

# The Atchison, Topeka & Santa Fe Railway Co.



EASTERN LINES  
EASTERN DISTRICT



## MISSOURI DIVISION



### EMPLOYEES' TIME TABLE No. 66

# 66

IN EFFECT

Sunday,

April 17, 1938

AT 12:01 O'CLOCK A. M.

Central Standard Time

# 66

Superseding Time Table No. 65, dated February 20, 1938, and any Supplements thereto.

This Time Table is for the Government and Information of Employees of this Company only.

F. A. LEHMAN,  
General Manager,  
Topeka, Kansas.

D. S. FARLEY,  
Asst. General Manager,  
Topeka, Kansas.

C. L. MASON,  
Superintendent,  
Marceline, Missouri.

O. W. PAGE,  
Supt. Kansas City Division,  
Argentine, Kansas.

MISSOURI DIVISION—FIRST DISTRICT.

WESTWARD.

Capacity of other tracks in 44 ft. cars.		Capacity of Sidings in 44 ft. cars.		First Class.														Fuel, Water Turn Tables and Weigh.	TIME TABLE No. 66, April 17, 1938.		Selling Grade Ascending.	Distance From Chicago.
				43	55	33	57	37	17	21	25	19	9	11	23	3	7					
		Arizona-California Fast Freight.	Way Freight.	California, Texas, Okla. Fast Freight.	Way Freight.	New Mexico, Colo., Kansas, Fast Freight.	The Super Chief.	El Capitan.	Motor.	The Chief.	The Navajo.	The Kansas Cityan	The Grand Canyon	California Limited.	Fast Mail-Express.	The Scout.	The Ranger.					
		Leave Daily.	Leave Mon. Wed. Fri.	Leave Daily.	Leave Mon. Wed. Fri.	Leave Daily.	Leave Tuesday and Saturday.	Leave Tuesday and Saturday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.					
Yard	East	West	PM 7.10	PM 2.45	AM 6.55	AM 4.00	PM 10.47	PM 9.12	PM 4.45	PM 4.39	PM 3.42	PM 1.10	AM 7.05	AM 3.34	AM 3.31	AM 2.07	AM 1.37					
Yard			7.30 9.00	2.55 PM	7.00 8.00	AM 8.10	4.15 5.15	10.57	9.22	4.50 PM	\$ 4.49	\$ 3.52	1.20	\$ 7.15	\$ 3.44	\$ 3.41	\$ 2.17	\$ 1.47				
13																						
11	53	65					8.30															
30	40						8.40	11.11	9.36			5.07	4.12	1.34	f 7.42	4.03	3.57	2.36	2.07			
29	61						8.50															
33		56					8.59					4.24		f 7.57								
22	125	153					9.40	11.28	9.50			5.26	4.35	1.50	\$ 8.10	4.25	4.15	2.57	f 2.30	Y		
102	61	141					10.25						4.47		\$ 8.25					W		
70		89					10.50	11.41	10.03			5.43	4.54	2.04	\$ 8.34	4.45	4.32	3.15	2.49			
46	89						11.15						5.00		\$ 8.43							
18																						
127	209	134					11.55	11.54	10.15			6.00	5.10	2.18	\$ 8.57	5.03	4.47	3.31	3.05	W F		
13																						
91	91	63					PM 12.40					5.22		\$ 9.12		4.59						
27	85	61					1.10					5.30		f 9.22	5.24	5.07	3.50	3.26				
76	125	134					1.45	AM 12.14	10.34			6.28	\$ 5.39	f 2.40	\$ 9.33	5.33	\$ 5.15	\$ 3.59	\$ 3.35	W		
44	62						2.05															
37	56	56					2.30					5.55		\$ 9.50								
58	113	94					2.55	12.30	10.50			6.48	6.04	2.57	\$10.02	5.57	5.34	4.23	3.58	W		
15	60	54					3.15							f10.12								
82	86	61					3.40					7.03	6.21		\$10.21	6.12	5.48	4.41	4.12			
Yard			1.00 AM		1.30 PM	4.00 PM	9.45 AM	12.47 AM	11.07 PM			7.10 PM	6.30 PM	3.15 PM	10.30 AM	6.20 AM	5.55 AM	4.50 AM	4.20 AM	W F T Y		
			Arrive Daily.	Arrive Mon. Wed. Fri.	Arrive Daily.	Arrive Mon. Wed. Fri.	Arrive Daily.	Arrive Wednesday and Sunday.	Arrive Tuesday and Saturday.	Arrive Daily. Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			
							(57.2)	(59.7)	(20.4)	(45.4)	(40.8)	(54.9)	(33.5)	(41.3)	(47.7)	(42.1)	(42.1)	Average speed per hour.				

STATIONS.	Miles.
FORT MADISON.	0
1.7	
SHOPTON.	40.3
6.8	
BRICKER.	42.2
2.0	
NEW BOSTON.	42.2
4.6	
ARGYLE.	42.2
4.0	
STATE LINE.	0
0.3	
DUMAS.	42.2
3.7	
REVERE.	42.2
7.1	
C. B. & Q. Crossing.	42.2
MEDILL.	42.2
9.2	
WYACONDA.	17.5
5.3	
GORIN.	42.2
5.0	
RUTLEDGE.	15.8
3.3	
FABIUS.	42.2
4.8	
BARING.	39.3
5.5	
KENWOOD.	15.8
3.9	
HURDLAND.	42.2
6.3	
GIBBS.	42.2
6.3	
LA PLATA.	27.3
5.5	
CARDY.	0
4.7	
ELMER.	42.2
6.8	
ETHEL.	42.2
6.6	
HART.	42.2
5.2	
BUCKLIN.	31.0
5.8	
MARCHELINE.	347.3

NOS. 33, 37, 43, 55 AND 57 HAVE NO TIME TABLE AUTHORITY.

Unless otherwise directed, first-class trains must clear the schedule time of Nos. 11, 17 and 21 not less than five minutes, and all other trains and engines must clear the schedule time of these trains not less than ten minutes.

MISSOURI DIVISION—FIRST DISTRICT. EASTWARD.

Eating Grade Ascending.	TIME TABLE No. 66, April 17, 1938.	Telegraph and Telephone Offices.	First Class.										34	32	56	58	44	42	40	36	
			4	22	6	26	20	18	10	12	8	2									24
			California Limited.	El Capitan.	The Ranger.	Motor.	The Chief.	The Super Chief.	The Navajo.	The Chicagoan.	Fast Mail-Express.	The Scout.	The Grand Canyon.	So. Calif.-Chicago Fast Freight.	Chicago Fast Freight.	Way Freight.	Way Freight.	Perishable Express	Colo.-Chicago Fast Freight.	Texas Chicago Fast Freight	Meat Express.
STATIONS.			Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Tues. Thurs. Sat.	Arrive Tues. Thurs. Sat.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
0	FORT MADISON. 1.7	C	AM 3.35	AM 3.18	AM 4.00	AM 5.00	AM 8.33	AM 9.48	PM 2.59	PM 5.37	AM 1.00	AM 2.03	AM 2.18	PM 12.50	PM 3.20	AM 7.05		PM 3.50	PM 7.25	PM 6.30	AM 3.05
15.4	SHOPTON. 6.8	C	3.30	3.15	3.55	4.55 AM	8.28	9.45	2.54	5.34	12.55	1.58	2.13	12.30 PM 11.30	3.00 PM 1.00 PM	7.00 AM		3.30 PM 3.00 PM	7.15	6.15	2.50 AM 1.15 AM
0	BRICKER. 2.0																				
36.9	NEW BOSTON. 4.6	B	3.15	2.59	3.38		8.13	9.29	2.35	5.18	12.37	1.40	1.55				3.25				
42.2	ARGYLE. 4.0	C							2.27		12.30						3.05				
0	STATE LINE. 0.3																				
0	DUMAS. 3.7	B															2.40				
42.2	REVERE. 7.1	C							2.14		12.18						2.25				
42.2	G. B. & Q. Crossing. MEDILL. 9.2	C	2.50	2.39	3.12		7.47	9.09	2.03	5.00	12.08 AM	1.13	1.27				1.50				
42.2	WYACONDA. 5.3	C							1.48		11.54						1.10				
41.7	GORIN. 5.0	C	2.32	2.26	2.53		7.30	8.56	1.40	4.47	11.47	12.53	1.08				12.30				
42.2	RUTLEDGE. 3.3	C							1.32		11.38						12.05 PM				
7.8	FABIUS. 4.8																				
32.4	BARING. 5.5	C	2.15 <sup>22</sup> 2.00	2.13 <sup>4</sup>	2.36		7.15	8.43	1.18	4.35	11.27	12.35	12.50				11.30				
0	KENWOOD. 3.9	B																			
42.2	HURDLAND. 6.3	C	1.47	2.03	2.23				1.03		11.13	12.22	12.37				10.50				
23.1	GIBBS. 6.3	C							12.53		11.04						10.25				
25.4	LA PLATA. 5.5	C	1.29	1.52	2.07		6.50	8.22	12.43	4.15	10.54	12.05 AM	12.20 AM				10.00				
42.2	CARDY. 4.7	B							12.33								9.30				
0	ELMER. 6.8	C							12.25		10.38						9.15				
42.2	ETHEL. 6.6	C	1.05	1.35	1.43		6.31	8.05	12.14	3.57	10.27	11.42	11.57				8.55				
42.2	HART. 5.2	B							12.03 PM		10.17						8.25				
42.2	BUCKLIN. 5.8	C			1.28				11.55		10.10						8.05				
	MARCELINE. (114.4)	C	12.40 AM	1.17 AM	1.20 <sup>22</sup> AM		6.10 AM	7.47 AM	11.45 AM	3.40 PM	10.00 PM	11.15 PM	11.30 PM	6.15 AM	7.00 AM		7.40 AM	11.45 AM	2.00 PM	2.30 PM	9.25 PM
Average speed per hour.....			(47.9)	(56.8)	(42.9)	(20.4)	(48.0)	(56.8)	(35.4)	(58.7)	(38.1)	(40.9)	(40.9)								

NOS. 32, 34, 36, 40, 42, 44, 56 AND 58 HAVE NO TIME TABLE AUTHORITY.

Unless otherwise directed, first-class trains must clear the schedule time of Nos. 12, 18 and 22 not less than five minutes, and all other trains and engines must clear the schedule time of these trains not less than ten minutes.

MISSOURI DIVISION—SECOND DISTRICT.

WESTWARD.

Capacity of Other Tracks in 44 ft. Cars.	Capacity of Sidings in 44 ft. Cars.		First Class.														Fuel, Water, Tuna Tables and Wyes.	TIME TABLE No. 66, April 17, 1938.	Ruling Grade Ascending.	Distance from Chicago.	
	East	West	33	37	59	43	21	19	9	11	23	3	7	1	5	17					
			California, Texas, Okla. Fast Freight.	New Mexico, Colo., Kansas Fast Freight.	Way Freight.	Arizona-California Fast Freight.	El Capitan.	The Chief.	The Navajo.	The Kansas Cityan	The Grand Canyon	California Limited.	Fast Mail-Express.	The Scout.	The Ranger.	The Super Chief.					
Yard			Leave Daily.	Leave Daily.	Lv. Tuesday Thursday and Saturday.	Leave Daily.	Leave Tuesday and Saturday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Sunday and Wednesday.	W F Y	MARCELINE.		347.3	
37	88	89	PM 1.45	AM 10.15	AM 8.30	AM 1.15	PM 11.07	PM 7.15	PM 6.35	PM 3.15	AM 10.35	AM 6.25	AM 6.00	AM 4.55	AM 4.25	AM 12.47		— 7.3 —	0	354.6	
48	83	93			9.00				6.45		f 10.47		6.08					ROTHVILLE.	13.7	360.7	
89					9.30				6.52		s 10.57	6.43	6.16	5.12	4.44			— 6.1 —	0	364.7	
54	106	64			10.00						f 11.10		6.24				W	WHITHAM.	12.7	368.1	
59	184	133			10.30		11.28	7.47	7.06	3.38	s 11.20	7.02	6.32	5.29	5.04	1.08		— 8.4 —	26.4	374.3	
34	90				11.00						f 11.32		6.42					DEAN LAKE.	26.4	374.3	
89	90	89			11.30				s 7.20		s 11.40		6.47	s 5.43	s 5.23			— 6.2 —	0	382.1	
					3.05	11.45	11.35	3.10	11.39	8.03	7.24	3.51	11.44	7.22	6.50	5.47	5.27	1.19	BOSWORTH.	0	386.4
		51																— 2.3 —	0	388.7	
41		91			PM 12.05						s 11.57	7.33	6.59	5.57	5.38			4.3	3.3	393.0	
12	87								7.35		s 11.57	7.33	6.59	5.57	5.38			PALEMON.	3.7	398.0	
40	89				12.45		11.51	8.22	7.46	4.05	PM 12.10	7.45	7.09	6.07	5.51	1.31		— 3.6 —	0.0	398.6	
Yard	269	309			3.50	PM 12.30	1.15	4.00		s 7.55	s 12.20	7.52	7.16	s 6.15	s 6.00		W F Y	NORBORNE.	4.2	400.9	
6					1.45						f			f 6.09				— 4.8 —	4.8	405.4	
		54			4.10	12.45	1.50	4.20	AM 12.01	8.36	8.05	4.16	12.31	8.02	7.24	6.24	6.12	1.41	— 4.5 —	14.2	405.4
75	90	90			2.05						12.36				f 6.17		W	HARDIN.	18.2	411.3	
26	90	89			2.30							8.15	7.35	6.35	f 6.27			— 5.9 —	8.4	416.9	
36	109	88			3.00						12.54		7.43		f 6.38			— 4.8 —	14.2	418.2	
	67				3.10		12.19	9.00	8.33	4.35	12.58	8.28	7.46	6.48	6.42	1.59		— 5.6 —	18.2	421.7	
68		89			3.20										f		W	— 4.8 —	26.4	426.7	
Yard					3.40										f			FLOYD.	6.7	426.7	
9	70														f			— 7.3 —	6.7	434.0	
															f			ATHERTON.	9.7	434.0	
															f			— 2.5 —	9.4	436.5	
															f			ETON.	9.4	436.5	
															f			— 2.9 —	9.4	439.4	
															f		W	COURTNEY.	0	440.8	
															f			— 1.4 —	0	440.8	
															f			CEMENT CITY.	0	442.6	
															f			— 1.8 —	4.9	442.6	
															f			SUGAR CREEK.	25.7	444.3	
															f			— 1.6 —	0	444.3	
															f			CONGO.	0	445.9	
															f			— 1.7 —	0	445.9	
															f			K. C. S. Crossing.	0	446.0	
															f			— 0.1 —	14.8	446.0	
															f			BIG BLUE JCT.	43.9	446.0	
															f			— 0.3 —	43.9	446.3	
															f			SHEFFIELD.	0	446.3	
															f			— 4.8 —	0	451.1	
															f			KANSAS CITY.	0	451.1	
															f			Union Station.	0	452.4	
Yard															f		Y	— 1.3 —	18.8	452.4	
Yard															f			STATE LINE.	18.8	452.5	
															f			— 0.1 —	0	452.5	
															f			A. T. & S. F. JCT.	0	452.5	
															f			— 2.8 —	0	455.8	
															f			KANSAS CITY, KS. (Argentine Sta.)	0	455.8	
															f			(108.0)			

(65.6) (46.1) (41.5) (59.3) (35.6) (40.2) (46.1) (42.9) (36.6) (65.6) ..... Average speed per hour. ....

MISSOURI DIVISION—SECOND DISTRICT. EASTWARD.

Rating Grade Ascending.	TIME TABLE No. 66, April 17, 1938.	Telegraph and Telephone Offices.	First Class.																
			20	18	10	12	8	2	24	4	6	22	34	32	60	44	42	40	36
			The Chief.	The Super Chief.	The Navajo.	The Chicagoan.	Fast Mail Express.	The Scout.	The Grand Canyon	California Limited.	The Ranger.	El Capitan.	So. Calif.-Chicago Fast Freight.	Chicago Fast Freight.	Way Freight.	Perishable Express.	Colorado-Chicago Fast Freight.	Texas Chicago Fast Freight.	Meat Express.
	STATIONS.		Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Ar. Monday Wednesday and Friday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
42.2	MARCELINE. 7.3	C	AM 6.05	AM 7.47	AM 11.40	PM 3.40	PM 9.55	PM 11.10	PM 11.25	AM 12.35	AM 1.05 <sup>22</sup>	AM 1.17 <sup>6</sup>	AM 5.45	AM 6.00	PM 3.15	AM 11.30	PM 1.45	PM 2.15	PM 9.00
8.9	ROTHVILLE. 6.1	C			f 11.28		f 9.44	11.00	11.15					2.40					
14.2	MENDON. 4.0	C	5.50	7.35	f 11.18	3.28	f 9.35			12.18	12.48	1.05		2.15					
18.8	WHITHAM. 3.4																		
0	DEAN LAKE. 6.2	B			f 11.07		f 9.23							1.40					
26.4	BOSWORTH. 7.8	C	5.37	7.25	f 10.58	3.18	s 9.13	10.34	10.51	12.02 AM	12.35	12.55		1.15					
26.4	STANDISH. 4.3	C			f 10.47		f 9.02							12.35					
0	CARROLLTON. 2.3	C			s 10.40		s 8.55							12.15 PM					
0	CARROLLTON JCT. 4.3	C	5.22	7.11	10.36	3.04	8.50	10.17	10.32	11.45	12.20	12.41	4.15	4.00	11.55	10.20	12.20	1.15	8.00
0	PALEMON. 3.6	B																	
6.3	NORBORNE. 4.3	C			f 10.23		s 8.38	10.06	10.22	11.36	12.09 AM			11.30					
0	NIMROD. 4.5	B																	
0	HARDIN. 5.9	C	5.02	6.57	f 10.10	2.50	s 8.25	9.55	10.11	11.26	11.59	12.27		10.50					
6.6	HENRIETTA. 5.6	C			s 10.00		s 8.15	9.47	10.03					10.25					7.30
0	CAMDEN. 1.3	C			f		s 8.04							10.00					
26.4	CAMDEN JCT. 3.5	C	4.47	6.47	9.48	2.40	8.02	9.38	9.55	11.13	11.48	12.17 AM	2.45	2.30	9.45	9.35	11.20	12.30	6.30
0	FLOYD. 5.0	C			f 9.40		f 7.56							9.35					
26.4	SIBLEY. 7.3	B			f 9.30		f 7.48	9.27	9.41					9.15					
0	ATHERTON. 2.5	C			f 9.18		f 7.37							8.40					
7.0	ETON. 2.9	C	4.27	6.30	9.14	2.23		9.13	9.28	10.52	11.27	11.59							
0	COURTNEY. 1.4	C			f		f							8.15					
0	CEMENT CITY. 1.8	B																	
0	SUGAR CREEK. 1.6	C			f		f 7.23							8.00					
42.2	CONGO. 1.7	C																	
0	E. G. S. Crossing. 0.1																		
0	BIG BLUE JCT. 0.3	C	4.15	6.18	9.00	2.11	7.17	9.00	9.15	10.40	11.15	11.48		7.45					
48.5	SHEFFIELD. 4.8						s 7.15												
47.8	KANSAS CITY. Union Station 1.3	C	4.00 AM	6.07 AM	8.45 AM	2.00 PM	7.00 PM	8.45 PM	9.00 PM	10.25 PM	11.00 PM	11.37 PM							
24.2	STATE LINE. 0.1 A. T. & S. F. JCT. 2.8 KANSAS CITY, KS. (Argentine Sta.) (108.0)																		
			Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Saturday and Wednesday.	Leave Daily.	Leave Daily.	Lv. Monday Wednesday and Friday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.

Unless otherwise directed, first-class trains must clear the schedule time of Nos. 11, 12, 17, 18, 21 and 22 not less than five minutes, and all other trains and engines must clear the schedule time of these trains not less than ten minutes.

Missouri Division trains have no time table superiority between Carrollton Jct. and Camden Jct. and west of Big Blue Jct. All trains and engines will be governed by A. T. & S. F. Ry. Co. and Wabash Ry. Co. Joint Time Table, Rules and Regulations between Carrollton Jct. and Camden Jct.; by Kansas City Terminal Ry. Co. Rules and Regulations between Big Blue Jct. and A. T. & S. F. Jct.

Average speed per hour..... (49.8) (62.3) (35.6) (62.3) (35.6) (42.9) (42.9) (47.9) (49.8) (62.3)

NOS. 32, 34, 36, 40, 42, 44 AND 60 HAVE NO TIME TABLE AUTHORITY.

MISSOURI DIVISION— ST. JOSEPH DISTRICT.

WESTWARD.

Capacity of Other Tracks in 44 ft. Cars.	Capacity of Sidings in 44 ft. Cars.	Second Class.				First Class.				Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 66, April 17, 1938.	Rolling Grade Ascending.	Distance from Henrietta.			
		71	73	29	75	1	57	45	5							
		C. G. W. Ry. Freight 66. Leave Daily.	C. G. W. Ry. Time Freight 64. Leave Daily.	Eastern Division Stock 30. Leave Daily Ex. Sunday.	C. G. W. Ry. Time Freight 62. Leave Daily.	C. G. W. Ry. Passenger 12. Leave Daily.	Eastern Division Pgr. 58. Leave Daily.	Mixed. Leave Daily Ex. Sunday.	C. G. W. Ry. Passenger 16. Leave Daily.							
Yard											AM 7.30	W F Y	HENRIETTA.			
42	25										\$ 8.05		5.1	69.2	5.1	
	26										f 8.30	W	RICHMOND.	4.8	47.7	
	28										\$ 8.50		SWANWICK.	3.7	61.6	
	35										\$ 9.15		RAYVILLE.	5.7	48.8	
19	22										\$ 9.45		VIBBARD.	5.5	39.8	
	19										\$10.15		LAWSON.	6.1	51.2	
12	32										\$10.40		CONVERSE.	4.8	60.2	
17											f10.55		LATHROP.	3.2	0	
14	19										\$11.20	W	WEXFORD.	4.9	62.3	
													PLATTSBURG.	0.1	0	
													Q. C. & E. C. Crossing.	0.1	0	
													C. R. I. & P. Crossing.	2.9	61.2	
18											f11.35		SCEARCES.	6.0	59.7	
27	17										PM 12.10		GOWER.	4.7	52.8	
6	25										\$12.30		FRAZIER.	4.2	52.3	
14	25										\$12.50		AGENCY.	3.4	59.3	
	27		PM 9.20	PM 5.25		AM 6.50				PM 6.39	\$ 1.05	AM 1.01	BEE CREEK JCT.	2.1	59.5	
8											f 1.15		MATNEY.	1.3	0	
	108										f 1.20		AJAX.	3.0	0	
													C. R. I. & P. Crossing.	0.5	0	
													C. B. & Q. Crossing.	0.2	0	
													C. R. I. & P. Crossing.	0.2	0	
													C. B. & Q. Crossing.	0.5	0	
Yard			9.40 PM	5.45 <sup>30</sup> PM	7.30 AM	7.15 AM				6.52	6.05	1.35	1.17 <sup>76</sup>	W F T	72.3	
													Terminal Jct.	0.5	0	
											6.55 PM	6.10 PM	1.50 PM	1.20 AM	Y	73.1
			Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.				Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.		(73.1)	
			(23.7)	(23.7)	(6.0)	(18.9)				(29.6)	(4.8)	(12.9)	(24.9)	..... Average speed per hour.		

First class trains have no time table superiority between Terminal Jct. and St. Joseph, U. S.

MISSOURI DIVISION— ST. JOSEPH DISTRICT.

EASTWARD.

Rolling Grade Ascending.	TIME TABLE No. 66, April 17, 1938.	Telegraph and Telephone Offices.	First Class.				Second Class.						
			4	58	2	46	76	72	30	74			
			C. G. W. Ry. Passenger 15.	Eastern Division Frgs. 57.	C. G. W. Ry. Passenger 11.	Mixed.	C. G. W. Ry. Time Freight 63.	C. G. W. Ry. Freight 65.	East. Div. Through Freight 29.	C. G. W. Ry. Time Freight 61.			
STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.					Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	
	<b>HENRIETTA.</b>	C											
0	5.1												
	<b>RICHMOND.</b>	C											
57.4	4.8												
	<b>SWANWICK.</b>												
0	3.7												
	<b>RAYVILLE.</b>	C											
32.7	5.7												
	<b>VIBBARD.</b>	B											
52.8	6.5												
	<b>LAWSON.</b>	C											
52.8	6.1												
	<b>CONVERSE.</b>	B											
58.6	4.8												
	<b>LATHROP.</b>	C											
52.8	C. B. & Q. Crossing. 3.2												
	<b>WEXFORD.</b>												
58.1	4.9												
	<b>PLATTSBURG.</b>	C											
0	0.1												
	Q. C. & K. C. Crossing. 0.1												
	C. R. I. & P. Crossing. 2.9												
61.1													
	<b>SCARCES.</b>												
60.5	6.0												
	<b>GOWER.</b>	C											
60.0	4.7												
	<b>FRAZIER.</b>												
62.8	4.2												
	<b>AGENCY.</b>	C											
0	3.4												
	<b>BEE CREEK JCT.</b>	C	AM 6.03		PM 12.08 PM					AM 1.50	AM 10.55		PM 9.00
60.5	2.1												
	<b>MATNEY.</b>												
56.7	1.3												
	<b>AJAX.</b>												
47.1	3.0												
	C. R. I. & P. Crossing. 0.5												
38.6													
	C. B. & Q. Crossing. 0.2												
48.8													
	C. R. I. & P. Crossing. C. B. & Q. Crossing. Terminal Jct. 0.5												
0													
	<b>TERMINAL YARD.</b>	C	5.47	7.40	11.52	4.28				1.20 <sup>5</sup> AM	10.20 AM	5.48 <sup>73</sup> PM	8.15 PM
0	0.3												
	<b>ST. JOSEPH U. S.</b>	C	5.45 AM	7.35 AM	11.50 AM	4.25 PM							
	(73.1)												
			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.				Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.
	Average speed per hour		(26.5)	(6.0)	(26.5)	(23.7)				(15.8)	(13.5)	(15.0)	(10.5)

First class trains have no time table superiority between Terminal Jct. and St. Joseph, U. S.

# 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.

Rule No. 10 (f) and Rule No. 701, of the Rules and Regulations, Operating Department, Revised 1927, are hereby amended by substituting red for purple as color indication for dwarf signal.

Rules Nos. 5, 15, 86, 95, 97, 221, 360, 384, 711 and 872 of the Rules and Regulations, Operating Department, Revised 1927, are hereby cancelled and superseded by the following:

Rule No. 5. 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 the leaving times. Unless otherwise indicated, the time applies to the switch where an inferior train enters the siding. Where there is no siding, it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signal, it applies to the place where traffic is received or discharged.

Schedule meeting or passing stations are indicated by figures in full-faced type.

The numbers of trains to meet or pass may be shown by small figures in close proximity.

Both the arriving and the leaving time of a train are in full-faced type when both are meeting or passing times, or when one or more trains are to meet or pass it between those times.

When trains are to be met or passed at a siding extending between two adjoining stations, the time at each end of the siding will be shown in full-faced type.

Rule No. 15. The explosion of two torpedoes is a signal to proceed at restricted speed, to be acknowledged as prescribed by Rule 14 (g). The explosion of one torpedo will indicate the same as two, but the use of two is required. Restricted speed must be observed for a distance of one mile from point of explosion.

Rule No. 86. Unless otherwise provided, an inferior train must clear the time of a superior train in the same direction not less than five minutes, but must be clear at the time a first class train in the same direction is due to leave the next station in the rear, where time is shown.

Where automatic block signals are continuous between stations inferior trains in the same direction will only be required to clear superior train sufficiently to give clear signal indication in the rear.

Rule No. 95. Two or more sections may be run on the same schedule. Each section has equal time-table authority.

A train must not display signals for a following section, except as prescribed by Rule 85, without orders from the superintendent.

On double track, the dispatcher may authorize sections of a schedule at initial stations by Clearance Card, Form 902.

Rule No. 97. Extra trains must not be run without train orders.

On double track the dispatcher may authorize the running of extra trains, except work extras, by Clearance Card, Form 902.

Rule No. 221. Where a fixed signal is used at a train order office it must indicate "stop" when there is an operator on duty, except when changed to "proceed" to allow train to pass when there are no train orders for any train in that direction.

When the train order signal cannot be changed to indicate "proceed" for a train because of orders for other trains in the same direction, a clearance card must be issued to the train for which there are no orders.

Except as provided in Rule 758, a train must not pass a train order signal in stop position without first receiving Clearance Card, Form 902.

Train order signals must be fastened at "proceed" only when no operator is on duty. When so fastened at night the light must be extinguished.

Operators must have flagman's signals ready for immediate use.

Rule No. 360. Shortly before reaching a station at which a train is to stop to discharge passengers, the conductor or trainmen will pass through each passenger car, except sleeping cars, and announce twice distinctly the name of the station they are approaching, cautioning passengers to not forget their parcels, packages or baggage, and, when approaching meal stations, they will also announce the length of time train will stop for meals; if at a Harvey House, they will so state. Before departure of trains they must exercise care to prevent leaving passengers. At junction points they will announce the name of the junction and also which car if any is to be cut out, arranging for relocating passengers in cars which will remain in the train.

Station announcements will be omitted between the hours of 10:00 P.M. and 6:00 A.M., when in the judgment of 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. They must not take loaded cars without the waybill 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.

Foreign cars must be accompanied by return slip bill (Form 1850).

When a foreign car is left at a non-agency station the return slip bill must be left at the next agency station.

Rule No. 711. 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. When the engine has been coupled on and gauge shows a sufficient pressure in the brake pipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also the number of brakes cut out or inoperative.

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.

## FLAGGING THROUGH 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 crossings 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.

## TRAIN ORDERS AND CLEARANCE CARDS FOR REAR BRAKEMEN.

An additional copy of all train orders and clearance cards shall be furnished to conductors for prompt delivery to rear brakemen.

## 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, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

## LOCATION OF STANDARD CLOCKS.

Fort Madison.....Telegraph Office.  
Shopton.....Yard Office and Enginemen's Wash-room.  
Marceline.....Dispatcher's Office and Enginemen's Wash-room.  
Henrietta.....Telegraph Office.  
Kansas City.....Union Station.  
Argentine.....Yard Office and Enginemen's Wash-room.  
Terminal Yard.....Yard Office.  
St. Joseph.....Union Station.

## LOCATION OF BULLETIN BOOKS.

Fort Madison.....Telegraph Office.  
Shopton.....Yard and Roundhouse Offices.  
Marceline.....Yard and Roundhouse Offices.  
Henrietta.....Telegraph Office and Roundhouse Offices.  
Kansas City.....{ Telegraph Office, Union Station.  
                                  { Brakemen's Locker Room, Union Station.  
Argentine.....Yard and Roundhouse Offices.  
St. Joseph.....Yard and Roundhouse Offices.

## LOCATION OF YARD LIMITS (See Rules 93 and D-153).

Shopton (includes Fort Madison). Richmond.  
Marceline. St. Joseph.  
Cement City (includes Sugar Creek). Kansas City.  
Henrietta (St. Joseph District only).  
Argentine (includes yard limit boards west of Turner Station).

## LOCATION OF STANDARD THERMOMETERS.

Shopton. Marceline.  
Wyaconda. Carrollton Jct.  
Baring. Henrietta.  
La Plata. Camden Jct.

## TRAINS MUST REGISTER AS FOLLOWS:

Conductors of other than first class trains at Shopton and Marceline.

By Form 903 as follows:

All trains at Bee Creek Jct.

First class trains at Terminal Yard.

All C. G. W. trains at Terminal Yard.

Eastward passenger trains at Congo.

Westward first class trains at Shopton.

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



**TRAINS MUST GET CLEARANCE CARD AS FOLLOWS:**

First class trains except Nos. 17, 19, 21 and 25 at Fort Madison. (Nos. 17, 19 and 21 must secure clearance card at Shopton.)  
 Westward freight trains at Tower B, west end Shopton Yard.  
 Eastward trains at Shopton.  
 All trains, except Nos. 11, 12, 17, 18, 21 and 22 at Marceline.  
 Westward trains St. Joseph District at Henrietta.  
 Eastward trains St. Joseph District at Terminal Yard and Bee Creek Jct.

**DOUBLE TRACK BETWEEN:**

**First District.**

Fort Madison and Marceline.

**Second District.**

Marceline and Congo, except gauntlet track over Missouri River Bridge east of Sibley.

**CURRENT OF TRAFFIC.**

On double track trains will run as prescribed by Rule D-152.

The movement of trains will be supervised by the 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.

**AUTOMATIC BLOCK BETWEEN:**

**First District.**

Fort Madison and Marceline.

**Second District.**

Marceline and Congo.

**MANUAL BLOCK BETWEEN:**

Bee Creek Jct. and Terminal Yard.

**TRAIN ORDER SIGNALS.**

At interlocking stations on double track where there is no train order signal, the home interlocking signal is used as train order signal. Be governed by Rule 788 (A).

**DOUBLE 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 the inferior route, except as follows:

Congo, westward, top arm governs movements to A. T. & S. F. track, lower arm governs movements to Mo. Pac. westward main track.

Eton, eastward, top arm governs movements to A. T. & S. F. track, lower arm governs movements to Mo. Pac.

Between Big Blue Jct. and Congo trains will be governed by the indication of the interlocking signal at Big Blue Jct. and by the block signal at Congo.

**SWITCH LIGHTS.**

No switch lights on St. Joseph District between Henrietta and Bee Creek Jct.

**JOINT TRACK FACILITIES.**

St. Joseph—A. T. & S. F. trains will use tracks of the St. Joseph Union Depot Co. and will be governed by St. Joseph Union Depot Co. Time Table, Rules and Regulations.

St. Joseph—C. G. W. trains use A. T. & S. F. tracks between Terminal Yard and Bee Creek Jct. and will be governed by A. T. & S. F. Time Table, Rules and Regulations.

Congo-Eton—Mo. Pac. trains use A. T. & S. F. tracks between Congo and Eton and will be governed by A. T. & S. F. Time Table, Rules and Regulations.

Congo-Rock Creek—A. T. & S. F. trains use tracks of the Mo. Pac. between Congo and Rock Creek and will be governed by signal indications.

Rock Creek-Big Blue Jct. and Big Blue Jct.-A. T. & S. F. Jct.—A. T. & S. F. trains use tracks of Kansas City Terminal Ry. Co. between Rock Creek and Big Blue Jct. and between Big Blue Jct. and A. T. & S. F. Jct.

Normal position of junction switch at Bee Creek Jct. is for A. T. & S. F. main track. Switch will be handled by operator, but trains must stop before passing over switch.

Normal position of switch at Terminal Jct. for Missouri Division trains.

Between Terminal Jct. and St. Joseph U. S., all trains will run at restricted speed expecting to find track occupied by other engines and trains and be prepared to stop when necessary.

**INTERLOCKED SWITCHES.**

Switches are interlocked by remote control and handled by operator at following locations:

Baring—West switch of eastward siding.

Marceline—Head in switches to yard east and west ends.

Henrietta—West switch of eastward siding and east switches of westward sidings.

Telephone connected with office of communication is located at each of these switches.

**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 bridges or viaducts (See Rule 310):

Mile Post	Bridge Number	Name
<b>First District.</b>		
256.5	256-C	Highway crossing.
270.9	270-E	Highway crossing.
309.4	309-B	Highway crossing.
312.5	312-B	Wabash crossing.
332.6	332-E	Highway crossing.
<b>Second District.</b>		
377.9	377-G	Highway crossing.
<b>St. Joseph District.</b>		
24.9	24-G	C. M. St. P. & P. crossing.

Many of the overhead structures on the Kansas City Terminal Ry. Co. tracks west of Big Blue Jct. will not clear a man standing on the top of a car. Tell tales are used as warning but are likely to be out of order and trainmen should keep close watch for their own protection while on Kansas City Terminal Ry. Co. tracks.

**RAILROAD CROSSINGS AT GRADE.**

Medill—C. B. & Q. Standard Interlocking Plant. Speed restricted to forty (40) miles per hour.

Big Blue Jct.—K. C. S. Standard Interlocking Plant. Speed restricted to twenty (20) miles per hour.

Lathrop—C. B. & Q. Automatic Interlocking Plant. No distant signals. Speed restricted to twenty-five (25) miles per hour.

Plattsburg—Q. O. & K. C. 0.1 mile west of station. Stop. One of the crew must precede train to crossing and train must not cross until engineman receives signal that it is safe to proceed.

Plattsburg—C. R. I. & P. 0.2 mile west of station is protected by gate set normally across C. R. I. & P. track. Position of gate at night indicated by light; red for stop and yellow for proceed. If crossing clear and gate set across C. R. I. & P. track, A. T. & S. F. trains may cross without stopping. Speed of trains must not exceed ten (10) miles per hour for distance of 500 feet before reaching crossing.

Terminal Yard—C. R. I. & P. 1.2 miles east of station is protected by gate set normally across C. R. I. & P. track.

Trains approach crossing at restricted speed, and when gate is set across C. R. I. & P. track, may cross at speed not to exceed twenty (20) miles per hour.

Terminal Yard—C. B. & Q. (double track) 0.7 mile east of station. Stop. One of the crew must precede train to crossing and train must not cross until engineman receives signal that it is safe to proceed. Speed restricted to ten (10) miles per hour.

Terminal Yard—C. B. & Q. (double track) and C. R. I. & P. 0.5 mile east of station. Stop. One of the crew must precede train to crossing and train must not cross until engineman receives signal that it is safe to proceed. Speed restricted to ten (10) miles per hour.

Maximum speed over railroad crossings at grade forty-five (45) miles per hour or one (1) mile in one (1) minute and twenty (20) seconds.

**INDUSTRY AND OTHER TRACKS BETWEEN STATIONS.**

Name	Location	Capacity
<b>Second District.</b>		
Mine No. 4 (spur)	M.P. 414.7	4 cars
<b>St. Joseph District.</b>		
Mine No. 2 (spur)	M.P. 2.9	121 cars
Mine No. 4	M.P. 3.1	37 cars
Mine No. 14	M.P. 4.3	17 cars
Mine No. 12 (spur)	M.P. 6.5	27 cars
Rayville Coal Company	M.P. 12.4	16 cars
G. & H. (spur)	M.P. 36.2	41 cars

**SPEED REGULATIONS.**

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 engineman 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.

Passenger trains running against current of traffic on double track must reduce speed around curves to forty-five (45) miles per hour or one (1) mile in one (1) minute and twenty (20) seconds.

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

The following will be observed in connection with Rule 10 (A), Rules and Regulations of the Operating Department:

Restricted speed signals (yellow) will be located approximately one mile in advance on each side of structure or track over which speed of trains shall be reduced.

Permanent slow boards (yellow) with the required numerals in black, will be located not less than 2500 feet in advance on each side of certain curves, bridges or other points where speed of trains is permanently restricted. These permanent slow boards in no wise abrogate or modify special rules, train orders or instructions further restricting the speed of any or all trains, nor permit the operation of any engine in excess of the maximum speed prescribed in time table for engines.

Resume speed signals (green) without lettering, will be located at the end of restricted territory at point where, rear of train having passed, normal speed may be resumed. Where a succession of stretches of slow track occurs and there is not sufficient distance between the same for resumption of normal speed only one slow signal (yellow) will be used, it being understood that the speed indicated thereon applies until the resume speed signal (green) is passed.

Speed Restrictions. Table with columns: Passenger (Miles Per Hr., Time Per Mile Min. Sec.), Freight (Miles Per Hr., Time Per Mile Min. Sec.), Location. Rows include First District, Second District, St. Joseph District, and various curves between stations like Marcelline and Big Blue Jct.

SPEED RESTRICTIONS—(Cont'd). Table with columns: Passenger (Miles Per Hr., Time Per Mile Min. Sec.), Freight (Miles Per Hr., Time Per Mile Min. Sec.), Location. Rows include Second District (Missouri River Bridge No. 425-A), St. Joseph District, and Motor Trains section.

TURNOUTS—(Cont'd). Table with columns: Passenger (Miles Per Hr., Time Per Mile Min. Sec.), Freight (Miles Per Hr., Time Per Mile Min. Sec.), Location. Rows include Henrietta, Camden Jct., Sibley, Eton, Congo, and yard or back track turnouts.

SPRING SWITCHES. When movement is made over a spring switch, movement must be continuous until switch is cleared. If necessary to make a back up movement against the points of switch before clearing same, the switch must first be lined by hand.

Location of Spring Switches. Medill—West end westward siding and east end eastward siding, normal position for main track movement. Baring—West end westward siding, normal position for main track movement. La Plata—West end westward siding and east end eastward siding, normal position for main track movement.

MAXIMUM SPEED OF ENGINES. Maximum speed covering following classes of engines where not otherwise restricted. Where slow boards permit train speed in excess of the maximum engine speed prescribed in this table, maximum engine speed prescribed in table must be observed.

Table with columns: CLASS OR ENGINE NUMBER, Diameter of Drivers (inches), Maximum Speed (Miles Per Hr., Time Per Mile Min. Sec.), No Tolerance. Rows include Diesel Engine No. 1, Diesel Engines Nos. 2 to 9, and various Atlantic Type classes.

**SPEED OF LIGHT ENGINES.**

Location	Forward				Backward			
	Day		Night		Day		Night	
	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.	Miles Per Hr.	Time Per Mile Min. Sec.
First Dist. . . .	40	1 30	40	1 30	25	2 24	20	3
Second Dist. . .	40	1 30	40	1 30	25	2 24	20	3
St. Joseph Dist.	30	2	30	2	15	4	15	4

**ADDITIONAL SPEED RESTRICTIONS.**

Engines running backward handling train must not exceed speed permitted for light engines running backward.  
 Engines breaking in must be run at a speed specified by master mechanic, road foreman of engines or roundhouse foreman.  
 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 speed of twenty-four (24) miles per hour or one mile in two (2) minutes and thirty (30) seconds. Such equipment must not be moved in any train except on authority of trainmaster.  
 When moving between stations, engines without pony trucks must not exceed speed of twenty (20) miles per hour or one (1) mile in

three (3) minutes, switch engines with pony trucks must not exceed speed of thirty (30) miles per hour or one (1) mile in two (2) minutes.

Trains handling dead engines must not exceed speed of twenty (20) miles per hour or one (1) mile in three (3) minutes.

Dead engines must not be handled with rods down or any driver suspended without special instructions in each case.

**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.

Rules governing the use of double track passenger main tracks and double track freight main tracks between Turner and A. T. & S. F. Jct. connecting with main tracks of Kansas City Terminal Ry. Co.  
 1. The third main track between A. T. & S. F. Jct. and east tower Argentine is eastward freight main track, designated as Track No. 3.  
 The fourth main track between A. T. & S. F. Jct. and east tower Argentine, is westward freight main track, designated as Track No. 4.

2. All movements are authorized on tracks 1, 2, 3 and 4 between Turner and A. T. & S. F. Jct. without train orders or clearance card, Form 902, and will be governed by switch-tenders and towermen.

3. Rules governing railroad crossings will apply to all trains or engines moving in each direction on all main tracks and Kansas City Terminal Ry. Co. wye tracks at A. T. & S. F. Jct. Trains or engines must not proceed until it can be seen that all tracks which it may be necessary to cross or foul, are clear in each direction.

4. Engines and back-up trains are authorized to use the Kansas City Terminal Ry. Co. wye tracks between Chicago Jct. and A. T. & S. F. Jct. for turning and other purposes, and in so doing must observe the following:

Engines or trains entering upon the Kansas City Terminal Ry. Co. tracks at A. T. & S. F. Jct., for the purpose of turning on the wye, will use the south tracks to the slip crossover just east of the east wye switch and the north main track or westward track will then be used to Chicago Jct.

5. All trains and engines will approach Metropolitan Avenue at A. T. & S. F. Jct. at speed not to exceed one (1) mile in four (4) minutes.

6. Trains, back-ups, yard and light engines must not exceed speed of one (1) mile in six (6) minutes through turnouts and crossovers, except all crossovers west of and between tracks one and two east of road crossing at Turner.

**S. PATTERSON,**  
 Trainmaster,  
 MARCELINE, MO.

**E. B. DOBYNS,**  
 Chief Dispatcher,  
 MARCELINE, MO.

**F. E. MERCER,**  
 Night Chief Dispatcher,  
 MARCELINE, MO.

**Train Dispatchers:**  
**F. W. Hazen,**  
**E. G. Meyer,**  
**H. D. Foster,**  
**N. L. Barnes,**  
**P. J. White,**  
**C. C. Polhans,**  
 MARCELINE, MO.

**W. A. SHOCKLEY,**  
 Trainmaster, K. C. Division,  
 ARGENTINE, KANSAS.

**T. P. CONDRON,**  
 Asst. Trainmaster,  
 K. C. Division,  
 ARGENTINE, KANSAS.

**R. L. HOOKS,**  
 Pass. Trainmaster,  
 K. C. Division,  
 KANSAS CITY, MO.

**F. F. VESTAL,**  
 Night Trainmaster,  
 K. C. Division,  
 ARGENTINE, KANSAS.

**H. E. HODGINS,**  
 Night Asst. Trainmaster,  
 K. C. Division,  
 ARGENTINE, KANSAS.

**PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:**

ILLINOIS DIVISION—Trains 47, 48, 49, 50, 55 and 56. Trains 51 and 52 between Streator and Joliet.

MISSOURI DIVISION—Trains 59 and 60. Trains 57 and 58 between Dumas and Marceline.

EASTERN DIVISION—Trains 61, 62, 63, 64, 65, 66, 71, 72, 73, 74, 75 and 76.

MIDDLE DIVISION—Trains 32, 36, 42, 59, 60, 63, 64, 69, 70, 75, 76, 87, 88, 89, 90, 97 and 98.

OKLAHOMA DIVISION—Trains 67, 68, 73, 74, 79, 80, 81, 82, 87 and 88.

SOUTHERN KANSAS DIVISION—Trains 85, 86, 95, 96, 97, 98; 89 and 90 between Cherryvale and Winfield.

WESTERN DIVISION—Trains 77, 78, 81 and 82.

COLORADO DIVISION—Trains 87 and 88.

NEW MEXICO DIVISION—Trains 71 and 72.

PANHANDLE DIVISION—Trains 57, 58, 59, 60, 61, 62, 69, 70, 71, 72, 83, 84, 119 and 120.

PECOS DIVISION—Trains 45 and 46.

PLAINS DIVISION—Trains 73 and 74; 85 and 86 between Waynoka and Canadian; 55 and 56 between Amarillo and Canadian.

SLATON DIVISION.

**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.**

**(Bold-faced type in following conditional stops indicates changes from previous time tables.)**

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| <p>No. 1. (a) At any station Chicago to Belen, for passengers for Arizona or California.<br/>(b) At Putnam, Sedgwick, or Valley Center to discharge passengers from Newton or beyond.<br/>(c) At Derby or Belle Plaine, for passengers for Wellington or beyond.<br/>(d) At any station Wellington to Belen, to discharge passengers from Wichita or beyond.<br/>(e) At any station Kiowa to Belen, to discharge passengers from Burlington or beyond.</p> <p>No. 2. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.<br/>(b) At any station Belen to Kiowa, for passengers for Burlington or beyond.<br/>(c) At any station east of Attica, to discharge passengers from Medicine Lodge District.<br/>(d) At any station Wellington to Kansas City, to discharge passengers from Wellington or beyond.<br/>(e) At Peabody or Florence, to discharge passengers from south of Newton or for passengers for Kansas City or beyond.<br/>(f) At Strong City to discharge passengers from beyond Newton.<br/>(g) At any station east of Kansas City, to discharge passengers from beyond Kansas City.<br/>(h) At LaPlata to discharge passengers from Kansas City, or for passengers.<br/>(i) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona, or Mazon, for passengers for Chicago or beyond.</p> <p>No. 5. (From Chicago) (a) At any station in Illinois, to discharge passengers from beyond Chicago.<br/>(b) At any station Chicago to Kansas City, except between Fort Madison and Marceline, for passengers for Kansas City or beyond.<br/>(c) At any station Chicago to Henrietta, for passengers for St. Joseph District.<br/>(d) At any station Coal City to Ransom, inclusive, to discharge passengers from Chicago or Joliet.<br/>(e) At Princeville, Williamsfield, Stronghurst, or Dallas City, to discharge passengers from Chicago.<br/>(f) At any station Fort Madison to Marceline, to discharge passengers from east of Fort Madison.<br/>(g) At any station Marceline to Henrietta, or at Sheffield, to discharge passengers from Chicago.<br/>(h) At Florence, to discharge passengers from Kansas City or beyond, for Eldorado or McPherson District.<br/>(i) At Newkirk, to discharge passengers from Newton or beyond, or for passengers for Norman or beyond.<br/>(j) At Edmond, to discharge passengers from Wichita or beyond, or for passengers for Ft. Worth or beyond.</p> <p>No. 5-6. (From La Junta) At any station La Junta to Denver, to discharge passengers from east or south of La Junta; and at Castle Rock to discharge or receive passengers.</p> <p>No. 5-6. (From Denver) At any station Denver to La Junta, for passengers for east or south of La Junta; and at Littleton, for passengers for Palmer Lake or beyond.</p> <p>No. 6. (From Galveston) (a) At Edmond, for passengers for Wichita or beyond.<br/>(b) At Newkirk to discharge passengers from Oklahoma City or beyond.<br/>(c) At Florence, for passengers for Chicago or beyond.</p> <p>No. 7. At Ottawa Jet, for passengers for west of Newton.</p> <p>No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.<br/>(b) At Las Animas, to discharge passengers from La Junta or beyond.<br/>(c) At Ottawa Jet, to discharge passengers from Emporia or beyond.<br/>(d) At Olathe, to discharge passengers from Newton or beyond.<br/>(e) At Halsted Street, Chicago, to discharge passengers for Stock Yards District.</p> <p>No. 9. (a) At any station Chicago to Belen, for passengers for Arizona or California.<br/>(b) At any station Chicago to Kansas City, for passengers for Newton or beyond; at Coal City, for passengers for west of Ancona; at Stronghurst or Dallas City, for passengers for Kansas City or beyond, or to discharge passengers from Chicago or beyond; and at East Fort Madison, to discharge passengers from Chicago or beyond.<br/>(c) At Medill or Baring, for passengers for Kansas City or beyond; or to discharge passengers from Chicago or beyond.<br/>(d) At any station Pomona to Strong City, for passengers for south of Newton, or for west of Newton served by No. 15.<br/>(e) At Saffordville, to discharge passengers from Kansas City.<br/>(f) At Strong City, to pick up or discharge passengers.</p> | <p>No. 10. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.<br/>(b) At any station east of Attica, to discharge passengers from Medicine Lodge District.<br/>(c) At any station Emporia to Kansas City, to discharge passengers from Emporia and beyond.<br/>(d) At any station LeLoup to Kansas City, to discharge passengers.<br/>(e) At any station Kansas City to Chicago, to discharge passengers from beyond Kansas City.<br/>(f) At East Fort Madison, Williamsfield, or Princeville, for passengers for Chicago or beyond.<br/>(g) At Ransom, Kinsman, Verona, or Mazon, to discharge passengers from west of Fort Madison; or for passengers for Chicago or beyond.</p> <p>No. 15. At any station Newton to La Junta to receive or discharge passengers.</p> <p>No. 16. (From Pueblo) At Noble or Moore, for passengers for Wichita or beyond.</p> <p>No. 16. (From Galveston) At Noble or Moore, for passengers for Wichita or beyond.</p> <p>No. 19. At Chillicothe, to discharge passengers from Chicago or beyond and for passengers for Kansas City or beyond.</p> <p>No. 23. (a) At any station Chicago to Albuquerque for passengers for Albuquerque or beyond.<br/>(b) At any station Chicago to La Junta, for passengers for La Junta or beyond.<br/>(c) At any station Fort Madison to Marceline, to discharge passengers from east of Fort Madison; or for passengers.<br/>(d) At any station Henrietta to Kansas City, to discharge passengers from east of Henrietta.<br/>(e) At any station west of Kansas City, to discharge passengers from beyond Kansas City.<br/>(f) At any station Kansas City to Newton, for passengers for south or west of Newton.<br/>(g) At Burlingame, to discharge passengers from Kansas City or beyond.<br/>(h) At any station Emporia to Newton, to discharge passengers.<br/>(i) At any station Newton to Albuquerque to receive or discharge passengers.</p> <p>No. 24. (a) At any station Albuquerque to Newton to receive or discharge passengers.<br/>(b) At any station La Junta to Kansas City, to discharge passengers from beyond La Junta.<br/>(c) At any station Florence to Kansas City, to discharge passengers from Eldorado or McPherson District.<br/>(d) At any station Newton to Kansas City, for passengers for Kansas City or beyond, or to discharge passengers from beyond Newton.<br/>(e) At any station Emporia to Kansas City, to discharge passengers from Second or Howard District, Southern Kansas Division.<br/>(f) At Galesburg and Streator, to discharge passengers.<br/>(g) At Joliet, to discharge passengers from Kansas City or beyond.</p> <p>No. 27. (a) At Eudora, to discharge passengers from Kansas City or beyond.<br/>(b) At Osage City, to discharge passengers from Topeka or beyond.<br/>(c) At Burlingame or Osage City, for passengers for south of Newton or west of Newton for points served by No. 15.<br/>(d) At Edmond to discharge passengers from Ponca City or beyond; or for passengers for south of Purcell.</p> <p>No. 27. At Littleton, Castle Rock, Larkspur, or Fountain for passengers for east or south of Pueblo.</p> <p>No. 28. (a) At Edmond, to discharge passengers from south of Purcell or for passengers for Ponca City or beyond.<br/>(b) At Strong City, to discharge passengers from south of Wichita for Strong City District.<br/>(c) At any station between Emporia and Kansas City, to discharge passengers from beyond Newton.</p> <p>No. 47. (a) At Holliday, Gardner, Edgerton, or Wellsville, to discharge passengers from Kansas City, Kans., or beyond; or for passengers for Ottawa or south; or west of Ottawa Jet for No. 9.<br/>(b) At Olathe, for passengers for south of Ottawa.<br/>(c) At any station south of Chanute, to discharge passengers from Ottawa or beyond.</p> <p>No. 48. (a) At any station Tulsa to Chanute, for passengers for Richmond or beyond.</p> |
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**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; T—Turn table; Y—Wye.

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

Dr. J. P. KASTER, Chief Surgeon, Topeka.  
Dr. M. L. BISHOFF, Assistant Chief Surgeon, Topeka.

MISSOURI DIVISION.

FT. MADISON HOSPITAL.

Dr. E. L. DURRILL, Surgeon in Charge.  
Dr. T. A. HELLER, Assistant Surgeon.  
Dr. R. S. REIMERS, Eye, Ear, Nose and Throat  
Specialist.  
Dr. J. M. CASEY, Anaesthetist and Local Surgeon.  
Dr. N. E. COLBY, Consulting Dentist.

LOCAL SURGEONS.

Dr. DON PIERCE, Wyaconda.  
Dr. F. E. LUMAN, Baring.

Dr. H. O. NEWTON, La Plata.  
Dr. J. A. SHACKLETT, Ethel.  
Dr. Ben PUTMAN, Marceline.  
Dr. P. L. PATRICK, Marceline.  
Dr. R. F. COOK, Carrollton.  
Dr. J. V. SMITH, Henrietta.  
Dr. H. K. WALLACE, St. Joseph.  
Dr. S. D. REYNOLDS, Plattsburg.  
Dr. E. S. MILLER, Argentine.

Dr. C. H. MIELKE, Argentine.  
Dr. M. J. OWEN, Rialto Bldg., Kansas City, Mo.  
Dr. L. HAYNES, 901 Westport Ave., Kansas City, Mo.  
Dr. J. E. PERRY, (Colored), New Centre Bldg.,  
Kansas City, Mo.

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

Dr. J. W. BELL, Bryant Bldg., Kansas City, Mo.

R. D. MONTGOMERY, General Watch Inspector, Topeka.  
J. H. MACE, Assistant General Watch Inspector, (Roadway and Station Service) Kansas City, Mo.

LOCAL WATCH INSPECTORS, MISSOURI DIVISION.

ALBERT ZURCHER, Marceline.  
K. C. LERCHE, Ft. Madison.

ERNEST C. MAXWELL, St. Joseph.  
J. H. MACE COMPANY, Union Station, Kansas City.

J. H. MACE COMPANY, 1100 Grand Avenue,  
Kansas City, Mo.  
REYNOLDS JEWELRY COMPANY, Argentine.

# SANTA FE SAFETY FIRST

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

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

