

SURGEONS AND PHYSICIANS

Bloomfield, Iowa.....	DR. H. C. YOUNG.....	Local Surgeon.
Brookfield, Mo.....	DR. S. T. BROWNFIELD.....	Medical Examiner.
Brookfield, Mo.....	DR. J. T. McLARNEY.....	Local Surgeon.
Burlington, Iowa.....	DR. C. J. LOHMANN.....	Surgeon and Examiner.
Burlington, Iowa.....	DR. F. G. OBER.....	Surgeon and Examiner.
Burlington, Iowa.....	DR. F. M. TOMBAUGH.....	Local Surgeon.
Burlington, Iowa.....	DR. G. J. PEARSON.....	Eye Specialist.
Carrollton, Mo.....	DR. R. F. COOK.....	Local Surgeon.
Centerville, Iowa.....	DR. J. C. DONAHUE.....	Surgeon and Examiner.
Centerville, Iowa.....	DR. W. E. WEST.....	Eye Specialist.
Corydon, Iowa.....	DR. C. F. BRUBAKER.....	Local Surgeon.
Green City, Mo.....	DR. W. HERINGTON.....	Local Surgeon.
Kahoka, Mo.....	DR. J. R. BRIDGES.....	Local Surgeon.
Keokuk, Iowa.....	DR. B. L. GILFILLAN.....	Surgeon and Examiner.
Keokuk, Iowa.....	DR. H. A. GRAY.....	Local Surgeon.
Kirksville, Mo.....	DR. G. E. GRIM.....	Local Surgeon.
Memphis, Mo.....	DR. E. E. PARRISH.....	Local Surgeon.
Milan, Mo.....	DR. J. S. MONTGOMERY.....	Local Surgeon.
Novinger, Mo.....	DR. J. S. GASHWILER.....	Local Surgeon.
Quincy, Ill.....	DR. W. H. BAKER.....	Surgeon and Examiner.
Quincy, Ill.....	DR. J. F. MERRITT.....	Local Surgeon.
Quincy, Ill.....	DR. W. STEVENSON.....	Eye Specialist.
Sumner, Mo.....	DR. J. W. HARDY.....	Local Surgeon.

Whenever any person other than a trespasser sustains injuries on Company property, requiring immediate medical attention, the nearest Company Surgeon should be summoned by the officer or employe of highest rank present.

In case of emergency when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

In case of injury to trespassers, a physician—the Company Surgeon when available—should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in emergency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he cannot provide for his own care after emergency service has been rendered.

Dr. O. H. HORRALL, Chief Surgeon, Chicago, Ill.

Dr. R. B. KEPNER, Medical Director, Relief Dept., Chicago, Ill.

J. H. AYDELOTT,
General Manager, Chicago.

J. C. GRISINGER,
General Superintendent, Burlington.

A. F. McKELVIE,
Superintendent, Centerville.

F. E. SPERRY,
General Superintendent of Transportation, Chicago.

Chicago, Burlington & Quincy Railroad Company

RECEIVED
JAN 23 1946
GENERAL AGENT
PHILADELPHIA, PA.

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE
25
CENTERVILLE DIVISION
OF THE
25
CENTRAL DISTRICT

No. 25

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

SUNDAY, JANUARY 6, 1946

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the book of rules of the operating department.

Quincy and Milan—Sub-division.

CENTERVILLE DIVISION.

TIME TABLE No. 25.

EFFECTIVE JANUARY 6, 1946.

WESTWARD SECOND CLASS				Office Open Week Days	Signs	Distance from Quincy	STATIONS	Capacity of other tracks	EASTWARD SECOND CLASS			
			Daily Ex. Sunday Mixed 41									
			A.M. L 7.00	Continuous.	B.C.K.O.R. T.W.Y.Yd.		..... QUINCY	Yard				P.M. A 7.45

Trains between Quincy and West Quincy are governed by time table of Hannibal Division.

			7.10	Continuous.	Y.Yd.	1.9	..... WEST QUINCY	Yard	7.30			
				No Office.		2.1	C. B. & Q. Crossing (Inter'l).					
		s	7.23	No Office.	F.	6.5	..... TAYLOR	14	f	7.15		
		s	7.35	No Office.	F.	10.8	..... MAYWOOD	12	s	7.02		
		s	7.50	No Office.		14.8	..... DURHAM	8	f	6.50		
		s	8.05	8:00 a.m. to 5:00 p.m.		18.1	..... EWING	11	s	6.42		
		s	8.35	8:00 a.m. to 5:00 p.m.		26.1	..... LEWISTOWN	18	s	6.20		
		s	8.50	8:00 a.m. to 5:00 p.m.		31.8	..... LA BELLE	23	s	6.05		
		s	9.05	8:00 a.m. to 5:00 p.m.		37.2	..... KNOX	19	s	5.50		
		s	9.45	8:30 a.m. to 5:30 p.m.	W.	46.6	..... EDINA	70	s	5.20		
			s10.03	8:30 a.m. to 5:30 p.m.		53.4	..... HURDLAND	30	s	4.52		
				No Office.		54.6	..... A. T. & S. F. Connection	20				
			s10.15	No Office.		57.6	..... BRASHEAR	18	s	4.40		
		f	10.30	No Office.		63.8	..... BULLION	11	f	4.25		
		s	11.10	7:30 a.m. to 6:00 p.m.	Y, Yd.	69.3	..... KIRKSVILLE	Yard	s	4.10		
				No Office.		69.5	..... Wabash Crossing (Grade)					
		s	11.35	8:00 a.m. to 5:00 p.m.	C.O.W.Y. Yd.	76.9	..... NOVINGER	Yard	s	3.35		
		s	11.50	No Office.	F.	83.6	..... STAHL		f	3.10		
		s	12.05	No Office.	F.	89.4	..... GREENCASTLE	13	s	2.55		
		s	12.20	8:30 a.m. to 5:30 p.m.		93.3	..... GREEN CITY	27	s	2.45		
		f	12.32	No Office.	F.	98.7	..... SORRELL	4	f	2.30		
				No Office.		104.4	..... MILAN JCT.					
		A	1.00	7:30 a.m. to 6:00 p.m.	B.K.R. W.Y.Yd.	104.6	..... MILAN	Yard	L	2.15		P.M.
			Daily Ex. Sunday							Daily Ex. Sunday		
			6:00 17.4				..... SCHEDULE TIME			5:30 19.0		
							..... AVERAGE MILES AN HOUR					

Trains westward are superior to trains of the same class eastward.
Manual Block System—Rule 318-B in effect.
Rule 907 in effect.

STUB TRACKS—

Durham Switch west end.
Brashear Switch east end.
Bullion Switch west end.
Sorrell Switch east end.

No train order signal at Quincy and Milan. Conductors and Enginemen must have Clearance Form A when operator on duty.

Office Open Sundays: Milan 7:30 A.M. to 9:30 A.M.
West Quincy—Continuous.
Quincy—Continuous.
Other offices closed.

Viele and Sedan—Sub-division.

CENTERVILLE DIVISION.

TIME TABLE No. 25.

EFFECTIVE JANUARY 6, 1946.

SOUTHWARD				Office Open Week Days	Distance from Viele	Distance from Burlington	Signs	STATIONS				Distance from Sedan	Capacity of other tracks	NORTHWARD						
SECOND CLASS		FIRST CLASS						Daily Ex. Sunday Passenger	Distance from Viele	Distance from Burlington	Signs			STATIONS	Distance from Sedan	Capacity of other tracks	FIRST CLASS		SECOND CLASS	
	Monday Wednesday and Friday Way Frt.																Daily Ex. Sunday Passenger	8		Sunday Tuesday and Thursday Stock
	75		7									8		76						
	A.M. L 11.00		A.M. L 8.00	7:40 a.m. to 4:40 p.m.	25.3	30.5	R.	.....VIELE 5 2	78.8	17		P.M. A 9.59		P.M. A 1.50					
	f 11.15		f 8.10	No Office.	5.2	30.5	F.	.....FRANKLIN 2 5	73.6	3		f 9.47		f 1.32					
	s 11.40		s 8.16	7:30 a.m. to 4:30 p.m.	7.7	33.0		.....DONNELSON 3 0	71.1	51		s 9.42		s 1.25					
	f 11.50 P.M.		f 8.21	No Office.	10.7	36.0	F.	.....WARREN 7 7	68.1			f 9.35		f 12.50					
	s 12.30		s 8.37	8:00 a.m. to 5:00 p.m.	18.4	43.7	W.	.....C. R. I. & P. Crossing (Grade). FARMINGTON 6 4	60.4	22		s 9.20		s 12.35 P.M.					
	f 12.45		f 8.50	No Office.	24.8	50.1	F.	.....WILLIT 5 0	54.0	5		f 9.05		f 11.57					
	s 1.05		s 9.00	8:15 a.m. to 5:15 p.m.	29.8	55.1		.....MT. STERLING 8 2	49.0	20		s 8.55		s 11.47					
	s 1.30		s 9.15	8:00 a.m. to 5:00 p.m.	38.0	63.3		.....CANTRIL 5 4	40.8	21		s 8.40		s 11.23					
	s 1.55		s 9.25	8:00 a.m. to 5:00 p.m.	43.4	68.7	W.	.....MILTON 6 4	35.4	20		s 8.30		s 11.05					
	s 2.15		s 9.37	7:30 a.m. to 4:30 p.m.	49.8	75.1		.....PULASKI 6 0	29.0	20		s 8.17		s 10.35					
	f 2.30		f 9.47	No Office.	55.2	81.1		.....STEBEN 3 1	23.0	7		f 8.06		f 10.12					
	s 3.05		s 9.55	8:00 a.m. to 5:00 p.m.	58.9	84.2		.....BLOOMFIELD 0 8	19.9	35		s 8.01		s 9.55					
	A 3.10		A 9.58	No Office.	59.7	85.0	F.R.	.....BLOOMFIELD JCT. 14 8	19.1			L 7.55		L 9.20					

Trains between Bloomfield Junction and Moulton are governed by rules and time table of Wabash R. R.

	L 3.47		L 10.30	No Office.	74.5	99.8	R.	.....MOULTON Wabash Crossing (Grade) 4 3	4.3	30		A 7.23		A 8.40		
	A 4.05 P.M.		A 10.40 A.M.	8:30 a.m. to 5:30 p.m.	78.8	104.1	RY	.....SEDAN C. B. & Q. Crossing (Grade) 3 3		50		L 7.10 P.M.		L 8.20 A.M.		
	Monday Wednesday and Friday		Daily Ex. Sunday									Daily Ex. Sunday		Sunday Tuesday and Thursday		
	5:05 15.5		2:40 29.5					.....SCHEDULE TIME AVERAGE MILES AN HOUR				2:59 26.9		5:30 14.3		

Trains southward are superior to trains of the same class northward.

Manual Block System—Rule 318-B in effect.

Rule 907 in effect.

No train order signal at Viele. Conductors and Enginemen must have Clearance Form A when operator on duty.

STUB TRACKS—

Franklin.....Switch south end.
Willit.....Switch north end.
Steuben.....Switch north end.

All trains register and northward trains get orders or clearance at Wabash depot, Moulton. Normal position of Wabash west wye switch at Moulton will be lined for wye.

Water tank, M. P. 69.5, between Milton and Pulaski.

Nos. 75 and 76 carry passengers.

No. 76 wait at Sedan for connection with No. 84 on Sunday.

Office Open Sundays: Viele 1:40 P.M. to 4:40 P.M.
Other offices closed.

Sedan and Carrollton—Sub-division.

CENTERVILLE DIVISION.

TIME TABLE No. 25.

EFFECTIVE JANUARY 6, 1946.

SOUTHWARD				STATIONS										NORTHWARD				
SECOND CLASS			FIRST CLASS	Office Open Week Days	Distance from Sedan	Distance from Burlington	Signs		Distance from Carrollton	Capacity of other tracks	FIRST CLASS	SECOND CLASS						
Sunday only Mixed	Daily Ex. Sunday and Monday Mixed	Sunday Tuesday Thursday and Saturday Mixed	Daily Ex. Sunday Passenger								Daily Ex. Sunday Passenger	Sunday only Stock	Monday Wednesday and Friday Mixed	Sunday only Mixed	Daily Ex. Sunday and Monday Mixed			
15	11	83	7								8	84	80	14	12			
		A.M. L 8.50	A.M. L 11.35	8:30 a.m. to 5:30 p.m.		104.1	R.Y.	116.5	50	P.M. A 6.15	A.M. A 10.15	P.M. A 1.50						
		s 9.05	s 11.45	No Office.	4.4	108.5		112.1	11	s 6.05	f 9.45	s 1.35						
		s 9.23	s 11.57	7:30 a.m. to 4:30 p.m.	9.2	113.3		107.3	25	s 5.56	f 9.23	s 1.15						
		s 9.40	s 12.06	No Office.	13.8	117.9	F.	102.7	2	s 5.48	f 9.11	s 1.02						
			f	No Office.	18.0	122.1		98.5		f		f						
		9.57	12.17	No Office.	19.1	123.2		97.4	14	5.38	8.56	12.47						
		s 10.20	s 12.32	8:30 a.m. to 5:30 p.m.	24.2	128.3		92.3	43	s 5.28	s 8.45	s 12.32						
		s 10.35	s 12.42	No Office.	29.7	133.8		86.8	6	s 5.18	f 8.15	s 11.50						
		s 10.50	s 12.50	No Office.	33.9	138.0	F.	82.6	16	s 5.10	f 8.00	s 11.35						
		s 11.05	s 1.01	No Office.	39.8	143.9	F.	76.7	9	s 5.00	f 7.45	s 11.20						
		P.M. s 12.05	s 1.25	No Office.	45.7	149.8		70.8										
				7:30 a.m. to 6:00 p.m.	45.9	150.0	B.K.Y. W.Yd.	70.6	Yard	s 4.49	s 7.30	s 11.01						
		s 12.20	s 1.37	No Office.	52.5	156.6	F.	64.0	15	s 4.37	f 7.00	s 9.50						
		s 12.35	s 1.48	8:30 a.m. to 5:30 p.m.	58.4	162.5	W.	58.1	14	s 4.27	f 6.45	s 9.30						
		s 12.55	s 2.02	8:00 a.m. to 5:00 p.m.	65.2	169.3		51.3	18	s 4.15	f 6.25	s 9.10						
		s 1.15	s 2.13	8:15 a.m. to 5:15 p.m.	70.5	174.6		46.0	16	s 4.05	f 6.05	s 8.45						
A.M. L 4.25	A.M. L 7.40	A 1.30	A 2.30	Continuous.	77.6	181.7	R.W.Y.	38.9	54	L 3.50	L 5.45	L 8.15	A 9.00	A 2.20				
		P.M. s 4.40	P.M. s 7.55	No Office.	82.4	186.5	F.	34.1	7	P.M. s 5.00	A.M. s 8.15	A.M. s 2.04						
		s 5.00	s 8.15	7:45 a.m. to 4:45 p.m.	87.8	191.9		28.7	19				s 8.30	s 1.47				
		s 5.25	s 8.45	8:00 a.m. to 5:00 p.m.	94.3	198.4		22.2	24				s 8.10	s 1.25				
		s 5.45	s 9.15	8:00 a.m. to 5:00 p.m.	101.3	205.4		15.2	23				s 7.45	s 1.02				
		s 6.05	s 9.40	No Office.	109.0	213.1		7.5	10				s 7.25	s 12.37				
A 6.35	A 10.00			8:30 a.m. to 5:30 p.m.	116.5	220.6	B.R. T.W.		65				L 7.05	L 12.15				
		Sunday only Mixed	Daily Ex. Sunday							Daily Ex. Sunday	Sunday only	Monday Wednesday and Friday	Sunday only Mixed	Daily Ex. Sunday and Monday Mixed				
2:10 17.9	2:20 16.6	4:40 16.6	2:55 26.6							2:25 32.1	4:30 17.2	5:35 13.8	1:55 20.3	2:05 18.6				
.....SCHEDULE TIME..... .....AVERAGE MILES AN HOUR.....																		

Trains southward are superior to trains of the same class northward.
Manual Block System—Rule 318-B in effect.
Rule 907 in effect.
 No train order signal at Carrollton, Laclede, Milan and Sedan. Conductors and Enginemen must have Clearance Form A when operator on duty.
Cassady Coal Co. Mine, M. P. 109.61.
 All second class trains carry passengers.
 Emergency water supply, Unionville.
 Office open Sundays: Milan 7:30 A.M. to 9:30 A.M.
 Carrollton, 8:30 A.M. to 8:30 A.M.
 Laclede, continuous.
 Other offices closed.

STUB TRACKS

Mendota.....Switch north end. Forker.....Switch north end.
 Lemons.....Switch north end. Bogard.....Switch north end.
 Boynton.....Switch north end.

Leaves Brookfield:
 No. 15—4:00 A.M. Sunday only.
 No. 11—6:45 A.M. daily except Sunday and Monday.
 No. 84—4:30 A.M. Sunday only.
 No. 80—7:00 A.M. Monday, Wednesday and Friday.

Arrives Brookfield:
 No. 14—9:45 A.M. Sunday only.
 No. 12—2:55 P.M. daily except Sunday and Monday.
 No. 83—2:00 P.M. Sunday, Tuesday, Thursday and Saturday.

Alexandria and Centerville—Sub-division.

CENTERVILLE DIVISION.

TIME TABLE No. 25.

EFFECTIVE JANUARY 6, 1946.

WESTWARD						Distance from Keokuk	Signs	STATIONS	Capacity of other tracks	Office Open Week Days	EASTWARD					
SECOND CLASS			FIRST CLASS								FIRST CLASS			SECOND CLASS		
Sunday Monday Wednesday and Friday Mixed	Monday Wednesday and Friday Way Frt.	Daily Ex. Saturday Way Frt.	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger						Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger	Daily Ex. Saturday Way Frt.	Sunday Tuesday and Thursday Stock	Sunday Tuesday Thursday and Saturday Mixed
81	75	95	7	1	5				6	2	8	94	76	82		
		P.M. L 9:50		A.M. L 8:45		5.2	R.	..... ALEXANDRIA		7:00 a.m. to 3:00 p.m. 4:00 p.m. to Midnight		P.M. A 7:30	A.M. A 11:30		
		s10:10		s 8:59		12.4		..... WAYLAND	28	7:30 a.m. to 4:30 p.m.		s 7:15	s11:10		
		s10:45		s 9:16		20.0		..... KAHOKA	50	8:00 a.m. to 5:00 p.m.		s 6:59	s10:45		
		s11:00		s 9:25		23.3		..... MEDILL A. T. & S. F. Cross'ng(Int'l)	25	Continuous.		s 6:49	s10:30		
		f11:05		s 9:29		25.0	F.W.	..... ASHTON	5	No Office.		s 6:44	s10:25		
		f11:20		s 9:37		28.7	F.	..... LURAY	10	No Office.		s 6:37	s10:15		
		f11:35		s 9:48		34.4	F.	..... GRANGER	10	No Office.		s 6:25	s 9:59		
		f11:45 A.M.		s 9:52		36.6		..... ARBELA	20	No Office.		s 6:20	s 9:52		
		s12:35		s10:12		45.1	W.	..... MEMPHIS	40	6:30 a.m. to 6:30 p.m.		s 6:03	s 9:20		
		f12:50		f10:24		51.1	F.	..... CRAWFORD	22	No Office.		f 5:48	f 8:45		
		s 1:08		s10:35		56.3		..... DOWNING	21	7:30 a.m. to 4:30 p.m.		s 5:39	s 8:30		
		s 1:25		s10:53		65.7		..... LANCASTER	32	7:30 a.m. to 4:30 p.m.		s 5:21	s 8:05		
						69.0		..... GLENWOOD JCT	12	No Office.					
						70.9		Wabash Crossing (Grade)		No Office.						
		f 1:45		f11:09		74.1		..... GUINN	2	No Office.		f 5:01	f 7:33		
		f 1:57		s11:18		78.9	F.	..... DEAN	13	No Office.		s 4:52	f 7:20		
A.M.	P.M.	s 2:10	A.M.	s11:30	P.M.	82.4	R.Y. SEDAN C. B. & Q. Crossing (Grade)	50	8:30 a.m. to 5:30 p.m.	A 11:30	s 4:45	A 7:08	s 7:10	A 7:50	A 8:05
						86.3	 C. R. I. & P. CROSSING (Automatic-Interlocked)		No Office.						
A 10:50 A.M.	A 4:30 P.M.	A 2:30 A.M.	A 11:00 A.M.	A 11:59 A.M.	A 6:35 P.M.	89.6	BCK ORT W Yd C. R. I. & P. Cross'ng (Inter'l) CENTERVILLE	Yd.	6:30 a.m. to 10:30 p.m.	L 11:05 A.M.	L 4:30 P.M.	L 6:40 P.M.	L 6:45 A.M.	L 7:30 A.M.	L 7:45 A.M.
Sunday Monday Wednesday and Friday	Monday Wednesday and Friday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday						Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Saturday	Sunday Tuesday and Thursday	Sunday Tuesday Thursday and Saturday
0:20 21.6	0:20 21.6	4:40 18.0	0:18 24.0	3:14 26.0	0:18 24.0		 SCHEDULE TIME			0:25 17.3	3:00 28.1	0:28 15.4	4:45 17.8	0:20 21.6	0:20 21.6
							 AVERAGE MILES AN HOUR								

Trains westward are superior to trains of the same class eastward.
 Manual Block System—Rule 318-B in effect.
 Rule 907 in effect.
 No train order signal at Centerville, Sedan and Alexandria, Conductors and
 Enginemen must have Clearance Form A when operator on duty.
 Eastward home signal governing interlocking at Centerville is located north
 of main track.
 All Second Class trains carry passengers.

Office Open Sundays: Alexandria 7:00 A.M. to 3:00 P.M. and 4:00 P.M. to mid-
 night.

Medill—Continuous.
 Centerville—6:45 A.M. to 9:45 A.M., and 3:45 P.M. to 6:45 P.M.
 Other offices closed.

STUB TRACKS—

Ashton..... Switch east end.
 Granger..... Switch east end.
 Guinn..... Switch east end.
 Dean..... Switch east end.

Centerville and Humeston—Sub-division

CENTERVILLE DIVISION.

TIME TABLE No. 25.

EFFECTIVE JANUARY 6, 1946.

WESTWARD								EASTWARD					
SECOND CLASS		FIRST CLASS		Distance from Centerville	Distance from Keokuk	Signs	STATIONS	Capacity of other tracks	Office Open Week Days	FIRST CLASS		SECOND CLASS	
Tuesday Thursday Friday Saturday Way Frt.	97		Daily Ex. Sunday Passenger							1	2	96	Daily Ex. Sunday Passenger	Tuesday Thursday Friday Saturday Way Frt.
A.M. L 6:30			P.M. L 1:00		89.6	B.C.K. O.R.T. W.Yd.	.....CENTERVILLE.....	Yard	6:30 a.m. to 10:30 p.m.	P.M. A 4:25		P.M. A 1:50	
6:35			1:04	1.9	91.5	F.	.....RELAY (S. I. RY. TFR.).....	20	No Office.	4:18		1:40	
6:43			1:08	3.9	93.5		.....SUNSHINE.....		No Office.	4:14		1:35	
f 7:05			s 1:14	6.4	96.0		.....BRAZIL.....	6	No Office.	s 4:09		f 1:25	
f 7:20			f 1:18	8.4	98.0		.....GARFIELD.....	13	No Office.	f 4:05		f 1:18	
s 7:40			s 1:25	11.7	101.3		.....PLANO.....	15	No Office.	s 3:59		s 12:50	
s 8:05			s 1:37	17.4	107.0	W.	.....PROMISE CITY.....	16	No Office.	s 3:48		s 12:30 P.M.	
s 8:45			s 2:00	28.2	117.8		.....CORYDON.....	53	7:30 a.m. to 4:30 p.m.	s 3:27		s 11:55	
s 9:10			s 2:15	36.0	125.6		.....CAMBRIA.....	8	No Office.	s 3:12		s 11:15	
A 9:30 A.M.			A 2:30 P.M.	41.3	130.9	W.Y. Yd.	.....HUMESTON.....	Yard	5:45 a.m. to 9:45 p.m.	L 3:00 P.M.		L 11:00 A.M.	
Tuesday Thursday Friday Saturday Way Frt.			Daily Ex. Sunday				.....C. B. & Q. Crossing (Grade).....			Daily Ex. Sunday		Tuesday Thursday Friday Saturday Way Frt.	
3:00 13.7			1:30 27.5				.....SCHEDULE TIME.....			1:25 29.1		2:50 14.2	
							.....AVERAGE MILES AN HOUR.....						

Trains westward are superior to trains of the same class eastward.
 Manual Block System—Rule 318-B in effect.
 Rule 907 in effect.
 No train order signal at Centerville and Humeston. Conductors and Engineers must have Clearance Form A when operator on duty.
STUB TRACKS—
 Brazil.....Switch west end.
 Promise City...Switch east end.
 Cambria.....Switch west end.

Nos. 96 and 97 carry passengers.
 Old King Coal Co. Mine, M. P. 94.26.
 Bridgeport, M. P. 111.9 and Bentonville, M. P. 120.9 are flag stops for Nos. 1 and 2.
 Office open Sundays: Centerville 6:45 A.M. to 9:45 A.M., and 3:45 P.M. to 6:45 P.M.
 Other offices closed.

SPECIAL INSTRUCTIONS.

Master Mechanic, F. R. Butts, Hannibal.
 Road Foreman, E. Hill, Brookfield.
 Asst. Road Foreman, B. Hagan, Centerville.

1. Where manual or controlled manual block system rules are in effect light engines will be handled the same as passenger trains.

Freight trains carrying passengers or caretakers will be handled the same as passenger trains, except where otherwise stated in foot notes, or on sub-divisions where Rule 907 is in effect. Conductors will advise train dispatcher when passengers or caretakers on their train.

Under Rule 93, trains handling occupied company service cars, or carrying caretakers, must be protected as prescribed by Rule 99.

Rule 374 in Book of Rules of Operating Department is modified to read as follows:

"When a train is passed by a passenger train at a non-communicating station except in automatic block signal territory, the train passed must wait ten minutes and then proceed at restricted speed to the next available point of communication."

2. USE OF TRACK.

Where there are two sidings for meeting or passing trains, the right hand track must be used unless otherwise provided.

Trains have no time-table superiority between the north yard limit board, Milan and the south switch of Milan Yard. All trains and engines must move at restricted speed between these points.

Trains have no time-table superiority between the east switch of Centerville Yard and west house track switch at the west end of Centerville Yard. All trains and engines must move at restricted speed between these points.

Trains meeting at Centerville Passenger Depot, inferior train will take siding on first track south of main track, expecting to find it occupied.

Trolley wire over transfer track S. I. Ry. west of Centerville does not clear man on top of car.

Engines must not move west of east line of elevator on Pillsbury Soy Bean track, Centerville.

3. When a train is to be advanced as prescribed by Rule 925, the engineman will, in acknowledgment of the signal, sound two long blasts of the whistle, as provided in Rule 14 (b).

SPECIAL INSTRUCTIONS—Concluded.

4. Spring Switches are designated by a round target bearing the letter "S." Facing point movements over spring switches are protected by automatic home signal. When signal indicates "Stop," trains may proceed on hand signal after switch has been examined and points found to fit properly. Trains trailing through switch may do so without opening or closing it. When sand or snow is blowing the switch points must be cleared before trailing move is made through switch. When trailing through switch and train is stopped before movement is complete, backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand it must be closed by hand. Sand must not be used over spring switches. Drop switch will not be made over spring switches unless specifically authorized.

Employees handling spring switch hand throw levers must keep body in clear of lever until it has reached the center position when releasing the latch on hand throw lever.

No spring switches on Centerville Division.

5. When under Rule 951, operators are instructed to handle switches for a train they must be available immediately to do so. They will maintain a position where they may be seen by the conductor and will advise him of their intention to handle switches for his train. After so advising the conductor, the operator will be responsible for the return of switches to normal position after train has passed.

6. Train orders addressed to motor trains handling trailer, and two car branch line steam passenger trains handling blind end baggage cars must be delivered by Operator to Baggage man in addition to Conductor and Engineman.

7. Trains must be identified at meeting or waiting points.

8. Derricks, steam shovels, pile drivers, ditchers, draglines, rail loaders, and other similar equipment loaded on flat or other open-top cars with booms connected and handled in freight or mixed trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

When this equipment is moving in freight or mixed trains upon its own wheels, the boom must be disconnected and loaded so as to be entirely free of swinging features. Steam wrecking derricks having specially designed idler cars, are excepted from requirements of this rule.

9. When occupied outfit cars are set out of a train at a station, or on a track between stations, or when moved from one track to another at a station, the conductor must notify the Superintendent and Train Dispatcher, from the first available point of communication, giving information as to the track on which the occupied outfit cars were left.

Under Rule 908, trains will be notified of occupied company service cars when such cars occupy sidings or station tracks used as sidings.

10. Under Rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the move is made under Rule 1012.

Should train or engine men observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the Superintendent and Train Dispatcher.

11. Conductors must report by wire, storms or conditions that may render track unsafe and will tie up their trains when in their judgment it is unsafe to proceed.

12. Rule 914 of the Book of Rules of the Operating Department is modified as follows:

A yellow signal on the right of the track indicates that the track one mile distant is safe for a speed of but 10 miles an hour, unless otherwise directed by train order.

A green signal on the right of the track signifies that the slow track has been passed, and the usual speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear end.

Under Rule 914, on trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

13. The use of cupola lights has been discontinued and that part of Rule D-19 of Rules of the Operating Department reading, "A red light to the rear and a green light to the front must be displayed in cupola of cabooses while on main track" is abolished.

14. Rule 919 is modified to permit the use of a white electric lantern; the red lantern must be oil burning.

15. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance must be handled next to engine when practicable.

16. Enginemen must not permit ash pans or front end of engines to be cleaned on the tracks and switches over which movements are governed by signal indication, except at points designated by the Superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.

17. The night signals to be used under Rule 906 are modified as follows:

Hot Journals— Stop signal followed by lamp swung in small vertical circle.

Brakes Sticking— Stop signal followed by lamp in sliding movement out from body.

18. Rule 1314 in Book of Rules of Operating Department is modified as follows:

"On passenger trains, at points where only the engine or train crew is changed, but no angle cock turned, the incoming engineman must apply the train brakes with a fifteen pound brake pipe reduction immediately after stopping and without waiting for a signal; the outgoing engineman will release the brakes upon receiving the proper release signal. Trainman must see that the brakes are applied on the rear car, then signal the engineman to release with the communicating signal from the rear car; after the brakes on the rear car are seen to be released, he will signal the engineman with one blast of the communicating signal."

19. When it is necessary for track cars to be operated during night hours, the track car operator must, when practicable, obtain an accurate lineup; and where it can be done, all trains and engines entering the territory in which the cars are being operated will be notified of such track cars. When so notified, enginemen will keep a sharp lookout for track cars and use the whistle freely.

20. Modifying the first paragraph of Rule 959, the standard flagging equipment for an engine or motor will be one red flag, one white lantern, one red lantern, four fuses, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fuses and torpedoes to be carried in a rack in cab of steam engines and in a container in cab of Diesel-Electric motors.

On Gas-Electric motor operated trains, flagging equipment will be carried in the baggage compartment instead of in the motor room.

This modifies the second paragraph of Rule 919 so far as it applies to flagging equipment on engines or motors, and that part of the tenth paragraph of Rule 920 reading, "Normal supply for engines, 3 fuses and 6 torpedoes".

In freight and mixed train service the front brakeman is responsible with the engineer for knowing that in the cab of engine or motor, there is the prescribed flagging equipment.

21. Conductors in all classes of service will, when practicable, personally contact and compare time with their engineers before trains are cleared from initial terminals on the sub-division.

22. Rule 916 in Book of Rules of Operating Department is abolished.

23. Rule 1078 of the Book of Rules of the Operating Department is modified as follows:

"Be thoroughly familiar with all signal rules, the arrangement of tracks where switching is required, and the movements and rights of trains using them. Be constantly on the watch for approaching trains, and be sure that the proper signal is shown to each, switchtenders using yellow flag by day and yellow light by night."

24. Rule 1047 of the Book of Rules of the Operating Department is modified as follows:

"Assist passengers, especially women, children and infirm persons, in entering and leaving the cars, or in passing from one car to another, giving special attention to their safety. Direct them on which side to leave the train, and see that platform gates and vestibule doors are open and closed, as convenience and safety require. Do not leave the gates or car platforms until train has cleared the station platform. While the train is waiting at a station, remain at the car steps unless relieved by the conductor or train porter or when required to assume flagging duties. Use step boxes where necessary."

25. The headlight of diesel and gas-electric engines must be burned dim during daylight hours when in road service.

30. Red fuses will be used only in complying with the requirements of Rule 99 or for emergency stop signal. Yellow fuses will be used in giving signals as prescribed by Rules 12 (a) to 12 (g) inclusive, when weather conditions, or length of train make it impracticable to pass hand or lamp signals.

31. Under Rule 318-B positive block must be maintained behind passenger and troop trains. Freight trains must not move to a non-communicating station to be passed by a passenger or troop train except in case of an emergency.

32. C. R. I. & P. Crossing at M.P. 86.28, Alexandria and Centerville sub-division, is protected by automatic interlocking signals.

Normal indication of home signal is Stop. Distant signal indicates restricted speed. When a train is stopped by home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate release marked C. B. & Q. located at crossing.

After time interval has elapsed, signals will clear automatically. In case operation of the release does not clear the signal, train may proceed over crossing under protection.

SPEED RESTRICTIONS.

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

Clear indication of block signals does not modify the requirements of Rule 93.

2. Enginemen handling light engines must approach all hazardous road crossings where view is obscured prepared to stop, and when advised by train dispatcher that maintenance men have no advice of the movement, must run at restricted speed on curves and where view is obscured and use extreme care to avoid striking motor cars.

Light engines may operate at maximum speed authorized for freight trains.

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains.

Passenger trains handling freight cars must not exceed maximum speed authorized for freight trains.

Gas-electric motor cars may operate on the various sub-divisions at maximum speed authorized for passenger trains. When steam is substituted for motor service speed must be reduced 10 miles an hour below authorized speed for motor trains.

Gas-electric motor cars running backward must not exceed a speed of 10 miles an hour above the speed authorized for engines running backward on that sub-division.

To prevent damage to traction motors, when handling electrically operated power units dead in train maximum speed must not exceed:

- Gas-electric motor cars.....60 M. P. H.
- Diesel-electric power units.....75 M. P. H.
- Diesel-electric switch engines.....40 M. P. H.

Where sub-division maximum speeds are less, they will govern.

Diesel and Gas-electric motor trains and engines must not pass through water if the water is more than three inches above top of rail and when passing through water, speed must not exceed 3 miles an hour to prevent damage to traction motors.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUB-DIVISIONS		
Through crossovers and other turnouts.....	10	10
Engines and Diesel and Gas-electric motors through turnouts of and on station tracks.....	5	5
Short scale test car (must be handled just ahead of way car with air hose coupled).....		20
Steam derricks, pile drivers, clamshells or similar equipment. (See special instructions 8).....		20
250 ton wrecking derricks must not be operated.....		
Loaded tank cars and loaded or empty air dump cars.....	20	20
Engines under steam, disconnected on one side with main rod down.....	20	20
QUINCY AND MILAN—SUB-DIVISION		
Maximum speed.....	30	30
Highway crossing M. P. 6.65, Taylor, Frankford Ave., Novinger and Highway crossing M. P. 68.70.....	10	10
Through Kirksville.....	10	10
R and S engines over bridge 76.00.....	10	10
Novinger yard mine spur, maximum speed.....	20	20
Engines running backward, Novinger yard mine spur.....	10	10
H and K engines over bridges 34.93, 35.43 and 36.25.....	15	15
R, S and P engines must not operate south of Chariton River Coal Co. mine, M.P. 34.50.....	10	10
Between M. P. 87 and M. P. 89.....	25	25
Before crossing Third Street, Milan, protect movement.....	Stop	Stop
Engines running backward.....	15	15
VIELE AND SEDAN—SUB-DIVISION		
Maximum speed.....	40	30
Highway crossing M. P. 27.28.....	10	10
Around curves near M. P. 44.4, M. P. 45, M. P. 47 and M. P. 48.15.....	25	20
Around other curves between M. P. 39 and M. P. 49.....	30	25
Highway crossings M.P. 65.89 and 73.88.....	20	20
Highway crossing M. P. 100.2.....	20	20
Sedan wye tracks.....	10	10
Engines running backward.....	15	15

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
SEDAN AND CARROLLTON—SUB-DIVISION		
Maximum speed:		
Sedan and La Clede.....	40	30
La Clede and Carrollton.....	25	25
Highway crossing M. P. 115.3, southward trains.....	20	20
Main Street and 22nd Street crossings, Unionville ..	5	5
Highway crossings M. P. 149.4 and M. P. 168.6.....	20	20
Before crossing Third Street, Milan, protect movement.....	Stop	Stop
Main Street crossing, Purdin.....	5	5
Around curves M. P. 177.1 and M. P. 177.7.....	25	20
Around curve M. P. 187.....	20	20
Highway crossing M. P. 196.29.....	5	5
Highway crossing M. P. 207.91.....	10	10
Engines running backward.....	15	15
ALEXANDRIA AND CENTERVILLE—SUB-DIVISION		
Maximum speed.....	40	30
Between M. P. 5.72 and M. P. 12.....	35	25
Over street crossings, Wayland.....	10	10
P-5 and P-6 engines over bridges 13.81 and 82.75.....	15	15
Between M. P. 19 and M. P. 34.25.....	35	25
Over street crossings, Kahoka.....	10	10
Between Home Signals Medill Interlocking.....	20	20
Between M. P. 46 and M. P. 53.....	35	25
Over street crossings between M. P. 65.30 and M. P. 65.45, Lancaster.....	10	10
Around curve M. P. 69.....	25	20
Sedan wye tracks.....	10	10
Highway crossing M. P. 86.6.....	10	10
Before crossing 18th Street, Centerville, protect movement.....	Stop	Stop
Engines running backward.....	15	15
CENTERVILLE AND HUMESTON—SUB-DIVISION		
Maximum speed.....	40	30
Drake Ave. crossing, Centerville.....	5	5
Highway crossing, M. P. 94.13.....	15	15
Between M. P. 96.24 and M. P. 97.69.....	30	25
Around reverse curves M. P. 123.....	35	25
Humeston, north wye track, engines and passenger motor cars must be headed west when using this track.....	5	5
Engines running backward.....	15	15

SPEED OF TRAINS.

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5.....	12	0	30.....	2	0
10.....	6	0	35.....	1	43
15.....	4	0	40.....	1	30
20.....	3	0	45.....	1	20
25.....	2	24	50.....	1	12