CORA. ....										
	76.39	..... P. RADDLE JCT. ....										
C 90	80.95	..... P. JACOB. ....										
	81.41	..... P. JA. ....										
C 93	84.21	..... LS. GORHAM. .... WY.	s 1 07					12 25PM		1 12PM		
	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. ....										
	108.06	..... P. HH. ....										
C122	113.37	..... LS. McCLURE. ....										
	115.58	..... P. JJ. ....										
C127	117.53	..... CS. GALE. .... W	f 1 50AM					6 00AM	2 00PM	9 30AM		
C128	119.33	..... P. NORTH JCT. ....	1 54AM					6 10AM		9 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.

Sliding Capacity in Cars	Miles from North Jct.	TIMETABLE No. 43 JANUARY 1, 1958		TRAINS NORTHWARD							
				FIRST CLASS		SECOND CLASS					
				908 St. L. S. W. Passenger		896 Local Freight	392 Local Freight	382 Red Ball Freight	394 Local Freight	892 Freight	
STATIONS				Daily		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	
	123.67	ST. LOUIS UNION STATION		7 45AM							
	119.33	4.34 VALLEY JCT.		s 7 28AM							
	119.13	0.20 St. L. S. W. Connection.									
	115.02	4.11 P. NO. DUPO-T.R.R.A. Crossing									
	113.25	1.77 DUPO @DTW		f 7 17			1 30PM			1 25PM	
Yd.	112.15	1.10 SOUTH DUPO		7 14			1 20			1 18	
	111.25	0.90 BIXBY									
	109.92	1.33 CS. G.M. & O. CROSSING.		7 11			1 15			1 12	
	104.16	5.76 P. WARNOCK		7 02			1 05				
112	96.80	7.36 LS. VALMEYER		6 52			12 50				
	91.39	5.41 P. MAEYSTOWN		6 43			12 40				
	79.57	11.82 P. DANLEY		6 26			12 20				
	77.60	1.97 LS. PRAIRIE DuROCHER. W		6 23			12 15PM				
	71.62	5.98 P. FI CROSSOVER		6 14							
	70.16	1.46 CS. FLINTON-Ma.-Ill. Crossing					11 25AM			12 10PM	
n125 s125	64.87	5.29 P. REILY LAKE					11 05				
	57.77	7.10 CS. CHESTER	W	s 5 57			1 30AM			11 50AM	
	55.61	2.16 P. MV JCT.	M				1 10AM				
	53.58	2.03 P. FORD					10 05				
n141 s126	47.64	5.94 P. CORA									
n135 s143 164	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 28			9 15			11 20AM	
	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	W	f 4 45			7 00AM		12 01PM		1 30PM
	0.00	1.80 P. NORTH JCT.		4 42AM					10 30AM		1 20PM
		115.20 PARAGOULD									
				Daily			Daily Ex. Sunday	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.

**TIMETABLE**  
**No. 43**  
JANUARY 1, 1958

**TRAINS SOUTHWARD**

**SECOND CLASS**

Station Numbers	Miles from Valley Jct.	STATIONS	65	369	971	975	69	361	973	67	977
			Red Ball Freight	Red Ball Freight	St. L. S. W. Freight	St. L. S. W. Freight	Red Ball Freight	Red Ball Freight	St. L. S. W. Freight	Red Ball Freight	St. L. S. W. Freight
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		ST. LOUIS UNION STATION									
	4.34	VALLEY JCT.			10 30AM	11 30AM			7 10PM		8 30PM
C 9	0.00	St. L. S. W. Connection.									8 35
	0.20	P. NO. DUPO-T.R.R.A. Crossing									
	4.31	DUPO @DTW\$	2 00AM	3 00AM			2 00PM	7 00PM		8 30PM	
C 15	6.08	SOUTH DUPO	2 05	3 05	10 43	11 50	2 05	7 05	7 23	8 35	8 56
C 16	7.18	BIXBY									
C 17	8.08	CS.G.M.&O. CROSSING	2 15	3 15	10 47	11 56AM	2 10	7 15	7 27	8 45	9 00
	9.41	WARNOCK									
C 24	15.17	LS.V. VALMBYER									
C 31	22.53	MAEYSTOWN									
C 37	27.94	DANLEY									
C 48	39.76	LS.PRAIRIE DuROCHER...W									
C 50	41.73	FI CROSSOVER									
	47.71	FLINTON-Ma.-III. Crossing	3 15	4 30	11 42AM	12 54PM	3 10	8 15	8 22	9 38	9 50PM
C 58	49.17	REILY LAKE									
C 63	54.46	CHESTER									
C 70	61.56	MV JCT.									
	63.72	FORD									
C 74	65.75	CORA									
C 80	71.69	RADDLE JCT.									
	76.39	JACOB									
C 90	80.95	JA									
	81.41	GORHAM									
C 93	84.21	I. C. CROSSING									
	84.79	GO									
	84.83	CC									
	87.73	AA JCT.									
	90.59	BB JCT.									
	95.07	DD									
	98.01	WOLF LAKE									
C108	99.76	HH									
	108.06	McCLURE									
C122	113.37	JJ									
	115.58	GALE	5 10	7 00			5 30	10 50		11 30	
C127	117.53	NORTH JCT.	5 15AM	7 10AM	1 30PM	3 15PM	5 40PM	10 55PM	10 10PM	11 35PM	12 35AM
	119.33	DEXTER JCT.	6 40AM				9 20PM			12 50AM	
C243		PARAGOULD		11 30AM				2 30AM			
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Signal Indication, Both Opposing and Following Movements

Two Main Tracks

Two Main Tracks

Two Main Tracks

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.

Sliding Capacity in Cars	Miles from North Jct.	TIMETABLE No. 43 JANUARY 1, 1958	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
		ST. LOUIS UNION STATION								
123.67		4.34								
		VALLEY JCT.	6 35AM				8 00PM			
119.33		0.20								
119.13		St. L. S. W. Connection								
115.02		P. NO. DUPO-T.R.R.A. Crossing								
118.25		DUPO @DTW		11 59AM		7 45PM		10 00PM	3 00AM	2 00AM
112.15		P. SOUTH DUPO	6 15	10 45		7 30	7 35	9 01	2 46	1 40
111.25		BIXBY								
109.92		CS. G.M.&O. CROSSING	6 10	10 38		7 15	7 25	8 56	2 40	1 30
104.16		P. WARNOCK								
112 96.80		LS. VALMEYER								
91.39		P. MAEYSTOWN								
79.57		P. DANLEY								
77.60		LS. PRAIRIE DuROCHER W								
71.62		P. FI CROSSOVER								
184 70.16		CS. FLINTON-Mo.-Ill. Crossing	4 50	9 42		4 45	5 50	8 01	12 20AM	12 15AM
n125 64.87		P. REILY LAKE								
n125 57.77		CS. CHESTER W								
s 83 55.61		P. MV JCT. Y								
n141 53.58		P. FORD								
n135 47.64		P. CORA								
n143 42.94		P. RADDLE JCT.								
38.38		P. JACOB								
37.92		P. JA								
35.12		LS. GORHAM WY								
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								
Yd. 1.80		CS. GALE W		7 40		12 50		5 10	7 45PM	9 30PM
0.00		P. NORTH JCT.	1 00AM	7 30AM		12 10PM	3 05PM	4 55PM	7 05PM	9 00PM
		DEXTER JCT.		6 15AM				3 30PM		7 45PM
		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				Miles from Valley Jct.	TIMETABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					No. 43					SECOND CLASS			
393 Local Freight					JANUARY 1, 1958					394 Local Freight			
Daily Ex. Saturday				STATIONS			Daily Ex. Sunday						
			1 12PM	84.21	LS	GORHAM . . . WY	Two Main Tracks	C 93					
			1 15	85.90	P	GG JCT							
				87.48	P	GRIMSBY		CD 3	130				
			1 45	94.21	LS	MURPHYSBORO		CD10	115				
			2 00	101.90	P	ND-BOND		CD18	141				
			2 02	102.66		DE SOTO		CD19					
			2 15PM	108.15	LS	BUSH . . . DWY		CD24	Yd.				
				111.98	P	CLIFFORD		CB4	60				
				114.10		I. C. CROSSING							
				114.84	P	HERRIN		CB7	Yd.				
				114.96		C. B. & Q. CROSSING							
				116.31	P	CHALK JCT.		CB8					
						I. C. CONNECTION							
						BUCKHORN LEAD							
				120.92	P	Mc CLINTOCK WYE		Y					
				123.46	P	WEST VIRGINIA WYE		Y					
				127.19		I. C. CROSSING No. 2							
				127.50	P	MARION		W CB17					
				127.76		C. & E. I. CROSSING							
			Daily Ex. Saturday			43.55							
			Daily Ex. Sunday										

**BENTON SUBDIV.—BETWEEN BUSH AND BENTON**

TRAINS SOUTHWARD				Miles from Valley Jct.	TIMETABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					No. 43					SECOND CLASS			
395 Local Freight					JANUARY 1, 1958					396 Local Freight			
Daily Ex. Sunday				STATIONS			Daily Ex. Sunday						
			8 30AM	108.15	LS	BUSH . . . DWY		CD24	Yd.				
			8 36	110.25	P	ROYALTON JCT.		CD26A					
				112.48	P	WEIR							
			8 49	114.81	P	ZEIGLER		CD31	Yd.				
				115.40	P	I. C. CROSSING							
				115.44		C. Z. & G. CROSSING No. 2							
				117.06		C. B. & Q. CROSSING							
				118.61	P	ORIENT JCT.		Y					
			9 20AM	124.48	P	BENTON		Y CD40	18				
			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. 43						SECOND CLASS			
	897 Local Freight	895 Local Freight			JANUARY 1, 1958								896 Local Freight	898 Local Freight
	Daily Ex. Sunday	Daily Ex. Sunday		STATIONS						Daily Ex. Saturday	Daily Ex. Sunday			
		3 40AM	63.72	P.....	MV JCT.....	Y				1 10AM				
		3 55	71.86	P.....	WELGE.....	CA10	8.14	93		12 50				
		4 25	77.34	LS.....	STEELEVILLE.....	WY	5.48	70		12 40				
		4 40	79.48		PERCY.....	CA18	2.14			12 10AM				
			79.49		G. M. & O. CROSSING.....		0.01							
		5 10	82.64		CUTLER.....	CA21	3.15			11 55PM				
		5 13	83.74	P.....	NEW WILSON.....	CA22	1.10	106		11 50				
			84.97		JAMESTOWN.....	CA24	1.23							
		5 38	87.54	P.....	CONANT.....	CA26	2.57	10		11 25				
			92.56		I. C. CROSSING No. 1.....		5.02							
	11 00AM	6 10AM	92.57	LS.....	PINCKNEYVILLE...DWY	CA31	0.01	Yd.		11 00PM	4 15PM			
			95.33	P.....	SR JCT.....		2.76				4 03			
			102.73	P.....	I. C. CROSSING No. 2.....		7.40							
	11 30		102.95	LS.....	TAMAROA.....	CA41	0.22				3 41			
	11 39AM		103.56		TT SIDING.....		0.61	24			3 31			
	12 16PM		111.26	P.....	SHELLER.....	CA50	7.70	Yd.			3 15			
			114.54	LS.....	I. C. CROSSING No. 3.....		0.40							
	12 36		114.80		WALTONVILLE.....	CA53	2.88	19			3 03			
			120.25		C. B. & Q. CROSSING.....		0.26							
	12 56		121.88	P.....	MARCOE.....	CA59	5.45	7			2 45			
	1 01		124.92		J. S. W. CONNECTION.....		1.63	51			2 39			
			125.01	P.....	L. & N. CROSSING.....		3.04							
	1 30PM				MT. VERNON.....	WY	0.09	Yd.			2 30PM			
	Daily Ex. Sunday	Daily Ex. Sunday					61.29			Daily Ex. Saturday	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.
Benton Subdiv. No. 395 is superior to No. 396.

EAST AND WEST SUBDIV.

BETWEEN MILE POST 106, POLE 0, BUSH YARD, AND MILE POST 100, POLE 30, ND-BOND, TRAINS HAVE NO TIMETABLE SUPERIORITY. TRAINS AND LOCOMOTIVES WILL MOVE AT RESTRICTED SPEED BETWEEN SUCH POINTS.

CHESTER SUBDIV.

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.

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 Locomotive Speed is LOWER, it will Govern).

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

2-A. MAXIMUM TRAIN SPEED (Concluded):

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

- CONSIST "A" Diesel locomotives, with one or more, or all, cars equipped with freight car trucks.
CONSIST "B" Diesel locomotives with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.

Table with columns: Miles Per Hour (Consist 'A', Consist 'B'), and rows listing various subdivisions like Chester Subdiv., Mt. Vernon Subdiv., East and West Subdiv., Benton Subdiv., Cairo Subdiv., Cape Girardeau Subdiv.

2-B. MAXIMUM LOCOMOTIVE SPEED: (Where Maximum Train Speed is LOWER, it will Govern).

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

MISSOURI PACIFIC LOCOMOTIVES

Table listing locomotive models and speeds: Diesel MPH, Diesel MPH, Diesel MPH, Motor Cars, Passenger Motor Car No. 670, with mechanical drive.

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

3-A. LOCOMOTIVES LIGHT MOVING FORWARD:

Blank.

**3-B. LOCOMOTIVES MOVING BACKWARD, OR MOVING FORWARD SHOVING CARS:**

DIESEL locomotives moving backward without pilot on end facing direction of movement or moving forward shoving cars:

	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

**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 locomotive or forward car is between Absolute signal and crossing.....		
(G. M. & O. Crossing (Percy).....)	15	15
(C. B. & Q. Crossing (Zeigler Jct.).....)	15	15
(I. C. Crossing (Fair Grounds-Marion).....)	20	20

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
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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 LOCOMOTIVES AND LOCOMOTIVES IN TOW:**

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

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

Miles Per Hour  
Maximum Train Speed, or Maximum Locomotive Speed for particular Locomotive whichever is lower (See Item 2-B)

With trucks or parts of same not in good running condition.....

As Authorized By Superintendent

Diesel locomotives (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.

**3-F. TRAINS HANDLING WORK EQUIPMENT DERRICKS, CRANES, ETC.:** Miles Per Hour

Pile Drivers.....	25
Steam Shovels.....	25
Bridge Derrick Cars (non-revolving).....	30
Bridge derrick cars (non-revolving) 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.	
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.

**3-F. Concluded:**

Miles Per Hour

**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

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.

**3-H. STEAM LOCOMOTIVES - MAXIMUM LOCOMOTIVE SPEED AND SPEED RESTRICTIONS:**

Because of 100% Dieselization of motive power on this division, this timetable does not include maximum locomotive speed and speed restrictions for steam locomotives. Manner of handling steam locomotives, either in service or in tow, will be governed by instructions issued by Superintendent or Trainmaster at the time of handling.

## LOCATION OF HOSPITALS, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
<b>HOSPITAL</b>	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.
★★ Dr. C. E. Burpo	Belleville, Ill.	111 South High	BELleville 6573	1703 Foster Adair Gardens	3456.
<b>EMERGENCY STATION</b>	Dupo, Ill.				
★ Dr. E. S. Evenson	Dupo, Ill.	127 North Second	166	309 North Fourth	537.
★ Dr. F. W. Gebhardt	Columbia, Ill.	Rapp and Market	4116	Rapp and Market	4116.
★★ 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.
<b>EMERGENCY STATION</b>	Illmo, Mo.				
★ 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. 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. Borgsmiller	Murphysboro, Ill.	108 North Fourteenth	800	405 South Twenty-Third	1303.
★ Dr. J. A. Weatherly	Murphysboro, Ill.	108 North Fourteenth	800	1013 Mulberry	439.
<b>EMERGENCY STATION</b>	Hurst, Ill.				
★ Dr. P. M. Biason	Hurst, Ill.		2336	Hurst, Ill.	3031.
★★ 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. J. W. Johnson	Marion, Ill.	104 West College	309	904 South Park	1743-M.
★★ Dr. H. G. Hempler	Johnston City, Ill.	100½ East Broadway	3231	303 West Broadway	3232.
★★ Dr. G. C. Mayfield	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	Pinckneyville 8	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.