

The Atchison, Topeka & Santa Fe Railway Co.



EASTERN LINES.
EASTERN DISTRICT.



MISSOURI DIVISION.

EMPLOYEES' TIME TABLE No. 50.

IN EFFECT

SUNDAY, MARCH 4, 1928,

AT 12:01 O'CLOCK A. M.

CENTRAL STANDARD TIME

Superseding Time Table No. 49, Dated June 12, 1927, 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,

Ass't General Manager,

TOPEKA, KANSAS.

H. R. LAKE,

Supt. Transportation,

CHICAGO, ILLINOIS.

C. L. MASON,

Superintendent,

MARCELINE, MISSOURI.

H. M. DUNCAN,

Supt. Kansas City Division,

KANSAS CITY, MISSOURI.

MISSOURI DIVISION.—FIRST DISTRICT.

WESTWARD.

Capacity of other tracks in 44 ft. cars	Capacity of Sidings in 44 ft. cars		Third Class				First Class										Fuel, Water, Turn Tables and Wyes.	TIME TABLE		Ruling Grade Ascending.	Distance from Chicago.	
			57	55	33	39	9	25	1	17	15	21	7	23	19	3		5	No. 50,			Miles.
			Way Freight.	Way Freight.	Col., Cal., Tex. and Kan. Fast Freight.	Fast Freight.	The Navajo.	Ft. Madison Express.	The Scout.	Local Passenger.	Mall and Express.	The Missionary.	Fast Mail.	California Limited.	The Chief.	California Limited.		The Kansas Cityan.	March 4, 1928.			
	East	West	Leave Monday, Wednesday and Friday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.						
Yard				PM 2.45	AM 10.40	AM 8.40	PM 7.15	PM 5.00	PM 3.35	AM 9.00	AM 8.25	AM 4.40	AM 4.25	AM 3.10	AM 2.15	AM 2.00	AM 12.33					
Yard			AM 7.15	2.55 PM	11.00 PM 1.00	9.00 11.00	7.20 7.25	5.05 PM	3.40 3.45	9.07	8.33 8.38	4.45 4.50	4.35 4.40	3.15 3.20	2.20 2.25	2.05 2.10	12.40 12.47	W F T Y				
18																						
11	64	68	7.40				7.40		3.59	9.23	8.53	5.04	4.54	3.34	2.40	2.25	1.02					
80	63		7.55				7.47		4.06	9.31	8.59	5.10	5.00	3.42	2.47	2.32	1.10					
29	61	65	8.10				7.54		4.13	9.39	9.06	5.17	5.07	3.49	2.53	2.38	1.18	W				
33		59	8.25				8.01		4.20	9.47	9.13	5.23	5.13	3.56	3.00	2.45	1.25					
22	89	146	8.50				8.12		4.30	10.00	9.24	5.33	5.23	4.07	3.12	2.57	1.40	Y				
102	63	146	9.20 ¹⁵ 9.40				8.25		4.42	10.19	9.37 ⁵⁷	5.45	5.34	4.20	3.25	3.11	1.55	W				
70	62	91	10.10				8.32		4.49	10.29	9.45	5.52	5.41	4.28	3.33	3.18	2.05					
46	92	61	10.25 ¹⁷ 10.45				8.39		4.56	10.40 ⁵⁷	9.52	5.58	5.47	4.35	3.42	3.27	2.15					
18																						
127	179	103	11.30				8.51		5.07	10.55	10.04	6.09	5.58	4.47	3.55	3.40	2.30	W F				
91	92	65	PM 12.20				9.03		5.19	11.12	10.17	6.21	6.09	5.00	4.09	3.54	2.45					
27	88	64	12.50				9.11		5.27	11.23	10.27	6.29	6.17	5.10	4.18	4.03	2.56					
76	92	92	1.45				9.21		5.37	11.35	10.38	6.38	6.25	5.19	4.28	4.15	3.07	W				
44	66	93	2.05				9.30		5.46	11.47	10.48	6.47	6.34	5.28	4.37	4.25	3.16					
37	58	60	2.30				9.37		5.53	11.55	10.55	6.54	6.41	5.35	4.44	4.32	3.24					
58	115	97	2.55				9.46		6.02	12.07 ^{PM}	11.05	7.03	6.50	5.46	4.55	4.42	3.35	W				
15	91	66	3.15				9.56		6.11	12.17	11.16	7.12	6.59	5.56	5.05	4.51	3.47					
82	90	64	3.40				10.05		6.20	12.27	11.25	7.20	7.08	6.05	5.15	5.00	3.58					
Yard			4.00 PM		8.00 PM	5.00 PM	10.15 PM		6.30 PM	12.40 PM	11.35 AM	7.30 AM	7.18 AM	6.15 AM	5.25 AM	5.10 AM	4.10 AM	W F T Y				
			Ar. Monday, Wednesday and Friday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.					
			(13.7)	(14.5)			(39.2)	(20.4)	(40.4)	(31.1)	(37.1)	(41.6)	(40.8)	(38.1)	(37.1)	(37.1)	(32.7)	Average speed per hour.				

NOS. 33 AND 39 HAVE NO TIME TABLE AUTHORITY.

MISSOURI DIVISION.—FIRST DISTRICT. EASTWARD.

Mileage Ascending.	TIME TABLE No. 50, March 4, 1928.	Telegraph and Telephone Offices.	First Class.										Second Class.			Third Class.		
			4	20	10	24	26	22	14	18	6	2	16	32	40	34	56	58
			California Limited.	The Chief.	The Scout.	California Limited.	Chicago Express.	The Missionary.	The Chicagean.	Local Passenger.	Chicago Express.	The Navajo.	Mixed.	Chicago Fast Freight.	Meat Express.	Fruit Express.	Way Freight.	Way Freight.
	STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Tuesday, Thursday and Saturday	
0	FORT MADISON. 1.7	N P	AM 3.00	AM 3.15	AM 3.40	AM 5.00	AM 6.30	PM 2.20	AM 12.40		AM 1.44	AM 2.40	PM 5.00	PM 1.20	AM 1.00	AM 8.20	AM 7.10	
	SHOPTON.	N P	2.55 2.50	3.10 3.05	3.33 3.28	4.55 4.45	6.20 AM	2.12 2.05	12.35 12.25	AM 1.00	1.34 1.27	2.33 2.28	4.50 4.20	1.00 PM 11.00	12.45 12.01	8.00 6.30	7.00 AM	PM 3.55
0	4.1 MACUTA.																	
15.4	2.7 BRICKER.																	
0	2.0 NEW BOSTON.		2.37	2.52	3.16	4.32		1.51	12.11	f 12.47	1.15	2.16	s 3.55					3.30
36.9	4.6 ARGYLE.	D T	2.29	2.45	3.08	4.25		1.44	12.04 AM	f 12.39	1.08	2.08	s 3.41					3.15
42.2	4.0 STATE LINE.																	
0	0.3 DUMAS.		2.22	2.37	2.58	4.17		1.36	11.55	f 12.30	12.58	1.58	s 3.27					3.00
0	3.7 BEVERE.	D T	2.17	2.31	2.52	4.11		1.31	11.49	f 12.22	12.52	1.52	s 3.15					2.50
42.2	7.1 C. B. & C. Crossing.	N P	2.07	2.21	2.42	4.00		s 1.21	s 11.37	s 12.11 AM	12.41	1.42	s 2.50					2.30
42.2	5.1 CAMA.																	
0	4.1 WYACONDA.	D P	1.55	2.08	2.30	3.47		1.09 ⁵⁸	11.23	s 11.57	12.29	1.30	s 2.20					2.00 ²² 1.00
42.2	5.3 GORIN.	D T	1.48	2.01	2.23	3.40		1.02	11.16	f 11.48	12.22	1.23	s 2.05					12.35
41.7	5.0 RUTLEDGE.	D T	1.41	1.54	2.16	3.32		12.55	11.08	f 11.39	12.15	1.16	s 1.50					12.10 PM
42.2	3.3 FABIUS.																	
7.8	4.8 BARING.	N P	1.30	1.44	2.06	3.20		s 12.44	10.55	s 11.25	12.04 AM	1.06	s 1.30					11.30
32.4	5.5 KENWOOD.																	
0	3.9 HURDLAND.	D P	1.17	1.32	1.55	3.08		s 12.32	10.41	s 11.09	11.52	12.55	s 1.00					10.30
42.2	6.3 GIBBS.	D T	1.08	1.24	1.47	2.59		12.24	10.31	f 10.58	11.44	12.47	s 12.40					10.05
23.1	6.3 LA PLATA.	N P	12.58	1.15	1.38	2.49		s 12.14 ¹⁶	s 10.20	s 10.48	s 11.34	12.38	s 12.20 ²² 12.05 PM					9.40
25.4	5.5 CARDY.		12.50	1.06	1.29	2.40		12.05 PM	10.08	f 10.35	11.24	12.29	s 11.50					9.10
42.2	4.7 ELMER.	D T	12.42	12.58	1.22	2.32		11.58	9.59	s 10.26	11.17	12.22	s 11.35					8.50
0	6.8 ETHEL.	N P	12.32	12.49	1.13	2.22		11.50	9.48	s 10.16	11.08	12.13	s 11.20					8.25
42.2	6.6 HART.	D T	12.22	12.39	1.03	2.12		11.42	9.37	f 10.05	10.58	12.03 AM	s 11.05					7.55
42.2	5.2 BUCKLIN.	D P	12.12	12.30	12.55	2.02		11.34	9.27	s 9.56	10.50	11.55	s 10.50					7.35
42.2	5.8 MARCELINE.	N P	12.01 AM	12.20 AM	12.45 AM	1.50 AM		11.24 AM	9.15 PM	9.45 PM	10.40 PM	11.45 PM	10.30 AM	4.30 AM	7.00 PM	10.10 PM		7.10 AM
	(1144)		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Tuesday Thursday and Saturday
	Average speed per hour.....		(39.4)	(40.4)	(40.3)	(38.1)	(10.2)	(40.6)	(35.2)	(34.7)	(38.8)	(40.3)	(19.8)				(10.2)	(14.5)

NOS. 32, 34 AND 40 HAVE NO TIME TABLE AUTHORITY.

MISSOURI DIVISION.—SECOND DISTRICT.

WESTWARD.

Capacity of Other Tracks in 44 ft. Cars	Capacity of Sidings in 44 ft. Cars		Third Class.				First Class.										Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 50, March 4, 1928.	Ruling Grade Ascending.	Distance from Chicago.
	East	West	59	61	33	39	9	1	17	15	21	7	23	19	3	5				
			Way Freight.	Way Freight.	Colo., Cal., Tex. and Kan. Fast Freight.	Fast Freight.	The Navajo.	The Scout.	Local Passenger.	Mail and Express.	The Missionary.	Fast Mail.	California Limited.	The Chief.	California Limited.	The Kansas Cityan.				
			Leave Monday Wednesday and Friday	Leave Tuesday Thursday and Saturday	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	W F Y	MARCELINE.	0	347.3
Yard				AM 7.40	PM 9.00	PM 6.00	PM 10.20	PM 6.35	PM 12.50	AM 11.40	AM 7.35	AM 7.23	AM 6.20	AM 5.30	AM 5.15	AM 4.20		7.8	0	
87	91	90		8.20			10.32	6.47	1.01	11.51	7.45	7.33	6.32	5.40	5.28	4.33		6.1	13.7	354.6
48	87	96		8.55			10.41	6.56	1.10	11.58	7.53	7.40	6.40	5.48	5.37	4.44				
39																				
54	109	66		9.40			10.50	7.05	1.21	PM 12.07	8.03	7.48	6.50	5.58	5.47	4.55	W	4.0	0	360.7
59	92	91		10.20			10.58	7.13	1.31	12.16	8.13	7.55	7.00	6.08	5.57	5.06		3.4	12.7	364.7
34	94			11.05			11.08	7.22	1.43	12.25	8.23	8.04	7.10	6.18	6.09	5.18				
89	92	92		11.30 ¹⁵ PM 12.40			11.14	7.29	1.50	12.32 ⁶¹	8.30	8.09	7.16	6.25	6.15	5.26	W	6.2	26.4	374.3
				12.50	10.55	7.50	11.19	7.34	1.55	12.36	8.35	8.12	7.21	6.30	6.20	5.31		4.3	0	386.4
		55																2.3	0	388.7
41		91		1.25			11.30	7.45	2.10	12.47	8.47	8.22	7.33	6.41	6.31	5.44		4.3	8.3	393.0
12	92																	3.6	3.7	396.6
40	92			2.05 2.30			11.41	7.56	2.26	12.59	8.59	8.32	7.45	6.53	6.42	5.58		4.3	0.0	400.9
Yard	280	300		AM 9.10	PM 2.45		11.50	8.05	2.36	1.10	9.08	8.40	7.55	7.03	6.53	6.08	W F Y	4.5	4.8	405.4
6				9.45					2.46									5.9	4.2	411.3
		57		9.50	AM 1.00	9.30	AM 12.02	8.15	2.50	1.21	9.19	8.49	8.05	7.13	7.03	6.22		5.6	8.4	416.9
75	94	94		10.25			12.08	8.20	2.57	1.27	9.25	8.53	8.12	7.18	7.08	6.28	W	1.3	14.2	418.2
26	92	94		11.05			12.18	8.30	3.07	1.36	9.34	9.02	8.23	7.27	7.17	6.38		3.5	18.2	421.7
36	111	91		11.55			12.28	8.40	3.20	1.47	9.45	9.11	8.33	7.38	7.28	6.52		5.0	26.4	426.7
		70		PM 12.10			12.32	8.43	3.25	1.50	9.49	9.14	8.37	7.42	7.32	6.57		7.3	6.7	434.0
68		73		12.30					3.30								W	2.5	9.7	436.5
																		2.9	9.4	439.4
9	75			1.00					3.40									1.4	9.4	440.8
				1.15			12.45	8.56	3.45	2.03	10.02	9.26	8.50	7.55	7.45	7.15		1.8	0	442.6
																		1.6	4.9	444.2
				1.30			12.50	9.00	3.49	2.07	10.07	9.30	8.55	8.00	7.50	7.20		1.7	25.7	445.9
				1.35			12.54	9.03	3.53	2.09	10.10	9.32	8.57	8.02	7.52	7.22		0.1	0	446.0
							1.15 AM	9.25 PM	4.10 PM	2.30 PM	10.30 AM	9.50 AM	9.15 AM	8.20 AM	8.10 AM	7.40 AM		0.3	14.8	446.3
Yard				2.30														4.8	43.9	451.1
Yard				3.00 PM	5.00 AM	12.30 AM												1.3	0	452.4
																		0.1	0	452.5
																		2.8	18.8	455.3
																		1.8	0	455.3

Nos. 33 and 39 HAVE NO TIME TABLE AUTHORITY.

MISSOURI DIVISION.—SECOND DISTRICT.

EASTWARD.

Mile Grade Ascending.	TIME TABLE No. 50, March 4, 1928.	Telegraph and Telephone Offices.	First Class.								Second Class.				Third Class.		
			22	18	14	6	2	4	20	10	24	16	34	40	32	60	62
			The Missionary.	Local Passenger.	The Chicagoan.	Chicago Express.	The Navajo.	California Limited.	The Chief.	The Scout.	California Limited.	Mixed.	Fruit Express.	Meat Express.	Chicago Fast Freight.	Way Freight.	Way Freight.
	STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Tuesday, Thursday and Saturday.	Ar. Monday, Wednesday and Friday.	
42.2	MARCELINE. 7.3	N P	AM 11.19	PM 9.40	PM 9.05	PM 10.35	PM 11.40	PM 11.55	AM 12.15	AM 12.40	AM 1.45	AM 10.15	PM 9.00	PM 6.45	AM 4.00	PM 4.00	
8.9	ROTHVILLE. 6.1	D P	11.06	f 9.26	8.52	10.23	11.28	11.43	12 03 AM	12.28	1.33	s 9.50				3.15	
14.2	MENDON. 4.0	D T	10.59	s 9.15	8.43	10.15	11.19	11.35	11.54	12.19	1.24	s 9.35				2.30	
18.3	WHITHAM. 3.4			f								s					
0	DEAN LAKE. 6.2	N P	10.50	f 8.59	8.32	10.04	11.10	11.26	11.45	12.10	1.15	s 9.15				1.30	
26.4	BOSWORTH. 7.8	D P	10.42	s 8.50	8.23	9.56	11.02	11.18	11.37	12.02 AM	1.07	s 9.00				12.55	
26.4	STANDISH. 4.3	D T	10.33	f 8.38	8.12	9.46	10.52	11.08	11.27	11.52	12.57	s 8.42				12.01 PM	
0	CARROLLTON. 2.3	N P	s 10.25	s 8.26	s 8.02	s 9.38	10.45	11.01	11.20	11.45	12.50	s 8.32				11.30	
0	CARROLLTON JCT. 4.3	N P	10.20	8.20	7.55	9.38	10.41	10.57	11.16	11.41	12.46	8.24	6.21	5.00	1.30 AM	11.05	
0	PALEMON. 3.6			f 8.13								f 8.17					
6.3	NORBORNE. 4.3	D P	10.09	s 8.05	7.43	9.22	10.30	10.46	11.04	11.30	12.34	s 8.10				10.35 9.25	
0	NIMROD. 4.5			f 7.55								f 8.02					
0	HARDIN. 5.9	N P	9.58	s 7.45	7.30	9.10	10.18	10.35	10.52	11.18	12.22	s 7.55				8.45	
6.6	HENRIETTA. 5.6	N P	s 9.48	7.30 7.00	s 7.20	s 9.00	10.09	10.25	10.42	11.09	12.12 AM	s 7.40				PM 2.15	8.15 AM
0	CAMDEN. 1.3	D		s 6.45								s 7.26				1.15	
26.4	CAMDEN JCT. 3.5	N P	9.35	6.40	7.03	8.48	9.59	10.14	10.29	10.59	11.59	7.23	4.31	4.00	11.30	1.00	
0	FLOYD. 5.0	D T	9.30	s 6.33	6.57	8.43	9.54	10.09	10.24	10.54	11.54	s 7.17				12.25 PM	
26.4	SIBLEY. 7.3	N P	9.21	s 6.22	6.48	8.34	9.46	10.01	10.16	10.46	11.46	s 7.07				11.40	
0	ATHERTON. 2.5	D T	9.11	s 6.10	6.38	8.24	9.36	9.51	10.06	10.36	11.36	s 6.54				10.50	
7.0	ETON. 2.9	N P	9.07	f 6.05	6.34	8.20	9.32	9.47	10.02	10.32	11.32	f 6.50				10.30	
0	COURTNEY. 1.4	D T		s 6.01								s 6.46				10.05	
0	CEMENT CITY. 1.8			f								s					
0	SUGAR CREEK. 1.6		8.57 ⁶⁰	f 5.54								s 6.39				9.40 ²² 8.45	
42.2	CONGO. 1.7	N P	8.55	5.51	6.22	8.08	9.20	9.35	9.50	10.20	11.20	f 6.36				8.25	
0	K. C. S. Crossing. 0.1																
0	BIG BLUE JUNC. 0.3	N P	8.52	5.47	6.18	8.04	9.17	9.32	9.47	10.17	11.17	6.32				8.15	
48.5	SHEFFIELD. 4.8		8.50	s 5.43	6.16	8.02	9.15	9.30	9.45	10.15	11.15	s 6.28				8.10	
47.8	KANSAS CITY. Union Station	N P	8.35 AM	5.30 PM	6.00 PM	7.45 PM	9.00 PM	9.15 PM	9.30 PM	10.00 PM	11.00 PM	6.15 AM					
24.2	STATE LINE. 0.1																
	A. T. & S. F. JUNC. 2.8															7.35	
	KANSAS CITY, KS. (Argentine Sta.)	N P											1.00 PM	1.30 PM	8.00 PM	7.15 AM	
	(108.0)		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Lv. Monday, Wednesday and Friday.	
	Average speed per hour.....		(37.9)	(28.7)	(33.7)	(36.6)	(38.9)	(38.9)	(37.7)	(38.9)	(37.7)	(25.9)			(7.5)	(8.2)	

4 Mo. NOS. 32, 34 AND 40 HAVE NO TIME TABLE AUTHORITY.

MISSOURI DIVISION.— ST. JOSEPH DISTRICT.

WESTWARD.

Capacity of Other Tracks in 44 ft. Cars.	Capacity of Siding in 44 ft. Cars.	Third Class	Second Class.				First Class.						Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 50, March 4, 1928.	Selling Grade Ascending.	Distance from Henrietta.	
		45 Way Freight. Lv. Tuesday, Thursday, Saturday.	71 C. G. W. By. Freight. 60 Leave Daily.	30 Eastern Division Stock. Leave Daily Ex. Sunday.	43 Through Freight. Leave Daily.	75 C. G. W. By. Time Freight 90 Leave Daily.	58 Eastern Division Passenger. Leave Daily.	1 C. G. W. By. Passenger. 2 Leave Daily.	27 Motor. Leave Daily.	60 Eastern Division Passenger. Leave Daily.	25 St. Joseph Express. Leave Daily.	5 C. G. W. By. Passenger. 4 Leave Daily.					
Yard		AM 8.20			AM 12.15						PM 2.40		AM 7.00	W F Y	HENRIETTA.	0.0	
42	29	8.55			12.55						\$ 2.53		\$ 7.11		5.1 RICHMOND.	69.2	
	30	9.18 ²⁸			1.15						f 3.04		f 7.20	W	4.8 SWANWICK.	47.7	
	33	9.40			1.30						\$ 3.13		\$ 7.27		3.7 RAYVILLE.	61.6	
	41	10.25			1.55						\$ 3.27		\$ 7.37		5.7 VIBBARD.	48.8	
19	25	11.00			2.20						\$ 3.39		\$ 7.47		5.5 LAWSON.	39.8	
	25	11.30			2.45						f 3.52		\$ 7.58		6.1 CONVERSE.	51.2	
12	38	PM 12.01			3.05						\$ 4.02		\$ 8.08		4.8 LATHROP.	60.2	
17		12.20			3.20						f 4.09		f 8.15 ²⁸		C. B. & Q. Crossing. 3.2 WEXFORD.	0	
14	22	1.00			3.40						\$ 4.21		\$ 8.25	W	4.9 PLATTSBURG.	62.3	
															0.1 Q. C. & E. C. Crossing.	0	
18		1.20			3.55						f 4.30		f 8.35		0.1 O. B. I. & P. Crossing. 2.9 SCEARCES.	61.2	
27	20	2.00			4.25						\$ 4.44		\$ 8.46		6.2 GOWER.	59.7	
6	29	2.30			4.50						\$ 4.55 ²⁶		\$ 8.53		4.5 FRAZIER.	52.8	
14	28	3.00			5.15						\$ 5.06		\$ 9.00 ⁴⁴	W	4.2 AGENCY.	52.3	
	30	3.20		PM 9.48	5.35 ⁴	AM 12.05				PM 6.30	\$ 5.13		\$ 9.06		3.4 BEE CREEK JUNC.	59.3	
8		3.30		9.55	5.43	12.11				6.35	f 5.18		f 9.11		2.1 MATNEY.	59.5	
	115	3.35		10.00	5.47	12.19 ⁷⁴				6.38	f 5.21		f 9.15 ⁷²		1.3 AJAX.	0	
															2.8 CONNETT.	0	
															0.2 C. B. I. & P. Crossing. 0.4 K. C. C. C. & St. J. Crossing. 0.1 C. B. & Q. Crossing. 0.2	0	
					AM 7.25					PM 7.40			AM 10.45		0.2 C. B. I. & P. Crossing. C. B. & Q. Crossing. Terminal Junc. 0.5	0	
Yard		4.00 PM		10.15 PM	7.30 AM	6.00 AM	12.40 AM			7.47	6.47	5.33	10.52	9.27	1.27	W F T TERMINAL YARD.	0
										7.50 PM	6.50 PM	5.35 PM	10.55 AM	9.30 AM	1.30 AM	Y ST. JOSEPH U. D.	0
		Ar. Tuesday, Thursday, Saturday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(73.1)		

(12.0)

(16.9)

(6.0)

(12.6)

(13.0)

(4.8)

(23.7)

(25.1)

(4.8)

(28.4)

(23.7)

..... Average speed per hour.

MISSOURI DIVISION.— ST. JOSEPH DISTRICT.

EASTWARD.

Mile Grade Ascending.	TIME TABLE No. 50, March 4, 1928.	Telegraph and Telephone Offices.	First Class.							Second Class.				Third Class.	
			4	28	57	2	26	59	72	29	46	74	44		
			C. G. W. By. Passenger. 3	Motor.	Eastern Division Passenger.	C. G. W. By. Passenger. 1	Chicago and St. Louis Express.	Eastern Division Passenger.	C. G. W. By. Freight. 61	East. Div. Through Freight.	Freight.	C. G. W. By. Time Freight. 91	Way Freight.		
STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Ar. Monday, Wednesday, Friday.				
	HENRIETTA.	N P		AM 9.45			PM 7.05				PM 11.55		PM 2.05		
0	5.1														
57.4	RICHMOND. 4.8	D T		9.32			6.50				11.35		1.45		
0	SWANWICK. 3.7			9.18 ⁴⁵			6.37				11.05		1.15		
32.7	RAYVILLE. 5.7	D T		9.10			6.29				10.52		1.00		
52.8	VIBBARD. 5.5	D T		8.58			6.17				10.32		12.30		
52.8	LAWSON. 6.1	D T		8.47			6.07				10.15		12.02 PM		
58.6	CONVERSE. 4.8			8.33			5.53				9.50		11.40		
52.8	LATHROP. C. B. & Q. Crossing. 3.2	D T		8.22			5.42				9.32		11.15		
58.1	WEXFORD. 4.9			8.15 ²⁵			5.35				9.20		10.55		
0	PLATTSBURG. 0.1	D T		8.05			5.25				9.00		10.30		
0	Q. O. & E. C. Crossing. 0.1														
61.1	C. B. I. & P. Crossing. 2.9														
60.5	SCHARCES. 6.2			7.57			5.16				8.47		10.00		
60.0	GOWER. 4.5	D T		7.45			5.04				8.27		9.40		
62.8	FRAZIER. 4.2			7.37			4.55 ²⁷				8.12		9.20		
0	AGENCY. 3.4	D T		7.28			4.47				7.57		9.00 ²⁵		
60.5	BEE CREEK JUNC. 2.1	N P	AM 5.35 ⁴³	7.21		AM 11.48	4.38		AM 9.30		7.45	AM 12.35	8.25		
56.7	MATNEY. 1.3		5.29	7.17		11.43	4.32		9.20		7.30	12.25	8.15		
47.1	AJAX. 2.8	N P	5.26	7.13		11.40	4.28		9.15 ²⁵		7.23	12.19 ⁷⁵ AM	8.10		
20.6	CONNETT. 0.2														
36.6	C. B. I. & P. Crossing. 0.4														
48.8	K. C. C. C. & St. J. Crossing. 0.1														
0	C. B. & Q. Crossing. 0.2														
0	C. B. I. & P. Crossing. C. B. & Q. Crossing. Terminal Junc. 0.5					AM 7.50					PM 5.50				
0	TERMINAL YARD. 0.3	N P	5.17	7.02	7.47	11.32	4.17	7.17	8.40 AM	5.48 PM	7.07 PM	11.50 PM	7.50 AM		
	ST. JOSEPH U. D.	N P	5.15 AM	7.00 AM	7.45 AM	11.30 AM	4.15 PM	7.15 PM							
	(73.1)		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Monday, Wednesday, Friday.		
	Average speed per hour		(23.7)	(26.2)	(9.6)	(26.3)	(25.8)	(9.6)	(11.8)	(19.0)	(15.2)	(12.6)	(11.7)		

SPECIAL RULES AND REGULATIONS.

Effective on the Missouri Division and Superseding all General Rules Inconsistent Therewith.

A book of The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department, dated 1909, and the current Time Table, must be in the hands of all employes of the Operating Department.

Substitute for note under Rule 221-A of Current Rules and Regulations, Operating Department: This rule not applicable to double track where separate signals are provided for trains on sidings.

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

Where upper quadrant three-position signals are installed the following indications will be provided:

Stop—Arm horizontal, or red light.

Proceed under control—Arm 45 degrees upward, or yellow light.

Proceed—Arm vertical, or green light.

Signals operated under automatic signal rules will be designated by a number plate.

Bulletin books are located at: Ft. Madison, Shopton, Marceline, Henrietta, St. Joseph, Argentine and Union Station Kansas City.

Standard thermometers are located at Shopton, Wyaconda, Baring, La Plata, Ethel, Marceline Yard, Dean Lake, Carrollton, Henrietta, Floyd and Courtney.

Yard limits (see No. 93 General Rules) are located at Shopton, Marceline, Henrietta (St. Joseph District only), Cement City, Richmond and St. Joseph. At all other stations trains must be protected as per Nos. 99 and D-99 of General Rules.

Audible signal "C," Rule 14, is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or fuel stations, railroad crossings, etc., but only as a means of communicating to train crews an unusual situation which might not be obvious to the train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

So far as practicable, hand baggage should not be placed in the aisles of passenger cars.

Heavy hand baggage or packages should not be allowed in overhead racks where there is possible danger of their falling from same.

Train crews are enjoined to supervise the stowing of baggage and see that it is accomplished in such manner as to minimize hazard of accident to passengers.

Standard Clocks are located at Fort Madison, Shopton, Marceline, Henrietta, Kansas City Union Station, Argentine, Terminal Yard and St. Joseph U. D.

Time signals will be sent daily at 11:00 a. m., "Central" time, from the Master Clock of the Washington, D. C., U. S. Naval observatory, to all telegraph stations. These signals are automatic clock-beats, repeated over the wires by the Master Clock. All repeater switches should be thrown. The following program will be observed:

- H. M. S.
- 10 57 00 A. M., Second beats commence and continue until the 28th second inclusive, when circuit opens until
 - 10 57 30 A. M., When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until
 - 10 58 00 A. M., When second beats commence again, continuing until the 28th second, inclusive, when circuit opens until
 - 10 58 30 A. M., When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until
 - 10 59 00 A. M., When second beats commence and continue until the 28th second, inclusive, when circuit opens until
 - 10 59 30 A. M., When second beats commence again, continuing to the 50th second, inclusive, when circuit opens until
 - 11 00 00 A. M., When the circuit closes one dot, and then opens again, when all repeater switches should be thrown back to original position.

This program affords ample opportunity to identify the minute and second. If from interruption of wires, or other causes, the time should fail to be transmitted from the Master Clock at Washington, the time will be struck by the Master Clock at Topeka, from Standard Time in the General Watch Inspector's office, as per above program, or should there be a failure from any cause in receiving time each day, Operators will get time from the Dispatcher's Office.

It is important that every station shall have correct time, and Operators receiving time will, if necessary, correct the Station Clock to agree with time signals as received.

DOUBLE TRACK BETWEEN FORT MADISON AND CONGO, EXCEPT GAUNTLET TRACK OVER MISSOURI RIVER BRIDGE EAST OF SIBLEY.

All trains shall keep to the right.

Rules governing the movement of trains with the current of traffic on double track by means of Block Signals:

On double track trains will run with the current of traffic by block signals, whose indications will supersede time-table superiority.

The movement of trains will be supervised by the Train Dispatcher, who will issue instructions to signalmen when required.

Trains having work to do which may detain them must obtain permission from the signalman at the last station at which there is a siding before entering the block in which the work is to be done. Signalman must obtain authority to give this permission from the Dispatcher.

When necessary to run trains against the current of traffic, movements must be controlled by train orders.

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

On double track where current of traffic rules are in effect and fixed signals leading from passing tracks are provided, trains which have taken siding having passed train order signal in clear position will, before again occupying main track in direction of traffic be given proceed indication by signal. Trains entering passing track with train order signal in stop position will proceed only by clearance card and proceed indication by signal.

Automatic signals between Fort Madison and Congo.

Between Big Blue Junction and Congo, trains will be controlled by the indication of the interlocking signal at Big Blue Junction and by the block signal at Congo.

Between Bee Creek Junction and Terminal Yard office, St. Joseph, trains will be controlled by block signals at Bee Creek Junction and Ajax, but can depart from St. Joseph only on receipt of clearance card, Form 902, or clearance card and permissive card, Form 861, of which both conductor and engineer must receive a copy. Operator will clear a train or issue clearance card or permissive card only on a 19 order addressed to the operator by the dispatcher. Rules governing the use of permissive block system 739 to 747, inclusive, will govern. Before clearing a train going toward Ajax from either direction which is to be met or passed by other trains at Ajax, the order should be addressed to operator at Ajax if the train is to take siding. Work trains will receive work-train orders, copies of which will be issued to and receipted for by all but first-class trains.

The approach to the westward passing track at east end and the eastward passing track at the west end of Ajax is governed by distant and home signals of the upper quadrant type. The distant and home signal both being in clear position, indicates the train is to follow the main line expecting a clear block at the station. Distant signal at caution or forty-five degrees, and home signal in stop position, train will take siding. Both distant and route signal at caution, train will proceed on the main line to the order board only.

Double arm block signals are located opposite the station at Ajax; also both on the Great Western and the Santa Fe tracks at Bee Creek Junction.

Eastward trains approaching Bee Creek Junction finding the distant signal in caution position and the home signal at stop position, will head in; if the distant signal is in caution position, and home signal is in caution position, train will proceed to train order board under control, but will stop clear of the switch leading from east end of passing track to A. T. & S. F. main line.

All trains will be governed by the rules and regulations of the St. Joseph Union Depot Company, while on their tracks.

Train and enginemen of C. G. W. Ry. will be governed by time, rules and regulations of the A. T. & S. F. Ry. Co., Missouri Division Time Table.

Between Terminal Junction and St. Joseph Union Depot, all trains will run under control, expecting to find track occupied by other engines and trains, and prepared to stop when necessary.

Missouri Division trains have no superiority between Carrollton Junction and Camden Junction nor west of Big Blue Junction.

All train and enginemen will be governed by time, rules and regulations of the A. T. & S. F. Ry. Co. and Wabash Ry. Co. Joint Time Table between Carrollton Junction and Camden Junction; by time, rules and regulations of Kansas City Terminal Ry. between Big Blue Junction and A. T. & S. F. Junction and by time, rules and regulations of Eastern Division Time Table, while occupying tracks west of A. T. & S. F. Junction.

Conductors on westward first class trains, except No. 3, No. 9, No. 19, No. 23 and No. 25, must get their train orders and clearance cards at Fort Madison and deliver same to engineers at Shopton.

No. 19, No. 3, No. 9 and No. 23 must get clearance cards at Shopton.

Westward freight trains must get clearance cards at Tower, west end Shopton yard.

All Eastward trains must get clearance cards at Shopton.

All Eastward and Westward trains must get clearance cards at Marceline, except trains originating at Marceline, receiving head-out signal to depart from Yard need not secure clearance card.

All Westward trains, St. Joseph District, must get clearance cards at Henrietta.

All Eastward trains, St. Joseph District, must get clearance cards at Terminal Yard and at Bee Creek Junction.

At stations shown in full-faced type conductors must personally register their trains, except at Marceline Passenger Station; at Bee Creek Junction, conductors of all trains will register by Form 903; at Terminal Yard, conductors of passenger trains will register by Form 903.

Conductors of freight and accommodation trains will make telegraph train reports, Form 903, and leave at each station where train is changed except register stations. Operators will wire reports promptly to Trainmaster's office.

All employes are hereby notified that there are coal chutes, platforms and other structures, located on the main line and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side of a car; and all employes must PROTECT themselves from injury in passing such structures.

Also, that it is dangerous to stand erect upon cars, and especially cars of extraordinary height, while passing over, through or under the following-named bridges or viaducts, and necessary precautions must be used by all employes to protect themselves from injury from overhead structures at said points while riding on top of cars:

Mile Posts	Bridge Number	
244.13	244-B	C. B. & Q. Crossing.
270.88	270-E	Highway Crossing.
309.44	309-B	Highway Crossing.
312.50	312-B	Wabash Crossing.
332.60	332-B	Highway Crossing.
334.33	334-B	Highway Crossing.
336.90	336-H	Highway Crossing.
377.98	377-G	Highway Crossing.
378.17	378-B	West Bound Track, Big Creek.
		St. Joseph District
24.90	24-G	C. M. & St. P. Crossing.

Many of the overhead structures on the Kansas City Terminal Co.'s track west of Big Blue Junction 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 tracks.

RAILROAD CROSSINGS AT GRADE

Medill—C. B. & Q. Standard Interlocking Plant; speed restricted to 25 miles per hour.

Big Blue Jct.—K. C. S. Standard Interlocking Plant; speed restricted to 20 miles per hour.

Lathrop—C. B. & Q. Standard Interlocking Plant; speed restricted to 25 miles per hour.

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

Plattsburg—C. R. I. & P. Stop. See Rules 98, A, B, C and D. Speed restricted to 10 miles per hour.

Connett—C. R. I. & P. 0.2 mile west of station, is protected by gate set normally across C. R. I. & P. track. At night position of gate is indicated by green light when clear and by red light when blocked. Trains may proceed without stopping when signal is clear; speed restricted to 20 miles per hour.

Connett and Terminal Yard—K. C. C. C. & St. J.—C. B. & Q. Double track. C. R. I. & P. and C. B. & Q. Double track. One of the crew will precede train to crossings and train will not cross until engineman receives signal that it is safe to proceed; speed restricted to 10 miles per hour.

Maximum speed over railroad crossings at grade, 30 miles per hour, or one mile in two minutes.

Switch at Terminal Junction will be left set for Missouri Division trains.

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.

Further Restrictions

	Passenger			Freight		
	Mi.	Time	Per Mile	Mi.	Time	Per Mile
	Hr.	Min.	Sec.	Hr.	Min.	Sec.
First District.....				40	1	30
Second District.....				40	1	30
Henrietta and Bee Creek Junction.....	40	1	30	25	2	24
Bee Creek Junction and St. Joseph....	45	1	20	25	2	24
Fort Madison to West Tower, Shopton	30	2	00	25	2	24
Oil Station, Shopton to Fort Madison	30	2	00	25	2	24
Between M.P. 249 and M.P. 256.....	50	1	12	30	2	00
Gorin: M.P. 277.5 and M.P. 278.1.....	40	1	30	20	3	00
Baring: Passing Coal Chute.....	50	1	12	25	2	24
La Plata: M.P. 312.4 and M.P. 313....	40	1	30	30	2	00
Cardy to M.P. 322.....	50	1	12	30	2	00
Ethel: Passing station, eastward trains only	45	1	20			
Hart and M.P. 339.....	45	1	20	30	2	00
Bosworth: M.P. 374 and M.P. 374.6... 40	1	30	30	2	00	
Carrollton: M.P. 385.6 and M.P. 386.6	20	3	00	20	3	00
Norborne: M.P. 396.2 and M.P. 397... 30	2	00	20	3	00	
Hardin: M.P. 405 and M.P. 405.7.... 30	2	00	20	3	00	
Henrietta: M.P. 411 and M.P. 411.6... 30	2	00	20	3	00	
Around curves between M.P. 418 and M.P. 420.....	50	1	12			
Missouri River Bridge.....	25	2	24	15	4	00
Around curves between M.P. 428 and M.P. 432	50	1	12			
Around curves between Eton and M.P. 439	40	1	30	30	2	00
Between M.P. 443 and Big Blue Junction	40	1	30	30	2	00
Richmond: M.P. 4.5 and M.P. 5.5.... 20	3	00	20	3	00	
Plattsburg: M.P. 43.2 and M.P. 44.2... 15	4	00	15	4	00	
St. Joseph: M.P. 71 and Union Depot.. 20	3	00	20	3	00	

In heading in or out over the following turnouts and crossovers, passenger trains will not exceed speed of twenty-five (25) miles per hour, or one mile in two (2) minutes and twenty-four (24) seconds, and freight trains, twenty (20) miles per hour, or one mile in three (3) minutes.

Carrollton Jct.—Between A. T. & S. F. and Wabash tracks.

Camden Jct.—Between A. T. & S. F. and Wabash tracks and between A. T. & S. F. tracks.

Sibley—Gauntlet turnouts both ends Missouri River Bridge.

Congo—Mo. Pac. to eastward A. T. & S. F. track and between A. T. & S. F. tracks.

On all other turnouts and crossovers, passenger and freight trains will not exceed speed of ten (10) miles per hour, or one mile in six (6) minutes.

3160 class engines when used in passenger service will not exceed speed of one mile in one minute and thirty seconds.

4000 and 4100 class engines when used in passenger service will not exceed speed of one mile in one minute and twelve seconds.

Maximum speed for road engines running light, in miles per hour and in minutes and seconds per mile.

District	Forward						Backward					
	Day			Night			Day			Night		
	MPH	Min.	Sec.	MPH	Min.	Sec.	MPH	Min.	Sec.	MPH	Min.	Sec.
First	40	1	30	40	1	30	25	2	25	20	3	00
Second	40	1	30	40	1	30	25	2	25	20	3	00
St. Joseph..	30	2	00	30	2	00	15	4	00	15	4	00

Switch engines or engines without pony trucks moving between stations must not exceed speed of twenty (20) miles per hour or one mile in 3 minutes.

Trains handling dead engines must not exceed speed of twenty (20) miles per hour or one mile in 3 minutes; dead engines must not be handled with rods down or drivers suspended without special instructions in each case.

Trains handling steam wreckers, pile drivers, clam shells, steam shovels, scale test cars and like equipment must not exceed speed of twenty-five (25) miles per hour or one mile in 2 minutes and 24 seconds on tangent track, and fifteen (15) miles per hour or one mile in 4 minutes on curves. Handle scale test cars just ahead of way car.

Passenger trains moving against current of traffic on double track will reduce speed around curves to forty (40) miles per hour or one mile in 1 minute and 30 seconds.

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

S. PATTERSON,
Trainmaster,
MARCELINE, MO.

C. W. NELSON,
Ass't Supt. K. C. Division,
ARGENTINE, KANSAS.

O. W. PAGE,
Trainmaster, K. C. Division,
ARGENTINE, KANSAS.

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

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

H. N. SAILS,
Asst. Trainmaster,
K. C. Division,
ARGENTINE, KANSAS.

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

W. A. SHOCKLEY,
Pass. Trainmaster,
K. C. Division,
KANSAS CITY, MO.

V. M. CROWDER,
Asst. Trainmaster,
SHOPTON, IOWA.

TRAIN DISPATCHERS:
R. B. Cardy,
F. W. Hazen,
E. G. Meyer,
H. D. Foster,
N. L. Barnes,
P. J. White,
C. C. Polhans,
MARCELINE, MO.

Passengers will be carried on the following Freight Trains only; when more than one section, only the last section will carry passengers. In addition, 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.

ILLINOIS DIVISION.—Trains 49, 50, 53, 54, 55 and 56; 47 and 48 between Pekin and Streator; 51 and 52 between Joliet and Streator.

MISSOURI DIVISION.—Trains 44, 45, 59, 60, 61, 62, 57 and 58 between Dumas and Marceline.

EASTERN DIVISION.—Trains 61, 62, 63, 64, 65, 66, 67, 68, 71, 72, 73 and 74.

MIDDLE DIVISION.—Trains 59, 60, 61, 62, 63, 64, 75, 76, 89, 90, 97 and 98; 73 and 74 between Concordia and Superior, 87 and 88 between Little River and Ellinwood.

OKLAHOMA DIVISION.—Trains 73, 74, 75, 76, 79, 80, 81, 82, 83 and 84.

SOUTHERN KANSAS DIVISION.—Trains 81, 82, 83, 84, 85, 86, 87, 88, 91, 92, 97 and 98.

WESTERN DIVISION.—Trains 77, 78, 79, 80, 81 and 82.

ARKANSAS RIVER DIVISION.—Trains 87, 88 and 89.

NEW MEXICO DIVISION.—Trains 71 and 72.

PANHANDLE DIVISION.—Trains 57, 58, 59, 60, 61, 62, 67, 68, 69, 70, 71, 72, 77, 78, 83, 84, 85 and 86.

PECOS DIVISION.—Trains 45, 46, 47 and 48.

PLAINS DIVISION.—Trains 73, 74, 85 and 86; and 87 and 88 between Woodward and Shattuck.

Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

THESE SPECIAL RULES APPLY ONLY TO PAYING PASSENGERS.

When stops are authorized to pick up passengers, agents may flag trains accordingly.

- No. 1. (a) At any station Chicago to Kansas City for passengers to Newton and beyond, and at Baring to discharge passengers from Chicago and pick up passengers for Kansas City and beyond.
 (b) At any station for passengers to Arizona and California.
 (c) At any station west of Kansas City to discharge passengers from east of Kansas City or St. Joseph District.
 (d) At Holliday for passengers from No. 46 for points at which No. 1 is scheduled to stop, when No. 46 does not make connection with No. 56 at Ottawa, and for passengers from No. 50 at which No. 1 is scheduled to stop.
 (e) At De Soto to discharge passengers from Kansas City, Kan. (Argentine Station) and at De Soto, Lecompton, Carbondale, Scranton and Reading for passengers for points at which No. 1 is scheduled to stop, and to discharge passengers from Kansas City, Mo., and Topeka and St. Joseph District.
 (f) At Coal City for passengers destined west of Ancona.
 (g) At Lee, St. Francis and Folsom to discharge passengers from Cuyler and east.
 (h) At any station Clovis to Belen to discharge passengers from east and south of Clovis.
- No. 2. (a) At any station La Junta to Chicago to discharge passengers from Phoenix, Arizona, and from points in California.
 (b) At any station east of Kansas City to discharge passengers from south of Newton.
- No. 5-6. From Chicago (a) At any station in Illinois to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Ft. Madison for passengers to Kansas City or beyond, and St. Joseph District.
 (c) At stations Coal City to Ransom, inclusive, to discharge passengers from Chicago or Joliet, and at Hart to discharge passengers from Chicago and for passengers for Kansas City and west.
 (d) At Princeville and Williamsfield to discharge passengers from Chicago.
 (e) At any station west of Kansas City to discharge passengers from any line east of Kansas City.
 (f) At any station between Kinsley and Dodge City to discharge passengers from Nickerson to Nettleton inclusive.
 (g) At any station west of Dodge City to discharge passengers from east of Dodge City, and at any station west of Dodge City to pick up passengers for beyond La Junta.
 (h) At any station La Junta to Denver to discharge passengers from east or south of La Junta.
 (i) At any station south of Wichita to discharge passengers from east and west of Newton, and at any station south of Winfield to discharge passengers from Eldorado District, and Southern Kansas Division.
- No. 5-6. From Denver (a) At any station Denver to Pueblo for passengers east and south of Newton.
 (b) At any station Dodge City to Newton to discharge passengers from west of Dodge City and pick up passengers for stations at which No. 6 is scheduled to stop.
 (c) At any station Purcell to Kansas City to discharge passengers from south of Purcell.
 (d) At any station east of Kansas City to discharge passengers from west and south of Newton and passengers reaching Kansas City on No. 50.
 (e) At Bucklin for passengers for Chicago and east.
- No. 7. At Domingo and Bernalillo to discharge passengers from Lamy and East, and to pick up passengers for points in Arizona and California.
- No. 8. (a) At any point Albuquerque to La Junta to discharge passengers from Phoenix or points in California.
 (b) At any station Dodge City to Newton to discharge passengers from west of Dodge City.
 (c) At any station Newton to Kansas City to discharge passengers from west of Newton.
- No. 9. (a) At Stronghurst for passengers for Kansas City and beyond.
 (b) At La Plata for passengers west of Newton at which No. 9 is scheduled to stop.
 (c) At Halstead, Sterling and Ellinwood to discharge passengers from Topeka, Lawrence and from Kansas City and east.
 (d) At any station Dodge City to La Junta to discharge passengers from Kansas City and east, and to pick up passengers for Arizona and California.
- No. 10. (a) At any station Belen to Clovis to discharge passengers from Albuquerque, Belen and points west and south of Belen.
 (b) At any station Wellington to Newton to discharge passengers from west of Mulvane and stations Kansas City to Chicago to discharge passengers from west of Newton.

- No. 11-12. (a) At Olathe for passengers to La Junta and beyond, and Ottawa Junction for passengers beyond Newton, west or south, at which 11 or 27 is scheduled to stop.
 From Kansas City.
 (b) At Florence for passengers to Dodge City and west for points at which 11-12 is scheduled to stop, and at Littleton to discharge passengers from Colorado Springs, Pueblo and east.
 (c) At Las Animas to discharge passengers from east and south of Newton, and pick up passengers for Pueblo and points north thereof at which No. 12 is scheduled to stop.
 (d) At Manzanola and Fowler to discharge passengers from east of La Junta and to pick up passengers for Denver.
- No. 11-12. (a) At Littleton and Monument to pick up passengers for Colorado Springs, Pueblo and east where 11-12 is scheduled to stop.
 From Denver.
 (b) At Osage City to discharge passengers from west of La Junta.
 (c) At Holliday to discharge passengers from west of La Junta for Second and Third Districts Eastern Division and Southern Kansas Division points.
- No. 14. (a) At any station La Junta to Newton to discharge passengers from La Junta and west.
 (b) At stations east of Kansas City to discharge passengers from west of Kansas City.
 (c) At Stronghurst and Williamsfield for passengers for Chicago and east and to discharge passengers from Kansas City.
 (d) At Halsted Street, Chicago, to discharge passengers for stock yards district.
- No. 17. (a) At any station south of Arkansas City to discharge passengers from east and west of Newton, and at Chilocco for passengers for Ponca City and south.
 (b) At any station south of Guthrie to discharge passengers from east or west of Kiowa, via Enid District.
 (c) At Burlingame and Osage City to discharge passengers from Kansas City and east and to pick up passengers for south of Mulvane.
- No. 18. (a) At any station south of Newton to discharge passengers from south of Purcell, and at Chilocco to discharge passengers from Ponca City and south.
 (b) At any station east of Newton to discharge passengers from south of Newton.
- No. 21. (a) At any station to discharge passengers from east of Kansas City and from connections at Wellington, Harper, Kiowa and Avard.
 (b) At any station Newton to Clovis for passengers to any point west and south of Clovis, including points west of Albuquerque, Deming and El Paso.
- No. 22. (a) At any station Belen to Clovis to pick up passengers for Slaton Division and beyond Sweetwater.
 (b) At any station, except Folsom, St. Francis and Lee, to discharge passengers from Amarillo and west; and at Folsom, St. Francis and Lee to discharge passengers from west of Amarillo.
 (c) At stations east of Attica to discharge passengers from Medicine Lodge District.
 (d) At points Mulvane to Emporia to discharge passengers from west of Mulvane.
 (e) At Lebo, Melvern, Quenemo and Pomona for passengers for east of Kansas City.
 (f) At any station Kansas City to Chicago to discharge passengers from any line west of Kan. City and to discharge passengers from St. Joseph and connecting lines.
 (g) At Bucklin, Gorin, Williamsfield, and Princeville for passengers to Chicago and east.
 (h) At Wyaconda for passengers for Galesburg and east at which No. 22 is scheduled to stop.
 (i) At Ransom, Kinsman, Verona and Mazon to discharge passengers from west of Fort Madison and to pick up passengers for Chicago and beyond.
- No. 27. At Newkirk to discharge passengers from Winfield and east and to pick up passengers for Guthrie and beyond where No. 27 is scheduled to stop.
- No. 28. (a) At Edmond to pick up passengers for Ponca City, Arkansas City, Winfield, Wichita, Newton and points east at which No. 28 is scheduled to stop.
 (b) At Newkirk to discharge passengers from Guthrie and south and to pick up passengers for Winfield and beyond where No. 28 is scheduled to stop.
 (c) At stations Newton to Kansas City to discharge passengers from south of Purcell.
- No. 45. At Turner and Morris for passengers south of Holliday.
- No. 47. At Earleton, Thayer, Morehead, Bolton and Wayside to discharge passengers from Kansas City and east.
- No. 48. (a) At Richmond and Princeton to discharge passengers from south and west of Cherryvale, and at Wellsville, Edgerton and Gardner to discharge passengers from Ottawa and south.
 (b) At Morehead for passengers for Ottawa and east where No. 48 is scheduled to stop.
- No. 50. At Holliday to discharge passengers for No. 1.

THE FOLLOWING SIGNS INDICATE—

s—Regular Stop; f—Stop on signal; ¶—Stop for meals; N—Day and night telegraph office; G—Night telegraph office; D—Day telegraph office; P—Day and night telephone office; T—Day telephone office; V—Night telephone office; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

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

Dr. J. P. KASTER, Chief Surgeon, Topeka.

Dr. M. L. BISHOFF, Assistant Chief Surgeon, Topeka.

Drs. WILLIAMS & BOGGS, Specialists Eye and Ear, Topeka.

Dr. C. A. MCGUIRE, Consultant, Topeka.

Dr. M. L. PERRY, Consultant, Topeka.

MISSOURI DIVISION.

DR. J. W. BEIL, 311 Argyle Building, Kansas City, Mo.

DR. M. J. OWENS, Actg., Rialto Bldg., Kansas City, Mo.

DR. L. HAYNES, 316 Argyle Building, Kansas City, Mo.

DR. J. E. PERRY, (Colored), 1716 East 12th St.,
Kansas City, Mo.

DR. J. F. CHALMERS, Ft. Madison Hospital.

DR. R. L. FEIGHTNER, Ft. Madison Hospital.

DR. R. S. REIMERS, Ft. Madison.

DR. J. W. CASEY, Ft. Madison.

DR. H. O. NEWTON, La Plata.

DR. R. F. COOK, Carrollton.

DR. F. E. LUMAN, Baring.

DR. O. PUTMAN, Marceline.

DR. P. L. PATRICK, Marceline.

DR. J. V. SMITH, Henrietta.

DR. C. H. WALLACE, St. Joseph.

DR. H. K. WALLACE, St. Joseph.

DR. S. D. REYNOLDS, Plattsburg.

DR. D. E. CLOPPER, Argentine.

DR. C. H. MIELKE, Argentine.

DR. A. L. DAVIS, Wyaconda.

DR. J. A. SHACKLETT, Ethel.

R. D. MONTGOMERY, General Watch Inspector, Topeka.

LOCAL INSPECTORS, MISSOURI DIVISION.

ALBERT ZURCHER, Marceline.

DANA BUSHONG, Ft. Madison.

W. S. EICHENLAUB, Shopton.

ERNEST C. MAXWELL, St. Joseph.

LOUIS MEGEDE AND SON, Richmond, Mo.

MACE-RYER COMPANY, Union Station, Kansas City, Mo.

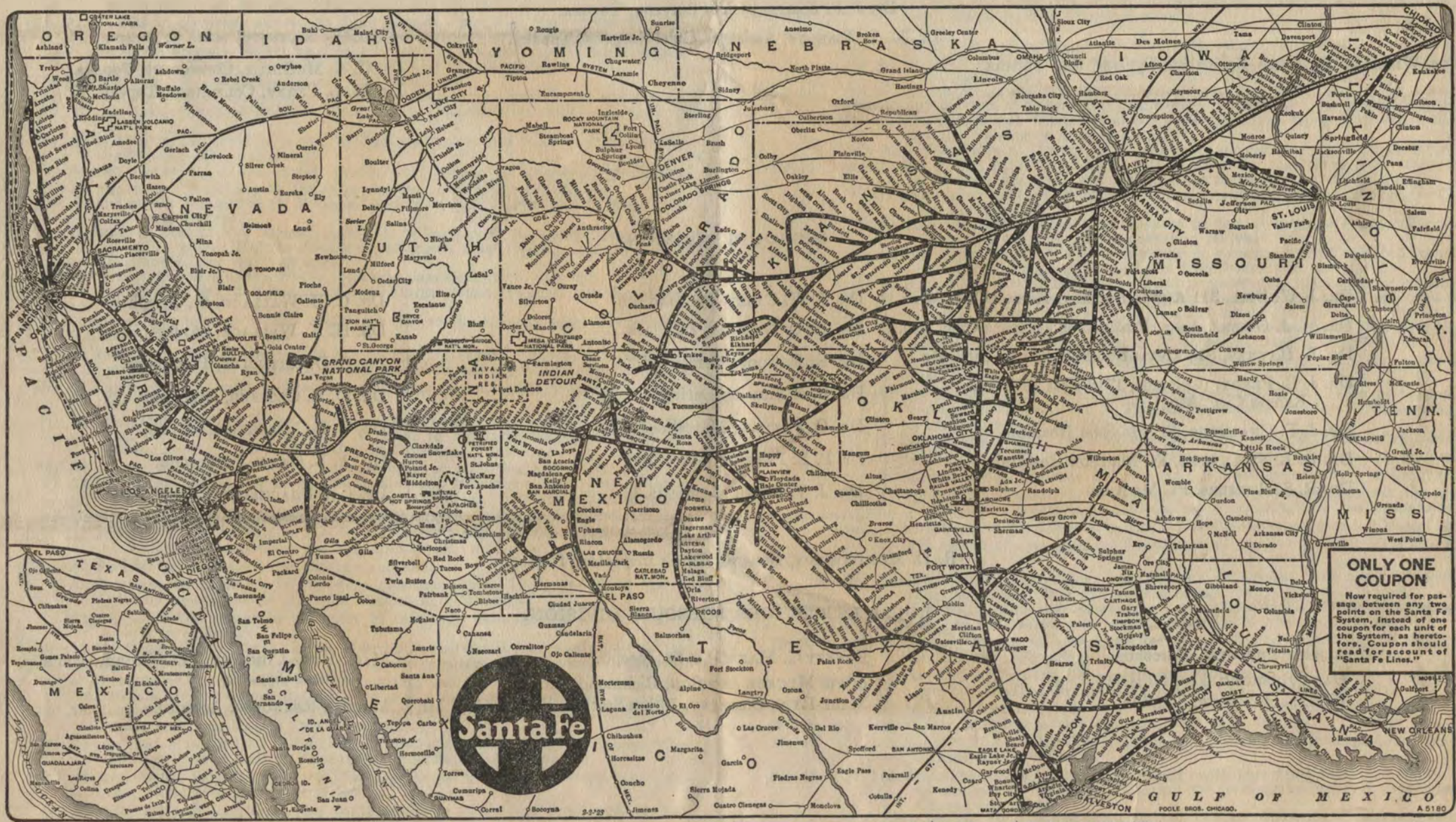
MACE-RYER COMPANY, 1122 Grand Avenue,
Kansas City, Mo.

MACE & REYNOLDS, 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.)



ONLY ONE COUPON
 Now required for passage between any two points on the Santa Fe System, instead of one coupon for each unit of the System, as heretofore. Coupons should read for account of "Santa Fe Lines."

Santa Fe Through Lines
 Double Track plus two main lines between Newton and Albuquerque
 Lines Under Construction
 Connecting Lines

GULF OF MEXICO
 POOLE BROS. CHICAGO. A 5180