

## DIVISION OFFICERS

W. C. Foster	Superintendent	Big Spring, Tex.
J. G. Tucker	Asst. Superintendent	Big Spring, Tex.
A. C. LaCroix	Asst. Superintendent	Big Spring, Tex.
J. H. Webb	Master Mechanic	Big Spring, Tex.
H. L. McDermott	Asst. 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.
R. T. Stanley	Road Foreman of Engines	Big Spring, Tex.
G. W. Stone	Road Foreman of Engines	Big Spring, Tex.

N. W. Derryberry	Chief Dispatcher	Big Spring, Tex.
C. A. Boyd	Asst. Chief Dispr.	Big Spring, Tex.
M. C. Boyd	Asst. Chief Dispr.	Big Spring, Tex.
R. V. Tims	Asst. Chief Dispr.	Big Spring, Tex.
R. L. Wisdom, Jr.	Asst. Chief Dispr.	Big Spring, Tex.

D. L. Blackburn	Dispatcher	Big Spring, Tex.
K. E. Faublen	Dispatcher	Big Spring, Tex.
J. J. Haptonstall	Dispatcher	Big Spring, Tex.
T. P. Harrison	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.
T. W. Roberts	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	1:43
30	2:00	35	1:43	40	1:30
35	1:43	40	1:30	45	1:19
40	1:30	45	1:19	50	1:12
45	1:19	50	1:12	55	1:06
50	1:12	55	1:06	60	1:00



# The Texas and Pacific Railway Company

## WESTERN DIVISION

# TIME TABLE NO. 28

Effective 12:01 a. m., Sunday, February 14, 1954

## 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 Siding	Time Table No. 28 EFFECTIVE 12:01 A. M. FEBRUARY 14, 1954		Mile Post Location	Location Water, Fuel, Wye, etc.	FIRST CLASS			
7	1	2	8			STATIONS				2	8	2	8
						The Western Passenger Daily	West Texas Eagle Passenger Daily						
L 11 00PM	L 9 30AM			248	YARD	CTO.. FORT WORTH.....	245.9			A 3 55PM	A 6 00AM		
11 10	9 40			251	YARD	CTO..LANCASTER YARD.....	251.1	(DO-DW FWT)		3 40	5 45		
11 16	9 46			257	90	..... PERSHING.....	256.9			3 34	5 38		
11 21	9 51			260	90	..... IONA.....	260.7			3 29	5 33		
11 26	9 56			264	78	LTO..... ALEDO.....	263.8			3 25	5 29		
11 32	10 02			269	90	..... ANNETA.....	268.8			3 19	5 24		
11 36	10 06			273	89	..... EARLE.....	273.0			3 15	5 20		
11 42	10 12			277	106	CTO..WEATHERFORD.....	276.8			3 10	5 15		
11 48	10 17			280	87	..... SEALE.....	280.5			3 01	5 05		
11 56	10 25			287	75	..... PREBLE.....	286.8			2 52	4 57		
12 01AM	10 30			291	NS	LTO..... MILLSAP.....	290.8			2 45	4 51		
12 07	10 36			294	88	..... BENNETT.....	294.2			2 38	4 44		
12 17	10 46			301	89	..... BRAZOS.....	300.9			2 27	4 34		
12 24	10 53			308	90	CTO..... SANTO.....	307.6			2 20	4 27		
12 30	10 59			313	89	..... JUDD.....	313.4			2 14	4 21		
12 36	11 05			319	82	LTO..... GORDON.....	318.5			2 08	4 16		
12 41	11 09			322	92	..... MINGUS.....	321.3			2 05	4 13		
12 46	11 14			326	118	LTO..... STRAWN.....	326.7			1 58	4 08		
12 57	11 25			334	82	..... WILES.....	333.6			1 47	3 59		
1 05	11 33			338	100	..... TIFFIN.....	338.5			1 40	3 51		
1 10	11 38			341	E 114 W 93	CTO..... RANGER.....	341.0			1 35	3 47		
1 19	11 47			347	90	..... OLDEN.....	346.9			1 24	3 32		
1 24	11 52			351	125	LTO..... EASTLAND.....	351.1			1 18	3 25		
1 30	11 58			355	89	..... LEM.....	355.1			1 12	3 17		
1 42	12 08PM			361	E-90 W 112	CTO..... CISCO.....	360.7			1 05	3 10		
1 52	12 18			368	89	..... DOTHAN.....	367.7			12 52	2 56		
1 59	12 25			374	89	LTO..... PUTNAM.....	373.5			12 46	2 50		
2 08	12 37			381	90	..... JAYELL.....	381.6			12 37	2 42		
2 15	12 50			385	YARD	CTO..... BAIRD.....	385.8	DWY		12 30	2 35		
2 25	1 02			392	103	LTO..... OLYDE.....	392.6			12 06	2 11		
2 40	1 06			396	108	..... BERLO.....	396.1			12 02PM	2 08		
2 45	1 11			401	103	..... ELMDALE.....	401.4			11 57	2 02		
2 48	1 14			405	107	..... HOLDER.....	404.9			11 53	1 58		
3 10	1 24			407	NS	CTO..... ABILENE.....	406.6	DO		11 50	1 55		
3 14	1 28			408	107	..... BAGDAD.....	408.5			11 39	1 43		
3 19	1 33			414	117	..... TYE.....	415.0			11 34	1 38		
3 27	1 43			423	117	LTO..... MEEKEL.....	423.2			11 24	1 31		
3 33	1 51			429	104	LTO..... TRENT.....	429.7			11 16	1 25		
3 41	2 00			437	110	..... ESKOTA.....	437.3			11 08	1 17		
3 46	2 05			443	108	..... STAMPER.....	442.1			11 03	1 12		
3 55	2 19			446	120	CTO..SWEETWATER.....	447.8	DOY		10 56	1 05		
4 15	2 26			453	85	..... PETE.....	452.2			10 45	12 50		
4 22	2 31			456	99	LTO..... ROSCOE.....	456.1			10 41	12 46		
4 26	2 38			462	89	..... JANUS.....	462.4			10 35	12 40		
4 36	2 42			467	87	LTO..... LORAIN.....	466.1			10 31	12 36		
4 42	2 49			473	89	..... RODET.....	473.5			10 25	12 30		
4 50	2 56			476	NS	CTO..COLORADO CITY.....	476.8			10 20	12 25		
4 55	3 01			479	85	..... DOME.....	478.5			10 15	12 20		
5 01	3 08			485	87	..... WESTBROOK.....	485.0			10 09	12 14		
5 07	3 15			492	85	..... LATAN.....	491.4			10 03	12 08		
5 14	3 23			498	108	..... DALBY.....	498.5			9 55	12 01AM		
5 18	3 28			503	91	LTO..... COAHOMA.....	503.1			9 51	11 56		
5 23	3 34			509	92	..... ZILBE.....	508.5			9 46	11 51		
A 5 35AM	A 3 45PM			513	YARD	CTO... BIG SPRING.....	513.4	(DO-DW T)		L 9 40AM	L 11 45PM		
7 Daily	1 Daily					287.5				2 Daily	8 Daily		
6.35	6.15					Time Over Sub-Division				6.15	6.15		

See page 10 for Baird Subdivision Special Instructions.

See page 10 for Baird Subdivision Special Instructions.

FIRST CLASS		Station Number	Car Capacity Passing Siding	TIME TABLE NO. 28 EFFECTIVE 12:01 A. M. FEBRUARY 14, 1954		Mile Post Location	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS	
1	7			STATIONS				2	8
West Texas Eagle Passenger Daily	The Westerner Passenger Daily							West Texas Eagle Passenger Daily	The Westerner Passenger Daily
L 3 55PM	L 5 55AM	518	YARD	OTO... BIG SPRING.....	518.4	T DO-DW	A 9 25AM	A 11 25PM	
4 02	6 02	519	101	..... DORT.....	519.3		9 14	11 16	
4 07	6 07	524	91	..... MORITA.....	524.3		9 09	11 11	
4 11	6 11	528	80	..... TRUNK.....	528.3		9 05	11 07	
s 4 16	s 6 17	534	91	LTO... STANTON.....	533.7		f 8 58	f 11 00	
4 23	6 25	539	85	..... DIX.....	539.2		8 52	10 54	
4 28	6 30	544	91	..... PAUL.....	544.5		8 47	10 49	
4 32	6 34	549	144	..... OHUB.....	549.2		8 43	10 45	
s 4 43	s 6 55	553	NS	OTO... MIDLAND.....	553.3		a 8 38	a 10 40	
4 50	7 02	559	91	..... BOUNOE.....	559.0		8 23	10 26	
4 54	7 06	563	90	..... PEGASUS.....	563.5		8 19	10 22	
4 59	7 11	569	91	..... SOLO.....	568.7		8 14	10 17	
s 5 10	s 7 30	573	NS	OTO... ODESSA.....	573.5		s 8 08	s 10 11	
5 16	7 37	579	91	..... ARCADE.....	578.7		7 53	9 56	
5 22	7 46	584	84	..... DOURO.....	584.1		7 46	9 50	
5 28	7 54	590	91	..... BADGER.....	590.1		7 39	9 44	
5 31	7 57	594	91	..... METZ.....	598.7		7 36	9 41	
5 37	8 03	600	90	..... RANCH.....	600.1		7 30	9 35	
5 41	8 07	604	86	..... SAND HILLS.....	604.5		7 26	9 31	
s 5 51	s 8 25	609	E 98) W168)	OTO... MONAHANS.....	609.4	DOY	s 7 20	s 9 25	
5 59	8 33	615	111	LTO... WICKETT.....	615.6		7 05	9 10	
f 6 07	f 8 42	624	106	LTO... PYOTE.....	624.2		f 6 56	9 02	
6 16	8 52	634	82	..... QUITO.....	632.9		6 46	8 53	
f 6 22	8 58	640	71	LTO... BARSTOW.....	640.0		f 6 40	8 47	
s 6 31	s 9 15	647	100	LTO... PECOS.....	646.6	Y	s 6 32	s 8 40	
6 41	9 25	656	90	..... HERMOSA.....	655.8		6 21	8 26	
s 7 00	s 9 50	666	YARD	OTO... TOYAH.....	666.1	DWY	s 6 10	s 8 15	
7 07	9 57	671	72	..... REEVES.....	671.2		5 55	7 54	
7 14	10 04	676	90	..... GOZAR.....	676.7		5 50	7 49	
7 26	10 16	687	90	..... SAN MARTINE.....	686.3		5 41	7 40	
7 35	10 23	691	85	..... LEVINSON.....	691.2		5 36	7 35	
7 45	11 32	698	73	LTO... KENT.....	698.8		5 28	7 26	
7 57	10 44	709	92	..... BORACHO.....	708.6		5 17	7 14	
8 07	10 54	719	71	..... PLATEAU.....	719.2		5 03	7 03	
8 14	11 01	727	90	..... WILD HORSE.....	727.1		4 54	6 54	
8 22	11 09	735	76	OTO... VAN HORN.....	735.0		s 4 45	6 45	
8 32	11 16	739	77	..... HILLSIDE.....	739.4		4 40	6 39	
8 45	11 28	746	90	..... ALLAMORE.....	746.5	Y	4 32	6 31	
8 55	11 36	754	90	..... EAGLE FLAT.....	753.9		4 25	6 24	
9 05	11 45	764	90	..... ARISPE.....	763.6		4 16	6 15	
A 9 20PM	A 11 55AM	768	YARD	OTO... SIERRA BLANCA.....	768.5		L 4 10AM	L 6 10PM	
A 11 30PM	A 2 15PM	860	YARD	OTO... EL PASO.....	860.7	DO-DW TY	L 1 50 AM	L 3 55PM	
1 Daily	7 Daily			346.3			2 Daily	8 Daily	
7.35	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 8 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	Car Capacity	Distance from T-NM Jct.	Time Table No. 28 EFFECTIVE 12:01 A.M. FEBRUARY 14, 1954	Station Number	Location Water, Fuel, Wye, etc.	SECOND CLASS
50	Passing Siding	T-NM Jct.	STATIONS			51
Local Daily except Saturday						Local Daily except Sunday
L 8 00 AM			CTO... 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
9 05	150	19.5	LTO... WINK.....	20	Y	12 45
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	114	42.3	LTO... JAL.....	42		10 45 50
11 30	63	54.8	TEAGUE.....	55		10 10
12 05 PM	68	65.8	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	60	94.0	KIMBROUGH.....	94		7 55
A 2 30 PM	YARD	105.5	LTO... LOVINGTON.....	105	Y	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.

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

Form Y Train Order authorized.

Time at Monahans for information only.

Wink Jct. may be used for meeting and passing trains. Normal position of north and south wye switches, Wink Jct. for straight track.

Employees of the T-NM Railway are subject to rules, timetable and special instructions of Texas &amp; Pacific Railway while occupying its tracks.

Yard Limit Stations: T-NM Jct., Wink Jct., Jal, Hobbs, Lovington.

General Order Stations: Monahans.

Standard Clocks: Monahans, Lovington.

## LOADING TRACKS AND SPURS, T-NM RWY.

Mile Post	Name of Track or Spur	Car Capacity	Switch Connection
0.5	Ozark Mahoning Co.	15	North
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 Gasoline Co.	27	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	Maysens Stock	65	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
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	15	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

## 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 time-table 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.

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.

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.

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.

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:

Millsap..... 830 AM to 530 PM, Daily except Saturday and Sunday.

Eastland..... 800 AM to 500 PM, Daily except Saturday.

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..... 6 00 am to 10:00 pm Daily

Coahoma..... 800 AM to 400 PM, daily except Saturday and Sunday.

Pecos..... 8 00 am to 5 00 pm Daily

## GENERAL ORDER STATIONS

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

## SPECIAL INSTRUCTIONS

### ALL SUBDIVISIONS

#### YARD LIMIT STATIONS

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

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 employes, train dispatchers, and other employes 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 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 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.

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.

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 not be combined with any other form of order and contain only the one waiting point.

## SPECIAL INSTRUCTIONS

## ALL SUBDIVISIONS

RADIO RULESSPECIAL SAFETY 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:

"Employe, 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.

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

Special attention is called to Uniform Code of Operating Rule No. 510, which is amended to read as follows: Employes must provide themselves with a copy, be conversant with and comply with Safety Rules issued in separate book or other form.

Employes Must Not:

Go between moving cars or engines to uncouple, open, close or adjust knuckles or couplers, or to make adjustments of, or to operate other appliances. (If lever is inoperative and it is necessary to adjust knuckles by other means, proper understanding must be had and full protection afforded before doing so.)

Step in front of moving cars or engines to adjust knuckles.

Go between cars for any purpose without protection or knowing that care are not coming in from either end of track.

Use feet to change the alignment of drawbars.

Remove any of the appliances of an engine or cars for convenience in switching which would endanger the safety of themselves or others, or follow other dangerous practices.

Ride upon coupler, end sills, end sill handholds or pilot beams of locomotives.

Step upon or alight from footboard on forward end in direction of movement of an engine in motion.

Ride on footboard on forward end in direction engine is moving.

Ride on engine pilots.

Ride on buffer plates, drawbars, brake beams, brake wheels, end ladders and on end of car containing load that may shift.

Stand near the end of freight cars, except when operating hand brakes or backup hose.

Sit on footboard or pilot of engine when engine is standing still.

In addition to Rule 510, the following is prohibited:

- (1) Giving signal to move an engine or cars and then crossing track in front of movement.
- (2) (a) Giving signal to move an engine or cars without first placing switch in proper position.  
(b) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engine.  
(c) Engineman drifting down too close to switches that are to be thrown.
- (3) To stand on top of a box car, covered hopper, caboose or any other similar type car while such car is moving under an overhead structure.
- (4) 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.
- (5) Hanging dope pails on hand holds, door guides, or side or end ladders of cars.
- (6) Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.

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

All employes are cautioned when passing through steel bridges, switching cotton platforms, station platforms and industry tracks, as a number of steel bridges, platforms and buildings at various places will not clear a man on side or top of cars.

## 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		
Trains of mixed freight and passenger equipment..... (Cabooses are freight equipment.)	Maximum freight train speed	
	Maximum freight train speed	
Trains of deadhead passenger equipment.....	45	
Trains handling scale test cars; conductor will keep engineer advised when such cars in train.....	45	
Light engines in road movement, freight or passenger, and engines handling cabooses, or rider cars, and not otherwise restricted .....	40	
Trailing through points of a spring switch; not otherwise restricted .....	30	
Engines (yard or road service) shoving cars ahead of engine.....	20	
Engines in yard service, with or without cars, and not otherwise restricted Baird and Toyah Subdivisions.....	Main Track	All other tracks
	40	20
T-NM Rwy. ....	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.....	Straight track	Curves
	40	30
T-NM Jct. to Wink, to Lovington.....	25	20
Trains handling steam wrecking derricks boom in forward position; self-propelled pile drivers, ladderwoods, brown-hoist and other machinery of similar description; also steam pile drivers moving under own power; not otherwise restricted. Fort Worth to Sierra Blanca.....	30	18
	T-NM Rwy. ....	25

### TURN-OUTS

Kind	Miles per hour
No. 16 .....	20
All other turn-outs.....	15

#### Location of No. 16 Turn-outs

Station	Location	Mile Post	Number of Turn-outs	Description
Ft. Worth	.....	144.1	2	East End Siding.
Lancaster Yard	.....	145.0	2	East End Thoroughfare.
Lancaster Yard	.....	151.1	1	West End Double Track.
Alledo	.....	153.3	1	East End Siding.
Alledo	.....	154.2	1	West End Siding.
Preble	.....	156.4	1	East End Siding.
Preble	.....	157.3	1	West End Siding.
Osco	.....	159.7	1	East End East Siding.
Osco	.....	161.7	1	West End West Siding.

### RAILROAD CROSSINGS

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

### CITY SPEED ORDINANCES

Station	Miles Per Hour	Station	Miles Per Hour
Fort Worth	40	Stanton	
Weatherford	50	First Crossing east of depot	50
Ranger	30	First crossing west of Depot	30
Eastland	30	Midland	40
Clyde	60	Grant St. Odessa	25
Ahlens	45	Crane St. Odessa	25
Merkel	45	Bartow	50
Sweetwater	12	Main Highway crossing just east of Depot Pecos	30
		Van Horn	50

Where speed restriction is shown for specific street crossing, Restriction applies only to Engine.

### 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		Restriction Begins Mile Post	Restriction Ends Poles	Restriction Begins Mile Post	Restriction Ends Poles
Psg. Trains	Other Trains				
Baird Sub-Division.					
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
70		277	8	277	28
50	50	277	28	278	10
65		278	10	279	17
55	55	279	17	280	19
65		280	19	281	26
50	50	281	26	281	35
65		283	23	284	34
60		284	34	285	11
55	55	285	11	286	4
60		289	18	289	24
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	309	34
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
70		324	28	343	6
45	45	343	6	344	15
40	40	344	15	345	20
65		345	20	346	0
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	16
45	45	378	3	378	30
45	45	383	6	384	15
40	40	386	24	388	21
45	45	405	27	407	22
50	50	438	3	438	14
60		442	21	442	34
45	45	446	2	446	12
45	45	448	29	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

(Continued on Page 8)

## WESTERN DIVISION

SPECIAL INSTRUCTIONS  
ALL SUBDIVISIONSLOCATIONS DESIGNATED BY MILE POST NUMBERS AND  
PROTECTED BY PERMANENT SLOW SIGNALS  
(Continued)

Miles per Hour		Restriction Begins		Restriction Ends	
Psgr. Trains	Other Trains	Mile Post	Poles	Mile Post	Poles
<b>Toyah Sub-Division.</b>					
40	40	514	0	514	13
65		520	14	520	30
65		521	19	521	32
65		586	1	586	22
50	50	587	4	587	19
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
70		701	33	702	14
65		702	31	703	7
45	45	739	33	744	0

## AUTOMATIC BLOCK SYSTEM

- Automatic Block Signal Rules effective:  
Baird Subdivision Toyah Subdivision
- Within operating limits of automatic public crossing signals, switches must not be left open nor cars left standing in circuit longer than necessary, thereby causing excessive operation of the crossing signal.
- Ballast discers, rail oilers, weed burners, weed mowers and other uninsulated roadway work machines must not occupy, work or make movements on main track on authority of block signal indications alone when within territory where block signal indications, superseding the superiority of trains, govern the movement of trains and engines. Such machines may only occupy, work or make movements on main track within the above territory when granted working limits on track or tracks to be used, and a time limit, as prescribed by Rules Governing Movement of Trains and Engines by Block Signals.

## LIMITS OF CONTROL OPERATOR

Location	Between
Weatherford	Switches of sidings Aledo and Preble.
Cisco	East end east siding and west end west siding Cisco.
Sierra Blanca	East end siding Arispe and Interlocking Sierra Blanca.

## SPECIAL INSTRUCTIONS GOVERNING ELECTRICALLY

## LOCKED HAND-OPERATED SWITCHES

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

## 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, Gordon and Mingus: to discharge passengers from Ft. Worth and beyond or receive passengers for Abilene and beyond.  
Kent and Van Horn: to discharge passengers from Big Spring and east and receive passengers for El Paso and beyond.  
Sierra Blanca: for revenue passengers only.

## No. 2.

Sierra Blanca: for revenue passengers only.  
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.  
Mingus: to discharge passengers from Abilene or receive passengers for Ft. Worth 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.

## No. 8.

Fabens: to receive passengers for Big Spring and beyond.  
Van Horn: discharge passengers from El Paso and beyond and receive passengers for Odessa and east.  
Kent, Barstow and Pyote: discharge passengers from El Paso and beyond and receive passengers for Big Spring and east.  
Roscoe and Merkel: discharge passengers from Big Spring and west and receive passengers for Ft. Worth and beyond.  
Strawn: discharge passengers from Big Spring and beyond and receive passengers for Ft. Worth and east.  
Gordon: to discharge passengers from Abilene and beyond and receive passengers Ft. Worth and beyond.

## No. 7.

Gordon: to discharge passengers from Ft. Worth and beyond and receive passengers Abilene and beyond.  
Fabens: to discharge passengers from Big Spring and beyond.

## STATIONS BETWEEN SIERRA BLANCA AND EL PASO

Station Number	Station	Mile Post Location
768	SIERRA BLANCA	768.5
772	ETHOLEN	741.2
777	LASCA	745.5
781	TOROEER	749.5
785	SMALL	754.0
790	FINLAY	758.6
798	MADDEN	766.0
803	M McNARY	771.2
808	FORT HANCOCK	778.1
815	ISEE	783.6
821	POLVO	790.0
826	TORNILLO	794.2
831	FABENS	800.1
839	OLINT	807.3
846	BELEN	815.2
848	YSLETA	818.7
854	ALFALFA	822.8
859	TOWER 47 SP-TP CONN.	827.5
860	EL PASO	860.7



# WESTERN DIVISION

## SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

### SPRING SWITCHES

Station	Mile Post	Track	Facing Direction	Point	Normal Position
Hodge	A-333.3	North end siding	Southward		Main track
Fort Worth	A-343.3	End of two main tracks, Peach Street	Southward		Southward Main track
Fort Worth	346.1	Westward track and Lead from passenger station—Adams Street	Eastward		Crossover to passenger lead
Lancaster Yard	348.0	Entering eastward main track	Westward		Thoroughfare track
Lancaster Yard	350.0	From west advance yard to westward main track	Eastward		Westward Main track
Lancaster Yard	351.2	End of two main tracks	Eastward		Eastward Main track
Ferthing	357.4	West end siding	Eastward		Main track
Weatherford	377.5	West end siding	Eastward		Main track
Seale	381.0	West end siding	Eastward		Main track
Bennett	393.7	East end siding	Westward		Main track
Bennett	394.8	West end siding	Eastward		Main track
Santo	398.0	West end siding	Eastward		Main track
Judd	318.8	West end siding	Eastward		Main track
Mingus	320.9	East end siding	Westward		Main track
Mingus	321.6	West end siding	Eastward		Main track
Strawn	327.2	West end siding	Eastward		Main track
Wiles	334.0	West end siding	Eastward		Main track
Tiffin	338.0	East end siding	Westward		Main track
Ranger	339.9	East End East Siding	Westward		Main track
Ranger	341.8	West end West siding	Eastward		Main track
Eastland	351.7	West end siding	Eastward		Main track
Lem	354.7	East end siding	Westward		Main track
Lem	355.8	West end siding	Eastward		Main track
Dothan	367.3	East end siding	Westward		Main track
Putnam	373.1	East end siding	Westward		Main track
Jayell	382.1	West end siding	Eastward		Main track
Baird	385.6	Baileyville east end yard	Eastward		Baileyville track
Baird	386.2	West switch to turn out or lead, west end yard	Eastward		Main track
Clyde	393.0	West end siding	Eastward		Main track
Holder	404.4	East end siding	Westward		Main track
Holder	405.4	West end siding	Eastward		Main track
Berlo	395.8	East end siding	Westward		Main track
Nimdale	400.9	East end siding	Westward		Main track
Merkel	423.8	West end siding	Eastward		Main track
Trent	430.3	West end siding	Eastward		Main track
Eskota	436.7	East end siding	Westward		Main track
Eskota	437.8	West end siding	Eastward		Main track
Stamper	443.6	West end siding	Eastward		Main track
Sweetwater	446.9	East end siding	Westward		Main track
Sweetwater	448.1	West end siding	Eastward		Main track
Pete	451.8	East end siding	Westward		Main track
Pete	452.8	West end siding	Eastward		Main track
Loraine	465.7	East end siding	Westward		Main track
Rodet	473.0	East end siding	Westward		Main track
Coahoma	503.7	East end siding	Westward		Main track
Coahoma	509.6	West end siding	Eastward		Main track
Big Spring	512.0	East switch to pull out track	Westward		Main track
Big Spring	514.3	West switch to pull out track	Eastward		Main track
Stanton	533.3	East end siding	Westward		Main track
Trunk	528.7	West end siding	Eastward		Main track
Dix	538.7	East end siding	Westward		Main track
Bounce	559.5	West end siding	Eastward		Main track
Solo	569.2	West end siding	Eastward		Main track
Arcade	578.2	East end siding	Westward		Main track
Arcade	579.1	West end siding	Eastward		Main track
Douro	588.7	East end siding	Westward		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
Reeves	671.6	West end siding	Eastward		Main track
Gosar	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
Boracho	709.0	West end siding	Eastward		Main track
Plateau	718.2	East end siding	Westward		Main track
Wild Horse	727.5	West end siding	Eastward		Main track
Van Horn	738.3	West end siding	Eastward		Main track
Hillside	739.3	West end siding	Eastward		Main track
Arispe	764.0	West end siding	Eastward		Main track

Spring switches must be lined for intended move before attempting to move track machines such as rail rollers, 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 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 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.

### 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.
Lindsay's Jewelry	Weatherford	Weatherford
Lawrence Drug Store	Baird	Baird
E. M. Pressley	Abilene	Abilene
Toler Jewelry Co.	Sweetwater	Sweetwater
Sam F. Majors	Celeroade City	Celeroade City
Jim's Jewelry Store	Big Spring	Big Spring
Lester's Jewelry Co.	Odessa	Odessa
O. A. Bruton	Monahans	Monahans
C. E. Ross	El Paso	El Paso
Art Kassel	El Paso	El Paso

### HOSPITAL

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

### Local Surgeons

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

### Oculists

Dr. C. Harold Beasley	Ft. Worth	Dr. Jno. H. Fish (Assoc.)	Big Spring
(Byes only)		Dr. R. A. Roberts	Pecos
Dr. W. Hubert Seale	Abilene	Dr. Schuster, Schuster	El Paso
Dr. G. H. Wood	Big Spring	and Walker	

## SPECIAL INSTRUCTIONS

## BAIRD SUBDIVISION

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

Rule 425 in effect 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 train order affecting the movement of a train at Baird, or a point beyond Baird, is delivered to a train prior to its arrival at Baird, such train order must also be addressed to the train at Baird and again delivered to the train at 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.

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.

## BAIRD SUBDIVISION—Continued

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 secured only by receipt of a train order, Form V, Check of Trains, addressed to the train at Baird.

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 hostle 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, MP 385.6, east end Baird yard, for Baileyville track; switch must be lined in normal position for Baileyville track when not in actual use.

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. Hand-operated switches at each end siding Dome: Absolute Block signal at clearance point each end of siding Dome governing movement from siding to main track and to the next block signal. Main track switch must not be opened nor main track obstructed while signal displays STOP indication until flag protection has been afforded against following trains and then movement must be made as prescribed by Rule 350. When signal displays aspect "Yellow" (Rule 285), main track switch must be lined for siding before passing the signal.

15. Employees of the FW&DC, 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 train order affecting the movement of a train at Toyah, or a point beyond Toyah, is delivered to a train prior to its arrival at Toyah, such train order must also be addressed to the train at Toyah and again delivered to the train at 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 secured only by receipt of a train order, Form V, Check of Trains, addressed to the train at Toyah.

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.

East ward 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.

## TOYAH SUBDIVISION—Continued

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.

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.

**WESTERN DIVISION**

			<b>53</b>	<b>65</b>	<b>67</b>	<b>RED BALL FREIGHT SCHEDULES, DAILY STATIONS</b>	<b>72</b>	<b>60</b>	<b>56</b>			
			L 9 30 PM	L 11 59 AM	L 2 00 AM	FORT WORTH	A 5 00 AM	A 7 00 AM	A 2 00 PM			
			{ 12 45 AM 1 00 AM	{ 4 40 PM 5 10 PM	{ 6 30 AM 7 00 AM	BAIRD	{ 1 40 AM 1 10 AM	{ 3 20 AM 2 40 AM	{ 10 10 AM 9 35 AM			
			2 00 AM			ABILENE	12 20 AM					
			3 10 AM			SWEETWATER	11 30 PM					
						ROSCOE	10 50 PM					
			A 5 30 AM	{ 8 50 PM 9 20 PM	{ 11 30 AM 12 15 PM	BIG SPRING	L 7 00 PM	{ 11 30 PM 10 30 PM	{ 6 00 AM 5 00 AM			
				{ 1 45 AM 2 15 AM	{ 4 00 PM 4 30 PM	TOYAH		{ 6 55 PM 6 15 PM	{ 1 15 AM 12 45 AM			
				6 30 AM	8 15 PM	SIERRA BLANCA		3 00 PM	9 30 PM			
				A 11 59 AM	A 11 59 PM	EL PASO		L 11 30 AM	L 6 00 PM			
			<b>53</b>	<b>65</b>	<b>67</b>	<b>These trains have no timetable authority</b>	<b>72</b>	<b>60</b>	<b>56</b>			