A 686

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

TRAIN DISPATCHERS—MARCELINE, MO.

F. E. MERCER.
E. G. MEYER.
H. D. FOSTER.
N. L. BARNES.
S. A. HISE.
R. W. CRUZE.
L. C. WALKER.
P. M. BUCKINGHAM.
C. R. MACHEN.
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 TIME INSPECTORS—MISSOURI DIVISION.

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

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

DR. R. G. SMITH, Chief Surgeon.....Topeka.

LOCAL SURGEONS.

DR. G. C. MCGINNIS.....Ft. Madison.
DR. F. L. LYMAN.....Ft. Madison.
DR. R. L. FEIGHTNER.....Ft. Madison.
DR. J. L. MCCONNELL..... Revere.
DR. FRED M. JOHNSON.....Gorin.
DR. F. E. LUMAN..... Baring.
DR. H. O. NEWTON.....La Plata.
DR. M. ROBERT KNAPP.....La Plata.
DR. ROBERT W. SMITH..... Marceline.
DR. PHILLIP A. OTTMAN.....Marceline.
DR. J. M. ATWOOD..... Carrollton.
DR. COOPER COLE.....Norborne.
DR. MARVIN GRIMES.....Hardin.
DR. ELMER E. GAY.....Richmond.
DR. EDWIN SHOUSE.....Lawson.
DR. W. B. SPALDING..... Plattsburg.
DR. J. H. RYAN..... St. Joseph.
DR. JNO. R. GREEN.....Independence.
DR. GRAHAM OWENS.....Kansas City, Mo.
DR. L. HAYNES, 901 Westport Ave.....Kansas City, Mo.
DR. DONALD FERGUSON (Colored).....Kansas City, Mo.
DR. J. F. HASSIG.....Kansas City, Kans.
DR. MAURICE V. LAING.....Kansas City, Kans.
DR. C. C. NESSELRODE.....Kansas City, Kans.
DR. GLENN R. PETERS.....Kansas City, Kans.
DR. JOHN LAMY.....Kansas City, Kans.
DR. ALVIN E. SILVERS.....Kansas City, Kans.
DR. E. S. MILLER.....Kansas City, Kans.
DR. K. C. HAAS.....Argentine.
DR. W. H. DYER (Colored).....Argentine.
DR. HARVEY L. LLOYD.....Argentine.
DR. CHRISTOPHER G. DAVIS.....Argentine.

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

DR. A. C. RICHMOND.....Ft. Madison.
DR. E. C. TUCKER—Dentist.....Ft. Madison.
DRS. EUBANK, EUBANK AND 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.

83

IN EFFECT

Sunday, April 2, 1950

At 12:01 A. M.
Central Standard Time

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

W. L. MORE,
General Manager,
Topeka, Kansas.

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

T. J. ANDERSON,
Superintendent,
Marceline, Missouri.

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

Hall 3 50 5500 720

Timetable 82 eff 28 Aug 1949
84 28 January 1951

SIGNAL SYSTEM ONE IN EFFECT:

Shopton to Marceline, Except Ethel Interlocking.

SIGNAL SYSTEM TWO IN EFFECT:

Ethel Interlocking.

RULE 251 IN EFFECT:

Shopton to Marceline.

Trains must secure numbered clearance cards before leaving originating stations, except westward extra trains leaving from yard tracks Shopton, secure at Tower B.

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

WESTWARD. First Class.

17	15	21	19	23	11	57	7	9	3	TIME TABLE No. 83, April 2, 1950.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Capacity of Sidings in 50 ft. Cars.
Super Chief.	Texas Chief.	El Capitan.	The Chief.	The Grand Canyon.	The Kansas Cityan.	Motor.	Fast Mail-Express.	Kansas City Chief.	California Limited.				
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	STATIONS.			
PM 11.00	PM 10.00	PM 9.45	PM 5.40	PM 4.45	PM 1.20	AM 6.05	AM 4.05	AM 2.55	AM 2.30	**SHOPTON.** YL		F W T Y	
										1.3	0		
										TOWER B. YL			
										7.5	40.3		
						f				**NEW BOSTON.**			W110
										4.5	42.2		
11.14	10.14	9.59	5.55	5.00	1.34	f 6.22	4.20	3.10	2.45	**ARGYLE.**			E 39
										4.3	9.3		
										DUMAS.			
										3.7	42.2		
						f 6.35				**REVERE.**			W 48
										7.1	42.2		
11.30	10.30	10.15	6.13	5.18	1.50	s 6.50	4.37	3.28	s 3.05	C.B.& Q. Crossing. **MEDILL.**			E105 W132
										9.2	42.2		
						s 7.05				**WYACONDA.**		W	W120
										5.3	17.5		
11.43	10.43	10.28	6.29	5.33	2.03	s 7.15	4.52	3.45	3.21	**GORIN.**			W 75
										5.0	42.2		
						s 7.25				**RUTLEDGE.**			E 63
										8.1	42.2		
11.54	10.55	10.39	6.45	5.47	2.15	s 7.45	5.06	4.00	3.36	**BARING.**		F W	E181 W103
										5.5	39.3		
						f				**KENWOOD.**			
– AM –										3.9	15.3		
12.01	11.02	10.46	6.55	5.56	2.23	s 8.00	5.16	4.12	3.47	**HURDLAND.**			E 89
										6.3	42.2		
						f				**GIBBS.**			
										6.3	42.2		
12.12	× 11.13	10.57	× 7.10	s 6.12	s 2.35	s 8.20	5.31	s 4.30	s 4.05	**LA PLATA.**		W	E114 W112
										5.5	27.3		
						f				**CARDY.**			E 72
										4.5	0		
						s 8.40				**ELMER.**			E 48
										6.8	42.2		
12.25	11.26	11.10	7.29	6.29	2.50	s 8.52	5.48	4.47	4.21	**ETHEL.**			E145
										6.6	42.2		
						f				**HART.**			E 53 W 47
										5.2	42.2		
12.38	11.39	11.23	7.44	6.44	3.03	s 9.15	6.02	5.01	4.35	**BUCKLIN.**			E 73 W 52
										5.8	31.0		
12.43 AM	× 11.45 PM	11.28 PM	× 7.50 PM	s 6.50 PM	s 3.10 PM	s 9.25 AM	6.10 AM	s 5.10 AM	s 4.50 AM	**MARCELINE.** YL		F W T Y	
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(112.4)			
65.5	64.2	65.5	51.9	54.0	61.3	33.7	54.0	50.0	48.2	Average speed per hour			

AUTOMATIC BLOCK SYSTEM — TWO TRACKS

EASTWARD.

First Class.

Communications.	Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 83, April 2, 1950.	10	22	4	16	20	18	24	12	58	8
				Kansas City Chief.	El Capitan.	California Limited.	Texas Chief.	The Chief.	Super Chief.	The Grand Canyon.	The Chicagoan.	Motor.	Fast Mail-Express.
			STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
C	234.6	0	**SHOPTON.** YL	AM s 2.30	AM s 2.55	AM s 3.30	AM s 4.40	AM s 6.45	AM s 9.30	AM s11.00	PM s 5.45	AM s12.05	AM s12.30
			1.3									— AM —	
C	235.9	15.4	TOWER B. YL										
			7.5										
B	243.4	36.9	NEW BOSTON.	2.15	2.41	3.15	4.28	6.30	9.15	10.45	5.33	f11.50	12.15
			4.5										— AM —
B	248.0	42.2	ARGYLE.									f	
			4.3										
B	252.3	0	DUMAS.										
			3.7										
C	256.0	42.2	REVERE.	1.58	2.28	2.57	4.15	6.16	9.01	10.30	5.20	f11.25	11.56
			7.1										
C	263.1	42.2	C.B.& Q. Crossing. MEDILL.	1.47	2.20	2.46	4.08	6.08	8.53	10.21	5.13	s11.10	s11.45
			9.2										
C	272.3	42.2	WYACONDA.									s10.55	
			5.3										
C	277.6	41.7	GORIN.	1.30	2.07	2.32	3.55	5.55	8.40	10.07	5.00	s10.45	11.28
			5.0										
C	282.6	42.2	RUTLEDGE.									s10.35	
			8.1										
C	290.7	32.4	BARING.	1.15	1.55	2.18	3.44	5.42	8.28	9.54	4.49	s10.20	11.15
			5.5										
B	296.2	0	KENWOOD.										
			3.9										
C	300.1	42.2	HURDLAND.	1.04	1.47	2.08	3.36	5.33	8.19	9.46	4.41	s10.05	11.05
			6.3										
B	306.4	23.1	GIBBS.									f	
			6.3										
C	312.7	25.4	LA PLATA.	s12.50	1.36	s 1.55	x 3.25	x 5.22	8.08	f 9.34	s 4.30	s 9.45	s10.51
			5.5										
B	318.2	42.2	CARDY.									f	
			4.5										
C	322.9	0	ELMER.									s 9.25	
			6.8										
C	329.7	42.2	ETHEL.	12.30	1.20	1.35	3.08	5.05	7.51	9.16	4.13	s 9.15	10.29
			6.6										
B	336.3	42.2	HART.									f	
			5.2										
C	341.5	42.2	BUCKLIN.			s 1.20						s 8.55	
			5.8										
C	347.3		**MARCELINE.** YL	12.10 AM	1.00 AM	1.10 AM	2.50 AM	4.45 AM	7.30 AM	8.55 AM	3.55 PM	8.40 PM	10.05 PM
			(112.4)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	48.2	58.6	48.2	61.3	56.2	56.2	54.0	61.3	32.9	46.5

AUTOMATIC BLOCK SYSTEM — TWO TRACKS

SIGNAL SYSTEM ONE IN EFFECT:

Shopton to Marceline, Except Ethel Interlocking.

SIGNAL SYSTEM TWO IN EFFECT:

Ethel Interlocking.

RULE 251 IN EFFECT:

Shopton to Marceline.

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

SIGNAL SYSTEM ONE IN EFFECT:

Marceline to Sheffield.

RULE 251 IN EFFECT:

Marceline to Congo, except on Gantlet track, Bridge 425-A, east of Sibley.

RULE 261 IN EFFECT:

Gantlet track, Bridge 425-A, east of Sibley.

Congo to Sheffield.

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

Main Track No. 3 between Hardin and C.A. Jct. is located south of Eastward Main Track. Trains have no time table superiority and operation thereon must be authorized by train order. 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. Movements against current of traffic must be authorized by Mo. Pac. Terminal Trainmaster. All trains must move prepared to stop short of train, obstruction or switch not properly lined, and protect as per Rule 99, when using these tracks. Speed limit 10 MPH through Rock Creek Jct. interlocking.

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

WESTWARD.

First Class.

15	21	19	23	11	57	7	9	3	17	TIME TABLE No. 83, April 2, 1950.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Capacity of Sidings in 50 ft. Cars.
Texas Chief.	El Capitan.	The Chief.	The Grand Canyon.	The Kansas Cityan.	Motor.	Fast Mail-Express.	Kansas City Chief.	California Limited.	Super Chief.				
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	STATIONS.			
PM 11.45	PM 11.28	PM 7.50	PM 6.50	PM 3.10	AM 9.25	AM 6.10	AM 5.10	AM 4.50	AM 12.43	**MARCELINE.** YL	0	F W T Y	
					s 9.40					7.3 ROTHVILLE.	13.7		E 75 W 74
11.56	11.39	8.02	7.04	3.22	s 9.50	6.25	5.27	5.05	12.54	6.1 MENDON.	0		E 74 W 78
					f					4.0 WHITHAM.	12.7		
					f					3.4 DEAN LAKE.	26.4		E 93
— AM —										6.2			
12.06	11.49	8.14	7.18	3.32	s10.12	6.39	5.43	5.20	1.04	BOSWORTH. 7.8	26.4		E114 W115
					f					STANDISH. 4.3	0		E 78
		x	x		s10.35		s 6.00	s 5.35		CARROLLTON. 2.3	0	W	E 76 W 78
12.17	11.59	8.28	7.32	3.45	10.40	6.54	6.04	5.39	1.14	W.B. JCT. 4.3	3.3		
	— AM —									PALEMON. 3.6	3.7		
12.23	12.05	8.35	7.39	3.52	s10.55	7.01	6.13	5.47	1.20	NORBORNE. 8.8	4.8		E 56 W112
12.30	12.12	8.42	7.46	3.59	s11.10	7.08	6.21	5.55	1.27	HARDIN. 5.9	4.2		E102
12.35	12.17	8.47	s 7.54	4.04	s11.20	7.14	6.28	s 6.05	1.32	HENRIETTA. 5.6	8.4	FWY	E114 E 90 W136
					s11.30					CAMDEN. 1.3	14.2		
12.41	12.24	8.54	8.05	4.10	11.35	7.21	6.38	6.15	1.39	C.A. JCT. 3.5	13.2		W 45
					f11.40					FLOYD. 5.0	26.4		E 75 W 78
12.51	12.34	9.06	8.16	4.20	f11.50	7.32	6.54	6.29	1.49	SIBLEY. 7.3	6.7		W 78
					— PM — f12.01					ATHERTON. 2.5	9.7		E118 W 75
1.01	12.45	9.18	8.28	4.30	12.05	7.43	7.09	6.44	2.00	ETON. 2.9	9.4		
					f12.10					COURTNEY. 3.2	9.4		W 77
					f12.17					SUGAR CREEK. YL 1.6	4.9		E 62
1.11	12.55	9.30	8.39	4.40	12.20	7.54	7.21	6.55	2.10	**CONGO.** 1.7	25.7		
										K.C.S. Crossing. 0.5	14.8		
1.15	12.59	9.34	8.43	4.44	12.25	7.58	7.26	6.59	2.14	SHEFFIELD. YL 4.7	43.9		
s 1.30 AM	s 1.10 AM	s 9.50 PM	s 9.00 PM	s 4.55 PM	s 12.40 PM	s 8.15 AM	s 7.45 AM	s 7.15 AM	s 2.25 AM	**KANSAS CITY.** Union Station			
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(103.8)			
59.3	61.1	51.9	47.9	59.3	31.9	49.8	40.2	43.0	61.1	Average speed per hour.			

AUTOMATIC BLOCK SYSTEM — TWO TRACKS — 3 Tracks — TWO TRACKS — K.C.T.Ry.

Communications.	Mile Post.	Rising Grade Ascending.	TIME TABLE No. 83, April 2, 1950.	EASTWARD. First Class. 16	20	18	24	12	58	8	10	4	22
				Texas Chief.	The Chief.	Super Chief.	The Grand Canyon.	The Chicagoan.	Motor.	Fast Mail-Express.	Kansas City Chief.	California Limited.	El Capitan.
			STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
C	347.3	42.2	**MARCELINE.** YL 7.3	AM x 2.50	AM x 4.45	AM 7.30	AM s 8.55	PM s 3.55	PM s 8.40	PM s10.05	AM s12.10 — AM —	AM s 1.10	AM 1.00
C	354.6	8.9	ROTHVILLE. 6.1	2.42	4.37	7.23	8.46	3.47	f 8.28	9.56	11.55	12.58	12.52
C	360.7	14.2	MENDON. 4.0	2.37	4.31	7.18	8.41	3.42	s 8.20	9.50	11.49	12.52	12.47
	364.7	13.3	WHITHAM. 3.4						f				
B	368.1	0	DEAN LAKE. 6.2						f				
C	374.3	26.4	BOSWORTH. 7.8	2.28	4.19	7.08	8.28	3.33	s 7.53	9.35	11.33	12.37 22	12.37 4
B	382.1	26.4	STANDISH. 4.3						f				
C	386.4	0	CARROLLTON. 2.3		x		x		s 7.35	s 9.22	s11.20	s12.20	
C	388.7	0	W.B. JCT. 4.3	2.16	4.06	6.55	8.14	3.21	7.30	9.16	11.15	12.14	12.26
B	393.0	0	PALEMON. 3.6										
C	396.6	6.3	NORBORNE. 8.8	2.10	3.59	6.49	8.06	3.15	s 7.20	9.07	11.07	12.07 — AM —	12.20
C	405.4	0	HARDIN. 5.9	2.03	3.51	6.42	7.58	3.08	s 7.05	9.00	10.59	11.59	12.13
C	411.8	6.6	HENRIETTA. 5.6	1.58	3.45	6.37	7.52	3.03	s 6.55	s 8.53	10.53	s11.50	12.08
C	416.9	0	CAMDEN. 1.3						s 6.45				
C	418.2	26.4	C.A. JCT. 3.5	1.52	3.38	6.31	7.44	2.57	6.40	8.43	10.45	11.41	12.02 — AM —
C	421.7	0	FLOYD. 5.0						f 6.35				
B	426.7	26.4	SIBLEY. 7.3	1.42	3.28	6.21	7.34	2.47	s 6.27	8.33	10.34	11.31	11.52
C	434.0	0	ATHERTON. 2.5						f 6.15				
C	436.5	7.0	ETON. 2.9	1.33	3.18	6.12	7.24	2.38	6.12	8.24	10.25	11.22	11.43
C	439.4	0	COURTNEY. 3.2						s 6.08				
C	442.6	0	SUGAR CREEK. YL 1.6						s 6.03				
C	444.2	42.2	**CONGO.** 1.7	1.24	3.09	6.04	7.14	2.29	6.00	8.15	10.15	11.14	11.35
	445.9	0	K.C.S. Crossing. 0.5										
	446.4	48.5	SHEFFIELD. YL 4.7	1.20	3.05	6.00	7.10	2.25	5.55	8.10	10.10	11.10	11.30
C	451.1		**KANSAS CITY.** Union Station	1.10 AM	2.55 AM	5.50 AM	7.00 AM	2.15 PM	5.45 PM	8.00 PM	10.00 PM	11.00 PM	11.20 PM
			(103.8)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	62.3	56.6	62.3	54.2	62.3	35.6	49.8	47.9	47.9	62.3

AUTOMATIC BLOCK SYSTEM — TWO TRACKS — 3 Tracks — TWO TRACKS — K.C.T.Ry.

SIGNAL SYSTEM ONE IN EFFECT:

Sheffield to Marceline.

RULE 261 IN EFFECT:

Sheffield to Congo.

Gantlet track, Bridge 425-A, east of Sibley.

RULE 251 IN EFFECT:

Congo to Marceline, except on Gantlet track, Bridge 425-A, east of Sibley.

Trains must secure numbered clearance cards before leaving originating stations.

Main Track No. 3 between C.A. Jct. and Hardin is located south of Eastward Main Track. Trains have no time table superiority and operation thereon must be authorized by train order. 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. Movements against current of traffic must be authorized by Mo. Pac. Terminal Trainmaster. All trains must move prepared to stop short of train, obstruction or switch not properly lined, and protect as per Rule 99, when using these tracks. Speed limit 10 MPH through Rock Creek Jct. interlocking.

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

Capacity of Sidings in 50 ft. Cars.	WESTWARD. Second Class. 71 C.G.W.Ry. Freight 64.	43 Mixed.	75 C.G.W.Ry. Time Freight 62.	First Class. 1 C.G.W.Ry. Passenger 12.	Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 83, April 2, 1950. STATIONS.	Rolling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class. 4 C.G.W.Ry. Passenger 15.	Second Class. 76 C.G.W.Ry. Time Freight 63.	72 C.G.W.Ry. Freight 65.	44 Mixed.
	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.			STATIONS.				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sun.
		AM 7.00			FWY		HENRIETTA. YL			C				PM s 8.05
						69.2	4.9	0						
21		s 8.00				47.7	RICHMOND.	57.4	5.1	C				s 7.53
							8.5							
25		s 8.30				48.8	RAYVILLE.	32.7	13.6					f
							5.7							
		f				39.8	VIBBARD.	52.8	19.3					f
							5.5							
6		f 9.05				60.2	LAWSON.	58.6	24.8					f 7.06
							10.9							
		s 9.40				0	LATHROP. C.B.& Q. Crossing.	52.8	35.7	C				f 6.39
							3.2							
		f				62.3	WEXFORD.	58.1	38.9					f
							4.9							
15		s10.20				61.2	PLATTSBURG.	61.1	43.8	C				f 6.17
							3.1							
		f				59.7	SCEARCES.	60.5	46.9					f
							6.0							
		s10.45				52.8	GOWER.	60.0	52.9	C				f 5.55
							8.9							
		f				59.3	AGENCY.	0	61.8					f
							3.4							
22	PM 9.20	f11.20	AM 7.01	PM 3.10			B. C. JCT.		65.2	C	AM 5.55	AM 12.15 AM	PM 1.00	f 5.25
						59.5	6.4	60.5						
							C.R.I.& P. Crossing.		71.6					
						0	0.5	36.6						
							C.B.& Q. Crossing.		72.1					
						0	0.2	48.8						
							C.R.I.& P. Crossing. C.B.& Q. Crossing. M.K. JCT.		72.3					
						0	0.5	0						
	9.40 PM	11.45	7.26 AM	3.28	FWY		Ft YL TERMINAL YARD.		72.8	C	5.39	11.45 PM	12.25 PM	5.03
						0	0.3	0						
		s 11.55 AM		s 3.30 PM	Y		ST. JOSEPH U. S. YL		73.1	C	5.37 AM			5.00 PM
	Arrive Daily.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.			(72.9)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.
	22.8	14.8	18.2	23.7			Average speed per hour.				26.3	15.2	13.0	23.6

SIGNAL SYSTEM ONE IN EFFECT:
Lathrop Interlocking.
B. C. Jct.

MANUAL BLOCK SYSTEM IN EFFECT:
B.C. Jct. to Terminal Yard.

Trains must secure numbered clearance cards before leaving originating stations, except St. Jospeh U.S., eastward trains secure at Terminal Yard.

At B.C. Jct. authorized speed within home signal limits 15 MPH. Rule 606 applicable when home signal displays "stop" indication and reason therefor is not apparent.

Automatic Signals Nos. 711 and 712 (Signal System One) govern movements between M.P. 71 plus 3549 feet and M.P. 71 plus 5065 feet, within which limits trains will run prepared to stop short of train, obstruction or switch not properly lined.

Between St. Joseph U.S. and M.K. Jct. there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

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

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

No. 43 is superior to No. 44.

WESTWARD. 59 Northern California Fast Freight.	49 California, Tex. Okla. Fast Freight.	41 Colo. Kans. Okla. Fast Freight.	39 Oklahoma-Texas Fast Freight.	37 Oklahoma-Texas Freight.	Freight Train Terminals, and Junctions.	EASTWARD. 38 Fast Freight.	40 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	AM 11.00	PM 8.15	AM 12.45	AM 6.30	SHOPTON.	AM 11.30	PM 3.00	PM 6.30	AM 1.30
AM 3.30	PM 3.30	AM 12.15	4.00	10.30	MARCELINE.	6.30	PM 11.45	2.00 PM	AM 10.00
				PM	HENRIETTA.				
8.00 AM	8.00 PM	5.00 AM	7.30 AM	3.00 PM	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.

Rules 509(a), 551, 660 and 1000(C) of the Rules, Operating Department, Revised 1948, are amended, as follows:

Rule 509 (a). Amended to read: (a) On single track, wait five minutes, then proceed at restricted speed, except when view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

Rule 511. Amended to read: A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed, until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule 660. Amended to read: A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed, until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule 1000(C). Amended to include: In the application of Operating Rule 1000-C the Federal Communication Commission has modified their rules to permit an employee, authorized by the Railway Company to do so, to operate a mobile radio unit without having passed an examination on the rules; but an employee must pass an examination before operating a fixed or base radio station.

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

2. STATIONS LISTED BELOW ARE REGISTER STATIONS ONLY FOR TRAINS DESIGNATED. (Rule 83)

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.

3. .....

4. JUNCTION SWITCHES. (Rule 98)

LOCATION	NORMAL POSITION
St. JOSEPH DISTRICT.	
B. C. Jct.	Electrically locked; handled by operator.
M. K. Jct.	Missouri Division.

5. JOINT TRACK FACILITIES.

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

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

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

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

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

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

6. MULTIPLE ARM HOME SIGNALS.

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

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

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

Rock Creek Jct., eastward, top arm governs movement to foreign line, middle arm to Mo. Pac. 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. track.

7. .....

8. .....

9. .....

10. RAILROAD CROSSINGS AT GRADE.

MEDILL—C.B.& Q. Interlocking. Maximum speed 40 MPH.

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

LATHROP—C.B.& Q. Automatic Interlocking. Maximum speed 20 MPH.

TERMINAL YARD—C.R.I.& P. 1.2 miles east of station is protected by gate set normally across C.R.I.& P. track. Approach prepared to stop short of train, obstruction or gate not properly lined. When gate is normal may proceed at speed not to exceed 20 MPH.

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.

11. MAXIMUM AUTHORIZED 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 (Between Marceline and M.P. 425)	40	25	90	60
(Between M.P. 425 and Sheffield)	40	25	79	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, Westward Track	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	.....
7 Curves,	M.P. 331.0 to 334.3	60	50
7 Curves,	M.P. 335.6 to 338.3	55	50
2 Curves,	M.P. 338.6 to 339.1	45	45
2 Curves,	M.P. 339.4 to 339.7	65	.....

11. MAXIMUM AUTHORIZED SPEED FOR TRAINS—Continued.

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
SECOND DISTRICT.		
3 Curves, M.P. 347.4 to 347.6, Westward Track	40	30
Curve, M.P. 347.5 to 347.6, Eastward Track	35	35
Curve, M.P. 348.7 to 348.9, Westward Track	60	45
3 Curves, M.P. 352.6 to 354.0	75	.....
2 Curves, M.P. 372.0 to 372.7	80	.....
2 Curves, M.P. 376.2 to 376.8	80	.....
Curve, M.P. 382.4 to 382.5, Eastward Track	80	.....
Curve, M.P. 384.3 to 384.5, Eastward Track	75	50
M.P. 388.8 to 404.2, Eastward Track (except Diesel operated 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
Curve, M.P. 427.0 to 427.3, Eastward Track	75	.....
2 Curves, M.P. 427.0 to 427.8, Westward Track	60	40
2 Curves, M.P. 437.5 to 437.8	40	40
3 Curves, M.P. 437.9 to 438.5	45	45
Curve, M.P. 438.8 to 438.9	65	55
Curve, M.P. 442.5 to 442.7	70	55
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

12. SPEED REGULATIONS, PASSENGER TRAINS.

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

13. MAXIMUM SPEED OF LOCOMOTIVES.

Diesel and Gas-Electric	Miles Per Hour	Light Forward Miles Per Hour	Backing Or When Controlled From Rear Unit Miles Per Hour	Dead-In-Train Miles Per Hour
1-90, 300-305	100	45	45	90
306-312	85	45	45	80
168	95	45	45	90

13. MAXIMUM SPEED OF LOCOMOTIVES—Continued.

Diesel and Gas-Electric—(Cont'd)	Miles Per Hour	Light Forward Miles Per Hour	Backing Or When Controlled From Rear Unit Miles Per Hour	Dead-In-Train Miles Per Hour
M105-M189	60	60	25	60
M190	75	60	25	75
100-167, 169-241, 400-408, 2611	65	45	45	60
450-451	30	30	30	20
460-468	35	35	35	20
500-502, 525-533, 2200-2299, 2303-2304, 2310-2391, 2395-2399, 2403-2417, 2600-2606	45	45	45	45
2150-2153, 2300-2302, 2400-2402	40	40	40	30
Steam				
6-wheel and 8-wheel switch	20	20	20	
9440, 9442	30	30	25	
643, 664-684, 735, 761-768, 777, 781, 791, 795, 798-802, 804-820, 823, 827, 840, 849, 856, 900-984, 1600-1702, 1900-1991, 2526, 2536-2569, 3016-3027	35	35	25	
885-899, 3100-3158	45	35	25	
3800-3940	50	40	25	
2507-2525	55	40	25	
1001-1215, 1799-1886, 3160-3287, 4000-4115, 4197, 5000-5035	60	40	25	
3700-3750	70	40	25	
1272-1388, 1483-1554, 3409, 3443-3445, 3449, 3507-3534, 3751-3775	90	40	25	
1218, 1453, 1473, 2900-2929, 3400-3408, 3410-3442, 3446-3448, 3450-3465, 3776-3785	100	40	25	

14. MOVEMENTS OVER SUBMERGED TRACK. (Rule 817)

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

Types of Equipment	Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines			
—Passenger	3	5	5
—Freight	5	5	5
—44 Ton Yard	2	5	5
—Other Yard	5	5	5
Diesel-Electric and Gas-Electric Motor Cars	3	5	5
Steam Engines			
—Roller Bearing	9	5	5
Passenger Cars			
—Roller Bearing	8	5	
—Friction Bearing	12	5	..

15. DEAD ENGINES.

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

16. 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 30 MPH at any point on First or Second Districts and 24 MPH at any point on St. Joseph District. Such equipment must not be moved in any train except on authority of Trainmaster.

17. 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 15 MPH. On all other turnouts or crossovers trains or engines must not exceed 10 MPH.

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

STATION	TYPE	LOCATION	MILES PER HOUR Passenger	MILES PER HOUR Freight and Mixed
		FIRST DISTRICT.		
Tower B.	I	Crossovers	15	15
New Boston	S	Head-out switch	25	20
Medill	I	Head-in switches and crossover	30	20
	S	Head-out switches	25	20
Wyaconda	S	Head-out switch	25	20
Baring	I	Head-in switches and main track crossover	40	30
	I	Crossover Eastward siding and Eastward main track	15	15
	S	Head-out switches	25	20
La Plata	I	Westward head-in switch	30	20
	I	Eastward head-in switch and crossover	15	15
	S	Head-out switches	25	20
Ethel	I	Head-in switch	40	30
	S	Head-out switch	25	20
Marceline	I	Head-in switches	30	20
	S	Westward head-out switch	25	20
	S	Eastward head-out switch	15	15
Rothville	S	Eastward head-out switch	25	20
Bosworth	I	Head-in switches	30	20
	I	Crossover	15	15
	S	Head-out switches	25	20
Carrollton	S	Eastward head-out switch	25	20
W.B. Jct.	I	Crossover and Wabash connection	40	30
Norborne	S	Westward head-out switch	25	20
Hardin	I	Eastward head-in switch, crossovers and connection to track No. 3	30	20
	S	Eastward head-out switch	25	20
Henrietta	I	Eastward head-in switch	40	30
	I	Westward head-in switch	30	20
	S	Eastward head-out switches	25	20
	S	Westward head-out switch	15	15
C.A. Jct.	I	Crossovers and Wabash connection	40	30
Atherton	I	Eastward head-in switch	40	30
	S	Head-out switches	25	20
Eton	I	Crossover and Mo. Pac. connections	30	20
Congo	I	Crossover and Mo. Pac. connection	30	20

18. YARD LIMITS.

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

19. BULLETIN BOOKS.

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

20. STANDARD CLOCKS.

Ft. Madison.....Passenger Station.
Shopton.....Yard and Roundhouse Offices.
Marceline.....Yard and Roundhouse Offices.
Kansas City.....Telegraph office, Union Station.
Argentine.....Yard, Bowl and Roundhouse Offices.
St. Joseph.....Union Station and Terminal yard office.

21. STANDARD THERMOMETERS.

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

22. OVERHEAD OBSTRUCTIONS. (Rule 761)

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.
306.2	306-A	Highway 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.
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.

23. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

Name	Location	Capacity
SECOND DISTRICT.		
Missouri Portland Cement Co.....	M.P. 440.8	186 Cars

24. 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.

25. SPEED TABLE.

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

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

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

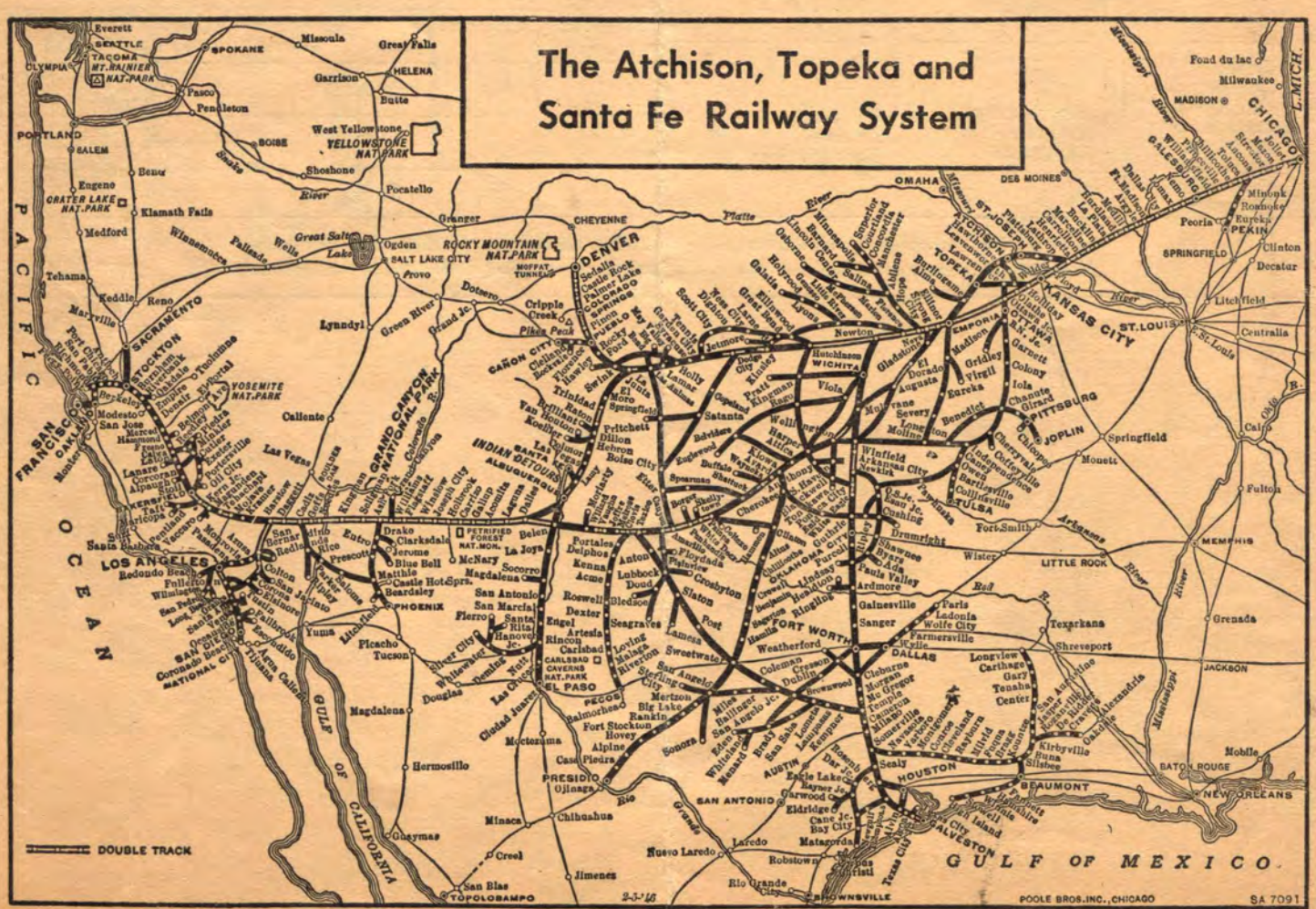
The term "beyond" refers to regular, flag or conditional stops authorized herein.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
3	In Illinois	Kansas City and beyond	
	Verona Strong City	Beyond Newton	Chicago and beyond Emporia and beyond
4	Newton to Kansas City		Wichita and beyond
	East of Kansas City		Beyond Kansas City
	Toluca	Chicago and beyond	
	Ransom Kinsman Verona Mazon	Beyond Chicago	
8	Ottawa Jct.		Beyond Emporia
15	La Plata Marceline	Tulsa, Wichita and beyond	Chicago
16	Marceline La Plata		Wichita and beyond
17—18	Galesburg	Scheduled stops in California	Scheduled stops in California
19—20	Joliet Streator Chillicothe Galesburg La Plata Marceline Carrollton Emporia	New Mexico Arizona California	California Arizona New Mexico
21—22	Joliet Streator Chillicothe Galesburg	Scheduled stops in California	Scheduled stops in California
23	Chicago to Wellington	Belen and beyond Between La Junta and Denver	
	Carrollton		Chicago
24	Wellington to Chicago Carrollton	Chicago	California Arizona Between La Junta and Denver
123	Between Kansas City and Newton	Albuquerque and West Between La Junta and Denver	
124	Between Kansas City and Newton		Albuquerque and West Between La Junta and Denver
211—212	Collinsville	Kansas City and beyond	Kansas City and beyond

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

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.)