

## MEDICAL AND SURGICAL DEPARTMENTS

### LOCATION OF COMPANY MEDICAL EXAMINERS, SURGEONS AND OCULISTS

Bloomfield, Iowa.....	DR. H. C. YOUNG.....	Local Surgeon.
Brookfield, Mo.....	DR. S. T. BROWNFIELD.....	Medical Examiner.
Brookfield, Mo.....	DR. J. T. McLARNEY.....	Local Surgeon.
Brookfield, Mo.....	DR. J. LANE EVANS.....	Local Surgeon.
Burlington, Iowa.....	DR. C. J. LOHMANN.....	Surgeon and Examiner
Burlington, Iowa.....	DR. F. M. TOMBAUGH.....	Local Surgeon.
Burlington, Iowa.....	DR. E. F. LA FORCE.....	Oculist.
Carrollton, Mo.....	DR. R. F. COOK.....	Local Surgeon.
Centerville, Iowa.....	DR. J. C. DONAHUE.....	Surgeon and Examiner
Centerville, Iowa.....	DR. W. E. WEST.....	Oculist.
Ciarinda, Iowa.....	DR. FRANK H. CLARK.....	Local Surgeon.
Corydon, Iowa.....	DR. C. F. BRUBAKER.....	Local Surgeon.
Gravity, Iowa.....	DR. L. T. REED.....	Local Surgeon.
Green City, Mo.....	DR. W. HERINGTON.....	Local Surgeon.
Humeston, Iowa.....	DR. C. N. HYATT.....	Local Surgeon.
Kahoka, Mo.....	DR. J. R. BRIDGES.....	Local Surgeon.
Keokuk, Iowa.....	DR. BRUCE L. GILFILLAN.....	Surgeon and Examiner
Keokuk, Iowa.....	DR. H. A. GRAY.....	Local Surgeon.
Kirksville, Mo.....	DR. E. C. GRIM.....	Local Surgeon.
Knox, Mo.....	DR. U. McREYNOLDS.....	Local Surgeon.
La Belle, Mo.....	DR. H. W. McKIM.....	Local Surgeon.
Memphis, Mo.....	DR. E. E. PARRISH.....	Local Surgeon.
Memphis, Mo.....	DR. A. E. PLATTER.....	Local Surgeon.
Milan, Mo.....	DR. J. S. MONTGOMERY.....	Local Surgeon.
Milan, Mo.....	DR. E. W. HICKSON.....	Local Surgeon.
Moulton, Iowa.....	DR. W. L. DOWNING.....	Local Surgeon.
Novinger, Mo.....	DR. J. S. GASHWILER.....	Local Surgeon.
Quincy, Ill.....	DR. W. H. BAKER.....	Surgeon and Examiner
Quincy, Ill.....	DR. JAMES F. MERRITT.....	Local Surgeon.
Quincy, Ill.....	DR. WALTER STEVENSON.....	Oculist.
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 employee of highest rank present.

In cases 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, who, upon arrival, should at once take charge of the case and relieve the called surgeon from further care or attendance, as far as the Company is concerned.

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.

The acceptance of the aid of a surgeon called by the Company is entirely optional with injured parties. In case they desire, they can select, at their own expense, other surgical attendance.

This Company will not recognize bills of surgeons other than those on its regular staff, except for temporary service rendered prior to the arrival of the Company Surgeon, and then only for such attendance as it appears is clearly and immediately demanded. 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.

R. B. KEPNER, M. D.  
Medical Director Relief Department, Chicago.

O. H. HORRALL, M. D.  
Chief Surgeon, Chicago.

J. H. AYDELOTT,  
General Manager, Chicago.

J. C. GRISINGER,  
General Superintendent, Burlington.

W. O. FRAME,  
Superintendent, Centerville.

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

L. C. TWYMAN,  
Assistant Superintendent of Transportation, Chicago.

# Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

# TIME TABLE

OF THE

## CENTERVILLE DIVISION

OF THE

## CENTRAL DISTRICT

# No. 22

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

## SUNDAY, AUGUST 27, 1939

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. 22.

EFFECTIVE AUGUST 27, 1939.

WESTWARD				Office Open Week Days	Signs	Distance from Quincy	STATIONS	Capacity of Sidings	Office Open Sundays	EASTWARD		
FIRST CLASS										FIRST CLASS		
Daily Passenger	Daily Ex. Sunday Mixed									Daily Ex. Sunday Mixed	Sunday only Passenger	Daily Ex. Sunday Passenger
<b>101</b>	<b>41</b>			<b>42</b>	<b>104</b>	<b>102</b>						
A.M. L 8.00	P.M. L 7.00			A.M. A 10.30	P.M. A 5.40	P.M. A 8.50						
				Continuous.	O.R.T.W.Y. Yd.B.C.K.	..... QUINCY .....	Yard	Continuous.				

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

8.06	7.10	Continuous.	Y.Yd.	1.9	..... WEST QUINCY .....	Yard	Continuous.	10.20	5.32	8.42
		No Office.		2.1	<b>C. B. &amp; Q. Crossing (Inter'l)</b>		No Office.			
f 8.16	f 7.23	No Office.	F.	6.5	<b>TAYLOR</b>	15	No Office.	f 10.03	f 5.22	f 8.33
s 8.25	s 7.35	No Office.	F.	10.8	<b>MAYWOOD</b>	24	No Office.	s 9.50	s 5.12	s 8.25
f 8.33	f 7.47	No Office.		14.8	<b>DURHAM</b>	21	No Office.	f 9.39	f 5.02	f 8.17
s 8.40	s 8.10	8:30 a.m. to 5:30 p.m.		18.1	<b>EWING</b>	19	Closed.	s 9.27	s 4.54	s 8.10
f 8.50	f 8.17	No Office.		21.3	<b>TOLONA</b>		No Office.	f 9.17	f 4.45	f 8.00
s 9.02	s 8.30	8:00 a.m. to 5:00 p.m.		26.1	<b>LEWISTOWN</b>	20	Closed.	s 9.02	s 4.35	s 7.48
s 9.13	s 8.44	8:00 a.m. to 5:00 p.m.		31.8	<b>LA BELLE</b>	33	Closed.	s 8.34	s 4.22	s 7.37
s 9.25	s 9.00	8:00 a.m. to 5:00 p.m.		37.2	<b>KNOX</b>	18	Closed.	s 8.10	s 4.10	s 7.25
s 9.45	s 9.28	8:00 a.m. to 5:00 p.m.	W.	46.6	<b>EDINA</b>	35	9:15 a.m. to 11:15 a.m. 3:15 p.m. to 5:15 p.m.	s 7.40	s 3.50	s 7.05
s 10.00	s 9.52	8:00 a.m. to 5:00 p.m.		53.4	<b>HURDLAND</b>	27	Closed.	s 7.20	s 3.35	s 6.50
		No Office.		54.6	<b>A. T. &amp; S. F. Connection</b>		No Office.			
s 10.09	s 10.05	No Office.		57.6	<b>BRASHEAR</b>	29	No Office.	s 7.10	s 3.25	s 6.41
f 10.21	f 10.20	No Office.		63.8	<b>BULLION</b>	9	No Office.	f 6.55	f 3.14	f 6.29
s 10.36	s 10.38	6:00 a.m. to 6:45 p.m.	Y.Yd.	69.3	<b>KIRKSVILLE</b>	Yard	9:45 a.m. to 11:45 a.m. 2:45 p.m. to 4:45 p.m.	s 6.40	s 3.04	s 6.14
		No Office.		69.5	<b>Wabash Crossing (Grade)</b>		No Office.			
s 10.56	s 11.04	8:00 a.m. to 5:00 p.m.	O.W.Y. Yd.C.	76.9	<b>C. B. &amp; Q. Crossing (Grade)</b>	Yard	Closed.	s 5.31	s 2.52	s 5.54
s 11.09	f 11.19	No Office.	F.	83.6	<b>NOVINGER</b>		No Office.	s 5.05	s 2.40	s 5.41
s 11.25	s 11.45	No Office.	F.	89.4	<b>STAHL</b>		No Office.	s 4.50	s 2.28	s 5.26
s 11.35	s 11.59	8:30 a.m. to 5:30 p.m.		93.3	<b>GREENCASTLE</b>	27	No Office.	s 4.35	s 2.20	s 5.16
f 11.47	f 12.13	No Office.	F.	98.7	<b>GREEN CITY</b>	44	Closed.	f 4.15	f 2.06	f 5.04
		No Office.		104.4	<b>SORRELL</b>	19	No Office.			
P.M. A 12.01 P.M.	A 12.30 A.M.	8:01 a.m. to 12:01 a.m.	K.O.R.T.W. Yd.B.C.	104.6	<b>MILAN JCT.</b>		No Office.	L 4.00 A.M.	L 1.55 P.M.	L 4.50 P.M.
Daily	Daily Ex. Monday				<b>MILAN</b>	Yard	8:01 a.m. to 4:01 p.m.	Daily Ex. Sunday	Sunday only	Daily Ex. Sunday
4:01 26.1	5:30 19.0				<b>SCHEDULE TIME.....</b>			6:30	3:45	4:00
					<b>AVERAGE MILES AN HOUR....</b>			16.1	28.9	26.1

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

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

# Viele and Sedan—Sub-division.

**CENTERVILLE DIVISION.**

**TIME TABLE No. 22.**

**EFFECTIVE AUGUST 27, 1939.**

SOUTHWARD												NORTHWARD						
SECOND CLASS		FIRST CLASS		Office Open Week Days	Distance from Viele	Distance from Burlington	Signs	STATIONS				Distance from Sedan	Capacity of Sidings	Office Open Sundays	FIRST CLASS		SECOND CLASS	
Monday Wednesday and Friday Way Frt.	75	Daily Ex. Sunday Passenger	7					Daily Ex. Sunday Passenger	8	Sunday Tuesday and Thursday Stock	76							
A.M. L 11.00		A.M. L 8.00		7:30 a.m. to 4:30 p.m.	25.3	R.	.....	VIELE.....	78.8	17	12:50 p.m. to 2:50 p.m.	P.M. A 9.40		P.M. A 1.50				
f 11.15		f 8.12		No Office.	5.2	30.5	F.	.....	FRANKLIN.....	73.6	7	No Office.	f 9.28	f 1.32				
s 11.40		s 8.20		8:00 a.m. to 5:00 p.m.	7.7	33.0		.....	DONNELLSON.....	71.1	21	Closed.	s 9.22	s 1.25				
f 11.50		f 8.27		No Office.	10.7	36.0	F.	.....	WARREN.....	68.1	8	No Office.	f 9.16	f 12.50				
P.M. s 12.30		s 8.43		7:30 a.m. to 4:30 p.m.	18.4	43.7	W.	.....	C. R. I. & P. Crossing (Grade). FARMINGTON.....	60.4	48	Closed.	s 9.02	s 12.35				
f 12.45		f 8.55		No Office.	24.8	50.1	F.	.....	WILLITT.....	54.0	7	No Office.	f 8.48	f 11.57				
s 1.05		s 9.05		8:00 a.m. to 5:00 p.m.	29.8	55.1		.....	MT. STERLING.....	49.0	21	Closed.	s 8.39	s 11.47				
s 1.30		s 9.21		8:00 a.m. to 5:00 p.m.	38.0	63.3		.....	CANTRIL.....	40.8	30	Closed.	s 8.22	s 11.23				
s 1.55		s 9.32		8:00 a.m. to 5:00 p.m.	43.4	68.7	W.	.....	MILTON.....	35.4	26	Closed.	s 8.12	s 11.05				
s 2.15		s 9.45		8:00 a.m. to 5:00 p.m.	49.8	75.1		.....	PULASKI.....	29.0	21	Closed.	s 8.00	s 10.35				
f 2.30		f 9.55		No Office.	55.2	81.1		.....	STEBEN.....	23.0	7	No Office.	f 7.47	f 10.12				
s 3.05		s 10.03		8:00 a.m. to 5:00 p.m.	58.9	84.2		.....	BLOOMFIELD.....	19.9	39	9:30 a.m. to 11:30 a.m.	s 7.42	s 10.03				
A 3.10		A 10.05		No Office.	59.7	85.0	F.R.	.....	BLOOMFIELD JCT.....	19.1		No Office.	L 7.40	L 9.30				

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

L 4.00		L 10.40	No Office.	74.5	99.8	R.	.....	MOULTON Wabash Crossing (Grade).....	4.7	33	No Office.	A 7.10	A 8.50
A 4.20		A 10.52	7:45 a.m. to 4:45 p.m.	78.8	104.1	RWY	.....	..... SEDAN C. B. & Q. Crossing (Grade).....	59		7:45 a.m. to 9:45 a.m.	L 6.55	L 8.30
P.M.		A.M.										P.M.	A.M.
Monday Wednesday and Friday		Daily Ex. Sunday										Daily Ex. Sunday	Sunday Tuesday and Thursday
5:20 14.7		2:52 27.4						..... SCHEDULE TIME..... ..... AVERAGE MILES AN HOUR.....				2:45 28.7	5:20 14.7

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

Manual Block System—Rule 318-B in effect.

Rule 907 in effect.

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

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.

Snodgrass Switch M. P. 71.19.

Nos. 75 and 76 carry passengers.

# Sedan and Carrollton—Sub-division.

**CENTERVILLE DIVISION.**

**TIME TABLE No. 22.**

**EFFECTIVE AUGUST 27, 1939.**

SOUTHWARD			STATIONS				NORTHWARD						
SECOND CLASS		FIRST CLASS	Office Open Week Days	Distance from Sedan	Distance from Burlington	Signs	Distance from Carrollton	Capacity of Sidings	Office Open Sundays	FIRST CLASS	SECOND CLASS		
Daily Ex. Monday Mixed	Daily Ex. Monday Mixed	Daily Ex. Sunday Passenger								Daily Ex. Sunday Passenger	Sunday only Stock	Daily Ex. Sunday and Tuesday	Daily Ex. Monday Mixed
11	83	7							8	84	80	12	
	A.M. L 8:50	A.M. L 11:55	7:45 a.m. to 4:45 p.m.		104.1	R.W.Y.	116.5	59	7:45 a.m. to 9:45 a.m.	P.M. A 6:15	A.M. A 8:30	P.M. A 1:50	
	s 9:10	P.M. s 12:07	8:30 a.m. to 5:30 p.m.	4.4	108.5		112.1	24	Closed.	s 6:06	f 8:15	s 1:35	
	s 9:30	s 12:18	8:30 a.m. to 5:30 p.m.	9.2	113.3		107.3	34	Closed.	s 5:56	f 7:57	s 1:15	
	s 9:45	s 12:27	No Office.	13.8	117.9	F.	102.7	8	No Office.	s 5:46	f 7:40	s 12:55	
		f	No Office.	18.0	122.1		98.5		No Office.	f		f	
	9:57	12:37	No Office.	19.1	123.2		97.4	13	No Office.	5:37	7:26	12:37	
	s 10:20	s 12:50	8:15 a.m. to 5:15 p.m.	24.2	128.3		92.3	48	Closed.	s 5:28	s 7:15	s 12:10	
	s 10:35	s 1:01	No Office.	29.7	133.8		86.8	16	No Office.	s 5:18	f 6:45	s 11:40	
	s 10:50	s 1:11	No Office.	33.9	138.0		82.6	17	No Office.	s 5:09	f 6:30	s 11:20	
	s 11:05	s 1:22	No Office.	39.8	143.9	F.	76.7	20	No Office.	s 5:00	f 6:15	s 11:05	
			No Office.	45.7	149.8		70.8		No Office.				
	P.M. s 12:05	s 1:35 1:45	8:01 a.m. to 12:01 a.m.	45.9	150.0	C.O.T. W.Yd.	70.6	Yard	8:01 a.m. to 4:01 p.m.	s 4:49	s 6:00	s 10:45	
	s 12:20	s 1:56	No Office.	52.5	156.6	F.	64.0	15	No Office.	s 4:29	f 5:30	s 9:35	
	s 12:35	s 2:07	8:30 a.m. to 5:30 p.m.	58.4	162.5	W.	58.1	42	Closed.	s 4:20	f 5:15	s 9:20	
	s 12:55	s 2:20	8:30 a.m. to 5:30 p.m.	65.2	169.3		51.3	23	Closed.	s 4:09	f 4:55	s 8:55	
	s 1:15	s 2:32	8:15 a.m. to 5:15 p.m.	70.5	174.6		46.0	23	Closed.	s 4:01	f 4:35	s 8:30	
A.M. L 7:10	A 1:30	s 2:45 3:50	11:00 p.m. to 10:30 p.m.	77.6	181.7	R.W.Y.	38.9	65	Midnight to 10:30 p.m. 11:30 p.m. to Midnight	s 3:50	L 4:15	L 8:00	P.M. A 12:50
s 7:25	P.M. s 4:05		No Office.	82.4	186.5	F.	34.1	16	No Office.	s 2:45	A.M.	A.M.	s 12:33
s 7:45		s 4:17	7:45 a.m. to 4:45 p.m.	87.8	191.9		28.7	20	Closed.	s 2:34			s 12:20
s 8:15		s 4:31	8:00 a.m. to 5:00 p.m.	94.3	198.4		22.2	25	Closed.	s 2:23			P.M. s 11:55
s 8:45		s 4:47	8:00 a.m. to 5:00 p.m.	101.3	205.4		15.2	26	Closed.	s 2:10			s 11:25
s 9:10		s 5:03	8:30 a.m. to 5:30 p.m.	109.0	213.1		7.5	35	Closed.	s 1:54			s 10:55
A 9:30 A.M.		A 5:20 P.M.	8:30 a.m. to 5:30 p.m.	116.5	220.6	B.R. T.W.	30		10:30 a.m. to 12:30 p.m.	L 1:20 P.M.			L 10:30 A.M.
Daily Ex. Monday	Daily Ex. Monday	Daily Ex. Sunday								Daily Ex. Sunday	Sunday only	Daily Ex. Sunday and Tuesday	Daily Ex. Monday
2:20 16.7	4:40 16.6	5:25 21.5								4:55 23.7	4:15 18.2	5:50 13.3	2:20 16.7

Trains northward are superior to trains of the same class southward.  
 Manual Block System—Rule 318-B in effect.  
 Rule 907 in effect.  
 No train order signal at Carrollton, Laclède and Milan. Conductor and Engineman must have Clearance Form A when operator on duty.  
 Cassidy Coal Co. Mine, M. P. 109.61.  
 Alamong Switch, M. P. 203.42.  
 Nos. 80 and 84 carry passengers.

**Leaves Brookfield:**  
 No. 11—6.45 A. M. daily except Monday.  
 No. 84—3.15 A. M. Sunday only.  
 No. 80—7.00 A. M. daily except Sunday and Tuesday.

**Arrives Brookfield:**  
 No. 12—1.20 P. M. daily except Monday.  
 No. 83—2.00 P. M. daily except Monday.

# Alexandria and Centerville—Sub-division.

CENTERVILLE DIVISION.

TIME TABLE No. 22.

EFFECTIVE AUGUST 27, 1939.

WESTWARD						Distance from Keokuk	Signs	STATIONS	Capacity of Sidings	Office Open Week Days	EASTWARD					
SECOND CLASS			FIRST CLASS								FIRST CLASS			SECOND CLASS		
Monday Wednesday and Friday Way Frt.	Daily Ex. Tuesday Mixed	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. Saturday Way Frt.	Daily Ex. Monday Mixed	Sunday Tuesday and Thursday Stock	
75	81	95	7	5	1	2	6	8	94	82	76					
		P.M. L 9.55			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 8.55			P.M. A 12.10		
		s 10.20			s 9.01	12.4		WAYLAND	42	8:00 a.m. to 5:00 p.m.	s 8.40			P.M. s 11.45		
		s 11.00			s 9.18	20.0		KAHOKA	57	8:00 a.m. to 5:00 p.m.	s 8.25			s 11.20		
		s 11.20			s 9.27	23.3	Y.	MEDILL A. T. & S. F. Cross'ng (Int'l)	10	Continuous.	s 8.18			s 10.45		
		f 11.30			s 9.32	25.0	F.W.	ASHTON	13	No Office.	s 8.13			s 10.35		
		s 11.45			s 9.40	28.7		LURAY	42	8:00 a.m. to 5:00 p.m.	s 8.06			s 10.25		
		s 12.05			s 9.53	34.4		GRANGER	27	No Office.	s 7.54			s 10.10		
		s 12.15			s 9.59	36.6		ARBELA	23	No Office.	s 7.47			s 9.59		
		s 1.00			s 10.22	45.1	W.	MEMPHIS	38	8:00 a.m. to 9:00 p.m.	s 7.30			s 9.30		
		f 1.15			s 10.35	51.1	F.	CRAWFORD	26	No Office.	s 7.17			s 9.00		
		s 1.35			s 10.48	56.3		DOWNING	27	8:00 a.m. to 5:00 p.m.	s 7.07			s 8.45		
		s 2.00			s 11.07	65.7		LANCASTER	52	8:00 a.m. to 5:00 p.m.	s 6.50			s 8.15		
						69.0		GLENWOOD JCT	15	No Office.						
						70.9		Wabash Crossing (Grade)		No Office.						
		f 2.30			f 11.26	74.1		GUINN	3	No Office.	f 6.32			f 7.40		
		f 2.45			s 11.37	78.9	F.	DEAN	12	No Office.	s 6.23			f 7.27		
P.M. L 4.25	A.M. L 9.00	s 3.10	A.M. L 10.55	P.M. L 6.15	s 11.50	82.4	R.W. Y.	SEDAN C. B. & Q. Crossing (Grade)	59	7:45 a.m. to 4:45 p.m.	s 6.15	A.M. A 11.50	P.M. A 6.55	s 7.15	A.M. A 8.05	A.M. A 7.50
A 4.45	A 9.20	A 3.30	A 11.10	A 6.30	A 12.10	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 5.40	L 11.35	L 6.40	L 6.45	L 7.45	L 7.30
P.M.	A.M.	A.M.	A.M.	P.M.	P.M.						P.M.	A.M.	P.M.	A.M.	A.M.	A.M.
Monday Wednesday and Friday	Daily Ex. Tuesday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday						Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Saturday	Daily Ex. Monday	Sunday Tuesday and Thursday
0:20 21.6	0:20 21.6	5:35 15.1	0:15 28.8	0:15 28.8	3:25 26.2			SCHEDULE TIME			3:15 27.6	0:15 28.8	0:15 28.8	5:25 15.4	0:20 21.6	0:20 21.6
								AVERAGE MILES AN HOUR								

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

Westward distant signal governing interlocking plant at Centerville is located three tracks north of main track.  
 All Second Class trains carry passengers.  
 Sundays: Alexandria open 8:00 A. M. to 1:45 P. M. and 4:40 P. M. to 9:45 P. M. Medill continuous, Memphis 9:00 A. M. to 11:00 A. M., Sedan 7:45 A. M. to 9:45 A. M., Centerville 6:45 A. M. to 9:30 A. M. Other offices closed.

# Centerville and Clarinda—Sub-division

CENTERVILLE DIVISION.

TIME TABLE No. 22.

EFFECTIVE AUGUST 27, 1939.

WESTWARD								STATIONS						EASTWARD			
SECOND CLASS		FIRST CLASS		Distance from Centerville	Distance from Keokuk	Signs	Capacity of Sidings	Office Open Week Days	FIRST CLASS		SECOND CLASS						
Monday, Wednesday and Friday Way Frt.	97		Daily Ex. Sunday Passenger						1	Daily Ex. Sunday Passenger	2	Tuesday, Thursday and Saturday Way. Frt.	96				
A.M. L 6:30			P.M. L 12:55		89.6	B.C.K. O.R.T. W.Yd.	Yard	6:30 a.m. to 10:30 p.m.	P.M. A 5:10		P.M. A 5:30						
6:45			1:04	3.9	93.5		18	No Office.	5:02		5:15						
f 7:10			s 1:11	6.4	96.0		30	No Office.	s 4:56		s 4:56						
f 7:25			f 1:18	8.4	98.0	F.	17	No Office.	f 4:51		f 4:45						
s 7:58			s 1:27	11.7	101.3		18	No Office.	s 4:45		s 4:35						
s 8:25			s 1:42	17.4	107.0	W.	30	No Office.	s 4:33		s 4:15						
s 9:00			s 2:07	28.2	117.8		41	7:30 a.m. to 4:30 p.m.	s 4:12		s 3:45						
s 9:20			s 2:23	36.0	125.6		28	No Office.	s 3:56		s 3:15						
s 10:30			s 2:37	41.3	130.9	B.K. O.W.Y. Yd.	Yard	6:30 a.m. to 10:15 p.m.	s 3:45		s 2:37						
s 10:50			s 2:48	46.4	136.0	F.	26	No Office.	s 3:32		s 2:20						
s 11:15			s 3:05 3:15	54.8	144.4		43	8:30 a.m. to 5:30 p.m.	s 3:15 3:05		s 2:00						
s 11:35			s 3:25	58.2	147.8		20	No Office.	s 2:57		s 1:45						
f 11:45 P.M.			f 3:35	63.1	152.7	F.	13	No Office.	f 2:43		f 1:25						
s 12:15			s 3:48	69.2	158.8	W.	34	8:00 a.m. to 5:00 p.m.	s 2:30		s 1:10						
s 12:35			s 4:00	74.4	164.0	F.	31	No Office.	s 2:18		s 12:50						
s 12:50			s 4:09	78.4	168.0		28	8:30 a.m. to 5:30 p.m.	s 2:08		s 12:35						
s 1:10			s 4:19	83.4	173.0		44	8:30 a.m. to 5:30 p.m.	s 1:58		s 12:20 P.M.						
s 1:40			s 4:36	92.3	181.9	W.	34	8:30 a.m. to 5:30 p.m.	s 1:40		s 11:55						
s 2:15			s 4:54	100.1	189.7		34	8:30 a.m. to 5:30 p.m.	s 1:20		s 11:25						
s 2:30			f 5:07	106.4	196.0	F.		No Office.	f 1:08		s 11:00						
s 2:45			s 5:15	109.3	198.9	W.	24	8:30 a.m. to 5:30 p.m.	s 1:00		s 10:50						
s 3:10			s 5:29	116.0	205.6		29	8:30 a.m. to 5:30 p.m.	s 12:45		s 10:25						
f 3:20			f 5:36	118.9	208.5			No Office.	f 12:36		f 10:10						
s 3:50			s 5:50	125.1	214.7		29	8:30 a.m. to 5:30 p.m.	s 12:23		s 9:55						
A 4:10 P.M.			A 6:10 P.M.	133.1	222.7	B.C.K. R.T.W. Yd.	Yard	6:40 a.m. to 8:00 p.m.	L 12:05 P.M.		L 9:30 A.M.						
Monday Wednesday and Friday			Daily Ex. Sunday						Daily Ex. Sunday		Tuesday, Thursday and Saturday						
9.40 13.8			5.15 25.4						5.05 26.2		8.00 18.7						
								SCHEDULE TIME.....									
								AVERAGE MILES AN HOUR.....									

Trains eastward are superior to trains of the same class westward.

Manual Block System—Rule 318-B in effect.

Rule 907 in effect.

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

Water tank near M. P. 158, between DeKalb and Grand River.

Nos. 96 and 97 carry passengers.

I. S. U. Transfer, M. P. 91.42.

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.

Sundays: Centerville open 6:45 A. M. to 9:30 A. M., Humeston 6:30 A. M. to 8:30 A. M. Other offices closed.

# Novinger and South Gifford—Sub-division

CENTERVILLE DIVISION.

TIME TABLE No. 22.

EFFECTIVE AUGUST 27, 1939.

SOUTHWARD				Distance from Novinger	Signs	STATIONS	Mile Post Location	Capacity of Sidings	Office Open Week Days	NORTHWARD				
SECOND CLASS										Daily Except Sunday Mixed	17	Daily Except Sunday Mixed	16	
			A.M. 11:00		B.C.O. R.W. Y.Yd.	.....NOVINGER..... ..C. B. & Q. Crossing (Grade)..	32.18	Yard	8:00 a.m. to 5:00 p.m.	A	A.M. 5:30			
			11:25	4.1		4.1 .....YOUNGSTOWN.....	36.27	16	No Office.		S	5:05		
			11:59 P.M.	10.3		6.2 .....YARROW.....	42.46	15	No Office.		S	4:50		
			12:30 P.M.	15.2	B.R.	4.9 .....SOUTH GIFFORD.....	47.34	15	8:00 a.m. to 5:00 p.m.		L	4:35 A.M.		
			Daily Except Sunday								Daily Except Sunday			
			1:30 10.0			.....SCHEDULE TIME..... .....AVERAGE MILES AN HOUR.....					0:55 16.5			

Trains northward are superior to trains of the same class southward.  
 Manual Block System—Rule 318-B in effect.  
 Rule 907 in effect.  
 No train order signal at Novinger. Conductor and Enginemen must have Clearance Form A when operator on duty.

No offices open Sundays.  
 Chariton Coal Co. Mine, M. P. 34.18.  
 Riverside Coal Co. Mine, M. P. 38.01.  
 Balotto Coal Co. Mine M. P. 40.38.

## SPECIAL INSTRUCTIONS.

Master Mechanic, F. R. Butts, Hannibal.  
 Trainmaster and Chief Dispatcher, W. S. Alexander, Centerville.  
 Road Foreman, E. Hill, Brookfield.

1. Where manual or controlled manual block system rules are in effect light engines, mail and express trains 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 dispatcher when no 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.  
 Trains taking siding at Kahoka and Memphis will use siding east of station.  
 Trains must run at restricted speed between Milan and Milan Jct.  
 Trains meeting at Centerville Passenger Depot, inferior train will take siding on short team track opposite Depot.  
 Elevator track at New Market not safe for engines 90 feet beyond derail switch.  
 Trolley wire over transfer track I. S. U. transfer west of Centerville does not properly clear man on top of car.
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).
4. Spring Switches are designated by a round target bearing the letter "S." Facing point movements over spring switches are protected by automatic home block 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 tralling 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.

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 Engineer.
7. Derricks, steam shovels, 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 and bridge derricks, having specially designed idler cars, are excepted from requirements of this rule.
8. 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 Chief Dispatcher, from the first available point of communication, giving information as to the track on which the occupied outfit cars were left.
9. 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.
10. 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.
11. Rule 914 in Book of Rules of Operating Department is modified to read 4,000 feet instead of 3,000 feet.

### 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

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.

2. Enginemen handling light engines must approach all hazardous road crossings where view is obscured prepared to stop.

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.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
<b>ALL SUB-DIVISIONS</b>		
Through crossovers and other turnouts.....	10	10
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 7).....		20
Loaded tank cars.....	20	20
Engines under steam, disconnected on one side with main rod down.....	20	20
<b>QUINCY AND MILAN—SUB-DIVISION</b>		
Maximum speed.....	35	25
Highway crossing M. P. 6.65, Taylor, Frankford Ave., Novinger and Highway crossing M. P. 69.15.....	10	10
Through Kirksville.....	10	10
R engines over bridge 76.00.....	10	10
Before crossing Third Street, Milan, protect movement.....	Stop	Stop
Engines running backward.....	15	15
<b>VIELE AND SEDAN—SUB-DIVISION</b>		
Maximum speed.....	40	30
Highway crossing M. P. 27.28.....	15	15
Around curves near M. P. 44.4, M. P. 45, M. P. 47 and M. P. 48.15.....	20	20
Around other curves between M. P. 37 and M. P. 49...	30	25
Highway crossing M. P. 100.2.....	20	20
Engines running backward.....	15	15
<b>SEDAN AND CARROLLTON—SUB-DIVISION</b>		
Maximum speed: Sedan and La Clede.....	40	30
La Clede and Carrollton.....	35	25
Highway crossing M. P. 115.3.....	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

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
<b>SEDAN AND CARROLLTON SUB-DIVISION</b> —Concluded		
Around curves M. P. 177.1, M. P. 177.7 and M. P. 187.	25	20
Highway crossing M. P. 196.29.....	5	5
Highway crossing M. P. 207.91.....	10	10
Engines running backward.....	15	15
<b>ALEXANDRIA AND CENTERVILLE—SUB-DIVISION</b>		
Maximum speed.....	40	30
Between M. P. 5.72 and M. P. 12.....	30	25
Over street crossings, Wayland.....	10	10
P-5 and P-6 engines over bridges 13.81 and 82.75.....	15	15
Through Kahoka.....	6	6
Between M. P. 46 and M. P. 53.....	30	25
Over street crossings between M. P. 65.30 and M. P. 65.45, Lancaster.....	10	10
Around curve M. P. 69.....	25	20
Before crossing 18th Street, Centerville, protect movement.....	Stop	Stop
Engines running backward.....	15	15
<b>CENTERVILLE AND CLARINDA—SUB-DIVISION</b>		
Maximum speed.....	40	30
R engines.....	25	25
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.....	25	20
Highway crossing M. P. 146.3.....	20	20
K-10 engines over bridges 153.13, 158.17 and 221.33....	15	15
Around curve M. P. 155.....	20	20
Bridges 161.04 and 161.18.....	15	15
Highway crossings M. P. 182.3 and M. P. 185.0.....	20	20
Highway crossing M. P. 205.4.....	5	5
Engines running backward.....	15	15
<b>NOVINGER AND SOUTH GIFFORD—SUB-DIVISION</b>		
Maximum speed.....	20	20
H-4 and K-10 engines over bridges 34.93, 35.43 and 36.25.....	15	15
Bridge 43.4.....	5	5
Between M. P. 43.64 and M. P. 45.17.....	10	10
Engines running backward.....	10	10