

## DIVISION OFFICERS

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A. E. PISTOLE, Superintendent, Big Spring, Texas.  
J. E. FRIEND, Master Mechanic, Big Spring, Texas.

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K. R. Woodford	Trainmaster	Big Spring, Tex.
A. C. Ogg	Trainmaster	Big Spring, Tex.
R. W. Wagner	Trainmaster Terminals	Fort Worth and Lancaster Yards Big Spring, Tex.
T. J. Higgins	Road Foreman of Engines	Big Spring, Tex.
R. Winn	Chief Dispatcher	Big Spring, Tex.
T. E. Paylor	Night Chief Dispatcher	Big Spring, Tex.
W. H. Robinson	Asst. Chief Dispatcher	Big Spring, Tex.
C. W. Davis	Dispatcher	Big Spring, Tex.
A. M. Underwood	Dispatcher	Big Spring, Tex.
I. S. McIntosh	Dispatcher	Big Spring, Tex.
F. W. Ford	Dispatcher	Big Spring, Tex.
T. P. Harrison	Dispatcher	Big Spring, Tex.



## The Texas and Pacific Railway Company

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## RIO GRANDE DIVISION

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# TIME TABLE NO. 49

Effective 12:01 a. m., Tuesday, May 16, 1939

## CENTRAL TIME

SUPERSEDING PREVIOUS TIME TABLES

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FOR THE INFORMATION AND GOVERNMENT  
OF EMPLOYEES ONLY

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

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J. A. SOMERVILLE, Vice-President—Operation,  
A. J. CHESTER, General Manager,  
W. H. TOBIN, Assistant General Manager,  
W. T. LONG, JR., Sup't of Transportation,  
A. E. PISTOLE, Superintendent.

## FORT WORTH SUB-DIVISION--Westward

Station Numbers	Car Capacity Passing Bldgcs	Time Table No. 49 EFFECTIVE 12:01 A.M. MAY 16, 1939	FIRST CLASS				SECOND CLASS				
			3	7	11		53	67	69		
			Passenger Daily	The Southerner Daily	Sunshine Special Daily		Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily		
246	YARD	N.... FORT WORTH	L 8 30AM	L 10 20PM	L 1 45PM						
251	YARD	N... LANCASTER YARD	L 8 40AM	L 10 29PM	L 1 55 <sup>56</sup> PM		L 9 00PM	L 12 01PM	L 12 15AM		
255	NS	..... BENBROOK .....	f 8 45	10 35	2 01		9 06	12 13	12 25		
257	94	..... PERSHING .....	f 8 49	10 39	2 05		9 10	12 23	12 30		
260	94	..... IONA .....	f 8 54	10 45	2 13 <sup>2</sup>		9 16	12 30	12 38		
264	90	D..... ALEDO .....	s 8 59	10 50	2 19		9 21	12 44 <sup>56</sup>	12 44		
269	92	..... ANNETA .....	f 9 05	10 56	2 25		9 28	1 03	12 54		
272	93	..... EARLS .....	f 9 10	11 00	2 30		9 34	1 15	1 03		
277	111	N. WEATHERFORD	s 9 19	*11 13	s 2 37		9 40	1 29	1 12		
280	92	..... SEALE .....	f 9 25	11 19	2 42		9 46	1 45 <sup>2</sup>	1 18		
282	26	..... LAMBERT .....	f 9 29	11 22	2 46		9 50	1 52	1 24		
287	86	..... PREBLE .....	f 9 33	11 26	2 52		9 55	2 00	1 32		
291	89	D..... MILLSAP .....	s 9 40	*11 32	s 3 00		10 01	2 10	1 41		
294	100	..... BENNETT .....	s 9 48	11 42	3 09		10 06	2 18	1 48		
301	93	..... BRAZOS .....	s 9 58	11 51	3 18 <sup>54</sup>		10 16	2 33	2 01		
308	93	D..... SANTO .....	s 10 08	11 59	3 27		10 26	2 50 <sup>54</sup>	2 15		
312	93	..... JUDD .....	f 10 16 <sup>56</sup>	12 06 <sup>AM</sup>	3 35		10 34	3 02	2 28		
319	82	D..... GORDON .....	s 10 24	12 12	3 43		10 40	3 14	2 38		
322	E-94 W-79	D..... MINGUS .....	s 10 32	f 12 18	3 47		10 46	3 23	2 45		
329	123	D..... STRAWN .....	s 10 41	*12 26	3 53		10 51	3 33	2 54		
334	86	..... WILES .....	f 10 51	12 38	4 05		11 03	3 50	3 10		
338	105	..... TIFFIN .....	f 10 58	12 46	4 12 <sup>67</sup>		11 13	4 12 <sup>11</sup>	3 20		
341	E 118 W 93	N..... RANGER .....	s 11 05	s 1 00	s 4 23		11 18	4 28	3 26		
347	94	..... OLDEN .....	s 11 15	1 12	4 32		11 29	4 42	3 39		
351	126	D..... EASTLAND .....	s 11 23	s 1 22	s 4 38		11 36	4 50	3 45		
355	91	..... LEM .....	f 11 30 <sup>54</sup>	1 28	4 44		11 42	5 05 <sup>4</sup>	3 53		
361	E-94 W-95	N..... CISCO .....	s 11 40 <sup>2</sup>	s 1 50	s 4 54 <sup>4</sup>		12 03 <sup>AM</sup>	5 25	4 15 <sup>6</sup>		
368	98	..... DOTHAN .....	f 11 53	2 01	5 07		12 13	5 40	4 30		
376	98	D..... PUTNAM .....	s 12 02 <sup>PM</sup>	2 08	5 14		12 22	5 55	4 40		
381	94	..... JAYELL .....	12 11	2 17	5 23		12 32	6 15	4 55		
386	YARD	N..... BAIRD .....	A 12 20 <sup>PM</sup>	A 2 25 <sup>AM</sup>	A 5 35 <sup>PM</sup>		A 12 40 <sup>AM</sup>	A 6 30 <sup>PM</sup>	A 5 05 <sup>AM</sup>		
			<b>3</b>	<b>7</b>	<b>11</b>		<b>53</b>	<b>67</b>	<b>69</b>		
		140	Daily	Daily	Daily		Daily	Daily	Daily		
		Time Over Sub-Division	3.50	4 05	3.50		3.40	6.29	4.50		

Eastward trains are superior to trains of the same class in opposite direction.  
Except: No. 11 is superior to No. 4.

Register stations are shown in full face type.  
Ft. Worth register station for first-class trains only.  
Lancaster Yard register station for freight trains only.  
First-class trains may leave Lancaster Yard without a clearance.  
Time shown Ft. Worth for information only.

Freight train crews after stopping trains in Baird Yard, will set one-half of ALL the hand brakes on their train; one-half of the brakes thus set to be on head end and the other half on the rear end; and observe same rules with any cut-off cars left standing.

C. & N. E. trains, Cisco while occupying T. & P. tracks will protect themselves against all trains.

Employees of the Cisco and North Eastern Railway at Cisco are subject to the rules, time tables, and special instructions of the Texas and Pacific Railway while operating over its tracks.

Employees of the Weatherford, Mineral Wells and Northwestern Railway between Weatherford and Mineral Wells Junction are subject to the rules, time tables, and special instructions of the Texas and Pacific Railway while operating over its tracks.

# FORT WORTH SUB-DIVISION--Eastward

Location Water, Fuel, Turn-table, Wye, etc.	Miles from Texarkana	Time Table No. 49		FIRST CLASS			SECOND CLASS					
		EFFECTIVE 12:01 A. M.		2	4	6	54	56				
		MAY 16, 1939		Sunshine Special Daily	Passenger Daily	Texas Ranger Daily	Red Ball Freight Daily	RS&P-Santa Fe California Freight Daily				
		STATIONS										
	245.7	N... FORT WORTH... 5.3	A 2 40PM	A 8 10PM	A 7 10AM							
FWT	251.0	N... LANCASTER YARD... 3.6	A 2 27PM	A 7 54PM	A 6 59AM	A 6 00PM	A 1 55 <sup>11</sup> PM					
	254.6	BENBROOK... 2.4	2 22	f 7 48	6 54	5 40	1 25					
	257.0	PERSHING... 2.1	2 18	f 7 45	6 51	5 30	1 12					
	260.1	IONA... 3.1	2 13 <sup>11</sup>	f 7 41	6 47	5 20	12 58					
	263.8	D... ALEDO... 3.7	2 07	s 7 35	6 42	5 10	12 44 <sup>67</sup>					
	268.8	ANNETA... 4.0	2 01	f 7 27	6 35	4 55	12 22					
	272.8	EARLS... 3.9	1 56	f 7 22	6 30	4 44	12 12					
W	276.7	N... WEATHERFORD... 3.7	s 1 51	s 7 17	s 6 25	4 33	12 01 <sup>PM</sup>					
	280.4	SEALE... 2.8	1 45 <sup>67</sup>	7 07	6 19	4 22	11 51					
	283.2	LAMBERT... 3.5	1 41	f 7 03	6 14	4 14	11 43					
	286.7	PREBLE... 4.2	1 36	f 6 58	6 07	4 03	11 34					
	290.7	D... MILLSAP... 4.9	s 1 30	s 6 52	s 6 00	3 52	11 23					
W	293.9	BENNETT... 5.5	1 20	s 6 43	5 53	3 42	11 14					
	300.7	BRAZOS... 6.2	1 10	s 6 32	5 45	3 18 <sup>11</sup>	10 55					
	307.5	D... SANTO... 6.8	1 02	s 6 23	5 37	2 50 <sup>67</sup>	10 36					
	313.3	JUDD... 5.8	12 55	f 6 15	5 30	2 25	10 16 <sup>3</sup>					
	318.5	D... GORDON... 5.2	12 48	s 6 08	5 24	2 05	9 37					
FWY	321.8	D... MINGUS... 3.8	12 43	s 6 02	5 19	1 53	9 24					
	326.8	D... STRAWN... 4.5	12 36	s 5 54	5 13	1 35	9 07					
	333.6	WILES... 7.3	12 25	f 5 43	5 02	1 05	8 42					
	338.1	TIFFIN... 4.5	12 18	f 5 36	4 55	12 48	8 26					
W	340.7	N... RANGER... 2.6	s 12 13	s 5 32	s 4 50	12 35	8 16					
	347.1	OLDEN... 6.4	12 02 <sup>PM</sup>	s 5 19	4 38	12 15 <sup>PM</sup>	7 53					
	350.7	D... EASTLAND... 3.6	s 11 55 <sup>54</sup>	s 5 12	s 4 30	11 55 <sup>2</sup>	7 39					
	355.3	LEM... 4.6	11 48	f 5 05 <sup>67</sup>	4 23	11 30 <sup>3</sup>	7 22					
WY	360.6	N... CISCO... 5.3	s 11 40 <sup>3</sup>	s 4 54 <sup>11</sup>	s 4 15 <sup>69</sup>	11 15	7 03					
	367.8	DOTHAN... 7.3	11 25	f 4 45	4 00	10 50	6 36					
	373.8	D... PUTNAM... 6.0	11 17	s 4 38	3 53	10 35	6 14					
	381.3	JAYELL... 7.5	11 08	4 28	3 45	10 15	5 46					
FWT	385.7	N... BAIRD... 4.4	L 11 00 <sup>AM</sup>	L 4 20 <sup>PM</sup>	L 3 35 <sup>AM</sup>	L 10 00 <sup>AM</sup>	L 5 30 <sup>AM</sup>					
		140	2 Daily	4 Daily	6 Daily	54 Daily	56 Daily					
		Time Over Sub-Division	3.40	3.50	3.35	8.00	8.25					

Register stations are shown in full face type.

Ft. Worth register station for first-class trains only.

Lancaster Yard register station for freight trains only.

Time shown Ft. Worth for information only.

Normal position spring switch east end Baird yard is for Baileyville track. Crews leaving Baird must line for main track and reline for Baileyville.

Unless otherwise provided, westward trains taking siding at Mingus, Ranger or Cisco will use east siding and eastward trains taking siding at those stations will use west siding.

### STANDARD CLOCKS:

Fort Worth  
Lancaster Yard  
Weatherford  
Baird

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

Except: No. 11 is superior to No. 4.

## BAIRD SUB-DIVISION---Westward

Station Numbers	Car Capacity Passing Sidings	Time Table No. 49 EFFECTIVE 12:01 A. M. MAY 16, 1939	FIRST CLASS				SECOND CLASS				
			3	7	11		53	67	69		
			Passenger Daily	The Southerner Daily	Sunshine Special Daily		Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily		
386	YARD	N..... BAIRD .....	L 12 25 <sup>PM</sup>	L 2 30 <sup>AM</sup>	L 5 40 <sup>PM</sup>		L 1 00 <sup>AM</sup>	b 7 00 <sup>PM</sup>	L 5 30 <sup>AM</sup>		
392	108	D..... OLYDE .....	s 12 40	s 2 47	5 53		1 15	7 20	5 53		
396	108	..... BERLO .....	12 45	2 52	5 58		1 20	7 31	6 00		
401	108	..... ELMDALE .....	12 52	3 00 <sup>6</sup>	6 05		1 29	7 45	6 10		
405	112	..... HOLDER .....	12 57	3 07 <sup>56</sup>	6 10		1 35	7 55	6 17		
407	80	N..... ABILENE .....	s 1 08	s 3 25	s 6 20		1 45	8 05	6 23		
409	108	..... BAGDAD .....	1 13	3 35	6 25		1 50	8 15	6 30		
414	122	..... TYE .....	f 1 20	3 43	6 31		1 58 <sup>56</sup>	8 38	6 40		
423	122	D..... MERKEL .....	s 1 31	s 3 57	6 41		2 10 <sup>6</sup>	9 00	6 54		
429	108	D..... TRENT .....	s 1 40	s 4 08	6 49		2 19	9 15	7 08		
433	109	..... ESKOTA .....	f 1 50	4 22	7 00		2 30	9 35	7 20 <sup>54</sup>		
442	108	..... STAMPER .....	f 1 55	4 30	7 06		2 36	9 45	7 30		
448	132	N..... SWEETWATER .....	A 2 05 <sup>PM</sup>	s 4 40 5 05	s 7 20		2 55	10 15	7 43		
453	89	..... PETE .....		5 13	7 28		3 03	10 28	7 53		
456	103	D..... ROSCOE .....		5 22	7 33		3 08	10 38	7 59		
462	93	..... JANUS .....		5 30	7 42		3 17	10 57	8 09		
467	94	D..... LORAIN .....		5 38	7 47		3 22	11 10	8 15		
472	93	..... RODET .....		5 48 <sup>54</sup>	7 58		3 31	11 22 <sup>56</sup>	8 25		
476	37	NO... COLORADO .....		6 00	8 05		3 36	11 40	8 31		
479	88	..... DOME .....		6 05	8 10		3 40	11 48	8 40 <sup>2</sup>		
485	91	D... WESTBROOK .....		6 16	8 18		3 48	12 06 <sup>6 AM</sup>	9 00		
498	89	D..... IATAN .....		6 27	8 26		3 57	12 30	9 16		
498	108	..... DALBY .....		6 37	8 35		4 07	12 52	9 27		
503	94	D..... COAHOMA .....		6 45	8 41		4 13	1 09	9 35		
509	96	..... ZILER .....		6 55	8 48		4 21 <sup>54</sup>	1 25	9 45		
513	YARD	N..... BIG SPRING .....	A 7 10 <sup>AM</sup>	A 9 00 <sup>PM</sup>			A 4 30 <sup>AM</sup>	A 1 45 <sup>AM</sup>	A 10 00 <sup>AM</sup>		
		127.5	3 Daily	7 Daily	11 Daily		53 Daily	67 Daily	69 Daily		
		Time Over Sub-Division	1.40	4.40	3.20		3.30	6.45	4.30		

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

Except: No. 11 is superior to No. 4.

Register stations are shown in full face type.

Sweetwater is a register station for Nos. 3 and 4 only.

STANDARD CLOCKS

Baird

Big Spring

All trains move under control between Yard Limit Boards at Roscoe expecting to find R. S. & P. trains occupying main track. No trains will pass between the station and passenger trains receiving and discharging passengers on passing track at Sweetwater or Abilene unless absolutely necessary, and then only when under control and preceded at a distance of twenty feet by a flagman carrying proper signals.

Employees of Roscoe Snyder & Pacific Railway at Roscoe are subject to the rules, time tables and special instructions of the Texas and Pacific Railway, while operating over its tracks.

Employees of the Abilene and Southern Railway at Abilene are subject to the rules, time tables and special instructions of the Texas and Pacific Railway, while operating over its tracks.

Yard engines operating between Pyramid (M.P. 444.7) and East Yard Limit Board (M.P. 441.0) must be furnished train order, or train orders, authorizing their movement. These train orders must be received before leaving Sweetwater. Yard engines operating between Big Spring and Ziler must be furnished train order, or train orders, authorizing their movement. These train orders must be received before leaving Big Spring. This does not nullify nor conflict with Transportation Rule 93.

# BAIRD SUB-DIVISION--Eastward

Location Water, Fuel, Turn-table, Wye, etc	Miles from Terarrana	Time Table No. 49		FIRST CLASS				SECOND CLASS					
		EFFECTIVE 12:01 A. M. MAY 16, 1939											
		STATIONS		Sunshine Special Daily	Passenger Daily	Texas Ranger Daily		54 Red Ball Freight Daily	56 RS&P-Santa Fe California Freight Daily				
FWT	385.7	N.....	BAIRD	A 10 55AM	A 4 15PM	A 3 30AM		A 9 15AM	A 4 15 AM				
	392.6	D.....	OLYDE	10 42	s 4 02	s 3 15		8 58	3 50				
	396.1		BERLO	10 37	3 56	3 09		8 50	3 33				
	401.4		ELMDALE	10 29	f 3 49	3 00 7		8 40	3 18				
W	404.9		HOLDER	10 25	3 44	2 48		8 30	3 07 7				
Y	406.9	N.....	ABILENE	s 10 20	s 3 40	s 2 35 56		8 20	2 35 6				
	409.5		BAGDAD	10 13	3 30	2 26		8 10	2 22				
	415.1		TYE	10 07	f 3 24	2 20		7 59	1 58 53				
	423.4	D.....	MERKEL	9 58	s 3 15	s 2 10 53		7 45	1 38				
	429.7	D.....	TRENT	9 51	s 3 07	2 00		7 35	1 23				
	438.1		ESKOTA	9 42	f 2 57	1 50		7 20 69	12 58				
	442.1		STAMPER	9 38	f 2 52	1 45		7 05	12 46				
FWY	447.5	N....	SWEETWATER	s 9 30	L 2 45PM	s { 1 35 1 05		6 50	12 30				
	452.2		PETE	9 20		12 56		6 34	12 01 AM				
Y	456.1	D.....	ROSCOE	9 15		s 12 50		6 26	11 53				
	462.4		JANUS	9 06		12 41		6 12	11 40				
	466.2	D.....	LOHAINE	9 00		s 12 35		6 02	11 33				
WMP476	472.6		RODET	8 50		12 25		5 48 7	11 22 67				
	475.9	NO-	COLORADO	s 8 45		s 12 20		5 33	11 15				
	478.9		DOME	8 40 69		12 14		5 23	11 09				
	485.0	D....	WESTBROOK	8 33		f 12 06 67 AM		5 10	10 56				
	491.5	D.....	IATAN	8 26		f 11 58		4 57	10 43				
	498.5		DALBY	8 18		11 50		4 45	10 29				
	503.0	D.....	OOAHOMA	8 13		f 11 45		4 35	10 20				
	508.5		ZILER	8 07		11 38		4 21 53	10 10				
FWT	518.2	N.....	BIG SPRING	L 8 00 AM		L 11 30PM		L 4 00AM	L 10 00 PM				
			127.5	2 Daily	4 Daily	6 Daily		54 Daily	56 Daily				
			Time Over Sub-Division	2.55	1.80	4.00		5.15	6.15				

Eastward trains are superior to trains of the same class in opposite direction.  
Except: No. 11 is superior to No. 4.

Register stations are shown in full face type.  
Sweetwater is a register station for Nos. 3 and 4 only.

Normal position spring switch east end Baird yard is for Baileyville track. Crews leaving Baird must line for main track and reline for Baileyville.

Train crews, after stopping trains in Baird yard, will set one-half of all hand brakes on their train; one-half of the brakes thus set to be on head end and the other one-half on rear end. Observe the same rule with any cut-off cars left standing.

All trains move under control between Yard Limit Boards at Roscoe expecting to find R. S. & P. trains occupying main track.

No trains will pass between the station and passenger trains receiving and discharging passengers on passing track at Sweetwater or Abilene unless absolutely necessary, and then only when under control and preceded at a distance of twenty feet by a flagman carrying proper signals.

Yard engines operating between Pyramid (M.P. 444.7) and East Yard Limit Board (M.P. 441.0) must be furnished train order, or train orders, authorizing their movement. These train orders must be received before leaving Sweetwater. Yard engines operating between Big Spring and Ziler must be furnished train order, or train orders, authorizing their movement. These train orders must be received before leaving Big Spring. This does not nullify nor conflict with Transportation Rule 93.

## BIG SPRING SUB-DIVISION--Westward

Station Numbers	Car Capacity Passing Stations	Time Table No. 49		FIRST CLASS				SECOND CLASS			
		EFFECTIVE 12:01 A.M.		7	11			67	69		
		MAY 16, 1939									
STATIONS		The Southerner Daily	Sunshine Special Daily			Red Ball Freight Daily	Red Ball Freight Daily				
513	YARD	N.....	<b>BIG SPRING</b> .....	L 7 40 <sup>2</sup> AM	L 9 15 PM			L 2 30 AM	L 11 00 AM		
519	106		DORT.....	7 50	9 24			2 42	11 14		
524	93		MOBITA.....	7 56	9 30			2 53 <sup>54</sup>	11 24		
528	93		TRUNK.....	8 01	9 35			3 02	11 32		
534	103	D.....	STANTON.....	s 8 08	s 9 42			3 14	11 45		
539	94		DIX.....	8 20	9 54			3 25	11 55		
544	95		GERMANIA.....	f 8 26	10 01			3 36	12 06 PM		
549	95		CHUB.....	8 31	10 06			3 46	12 15		
553	95	N.....	MIDLAND.....	s 8 45	s 10 15 <sup>6</sup>			3 55	12 25		
559	95		BOUNCE.....	8 54	10 25			4 08	12 38		
563	99		WARFIELD.....	8 59	10 32			4 17	12 46		
569	97		SOLO.....	9 06	10 40			4 28	12 56		
573	120	N.....	ODESSA.....	s 9 19	s 10 48			4 38	1 07		
579	104		ARCADE.....	9 27	10 56			4 52	1 17		
584	88		DOURO.....	9 35	11 04			5 10	1 28		
590	95		BADGER.....	9 42	11 11			5 29 <sup>2</sup>	1 41		
594	95		MITZ.....	9 48	11 15			5 35	1 48		
600	95		RANCH.....	9 57	11 24			5 46	2 02		
604	91		SAND HILLS.....	10 02	11 30 <sup>54</sup>			5 54	2 10		
609	116	N.....	MONAHANS.....	s 10 08	s 11 36			6 05	2 20		
615	134		WICKETT.....	s 10 35	11 58			6 20	2 35		
624	108	D.....	PYOTE.....	s 10 51	12 09 AM			6 41	2 52		
634	64		QUITO.....	11 03	12 23			7 07	3 12		
640	74	D.....	BARSTOW.....	s 11 12	s 12 33			7 23	3 25		
647	101	N.....	PECOS.....	s 11 25	s 12 44			7 40	3 38		
656	67		HERMOSA.....	11 42	12 58			8 05	3 58		
666	YARD	N.....	TOYAH.....	A 11 55 AM	A 1 10 AM			A 8 30 AM	A 4 20 PM		
			152.7	7 Daily	11 Daily			67 Daily	69 Daily		
			Time Over Sub-Division	4.15	3.55			6.00	5.20		

## STANDARD CLOCKS:

Big Spring  
Monahans  
Toyah

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

Register stations are shown in full face type.

Employees of the Texas-New Mexico Railway at Monahans are subject to the rules, time tables, and special instructions of the Texas and Pacific Railway, while operating over its tracks.

Employees of the Pecos Valley Southern Railway at Pecos are subject to the rules, time tables, and special instructions of the Texas and Pacific Railway, while operating over its tracks.

# BIG SPRING SUB-DIVISION—Eastward

7

Location Water, Fuel, Turn-table, Wye, etc.	Miles from Texasiana	<b>Time Table No. 49</b>		<b>FIRST CLASS</b>				<b>SECOND CLASS</b>					
		<b>EFFECTIVE 12:01 A. M.</b>		<b>2</b>	<b>6</b>			<b>54</b>					
		<b>MAY 16, 1939</b>		Sunshine Special Daily	Texas Ranger Daily			Red Ball Freight Daily					
		<b>STATIONS</b>											
FWT	513.2	N.....	<b>BIG SPRING</b> .....	A 7 40 <sup>7</sup> AM	A 11 10PM			A 3 15AM					
	519.3		6.1 DOET.....	7 26	10 55			3 03					
	524.2		4.9 MOBITA.....	7 19	10 50			2 53 <sup>67</sup>					
	528.2		4.0 TRUNK.....	7 13	10 45			2 40					
W	534.1	D.....	5.4 STANTON.....	s 7 05	s 10 39			2 28					
	539.3		5.7 DIX.....	6 55	10 30			2 16					
	544.4		5.1 GERMANIA.....	6 48	f 10 25			2 05					
	549.0		4.6 OHUB.....	6 42	10 20			1 55					
WMP551	553.2	N.....	4.6 MIDLAND.....	s 6 35	s 10 15 <sup>11</sup>			1 45					
	559.1		5.5 BOUNOE.....	6 23	10 02			1 33					
	563.4		4.3 WARFIELD.....	6 16	9 57			1 23					
	568.8		5.4 SOLO.....	6 08	9 51			1 10					
W	573.8	N.....	5.1 ODESSA.....	s 6 00	s 9 45			1 00					
	578.8		4.9 ARCADE.....	5 49	9 31			12 40					
	584.5		5.8 DOURO.....	5 39	9 24			12 17					
	590.1		5.5 BADGER.....	5 29 <sup>67</sup>	9 17			12 01AM					
	593.7		3.6 METZ.....	5 23	9 12			11 55					
	600.2		6.5 RANCH.....	5 11	9 05			11 44					
	604.5		4.3 SAND HILLS.....	5 03	9 00			11 30 <sup>11</sup>					
FWY	609.3	N.....	4.5 MONAHANS.....	s 4 55	s 8 45			11 18					
	615.7		6.4 WICKETT.....	4 25	s 8 18			11 06					
	623.7	D.....	8.8 PYOTE.....	4 14	s 8 07			10 51					
WMP631	633.6		9.7 QUITO.....	4 01	7 54			10 30					
	640.2	D.....	6.0 BARSTOW.....	s 3 52	s 7 45			10 15					
Y	646.7	N.....	6.8 PECOS.....	s 3 40	s 7 35			9 55					
	655.7		9.3 HEBMOZA.....	3 27	7 18			9 35					
FWY	665.9	N.....	9.9 TOYAH.....	L 3 15AM	L 7 05PM			L 9 15PM					
			152.7	<b>2</b> Daily	<b>6</b> Daily			<b>54</b> Daily					
			Time Over Sub-Division	4.25	4.05			6.00					

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

Big Spring  
Monahans  
Toyah

Register stations are shown in full face type.

Employees of the Texas-New Mexico Railway at Monahans are subject to the rules, time tables, and special instructions of the Texas and Pacific Railway, while operating over its tracks.

Employees of the Pecos Valley Southern Railway at Pecos are subject to the rules, time tables, and special instructions of the Texas and Pacific Railway, while operating over its tracks.

SECOND CLASS			FIRST CLASS		Station Numbers	Car Capacity Passing Sidings	Time Table No. 49 EFFECTIVE 12:01 A. M. MAY 16, 1939		Miles from Texarkana	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS		SECOND CLASS	
69	67	11	7	2			6	54						
Red Ball Freight Daily	Red Ball Freight Daily	Sunshine Special Daily	The Southerner Daily	Sunshine Special Daily			Texas Ranger Daily	Red Ball Freight Daily						
L 4 50PM	L 9 00AM	L 1 20AM	L 12 01PM	668	YARD	N	TOYAH	665.9	FWY	A 3 10 AM	A 7 00PM	A 9 00PM		
5 03	9 14	1 40	12 11	671	77		REEVES	670.9		2 58	6 47	8 48		
5 16	9 28	1 53	12 20	676	50		GOZAR	676.3		2 50	6 41	8 35		
5 40	9 55	2 15	12 37	687	77		SAN MARTINE	686.5		2 37	6 30	8 15		
5 50	10 09	2 30	12 46	691	50		LEVINSON	691.3	W	2 30	6 24	8 03		
6 15	10 30	2 43	12 59	698	75	D	KENT	698.4		2 20	6 15	7 50		
6 37	11 02	3 00	1 14	709	79		BOBACHO	708.7		2 05	6 02	7 30		
6 58	11 30	3 17	1 26	719	76		PLATEAU	718.9		1 50	5 48	6 58		
7 25	11 50	3 29	1 35	727	50		WILD HORSE	727.3		1 37	5 39	6 30		
7 48	12 10 PM	3 44	1 45	735	78	D	VAN HORN	735.3	FW	1 25	5 30	6 00		
8 00	12 25	3 50	1 58	739	80		HILLSIDE	739.3		1 12	5 19	5 45		
8 18	12 55	4 05	2 12	746	59	D	ALLAMORE	746.3	Y	1 00	5 10	5 23		
8 40	1 17	4 19	2 21	754	51		EAGLE FLAT	758.9		12 50	5 01	5 01		
9 05	1 45	4 35	2 32	764	48		ARISPE	768.6		12 37	4 50	4 38		
A 9 20PM	A 2 00PM	A 4 50AM	A 2 40PM	768	YARD	N	SIERRA BLANCA	768.3	F	12 30AM	L 4 40PM	L 4 25PM		
				781			TOROER	781.0						
				785			SMALL	784.7						
				790			FINLAY	790.0						
				794			RAMEY	794.0						
				798			MADDEN	797.6						
				803			McNARY	802.8						
				808			FORT HANCOCK	807.5						
				815			ISER	814.9						
				821			POLVO	821.1						
				826			TORNILLO	825.7						
				831			FABEMS	831.2						
				839			CLINT	838.7						
				844			BUFORD	844.0						
				846			BELLEN	846.3						
				848			YSLETA	848.0						
				854			ALFALFA	854.2						
A 2 30 AM	A 6 30PM	A 7 30AM	A 5 30PM	860		N	EL PASO	860.7	FWTY	11 00PM	L 2 00PM	L 12 01PM		
69	67	11	7				194.8			2	6	54		
Daily	Daily	Daily	Daily							Daily	Daily	Daily		
9.40	9.30	6.10	5.29				Time Over Sub-Division			5.10	5.00	8.59		

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

Register stations are shown in full face type.

STANDARD CLOCKS:

Toyah  
El Paso

# Special Instructions

Every employe whose duties are in any way prescribed by this Company's book of rules, must provide himself with a copy, have same on hand when on duty, and be conversant therewith.

White signals, instead of green and white as required by Rule 23, will be used to stop trains at flag stations, except at open telegraph offices the train-order signal will be used for this purpose.

All persons are strictly forbidden to board engines or cars while they are in too rapid motion, or to stand on track and board engines or cars when same are approaching them, or to ride on pilots of engines.

A switch must not be closed for main track while train, engine or car is outside of clearance point of siding.

Trains and/or engines approaching the end of two or more tracks must stop clear of fouling point unless switches are properly lined and track clear.

Freight brakemen shall ride on top of their train when safety requires.

A road crossing whistle must be sounded before passing around curves, when the view is obstructed, between the hours of 6:30 A.M. and 6:30 P.M.

Two short blasts engine whistle three times in succession indicate defective train line or burst air hose.

Movements over switches must not be made until switch locks are placed in hasp or lever. This does not apply to switch movements in train yards while making up trains.

To avoid improper handling of passenger equipment, a complete stop must be made as near as possible about three feet short of coupling.

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

Wooden flat cars, loaded or empty, must be handled on rear of train, except this does not apply to local trains.

Outfit cars, both loaded and 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.

## SPEED LIMITS

### MAXIMUM SPEED—PASSENGER AND FREIGHT TRAINS

Between	Passenger Miles per hour	Freight Miles per hour
Lancaster Yard-M.P. 556 .....	70	45
Converted I-1 class engines equipped with nickel steel rods and valve pilots.....		60
D-10 and H-2 class locomotives.....		50
M.P. 556-Sierra Blanca .....	65	45
Converted I-1 class engines equipped with nickel steel rods and valve pilots.....		60
D-10 and H-2 class locomotives.....		50

Light engines in road movement, either freight or passenger, not otherwise restricted by time-table or special instructions, also passenger engines handling rider car or deadhead equipment, will not exceed maximum speed allowed freight trains unless authorized.

Freight trains handling cars equipped with arch bar trucks or wood underframe will not exceed maximum speed of 45 miles per hour.

Freight trains handling crude oil in tank cars will not exceed maximum speed as follows:

	Miles Per Hour
Cars equipped with "Unit Type" truck side frames.....	40
Cars equipped with arch bar trucks.....	30

Yard engines in service, running forward or backward with or without cars, and road engines in service running backward with or without cars or when shoving cars ahead of engines, must not exceed maximum speed of 20 miles per hour.

Standard Roadway Signs restricting speed, located 1500 feet or more from point where speed to be reduced as indicated on sign; higher figure, speed for passenger trains; lower figure, speed for freight trains. When one figure is shown, it indicates speed for both passenger and freight trains.

Resume Speed Signs indicated by R S indicate where normal speed may be resumed.

## No. 16 TURN-OUTS

Station	Location	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 .....		263.3	1	East End Siding.....	30
Aledo .....		264.2	1	West End Siding.....	30
Preble .....		286.4	1	East End Siding.....	30
Preble .....		287.3	1	West End Siding.....	30
Bennett .....		294.8	1	West End Siding.....	30
Cisco .....		361.7	1	West End Siding.....	30

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

Over railroad crossings not interlocked passenger trains 25 and freight trains 15 miles per hour.

Where trains are required by order or special instructions to run at reduced speed, a member of the crew must give the engineman a proceed signal from the rear of the train after the rear car has passed the limit where speed is restricted.

Where speed is restricted to five miles per hour or less or where a dangerous condition is known or reported to exist, a member of the crew must get off head end of train at the designated point and remain on ground keeping close watch until entire train has passed.

Trains handling 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 18 miles per hour on curves.

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

Between	Straight Track Miles per hour	Curves Miles per hour
Lancaster Yard to Sierra Blanca.....	40	30
Branches and subsidiary lines—Same as freight train speed.		

## SPEED ORDINANCES

Station	Miles Per Hour
Fort Worth .....	18
Weatherford .....	18
Strawn .....	30
Ranger .....	20
Ablene .....	15
Clyde .....	25
Merkel .....	20
Colorado .....	20
Midland .....	20
Odessa .....	20
Barstow .....	20
Pecos .....	20

## RAILROAD CROSSINGS

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

All trains must approach grade crossings under control and where crossings are not protected by interlockers will come to a full stop, give the required whistle signals and know that track is clear before proceeding. Where crossings are protected by interlockers, the rules governing their use will apply.

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

- Mile—323.1—Bridge over South Fork Creek.
- Mile—385.3—Just East of Baird (Overpass).

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.

## AUTOMATIC BLOCK

Automatic Block System is in effect on Ft. Worth, Baird, Big Spring and Toyah Sub-divisions.

In Automatic Block territory normal position all cross-over switches connected with the automatic block signals will be for straight track.

## SIDE TRACK LEAVING SIGNALS

Dwarf signals known as Side Track Leaving Signals have been installed at sidings on the Ft. Worth, Baird, Big Spring and Toyah sub-divisions.

These Side Track Leaving Signals are located immediately to the right of the siding, approximately at the clearance point, their purpose being to govern movements from the siding to the main track. They are of the color-light type, each having two indications; a green light indicating that the block in which the switch is located is clear and a red light indicating that there is a train in or closely approaching this block.

At the switches above named, and at other switches where Side Track Leaving Signals are, or may be in the future, installed, the side track leaving signal must be observed before a main track switch is opened for a movement to the main track. The switch must not be opened while the "block-occupied" indication is displayed, except under flag protection.

In case of power failure, lights in Side Track Leaving Signals will not be displayed continuously. It will then be necessary for a member of the crew to operate push-button located on signal case near the switch, in order to ascertain the indication of the Side Track Leaving Signal.

## SIGNAL SYSTEM FT. WORTH PASSENGER STATION

Conductor's signal on post in train shed immediately west of exit from subway, each track.

Passenger Director's signal on column in subway at entrance to stairway, each track.

Signal in announcing booth in parcel check room.

Operator's signal in telegraph office.

Towerman's signal in interlocker tower.

When train is ready to load passengers the conductor or Stationmaster will push button marked **LOADING**.

After passengers have passed from subway to train shed the Passenger Director will signal conductor by pushing button in subway which will give yellow signal in train shed.

When train is ready to leave the conductor will push button marked **LEAVING**.

## SIGNAL SYSTEM ABILENE PASSENGER STATION

Conductor's signals located on posts on station platform east and west of pagoda.

When train is ready to leave, conductor will press button on side of iron semaphore box.

If all passengers are out, operator will press button in telegraph office, causing semaphore to show proceed indication.

# Special Instructions

## REMOTE CONTROL SWITCHES

### Aledo—Preble—Cisco

Remote control switches together with necessary signals installed at each end of Aledo and Preble sidings and west end of Cisco siding.

Home signals governing trains approaching these switches consist of two units, mounted on the same mast, their indications being as follows:

Top Unit	Bottom Unit	Indication
Green	Red	Proceed via main track.
Yellow	Red	Proceed via main track prepared to stop at next signal.
Red	Yellow	Proceed into siding.
Red	Red	STOP. If cause for stopping is not known and route appears clear, call operator for instructions.

Home signals governing trains leaving Aledo, Preble and westward from Cisco, are mounted on separate masts, the high signals governing trains leaving from main track and dwarf signals governing trains leaving from siding.

Should it be necessary to make a movement over a route other than that for which switch was originally lined, it will be necessary for a member of crew, after conferring with operator, to release the approach lock. To do this, proceed as follows: Open the iron box mounted on post near switch machine, throw the lever or crank inside this box to opposite side of slot and then return it to its original position. Operator will then line switch for desired movement and display proper signal indication.

Should switch machine be inoperative, the switch may be thrown by hand in the following manner: Take the crank out of the iron box mentioned above, insert it in the hole located in top of switch machine cover, and crank the switch over to the desired position until crank stops. To insert crank it is necessary to move the collar which partly covers crank hole to one side so that it lines up properly with hole, returning this collar to its original position after crank is removed.

Remote control switches and signals in connection therewith at Aledo and Preble are handled by operator at Weatherford, remote control switch and signals in connection therewith located at west switch to passing track at Cisco are operated by operator at Cisco.

## SPRING SWITCHES

### Location

Station	Mile Post	Track	Facing Point Direction	Normal Position
Baird	385.65	Baileyville east end yard	East	Baileyville track
Baird	386.38	West switch to turn out or lead, west end yard	East	Main track

### Operation

Trains and engines moving in the facing point direction will approach under control and be governed by indication of automatic signal located in advance of switch. If signal indicates stop, switch must be examined and points known to fit properly before proceeding.

Trains and engines moving in the opposite, or trailing point direction may trail through spring switches without stopping, not exceeding speed of 15 miles per hour. If a stop is made before entire train has passed points of switch, slack or backward movement must not be made until switch is properly lined.

Spring switches may be thrown by hand, and when done switch should be operated slowly and with uniform pressure.

A running switch must not be made over a spring switch.

Sand must not be used while moving over spring switches.

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.

## LOCATION FUEL, WATER, TURN-TABLES, WYES, ETC.

### ABBREVIATIONS

F—Fuel  
W—Water  
T—Turn-Table

Y—Wye  
MP—Mile Post  
NS—No Siding

### YARD LIMIT STATIONS

Ft. Worth	} One Yard	Holder	} One Yard	Ziler	} One Yard
Lancaster Yard		Abilene		Big Spring	
Weatherford	} One Yard	Sweetwater	} One Yard	Monahans	} One Yard
Ranger		Pyramid		Toyah	
Cisco		Stamper		Sierra Blanca	
Baird		Ives		Colorado	

## OTHER PASSENGER TRAIN FLAG STOPS

Trains	Station	Location Mile Post
3-4	Chautauqua	380.5
6-7	Judkin	591.5
6-7	Quito Wells	630.0

No. 6 will stop on flag at Strawn, Gordon and Santo to take on passengers for Weatherford, Ft. Worth or east.

No. 7 will stop at Gordon to discharge passengers from Ft. Worth or east.

No. 7 will stop on flag at stations east of Sweetwater to take on passengers for Sweetwater or west.

No. 11 will stop on flag at Roscoe and Loraine to discharge passengers from Sweetwater or east and to take on passengers for Big Spring and west, and at Coahoma to discharge passengers from Sweetwater or east.

No. 2 will stop on flag at Loraine and Roscoe to discharge passengers from Big Spring and west and to take on passengers for Sweetwater and east, and at Coahoma to take on passengers for Sweetwater and east.

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

## 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
City Pharmacy	Baird	Baird
C. M. Pressley	Abilene	Abilene
J. P. Majors	Sweetwater	Sweetwater
Sam F. Majors	Colorado	Colorado
Omar Pitman	Big Spring	Big Spring
C. A. Bruton	Monahans	Monahans
B. R. Benjamin	El Paso	El Paso

## HOSPITAL

Dr. Carl McCurdy, Chief Surgeon	Marshall, Texas
Dr. F. P. Miller, Division Surgeon	El Paso, Texas
Dr. Alden Coffey, District Surgeon	Ft. Worth, Texas

## Local Surgeons

Dr. J. T. McVeigh	Fort Worth, Texas
Dr. C. A. Havard	Fort Worth, Texas
Dr. A. D. Ladd	Fort Worth, Texas
Dr. E. M. Russell	Weatherford, Texas
Dr. P. L. Allen	Weatherford, Texas
Dr. N. E. Dick	Millsap, Texas
Dr. J. F. Robertson	Gordon, Texas
Dr. J. T. Spratt	Mingus, Texas
Dr. W. S. Pedigo	Strawn, Texas
Dr. P. M. Kuykendall	Ranger, Texas
Dr. T. L. Lauderdale	Ranger, Texas
Dr. C. H. Carter	Eastland, Texas
Dr. W. P. Lee	Cisco, Texas
Dr. B. F. Brittan	Putnam, Texas
Dr. R. L. Griggs	Baird, Texas
Dr. Andrew J. Pope	Abilene, Texas
Dr. W. V. Ramsey	Abilene, Texas
Dr. Stewart Cooper (Associate)	Abilene, Texas
Dr. M. Armstrong	Merkel, Texas
Dr. W. T. Sadler (Associate)	Merkel, Texas
Dr. C. A. Rosebrough	Sweetwater, Texas
Dr. A. H. Fortner	Sweetwater, Texas
Dr. Sam A. Loeb (Associate)	Sweetwater, Texas
Dr. J. M. Crymes	Colorado, Texas
Dr. G. T. Hall	Big Spring, Texas
Dr. M. H. Bennett	Big Spring, Texas
Dr. J. E. Moffett	Stanton, Texas
Dr. J. B. Thomas	Midland, Texas
Dr. E. V. Headlee	Odessa, Texas
Dr. H. E. Hestand (Associate)	Odessa, Texas
Dr. E. J. Cook	Monahans, Texas
Dr. Jim Camp	Pecos, Texas
Dr. J. Hilliard Camp (Associate)	Pecos, Texas
Dr. Jno. P. Wright	Van Horn, Texas
Dr. Geo. M. Dunne	Sierra Blanca, Texas
Dr. T. H. McCamant	El Paso, Texas
Dr. T. C. Liddell	El Paso, Texas

## Oculists

Dr. W. S. Webb	Fort Worth, Texas
Dr. W. R. Thompson	Fort Worth, Texas
Dr. J. W. Eschenbrenner	Fort Worth, Texas
Dr. Chas. Hale	Cisco, Texas
Dr. Joseph Daly	Abilene, Texas
Dr. G. H. Wood	Big Spring, Texas
Dr. W. L. Simmons	Big Spring, Texas
Drs. Schuster and Schuster	El Paso, Texas

# Special Instructions

## LOADING SPURS

### Ft. Worth Sub-Division

Miles	Name of Track	Car Capacity	Switch Connections
260.2	Iona.....	17	East
316.4	Lone Star Gas Co.....	9	East
324.8	Johnson's Mine.....	125	West
343.1	Lone Star Gas Co.....	8	West
343.5	Lone Star Gas Co.....	38	West
346.8	Magnolia.....	44	West
380.3	Octane Refining Co.....	10	East

### Baird Sub-Division

Miles	Name of Track	Car Capacity	Switch Connections
417.7	Dunnigan Tool & Supply Co.....	7	East
441.3	Ives.....	16	Both
444.7	Pyramid.....	16	Both

### Big Spring Sub-Division

Miles	Name of Track	Car Capacity	Switch Connections
554.3	Hughes Tool Co.....	15	West
555.4	Hercules Powder Co.....	1	East
574.8	Empire Oil and Gas Co.....	18	East
575.0	Halliburton Oil Well Cementing Co.....	9	East
575.8	Barnsdall Oil Co.....	14	East
591.5	Judkin.....	25	West
605.9	Sand.....	15	West

### Toyah Sub-Division

Miles	Name of Track	Car Capacity	Switch Connections
743.9	Crusher.....	25	West

### SAFETY RULES GOVERNING EMPLOYEES IN TRAIN, ENGINE, AND YARD SERVICE SAFETY IS OF THE FIRST IMPORTANCE IN THE DISCHARGE OF DUTY

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

The following is prohibited:

- (1) Attempting to couple or uncouple air hose while cars or engine in motion.
- (2) Coupling into or moving cars, containing emigrant movables, or cars on house, team or industry tracks, without first positively ascertaining whether there are any persons in, under or between such cars, who might suffer injury or death by movement of cars. (Train or yard men must advise such persons before coupling into such cars, requiring them to vacate—and take every precaution to prevent injury by rough or careless handling.)
- (3) Hanging squirt hose over or through locomotive hand-holds; also, hanging squirt hose in gangways between engine and tender, except where bracket has been provided to retain it in such position that it will not be mistaken for a handhold.
- (4) Hanging dope pail on door guides, and grab irons or on side or end ladders of cars.
- (5) Switching or handling occupied passenger train equipment or occupied outfit cars, or switching any other car in connection with the switching of an occupied passenger train, without first cutting in and testing air brakes. (The test to consist of a service application before moving.)
- (6) Going between or under moving cars or engine.
- (7) Opening draw bar knuckles with hand or foot and operating knuckle lock pins with hands while cars or engines are in motion.
- (8) Lining or adjusting draw bars with hand or foot while cars or engines are in motion.
- (9) Climbing in between cars while in motion to stop leaks or adjust air hose.
- (10) Shoving or kicking cars over highway crossings, without first protecting crossings. (Trainmen must know that crossing is clear before giving signal to engine crew. Same action must be taken with locomotives, with or without cars attached, when moving over crossings located at stations or inside yard limits. At crossings where flagmen are on duty, this rule will not govern.)
- (11) Leaving cars standing on tracks too near street or highway crossings. Cars must be left at least sixty (60) feet away from crossing where possible.
- (12) Alighting from or boarding a moving engine from position between the rails, the front end of a moving caboose, or a rapidly moving train or engine.
- (13) Getting off HEAD END of caboose or coach to line switch to normal position. (Trainmen should get off rear end of rear car. When this is not practicable they should get off caboose or coach on side opposite from which switch stand is located.)
- (14) Neglecting to observe switch points after throwing switch.
- (15) Failure to push the switch lever firmly into the notch before leaving switch.
- (16) Giving signals to move an engine or cars without first placing switch in proper position for such movement.
- (17) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engine.
- (18) Enginemen drifting down too close to switches that are to be thrown.
- (19) Riding on foot board of engine between engine and cars when pushing cars.
- (20) Riding on pilot of engine.

- (21) Riding on leading foot board while coupling engine to cars.
- (22) Riding on deadwoods, drawbars, brake beams, grab irons, handholds, brake staffs, ladders, or any other appurtenances on the facing end of cars when such cars are being pushed.
- (23) 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 the Superintendent.
- (24) Riding on the end of loads which are liable to shift from impact when coupling is made or during ordinary train movement.
- (25) Giving signals to move an engine or cars and then crossing track in front of the engine or cars.
- (26) On double track—standing or walking on track while a train is approaching or passing on opposite track. Employes must expect trains to operate on either track in either direction.
- (27) Staking out cars except when impossible to avoid it. (When necessary to do it, always follow the pole.)
- (28) Standing on extreme end of freight car while engine is attached or while engine or cars are in act of coupling into such car or string of cars connecting it except when operating hand brakes.
- (29) Leaving cars on any track not properly secured by hand brakes or wheels blocked when brakes are defective. (When blocking wheels use wood only.)
- (30) Opening blow-off cocks inside of switches while engine is in motion. Opening outside blow-off cocks and starting and shutting of injectors on engines which have overflow pipes outside of ashpan without first being sure that no one is near. (Take extra precaution after dark.) 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.
- (31) Tightening packing nuts on lubricator glasses or water gauge glasses while there is any pressure within the glasses.
- (32) Throwing any object from a train or engine without first ascertaining whether any person is standing nearby who might be struck and injured.
- (33) Permitting any car with a loose or missing hand hold to be moved or set out without first notifying all employes on the train and making message report to Superintendent, who will advise all concerned with protection order and arrange for immediate repairs.
- (34) Making a running switch without testing hand brakes and switch.

### FIRE PROTECTION

1. Opening ash-pan slides while engines are running, or cleaning fires on main track except at water stations, side tracks and other designated points, is prohibited. When fire is cleaned all live fire must be extinguished before leaving. Engineers must not work steam while passing exposed cotton on platforms.
2. 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 setting out fire.
3. 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.

## CONDENSED SCHEDULES

221	207	31	1	27-7	3	23-15	21-11	STATIONS	2	4-24	6-20	16-26	32	208	222
						1 10PM	10 00PM	NEW ORLEANS		4 25PM		7 59AM			
						4 05PM	1 00AM	ADDIS		1 35PM		4 52AM			
				7 30AM		7 00PM	3 30AM	ALEXANDRIA		10 45AM	9 00PM	2 15AM			
				7 10PM		7 10PM	3 50AM			10 30AM		2 00AM			
				12 10PM		10 30PM	7 20AM	SHREVEPORT		6 50AM	4 10PM	10 55PM			
				3 10PM		11 10PM	7 40AM			5 20AM	2 25PM	10 45PM			
5 00AM	4 00PM	11 30PM	4 50AM	3 00PM		1 35AM		TEXARKANA	8 40PM	4 10AM		11 15PM	3 40PM	10 45AM	8 30PM
6 20AM	5 50PM		6 10AM	4 15PM		12 30AM	8 45AM	MARSHALL	7 10PM	4 00AM	1 10PM	9 45PM		8 55AM	7 00PM
				4 40PM		3 10AM	9 00AM			2 05AM	12 55PM	9 30PM			
6 50AM	6 30PM		6 40AM	5 15PM		3 45AM	9 35AM	LONGVIEW	6 40PM	1 35AM	12 25PM	8 00PM		8 20AM	6 30PM
			6 50AM			4 05AM				1 25AM		8 45PM			
			9 30AM	8 30PM		7 00AM	12 15PM	DALLAS	4 00PM	10 10PM	8 50AM	6 00PM			
			9 35AM	9 00PM		7 15AM	12 25PM		3 50PM	9 25PM	8 30AM	6 50PM			
			6 30AM	9 45PM				FORT WORTH	3 05PM	8 40PM	7 40AM	5 05PM	8 10AM		
			10 15AM	10 20PM	8 30AM	7 55AM	1 15PM		2 40PM	8 10PM	7 10AM				
							1 45PM								
				1 50AM	11 40AM		4 54PM	CISCO	11 40AM	4 54PM	4 15AM				
				3 25AM	1 08PM		6 20PM	ABILENE	10 20AM	3 40PM	2 35AM				
				4 40AM			7 20PM	SWEETWATER	9 30AM	2 45PM	1 35AM				
				6 05AM	2 05PM						1 05AM				
				7 10AM			9 00PM	BIG SPRING	8 00AM		11 30PM				
				7 40AM			9 15PM		7 40AM		11 10PM				
				11 25AM			12 44AM	PECOS	3 40AM		7 35PM				
				5 30PM			7 30AM	EL PASO	10 00PM		2 00PM				