

The Atchison, Topeka & Santa Fe Railway Co.



EASTERN LINES.
EASTERN DISTRICT.



MISSOURI DIVISION.

Supplement "AG" to

EMPLOYEES' TIME TABLE No. 44.

IN EFFECT

SUNDAY, JULY 1, 1923,

AT 12:01 O'CLOCK A. M.

CENTRAL STANDARD TIME.

Superseding Time Table No. 44, Dated October 9, 1921, and any Supplements thereto.

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

F. C. FOX,

General Manager,

TOPEKA, KANSAS.

R. H. ALLISON,

Asst. General Manager,

TOPEKA, KANSAS.

C. B. STROHM,

Supt. Transportation,

CHICAGO, ILLINOIS.

C. L. MASON,

Superintendent,

MARCELINE, MISSOURI.

H. M. DUNCAN,

Supt. Kansas City Division,

KANSAS CITY, MISSOURI.

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.

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

Rule 221-A of Standard Book of Rules, Operating Department, should read: This rule not applicable to double track when separate signals are provided for trains on sidings.

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

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.

At stations shown in full-faced type, all Conductors must personally register their trains.

Conductors of freight and accommodation trains will fill up Telegraph Train Reports (Form 903), and leave them at all stations except registering stations. Operators will send these reports by wire promptly to the Trainmaster's office.

The following stations have yard limits (see No. 93 General Rules); Shopton, Marceline, Henrietta, St. Joseph District only, 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.

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 on this road. These signals are automatic clock-beats, repeated over the wires by the Master Clock. All repeater switches should be thrown. The following programme will be observed:

<p>H. M. S. 10 57 00 A. M., 10 57 30 A. M., 10 58 00 A. M., 10 58 30 A. M., 10 59 00 A. M., 10 59 30 A. M., 11 00 00 A. M.</p>	<p>Second beats commence and continue until the 25th second, inclusive when circuit opens until When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until When second beats commence again, continuing until the 28th second, inclusive, when circuit opens until When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until When second beats commence and continue until the 28th second, inclusive, when circuit opens until When second beats commence again, continuing to the 50th second, inclusive, when circuit opens until When the circuit closes one dot, and then opens again, when all repeater switches should be thrown back to original position.</p>
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This programme 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 programme; or should there be a failure from any cause in receiving time each day, Operators will get time from the Dispatcher's Office of their division.

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

Standard Clocks are located at Shopton, Marceline, Kansas City U. Station, Argentine, and Terminal Yard.

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

While running through the corporate limits of cities and towns named below, trains must not exceed the speed shown, and the engine bell must be rung constantly until without the limits:

- Fort Madison, five (5) miles per hour.
- LaPlata, six (6) miles per hour.
- Lathrop, eight (8) miles per hour.
- Hardin, Henrietta, Richmond and Plattsburg ten (10) miles per hour.
- Marceline and Carrollton, fifteen (15) miles per hour.
- Gorin, twenty (20) miles per hour.
- Bosworth twenty-five (25) miles an hour, Norborne ten (10) miles per hour.
- St. Joseph, passenger trains, ten (10) and freight trains (6) miles per hour.

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.

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:

MISSOURI DIVISION.

MILE POSTS.	BRIDGE NUMBER.	NAMES.
244.12	244-A	Highway Crossing.
244.13	244-B	C. B. & Q. Crossing.
270.88	270-E	Highway Crossing.
312.50	312-B	Wabash Crossing.
334.33	354-B	Highway Crossing.
378.17	378-C	West Bound Track, Big Creek. Telegraph Wire, Big Blue Junc.
St. Joseph District.		
24.90	24-G	C. M. & St. P. Crossing.

Train men on freight trains must see that couplings, wheels, journals, and brakes of the cars in their train are in good order by inspecting them, when their duties will permit, as often as the train stops for any purpose, but in no case will a freight train be run continuously for more than forty miles without stop being made for the purpose of inspecting equipment.

RAILROAD CROSSINGS.

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.

Medill.—C. B. & Q. crossing, at depot, is protected by standard interlocking system, with distant and home signals and derails.

Lathrop.—C. B. & Q., is protected by standard interlocking system with distant and home signals and derails.

Big Blue Junction.—K. C. S., .2 mile east, is protected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed of twenty (20) miles per hour.

Connett.—C. R. I. & P. crossing 0.2 miles West of station is protected by a gate set normally across C. R. I. & P. tracks. At night position of gate is indicated by green light when clear and red light when blocked. Trains may proceed without stopping when signal is clear.

Double Track extends from the first switch west of Mississippi River bridge to Congo, except Gauntlet track over Des Moines River bridge east of Dumas which is controlled by Standard Interlocking Plant at Dumas, and Gauntlet track over Missouri River bridge East of Sibley, which is controlled by Standard Interlocking Plant at Sibley. Switch at east end of double track at Mississippi River bridge is controlled by interlocking plant on the drawbridge. Normal position of switch set for westward trains. Missouri division freight trains will leave and enter freight yard at block office west end of Shopton yard. Switches are controlled by interlocking plant. Standard Interlocking plant at entrance of freight yard at Shopton, Carrollton Junction, Camden Junction, Eton and Congo.

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 block signal in clear position will before again occupying main track in direction of traffic be given proceed indication by signal. If block is occupied permission to proceed will be given by permissive card. Trains entering passing track with block signal in stop position will proceed only by clearance card and proceed indication by signal or clearance card, permissive card and proceed indication by signal.

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, unless given a proceed signal by the operator.

Passenger trains will reduce speed to thirty (30) miles per hour and freight trains to twenty (20) miles per hour through gauntlet turnouts at East and West end Des Moines River Bridge Dumas, through turnouts in crossovers between Wabash and A. T. & S. F. tracks at Carrollton Junction and Camden Junction, and through crossover between A. T. & S. F. main tracks at Camden Junction, through gauntlet turnout at East and West end Missouri river Bridge, through crossover between A. T. & S. F. main tracks at Congo, and from Missouri Pacific to Eastward A. T. & S. F. main track at Congo.

All trains moving between A. T. & S. F. Westward main line and Missouri Pacific at Congo reduce speed to ten (10) miles per hour.

All trains reduce speed through all other crossovers and turnouts to ten (10) miles per hour.

S. PATTERSON,
Train Master,
MARCELINE, MO.

A. L. CRABBS,
Chief Dispatcher,
MARCELINE, MO.

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

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

O. W. PAGE,
Train Master K. C. Division,
ARGENTINE, KANSAS.

C. A. McCANDLESS,
Pass. Train Master K. C. Division,
KANSAS CITY, MO.

MISSOURI DIVISION.—FIRST DISTRICT.

WESTWARD.

Third Class.			First Class.									Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Supplement "AG" to TIME TABLE No. 44, July 1, 1923.	Building Grade Ascending.	Distance from Chicago.
57	33	39	9	119	15	7	1	21	3	5						
Way Freight.	Col., Cal., Tex. and Kan. Fast Freight.	Fast Freight.	The Navajo.	Local Passenger.	Mall and Express.	Fast Mail.	The Scout.	The Missionary.	California Limited.	The Kansas Cityan.	No. Cars.					
Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.		W F T Y				
AM 7.15	PM 2.00	PM 1.00	PM 4.10	AM 9.15	AM 8.38	AM 4.40	AM 4.27	AM 3.50	AM 2.25	AM 12.55	2905		SHOPTON.			
				f 9.22									4.1	31.7		224.6
				f 9.27							13		MACUTA.	42.2		238.7
7.40			4.23	s 9.33	8.53	4.54	4.41	4.05	2.43	1.12	153		BRICKER.	42.2		241.4
7.55			4.29	s 9.42	8.59	5.00	4.47	4.11	2.49	f 1.19	100		NEW BOSTON.	42.2		243.4
													4.6			248.0
													ARGYLE.	0		248.0
													4.0			252.0
8.10			4.36	s 9.51	9.06	5.07	4.54	4.18	2.56	1.26	163	W	STATE LINE.	0		252.0
													0.3			252.3
8.25			4.42	s 10.00	9.14	5.13	5.00	4.24	3.01	f 1.35	96		DUMAS.	42.2		252.3
													3.7			256.0
8.50			4.53	s 10.15	9.24	5.23	5.10	4.35	3.13	s 1.50	246	Y	REVERE.	42.2		256.0
				f 10.24									7.1			259.1
													C. E. & G. Crossing.			263.1
													MEDILL.	42.2		263.1
													5.8			268.9
9.20 ¹⁵													CAMA.	42.2		268.9
9.50			5.05	s 10.34	9.37 ⁵⁷	5.34	5.21	4.47	3.28	f 2.05	265	W	8.4			268.9
													WYACONDA.	42.2		272.3
10.10			5.12	s 10.44	9.45	5.41	5.27	4.55	3.36	f 2.14	238		5.3			272.3
													GORIN.	42.2		277.6
10.30			5.20	s 10.54	9.52	5.47	5.33	5.03	3.44	f 2.23	218		5.0			277.6
													RUTLEDGE.	42.2		282.6
													3.3			282.6
													FABIUS.	42.2		285.9
10.53 ¹¹⁹													4.8			285.9
11.30			5.31	s 11.08 ⁵⁷	10.04	5.58	5.45	5.15	3.57	f 2.38	370	W F	BARING.	42.2		289.7
													5.5			289.7
11.55			5.37	f 11.18							84		5.5			289.7
													KENWOOD.	42.2		296.2
PM 12.20													3.9			296.2
			5.42	s 11.26	10.17	6.09	5.56	5.28	4.12	s 2.53	262		HURDLAND.	42.2		296.2
12.50			5.50	s 11.38	10.27	6.19	6.05	5.38	4.21	f 3.03	194		6.3			296.2
													GIBBS.	42.2		306.4
1.45			s 6.03	s 11.50	s 10.38	6.29	6.15	s 5.50	4.30	s 3.18	277	W	6.3			306.4
													LA PLATA.	42.2		312.7
2.05			6.11	f 12.01	10.48	6.39	6.26	6.01	4.38	3.28	216		5.5			312.7
													CARDY.	42.2		312.7
2.30			6.17	s 12.10	10.55	6.45	6.34	6.09	4.46	f 3.38	163		4.7			312.7
													ELMER.	0		312.7
2.55			6.25	s 12.22	11.05	6.54	6.43	6.20	4.56	f 3.50	232	W	6.8			322.9
													ETHEL.	42.2		322.9
3.15			6.36	s 12.34	11.16	7.04	6.53	6.30	5.06	4.01	186		6.6			329.7
													HART.	42.2		329.7
3.40			6.46	s 12.44	11.25	7.13	7.02	6.40	5.15	s 4.13	259		5.2			329.7
													BUCKLIN.	42.2		336.3
4.00	9.00	7.00	6.58	PM 12.55	11.35	7.23	7.12	6.50	5.25	4.25	1112	W F T Y	5.8			341.5
PM	PM	PM	PM	PM	AM	AM	AM	AM	AM	AM			MARCELINE.	42.2		341.5
Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(112.7)			347.3

(13.7)

(40.2)

(30.7)

(38.2)

(40.9)

(40.9)

(37.6)

(37.6)

(32.2)

..... Average speed per hour.

Missouri Division Conductors on Westward first-class trains, except No. 3, must get their train orders and clearance cards at Fort Madison and deliver same to engineers at Shopton. All westward freight trains must get clearance card at tower, west end Shopton yard.

Passenger trains must use 30 seconds and Freight trains 45 seconds in crossing Des Moines River Bridge. Freight trains will not exceed speed of thirty-five (35) miles per hour.

MISSOURI DIVISION.—FIRST DISTRICT. EASTWARD.

Mile Miles Miles	Supplement "AG" to TIME TABLE No. 44, July 1, 1928.	Telegraph and Telephone Offices.	First Class.							Second Class.			Third Class.
			2	4	22	16	10	18	6	32	120	34	58
			The Navajo.	California Limited.	The Missionary.	Fast Mail	The Chicagoan.	Local Passenger.	Chicago Express.	Meat Express.	Mixed.	Fruit Express.	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 Ex. Sunday.
0	SHOPTON. 4.1	N P	AM 3.05	AM 4.01	PM 2.45	AM 12.03 AM	AM 12.30	AM 1.00	AM 1.35	PM 5.30	PM 4.30	AM 6.30	PM 3.55
42.2	MACUTA. 2.7									f 4.20			
0	BRICKER. 2.0									f 4.10			
36.9	NEW BOSTON. 4.6	D P	2.52	3.48	2.30	11.48	12.13	f 12.47	1.22		‡ 4.05		3.30
42.2	ARGYLE. 4.0	D P	2.45	3.42	2.21	11.40	12.04 AM	f 12.39	1.15		‡ 3.55		3.15
0	STATE LINE. 0.3												
0	DUMAS. 3.7	N T	2.35	3.32	2.12	11.32	11.56	f 12.30	1.06		‡ 3.39		2.55
42.2	REVERE. 7.1	D P	2.29	3.27	2.06	11.26	11.51	f 12.22	12.59		‡ 3.30		2.35
42.2	C. B. & C. Crossing. MEDILL. 5.8	N P	2.19	3.17	‡ 1.55 ⁵⁸	‡ 11.15	‡ 11.40	‡ 12.11 AM	12.49		‡ 3.05		2.10 1.40 ²²
0	CAMA. 3.4									f			
42.2	WYACONDA. 5.3	D P	2.06	3.05	1.41	11.01	11.25	‡ 11.57	12.36		‡ 2.40		1.00
42.2	GORIN. 5.0	D T	1.58	2.59	1.33	10.53	11.16	f 11.48	12.28		‡ 2.20		12.35
42.2	RUTLEDGE. 3.3	D P	1.50	2.53	1.25	10.46	11.08	f 11.39	12.20		‡ 2.05		12.10 PM
0	FABIUS. 4.8									f			
42.2	BARING. 5.5	N P	1.40	2.42	1.14	10.34	10.55	‡ 11.25	12.08 AM		‡ 1.40		11.30
0	KENWOOD. 3.9	D T			1.05	10.26		f 11.15			f 1.20		10.40
42.2	HURDLAND. 6.3	D P	1.28	2.31	‡ 12.59 ¹²⁰	10.21	10.40	‡ 11.09	11.55		1.06 ‡ 12.49 ²²		10.25
42.2	GIBBS. 6.3	D P	1.20	2.23	12.50	10.12	10.30	f 10.58	11.45		‡ 12.35		10.00
42.2	LA PLATA. 5.5	N P	1.12	2.14	‡ 12.40	‡ 10.02	‡ 10.20	‡ 10.48	‡ 11.35		‡ 12.20		9.35
42.2	CARDY. 4.7	P	1.02	2.05	12.30	9.51	10.08	f 10.35	11.25		‡ 12.01 PM		9.10
35.2	ELMER. 6.8	D P	12.52	1.57	12.21	9.44	10.00	‡ 10.26	11.15		‡ 11.45		8.50
42.2	ETHEL. 6.6	N P	12.44	1.49	12.13	9.36	9.50	‡ 10.16	11.05		‡ 11.30		8.25
42.2	HART. 5.2	D P	12.36	1.39	12.03 PM	9.28	9.40	f 10.05	10.55		‡ 11.12		8.00
42.2	BUCKLIN. 5.8	D P	12.29	1.32	11.55	9.20	9.30	‡ 9.56	10.45		‡ 11.02		7.40
	MARCELINE. (112.7)	N P	12.19 AM	1.22 AM	11.45 AM	9.10 PM	9.20 PM	9.45 PM	10.35 PM	8.31 AM	10.45 AM	10.10 PM	7.10 AM
			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.
	Average speed per hour.....		(40.7)	(42.5)	(37.5)	(39.0)	(35.6)	(34.7)	(37.6)		(21.1)		(13.8)

Double track between Marceline and Ft. Madison except Gauntlet track over Des Moines River Bridge east of Dumas.

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 between Marceline and Fort Madison, except Gauntlet track over Des Moines River bridge which is controlled by interlocking plant at Dumas, 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, movement must be controlled by train orders.

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

Automatic signals between Marceline and Bucklin, and between Medill and Mississippi River Bridge; other territory manual block operated.

NOS. 32 AND 34 HAVE NO TIME TABLE RIGHTS.

All eastward trains must get clearance cards before leaving Marceline.
Passenger trains must use 30 seconds and Freight trains 45 seconds in crossing Des Moines river bridge.
Freight trains will not exceed speed of thirty-five (35) miles per hour.

MISSOURI DIVISION.—SECOND DISTRICT.

WESTWARD.

Double Track between Marceline 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 between Marceline and Congo, except Gauntlet track over Missouri River bridge, which is controlled by interlocking plant at Sibley, 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.

NOTE.—Missouri Division Time Table gives Trains no rights between Carrollton Jct. and Camden Jct.

All Conductors and Enginemen will be governed by time, rules and regulations of A. T. & S. F. Ry. and Wabash R. R. Joint Time Table between Carrollton Junction and Camden Junction.

NOTE.—Missouri Division Time Table gives Trains no rights west of Big Blue Junction.

All Conductors and Enginemen will be governed by time, rules and regulations of K. C. Terminal Ry. Co. between Big Blue Junction and A. T. & S. F. Junction.

All Conductors and Enginemen will be governed by time, rules and regulations of Eastern Division Time Table, while occupying the track west of A. T. & S. F. Junction.

Passenger trains will use two (2) minutes and freight trains four (4) minutes crossing Missouri River Bridge.

All westward trains must get clearance cards before leaving Marceline.

Automatic signals between Marceline and Rothville, Standish and Carrollton Junction, Hardin and Congo; other territory manual block operated.

Nos. 33 and 39 HAVE NO TIME TABLE RIGHTS.

Freight trains will not exceed speed of forty (40) miles per hour.

Third Class			First Class.									Capacity of Siding.	Fuel, Water, Turn Tables and Weep.	Supplement "AG" to TIME TABLE No. 44, July 1, 1923.	Miles.	Distance from Chicago.
59	33	39	9	119	15	1	7	21	3	5						
Way Freight.	Colo., Cal., Tex. and Kan. Fast Freight.	Fast Freight.	The Navajo.	Local Passenger.	Mail and Express.	The Scout.	Fast Mail.	The Missionary.	California Limited.	The Kansas Cityan.	No. Cars.	W F T Y	STATIONS.			
Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.						
AM 8.00	PM 9.30	PM 7.30	PM 7.03	PM 1.05	AM 11.40	AM 7.18	AM 7.28	AM 6.55	AM 5.30	AM 4.30	11 12		MARCELINE.		347.3	
8.30			7.14	s 1.16	11.51	7.29	7.38	7.07	5.41	f 4.43	235		7.3 ROTHVILLE.	42.2	354.6	
9.00			7.21	s 1.25	11.58	7.38 ⁷ 7.53	7.45 ¹	7.15	5.49	s 4.53	253		MENDON.		360.7	
9.20				f 1.31							40		4.0 WHITHAM.	0	364.7	
9.35			7.30	s 1.36	PM 12.07	8.05	7.53	7.23	5.59	f 5.04	245	W	3.4 DEAN LAKE.	26.4	368.1	
10.10			7.38	s 1.46	12.16	8.15	8.01	7.32	6.08	s 5.14	250		6.2 BOSWORTH.	26.4	374.3	
10.35			7.48	f 1.58	12.25	8.25	8.10	7.42	6.18	5.26	133		7.8 STANDISH.	79.2	382.1	
11.00				s 7.55	s 2.05	s 12.32	s 8.33	8.16	s 7.49	6.24	343	W	4.3 CARROLLTON.	42.2	386.4	
11.05	11.55	10.00	8.00	2.10	12.36	8.37	8.20	7.54	6.28	5.40			2.3 CARROLLTON JCT.	13.2	389.7	
11.15			8.05	f 2.17	12.42	8.42	8.25	8.00	6.34	5.46	65		4.3 PALEMON.	10.6	398.0	
11.35			8.10	s 2.25	12.47	8.47	8.30	8.05	6.40	s 5.53	128		3.6 NORBORNE.	5.3	398.6	
11.45			8.16	f 2.33	12.53	8.53	8.36	8.13	6.47	6.00	83		4.3 NIMROD.	10.6	402.9	
PM 12.05			8.22	s 2.41	12.59	9.00	8.42	8.20	6.55	s 6.08	127		4.5 HARDIN.	9.9	405.4	
12.25 12.50			s 8.33	s 2.51	s 1.10	s 9.12	8.53	s 8.35	7.08	s 6.20	1009	W F Y	5.9 HENRIETTA.	26.4	411.3	
1.08			8.43	s 3.01	1.19	9.23	9.02	8.46	7.19	f 6.31	7		5.6 CAMDEN.	31.7	416.9	
1.15 ¹⁵ 1.30	AM 2.00	11.55	8.46	3.05	1.21 ⁵⁹	9.27	9.05	8.50	7.22	6.35	102		1.3 CAMDEN JCT.	42.2	418.2	
1.50			8.52	s 3.12	1.27	9.34	9.11	8.58	7.29	s 6.43	267	W	3.5 FLOYD.	42.2	419.7	
2.15			9.01	s 3.22	1.36	9.44	9.21	9.11	7.41	s 6.55	229		5.0 SIBLEY.	44.7	426.7	
2.30			9.11	s 3.35	1.47	9.55	9.31 ²¹	9.25 ⁷ 9.34	7.56	f 7.08	247		7.3 ATHERTON.	31.7	434.0	
2.35			9.14	f 3.40	1.50	10.00	9.34	9.39	8.01	7.12	84		2.5 ETON.	26.4	436.5	
2.50				f 3.45					8.06	f 7.18	142	W	2.9 COURTNEY.	15.8	439.4	
3.00				f 3.50							132		1.4 ORMENT CITY.	16.5	440.8	
3.05				f 3.55							93		1.8 SUGAR CREEK.	13.7	442.6	
3.10			9.26	f 4.00	2.03	10.14	9.45	9.54	8.16	7.28			1.6 CONGO.	21.1	444.2	
3.15			9.30	4.04	2.07	10.18	9.48	9.58	8.21	7.33	38		1.7 I. C. S. Crossing.	42.0	445.9	
3.30			9.32	s 4.08	2.08	10.20	9.50	10.00	8.25	7.35			0.1 BIG BLUE JUNC.	0	446.0	
			9.55 PM	4.25 PM	2.30 PM	10.40 AM.	10.10 AM	10.25 AM	8.45 AM	8.00 AM			0.3 SHEFFIELD.	42.2	446.3	
													4.8 KANSAS CITY.	47.5	451.1	
													1.3 STATE LINE.	35.3	452.4	
													0.1 A. T. & S. F. JUNC.		452.5	
4.30 PM	6.00 AM	4.00 AM									1022 7258	Y W F T	2.8 KANSAS CITY, KS. (Argentine Sta.)	31.7	455.8	
													(108.0)			
(13.5)			(36.2)	(31.1)	(36.6)	(33.4)	(38.4)	(30.9)	(31.9)	(29.6)			Average speed per hour.			

MISSOURI DIVISION.—SECOND DISTRICT.

EASTWARD.

Rating Grade Ascending.	Supplement "AG" to TIME TABLE No. 44, July 1, 1923.	Telegraph and Telephone Codes.	First Class.						Second Class.			Third Class.	
			22	18	10	16	6	2	4	32	120	34	60
			The Missionary.	Local Passenger.	The Chicagoan.	Fast Mail.	Chicago Express.	The Navajo.	California Limited.	Meat Express.	Mixed.	Fruit Express.	Way Freight
	STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	
	MARCELINE. 7.3	N P	AM 11.40	PM 9.40	PM 9.15	PM 9.05	PM 10.30	AM 12.14	AM 1.17				
42.2	ROTHVILLE. 6.1	D P	11.28	f 9.26	9.03	8.52	10.15	12.01 AM	1.04		\$10.10	2.15	
42.2	MENDON. 4.0	D P	11.20	s 9.15	8.55	8.43	10.07	11.53	12.55		\$ 9.55	1.50	
26.4	WHITHAM. 3.4			f 9.06							\$ 9.43	1.25	
15.8	DEAN LAKE. 6.2	N P	11.11	f 8.59	8.45	8.33	9.57	11.43	12.46		\$ 9.34	1.10	
52.8	BOSWORTH. 7.8	D P	11.03	s 8.50	8.36	8.25	9.49	11.35	12.38		\$ 9.18	12.50	
26.4	STANDISH. 4.3	D P	10.53	f 8.38	8.26	8.16	9.38	11.25	12.29		\$ 9.00	12.20 PM	
2.6	CARROLLTON. 2.3	N P	\$10.45	s 8.26	8.15 ¹⁶ 8.02	8.08 ¹⁰	9.30	11.16	12.22		\$ 8.50	11.55	
0	CARROLLTON JCT. 4.3	N P	10.41	8.20	7.54	8.03	9.25	11.12	12.17	5.24	8.41	6.21 11.45	
0	PALEMON. 3.6	T	10.35	f 8.13	7.46	7.57	9.20	11.07	12.12		f 8.33	11.35	
42.2	NORBORNE. 4.3	D P	10.30	s 8.05	7.40	7.52	9.15	11.02	12.07		s 8.25	11.20	
0	NIMROD. 4.5	P	10.24	f 7.55	7.32	7.45	9.09	10.56	12.01 AM		f 8.14	11.00	
26.4	HARDIN. 5.9	N P	10.18	s 7.46	7.25	7.38	9.03	10.50	11.55		s 8.05	10.50	
31.7	HENRIETTA. 5.6	N P	s 10.08	7.33 7.00	s 7.15	s 7.28	s 8.53	10.40	11.45		s 7.45	10.25 9.30	
27.5	CAMDEN. 1.8		9.55	s 6.45	7.02	7.14	8.39	10.26	11.32		s 7.31	9.00	
22.2	CAMDEN JCT. 3.5	N P	9.53	6.40	7.00	7.12	8.37	10.24	11.30	3.29	7.27	4.31 8.40	
21.4	FLOYD. 5.0	D P	9.47	s 6.33	6.54	7.07	8.32	10.18	11.24		s 7.20	8.20	
26.4	SIBLEY. 7.8	N P	9.39	s 6.22	6.46	6.59	8.22	10.08	11.15		s 7.09	8.00	
0	ATHERTON. 2.5	D P	9.29	s 6.10	6.36	6.50	8.11	9.58	11.06		s 6.56	7.40	
11.5	ETON. 2.9	N P	9.26	f 6.05	6.32	6.47	8.07	9.54	11.02		f 6.51	7.30	
0	COURTNEY. 1.4	T		s 6.01							s 6.46	7.25	
17.4	CEMENT CITY. 1.8			f 5.57							s 6.42	7.20	
20.1	SUGAR CREEK. 1.6		9.17	f 5.54							s 6.39	7.15	
42.0	CONGO. 1.7	N P	9.14	5.51	6.20	6.36	7.55	9.43	10.52		f 6.36	7.10	
0	E. C. S. Crossing. 0.1												
0	BIG BLUE JUNG. 0.3		9.10	5.47	6.16	6.32	7.50	9.38	10.47		6.32	7.05	
47.5	SHEFFIELD. 4.8	N P	9.05	s 5.43	6.15	6.30	7.47	9.34	10.44		s 6.28	7.00	
71.8	KANSAS CITY. 1.3	N P	8.50 AM	5.30 PM	6.00 PM	6.15 PM	7.30 PM	9.20 PM	10.30 PM		6.15 AM		
31.7	STATE LINE. 0.1												
	A. T. & S. F. JUNC. 2.8	N											
	KANSAS CITY, KS. (Argentine Sta.)	N P								12.01 AM	1.00 PM	6.15 AM	
	(108.0)		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	

Double track between Congo and Marceline, 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 between Congo and Marceline, except Gauntlet track over Missouri River bridge, which is controlled by interlocking plant at Sibley, trains will run with the current of traffic by block signals, whose indications will supersede timetable 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, movement must be controlled by train orders.

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

NOTE.—Missouri Division Time Table gives Trains no rights between Camden Jct. and Carrollton Jct.

All Conductors and Enginemen will be governed by time, rules and regulations of A. T. & S. F. Ry. and Wabash R. R. Joint Time Table between Camden Junction and Carrollton Junction.

NOTE.—Missouri Division Time Table gives Trains no rights west of Big Blue Junction.

All Conductors and Enginemen will be governed by time, rules and regulations of K. C. Terminal Ry. between Big Blue Junction and A. T. & S. F. Junction.

All Conductors and Enginemen will be governed by time, rules and regulations of Eastern Division Time Table, while occupying the track west of A. T. & S. F. Junction.

Passenger trains will use two (2) minutes and freight trains four (4) minutes crossing Missouri River Bridge.

Automatic signals between Congo and Hardin, Carrollton Junction and Standish, and Rothville and Marceline. Other territory manual block operated.

Freight trains will not exceed speed of forty (40) miles per hour.

NOS. 32 AND 34 HAVE NO TIME TABLE RIGHTS.

Average speed per hour..... (36.6) (28.7) (34.2) (36.6) (34.6) (35.8) (37.9) (23.9) (14.0)

MISSOURI DIVISION.— ST. JOSEPH DISTRICT.

WESTWARD.

Third Class.		Second Class.				First Class.							Capacity of Sliding.	Fuel, Water, Turn Tables and Wyes.	Supplement "AG" to TIME TABLE No. 44, July 1, 1923	Miles.
77	45	43	71	30	75	121	106	1	27	108	25	5				
C. G. W. Ry. Way Freight 88	Way Freight	Through Freight.	C. G. W. Ry. Freight. 60	Eastern Division Stock.	C. G. W. Ry. Time Freight 90	Passenger.	Eastern Division Passenger.	C. G. W. Ry. Passenger. 2	Motor.	Eastern Division Passenger.	St. Joseph Express.	C. G. W. Ry. Passenger. 4	No. Cars.			
Leave Tuesday Thursday and Saturday	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				
											AM 6.30 ¹²²		4	N. LEXINGTON.	0.0	
	AM 8.20												1009	WFY	20.5	
	8.45 9.48 ²⁸										\$ 6.45		96		3.3 0.0	
	10.05										\$ 7.00		39	W	63.4	
	10.25										\$ 3.12		47		54.3	
	10.50										\$ 3.22		50		60.0	
	11.30 ⁴⁴										\$ 3.30		48		60.7	
	11.50										\$ 3.42		26		18.3	
	PM 12.30										\$ 3.54		97		42.2	
	12.45										\$ 4.06		18		59.8	
	1.30										\$ 4.17		51	W	24.5	
	1.45										\$ 4.23		19		30.9	
	2.10										\$ 4.33		51		62.7	
	2.30										\$ 4.39		35		35.7	
	2.55										\$ 5.00 ²⁶		44		38.9	
AM 11.33 ²	3.20										\$ 5.12		43	W	64.9	
11.40	3.30										\$ 5.21		10		43.8	
11.45	3.35										\$ 5.28		117		43.9	
											\$ 5.32		50		44.0	
											\$ 8.18 ²⁸				68.6	
											\$ 8.25				46.9	
											\$ 8.36				68.6	
											\$ 8.46 ⁴⁴				53.1	
											\$ 9.05				61.2	
											\$ 9.11				57.6	
											\$ 9.15 ⁷²				51.2	
											\$ 8.56				63.4	
											\$ 9.05				63.4	
											\$ 9.11				65.2	
											\$ 9.15 ⁷²				67.8	
											\$ 1.20				67.8	
											\$ 1.23				68.6	
											\$ 1.32				71.4	
											\$ 1.35				71.6	
											\$ 1.36				72.1	
											\$ 1.36				72.1	
											\$ 1.36				72.3	
											\$ 1.36				72.3	
											\$ 1.36				72.5	
											\$ 1.36				73.1	
											\$ 1.36				73.1	
											\$ 1.36				73.1	
											\$ 1.36				73.1	

No. 77 RUNS TUESDAY, THURSDAY AND SATURDAY.

Conductors and Enginemen of C. G. W. Ry. will be governed by time, rules and regulations of the A. T. & S. F. Ry. Missouri Division Time Table.
 Between Terminal Junction and St. Joseph U. D. all trains will run under control, expecting to find track occupied by other engines and trains, and prepared to stop when necessary.
 All trains will be governed by the rules and regulations of the St. Joseph Union Depot Co. while on their tracks
 All passenger trains must register by Form 903 at Terminal Yard.
 All St. Joseph District trains must get clearance cards before leaving Henrietta.
 Switch at Terminal Junction will be left set for Missouri Division trains.

All westward trains will register by form 903 at Bee Creek Junction.

ALL EASTWARD AND WESTWARD TRAINS WILL NOT CROSS Q. O. & K. C. AT PLATTSBURG, K. C. C. C. & ST. J., C. B. & Q., C. R. I. & P., C. B. & Q. BETWEEN CONNETT AND TERMINAL YARD, UNTIL ENGINEMAN RECEIVES SIGNAL FROM BRAKEMAN THAT TRACK IS CLEAR.

Freight trains will not exceed twenty-five (25) miles per hour.

MISSOURI DIVISION.— ST. JOSEPH DISTRICT.

EASTWARD.

Rating Grade Ascending.	Supplement "AG" to TIME TABLE No. 44, July 1, 1923	Telegraph and Telephone Offices.	First Class.							Second Class.				Third Class.			
			4	122	28	105	2	26	107	72	29	46	74	78	44		
			C. G. W. Ry. Passenger. 3	Passenger.	Motor.	Eastern Division Passenger.	C. G. W. Ry. Passenger. 1	Chicago and St. Louis Express.	Eastern Division Passenger.	C. G. W. Ry. Freight. 61	East. Div. Through Freight.	Freight.	C. G. W. Ry. Time Freight. 51	C. G. W. Ry. Way Freight 89	Way Freight.		
STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Monday Wednesday and Friday	Arrive Daily Ex. Sunday.				
	N. LEXINGTON.			AM 6.30 ²⁵													
0	3.3																
	HENRIETTA.	N P		6.22 6.12	AM 10.03			PM 7.10						PM 2.05			
0	5.1																
60.7	RICHMOND.	D T		6.00 AM	\$ 9.48 ⁴⁵			\$ 6.55						1.45			
	4.8																
0	SWANWICK.				f 9.35			f 6.42						12.25			
	3.7																
41.7	RAYVILLE.	D T			\$ 9.25			\$ 6.34						12.10 PM			
	5.7																
51.2	VIBBARD.	D T			\$ 9.14			\$ 6.22						11.50			
	5.5																
58.1	LAWSON.	D T			\$ 9.03			\$ 6.10						11.30 ⁴⁵			
	6.1																
60.7	CONVERSE.				f 8.50			\$ 5.56						11.05			
	4.8																
60.7	LATHROP.	D T			\$ 8.40			\$ 5.45						10.45			
	C. B. & Q. Crossing. 3.2																
57.4	WEXFORD.				f 8.28			f 5.37						10.32			
	4.9																
66.0	PLATTSBURG.	D T			\$ 8.18 ²⁵			\$ 5.27						10.00			
0	0.1																
0	Q. O. & E. C. Crossing.																
0	0.1																
68.6	C. B. I. & P. Crossing.																
	2.9																
66.0	SCHEARCES.				f 8.06			f 5.21						9.35			
	6.2																
66.0	GOWER.	D T			\$ 7.54			\$ 5.09						9.10			
	4.5																
66.0	FRAZIER.				\$ 7.43			\$ 5.00 ²⁷						8.46 ²⁵			
	4.2																
66.0	AGENCY.	D T			\$ 7.33			\$ 4.49						8.20			
	3.4																
66.0	BEE CREEK JUNC.	N P		AM 5.40	\$ 7.25			AM 11.33 ⁷⁷	\$ 4.40 ¹			AM 9.30	7.45	AM 12.35	AM 8.00	8.05	
	2.1																
68.4	MATNEY.				5.35	f 7.19		11.28	f 4.33			9.20	7.30	12.25	7.50	7.55	
	1.3																
68.4	AJAX.	N P			5.32	f 7.15		11.25	f 4.28			9.15 ²⁵	7.23	12.19 ⁷⁵ AM	7.45	7.50	
	2.8																
26.4	CONNETT.																
	0.2																
41.1	C. B. I. & P. Crossing.																
	0.4																
0	K. O. 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																
0	TERMINAL YARD.	N P		5.22 ⁴³		7.03	7.47	11.15	4.18	7.17		8.40 AM	5.48 PM	7.07 PM	11.50 PM	7.25 AM	7.35 AM
	0.3																
0	ST. JOSEPH U. D.	N P		5.20 AM		7.00 AM	7.45 AM	11.18 AM	4.15 PM	7.15 PM							
	(76.4)			Leave Daily.	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 Daily Ex. Sunday.	

Average speed per hour (23.7) (25.2) (23.9) (9.6) (23.7) (25.0) (9.6) (11.8) (19.0) (15.2) (10.1) (13.0) (11.1)

NO. 78 RUNS MONDAY, WEDNESDAY AND FRIDAY.
 Conductors and Enginemen of C. G. W. Ry. will be governed by time, rules and regulations of the A. T. & S. F. Ry. Missouri Division Time Table.
 Between Terminal Junction and St. Joseph U. D. all trains will run under control, expecting to find track occupied by other engines and trains, and prepared to stop when necessary.
 All trains will be governed by the rules and regulations of the St. Joseph Union Depot Co. while on their tracks.
 All eastward trains must get clearance cards before leaving Bee Creek Junction.
 All passenger trains must register by Form 903 at Terminal Yard.
 All St. Joseph District trains must get clearance cards before leaving Henrietta.

Switch at Terminal Junction will be left set for Missouri Division Trains.
 All eastward trains must get clearance cards before leaving Terminal Yard.
 Freight trains will not exceed speed of twenty-five (25) miles per hour.
 Mine No. 2, 2.9 miles west of Henrietta.
 Mine No. 4, 2.0 miles west of Henrietta.
 Mine No. 6, 3.8 miles west of Henrietta.
 Mine No. 14, 4.3 miles west of Henrietta.
 Belt Line to mines Nos. 15, 21, and 23, 5.0 miles west of Henrietta.
 Mine No. 8, .2 mile west of Richmond.
 Mine No. 9, .5 mile west of Richmond.
 Mine No. 11, 1.0 mile west of Richmond.
 Mine No. 10, 1.1 miles west of Richmond.
 Mine No. 12, 1.4 miles west of Richmond.
 Mine No. 17, .1 mile west of Richmond.

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 in regular through freight trains between points where they are scheduled to stop, except exclusive live stock trains on main line.

EASTERN LINES.

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; 57 and 58 between Dumas and Marceline.
EASTERN DIVISION.—Trains 61, 62, 63, 64, 65, 66, 67, 68, 71, 72, 73, 74, 145, 146, 147 and 148.
MIDDLE DIVISION.—Trains 94, 95, 310, 311, 351, 352, 389, 390, 396, and 397, 387 and 388. between Little River and Ellinwood; 308 and 309 between Abilene and Concordia.
OKLAHOMA DIVISION.—Trains 419, 420, 421, 422, 449 and 450.
SOUTHERN KANSAS DIVISION.—Trains 215, 216, 217, 218, 223, 224, 229, 232, 247, 248, 263, 264, 273 and 274.

WESTERN LINES.

WESTERN DIVISION.—Trains 77, 78, 79, 80, 81, 82, 83 and 84.
ARKANSAS RIVER DIVISION.—Trains 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 98 and 99.
COLORADO DIVISION.
NEW MEXICO DIVISION.—Trains 70 and 71.
RIO GRANDE DIVISION.
PANHANDLE DIVISION.—Trains 67, 68, 69, 70, 71, 72, 60, 59, 83, 84, 77 and 78.
PECOS DIVISION.—Trains 943, 944, 945 and 946.
PLAINS DIVISION.—Trains 73, 74 and 53 and 54 between Woodward and Shattuck.
SLATON DIVISION.

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 for picking up passengers, agents may flag the trains in accordance herewith.

- No. 1. (a) Will stop at any station Chicago to Kansas City, or at Kansas City, Kan., Argentine Station, to receive passengers ticketed to El Paso, Deming or points south or west thereof; also for passengers ticketed to Arizona or California points, and will stop at Holliday for passengers from No. 208 destined for points west of Holliday at which No. 1 is carded to stop.
 (b) Will stop at any station Newton to La Junta for passengers ticketed to California points; will stop at any station west of Kansas City to let off passengers ticketed from points east of Kansas City.
- No. 2. Will stop at any station La Junta to Chicago, to discharge passengers from Phoenix, Arizona, or from points in California.
- No. 5-6. (a) Will stop at any station in Illinois to discharge passengers holding tickets from beyond Chicago.
 (b) Will stop at any station Chicago to Fort Madison to receive passengers ticketed to Kansas City or beyond, or for points on St. Joseph District.
 (c) Will stop at stations Coal City to Ransom inclusive to discharge passengers from Chicago or Joliet.
 (d) Will stop at any station west of Kansas City to discharge passengers from any line east of Kansas City.
 (e) Will stop at any station to discharge passengers from Leavenworth and Atchison Districts.
 (f) Will stop at Nickerson to discharge passengers from points east of Newton and will stop at Offerle to discharge passengers from Kansas City or east thereof.
 (g) Will stop at stations Ellinwood to Dodge City to discharge passengers from McPherson District.
 (h) Will stop at any station La Junta to Denver to discharge passengers from east or south of La Junta.
 (i) Will stop at any station Hutchinson to Kinsley to discharge passengers from train No. 62 ticketed from points Kinsley to Hutchinson, when No. 65 misses connection with No. 62.
 (j) Will stop at any station south of Wichita to discharge passengers from east or west of Newton, and at any station south of Winfield to discharge passengers from points on Second District, Florence to Akron, inclusive, and to discharge passengers from Southern Kansas Division.
- No. 5-6. (a) Will stop at any station, Denver to Pueblo for passengers ticketed to points east and south of Newton.
 (b) Will stop at stations Dodge City to Newton to discharge passengers from west of Dodge City when connection is not made at Dodge City with No. 66.
 (c) Will stop at all Agency Stations, Western Division, for passengers ticketed to Chicago or east.
 (d) Will stop at any station on Oklahoma, Middle and Eastern Divisions to discharge passengers from south of Purcell.
 (e) Will stop at Mazon to discharge passengers from Kansas City or west thereof and for passengers for Chicago and east.
 (f) Will stop at any station in Missouri or Illinois to discharge passengers from west or south of Newton.
 (g) Will stop at Bucklin to pick up passengers for Chicago and east.
 (h) Will stop at Spareville for passengers destined east or south of Newton or stations between Ellinwood and Florence on M. & M. Branch.
 (i) Will stop on flag at Marland for passengers for points on Third District; also for passengers for points at which this train stops.
 (j) Will stop at Udall to pick up passengers for Newton and points beyond.
- No. 8. (a) Will stop at any station on Middle or Eastern Divisions to discharge passengers from west of Newton.
 (b) Will stop at Lebo, Melvern, Quenemo or Pomona for passengers for points east of Kansas City.
 (c) Will stop at any station La Junta to Dodge City to discharge passengers from west or south of La Junta.
- No. 9. (a) Will stop at Coal City to pick up passengers for local points west of Streator, transferring to train 23 at Streator and at Dallas City for passengers ticketed to Colorado or beyond, or to Texas, Arizona or California.
 (b) Will stop at Holliday for passengers from No. 210 for west of La Junta at which No. 9 is scheduled to stop.
 (c) Leaving Hutchinson Sundays, will stop at any station on the Second District to discharge passengers from Chicago or points east of there using this train from Chicago.
 (d) Will stop at Las Animas to discharge passengers from Kansas City or east thereof.
- No. 10. (a) Will stop at any station Albuquerque to La Junta to discharge passengers from west of Albuquerque.
 (b) Will stop at any station La Junta to Kansas City to discharge passengers from west and south of La Junta.
 (c) Will stop at Dillwyn and Zenith for passengers for Hutchinson and points east thereof at which this train is scheduled to stop.
 (d) Will stop at stations on Middle and Eastern Divisions to discharge passengers arriving Newton on train No. 14.

- No. 11-12. (a) Will stop at Florence for passengers ticketed to Dodge City or west at points at which No. 11, Dodge City to La Junta, and No. 12, La Junta to Denver, is scheduled to stop.
 (b) Will stop at Swink to discharge passengers destined to points on the A. V. Line.
- No. 11-12. (a) Will stop at Strong City and Osage City to discharge passengers from west of La Junta.
 (b) Will stop at Holliday to discharge passengers from west of La Junta for Second and Third Districts, Eastern Division and Southern Kansas Division points.
 (c) Will stop to discharge passengers at points on the Middle and Eastern Divisions from south of Purcell.
 (d) Will stop at Castle Rock to pick up and discharge passengers.
- No. 13. Will stop on flag at Derby for passengers destined to points on Panhandle Division and beyond.
- No. 16. (a) Will stop at any station Newton to Kansas City to discharge passengers from west or south of Newton.
 (b) Will stop at Derby to discharge passengers from south of Mulvane, and to pick up passengers for north of Wichita.
- No. 17. (a) Will stop at any station to discharge passengers from points east of Kansas City or from St. Joseph District.
 (b) Will stop at Holliday for passengers from Southern Kansas Division Train No. 202 destined to points at which train is scheduled to stop, when No. 202 does not make connection with No. 134 at Ottawa.
 (c) Will stop at Holliday for passengers from No. 210, ticketed to points at which No. 17 is scheduled to stop.
 (d) Will stop at any station south of Arkansas City to discharge passengers from points east or west of Newton.
 (e) Will stop at Chilocco for passengers for Ponca City or points south.
 (f) Will stop at any station south of Guthrie to discharge passengers from points on Panhandle Division reaching Guthrie via Enid District.
 (g) Will stop at De Soto, Lecompton, Carbondale, Scranton and Reading for passengers for points at which No. 17 is scheduled to stop, also to discharge passengers from Kansas City, Topeka or St. Joseph districts.
 (h) Will stop at De Soto to discharge passengers from Kansas City, Kan. (Argentine Station).
- No. 18. (a) Will stop at any station south of Newton to discharge passengers from south of Purcell.
 (b) Will stop at any station east of Newton to discharge passengers from south of Newton.
 (c) Will stop at Chilocco to discharge passengers from Ponca City or points south.
- No. 21. (a) Will stop at Olathe for passengers destined to California points.
 (b) Will stop at any station Newton to Clovis to receive passengers destined to any point west or south of Clovis, including points west of Albuquerque, Deming or El Paso.
- No. 22. (a) Will stop at any point to discharge passengers from west of Amarillo.
 (b) Will stop at any station Kansas City to Chicago to discharge passengers from any line west of Kansas City.
 (c) Will stop at Baring and Wyaconda for passengers for Galesburg or east thereof at points at which this train stops.
 (d) Will stop at Bucklin, Gorin, Williamsfield, Princeville and Mazon for passengers for Chicago or east.
 (e) Will stop at stations east of Attica to discharge passengers from points on Medicine Lodge District.
 (f) Will stop at Ottawa Junction to discharge passengers from Wichita and points west thereof, destined Ottawa and points south thereof on the Southern Kansas Division and at Olathe to discharge passengers from Wichita and points west thereof.
 (g) Will stop at points between Mulvane and Emporia to discharge passengers from west of Mulvane.
- No. 29. Will stop at any station to discharge passengers from east of Albuquerque.
- No. 203. Will stop at Earlton, Thayer, Morehead, Bolton and Wayside to discharge passengers from Kansas City and points east.
- No. 204. (a) Will stop at Richmond and Princeton to discharge passengers from south and west of Cherryvale and will stop at Wellsville, Edgerton and Gardner to discharge passengers from Ottawa and points south.
- No. 210. Will stop at Holliday to discharge passengers going west on No. 17, and will also stop at Holliday to discharge passengers for No. 9 destined to points west of La Junta, at which that train is scheduled to stop.

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

MISSOURI DIVISION.

Dr. J. W. BEIL, Kansas City.

Dr. J. W. PERKINS, Kansas City.

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

Dr. W. H. NEWLON, Ft. Madison.

Dr. H. O. NEWTON, La Plata.

Dr. R. F. COOK, Carrollton.

Dr. F. E. LUMAN, Baring.

Dr. O. PUTMAN, Marceline.

Dr. J. V. SMITH, Henrietta.

Dr. C. H. WALLACE, St. Joseph.

Dr. L. HAYNES, Kansas City.

Dr. H. K. WALLACE, St. Joe.

Dr. J. E. PERRY, Kansas City, Mo.

Dr. W. E. BRADLEY, Ethel.

Dr. R. W. REA, Plattsburg.

Dr. D. E. CLOPPER, Argentine.

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

Dr. R. S. REIMERS, Ft. Madison.

Dr. A. L. DAVIS, Wyaconda.

H. S. MONTGOMERY, General Watch Inspector, Topeka.

LOCAL INSPECTORS, MISSOURI DIVISION.

ALBERT ZURCHER, Marceline.

H. C. LERCHE, Fort Madison.

ZURCHER & EICHENLAUD, Shopton.

W. F. MAXWELL, St. Joseph.

P. G. SMITH, Richmond, Mo.

J. H. MACE, Union Station, Kansas City.

J. H. MACE, 1122 Grand Avenue, Kansas City, Mo.

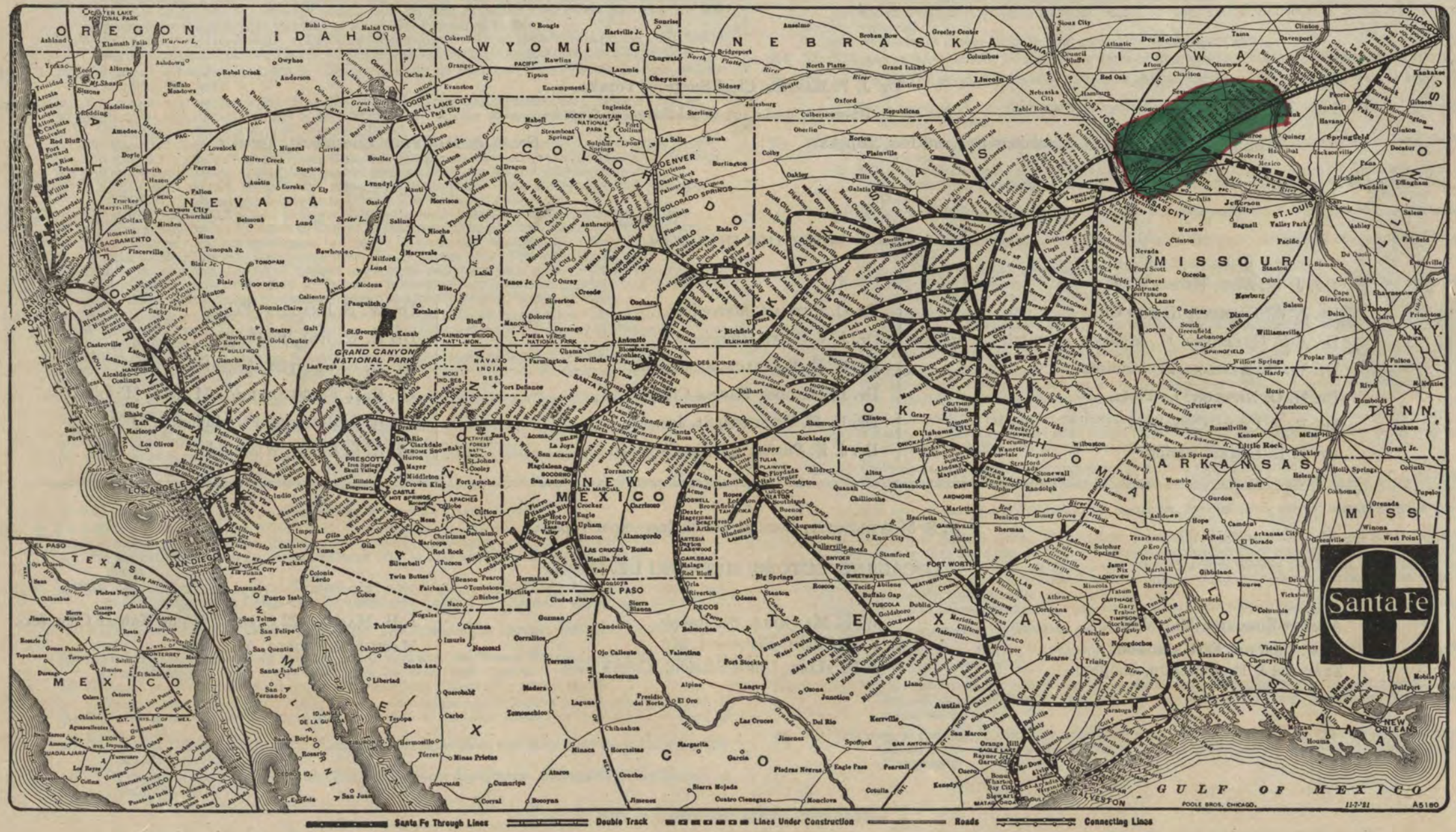
MACE & REYNOLDS, Argentine.

The last section will carry
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SANTA FE SAFETY FIRST

"Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, every unsafe condition."

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



Santa Fe Through Lines Double Track Lines Under Construction Roads Connecting Lines



Santa Fe

POOLE BROS. CHICAGO. 11-7-21 A5180