

DIVISION OFFICERS

A. C. LaCroix	Superintendent	Big Spring, Tex.
R. H. Blassingame	Asst. Superintendent	Big Spring, Tex.
J. A. Wright	Asst. Superintendent	Big Spring, Tex.
J. H. Webb	Master Mechanic	Big Spring, Tex.
H. L. McDermott	Asst. Master Mechanic	Big Spring, Tex.
G. W. Stone	Trainmaster	Big Spring, Tex.
R. L. Riggs	Terminal Trainmaster	Fort Worth and Lancaster Yards
R. L. Myers	Terminal Trainmaster	El Paso, Tex.
R. T. Stanley	Road Foreman of Engines	Big Spring, Tex.
H. L. Gahman	Road Foreman of Engines	Big Spring, Tex.

N. W. Derryberry	Chief Dispatcher	Big Spring, Tex.
M. C. Boyd	Asst. Chief Dispr.	Big Spring, Tex.
J. J. Haptonstall	Asst. Chief Dispr.	Big Spring, Tex.
J. H. Percy	Asst. Chief Dispr.	Big Spring, Tex.
T. W. Roberts	Asst. Chief Dispr.	Big Spring, Tex.

D. L. Blackburn	Dispatcher	Big Spring, Tex.
C. A. Boyd	Dispatcher	Big Spring, Tex.
J. T. DeVore	Dispatcher	Big Spring, Tex.
B. M. Higginbotham	Dispatcher	Big Spring, Tex.
D. E. Hoover	Dispatcher	Big Spring, Tex.
R. J. Mouton	Dispatcher	Big Spring, Tex.
L. A. Tate	Dispatcher	Big Spring, Tex.
D. W. Welch	Dispatcher	Big Spring, Tex.
M. G. Zeringue	Dispatcher	Big Spring, Tex.

SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or special instructions governing speed of trains.

Miles per Hour	1 Mile in Mins. Sec.	Miles per Hour	1 Mile in Mins. Sec.	Miles per Hour	1 Mile in Mins. Sec.
10	6:00	15	4:00	20	3:00
15	4:00	20	3:00	25	2:24
20	3:00	25	2:24	30	2:00
25	2:24	30	2:00	35	1:45
30	2:00	35	1:45	40	1:36
35	1:45	40	1:36	45	1:30
40	1:36	45	1:30	50	1:24
45	1:30	50	1:24	55	1:20
50	1:24	55	1:20	60	1:16



The Texas and Pacific Railway Company

WESTERN DIVISION

TIME TABLE NO. 30

Effective 12:01 a. m., Sunday, September 4, 1955

CENTRAL TIME

SUPERSEDING PREVIOUS TIME TABLES

FOR THE INFORMATION AND GOVERNMENT
OF EMPLOYEES ONLY

The Railway Company Reserves the Right to Vary Therefrom as
Circumstances May Require

L. C. PORTER, Vice-President—Operation,
R. C. PARKER, Assistant Vice-President—Operation,
W. T. LONG, JR., General Supt. Transportation,
C. F. ADAMS, Superintendent of Rules

Westward--BAIRD SUBDIVISION--Eastward

FIRST CLASS				Station Number	Car Capacity Sliding	Time Table No. 30 EFFECTIVE 12:01 A. M. SEPT. 4, 1955	Mile Post Location	Location Water, Fuel, Wye, etc.	FIRST CLASS			
	7	1							2	8		
	The Western Passenger Daily	West Texas Eagle Passenger Daily							West Texas Eagle Passenger Daily	The Western Passenger Daily		
	L 10 30PM	L 9 40AM		246	YARD	CTO. FORT WORTH	245.90		A 3 55PM	A 6 00AM		
	10 40	9 50		251	YARD	CTO. LANCASTER YARD	251.12	(DO-DW FWT)	3 40	5 45		
	10 42	9 52		253	NS	BOMBER	252.88		3 38	5 42		
	10 51	10 01		260	167	IONA	260.38		3 29	5 33		
	10 56	10 05		264	NS	LTO. ALEDO	263.90		3 25	5 29		
	11 02	10 11		269	90	ANNETA	268.80		3 19	5 24		
	11 06	10 15		273	142	EARLS	273.27		3 15	5 20		
	s 11 12	s 10 22		277	106	CTO. WEATHERFORD	276.80		s 3 10	s 5 15		
	11 26	10 35		287	139	PREBLE	287.10		2 51	4 57		
	s 11 31	s 10 40		291	NS	LTO. MILLSAP	290.80		s 2 45	s 4 51		
	11 37	10 45		294	88	BENNETT	294.20		2 39	4 44		
	11 47	10 55		301	142	BRAZOS	301.15		2 29	4 34		
	11 54	11 01		308	90	LTO. SANTO	307.60		2 23	4 27		
	11 59	11 07		313	142	JUDD	313.55		2 17	4 21		
	12 05AM	11 12		319	NS	LTO. GORDON	318.50		2 12	4 16		
	12 10	11 15		322	92	MINGUS	321.30		2 09	4 13		
	12 15	s 11 23		326	141	LTO. STRAWN	326.82		s 2 02	4 07		
	12 34	11 41		338	140	TIFFIN	338.72		1 44	3 49		
	s 12 40	s 11 47		341	130	CTO. RANGER	340.80		s 1 40	s 3 45		
	s 12 54	s 12 02PM		351	145	LTO. EASTLAND	351.51		s 1 20	s 3 20		
	s 1 12	s 12 18		361	E-90 W112	CTO. CISCO	360.70		s 1 10	s 3 10		
	1 22	12 27		368	142	DOTHAN	367.92		12 57	2 56		
	1 29	12 33		374	NS	LTO. PUTNAM	373.90		12 51	2 50		
	1 38	12 43		381	140	JAYELL	381.78		12 43	2 42		
	s 1 45	12 55		386	YARD	CTO. BAIRD	385.80	DWY	s 12 30	s 2 35		
	1 55	s 1 00		392	151	LTO. CLYDE	392.85		f 12 20	f 2 25		
	2 11	f 1 12		401	103	ELMDALE	401.40		f 12 06PM	2 11		
	2 21	1 20		405	181	HOLDER	404.51		11 57	1 52		
	2 24	1 23		407	NS	CTO. ABILENE	406.60	DO	11 53	1 48		
	s 2 45	s 1 35		409	150	BAGDAD	409.68		s 11 50	s 1 45		
	2 49	1 39		414	117	TYE	415.00		11 39	1 30		
	2 54	1 44		423	158	LTO. MERKEL	423.90		11 34	1 25		
	3 02	s 1 55		429	104	LTO. TRENT	429.70		s 11 22	1 17		
	3 08	f 2 03		437	151	ESKOTA	437.03		11 16	1 12		
	3 16	2 11		442	103	STAMPER	442.10		11 08	1 04		
	3 21	2 16		448	126	CTO. SWEETWATER	447.80	DOY	11 03	12 59		
	s 3 30	s 2 30		453	85	PETE	452.20		s 10 56	s 12 52		
	s 3 50	2 36		456	152	LTO. ROSCOE	456.40		10 45	12 35		
	3 58	2 36		467	151	LTO. LORAIN	466.40		10 41	12 31		
	4 00	f 2 41		472	89	RODET	472.50		10 31	12 21		
	4 10	f 2 52		476	NS	CTO. COLORADO CITY	475.80		10 25	12 15		
	4 16	2 58		479	167	CTO. DOME	478.10		s 10 20	s 12 10		
	s 4 25	s 3 05		485	NS	WESTBROOK	485.00		10 15	12 05AM		
	4 30	3 10		492	85	IATAN	491.40		10 09	11 59		
	4 36	3 16		498	103	DALBY	498.50		10 03	11 53		
	4 42	3 22		503	91	LTO. COAHOMA	503.00		9 55	11 46		
	4 49	3 30		509	92	ZILER	508.50		9 51	11 41		
	4 53	f 3 35		513	YARD	CTO. BIG SPRING	513.40	(DO-DW T)	9 46	11 36		
	A 5 10AM	A 3 50PM							L 9 40AM	L 11 30PM		
	7	1				267.50			2	8		
	Daily	Daily				Time Over Sub-Division			Daily	Daily		
	6.40	6.10							6.15	6.30		

See page 10 for
Baird Subdivision
Special Instructions.

See page 10 for
Baird Subdivision
Special Instructions.

Eastward trains are superior to trains of the same class in opposite direction.

FIRST CLASS		Station Number	Car Capacity Passenger Seating	TIME TABLE NO. 30 EFFECTIVE 12:31 A. M. SEPT. 4, 1955		Mile Post Location	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS	
1	7			2	8				
West Texas Eagle Passenger Daily	The Westerner Passenger Daily			West Texas Eagle Passenger Daily	The Westerner Passenger Daily				
L 4 05PM	L 5 30AM	513	YARD	CTO... BIG SPRING.....	513.4	T DO-DW	A 9 25AM	A 11 10PM	
4 12	5 37	519	101	..... DORT.....	519.3		9 13	11 01
4 17	5 42	524	91	..... MORITA.....	524.3		9 08	10 56
4 21	5 46	528	89	..... TRUNK.....	528.3		9 04	10 52
s 4 26	s 5 51	534	91	LTO... STANTON.....	533.7	f	f 8 57	f 10 45	
4 33	5 58	539	85	..... DIX.....	539.2		8 50	10 39
4 38	6 03	544	91	..... PAUL.....	544.5		8 45	10 34
4 42	6 07	549	144	..... OHUB.....	549.2		8 41	10 30
s 4 53	s 6 30	553	NS	CTO... MIDLAND.....	553.3	s	s 8 35	s 10 25	
5 00	6 37	559	91	..... BOUNCE.....	559.0		8 20	10 08
5 04	6 41	563	90	..... PEGASUS.....	563.5		8 16	10 04
5 09	6 46	569	91	..... SOLO.....	568.7		8 11	9 59
s 5 20	s 7 05	573	NS	CTO... ODESSA.....	573.5	s	s 8 05	s 9 52	
5 26	7 12	579	91	..... ARCADE.....	578.7		7 49	9 35
5 32	7 17	584	84	..... DOURO.....	584.1		7 43	9 30
5 38	7 23	590	91	..... BADGER.....	590.1		7 37	9 24
5 41	7 32	594	91	..... METZ.....	593.7		7 32	9 21
5 47	7 42	600	90	..... RANCH.....	600.1		7 25	9 15
5 51	7 46	604	86	..... SAND HILLS.....	604.5		7 21	9 11
s 6 01	s 8 05	609	E 98 W100/	CTO... MONAHANS.....	609.4	DOY	s 7 15	s 9 05	
6 09	8 13	615	111	LTO... WICKETT.....	615.6		7 03	8 51	
f 6 17	f 8 21	624	106	LTO... PYOTE.....	624.2	f	f 6 55	8 43	
6 26	8 30	634	63	..... QUITO.....	633.9		6 46	8 34
f 6 32	8 36	640	71	LTO... BARSTOW.....	640.0	f	f 6 40	8 28	
s 6 40	s 8 55	647	100	LTO... PECOS.....	646.6	Y	s 6 32	s 8 20	
6 50	9 05	656	90	..... HERMOSA.....	655.8		6 21	8 06
s { 7 01 7 10	s { 9 15 9 25	666	YARD	CTO... TOYAH.....	666.1	DWY	{ 6 10 6 01	{ 7 55 7 45	
7 17	9 32	671	72	..... REEVES.....	671.2		5 55	7 36
7 31	9 39	676	90	..... GOZAR.....	676.7		5 50	7 31
7 44	9 51	687	90	..... SAN MARTINE.....	686.3		5 41	7 21
7 51	9 58	691	85	..... LEVINSON.....	691.2		5 36	7 16
8 01	f 10 07	698	72	LTO... KENT.....	698.8		5 28	7 08	
8 13	10 19	709	92	..... BORAHO.....	708.8		5 17	6 59
8 23	10 29	719	71	..... PLATEAU.....	719.2		5 03	6 47
8 30	10 36	727	90	..... WILD HORSE.....	727.1		4 55	6 39
8 38	s 10 43	735	76	CTO... VAN HORN.....	735.0	s	s 4 46	6 31	
8 46	10 51	739	77	..... HILLSIDE.....	739.4		4 40	6 26
9 00	11 03	746	90	..... ALLAMORE.....	746.5		4 32	6 17
9 09	11 10	754	90	..... EAGLE FLAT.....	753.9		4 25	6 10
9 20	11 19	764	90	..... ARISPE.....	763.6		4 16	6 01
A 9 35PM	A 11 30AM	768	YARD	CTO... SIERRA BLANCA.....	768.5		L 4 10AM	L 5 55PM	
A 11 45PM	A 1 50PM	860	YARD	CTO... EL PASO.....	860.7	DO-DW TY	L 1 50 AM	L 3 40PM	
1 Daily	7 Daily			346.3			2 Daily	8 Daily	
7.40	8.20			Time Over Sub-Division			7.35	7.30	

Eastward trains are superior to trains of the same class in opposite direction.

Between Sierra Blanca and El Paso the Rules, Timetable and Special Instructions of the Texas & New Orleans Railroad govern movement of trains, and employes of the Texas and Pacific Railway are subject to the Rules, Timetable and Special Instructions of the Texas & New Orleans Railroad while occupying T&NO tracks.

See page 11 for other special instructions of the Toyah Sub-division.

See page 12 for T&P Station Numbers and T&NO Mile Post location of stations between Sierra Blanca and El Paso.

Northward		TEXAS-NEW MEXICO RAILWAY		Southward	
SECOND CLASS			Time Table No. 30 EFFECTIVE 12:01 A. M. SEPT. 4, 1955		SECOND CLASS
50			STATIONS		51
Local Daily except Saturday	Car Capacity Passing Siding	Distance From T.-N.M. JCT	Station Number	Location Water, Fuel, Wye, etc.	Local Daily except Sunday
L 8 00 AM			OTO...MONAHANS.....	DO-Y	A 2 00 PM
L 8 05 AM	YARD	.0	.....T-NM JUNCTION.....	1	A 1 45 PM
8 50	YARD	16.5	.....WINK JUNCTION.....	17	Y 1 00
		150	.....WINK.....	20	Y
9 20	YARD	16.5	.....WINK JUNCTION.....	17	Y 12 30
9 45	60	23.6	LTO...KERMIT.....	24	12 10 PM
10 15	62	32.3	.....CHEYENNE.....	32	11 44
10 45	51	42.3	LTO...JAL.....	42	10 45 50
11 30	120	55.05	.....TEAGUE.....	55	10 10
12 05 PM	128	65.06	LTO...EUNICE.....	66	9 40
12 37	64	76.4	.....KORNEGAY.....	76	9 10
1 15	83	84.4	LTO...HOBBS.....	84	8 45
1 55	30	94.0	.....KIMBROUGH.....	94	7 55
A 2 30 PM	YARD	105.5	LTO...LOVINGTON.....	105	L 7 30 AM
50			105.5		51
6.30			Time Over Sub-Division		6.30

Northward trains are superior to trains of the same class in opposite direction.

1. Uniform Code of Operating Rules in effect on the T-NM Railway.

Form Y Train Order authorized.

2. Time at Monahans for information only. No. 50 may assume schedule at T-NM Junction on authority of clearance received at Monahans.

3. Schedule of a regular train only applies via Wink when schedule designates a schedule time at Wink.

Train order authority for extra trains between a station North of Wink Jct., and a station South of Wink Jct., only applies via Wink when so specified in the train order.

Main track between Wink and Wink Jct., may be used by authority of Rule 93.

4. Wink Jct. may be used for meeting and passing trains. Normal position of North and South Wye switches, Wink Jct., for straight track.

5. Employees of T-NM Railway are subject to Texas and Pacific Railway Co., Rules, Timetable and Special Instructions while occupying T&P tracks, and are subject to all special instructions of this timetable which are designated as applying to all subdivisions.

6. Yard Limit Stations: T-NM Jct., Wink Jct., Wink, Jal, Eunice, Hobbs, Lovington. Wink-Wink Jct. are within one designated yard limit.

7. General Order Stations: Monahans.

8. Standard Clocks: Monahans, Lovington.

See Page 12 for Loading Tracks and Spurs on T-NM Rwy.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

ABBREVIATIONS

The following letters placed before the figures of a schedule indicate:

- s—Regular stop
- f—Flag stop to receive or discharge traffic

The following letters placed to left in station column of timetable indicate:

- CTO—Continuous day and night train order office
- LTO—Train order office of limited hours

The following letters placed in column provided in time-table indicate:

- NS—No siding
- W—Water station
- DW—Diesel water station
- F—Fuel oil station
- DO—Diesel oil station
- T—Turn-table
- Y—Wye

Road Foreman of Engines has the authority of Trainmaster.

Where flag stops are shown train will stop for revenue passengers only.

Air brakes must be coupled and working on locomotives, and on pile drivers, hoist cranes and other machinery of similar description while being handled in trains, or while being switched with. When necessary to switch with locomotives or such machines, kick or drop must not be made and they must otherwise be handled carefully to avoid damage.

Train and yard men must not switch with locomotives without first ascertaining that air brakes are released and reverse lever in proper position.

When two or more scale test cars are handled in the same train, such cars must be spaced three cars apart and handled in rear of train with rear scale car next to caboose.

Occupied outfit cars and wooden underframe cars, loaded or empty, must be handled in rear of all trains.

The use of rear view mirrors on diesel engines for the following purposes is prohibited:

- (a) To observe hand signals
- (b) To observe indication of fixed signal
- (c) To maintain lookout ahead when operating control compartment is on trailing end of a diesel engine.

TRAIN ORDER OFFICES

Continuous day and night train order offices, designated CTO on the time-table, are open seven days per week.

Train order offices of limited hours, designated LTO on the time-table, are open from 8 00 am to 5 00 pm Monday to Friday, inclusive, except:

Santo.....	800 AM to 400 PM, and from 1030 PM to 630 AM Daily.
Millsap.....	700 AM to 400 PM, Daily except Saturday and Sunday.
Eastland.....	700 AM to 400 PM Daily.
Putnam.....	900 AM to 500 PM, Daily except Saturday and Sunday.
Clyde.....	700 AM to 400 PM, daily except Saturday and Sunday.
Merkel.....	700 AM to 400 PM, daily except Saturday and Sunday.
Roscoe.....	800 AM to 500 PM Daily
Coahoma.....	800 AM to 400 PM, daily except Saturday and Sunday.
Pecos.....	600 AM to 1000 PM Daily

GENERAL ORDER STATIONS

Fort Worth Passenger Station	Big Spring
Lancaster Yard—Hump Office	Odessa
Lancaster Yard—Roundhouse	Monahans
Weatherford	Toyah
Baird	El Paso Yard Office
Abilene	El Paso Union Station
Sweetwater	

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

YARD LIMIT STATIONS

Hodge Belt Jet. Ft. Worth Lancaster Yard Weatherford Ranger Cisco Baird	}	One Yard	}	Holder Abilene Sweetwater Pyramid Stamper Ives Roscoe Colorado City	}	One Yard	}	Ziler Big Spring Midland Chub Odessa Monahans Pecos Toyah Van Horn Sierra Blanca	}	One Yard	}	
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Within yard limits at yard limit stations designated below, trains and engines will be governed by the following special instructions:

Holder-Abilene.
Chub-Midland
Odessa.

1. Extra trains and engines will not exceed a maximum speed of 40 miles per hour.

2. A train or engine, having entered a block on a Proceed indication and stops, or is delayed, must move at Low Speed as prescribed by Rule 330.

3. A train or engine having passed beyond the limits of a block must not back into, or re-enter such block without flag protection against opposing trains or engines, except as follows:

(a). When a Clear indication (Green), Rule 281, or an Approach indication (Yellow), Rule 285, is displayed to re-enter such block.

(b). When track within such block can be seen to be clear of an opposing train or engine.

4. When entering main track at an electrically locked hand-operated switch not authorized by a block signal indication: If electric lock mechanism requires a three (3) minute or more time interval before switch is released for operation, protection must be afforded a sufficient distance in both directions to stop train or engines moving at Low Speed before fouling the main track, except as follows:

(c). When it can be seen there is no approaching train or engine within one mile in each direction.

(d). When track can be seen to be clear to next signal in each direction and such signal indicates Proceed, Rule 281, or Approach, Rule 285.

(e). When it can be seen there is no approaching train or engine within one mile in one direction and track can be seen to be clear to next signal in other direction, and such signal indicates Proceed, Rule 281, or Approach, Rule 285.

OPERATING RULES

Rule 3. Amended to read: Standard clocks must bear sign "Standard Clock" and their locations will be shown in special instructions.

Where standard clocks are available, watches of train dispatchers, conductors, engineers, hostlers and engine foremen must be compared with a standard clock before commencing each day's work or trip. If a register station for a train, conductors and engineers of trains must register on train register the time watches are compared.

Conductors, engineers, hostlers, engine foremen and train-order operators, whose duties preclude access to a standard clock, must obtain time from train dispatcher, or compare and regulate their watches daily with those of conductors and engineers who have standard time and have registered as provided.

When practicable, conductors or engine foremen, and engineers will also compare time with each other and with trainmen, or yardmen, and firemen before commencing each day's work or trip.

Rule 6. Amended to read: General orders will be numbered consecutively beginning with January 1st of each year; will be issued and cancelled by the Superintendent or other designated officer, and will expire with the calendar year. They supersede any rule or special instructions with which they conflict.

Train, engine and yard employees, train dispatchers, and other employees whose duties require, must familiarize themselves with general orders and other notices before commencement of each trip or day's work. If a register station for a train, conductors and engineers of trains must record information on train register indicating that they have read and understand general orders. Location of general orders will be designated by special instructions.

Special instructions in timetable, or when issued in pamphlet form, supersede any rule with which they conflict.

OPERATING RULES—continued

Rule 10 (g). Supplement to: Yellow and green reflector signals as provided by Temporary Speed Restriction Chart, page 130, Uniform Code of Operating Rules, may be used both by day and by night in lieu of signs by day and signs and lights by night.

Rule 12 (J). Supplement to: Five (5) minute yellow fuses may be used for giving hand signals as prescribed by this rule, except yellow fuses must not be used by trainmen or yardmen for giving hand signals within interlocking limits.

Rule 20. All sections except the last will display two green lights only by day and by night in the places provided for that purpose on the front of the engines.

Rule 20 (a). Extra trains will display two white lights only by day and by night in the places provided for that purpose on the front of the engine.

Rule 34—Amended to read: All members of engine and train crews must, when practicable, communicate to each other the indication of any signal restricting the movement of their train or engine.

Signal indication (except audible signals) must be seen before being communicated to each other.

Rule 35: Amended to read: The following signals will be used by flagmen:

Day Signals—A red flag, Torpedoes and Red Fuses.

Night Signals—A white light, Torpedoes and red fuses.

Rule 99. On Baird and Toyah Subdivisions following exception in effect:

1. When a train or engine is on a main track with at least two automatic block signals to the rear; the requirements of first paragraph of Rule 99 with respect to dropping of lighted red fuses from a moving train, or the leaving of unattended red fuses at rear of a train when a movement is started after having been stopped, is not required.

2. This exception to rule does not modify or eliminate the use of lighted fuses, if or when required:

(a). By flagman of a standing train or engine to stop an approaching train or engine.

(b). When entering onto a main track as required by Rule 99 (e) or 104 (a).

(c). As required by Rule 99 (g) for the protection of trains or engines moving on adjacent tracks.

(d). By flagmen of work train extras, or flagmen of any equipment which does not actuate the block signals.

Rule 103. Supplement to: Cars must not be left standing too near street or highway crossings. When practicable, cars must be left at least seventy five (75) feet away from crossings.

When a train or cut of cars is parted to clear a public crossing at grade; in addition to a trainman, when practicable, protecting the crossing against trains or engines approaching on adjacent tracks, the crossing must be cleared not less than 75 feet on each side.

Rule 103 (a). Paragraph (9), Amended to read: Before switching occupied passenger equipment or occupied outfit cars, see that brake pipe connections are made, angle cocks opened between the cars and brake system charged.

When coupling passenger cars or occupied outfit cars, moving portion must be properly controlled and utmost caution used to avoid rough handling; couplers must be fully compressed and after coupling appears to have been made, couplers must be stretched to know that knuckles are locked before making air and steam connections.

Rule 104 (1) Amended to read: Main track switches must be lined and locked for main track when not in use. Other than main track switches equipped with switch locks must be lined and locked for normal position when not in use.

Except while movement through them is being made:

(1). Switches connecting other than a main track with a siding must be left lined for movement on siding.

(2). Switches of crossover between two main tracks, or between a main track and other than a main track must be kept lined against a crossover movement except as follows:

(a). When main track switch of such crossover is a spring switch or a power-operated switch, the other switch of crossover will be kept lined and locked for crossover.

(b). When crossover is one end of a siding, the inside switch will be kept lined for movement to or from siding to main track.

(3). Switches of crossovers between two tracks, neither of which is a main track, must be left with both switches of crossover lined for or against a crossover movement.

Operating Rules—Continued Page 6.

WESTERN DIVISION

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

OPERATING RULES—Continued

Rule 104 (16). Amended to read: Main track switch targets will show RED when switch is lined for movement to or from main track.

Targets on all switches, except main track switches, will show "Yellow" when switch is lined for:

- (a). Crossover movement.
- (b). For turnout from a straight route or lead.

Rule 104 (c). Exception to: Any member of train or engine crew may examine a remote control switch, see that switch is properly lined and that switch points fit properly; such member of crew must remain at switch until leading wheels pass over switch.

Rule 206. 5th paragraph amended to read: Except when being used on a work train extra, the number of operating control unit of a diesel engine must be displayed and this number will be the identifying number of the engine and will be the engine number used in train orders; numbers on other units may be displayed but such numbers will not be used in train orders.

When a diesel engine with more than one control compartment unit is used on a work train extra, the numbers of all control compartment units may be displayed but the number on only one of the control compartment units will be used in train orders relating to such work train extra. When a diesel engine consisting of more than one unit is used on a work train extra, white train signals (two white lights only) as provided by Rule 20 (a) and special instructions must be displayed on all units equipped to display such signals.

Rule 221 (d). Amended to read: Operators must have the following signal appliances ready for immediate use:

One Red Flag, One White Flag, One white light,
Six torpedoes, and Six red fuses.

Rule 508 (1). Exception to: A fireman who for any reason is permanently restricted to service as a fireman must not operate an engine except while working in hostler service. Engineers must not permit a permanently restricted fireman to operate an engine in their charge.

Rule 508, paragraph (3)—Duties of Engine Men—reading: "Engine men must know that their engine is furnished with sufficient fuel, water, tools, sand and other supplies and equipment" is cancelled.

The following Uniform Code of Operating Rule form of "S-E" Train Order is authorized:

"No. 2 Eng 900 wait at C until 8 30 am
for Extra 600 West
No. 2 take siding C for Extra 600 West"

Special Rules governing:

When a superior train is directed by Train Order, Form S-E (wait order) to take siding for another train, such instructions, unless annulled by a subsequent train order, are in effect after the time stated in the order has expired and the superior train must approach the designated point at RESTRICTED SPEED prepared to stop expecting to find the inferior train on the main track between the siding switches without flag protection and must take the siding if the inferior train is at the designated point.

If the superior train arrives at the designated point after the time stated in the order has expired and the expected train has not arrived, and the main track can be seen to be clear to the other end of the siding, the superior train may proceed without entering and using the siding.

This form of train order must contain only one waiting point and must not be combined with any other form of order except Form L.

Train Order, Form L.—A Form L train order may be combined with a Form B train order.

RADIO RULES

1. The use of radio communication in any manner by any employe to supersede the requirement of complying with any rule of the Uniform Code of Operating Rules, Supplements Thereto, or Special Instructions supplementing Uniform Code of Operating Rules, is prohibited.

2. Except as provided in paragraph (3), the use of radio communication is prohibited:

- (a). To transmit train orders, or any part of contents of train orders.
- (b). To comply with Rule 350 requiring communication with a train dispatcher or control operator at a Stop indication of a block or interlocking signal.
- (c). To obtain track and time limits prescribed by Rule 402.

3. Radio communication may be used:

- (d). By train dispatcher to transmit a train order direct to an operator, or direct to a conductor or engineer, or both as provided in Rule 206 (b).
- (e). By an operator to relay a train order as provided in Rule 206 (c) to another operator, or to relay direct to a conductor or engineer, or both a train order addressed to their train at a location not a train order office or at which the office is closed.
- (f). When stopped at a Stop indication of a block or interlocking signal where there is no other form of communication, or where other forms of communications have failed, the requirements of Rule 340 or 350 may be fulfilled by use of Radio Communication System to communicate with the train dispatcher or control operator, or may be used to communicate with an operator at a railroad base radio station who has communication with the train dispatcher or control operator. Such operator at the railroad base radio station may relay information between a member of crew and train dispatcher or control operator.
- (g). At a station, or between stations where there is no telephone or other forms of communication, or where other forms of communication have failed, radio communication may be used to obtain track and time limits prescribed by Rule 402 when such radio communication is between a crew member and the control operator and without being relayed through a third person.

4. The instructions contained in (b) and (c) of Paragraph 2 do not prohibit the use of radio communication by a member of crew to transmit information to the engineer of his train in connection with Rules 340, 350 or 402.

5. Under conditions where hand, flag or lamp signals prescribed by Rule 12 cannot be seen, the use of radio communication is authorized to govern and control the movement of a train or engine in lieu of hand, flag or lamp signals.

5. (a). When movement of a train or cut of cars is being made with the engine on trailing end, or in between cars of such train or cut of cars, and the movement is being controlled by radio communication as provided in paragraph (5), the employe transmitting the instructions for the movement must transmit continuously and the failure of engineer to receive continuous transmission must be construed as a STOP signal.

6. Rule 8 of the Rules and Regulations Governing the Operation of a Railroad Radio Communication System read as follows:

"Employes, except in yard operation, shall identify the radio station from which they are calling by prefacing their call with the railroad name, for example: "T&P Caboose 2315 calling Engine 1508", or "T&P Engine 1515 calling T&P Caboose Extra 1515 West."

In addition thereto, any person operating or using a railroad base radio station shall identify the station being used by the name of the railroad and the actual location of the base station, using the name of the city or town in which located, for example: "T&P Railway Dallas." If a base station is being actuated from another point or location, i.e., remotely controlled, the station shall still be identified by the actual location of the remotely controlled Base Station; for example; Operator at Mineola Yard remotely using Wills Point Base Station, shall identify the station as: "T&P Railway Wills Point, Mineola control."

6 (a). When radio communication is used as authorized in Paragraphs (3), (5) or (5-a), employes operating each radio station shall further identify themselves to each other by giving their name and occupation.

WESTERN DIVISION

7

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

MAXIMUM SPEEDS

Between	Miles per hour	
	Passenger	Freight
Fort Worth—Sierra Blanca.....	75	60
T-NM Jct.—Lovington	40	35
Wink Jct.—Wink	30	25

	Miles per hour	
	Maximum freight train speed	Maximum freight train speed
Trains of mixed freight and passenger equipment..... (Caboose are freight equipment.)		
Trains of deadhead passenger equipment.....		
Trains handling scale test cars; conductor will keep engineer advised when such cars in train.....	45	
Trains handling cars equipped with arch-bar trucks, or wooden underframes (except cabooses), and not otherwise restricted	45	
Light engines in road movement, freight or passenger, and engines handling cabooses, or rider cars, and not otherwise restricted	40	
Trailing movements through a spring switch with points lined against movement..... When not otherwise restricted, normal speed may be resumed after leading wheels have passed through switch points.	30	
Engines (yard or road service) shoving cars ahead of engine.....	30	
Engines in yard service, with or without cars, and not otherwise restricted Baird and Toyah Subdivisions..... T-NM Rwy.	Main Track 40 20	All other tracks 20 20
Diesel engines, series 1500 and 2000, and foreign line diesel engines of similar construction, when running with operating control compartment not on leading end, and not otherwise restricted	40	20
Trains handling steam wrecking derricks, boom in trailing position, not otherwise restricted. Fort Worth to Sierra Blanca..... T-NM Jct. to Wink, to Lovington.....	Straight track 40 25	Curves 30 20
Trains handling steam wrecking derricks boom in forward position; self-propelled pile drivers, lidgerwoods, brown-hoist and other machinery of similar description; also steam pile drivers moving under own power; not otherwise restricted. Fort Worth to Sierra Blanca..... T-NM Rwy.	30 25	18 15

TURN-OUTS

Kind	Miles per hour
No. 16	30
All other turn-outs.....	15

Location of No. 16 Turn-outs

Station	Location	Mile Post	Number of Turn-outs	Description
Lancaster	Yard	248.00	1	Eastward Main Track
Lancaster	Yard	248.00	1	Westward Main Track
Lancaster	Yard	251.12	1	Westward Main Track
Iona		259.17	1	East End Siding
Iona		261.19	1	West End Siding
Earls		274.01	1	West End Siding
Preble		286.40	1	East End Siding
Preble		287.80	1	West End Siding
Brazos		301.90	1	West End Siding
Judd		314.26	1	West End Siding
Strawn		327.53	1	West End Siding
Tiffin		339.42	1	West End Siding
Eastland		350.79	1	East End Siding
Eastland		352.22	1	West End Siding
Cisco		359.70	1	East End East Siding.
Cisco		361.70	1	West End West Siding.
Dothan		368.63	1	West End Siding
Jayell		381.06	1	East End Siding
Jayell		382.50	1	West End Siding
Clyde		393.60	1	West End Siding
Holder		403.62	1	East End Siding
Bagdad		408.92	1	East End Siding
Bagdad		410.44	1	West End Siding
Merkel		423.10	1	East End Siding
Merkel		424.70	1	West End Siding
Eskota		436.28	1	East End Siding
Roscoe		457.16	1	West End Siding
Lorraine		467.17	1	West End Siding
Dome		477.30	1	East End Siding

RAILROAD CROSSINGS

Location	Intersecting Railroad
Cisco.....	M. K. T. Ry (Interlocked)

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SIGNALS.

Note: The designation "Mile Post—Poles" refer to Mile Post location and number of poles beyond in the direction of next higher Mile Post.

Miles per Hour Psgr. Trains	Other Trains	Restriction Begins		Restriction Ends	
		Mile Post	Poles	Mile Post	Poles
Baird Sub-Division.					
30	30	248	1	248	3
30	30	251	3	251	5 (Note)
65	45	251	30	252	3
65		252	3	252	23
45	45	258	0	259	3
65		259	3	259	30
50	50	260	30	262	4
50	50	264	14	264	24
50	50	266	16	266	29
65		274	3	274	27
50	50	276	4	278	0
65		278	0	279	17
55	55	279	17	280	19
65		280	19	281	26
50	50	281	26	281	33
65		283	23	284	34
60		284	34	285	11
55	55	285	11	286	4
30	30	294	21	295	22
40	40	295	22	295	29
65		295	29	296	22
55	55	298	16	298	24
60		298	24	299	16
70		300	24	301	0
70		302	24	303	1
70		308	12	308	30
70		309	19	310	0
65		311	25	312	24
70		314	33	315	10
60		316	1	316	14
60		318	31	320	11
60		322	21	322	32
60		328	15	329	13
55	55	329	13	329	33
35	35	329	33	331	29
45	45	331	29	334	14
35	35	334	14	337	4
45	45	340	15	341	14
70		342	28	343	5
45	45	343	5	344	14
40	40	344	14	345	20
65		345	20	346	0
45	45	350	21	351	25
65		354	14	354	26
65		357	14	357	23
65		359	16	360	16
40	40	360	16	360	24
55	55	360	24	361	6
45	45	362	21	363	28
65		363	28	366	3
65		368	31	369	4
65		370	22	372	6
55	55	372	6	372	13
45	45	378	3	378	30
45	45	383	6	384	28
40	40	386	24	388	21
60		392	1	392	23
45	45	406	30	407	35
45	45	422	19	423	6
50	50	438	3	438	14
60		442	21	442	34
45	45	446	2	446	12
35	35	448	0	448	15
45	45	448	15	450	28
60		463	32	464	11
40	40	476	16	477	10
65		480	15	480	21
50	50	496	5	496	32
65		499	23	500	3

(Note) Applies Westward Main Track only.

(Continued on Page 8)

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

SPRING SWITCHES

Station	Mile Post	Track	Facing Point Direction	Normal Position
Hodge	A-239.3	North end siding	Southward	Main track
Fort Worth	A-243.2	End of two main tracks, Peach Street	Southward	Southward Main track
Fort Worth	246.1	Westward track and Lead from passenger station—Adams Street	Eastward	Crossover to passenger lead
Lancaster Yard	248.0	Entering eastward main track	Westward	Thoroughfare track
Lancaster Yard	250.0	From west advance yard to westward main track	Eastward	Westward Main track
Lancaster Yard	251.12	End two main tracks Eastward	Eastward	Main track
Earls	274.01	West end siding	Eastward	Main track
Weatherford	277.60	West end siding	Eastward	Main track
Bennett	293.70	East end siding	Westward	Main track
Bennett	294.80	West end siding	Eastward	Main track
Brazos	301.90	West end siding	Eastward	Main track
Santo	308.00	West end siding	Eastward	Main track
Judd	314.26	West end siding	Eastward	Main track
Mingus	320.90	East end siding	Westward	Main track
Mingus	321.60	West end siding	Eastward	Main track
Strawn	327.53	West end siding	Eastward	Main track
Tiffin	338.00	East end siding	Westward	Main track
Tiffin	339.42	West end siding	Eastward	Main track
Ranger	341.90	West end siding	Eastward	Main track
Eastland	350.79	East end siding	Westward	Main track
Eastland	352.22	West end siding	Eastward	Main track
Dothan	367.20	East end siding	Westward	Main track
Dothan	368.63	West end siding	Eastward	Main track
Jayell	381.06	East end siding	Westward	Main track
Jayell	382.50	West end siding	Eastward	Main track
Baird	385.35	Runaway track	Eastward	Runaway track
Baird	386.66	Lead west end yard	Eastward	Main track
Clyde	392.60	West end siding	Eastward	Main track
Elmdale	400.90	East end siding	Westward	Main track
Holder	403.62	East end siding	Westward	Main track
Holder	405.40	West end siding	Eastward	Main track
Bagdad	408.92	East end siding	Westward	Main track
Bagdad	410.44	West end siding	Eastward	Main track
Merkel	423.10	East end siding	Westward	Main track
Merkel	424.70	West end siding	Eastward	Main track
Trent	430.30	West end siding	Eastward	Main track
Eskota	436.28	East end siding	Westward	Main track
Eskota	437.80	West end siding	Eastward	Main track
Stampfer	442.60	West end siding	Eastward	Main track
Sweetwater	446.90	East end siding	Westward	Main track
Sweetwater	448.10	West end siding	Eastward	Main track
Pete	451.80	East end siding	Westward	Main track
Pete	452.60	West end siding	Eastward	Main track
Roscoe	457.16	West end siding	Eastward	Main track
Lorraine	465.70	East end siding	Westward	Main track
Lorraine	467.17	West end siding	Eastward	Main track
Rodet	472.00	East end siding	Westward	Main track
Dome	477.30	East end siding	Westward	Main track
Coahoma	502.70	East end siding	Westward	Main track
Coahoma	503.60	West end siding	Eastward	Main track
Big Spring	512.00	East switch to pull out track	Westward	Main track
Big Spring	514.30	West switch to pull out track	Eastward	Main track
Stanton	533.30	East end siding	Westward	Main track
Trunk	528.70	West end siding	Eastward	Main track
Dix	538.70	East end siding	Westward	Main track
Bounce	559.50	West end siding	Eastward	Main track
Solo	569.20	West end siding	Eastward	Main track
Arcade	578.20	East end siding	Westward	Main track
Arcade	579.10	West end siding	Eastward	Main track
Douro	583.70	East end siding	Westward	Main track
Douro	584.60	West end siding	Eastward	Main track
Badger	589.70	East end siding	Westward	Main track
Foyah	667.20	West end pullout track	Eastward	Main track
Reeves	671.60	West end siding	Eastward	Main track
Gozar	677.20	West end siding	Eastward	Main track
San Martine	686.70	West end siding	Eastward	Main track
Levinson	691.60	West end siding	Eastward	Main track
Boracho	709.00	West end siding	Eastward	Main track
Plateau	718.80	East end siding	Westward	Main track
Wild Horse	727.50	West end siding	Eastward	Main track
Van Horn	735.30	West end siding	Eastward	Main track
Hillside	739.80	West end siding	Eastward	Main track
Arispe	764.00	West end siding	Eastward	Main track

Spring switches must be lined for intended move before attempting to move track machines such as rail oilers, ballast discer machines, burro cranes or any roadway equipment through them where the weight of such equipment is less than weight of an empty freight car.

A member of train or yard crew riding caboose or rear car in cut should to see if points move or if any indication of switch being in damaged condition, and if such condition noticed, make report accordingly.

SPECIAL INSTRUCTIONS GOVERNING POWER

OPERATED SWITCHES

Baird Subdivision

Power-operated switches at each end sidings at Iona and Preble; switches and signals in connection therewith controlled by Operator, Weatherford.

Power-Operated switches at each end of East and West Sidings Cisco and the signals in connection therewith controlled by Operator Cisco.

Toyah Subdivision

Power-Operated switch at T&P main track switch east end T&P yard Sierra Blanca, Derail located at clearance point east end T&P yard track Sierra Blanca is connected to and is operated by this power-operated switch and signals in connection therewith controlled by Operator Sierra Blanca.

1. Should a train or engine approach a power-operated switch and find it not lined for the movement to be made, a member of crew must communicate with train dispatcher or operator.

SPECIAL INSTRUCTIONS GOVERNING ELECTRICALLY

LOCKED HAND-OPERATED SWITCHES

1. To Leave Main Track: Necessary for engine or car occupy short track section directly ahead of switch points; remove switch lock from main track switch, and when indicator lamp on top of electric lock mechanism lights, press foot pedal to release throw lever, and then the switch stand operating switch and the stand operating the derail may be operated the same as any ground-throw switch stand.

2. To Enter Main Track From a Track Equipped with an Electrically-locked Derail: Remove switch lock from derail stand and with lock removed wait approximately three minutes for lamp in top of electric lock mechanism to light; when lighted, press foot pedal to release throw lever and throw derail off rail, then the main track switch stand may be operated the same as any other ground-throw switch stand.

When entering the main track, the derail must be thrown from rail before attempting to operate the main track switch stand.

3. To Enter Main Track From Passing Siding Not Protected by Derails: Remove switch lock from stand, and if no train is approaching, the indicator lamp in top of electric lock mechanism should light; and switch may be operated at once. If indicator lamp does not light when lock is removed, wait at least three minutes for an approaching train to pass.

4. To enter main track at a crossover equipped with electric locks, the inside switch of the crossover must be operated first, or in the same manner as an electrically locked derail.

5. Switch locks must be replaced in hasps of electrically locked switches and derails when not in use.

6. If after waiting three minutes by watch for an indicator lamp to light as provided in paragraphs 2 and 3, and lamp does not light, try foot pedal to ascertain if indicator lamp is burned out and the switch is unlocked.

SPECIAL INSTRUCTIONS

BAIRD SUBDIVISION

1. Form Y train order authorized, and Rule 99 (j) in effect on Baird Subdivision.

Rule 425 in effect at Iona siding, Preble siding and at East and West sidings Cisco.

2. Clearance delivered to Trains 1, 2, 7 and 8 at initial station of schedule authorizes use of such schedule only to Baird; clearance delivered to these trains at Baird authorize use of schedule from Baird to terminating station of the schedule.

3. Ft. Worth is a train order office for trains originating at that station only.

Lancaster Yard is a train order office for all westward trains, and a train order office only for eastward trains that originate at that station.

Color light type train order signal for westward trains Lancaster Yard located on north end of footbridge opposite Hump Yard office, MP 249.7; Normal position "Stop, Unless Clearance Received", Rule 232. Engine men must see signal change to indication "Proceed, No orders." Rule 230, otherwise must secure a Clearance. Annunciators located at MP 248.9 and MP 249.5, westward track to indicate approach of train. If train is to proceed without Clearance, Operator Lancaster Yard will change indication to Rule 230 when second annunciator indication received.

No train order signal at Baird. All trains must receive Clearance before leaving Baird.

4. When a regular train authorized by timetable schedule, or an extra train authorized by train order, to a station beyond Baird is delivered a train order, prior to its arrival at Baird, which order affects the trains movement at Baird, or beyond Baird such train order must also be addressed to the train at Baird and again delivered to the train at Baird.

A train authorized only to Baird, when delivered prior to its arrival at Baird a train order which affects its movement to, or at Baird, may retain and use such train order, unless annulled or superseded, at Baird until released from the tour of duty on which the train order was received.

When a train which holds authority by schedule, or train order, only to Baird, is given on arrival at Baird additional authority by timetable schedule or train order to a station beyond Baird, all train orders received prior to its arrival at Baird, except Forms K and X, are void with respect to the movement beyond Baird.

5. Unless otherwise specified in train order, at the stations named below, train orders and time of schedules and time in train orders apply as follows:

Lancaster Yard: West end Two Main tracks, MP 251.1.

Baird: First class trains:—At the station.

" Eastward extra trains:—East lead switch, train yard.

" Westward extra trains:—West lead switch, train yard.

Big Spring: First class trains:—At East Crossover, MP 512.87.

Extra trains: East end Pull-out track, MP 512.0.

5. (a). For operating and train order purposes, the two crossovers between main track and yard track, east and west end Big Spring train yard, are designated as follows:

(a). Crossover at MP 512.87, east end Big Spring train yard: "East Crossover Big Spring."

(b). Crossover at MP 513.97, west end Big Spring train yard: "West Crossover Big Spring."

Signs reading "East Crossover" and "West Crossover" adjacent to each crossover.

6. First class trains run at Restricted Speed between Ft. Worth Passenger station and MP 250, Lancaster Yard, and within yard limits Roscoe.

7. There is no superiority of trains in effect on main track between East Crossover Big Spring and West Crossover Big Spring and all trains and engines must move at Restricted Speed within these limits.

Extra trains and engines will not occupy the main track between East Crossover Big Spring and West Crossover Big Spring except on authority of the yardmaster or until it is ascertained that a regular passenger train will not be delayed.

BAIRD SUBDIVISION—Continued

8. Second class and inferior trains, yard and other engines may run ahead of overdue Eastward firstclass trains between MP 250, Lancaster Yard and Interlocking limits Ft. Worth without train order authority, but will not occupy the main track within these limits when it is known a first class train will be delayed.

Second class and inferior trains may run ahead of overdue Westward first class trains between Ft. Worth Interlocking limits and MP 250, Lancaster Yard, without train order authority.

Yard and other engines may run ahead of overdue Westward first class trains between Ft. Worth Interlocking limits and MP 250, Lancaster Yard, without train order authority, but will not occupy the main track within these limits when it is known a first class train will be delayed.

9. Ft. Worth and Lancaster Yard are only register stations for trains originating or terminating at those stations.

Baird is register station for extra trains only.

A train must not leave Baird until it has been ascertained whether or not all superior trains due have arrived or left. Such information must be ascertained in one of the following ways:

(a) Receipt of train order, Form V, Check of Trains, addressed to the train at Baird.

(b) By visual identification of a superior train.

10. Unless otherwise instructed, the following will govern use of Pullout track, east end Big Spring yard:

Eastward freight trains departing from a yard track Big Spring will use Drill track, or Pullout track from Big Spring train yard to east end Pullout track, MP 512.0.

Westward freight trains arriving Big Spring will use main track to East Crossover Big Spring.

Pullout track must not be used for a westward movement from east end, MP 512.0 to train yard by trains, yard engines or engines in charge of hostlers except to perform switching in east end of train yard, or to hostile engines from or to a train.

These instructions restricting westward movement in Pullout track, east end Big Spring yard, do not relieve any movement in this track in either direction from complying with requirement of Rule 105 to move at Restricted Speed.

11. To prevent delay to extra train movements, yard engines before making straightaway movements between:

Sweetwater and Pyramid, or Ives.

Big Spring and Ziler

must have a lineup from train dispatcher of extra train movements in the territory involved.

Such lineup may be secured by a member of crew direct from train dispatcher on telephone, or may be secured through the operator on duty. Train dispatcher will specify time period lineup is effective; for example, "Lineup 930am to 1130am, and unless otherwise specified, one straightaway movement only may be made within time limit specified. If conditions require, such lineups may be issued authorizing more than one straightaway movement within time limit named.

12. Normal position spring switch, M.P. 385.35, east end Baird yard for Runaway track; switch must be lined in normal position for Runaway track when not in actual use. Runaway track must not be switched into, or used in switching.

13. After freight trains have stopped on designated tracks in Baird yard, crews will set hand brakes on cars in both head end and rear end of their train as necessary to insure train being secure.

In switching in Baird yard, cabooses, cars or cuts of cars left standing on a track must be properly secured by hand brakes being setup on same. The setting of hand brakes on locomotives coupled to caboose, or cars, does not fulfill the requirement of these instructions.

14. Employees of the FW&D, GC&SF, I-GN, StLSF, T&NO, WMW&NW, A&S and RS&P Railroads are subject to the rules, timetable and special instructions of the Texas and Pacific Railway while occupying its tracks.

16. Standard Clocks: Ft. Worth, Lancaster Yard, Weatherford, Baird, Sweetwater and Big Spring.

SPECIAL INSTRUCTIONS

TOYAH SUBDIVISION

1. Form Y train order authorized, and Rule 99 (j) in effect on Toyah Subdivision.

Rules 400 to 406, inclusive, in effect between east end siding Arispe and T&NO passenger connection Sierra Blanca.

2. Time shown for Trains 1, 2, 7 and 8 at El Paso for information only.

Sierra Blanca is initial and terminating station prescribed by Rule 4 for schedules on Toyah Subdivision.

3. Clearance delivered to Trains 1, 2, 7 and 8 at initial station of schedule authorize use of such schedule only to Toyah; clearance delivered to these trains at Toyah authorize use of schedule from Toyah to terminating station of the schedule.

4. No train order signal at Sierra Blanca and Toyah. All trains must receive a Clearance before leaving Sierra Blanca and Toyah.

5. When a regular train authorized by timetable schedule, or an extra train authorized by train order, to a station beyond Toyah is delivered a train order, prior to its arrival at Toyah, which order affects the trains movement at Toyah, or beyond Toyah such train order must also be addressed to the train at Toyah and again delivered to the train at Toyah.

A train authorized only to Toyah, when delivered prior to its arrival at Toyah a train order which affects its movement to, or at Toyah, may retain and use such train order, unless annulled or superseded, at Toyah until released from the tour of duty on which the train order was received.

When a train holds authority by schedule, or train order, only to Toyah, is given on arrival at Toyah additional authority by timetable schedule or train order to a station beyond Toyah, all train orders received prior to its arrival at Toyah, except Forms K and X, are void with respect to the movement beyond Toyah.

6. Unless otherwise specified in train orders, at stations named below, train orders and time of schedules and time in train orders apply as follows:

Big Spring: First class trains—West Crossover, M.P. 513.97
Extra trains—West end Pullout track, M.P. 514.87

Toyah: First class trains—At station.
Eastward extra trains—East lead switch, train yard.
Westward extra trains—West end Pullout track,
M.P. 667.2

7. For operating and train order purposes, the crossovers listed below are designated as follows:

Big Spring: Crossover, M.P. 512.87, east end Big Spring train yard: "East Crossover Big Spring."

" " Crossover at M.P. 513.97, west end Big Spring train yard: "West Crossover Big Spring."

Toyah: Crossover at M.P. 666.0, just east of Toyah station: "East Crossover Toyah."

" Crossover at M.P. 666.2, just west of Toyah station: "West Crossover Toyah."

Signs reading "East Crossover" and "West Crossover" adjacent to each of these crossovers.

8. There is no superiority of trains in effect on main track between East Crossover Big Spring and West Crossover Big Spring and all trains and engines must move at Restricted Speed within these limits.

Extra trains and engines will not occupy the main track between East Crossover Big Spring and West Crossover Big Spring except on authority of the yardmaster, or until it is ascertained that a regular passenger train will not be delayed.

9. Toyah is register station for extra trains only.

A train must not leave Toyah until it has been ascertained whether or not all superior trains due have arrived or left. Such information must be ascertained in one of the following ways:

(a) Receipt of train order, Form V, Check of Trains, addressed to the train at Toyah.

(b) By visual identification of a superior train.

TOYAH SUBDIVISION—Continued

10. Unless otherwise instructed, the following will govern use of Pullout track, west end Big Spring yard.

Westward freight trains departing from a yard track Big Spring will use Drill track or Pullout track from Big Spring train yard to west end Pullout track, M.P. 514.87.

Eastward freight trains arriving Big Spring will use main track to West Crossover Big Spring.

Pullout track will not be used for an eastward movement from west end, M.P. 514.87 to train yard by trains, yard engines or engines in charge of hostlers except to perform switching in west end of train yard, or to hostile engines from or to a train.

These instructions restricting eastward movement in Pullout track, west end of Big Spring yard, do not relieve any movement in this track in either direction from complying with requirement of Rule 105 to move at Restricted Speed.

11. West siding Monahans is designated as the track between crossover, just west of station, to west end of track, M.P. 611.

Hand-operated switch, west end house track Sierra Blanca, equipped with electric lock controlled by Operator Sierra Blanca.

Inside switches T&P yard tracks 1, 2 and 3, Sierra Blanca, must be left lined and locked for No. 2 (Middle) track when not in use; switch targets and lights will show "Green" when switches are lined for No. 2 track. Unless authorized by T&P train dispatcher cars must not be set out or left on No. 2 track.

12. To prevent delay to extra train movements, yard engines before making straightaway movements between Big Spring and Air Port Spur, M.P. 516.03, must have a line up from train dispatcher of extra train movements between Big Spring and Dort.

Such lineup may be secured by a member of crew direct from train dispatcher on telephone, or may be secured through the operator on duty. Train dispatcher will specify time period lineup is effective; for example, "Lineup 930am to 1130am, and unless otherwise specified, one straightaway movement only may be made within time limit specified. If conditions require, such lineups may be issued authorizing more than one straightaway movement within time limit named.

13. Employees of the T-N.M., P.&S.F. and P.V.S. Railroads are subject to the Rules, Timetable and Special Instruction of the Texas and Pacific Railway while occupying its tracks.

14. Standard Clocks: Big Spring, Monahans, Toyah and El Paso.

MOVEMENT OF TRAINS AND ENGINES BETWEEN T&P YARD AND T&P-T&NO CONNECTION, EL PASO.

1. Block-Interlocking signal indications govern the use of track between east end T&P yard and T&P-T&NO connection with T&NO main tracks, Mills Street, El Paso.

A reverse movement, or a forward movement after making a reverse movement, must not be made within these limits without proper signal indication or permission from Towerman, Tower 47.

All trains and engines within these limits run at Restricted Speed, not exceeding 15 miles per hour.

2. Railroad crossings at grade protected by interlocking signals located:

(a) Two between Myrtle and Texas Streets.

(b) One between Texas and Mills Streets.

(c) One crossing of new track with T&NO industrial lead about 200 feet west of switch diverging from T&NO yard.

All signals controlled by Towerman, Tower 47.

3. All power-operated switches and signals governing movements in connection therewith controlled by Towerman, Tower 47.

4. When a train or engine finds a "Stop" indication displayed for a route to be used a member of crew must communicate with Towerman and authority to proceed may be given by telephone; before proceeding power-switches involved must be examined and known to be lined for route to be used and that points fit properly.

4. (a). When enroute from T&P Yard to Interlocking limits, Tower 47, a train, yard engine or engine in charge of hostler and herder with sufficient cars to block a street crossing between MaGoffin Ave. and Tower 47, will not pass Eastward Absolute Signal, located just south of MaGoffin Ave. except when signal displays a Green Aspect, Rule 281, without first communicating with Towerman, Tower 47. This to prevent blocking street crossings between MaGoffin Ave. and Tower 47.

5. Electrically Locked hand-operated switches in service:

(a) Hursch Bros. industry track.

(b) Both ends crossover located between MaGoffin and Bassett Streets.

Electric locks controlled by Towerman, Tower 47.

Hursch Bros. industry track is also equipped with derail at clearance point, which derail is connected to signal system and derail must be in derailing position when track is not in use.

STATIONS BETWEEN SIERRA BLANCA AND EL PASO

Station Number	Station	Mile Post Location
768	SIERRA BLANCA	768.5
	4.3	
772	ETHOLEN	741.2
	4.5	
777	LASCA	745.5
	3.8	
781	TOROER	749.5
	4.5	
785	SMALL	754.0
	4.6	
790	FINLAY	758.6
	6.4	
798	MADDEN	766.0
	5.2	
803	MONARY	771.2
	4.9	
808	FORT HANCOCK	776.1
	7.5	
815	ISER	783.6
	6.4	
821	POLVO	790.0
	4.2	
826	TORNILLO	794.2
	5.9	
831	FABENS	800.1
	7.2	
839	OLINT	807.3
	7.9	
846	BELEN	815.2
	1.5	
848	YSLETA	816.7
	6.1	
854	ALFALFA	822.8
	4.7	
859	TOWER 47 SP-TP CONN.	827.5
	1.6	
860	EL PASO	860.7

PRINCIPAL LOADING TRACKS AND SPURS, T-NM RWY.

Mile Post	Name of Track or Spur	Car Capacity	Switch Connection
0.5	Ozark Mahoning Co.	15	South
14.5	PO & G Spur	18	South
19.2	Shell Pipe Line Co.	49	North and South
23.28	West Texas Conc. Products, Inc.	10	South
23.34	Beaumont Cement Sales Co.	7	South
23.37	Halliburton Oil Well Cementing Co.	14	South
24.0	Dowell, Inc.	6	South
27.15	Smith Spur	12	South
28.2	Hooper Spur	6	South
28.3	Magnolia Spur (Magwalt)	20	South
28.6	Cabot Carbon Co.	160	South
28.6	Sid Richardson—Rack and Storage	75	North and South
39.6	El Paso Natural Gas Co.	40	North and South
40.57	Pure Oil Co.	75	North and South
46.6	Doubling Spur	40	North
52.6	El Paso Natural Gas Co.	67	North and South
55.9	Chas. Eneu Johnson & Co.	46	North
60.4	Mappens Stock	55	North and South
60.7	Skelly Oil Co.	34	North
62.3	Columbian Carbon Co.	45	North
63.0	Stanolind Oil & Gas Co.	41	South
65.0	Gulf Oil Corp.—Rack & Storage	66	North and South
65.55	Halliburton Oil Well Cementing Co.	17	South
70.8	Panhandle Carbon Co.	36	South
76.2	Chas. Eneu Johnson & Co.	38	South
78.0	Warren Rack	33	North and South
83.48	Allen Lumber Co.	8	South
83.66	Phillips Petroleum Co.	34	North
83.67	Magnolia Petroleum Co.	11	South
85.28	Western Co. (Old Wye)	9	South
85.54	T-NM Ry. & Gulf Oil Co. (Old Wye)	22	North
90.7	Air Field Spur—B&J Service	10	North
104.3	Halliburton Oil Well Cementing Co.	15	North
104.48	McAlester Fuel Co.	17	North
107.0	Lovington Storage Co.	15	North
107.0	Atlantic Loading Rack	28	North and South

TIME SERVICE

NATIONAL RAILWAY TIME SERVICE COMPANY

Chicago, Ill.

LOCAL WATCH INSPECTORS

NAME	HEADQUARTERS	TERRITORY
G. W. Haltom	Ft. Worth	Ft. Worth to Sierra Blanca, Monahans to Lovington
Lindsey's Jewelry	Weatherford	Weatherford
Lawrence Drug Store	Baird	Baird
C. M. Pressley	Abilene	Abilene
Toler Jewelry Co.	Sweetwater	Sweetwater
Sam F. Majors	Colorado City	Colorado City
Jim's Jewelry Store	Big Spring	Big Spring
Lester's Jewelry Co.	Odessa	Odessa
Kidd Jewelry Co.	Monahans	Monahans
C. E. Ross	El Paso	El Paso
Art Kassel	El Paso	El Paso
Tabbert's Del Camino Jewelers	El Paso	El Paso

HOSPITAL

Dr. John E. Hill, Chief Surgeon	Marshall, Texas
Dr. F. P. Miller, Division Surgeon	El Paso, Texas
Dr. G. T. Hall, District Surgeon	Big Spring, Texas

Local Surgeons

The Coffey Clinic	Fort Worth	The Big Spring Clinic	Big Spring
Dr. E. M. Russell	Weatherford	Dr. R. B. Hornberger	Stanton
Dr. P. L. Allen	Weatherford	Dr. J. B. Thomas	Midland
Dr. J. F. Roberson	Gordon	Dr. H. Glenn Walker	Midland
Dr. J. T. Spratt	Mingus	Dr. Kurt Lekisch	Midland
Dr. P. C. Pedigo	Strawn	Dr. E. V. Headlee	Odessa
Dr. P. M. Kuykendall	Ranger	Dr. Alan H. Hays (Assoc.)	Odessa
Dr. M. A. Treadwell	Eastland	Dr. Arthur J. Barnett	Monahans
Dr. W. P. Lee	Cisco	Dr. D. L. Bell (Assoc.)	Monahans
Dr. Ervin E. Addy	Cisco	Dr. Jim Camp	Peeco
Dr. R. L. Griggs	Baird	Dr. Bruce Hay (Assoc.)	Peeco
Dr. Andrew J. Pope	Abilene	Dr. Jno. C. Epperson, Jr.	Van Horn
Dr. Carroll E. Murtha	Abilene	Dr. John H. Johnstone	Ysleta
Dr. Jack Crow (Assoc.)	Abilene	Dr. T. C. Liddell	El Paso
Dr. W. T. Sadler	Merkel	Dr. R. B. Homan	El Paso
Dr. D. W. Warren (Assoc.)	Merkel	Dr. L. G. Breeden	Wink
The Young Medical Center	Sweetwater	Dr. W. H. McClure	Kermit
Dr. Bruce Johnson	Loraine	Dr. Harper Peddicord (Assoc.)	Kermit
Dr. Joe C. Terry	Loraine	Dr. Hendrick Rijnders	Eunice
Dr. J. M. Crymes	Colorado City	Dr. W. E. Badger	Hobbs
		Dr. H. W. Gillett	Lovington

Oculists

Dr. J. Robt. Harris (Eyes only)	Ft. Worth	Dr. F. M. Applegate	Monahans
Dr. W. Hubert Seale	Abilene	Dr. R. A. Roberts	Peeco
Dr. G. H. Wood	Big Spring	Dr. Schuster, Schuster and Walker	El Paso
Dr. Jno. H. Fish (Assoc.)	Big Spring		