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

E. R. ROBERTSON, Asst. Superintendent.....Argentine, Kans.
W. A. GOSSETT, Passenger Trainmaster.....Kansas City, Mo.
V. K. WOODSIDE,
Asst. 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, 714 Ave G.....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, 3010 Strong Ave. .Argentine.
ROSS LENTZ, 1506 So. 21st.....Argentine.
C. C. JONES, 726 Minnesota Ave.....Kansas City, Kans.
J. L. WHITMER, 721 Minnesota Ave.....Kansas City, Kans.
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, 709½ Ave. G.....Ft. Madison.
DR. F. L. LYMAN, 819½ Ave. G.....Ft. Madison.
DR. R. L. FEIGHTNER (Surgery Consultant).....Ft. Madison.
DR. J. L. MCCONNELL.....Revere.
DR. F. E. LUMAN.....Baring.
DR. H. O. NEWTON.....La Plata.
DR. M. ROBERT KNAPP.....La Plata.
DR. R. A. DIVELBESS - Osteopath.....Bucklin.
DR. ROBERT W. SMITH.....Marceline.
DR. PHILLIP A. OTTMAN.....Marceline.
DR. HERMAN PAYNE - Osteopath.....Mendon.
DR. C. H. REED.....Carrollton.
DR. COOPER COLE.....Norborne.
DR. MARVIN GRIMES.....Hardin.
DR. ELMER E. GAY.....Richmond.
DR. C. E. BUEHRER.....Lawson.
DR. W. B. SPALDING.....Plattsburg.
DR. J. H. RYAN.....St. Joseph.
DR. JNO. R. GREEN.....Independence.
DR. GRAHAM OWENS, 906 Grand.....Kansas City, Mo.
DR. L. HAYNES, 901 Westport Ave.....Kansas City, Mo.
DR. DONALD FERGUSON, (Colored) 1214 Vine.....Kansas City, Mo.
DR. MAURICE V. LAING, 907 No. 7th.....Kansas City, Kans.
DR. C. C. NESSELRODE, 907 No. 7th.....Kansas City, Kans.
DR. GLENN R. PETERS, 907 No. 7th.....Kansas City, Kans.
DR. JOHN LAMY, 907 No. 7th.....Kansas City, Kans.
DR. ALVIN E. SILVERS, 1702 Southwest Blvd.....Kansas City, Kans.
DR. ARNOLD F. NOTHNAGEL, 731 Ann.....Kansas City, Kans.
DR. E. S. MILLER, 731 Ann.....Kansas City, Kans.
DR. K. C. HAAS, 1533 So. 21st.....Kansas City, Kans.
DR. W. H. DYER, (Colored) 434 Quindaro Blvd.....Kansas City, Kans.
DR. HARVEY L. LLOYD, 5138 Belinder Road.....Kansas City, Kans.
DR. CHRISTOPHER G. DAVIS, 905 No. 7th.....Kansas City, Kans.

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.

84

IN EFFECT

Sunday, January 28, 1951

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 12 50 5500 2235

Timetable 83 eff 2 April 1950

SIGNAL SYSTEM ONE IN EFFECT:

Shopton to Marceline, except New Boston, Ethel and Marceline Interlockings.

SIGNAL SYSTEM TWO IN EFFECT:

New Boston, Ethel and Marceline Interlockings.

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. 84, January 28, 1951.	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 11.05	PM 10.00	PM 9.45	PM 5.40	PM 4.45	PM 1.20	AM 5.55	AM 4.10	AM 3.05	AM 2.30	**SHOPTON.** YL		F W T Y	
										1.3	0		
										TOWER B. YL			
										7.5	40.3		
						f				NEW BOSTON.			W 110
										4.5	42.2		
11.19	10.14	9.59	5.55	5.00	1.34	f 6.10	4.25	3.20	2.45	ARGYLE.			E 39
										4.3	9.3		
										DUMAS.			
										3.7	42.2		
						f 6.25				REVERE.			W 48
										7.1	42.2		
11.35	10.30	10.15	6.13	5.18	1.50	s 6.40	4.42	3.38	s 3.05	C.B.& Q. Crossing. MEDILL.			E 105 W 132
										9.2	42.2		
						s 6.55				WYACONDA.			W 120
										5.3	17.5		
11.48	10.43	10.28	6.29	5.33	2.03	s 7.05	4.57	3.55	3.21	GORIN.			W 75
										5.0	42.2		
						s 7.15				RUTLEDGE.			E 63
										8.1	42.2		
11.59	10.55	10.39	6.45	5.46	2.15	s 7.35	5.11	4.10	3.36	BARING.		W	E 181 W 103
										5.5	39.3		
— AM —						f				KENWOOD.			
										3.9	15.3		
12.06	11.02	10.46	6.55	5.55	2.23	s 7.50	5.20	4.22	3.47	HURDLAND.			E 89
										6.3	42.2		
						f				GIBBS.			
										6.3	42.2		
12.17	11.13	10.57	7.10	s 6.10	s 2.35	s 8.10	s 5.35	s 4.40	s 4.05	LA PLATA.		W	E 114 W 112
										5.5	27.3		
						f				CARDY.			E 72
										4.5	0		
						s 8.30				ELMER.			E 48
										6.8	42.2		
12.30	11.26	11.10	7.29	6.28	2.50	s 8.40	5.52	4.57	4.21	ETHEL.			E 145
										6.6	42.2		
						f				HART.			E 53 W 47
										5.2	42.2		
12.43	11.39	11.23	7.44	6.43	3.03	s 9.00	6.07	5.11	4.35	BUCKLIN.			E 73 W 52
										5.8	31.0		
12.48 AM	11.45 PM	11.28 PM	7.50 PM	s 6.50 PM	s 3.10 PM	s 9.10 AM	6.15 AM	s 5.20 AM	s 4.50 AM	YL **MARCELINE.**		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	34.6	54.0	50.0	48.2	Average speed per hour			

AUTOMATIC BLOCK SYSTEM — TWO TRACKS

AUTOMATIC BLOCK SYSTEM — TWO TRACKS

Communications.	Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 84, January 28, 1951.	EASTWARD. First Class. 10 Kansas City Chief.	22 El Capitan.	4 California Limited.	16 Texas Chief.	20 The Chief.	18 Super Chief.	24 The Grand Canyon.	12 The Chicagoan.	58 Motor.	8 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	s AM 2.30	s AM 2.55	s AM 3.30	s AM 4.40	s AM 5.55	s AM 9.30	s AM 11.00	s PM 5.45	s PM 11.35	s AM 12.30
			1.3										
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	5.40	9.15	10.45	5.33	f 11.20	12.15 AM
			4.5										
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	5.26	9.01	10.30	5.20	f 11.02	11.56
			7.1										
			C.B.& Q. Crossing.										
C	263.1	42.2	MEDILL.	1.47	2.20	2.46	4.08	5.18	8.53	10.21	5.13	s 10.50	s 11.45
			9.2										
C	272.3	42.2	WYACONDA.									s 10.35	
			5.3										
C	277.6	41.7	GORIN.	1.30	2.07	2.32	3.55	5.05	8.40	10.07	5.00	s 10.25	11.28
			5.0										
C	282.6	42.2	RUTLEDGE.									s 10.15	
			8.1										
C	290.7	32.4	BARING.	1.15	1.55	2.18	3.44	4.52	8.28	9.54	4.49	s 10.00	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	4.43	8.19	9.46	4.41	s 9.45	11.05
			6.3										
B	306.4	23.1	GIBBS.									f	
			6.3										
C	312.7	25.4	LA PLATA.	s 12.50	1.36	s 1.55	3.25	4.32	8.08	f 9.34	s 4.30	s 9.25	s 10.50
			5.5										
B	318.2	42.2	CARDY.									f	
			4.5										
C	322.9	0	ELMER.									s 9.05	
			6.8										
C	329.7	42.2	ETHEL.	12.30	1.20	1.35	3.08	4.15	7.51	9.16	4.13	s 8.55	10.28
			6.6										
B	336.3	42.2	HART.									f	
			5.2										
C	341.5	42.2	BUCKLIN.			s 1.20						s 8.35	
			5.8										
C	347.3		**MARCELINE.** YL	12.10 AM	1.00 AM	1.10 AM	2.50 AM	3.55 AM	7.30 AM	8.55 AM	3.55 PM	8.25 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	35.5	46.5

SIGNAL SYSTEM ONE IN EFFECT:

Marceline to Shopton, except Marceline, Ethel and New Boston Interlockings.

SIGNAL SYSTEM TWO IN EFFECT:

Marceline, Ethel and New Boston Interlockings.

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, except Marceline and Congo Interlockings.

SIGNAL SYSTEM TWO IN EFFECT:

Marceline and Congo Interlockings.

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. 84, January 28, 1951.	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 9.10	AM 6.15	AM 5.20	AM 4.50	AM 12.48	MARCELINE. YL	0	F W T Y	
					s 9.25					7.3 ROTHVILLE.	18.7		E 75 W 74
11.56	11.39	8.02	7.04	3.22	s 9.35	6.30	5.35	5.05	12.59	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	7.16	3.32	s 9.55	6.43	5.50	5.20	1.09	BOSWORTH. 7.8	26.4		E114 W115
					f					STANDISH. 4.3	0		E 78
			s 7.30		s10.15		s 6.05	s 5.35		CARROLLTON. 2.3	0	W	E 76 W 78
12.17	11.59 — AM —	8.28	7.33	3.45	10.20	6.58	6.09	5.39	1.19	W.B. JCT. 7.9	8.7		
12.23	12.05	8.35	7.40	3.52	s10.35	7.05	6.18	5.47	1.25	NORBORNE. 8.8	4.8		E 56 W112
12.30	12.12	8.42	7.47	3.59	s10.50	7.12	6.25	5.55	1.32	HARDIN. 5.9	4.2		E102
12.35	12.17	8.47	s 7.55	4.04	s11.00	7.17	6.31	s 6.05	1.37	HENRIETTA. 5.6	8.4	WY	E114 E 90 W136
					s11.10					CAMDEN. 1.3	14.2		
12.41	12.24	8.54	8.05	4.10	11.15	7.24	6.40	6.15	1.44	C.A. JCT. 3.5	18.2		
					f11.20					FLOYD. 5.0	26.4		E 75 W 78
12.51	12.34	9.06	8.16	4.20	f11.30	7.34	6.55	6.29	1.54	SIBLEY. 7.3	6.7		W 78
					f11.40					ATHERTON. 2.5	9.7		E118 W 75
1.01	12.45	9.18	8.28	4.30	11.45	7.44	7.09	6.44	2.05	ETON. 2.9	9.4		
					f11.50					COURTNEY. 3.2	9.4		W 77
					f11.55					SUGAR CREEK. YL 1.6	4.9		E 62
1.11	12.55	9.30	8.39	4.40	11.58	7.54	7.21	6.55	2.15	CONGO. 1.7	25.7		
					— PM —					K.C.S. Crossing. 0.5	14.8		
1.15	12.59	9.34	8.43	4.44	12.03	7.58	7.26	6.59	2.19	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 12.20 PM	s 8.15 AM	s 7.45 AM	s 7.15 AM	s 2.35 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	32.8	51.9	43.0	43.0	58.2	Average speed per hour.			

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

Communications.	Mile Post.	Rolling Grade Ascending.	TIME TABLE No. 84, January 28, 1951.	EASTWARD. First Class. 16 Texas Chief.	20 The Chief.	18 Super Chief.	24 The Grand Canyon.	12 The Chicagoan.	58 Motor.	8 Fast Mail-Express.	10 Kansas City Chief.	4 California Limited.	22 El Capitan.
			STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
C	347.8	42.2	MARCELINE. YL 7.3	AM 2.50	AM 3.55	AM 7.30	s AM 8.55	s PM 3.55	s PM 8.25	s PM 10.05	s AM 12.10	s AM 1.10	AM 1.00
C	354.6	8.9	ROTHVILLE. 6.1	2.42	3.47	7.23	8.46	3.47	f 8.10	9.56	11.55	12.58	12.52
C	360.7	14.2	MENDON. 4.0	2.37	3.41	7.18	8.41	3.42	s 8.00	9.50	11.49	12.52	12.47
	364.7	13.8	WHITHAM. 3.4						f				
B	368.1	0	DEAN LAKE. 6.2						f				
C	374.8	26.4	BOSWORTH. 7.8	2.28	3.29	7.08	8.28	3.33	s 7.35	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						s 7.20	s 9.22	s 11.20	s 12.20	
C	388.7	0	W.B. JCT. 7.9	2.16	3.16	6.55	8.14	3.21	7.15	9.16	11.15	12.14	12.26
C	396.6	6.8	NORBORNE. 8.8	2.10	3.09	6.49	8.06	3.15	s 7.05	9.07	11.07	12.07 AM	12.20
C	405.4	0	HARDIN. 5.9	2.03	3.01	6.42	7.58	3.08	s 6.50	9.00	10.59	11.59	12.13
C	411.8	6.6	HENRIETTA. 5.6	1.58	2.55	6.37	7.52	3.03	s 6.40	s 8.53	10.53	s 11.50	12.08
C	416.9	0	CAMDEN. 1.3						s 6.30				
C	418.2	26.4	C.A. JCT. 3.5	1.52	2.48	6.31	7.44	2.57	6.25	8.43	10.45	11.41	12.02 AM
C	421.7	0	FLOYD. 5.0						f 6.20				
B	426.7	26.4	SIBLEY. 7.3	1.42	2.38	6.21	7.34	2.47	s 6.10	8.33	10.34	11.31	11.52
C	434.0	0	ATHERTON. 2.5						f 6.00				
C	436.5	7.0	ETON. 2.9	1.33	2.28	6.12	7.24	2.38	5.57	8.24	10.25	11.22	11.43
C	439.4	0	COURTNEY. 3.2						s 5.53				
C	442.6	0	SUGAR CREEK. YL 1.6						s 5.48				
	444.2	42.2	CONGO. 1.7	1.24	2.19	6.04	7.14	2.29	5.45	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	2.15	6.00	7.10	2.25	5.40	8.10	10.10	11.10	11.30
C	451.1		KANSAS CITY. Union Station	1.10 AM	2.05 AM	5.50 AM	7.00 AM	2.15 PM	5.30 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 except Congo and Marceline Interlockings.

SIGNAL SYSTEM TWO IN EFFECT:

Congo and Marceline Interlockings.

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. Leave Daily.	WESTWARD. Second Class. 43 Mixed. Leave Daily Ex. Sun.	WESTWARD. Second Class. 75 C.G.W.Ry. Time Freight 62. Leave Daily.	WESTWARD. First Class. 1 C.G.W.Ry. Passenger 12. Leave Daily.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 84, January 28, 1951. STATIONS.	Ruling Grade Ascending.	Mile Post.	Communications.	EASTWARD. First Class. 4 C.G.W.Ry. Passenger 15. Arrive Daily.	EASTWARD. Second Class. 76 C.G.W.Ry. Time Freight 63. Arrive Daily.	EASTWARD. Second Class. 72 C.G.W.Ry. Freight 65. Arrive Daily.	EASTWARD. Second Class. 44 Mixed. Arrive Daily Ex. Sun.
		AM 7.00			WY	69.2	**HENRIETTA.** YL	0		C				PM s 8.05
							4.9							
21		s 8.00				47.7	RICHMOND.	57.4	5.1	C				s 7.53
							8.5							
25		s 8.30				48.8	RAYVILLE.	52.8	13.6					f
							11.2							
6		f 9.05				60.2	LAWSON.	58.6	24.8					f 7.06
							10.9							
		s 9.40					LATHROP. C.B.& Q. Crossing.		35.7	C				f 6.39
						62.3	8.1	58.1						
15		s10.20				61.2	PLATTSBURG.	61.1	43.8	C				f 6.17
							9.1							
		s10.45				52.8	GOWER.	60.0	52.9	C				f 5.55
							9.1							
		f				59.3	AGENCY.	0	62.0					f
							3.2							
22	PM 9.20	f11.20	AM 7.01	PM 3.10			MANUAL BLOCK **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		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. Joseph 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 these 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. Leave Daily.	WESTWARD. 49 California, Tex. Okla. Fast Freight. Leave Daily.	WESTWARD. 41 Colo. Kans. Okla. Fast Freight. Leave Daily.	WESTWARD. 39 Oklahoma-Texas Fast Freight. Leave Daily.	WESTWARD. 37 Oklahoma-Texas Freight. Leave Daily.	Freight Train Terminals, and Junctions. STATIONS.	EASTWARD. 38 Fast Freight. Arrive Daily.	EASTWARD. 40 Perishable Express. Arrive Daily.	EASTWARD. 42 Colorado-Chicago Fast Freight. Arrive Daily.	EASTWARD. 46 Texas-Chicago Fast Freight. 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	PM	AM					PM		AM
3.30	3.30	12.15	4.00	10.30	MARCELINE.	6.30	11.45	2.00	10.00
				PM	HENRIETTA.			PM	
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 Nos. 17, 315, 509, 511, D-514, 660, 674, 1000(C) and Definitions of Medium and Restricted Speed of the Rules, Operating Department, Revised 1948, are amended as follows:

Rule 17. First sentence amended to read: The headlight will be displayed to the front of every train by night and in addition, to the front of every Diesel or Gas-Electric powered train by day.

Rule 315. Amended to read: A train, other than a passenger train, will not be permitted to follow a train, other than a passenger train, into a block, except when authorized by a train order or permissive signal, and when such movement is authorized the following train must proceed through the block prepared to stop short of a train or obstruction, but not exceeding twenty miles per hour.

Rule 509. Amended to read: When a train is stopped by a "Stop and Proceed" signal it may:

(a) On single track, where block can be seen to be clear of opposing movement, proceed at once at restricted speed. Where block cannot be seen to be clear of opposing movement, wait five minutes and 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.

(b) Where facing point switch is located immediately beyond signal and switch is lined for turnout, train may without stopping pass such signal at restricted speed to enter turnout provided main track is clear to fouling point.

(c) On two or more tracks, proceed at once at restricted speed.

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 D-514 changed to Rule 514. Amended to read: Where separate signal governing train movements from siding or other track to main track indicate stop and train has other authority to enter main track, the main track switch may be opened and after the expiration of five minutes, train may proceed, complying with Rules 99 and 509(a) on single track, and Rules 99 and 509(c) on two or more tracks.

When heading out through a spring switch, the same practice will govern except that after lead wheels have fouled circuit, spring switch must be returned to normal. This rule will also apply where such signals are located at non-continuous interlocking station and are set for automatic operation during hours office is closed.

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 674. Amended to read: Should engine equipment fail in train control territory proceed at restricted speed to first office of communication and ask for instructions.

If train control is cut out, obtain train order authority for further movement, proceeding as prescribed by Rule 251. If cab signal is operative, or when manual block is established in advance of train with cab signal inoperative, do not exceed a maximum speed of 79 miles per hour for passenger and 60 miles per hour for freight trains. When operating under manual block, approach interlockings and facing point switches at restricted speed.

Should failure make it impossible to release brakes between offices of communication, conductor will confer with engineman and if considered necessary, seal may be broken and pneumatic feature cut out. Train may then proceed at restricted speed to first office of communication.

When train control is cut out, seal will be delivered to operator.

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.

Definitions of Medium Speed and Restricted Speed pages 106, 111, 114 and 115. Amended to read:

MEDIUM SPEED—A speed not exceeding 40 miles per hour.

RESTRICTED SPEED—A speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.

Definitions, Page 104, amended to include: AUTOMATIC TRAIN STOP SYSTEM (ATS). A system so arranged that its operation will automatically result in the application of the brakes until the train has been brought to a stop.

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.
Eton	Eastward first class.
Kansas City	Originating or terminating.

Following trains will register by Form 903:

Shopton	First class.
Eton	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.

6. MULTIPLE ARM HOME SIGNALS—(Cont'd).

Rock Creek Jct., Eastward, top arm governs movements to Mo. Pac. passenger route, middle arm Mo. Pac. Route to Congo, bottom arm 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. AUTOMATIC TRAIN STOP.

Rules for the operation of AUTOMATIC TRAIN STOP do not supersede or dispense with the observance of other Rules and Regulations.

Except as otherwise provided, an engine in passenger service in Automatic Train Stop territory, as shown in time table, must be equipped with operative Automatic Train Stop device. The engineman must see that the Automatic Train Stop cut-out cock is cut in and sealed and check cab card, Form 1167 Standard, to assure himself the device has been tested and is operative. Engineman handling the engine where the Automatic Train Stop is not in operation must make same observation and promptly report by wire if cut-out cock is not sealed or cab card fails to indicate proper test has been made.

When an engine passes over an inductor in approach to other than a "clear" signal, an automatic brake application will occur unless prior acknowledgment has been made within 15 seconds. When such application has occurred the brake valve must be lapped immediately, and after sixty seconds an acknowledgment made. Brakes may then be released. If proper acknowledgment has been made approaching other than a "clear" signal, a bell will sound when the receiver of the engine passes over the inductor.

Engineman may also acknowledge before passing over an inductor to avoid an automatic application of the brakes when running backward at signals governing movements in the opposite direction.

Within or without Automatic Train Stop territory, an automatic brake application may occur when the Automatic Train Stop equipment becomes damaged or defective. If brakes cannot be released as prescribed above, Automatic Train Stop equipment must be cut out and promptly reported.

Seal on cut-out cock must not be broken or Automatic Train Stop cut out, unless device fails to operate properly. Automatic Train Stop failures and interruptions and removal of seals must be reported by wire from first available point of communication.

When the Automatic Train Stop device on an engine fails or is cut out enroute in Automatic Train Stop territory, train may proceed according to signal indication, not exceeding 79 miles per hour. If the Automatic Block Signal System is out of service, train may proceed at Restricted Speed, except; if Manual Block is established in advance of the train on which the device is inoperative, train may proceed not exceeding 79 miles per hour. When a train, moving in Automatic Train Stop territory with device inoperative, is stopped by a "Stop and Proceed" signal, it may proceed in accordance with Rule 509.

10. .....

11. 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.

12. MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	MILES PER HOUR	
	Passenger	Freight and Mixed
FIRST DISTRICT	90	60
SECOND DISTRICT		
(Between Marceline and M.P. 425)	90	60
(Between M.P. 425 and Sheffield)	79	60
ST. JOSEPH DISTRICT	40	30
All engines backward, St. Joseph District	15	15
FIRST DISTRICT.		
Curve, M.P. 235.8 to 236.2	50	50
2 Curves, M.P. 250.3 to 250.9	55	45
2 Curves, M.P. 251.1 to 251.8	45	45
4 Curves, M.P. 252.4 to 254.1	65	50
2 Curves, M.P. 254.5 to 255.1	55	45
2 Curves, M.P. 255.3 to 256.0	50	40
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
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	.....
SECOND DISTRICT.		
Curve, M.P. 347.5 to 347.6, Westward Track	60	35
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

13. SPEED REGULATIONS, PASSENGER TRAINS.

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

14. MAXIMUM SPEED OF LOCOMOTIVES.

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
M105-M189	60	60	25	60
M190	75	60	25	75
100-241, 400-430, 2110, 2611, 2650 class	65	45	45	60
450-451	30	30	30	20
460-468	35	35	35	20
500-506, 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	

15. MOVEMENTS OVER SUBMERGED TRACK. (Rule 817)

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

Types of Equipment	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	..

16. DEAD ENGINES.

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

17. 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.

18. 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	I	Head-in switch	40	30
	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
SECOND DISTRICT.				
Marceline	I	Eastward head-in switch	30	20
	I	Westward head-in switch	40	30
	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	40	30
	I	Mo. Pac. connection	30	20

19. YARD LIMITS.

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

20. BULLETIN BOOKS.

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.

21. 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.

22. STANDARD THERMOMETERS.

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

23. 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 St. 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.

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

Mile Post	Bridge Number	Name
		ST. JOSEPH DISTRICT.
24.9	24-G	Railroad Viaduct.

24. INDUSTRY AND OTHER TRACKS NOT ON SCHEDULE PAGE.

Name	Location	Capacity
SECOND DISTRICT.		
Missouri Portland Cement Co.....	M.P. 440.8	186 Cars
ST. JOSEPH DISTRICT.		
Everett and Clark Spur.....	M.P. 41.9	4 Cars

25. STATUTORY REGULATIONS.

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

26. SPEED TABLE.

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

Time Per Mile 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

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

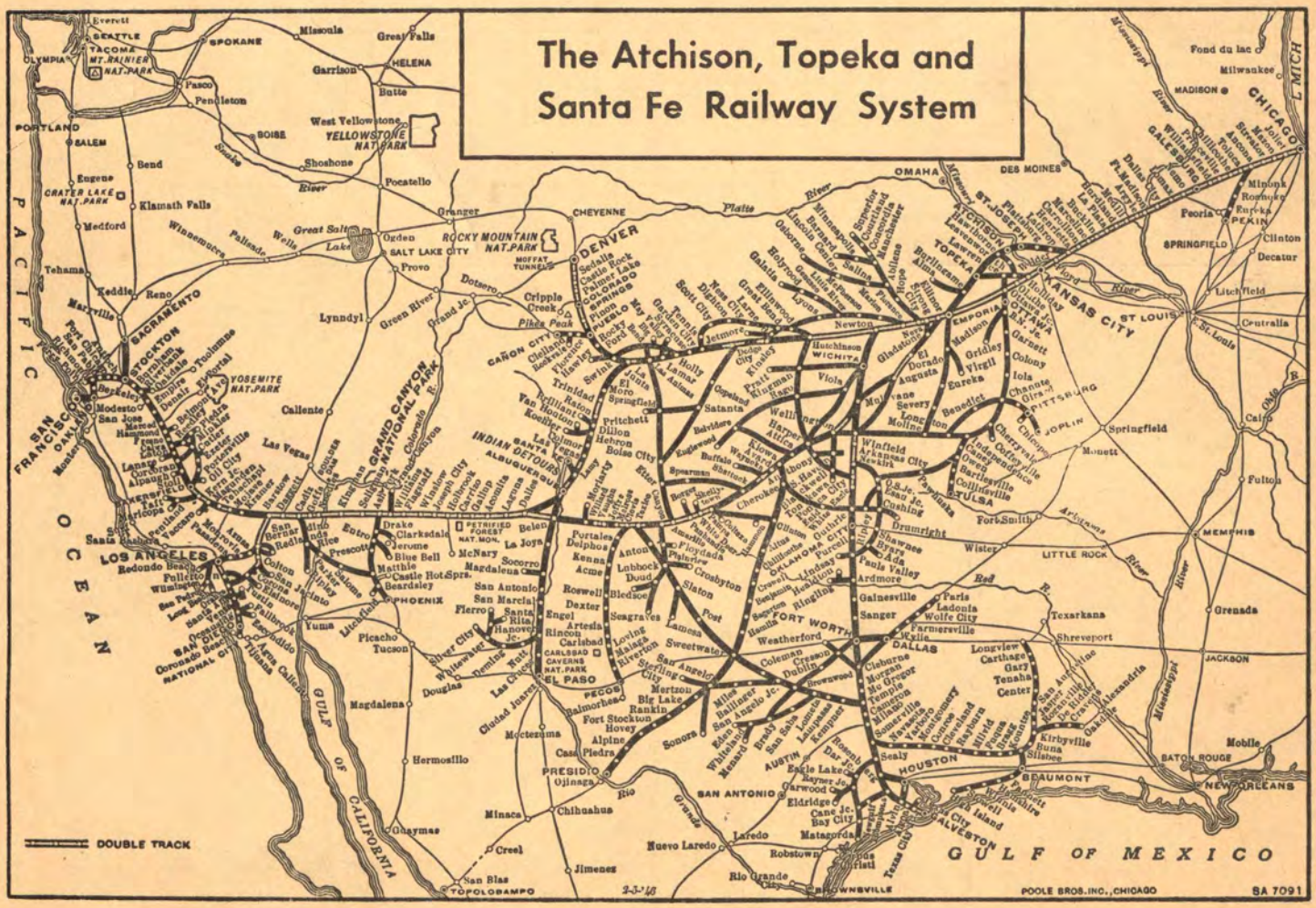
The term "beyond" refers to regular, flag or conditional stops authorized herein.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
3	In Illinois	Kansas City and beyond	
	Dallas City		Chicago
	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 Dallas City	Chicago and beyond	
	Ransom Kinsman Verona Mazon	Beyond Chicago	
8	Ottawa Jct.		Beyond Emporia
11	Newkirk	Oklahoma City and beyond	Wichita and beyond
12	Newkirk	Wichita and beyond	Oklahoma City and beyond
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	
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.)