

Hold
Missouri

APR - 4 1948

J. E. LYNCH, Trainmaster.....Marceline, Mo.
C. C. POLHANS, Chief Dispatcher.....Marceline, Mo.
R. W. CRUZE, Asst. 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.

W. A. GOSSETT, 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, Mo.
K. E. KLEINMAN, 1100 Grand Ave.....Kansas City, Mo.
REYNOLDS JEWELRY COMPANY.....Argentine.
ROSS LENTZ.....Argentine.
C. C. JONES, 726 Minnesota Ave.....Kansas City, Kan.
R. S. DEHART.....St. Joseph.

**SURGEONS OF
THE A.T.&S.F. HOSPITAL ASSOCIATION.**

DR. F. L. FORD, Chief Surgeon.....Topeka.

FORT MADISON HOSPITAL.

DR. G. R. BLACKBURN, Surgeon in Charge.

DR. REX W. SPEERS, Asst. Surgeon.

DR. A. C. RICHMOND, Eye, Ear, Nose and Throat Specialist.

DR. E. C. TUCKER, Consulting Dentist.

LOCAL SURGEONS.

DR. J. L. MCCONNELL.....Revere.
DR. FRED M. JOHNSON.....Gorin.
DR. F. E. LUMAN.....Baring.
DR. H. O. NEWTON.....La Plata.
DR. C. A. CAMPBELL.....Marceline.
DR. B. B. HURST.....Marceline.
DR. W. D. WEST.....Mendon.
DR. R. F. COOK.....Carrollton.
DR. COOPER COLE.....Norborne.
DR. MARVIN GRIMES.....Hardin.
DR. ELMER E. GAY.....Richmond.
DR. EDWIN SHOUSE.....Lawson.
DR. W. B. SPALDING.....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. HARVEY L. LLOYD.....Argentine.
DR. CHRISTOPHER G. DAVIS.....Argentine.
DR. JNO. R. GREEN.....Independence, Mo.

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

DRS. EUBANK, EUBANK AND BAER, Bryant Bldg..Kansas City, Mo.
DR. CECIL E. HASSIG, Huron Bldg.....Kansas City, Kans.
DR. C. J. BROWN—Dentist.....Kansas City, Kans.

Missouri APR 4 - 1948

APR 4 1948

**The Atchison, Topeka and Santa Fe
Railway Co.**

**EASTERN LINES
Eastern District**

MISSOURI DIVISION

TIME TABLE No.

79

IN EFFECT

Sunday, April 4, 1948

At 12:01 A. M.

Central Standard Time

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

**O. L. GRAY,
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 3 48 5500 7279

Missouri Lines # 79 April 4 1948
APR 4 1948

2 MISSOURI DIVISION.

FIRST DISTRICT.

WESTWARD First Class										TIME TABLE No. 79, April 4, 1948.	Rating Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Capacity of Sidings in 50 ft. Cars.
17	15	21	19	23	11	57	3	7	1				
Super Chief.	Texas Chief.	El Capitan.	The Chief.	The Grand Canyon.	The Kansas Cityan.	Motor.	California Limited.	Fast Mail-Express.	The Scout.				
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	STATIONS.			
PM 10.45	PM 9.50	PM 9.30	PM 5.45	PM 4.50	PM 1.20	AM 8.05	AM 5.10	AM 3.30	AM 2.15	SHOPTON. 9 1.3	0	W T Y	
						f 6.15				TOWER B. 7.5	40.3		
										NEW BOSTON. 4.6	42.2		W 51
10.59	10.04	9.44	6.00	5.05	1.34	f 6.22	5.25	3.45	2.30	ARGYLE. 4.3	9.3		E 40
										DUMAS. 3.7	42.2		
						f 6.35				REVERE. 7.1	42.2		W 49
11.13	10.20	9.58	6.18	5.23	1.50	s 6.50	s 5.43	4.03	2.48	C.B. & O. Crossing. 9.2	42.2		E105 W132
						s 7.05				WYAONDA. 5.3	17.5	W	W120
11.26	10.34	10.11	6.34	5.39	2.04	s 7.15	6.00	4.20	3.05	GORIN. 5.0	42.2		W 76
						s 7.25				RUTLEDGE. 8.1	42.2		E 63
11.38	10.48	10.23	6.50	5.55	2.18	s 7.45	6.15	4.35	3.20	BARING. 5.5	39.3	W F	E181 W103
						f				KENWOOD. 3.9	15.3		
11.46	10.57	10.31	7.00	6.05	2.27	s 8.00	6.27	4.47	3.32	HURDLAND. 6.3	42.2		E 90
						f 8.10				GIBBS. 6.3	42.2		
11.57	11.08	10.42	7.15	6.21	2.40	s 8.20	s 6.45	s 5.05	s 3.50	LA PLATA. 5.5	27.3	W	E114 W112
						f 8.30				CARDY. 4.7	0		E 55
AM						s 8.40				ELMER. 6.8	42.2		E 49
12.10	11.21	10.55	7.34	6.39	2.55	s 8.52	7.02	5.22	4.08	ETHEL. 6.6	42.2	W	E 96 W 81
						f 9.05				HART. 5.2	42.2		E 53 W 47
12.22	11.34	11.07	7.49	6.54	3.09	s 9.15	7.16	5.36	4.22	BUCKLIN. 5.8	31.0		E 74 W 54
12.27 AM	11.40 PM	11.12 PM	7.55 PM	7.00 PM	3.15 PM	s 9.25 AM	s 7.25 AM	s 5.45 AM	s 4.30 AM	MARCELINE. 10		W F T Y	
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(112.7)			
66.3	61.5	66.3	52.0	52.0	58.8	33.8	50.1	50.1	50.1	Average speed per hour.			

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

AUTOMATIC BLOCK SYSTEM

DOUBLE TRACK

FIRST DISTRICT,

MISSOURI DIVISION. 3

Communications.	Distance from Chicago.	Ruling Grade Ascending.	TIME TABLE No. 79, April 4, 1948.	EASTWARD.									
				First Class.									
				2	22	16	20	18	24	12	58	8	4
	Miles.		STATIONS.	The Scout. Arrive Daily.	El Capitan. Arrive Daily.	Texas Chief. Arrive Daily.	The Chief. Arrive Daily.	Super Chief. Arrive Daily.	The Grand Canyon. Arrive Daily.	The Chicagoan. Arrive Daily.	Motor. Arrive Daily.	Fast Mail-Express. Arrive Daily.	California Limited. Arrive Daily.
C	234.6	0	<i>235</i> SHOPTON. <i>Q</i> 1.3	AM 3.25	AM 3.10	AM 5.00	AM 6.45	AM 9.45	AM 11.00	PM 5.45	AM 12.05 AM	AM 12.30	AM 1.50
C	235.9	15.4	TOWER B. 7.5										
B	243.4	36.9	<i>244</i> NEW BOSTON. 4.6	3.10	2.59	4.48	6.30	9.30	10.45	5.33	f 11.50	12.15 AM	1.35
B	248.0	42.2	<i>248</i> ARGYLE. 4.3								f 11.40		
B	252.3	0	<i>253</i> DUMAS. 3.7										
C	256.0	42.2	<i>256</i> REVERE. <i>VZ</i> 7.1	2.51	2.46	4.35	6.16	9.17	10.30	5.20	f 11.25	11.55	1.17
C	263.1	42.2	<i>264</i> C.B. & Q. Crossing. MEDILL. <i>MD</i> 9.2	2.39	2.39	4.28	6.08	9.10	10.21	5.13	s 11.10	s 11.44	1.05
C	272.3	42.2	WYACONDA. <i>WY</i> 5.3								s 10.55		
C	277.6	41.7	GORIN. <i>FR</i> 5.0	2.17	2.26	4.15	5.55	8.57	10.07	5.00	s 10.45	11.27	12.48
C	282.6	42.2	RUTLEDGE. <i>M</i> 8.1								s 10.35		
C	290.7	32.4	BARING. <i>BA</i> 5.5	2.00	2.14	4.04	5.42	8.45	9.54	4.49	s 10.20	11.14	12.32
B	296.2	0	KENWOOD. 3.9										
C	300.1	42.2	HURLAND. <i>HD</i> 6.3	1.49	2.05	3.56	5.33	8.36	9.46	4.41	s 10.05	11.04	12.20
B	306.4	23.1	GIBBS. 6.3								f 9.55		
C	312.7	25.4	LA PLATA. <i>AU</i> 5.5	f 1.34	1.54	3.45	5.22	8.25	f 9.34	s 4.30	s 9.45	s 10.50	s 12.05 AM
B	318.2	42.2	CARDY. 4.7								f 9.35		
C	322.9	0	ELMER. <i>H</i> 6.8								s 9.25		
C	329.7	42.2	ETHEL. <i>RA</i> 6.6	1.15	1.38	3.28	5.05	8.08	9.16	4.13	s 9.15	10.29	11.43
B	336.3	42.2	HART. 5.2								f 9.05		
C	341.5	42.2	BUCKLIN. <i>BU</i> 5.8	f 1.00							s 8.55		
C	347.3		MARCELINE. <i>MO</i>	12.50 AM	1.19 AM	3.10 AM	4.45 AM	7.49 AM	8.55 AM	3.55 PM	8.45 PM	10.08 PM	11.20 PM
			(112.7)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.				43.6	60.9	61.5	56.3	58.3	54.1	61.5	33.8	47.6	45.1

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

4 MISSOURI DIVISION.

SECOND DISTRICT.

Gantlet track on Bridge 425-A east of Sibley. Operation is governed by signal indication which will supersede time table superiority.

Third main track between 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 between 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 authorized by Mo. Pac. Terminal Trainmaster. All trains will run at restricted speed, and protect as per Rule 99, when using these tracks. Speed limit ten miles per hour through Rock Creek Jct. Interlocking.

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

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

Kansas City Division

WESTWARD First Class										TIME TABLE No. 79, April 4, 1948.	Rating Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Capacity of Sidings in 50 ft. Cars.
15	21	19	23	11	57	3	7	1	17				
Texas Chief.	El Capitan.	The Chief.	The Grand Canyon.	The Kansas Cityan.	Motor.	California Limited.	Fast Mail-Express.	The Scout.	Super Chief.				
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				
PM 11.40	PM 11.12	PM 7.55	PM 7.00	PM 3.15	AM 9.30	AM 7.30	AM 5.50	AM 4.35	AM 12.27				
					s 9.40								
11.53	11.23	8.07	7.15	3.27	s 9.50	7.45	6.05	4.50	12.38				
					f								
-AM-					f 10.00								
12.04	11.33	8.19	7.30	3.38	s 10.12	8.00	6.20	5.05	12.48				
					f 10.22								
					s 10.35	s 8.15							
12.17	11.43	8.33	7.45	3.51	10.40	8.19	6.37	5.25	12.58				
12.24	11.49	8.40	7.53	3.58	s 10.55	8.27	6.45	5.34	1.04				
12.31	11.56 -AM-	8.47	8.00	4.05	s 11.10	8.36	6.53	5.42	1.11				
12.36	12.01	8.52	s 8.08	4.10	s 11.20	s 8.45	7.00	s 5.52	1.16				
					s 11.30								
12.42	12.07	8.59	8.19	4.16	11.35	8.55	7.09	6.03	1.22				
					f 11.40								
12.51	12.16	9.09	8.31	4.25	f 11.50 PM	9.10	7.21	6.18	1.31				
					f 12.01								
1.01	12.26	9.20	8.43	4.35	12.05	9.25	7.34	6.35	1.41				
					f 12.10								
					f 12.17								
1.11	12.35	9.30	8.54	4.45	12.20	9.37	7.45	6.49	1.50				
1.16	12.40	9.35	8.58	4.50	12.25	9.42	7.50	6.55	1.55				
s 1.30 AM	s 12.50 AM	s 9.50 PM	s 9.15 PM	s 5.00 PM	s 12.40 PM	s 10.00 AM	s 8.05 AM	s 7.15 AM	s 2.05 AM				
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.				
56.6	63.5	54.2	46.1	59.3	32.8	41.5	46.1	38.9	63.5				

MARCELINE. ^{MQ} 7.3
 ROTHVILLE. ^{RH} 6.1
 MENDON. ^{ON} 4.0
 WHITHAM. 3.4
 DEAN LAKE. 6.2
 BOSWORTH. ^{BH} 7.8
 STANDISH. 4.3
 CARROLLTON. ^{CH} 2.3
 W.B. JCT. 4.3
 PALEMON. 3.6
 NORBORNE. 8.8
 HARDIN. 5.9
 HENRIETTA. 5.6
 CAMDEN. 1.3
 C.A. JCT. 3.5
 FLOYD. 5.0
 SIBLEY. 7.3
 ATHERTON. 2.5
 ETON. 2.9
 COURTNEY. 3.2
 SUGAR CREEK. 1.6
 CONGO. ^{CO} 1.7
 K.C.S. Crossing. 0.5
 SHEFFIELD. 4.7
 KANSAS CITY. ^{UD KX}
 Union Station

DOUBLE TRACK
 3 Tracks
 DOUBLE TRACK
 K.C.T.Ry.

(103.8)
Average speed per hour.

SECOND DISTRICT.

Communications.	Distance from Chicago.	Rolling Grade Ascending.	TIME TABLE No. 79, April 4, 1948.	EASTWARD.										
				First Class.										
				16	20	18	24	12	58	8	4	2	22	
				Texas Chief.	The Chief.	Super Chief.	The Grand Canyon.	The Chicagoan.	Motor.	Fast Mail Express.	California Limited.	The Scout.	El Capitan.	
	Miles.		STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
C	347.3	42.2	^{MO} MARCELINE. 7.3	AM 3.10	AM 4.45	AM 7.49	AM 8.55	PM 3.55	PM 8.40	PM 10.03	PM 11.15	AM 12.45	AM 1.19	
C	354.6	8.9	^{RH} ROTHVILLE. 6.1	3.02	4.37	7.42	8.46	3.47	8.28	9.54	11.06	12.36	1.11	
C	360.7	14.2	^{ON} MENDON. 4.0	2.57	4.31	7.37	8.41	3.42	8.20	9.48	11.00	12.30	1.06	
	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	^{BH} BOSWORTH. 7.8	2.47	4.19	7.27	8.28	3.32	7.53	9.33	10.45	12.17	12.56	
B	382.1	26.4	STANDISH. 4.3					f 7.40						
C	386.4	0	^{CH} CARROLLTON. 2.3					s 7.35	s 9.20	s 10.30				
C	388.7	0	^{DA} W.B. JCT. 4.3	2.34	4.06	7.14	8.14	3.19	7.30	9.15	10.24	12.02 AM	12.44	
B	393.0	0	PALEMON. 3.6											
C	396.6	6.3	^{NZ} NORBORNE. 8.8	2.27	3.59	7.07	8.06	3.12	7.20	9.06	10.13	11.52	12.37	
C	405.4	0	^{HN} HARDIN. 5.9	2.20	3.51	7.00	7.58	3.05	7.05	8.59	10.04	11.43	12.30	
C	411.3	6.6	^{JU} HENRIETTA. 5.6	2.15	3.45	6.55	7.52	3.00	6.55	8.52	9.55	11.36	12.25	
C	416.9	0	^{YN} CAMDEN. 1.3					s 6.45						
C	418.2	26.4	^{CA} C.A. JCT. 3.5	2.09	3.38	6.49	7.44	2.54	6.40	8.43	9.46	11.29	12.19	
C	421.7	0	^F FLOYD. 5.0					f 6.35						
B	426.7	26.4	SIBLEY. 7.3	2.00	3.28	6.39	7.34	2.45	6.27	8.33	9.35	11.19	12.10	
C	434.0	0	^{BX} ATHERTON. 2.5					f 6.15						
C	436.5	7.0	^{KA} ETON. 2.9	1.51	3.18	6.30	7.24	2.36	6.12	8.24	9.25	11.09	12.01 AM	
C	439.4	0	^{CN} COURTNEY. 3.2					s 6.08						
C	442.6	0	^{CR} SUGAR CREEK. 1.6					s 6.03						
C	444.2	42.2	^{CO} CONGO. 1.7	1.42	3.09	6.22	7.14	2.27	6.00	8.15	9.15	10.59	11.53	
	445.9	0	K.C.S. Crossing. 0.5											
	446.4	48.5	^{CU} SHEFFIELD. 4.7	1.38	3.05	6.18	7.10	2.23	5.55	8.10	9.10	10.55	11.48	
C	451.1		^{UD} KANSAS CITY. Union Station ^{KX}	1.30 AM	2.55 AM	6.10 AM	7.00 AM	2.15 PM	5.45 PM	8.00 PM	9.00 PM	10.45 PM	11.40 PM	
			(103.8)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	
			Average speed per hour.	62.3	56.6	62.9	54.2	62.3	35.6	50.6	46.1	51.9	62.9	

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Kansas City Division

6 MISSOURI DIVISION.

ST. JOSEPH DISTRICT.

Capacity of Sidings in 50 ft. Cars.	WESTWARD.					Ruling Grade Ascending.	TIME TABLE No. 79, April 4, 1948.	Ruling Grade Ascending.	Distance from Henrietta.	Communications.	EASTWARD.				
	Second Class.		First Class.								First Class.		Second Class.		
	71	43	75	5	1						4	2	76	72	44
	C.G.W.Ry. Freight 64.	Mixed.	C.G.W.Ry. Time Freight 62.	C.G.W.Ry. Passenger 16.	C.G.W.Ry. Passenger 12.						C.G.W.Ry. Passenger 15.	C.G.W.Ry. Passenger 11.	C.G.W.Ry. Time Freight 63.	C.G.W.Ry. Freight 65.	Mixed.
	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.		STATIONS.		Miles.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.
		AM 8.30				WFY	HENRIETTA. <i>JU</i>	0		C					PM 8.05
21		s 9.30					5.1 RICHMOND. <i>ED</i>	57.4	5.1	C					s 7.53
25		s 10.00					RAYVILLE.	32.7	13.6						f 7.33
		f					5.7 VIBBARD.	39.8	19.3						f
6		f 10.35					5.5 LAWSON.	60.2	24.8						f 7.06
		s 11.10					10.9 LATHROP.		58.6						
		f					3.2 C.B. & Q. Crossing <i>Ro</i>	0	52.8	C					f 6.39
		PM					WEXFORD.	62.3	38.9						f
15		s 12.10					4.9 PLATTSBURG. <i>BG</i>	61.2	58.1	C					f 6.17
		f					3.1 SCEARCES.	59.7	61.1						f
		s 12.35					6.0 GOWER. <i>GW</i>	52.8	60.5	C					f 5.55
		s 1.00					8.9 AGENCY. <i>FD</i>	59.3	60.0	C					f 5.35
22	PM 9.20	s 1.10	AM 6.50	PM 11.32	PM 3.42		3.4 B. C. JCT. <i>BC</i>	59.5	65.2	C	AM 6.03	PM 12.05	AM 12.56	AM 10.55	f 5.25
92		f 1.20					3.0 AJAX.	0	68.6						f 5.17
							0.5 C.R.I. & P. Crossing.	0	47.1						
							0.2 C.B. & Q. Crossing.	0	36.6						
							0.2 C.R.I. & P. Crossing.	0	48.8						
							0.5 C.B. & Q. Crossing.	0							
	9.40 PM	1.35	7.15 AM	11.47	3.58	WFT	0.5 M.K. JCT.	0	72.3						
		s 1.45 PM		s 11.50 PM	s 4.00 PM	Y	0.3 TERMINAL YARD. <i>MX</i>	0	72.8	C	5.47	11.47	12.20 AM	10.20 AM	5.08
							0.3 ST. JOSEPH U. S. <i>UX</i>	0	73.1	C	5.45 AM	11.45 AM			5.00 PM
	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.		(73.1)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.
	22.8	13.9	18.2	26.3	26.3		Average speed per hour.				26.3	23.4	12.7	13.0	23.7

Junction switch at B.C. Jct. is electrically locked and handled by operator. Maximum speed within home signal limits, fifteen miles per hour. Time Table Rule 9 applicable when home signal displays stop indication and reason therefor is not apparent.

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 St. Joseph U.S. and M.K. Jct. and will be governed by St. Joseph Union Depot Co. Time Table Rules and Regulations between St. Joseph U.S. and Monterey Street. 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. 43 IS SUPERIOR TO NO. 44.

WESTWARD.					Freight Train Terminals, and Junctions.	EASTWARD.			
59	49	41	39	37		38	40	42	46
Northern California Fast Freight.	California, Tex. Okla. Fast Freight.	Colo. Kans. Okla. Fast Freight.	Oklahoma-Texas Fast 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.	STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
PM 10.30	AM 11.00	PM 8.15	AM 12.45	AM 6.30	SHOPTON.	AM 11.30	PM 3.00	PM 6.30	AM 1.30
AM 3.30	PM 3.30	AM 12.15	4.00	10.30	MARCELINE.	6.30	PM 11.45	2.00 PM	10.00
					HENRIETTA.				
8.00 AM	8.00 PM	5.00 AM	7.30 AM	PM 3.00 PM	KANS. CITY, KANS. (Argentine.)	2.00 AM	8.00 AM	9.30 AM	6.00 PM
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

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 superseded by the following:

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. 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	Second 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. 11, 12, 15, 16, 17, 18, 19, 20, 21, 22, 23 and 24.
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.

8 MISSOURI DIVISION.

SPECIAL RULES.

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.
 B.C. Jct., eastward, top indication governs movement to A.T. & S.F. track, lower indication to C.G.W.

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	55
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.....			80
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
M.P. 388.8 to 404.2, Track No. 1 (except Diesel operated passenger trains).....			80	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. 415.7 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 Henretta 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 to 21, 50 to 58 and 70 to 73, inclusive.....		100	40	40
Diesel Engines 100 to 157 and 169 to 185, inclusive.....	40	65	40	40
Diesel Engines 158 to 168 inclusive and 90 Motors M-105 to M-189, inclusive.....	40	60	25	25
Motor M-190.....		80	60	25
542-1400-1452-1480-1550 Classes.....	73	90	40	25
1226-1270 Classes.....	79	100	40	25
1400-1452 Classes.....	79	90	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	90	40	25
3500 Class.....	73	70	40	25
3700 Class.....	69	40	40	25
2900-3776 Classes.....	80	90	40	25
3751-3765 Classes.....	80	35	20	20
900-1600 Classes.....	57	50	40	25
1014-1050 Classes.....	69	40	25	25
1800 Class.....	69	60	40	25
2507 Class.....	63	40	25	25
2535 Class, except 2535.....	55	40	35	20
3100 Class.....	57	45	35	20
3160-4000 Classes.....	63	50	40	25
3800-3900 Classes.....	63	60	40	25
4101 Class.....	63	50	40	25
Engines 4193-4199, inclusive.....	63	60	40	25
5000.....	69	60	40	25
5001-5011 Classes.....	74	60	30	30
Diesels 400-450 Classes.....		30	30	30
Other Diesel Yard Engines.....		35	35	35
All other engines.....		20	20	20

2(C). MOVEMENTS OVER SUBMERGED TRACK.

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines			
-Passenger.....	3	5	5
-Freight.....	5	5	5
-44 Ton Yard.....	2	5	5
-Other Yard.....	5	5	5
Diesel-Electric and Gas-Electric Motor Cars.....	3	5	5
Steam Engines			
-Roller Bearing.....	9	5	5
Passenger Cars			
-Roller Bearing.....	8	5	5
-Friction Bearing.....	12	5	5

The foregoing 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 or Diesel-electric motor cars, sixty miles per hour; other dead engines, twenty miles per hour.

SPECIAL RULES.

2(F). STEAM WRECKING CRANES, ETC.

Trains handling wrecking outfits, derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), 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	
			Passenger	Freight and Mixed
Medill	I	East end westward and west end eastward sidings and crossover.....	30	20
	S	East end eastward and west end westward sidings.....	25	20
Wyaconda	S	West end westward siding.....	25	20
Baring	I	East end westward and west end eastward sidings and crossover.....	40	30
	S	East end eastward and west end westward sidings.....	25	20
La Plata	I	East end westward siding.....	30	20
	S	East end eastward and west end westward sidings.....	25	20
Ethel	S	East end eastward and west end westward sidings.....	25	20
Marceline	S	East and west ends yard.....	25	20
Bosworth	I	East end westward and west end eastward sidings.....	30	20
	S	East end eastward and west end westward sidings.....	25	20
Carrollton	S	East end eastward siding.....	25	20
W. B. Jct.	I	Crossover and Wabash connection turnout.....	40	30
Hardin	I	West end eastward siding, crossovers and connection to track 3.....	30	20
	S	East end eastward siding.....	25	20
Henrietta	I	West end eastward siding.....	40	30
	I	East end westward siding.....	30	20
	S	East end eastward siding.....	25	20
	S	West end westward siding.....	15	15
C. A. Jct.	I	Crossovers and Wabash connection.....	40	30
Atherton	I	West end eastward siding.....	30	20
	S	East end eastward siding.....	25	20
Eton	I	Crossover and Mo. Pac. connections.....	30	20
Congo	I	Crossover and Mo. Pac. connection.....	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).
 Marceline.
 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.
Marceline.....	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.
Marceline.....	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.	Marceline.	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	Marcelline, Gracla 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	190 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, derailed 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. EMPLOYEES 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 derailed 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.

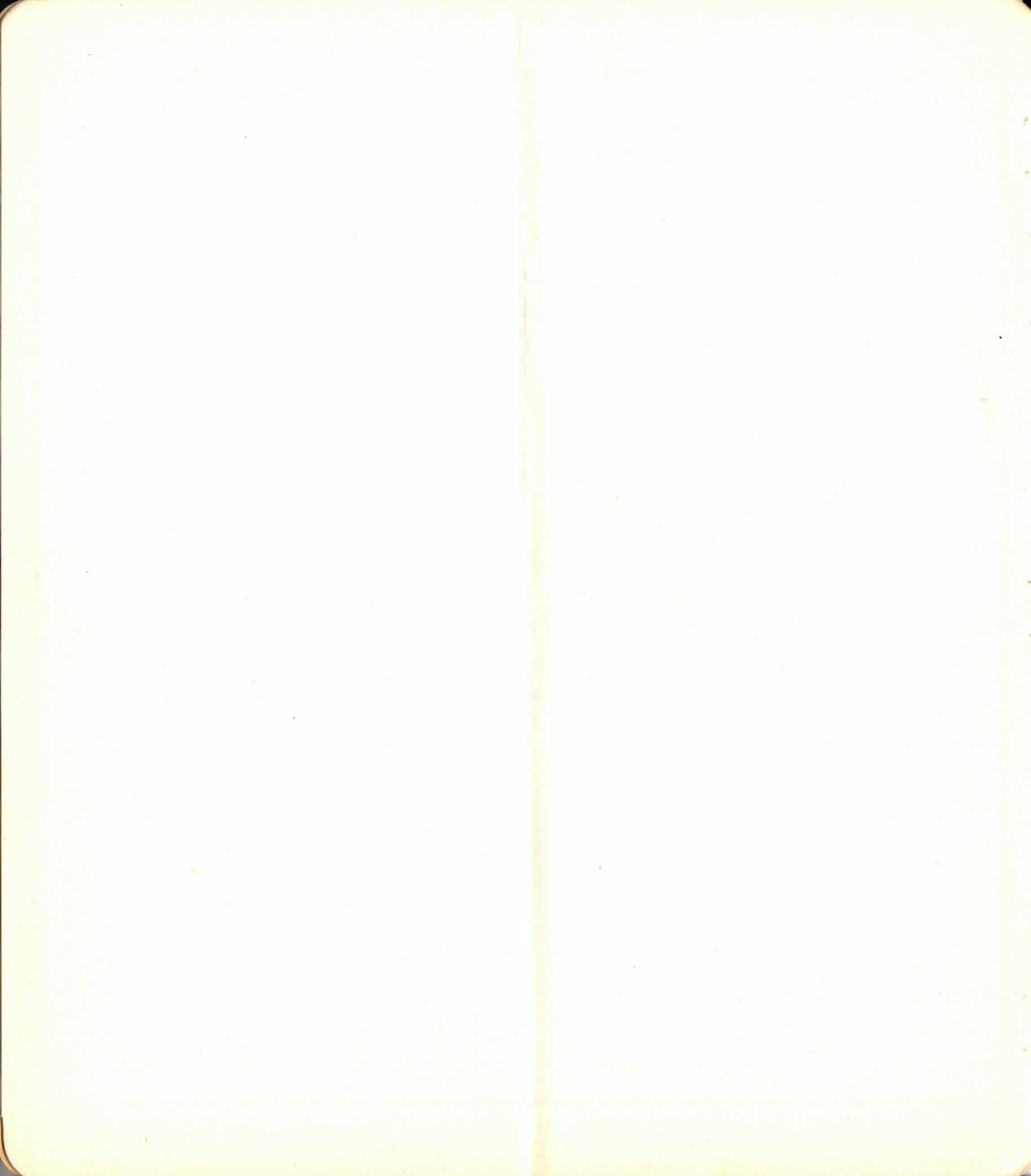
11. SPEED TABLE.

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	20	24.0
-	51	70.6	1	26	41.9	2	25	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.



CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS.

The term "beyond" refers to regular, flag or conditional stops authorized herein.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1	In Illinois	Kansas City and beyond	Beyond Chicago	20	Carrollton Marceline La Plata Galesburg Chillicothe Streator Joliet		California Arizona
2	Wichita to Kansas City		Wichita and beyond	21	Joliet Streator Chillicothe Galesburg	Scheduled stops in California	
	East of Kansas City		Beyond Kansas City				
15	Toluca Ransom Kinsman Verona Mazon	Beyond Chicago		22	Galesburg Chillicothe Streator Joliet		Scheduled stops in California
	La Plata Marceline						
16	Marceline La Plata		Wichita and beyond	23	Chicago to Wellington	Belen and beyond	
17	Galesburg	Scheduled stops in California		24	Wellington to Chicago		California Arizona
18	Galesburg		Scheduled stops in California	47	Garnett	Chanute and beyond	Kansas City and beyond
				48	Olathe		Beyond Chanute
19	Joliet Streator Chillicothe Galesburg La Plata Marceline Emporia	New Mexico Arizona California		211	Garnett	Chanute and beyond	Kansas City and beyond
				212	Garnett	Kansas City and beyond	Chanute and beyond

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipment of which they are in charge, when provided with proper transportation.



SANTA FE SAFETY FIRST



Every employe should report promptly to his foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

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

