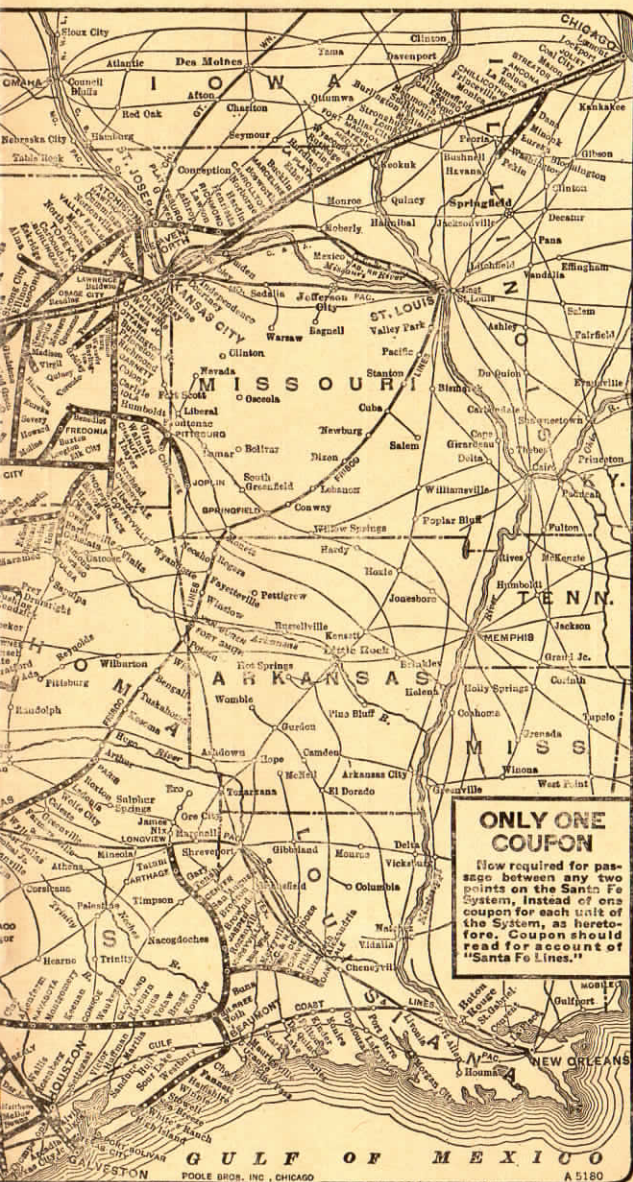


**E
FIRST**



Member of Safety Committee,
practices.



Roads Motor Route Coördinated with Train Service

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES
Eastern District

MISSOURI DIVISION

TIME TABLE No.

75

IN EFFECT
Sunday, June 2, 1946

At 12:01 A. M.
Central Standard Time

**Superseding Time Table No. 74A, Dated November 12,
1944, and any Supplements Thereto.**

**This Time Table is for the exclusive use and guidance
of Employees.**

H. B. LAUTZ,
General Manager,
Topeka, Kansas.

P. O'SULLIVAN,
Asst. General Manager,
Topeka, Kansas.

M. M. KILLEN,
Superintendent,
Marceline, Missouri.

J. B. NOE,
Superintendent,
Argentine, Kansas.

Hall 4 46 4350 2601

First District.

Westward.

FIRST CLASS.

| FIRST CLASS. | | | | | | | | | | TIME TABLE No. 75, June 2, 1946. | Rating Grade Ascending. | Fuel, Water, Turn Tables and Wyes. | Capacity of Tracks in 44 ft. Cars. | |
|----------------------------|-----------------------------|------------------|-----------------------------|--------------------------|------------------|------------------------|---------------------------|------------------|------------------|--|----------------------------|--|---------------------------------------|------------------|
| 17 | 21 | 19 | 23 | 11 | 15 | 3 | 7 | 1 | 5 | | | | Sidings. | Other Tracks. |
| The Super Chief. | El Capitan. | The Chief. | Grand Canyon Limited. | The Kansas Cityan. | Motor. | California Limited. | Fast Mail- Express. | The Scout. | The Ranger. | | | | | |
| Leave Tues. and Sat. | Leave Tues. and Sat. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | | | | | |
| PM 10.45 | PM 9.20 | PM 5.00 | PM 4.15 | PM 1.20 | AM 6.05 | AM 5.10 | AM 3.30 | AM 3.05 | AM 1.50 | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | f 6.15 | | | | | | | | | |
| 10.59 | 9.34 | 5.17 | 4.32 | 1.34 | f 6.22 | 5.25 | 3.45 | 3.20 | 2.07 | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | f 6.35 | | | | | | | | | |
| 11.13 | 9.48 | 5.37 | f 4.50 | 1.50 | s 6.50 | s 5.43 | 4.03 | 3.38 | f 2.25 | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | s 7.05 | | | | | | | | | |
| 11.26 | 10.01 | 5.55 | 5.08 | 2.04 | s 7.15 | 6.00 | 4.20 | 3.55 | 2.43 | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | s 7.25 | | | | | | | | | |
| 11.38 | 10.13 | 6.13 | f 5.25 | 2.18 | s 7.45 | 6.15 | 4.35 | 4.10 | 3.00 | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | f | | | | | | | | | |
| 11.46 | 10.21 | 6.24 | 5.37 | 2.27 | s 8.00 | 6.27 | 4.47 | 4.22 | 3.12 | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | f 8.10 | | | | | | | | | |
| 11.57 | 10.32 | 6.40 | s 5.55 | s 2.40 | s 8.20 | s 6.45 | s 5.05 | s 4.40 | s 3.30 | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | f 8.30 | | | | | | | | | |
| | | | | | s 8.40 | | | | | | | | | |
| — AM — | | | | | | | | | | | | | | |
| 12.11 | 10.46 | 7.01 | 6.12 | 2.57 | s 8.52 | 7.02 | 5.22 | 4.58 | 3.47 | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | f 9.05 | | | | | | | | | |
| 12.23 | 10.58 | 7.17 | 6.27 | 3.09 | s 9.15 | 7.16 | 5.36 | 5.12 | 4.02 | | | | | |
| | | | | | | | | | | | | | | |
| 12.28 AM | 11.03 PM | 7.25 PM | 6.35 PM | 3.15 PM | 9.25 AM | 7.25 AM | 5.45 AM | 5.20 AM | 4.10 AM | | | | | |
| | | | | | | | | | | | | | | |
| Arrive Wed. and Sun. | Arrive Tues. and Sat. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | | | | | |
| 65.6 | 65.6 | 46.0 | 48.3 | 58.8 | 33.8 | 50.1 | 50.1 | 50.1 | 48.3 | | | | | |

(112.7)
Average speed per hour.

DOUBLE TRACK
BETWEEN Shopton
and Marceline.

Automatic Block
between Shopton and
Marceline.

Trains have no
time table superior-
ity between Shopton
and M.P. 235 and will
move within such
limits at restricted
speed.

First District.

Eastward.

| Telegraph and Telephone Offices. | Distances from Chicago. | Ruling Grade Ascending. | TIME TABLE No. 75, June 2, 1946. | FIRST CLASS. | | | | | | | | | |
|----------------------------------|-------------------------|-------------------------|--|-----------------------------|------------------------------|---------------------------------------|-----------------------------|--|--|---------------------------------|-------------------------|-------------------------------------|--------------------------------------|
| | | | | 2 | 6 | 22 | 20 | 18 | 24 | 12 | 16 | 8 | 4 |
| | Miles. | | STATIONS. | The Scout. Arrive Daily. | The Ranger. Arrive Daily. | El Capitan. Arrive Sun. and Thurs. | The Chief. Arrive Daily. | The Super Chief. Arrive Sun. and Thurs. | Grand Canyon Limited. Arrive Daily. | The Chicagoan. Arrive Daily. | Motor. Arrive Daily. | Fast Mail-Express. Arrive Daily. | California Limited. Arrive Daily. |
| C | 234.6 | 0 | SHOPTON. 1.3 | AM 2.45 | AM 3.40 | AM 3.10 | AM 8.10 | AM 9.45 | PM 12.45 | PM 5.28 | AM 12.05 -AM | AM 12.30 | AM 1.50 |
| C | 235.9 | 15.4 | TOWER B. 7.5 | | | | | | | | | | |
| B | 243.4 | 36.9 | NEW BOSTON. 4.6 | 2.30 | 3.28 | 2.59 | 7.55 | 9.35 | 12.30 | 5.18 | f 11.50 | 12.15 -AM | 1.35 |
| B | 248.0 | 42.2 | ARGYLE. 4.0 | | | | | | | | f 11.40 | | |
| | 252.0 | 0 | State Line. 0.3 | | | | | | | | | | |
| B | 252.3 | 0 | DUMAS. 3.7 | | | | | | | | | | |
| C | 256.0 | 42.2 | REVERE. 7.1 | 2.10 | 3.10 | 2.46 | 7.39 | 9.22 | 12.14 | 5.05 | s 11.25 | 11.55 | 1.17 |
| C | 263.1 | 42.2 | C.B. & O. Crossing. MEDILL. 9.2 | 1.58 | 3.00 | 2.39 | 7.30 | 9.15 | s 12.05 -PM | 4.58 | s 11.10 | s 11.44 | 1.05 |
| C | 272.3 | 42.2 | WYACONDA. 5.3 | | | | | | | | s 10.55 | | |
| C | 277.6 | 41.7 | GORIN. 5.0 | 1.40 | 2.43 | 2.26 | 7.13 | 9.02 | 11.49 | 4.45 | s 10.45 | 11.26 | 12.48 |
| C | 282.6 | 42.2 | RUTLEDGE. 8.1 | | | | | | | | s 10.35 | | |
| C | 290.7 | 32.4 | BARING. 5.5 | 1.22 | 2.28 | 2.14 | 6.58 | 8.50 | f 11.35 | 4.33 | s 10.20 | 11.12 | 12.32 |
| B | 296.2 | 0 | KENWOOD. 3.9 | | | | | | | | | | |
| C | 300.1 | 42.2 | HURDLAND. 6.3 | 1.10 | 2.18 | 2.05 | 6.47 | 8.41 | 11.24 | 4.25 | s 10.05 | 11.00 | 12.20 |
| B | 306.4 | 23.1 | GIBBS. 6.3 | | | | | | | | f 9.55 | | |
| C | 312.7 | 25.4 | LA PLATA. 5.5 | 12.55 | f 2.00 | 1.54 | 6.33 | 8.30 | s 11.10 | s 4.13 | s 9.45 | s 10.45 | s 12.05 -AM |
| B | 318.2 | 42.2 | CARDY. 4.7 | | | | | | | | f 9.35 | | |
| C | 322.9 | 0 | ELMER. 6.8 | | | | | | | | s 9.25 | | |
| C | 329.7 | 42.2 | ETHEL. 6.6 | 12.33 | ²² 1.38 | ⁶ 1.38 | 6.13 | 8.13 | 10.45 | 3.56 | s 9.15 | 10.21 | 11.43 |
| B | 336.3 | 42.2 | HART. 5.2 | | | | | | | | f 9.05 | | |
| C | 341.5 | 42.2 | BUCKLIN. 5.8 | | f 1.20 | | | | 10.30 | | s 8.55 | | |
| C | 347.3 | | MARCELINE. | 12.10 AM | 1.10 AM | 1.18 AM | 5.52 AM | 7.54 AM | 10.20 AM | 3.38 PM | 8.45 PM | 9.58 PM | 11.20 PM |
| | | | (112.7) | Leave Daily. | Leave Daily. | Leave Sun. and Thurs. | Leave Daily. | Leave Sun. and Thurs. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. |
| | | | Average speed per hour. | 43.6 | 45.1 | 60.4 | 49.0 | 60.9 | 46.6 | 61.5 | 33.8 | 44.5 | 45.1 |

**DOUBLE TRACK
BETWEEN Marceline
and Shopton.**

**Automatic Block
Between Marceline
and Shopton.**

**Trains have no
time table superior-
ity between M.P. 235
and Shopton and will
move within such
limits at restricted
speed.**

Second District.

Westward.

| FIRST CLASS. | | | | | | | | | | TIME TABLE No. 75, June 2, 1946. | Rating Grade Ascending. | Fuel, Water, Turn Wyes. | Capacity of Tracks in 44 ft. Cars. | | | | |
|----------------------------|------------------|-----------------------------|--------------------------|------------------|------------------------|---------------------------|------------------|------------------|----------------------------|--|----------------------------|-------------------------------|---------------------------------------|--|-----------|----------|------------------|
| 21 | 19 | 23 | 11 | 15 | 3 | 7 | 1 | 5 | 17 | | | | | | STATIONS. | Sidings. | Other Tracks. |
| El Capitan. | The Chief. | Grand Canyon Limited. | The Kansas Cityan. | Motor. | California Limited. | Fast Mail- Express. | The Scout. | The Ranger. | The Super Chief. | | | | | | | | |
| PM 11.03 | PM 7.25 | PM 6.40 | PM 3.15 | AM 9.30 | AM 7.30 | AM 5.50 | AM 5.25 | AM 4.15 | AM 12.28 | MARCELINE. 7.3 | 0 | W F T Y | Yard | | | | |
| | | | | s 9.40 | | | | | | ROTHVILLE. 6.1 | 13.7 | E 88 W 89 | 26 | | | | |
| 11.14 | 7.40 | 6.56 | 3.27 | s 9.50 | 7.45 | 6.05 | 5.40 | 4.32 | 12.39 | MENDON. 4.0 | 0 | E 83 W 89 | 48 | | | | |
| | | | | f | | | | | | WHITHAM. 3.4 | 12.7 | | 4 | | | | |
| | | | | f 10.00 | | | | | | DEAN LAKE. 6.2 | 26.4 | E 106 | 31 | | | | |
| 11.24 | 7.55 | 7.10 | 3.38 | s 10.12 | 8.00 | 6.20 | 5.55 | 4.49 | 12.49 | BOSWORTH. 7.8 | 26.4 | E 132 W 132 | 58 | | | | |
| | | | | f 10.22 | | | | | | STANDISH. 4.3 | 0 | E 89 | 25 | | | | |
| | | s 7.25 | | s 10.35 | 8.15 | 6.34 | 6.10 | s 5.05 | | CARROLLTON. 2.3 | 0 | E 89 W 89 | 108 | | | | |
| 11.35 | 8.12 | 7.29 | 3.51 | 10.40 | 8.19 | 6.37 | 6.14 | 5.10 | 1.00 | W.B. JCT. 4.3 | 3.3 | | | | | | |
| | | | | | | | | | | PALEMON. 3.6 | 3.7 | | | | | | |
| 11.41 | 8.20 | 7.37 | 3.58 | s 10.55 | 8.27 | 6.45 | 6.22 | 5.22 | 1.06 | NORBORNE. 8.8 | 4.8 | E 69 W 88 | 30 | | | | |
| 11.48 | 8.28 | 7.46 | 4.05 | s 11.10 | 8.36 | 6.53 | 6.30 | 5.35 | 1.13 | HARDIN. 5.9 | 4.2 | E 89 | 45 | | | | |
| 11.53 | 8.35 | s 7.55 | 4.10 | s 11.20 | s 8.45 | 7.00 | 6.38 | s 5.45 | 1.18 | HENRIETTA. 5.6 | 8.4 | WFY W 152 | Yard | | | | |
| | | | | s 11.30 | | | | | | CAMDEN. 1.3 | 14.2 | | 6 | | | | |
| 11.59 | 8.44 | 8.05 | 4.16 | 11.35 | 8.55 | 7.09 | 6.48 | 5.55 | 1.24 | C.A. JCT. 3.5 | 13.2 | W 52 | | | | | |
| | | | | f 11.40 | | | | | | FLOYD. 5.0 | 26.4 | E 141 W 88 | 22 | | | | |
| AM 12.08 | 8.56 | 8.17 | 4.25 | f 11.50 PM | 9.10 | 7.21 | 7.03 | 6.11 | 1.33 | SIBLEY. 7.3 | 6.7 | W 89 | 22 | | | | |
| | | | | f 12.01 | | | | | | ATHERTON. 2.5 | 9.7 | E 136 W 86 | 36 | | | | |
| 12.18 | 9.09 | 8.30 | 4.35 | 12.05 | 9.25 | 7.34 | 7.20 | 6.26 | 1.43 | ETON. 2.9 | 9.4 | | | | | | |
| | | | | f 12.10 | | | | | | COURTNEY. 3.2 | 9.4 | W 87 | 31 | | | | |
| | | | | f 12.17 | | | | | | SUGAR CREEK. 1.6 | 4.9 | E 68 | 63 | | | | |
| 12.27 | 9.20 | 8.40 | 4.45 | 12.20 | 9.37 | 7.45 | 7.34 | 6.38 | 1.52 | CONGO. 1.7 | 26.7 | | | | | | |
| | | | | | | | | | | K.C.S. Crossing. 0.5 | 14.8 | | | | | | |
| 12.32 | 9.25 | 8.45 | 4.50 | 12.25 | 9.42 | 7.50 | 7.40 | 6.43 | 1.57 | SHEFFIELD. 4.7 | 43.9 | | | | | | |
| 12.42 AM | 9.40 PM | 9.00 PM | 5.00 PM | 12.40 PM | 10.00 AM | 8.05 AM | 8.00 AM | 7.00 AM | 2.07 AM | KANSAS CITY. Union Station. | | | | | | | |
| Arrive Wed. and Sun. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Wed. and Sun. | (103.8) | | | | | | | |
| 62.9 | 46.1 | 44.5 | 59.3 | 32.8 | 41.5 | 46.1 | 40.2 | 37.7 | 62.9 | Average speed per hour. | | | | | | | |

**DOUBLE TRACK BE-
TWEEN** Marceline and
Congo, except gantlet
track on Bridge 425-A
east of Sibley, over which
movement is governed by
signal indication, which
will supersede time table
superiority.

Third main track be-
tween Hardin and C.A.
Jct., designated as Track
No. 3. Trains have no
time table superiority
and operation thereon
must be authorized by
train order. Manual
Block Rules govern.
Camden is not a block
station.

Mo. Pac. tracks be-
tween Congo and Rock
Creek Jct. may be used
on signal indication,
which will supersede
time table superiority.
When necessary to move
against the current of
traffic, it must be au-
thorized by Mo. Pac.
Terminal Trainmaster.
All trains will run at re-
stricted speed, and pro-
tect as per Rule 99, when
using these tracks. Speed
limit ten miles per hour
through turnouts at
Rock Creek Jct.

Movement on A.T.&
S.F. single track between
Congo and Sheffield is
governed by signal in-
dication, which will su-
persede time table supe-
riority.

Automatic Block be-
tween Marceline and
Sheffield.

Trains between Shef-
field or Rock Creek Jct.
and Kansas City Union
Station will be governed
by Kansas City Terminal
Ry. Co. Rules and Regu-
lations.

Second District.

Eastward.

| Telegraph and Telephone Offices. | Distance from Chicago. | Ruling Grade Ascending. | TIME TABLE No. 75, June 2, 1946. | FIRST CLASS. | | | | | | | | | El Capitan. | |
|----------------------------------|------------------------|-------------------------|--|---------------|-----------------------|-----------------------|----------------|---------------|--------------------|--------------------|----------------|------------------------|---------------------|----|
| | | | | 20 | 18 | 24 | 12 | 16 | 8 | 4 | 2 | 6 | | 22 |
| | | | | The Chief. | The Super Chief. | Grand Canyon Limited. | The Chicagoan. | Motor. | Fast Mail Express. | California Limited | The Scout. | The Ranger. | | |
| Miles. | STATIONS. | Arrive Daily. | Arrive Sun. and Thurs. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Sun. and Thurs. | | |
| C | 347.3 | 42.2 | MARCELINE. 7.3 | AM 5.52 | AM 7.54 | AM 10.15 | PM 3.38 | PM 8.40 | PM 9.53 | PM 11.15 | AM 12.05 AM | AM 1.05 | AM 1.18 | |
| C | 354.6 | 8.9 | ROTHVILLE. 6.1 | 5.44 | 7.47 | 10.06 | 3.31 s | 8.28 | 9.44 | 11.06 | 11.56 | 12.56 | 1.10 | |
| C | 360.7 | 14.2 | MENDON. 4.0 | 5.38 | 7.42 | 10.00 | 3.26 s | 8.20 | 9.38 | 11.00 | 11.50 | 12.50 | 1.04 | |
| | 364.7 | 13.3 | WHITHAM. 3.4 | | | | f 8.10 | | | | | | | |
| B | 368.1 | 0 | DEAN LAKE. 6.2 | | | | f 8.05 | | | | | | | |
| C | 374.3 | 26.4 | BOSWORTH. 7.8 | 5.24 | 7.32 | 9.45 | 3.16 s | 7.53 | 9.23 | 10.45 | 11.35 | 12.36 | 12.54 | |
| B | 382.1 | 26.4 | STANDISH. 4.3 | | | | f 7.40 | | | | | | | |
| C | 386.4 | 0 | CARROLLTON. 2.3 | | | s 9.30 | | s 7.35 | s 9.10 | s 10.30 | | | | |
| C | 388.7 | 0 | W.B. JCT. 4.3 | 5.09 | 7.19 | 9.24 | 3.03 | 7.30 | 9.05 | 10.24 | 11.20 | 12.20 | 12.40 | |
| B | 393.0 | 0 | PALEMON. 3.6 | | | | | | | | | | | |
| C | 396.6 | 6.3 | NORBORNE. 8.8 | 5.00 | 7.12 | 9.15 | 2.56 s | 7.20 | 8.56 | 10.13 | 11.10 | 12.09 AM | 12.33 | |
| C | 405.4 | 0 | HARDIN. 5.9 | 4.50 | 7.04 | 9.05 | 2.48 s | 7.05 | 8.48 | 10.04 | 11.00 | 11.59 | 12.25 | |
| C | 411.3 | 6.6 | HENRIETTA. 5.6 | 4.43 | 6.59 s | 8.55 | 2.43 s | 6.55 s | 8.40 s | 9.55 | 10.53 | 11.52 | 12.20 | |
| C | 416.9 | 0 | CAMDEN. 1.3 | | | | s 6.45 | | | | | | | |
| C | 418.2 | 26.4 | C.A. JCT. 3.5 | 4.35 | 6.54 | 8.46 | 2.38 | 6.40 | 8.30 | 9.46 | 10.45 | 11.44 | 12.15 | |
| C | 421.7 | 0 | FLOYD. 5.0 | | | | f 6.35 | | | | | | | |
| B | 426.7 | 26.4 | SIBLEY. 7.3 | 4.24 | 6.44 | 8.35 | 2.30 s | 6.27 | 8.20 | 9.35 | 10.35 | 11.34 | 12.07 AM | |
| C | 434.0 | 0 | ATHERTON. 2.5 | | | | f 6.15 | | | | | | | |
| C | 436.5 | 7.0 | ETON. 2.9 | 4.14 | 6.35 | 8.25 | 2.21 | 6.12 | 8.10 | 9.25 | 10.25 | 11.24 | 11.58 | |
| C | 439.4 | 0 | COURTNEY. 3.2 | | | | s 6.08 | | | | | | | |
| C | 442.6 | 0 | SUGAR CREEK. 1.6 | | | | s 6.03 | | | | | | | |
| C | 444.2 | 42.2 | CONGO. 1.7 | 4.04 | 6.27 | 8.15 | 2.12 | 6.00 | 8.00 | 9.15 | 10.15 | 11.14 | 11.50 | |
| | 445.9 | 0 | K.C.S. Crossing. 0.5 | | | | | | | | | | | |
| | 446.4 | 48.5 | SHEFFIELD. 4.7 | 4.00 | 6.23 | 8.10 | 2.08 | 5.55 | 7.55 | 9.10 | 10.10 | 11.10 | 11.45 | |
| C | 451.1 | | KANSAS CITY. Union Station. | 3.50 AM | 6.15 AM | 8.00 AM | 2.00 PM | 5.45 PM | 7.45 PM | 9.00 PM | 10.00 PM | 11.00 PM | 11.37 PM | |
| | | | (103.8) | Leave Daily. | Leave Sun. and Thurs. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Sat. and Wed. | |
| | | | Average speed per hour. | 51.0 | 62.9 | 45.6 | 63.6 | 35.6 | 48.7 | 46.1 | 49.8 | 49.8 | 61.7 | |

DOUBLE TRACK BETWEEN Congo and Marceline, except gantlet track on Bridge 425-A east of Sibley, over which movement is governed by signal indication, which will supersede time table superiority.

Third main track between C.A. Jct. and Hardin, designated as Track No. 3. Trains have no time table superiority and operation thereon must be authorized by train order. Manual Block Rules govern. Camden is not a block station.

Mo. Pac. tracks between Rock Creek Jct. and Congo may be used on signal indication, which will supersede time table superiority. When necessary to move against the current of traffic, it must be authorized by Mo. Pac. Terminal Trainmaster. All trains run at restricted speed, and protect as per Rule 99, when using these tracks. Speed limit ten miles per hour through turnouts at Rock Creek Jct.

Movement on A.T. & S.F. single track between Sheffield and Congo is governed by signal indication, which will supersede time table superiority.

Automatic Block between Sheffield and Marceline.

Trains between Kansas City Union Station and Sheffield, or Rock Creek Jct. will be governed by Kansas City Terminal Ry. Co. Rules and Regulations.

St. Joseph District.

| Capacity of Tracks in 44 ft. Cars. | | WESTWARD. | | | | | Fuel, Water, Turn Tables and Wyes. | Ruling Grade Ascending. | TIME TABLE No. 75, June 2, 1946. | Ruling Grade Ascending. | Distance from Henrietta. | Telegraph and Telephone Offices. | EASTWARD. | | | | |
|---------------------------------------|----------|---------------------------------------|--------------------------------|--|---|---|--|----------------------------|--|----------------------------|-----------------------------|--|--|---|--|---------------------------------|----|
| | | Second Class. | | | First Class. | | | | | | | | First Class. | | Second Class. | | |
| | | 71 | 45 | 75 | 1 | 5 | | | | | | | 4 | 2 | 76 | 72 | 46 |
| Other Tracks. | Sidings. | C.G.W.Ry. Freight 64. Leave Daily. | Mixed. Leave Daily Ex. Sun. | C.G.W.Ry. Time Freight 62. Leave Daily. | C.G.W.Ry. Passenger 12. Leave Daily. | C.G.W.Ry. Passenger 16. Leave Daily. | | | | Miles. | | C.G.W.Ry. Passenger 15. Arrive Daily. | C.G.W.Ry. Passenger 11. Arrive Daily. | C.G.W.Ry. Time Freight 63. Arrive Daily. | C.G.W.Ry. Freight 65. Arrive Daily. | Mixed. Arrive Daily Ex. Sun. | |
| Yard | | | AM 8.30 | | | | WFY | | | | C | | | | | PM 8.05 | |
| 40 | 24 | s 9.30 | | | | | | 69.2 | 5.1 | 0 | C | | | | | s 7.53 | |
| | 28 | s 10.00 | | | | | | 47.7 | 8.5 | 57.4 | C | | | | | f 7.33 | |
| | | f | | | | | | 48.8 | 5.7 | 32.7 | C | | | | | f | |
| 10 | 7 | f 10.50 | | | | | | 39.8 | 5.5 | 52.8 | | | | | | f | |
| | | | | | | | | 60.2 | 10.9 | 58.6 | | | | | | f 7.06 | |
| 18 | | s 11.40 | | | | | | 0 | 3.2 | 52.8 | C | | | | | f 6.39 | |
| 7 | | f PM | | | | | | 62.3 | 4.9 | 58.1 | | | | | | f | |
| 12 | 17 | s 12.40 | | | | | | 61.2 | 3.1 | 61.1 | C | | | | | f 6.17 | |
| 8 | | f | | | | | | 59.7 | 6.0 | 60.5 | | | | | | f | |
| 22 | | s 1.20 | | | | | | 52.8 | 8.9 | 60.0 | C | | | | | f 5.55 | |
| 16 | | s 2.00 | | | | | | 59.3 | 3.4 | 0 | C | | | | | f 5.35 | |
| | 25 | PM 9.20 | s 2.15 | AM 6.50 | PM 4.38 | AM 7.00 | | 59.5 | 3.4 | 60.5 | C | AM 6.03 | AM 11.58 | AM 12.56 | AM 10.55 | f 5.25 | |
| | 105 | f 2.25 | | | | | | 0 | 3.0 | 47.1 | | | | | | f 5.17 | |
| | | | | | | | | 0 | 0.5 | 36.6 | | | | | | | |
| | | | | | | | | 0 | 0.2 | 48.8 | | | | | | | |
| Yard | | 9.40 PM | 2.45 | 7.15 AM | 4.53 | 1.12 | WFT | 0 | 0.5 | 0 | | | | | | | |
| Yard | | | 3.00 PM | | 4.55 PM | 1.15 AM | Y | 0 | 0.3 | 0 | | 5.47 | 11.42 | 12.20 AM | 10.20 AM | 5.03 | |
| | | Arrive Daily. | Arrive Daily Ex. Sun. | Arrive Daily. | Arrive Daily. | Arrive Daily. | | | | | C | 5.45 AM | 11.40 AM | | | 5.00 PM | |
| | | 22.8 | 11.2 | 18.2 | 27.9 | 24.9 | | | | | | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily Ex. Sun. | |
| | | | | | | | | Average speed per hour. | | | | | | | | | |
| | | | | | | | | | | | 26.3 | 26.3 | 12.7 | 13.0 | 23.7 | | |

Junction switch at B.C. Jct. handled by operator, but trains must stop before passing over switch. Normal position is for A.T. & S.F. main track.

Manual Block between B.C. Jct. and Terminal Yard. Automatic Signals Nos. 711 and 712 govern movements between M.P. 71 plus 3549 feet and M.P. 71 plus 5065 feet, within which limits trains will run at restricted speed.

Trains have no time table superiority and will move at restricted speed between M.K. Jct. and St. Joseph U.S. and will be governed by St. Joseph Terminal Ry. Co. Rules and Regulations between M.K. Jct. and Monterey Street, and by St. Joseph Union Depot Co. Time Table, Rules and Regulations between Monterey Street and St. Joseph U.S. Normal position of switch at M.K. Jct. is for Missouri Division main track.

No switch lights on St. Joseph District between Henrietta and B.C. Jct. NO. 45 IS SUPERIOR TO NO. 46.

| WESTWARD. | | | | | Freight Train Terminals, and Junctions. | EASTWARD. | | | |
|---|---------------------------------|--------------------------------------|-------------------------|------------------------------|---|--------------------------------|---------------------|--------------------------------|-----------------------------|
| 43 | 41 | 33 | 37 | 39 | | 38 | 44 | 42 | 40 |
| Northern California Fast Freight. | Colo. Kans. Okla. Fast Freight. | California, Tex. Okla. Fast Freight. | Oklahoma-Texas Freight. | Oklahoma-Texas Fast Freight. | | Fast Freight. | Perishable Express. | Colorado-Chicago Fast Freight. | Texas Chicago Fast Freight. |
| Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. |
| PM 10.30 | PM 8.15 | AM 11.00 | AM 6.30 | AM 12.45 | | AM 11.30 | PM 3.00 | PM 11.30 | AM 1.30 |
| AM 3.30 | AM 12.15 | PM 3.30 | 10.30 | 4.00 | | 6.30 | PM 11.45 | 6.30 | AM 10.00 |
| | | | | | | | | | |
| 8.00 AM | 5.00 AM | 8.00 PM | PM 3.00 | 7.30 AM | | 2.00 AM | 8.00 AM | 2.00 PM | 6.00 PM |
| Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. |
| STATIONS. | | | | | | | | | |
| | | | | | | SHOPTON. | | | |
| | | | | | | MARCELINE. | | | |
| | | | | | | HENRIETTA. | | | |
| | | | | | | KANS. CITY, KANS. (Argentine.) | | | |
| TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY. | | | | | | | | | |

SPECIAL RULES AND REGULATIONS.

Effective on the Missouri Division and superseding all General Rules inconsistent therewith.

A book of The Atchison, Topeka and Santa Fe Railway System Rules and Regulations of the Operating Department, dated 1927, and the current Time Table, must be in the hands of all employes affected by them.

Except as otherwise provided, Eastward Trains are superior to Westward Trains of the same class.

Rules Nos. 5, 10(A), 10(f), 15, 86, 95, 97, 103(A), 104(A), 204, 210, 221, 360, 384, 632, 701, 705, 706, 711 and 872 of the Rules and Regulations, Operating Department, Revised 1927, are amended, or superseded, by the following:

Rule No. 5. First paragraph is amended to read: Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving times. The time applies at the first siding switch where an opposing train clears; where there is no such switch, it applies at the station.

Rule No. 10(A). Superseded by the following: A yellow flag, yellow disc lettered "Slow," or a yellow light will be placed at least one mile in advance of where reduced speed applies on temporary reduced speed locations, at the end of which a green flag, green disc or green light will be placed, which rear of train will pass before speed shall be increased. Reduced speed limit shall be 15 miles per hour unless otherwise specified by train order or bulletin.

A yellow board, with black numerals on the track side to indicate the speed limit for passenger trains and on the field side to indicate the speed limit for freight trains, will be placed at least 2500 feet in advance of where reduced speed applies on permanent reduced speed locations, at the end of which a green board will be placed, which rear of train will pass before speed shall be increased. There may be more than one yellow board in advance of green board, in which case the reduced speed limits shown on each yellow board shall be observed in succession until a green board is passed.

Rule No. 10(f). Red is substituted for purple as stop indication for dwarf signal.

Rule No. 15. Amended by adding: Restricted speed must be observed for a distance of one mile from point of explosion.

Rule No. 86. Amended by adding: Where automatic block signals are continuous between stations inferior trains in the same direction will only be required to clear superior trains sufficiently to give clear signal indication in the rear.

Rule No. 95. Amended by adding: On double track, the dispatcher may authorize sections of a schedule at initial stations by Clearance Card, Form 902.

Rule No. 97. Amended by adding: On double track the dispatcher may authorize the running of extra trains, except work extras, by Clearance Card, Form 902.

Rule No. 103(A). The second paragraph is cancelled.

Rule No. 104(A). First paragraph is amended to read: At meeting or passing points the employe attending the switch must not unlock derail or main track switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed. When complying with Rule S-89(A), after lining and locking switch, he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

Rule No. 204. Amended by adding: Additional copy of all train orders and clearance cards shall be furnished for delivery to rear brakeman.

Rule No. 210. Second paragraph is amended to read: Enginemen must show train orders and clearance cards to firemen, and when practicable, to head brakeman; conductors, when practicable, must show them to the brakemen. Brakemen and firemen are required to read orders, see that the information shown on the clearance card corresponds with the train orders received and, if necessary, must ask for them, reminding conductors and enginemen of their contents when needful.

Rule No. 221. The second paragraph is cancelled.

Rule No. 360. Amended by adding: Station announcements will be omitted between the hours of 10:00 P.M. and 6:00 A.M., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

Rule No. 384. First paragraph is amended to read: They must not take loaded cars without the waybills or take waybills without the freight or cars, unless authorized to do so by trainmaster. A conductor's waybill (Form 1854) must be made for car loads and less car loads in accordance with instructions printed on the form or issued by the auditor.

Rule No. 632. Superseded by the following: In case of bleeding, firm pressure should be made directly upon bleeding point by holding pad of gauze or any clean cloth with the hand gripped or pressed firmly until bleeding is under control, after which, without disturbing the pad, further pressure may be continued by means of a bandage snugly wound around the limb or body at seat of injury. Only when bleeding cannot be stopped in this manner should a cord or cloth twisted around limb with stick or other lever be used, and when used, the pressure should be momentarily released every fifteen minutes.

Rule No. 701. Red is substituted for purple as stop indication for dwarf signal.

Rules Nos. 705 and 706. Amended by adding: Where switch indicators are used, employes will be governed by indicators before fouling circuit or changing main track switch. Indication displayed by switch indicators does not relieve trainmen or enginemen from protecting their train as provided for by the rules.

Rule No. 711. Superseded by the following: Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time table or train rules, and do not dispense with the use or the observance of other signals, whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

Rule No. 872. Last two paragraphs are amended to read: When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

1. SPECIAL RULES AND FACILITIES.

1(A). SWITCHES, AUTOMATIC BLOCK TERRITORY.

Dwarf head out signals located at end of siding on double track at certain non-interlocked stations are track controlled. Their indication normally is proceed. At certain non-continuous offices signals are changed to track controlled during period offices are closed. Under either such circumstances, if the indication of such signal is stop when a train is ready to leave siding and there is no apparent reason for that indication, main track switch should be opened and after waiting five minutes train may proceed, protecting as provided by Rule 99. When heading out through a spring switch the same practice will govern except that after lead wheels have fouled circuit, spring switch must be restored to normal.

1(B). RAILROAD CROSSINGS AT GRADE.

MEDILL—C.B. & Q. Interlocking plant. Maximum speed forty miles per hour.
SHEFFIELD—K.C.S. Interlocking plant. Maximum speed twenty-five miles per hour.

LATHROP—C.B. & Q. Automatic interlocking plant. Maximum speed twenty miles per hour.

TERMINAL YARD—C.R.I. & P. 1.2 miles east of station is protected by gate set normally across C.R.I. & P. track. Approach at restricted speed. When gate is normal may proceed at speed not to exceed twenty miles per hour.

C.B. & Q. 0.7 mile east of station. Stop. See Rules 98, A, B, C and D.
C.B. & Q. and C.R.I. & P. 0.5 mile east of station. Stop. See Rules 98, A, B, C and D.

1(C). JOINT TRACK FACILITIES.

W.B. JCT.—C.A. JCT.—A.T. & S.F. and Wabash. The movement of Wabash trains will be governed by rules in Wabash Time Table. Wabash trains use marker lamps with red and green lenses.

ETON-CONGO—A.T. & S.F. and Mo. Pac. The movement of Mo. Pac. trains will be governed by bulletin order issued by Mo. Pac.

CONGO-ROCK CREEK JCT.—A.T. & S.F. trains may use Mo. Pac. tracks.

ROCK CREEK JCT., SHEFFIELD-A.T. & S.F. JCT.—A.T. & S.F. trains use tracks of K.C.T. Ry. Co.

B.C. JCT.—M.K. Jct. C.G.W. trains use A.T. & S.F. tracks and will be governed by A.T. & S.F. Time Table, Rules and Regulations.

ST. JOSEPH—Trains will use St. Joseph Union Depot Company tracks between St. Joseph U.S. and Monterey Street, 0.2 mile east of Union Station, and St. Joseph Terminal Ry. Co. tracks between Monterey Street and M.K. Jct.

1(D). STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED. SEE RULE 83(A).

| Station | Designated Trains. |
|---|--------------------------------|
| Marceline..... | All except first class. |
| Congo..... | Eastward first class. |
| Kansas City..... | Originating or terminating. |
| Following trains will register by Form 903: | |
| Shopton..... | First class. |
| Congo..... | Eastward first class. |
| B.C. Jct..... | All trains. |
| Terminal Yard..... | First class. C.G.W. trains. |

Conductors of freight trains will make Form 903 and leave at each office of communication where train is changed, except register stations. Operators will transmit promptly to train dispatcher.

1(E). TRAINS MUST GET CLEARANCE CARDS BEFORE LEAVING ORIGINATING STATIONS, EXCEPT:

Shopton..... Westward freight trains leaving from yard tracks, secure at Tower B.
Marceline..... Nos. 17, 18, 19, 20, 21 and 22.
St. Joseph U.S..... Eastward trains secure at Terminal Yard.
Westward first class trains will secure clearance card at Shopton except those receiving same at Fort Madison. Copies of clearance card or train orders received at Fort Madison will be delivered engineman by conductor at Shopton.

1(F). CURRENT OF TRAFFIC.

On double track trains will run as prescribed by Rule D-152. Movement of trains will be supervised by train dispatcher, who will issue instructions to signalmen when required. When necessary to run trains against the current of traffic, movement must be controlled by train orders. Except as affected by these rules, all block signal and train rules remain in force.

1(G). MULTIPLE ARM HOME SIGNALS.

Where two or more arms on a home signal govern movements over an interlocked switch, top arm is assigned to the main track and lower arm to the inferior route, except as follows:
 W.B. Jct., eastward, top arm governs movement to Wabash main track, lower arm to Wabash main track or siding, middle arm to A.T. & S.F. track.
 C.A. Jct., Track No. 3, westward, top arm governs movement to Wabash track, lower arm to A.T. & S.F. track.
 Rock Creek Jct., eastward, top arm governs movement to foreign line, middle arm to Missouri Pacific main track, bottom arm to either route. Westward, top arm to foreign line, middle arm to Kansas City Terminal, bottom arm to either route. When proper signal cannot be displayed, signalman will give hand signal with yellow flag or light.

2. MAXIMUM SPEED FOR TRAINS.

| LOCATION | MILES PER HOUR | | | |
|---|-----------------------|----------------------|-----------|-------------------|
| | Light Engines Forward | All Engines Backward | Passenger | Freight and Mixed |
| First District..... | 40 | 25 | 90 | 60 |
| Second District..... | 40 | 25 | 90 | 60 |
| St. Joseph District..... | 30 | 15 | 40 | 30 |
| FIRST DISTRICT | | | | |
| Curve, M.P. 235.8 to 236.2..... | | | 50 | 50 |
| 3 Curves, M.P. 242.2 to 243.1, Track No. 2..... | | | 80 | 50 |
| 2 Curves, M.P. 250.3 to 250.9..... | | | 55 | 45 |
| 2 Curves, M.P. 251.1 to 251.8..... | | | 45 | 45 |
| 4 Curves, M.P. 252.4 to 254.1..... | | | 65 | 50 |
| 2 Curves, M.P. 254.5 to 255.1..... | | | 55 | 45 |
| 2 Curves, M.P. 255.3 to 256.0..... | | | 50 | 40 |
| Curve, M.P. 257.3 to 257.6..... | | | 65 | 50 |
| Curve, M.P. 258.0 to 258.4..... | | | 70 | 55 |
| 5 Curves, M.P. 260.2 to 262.7..... | | | 50 | 40 |
| Curve, M.P. 263.0 to 263.3..... | | | 40 | 40 |
| 2 Curves, M.P. 265.9 to 267.1..... | | | 70 | 55 |
| Curve, M.P. 267.3 to 267.9..... | | | 80 | |
| Curve, M.P. 328.2 to 328.5..... | | | 65 | 55 |
| 8 Curves, M.P. 330.2 to 334.3..... | | | 60 | 50 |
| 7 Curves, M.P. 335.6 to 338.3..... | | | 55 | 50 |
| 2 Curves, M.P. 338.6 to 339.1..... | | | 45 | 45 |
| 2 Curves, M.P. 339.4 to 339.7..... | | | 65 | |
| SECOND DISTRICT. | | | | |
| 3 Curves, M.P. 347.4 to 347.6, Track No. 2..... | | | 40 | 30 |
| Curve, M.P. 347.5 to 347.6, Track No. 1..... | | | 35 | 35 |
| Curve, M.P. 348.7 to 348.9, Track No. 2..... | | | 40 | 40 |
| 3 Curves, M.P. 352.6 to 354.0..... | | | 75 | |
| 2 Curves, M.P. 372.0 to 372.7..... | | | 80 | |
| 2 Curves, M.P. 376.2 to 376.8..... | | | 60 | |
| 2 Curves, M.P. 377.1 to 378.1..... | | | 85 | |
| Curve, M.P. 382.4 to 382.5, Track No. 1..... | | | 80 | |
| Curve, M.P. 384.3 to 384.5, Track No. 1..... | | | 75 | 50 |
| Curve, M.P. 388.6 to 388.7, Track No. 2..... | | | 60 | 50 |
| Curve, M.P. 388.8 to 404.2, Track No. 1..... | | | 80 | 50 |
| 2 Curves, M.P. 404.2 to 404.8, Track No. 1..... | | | 55 | 50 |
| Hardin to C.A. Jct., Track No. 3..... | | | 40 | 40 |
| First 2 curves, west of Hardin, Track No. 3..... | | | 15 | 15 |
| 5 Curves, M.P. 416.7 to 419.1..... | | | 65 | 55 |
| 2 Curves, M.P. 425.0 to 426.3 and Bridge 425-A..... | | | 25 | 15 |
| Curve, M.P. 426.4 to 426.7..... | | | 55 | 45 |
| 2 Curves, M.P. 427.0 to 427.8, Track No. 2..... | | | 60 | 40 |
| Curve, M.P. 428.7 to 429.5..... | | | 80 | |
| Curve, M.P. 436.6 to 437.0..... | | | 75 | 55 |
| 2 Curves, M.P. 437.5 to 437.8..... | | | 40 | 40 |
| 3 Curves, M.P. 437.9 to 438.5..... | | | 45 | 45 |
| Curve, M.P. 438.8 to 438.9..... | | | 65 | 55 |
| Curve, M.P. 439.9 to 440.4..... | | | 75 | 55 |
| Curve, M.P. 442.5 to 442.7..... | | | 70 | 55 |
| 2 Curves, M.P. 443.7 to 444.0..... | | | 40 | 40 |
| Congo to Rock Creek Jct. via Mo. Pac..... | | | 30 | 20 |
| Curve, M.P. 444.4 to 444.5..... | | | 40 | 40 |
| 4 Curves, M.P. 445.0 to 445.8..... | | | 30 | 30 |
| ST. JOSEPH DISTRICT. | | | | |
| Between Henrietta and B.C. Jct..... | | | 30 | |
| 3 Curves, M.P. 4.5 to 5.3..... | | | 20 | 20 |
| 3 Curves, M.P. 43.2 to 44.2..... | | | 15 | 15 |

2(A). SPEED REGULATIONS, PASSENGER TRAINS.

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engine man in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances. Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops, so that train will move smoothly, without jar, and train conductors must observe that this is done.

2(B). MAXIMUM SPEED OF ENGINES.

Maximum speed covering following classes of engines where not otherwise restricted. Where other restrictions permit train speed in excess of the maximum engine speed prescribed in this table, maximum engine speed prescribed in table must be observed.

| CLASS OR ENGINE NUMBER | Diameter of Drivers Inches | Miles Per Hour | MILES PER HOUR | |
|--|----------------------------|----------------|-----------------------|----------------------|
| | | | Light Engines Forward | All Engines Backward |
| Diesel Engines 1-15, Inclusive and 50..... | | 100 | 40 | 40 |
| Diesel Engines 100 to 159 and 168 to 179, Inclusive..... | 40 | 65 | 40 | 40 |
| Diesel Engines 163 and 166..... | 40 | 65 | 40 | 40 |
| Diesel Engines 160, 161, 162, 164, 165 and 167..... | 40 | 90 | 40 | 40 |
| Gas-Electric M-105 to M-189, Inclusive..... | | 60 | 60 | 25 |
| Gas-Electric M-190..... | | 80 | 60 | 25 |
| 542-1400-1452-1480-1550 Classes..... | 73 | 90 | 40 | 25 |
| 1226-1270 Classes..... | 73 | 90 | 40 | 25 |
| 1400-1452 Classes..... | 79 | 100 | 40 | 25 |
| 1309-1337 Classes..... | 73 | 90 | 40 | 25 |
| 3400 Class..... | 74 | 90 | 40 | 25 |
| 3400-3450 Classes..... | 79 | 100 | 40 | 25 |
| 3460 Class..... | 84 | 100 | 40 | 25 |
| 3500 Class..... | 73 | 90 | 40 | 25 |
| 3700 Class..... | 69 | 70 | 40 | 25 |
| 2900-3776 Classes..... | 80 | 90 | 40 | 25 |
| 3751-3765 Classes..... | 80 | 90 | 40 | 25 |
| 900-1600 Classes..... | 57 | 35 | 35 | 20 |
| 1014-1050 Classes..... | 69 | 50 | 40 | 25 |
| 1800 Class..... | 69 | 60 | 40 | 25 |
| 2507 Class..... | 63 | 60 | 40 | 25 |
| 2535 Class, except 2535..... | 55 | 40 | 35 | 20 |
| 3100 Class..... | 57 | 45 | 35 | 20 |
| 3160-4000 Classes..... | 63 | 60 | 40 | 25 |
| 3800-3900 Classes..... | 63 | 50 | 40 | 25 |
| Engines 4101, 4103, 4111, 4112 and 4114..... | 63 | 50 | 40 | 25 |
| Other 4101 Class..... | 63 | 60 | 40 | 25 |
| Engines 4193-4199, Inclusive..... | 63 | 50 | 40 | 25 |
| 5000..... | 69 | 65 | 40 | 25 |
| 5001 Class..... | 74 | 65 | 40 | 25 |
| 5011 Class..... | 74 | 70 | 40 | 25 |
| Diesels 400-450 Classes..... | | 30 | 30 | 30 |
| Other Diesel Yard Engines..... | | 35 | 35 | 35 |
| All other engines..... | | 20 | 20 | 20 |

2(C). MAXIMUM SPEED OVER SUBMERGED TRACK.

Diesel-electric engines and gasoline-electric cars shall not be operated, either by towing or using traction motors for power, through water having depth over rail greater than shown below:

| Type of Engine or Car. | Depth of Water | |
|--|----------------|-------------|
| | New Wheels | Worn Wheels |
| Passenger Diesels..... | 4 in. | 3 in. |
| Freight Diesels, including those geared for passenger service..... | 6 in. | 5 in. |
| 44-ton Yard Diesels..... | 3 in. | 2 in. |
| Other Yard Diesels..... | 6 in. | 5 in. |
| Gasoline-Electric Cars..... | 4 in. | 3 in. |

Maximum speed of Diesel Engine or gasoline-electric motor car towed or operated through water, three miles per hour.

Steam engines and passenger cars equipped with roller bearings will not be run through water nine inches or more over rail; lightweight air conditioned passenger cars, eight inches or more over rail; and heavyweight air conditioned passenger cars not equipped with roller bearings, one foot or more over rail. When so operated, speed shall not exceed five miles per hour. This does not modify Rule 317-A, Operating Department.

2(D). ENGINES BREAKING IN.

Must be run at a speed specified by Master Mechanic, Road Foreman of Engines or Roundhouse Foreman.

2(E). DEAD ENGINES.

Dead engines must not be moved with side rods down or any driver suspended without special instructions.

Trains handling Diesel road engines dead in train must not exceed ninety miles per hour; Diesel yard engines, thirty miles per hour, except 400, 450 and 460 Classes, which should not exceed twenty miles per hour; gas-electric motor cars, sixty miles per hour; other dead engines, twenty miles per hour.

2(F). STEAM WRECKING CRANES, ETC.

Trains handling wrecking outfits, derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders and similar machinery moving on their own running gear must not exceed twenty-four miles per hour. Such equipment must not be moved in any train except on authority of Trainmaster.

2(G). SPRING SWITCHES, TURNOUTS AND CROSSOVERS.

In heading in or out over the following spring switches, turnouts and crossovers, trains or engines must not exceed indicated speeds. On other main track turnouts and crossovers not listed herein, trains or engines must not exceed fifteen miles per hour. On all other turnouts or crossovers trains or engines must not exceed ten miles per hour. Trailing movements through spring switches must not be reversed until switch has been properly lined.

| STATION | TYPE | LOCATION | MILES PER HOUR | |
|------------|------|--|----------------|-------------------|
| | | | Pass-enger | Freight and Mixed |
| Medill | S | Head out switches of sidings..... | 25 | 20 |
| Wyaconda | S | West end westward siding..... | 15 | 15 |
| Baring | S | Head out switches of sidings..... | 25 | 20 |
| La Plata | S | Head out switches of sidings..... | 25 | 20 |
| Ethel | S | Head out switches of sidings..... | 25 | 20 |
| Marcelline | S | Head out switches east and west ends yard..... | 25 | 20 |
| Bosworth | S | Head out switches of sidings..... | 25 | 20 |
| Carrollton | S | East end eastward siding..... | 25 | 20 |
| W.B. Jct. | I | Crossovers, A.T. & S.F. and Wabash..... | 25 | 20 |
| Henrietta | I | East end eastward siding..... | 25 | 20 |
| | I | Head in switches of sidings..... | 30 | 20 |
| | S | West end westward siding..... | 15 | 15 |
| C.A. Jct. | I | Crossovers, A.T. & S.F. and Wabash..... | 25 | 20 |
| | I | Crossovers, A.T. & S.F. main tracks..... | 30 | 20 |
| Atherton | S | East end eastward siding..... | 25 | 20 |
| Eton | I | Crossover and Mo. Pac. connections..... | 30 | 20 |
| Congo | I | Crossover and Mo. Pac. connections..... | 30 | 20 |

Trains or engines moving against points of spring switches must not exceed twenty-five miles per hour.

3. YARD LIMITS.

- Shopton (includes Fort Madison and Tower B).
- Marcelline.
- Hardin (Track No. 3 only.)
- Henrietta (St. Joseph District and Track No. 3 only.)
- Sugar Creek.
- Argentine (includes Turner.)
- St. Joseph U.S. (includes Terminal Yard.)

3(A). MOVEMENTS AGAINST CURRENT OF TRAFFIC.

First class trains moving against the current of traffic must move within yard limits at restricted speed.

4. BULLETIN BOOKS.

- Shopton..... Yard and Roundhouse Offices.
- Marcelline..... Yard and Roundhouse Offices.
- Henrietta..... Telegraph and Roundhouse Offices.
- Kansas City..... Trainmaster's Office, Union Station.
- Argentine..... Yard and Roundhouse Offices.
- St. Joseph..... Yard and Roundhouse Offices.

5. STANDARD CLOCKS.

- Shopton..... Yard and Roundhouse Offices.
- Marcelline..... Yard and Roundhouse Offices.
- Kansas City..... Union Station.
- Argentine..... Yard and Roundhouse Offices.
- Terminal Yard..... Yard Office.
- St. Joseph..... Union Station.

6. STANDARD THERMOMETERS.

- Shopton. La Plata. W.B. Jct. C.A. Jct.
- Baring. Marcelline. Henrietta.

7. OVERHEAD OBSTRUCTIONS.

It is dangerous to stand erect upon cars, and especially those of extraordinary height, while passing over, through or under the following named structures (See Rule 310):

| Mile Post | Bridge Number | Name |
|----------------------------|---------------|-----------------------------------|
| FIRST DISTRICT | | |
| 256.6 | 256-C | Highway Viaduct. |
| 270.9 | 270-E | Highway Viaduct. |
| 274.5 | 274-B | Highway Viaduct. |
| 293.3 | 293-A | Highway Viaduct. |
| 300.7 | 300-C | Railroad Viaduct. |
| 307.6 | 307-C | Highway Viaduct. |
| 312.5 | 312-B | Railroad Viaduct. |
| 332.6 | 332-E | Highway Viaduct. |
| SECOND DISTRICT | | |
| 347.6 | 347-D | Marceline, Gracia Street Viaduct. |
| 351.1 | 351-A | Highway Viaduct. |
| 377.9 | 377-G | Highway Viaduct. |
| 380.7 | 380-B | Highway Viaduct. |
| 427.2 | 427-A | Highway Viaduct. |
| 427.8 | 427-D | Highway Viaduct. |
| ST. JOSEPH DISTRICT | | |
| 24.9 | 24-G | Railroad Viaduct. |

Many of the overhead structures on the Kansas City Terminal Railway, and the train sheds, will not clear a man standing on the top of a car. Tell tales are not used in all cases.

8. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

| Name | Location | Capacity |
|----------------------------------|------------|----------|
| SECOND DISTRICT. | | |
| Missouri Portland Cement Co..... | M.P. 440.8 | 244 cars |

9. FLAGGING INTERLOCKING PLANTS.

When an interlocking plant is out of order and the signals cannot be operated and the operator or towerman desires a train or engine to move through the plant, permission may be given verbally or by proceed signal with yellow flag or yellow light, but in such cases some member of crew must precede train or engine and flag over each interlocked switch, derail and railroad crossing protected by such signals.

At automatic interlocking plants when trains or engines find home signal governing movement over railroad crossing displaying stop indication, they must stop short of signal on clearing section and if no evidence of train or engine movement on opposing route a member of crew will proceed to crossing and if at expiration of five minutes from time stopped there is still no evidence of train or engine movements on opposing route he will hand signal his train or engine over the crossing.

Hand release must be operated on plants so equipped before a train or engine is hand signalled over crossing.

10. EMPLOYES RIDING FOOTBOARDS OF ENGINES.

The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employees must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

11. SPEED TABLE.

Table of train speeds (minutes and seconds per mile, in terms of miles per hour.)

| Time Per Mile | | Miles Per Hour | Time Per Mile | | Miles Per Hour | Time Per Mile | | Miles Per Hour |
|---------------|------|----------------|---------------|------|----------------|---------------|------|----------------|
| Min. | Sec. | | Min. | Sec. | | Min. | Sec. | |
| - | 36 | 100 | - | 58 | 62.1 | 1 | 40 | 36.0 |
| - | 37 | 97.3 | - | 59 | 61.0 | 1 | 42 | 35.3 |
| - | 38 | 94.7 | 1 | - | 60.0 | 1 | 44 | 34.6 |
| - | 39 | 92.3 | 1 | 02 | 58.0 | 1 | 46 | 34.0 |
| - | 40 | 90.0 | 1 | 04 | 56.2 | 1 | 48 | 33.3 |
| - | 41 | 87.8 | 1 | 06 | 54.5 | 1 | 50 | 32.7 |
| - | 42 | 85.7 | 1 | 08 | 52.9 | 1 | 52 | 32.1 |
| - | 43 | 83.7 | 1 | 10 | 51.4 | 1 | 54 | 31.6 |
| - | 44 | 81.8 | 1 | 12 | 50.0 | 1 | 56 | 31.0 |
| - | 45 | 80.0 | 1 | 14 | 48.6 | 1 | 58 | 30.5 |
| - | 46 | 78.3 | 1 | 16 | 47.4 | 2 | - | 30.0 |
| - | 47 | 76.6 | 1 | 18 | 46.1 | 2 | 05 | 28.8 |
| - | 48 | 75.0 | 1 | 20 | 45.0 | 2 | 10 | 27.7 |
| - | 49 | 73.5 | 1 | 22 | 43.9 | 2 | 15 | 26.7 |
| - | 50 | 72.0 | 1 | 24 | 42.9 | 2 | 30 | 24.0 |
| - | 51 | 70.6 | 1 | 26 | 41.9 | 2 | 45 | 21.8 |
| - | 52 | 69.2 | 1 | 28 | 40.9 | 3 | - | 20.0 |
| - | 53 | 67.9 | 1 | 30 | 40.0 | 3 | 30 | 17.1 |
| - | 54 | 66.6 | 1 | 32 | 39.1 | 4 | - | 15.0 |
| - | 55 | 65.5 | 1 | 34 | 38.3 | 4 | 30 | 13.3 |
| - | 56 | 64.2 | 1 | 36 | 37.5 | 5 | - | 12.0 |
| - | 57 | 63.2 | 1 | 38 | 36.8 | 6 | - | 10.0 |

12. STATUTORY REGULATIONS.

In Missouri, if any passenger shall refuse to pay his fare, or shall behave in an offensive manner, or be guilty of repeated violations of the rules of the company, it shall be lawful for the conductor of the train and the servants of the corporation, to put him and his baggage out of the cars, using no unnecessary force, at any usual stopping-place, or near any dwelling-house, as the conductor shall elect on stopping the train.

S. S. ROSE, Trainmaster.....Marceline, Mo.
 C. C. POLHANS, Chief Dispatcher.....Marceline, Mo.
 R. W. CRUZE, Night Chief Dispatcher.....Marceline, Mo.

TRAIN DISPATCHERS—MARCELINE, MO.

| | |
|---------------|-------------------|
| F. E. MERCER. | L. C. WALKER. |
| E. G. MEYER. | P. M. BUCKINGHAM. |
| H. D. FOSTER. | C. R. MACHEN. |
| N. L. BARNES. | D. W. TEEL. |
| S. A. HISE. | H. D. SPICER. |

J. E. LYNCH, Passenger Trainmaster.....Kansas City, Mo.
 H. C. WHITTAKER, Trainmaster.....Argentine, Kans.
 H. E. HODGINS, Trainmaster.....Argentine, Kans.
 R. N. BRADY, Asst. Trainmaster.....Argentine, Kans.
 H. E. PHILLIPS, Asst. Trainmaster.....Argentine, Kans.

A. J. STROBEL, General Watch Inspector.....Topeka.

LOCAL WATCH INSPECTORS—MISSOURI DIVISION.

L. B. HARDY.....Ft. Madison.
 ALBERT ZURCHER.....Marceline.
 J. H. MACE COMPANY, Union Station.....Kansas City.
 K. E. KLEINMAN, 1100 Grand Ave.....Kansas City, Mo.
 REYNOLDS JEWELRY COMPANY.....Argentine.
 C. C. JONES, 726 Minnesota Ave.....Kansas City, Kan.
 ERNEST C. MAXWELL.....St. Joseph.

SURGEONS OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY AND THE A.T.& S.F. HOSPITAL ASSOCIATION.

DR. M. L. BISHOFF, Chief Surgeon.....Topeka.
 DR. H. W. GOOTEE, Assistant Chief Surgeon.....Topeka.

FT. MADISON HOSPITAL

DR. G. R. BLACKBURN, Surgeon in Charge.
 DR. S. E. BIGELOW, Assistant Surgeon.
 DR. R. S. REIMERS, Eye, Ear, Nose and Throat Specialist.
 DR. E. C. TUCKER, Consulting Dentist.

LOCAL SURGEONS.

DR. F. E. LUMAN.....Barling.
 DR. FRED M. JOHNSON.....Gorin.
 DR. J. L. McCONNELL.....Revere.
 DR. H. O. NEWTON.....La Plata.
 DR. P. L. PATRICK.....Marceline.
 DR. W. D. WEST.....Mendon.
 DR. R. F. COOK.....Carrollton.
 DR. MARVIN GRIMES.....Hardin.
 DR. J. V. SMITH.....Henrietta.
 DR. ELMER E. GAY.....Richmond.
 DR. EDWIN SHOUSE.....Lawson.
 DR. S. D. REYNOLDS.....Plattsburg.
 DR. J. H. RYAN.....St. Joseph.
 DR. M. J. OWEN, Rialto Bldg.....Kansas City, Mo.
 DR. L. HAYNES, 901 Westport Ave.....Kansas City, Mo.
 DR. DONALD FERGUSON (Colored).....Kansas City, Mo.
 DR. J. F. HASSIG.....Kansas City, Kans.
 DR. E. S. MILLER.....Argentine.
 DR. K. C. HAAS.....Argentine.
 DR. W. H. DYER (Colored).....Argentine.
 DR. ROBT. L. LEE.....Argentine.

EYE, EAR, NOSE AND THROAT SPECIALISTS AT LOCAL POINTS.

DR. J. W. BEIL, Bryant Bldg.....Kansas City, Mo.
 DR. CECIL E. HASSIG, Huron Bldg.....Kansas City, Kans.
 DR. C. J. BROWN—Dentist.....Kansas City, Kans.

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

ILLINOIS DIVISION—Trains 47, 48, 49 and 50.
 EASTERN DIVISION—Trains 61, 62, 63, 64, 73 and 74.
 MIDDLE DIVISION—Trains 49, 50, 59, 69, 70, 75, 76, 98; 87 and 88
 between Marion and Ellinwood.
 OKLAHOMA DIVISION—Trains 79, 80, 81, 82, 87 and 88.
 SOUTHERN KANSAS DIVISION—Trains 85, 86, 87, 88, 91, 92, 95, 96,
 97, 98; 89 and 90 between Cherryvale and Winfield.
 WESTERN DIVISION—Trains 81 and 82.

COLORADO DIVISION—Trains 87 and 88.
 NEW MEXICO DIVISION—Trains 71 and 72.
 PANHANDLE DIVISION—Trains 57, 58, 59, 60, 69, 70, 71, 72, 83, 84,
 119 and 120.
 PECOS DIVISION—Trains 45 and 46 between Carlsbad and Pecos.
 PLAINS DIVISION—Trains 73 and 74; 85 and 86 between Waynoka and
 Canadian; 55 and 56 between Amarillo and Canadian.

When more than one section, only the last section will carry passengers. In Kansas passengers will be carried on regular through freight trains between points where they are scheduled to stop, except exclusive live stock trains on main line. Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

The following conditional stops apply only to revenue passengers FROM or DESTINED TO points where train is authorized by time table to make CONDITIONAL, REGULAR or FLAG STOPS. Where train is authorized to pick up passengers, agents may flag train accordingly.

- | | |
|---|--|
| <p>No. 1. At Mooreland, to discharge passengers from Wellington and beyond and to receive passengers for Amarillo and beyond.</p> <p>No. 2. (a) At Mooreland, to discharge passengers from Amarillo and beyond, and to receive passengers for Wellington and beyond. (b) At any station Wichita to Kansas City, to discharge passengers from Wellington or beyond. (c) At Florence, to discharge passengers from south of Newton. (d) At Strong City, to discharge passengers from Wichita or beyond. (e) At any station east of Kansas City, to discharge passengers from beyond Kansas City. (f) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona or Mazon, to receive passengers for beyond Chicago.</p> <p>No. 3. (a) At Toluca, to receive passengers for Kansas City and beyond. (b) At Nickerson, Alden, Raymond, Pawnee Rock, Garfield, Offerle, Spearville and Wright, to discharge passengers from Kansas City and beyond or to receive passengers for La Junta and beyond.</p> <p>No. 4. (a) At Los Cerrillos, to receive passengers for La Junta and beyond. (b) At Deerfield and Holcomb, to receive passengers for Dodge City and east, or discharge passengers from west and north of La Junta. (c) At Wright, Spearville, Offerle, Garfield, Pawnee Rock, Raymond, Alden, and Nickerson, to discharge passengers from La Junta and beyond, and to receive passengers for Newton and beyond.</p> <p>No. 5. (a) At any station in Illinois, to discharge passengers from beyond Chicago. (b) At any station Chicago to Fort Madison, to receive passengers for Kansas City or beyond.</p> <p>No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond. (b) At Las Animas, to discharge passengers from beyond La Junta.</p> <p>Nos. 9-90. (a) At any station Kansas City to Dodge City, to receive passengers for Las Animas, or beyond. (b) At Ottawa Jct., to receive passengers for beyond Newton. (c) At Granada, to receive passengers for La Junta and beyond. (d) At Las Animas and Holly, to receive passengers for Pueblo or beyond; or to discharge passengers from Dodge City or beyond. (e) At any station La Junta to Pueblo, to discharge passengers from beyond Las Animas.</p> <p>Nos. 101-10. (a) At any station Denver to Pueblo, to receive passengers for Las Animas or beyond. (b) At any station Pueblo to La Junta, to receive passengers for beyond Las Animas. (c) At Littleton, to receive passengers for Colorado Springs; or to receive passengers for Pueblo or beyond. (d) At Las Animas and Holly, to discharge passengers from Pueblo or beyond; or to receive passengers for Dodge City or beyond. (e) At any station Dodge City to Kansas City, to discharge passengers from Las Animas or beyond. (f) At Ottawa Jct., to discharge passengers from west of Newton.</p> <p>Nos. 13-130 (From La Junta.) At any station La Junta to Denver to discharge passengers from La Junta or beyond.</p> <p>Nos. 141-14. (From Denver.) At any station Denver to La Junta, to receive passengers for La Junta or beyond.</p> <p>No. 17. At Galesburg, to receive passengers for scheduled stops in California.</p> | <p>No. 18. At Galesburg, to discharge passengers from Los Angeles, Pasadena, San Bernardino or Barstow.</p> <p>No. 19. (a) At Joliet and Streator, to discharge passengers from Chicago or beyond; and to receive passengers for Kansas City or beyond. (b) At Galesburg, to discharge passengers from beyond Chicago. (c) At Galesburg, La Plata, Marceline or Carrollton, to receive passengers for Colorado, New Mexico, Arizona or California. (d) At Valmora, to discharge passengers from Kansas City or beyond; or to receive passengers for Barstow or beyond.</p> <p>No. 20. (a) At Valmora, to discharge passengers from Barstow or beyond; or to receive passengers for Kansas City or beyond. (b) At Carrollton, Marceline, La Plata, Galesburg, Streator or Joliet, to discharge passengers from California or Arizona. (c) At Galesburg, to receive passengers for beyond Chicago.</p> <p>No. 21. (a) At Joliet, Streator, Chillicothe or Galesburg, to receive passengers for California. (b) At Hutchinson, to discharge passengers from Kansas City or beyond; or to receive passengers for La Junta or beyond. (c) At Glorieta or Lamy, to discharge passengers from Trinidad or beyond; or to receive passengers for Gallup or beyond.</p> <p>No. 22. (a) At Lamy, to discharge passengers from Gallup or beyond; or to receive passengers for Trinidad or beyond. (b) At Trinidad, to discharge passengers; or to receive passengers for Kansas City or beyond. (c) At Hutchinson, to discharge passengers from La Junta or beyond; or to receive passengers for Kansas City or beyond. (d) At Ottawa Jct., to discharge passengers for Ottawa and for connection with No. 47. (e) At Galesburg, Chillicothe, Streator or Joliet, to discharge passengers from scheduled stops in California.</p> <p>No. 23. (a) At any station Chicago to Kansas City, to receive passengers for Newton or beyond. (b) At Olathe, to receive passengers for Newton or beyond. (c) At Strong City, to receive passengers from North of Strong City for Wellington or beyond.</p> <p>No. 24. (a) At any station Belen to Kansas City, to discharge passengers from Arizona or California. (b) At any station Kansas City to Fort Madison, to discharge passengers from beyond Kansas City. (c) At any station Fort Madison to Chicago, to discharge passengers from Kansas City or beyond. (d) At Dallas City or Stronghurst, to receive passengers for Chicago or beyond. (e) At East Ft. Madison, to receive passengers for Chicago or beyond.</p> <p>No. 27. At Marland, to receive passengers for Oklahoma City.</p> <p>No. 27. (C & S) (a) At Littleton, Castle Rock, Larkspur, or Fountain, to receive passengers for east or south of Pueblo. (b) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 28. (a) At Edmond, to receive passengers for Ponca City or beyond. (b) At Marland, to discharge passengers from Oklahoma City.</p> <p>No. 28. (C & S) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 47. (a) At Gardner, Edgerton, Wellsville, Richmond and Colony, to discharge passengers from Kansas City, Mo., or beyond. (b) At Gardner, to receive passengers for Chanute or beyond.</p> <p>No. 50. At Olathe, to discharge passengers from Chanute or beyond.</p> <p>No. 127. At any station Newton to La Junta, to receive or discharge passengers.</p> |
|---|--|

The following signs indicate:

s—Regular Stop; f—Stop on signal; m—Stop for meals; B—Booth telephone; C—Office of communication; W—Water station; F—Fuel station; 75 T—Turn table; Y—Wye.

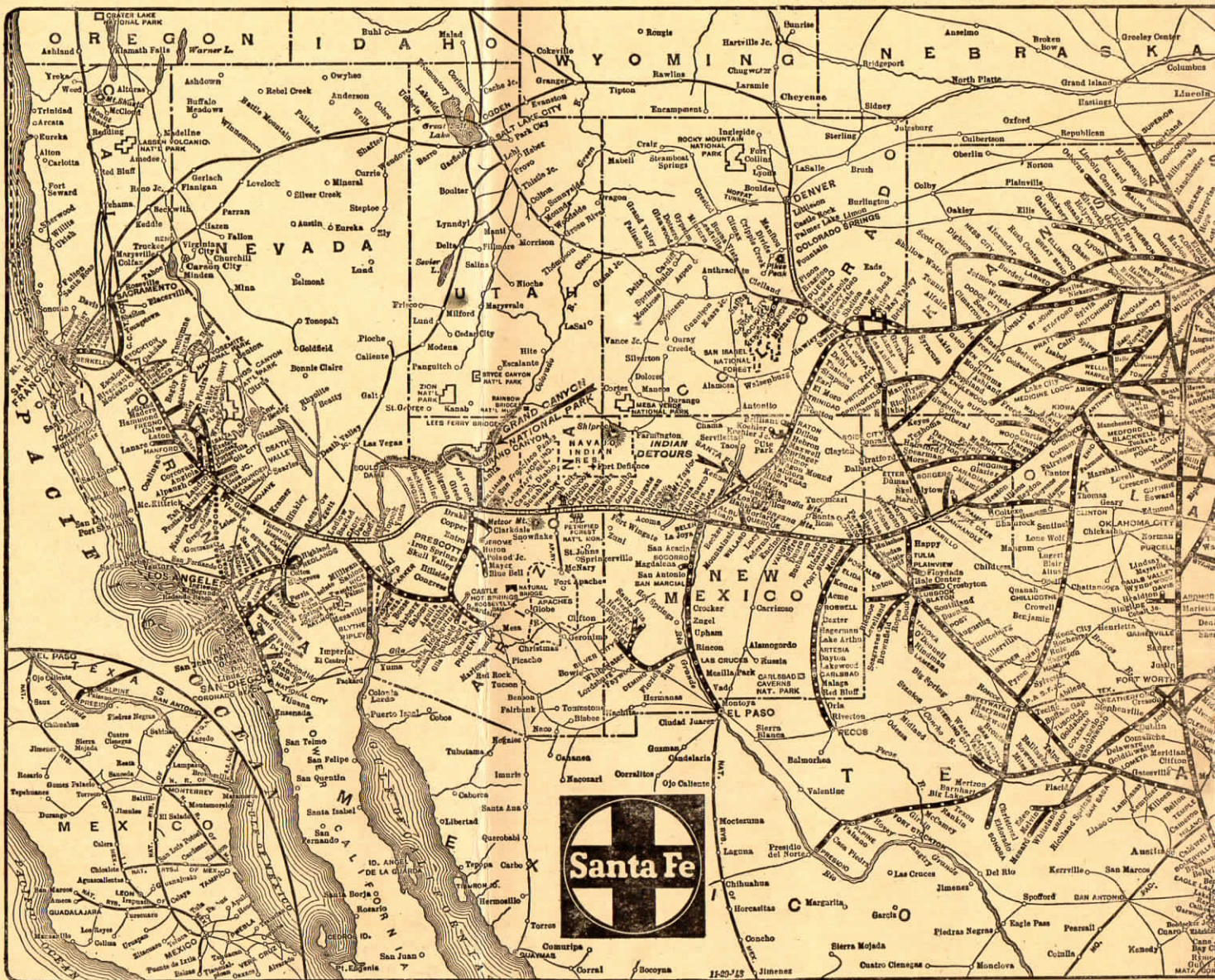


SANTA FE

SAFETY

Every employe should report promptly to his foreman, some mem
or other proper person, all unsafe conditions or p

(See General Rules E and F, Book of Rules.)



Santa Fe Through Lines

Double Track plus two main lines between Newton and Albuquerque

Steamship Lines