

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

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. R. G. SMITH, Chief Surgeon.....Topeka.

**FORT MADISON HOSPITAL.**

DR. G. R. BLACKBURN, Surgeon in Charge.  
 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. ROBERT W. SMITH.....	Marceline.
DR. PHILLIP A. OTTMAN.....	Marceline.
DR. W. D. WEST.....	Mendon.
DR. R. F. COOK.....	Carrollton.
DR. J. M. ATWOOD.....	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. GRAHAM OWENS.....	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. MAURICE V. LAING.....	Kansas City, Kans.
DR. C. C. NESSELRODE.....	Kansas City, Kans.
DR. GLENN R. PETERS.....	Kansas City, Kans.
DR. JOHN LAMY.....	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.

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

**EASTERN LINES**

**Eastern District**

**MISSOURI DIVISION**

**TIME TABLE No.**

**81**

**IN EFFECT**

**Sunday, February 20, 1949**

**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.**

WESTWARD. First Class.										TIME TABLE No. 81, February 20, 1949.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Capacity of Sidings in 50 ft. Cars.
17	15	21	19	23	11	57	3	7	5				
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.				
PM 11.00	PM 10.00	PM 9.45	PM 5.45	PM 4.45	PM 1.20	AM 6.05	AM 5.10	AM 3.30	AM 2.15				
										SHOPTON. YL 1.3	0	FW TY	
										TOWER B. YL 7.5	40.3		
						f 6.15				NEW BOSTON. 4.6	42.2	W 110	
11.14	10.14	9.59	6.00	5.00	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	
11.29	10.29	10.14	6.18	5.18	1.50	s 6.50	s 5.43	4.03	2.48	C.B. & Q. Crossing. MEDILL. 9.2	42.2	E 105 W 132	
						s 7.05				WYACONDA. 5.3	17.5	W W 120	
11.42	10.42	10.27	6.34	5.33	2.03	s 7.15	6.00	4.20	3.05	GORIN. 5.0	42.2	W 78	
						s 7.25				RUTLEDGE. 8.1	42.2	E 63	
11.54	10.55	10.39	6.50	5.47	2.15	s 7.45	6.15	4.35	3.20	BARING. 5.5	39.3	FW W 103	
						f				KENWOOD. 3.9	15.3		
- AM - 12.02	11.03	10.47	7.00	5.56	2.23	s 8.00	6.27	4.47	3.32	HURDLAND. 6.3	42.2	E 90	
						f 8.10				GIBBS. 6.3	42.2		
12.13	11.14	10.58	7.15	6.12	2.35	s 8.20	s 6.45	s 5.05	s 3.50	LA PLATA. 5.5	27.3	W W 112	E 114 W 112
						f 8.30				CARDY. 4.7	0	E 72	
						s 8.40				ELMER. 6.8	42.2	E 49	
12.26	11.27	11.11	7.34	6.29	2.50	s 8.52	7.02	5.22	4.08	ETHEL. 6.6	42.2	W W 81	E 96 W 81
						f 9.05				HART. 5.2	42.2	W W 47	E 53 W 47
12.38	11.39	11.23	7.49	6.44	3.04	s 9.15	7.16	5.36	4.22	BUCKLIN. 5.8	31.0	W W 54	E 74 W 54
12.43 AM	11.45 PM	11.28 PM	7.55 PM	6.50 PM	3.10 PM	s 9.25 AM	s 7.25 AM	s 5.45 AM	s 4.30 AM	MARCELINE. YL		FW TY	
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(112.7)			
65.7	64.4	65.7	52.0	54.1	61.5	33.8	50.1	50.1	50.1	Average speed per hour.			

SIGNAL SYSTEM  
ONE IN EFFECT:  
Shopton to Marceline.  
RULE 251 IN  
EFFECT:  
Shopton to Marceline.

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

**FIRST DISTRICT.**

Communications.	Distance from Chicago.	Ruling Grade Ascending.	TIME TABLE No. 81, February 20, 1949.	EASTWARD.									
				First Class.									
				6	22	16	20	18	24	12	58	8	4
				The Scout.	El Capitan.	Texas Chief.	The Chief.	Super Chief.	The Grand Canyon.	The Chicagoan.	Motor.	Fast Mail-Express.	California Limited.
	Miles.		STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
C	234.6	0	<b>SHOPTON. YL</b> 1.3	s 3.10	s 2.55	s 4.40	s 6.45	s 9.30	s 11.00	s 5.45	s 12.05	s 12.30	s 1.50
C	235.9	15.4	<b>TOWER B. YL</b> 7.5										
B	243.4	36.9	<b>NEW BOSTON.</b> 4.6	2.55	2.41	4.28	6.30	9.15	10.45	5.33	f 11.50	12.15	1.35
B	248.0	42.2	<b>ARGYLE.</b> 4.3								f 11.40		
B	252.3	0	<b>DUMAS.</b> 3.7										
C	256.0	42.2	<b>REVERE.</b> 7.1	2.38	2.28	4.15	6.16	9.01	10.30	5.20	f 11.25	11.56	1.17
C	263.1	42.2	C.B. & O. Crossing. <b>MEDILL.</b> 9.2	2.29	2.20	4.08	6.08	8.53	10.21	5.13	s 11.10	s 11.45	1.05
C	272.3	42.2	<b>WYACONDA.</b> 5.3								s 10.55		
C	277.6	41.7	<b>GORIN.</b> 5.0	2.13	2.07	3.55	5.55	8.40	10.07	5.00	s 10.45	11.28	12.48
C	282.6	42.2	<b>RUTLEDGE.</b> 8.1								s 10.35		
C	290.7	32.4	<b>BARING.</b> 5.5	1.55 <sup>22</sup>	1.55 <sup>6</sup>	3.44	5.42	8.28	9.54	4.49	s 10.20	11.15	12.32
B	296.2	0	<b>KENWOOD.</b> 3.9										
C	300.1	42.2	<b>HURLAND.</b> 6.3	1.40	1.47	3.36	5.33	8.19	9.46	4.41	s 10.05	11.05	12.20
B	306.4	23.1	<b>GIBBS.</b> 6.3								f 9.55		
C	312.7	25.4	<b>LA PLATA.</b> 5.5	s 1.25	1.36	3.25	5.22	8.08	f 9.34	s 4.30	s 9.45	s 10.51	s 12.05
B	318.2	42.2	<b>CARDY.</b> 4.7								f 9.35		
C	322.9	0	<b>ELMER.</b> 6.8								s 9.25		
C	329.7	42.2	<b>ETHEL.</b> 6.6	1.05	1.20	3.08	5.05	7.51	9.16	4.13	s 9.15	10.30	11.43
B	336.3	42.2	<b>HART.</b> 5.2								f 9.05		
C	341.5	42.2	<b>BUCKLIN.</b> 5.8	s 12.50							s 8.55		
C	347.3		<b>MARCELINE. YL</b>	12.40 AM	1.00 AM	2.50 AM	4.45 AM	7.30 AM	8.55 AM	3.55 PM	8.45 PM	10.10 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.	45.1	58.8	61.5	56.4	56.4	54.1	61.5	33.8	48.3	45.1

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

SIGNAL SYSTEM  
ONE IN EFFECT:  
Marceline to Shopton.  
RULE 251 IN  
EFFECT:  
Marceline to Shopton.

**4 MISSOURI DIVISION.**

**SECOND DISTRICT.**

**WESTWARD.  
First Class.**

15	21	19	23	11	57	3	7	95	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 11.45	PM 11.28	PM 7.55	PM 6.50	PM 3.10	AM 9.30	AM 7.30	AM 5.50	AM 4.35	AM 12.43
					s 9.40				
11.57	11.39	8.07	7.04	3.22	s 9.50	7.45	6.05	4.50	12.54
					f				
					f 10.00				
- AM -					s 10.12	8.00	6.20	5.05	1.04
12.07	11.49	8.19	7.18	3.33	s 10.22				
					s 10.35	s 8.15			
12.18	11.59	8.33	7.32	3.46	10.40	8.19	6.37	5.22	1.14
	- AM -								
12.24	12.05	8.40	7.39	3.53	s 10.55	8.27	6.45	5.30	1.20
12.31	12.12	8.47	7.46	4.00	s 11.10	8.36	6.53	5.38	1.27
12.36	12.17	8.52	s 7.54	4.05	s 11.20	s 8.45	7.00	s 5.47	1.32
					s 11.30				
12.42	12.24	8.59	8.05	4.11	11.35	8.55	7.09	5.57	1.39
					f 11.40				
12.51	12.34	9.09	8.16	4.20	f 11.50	9.10	7.21	6.10	1.49
					f 12.01				
1.01	12.45	9.20	8.28	4.30	12.05	9.25	7.34	6.25	2.00
					f 12.10				
					f 12.17				
1.11	12.55	9.30	8.39	4.40	12.20	9.37	7.45	6.37	2.10
1.16	1.00	9.35	8.44	4.45	12.25	9.42	7.50	6.43	2.15
s 1.30 AM	s 1.10 AM	s 9.50 PM	s 9.00 PM	s 4.55 PM	s 12.40 PM	s 10.00 AM	s 8.05 AM	s 7.00 AM	s 2.25 AM
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
59.3	61.1	54.2	47.1	59.3	82.8	41.5	46.1	43.0	61.1

**TIME TABLE**  
No. 81,  
February 20, 1949.

**STATIONS.**

<b>MARCELINE. YL</b> 7.3	0		
<b>ROTHVILLE.</b> 6.1	13.7		E 77 W 74
<b>MENDON.</b> 4.0	0		E 74 W 78
<b>WHITHAM.</b> 3.4	12.7		
<b>DEAN LAKE.</b> 6.2	26.4		E 93
<b>BOSWORTH.</b> 7.8	26.4		E 114 W 115
<b>STANDISH.</b> 4.3	0		E 78
<b>CARROLLTON.</b> 2.3	0	W	E 76 W 78
<b>W.B. JCT.</b> 4.3	3.3		
<b>PALEMON.</b> 3.6	3.7		
<b>NORBORNE.</b> 8.8	4.8		E 56 W 77
<b>HARDIN.</b> 5.9	4.2		E 102
<b>HENRIETTA.</b> 5.6	8.4	FWY	E 233 W 136
<b>CAMDEN.</b> 1.3	14.2		
<b>C.A. JCT.</b> 3.5	13.2		W 45
<b>FLOYD.</b> 5.0	26.4		E 124 W 79
<b>SIBLEY.</b> 7.3	6.7		W 78
<b>ATHERTON.</b> 2.5	9.7		E 118 W 78
<b>ETON.</b> 2.9	9.4		
<b>COURTNEY.</b> 3.2	9.4		W 77
<b>SUGAR CREEK. YL</b> 1.6	4.9		E 62
<b>CONGO.</b> 1.7	25.7		
<b>K.C.S. Crossing.</b> 0.5	14.8		
<b>SHEFFIELD. YL</b> 4.7	43.9		
<b>KANSAS CITY.</b> Union Station			
(103.8)			
<b>Average speed per hour.</b>			

**SIGNAL SYSTEM  
ONE IN EFFECT:**

Marceline to Sheffield.

**RULE 251 IN  
EFFECT:**

except on Gantlet track, Bridge 425-A, east of Sibley.

**RULE 261 IN  
EFFECT:**

Gantlet track, Bridge 425-A, east of Sibley.  
Congo to Sheffield.

Main Track No. 3 between Hardin and C.A. Jct. is located south of Eastward Main Track. 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. Movements against current of traffic must be authorized by Mo. Pac. Terminal Trainmaster. All trains must move prepared to stop short of train, obstruction or switch not properly lined, and protect as per Rule 99, when using these tracks. Speed limit ten miles per hour through Rock Creek Jct. interlocking.

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

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

K.C.T.R.V.

TWO TRACKS

3 Tracks

TWO TRACKS

Ruling Grade Ascending.  
Fuel, Water, Turn Tables and Wyes.  
Capacity of Sidings in 50 ft. Cars.

FWTY

E 77  
W 74

E 74  
W 78

E 93

E 114  
W 115

E 78

E 76  
W 78

E 56  
W 77

E 102

E 233  
W 136

W 45

E 124  
W 79

W 78

E 118  
W 78

W 77

E 62

**SECOND DISTRICT.**

**MISSOURI DIVISION. 5**

Communications.	Distance from Chicago.	Ruling Grade Ascending.	TIME TABLE No. 81, February 20, 1949.	EASTWARD.									
				First Class.									
				16	20	18	24	12	58	8	4	6	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	MARCELINE. YL 7.3	AM 2.50	AM 4.45	AM 7.30	AM 8.55	PM 3.55	PM 8.40	PM 10.05	PM 11.15	AM 12.35	AM 1.00
C	354.6	8.9	ROTHVILLE. 6.1	2.42	4.37	7.23	8.46	3.47	8.28	9.56	11.06	12.26	12.52
C	360.7	14.2	MENDON. 4.0	2.37	4.31	7.18	8.41	3.42	8.20	9.50	11.00	12.20	12.47
	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	2.27	4.19	7.08	8.28	3.32	7.53	9.35	10.45	12.08 AM	12.37
B	382.1	26.4	STANDISH. 4.3					f 7.40					
C	386.4	0	CARROLLTON. 2.3					s 7.35	s 9.22	s 10.30			
C	388.7	0	W.B. JCT. 4.3	2.15	4.06	6.55	8.14	3.20	7.30	9.16	10.24	11.54	12.25
B	393.0	0	PALEMONT. 3.6										
C	396.6	6.3	NORBORNE. 8.8	2.09	3.59	6.49	8.06	3.14	7.20	9.07	10.13	11.46	12.19
C	405.4	0	HARDIN. 5.9	2.02	3.51	6.42	7.58	3.07	7.05	9.00	10.04	11.38	12.12
C	411.3	6.6	HENRIETTA. 5.6	1.57	3.45	6.37	7.52	3.02	6.55	8.53	9.55	11.32	12.07
C	416.9	0	CAMDEN. 1.3					s 6.45					
C	418.2	26.4	C.A. JCT. 3.5	1.51	3.38	6.31	7.44	2.56	6.40	8.43	9.46	11.26	12.01 AM
C	421.7	0	FLOYD. 5.0					f 6.35					
B	426.7	26.4	SIBLEY. 7.3	1.42	3.28	6.21	7.34	2.47	6.27	8.33	9.35	11.17	11.52
C	434.0	0	ATHERTON. 2.5					f 6.15					
C	436.5	7.0	ETON. 2.9	1.33	3.18	6.12	7.24	2.38	6.12	8.24	9.25	11.08	11.43
C	439.4	0	COURTNEY. 3.2					s 6.08					
C	442.6	0	SUGARCREEK. YL 1.6					s 6.03					
C	444.2	42.2	CONGO. 1.7	1.24	3.09	6.04	7.14	2.29	6.00	8.15	9.15	10.59	11.35
	445.9	0	K.C.S. Crossing. 0.5										
	446.4	48.5	SHEFFIELD. YL 4.7	1.20	3.05	6.00	7.10	2.25	5.55	8.10	9.10	10.55	11.30
C	451.1		KANSAS CITY. Union Station	1.10 AM	2.55 AM	5.50 AM	7.00 AM	2.15 PM	5.45 PM	8.00 PM	9.00 PM	10.45 PM	11.20 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	62.3	54.2	62.3	35.6	49.8	46.1	56.6	62.3

**SIGNAL SYSTEM ONE IN EFFECT:**  
Sheffield to Marceline.

**RULE 261 IN EFFECT:**  
Sheffield to Congo.  
Gantlet track, Bridge 425-A, east of Sibley.

**RULE 251 IN EFFECT:**  
Congo to Marceline, except on Gantlet track, Bridge 425-A, east of Sibley.

Main Track No. 3 between C.A. Jct. and Hardin is located south of Eastward Main Track. 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. Movements against current of traffic must be authorized by Mo. Pac. Terminal Trainmaster. All trains must move prepared to stop short of train, obstruction or switch not properly lined, and protect as per Rule 99, when using these tracks. Speed limit ten miles per hour through Rock Creek Jct. interlocking.

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

Capacity of Sidings in 80 ft. Cars.	WESTWARD.				Fuel Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 81, February 20, 1949.	Ruling Grade Ascending.	Distance from Henrietta.	Communications.	EASTWARD.			
	Second Class.			First Class.							First Class.	Second Class.		
	71	43	75	1							4	76	72	44
	C.G.W.Ry. Freight 64.	Mixed.	C.G.W.Ry. Time Freight 62.	C.G.W.Ry. Passenger 12.							C.G.W.Ry. Passenger 15.	C.G.W.Ry. Time Freight 63.	C.G.W.Ry. Freight 65.	Mixed.
	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.				Miles.			Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.
		AM 7.00			FWY					C				PM 8.05
21		s 8.00				69.2	HENRIETTA. YL 5.1	0						s 8.05
25		s 8.30				47.7	RICHMOND. 8.5	57.4	5.1	C				s 7.53
		f				48.8	RAYVILLE. 5.7	32.7	13.6					f 7.33
6		f 9.05				39.8	VIBBARD. 5.5	52.8	19.3					f
		s 9.40				60.2	LAWSON. 10.9	58.6	24.8					f 7.06
		f				0	LATHROP. C.B. & Q. Crossing. 3.2	52.8	35.7	C				f 6.39
		s 10.20				62.3	WEXFORD. 4.9	58.1	38.9					f
15		f				61.2	PLATTSBURG. 3.1	61.1	43.8	C				f 6.17
		s 10.45				59.7	SCEARCES. 6.0	60.5	46.9					f
		s 11.10				52.8	GOWER. 8.9	60.0	52.9	C				f 5.55
						59.3	AGENCY. 3.4	0	61.8	C				f 5.35
22	PM 9.20	s 11.20	AM 6.50	PM 2.10		59.5	B. C. JCT. 3.4	60.5	65.2	C	AM 6.08	AM 12.15	AM 10.55	f 5.25
92		f 11.30				0	AJAX. 3.0	47.1	68.6					f 5.17
						0	C.R.I. & P. Crossing. 0.5	36.6	71.6					
						0	C.B. & Q. Crossing. 0.2	48.8	72.1					
						0	C.R.I. & P. Crossing. C.B. & Q. Crossing. M.K. JCT. 0.5	0	72.3					
	9.40 PM	11.45	7.15 AM	2.28	FWY	0	TERMINAL YARD. 0.3	0	72.8	C	5.52	11.45 PM	10.20 AM	5.03
		s 11.55 AM		s 2.30 PM	Y	0	ST. JOSEPH U. S. YL	0	73.1	C	5.50 AM			5.00 PM
	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.			(73.1)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.
	22.8	14.9	18.2	23.7			Average speed per hour.				26.3	15.2	18.0	23.7

SIGNAL SYSTEM ONE IN EFFECT:  
Lathrop Interlocking.  
B. C. Jct.

MANUAL BLOCK SYSTEM IN EFFECT:  
B.C. Jct. to Terminal Yard.

At B.C. Jct. authorized speed within home signal limits fifteen miles per hour. Rule 606 applicable when home signal displays "stop" indication and reason therefor is not apparent.

Automatic Signals Nos. 711 and 712 (Signal System One) govern movements between M.P. 71 plus 3549 feet and M.P. 71 plus 5065 feet, within which limits trains will run prepared to stop short of train, obstruction or switch not properly lined.

Between St. Joseph U.S. and M.K. Jct. there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Between St. Joseph U.S. and Monterey Street be governed by St. Joseph Union Depot Co. Time Table, Rules and Regulations.

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	AM 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.

# SPECIAL RULES.

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

2. STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED. (Rule 83)

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.

3. TRAINS MUST SECURE NUMBERED CLEARANCE CARDS BEFORE LEAVING ORIGINATING STATIONS, EXCEPT:

Shopton.....	Westward freight trains leaving from yard tracks, secure at Tower B.
Marceline.....	Nos. 15, 16, 17, 18, 19, 20, 21 and 22.
St. Joseph U.S.....	Eastward trains secure at Terminal Yard.

Westward first class trains will secure clearance cards at Shopton except those receiving same at Fort Madison. Copies of clearance cards or train orders received at Fort Madison will be delivered by conductor at Shopton.

4. JUNCTION SWITCHES. (Rule 98)

LOCATION	NORMAL POSITION
St. JOSEPH DISTRICT.	
B. C. Jct.	Electrically locked; handled by operator.
M. K. Jct.	Missouri Division.

5. 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. Mo. Pac. trains use marker lamps with red and green lenses.

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 and Rules in C.G.W. Time Table. C.G.W. trains use marker lamps with red and green lenses.

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.

6. 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 indication governs movement to Wabash main track, lower indication to Wabash main track or siding, middle indication 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. track.

7. ....  
8. ....  
9. ....

10. RAILROAD CROSSINGS AT GRADE.

MEDILL—C.B.& Q. Interlocking. Maximum speed forty miles per hour.

SHEFFIELD—K.C.S. Interlocking. Maximum speed twenty-five miles per hour.

LATHROP—C.B.& Q. Automatic Interlocking. 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 prepared to stop short of train, obstruction or gate not properly lined. 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.

11. MAXIMUM AUTHORIZED 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 (Between Marceline and M.P. 425).....	40	25	90	60
(Between M.P. 425 and Sheffield).....	40	25	75	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, Westward Track	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, Westward Track	40	30
Curve, M.P. 347.5 to 347.6, Eastward Track	35	35
Curve, M.P. 348.7 to 348.9, Westward Track	60	45
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, Eastward Track	80	.....
Curve, M.P. 384.3 to 384.5, Eastward Track	75	50
M.P. 388.8 to 404.2, Eastward Track (except Diesel operated 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. 416.7 to 419.1	65	55

# 8 MISSOURI DIVISION.

## 11. MAXIMUM AUTHORIZED SPEED FOR TRAINS—Continued.

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
SECOND DISTRICT—Continued.		
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, Westward Track	60	40
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. 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

## 12. SPEED REGULATIONS, PASSENGER TRAINS.

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.

## 13. MAXIMUM SPEED OF ENGINES.

CLASS OR ENGINE NUMBER	Diameter of Drivers Inches	Miles Per Hour	MILES PER HOUR	
			Light Engines Forward	All Engines Backward
Diesels 1 to 90 inclusive, and 159		100	40	40
Diesels 158, 162 to 164, and 166 to 168, inclusive	40	95	40	40
Diesels 100 to 157, 160, 161, 165, and 169 to 185, inclusive, and 200	40	65	40	40
Motors M-105 to M-189, inclusive		60	60	25
Motor 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

# SPECIAL RULES.

## 13. MAXIMUM SPEED OF ENGINES—Continued.

CLASS OR ENGINE NUMBER	Diameter of Drivers Inches	Miles Per Hour	MILES PER HOUR	
			Light Engines Forward	All Engines Backward
3800-3900 Classes	63	50	40	25
4101 Class	63	60	40	25
4193-4199, except 4197	63	50	40	25
4197	63	60	40	25
5000	69	60	40	25
5001-5011 Classes	74	60	40	25
Diesels 400-450 Classes		30	30	30
Other Diesel Yard Engines		35	35	35
All other engines		20	20	20

## 14. MOVEMENTS OVER SUBMERGED TRACK. (Rule 817)

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	..
—Friction Bearing .....	12	5	..

## 15. 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.

## 16. 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.

## 17. 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.

STATION TYPE	LOCATION	MILES PER HOUR	
		Passenger	Freight and Mixed
FIRST DISTRICT.			
Tower B.	I   Crossovers	15	15
New Boston	S   Head-out switch	25	20
Medill	I   Head-in switches and crossover	30	20
	S   Head-out switches	25	20



**SPECIAL RULES.**

**17. SPRING SWITCHES, TURNOUTS AND CROSSOVERS**  
—Continued.

STATION TYPE	LOCATION	MILES PER HOUR	
		Pass-enger	Freight and Mixed
Wyaconda	S Head-out switch	25	20
Baring	I Head-in switches and main track crossover	40	30
	I Crossover Eastward siding and Eastward main track	15	15
	S Head-out switches	25	20
La Plata	I Westward head-in switch	30	20
	I Eastward head-in switch and crossover	15	15
	S Head-out switches	25	20
Ethel	I Head-in switches and crossover	15	15
	S Head-out switches	25	20
Marceline	I Head-in switches	30	20
	S Westward head-out switch	25	20
	S Eastward head-out switch	15	15
Bosworth	I Head-in switches	30	20
	I Crossover	15	15
	S Head-out switches	25	20
Carrollton	S Eastward head-out switch	25	20
W. B. Jct.	I Crossover and Wabash connection	40	30
Hardin	I Eastward head-in switch, crossovers and connection to track No. 3	30	20
	S Eastward head-out switch	25	20
Henrietta	I Eastward head-in switch	40	30
	I Westward head-in switch	30	20
	S Eastward head-out switch	25	20
	S Westward head-out switch	15	15
C. A. Jct.	I Crossovers and Wabash connection	40	30
Atherton	I Eastward head-in switch	40	30
	S Eastward head-out switch	25	20
Eton	I Crossover and Mo. Pac. connections	30	20
Congo	I Crossover and Mo. Pac. connection	30	20

**18. 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.  
 Sheffield (A.T.&S.F. Main Track).  
 Argentine (Includes Turner).  
 St. Joseph U.S. (Includes Terminal Yard).

**19. 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.

**20. STANDARD CLOCKS.**

Shopton..... Yard and Roundhouse Offices.  
 Marceline..... Yard and Roundhouse Offices.  
 Kansas City..... Telegraph office, Union Station.  
 Argentine..... Yard and Roundhouse Offices.  
 St. Joseph..... Union Station and Terminal yard office.

**21. STANDARD THERMOMETERS.**

Shopton. La Plata. W.B. Jct. C.A. Jct.  
 Baring. Marceline. Henrietta.

**22. OVERHEAD OBSTRUCTIONS. (Rule 761)**

Mile Post	Bridge Number	Name
<b>FIRST DISTRICT.</b>		
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.
306.2	306-A	Highway Viaduct.
307.6	307-C	Highway Viaduct.
312.5	312-B	Railroad Viaduct.
332.6	332-E	Highway Viaduct.
<b>SECOND DISTRICT.</b>		
347.6	347-D	Marceline, Gracia Street Viaduct.
351.1	351-A	Highway Viaduct.
380.7	380-B	Highway Viaduct.
427.2	427-A	Highway Viaduct.
427.8	427-D	Highway Viaduct.
<b>ST. JOSEPH DISTRICT.</b>		
24.9	24-G	Railroad Viaduct.

**23. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.**

Name	Location	Capacity
<b>SECOND DISTRICT.</b>		
Missouri Portland Cement Co.....	M.P. 440.8	190 Cars

**24. 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.

**25. SPEED TABLE.**

Table of 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.	Hour	Min. Sec.	Hour	Min. Sec.	Hour
.. 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



**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	Kansas City to Emporia	Emporia and beyond	Kansas City and beyond	20	Carrollton Marceline La Plata Galesburg Chillicothe Streator Joliet		California Arizona New Mexico		
3	Verona Strong City	Beyond Newton	Chicago and beyond Emporia and beyond	21				Joliet Streator Chillicothe Galesburg	Scheduled stops in California
5	In Illinois Toluca Osage City	Kansas City and beyond Wichita and beyond	Beyond Chicago Chicago	22					
6	Newton to Kansas City		Wichita and beyond	23	Chicago to Wellington Carrollton	Belen and beyond	Chicago		
	East of Kansas City		Beyond Kansas City	24				Wellington to Chicago Carrollton	Chicago
	Toluca	Chicago and beyond		Chicago and beyond					
	Ransom Kinsman Verona Mazon	Beyond Chicago							
8	Ottawa Jct.		Beyond Emporia	47	Colony		Kansas City and beyond		
15	La Plata Marceline	Tulsa, Wichita and beyond	Chicago	48	Olathe		Beyond Chanute		
16	Marceline La Plata		Wichita and beyond	123	Lebo	Newton and beyond	Kansas City and beyond		
17	Galesburg	Scheduled stops in California		124	Lebo	Kansas City and beyond	Newton and beyond		
18	Galesburg		Scheduled stops in California	211	Collinsville		Kansas City and beyond		
19	Joliet Streator Chillicothe Galesburg La Plata Marceline Emporia	New Mexico Arizona California		212	Collinsville	Kansas City 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.)

