

## DIVISION OFFICERS

J. G. BRANNON, Superintendent, Ft. Worth, Tex.  
 T. C. CORY, Master Mechanic, Ft. Worth, Tex.  
 G. R. FRENCH, Ass't. Supt., Big Spring, Tex.  
 J. G. TUCKER, Trainmaster, Big Spring, Tex.  
 D. E. CROUSER, Trainmaster, Ft. Worth, Tex.  
 R. W. WAGNER, Trainmaster Terminals, Ft. Worth, Tex.  
 T. J. HIGGINS, Road Foreman of Engines, Big Spring, Tex.  
 J. O. BLANKENSHIP, Road Foreman of Engines, Ft. Worth, Tex.

K. R. Woodford	Chief Dispatcher	Ft. Worth, Tex.
W. H. Robinson	Chief Dispatcher	Ft. Worth, Tex.
R. Winn	Chief Dispatcher	Ft. Worth, Tex.
C. R. Cozort	Asst. Chief Dispr.	Ft. Worth, Tex.
R. A. Crawford	Asst. Chief Dispr.	Ft. Worth, Tex.
S. Landman	Asst. Chief Dispr.	Ft. Worth, Tex.
I. S. McIntosh	Asst. Chief Dispr.	Ft. Worth, Tex.
R. N. Page	Asst. Chief Dispr.	Ft. Worth, Tex.
J. H. Williams	Asst. Chief Dispr.	Ft. Worth, Tex.

J. C. Chestnut	Dispatcher	Ft. Worth, Tex.
W. Crownover	Dispatcher	Ft. Worth, Tex.
C. W. Davis	Dispatcher	Ft. Worth, Tex.
C. J. Dupont	Dispatcher	Ft. Worth, Tex.
F. W. Ford	Dispatcher	Ft. Worth, Tex.
T. P. Harrison	Dispatcher	Ft. Worth, Tex.
J. A. Low	Dispatcher	Ft. Worth, Tex.
E. T. Read	Dispatcher	Ft. Worth, Tex.
R. L. Rice	Dispatcher	Ft. Worth, Tex.
R. Tucker	Dispatcher	Ft. Worth, Tex.
A. M. Underwood	Dispatcher	Ft. Worth, Tex.
R. A. Whittlesey	Dispatcher	Ft. Worth, Tex.
R. L. Wisdom	Dispatcher	Ft. Worth, Tex.



# The Texas and Pacific Railway Company

## WESTERN DIVISION

# TIME TABLE NO. 7

Effective 12:01 a. m., Sunday, April 2, 1944

## 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

A. J. CHESTER, Vice-President—Operation,  
 B. C. JAMES, Assistant Vice-President,  
 W. T. LONG, JR., Sup't. Transportation,  
 H. C. REMINGTON, Ass't. Sup't. Transportation,  
 C. F. ADAMS, Train Rules Examiner,  
 J. G. BRANNON, Superintendent.

SECOND CLASS			FIRST CLASS		Station Number	Car Capacity Passing Siding	Time Table No. 7 EFFECTIVE 12:01 A. M. APRIL 2, 1944	Miles from Texasiana	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS			SECOND CLASS	
67	65	53	11	7						6	16	54	56	
Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Sunshine Special Passenger Daily	The Southerner Passenger Daily						Texas Ranger Passenger Daily	The Texan Passenger Daily	Red Ball Freight Daily	RS&P-Santa Fe California Freight Daily	
			L 2 10 PM	L 11 20 PM	246	YARD N	<b>FORT WORTH</b>	245.7		A 7 25 AM	A 3 30 PM			
L 9 30 PM	L 12 01 PM	L 9 00 PM	2 22	11 32	251	YARD N	<b>LANCASTER YARD</b>	251.0	FWT	7 10	3 15	A 5 00 PM	A- 1 40 PM	
9 40	12 20	9 10	2 28	11 38	255	NS	BENBROOK	254.6		7 05	3 08	4 40	1 20	
9 45	12 30	9 15	2 33	11 43	257	90	PERSHING	257.0		7 02	3 03	4 30	1 10	
9 55	12 55 <sup>56</sup>	9 25	2 41	11 51	260	90	IONA	260.1		6 58	2 57	4 20	12 55 <sup>65</sup>	
10 06	1 05	9 31	2 50 <sup>16</sup>	11 56	264	82	ALEDO	263.8		6 53	2 50 <sup>11</sup>	4 10	12 45	
10 16	1 13	9 40	2 58	12 02 AM	269	90	ANNETA	268.8		6 45	2 40	3 55	12 37	
10 24	1 19	9 46	3 03	12 07	273	89	EARLS	272.8		6 38	2 34	3 44	12 30	
10 35	1 30	9 53	s 3 10	s 12 18	277	106	N. WEATHERFORD	276.7	W	s 6 32	s 2 28	3 30	12 20	
10 43	1 37	10 00	3 17 <sup>54</sup>	12 25	280	87	SEALE	280.4		6 22	2 20	3 17 <sup>11</sup>	12 10 PM	
10 50	1 42	10 05	3 21	12 28	283	24	LAMBERT	283.2		6 19	2 16	2 50	11 59	
10 57	{ 2 08 <sup>16</sup> 2 25 <sup>54</sup>	10 10	3 26	12 32	287	82	PREBLE	286.7		6 12	2 08 <sup>65</sup>	2 25 <sup>65</sup>	11 37	
11 05	2 45	10 16	s 3 34	s 12 40	291	38	D. MILLSAP	290.7		s 6 05	s 2 00	2 08	11 25	
11 12	3 05	10 21	3 44	12 50	294	88	BENNETT	293.9	W	5 53	1 50 <sup>54</sup>	1 50 <sup>16</sup>	11 15	
11 25	3 30	10 31	3 59	1 08	301	89	BRAZOS	300.7		5 41	1 41	1 25	10 55	
11 37	3 40	10 41	4 09	1 17	308	90	N. SANTO	307.5		5 32	1 31	1 12	10 42	
11 50	3 48	10 49	4 18	1 24	313	89	JUDD	313.3		5 23	1 23	1 02	10 30	
12 01 AM	3 55	10 55	4 25	1 30	319	82	D. GORDON	318.5		5 16	1 16	12 51	10 15	
12 10	4 01	11 00	4 30	s 1 35	322	92	D. MINGUS	321.8	W	5 10	1 10	12 45	10 05	
12 20	4 08	11 06	s 4 39	s 1 43	326	118	D. STRAWN	326.3		s 5 03	s 1 05	12 37	9 50	
12 35	4 21	11 18	4 51	1 55	334	82	MILES	333.6		4 52	12 53	12 25	9 30	
12 45	4 35	11 28	5 02	2 05	338	100	TIFFIN	338.1		4 45	12 45	12 15	9 12	
12 51	4 40	11 33	s 5 08	s 2 12	341	E 114 W 98	N. RANGER	340.7	W	s 4 40	s 12 40	12 10 PM	9 06	
1 05	4 51	11 44	5 22	2 24	347	90	OLDEN	347.1		4 27	12 30	11 50	8 50	
1 13	4 56	11 49	s 5 30	s 2 32	351	125	D. EASTLAND	350.7		s 4 22	s 12 22	11 40	8 40	
1 23	5 02	11 57	5 38	2 40	355	89	LEM	355.3		4 12	12 15	11 25	8 30	
1 35	5 15	12 10 AM	s 5 50	s 2 55	361	E-90 W 112	N. OISCO	360.6	W	s 4 03	s 12 08 PM	11 13	8 20	
1 50	5 30	12 22	6 04	3 07	368	89	DOTHAN	367.8		3 47	11 54	10 50	8 00	
2 02	5 40	12 32	6 12	3 15	374	89	D. PUTNAM	373.8		3 37	11 47	10 30	7 45	
2 18	5 52	12 44	6 21	3 31 <sup>6</sup>	381	90	JAYELL	381.3		3 31 <sup>7</sup>	11 37	10 10	7 25	
A 2 30 AM	A 6 00 AM	A 12 55 AM	A 6 35 PM	A 3 45 AM	386	YARD N	<b>BAIRD</b>	385.7	FWT	L 3 25 AM	L 11 30 AM	L 10 00 AM	L 7 10 AM	
<b>67</b>	<b>65</b>	<b>53</b>	<b>11</b>	<b>7</b>						<b>6</b>	<b>16</b>	<b>54</b>	<b>56</b>	
Daily	Daily	Daily	Daily	Daily			140			Daily	Daily	Daily	Daily	
6.00	5.59	3.55	4.25	4.25			Time Over Sub-Division			4.00	4.00	7.00	6.30	

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

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

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

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

Second class and inferior trains, yard and other engines may run ahead of overdue EASTWARD first class trains between Mile Post 250, Lancaster Yard, and east end siding Fort Worth, Mile Post 244.2, 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.

Yard and other engines may run ahead of overdue WESTWARD first class trains between east end siding Fort Worth, Mile Post 244.2, and Mile Post 250, Lancaster Yard, without train order authority, but will not occupy the main track within these limits when it is known a first-class train will be delayed.

Second class and inferior trains may run ahead of overdue WESTWARD first class trains between east end siding Fort Worth, Mile Post 244.2, and Mile Post 250, Lancaster Yard, without train order authority.

All trains and engines will run at REDUCED SPEED and will not exceed a speed of 10 miles per hour through interlocker and between interlocker and cross-over west end passenger station Fort Worth.

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

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

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

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

Automatic Block Signal, M.P. 250.9, governing movement from receiving yard track Lancaster Yard to westward main track equipped to display a letter "S" in a RED light. When the letter "S" in red light is displayed the indication is: "Stop and throw switch." After switch has been thrown be governed by indication displayed by the signal.

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

## Westward

## BAIRD SUB-DIVISION

## Eastward

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SECOND CLASS			FIRST CLASS		Station Number	Car Capacity Passing Siding	Time Table No. 7 EFFECTIVE 12:01 A.M. APRIL 2, 1944		Miles from Texarkana	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS		SECOND CLASS	
67	65	53	11	7			6	16			54	56		
Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Sunshine Special Passenger Daily	The Southern Passenger Daily			STATIONS			Texas Ranger Passenger Daily	The Texan Passenger Daily	Red Ball Freight Daily	RS&P-Santa Fe California Freight Daily	
L 3 30AM	L 7 00PM	L 1 30AM	L 6 50PM	L 4 00AM	386	YARD	N..... BAIRD .....	385.7	FWT	A 3 10AM	A 11 15AM	A 9 15AM	A 6 35AM	
3 50	7 30	1 55	7 08	s 4 18	392	103	N..... OLYDE .....	392.6		s 2 51	10 58	8 58	6 21	
3 56	7 37	2 00	7 13	4 25	396	103	..... BERLO .....	396.1		2 46	10 53	8 50	6 14	
4 06	7 47	2 06	7 20	4 31	401	103	..... ELMDALE .....	401.4		2 38	10 40	8 40	6 03	
4 12	7 54	2 11	7 25	4 35	405	107	..... HOLDER .....	404.9	W	2 31	10 32	8 30	5 56	
4 20	8 00	2 25	s 7 40	s 4 40	407	76	N..... ABILENE .....	406.9	WY	s 2 25	s 10 25	8 20	5 52	
4 30	8 07	2 32	7 50	5 00	409	107	..... BAGDAD .....	409.5		2 05	10 18	8 10	5 47	
4 50	8 18	2 39	7 56	5 06	414	117	..... TYE .....	415.1		1 58	10 07	7 59	5 36	
5 18 <sup>56</sup>	8 35	2 50	s 8 08	s 5 18 <sup>56</sup>	423	117	D..... MERKEL .....	423.4		s 1 48	s 9 55	7 45	5 18 <sup>57</sup>	
5 40	8 48	3 00	8 17	s 5 30	429	104	D..... TRENT .....	429.7		1 40	9 45	7 35	5 05	
5 55	9 05	3 12	8 28	5 42	438	105	..... ESKOTA .....	438.1		1 30	9 33	7 20	4 50	
6 05	9 13	3 17	8 33	5 50	442	103	..... STAMPER .....	442.1		1 25	9 25	7 05	4 40	
6 55 <sup>54</sup>	9 30	3 35	s 8 45	s 6 00	448	126	N..... SWEETWATER .....	447.6	FWY	s 1 15	s 9 10	6 55 <sup>67</sup>	4 15	
7 05	9 40	3 45	9 00	6 30	453	85	..... PETE .....	452.2		12 15	9 01	6 45	4 03	
7 13	9 48	3 55 <sup>56</sup>	9 08	f 6 35 <sup>54</sup>	456	99	D..... ROSCOE .....	456.1	Y	f 12 08AM	8 55	6 35 <sup>7</sup>	3 55 <sup>53</sup>	
7 23	10 01	4 03	9 18	6 45	462	89	..... JANUS .....	462.4		11 58	8 45	6 17	3 40	
7 29	10 08	4 08	9 22	f 6 50	467	87	D..... LORAIN .....	466.2		f 11 51	8 36	6 10	3 26	
7 46	10 21	4 20	9 32	6 58	472	89	..... RODET .....	472.6	WMP 470	11 43	8 28	5 50	3 05	
8 00	10 30	4 25	s 9 40	s 7 05	476	NS	N..... COLORADO CITY .....	475.9		s 11 36	s 8 21	5 33	2 55	
8 14 <sup>16</sup>	10 38	4 30	9 50	7 11	479	85	..... DOME .....	478.9		11 31	8 14 <sup>67</sup>	5 23	2 44	
8 27	10 52	4 40	9 59	s 7 18	485	87	D..... WESTBROOK .....	485.0		f 11 23	8 07	5 10	2 31	
8 41	11 14 <sup>6</sup>	4 57 <sup>54</sup>	10 10	f 7 26	492	85	..... IATAN .....	491.5		11 14 <sup>65</sup>	8 00	4 57 <sup>53</sup>	2 18	
8 55	11 30	5 07	10 21	7 34	498	103	..... DALBY .....	498.5		11 05	7 51	4 45	2 04	
9 05	11 39	5 13	10 26	s 7 45 <sup>16</sup>	503	91	N..... COAHOMA .....	503.0		f 10 59	7 45 <sup>7</sup>	4 35	1 55	
9 15	11 50	5 20	10 35	7 55	509	92	..... ZILER .....	508.5		10 50	7 38	4 25	1 45	
A 9 30AM	A 12 05AM	A 5 30AM	A 10 45 <sup>6</sup> PM	A 8 05AM	513	YARD	N..... BIG SPRING .....	513.2	FWT	L 10 35 <sup>11</sup> PM	L 7 30AM	L 4 15AM	L 1 30AM	
67	65	53	11	7						6	16	54	56	
Daily	Daily	Daily	Daily	Daily			127.5			Daily	Daily	Daily	Daily	
6.00	5.05	4.00	3.55	4.05			Time Over Sub-Division			4.35	3.45	5.00	5.05	

Eastward trains are superior to trains of the same class in opposite direction; Except No. 11 is superior to No. 6 Baird to first eastward crossover east of Passenger Station Big Spring leading from main track to No. 1 track. Time table meeting point Nos. 6 and 11, East Pull-out track Big Spring.

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

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

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

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

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

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

Employees of the R. S. & P., P. & S. F., and A. & S. Railways are subject to the rules, time-table, and special instructions of the Texas and Pacific Railway, while occupying its tracks.

SECOND CLASS			FIRST CLASS		Station Number	Car Capacity Passing Siding	Time Table No. 7		Miles from Teretana	Location Water, Fuel, Turn-table, W.F., etc.	FIRST CLASS		SECOND CLASS	
67	65	11	7	EFFECTIVE 12:01 A. M.			6	16			54			
Red Ball Freight Daily	Red Ball Freight Daily	Sunshine Special Passenger Daily	The Southerner Passenger Daily	APRIL 2, 1944			Texas Ranger Passenger Daily	The Texan Passenger Daily			Red Ball Freight Daily			
STATIONS														
L 11 00AM	L 2 00AM	L 11 10PM	L 8 30AM	513	YARD	N	BIG SPRING	513.2	FWT	A 10 10PM	A 7 05AM	A 3 15AM		
11 18	2 20	11 20	8 40	519	101		DOET 6.1	519.3		9 59	6 51	2 55		
11 28	2 45 <sup>54</sup>	11 26	8 46	524	91		MORITA 4.9	524.2		9 53	6 46	2 45 <sup>65</sup>		
11 36	2 55	11 30	8 51	528	89		TRUNK 4.0	528.2		9 48	6 42	2 35		
11 50	3 15	s 11 38	s 9 00	534	91	N	STANTON 5.8	534.1	W	s 9 39	f 6 32	2 20		
12 01PM	3 25	11 48	9 10	539	85		DIX 5.2	539.3		9 32	6 26	2 05		
12 11	3 35	11 54	f 9 17	544	91		PAUL 5.1	544.4		f 9 26	6 20	1 55		
12 21	3 44	11 59	9 22	549	91		CHUB 4.6	549.0		9 20	6 15	1 48		
12 40	4 00	s 12 05AM	s 9 27	553	91	N	MIDLAND 4.6	553.2	WMP551	s 9 12	s 6 06	1 40		
12 55	4 11	12 20	9 45	559	91		BOUNCE 4.3	559.1		9 06	6 00	1 32		
1 04	4 20	12 25	9 52	563	90		WARFIELD 4.3	563.4		9 01	5 55	1 25		
1 15	4 30	12 31	9 59	569	91		SOLO 5.4	568.8		8 55	5 49	1 18		
1 26	4 38	s 12 37	s 10 05	573	114	N	ODESSA 4.9	573.3	W	s 8 45	s 5 37	1 05		
1 37	4 46	12 49 <sup>54</sup>	10 20	579	91		ARCADE 5.3	578.8		8 36	5 32	12 49 <sup>11</sup>		
1 50	4 54	12 55	10 29	584	84		DOURO 5.5	584.5		8 30	5 25	12 30		
2 01	5 14 <sup>16</sup>	1 02	f 10 36	590	91		BADGER 5.5	590.1		f 8 14	5 14 <sup>65</sup>	12 15		
2 08	5 30	1 06	10 44	594	91		METZ 3.6	593.7		8 10	5 10	12 10AM		
2 21	5 42	1 13	10 54	600	90		RANCH 6.5	600.2		8 01	5 02	11 59		
2 30	5 50	1 18	10 59	604	88		SAND HILLS 4.3	604.5		7 55	4 57	11 50		
2 50	6 05	s 1 40	s 11 05	609	E 98 W 106	N	MONAHANS 5.1	609.3	FWY	s 7 35	s 4 45	11 35		
3 05	6 30	1 50	s 11 35	615	111	D	WICKETT 6.4	615.7		s 7 25	4 30	11 21		
3 23	6 50	s 2 05	s 11 50	624	75	D	PYOTE 8.8	623.7		s 7 03	s 4 15	11 08		
3 45	7 15	2 22	12 05PM	634	62		QUITO 9.7	633.6	WMP61	6 50	4 05	10 47		
3 58	7 30	f 2 30	s 12 12	640	71	D	BARSTOW 6.0	640.2		s 6 40	f 3 57	10 35		
4 11	7 45	s 2 40	s 12 22	647	100	N	PECOS 6.8	646.7	Y	s 6 25	s 3 42	10 20		
4 30	8 15	3 00	12 40	656	90		HERMOSA 9.2	655.9		6 12	3 32	10 05		
A 5 00PM	A 9 00AM	A 3 20 <sup>16</sup>	A 1 00PM	666	YARD	N	TOYAH 10.1	666.0	FWY	L 6 00PM	L 3 20 <sup>11</sup>	L 9 45PM		
<b>67</b>	<b>65</b>	<b>11</b>	<b>7</b>				152.8			<b>6</b>	<b>16</b>	<b>54</b>		
Daily	Daily	Daily	Daily				Time Over Sub-Division			Daily	Daily	Daily		
6.00	7.00	4.10	4.30							4.10	3.45	5.30		

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

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

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

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

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

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

Westward

## TOYAH SUB-DIVISION

Eastward

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SECOND CLASS		FIRST CLASS		Station Number	Car Capacity Passing Siding	Time Table No. 7 EFFECTIVE 12:01 A. M. APRIL 2, 1944		Miles from Texarkana	Location Water Fuel Tur-table, Wyo, etc.	FIRST CLASS		SECOND CLASS	
67	65	11	7			STATIONS	6			16	54		
Red Ball Freight Daily	Red Ball Freight Daily	Sunshine Special Passenger Daily	The Southerner Passenger Daily			Texas Ranger Passenger Daily	The Texan Passenger Daily		Red Ball Freight Daily				
L 6 30PM	L 10 00AM	L 3 35AM	L 1 15PM	666	YARD	N.....TOYAH.....	666.0	FWY	A 5 40PM	A 3 05AM	A 9 00PM		
6 50	10 20	3 45	1 30	671	72	5.3 REEVES	671.3		5 29	2 59	8 48		
7 10	10 35	3 55	1 40	676	90	5.4 GOZAR	676.7		f 5 23	2 53	8 35		
7 45	11 05	4 13	2 00	687	90	9.7 SAN MARTINE	686.4		f 5 12	2 42	8 15		
8 03 <sup>54</sup>	11 20	4 22	2 10	691	50	5.0 LEVINSON	691.4	W	f 5 07	2 36	8 03 <sup>67</sup>		
8 28	11 50	4 37	2 25	698	72	7.4 KENT	698.8		s 4 56	2 27	7 50		
9 05	12 20PM	4 59	2 50	709	76	10.1 BORACHO	708.9		f 4 45	2 15	7 30		
9 40	12 40	5 14	3 05	719	71	10.3 PLATEAU	719.2		f 4 29	1 59	6 58		
10 05	1 00	5 25	3 16	727	90	7.9 WILD HORSE	727.1		f 4 20	1 50	6 30		
10 35	1 40	s 5 35	s 3 30	735	76	7.8 VAN HORN	734.9	FW	s 4 05	s 1 35	6 00		
10 50	2 10	5 50	3 55 <sup>6</sup>	739	77	4.5 HILLSIDE	739.4		3 55 <sup>7</sup>	1 27	5 45		
11 15	2 40	6 07	s 4 15	746	90	7.1 ALLAMORE	746.5	Y	s 3 46	1 16	5 30		
11 40	3 00	6 17	f 4 27	754	90	7.4 EAGLE FLAT	753.9		f 3 36	1 07	5 15		
12 10AM	3 25 <sup>6</sup>	6 30	f 4 39	764	90	9.7 ARISPE	763.6		3 25 <sup>65</sup>	12 55	5 00		
A 12 30AM	A 4 00PM	A 6 45AM	A 4 50 <sup>54</sup>	768	YARD	N.....SIERRA BLANCA.....	768.5		L 3 15PM	L 12 45AM	L 4 50 <sup>7</sup>		
<p>Employees will be governed by the rules and time table of the T. &amp; N. O. Railroad between Sierra Blanca and El Paso.</p> <p>Time of departure and arrival shown at El Paso is for information only. Figures not to be used.</p>				781		.....TORCEE.....	781.0		<p>Employees will be governed by the rules and time table of the T. &amp; N. O. Railroad between Sierra Blanca and El Paso.</p> <p>Time of departure and arrival shown at El Paso is for information only. Figures not to be used.</p>				
				785		.....SMALL.....	784.7						
				790		5.3 FINLAY	790.0						
				794		4.0 RAMEY	794.0						
				798		3.6 MADDEN	797.6						
				803		5.2 McNARY	802.8						
				808		4.8 FORT HANCOCK	807.5						
				815		7.4 ISER	814.9						
				821		6.2 POLVO	821.1						
				826		4.7 TOENILLO	825.7						
831		5.4 FABENS	831.2										
839		7.5 OLINT	838.7										
844		5.3 BUFORD	844.0										
846		3.3 BELEN	846.3										
848		1.7 YSLETA	848.0										
854		6.1 ALFALFA	854.2										
A 6 00AM	A 9 30PM	A 9 15AM	A 7 30PM	860	YARD	N.....EL PASO.....	860.7	FWTY	L 12 30PM	L 10 25PM	L 12 01PM		
67	65	11	7			194.7			6	16	54		
Daily	Daily	Daily	Daily			Time Over Sub-Division			Daily	Daily	Daily		
11.30	11.30	5.40	6.15						5.10	4.40	8.59		

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

## WESTERN DIVISION

## Special Instructions

Road Foreman of Engines has the authority of Trainmaster.

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

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

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

## STANDARD CLOCK STATIONS

Fort Worth	Baird	Toyah
Lancaster Yard	Big Spring	El Paso
Weatherford	Monahans	

## YARD LIMIT STATIONS

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

## AUTOMATIC BLOCK

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

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

## OTHER PASSENGER TRAIN FLAG STOPS

Trains Nos. 6, 7, 11 and 16 will stop on flag at stations east of Sweetwater to take on or discharge passengers to or from Millsap, Weatherford, Ft. Worth, and east.

Trains 6, 7, 11 and 16 will stop on flag opposite entrance Sloan Air Port, Warfield to discharge passengers to or from Warfield.

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 Loralne 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. 16 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.

Nos. 7 and 11 will stop at stations between Sierra Blanca and El Paso to discharge passengers from Ft. Worth or beyond.

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

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

Mile—323.1—Bridge over South Fork Creek.

Sheds over platform between tracks Fort Worth passenger station.

All employees are cautioned when switching cotton platforms, station platforms and industry tracks, as a number of platforms and buildings at various places will not clear a man on side of cars.

## FIRE PROTECTION

1. Loose fire bricks removed from fire pan must be retained in the boot underneath the fire pan while engine is running and when removed must be cooled to avoid fire.

2. Engines standing without fire must have safety valve in oil tank closed and oil not allowed to run into the pan or underneath the engine.

## TIME SERVICE

NATIONAL RAILWAY TIME SERVICE COMPANY  
Chicago, Ill.

## LOCAL WATCH INSPECTORS

NAME	HEADQUARTERS	TERRITORY
G. W. Haltom	Ft. Worth	Ft. Worth to Sierra Blanca
Holmes Drug Co.	Baird	Baird
C. M. Pressley	Abilene	Abilene
J. P. Majors	Sweetwater	Sweetwater
Sam F. Majors	Colorado City	Colorado City
Iva's Credit Jeweler	Big Spring	Big Spring
O. A. Bruton	Monahans	Monahans
C. E. Ross	El Paso	El Paso
Art Kassel	El Paso	El Paso

## MAXIMUM SPEEDS

Between	Miles per hour	
	Passenger	Freight
Lancaster Yard—M. P. 639.5	70	60
Except: I-1 and H-2 Class engines	60	40
G-1-B and G-1-C Class engines	60	50
F-1 and D-10 Class engines	60	30
D-9 and D-5 Class engines	30	30
M.P. 639.5 to M.P. 666	60	46
Except: I-1 and H-2 Class engines	40	40
F-1 and D-10 Class engines	50	30
D-9 and D-5 Class engines	30	30
M.P. 666 to Sierra Blanca	65	60
Except: I-1 and H-2 Class engines	60	50
F-1 and D-10 Class engines	60	40
G-1-B and G-1-C Class engines	40	40
D-9 and D-5 Class engines	30	30

Trains of mixed freight and passenger equipment will not exceed maximum freight train speed, except occupied passenger equipment and cabooses only, maximum speed 60 miles per hour between M.P. 639.5 and M.P. 666. Trains of deadhead passenger equipment will not exceed maximum freight train speed unless authorized. Cabooses are considered freight equipment.

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

Trains handling cars loaded with crude oil, or loaded company ballast cars will not exceed maximum speed of 40 miles per hour. Conductor keep engineer advised when crude oil or loaded company ballast cars in train.

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

Trains handling 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.

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.

## RAILROAD CROSSINGS

Location	Intersecting Railroad	Miles per hour	
		Psg.	Frt.
Cisco	W. F. & S. R. R. (Interlocked)	30	30
Eastland	M. K. T. Ry. (Interlocked)	40	40
Ranger	E. W. F. & G. (Interlocked)	35	25

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

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

## 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
Cisco		361.7	1	West End Siding	30

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

## CITY SPEED ORDINANCES

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

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.

# Special Instructions

## REMOTE CONTROL SWITCHES

### Aledo—Preble—Cisco

Both ends of the sidings at Aledo and Preble and the west end of the west siding at Cisco are equipped with power-operated switches, the use of which is governed by automatic block signals and rules.

Rail sand must not be used or water allowed to run from any locomotive between signals governing movement over power operated or spring switches.

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

## SPRING SWITCHES

Station	Mile Post	Track	Facing Point Direction	Normal Position
Hodge	A-239.8	North end siding	Southward	Main track
Fort Worth	A-243.2	End of two main tracks, Peach Street	Southward	Main track
Fort Worth	246.1	Westward track and Lead from passenger station—Adams Street	Eastward	Crossover to passenger lead
Lancaster Yard	248.0	Entering eastward main track	Westward	Thoroughfare track
Lancaster Yard	250.0	From west advance yard to westward main track	Eastward	Westward Main track
Lancaster Yard	251.1	End of two main tracks	Eastward	Eastward Main track
Pershing	267.4	West end siding	Eastward	Main track
Cisco	359.7	East end east siding	West	Main track
Baird	385.65	Baileyville east end yard	East	Baileyville track
Baird	386.33	West switch to turn out or lead, west end yard	East	Main track
Big Spring	512.03	East switch to pull out track	West	Main track
Big Spring	514.33	West switch to pull out track	East	Main track
Van Horn	735.3	West end siding	Eastward	Main track

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

When a signal governing a movement in the facing point direction of spring switch indicates "Stop" or "Stop and Proceed" switch must be tested by hand and switch points examined and known to fit properly before proceeding.

## 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	30	2:00	50	1:12
11	5:27	31	1:58	51	1:10
12	5:00	32	1:55	52	1:08
13	4:38	33	1:52	53	1:06
14	4:20	34	1:49	54	1:04
15	4:06	35	1:46	55	1:02
16	3:54	36	1:43	56	1:00
17	3:43	37	1:40	57	59
18	3:33	38	1:37	58	58
19	3:24	39	1:34	59	57
20	3:16	40	1:31	60	56
21	3:08	41	1:28	61	55
22	3:01	42	1:25	62	54
23	2:54	43	1:22	63	53
24	2:47	44	1:19	64	52
25	2:41	45	1:16	65	51
26	2:35	46	1:13	66	50
27	2:29	47	1:10	67	49
28	2:23	48	1:07	68	48
29	2:18	49	1:04	69	47
30	2:13	50	1:01	70	46

## 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. F. McVeigh.....Ft. Worth, Texas  
 Dr. C. A. Havard.....Ft. Worth, Texas  
 Dr. A. D. Ladd.....Ft. Worth, Texas  
 Dr. E. M. Russell.....Weatherford, Texas  
 Dr. N. E. Dick.....Millsap, Texas  
 Dr. J. F. Roberson.....Gordon, Texas  
 Dr. J. T. Spratt.....Mingus, Texas  
 Dr. W. S. Pedigo.....Strawn, Texas  
 Dr. P. M. Kuykendall.....Ranger, Texas  
 Dr. A. W. Brazda.....Ranger, Texas  
 Dr. J. H. Caton.....Eastland, Texas  
 Dr. W. P. Lee.....Cisco, Texas  
 Dr. E. L. Griggs.....Baird, Texas  
 Dr. Ray Cockrell (Associate).....Baird, Texas  
 Dr. Andrew J. Pope.....Abilene, Texas  
 Dr. W. V. Ramsey.....Abilene, Texas  
 Dr. L. J. Pickard (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. J. M. Crymes.....Colorado City, 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. J. M. Devereaux (Associate).....Midland, Texas  
 Dr. E. V. Headlee.....Odessa, Texas  
 Dr. W. O. Rehmyer.....Monahans, Texas  
 Dr. E. J. Cook (Associate).....Monahans, Texas  
 Dr. Jim Camp.....Pecos, Texas  
 Dr. P. J. Starr (Associate).....Pecos, Texas  
 Dr. A. T. Reed.....Toyah, Texas  
 Dr. Jno. P. Wright.....Van Horn, Texas  
 Dr. Geo. M. Dunne.....Sierra Blanca, Texas  
 Dr. J. T. McCamant.....El Paso, Texas  
 Dr. T. C. Liddell.....El Paso, Texas

## Oculists

Dr. W. S. Webb.....Fort Worth, Texas  
 Dr. Webb Walker.....Fort Worth, Texas  
 Dr. Chas. Hale.....Cisco, Texas  
 Dr. Walter J. Mathews.....Abilene, Texas  
 Dr. G. H. Wood.....Big Spring, Texas  
 Dr. R. A. Roberts.....Pecos, Texas  
 Drs. Schuster and Schuster.....El Paso, Texas

## SAFETY RULES

- The following is prohibited:
- (1) Going between moving cars or engines to couple, uncouple or adjust air hose, stop air leaks, or operate knuckle lock pins.
  - (2) Lifting or adjusting draw bars or opening draw bar knuckles with hand or foot while cars or engines are in motion.
  - (3) Alighting from or boarding a moving train or car from a position between the rails, or when coupling engine to cars.
  - (4) Riding on foot board of engine between engine and cars when pushing cars, or when coupling engine to cars.
  - (5) Riding on ends or inside of cars containing loads which are liable to shift from impact when coupling is made, or during ordinary train movement.
  - (6) Riding on draw bars, ladders, and holds, or any other appurtenances on the facing ends of cars when such cars are being pushed.
  - (7) (a) Giving signal to move an engine or cars and then crossing track in front of movement.  
 (b) Giving signal to move an engine or cars without first placing switch in proper position.  
 (c) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engine.  
 (d) Enginemen drifting down too close to switches that are to be thrown.
  - (8) Staking or polling out cars when practicable to avoid it. When done, employ should follow the push pole.
  - (9) Permitting any car with a defective or missing hand hold to be moved or set out without first notifying all employes on the train and making wire report to the Superintendent.
  - (10) Pushing cars or backing engines over public crossings at grade without signal from member of crew on leading car, rear of engine tank, or on crossing. Crossings must be approached prepared to stop.
  - (11) Leaving cars standing on tracks too near street or highway crossings. Cars must be left at least sixty (60) feet away from crossing where possible.
  - (12) Hanging dope pails on hand holds, door guides, or sides or end ladders of cars.
  - (13) Hanging squirt hose over or through locomotive hand holds, or in gangways between engine and tender, except where brackets have been provided to retain in such a position it will not be mistaken for a hand hold.
  - (14) Tightening packing nuts on lubricator glasses or water gauge glasses while there is any pressure within the glasses.
  - (15) Opening blow off or cylinder cocks near a building, street, highway, or in any location where escaping steam and water may cause injury or inconvenience to persons or damage to property. Starting and shutting off injectors on engines which have overflow pipes outside of ash pan without first ascertaining that no one is near or liable to injury.
  - (16) Riding on locomotive (footboards, pilots, or elsewhere) or on cars or trains in yards by employes whose duties do not require them to do so unless authorized by proper authority.
  - (17) Throwing any object from a train or engine without first ascertaining whether any person is standing nearby who might be struck and injured.

## CONDENSED SCHEDULES

715	207	201	31	23-15	21-11	27-7	1	STATIONS	2	4-24	6-20	16-26	32	202	208	716
9 00PM				2 00PM	10 45PM			NEW ORLEANS		1 00PM		7 30AM				8 40AM
11 43PM				4 43PM	1 25AM			ADDIS		9 55AM		4 33AM				54AM
2 10AM				7 25PM 7 45PM	3 50AM 4 10AM	7 30AM		ALEXANDRIA		7 05AM 6 50AM	9 30PM	2 05AM 1 50AM				3 35AM
				11 20PM 11 50PM	7 15AM 7 30AM	12 10PM 3 00PM		SHREVEPORT		3 20AM 3 05AM	4 30PM 4 00PM	10 40PM 10 20PM				
	3 50PM	6 00AM	7 00AM	2 40AM		3 00PM	6 20AM	TEXARKANA	8 25PM	3 35AM		10 45PM	5 55PM	7 35PM	10 10AM	
	5 45PM 6 00PM	7 40AM		1 00AM 4 30AM	8 35AM 8 50AM	4 15PM 4 45PM	7 50AM	MARSHALL	6 50PM	1 40AM 1 15AM	2 35PM 2 15PM	9 10PM 8 55PM		6 00PM	7 50AM	
	6 40PM	8 15AM		5 10AM 5 25AM	9 30AM	5 20PM	8 30AM	LONGVIEW	6 15PM	12 40AM	1 35PM	8 25PM 8 05PM		5 20PM	7 10AM	
				8 45AM 9 05AM	12 30PM 12 45PM	9 15PM 9 40PM	11 45AM 11 55AM	DALLAS	3 30PM 3 20PM	9 10PM 8 30PM	9 30AM 9 00AM	5 15PM 5 05PM				
			3 35PM	10 00AM	1 40PM 2 10PM	10 40PM 11 20PM	12 45PM	FORT WORTH	2 30PM	7 30PM	8 00AM 7 25AM	4 15PM 3 30PM	9 00AM			
				5 50PM		2 55AM		O1800			4 03AM	12 08PM				
				7 40PM		4 40AM 4 55AM		ABILENE			2 25AM	10 25AM				
				8 45PM		6 00AM 6 20AM		SWEETWATER			1 15AM 12 25AM	9 10AM				
				10 45PM 11 10PM		8 05AM 8 30AM		BIG SPRING			10 35PM 10 10PM	7 30AM 7 05AM				
				2 40AM		12 22PM		PECOS			6 25PM	3 42AM				
				9 15AM		7 30PM		EL PASO			12 30PM	10 25PM				