

J. E. LYNCH, Trainmaster..... Marceline, Mo.
 P. J. WHITE, Chief Dispatcher..... Marceline, Mo.
 C. C. POLHANS, Asst. Chief Dispatcher..... Marceline, Mo.

TRAIN DISPATCHERS—MARCELINE, MO.

E. G. MEYER. R. W. CRUZE. D. W. TEEL.
 H. D. FOSTER. L. C. WALKER. H. D. SPICER.
 N. L. BARNES. P. M. BUCKINGHAM.
 S. A. HISE. C. R. MACHEN.

H. C. WHITTAKER, Asst. Superintendent.... Argentine, Kans.
 W. A. GOSSETT, Passenger Trainmaster..... Kansas City, Mo.
 V. K. WOODSIDE, Asst. Psgr. Trainmaster... Kansas City, Mo.
 H. E. HODGINS, Trainmaster..... Argentine, Kans.
 C. R. ROSE, Trainmaster..... Argentine, Kans.
 H. E. PHILLIPS, Asst. Trainmaster..... Argentine, Kans.
 J. V. NEELEY, Asst. Trainmaster..... Argentine, Kans.

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

LOCAL TIME INSPECTORS—MISSOURI DIVISION.

L. C. HARDY, 714 Ave. G..... Ft. Madison.
 ALBERT ZURCHER..... Marceline.
 J. E. POINTER..... Richmond.
 W. G. HARDEN..... St. Joseph.
 J. H. MACE Co. (H. L. Carter), Union Station.. Kansas City, Mo.
 E. C. GORDON, 4610 Troost..... Kansas City, Mo.
 L. J. WITMER, 841 Minnesota Ave..... Kansas City, Kans.
 REYNOLDS Co., 3010 Strong Ave..... Kansas City, Kans.
 L. M. CONNOR, JR., 3010 Strong Ave..... Kansas City, Kans.
 ROSS LENTZ, 1506 So. 21st..... Kansas City, Kans.
 R. L. METZ, 3221 Strong Ave..... Kansas City, Kans.
 E. C. GORDON, 5514 Johnson Drive..... Mission, Kans.

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

DR. G. S. HOPKINS, Chief Surgeon..... Topeka.

LOCAL SURGEONS.

DR. G. C. MCGINNIS & DR. H. L. SCHRIER..... Ft. Madison.
 DR. G. J. MCMILLAN & DR. G. H. EVERS..... Ft. Madison.
 DR. F. R. RICHMOND, SR. &
 DR. F. R. RICHMOND, JR..... Ft. Madison.
 DR. R. L. FEIGHTNER (Surgery Consultant).... Ft. Madison.
 DR. J. L. MCCONNELL..... Revere.
 DR. H. V. MOTT - Osteopath..... Wyaconda.
 DR. B. F. HUTCHINSON - Osteopath..... Wyaconda.
 DR. FRANCIS TARVYDAS..... Edina.
 DR. H. D. LEHR - Osteopath..... La Plata.
 DR. J. J. WIMP..... Kirksville.
 DR. R. A. DIVELEBESS - Osteopath..... Bucklin.
 DR. R. W. SMITH & DR. GEO. GARY..... Marceline.
 DR. D. D. STUART..... Bosworth.
 DR. E. L. BALES & DR. E. W. ALLEN..... Carrollton.
 DR. R. E. HASKELL..... Norborne.
 DR. E. E. GAY..... Richmond.
 DR. W. B. SPAULDING..... Plattsburg.
 DR. J. R. GREEN, SR. & DR. J. R. GREEN, JR..... Independence.
 DR. J. H. RYAN & DR. S. E. SENOR..... St. Joseph.
 DR. R. H. DUNHAM..... No. Kansas City.
 DR. GRAHAM OWENS, 906 Grand..... Kansas City, Mo.
 DR. R. D. IRLAND, Union Station..... Kansas City, Mo.
 DR. E. G. KETTNER, 1103 Grand Ave..... Kansas City, Mo.
 DR. D. FERGUSON (Colored), 1214 Vine..... Kansas City, Mo.
 DR. WM. B. ALLEN, 4620 J. C. Nichols Pkway... Kansas City, Mo.
 DR. W. R. PETERSON (Colored), 2462 Brooklyn.. Kansas City, Mo.
 DR. K. L. SHIRMAN, 103 No. Elmwood..... Kansas City, Mo.
 DR. M. V. LAING, DR. C. C. NESSELRODE,
 DR. G. R. PETERS & DR. J. LAMY, 907 No. 7th. Kansas City, Kans.
 DR. C. G. DAVIS, 905 No. 7th..... Kansas City, Kans.
 DR. A. E. SILVERS, 1702 Southwest Blvd..... Kansas City, Kans.
 DR. E. S. MILLER, 731 Ann..... Kansas City, Kans.
 DR. W. D. FRANCISCO, Huron Bldg..... Kansas City, Kans.
 DR. W. H. DYER (Colored), 434 Quindaro Blvd.. Kansas City, Kans.
 DR. K. C. HAAS, 1533 So. 21st..... Kansas City, Kans.
 DR. J. D. HUFF, Huron Bldg..... Kansas City, Kans.
 DR. H. L. LLOYD, 3200 Strong Ave..... Kansas City, Kans.
 DR. W. D. HAWLEY..... Kansas City, Kans.

EYE, EAR, NOSE AND THROAT SPECIALISTS

AT LOCAL POINTS.

DR. A. C. RICHMOND..... Ft. Madison.
 DR. A. N. ALTRINGER, DR. W. P. BUNTING &
 DR. J. S. KNIGHT, 305 W. 43rd..... Kansas City, Mo.
 DR. W. R. EUBANK - Eye Specialist..... Kansas City, Mo.
 DR. A. J. BAER - Eye Specialist..... Kansas City, Mo.
 DR. C. E. HASSIG, Huron Bldg..... Kansas City, Kans.
 DR. F. N. BOSILEVAC, DR. R. B. WILSON &
 DR. C. H. STEELE, Brotherhood Bldg..... Kansas City, Kans.

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

EASTERN LINES

Eastern District

MISSOURI DIVISION

TIME TABLE No.

95

IN EFFECT

Sunday, July 22, 1956

At 12:01 A. M.

Central Standard Time

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

**J. N. LANDRETH,
 General Manager,
 Topeka, Kansas.**

**J. B. NOE,
 Asst. General Manager,
 Topeka, Kansas.**

**G. A. ALEXANDER,
 Superintendent,
 Marceline, Missouri.**

**E. R. ROBERTSON,
 Superintendent,
 Argentine, Kansas.**

SIGNAL SYSTEM
TWO IN EFFECT:
Shopton to Marce-
line.

RULE 251 IN
EFFECT:
Shopton to Marce-
line.

Trains must secure
numbered clearance
cards before leaving
originating stations
except westward
first class trains at
Shopton receiving
same at Fort Madi-
son; and westward
extra trains leaving
from yard track
Shopton, secure at
Tower B. Copies of
clearance cards and
train orders received
at Fort Madison
will be delivered en-
gineman by conduc-
tor at Shopton.

WESTWARD.										TIME TABLE No. 95, July 22, 1956.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Siding Capacity 50 Ft. Per Car.
First Class.													
17	15	21	1	123	11	19	13	7	9				
Super Chief.	Texas Chief.	El Capitan.	San Francisco Chief.	The Grand Canyon.	The Kansas Cityan.	The Chief.	Passenger.	Fast Mail- Express.	Kansas City Chief.				
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				
PM 11.05	PM 9.55	PM 9.45	PM 8.00	PM 4.40	PM 1.35	PM 12.55	AM 4.20	AM 4.05	AM 2.55				
							f						
11.19	10.08	9.59	8.14	4.55	1.48	1.09	f 4.35	4.19	3.10				
							s 4.49						
11.32	10.22	10.13	8.28	5.12	2.03	1.23	f 4.57	4.34	3.28				
							s 5.09						
11.45	10.34	10.25	8.40	5.25	2.15	1.35	s 5.16	4.47	3.45				
							s 5.23						
11.56 AM	10.44	10.35	8.50	5.37	2.26	1.45	s 5.35	4.59	4.00				
12.03	10.51	10.42	8.57	5.45	2.33	1.52	s 5.47	5.06	4.11				
							f						
12.14	11.02	10.52	9.07	6.00	2.45	2.02	s 6.05	5.20	4.30				
							f						
							s 6.18						
12.27	11.15	11.05	9.20	6.18	3.00	2.15	s 6.27	5.37	4.47				
							f						
12.40	11.28	11.18	9.33	6.32	3.13	2.28	s 6.46	5.52	5.01				
12.45 AM	11.33 PM	11.23 PM	9.38 PM	6.40 PM	3.20 PM	2.33 PM	s 7.00 AM	6.00 AM	5.10 AM				
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.				
66.9	68.3	68.3	68.3	55.7	63.7	68.3	41.8	58.2	49.8				
Average speed per hour.										(111.5)			

STATIONS.	Rolling Grade Ascending.	F T Y	Siding Capacity 50 Ft. Per Car.
SHOPTON. YL 1.3	0		
TOWER B. YL 7.5	40.3		
NEW BOSTON. 4.4	42.2		W152
ARGYLE. 8.0	42.2		E 39
REVERE. 5.6	42.2		W 30
C.B. & O. Crossing. MEDILL. 9.0	42.2		E148 W182
WYACONDA. 5.3	17.5		W120
GORIN. 4.9	42.2		W 75
RUTLEDGE. 8.1	42.2		E 62
BARING. 9.3	39.3		E178 W153
HURDLAND. 6.4	42.2		E 89
GIBBS. 6.2	42.2		E114 W162
LA PLATA. 5.5	27.3		
CARDY. 4.6	0		E 71
ELMER. 6.7	42.2		E 48
ETHEL. 6.6	42.2		E145
HART. 5.2	42.2		E 53 W 47
BUCKLIN. 5.9	31.0		E 78 W 52
MARCELINE. YL		F Y	

AUTOMATIC BLOCK SYSTEM
AUTOMATIC TRAIN STOP

TWO TRACKS

FIRST DISTRICT.

MISSOURI DIVISION. 3

Communications.	Mile Post.	Rolling Grade Ascending.	TIME TABLE No. 95, July 22, 1956.	EASTWARD.									
				First Class.									
				10	22	14	16	2	18	124	20	12	8
				Kansas City Chief.	El Capitan.	Passenger.	Texas Chief.	San Francisco Chief.	Super Chief.	The Grand Canyon.	The Chief.	The Chicagoan.	Fast Mail-Express.
			STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
				AM	AM	AM	AM	AM	AM	AM	AM	PM	PM
O	234.6	0	SHOPTON. YL 1.3	2.25	2.55	5.25	4.40	8.00	8.20	10.10	11.15	3.55	11.40
C	235.9	15.4	TOWER B. YL 7.5										
B	243.4	36.9	NEW BOSTON. 4.4	2.10	2.40	5.00	4.25	7.45	8.05	9.55	10.59	3.40	11.25
B	248.0	42.2	ARGYLE. 8.0			f							
C	256.0	42.2	REVERE. 6.6	1.53	2.26	4.35	4.11	7.31	7.52	9.42	10.46	3.27	11.12
B	263.1	42.2	C.B. & O. Crossing. MEDILL. 9.0	1.45	2.20	f 4.25	4.05	7.25	7.46	9.36	10.40	3.21	11.06
C	272.3	42.2	WYACONDA. 5.3			s 4.15							
C	277.6	41.7	GORIN. 4.9	1.29	2.07	s 4.05	3.54	7.12	7.34	9.25	10.28	3.09	10.55
C	282.6	42.2	RUTLEDGE. 8.1			s 3.57							
C	290.7	32.4	BARING. 9.3	1.15	1.55	s 3.44 ¹⁶	3.44 ¹⁴	7.00	7.24	9.15	10.18	2.59	10.45
B	300.1	42.2	HURLAND. 6.4	1.04	1.47	f 3.19	3.36	6.52	7.16	9.07	10.10	2.51	10.37
B	308.4	23.1	GIBBS. 6.2			f							
C	312.7	25.4	LA PLATA. 5.5	12.50	1.36	s 3.05	s 3.25	6.41	7.05	s 8.55	9.59	s 2.40	s 10.25
B	318.2	42.2	CARDY. 4.6			f							
O	322.9	0	ELMER. 6.7			s 2.52							
O	329.7	42.2	ETHEL. 6.6	12.30	1.20	s 2.43	3.08	6.25	6.48	8.38	9.43	2.23	10.08
B	336.3	42.2	HART. 5.3			f							
C	341.5	42.2	BUCKLIN. 5.9			s 2.29							
C	347.3		MARCELINE. YL	12.10 AM	1.00 AM	2.20 AM	2.50 AM	6.05 AM	6.30 AM	8.20 AM	9.25 AM	2.05 PM	9.50 PM
			(11.5)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	49.6	58.2	36.2	60.8	58.2	60.8	60.8	60.8	60.8	60.8

SIGNAL SYSTEM
TWO IN EFFECT:
Marceline to Shop-
ton.

RULE 251 IN
EFFECT:
Marceline to Shop-
ton.

Trains must secure
numbered clearance
cards before leaving
originating stations,
except Nos. 2, 8, 16,
18, 20 and 22 at
Marceline.

4 MISSOURI DIVISION.

SECOND DISTRICT.

**WESTWARD.
First Class.**

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

**RULE 261 IN
EFFECT:**
Gantlet track, Missouri River Bridge, MP 425.0-426.0, east of Sibley. Congo to Sheffield.

**RULE 251 IN
EFFECT:**
Marceline to Congo, except on gantlet track Missouri River Bridge, MP 425.0-426.0, east of Sibley.

Trains must secure numbered clearance cards before leaving originating stations, except Nos. 1, 7, 15, 17, 19 and 21 at Marceline.

Main Track No. 3 between Hardin and C.A. Jct. is located south of Eastward Main Track. Trains have no time table superiority and operation thereon must be authorized by train order with numbered clearance card. Manual Block Rules Govern.

Mo. Pac. tracks between Congo and Rock Creek Jct. may be used on signal indication, which will supersede time table superiority. Movements against current of traffic must be authorized by Mo. Pac. Terminal Trainmaster. All trains must move prepared to stop short of train, obstruction or switch not properly lined, and protect as per Rule 99, when using these tracks.

Speed limit 10 MPH through Mo. Pac. turnout Rock Creek Jct. interlocking.

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

	15	21	1	123	11	19	13	7	9	17
	Texas Chief.	El Capitan.	San Francisco Chief.	The Grand Canyon.	The Kansas Cityan.	The Chief.	Passenger.	Fast Mail-Express.	Kansas City Chief.	Super Chief.
	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
	PM 11.33	PM 11.23	PM 9.38	PM 6.40	PM 3.20	PM 2.33	AM 7.00	AM 6.00	AM 5.10	AM 12.45
							s 7.07			
	11.43	11.33	9.49	6.54	3.32	2.43	s 7.15	6.12	5.25	12.56
							f			
	11.53	11.43	9.59	7.06	3.42	2.53	s 7.28	6.23	5.40	1.06
							f			
	AM 12.03	11.53	10.10	7.23	3.54	3.03	7.47	6.35	5.58	1.16
		AM 12.09	10.17	7.30	4.01	3.09	s 7.57	6.43	6.06	1.22
		12.16	10.24	7.37	4.08	3.16	s 8.08	6.50	6.14	1.29
		12.21	10.29	s 7.45	4.13	3.21	s 8.15	6.55	f 6.19	1.34
							s 8.23			
	12.27	12.17	10.35	7.54	4.19	3.27	8.25	7.01	6.27	1.41
							f			
	12.37	12.27	10.46	8.05	4.30	3.37	f 8.39	7.12	6.40	1.52
							f			
	12.46	12.36	10.55	8.15	4.39	3.46	8.50	7.21	6.51	2.01
							f			
							f			
	12.55	12.45	11.04	8.25	4.48	3.55	9.01	7.31	7.02	2.11
	12.59	12.49	11.08	8.29	4.52	3.59	9.05	7.35	7.07	2.15
	AM 1.15	AM 1.05	PM 11.25	s 8.50	s 5.10	s 4.15	s 9.30	s 7.55	s 7.30	s 2.35
	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
	61.1	61.1	58.2	47.9	50.6	61.1	41.5	54.2	44.5	50.6

TIME TABLE
No. 95,
July 22, 1956.

STATIONS.

AUTOMATIC TRAIN STOP	MARCELINE. YL	7.2	
	ROTHVILLE.	6.1	
	MENDON.	7.4	
	DEAN LAKE.	6.2	
	BOSWORTH.	7.8	
	STANDISH.	4.4	
	CARROLLTON.	2.2	
	W.B. JCT.	8.0	
	NORBORNE.	8.8	
	HARDIN.	5.9	
	HENRIETTA.	5.6	
	CAMDEN.	1.3	
	C.A. JCT.	3.5	
	FLOYD.	5.0	
	SIBLEY.	7.2	
	ATHERTON.	2.6	
	ETON.	2.8	
	COURTNEY.	3.2	
SUGAR CREEK. YL	1.7		
CONGO.	1.7		
K.C.S. Crossing.	0.4		
SHEFFIELD. YL	4.8		
KANSAS CITY. Union Station			

TWO TRACKS

3 TRACKS

TWO TRACKS

K.C.T.R.Y.

Rating Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Siding Capacity 50 ft. Per Car.
0	FY	
13.7		E 68 W 74
12.7		E 74 W 78
26.4		E 130 W 148
26.4		E 27
0		E 130 W 75
0		
3.7		E 56 W 112
4.8		E 102
4.2		
8.4	Y	E 235 W 186
14.2		
18.2		E 75 W 78
26.4		
6.7		E 118 W 130
9.7		
9.4		
9.4		W 77
4.9		E 62
25.7		
14.8		
48.0		
(103.8)		
Average speed per hour.		

Average speed per hour.

SECOND DISTRICT.

MISSOURI DIVISION. 5

Communications.	Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 95, July 22, 1956.	EASTWARD.									
				First Class.									
				16	2	18	124	20	12	8	10	22	14
				Texas Chief.	San Francisco Chief.	Super Chief.	The Grand Canyon.	The Chief.	The Chicagoan.	East Mail-Express.	Kansas City Chief.	El Capitan.	Passenger.
			STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
			MARCELINE. YL 7.2	AM 2.50	AM 6.05	AM 6.30	AM 8.20	AM 9.25	PM 2.05	PM 9.50	AM 12.10 AM	AM 1.00	AM 2.20
			ROTHVILLE. 6.1	2.42	5.57	6.23	8.11	9.17	1.57	9.41	11.55	12.52	2.02
			MENDON. 7.4	2.37	5.52	6.18	8.06	9.12	1.52	9.36	11.49	12.47	1.56
			DEAN LAKE. 6.2										
			BOSWORTH. 7.8	2.27	5.42	6.08	7.55	9.02	1.42	9.24	11.33	12.37	1.44
			STANDISH. 4.4										
			CARROLLTON. 2.2								11.20		1.30
			W.B. JCT. 8.0	2.16	5.30	5.56	7.42	8.51	1.31	9.10	11.15	12.26	1.23
			NORBORNE. 8.3	2.10	5.22	5.50	7.34	8.45	1.25	9.02	11.07	12.20	1.12
			HARDIN. 5.9	2.03	5.15	5.43	7.26	8.38	1.18	8.55	10.59	12.13	1.00
			HENRIETTA. 5.6	1.58	5.10	5.38	7.20	8.33	1.13	8.50	10.53	12.08	1.25
			CAMDEN. 1.3										
			C.A. JCT. 3.5	1.52	5.04	5.32	7.13	8.27	1.07	8.44	10.46	12.02 AM	12.40
			FLOYD. 5.0										
			SIBLEY. 7.2	1.42	4.54	5.21	7.03	8.17	12.57	8.33	10.34	11.52	12.27
			ATHERTON. 2.6										
			ETON. 2.8	1.33	4.44	5.12	6.53	8.08	12.48	8.24	10.25	11.43	12.16
			COURTNEY. 3.2										
			SUGAR CREEK. YL 1.7										
			CONGO. 1.7	1.24	4.34	5.04	6.44	7.59	12.39	8.15	10.15	11.34	12.05
			K.C.S. Crossing. 0.4										
			SHEFFIELD. YL 4.8	1.20	4.30	5.00	6.40	7.55	12.35	8.10	10.10	11.30	12.01 AM
			KANSAS CITY. Union Station	1.10 AM	4.20 AM	4.50 AM	6.30 AM	7.45 AM	12.25 PM	8.00 PM	10.00 PM	11.20 PM	11.50 PM
			(103.8)	Leave Daily.	Leave Daily.	Leaves Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	62.3	59.3	62.3	56.6	62.3	62.3	56.6	47.9	62.3	41.5

SIGNAL SYSTEM TWO IN EFFECT:
Sheffield to Marceline.

RULE 261 IN EFFECT:
Sheffield to Congo.
Gantlet track Missouri River Bridge, MP 426.0-425.0, east of Sibley.

RULE 251 IN EFFECT:
Congo to Marceline, except on gantlet track, Missouri River Bridge, MP 426.0-425.0, east of Sibley.

Trains must secure numbered clearance cards before leaving originating stations. Main Track No. 3 between C.A. Jct. and Hardin is located south of Eastward Main Track. Trains have no time table superiority and operation thereon must be authorized by train order with numbered clearance card. Manual Block Rules govern.

Mo. Pac. tracks between Rock Creek Jct. and Congo may be used on signal indication, which will supersede time table superiority. Movements against current of traffic must be authorized by Mo. Pac. Terminal Trainmaster. All trains must move prepared to stop short of train, obstruction or switch not properly lined and protect as per Rule 99 when using these tracks.

Speed limit 10 MPH through Mo. Pac. turnout Rock Creek Jct. interlocking.

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

Siding Capacity 50 ft. Per Car.	WESTWARD.				Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 95, July 22, 1956.	Rolling Grade Ascending.	Mile Post.	Communications.	EASTWARD.			
	Second Class.			First Class.							First Class.	Second Class.		
	71	75	43	5							6	76	72	44
	C.G.W.Ry. Freight. 42.	C.G.W.Ry. Time Freight. 92.	Mixed.	C.G.W.Ry. Passenger. 6.							C.G.W.Ry. Passenger. 5.	C.G.W.Ry. Time Freight. 41.	C.G.W.Ry. Freight. 43.	Mixed.
	Leave Daily.	Leave Daily.	Leave Daily. Ex. Sun.	Leave Daily. Ex. Sat.							Arrive Daily. Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily. Ex. Sun.
			AM 7.00		Y	69.2				C				PM 8.05
21			8.00			47.7		57.4	5.1	C				7.53
26			8.30			48.8		52.8	13.6					
			9.05			60.2		58.6	24.8					7.11
			9.40			62.3		58.1	35.7	C				6.47
16			10.20			61.2		61.1	43.8	C				6.28
			10.45			52.8		60.0	52.9	C				6.09
						59.3		0	62.0					
	PM 9.12	AM 11.40	11.20	PM 5.21		59.5		60.5	65.2	B	AM 4.50	AM 2.45	AM 11.25	5.42
						0		86.8	71.6					
						0		48.8	72.1					
						0			72.3 72.4					
	9.50 PM	PM 12.15	11.48	5.38	F	0		0	72.8	C	4.32	2.10 AM	10.50 AM	5.20
			11.58 AM	5.40 PM	Y	0		0			4.30 AM			5.00 PM
	Arrive Daily.	Arrive Daily.	Arrive Daily. Ex. Sun.	Arrive Daily. Ex. Sat.					78.1	C	Leave Daily. Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily. Ex. Sun.
	12.0	13.0	14.8	24.0							23.7	18.0	13.0	23.0
											Average speed per hour.			

SIGNAL SYSTEM TWO IN EFFECT:

Lathrop Interlocking and B.C.Jct. to MP 71.9.

RULE 261 IN EFFECT:

Between B.C.Jct. and MP 70.8.

Trains must secure numbered clearance cards before leaving originating stations, except westward C.G.W. trains at B.C.Jct. and eastward trains at St. Joseph U.S.; eastward trains secure at Terminal Yard.

At B.C.Jct. authorized speed within home signal limits 15 MPH.

Signals at B.C.Jct. and MP 70.8 are controlled from Terminal Yard. If these signals are at "Stop", train will not proceed until aspect changes, or permission is obtained by telephone from Terminal Yard Operator except, at B.C.Jct. eastward trains, if unable to establish communication, may proceed on authority held for movement beyond B.C.Jct., after placing dual control switch on hand operation. Switch must be restored to motor position after movement is completed.

Trains and engines authorized to pass "Stop" signal to enter block between B.C.Jct. and MP 70.8 must proceed at restricted speed through-out block. Before making movement at B.C.Jct. with signal in "Stop" position, switch must be inspected and flag protection must be provided against conflicting route.

Between St. Joseph U.S. and MP 70.8 there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against trains and engines.

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

No switch lights between Henrietta and B.C.Jct.

No. 43 is superior to No. 44.

SPECIAL RULES.

Rule 16 of the Rules, Operating Department, revised 1953, is amended as follows:

(e): Canceled.

(l): _____ When standing — apply or release air brakes.

(m): _____ When running — brakes sticking; look back for hand signals.

NOTE:—Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

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

2. REGISTER STATIONS (Rule 83.)

STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED:

Station	Designated Trains.
Marceline.....	All except First Class.
Eton.....	Eastward First Class.
Kansas City.....	Originating or Terminating.

AT STATIONS LISTED BELOW TRAINS DESIGNATED WILL REGISTER BY FORM 903:

Shopton.....	First Class.
Eton.....	Eastward First Class.
Terminal Yard.....	All Trains.

3.

4. JUNCTION SWITCHES. (Rule 98)

LOCATION	NORMAL POSITION
ST. JOSEPH DISTRICT.	
B. C. Jct.	Dual controlled; handled by operator terminal yard.
M. K. Jct.	Missouri Division.

5. JOINT TRACK FACILITIES.

W.B. JCT.-C.A. JCT.—A.T.&S.F. and Wabash. The movement of Wabash trains will be governed by rules in Wabash Time Table. Wabash trains use marker lamps with red and green lenses.

ETON-CONGO—A.T.&S.F. and Mo. Pac. The movement of Mo. Pac. trains will be governed by bulletin order issued by Mo. Pac. Mo. Pac. trains use marker lamps with red and green lenses.

CONGO-ROCK CREEK JCT.—A.T.&S.F. trains may use Mo. Pac. tracks.

ROCK CREEK JCT., SHEFFIELD-A.T.&S.F. JCT.—A.T.&S.F. trains use tracks of K.C.T. Ry. Co.

B.C. Jct.—M.K. Jct.—C.G.W. trains use A.T.&S.F. tracks and will be governed by A.T.&S.F. Time Table and Rules in C.G.W. Time Table. C.G.W. trains use marker lamps with red and green lenses.

ST. JOSEPH—Trains will use St. Joseph Union Depot Company tracks between St. Joseph U.S. and Monterey Street, 0.2 mile east of Union Station, and St. Joseph Terminal Ry. Co. tracks between Monterey Street and M.K. Jct.

6. MULTIPLE ARM HOME SIGNALS.

Where two or more arms on a home signal govern movements over an interlocked switch, top arm is assigned to the main track and lower arm to the inferior route, except as follows:

W.B. Jct., eastward, top indication governs movement to Wabash main track, lower indication to Wabash main track or siding, middle indication to A.T.&S.F. track.

C.A. Jct., Track No. 3, westward, top arm governs movement to Wabash track, lower arm to A.T.&S.F. track.

Rock Creek Jct., eastward, top arm governs movement to Mo. Pac. passenger route, middle arm Mo. Pac. route to Congo, bottom arm to either route.

Westward, top arm to foreign line, middle arm to Kansas City Terminal, bottom arm to either route.

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

7.

8.

9.

10.

11. RAILROAD CROSSINGS AT GRADE.

MEDILL—C.B.&Q. Interlocking.

SHEFFIELD—K.C.S. Interlocking. Maximum speed 25 MPH.

LATHROP—C.B.&Q. Automatic Interlocking. Maximum speed

20 MPH.

TERMINAL YARD—C.R.I.&P. 1.2 miles east of station is protected by gate set normally across C.R.I.&P. track. Approach prepared to stop short of train, obstruction or gate not properly lined.

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11. RAILROAD CROSSINGS AT GRADE—(Cont'd).

When gate is normal may proceed at restricted speed.

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.

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT.....	90	60
SECOND DISTRICT		
Between Marceline and W. B. Jct.....	90	60
Between W. B. Jct. and C. A. Jct. (except track No. 3).....	79	60
Track No. 3 (Hardin to C. A. Jct.).....	40	40
Between C. A. Jct. and Missouri River Bridge M.P. 425.0.....	90	60
Between Missouri River Bridge M.P. 425.0 and Sheffield.....	79	60
Between Sheffield and Kansas City Union Station.....	50	25
ST. JOSEPH DISTRICT		
Between Henrietta and B.C. Jct.....	30	30
Between B.C. Jct. and St. Joseph.....	40	30
FIRST DISTRICT.		
Curve, M.P. 235.8 to 236.2	50	50
2 Curves, M.P. 250.3 to 250.9	55	45
2 Curves, M.P. 251.1 to 251.8	45	45
4 Curves, M.P. 252.4 to 254.1	65	50
2 Curves, M.P. 254.5 to 255.1	55	45
2 Curves, M.P. 255.3 to 256.0	50	40
7 Curves, M.P. 331.0 to 334.3	60	50
7 Curves, M.P. 335.6 to 338.3	55	50
2 Curves, M.P. 338.6 to 339.1	50	45
2 Curves, M.P. 339.4 to 339.7	65
SECOND DISTRICT.		
Curve, M.P. 347.5 to 347.6, Westward Track	60	35
Curve, M.P. 347.5 to 347.6, Eastward Track	55	30
Curve, M.P. 348.7 to 348.9, Westward Track	60	45
3 Curves, M.P. 352.6 to 354.0	75
2 Curves, M.P. 372.0 to 372.7	80
2 Curves, M.P. 376.2 to 376.8	80
Curve, M.P. 382.4 to 382.5, Eastward Track	80
Curve, M.P. 384.3 to 384.5, Eastward Track	75	50
Curve, M.P. 388.7 to 388.8, Eastward Track	40	40
First 2 curves, west of Hardin, Track No. 3	15	15
5 Curves, M.P. 416.7 to 419.1	65	55
2 Curves, M.P. 425.0 to 426.3 and Mo. River Bridge M.P. 425.0-426.0	25	15
Curve, M.P. 426.4 to 426.7	55	45
Curve, M.P. 427.0 to 427.3, Eastward Track	75
2 Curves, M.P. 427.0 to 427.3, Westward Track	60	40
2 Curves, M.P. 437.5 to 437.8	40	40
3 Curves, M.P. 437.9 to 438.5	45	45
Curve, M.P. 438.8 to 438.9	65	55
Curve, M.P. 442.5 to 442.7	70	55
3 Curves, M.P. 443.7 to 444.5	40	40
Congo to Rock Creek Jct. via Mo. Pac.	30	20
4 Curves, M.P. 445.0 to 445.8	30	30
Curves, Sheffield to Kansas City (Union Station), except where otherwise restricted.....	40	20
ST. JOSEPH DISTRICT.		
3 Curves, M.P. 4.5 to 5.3	20	20
3 Curves, M.P. 43.2 to 44.2	15	15

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SPECIAL RULES.

13. SPEED REGULATIONS, PASSENGER TRAINS.

Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops, so that train will move smoothly, without jar, and train conductors must observe that this is done.

14. MAXIMUM SPEED OF LOCOMOTIVES.

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-289, 401-430	65	45	45	60
99, 600-611, 700-731, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-553, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2433, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				
Steam				
1010, 5000-5035	60	40	25	
3751-3775	90	40	25	
2900-2929, 3776-3785	100	40	25	

15. MOVEMENTS OVER SUBMERGED TRACK. (Rule 817)

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

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines, Classes			
450 - 451	2	5	5
1 - 11 - 50 - 80 - 600 - 2099 - 2100	3	5	5
51 - 90 - 650 - 2300 - 2301 - 2310 - 2600 - 3000	4	5	5
460 - 2400	4 1/2	5	5
16 - 37 - 99 - 100 - 200 - 281 - 300 - 325 - 500 - 501 - 503 - 541 - 625 - 700 - 1500 - 2201 - 2207 - 2260 - 2303 - 2322 - 2394 - 2403 - 2418 - 2650	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Steam Engines			
Roller Bearings	9	5	5
Passenger Cars			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

16. DEAD ENGINES.

Trains handling steam engines dead in train must not exceed 20 MPH without special instructions.

Dead engines must not be moved with side rods down or any driver suspended without special instructions.

17. DERRICKS, CRANES, ETC.

Trains handling derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on their own running gear must not exceed 30 MPH at any point on First and Second Districts and 24 MPH at any point on St. Joseph District. Such equipment must not be moved in any train except on authority of Trainmaster.

18. SWITCHES—MAXIMUM AUTHORIZED SPEED.

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches will not exceed speed prescribed for turnout.

"I" - Interlocked Switch.
"S" - Spring Switch.

STATION	TYPE	LOCATION	MPH
FIRST DISTRICT.			
New Boston	I	Head-in switch	40
	S	Head-out switch	30
Medill	I	Head-in switches	40
	S	Head-out switches	30
Wyaconda	S	Head-out switch	30
Baring	I	Head-in switches	40
	S	Head-out switches	30
La Plata	I	Westward head-in switch	30
	S	Head-out switches	30
Ethel	I	Head-in switch	40
	S	Head-out switch	30
Marceline	I	Westward head-in switch	40
SECOND DISTRICT.			
Marceline	I	Eastward head-in switch	30
	S	Westward head-out switch	30
Rothville	S	Eastward head-out switch	30
Bosworth	I	Head-in switches	30
	S	Head-out switches	30
Carrollton	S	Eastward head-out switch	30

SPECIAL RULES.

18. SWITCHES— MAXIMUM AUTHORIZED SPEED— (Cont'd).

"T" - Interlocking Switch.
"S" - Spring Switch.

STATION	TYPE	LOCATION	MPH
SECOND DISTRICT— (Cont'd).			
W. B. Jct.	I	Crossover and Wabash Connection	40
Norborne	S	Westward head-out switch	30
Hardin	I	Eastward head-in switch, crossovers, and connection to Track No. 3	30
	S	Eastward head-out switch	30
Henrietta	I	Eastward head-in switch	40
	I	Westward head-in switch	30
	S	Eastward head-out switches	30
C. A. Jct.	I	Crossovers and Wabash Connection	40
Atherton	I	Eastward head-in switch	40
	S	Head-out switches	30
Eton	I	Crossover and Mo. Pac. Connection	30
Congo	I	Crossover	40
	I	Mo. Pac. Connection	30

19. YARD LIMITS.

Shopton (Includes Fort Madison and Tower B).
Marceline.
Hardin (Track No. 3 only).
Henrietta (St. Joseph District and Track No. 3 only).
Sugar Creek.
Sheffield (A.T. & S.F. Main Track).
Argentine (Includes Turner).
St. Joseph U.S. (Includes Terminal Yard).

20. BULLETIN BOOKS.

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

21. STANDARD CLOCKS.

Fort Madison..... Telegraph Office.
Shopton..... Telegraph and Roundhouse Offices.
Marceline..... Yard and Roundhouse Offices.
Kansas City..... Telegraph Office, Union Station.
Argentine..... Yard, Bowl and Roundhouse Offices.
St. Joseph..... Union Station and Terminal Yard Office.

22. STANDARD THERMOMETERS.

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

23. OVERHEAD OBSTRUCTIONS. (Rule 761)

Mile Post	Name
FIRST DISTRICT.	
256.6	Highway Viaduct.
270.9	Highway Viaduct.
274.5	Highway Viaduct.
293.3	Highway Viaduct.
300.7	Railroad Viaduct.
306.2	Highway Viaduct.
307.6	Highway Viaduct.
312.5	Railroad Viaduct.
332.6	Highway Viaduct.

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23. OVERHEAD OBSTRUCTIONS. (Rule 761)— (Cont'd).

Mile Post	Name
SECOND DISTRICT.	
347.6	Marceline, Gracia St. Viaduct. Highway Viaduct. Highway Viaduct. Highway Viaduct. Highway Viaduct.
351.1	
380.7	
427.2	
427.8	
ST. JOSEPH DISTRICT.	
24.9	Railroad Viaduct.

24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

Name	Location	Capacity
SECOND DISTRICT.		
Missouri Portland Cement Co.....	M.P. 440.8	186 Cars
ST. JOSEPH DISTRICT.		
Everett Quarry	M.P. 41.9	21 Cars
Newby Spur	M.P. 43.9	6 Cars

25. 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.

26. SPEED TABLE.

Table of speeds (minutes and seconds per mile, in terms of miles per hour).

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
Min. Sec.		Min. Sec.		Min. Sec.	
.. 36	100	.. 58	62.1	1 40	36.0
.. 37	97.3	.. 59	61.0	1 42	35.3
.. 38	94.7	1 ..	60.0	1 44	34.6
.. 39	92.3	1 02	58.0	1 46	34.0
.. 40	90.0	1 04	56.2	1 48	33.3
.. 41	87.8	1 06	54.5	1 50	32.7
.. 42	85.7	1 08	52.9	1 52	32.1
.. 43	83.7	1 10	51.4	1 54	31.6
.. 44	81.8	1 12	50.0	1 56	31.0
.. 45	80.0	1 14	48.6	1 58	30.5
.. 46	78.3	1 16	47.4	2 ..	30.0
.. 47	76.6	1 18	46.1	2 05	28.8
.. 48	75.0	1 20	45.0	2 10	27.7
.. 49	73.5	1 22	43.9	2 15	26.7
.. 50	72.0	1 24	42.9	2 30	24.0
.. 51	70.6	1 26	41.9	2 45	21.8
.. 52	69.2	1 28	40.9	3 ..	20.0
.. 53	67.9	1 30	40.0	3 30	17.1
.. 54	66.6	1 32	39.1	4 ..	15.0
.. 55	65.5	1 34	38.3	4 30	13.3
.. 56	64.2	1 36	37.5	5 ..	12.0
.. 57	63.2	1 38	36.8	6 ..	10.0

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

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

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1-2	Streator Chillicothe Galesburg La Plata Marceline Carrollton	Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen and Scheduled stops Williams and beyond	Woodward Canadian Pampa Amarillo Hereford Clovis Fort Sumner Vaughn Belen and Scheduled stops Williams and beyond	17-18	Joliet	Scheduled stops in Arizona and California	Scheduled stops in Arizona and California
					Streator Chillicothe Galesburg	Scheduled stops in California	Scheduled stops in California
				19-20	Streator Chillicothe Galesburg La Plata Emporia	St. John Garden City Lamar La Junta and North, and Scheduled stops beyond La Junta	St. John Garden City Lamar La Junta and North, and Scheduled stops beyond La Junta.
6	Newton to Kansas City		Wichita and beyond	21-22	Streator Chillicothe	Scheduled stops in California	Scheduled stops Albuquerque and beyond
9	In Illinois	Kansas City and beyond		Galesburg	Lamy and Scheduled stops in California	Lamy and Scheduled stops Albuquerque and beyond	
	Verona Dallas City		Chicago and beyond				
10	East of Kansas City		Beyond Kansas City	23-24	Between Kan- sas City and Wellington	Beyond Wellington	Beyond Wellington
	Ransom Kinsman Verona Mazon Toluca Dallas City	Chicago and beyond		123	In Illinois	Stations in Illinois and beyond Newton	Stations in Illinois
	Carrollton	Tulsa			Ft. Madison to Kansas City	Beyond Newton	
11	East of Kansas City	Dodge City to Halstead inclusive		124	Newton to Kansas City		Beyond La Junta
	Newkirk	Oklahoma City and beyond	Wichita and beyond		Kansas City to Chicago		Beyond Newton
	Newkirk	Wichita and beyond	Oklahoma City and beyond		Carrollton Henrietta	Chicago and beyond	
12	East of Kansas City		Dodge City to Halstead inclusive	211	Collinsville		Kansas City and beyond
	15	Marceline	Tulsa, Wichita and beyond	Chicago and beyond	Olathe	Cherryvale and beyond	Chicago and beyond
15	Newkirk	Oklahoma City and beyond	Wichita and beyond	212	Olathe	Chicago and beyond	Cherryvale and beyond
	16	Marceline		Wichita and beyond			

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



SANTA FE SAFETY FIRST



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

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

