W G Hunniston 6-4-47

J. E. LYNCH, Trainmaster.....Marceline, Mo.
C. C. POLHANS, Chief Dispatcher.....Marceline, Mo.
R. W. CRUZE, Asst. Chief Dispatcher.....Marceline, Mo.

TRAIN DISPATCHERS—MARCELINE, MO.

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

W. A. GOSSETT, Passenger Trainmaster..... Kansas City, Mo.
H. C. WHITTAKER, Trainmaster.....Argentine, Kans.
H. E. HODGINS, Trainmaster.....Argentine, Kans.
R. N. BRADY, Asst. Trainmaster.....Argentine, Kans.
H. E. PHILLIPS, Asst. Trainmaster.....Argentine, Kans.

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

LOCAL WATCH INSPECTORS—MISSOURI DIVISION.

L. B. HARDY.....Ft. Madison.
ALBERT ZURCHER.....Marceline.
J. H. MACE COMPANY, Union Station.....Kansas City.
K. E. KLEINMAN, 1100 Grand Ave.....Kansas City, Mo.
REYNOLDS JEWELRY COMPANY.....Argentine.
C. C. JONES, 726 Minnesota Ave.....Kansas City, Kan.
ERNEST C. MAXWELL.....St. Joseph.

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

DR. F. L. FORD, Chief Surgeon.....Topeka.
DR. SCOTT WYSONG, Asst. Chief Surgeon.....Topeka.

FT. MADISON HOSPITAL.

DR. G. R. BLACKBURN, Surgeon in Charge
DR. S. E. BIGELOW, Assistant Surgeon.
DR. A. C. RICHMOND, Eye, Ear, Nose and Throat Specialist.
DR. E. C. TUCKER, Consulting Dentist.

LOCAL SURGEONS.

DR. F. E. LUMAN.....Baring.
DR. FRED M. JOHNSON.....Gorin.
DR. J. L. MCCONNELL.....Revere.
DR. H. O. NEWTON.....La Plata.
DR. P. L. PATRICK.....Marceline.
DR. B. B. HURST.....Marceline.
DR. W. D. WEST.....Mendon.
DR. R. F. COOK.....Carrollton.
DR. MARVIN GRIMES.....Hardin.
DR. J. V. SMITH.....Henrietta.
DR. ELMER E. GAY.....Richmond.
DR. EDWIN SHOUSE.....Lawson.
DR. W. B. SPALDING.....Plattsburg.
DR. J. H. RYAN.....St. Joseph.
DR. M. J. OWEN, Rialto Bldg.....Kansas City, Mo.
DR. L. HAYNES, 901 Wesport Ave.....Kansas City, Mo.
DR. DONALD FERGUSON (Colored).....Kansas City, Mo.
DR. J. F. HASSIG.....Kansas City, Kans.
DR. E. S. MILLER.....Argentine.
DR. K. C. HAAS.....Argentine.
DR. W. H. DYER (Colored).....Argentine.
DR. HARVEY L. LLOYD.....Argentine.

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

DRS. EUBANK & BAER, Bryant Bldg.....Kansas City, Mo.
DR. CECIL E. HASSIG, Huron Bldg.....Kansas City, Kans.
DR. C. J. BROWN—Dentist.....Kansas City, Kans.

The Atchison, Topeka and Santa Fe Railway Co.

EASTERN LINES
Eastern District

MISSOURI DIVISION

TIME TABLE No.

76

IN EFFECT

Sunday, June 8, 1947

At 12:01 A. M.
Central Standard Time

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

O. L. GRAY,
General Manager,
Topeka, Kansas.

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

M. M. KILLEN,
Superintendent,
Marceline, Missouri.

J. B. NOE,
Superintendent,
Argentine, Kansas.

Hall 4 47 4350 5194

Timetable 77 eff 14 Dec 1947

Trains have no time table superiority between Shopton and M.P. 235 and will move within such limits at restricted speed.

WESTWARD — First Class

17	23	19	11	15	3	7	1	5	TIME TABLE No. 76, June 8, 1947.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Capacity of Sidings in 50 ft. Cars.
Streamliner.	The Grand Canyon.	The Chief.	The Kansas Cityan.	Motor.	California Limited.	Fast Mail-Express.	The Scout.	The Ranger.				
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	STATIONS.			
PM 10.45	PM 5.15	PM 4.40	PM 1.20	AM 6.05	AM 5.10	AM 3.30	AM 3.05	AM 1.50	**SHOPTON.**		W F T Y	
									1.3	0		
									TOWER B.			
									7.5	40.3		
				f 6.15					NEW BOSTON.			W 57
									4.6	42.2		
10.59	5.30	4.55	1.34	f 6.22	5.25	3.45	3.20	2.07	ARGYLE.			E 40
									4.0	9.3		
									State Line.			
									0.3	0		
									DUMAS.			
									3.7	42.2		
				f 6.35					REVERE.			W 50
									7.1	42.2		
11.13	5.47	5.13	1.50	s 6.50	s 5.43	4.03	3.38	f 2.25	C.B.& Q. Crossing. MEDILL.			E108 W134
									9.2	42.2		
				s 7.05					WYACONDA.		W	W124
									5.3	17.5		
11.26	6.03	5.29	2.04	s 7.15	6.00	4.20	3.55	2.43	GORIN.			W 76
									5.0	42.2		
				s 7.25					RUTLEDGE.			E 63
									8.1	42.2		
11.38	6.18	5.45	2.18	s 7.45	6.15	4.35	4.10	3.00	BARING.		W F	E182 W103
									5.5	39.3		
				f					KENWOOD.			
									3.9	15.3		
11.46	6.28	5.55	2.27	s 8.00	6.27	4.47	4.22	3.12	HURDLAND.			E 90
									6.3	42.2		
				f 8.10					GIBBS.			
									6.3	42.2		
11.57	s 6.45	6.10	s 2.40	s 8.20	s 6.45	s 5.05	s 4.40	s 3.30	LA PLATA.		W	E114 W116
									5.5	27.3		
				f 8.30					CARDY.			E 55
									4.7	0		
				s 8.40					ELMER.			E 49
— AM —									6.8	42.2		
12.10	7.02	6.29	2.55	s 8.52	7.02	5.22	4.58	3.47	ETHEL.		W	E 96 W 81
									6.6	42.2		
				f 9.05					HART.			E 53 W 47
									5.2	42.2		
12.22	7.17	6.44	3.09	s 9.15	7.16	5.36	5.12	4.02	BUCKLIN.			E 76 W 54
									5.8	31.0		
12.27 AM	s 7.24 PM	6.50 PM	s 3.14 PM	s 9.25 AM	s 7.25 AM	s 5.45 AM	s 5.20 AM	s 4.10 AM	**MARCELINE.**		W F T Y	
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(112.7)			
66.3	52.4	52.0	58.8	33.8	50.1	50.1	50.1	48.3	Average speed per hour.			

AUTOMATIC BLOCK SYSTEM — DOUBLE TRACK

EASTWARD.

First Class.

Communications.	Distance from Chicago.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.	2 The Scout.	6 The Ranger.	20 The Chief.	18 Streamliner.	24 The Grand Canyon.	12 The Chicagoan.	16 Motor.	8 Fast Mail-Express.	4 California Limited.
	Miles.		STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
C	234.6	0	**SHOPTON.**	AM s 2.45	AM s 3.25	AM s 7.45	AM s 9.45	AM s 11.15	PM s 5.28	AM s 12.05	AM s 12.30	AM s 1.50
			1.3							— AM —		
C	235.9	15.4	TOWER B.									
			7.5									
B	243.4	36.9	NEW BOSTON.	2.30	3.10	7.30	9.30	11.03	5.18	f11.50	12.15	1.35
			4.6								— AM —	
B	248.0	42.2	ARGYLE.							f11.40		
			4.0									
	252.0	0	State Line.									
			0.3									
B	252.3	0	DUMAS.									
			3.7									
C	256.0	42.2	REVERE.	2.10	2.54	7.14	9.17	10.50	5.05	s11.25	11.55	1.17
			7.1									
C	263.1	42.2	C.B.& Q. Crossing. MEDILL.	1.58	2.44	7.05	9.10	10.43	4.58	s11.10	s11.44	1.05
			9.2									
C	272.3	42.2	WYACONDA.							s10.55		
			5.3									
C	277.6	41.7	GORIN.	1.40	2.28	6.50	8.57	10.30	4.45	s10.45	11.27	12.48
			5.0									
C	282.6	42.2	RUTLEDGE.							s10.35		
			8.1									
C	290.7	32.4	BARING.	1.22	2.14	6.36	8.45	10.18	4.34	s10.20	11.14	12.32
			5.5									
B	296.2	0	KENWOOD.									
			3.9									
C	300.1	42.2	HURDLAND.	1.10	2.04	6.26	8.36	10.09	4.26	s10.05	11.04	12.20
			6.3									
B	306.4	23.1	GIBBS.							f 9.55		
			6.3									
C	312.7	25.4	LA PLATA.	12.55	f 1.49	6.13	8.25	9.57	s 4.15	s 9.45	s10.50	s12.05
			5.5									— AM —
B	318.2	42.2	CARDY.							f 9.35		
			4.7									
C	322.9	0	ELMER.							s 9.25		
			6.8									
C	329.7	42.2	ETHEL.	12.33	1.30	5.53	8.08	9.39	3.58	s 9.15	10.29	11.43
			6.6									
B	336.3	42.2	HART.							f 9.05		
			5.2									
C	341.5	42.2	BUCKLIN.		f 1.15					s 8.55		
			5.8									
C	347.3		**MARCELINE.**	12.10 AM	1.05 AM	5.32 AM	7.49 AM	9.18 AM	3.40 PM	8.45 PM	10.08 PM	11.20 PM
			(112.7)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	43.6	48.3	50.8	58.3	57.8	62.6	33.8	47.6	45.1

AUTOMATIC BLOCK SYSTEM — DOUBLE TRACK

Trains have no time table superiority between M.P. 235 and Shopton and will move within such limits at restricted speed.

Gantlet track on Bridge 425-A east of Sibley. Operation is governed by signal indication which will supersede time table superiority.

Third main track between Hardin and C.A. Jct., designated as Track No. 3. Trains have no time table superiority and operation thereon must be authorized by train order. Manual Block Rules govern. Camden is not a block station.

Mo. Pac. tracks between Congo and Rock Creek Jct. may be used on signal indication, which will supersede time table superiority. When necessary to move against the current of traffic, it must be authorized by Mo. Pac. Terminal Trainmaster. All trains will run at restricted speed, and protect as per Rule 99, when using these tracks. Speed limit ten miles per hour through Rock Creek Jct. Interlocking.

Movement on A.T.& S.F. single track between Congo and Sheffield is governed by signal indication, which will supersede time table superiority.

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

WESTWARD
First Class

23	19	11	15	3	7	1	5	17	TIME TABLE No. 76. June 8, 1947.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Capacity of Sidings in 50 ft. Cars.
The Grand Canyon.	The Chief.	The Kansas Cityan.	Motor.	California Limited.	Fast Mail-Express.	The Scout.	The Ranger.	Streamliner.				
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	STATIONS.			
PM 7.25	PM 6.50	PM 3.15	AM 9.30	AM 7.30	AM 5.50	AM 5.25	AM 4.15	AM 12.27	**MARCELINE.**	0	W F T Y	
			s 9.40						7.3 ROTHVILLE.	13.7		E 77 W 78
7.42	7.05	3.27	s 9.50	7.45	6.05	5.40	4.32	12.38	6.1 MENDON.	0		E 74 W 82
			f						4.0 WHITHAM.	12.7		
			f10.00						3.4 DEAN LAKE.	26.4		E 93
7.56	7.19	3.38	s10.12	8.00	6.20	5.55	4.49	12.48	6.2 BOSWORTH.	26.4		E114 W116
			f10.22						7.8 STANDISH.	0		E 78
			s10.35	s 8.15	6.34	6.10	5.05		4.3 CARROLLTON.	0	W	E 76 W 78
8.11	7.35	3.51	10.40	8.19	6.37	6.14	5.10	12.58	2.3 W.B. JCT.	3.3		
									4.3 PALEMON.	3.7		
8.19	7.43	3.58	s10.55	8.27	6.45	6.22	5.22	1.04	3.6 NORBORNE.	4.8		E 56 W 77
8.27	7.50	4.05	s11.10	8.36	6.53	6.30	5.35	1.11	8.8 HARDIN.	4.2		E105
s 8.36	7.56	4.10	s11.20	s 8.45	7.00	6.38	s 5.45	1.16	5.9 HENRIETTA.	8.4	WFY	E235 W136
			s11.30						5.6 CAMDEN.	14.2		
8.45	8.05	4.16	11.35	8.55	7.09	6.48	5.55	1.22	1.3 C.A. JCT.	13.2		W 45
			f11.40						3.5 FLOYD.	26.4		E125 W 79
8.57	8.17	4.25	f11.50	9.10	7.21	7.03	6.11	1.31	5.0 SIBLEY.	6.7		W 78
			— PM —						7.3 ATHERTON.	9.7		E120 W 78
			f12.01						2.5 ETON.	9.4		
9.10	8.29	4.35	12.05	9.25	7.34	7.20	6.26	1.41	2.9 COURTNEY.	9.4		W 77
			f12.10						3.2 SUGAR CREEK.	4.9		E 62
			f12.17						1.6 **CONGO.**	25.7		
9.20	8.40	4.45	12.20	9.37	7.45	7.34	6.38	1.50	1.7 K.C.S. Crossing.	14.8		
									0.5 SHEFFIELD.	43.9		
9.25	8.45	4.50	12.25	9.42	7.50	7.40	6.43	1.55	4.7 **KANSAS CITY.** Union Station			
s 9.40 PM	s 9.00 PM	s 5.00 PM	s 12.40 PM	s 10.00 AM	s 8.05 AM	s 8.00 AM	s 7.00 AM	s 2.05 AM				
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(103.8)			
46.1	47.9	59.3	32.8	41.5	46.1	40.2	37.7	63.5	Average speed per hour.			

AUTOMATIC BLOCK SYSTEM — DOUBLE TRACK (MARCELINE. to CAMDEN.) — 3 Tracks (HARDIN. to CAMDEN.) — DOUBLE TRACK (C.A. JCT. to CONGO.) — K.C.T. Ry (SHEFFIELD. to KANSAS CITY.)

Communications.	Distance from Chicago.	Ruling Grade Ascending.	TIME TABLE No. 76, June 8, 1947.		EASTWARD. First Class. 20	18	24	12	16	8	4	2	6
					The Chief.	Streamliner.	The Grand Canyon.	The Chicagoan.	Motor.	Fast Mail Express.	California Limited.	The Scout.	The Ranger.
	Miles.		STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
C	347.3	42.2	**MARCELINE.**		AM 5.32	AM 7.49	s AM 9.17	s PM 3.39	s PM 8.40	s PM 10.03	s PM 11.15	s AM 12.05 — AM —	s AM 1.00
			7.3										
C	354.6	8.9	ROTHVILLE.		5.24	7.42	9.08	3.32	f 8.28	9.54	11.06	11.56	12.51
			6.1										
C	360.7	14.2	MENDON.		5.18	7.37	9.02	3.27	s 8.20	9.48	11.00	11.50	12.45
			4.0										
	364.7	13.3	WHITHAM.						f 8.10				
			3.4										
B	368.1	0	DEAN LAKE.						f 8.05				
			6.2										
C	374.3	26.4	BOSWORTH.		5.05	7.27	8.51	3.17	s 7.53	9.33	10.45	11.35	12.32
			7.8										
B	382.1	26.4	STANDISH.						f 7.40				
			4.3										
C	386.4	0	CARROLLTON.						s 7.35	s 9.20	s 10.30		
			2.3										
C	388.7	0	W.B. JCT.		4.51	7.14	8.38	3.04	7.30	9.15	10.24	11.20	12.17
			4.3										
B	393.0	0	PALEMON.										
			3.6										
C	396.6	6.3	NORBORNE.		4.43	7.07	8.31	2.57	s 7.20	9.06	10.13	11.10	12.07 — AM —
			8.8										
C	405.4	0	HARDIN.		4.34	7.00	8.23	2.50	s 7.05	8.59	10.04	11.00	11.58
			5.9										
C	411.3	6.6	HENRIETTA.		4.27	6.55	8.18	2.45	s 6.55	s 8.52	s 9.55	10.53	11.51
			5.6										
C	416.9	0	CAMDEN.						s 6.45				
			1.3										
C	418.2	26.4	C.A. JCT.		4.19	6.49	8.11	2.39	6.40	8.43	9.46	10.45	11.44
			3.5										
C	421.7	0	FLOYD.						f 6.35				
			5.0										
B	426.7	26.4	SIBLEY.		4.09	6.39	8.01	2.30	s 6.27	8.33	9.35	10.35	11.34
			7.3										
C	434.0	0	ATHERTON.						f 6.15				
			2.5										
C	436.5	7.0	ETON.		3.59	6.30	7.52	2.21	6.12	8.24	9.25	10.25	11.24
			2.9										
C	439.4	0	COURTNEY.						s 6.08				
			3.2										
C	442.6	0	SUGAR CREEK.						s 6.03				
			1.6										
C	444.2	42.2	**CONGO.**		3.49	6.22	7.44	2.12	6.00	8.15	9.15	10.15	11.14
			1.7										
	445.9	0	K.C.S. Crossing.										
			0.5										
	446.4	48.5	SHEFFIELD.		3.45	6.18	7.40	2.08	5.55	8.10	9.10	10.10	11.10
			4.7										
C	451.1		**KANSAS CITY.** Union Station		3.35 AM	6.10 AM	7.30 AM	2.00 PM	5.45 PM	8.00 PM	9.00 PM	10.00 PM	11.00 PM
			(103.8)		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.		53.2	62.9	58.2	62.9	35.6	50.6	46.1	49.8	51.9

AUTOMATIC BLOCK SYSTEM — DOUBLE TRACK (MARCELINE. to HARDIN.); 3 Tracks (HARDIN. to CAMDEN.); DOUBLE TRACK (C.A. JCT. to CONGO.); K.C.T. Ry (SHEFFIELD. to KANSAS CITY.)

Gantlet track on Bridge 425-A east of Sibley. Operation is governed by signal indication which will supersede time table superiority.

Third main track between C.A. Jct. and Hardin, designated as Track No. 3. Trains have no time table superiority and operation thereon must be authorized by train order. Manual Block Rules govern. Camden is not a block station.

Mo. Pac. tracks between Rock Creek Jct. and Congo may be used on signal indication, which will supersede time table superiority. When necessary to move against the current of traffic, it must be authorized by Mo. Pac. Terminal Trainmaster. All trains run at restricted speed, and protect as per Rule 99, when using these tracks. Speed limit ten miles per hour through Rock Creek Jct. Interlocking.

Movement on A.T.& S.F. single track between Sheffield and Congo is governed by signal indication, which will supersede time table superiority.

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

Capacity of Sidings in 50 ft. Cars.	WESTWARD. Second Class. 71 C.G.W.Ry. Freight 64.	45 Mixed.	75 C.G.W.Ry. Time Freight 62.	First Class. 1 C.G.W.Ry. Passenger 12.	5 C.G.W.Ry. Passenger 16.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 76. June 8, 1947.	Ruling Grade Ascending.	Distance from Henrietta.	Communications.	EASTWARD. First Class. 4 C.G.W.Ry. Passenger 15.	2 C.G.W.Ry. Passenger 11.	Second Class. 76 C.G.W.Ry. Time Freight 63.	72 C.G.W.Ry. Freight 65.	46 Mixed.
	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.	Leave Daily.			STATIONS.		Miles.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.
		AM 8.30				WFY		**HENRIETTA.**			C					PM s 8.05
21		s 9.30					69.2	5.1	0	5.1	C					s 7.53
25		s10.00					47.7	RICHMOND. 8.5	57.4	13.6						f 7.33
		f					48.8	RAYVILLE. 5.7	32.7	19.3						f
6		f10.50					39.8	VIBBARD. 5.5	52.8	24.8						f 7.06
		s11.40					60.2	LAWSON. 10.9	58.6	35.7	C					f 6.39
		f					0	LATHROP. C.B.& Q. Crossing. 3.2	52.8	38.9						f
15		PM s12.40					62.3	WEXFORD. 4.9	58.1	43.8	C					f 6.17
		f					61.2	PLATTSBURG. 3.1	61.1	46.9						f
		s 1.20					59.7	SCEARCES. 6.0	60.5	52.9	C					f 5.55
		s 2.00					52.8	GOWER. 8.9	60.0	61.8	C					f 5.35
22	PM 9.20	s 2.15	AM 6.50	PM 4.38	AM 76 **12.56**		59.3	AGENCY. 3.4	0	65.2	C	AM 6.03	AM 11.58	AM 5 **12.56**	AM 10.55	f 5.25
92		f 2.25					59.5	**B. C. JCT.** 3.4	60.5	68.6						f 5.17
							0	AJAX. 3.0	47.1	71.6						
							0	C.R.I.& P. Crossing. 0.5	36.6	72.1						
							0	C.B.& Q. Crossing. 0.2	48.8	72.3						
							0	C.R.I.& P. Crossing. C.B.& Q. Crossing. M.K. JCT. 0.5	0	72.8	C	5.47	11.42	12.20 AM	10.20 AM	5.03
	9.40 PM	2.45	7.15 AM	4.53	1.12	WFT	0	**TERMINAL YARD.** 0.3	0							
		s 3.00 PM		s 4.55 PM	s 1.15 AM	Y		**ST. JOSEPH U. S.**		73.1	C	5.45 AM	11.40 AM			5.00 PM
	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(73.1)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.
	22.8	11.2	18.2	27.9	24.9			Average speed per hour.				26.3	26.3	12.7	13.0	23.7

Junction switch at B.C. Jct. is electrically locked and handled by operator. Maximum speed within home signal limits, fifteen miles per hour. Time Table Rule 9 applicable when home signal displays stop indication and reason therefor is not apparent.

Automatic Signals Nos. 711 and 712 govern movements between M.P. 71 plus 3549 feet and M.P. 71 plus 5065 feet, within which limits trains will run at restricted speed.

Trains have no time table superiority and will move at restricted speed between St. Joseph U.S. and M.K. Jct. and will be governed by St. Joseph Union Depot Co. Time Table, Rules and Regulations between St. Joseph U.S. and Monterey Street. Normal position of switch at M.K. Jct. is for Missouri Division main track.

No switch lights on St. Joseph District between Henrietta and B.C. Jct.

NO. 45 IS SUPERIOR TO NO. 46.

WESTWARD. 43 Northern California Fast Freight.	41 Colo. Kans. Okla. Fast Freight.	33 California, Tex. Okla. Fast Freight.	37 Oklahoma-Texas Freight.	39 Oklahoma-Texas Fast Freight.	Freight Train Terminals, and Junctions.	EASTWARD. 38 Fast Freight.	44 Perishable Express.	42 Colorado-Chicago Fast Freight.	46 Texas Chicago Fast Freight.
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
PM 10.30	PM 8.15	AM 11.00	AM 6.30	AM 12.45	SHOPTON.	AM 11.30	PM 3.00	PM 6.30	AM 1.30
AM 3.30	AM 12.15	PM 3.30	10.30	4.00	MARCELINE.	6.30	PM 11.45	PM 2.00	AM 10.00
			PM		HENRIETTA.			PM	
8.00 AM	5.00 AM	8.00 PM	3.00 PM	7.30 AM	KANS. CITY, KANS. (Argentine.)	2.00 AM	8.00 AM	9.30 AM	6.00 PM
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.

TRAINS SHOWN IN THIS TABULATION HAVE NO TIME TABLE AUTHORITY.

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

Rules Nos. 5, 10(A), 10(f), 15, 86, 95, 97, 103(A), 104(A), 204, 210, 221, 360, 384, 632, 701, 705, 706, 711 and 872 of the Rules and Regulations, Operating Department, Revised 1927, are amended, or superseded, by the following:

Rule No. 5. First paragraph is amended to read: Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving times. The time applies at the first siding switch where an opposing train clears; where there is no such switch, it applies at the station.

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

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

Rule No. 10(f). Red is substituted for purple as stop indication for dwarf signal.

Rule No. 15. Amended by adding: Restricted speed must be observed for a distance of one mile from point of explosion.

Rule No. 86. Amended by adding: Where automatic block signals are continuous between stations inferior trains in the same direction will only be required to clear superior trains sufficiently to give clear signal indication in the rear.

Rule No. 95. Amended by adding: On double track, the dispatcher may authorize sections of a schedule at initial stations by Clearance Card, Form 902.

Rule No. 97. Amended by adding: On double track the dispatcher may authorize the running of extra trains, except work extras, by Clearance Card, Form 902.

Rule No. 103(A). The second paragraph is cancelled.

Rule No. 104(A). First paragraph is amended to read: At meeting or passing points the employe attending the switch must not unlock derail or main track switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed. When complying with Rule S-89(A), after lining and locking switch, he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

Rule No. 204. Amended by adding: Additional copy of all train orders and clearance cards shall be furnished for delivery to rear brakeman.

Rule No. 210. Second paragraph is amended to read: Enginemen must show train orders and clearance cards to firemen, and when practicable, to head brakeman; conductors, when practicable, must show them to the brakemen. Brakemen and firemen are required to read orders, see that the information shown on the clearance card corresponds with the train orders received and, if necessary, must ask for them, reminding conductors and enginemen of their contents when needful.

Rule No. 221. The second paragraph is cancelled.

Rule No. 360. Amended by adding: Station announcements will be omitted between the hours of 10:00 P.M. and 6:00 A.M., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

Rule No. 384. First paragraph is amended to read: They must not take loaded cars without the waybills or take waybills without the freight or cars, unless authorized to do so by trainmaster. A conductor's waybill (Form 1854) must be made for car loads and less car loads in accordance with instructions printed on the form or issued by the auditor.

Rule No. 632. Superseded by the following: In case of bleeding, firm pressure should be made directly upon bleeding point by holding pad of gauze or any clean cloth with the hand gripped or pressed firmly until bleeding is under control, after which, without disturbing the pad, further pressure may be continued by means of a bandage snugly wound around the limb or body at seat of injury. Only when bleeding cannot be stopped in this manner should a cord or cloth twisted around limb with stick or other lever be used, and when used, the pressure should be momentarily released every fifteen minutes.

Rule No. 701. Red is substituted for purple as stop indication for dwarf signal.

Rules Nos. 705 and 706. Amended by adding: Where switch indicators are used, employes will be governed by indicators before fouling circuit or changing main track switch. Indication displayed by switch indicators does not relieve trainmen or enginemen from protecting their train as provided for by the rules.

Rule No. 711. Superseded by the following: Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time table or train rules, and do not dispense with the use or the observance of other signals, whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

Rule No. 872. Last two paragraphs are amended to read: When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

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1. SPECIAL RULES AND FACILITIES.

1(A). SWITCHES, AUTOMATIC BLOCK TERRITORY.

Dwarf head out signals located at end of siding on double track at certain non-interlocked stations are track controlled. At certain non-continuous offices signals are changed to track controlled during period offices are closed. Under either such circumstances, if the indication of such signal is stop when a train is ready to leave siding and there is no apparent reason for that indication, main track switch should be opened and after waiting five minutes train may proceed, protecting as provided by Rule 99. When heading out through a spring switch the same practice will govern except that after lead wheels have fouled circuit, spring switch must be restored to normal.

1(B). RAILROAD CROSSINGS AT GRADE.

MEDILL—C.B.& Q. Interlocking plant. Maximum speed forty miles per hour.

SHEFFIELD—K.C.S. Interlocking plant. Maximum speed twenty-five miles per hour.

LATHROP—C.B.& Q. Automatic interlocking plant. Maximum speed twenty miles per hour.

TERMINAL YARD—C.R.I.& P. 1.2 miles east of station is protected by gate set normally across C.R.I.& P. track. Approach at restricted speed. When gate is normal may proceed at speed not to exceed twenty miles per hour.

C.B.& Q. 0.7 mile east of station. Stop. See Rules 98, A, B, C and D.

C.B.& Q. and C.R.I.& P. 0.5 mile east of station. Stop. See Rules 98, A, B, C and D.

1(C). 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.

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, Rules and Regulations.

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.

1(D). STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED. SEE RULE 83(A).

Station	Designated Trains.
Marceline	All except first class.
Congo	Eastward first class.
Kansas City	Originating or terminating.
Following trains will register by Form 903:	
Shopton	First class.
Congo	Eastward first class.
B.C. Jct.	All trains.
Terminal Yard	Second class.
	C.G.W. trains.

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

1(E). TRAINS MUST GET CLEARANCE CARDS BEFORE LEAVING ORIGINATING STATIONS, EXCEPT:

Shopton	Westward freight trains leaving from yard tracks, secure at Tower B.
Marceline	Nos. 11, 12, 17, 18, 19, 20, 23 and 24.
St. Joseph U.S.	Eastward trains secure at Terminal Yard.

Westward first class trains will secure clearance card at Shopton except those receiving same at Fort Madison. Copies of clearance card or train orders received at Fort Madison will be delivered engineman by conductor at Shopton.

1(F). CURRENT OF TRAFFIC.

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

Movement of trains will be supervised by train dispatcher, who will issue instructions to signalmen when required.

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

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

1(G). 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 arm governs movement to Wabash main track, lower arm to Wabash main track or siding, middle arm 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 foreign line, middle arm to Missouri Pacific main track, bottom arm to either route. Westward, top arm to foreign line, middle arm to Kansas City Terminal, bottom arm to either route. When proper signal cannot be displayed, signalman will give hand signal with yellow flag or light.

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

2. MAXIMUM SPEED FOR TRAINS.

LOCATION	MILES PER HOUR			
	Light Engines Forward	All Engines Backward	Passenger	Freight and Mixed
First District	40	25	90	60
Second District	40	25	90	60
St. Joseph District	30	15	40	30
FIRST DISTRICT				
Curve, M.P. 235.8 to 236.2			50	50
3 Curves, M.P. 242.2 to 243.1, Track No. 2			80	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
Curve, M.P. 257.3 to 257.6			65	50
Curve, M.P. 258.0 to 258.4			70	55
5 Curves, M.P. 260.2 to 262.7			50	40
Curve, M.P. 263.0 to 263.3			40	40
2 Curves, M.P. 265.9 to 267.1			70	55
Curve, M.P. 267.3 to 267.9			80	.....
Curve, M.P. 328.2 to 328.5			65	55
8 Curves, M.P. 330.2 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			45	45
2 Curves, M.P. 339.4 to 339.7			65	.....
SECOND DISTRICT.				
3 Curves, M.P. 347.4 to 347.6, Track No. 2			40	30
Curve, M.P. 347.5 to 347.6, Track No. 1			35	35
Curve, M.P. 348.7 to 348.9, Track No. 2			40	40
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, Track No. 1			80	.....
Curve, M.P. 384.3 to 384.5, Track No. 1			75	50
M.P. 388.8 to 404.2, Track No. 1 (except Deisel operated passenger trains)			80	50
Hardin to C.A. Jct., Track No. 3			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 Bridge 425-A			25	15
Curve, M.P. 426.4 to 426.7			55	45
2 Curves, M.P. 427.0 to 427.8, Track No. 2			60	40
Curve, M.P. 428.7 to 429.5			80	.....
Curve, M.P. 436.6 to 437.0			75	55
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. 439.9 to 440.4			75	55
Curve, M.P. 442.5 to 442.7			70	55
2 Curves, M.P. 443.7 to 444.0			40	40
Congo to Rock Creek Jct. via Mo. Pac.			30	20
Curve, M.P. 444.4 to 444.5			40	40
4 Curves, M.P. 445.0 to 445.8			30	30
ST. JOSEPH DISTRICT.				
Between Henrietta and B.C. Jct.			30	.....
3 Curves, M.P. 4.5 to 5.3			20	20
3 Curves, M.P. 43.2 to 44.2			15	15

2(A). SPEED REGULATIONS, PASSENGER TRAINS.

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.

2(B). MAXIMUM SPEED OF ENGINES.

Maximum speed covering following classes of engines where not otherwise restricted. Where other restrictions permit train speed in excess of the maximum engine speed prescribed in this table, maximum engine speed prescribed in table must be observed.

CLASS OR ENGINE NUMBER	Diameter of Drivers Inches	Miles Per Hour	MILES PER HOUR	
			Light Engines Forward	All Engines Backward
Diesel Engines 1 to 21, and 50 to 56, Inclusive	.....	100	40	40
Diesel Engines 100 to 157 and 169 to 182, Inclusive	40	65	40	40
Diesel Engines 158 to 168 inclusive and 90	40	95	40	40
Motors M-105 to M-189, Inclusive	.....	60	60	25
Motor M-190	.....	80	60	25
542-1400-1452-1480-1550 Classes	73	90	40	25
1226-1270 Classes	73	90	40	25
1400-1452 Classes	79	100	40	25
1309-1337 Classes	73	90	40	25
3400 Class	74	90	40	25
3400-3450 Classes	79	100	40	25
3460 Class	84	100	40	25
3500 Class	73	90	40	25
3700 Class	69	70	40	25
2900-3776 Classes	80	90	40	25
3751-3765 Classes	80	90	40	25
900-1600 Classes	57	35	35	20
1014-1050 Classes	69	50	40	25
1800 Class	69	60	40	25
2507 Class	63	60	40	25
2535 Class, except 2535	55	40	35	20
3100 Class	57	45	35	20
3160-4000 Classes	63	60	40	25
3800-3900 Classes	63	50	40	25
4101 Class	63	60	40	25
Engines 4193-4199, Inclusive	63	50	40	25
5000	69	60	40	25
5001-5011 Classes	74	60	40	25
Diesels 400-450 Classes	.. ..	30	30	30
Other Diesel Yard Engines	.....	35	35	35
All other engines	.. ..	20	20	20

2(C). MAXIMUM SPEED OVER SUBMERGED TRACK.

Diesel-electric engines and gasoline-electric cars shall not be operated, either by towing or using traction motors for power, through water having depth over rail greater than shown below:

Type of Engine or Car.	Depth of Water	
	New Wheels	Worn Wheels
Passenger Diesels	4 in.	3 in.
Freight Diesels, including those geared for passenger service.	6 in.	5 in.
44-ton Yard Diesels	3 in.	2 in.
Other Yard Diesels	6 in.	5 in.
Gasoline-Electric Cars	4 in.	3 in.

Maximum speed of Diesel Engine or gasoline-electric motor car towed or operated through water, three miles per hour.

Steam engines and passenger cars equipped with roller bearings will not be run through water nine inches or more over rail; lighweight air conditioned passenger cars, eight inches or more over rail; and heavyweight air conditioned passenger cars not equipped with roller bearings, one foot or more over rail. When so operated, speed shall not exceed five miles per hour. This does not modify Rule 317-A, Operating Department.

2(D). ENGINES BREAKING IN.

Must be run at a speed specified by Master Mechanic, Road Foreman of Engines or Roundhouse Foreman.

2(E). DEAD ENGINES.

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

Trains handling Diesel road engines dead in train must not exceed ninety miles per hour; Diesel yard engines, thirty miles per hour, except 400, 450 and 460 Classes, which should not exceed twenty miles per hour; gas or Deisel-electric motor cars, sixty miles per hour; other dead engines, twenty miles per hour.

2(F). STEAM WRECKING CRANES, ETC.

Trains handling wrecking outfits, 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 twenty-four miles per hour. Such equipment must not be moved in any train except on authority of Trainmaster.

2(G). SPRING SWITCHES, TURNOUTS AND CROSSOVERS.

In heading in or out over the following spring switches, turnouts and crossovers, trains or engines must not exceed indicated speeds. On other main track turnouts and crossovers not listed herein, trains or engines must not exceed fifteen miles per hour. On all other turnouts or crossovers trains or engines must not exceed ten miles per hour. Trailing movements through spring switches must not be reversed until switch has been properly lined.

"I"—Interlocked Switch.
"S"—Spring Switch.

STATION	TYPE	LOCATION	MILES PER HOUR Passenger	MILES PER HOUR Freight and Mixed
Medill	S	East end eastward and West end westward sidings	25	20
Wyaconda	S	West end westward siding	25	20
Baring	S	East end eastward and west end westward sidings	25	20
	I	Crossover and east end westward siding	40	30
La Plata	S	East end eastward and west end westward sidings	25	20
Ethel	S	East end eastward and west end westward sidings	25	20
Marceline	S	East and west ends yard	25	20
Bosworth	I	West end eastward and east end westward sidings	30	20
	S	West end westward and east end eastward sidings	25	20
Carrollton	S	East end eastward siding	25	20
W.B. Jct.	I	Crossover and Wabash Connection turnout	40	30
Hardin	S	East end eastward siding	25	20
Henrietta	I	West end eastward and east end westward sidings	30	20
	S	East end eastward siding	25	20
	S	West end westward siding	15	15
C.A. Jct.	I	Crossovers and Wabash connection	40	30
Atherton	I	West end eastward siding	30	20
	S	East end eastward siding	25	20
Eton	I	Crossover and Mo. Pac. connections	30	20
Congo	I	Crossover and Mo. Pac. connections	30	20

Trains or engines moving against points of spring switches must not exceed twenty-five miles per hour.

3. 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.
Argentine (includes Turner.)
St. Joseph U.S. (includes Terminal Yard.)

3(A). MOVEMENTS AGAINST CURRENT OF TRAFFIC.

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

4. BULLETIN BOOKS.

Shopton.....Yard and Roundhouse Offices.
Marceline.....Yard and Roundhouse Offices.
Henrietta.....Telegraph and Roundhouse Offices.
Kansas City.....Trainmaster's Office, Union Station.
Argentine.....Yard and Roundhouse Offices.
St. Joseph.....Yard and Roundhouse Offices.

5. STANDARD CLOCKS.

Shopton.....Yard and Roundhouse Offices.
Marceline.....Yard and Roundhouse Offices.
Kansas City.....Union Station.
Argentine.....Yard and Roundhouse Offices.
Terminal Yard.....Yard Office.
St. Joseph.....Union Station.

6. STANDARD THERMOMETERS.

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

7. OVERHEAD OBSTRUCTIONS.

It is dangerous to stand erect upon cars, and especially those of extraordinary height, while passing over, through or under the following named structures (See Rule 310):

Mile Post	Bridge Number	Name
		FIRST DISTRICT
256.6	256-C	Highway Viaduct.
270.9	270-E	Highway Viaduct.
274.5	274-B	Highway Viaduct.
293.3	293-A	Highway Viaduct.
300.7	300-C	Railroad Viaduct.
307.6	307-C	Highway Viaduct.
312.5	312-B	Railroad Viaduct.
332.6	332-E	Highway Viaduct.
		SECOND DISTRICT
347.6	347-D	Marceline, Gracia Street Viaduct.
351.1	351-A	Highway Viaduct.
377.9	377-G	Highway Viaduct.
380.7	380-B	Highway Viaduct.
427.2	427-A	Highway Viaduct.
427.8	427-D	Highway Viaduct.
		ST. JOSEPH DISTRICT
24.9	24-G	Railroad Viaduct.

Many of the overhead structures on the Kansas City Terminal Railway, and the train sheds, will not clear a man standing on the top of a car. Tell tales are not used in all cases.

8. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

Name	Location	Capacity
SECOND DISTRICT.		
Missouri Portland Cement Co.	M.P. 440.8	190 cars

9. FLAGGING INTERLOCKING PLANTS.

When an interlocking plant is out of order and the signals cannot be operated and the operator or towerman desires a train or engine to move through the plant, permission may be given verbally or by proceed signal with yellow flag or yellow light, but in such cases some member of crew must precede train or engine and flag over each interlocked switch, derail and railroad crossing protected by such signals.

At automatic interlocking plants when trains or engines find home signal governing movement over railroad crossing displaying stop indication, they must stop short of signal on clearing section and if no evidence of train or engine movement on opposing route a member of crew will proceed to crossing and if at expiration of five minutes from time stopped there is still no evidence of train or engine movements on opposing route he will hand signal his train or engine over the crossing.

Hand release must be operated on plants so equipped before a train or engine is hand signalled over crossing.

10. EMPLOYES RIDING FOOTBOARDS OF ENGINES.

The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

11. SPEED TABLE.

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

Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour
–	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

12. 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.

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

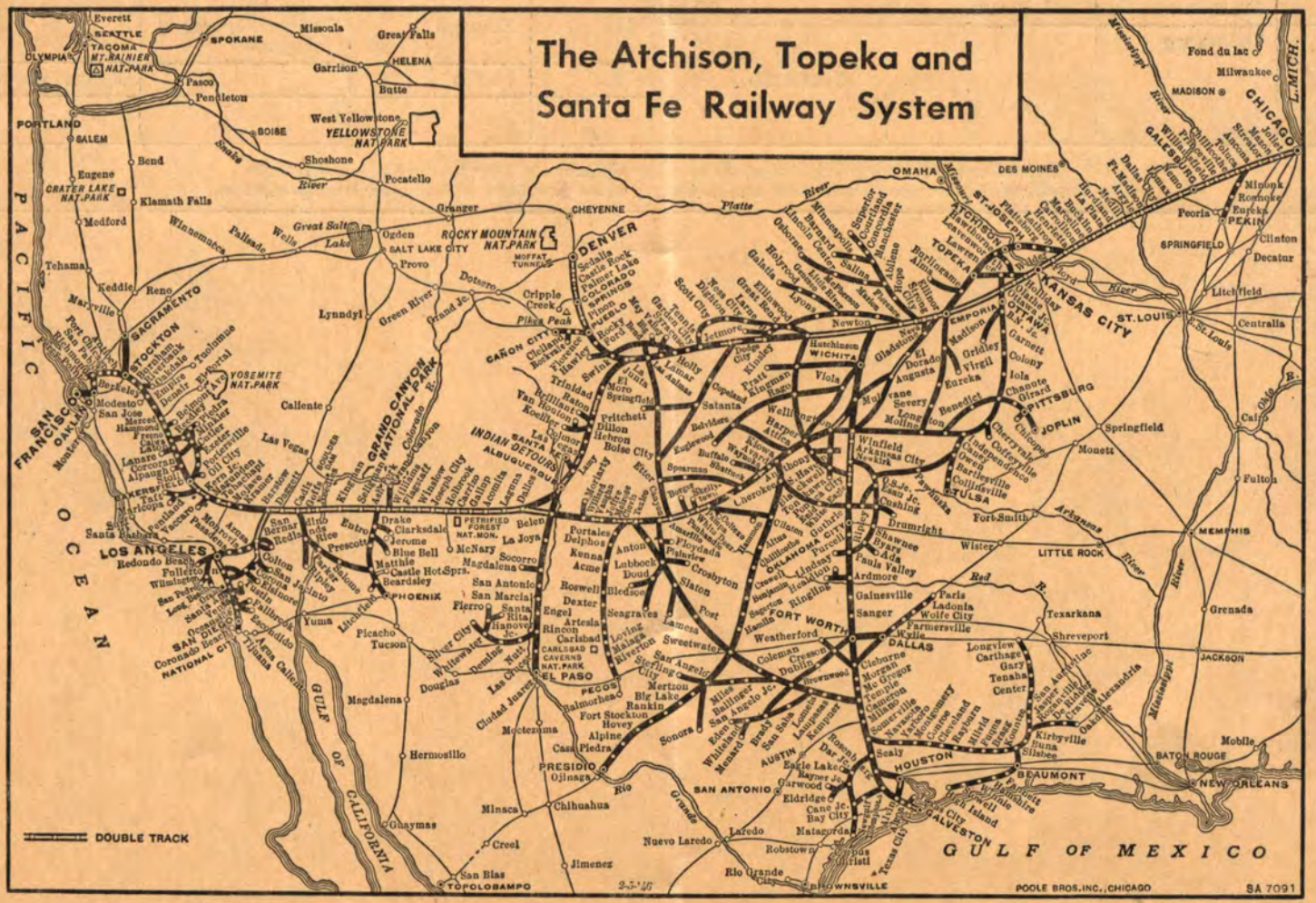
The term "beyond" refers to regular, flag or conditional stops authorized herein.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
2	Wichita to Kansas City		Wichita and beyond
	East of Kansas City		Beyond Kansas City
	Dallas City Stronghurst Williamsfield Toluca Ransom Kinsman Verona Mazon	Beyond Chicago	
5	In Illinois	Kansas City and beyond	Beyond Chicago
17-Super-Chief	Galesburg	Scheduled stops in California	
17-El Capitan	Joliet Streator Chillicothe Galesburg	Scheduled stops in California	
18-Super-Chief	Galesburg		Scheduled stops in California
18-El Capitan	Galesburg Chillicothe Streator Joliet		Scheduled stops in California
19	Joliet Streator Chillicothe Galesburg La Plata Marceline	New Mexico Arizona California	
20	Carrollton Marceline La Plata Galesburg Chillicothe Streator Joliet		California Arizona
23	Chicago to Wellington	Belen and beyond	
24	Wellington to Chicago		Arizona California
28	Edmond	Ponca City and beyond	
50	Olathe		Beyond Chanute

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.

E. L.

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.)