

**SAFETY FIRST**



# MISSOURI PACIFIC RAILROAD COMPANY

**COLORADO DIVISION**

## TIME TABLE No. 19

Taking Effect at 12:01 A. M.

**SUNDAY, SEPTEMBER 11, 1927**

Superseding Time Table No. 18, dated June 12, 1927,  
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT  
OF EMPLOYEES ONLY.

The Railroad Company Reserves the Right to Vary There-  
from as Circumstances May Require.

MOUNTAIN STANDARD TIME

J. CANNON, Vice-President and General Manager.  
R. C. WHITE, Assistant General Manager.  
D. O. OUELLET, Gen'l Superintendent Transportation.  
W. F. KIRK, General Superintendent.  
T. W. CHEATHAM, Superintendent.

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T. W. CHEATHAM, Superintendent.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Division Train	Hold Until	Hold If On Time	Remarks
Pueblo .....	D. & R. G. W. 10	Mo. Pac. .... 11	2:05 p. m.	2 Hrs., 50 Min.	When No. 11 misses D. & R. G. W. 10, connections will be handled on D. & R. G. W. No. 2 leaving Pueblo 3:40 p. m.
" .....	" .....	" " .....	12:50 p. m.		
" .....	Mo. Pac. .... 12	D. & R. G. W. 9		Indefinitely	Equipment. For sleeping car from Denver. For sleeping car from Oakland Equipment.
" .....	" " .... 14	" " .... 3	11:10 p. m.	3 Hrs.	
" .....	" " .... 12	" " .... 2	6:25 p. m.	1 Hr., 15 Min.	
Hoisington .....	" " .... 11	Central Kan. 11		Indefinitely	
" .....	" " .... 13	" " .... 13		"	

HOISINGTON DISTRICT—HOISINGTON TO HORACE

Station Numbers	Miles from St. Louis	TIME TABLE No. 19 Taking Effect SEPTEMBER 11, 1927	TRAINS—WESTWARD							
			FIRST CLASS			SECOND CLASS		THIRD CLASS		
			11 Passenger	13 Passenger	61 Red Ball Freight	77 Red Ball Freight	91 Local Freight	93 Local Freight		
		<b>STATIONS</b>	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	
		ST. LOUIS	P. M. L 2.02	P. M. L 10.10		P. M. L 7.20	P. M. L 7.20			
		KANSAS CITY	P. M. L 9.35	A. M. L 9.00		P. M. L 4.30	P. M. L 7.30			
		HOISINGTON	A. M. L 3.10	P. M. L 7.45		A. M. L 11.00	P. M. L 2.15		A. M. L 6.30	
567	558.82	CS.....HOISINGTON..... <sup>4.14</sup> WCTY								
571	562.96	.....BOYD..... <sup>5.94</sup> *	3.16	f 7.55		11.15	2.28		f 6.45	
577	568.90	N.....OLMITZ..... <sup>6.77</sup> *	3.23 <sup>72</sup>	s 8.06		11.40	2.47		s 7.10	
583	575.67	D.....OTIS..... <sup>2.92</sup> *	3.33	s 8.17		12.01 <sup>92</sup>	3.07		s 7.39	
586	578.59	.....BARUSH..... <sup>5.57</sup>	3.37	8.21		12.10	3.16		7.55	
592	584.16	D.....BISON..... <sup>6.32</sup> *W	3.45	s 8.32		12.25 <sup>60</sup>	3.33		s 8.30	
598	590.48	CS.....LA CROSSE..... <sup>5.20</sup> *W b	3.54	s 8.45		12.45	3.52		s 9.10	
603	595.68	.....MARTHA..... <sup>2.40</sup>	4.02	8.55		1.00	4.07		9.30	
606	598.08	.....HARGRAVE..... <sup>3.36</sup>	4.05	f 9.00		1.07	4.15		f 9.45	
609	601.44	.....RAGLE..... <sup>3.86</sup>	4.10	9.05		1.18	4.25		9.55 <sup>92</sup>	
613	605.30	CS.....McCRACKEN..... <sup>5.12</sup> *CY	4.16	s 9.17		1.30	4.38		s 10.45	
618	610.42	.....WARING..... <sup>5.74</sup>	4.23 <sup>14</sup>	9.25		1.46	4.55		11.10 <sup>60</sup>	
624	616.16	D.....BROWNELL..... <sup>6.02</sup> *	4.31	s 9.36		2.05	5.11		s 11.40	
630	622.18	.....OSGOOD..... <sup>5.21</sup> W	4.40	9.45		2.25	5.30		11.59	
635	627.39	D.....RANSOM..... <sup>6.41</sup> * b	4.48	s 9.56		2.42	5.46		s 12.40	
642	633.80	.....ARNOLD..... <sup>6.52</sup> *	4.58	s 10.12		3.02	6.04		s 1.20	
648	640.32	CS.....UTICA..... <sup>4.51</sup> Y*	5.08	s 10.25		3.25	6.22		A 1.45 P. M.	
653	644.83	.....LUDWIG..... <sup>4.61</sup> W	5.15	10.35		3.40	6.35		L 7.00 7.15	
657	649.44	D.....PENDENNIS..... <sup>6.18</sup> *	5.22	s 10.46 <sup>12</sup>		3.55	6.50		s 7.35	
663	655.62	D.....SHIELDS..... <sup>6.72</sup> * b	5.30	s 11.00 <sup>72</sup>		4.15	7.04		s 8.00	
662.24		.....WATER TANK..... <sup>2.69</sup> W								
673	665.03	D.....HEALY..... <sup>5.32</sup> *	5.41	s 11.15		4.45	7.30		s 8.30 <sup>60</sup>	
678	670.35	.....RANCH..... <sup>1.14</sup>	5.48	11.23		5.00	7.45		8.50	
679	671.49	.....MANNING..... <sup>4.55</sup> *	5.50	s 11.26		5.04	7.48		s 9.00	
684	676.04	.....SANDON..... <sup>5.66</sup>	5.56	11.34		5.20	8.00		9.15	
681.70		.....A. T. & S. F. R. R. CROSSING..... <sup>0.87</sup>								
690	682.57	CS.....SCOTT CITY..... <sup>0.31</sup> WC s	6.05	s 11.45		5.40	8.20		s 10.10	
682.88		.....A. T. & S. F. R. R. CROSSING..... <sup>9.29</sup>								
700	692.17	D.....MODOC..... <sup>4.10</sup> *	6.16	s 12.05		6.15	8.45 <sup>72</sup>		s 10.50 <sup>94</sup>	
704	696.27	.....HALCYON..... <sup>2.96</sup>	6.21	12.13		6.30	9.05		11.05	
707	699.23	.....MARIENTHAL..... <sup>2.21</sup> *	6.25	s 12.20					s 11.15	
709	701.44	.....SHELBY..... <sup>2.66</sup>	6.28	12.25		6.46	9.39 <sup>12</sup>		11.25	
712	704.10	.....CORONADO..... <sup>3.00</sup> *W	6.31	f 12.30		6.56	9.50		f 11.35	
715	707.10	CS.....LEOTI..... <sup>5.13</sup> *	6.36 <sup>60</sup>	s 12.40		7.06	10.00		s 12.10	
720	712.23	.....HIXON..... <sup>4.95</sup>	6.42	12.48		7.25 <sup>72</sup>	10.14		12.30	
725	717.18	.....SELKIRK..... <sup>0.97</sup> *W	6.48	f 12.56		7.43	10.26		f 12.45	
726	718.15	.....BAY..... <sup>6.52</sup>	6.49	12.58		7.45	10.28		12.50	
732	724.67	.....WHITEBLAW..... <sup>4.33</sup> *	6.56	1.08 <sup>14</sup>		8.05	10.40		1.05	
737	729.00	.....TRIBUNE..... <sup>1.88</sup> *	7.02	s 1.20		8.20	10.55		s 1.45	
739	730.88	CS.....HORACE.....WCTY A	7.05	A s 1.25 A. M.		A 8.30 P. M.	A 11.00 P. M.		A 2.00 P. M.	
		172.06	Daily	Daily		Daily	Daily	Daily Except Sunday	Daily Except Sunday	

# HOISINGTON DISTRICT—HORACE TO HOISINGTON

Siding Capacity in Cars	Miles from St. Louis	TIME TABLE No. 19 Taking Effect SEPTEMBER 11, 1927	TRAINS—EASTWARD							
			FIRST CLASS			SECOND CLASS			THIRD CLASS	
			14 Passenger	12 Passenger		60 Red Ball Freight	72 Red Ball Freight		92 Local Freight	94 Local Freight
		<b>STATIONS</b>	Daily	Daily		Daily	Daily		Daily Except Sunday	Daily Except Sunday
		ST. LOUIS	A 6.55	A 4.18		A 5.00				
		KANSAS CITY	P. M. A 6.00	A. M. A 8.35		A. M. A 10.00	A. M. A 5.00			
Yard	558.82	CS.....HOISINGTON.....(WCTY)	A 6.10	A 4.40		P. M. A 1.45	A. M. A 4.10		P. M. A 1.15	
73	562.96	4.14 .....BOYD.....*	f 5.57	12.35		1.30	3.50		f 1.00	
90	568.90	5.94 N.....OLMITZ.....*	s 5.46	12.28		1.10	3.23 <sup>11</sup>		s 12.25	
90	575.67	6.77 D.....OTIS.....*	s 5.33	12.20		12.50	2.58		s 12.01 <sup>61</sup>	
57	578.59	2.92 .....BARUSH.....	5.26	12.16		12.40	2.50		11.40	
68	584.16	5.57 D.....BISON.....*W	s 5.12	12.09		12.25 <sup>61</sup>	2.35		s 11.25	
90	590.48	6.32 CS.....LA CROSSE.....*W	s 5.04	b 12.01		12.05	2.20		s 11.00	
57	595.68	5.20 .....MARTHA.....	4.53	11.55		11.52	2.05		10.20	
	598.08	2.40 .....HARGRAVE.....	f 4.47	11.52					f 10.10	
56	601.44	3.36 .....RAGLE.....	4.41	11.47		11.35	1.45		9.55 <sup>91</sup>	
90	605.80	3.86 CS.....McCRACKEN.....*CY	s 4.37	11.43		11.25	1.35		s 9.30	
56	610.42	5.12 .....WARING.....	4.23 <sup>11</sup>	11.36		11.10 <sup>91</sup>	1.25		8.40	
90	616.16	5.74 D.....BROWNELL.....*	s 4.12	11.29		10.55	1.10		s 8.20	
	622.18	6.02 .....OSGOOD.....W	4.03	11.22		10.40	12.50		7.50	
90	627.89	5.21 D.....RANSOM.....*	s 3.54	b 11.15		10.25	12.35		s 7.30	
57	633.80	6.41 .....ARNOLD.....*	s 3.44	11.06		10.05	12.15		s 7.00	
90	640.32	5.52 CS.....UTICA.....Y*	s 3.34	10.58		9.45	11.50		L 6.30 A. M.	P. M. A 3.00
58	644.83	4.51 .....LUDWIG.....W	3.25	10.52		9.30	11.35		2.45	
56	649.44	4.51 D.....PENDENNIS.....*	s 3.19	10.46 <sup>13</sup>		9.15	11.25		s 2.30	
90	655.62	5.18 D.....SHIELDS.....*	s 3.08	b 10.39		8.55	11.00 <sup>13</sup>		s 1.55	
	662.24	6.72 .....WATER TANK.....W								
56	665.03	2.69 D.....HEALY.....*	s 2.54	10.28 <sup>72</sup>		8.30 <sup>93</sup>	10.28 <sup>12</sup>		s 1.10	
90	670.35	5.32 .....RANCH.....	2.44	10.21		8.15	9.55		12.35	
	671.49	1.14 .....MANNING.....*	f 2.42	10.19			9.52		s 12.30	
57	676.04	4.55 .....SANDON.....	2.33	10.14		8.00	9.40		12.10	
	681.70	5.66 .....A. T. & S. F. R. R. CROSSING.....								
57	682.57	0.87 CS.....SCOTT CITY.....WC	s 2.25	s 10.05		7.45	9.20		s 11.45	
	682.88	0.31 .....A. T. & S. F. R. R. CROSSING.....								
90	692.17	9.29 D.....MODOC.....*	s 2.07	9.52		7.18	8.45 <sup>77</sup>		s 10.50 <sup>93</sup>	
23	696.27	4.10 .....HALCYON.....	1.58	9.46		7.05	8.25		10.30	
	699.23	2.96 .....MARIENTHAL.....*	s 1.54	9.42					s 10.20	
58	701.44	2.21 .....SHELBY.....	1.49	9.39 <sup>77</sup>		6.52	8.05		10.10	
	704.10	2.66 .....CORONADO.....*W	f 1.46	9.35		6.45	7.55		f 10.00	
90	707.10	3.00 CS.....LEOTTI.....*	s 1.40	9.31		6.36 <sup>11</sup>	7.45		s 9.45	
58	712.23	5.13 .....HIXON.....	1.30	9.24		6.12	7.25 <sup>61</sup>		9.15	
	717.18	4.95 .....SELKIRK.....*W	f 1.22	9.18		5.58	7.08		f 9.00	
90	718.15	0.97 .....BAY.....	1.20	9.17		5.53	7.02		8.55	
	724.67	6.52 .....WHITEBLAW.....	1.08 <sup>13</sup>	9.08		5.35	6.40		8.40	
57	729.00	4.33 .....TRIBUNE.....*	s 12.58	9.03		5.20	6.25		s 8.25	
Yard	730.88	1.88 CS.....HORACE.....WCTY	L 12.50	L 9.00		L 5.15	L 6.15		L 8.00	A. M.
			A. M.	P. M.		A. M.	P. M.			
		172.06	Daily	Daily		Daily	Daily		Daily Except Sunday	Daily Except Sunday

## HORACE DISTRICT—HORACE TO PUEBLO

Station Numbers	Miles from St. Louis	TIME TABLE No. 19 Taking Effect SEPTEMBER 11, 1927	TRAINS—WESTWARD							
			FIRST CLASS			SECOND CLASS		THIRD CLASS		
			13 Passenger	11 Passenger		61 Red Ball Freight	77 Red Ball Freight	95 Local Freight	97 Local Freight	
		<b>STATIONS</b>	Daily	Daily		Daily	Daily		Daily Except Sunday	Daily Except Sunday
			A. M.	A. M.		P. M.	P. M.		A. M.	
739	780.88	CS.....HORACE.....WOTY	L 1.35	L 7.10		L 9.00 <sup>12</sup>	L 11.30		L 8.00	
743	784.74	.....KANADO	1.43	7.16		9.20	11.40		8.15	
748	740.43	.....WALKINGHOOD	1.51	7.23		9.35	11.55		8.30	
754	746.61	N.....TOWNER.....*	s 2.02	7.31		9.55	12.14 <sup>14</sup>		s 9.00	
760	752.57	.....STUART	2.12	7.40		10.20	12.41		9.15	
	753.41	.....WATER TANK.....W								
766	758.13	D.....SHERIDAN LAKE.....*	s 2.24	7.48		10.45	1.02		s 9.45	
774	766.21	D.....BRANDON.....*	s 2.38	7.58		11.10	1.30		s 10.15	
780	771.80	.....OHIVINGTON.....*	s 2.49 <sup>60</sup>	8.05		11.33 <sup>14</sup>	1.50		s 10.40	
787	778.86	.....DISTON	3.00	8.15		12.05	2.20 <sup>60</sup>		11.05	
794	785.86	CS.....EADS.....*W	s 3.17 <sup>77</sup>	s 8.25		12.30	3.17 <sup>13</sup>		s 12.05 <sup>96</sup>	
802	793.83	.....FERGUS	3.30	8.36		1.00	3.55		12.30	
807	799.14	.....GALATEA.....*	s 3.40	8.43		1.17 <sup>60</sup>	4.10		s 12.50	
811	803.60	.....MILAN	3.48	8.49		1.35	4.24		1.05	
	806.42	.....WATER TANK.....W								
816	807.76	CS.....HASWELL.....*C	s 3.57	8.54		1.50	4.38		s 1.20 <sup>72</sup>	
820	812.37	.....AMIDON	4.06	9.00		2.05	4.51		1.50	
825	816.86	.....INMAN	4.14	9.06		2.20	5.05		2.05	
829	821.46	D.....ARLINGTON.....*W	s 4.25	9.12 <sup>96</sup>		2.32	5.17		s 2.30	
834	826.34	.....KILBURN	4.33	9.18		2.46	5.32		2.45	
838	830.62	.....HEATH	4.40	9.23		3.00	5.45		3.00	
844	836.33	.....LOLITA	4.48	9.30		3.15	6.00		3.15	
849	841.28	D.....SUGAR CITY.....*Y	s 5.00	b 9.37		3.30	6.15		A 3.30	L 11.10 <sup>72</sup>
854	846.46	CS.....ORDWAY.....W	s 5.15	s 9.45 <sup>98</sup>		3.50	6.30		P. M.	s 11.40
860	852.14	D.....CROWLEY.....*	s 5.27	9.53		4.10	6.46			s 12.05
865	857.32	D.....OLNEY SPRINGS.....*	s 5.39	10.00		4.27	7.02			s 12.30
	861.66	.....WATER TANK.....W								
871A	863.51	.....PULTNEY	5.49	10.07 <sup>72</sup>		4.47	7.20			12.50
	869.29	.....A. T. & S. F. R. CROSSING								
	869.30	CS.....NA TOWER								
878	870.22	.....NEPESTA	5.59	10.17		5.16	7.45			1.10
884	876.10	D.....BOONE	f 6.08	10.24		5.32	8.00 <sup>98</sup>		s 1.30	
889	881.22	D.....AVONDALE.....W	f 6.17	10.31		5.52	8.15		s 1.45	
892	884.27	.....NYBURG	6.22	10.36		6.02	8.25		1.55	
896	887.37	.....DEVINE	6.27	10.41		6.15	8.35		s 2.05	
898	890.01	.....BAXTER	6.32 <sup>61</sup>	10.45		6.32 <sup>13</sup>	8.45 <sup>72</sup>		2.15	
905	894.18	CS.....COOMBS.....WOY	A 6.42	A 10.52		A 7.00 <sup>98</sup>	A 9.00		A 2.30	P. M.
	895.11	.....C. & S. R. R. CROSSING				A. M.	A. M.			
	897.05	CS.....PUEBLO U. D.	A 7.00	A 11.05						
			A. M.	A. M.						
		166.17	Daily	Daily		Daily	Daily		Daily Except Sunday	Daily Except Sunday

# HORACE DISTRICT—PUEBLO TO HORACE

5

Siding Capacity in Cars	Miles from St. Louis	TIME TABLE No. 19 Taking Effect SEPTEMBER 11, 1927		TRAINS—EASTWARD						
				FIRST CLASS			SECOND CLASS		THIRD CLASS	
				12	14		72	60	96	98
				Passenger	Passenger		Red Ball Freight	Red Ball Freight	Local Freight	Local Freight
		STATIONS		Daily	Daily		Daily	Daily	Daily Except Sunday	Daily Except Sunday
				P. M.	A. M.		P. M.	A. M.	P. M.	P. M.
Yard	730.88	CS	HORACE	WOTY	A 8:55 <sup>61</sup>	A 12:40	A 5:15	A 4:45	A 3:30	
58	734.74		KANADO		8:49	12:30	5:05	4:35	3:15	
90	740.43		WALKINGHOOD		8:42	12:22	4:50	4:20	3:00	
60	746.61	N	TOWNER	*	8:33	12:14 <sup>77</sup>	4:30	4:05	2:45	
90	752.57		STUART		8:26	12:04	4:10	3:50	2:20	
	753.41		WATER TANK	W						
90	758.13	D	SHERIDAN LAKE	*	8:19	11:55	3:50	3:30	2:00	
59	766.21	D	BRANDON	*	8:09	11:43	3:25	3:10	1:30	
65	771.80		CHIVINGTON	*	8:02	11:33 <sup>61</sup>	3:10	2:49 <sup>13</sup>	1:00	
52	778.86		DISTON		7:53	11:22	2:50	2:20 <sup>77</sup>	12:30	
90	785.86	CS	HADS	*W	7:45	11:12	2:30	1:55	12:05 <sup>95</sup>	
90	793.83		FERGUS		7:34	10:59	2:05	1:35	11:15	
	799.14		GALATEA	*	7:28	10:52	1:50	1:17 <sup>61</sup>	11:00	
58	803.60		MILAN		7:23	10:44	1:35	1:05	10:40	
	806.42		WATER TANK	W						
90	807.76	CS	HASWELL	*O	7:18	10:38	1:20 <sup>95</sup>	12:50	10:25	
58	812.37		AMIDON		7:12	10:29	12:55	12:35	9:55	
57	816.86		INMAN		7:06	10:23	12:35	12:18	9:37	
	821.46	D	ARLINGTON	*W	7:01	10:17	12:15	11:57	9:12 <sup>11</sup>	
68	826.34		KILBURN		6:55	10:08	12:01	11:45	8:57	
90	830.62		HEATH		6:49	10:02	11:45	11:34	8:42	
27	836.33		LOLITA		6:42	9:54	11:25	11:20	8:29	
90	841.28	D	SUGAR CITY	*IY	b 6:35	s 9:47	11:10 <sup>97</sup>	11:07	8:15	A. M. 10:35
W65	846.46		ORDWAY	W	s 6:25	s 9:34	10:55	10:52	A. M.	s 9:45 <sup>11</sup>
90	852.14	D	CROWLEY	*	6:19	s 9:27	10:40	10:40		s 9:25
55	857.32	D	OLNEY SPRINGS	*	6:12	s 9:18	10:25	10:25		s 9:10
	861.66		WATER TANK	W						
109	863.51		PULTNEY		6:04	9:08	10:07 <sup>11</sup>	10:10		8:45
	869.29		A. T. & S. F. R. R. CROSSING							
	869.30	CS	NA TOWER							
78	870.22		NEPESTA		5:55	8:58	9:41	9:50		8:25
79	876.10	D	BOONE		5:49	f 8:51	9:28	9:35		s 8:00 <sup>77</sup>
	881.22	D	AVONDALE	W	5:43	f 8:44	9:10	9:20		s 7:45
90	884.27		NYBURG		5:39	8:40	9:00	9:10		7:35
	887.37		DEVINE		5:34	8:36	8:53	9:02		s 7:25
56	890.01		BAXTER		5:30	8:32	8:45 <sup>77</sup>	8:55		7:10
Yard	894.18	CS	COOMBS	YOW	L 5:23	L 8:25	L 8:00	L 8:40		L 7:00 <sup>61</sup>
	895.11		C. & S. R. R. CROSSING				A. M.	P. M.		A. M.
	897.05	CS	PUEBLO U. D.		L 5:10	L 8:10				
					P. M.	P. M.				
			166.17		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday

# 6 GREAT BEND DISTRICT—BETWEEN HOISINGTON AND GREAT BEND

TRAINS—WESTWARD				Miles from St. Louis	TIME TABLE			Station Numbers	Siding Capacity in Cars	TRAINS—EASTWARD			
SECOND CLASS					No. 19					SECOND CLASS			
653		651			Taking Effect SEPTEMBER 11, 1927					652		654	
	Mixed		Mixed					Mixed		Mixed			
	Daily		Daily					Daily		Daily			
	A. M. L 7.10		A. M. L 4.30	558.82	CS	HOISINGTON	567	Yard	A 5.40		A. M. A 11.30		
	A 7.35 A. M.		A 4.55 A. M.	568.85	D	GREAT BEND	GD10	31	L 5.15 A. M.		L 11.05 A. M.		
	Daily		Daily			10.03			Daily		Daily		

1. All Eastward trains are superior to trains of the same class in the opposite direction, except:

Great Bend District, No. 651 is superior to No. 652.  
No. 653 is superior to No. 654.

2. MAXIMUM SPEED:

	Passenger Trains	Freight Trains
Hoisington and Horace Districts.....	55	35
Great Bend District.....	30	30

3. SPEED RESTRICTIONS:  
Passenger trains handling freight equipment must not exceed maximum speed of freight trains.

Passenger trains handled by freight engines must not exceed 35 miles per hour.

Trains handling self-propelling pile drivers, steam shovels, American ditchers (loaded on flat cars) yard (clam shell) cranes, four wheel rigid trucks (loaded on flat cars) scale test cars (M. C. B. trucks or four wheel rigid trucks), 20 miles per hour.

Locomotive (clam shell) cranes (M. C. B. trucks), main lines 20, branch lines 15 miles per hour. (Boom should be detached, water tanks drained and wherever practicable, rear of machines should face toward front of train.

Steam (wrecking) derricks, wooden (wrecking) derrick cars, pile drivers, (non-self-propelling) Jordan spreaders and ditchers must not exceed maximum speed of freight trains.

When physical condition of track or machines above mentioned require, slower speed must be maintained.

4. Between D. & R. G. W. R. R. Connection at Santa Fe Avenue, Pueblo and Pueblo Union Station, all trains will be governed by signals of switch tenders.

5. STANDARD CLOCKS:  
Hoisington, Horace, Coombs, Pueblo Union, Station.

6. Trains not scheduled to stop at register stations, may register by register ticket and omit checking train register, except when necessary to check against superior trains or ascertain whether or not signals have been displayed for following sections. (These two exceptions may be taken care of by use of train order Form N).

No trains are required to register at Utica, except Nos. 91, 93 and 94.

No trains are required to register at Sugar City, except Nos. 95, 97, 96 and 98.

7. BULLETIN BOARDS:  
Hoisington, Horace, Coombs, Pueblo Union Station.

9. CLASS OF ENGINES TO BE USED:  
Hoisington and Horace Districts—164 tons or less.  
Great Bend District—138 tons or less.

10. RAILROAD CROSSINGS AT GRADE:

Dist.	Mile Post	Other Railroad.	Gated Against.	Senior Line.	Not Gated. Interlocked.
Hoisington	681.70	A.T. & S.F.		A.T. & S.F.	Interlocked
"	682.88	A.T. & S.F.		Mo. Pac.	Interlocked
Horace	869.29	A.T. & S.F.		A.T. & S.F.	Interlocked
"	895.11	C. & S.		C. & S.	Not Gated
"	895.93	D. & R.G.W.		D. & R.G.W.	Not Gated
"	895.94	A.T. & S.F.		A.T. & S.F.	Not Gated
"	896.75	D. & R.G.W.		Mo. Pac.	Not Gated

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first class shall have precedence. As between trains of the same class, senior line shall have the right to cross first.

11. YARD LIMITS:

	From Mile Post	Pole	To Mile Post	Pole
Hoisington (Hoisington Dist.)....	557	0	560	0
" (Great Bend Dist.)....	559	5	563	22
Utica.....	639	5	641	20
Scott City.....	681	20	683	20
Horace.....	728	20	732	0
Haswell.....	806	15	808	25
Ordway.....	846	0	848	10
Coombs.....	893	10	897	1

12. TRAINS WILL STOP AT STATIONS ON SIGNAL AS FOLLOWS:

Stations	Miles from St. Louis	Train Nos.
Horace District:		
King Center.....	855.03	13 14 97 98
Shockley.....	861.66	13 14 97 98

13. FREIGHT TRAINS HANDLING PASSENGERS:

The following local freight trains will carry passengers, stopping caboose at station platform:

- Nos. 91 and 92 between Hoisington and Utica.
- " 93 " 94 " Utica and Horace.
- " 95 " 96 " Horace and Sugar City.
- " 97 " 98 " Sugar City and Coombs.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

Name	Station Number.	Miles from St. Louis	Capacity
Horace District:			
Cokan.....	753	744.60	4 Cars
Croft.....	851	843.28	24 "
Numa.....	858	849.71	34 "
King Center.....	863	855.03	30 "
Shockley.....	869	861.66	7 "
Great Bend District:			
Dent Spur.....	GD 5	564.19	12 "

Telephone extensions for emergency use located in waiting rooms of following depots:

Boone	Shields
Olney Springs	Ransom
Arlington	Brownell
Brandon	Bison
Modoc	



TABLE OF SPEEDS

Miles Per Hour	One Mile In	
	Minutes	Seconds
5.....	12	
8.....	7	30
10.....	6	
12.....	5	
15.....	4	
18.....	3	20
20.....	3	
25.....	2	24
30.....	2	
35.....	1	42
40.....	1	30
45.....	1	20
50.....	1	12
55.....	1	5

## EXPLANATION OF CHARACTERS

a— Stop for revenue passengers to or from Pueblo and beyond or pick up revenue passengers for Salina, and points on Wichita Division south of Geneseo; Kansas City, Little Rock( Memphis or beyond.

b— Stop on signal for revenue passengers to and from Pueblo, Kansas City and Wichita Division points.

## MAIN LINES:

Hoisington District.  
Horace " "

## BRANCH LINES:

Great Bend District.

CLASSIFICATION AND WEIGHT OF LOCOMOTIVES (TONS)

Class	Engine Numbers	Weight on Drivers	Total Weight of Engine	Class	Engine Numbers	Weight on Drivers	Total Weight of Engine	Class	Engine Numbers	Weight on Drivers	Total Weight of Engine	Class	Engine Numbers	Weight on Drivers	Total Weight of Engine
2-8-0	1- 172	96	110	2-8-2	1699(3Cyl.)	123	169	4-8-2	5308-5316	113	168	4-6-0	7801-7808	46	63
2-8-0	401- 487	79	90	2-10-2	1701-1714	148	185	4-4-2	5501-5540	60	99	4-4-0	8566	29	44
2-8-0	501- 545	71	81	2-10-2	1720-1729	165	210	4-6-2	6000(3Cyl.)	95	153	4-4-0	8601-8612	40	63
2-8-0	801- 817	52	58	4-8-0	1801-1819	88	106	4-6-2	6401-6420	80	127	4-4-0	8652	27	44
2-8-0	868	48	54	4-6-0	2301-2322	63	78	4-6-2	6421-6439	83	129	4-4-0	8654	39	47
2-8-0	901	63	70	4-6-0	2323-2401	62	79	4-6-2	6440-6444	83	134	4-4-0	8658	33	53
2-8-2	1201-1280	105	138	4-6-0	2402-2403	73	88	4-6-2	6445-6454	90	144	4-4-0	8804	22	36
2-8-2	1301-1325	110	146	4-6-0	2501-2525	55	74	4-6-2	6501-6521	62	97	0-6-0	9301-9305	80	80
2-8-2	1401-1423	118	160	4-6-0	2601-2656	50	63	4-6-2	6611-6613	94	147	0-6-0	9306-9320	82	82
2-8-2	1424-1425	120	164	4-6-0	2657-2672	46	59	4-6-2	6614-6619	90	143	0-6-0	9401-9405	75	75
2-8-2	1426-1486	120	166	4-6-0	2701-2732	45	58	4-6-2	6620-6629	94	147	0-6-0	9406-9475	76	76
2-8-2	1487-1511	118	162	4-6-0	2736-2737	49	57	4-6-0	7501-7529	56	72	0-6-0	9501-9545	67	67
2-8-2	1512-1524	123	168	2-6-0	3607-3626	40	47	4-6-0	7701-7710	55	74	0-8-0	9701-9720	112	112
2-8-2	1525-1535	120	164	4-8-2	5201-5207	104	148	4-6-0	7751	61	77	0-8-0	9721-9734	116	116
2-8-2	1536-1555	123	167	2-8-8-2	4000	207	227	4-6-0	7752	58	77	0-8-0	9735	118	118
2-8-2	1556-1570	125	171	4-8-2	5301-5307	112	164								

# ENGINE RATINGS IN ADJUSTED TONS

### HOISINGTON TO HORACE—WESTWARD Adjusted Rating in Tons—Adjustment Factor 9

Class of Locomotive	Per Cent								
	100	95	90	85	80	75	70	65	60
	CODE								
	A	B	C	D	E	F	G	H	I
1400 Non-Booster	2380	2265	2145	2025	1905	1775	1665	1550	1430
1500 Non-Booster	2380	2265	2145	2025	1905	1775	1665	1550	1430
1400 Booster	2780	2640	2505	2365	2225	2085	1950	1810	1670
1500 Booster	2780	2640	2505	2365	2225	2085	1950	1810	1670
1200	1950	1855	1755	1660	1560	1465	1365	1265	1170
100 Saturated	1510	1435	1360	1285	1210	1135	1060	985	910
100 Superheated	1560	1485	1405	1325	1250	1170	1095	1015	940

### HORACE TO HASWELL—WESTWARD Adjusted Rating in Tons—Adjustment Factor 10

Class of Locomotive	Per Cent								
	100	95	90	85	80	75	70	65	60
	CODE								
	A	B	C	D	E	F	G	H	I
1400 Non-Booster	2595	2465	2335	2205	2080	1950	1820	1690	1560
1500 Non-Booster	2595	2465	2335	2205	2080	1950	1820	1690	1560
1400 Booster	3160	3005	2845	2690	2530	2370	2215	2055	1895
1500 Booster	3160	3005	2845	2690	2530	2370	2215	2055	1895
1200	2350	2235	2125	2000	1880	1765	1645	1530	1410
100 Saturated	1850	1760	1665	1580	1490	1385	1295	1205	1110
100 Superheated	1950	1855	1755	1660	1560	1465	1365	1265	1170

### HASWELL TO SUGAR CITY—WESTWARD Adjusted Rating in Tons—Adjustment Factor 10

Class of Locomotive	Per Cent								
	100	95	90	85	80	75	70	65	60
	CODE								
	A	B	C	D	E	F	G	H	I
1400 Non-Booster	2810	2670	2530	2390	2250	2110	1970	1830	1690
1500 Non-Booster	2810	2670	2530	2390	2250	2110	1970	1830	1690
1400 Booster	3160	3005	2845	2690	2530	2370	2215	2055	1895
1500 Booster	3160	3005	2845	2690	2530	2370	2215	2055	1895
1200	2475	2350	2230	2105	1980	1860	1730	1610	1485
100 Saturated	1870	1786	1680	1590	1495	1400	1310	1215	1120
100 Superheated	2030	1930	1830	1725	1625	1525	1425	1320	1220

### SUGAR CITY TO COOMBS—WESTWARD Adjusted Rating in Tons—Adjustment Factor 10

Class of Locomotive	Per Cent								
	100	95	90	85	80	75	70	65	60
	CODE								
	A	B	C	D	E	F	G	H	I
1400 Non-Booster	3260	3100	2935	2775	2610	2445	2285	2120	1960
1500 Non-Booster	3260	3100	2935	2775	2610	2445	2285	2120	1960
1400 Booster	3840	3650	3460	3265	3075	2880	2690	2500	2305
1500 Booster	3840	3650	3460	3265	3075	2880	2690	2500	2305
1200	2970	2825	2675	2525	2375	2225	2080	1930	1780
100 Saturated	2255	2145	2030	1820	1705	1695	1580	1465	1350
100 Superheated	2475	2365	2240	2105	1980	1860	1730	1610	1485

### COOMBS TO SUGAR CITY—EASTWARD Adjusted Rating in Tons—Adjustment Factor 10

Class of Locomotive	Per Cent								
	100	95	90	85	80	75	70	65	60
	CODE								
	A	B	C	D	E	F	G	H	I
1400 Non-Booster	4900	4655	4410	4175	3920	3675	3430	3185	2940
1500 Non-Booster	4900	4655	4410	4175	3920	3675	3430	3185	2940
1400 Booster	5754	5460	5180	4850	4560	4315	4030	3740	3450
1500 Booster	5754	5460	5180	4850	4560	4315	4030	3740	3450
1200	4895	4650	4405	4170	3915	3670	3425	3180	2935
100 Saturated	3960	3765	3560	3370	3170	2970	2770	2570	2375
100 Superheated	4290	4075	3865	3650	3430	3215	3000	2970	2575

### SUGAR CITY TO HORACE—EASTWARD Adjusted Rating in Tons—Adjustment Factor 10

Class of Locomotive	Per Cent								
	100	95	90	85	80	75	70	65	60
	CODE								
	A	B	C	D	E	F	G	H	I
1400 Non-Booster	3310	3145	2980	2815	2650	2480	2320	2150	1990
1500 Non-Booster	3310	3145	2980	2815	2650	2480	2320	2150	1990
1400 Booster	3910	3715	3520	3325	3130	2935	2740	2545	2350
1500 Booster	3910	3715	3520	3325	3130	2935	2740	2545	2350
1200	2450	2330	2205	2085	1960	1835	1715	1595	1470
100 Saturated	1870	1785	1680	1590	1495	1400	1310	1215	1120
100 Superheated	2030	1930	1825	1725	1625	1525	1420	1320	1220

### HORACE TO McCracken—EASTWARD Adjusted Rating in Tons—Adjustment Factor 9

Class of Locomotive	Per Cent								
	100	95	90	85	80	75	70	65	60
	CODE								
	A	B	C	D	E	F	G	H	I
1400 Non-Booster	4810	4570	4330	4090	3850	3610	3370	3110	2890
1500 Non-Booster	4810	4570	4330	4090	3850	3610	3370	3110	2890
1400 Booster	5600	5320	5040	4760	4480	4200	3920	3640	3360
1500 Booster	5600	5320	5040	4760	4480	4200	3920	3640	3360
1200	4810	4570	4330	4090	3850	3610	3370	3110	2890
100 Saturated	3810	3620	3430	3240	3050	2860	2670	2480	2290
100 Superheated	4230	4020	3810	3595	3385	3175	2965	2750	2540

### McCracken TO HOISINGTON—EASTWARD Adjusted Rating in Tons—Adjustment Factor 9

Class of Locomotive	Per Cent								
	100	95	90	85	80	75	70	65	60
	CODE								
	A	B	C	D	E	F	G	H	I
1400 Non-Booster	3260	3100	2935	2775	2610	2445	2285	2120	1960
1500 Non-Booster	3260	3100	2935	2775	2610	2445	2285	2120	1960
1400 Booster	3840	3650	3460	3265	3075	2880	2690	2500	2305
1500 Booster	3840	3650	3460	3265	3075	2880	2690	2500	2305
1200	2450	2330	2205	2085	1960	1835	1715	1595	1470
100 Saturated	2100	1995	1890	1785	1680	1575	1470	1365	1260
100 Superheated	2200	2090	1980	1870	1760	1650	1540	1430	1320

