

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES
EASTERN DISTRICT



MISSOURI DIVISION



EMPLOYEES' TIME TABLE No. 73

73

IN EFFECT

Sunday,

July 5, 1942

AT 12:01 O'CLOCK A. M.

Central Standard Time

73

Superseding Time Table No. 72-A, Dated April 19, 1942, and Any Supplements Thereto.

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

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

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

H. G. ARNOLD,
Superintendent,
Chillicothe, Illinois.

J. F. CARDER,
Supt. Kansas City Division,
Argentine, Kansas.

MISSOURI DIVISION—FIRST DISTRICT.

WESTWARD.

Capacity of tracks in 44 ft. cars.		First Class.														Fuel, Water and Turn Tables and Wyes.	TIME TABLE No. 73, July 5, 1942.	Miles From Chicago.	
Other Tracks.	Sidings.	43 No. California Fast Freight.	33 California, Texas, Okla. Fast Freight.	37 Oklahoma-Texas Freight.	39 Oklahoma-Texas Fast Freight.	21 El Capitan.	17 The Super Chief.	19 The Chief.	23 Grand Canyon Limited.	11 The Kansas Cityan	15 Motor.	3 California Limited.	7 Fast Mail-Express.	1 The Scout.	5 The Ranger.				Running Grade Ascending.
Yard		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Tuesday and Saturday.	Leave Tuesday and Saturday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	W T Y	STATIONS.		
		PM 8.30 9.30	AM 8.00 9.00	AM 4.30 5.30	AM 12.15 12.45	PM 9.30	PM 9.15	PM 4.59	PM 3.47	PM 1.20	AM 7.30	AM 7.25	AM 3.31	AM 3.21	AM 1.52		SHOPTON. 1.3	0	284.6
																	TOWER B. 7.5	40.3	235.3
12	W 65										f 7.40						NEW BOSTON. 4.6	42.2	243.4
19	E 46					9.44	9.29	5.17	4.04	1.34	f 7.47	7.42	3.47	3.37	2.09		ARGYLE. 4.0	9.3	248.0
																	State Line. 0.3	0	252.0
2																	DUMAS. 3.7	42.2	252.3
27	W 56										f 7.58						REVERE. 7.1	42.2	256.0
15	E 122 W 150					9.58	9.45	5.37	4.22	1.50	s 8.10	s 8.00	4.05	3.55	f 2.28	Y	G. B. & Q. Crossing. MEDILL. 9.2	42.2	268.1
94	W 138										s 8.25					W	WYACONDA. 5.3	17.5	272.3
76	W 85					10.11	9.57	5.55	4.41	2.04	s 8.38	8.20	4.22	4.12	2.47		GORIN. 5.0	42.2	277.6
38	E 71										s 8.46						RUTLEDGE. 8.1	42.2	282.6
111	E 206 W 131					10.23	10.09	6.13	4.56	2.18	s 9.00	s 8.40	4.37	4.27	3.01	W F	BARING. 5.5	39.8	290.7
6											f						KENWOOD. 3.9	15.3	296.2
85	E 89 W 58					10.31	10.17	6.24	5.09	2.27	s 9.14	8.55	4.49	4.39	3.13		HURDLAND. 6.3	42.2	300.1
25											f 9.23						GIBBS. 6.3	42.2	306.4
72	E 126 W 129					10.42	10.29	6.40	5.25	2.40	s 9.35	s 9.15	5.05	4.55	3.28	W	LA PLATA. 5.5	27.3	312.7
32	E 62										f 9.42						CARDY. 4.7	0	318.2
33	E 55										s 9.52						ELMER. 6.8	42.2	322.9
54	E 106 W 93					10.58	10.45	7.01	5.50	2.57	s 10.03	9.35	5.24	5.14	3.49	W	ETHEL. 6.6	42.2	329.7
23	E 59 W 53										f 10.11						HART. 5.2	42.2	336.3
93	E 84 W 58					11.10	10.57	7.17	6.07	3.09	s 10.20	9.50	5.38	5.28	4.02		BUCKLIN. 5.8	31.0	341.5
Yard		1.00 AM	2.30 PM	9.45 AM	3.45 AM	11.15 PM	11.02 PM	s 7.25 PM	6.15 PM	s 3.15 PM	10.30 AM	10.00 AM	5.45 AM	5.35 AM	4.10 AM	W F T Y	MARCELINE. (112.7)		347.3
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Tuesday and Saturday.	Arrive Tuesday and Saturday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.				
		(64.6)	(63.3)	(46.3)	(45.7)	(58.8)	(37.3)	(43.7)	(50.5)	(50.5)	(49.0) Average speed per hour.							

NOS. 33, 37, 39 and 43 HAVE NO TIME TABLE AUTHORITY.

Except as otherwise provided, first class trains inferior by right or direction must clear the time of trains Nos. 11, 17 and 21 not less than five minutes. Second class, extra trains and yard engines must clear the time of Nos. 11, 17 and 21 not less than ten minutes.

Trains have no time table superiority between Tower A and M.P. 235 and will move in such limits at restricted speed.

MISSOURI DIVISION—FIRST DISTRICT. EASTWARD.

Miles Ascending.	TIME TABLE No. 73, July 5, 1942.	Telegraph and Telephone Offices.	First Class													
			2	22	6	20	18	24	12	16	8	4	44	42	40	38
			The Scout.	El Capitan.	The Ranger.	The Chief.	The Super Chief.	Grand Canyon Limited.	The Chicagoan.	Motor.	Fast Mail-Express.	California Limited.	Perishable Express.	Colo.-Chicago Fast Freight.	Texas Chicago Fast Freight.	Fast Freight.
STATIONS.	Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Monday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
0	SHOPTON. 1.3	C	AM 2.50	AM 3.00	AM 3.37	AM 8.32	AM 9.30	PM 1.45	PM 5.23	AM 12.05 AM	AM 12.25	AM 1.40	PM 3.30 3.00	PM 7.15 6.30	PM 5.30 5.00	AM 3.30 2.30
15.4	TOWER B. 7.5	C														
36.9	NEW BOSTON. 4.6	B	2.38	2.51	3.23	8.18	9.20	1.30	5.18	11.50	12.12 AM	1.30				
42.2	ARGYLE. 4.0									11.40						
0	State Line. 0.3															
0	DUMAS. 3.7	B														
42.2	REVERE. 7.1	C	2.23	2.38	3.08	8.04	9.06	1.15	5.05	11.25	11.52	1.12				
42.2	C. B. & Q. Crossing. MEDILL. 9.2	C	2.15	2.31	3.00	7.56	8.58	1.05	4.58	11.14	11.42	1.02				
42.2	WYACONDA. 5.3	C								11.00						
41.7	GORIN. 5.0	C	1.55	2.18	2.42	7.39	8.45	12.45	4.45	10.52	11.25	12.43				
42.2	RUTLEDGE. 8.1	C								10.43						
32.4	BARING. 5.5	C	1.35	2.04	2.25	7.24	8.32	12.30	4.33	10.30	11.12	12.28				
0	KENWOOD. 3.9	B														
42.2	HURDLAND. 6.3	C	1.23	1.55	2.13	7.13	8.22	12.15	4.25	10.20	10.58	12.18				
23.1	GIBBS. 6.3									10.12						
25.4	LA PLATA. 5.5	C	1.05	1.44	1.57	7.00	8.10	12.01 PM	4.13	10.05	10.40	12.05 AM				
42.2	CARDY. 4.7	B								9.55						
0	ELMER. 6.8	C						11.45		9.45						
42.2	ETHEL. 6.6	C	12.40	1.25	1.34	6.41	7.52	11.37	3.56	9.38	10.16	11.43				
42.2	HART. 5.2	B								9.28						
42.2	BUCKLIN. 5.8	C			1.12			11.22		9.20						
	MARCELINE. (112.7)	C	12.15 AM	1.03 ⁶ AM	1.05 ²² AM	6.20 AM	7.32 AM	11.10 AM	3.38 PM	9.10 PM	9.53 PM	11.20 PM	11.45 AM	2.00 PM	1.45 PM	10.15 PM
			Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
	Average speed per hour.....		(43.6)	(57.9)	(44.5)	(51.2)	(57.5)	(43.6)	(61.5)	(38.6)	(44.5)	(46.6)				

NOS. 38, 40, 42 AND 44 HAVE NO TIME TABLE AUTHORITY.

Except as otherwise provided, first class trains inferior by right or direction must clear the time of trains Nos. 12, 18 and 22 not less than five minutes. Second class, extra trains and yard engines must clear the time of Nos. 12, 18 and 22 not less than ten minutes.

Trains have no time table superiority between M. P. 235 and Tower A and will move in such limits at restricted speed.

MISSOURI DIVISION—SECOND DISTRICT.

WESTWARD.

Capacity of Tracks in 44 ft. Cars.		First Class.														Fuel, Water, and extra Tables and Wye.	TIME TABLE No. 73, July 5, 1942.	Ruling Grade Ascending.	Distance from Chicago.	
Other Tracks	Sidings	43	33	37	39	21	17	19	23	11	15	3	7	1	5					
		No. California Fast Freight.	California, Texas, Okla. Fast Freight.	Okla.-Texas Freight.	Okla.-Texas Fast Freight.	El Capitan.	The Super Chief.	The Chief.	Grand Canyon Limited.	The Kansas Cityan	Motor.	California Limited.	Fast Mail-Express.	The Scout.	The Ranger.					
		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Tuesday and Saturday.	Leave Tuesday and Saturday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.					
Yard		AM 1.15	PM 3.00	AM 10.15	AM 4.00	PM 11.15	PM 11.02	PM 7.25	PM 6.20	PM 3.15	AM 10.35	AM 10.05	AM 5.50	AM 5.40	AM 4.15	W F T Y				
											\$10.46									
30	E 88 W 89																			
45	E 83 W 92					11.26	11.14	7.40	6.38	3.27	\$10.54	10.22	6.05	5.55	4.32					
32											f									
45	E 104										f 11.04									
54	E 130 W 132					11.36	11.25	7.55	6.59	3.38	\$11.13	10.40	6.20	6.10	4.49					
26	E 89										f 11.23									
94	E 89 W 89										\$ 7.17	\$11.30	\$10.55	6.34	6.24	\$ 5.05	W			
		2.30	4.00	11.45	5.10	11.47	11.35	8.12	7.22	3.51	11.35	11.00	6.37	6.27	5.10					
7																				
30	W 85					11.53	11.41	8.20	7.34	3.58	\$11.46	11.12	6.45	6.35	5.22					
41	E 86					11.59	11.47	8.28	7.45	4.05	\$11.57	11.24	6.53	6.43	5.35					
Yard	E 265 W 162	3.15	4.45	PM 12.30	5.40	AM 12.05	11.52	8.35	\$ 7.55	4.10	PM 12.07	\$11.35	7.00	6.50	\$ 5.45	W F Y				
3											\$12.18									
	W 52	3.30	5.00	12.45	5.50	12.11	11.58	8.44	8.04	4.16	12.21	11.45	7.09	7.00	5.55					
18	E 141 W 89										f 12.28									
20	W 89					12.19	AM 12.07	8.56	8.15	4.25	f 12.40	PM 12.01	7.21	7.13	6.11					
33	E 134 W 87										f 12.53									
						12.29	12.17	9.09	8.28	4.35	12.57	12.15	7.34	7.27	6.26					
28	W 87										f 1.01									
65	E 68										f 1.07									
						12.37	12.25	9.20	8.39	4.45	1.10	12.27	7.45	7.39	6.38					
						12.42	12.30	9.25	8.44	4.50	1.15	12.31	7.50	7.44	6.43					
						12.52	AM 12.40	9.40	9.00	5.00	1.30	12.45	8.05	8.00	7.00					
Yard																				
Yard		6.00 AM	6.00 PM	2.30 PM	7.30 AM															
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Wednesday and Sunday.	Arrive Wednesday and Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.					
						(64.3)	(64.7)	(46.1)	(38.9)	(59.3)	(35.6)	(40.1)	(46.1)	(44.6)	(37.7) Average speed per hour.....				

NOS. 33, 37, 39 AND 43 HAVE NO TIME TABLE AUTHORITY.

Except as otherwise provided, first class trains inferior by right or direction must clear the time of trains Nos. 11, 17 and 21 not less than five minutes. Second class, extra trains and yard engines must clear the time of Nos. 11, 17 and 21 not less than ten minutes.

Westward siding Henrietta located east of station.

MISSOURI DIVISION—SECOND DISTRICT. EASTWARD.

Miles Grade Ascending.	TIME TABLE No. 73, July 5, 1942.	Telegraph and Telephone Offices.	First Class.											44	42	40	38
			20	18	24	12	16	8	4	2	6	22					
			The Chief.	The Super Chief.	Grand Canyon Limited.	The Chicagoan.	Motor.	Fast Mail Express.	California Limited.	The Scout.	The Ranger.	El Capitan.	Perishable Express.	Colorado-Chicago Fast Freight.	Texas Chicago Fast Freight.	Fast Freight.	
	STATIONS.		Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
42.2	MARCELINE. 7.3	C	AM 6.15	AM 7.32	AM 11.05	PM 3.38	PM 9.05	PM 9.48	PM 11.15	AM 12.10	AM 1.00 ²²	AM 1.03 ⁶	AM 11.30	PM 1.45	PM 1.45	PM 10.00	
8.9	ROTHVILLE. 6.1	C	6.06	7.25	10.53	3.31	8.55	9.39	11.06	12.01 AM	12.50	12.56					
14.2	MENDON. 4.0	C	6.00	7.20	10.45	3.26	8.47	9.33	11.00	11.54	12.44	12.50					
18.3	WHITHAM. 3.4						f 8.42										
0	DEAN LAKE. 6.2	B					f 8.37										
26.4	BOSWORTH. 7.8	C	5.47	7.10	10.30	3.16	8.30	9.18	10.43	11.38	12.31	12.40					
26.4	STANDISH. 4.3	C					f 8.20										
0	CARROLLTON. 2.3	C			10.15		8.15	9.06	10.28								
0	CARROLLTON JCT. 4.3	C	5.31	6.56	10.10	3.03	8.12	9.03	10.24	11.23	12.16	12.26	10.20	12.20	12.30	9.00	
0	PALEMON. 3.6	B															
6.3	NORBORNE. 8.8	C	5.21	6.49	10.00	2.56	8.02	8.53	10.14	11.12	12.05 AM	12.19					
0	HARDIN. 5.9	C	5.11	6.41	9.50	2.48	7.50	8.43	10.03	11.02	11.55	12.11					
6.6	HENRIETTA. 5.6	C	5.04	6.36	9.40	2.43	7.40	8.36	9.56	10.55	11.49	12.06				8.30	
0	CAMDEN. 1.3	C					7.31										
26.4	CAMDEN JCT. 3.5	C	4.56	6.31	9.30	2.38	7.28	8.27	9.48	10.47	11.44	12.01 AM	9.35	11.20	11.45	8.00	
0	FLOYD. 5.0	C					f 7.23										
26.4	SIBLEY. 7.3	B	4.45	6.21	9.15	2.30	7.15	8.18	9.34	10.36	11.33	11.52					
0	ATHERTON. 2.5	C					f 7.05										
7.0	ETON. 2.9	C	4.35	6.12	9.00	2.21	7.00	8.07	9.24	10.25	11.23	11.43					
0	COURTNEY. 3.2	C					6.53										
0	SUGAR CREEK. 1.6	C					6.48										
42.2	CONGO. 1.7	C	4.25	6.04	8.45	2.12	6.45	7.55	9.15	10.16	11.14	11.35					
0	K. C. S. Crossing. 0.5																
48.5	SHEFFIELD. 4.7		4.19	6.00	8.40	2.08	6.40	7.49	9.10	10.10	11.09	11.30					
47.8	KANSAS CITY. Union Station. 1.3 State Line. 0.1	C	4.10 AM	5.52 AM	8.30 AM	2.00 PM	6.30 PM	7.40 PM	9.00 PM	10.00 PM	11.00 PM	11.22 PM					
24.2	A. T. & S. F. JCT. 2.8 KANSAS CITY, KS. (Argentine Sta.)												8.00 AM	9.30 AM	10.00 AM	4.30 PM	
	(108.0)		Leave Daily.	Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Saturday and Wednesday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	
	Average speed per hour.....		(49.8)	(62.4)	(40.2)	(63.6)	(40.2)	(48.6)	(46.2)	(47.9)	(51.9)	(61.8)					

NOS. 38, 40, 42 AND 44 HAVE NO TIME TABLE AUTHORITY.
 Except as otherwise provided, first class trains inferior by right or direction must clear the time of trains Nos. 12, 18 and 22 not less than five minutes. Second class, extra trains and yard engines must clear the time of Nos. 12, 18 and 22 not less than ten minutes.

WESTWARD.

MISSOURI DIVISION—ST. JOSEPH DISTRICT.

EASTWARD.

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.	Huling Grade Ascending.	TIME TABLE No. 73, July 5, 1942.	Huling Grade Ascending.	Distance from Henrietta.	Miles.	Telegraph and Telephone Offices.	First Class.			Second Class.		
		71	73	75	1	45	5								4	2	46	76	72	74
		C. G. W. Ry. Freight 66.	C. G. W. Ry. Time Freight 64.	C. G. W. Ry. Time Freight 62.	C. G. W. Ry. Passenger 12.	Mixed.	C. G. W. Ry. Passenger 16.								C. G. W. Ry. Passenger 15.	C. G. W. Ry. Passenger 11.	Mixed.	C. G. W. Ry. Time Freight 63.	C. G. W. Ry. Freight 65.	C. G. W. Ry. Time Freight 61.
		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.			STATIONS.					Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.
Yard						AM 8.30		WFY		HENRIETTA.				C			PM 7.30			
41	21					s 9.30			69.2	5.1	0	5.1	C				s 7.18			
	27					s 10.10			47.7	8.5	57.4	13.6	C				f 6.58			
	36					f 10.40			48.8	5.7	32.7	19.3	B				f 6.44			
13	19					s 11.10			39.8	5.5	52.8	24.8					f 6.31			
15	32					PM 12.10			60.2	10.9	58.6	35.7	C				f 6.04			
11						f 12.30			0	3.2	52.8	33.9					f 5.55			
10	17					s 1.10			62.3	4.9	58.1	43.8	C				f 5.42			
13						f 1.30			61.2	3.1	61.1	46.9					f 5.35			
22						s 2.00			59.7	6.0	60.5	52.9	C				f 5.20			
14						s 2.45			52.8	8.9	60.0	61.8	C				f 5.00			
	25	PM 9.20	PM 5.25	AM 6.50	PM 6.08	s 3.05	AM 12.56 ⁷⁶		59.3	3.4	0	65.2	C	AM 6.03	AM 11.58	f 4.50	AM 12.56 ⁶	AM 10.55	PM 9.00	
	106					f 3.20			59.5	3.4	60.5	68.6					f 4.42			
									0	3.0	47.1	71.6								
									0	0.5	36.6	72.1								
									0	0.2	48.8	72.3								
									0	0.5	0	72.3								
Yard		9.40 PM	5.45 PM	7.15 AM	6.23	3.40	1.12	WFT	0	0.3	0	72.8	C	5.47	11.42	4.28	12.20 AM	10.20 AM	8.15 PM	
					6.25 PM	3.55 PM	1.15 AM	Y	0			73.1	C	5.45 AM	11.40 AM	4.25 PM				
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.			(73.1)					Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.

(23.7) (23.7) (18.9) (27.9) (9.8) (24.9) Average speed per hour (26.3) (26.3) (23.7) (13.2) (13.5) (10.5)

Trains have no time table superiority between Terminal Jct. and St. Joseph, U. S.
No. 45 is superior to No. 46.

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, 10 (A), 15, 86, 95, 97, 104 (A), 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 leaving time.

The time applies at the siding switch where an opposing train clears; where there is no such switch, it applies at the station.

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

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

Both the arriving and leaving times 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 is shown in full-faced type.

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

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

Rule No. 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. 103(A). The second paragraph of Rule 103(A) is abrogated.

Rule No. 104(A). At meeting or passing points the employe attending the switch must not unlock derail or main line switch, nor station

himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed.

When complying with Rule S-89 (A), after lining and locking switch he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

Employes using switches should observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

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.

Additional copy of all train orders and clearance cards shall be furnished for delivery to rear brakeman (See Rule 204, Operating Department).

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.

Shopton Yard Office and Enginemen's Wash-room.
Marceline Enginemen's Wash-room and 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.

Shopton Yard and Roundhouse Offices.
Marceline Yard and Roundhouse Offices.
Henrietta Telegraph 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 and Tower B).
Marceline.
Hardin (Wabash auxiliary track only).
Henrietta (St. Joseph District and Wabash auxiliary track only).
Sugar Creek, westward yard limit board located 1419 feet west of M.P. 440.
Argentine (includes Turner).
St. Joseph.

LOCATION OF STANDARD THERMOMETERS.

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

EACH STATION LISTED BELOW IS NOT A REGISTER STATION FOR TRAINS DESIGNATED. SEE RULE 83 (A).

Station Designated Trains
 Marceline.....First class trains.
 Congo.....Westward first class trains.
 Freight trains.
 Kansas City, Mo....Freight trains.

NOTE:—Following trains will register by Form 903:

Shopton.....First class trains.
 Congo.....Eastward first class trains.
 Bee Creek Jct.....All trains.
 Terminal Yard.....First class trains.
 C. G. W. trains.

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:

ShoptonWestward first class trains.
 Westward freight trains leaving from main track.
 Tower BWestward freight trains leaving from yard tracks.
 MarcelineAll trains except Nos. 11, 12, 17, 18, 21 and 22.
 HenriettaSt. Joseph District trains.
 Terminal YardSt. Joseph District trains.

DOUBLE TRACK BETWEEN:

First District.

Shopton and Marceline.

Second District.

Marceline and Congo, except gantlet track over Missouri River Bridge 425-A 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 between Turner and A. T. & S. F. Jct. Movement against the current of traffic may be made on message authority signed by superintendent.

Except as affected by these rules, all block signal and train rules remain in force.

ADDITIONAL MAIN TRACKS.

Wabash main track between Hardin and Camden Jct., designated as Wabash auxiliary track. Operation thereon will be authorized by train order.

AUTOMATIC BLOCK BETWEEN:

First District.

Shopton and Marceline.

Second District.

Marceline and Congo.

MANUAL BLOCK BETWEEN:

Bee Creek Jct. and Terminal Yard.
 Hardin and Camden Jct. on Wabash Auxiliary Track.

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.

Camden Jct., westward, A. T. & S. F. track. Top arm governs movement to A. T. & S. F. track, lower arm to Wabash track. Westward, Wabash auxiliary track, top arm governs movement to Wabash track, lower arm to A. T. & S. F. track.

Carrollton Jct., eastward, Wabash track. Top arm governs movement to Wabash track, lower arm to A. T. & S. F. track.

Between Sheffield and Congo trains will be governed by the indication of the interlocking signal at Sheffield 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.

Carrollton Jct.—Camden Jct.—A. T. & S. F. and Wabash. The movement of Wabash trains will be governed by rules in Wabash time table. Wabash trains use marker lamps with red and green lenses.

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

Congo—Rock Creek Jct.—A. T. & S. F. trains may use Mo. Pac. tracks between Congo and Rock Creek Jct. on signal indication which will supersede time table superiority. When necessary to move trains against the current of traffic, movement must be authorized by Mo. Pac. Terminal trainmaster. All trains will be governed by Rule 93 and protect as per Rule 99 when using these tracks. Speed limit ten (10) miles per hour through turnouts at Rock Creek Jct.

Standard interlocking plant at Rock Creek Jct. Eastward, top arm governs movement to foreign line, middle arm to Congo, bottom arm to either route. Westward, top arm to foreign line, middle arm to Kansas City Terminal, bottom arm to either route.

When proper indication cannot be displayed, signalman will give hand signal with green flag or light.

Rock Creek Jct.—A. T. & S. F. Jct.—A. T. & S. F. trains use tracks of Kansas City Terminal Ry. Co. between Rock Creek Jct., and A. T. & S. F. Jct., and will be governed by Kansas City Terminal Ry. Co's., Rules and Regulations.

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.

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. is for Missouri Division trains.

Between Terminal Jct. and St. Joseph U. S., trains will run at restricted speed.

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 switch of westward siding.

Missouri River Bridge 425-A—Movement over gantlet track is governed by signal indications controlled from Camden Jct.

Atherton—West switch eastward siding handled by operator Eton.

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 810):

Mile Post	Bridge Number	Name
First District.		
256.5.....	256-C	Highway crossing.
270.9.....	270-E	Highway crossing.
312.5.....	312-B	Wabash crossing.
332.6.....	332-E	Highway crossing.
Second District.		
377.9.....	377-G	Highway crossing.
St. Joseph District.		
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 Sheffield 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.

Sheffield—K. C. S. Standard Interlocking Plant. Speed restricted to twenty-five (25) miles per hour.

Lathrop—C. B. & Q. Automatic Interlocking Plant. No distant signals. Speed restricted to twenty (20) miles per hour.

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

Approach at restricted speed. When gate is normal may proceed at speed not to exceed twenty (20) 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.

INDUSTRY AND OTHER TRACKS BETWEEN STATIONS.

Name	Location	Capacity
Second District.		
Mine No. 4 (spur).....	M.P. 414.7	4 cars
Missouri Portland Cement Co.....	M.P. 440.8	244 cars
St. Joseph District.		
Mine No. 12 (spur).....	M.P. 6.5	27 cars
Mine No. 11 (spur).....	M.P. 10.4	28 cars
Rayville Coal Company.....	M.P. 12.4	16 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.

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

Speed Restrictions.

Table with columns: Location, Passenger (Miles Per Hr., Time Per Mile Min. Sec.), Freight (Miles Per Hr., Time Per Mile Min. Sec.). Rows include First District, Second District, St. Joseph District, and various curves with mileposts and restrictions.

SPEED RESTRICTIONS—(Cont'd)

Table with columns: Location, Passenger, Freight. Includes St. Joseph District and curves between Henrietta and Bee Creek Jct.

Motor Trains.

Maximum speed of motor trains sixty (60) miles per hour or one (1) mile in one (1) minute, except passenger speed restrictions, where less, will govern.

Mixed trains when handling freight equipment will not exceed speed shown for freight trains.

TURNOUTS.

In heading in or out over the following turnouts or crossovers, trains or engines must not exceed the speed as indicated:

Table with columns: Location, Passenger, Freight. Lists Carrollton Jct., Eton, Congo, and other turnout locations with speed restrictions.

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.

Trains or engines moving against or springing points when trailing through the following spring switches must not exceed speed of twenty-five (25) miles per hour, except where further restricted.

Location of Spring Switches.

- List of locations for spring switches: Medill, Wyaconda, Baring, LaPlata, Ethel, Marceline, Bosworth, Henrietta, Atherton.

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.

CLASS OR ENGINE NUMBER

Table with columns: Diameter of Drivers, Miles Per Hr., Time Per Mile Min. Sec. Lists Diesel Engines 1-14 inclusive and various Atlantic and 3400 class engines.

A tolerance of ten (10) per cent is allowed on the above, excepting Diesel engines, 3751 class engines with 80 inch drivers, 3460 class engines and 4101 class engines.

SPEED OF LIGHT ENGINES.

Table with columns: Location, Forward (Day, Night), Backward (Day, Night). Shows speed restrictions for light engines in various directions.

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.

When moving between stations, engines without engine trucks must not exceed speed of twenty (20) miles per hour or one (1) mile in three (3) minutes, yard engines with engine trucks must not exceed speed of thirty (30) miles per hour or one (1) mile in two (2) minutes.

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

Trains handling Diesel road engines dead in train must not exceed speed of ninety (90) miles per hour or one (1) mile in forty (40) seconds. Trains handling Diesel yard engines dead in train must not exceed speed of thirty (30) miles per hour or one (1) mile in two (2) minutes.

Trains handling gas-electric rail motor cars dead in train must not exceed speed of sixty (60) miles per hour or one (1) mile in one (1) minute.

Diesel yard locomotives in road service must not exceed a speed of thirty-five miles per hour.

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.

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

ILLINOIS DIVISION—Trains 47, 48, 49, and 50.
 EASTERN DIVISION—Trains 61, 62, 63, 64, 65, 66, 71, 72, 73, 74, 75, and 76.
 MIDDLE DIVISION—Trains 59, 63, 69, 70, 75, 76, 87, 88, and 98.
 OKLAHOMA DIVISION—Trains 67, 68, 79, 80, 81, 82, 83, 84, 87 and 88.
 SOUTHERN KANSAS DIVISION—Trains 85, 86, 87, 88, 91, 92, 95, 96, 97, 98; 89 and 90 between Cherryvale and Winfield.
 WESTERN DIVISION—Trains 81 and 82.

COLORADO DIVISION—Trains 87 and 88.
 NEW MEXICO DIVISION—Trains 71 and 72.
 PANHANDLE DIVISION—Trains 57, 58, 59, 60, 61, 62, 69, 70, 71, 72, 83, 84, 119 and 120.
 PECOS DIVISION—Trains 45 and 46 between Carlsbad and Pecos.
 PLAINS DIVISION—Trains 73 and 74; 85 and 86 between Waynoka and Canadian; 55 and 56 between Amarillo and Canadian.
 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.

- | | |
|---|---|
| <p>No. 1. (a) At any station Chicago to Belen, to receive passengers for Arizona or California.
 (b) At any station Wellington to Belen, to discharge passengers from Wichita or beyond.
 (c) 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.
 (b) At any station Belen to Kiowa, to receive passengers for Burlington or beyond.
 (c) At any station Belen to Wellington, to receive passengers for Wichita or beyond.
 (d) At any station Wichita to Kansas City, to discharge passengers from Wellington or beyond.
 (e) At Florence, to discharge passengers from south of Newton, or to receive passengers for Kansas City or beyond.
 (f) At Strong City, to discharge passengers from Wichita or beyond; or to receive passengers for Topeka or beyond.
 (g) At Burlingame, to receive passengers for Kansas City or beyond.
 (h) At any station east of Kansas City, to discharge passengers from beyond Kansas City.
 (i) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona, or Mazon, to receive passengers for Chicago or beyond.</p> <p>No. 3. (a) At any station Chicago to Lamy, to receive passengers for Albuquerque or beyond.
 (b) At any station Chicago to Las Animas, to receive passengers for La Junta or beyond.
 (c) At any station Kansas City to Newton, to discharge passengers from beyond Kansas City.
 (d) At any station Kansas City to Emporia, to receive passengers for south or west of Newton.
 (e) At Burlingame, to discharge passengers from Kansas City or beyond.
 (f) At Florence, to discharge passengers from Topeka or beyond, or to receive passengers for Hutchinson or beyond.
 (g) At Peabody, to discharge passengers from Topeka or beyond, or to receive passengers for beyond Newton.
 (h) At any station west of Newton, to discharge passengers from Kansas City or beyond.
 (i) At Stafford, St. John or Kinsley, to discharge passengers from Hutchinson or beyond; or to receive passengers for Dodge City or beyond.
 (j) At any station Trinidad to Albuquerque, to discharge passengers from beyond La Junta.</p> <p>No. 4. (a) At any station Lamy to Chicago, to discharge passengers from Albuquerque or beyond.
 (b) At any station Albuquerque to Trinidad, to receive passengers for beyond La Junta.
 (c) At any station Las Animas to Chicago, to discharge passengers from La Junta or beyond.
 (d) At St. John or Stafford, to discharge passengers from Dodge City or beyond; or to receive passengers for Hutchinson or beyond.
 (e) At any station Florence to Kansas City, to discharge passengers from El Dorado or McPherson Districts.
 (f) At Osage City, to receive passengers for Kansas City or beyond.
 (g) At any station Kansas City to Ft. Madison, to receive passengers for Chicago.
 (h) At Hardin, to discharge passengers from Kansas City or beyond.
 (a) At any station in Illinois, to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Fort Madison, to receive passengers for Kansas City or beyond.
 (c) At any station Chicago to Henrietta, to receive passengers for St. Joseph District.
 (d) At any station Coal City to Ransom, inclusive, to discharge passengers from Chicago.
 (e) At Princeville, Williamsfield, Stronghurst, or Dallas City, to discharge passengers from Chicago.
 (f) At any station Fort Madison to Marceline, to discharge passengers from Chillicothe or beyond.
 (g) At any station Marceline to Kansas City, to discharge passengers from Galesburg or beyond.
 (h) At Florence, to discharge passengers from Kansas City or beyond, for El Dorado or McPherson Districts; and to receive passengers from No. 53 destined Wichita or beyond.
 (i) At Newkirk, to discharge passengers from Wichita or beyond; or to receive passengers for Oklahoma City or beyond.
 (j) At Edmond, to discharge passengers from Wichita or beyond; or to receive passengers for Fort Worth or beyond.</p> <p>No. 5. (From Chicago) (a) At any station Chicago to Henrietta, to receive passengers for St. Joseph District.
 (b) At any station Coal City to Ransom, inclusive, to discharge passengers from Chicago.
 (c) At Princeville, Williamsfield, Stronghurst, or Dallas City, to discharge passengers from Chicago.
 (d) At any station Fort Madison to Marceline, to discharge passengers from Chillicothe or beyond.
 (e) At any station Marceline to Kansas City, to discharge passengers from Galesburg or beyond.
 (f) At Florence, to discharge passengers from Kansas City or beyond, for El Dorado or McPherson Districts; and to receive passengers from No. 53 destined Wichita or beyond.
 (g) At Newkirk, to discharge passengers from Wichita or beyond; or to receive passengers for Oklahoma City or beyond.
 (h) At Edmond, to discharge passengers from Wichita or beyond; or to receive passengers for Fort Worth or beyond.</p> <p>No. 6. (From Galveston) (a) At Edmond, to receive passengers for Wichita or beyond; or to discharge passengers from Fort Worth or beyond.
 (b) At Newkirk, to discharge passengers from Oklahoma City or beyond; and to receive passengers for Wichita or beyond.
 (c) At Florence, to receive passengers for Topeka or beyond.</p> <p>No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.
 (b) At Las Animas, to discharge passengers from beyond La Junta.
 (c) At Ottawa Jct., to discharge passengers from Emporia or beyond.
 (d) At Olathe, to discharge passengers from Newton or beyond.</p> <p>Nos. 9-90. (a) At any station Kansas City to Dodge City, to receive passengers for Las Animas or beyond.
 (b) At Las Animas, to receive passengers for Pueblo or beyond; or to discharge passengers from Dodge City or beyond.
 (c) At any station La Junta to Pueblo, to discharge passengers from beyond Las Animas.
 (d) At any station Pueblo to Denver, to discharge passengers from Las Animas or beyond.</p> <p>Nos. 101-10. (a) At any station Denver to Pueblo, to receive passengers for Las Animas or beyond.
 (b) At any station Pueblo to La Junta, to receive passengers for beyond Las Animas.
 (c) At Littleton, to receive passengers for Colorado Springs; or to receive passengers for Pueblo or beyond.
 (d) At Las Animas, to discharge passengers from Pueblo or beyond; or to receive passengers for Dodge City or beyond.
 (e) At any station Dodge City to Kansas City, to discharge passengers from Las Animas or beyond.
 (f) At Wellsville, to discharge passengers from Ottawa Junction or beyond, or to receive passengers for Kansas City or beyond.
 (g) At any station LeLoup to Kansas City, to discharge passengers from west of Ottawa Junction.</p> | <p>Nos. 13-130. At any station La Junta to Denver, to discharge passengers from La Junta or beyond. (From La Junta)</p> <p>Nos. 141-14. At any station Denver to La Junta, to receive passengers for La Junta or beyond. (From Denver)</p> <p>No. 15. At Sedgwick, to discharge passengers from Newton or beyond, or to receive passengers for Wichita or beyond.</p> <p>No. 17. At Galesburg, to receive passengers for Barstow, San Bernardino, Pasadena, and Los Angeles.</p> <p>No. 18. At Galesburg, to discharge passengers from Los Angeles, Pasadena, San Bernardino, or Barstow.</p> <p>No. 19. (a) At Joliet, Streator, or Chillicothe, to discharge passengers from Chicago or beyond; and to receive passengers for Kansas City or beyond.
 (b) At Galesburg, La Plata, Bucklin, or Carrollton, to receive passengers for Colorado, New Mexico, Arizona, or California.
 (c) At Valmora, to discharge passengers from Kansas City or beyond; or to receive passengers for Barstow or beyond.</p> <p>No. 20. (a) At Carrollton, Bucklin, La Plata, Galesburg, Streator, or Joliet, to discharge passengers from California or Arizona.
 (b) At Valmora, to discharge passengers from Barstow or beyond; or to receive passengers for Kansas City or beyond.</p> <p>No. 21. (a) At Streator, Chillicothe and Galesburg, to receive passengers for California points.
 (b) At Hutchinson, to discharge passengers from Kansas City or beyond; or to receive passengers for La Junta or beyond.
 (c) At Glorieta or Lamy, to discharge passengers from Trinidad or beyond; or to receive passengers for Gallup or beyond.</p> <p>No. 22. (a) At Lamy, to discharge passengers from Gallup or beyond; or to receive passengers for Trinidad or beyond.
 (b) At Trinidad, to discharge passengers; or to receive passengers for Kansas City or beyond.
 (c) At Hutchinson, to discharge passengers from La Junta or beyond; or to receive passengers for Kansas City or beyond.
 (d) At Galesburg, Chillicothe and Streator, to discharge passengers from scheduled stops in California.</p> <p>No. 23. (a) At any station Chicago to Belen, to receive passengers for Arizona or California.
 (b) At any station Chicago to Kansas City, to receive passengers for Newton or beyond; at Stronghurst or Dallas City, to receive passengers for Kansas City or beyond or to discharge passengers from Chicago or beyond.
 (c) At Medill or Baring, to receive passengers for Kansas City or beyond; or to discharge passengers from Chicago or beyond.
 (d) Any stations Kansas City to Emporia to receive passengers for Newton or beyond.</p> <p>No. 24. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Emporia to Kansas City, to discharge passengers from beyond Emporia.
 (c) At any station Kansas City to Chicago, to discharge passengers from beyond Kansas City.
 (d) At any station Fort Madison to Chicago, to discharge passengers from Kansas City.
 (e) At East Fort Madison, Williamsfield, or Princeville, to receive passengers for Chicago or beyond.
 (f) At Ransom, Kinsman, Verona, or Mazon, to discharge passengers from west of Fort Madison; or to receive passengers for Chicago or beyond.</p> <p>No. 27. At Osage City, to discharge passengers from Topeka or beyond; or to receive passengers for Emporia or beyond.</p> <p>No. 27. (C & S) (a) At Littleton, Castle Rock, Larkspur, or Fountain, to receive passengers for east or south of Pueblo.
 (b) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 28. (a) At Edmond, to receive passengers for Ponca City or beyond.
 (b) At Strong City, to discharge passengers from south of Wichita for Strong City District.
 (c) At any station between Emporia and Kansas City, to discharge passengers from beyond Newton.</p> <p>No. 28. (C & S) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 47. (a) At Gardner, Edgerton, Wellsville, Richmond, Colony, and Owen, to discharge passengers from Kansas City, Mo., or beyond.
 (b) At Gardner, to receive passengers for Chanute or beyond.
 (c) At Humboldt, to discharge passengers from Kansas City, Mo., or beyond; and to receive passengers for beyond Chanute.</p> <p>No. 50. At any station Tulsa to Chanute, to receive passengers for Kansas City, Mo., or beyond.</p> <p>No. 127. At any station Newton to La Junta, to receive or discharge passengers.</p> <p>No. 128. At any station La Junta to Newton, to receive or discharge passengers.</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.

O. D. CRILL,
Trainmaster,
MARCELINE, MO.

P. J. WHITE,
Chief Dispatcher,
MARCELINE, MO.

C. C. POLHANS,
Night Chief Dispatcher,
MARCELINE, MO.

Train Dispatchers:
F. E. Mercer,
E. G. Meyer,
H. D. Foster,
N. L. Barnes,
S. A. Hise,
R. W. Cruze,
L. C. Walker,
P. M. Buckingham,
C. R. Machen,
MARCELINE, MO.

C. R. FETTER,
Trainmaster, K. C. Division,
ARGENTINE, KANSAS.

R. N. BRADY,
Asst. Trainmaster,
K. C. Division,
ARGENTINE, KANSAS.

J. A. SEELEY,
Pass. Trainmaster,
K. C. Division,
KANSAS CITY, MO.

H. C. WHITTAKER,
Night Trainmaster,
K. C. Division,
ARGENTINE, KANSAS.

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

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

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

MISSOURI DIVISION.

FT. MADISON HOSPITAL.
Dr. E. L. DURRILL, Surgeon in Charge.
Dr. SEBASTIAN AMBERY, Assistant Surgeon.
Dr. R. S. REIMERS, Eye, Ear, Nose and Throat
Specialist.
Dr. E. C. TUCKER, Consulting Dentist.

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

Dr. H. O. NEWTON, La Plata.
Dr. BEN PUTMAN, Marceline.
Dr. P. L. PATRICK, Marceline.
Dr. R. F. COOK, Carrollton.
Dr. J. V. SMITH, Henrietta.
Dr. J. H. RYAN, St. Joseph.
Dr. S. D. REYNOLDS, Plattsburg.
Dr. E. S. MILLER, Argentine.

Dr. K. C. HAAS, Argentine.
Dr. W. H. DYER (Colored), 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. BEIL, Bryant Bldg., Kansas City, Mo.

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

LOCAL WATCH INSPECTORS, MISSOURI DIVISION.

ALBERT ZURCHER, Marceline.
L. B. HARDY, Ft. Madison.
ERNEST C. MAXWELL, St. Joseph.

J. H. MACE COMPANY, Union Station, Kansas City.
K. E. KLEINMAN, 1100 Grand Avenue,
Kansas City, Mo.

REYNOLDS JEWELRY COMPANY, Argentine.
L. J. WITMER, 726 Minnesota Ave.,
Kansas City, Kans.

SANTA FE FIRST SAFETY

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.)

