DIVISION OFFICERS

W. T. Alexander	Superintendent	Big Spring, Tex.
J. G. Tucker	Asst. Superintendent	Big Spring, Tex.
A. C. LaCroix	Asst. Superintendent	Big Spring, Tex.
D. L. Ringler	Master Mechanic	Big Spring, Tex.
J. A. Wright	Trainmaster	Big Spring, Tex.
R. L. Riggs	Terminal Trainmaster	Fort Worth and Lancaster Yards
R. L. Myers	Terminal Trainmaster	El Paso, Tex.
J. B. Shultz	Road Foreman of Engines	Big Spring, Tex.
R. C. Williams	Road Foreman of Engines	Big Spring, Tex.

J. W. McCoy	Chief Dispatcher	Big Spring, Tex.
C. R. Cozort	Asst. Chief Dispr.	Big Spring, Tex.
N. W. Derryberry	Asst. Chief Dispr.	Big Spring, Tex.
C. J. Dupont	Asst. Chief Dispr.	Big Spring, Tex.
R. V. Tims	Asst. Chief Dispr.	Big Spring, Tex.

C. A. Boyd	Dispatcher	Big Spring, Tex.
M. C. Boyd	Dispatcher	Big Spring, Tex.
W. J. Davis	Dispatcher	Big Spring, Tex.
K. E. Faubion	Dispatcher	Big Spring, Tex.
T. P. Harrison	Dispatcher	Big Spring, Tex.
P. E. Harris	Dispatcher	Big Spring, Tex.
D. E. Hoover	Dispatcher	Big Spring, Tex.
C. Percy, Jr.	Dispatcher	Big Spring, Tex.
J. H. Percy	Dispatcher	Big Spring, Tex.
R. L. Wisdom, Jr.	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.
6	10	0	32	1	52	53	1	7
7	8	30	33	1	49	54	1	6
8	7	30	34	1	45	55	1	5
10	6	0	35	1	42	56	1	4
12	5	0	36	1	40	57	1	3
15	4	0	37	1	37	58	1	2
16	3	45	38	1	34	59	1	1
17	3	31	39	1	33	60	1	0
18	3	20	40	1	30	61	0	59
19	3	9	41	1	27	62	0	58
20	3	0	42	1	25	63	0	57
21	2	51	43	1	23	64	0	56
22	2	43	44	1	21	65	0	55
23	2	36	45	1	20	67	0	54
24	2	30	46	1	18	68	0	53
25	2	24	47	1	16	69	0	52
26	2	18	48	1	15	70	0	51
27	2	13	49	1	13	72	0	50
28	2	8	50	1	12	73	0	49
29	2	4	51	1	10	75	0	48
30	2	0	52	1	9			
31	1	56						

SAFETY FIRST

THE TEXAS AND PACIFIC RAILWAY

The Texas and Pacific Railway Company

WESTERN DIVISION

TIME TABLE NO. 19

Effective 12:01 a. m., Sunday, October 2, 1949

CENTRAL TIME

SUPERSEDING PREVIOUS TIME TABLES

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYES 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

FORT WORTH SUB-DIVISION--Westward

Time Table No. 19
EFFECTIVE 12:01 A. M.
OCTOBER 2, 1949

Station Number	Car Capacity Passing Siding	STATIONS		FIRST CLASS 1 West Texas Eagle Passenger Daily	FIRST CLASS 7 The Westerner Passenger Daily			SECOND CLASS 67 Red Ball Freight Daily	SECOND CLASS 65 Red Ball Freight Daily	SECOND CLASS 53 Red Ball Freight Daily				
246	YARD	N....FORT WORTH	Two Main Tracks	L 9 00AM	L10 15PM									
		5.3												
251	YARD	N.LANCASTER YARD		9 10	10 25			L 4 30AM	L11 59AM	L 9 00PM				
		6.0												
257	90	.....PERSHING.....		9 16	10 33			4 50	12 14PM	9 12				
		3.1												
260	90	.....IONA.....		9 21	10 38			5 14 8	12 22	9 19				
		3.7												
264	82	D.....ALEDO.....		9 26	10 42			5 25	12 28	9 25				
		5.0												
269	90	.....ANNETA.....		9 32	10 48			5 32	12 40 56	9 31				
		4.0												
273	89	.....EARLS.....		9 36	10 52			5 37	12 45	9 36				
		3.9												
277	106	N...WEATHERFORD.....		s 9 42	s11 02			5 45	12 55	9 43				
		3.7												
280	87	.....SEALE.....		9 48	11 08			5 55	1 01	9 50				
		2.8												
283	24	.....LAMBERT.....		9 52	11 12			6 00	1 06	9 54				
		3.5												
287	82	.....PREBLE.....		9 56	11 16			6 05	1 11	9 59				
		4.0												
291	38	D.....MILLSAP.....		s10 01	s11 22			6 11	1 16	10 04				
		3.2												
294	88	.....BENNETT.....		10 07	11 27 60			6 16	1 22	10 09				
		6.8												
301	89	.....BRAZOS.....		10 17 56	11 37			6 30	1 35 54	10 22				
		6.8												
308	90	N.....SANTO.....		10 24	11 44			6 40	1 44	10 30				
		5.8												
313	89	.....JUDD.....		10 30	11 50			6 49	1 52	10 43 60				
		5.2												
319	82	D.....GORDON.....		10 36	11 55			6 59	2 00	10 50				
		3.3												
322	92	D.....MINGUS.....		f10 41	11 59			7 05	2 29 2	10 55				
		4.5												
326	118	D.....STRAWN.....		s10 46	12 05AM			7 11	2 40	11 01				
		7.8												
334	82	.....WILES.....		10 57	12 16			7 30	2 55	11 16				
		4.5												
338	100	.....TIFFIN.....		11 05	12 24			7 45	3 08	11 25				
		2.6												
341	E 114 W 98	N.....RANGER.....		s11 10	s12 34			7 55	3 15	11 30				
		6.4												
347	90	.....OLDEN.....		11 19	12 44			8 10	3 25	11 39				
		3.6												
351	125	D.....EASTLAND.....		s11 24 54	s12 49			8 25 56	3 31	11 44				
		4.6												
355	89	.....LEM.....		11 30	12 55			8 40	3 38	11 50				
		5.3												
361	E-90 W112	N.....CISCO.....		s11 40	s 1 10			8 48	3 50	11 59				
		7.3												
368	89	.....DOTHAN.....		11 50	1 20			8 59	4 00	12 09AM				
		6.0												
374	89	D.....PUTNAM.....		11 57	1 26			9 06	4 10	12 16				
		7.5												
381	90	.....JAYELL.....		12 06PM	1 34			9 17	4 20	12 25				
		4.4												
386	YARD	N.....BAIRD.....		A12 15PM	A 1 45AM			A 9 30AM	A 4 40PM	A12 35AM				
		140		1 Daily	7 Daily			67 Daily	65 Daily	53 Daily				
		Time Over Sub-Division		3.15	3.30			5.00	4.41	3.35				

43.04 39.97

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

Between east end East Siding Cisco and west end West Siding Cisco trains and engines will be governed by block signals whose indications will supersede the superiority of trains as provided for in Rules 261 to 269 inclusive.

First-class trains run at Reduced Speed between Ft. Worth passenger station and M.P. 250 Lancaster Yard.

Second class and inferior trains, yard and other engines may run ahead of overdue EASTWARD first class trains between Mile Post 250, Lancaster Yard, and crossovers, Mile Post 245.6 just east of interlocking limits, Fort 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 Crossovers Mile Post 245.6, just east of interlocking limits, Fort Worth, and Mile Post 250, Lancaster Yard, without train order authority.

Yard and other engines may run ahead of overdue WESTWARD first class trains between Crossovers Mile Post 245.6, just east of interlocking limits, Fort Worth and Mile Post 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.

Employes of the FW&DC, GC&SF, I-GN, StLSF&T, T&NO and WMW&NW Railways are subject to the Rules, Time-Table and Special Instructions of the Texas & Pacific Railway while occupying its tracks.

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

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

Time at Lancaster Yard applies at west end two main tracks M.P. 251.1.

Lancaster Yard is train order office for Eastward trains originating that point only, but is train order office for all Westward trains. Train order signal of color light type for Westward trains located on north end of footbridge opposite Hump Yard Office—MP249.7 Normal position STOP. Enginemen must see this signal change from stop to proceed indication or secure clearance, otherwise Transportation rules apply. Annunciators located MP 248.9 and MP 249.5 Westward track to indicate approach of train. If no orders for train, operator will clear train order signal when second indication is received.

Normal position spring switch east end of Baird for Baileyville track and must be lined for Baileyville track when not in actual use.

Freight crews after stopping trains in Baird Yard on designated tracks will set hand brakes on both head and rear end of their trains as necessary to insure trains being secure. Cars or cuts of cars left standing must be properly secured by hand brakes.

STANDARD CLOCKS

Fort Worth
Lancaster Yard
Weatherford
Baird

FORT WORTH SUB-DIVISION--Eastward

Time Table No. 19
EFFECTIVE 12:01 A. M.
OCTOBER 2, 1949

Miles from Texarkana	Location Water, Fuel, Turn-table, Wye, etc.	STATIONS	FIRST CLASS 8 The Westerner Passenger Daily	FIRST CLASS 2 West Texas Eagle Passenger Daily	SECOND CLASS 56 RS&P-Santa Fe California Freight Daily	SECOND CLASS 54 Red Ball Freight Daily	SECOND CLASS 60 Red Ball Freight Daily
245.7		N....FORT WORTH.....	A 5 40AM	A 4 30PM			
		5.3					
251.0	FWT	N..LANCASTER YARD...	5 25	4 15	A 1 40PM	A 5 00PM	A 2 00AM
		6.0					
257.0		.....PERSHING.....	5 18	4 07	1 09	4 30	1 30
		3.1					
260.1		.....IONA.....	**5 14** 67	4 02	12 58	4 19	1 20
		3.7					
263.8		D.....ALEDO.....	5 08	**3 57** 54	12 50	**3 57** 2	1 10
		5.0					
268.8		.....ANNETA.....	5 02	3 51	**12 40** 65	3 25	12 56
		4.0					
272.8		.....EARLS.....	4 58	3 46	12 15	3 10	12 50
		3.9					
276.7	W	N...WEATHERFORD.....	s 4 52	s 3 40	12 01PM	2 57	12 40
		3.7					
280.4		.....SEALE.....	4 42	3 32	11 40	2 38	12 20
		2.8					
283.2		.....LAMBERT.....	4 38	3 27	11 30	2 32	12 10AM
		3.5					
286.7		.....PREBLE.....	4 33	3 20	11 15	2 20	11 57
		4.0					
290.7		D.....MILLSAP.....	s 4 26	s 3 13	10 55	2 05	11 42
		3.2					
293.9	W	.....BENNETT.....	4 20	3 06	10 45	1 50	**11 27** 7
		6.8					
300.7		.....BRAZOS.....	4 09	2 55	**10 17** 1	**1 35** 65	11 05
		6.8					
307.5		N.....SANTO.....	4 02	2 47	9 38	12 55	10 55
		5.8					
313.3		.....JUDD.....	3 56	2 41	9 31	12 35	**10 43** 53
		5.2					
318.5		D.....GORDON.....	3 50	2 34	9 24	12 24	10 20
		3.3					
321.8	W	D.....MINGUS.....	3 46	**2 29** 65	9 19	12 19	10 10
		4.5					
326.3		D.....STRAWN.....	s 3 40	s 2 22	9 13	12 13	10 04
		7.3					
333.6		.....WILES.....	3 28	2 11	9 02	12 01PM	9 54
		4.5					
338.1		.....TIFFIN.....	3 20	2 04	8 55	11 53	9 44
		2.6					
340.7	W	N.....RANGER.....	s 3 15	s 1 59	8 50	11 48	9 38
		6.4					
347.1		.....OLDEN.....	3 00	1 47	8 31	11 36	9 28
		3.6					
350.7		D.....EASTLAND.....	s 2 55	s 1 41	**8 25** 67	**11 24** 1	9 21
		4.6					
355.3		.....LEM.....	2 49	1 33	8 15	11 00	9 10
		5.3					
360.6	W	N.....CISCO.....	s 2 42	s 1 26	8 07	10 52	8 55
		7.3					
367.8		.....DOTHAN.....	2 27	1 13	7 47	10 32	8 31
		6.0					
373.8		D.....PUTNAM.....	2 20	1 06	7 35	10 20	8 22
		7.5					
381.3		.....JAYELL.....	2 12	12 57	7 25	10 10	8 10
		4.4					
385.7	FWT	N.....BAIRD.....	L 2 05AM	L12 50PM	L 7 15AM	L10 00AM	L 8 00PM
		140	**8** Daily	**2** Daily	**56** Daily	**54** Daily	**60** Daily
		Time Over Sub-Division	3.35	3.40	6.25	7.00	6.00

39.04 38.15

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

BAIRD SUB-DIVISION--Westward

Time Table No. 19
EFFECTIVE 12:01 A. M.
OCTOBER 2, 1949

Station Number	Car Capacity Passing Siding	STATIONS	FIRST CLASS 7 The Westerner Passenger Daily	FIRST CLASS 1 West Texas Eagle Passenger Daily	SECOND CLASS 53 Red Ball Freight Daily	SECOND CLASS 67 Red Ball Freight Daily	SECOND CLASS 65 Red Ball Freight Daily
386	YARD	N.....BAIRD.....	L 1 55 {8 AM}	L12 20PM	L12 55AM	L10 00AM	L 5 10PM
		6.9					
392	103	D.....CLYDE.....	2 08	f12 32 2	1 13	10 25	5 30
		3.5					
396	103	.....BERLO.....	2 12	12 36	1 17	10 30	5 35
		5.3					
401	103	.....ELMDALE.....	2 17	12 41	1 32 8	10 37	5 41
		3.5					
405	107	.....HOLDER.....	2 20	12 44	1 42	10 42	5 45
		2.0					
407	76	N.....ABILENE.....	s 2 40	s12 54	2 00	10 55	5 51
		2.6					
409	107	.....BAGDAD.....	2 45	12 58	2 05	11 01	6 00 60
		5.6					
414	117	.....TYE.....	2 51	1 03	2 12	11 11	6 10
		8.3					
423	117	D.....MERKEL.....	2 59	s 1 13	2 22	11 39 2	6 20
		6.3					
429	104	D.....TRENT.....	3 05	f 1 20	2 30	11 59	6 28
		8.4					
438	105	.....ESKOTA.....	3 13	1 29	2 40	12 10PM	6 38
		4.0					
442	103	.....STAMPER.....	3 17	1 33	2 45	12 17	6 44
		5.4					
448	126	N....SWEETWATER.....	s{3 25 56 / 3 45}	s 1 47	3 10 56	12 35	6 57
		4.7					
453	85	.....PETE.....	3 53	1 55	3 20	12 45	7 07
		3.9					
456	99	D.....ROSCOE.....	3 57	f 2 00	3 27	12 52	7 12
		6.3					
462	89	.....JANUS.....	4 04	2 08	3 37	1 01	7 21
		3.8					
467	87	D.....LORAINE.....	4 08	f 2 13	3 42	1 06	7 27
		6.4					
472	89	.....RODET.....	4 14	2 20	3 50	1 14	7 35
		3.3					
476	NS	N...COLORADO CITY....	s 4 23	s 2 28	3 58	1 20	7 43
		2.6					
479	85	.....DOME.....	4 28	2 33	4 05	1 27	7 50
		6.5					
485	87	.....WESTBROOK.....	4 34	f 2 40	4 13	1 35	7 58
		6.5					
492	85	.....IATAN.....	4 40	2 48	4 23	1 43	8 05
		7.0					
498	103	.....DALBY.....	4 48 54	2 55	4 33 54	1 52	8 15
		4.5					
503	91	D.....COAHOMA.....	4 53 53	f 3 00 60	4 53 7	1 58	8 22
		5.5					
509	92	.....ZILER.....	4 59	3 07	5 08	2 05	8 30
		4.7					
513	YARD	N.....BIG SPRING.....	A 5 10AM	A 3 20PM	A 5 30AM	A 2 30{60 PM}	A 8 50 PM
		127.5	7 Daily	1 Daily	53 Daily	67 Daily	65 Daily
		Time Over Sub-Division	3.15	3.00	4.35	4.30	3.40

38.71 42.50

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

First class trains will run at REDUCED SPEED between Yard Limit Boards at Roscoe expecting to find R. S. & P. trains occupying main track.

Normal position spring switch east end Baird for Baileyville track and must be lined for Baileyville track when not in actual use.

Freight crews after stopping trains in Baird Yard on designated tracks will set hand brakes on both head end and rear end of their trains as necessary to insure trains being secure. Cars or cuts of cars left standing must be properly secured by hand brakes.

Movements of yard engines between Pyramid, MP 444.7 and east yard limit board, MP 441.0, and between Big Spring and Ziler, must be authorized by train order.

Hand throw switch at each end siding Dome: Automatic block signal at fouling point each end siding Dome governing movements from siding to main track and to the next block signal. Main track switch must not be opened or main track obstructed while signal displays "STOP" indication except as provided by Rule 509 and flag protection to the rear. When signal displays YELLOW indication main track switch must be opened before fouling signal.

Pull out tracks Big Spring will not be used by trains or engines to enter yard except on special instructions. Westward freight trains will use crossover at east end of train yard to enter Big Spring yard unless otherwise instructed.

Employes of the A. & S., G. C. & S. F., and R. S. & P. Railways are subject to the rules, timetable and special instructions of the Texas and Pacific Railway while occupying its tracks.

STANDARD CLOCKS

Baird **Big Spring**

BAIRD SUB-DIVISION--Eastward

Time Table No. 19

EFFECTIVE 12:01 A. M.
OCTOBER 2, 1949

Location Water, Fuel, Turo-table, Wye, etc.	Miles from Texarkana	STATIONS	FIRST CLASS				SECOND CLASS						
			2	8			56	54	60				
			West Texas Eagle Passenger Daily	The Westerner Passenger Daily			RS&P-Santa Fe California Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily				
FWT	385.7	N.....BAIRD.....	A12 45PM	A 1 55 {7 AM}			A 6 35AM	A 9 15AM	A 7 00PM				
	6.9												
.....	392.6	D.....CLYDE.....	12 32 1	s 1 42			6 10	8 50	6 30				
	3.5												
.....	396.1	.....BERLO.....	12 24	1 38			5 50	8 40	6 25				
	5.3												
.....	401.4	.....ELMDALE.....	12 19	1 32 53			5 35	8 25	6 15				
	3.5												
W	404.9	.....HOLDER.....	12 14	1 28			5 20	8 20	6 10				
	2.0												
WY	406.9	N.....ABILENE.....	s12 10PM	s 1 24			5 10	8 15	6 05				
	2.6												
.....	409.5	.....BAGDAD.....	11 55	1 09			4 35	8 03	6 00 65				
	5.6												
.....	415.1	.....TYE.....	11 50	1 04			4 25	7 55	5 50				
	8.3												
.....	423.4	D.....MERKEL.....	s11 39 67	s12 54			4 13	7 40	5 35				
	6.3												
.....	429.7	D.....TRENT.....	11 31	12 46			4 01	7 28	5 25				
	8.4												
.....	438.1	.....ESKOTA.....	11 23	12 38			3 48	7 13	5 10				
	4.0												
.....	442.1	.....STAMPER.....	11 18	12 33			3 40	7 05	5 02				
	5.4												
FWY	447.5	N....SWEETWATER.....	s11 10	s{12 25 / 12 05AM}			{3 25 7 / 3 10 53}	6 50	4 50				
	4.7												
.....	452.2	.....PETE.....	10 51	11 56			2 56	6 17	4 30				
	3.9												
Y	456.1	D.....ROSCOE.....	10 47	f11 51			2 50	6 10	4 22				
	6.3												
.....	462.4	.....JANUS.....	10 41	11 44			2 40	5 58	4 11				
	3.8												
.....	466.2	D.....LORAINE.....	10 37	f11 39			2 33	5 50	4 01				
	6.4												
WMP 470	472.6	.....RODET.....	10 31	11 32			2 26	5 40	3 53				
	3.3												
.....	475.9	N...COLORADO CITY....	s10 26	s11 27			2 20	5 32	3 45				
	2.6												
.....	478.9	.....DOME.....	10 20	11 18			2 15	5 25	3 38				
	6.5												
.....	485.0	.....WESTBROOK.....	10 14	f11 11			2 08	5 13	3 30				
	6.5												
.....	491.5	.....IATAN.....	10 08	11 04			2 01	5 05	3 22				
	7.0												
.....	498.5	.....DALBY.....	10 00	10 57			1 53	{4 48 7 / 4 33 53}	3 13				
	4.5												
.....	503.0	D.....COAHOMA.....	9 56	f10 52			1 47	4 18	3 00 1				
	5.5												
.....	508.5	.....ZILER.....	9 51	10 46			1 40	4 10	2 40				
	4.7												
FWT	513.2	N.....BIG SPRING.....	L 9 45AM	L10 40PM			L 1 30AM	L 4 00AM	L 2 30 {67 PM}				
		127.5	2 Daily	8 Daily			56 Daily	54 Daily	60 Daily				
		Time Over Sub-Division	3.00	3.15			5.05	5.15	4.30				

42.50 38.71

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

Westward — BIG SPRING SUB-DIVISION — Eastward

Time Table No. 19

EFFECTIVE 12:01 A. M.
OCTOBER 2, 1949

SECOND CLASS			FIRST CLASS							FIRST CLASS			SECOND CLASS	
65	67		1	7	Station Number	Car Capacity Passing Siding	STATIONS	Miles from Tonarkana	Location Water, Fuel, Turn-table, Wye, etc.	2	8		60	54
Red Ball Freight Daily	Red Ball Freight Daily		West Texas Eagle Passenger Daily	The Westerner Passenger Daily						West Texas Eagle Passenger Daily	The Westerner Passenger Daily		Red Ball Freight Daily	Red Ball Freight Daily
L 9 20PM	L 3 35PM		L 3 30PM	L 5 30AM	518	YARD	N....BIG SPRING	513.2	FWT	A 9 30AM	A10 20PM		A 1 30PM	A 3 00AM
							6.1							
9 32	3 50		3 36	5 37	519	101	.....DORT	519.3	.....	9 20	10 10		1 01	2 35
							4.9							
9 39	3 57		3 41	5 42	524	91	.....MORITA	524.2	.....	9 15	10 05		12 50	2 27
							4.0							
10 01 8	4 05		3 45	5 46	528	89	.....TRUNK	528.2	.....	9 11	10 01 65		12 43	2 20
							5.9							
10 15	4 15		s 3 51	5 53	534	91	D.....STANTON	534.1	W	f 9 04	f 9 53		12 32	2 10
							5.2							
10 21	4 22		3 56	5 58	539	85	.....DIX	539.3	.....	8 58	9 47		12 22	1 55
							5.1							
10 27	4 29		4 01	6 03	544	91	.....PAUL	544.4	.....	8 53	9 42		12 13	1 40
							4.6							
10 34	4 35		4 05	6 07	549	91	.....CHUB	549.0	.....	8 49	9 38		12 05PM	1 25
							4.2							
10 41	4 45		s 4 14	s 6 22	553	91	N.....MIDLAND	553.2	WMP551	s 8 43	s 9 32		11 55	1 10
							5.8							
10 49	4 54		4 20	6 29	559	91	.....BOUNOE	559.0	.....	8 28	9 15		11 44	12 55
							4.4							
10 54	5 00		4 24	6 33	563	90	.....WARFIELD	563.4	.....	8 24	9 11		11 38	12 45
							5.4							
11 00	5 07		4 29	6 38	569	91	.....SOLO	568.8	.....	8 19	9 06		11 31	12 30
							5.1							
11 10	5 17		s 4 40	s 6 55	573	114	N.....ODESSA	573.8	W	s 8 13	s 9 00		11 21	12 18
							4.9							
11 20	5 25		4 46	7 02	579	91	.....ARCADE	578.8	.....	7 59	8 44		11 11	12 08
							5.8							
11 32	5 35		4 53	7 08	584	64	.....DOURO	584.5	.....	7 54	8 38		11 03	12 01AM
							5.5							
11 51 54	5 42		4 59	7 13	590	91	.....BADGER	590.1	.....	7 48	8 32		10 55	11 51 65
							3.6							
11 59	5 47		5 02	7 17	594	91	.....METZ	593.7	.....	7 44	8 28		10 50	11 46
							6.5							
12 07AM	5 55		5 08	7 23	600	90	.....RANCH	600.2	.....	7 38	8 22		10 41	11 37
							4.8							
12 13	6 00		5 12	7 28 2	604	86	.....SAND HILLS	604.5	.....	7 28 7	8 18		10 35	11 19
							4.5							
12 25	6 10		s 5 20	s 7 43	609	E 98 W106	N.....MONAHANS	609.8	FWY	s 7 20	s 8 12		10 25	11 10
							6.4							
12 35	6 20		5 27	7 51	615	111	D.....WICKETT	615.7	.....	7 05	7 59		10 07	10 38
							8.8							
12 45	6 30		f 5 35	f 8 00	624	106	D.....PYOTE	623.7	.....	f 6 56	f 7 49		9 56	10 25
							9.7							
12 57	6 45		5 45	8 10	634	68	.....QUITO	633.6	WMP631	6 46	7 39		9 43	10 12
							6.0							
1 05	6 55		f 5 51	8 16	640	71	D.....BARSTOW	640.2	.....	f 6 40	f 7 33		9 35	10 00
							6.8							
1 16	7 25 8		s 6 00	s 8 30	647	100	N.....PLOOS	646.7	Y	s 6 32	s 7 25 67		9 24	9 45
							9.2							
1 28	7 45		6 10	8 42	656	90	.....HERMOSA	655.9	.....	6 20	7 10		9 10	9 30
							10.1							
A 1 45AM	A 8 15PM		A 6 20PM	A 8 55 60AM	666	YARD	N.....TOYAH	666.0	FWY	L 6 10AM	L 7 00PM		L 8 55 7AM	L 9 15PM
65	67		1	7			152.8			2	8		60	54
Daily	Daily		Daily	Daily						Daily	Daily		Daily	Daily
4.25	4.40		2.50	3.25			Time Over Sub-Division			3.20	3.20		4.35	5.45

53.92 44.72 — 45.84 45.84

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

Employes of the P. & S. F., P. V. S. and T-N. M. Railways are subject to the rules, timetable and special instructions of the Texas and Pacific Railway while occupying its tracks.

West siding Monahans extends from crossover west of depot to west end of track M. P. 611.

Pull out tracks Big Spring will not be used by inbound trains or engines to enter yard except on special instructions.

Eastward freight trains will use crossover track at west end of train yard to enter Big Spring yard unless otherwise instructed.

STANDARD CLOCKS

Big Spring
Monahans
Toyah

Time Table No. 19

EFFECTIVE 12:01 A. M.
OCTOBER 2, 1949

SECOND CLASS			FIRST CLASS						FIRST CLASS			SECOND CLASS	
67	65		1	7	Station Number	Car Capacity Passing Siding	STATIONS	Miles from Texarkana	Location Water, Fuel, Turn-table, Wye, etc.	2	8	60	54
Red Ball Freight Daily	Red Ball Freight Daily		West Texas Eagle Passenger Daily	The Westerner Passenger Daily						West Texas Eagle Passenger Daily	The Westerner Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily
L 8 50PM	L 2 15AM		L 6 25PM	L 9 05AM	666	YARD	N.....TOYAH.....	666.0	FWY	A 6 05AM	A 6 45PM	A 8 10AM	A 8 15PM
							5.8						
9 07	2 30		6 35 8	9 13	671	72	.....REEVES.....	671.3	.....	5 55	6 35 1	7 50	7 50
							5.4						
9 29	2 42		6 50	9 20	676	90	.....GOZAR.....	676.7	.....	5 50	6 29	7 40	7 40
							9.7						
9 58	3 01		7 03	9 32	687	90	.....SAN MARTINE.....	686.4	.....	5 41	6 19	7 25	7 25
							5.0						
10 12	3 12		7 10 54	9 39	691	85	.....LEVINSON.....	691.4	W	5 36	6 14	7 15	7 10 1
							7.4						
10 33	3 28		7 20	f 9 49	698	72	D.....KENT.....	698.8	.....	5 28	f 6 04	7 00	6 37
							10.1						
10 53	3 48		7 34	10 03	709	92	.....BORACHO.....	708.9	.....	5 17	5 54	6 45	6 22
							10.3						
11 06	4 03		7 45	10 13	719	71	.....PLATEAU.....	719.2	.....	5 03	5 40	6 20	5 57
							7.9						
11 17	4 15		7 53	10 21	727	90	.....WILD HORSE.....	727.1	.....	4 54	5 31	5 55	5 47
							7.8						
11 50	4 45 2		s 8 01	10 29	735	76	N.....VAN HORN.....	734.9	FW	s 4 45 65	s 5 21	5 28	5 38
							4.5						
12 06AN	5 18 60		8 10	10 35	739	77	.....HILLSIDE.....	739.4	.....	4 40	5 15	6 18 65	5 30
							7.1						
12 30	5 45		8 20	10 48	746	90	D.....ALLAMORE.....	746.5	Y	4 32	5 07	6 05	5 20
							7.4						
1 06	5 56		8 28	10 57	754	90	.....EAGLE FLAT.....	753.9	.....	4 25	5 00	4 52	5 10
							9.7						
1 35	6 10		8 38	11 09	764	90	.....ARISPE.....	763.6	.....	4 16	4 50 54	4 40	4 50 8
							4.9						
A 2 00AM	A 6 30AM		A 8 50PM	A11 25AM	768	YARD	N...SIERRA BLANCA....	768.5	.....	L 4 10AM	L 4 45PM	L 4 30AM	L 4 30PM
							12.7						
					781		.....TORCER.....	781.0	.....				
							3.7						
					785		.....SMALL.....	784.7	.....				
							5.3						
					790		.....FINLAY.....	790.0	.....				
							4.0						
					794		.....RAMEY.....	794.0	.....				
							3.6						
					798		.....MADDEN.....	797.6	.....				
							5.2						
					803		.....McNARY.....	802.8	.....				
							4.8						
					808		....FORT HANCOCK....	807.5	.....				
							7.4						
					815		.....ISER.....	814.9	.....				
							6.2						
					821		.....POLVO.....	821.1	.....				
							4.7						
					826		.....TORNILLO.....	825.7	.....				
							5.4						
					831		.....FABENS.....	831.2	.....				
							7.5						
					839		.....CLINT.....	838.7	.....				
							5.8						
					844		.....BUFORD.....	844.0	.....				
							3.8						
					846		.....BELEN.....	846.8	.....				
							1.7						
					848		.....YSLETA.....	848.0	.....				
							6.1						
					854		.....ALFALFA.....	854.2	.....				
							6.3						
A 8 00AM	A11 59AM		A11 00PM	A 1 45PM	860	YARD	N.....EL PASO.....	860.7	FWTY	L 1 30 AM	L 2 30PM	L12 01AM	L12 01PM
67 Daily	65 Daily		1 Daily	7 Daily			194.7			2 Daily	8 Daily	60 Daily	54 Daily
11.10	9.44		4.35	4.40			Time Over Sub-Division			4.35	4.15	8.09	8.14

Employes will be governed by the rules and time table of the T. & N. O. Railroad between Sierra Blanca and El Paso.

Time of departure and arrival shown at El Paso is for information only. Figures not to be used.

42.48 41.72 42.38 45.43

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

Nos. 2 and 1 stop on flag Sierra Blanca for revenue passengers only.

Between east end siding Arispe and T&NO passenger connection Sierra Blanca trains and engines will be governed by Block Signals whose indications will supersede the superiority of trains as provided for in Rules 261 to 269 inclusive.

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

All inside switches, T&P yard tracks 1, 2 and 3 Sierra Blanca, must be left lined and locked for No. 2 (middle) track while not in use.

STANDARD CLOCKS
Toyah
El Paso

Special Instructions

ALL SUB-DIVISIONS

Road Foreman of Engines has the authority of Trainmaster.

Automatic air brakes must be coupled and working on pile drivers, derricks or other such machines and locomotives while being handled in trains or by yard engine, and must not be switched with when it can be avoided. When necessary to handle such machines or locomotives, while switching, 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.

Outfit and wooden underframe cars, loaded or empty, must be handled on rear of all trains.

Water and fuel oil cranes equipped with switch locks must be kept locked when not in use.

AUTOMATIC BLOCK SYSTEM

1. Automatic Block Signal Rules effective:

Ft. Worth Sub-Division — Big Spring Sub-Division
Baird Sub-Division — Toyah Sub-Division

2. Certain color light Block Signals, with or without Number Plates, in addition to displaying aspects, provided by Rules, may display the following aspects and indications:

ASPECTS.	INDICATION
Yellow over Yellow.	Proceed preparing to stop at second signal.
Red over Lunar White, or Red over Red over Lunar White.	Proceed at Restricted Speed without stopping expecting to find route occupied and prepared to stop short of obstruction.

3. Certain color light Block Signals, equipped with Number Plates, which govern the approach to a Block Signal located at a diverging route power-operated switch may display the following aspect and indication:

ASPECT.	INDICATION
Red over Yellow.	Proceed preparing to enter diverging route at next signal.

4. A train or engine entering the main track, or passing from two main tracks to single track at a spring switch not protected by block signals or block indicator signals must, when necessary, protect the movement.

SPECIAL INSTRUCTIONS GOVERNING POWER OPERATED SWITCHES

Fort Worth Sub-Division

Power-Operated switches at each end passing sidings at Aledo and Preble and the 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 Sub-Division

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.

SPECIAL INSTRUCTIONS GOVERNING POWER OPERATED SWITCHES (Continued)

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.

2. If permission is given to proceed, all power-operated switches located in the block governed by that signal must be examined and points known to fit properly before proceeding over such switches.

3. When a signal governing a movement over a power-operated switch indicates "STOP" except as authorized by Authority Card, form 157 and Rule 663. movement must not be made over switch until switch is placed in hand-throw position and Engineman notified.

SPRING SWITCHES

Station	Mile Post	Track	Facing Point Direction	Normal Position
Hodge	A-239.3	North end siding	Southward	Main track
Fort Worth	A-242.2	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	251.1	End of two main tracks	Eastward	Eastward Main track
Pershing	257.4	West end siding	Eastward	Main track
Weatherford	277.6	West end siding	Eastward	Main track
Santo	308.0	West end siding	Eastward	Main track
Wiles	334.0	West end siding	Eastward	Main track
Ranger	341.8	West end West siding	Eastward	Main track
Eastland	351.7	West end siding	Eastward	Main track
Dothan	367.2	East end siding	Westward	Main track
Baird	385.65	Baileyville east end yard	East	Baileyville track
Baird	386.33	West switch to turn out or lead, west end yard	East	Main track
Berlo	395.6	East end siding	Westward	Main track
Elmdale	400.9	East end siding	Westward	Main track
Trent	430.3	West end siding	Eastward	Main track
Stamper	442.6	West end siding	Eastward	Main track
Sweetwater	446.9	East end siding	Westward	Main track
Sweetwater	448.1	West end siding	Eastward	Main track
Loraine	465.7	East end siding	Westward	Main track
Rodet	472.0	East end siding	Westward	Main track
Big Spring	512.03	East switch to pull out track	West	Main track
Big Spring	514.33	West switch to pull out track	East	Main track
Trunk	523.7	West end siding	Eastward	Main track
Arcade	579.1	West end siding	Eastward	Main track
Douro	584.6	West end siding	Eastward	Main track
Badger	589.7	East end siding	Westward	Main track
Toyah	667.2	West end pullout track	Eastward	Main track
Gozar	677.2	West end siding	Eastward	Main track
San Martine	686.7	West end siding	Eastward	Main track
Levinson	691.6	West end siding	Eastward	Main track
Plateau	718.8	East end siding	Westward	Main track
Van Horn	725.2	West end siding	Eastward	Main track
Hillside	739.8	West end siding	Eastward	Main track
Arispe	764.0	West end siding	Eastward	Main track

Trains or engines moving in the trailing point direction through a spring switch must not exceed a maximum speed of 30 miles per hour unless otherwise restricted.

A member of train or yard crew riding caboose or rear car in cut should observe spring switches after passing through them in trailing point direction to see if the points move or if any indication of switch being in damaged condition and if such condition noticed, make report accordingly.

Special Instructions

ALL SUB-DIVISIONS

TRANSPORTATION RULES

Rule 2. Amended to read: Watches that have been examined and certified to by a designated Inspector must be used by:

Road Foremen of Engines	Trainmasters	Brakemen
Signal Supervisors	Chief Dispatchers	Train Baggagemen
Asst. Signal Supervisors	Train Dispatchers	Yard Foremen
Signal Maintainers	Yardmasters	Switchmen
Telephone Maintainers	Asst. Yardmasters	Agent-Operators
Roundhouse Foremen	Conductors	Operators
Extra Gang Foremen	Enginemen	Towermen
B&B Gang Foremen	Firemen	Roadmasters
Motor Car Operators	Hostlers	Section Foremen
		Linemen

The certificate in prescribed form must be renewed and filed with the Superintendent during the month of July each year.

Rule 2 (a). Amended to read: Watches of train dispatchers and employes in train, engine and yard service, with that portion of the certificate retained by them, must be presented to a designated inspector for comparison and registration each calendar month of the year with not more than forty days between comparisons. All employes required to use certified watches must have this portion of the certificate in their possession while on duty and present it for examination when called for by an officer. When watches of employes subject to time service rules are found at any time to be thirty seconds or more from standard time, they must be set to correct time.

Rule 73. Exception to: Within automatic block system limits, extra trains may run ahead of second class trains, except No. 53, without train order authority until overtaken and will then, unless otherwise provided, arrange for the second class train to pass promptly.

When so instructed by proper authority an extra train will clear the time of a following second class train as required by Rule 87 (b).

Rule 87. Clearance of Trains within Automatic Block System Limits. Exception to: At meeting points, second class and inferior trains must clear the main track not less than five minutes before the leaving time of a first class train. At meeting points between other trains, the inferior train must clear the main track before the leaving time of the superior train.

Rule 92. Exception to: Within automatic block system limits a train may arrive at a station in advance of its schedule arriving time.

Rule 99. Exception to: When within the limits of Automatic Block System and a following passenger train is due, the flagman may return to his train when recalled if there is no train seen or heard approaching, but must leave at the point from which he returns two torpedoes on the rail on the engineman's side not less than two rail lengths apart; between sunset and sunrise and/or when conditions require additional safety for his train, he will leave a burning red fusee in addition. If when recalled, a train is seen or heard approaching the flagman must remain displaying stop signals until the approaching train arrives.

Rule 104. Supplement to: All crossover switches must be left lined against a crossover movement when not in use, except as follows:

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

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

Rule 104 (e). Supplement to: A running switch must not be made with cars containing inflammables, explosives or other dangerous articles.

Passenger cars and occupied outfit cars must not be "kicked" or "dropped" against other cars. Other cars must not be "kicked" or "dropped" into a track on which occupied passenger or outfit cars are standing.

Rule 104 (g). Amended to read: Rail sand must not be used or water allowed to run from any locomotive between signals governing movement over spring or power-operated switches.

Rule 287. Exception to: When a color light Block Signal displays:
Red light with letter "S", or
Red light over a Red light with letter "S",
Indication is: "Stop and throw switch." After switch has been thrown be governed by indication displayed by the signal.

Rule 509 (b). Amended to read: A train or engine may pass at Restricted Speed not exceeding ten miles per hour, without stopping, a Block Signal indicating "Stop, then Proceed at Restricted Speed", when designated as a "Grade" signal, expecting to find a train in the block, broken rail, obstruction or switch not properly set. (See Rule 286-A).

Rule 520. Amended to read: When a signal governing a movement in the facing point direction of a spring switch indicates "Stop" or "Stop, then Proceed at Restricted Speed", switch must be tested by hand and switch points examined and known to fit properly before proceeding.

Rule 814. Supplement to: Conductors will require a brakeman to remain on the rear of train at all times except:

(a). When required to protect train under Rules of the Transportation Department.

(b). When a competent employe qualified to protect train under Rules of Transportation Department takes his place.

(c). When train is clear of main track.

(d). When train is within yard limits unless circumstances require protection under Rules of Transportation Department.

Train Order, Form "S-E". Supplement to: The following form is authorized:

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

Special Rules covering its use:

When a 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 REDUCED 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 will not be combined with other forms of train orders.

SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

MAXIMUM SPEEDS

Between	Miles per hour Passenger	Freight
Fort Worth—Sierra Blanca	70	60
Except: H-2, I-1 and I-2 Class Engines	60	
G-1-B and G-1-C Class Engines	35	35
F-1 and D-10 Class Engines	50	50
D-9 and D-5 Class Engines	30	30

Passenger trains handled by Diesel passenger engines may be operated at maximum speed of 75 miles per hour where not otherwise restricted between:
Fort Worth and Abilene
Colorado City and Sierra Blanaca

Note: Passenger trains handling box cars converted for passenger service, either system or foreign lines, equipped with freight trucks and steel wheels must not exceed a maximum speed of 70 Miles per hour.

Maximum speed of yard engines, running forward or backwards, and/or road engines running backwards, where not otherwise restricted, as follows:

	Miles per hour Main track.	All other tracks.
Steam yard engines, with or without cars	20	20
Diesel yard engines, with or without cars	40	20
Steam road engines, with or without cars	20	20

RAILROAD CROSSINGS

Location	Intersecting Railroad	
Cisco	M. K. T. Ry	(Interlocked)
Ranger	W. F. & S. R. R.	(Interlocked)

MAXIMUM SPEED—STEAM WRECKING DERRICKS WITH BOOM IN TRAILING POSITION:

Between	Straight Track Miles per hour	Curves
Lancaster Yard to Sierra Blanca	40	30

No. 16 TURN-OUTS

Location Station	Mile Post	Number of Turn-outs	Description	Miles Per Hour
Ft. Worth	244.2	2	East End Siding	30
Lancaster Yard	248.0	2	East End Thoroughfare	30
Lancaster Yard	251.1	1	West End Double Track	30
Aledo	263.2	1	East End Siding	30
Aledo	264.2	1	West End Siding	30
Preble	286.4	1	East End Siding	30
Preble	287.2	1	West End Siding	30
Cisco	359.7	1	East End East Siding	30
Cisco	361.7	1	West End West Siding	30

15 miles per hour must not be exceeded when entering or leaving other turn-outs.

Trains of mixed freight and passenger equipment will not exceed maximum freight train speed. Trains of deadhead passenger equipment will not exceed maximum freight train speed unless authorized. Cabooses are considered freight equipment.

Light engines in road movement, either freight or passenger, and engines handling cabooses or rider cars only, not otherwise restricted by time-table or special instructions, will not exceed a maximum speed of 40 miles per hour.

Trains handling scale test cars will not exceed maximum speed of 45 miles per hour. Trains handling loaded company ballast cars on Toyah Subdivision will not exceed maximum speed of 40 miles per hour. Conductor keep engineer advised when scale test cars or loaded company ballast cars in train.

Trains handling cars equipped with arch bar trucks or wooden underframes (except cabooses) will not exceed maximum speed of 45 miles per hour, but all speed restrictions of less than 45 miles per hour must be complied with.

Trains handling Steam Wrecking Derricks with boom in forward position, self-propelled pile drivers, Lidgerwoods, Brown hoists, and other machinery of similar description, also steam pile drivers moving under their own power, must not exceed maximum speed of 30 miles per hour on straight track, and 12 miles per hour on curves.

Yard and/or road engines shoving cars ahead of engine must not exceed a maximum speed of 20 miles per hour.

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

The maximum speed on track protected by permanent slow signals will be shown on face thereof; where two sets of figures are shown, the higher figures indicate speed of passenger trains and the lower figures the speed of all other trains.

Where a higher speed than the maximum speed defined by time-table or other special instructions for a train is shown on a permanent slow signal, the maximum speed prescribed by time-table or other special instructions will govern.

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 Mile Post	Poles	Restriction Ends Mile Post	Poles
Fort Worth Sub-Division.					
65	45	251	30	252	2
65		252	15	252	21
45	45	258	0	259	3
65		259	23	259	29
50	50	259	30	260	3
50	50	261	18	262	3
50	50	264	13	264	23
50	50	266	16	266	28
50	50	268	23	268	32
65		271	10	271	16
65		273	21	273	28
65		274	3	274	27
50	50	277	27	278	10
65		278	30	279	5
55	55	279	17	280	19
65		281	8	281	14
45	45	281	26	281	34
65		282	13	284	10
60		284	34	285	5
65		285	11	285	16
55	55	285	18	286	4
60		289	18	289	24
70		292	16	292	26
30	30	294	21	295	19
40	40	295	23	295	32
65		296	14	296	22
55	55	297	11	298	30
45	45	299	9	299	16
65		311	25	311	31
65		312	13	312	24
45	45	316	1	316	13
50	50	317	31	318	4
60		318	31	319	8
60		319	31	320	10
60		322	21	322	31
60		328	15	328	25
55	55	329	13	329	25
35	35	329	33	331	29
45	45	332	8	334	6
35	35	334	14	337	4
40	40	342	29	342	34
45	45	343	6	343	16
40	40	344	15	345	20
65		345	25	345	35
65		354	14	354	25
65		357	14	357	22
65		359	16	359	33
40	40	360	16	360	24
55	55	361	0	361	6
45	45	362	21	363	1
45	45	363	21	363	28
65		364	6	365	3
65		365	29	366	3
65		368	31	369	4
65		370	22	370	28
65		371	19	371	30
55	55	372	6	372	15
45	45	378	3	378	30
45	45	383	8	384	26

Special Instructions

ALL SUB-DIVISIONS

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SIGNALS (Continued)

Miles per Hour Psgr. Trains	Miles per Hour Other Trains	Restriction Begins Mile Post	Restriction Begins Poles	Restriction Ends Mile Post	Restriction Ends Poles
Baird Sub-Division.					
40	40	386	23	388	21
50	50	438	3	438	14
60		442	22	442	34
45	45	446	2	450	28
60		463	32	464	11
40	40	476	16	477	9
65		480	14	480	21
50	50	496	5	496	30
70		509	24	510	14
Big Spring Sub-Division.					
50	50	587	4	587	19
Toyah Sub-Division.					
65		682	27	683	3
55	55	692	26	693	1
60		693	27	694	34
65		695	32	696	4
65		696	13	696	24
65		702	31	703	7
45	45	739	33	744	0

CITY SPEED ORDINANCES

Station	Miles Per Hour	Station	Miles Per Hour
Fort Worth	40	Sweetwater	12
Weatherford	50	Midland	40
Ranger	20	Grant St. Odessa	25
Eastland	30	Crane St. Odessa	25
Clyde	60	Barstow	20
Abilene	45	Main Highway crossing just east of Depot Pecos	30
Merkel	45	Van Horn	50

Flashing-light and wig-wag signals located at street and highway crossings protect main track movements only. Before permitting train, engine or car to pass over such crossings on auxiliary tracks, movement must be protected by flagman. Reverse movements, or forward movements after making reverse movements, must be protected by flagman on both main and auxiliary tracks.

YARD LIMIT STATIONS

Hodge, Belt Jct., Ft. Worth, Lancaster Yard — One Yard
Weatherford
Ranger
Cisco
Baird
Holder, Abilene — One Yard
Sweetwater, Pyramid, Stamper, Ives — One Yard
Roscoe
Colorado City
Ziler, Big Spring — One Yard
Midland, Chub — One Yard
Odessa
Monahans
Pecos
Toyah
Van Horn
Sierra Blanca

OTHER PASSENGER TRAIN FLAG STOPS

Nos. 1, 2 and 8 stop on flag at stations east of Sweetwater to receive or discharge passengers to or from El Paso and beyond.

No. 1—Santo and Gordon: to discharge passengers from Ft. Worth and beyond or receive passengers for Abilene and beyond.

No. 2—Coahoma: to receive passengers for Sweetwater and beyond.
Loraine and Roscoe: to discharge passengers from Big Spring and beyond or receive passengers for Sweetwater and beyond.
Gordon: to discharge passengers from Abilene, Sweetwater and beyond or to receive passengers for Ft. Worth and beyond.
Santo: to discharge passengers from Abilene and beyond or receive passengers for Millsap, Ft. Worth and beyond Ft. Worth.

No. 7—Van Horn: to discharge passengers from Big Spring and east or receive passengers for El Paso and beyond.

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

HOSPITAL

Dr. Carl McCurdy, Chief Surgeon—Marshall, Texas
Dr. F. P. Miller, Division Surgeon—El Paso, Texas
Dr. G. T. Hall, District Surgeon—Big Spring, Texas

Local Surgeons

Dr. Alden Coffey—Fort Worth
Dr. J. F. McVeigh—Fort Worth
Dr. A. D. Ladd—Fort Worth
Dr. W. D. Marrs—Fort Worth
Dr. R. C. Stow—Fort Worth
Dr. H. B. Snyder—Fort Worth
Dr. E. M. Russell—Weatherford
Dr. P. L. Allen—Weatherford
Dr. N. E. Dick—Millsap
Dr. J. F. Roberson—Gordon
Dr. J. T. Spratt—Mingus
Dr. W. S. Pedigo—Strawn
Dr. P. M. Kuykendall—Ranger
Dr. J. H. Caton—Eastland
Dr. W. K. Cowan (Assoc.)—Eastland
Dr. W. P. Lee—Cisco
Dr. Ervin E. Addy (Assoc.)—Cisco
Dr. R. L. Griggs—Baird
Dr. Andrew J. Pope—Abilene
Dr. W. V. Ramsey—Abilene
Dr. Jack Crow (Assoc.)—Abilene
Dr. W. T. Sadler—Merkel
Dr. R. O. Peters—Sweetwater
Dr. S. F. Supowit—Sweetwater
Dr. W. F. Bonner—Sweetwater
Dr. Bruce Johnson—Loraine
Dr. Dale F. Johnson—Loraine
Dr. J. M. Crymes—Colorado City
Dr. M. H. Bennett—Big Spring
Dr. T. J. Williamson (Assoc.)—Big Spring
Dr. C. E. Thomas (Assoc.)—Big Spring
Dr. J. E. Moffett—Stanton
Dr. J. B. Thomas—Midland
Dr. J. M. Devereaux (Assoc.)—Midland
Dr. E. V. Headlee—Odessa
Dr. O. A. Fulcher (Assoc.)—Odessa
Dr. D. L. Bell—Monahans
Dr. Jim Camp—Pecos
Dr. Bruce Hay (Assoc.)—Pecos
Dr. Jno. P. Wright—Van Horn
Dr. J. T. McCamant—El Paso
Dr. T. C. Liddell—El Paso
Dr. Wm. A. Wiesner (Assoc.)—El Paso

Oculists

Dr. W. Hubert Seale—Abilene
Dr. G. H. Wood—Big Spring
Dr. H. J. Roberts (Assoc.)—Big Spring
Dr. R. A. Roberts—Pecos
Drs. Schuster, Schuster and Walker—El Paso

Special Instructions

ALL SUB-DIVISIONS

MARS OSCILLATING SIGNAL LIGHT

The following instructions will govern the use of oscillating white and red signal light on diesel engines so equipped:

Mars oscillating signal light will be displayed between hours of sunset and sunrise and during daylight hours when weather conditions, such as fog, rain, snow, sand, etc. would impair vision and obscure the observance of an approaching train. Oscillating white light will be displayed except when the display of oscillating red light is required by these special instructions.

When a train becomes disabled or makes a sudden stop due to unusual occurrence, or when an adjacent track is obstructed, or there is possibility of adjacent track being obstructed, if oscillating red light is not displayed automatically, enginemen must immediately display it by manual operation, and then extinguish standard headlight.

A train on adjacent track must stop before passing red oscillating light, ascertain the cause and be governed by conditions.

When protection of front of train is required, enginemen will immediately display oscillating red light, then extinguish standard headlight.

When occupying main track in meeting an opposing train, oscillating red light will be displayed and the standard headlight will be extinguished. Oscillating red light may be extinguished after, or when the switch has been set for the opposing train to enter siding. When the oscillating red light is extinguished, standard headlight must be displayed dim as required by Rule 17, paragraph (b).

Enginemen finding oscillating red light displayed by an opposing train must stop before passing red light, ascertain the cause and be governed by conditions.

Display of red oscillating light does not relieve enginemen or trainmen from protecting front of train when required by Rule 99, nor from the protection of adjacent tracks when required by Rule 102.

If red oscillating light has been displayed automatically and the necessity for its display no longer exists, enginemen must extinguish it.

When standing at terminals and use of oscillating red light is not required, it must be extinguished.

STRUCTURES THAT WILL NOT CLEAR A MAN ON TOP OR SIDE OF CARS

Mile—328.1—Bridge over South Fork Creek.
Sheds over platform between tracks Fort Worth passenger station.
All employes are cautioned when switching cotton platforms, station platforms and industry tracks, as a number of platforms and buildings at various places will not clear a man on side of cars.

FIRE PROTECTION

1. Loose fire bricks removed from fire pan must be retained in the boot underneath the fire pan while engine is running and when removed must be cooled to avoid fire.
2. Engines standing without fire must have safety valve in oil tank closed and oil not allowed to run into the pan or underneath the engine.

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
Lindsey's Jewelry	Weatherford	Weatherford
Holmes Drug Co.	Baird	Baird
C. M Pressley	Abilene	Abilene
Toler Jewelry Co.	Sweetwater	Sweetwater
Sam F. Majors	Colorado City	Colorado City
Nathans	Big Spring	Big Spring
O A. Bruton	Monahans	Monahans
C. E. Ross	El Paso	El Paso
Art Kassel	El Paso	El Paso

SAFETY RULES GOVERNING EMPLOYES IN TRAIN, ENGINE AND YARD SERVICE

The Company requires that every precaution be taken to prevent injuries to employes or others

The following is prohibited:

(1) Going between moving cars or engines to couple, uncouple or adjust air hose, stop air leaks, or operate knuckle lock pins.

(2) Lining or adjusting draw bars or opening draw bar knuckles with hand or foot while cars or engine are in motion.

(3) Alighting from or boarding a moving engine or car from a position between the rails, or a rapidly moving train or engine.

(4) Riding on foot board of engine between engine and cars when pushing cars, or when coupling engine to cars.

(5) Riding on ends or inside of cars containing loads which are liable to shift from impact when coupling is made or during ordinary train movement.

(6) Riding on draw bars, ladders, hand holds, or any other appurtenance on the facing ends of cars when such cars are being pushed.

(7) (a) Giving signal to move an engine or cars and then crossing track in front of movement.
(b) Giving signal to move an engine or cars without first placing switch in proper position.
(c) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engine.
(d) Enginemen drifting down too close to switches that are to be thrown.

(8) Staking or poling out cars when practicable to avoid it. When done, employe should follow the push pole.

(9) Permitting any car with a defective or missing hand hold to be moved or set out without first notifying all employes on the train and making wire report to the Superintendent.

(10) Pushing cars or backing engines over public crossing at grade without signal from member of crew on leading car, rear of engine tank, or on crossing. Crossings must be approached prepared to stop.

(11) Leaving cars standing on tracks too near street or highway crossings. Cars must be left at least sixty (60) feet away from crossings where possible.

(12) Hanging dope pails on hand holds, door guides, or side or end ladders of cars.

(13) Hanging squirt hose over or through locomotive hand holds, or in gangways between engine and tender, except where brackets have been provided to retain in such a position it will not be mistaken for a hand hold.

(14) Tightening packing nuts on lubricator glasses or water gauge glasses while there is any pressure within the glasses.

(15) Opening blow off or cylinder cocks near a building, street, highway, or in any location where escaping steam and water may cause injury or inconvenience to persons or damage to property. Starting and shutting off injectors on engines which have overflow pipes outside of ash pan without first ascertaining that no one is near or liable to injury.

(16) Riding on locomotive (footboards, pilots, or elsewhere) or on cars or trains in yards by employes whose duties do not require them to do so unless authorized by proper authority.

(17) Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.