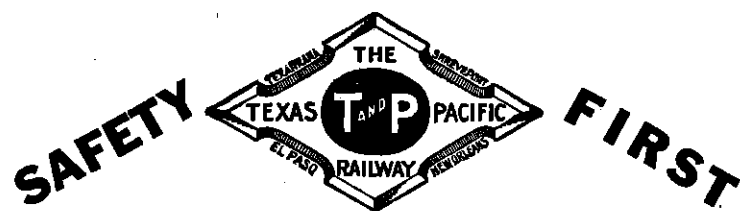


DIVISION OFFICERS

J. G. BRANNON, Superintendent, Ft. Worth, Tex.
H. L. McDERMOTT, Master Mechanic, Ft. Worth, Tex.
A. C. OGG, Ass't. Supt., Ft. Worth, Tex.
G. R. FRENCH, Ass't. Supt., Big Spring, Tex.
D. E. CROUSER, Trainmaster, Ft. Worth, Tex.
A. C. LaCROIX, Trainmaster, Big Spring, Tex.
R. W. WAGNER, Trainmaster Terminals, Ft. Worth, Tex.
T. J. CONWAY, Road Foreman of Engines, Ft. Worth, Tex.

K. R. Woodford	Chief Dispatcher	Ft. Worth, Tex.
R. P. Moss	Chief Dispatcher	Ft. Worth, Tex.
I. S. McIntosh	Chief Dispatcher	Ft. Worth, Tex.
W. H. Robinson	Asst. Chief Dispr.	Ft. Worth, Tex.
R. A. Hawthorne	Asst. Chief Dispr.	Ft. Worth, Tex.
S. Landman	Asst. Chief Dispr.	Ft. Worth, Tex.
R. N. Page	Asst. Chief Dispr.	Ft. Worth, Tex.

J. C. Chestnut	Dispatcher	Ft. Worth, Tex.
N. W. Derryberry	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.
D. Flanigan	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. L. Wisdom	Dispatcher	Ft. Worth, Tex.



The Texas and Pacific Railway Company

WESTERN DIVISION

TIME TABLE NO. 9

Effective 12:01 a. m., Sunday, June 2, 1946

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,
R. C. PARKER, General Superintendent,
B. C. JAMES, Assistant Vice-President,
W. T. LONG, JR., Sup't. Transportation,
H. C. REMINGTON, Ass't. Sup't. Transportation,
C. F. ADAMS, Sup't. of Rules and Safety,
J. P. KELLEY, Train Rules Examiner,
J. G. BRANNON, Superintendent.

SECOND CLASS			FIRST CLASS		Station Number	Car Capacity Passing Siding	Time Table No. 9 EFFECTIVE 12:01 A.M. JUNE 2, 1946	Miles from Texarkana	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS		SECOND CLASS		
67	65	53	11	7						2	8	54	56	60
Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Sunshine Special Passenger Daily	The Southerner Passenger Daily			STATIONS			Sunshine Special Passenger Daily	The Southerner Passenger Daily	Red Ball Freight Daily	RS&P-Santa Fe California Freight Daily	Red Ball Freight Daily
			L 3 30PM	L 10 30PM	246	YARD	N... FORT WORTH	245.7		A 2 30PM	A 6 35AM			
L 12 01PM	L 2 00 ⁶⁰ AM	L 9 30PM	3 40	10 39	251	YARD	N... LANCASTER YARD	251.0	FWT	2 15	6 20	A 5 00PM	A 1 40PM	A 2 00 ⁶⁵ AM
12 16	2 15	9 44	3 50	10 49	257	90	PERSEING	257.0		2 03	6 07	4 30	1 12	1 30
12 30	2 28	9 51	3 59	10 55	260	90	IONA	260.1		1 57	6 00	4 19	1 05	1 20
12 35	2 33	9 57	4 04 ⁵⁴	11 00	264	82	N... ALEDO	263.8		1 52	5 54	4 04 ¹¹	12 55	1 10
12 41 ⁵⁶	2 39	10 03	4 10	11 06	269	90	ANNEITA	268.8		1 46	5 47	3 40	12 41 ⁶⁷	1 00
12 46	2 45	10 08	4 15	11 10	273	89	EARLS	272.8		1 41	5 41	3 25	12 25	12 53
1 00	2 55	10 15	s 4 22	s 11 15	277	106	N... WEATHERFORD	276.7	W	s 1 35	s 5 35	3 10	12 10PM	12 45
1 23 ²	3 05	10 22	4 28	11 21	280	87	SEALE	280.4		1 23 ⁶⁷	5 20	2 49	11 50	12 34
1 40	3 10	10 26	4 33	11 24	283	24	LAMBERT	283.2		1 19	5 16	2 44	11 45	12 29
1 45	3 15	10 31	4 38	11 28	287	82	PREBLE	286.7		1 12	5 09	2 30	11 30	12 15
1 50	3 23	10 36	s 4 45	s 11 35	291	38	D... MILLSAP	290.7		s 1 03	s 5 00	2 15	11 15	12 01AM
2 05 ⁵⁴	3 35	10 41	4 54	11 44 ⁶⁰	294	88	BENNETT	293.9	W	12 55	4 52	2 05 ⁶⁷	11 05	11 44 ⁷
2 25	3 55	10 54	5 08	11 58	301	89	BRAZOS	300.7		12 45	4 42	1 15	10 35	11 18
2 40	4 04	11 03 ⁶⁰	5 15	12 05AM	308	90	N... SANTO	307.5		12 38	4 35	12 58	10 15	11 03 ⁵³
2 49	4 29 ⁸	11 10	5 22	12 11	313	89	JUDD	313.3		12 32 ⁵⁴	4 29 ⁶⁵	12 32 ²	10 00	10 43
2 58	4 45	11 17	5 29	12 17	319	82	D... GORDON	318.5		12 25	4 22	12 09	9 47	10 20
3 05	4 50	11 22	5 34	12 22	322	92	D... MINGUS	321.8	W	12 19	4 16	12 03PM	9 38	10 10
3 15	4 56	11 28	s 5 42	s 12 28	326	118	D... STRAWN	326.3		s 12 12	s 4 09	11 55	9 27	9 59
3 36	5 16	11 43	5 54	12 40	334	82	WILES	333.6		12 02PM	3 58	11 44	9 16	9 47
3 50	5 30	11 52	6 03	12 49	338	100	TIFFIN	338.1		11 55	3 51	11 34	9 06	9 37
4 00	5 40	11 58	s 6 10	s 12 55	341	E 114 W 98	N... RANGER	340.7	W	s 11 50	s 3 46	11 26	9 01	9 30
4 15	5 55	12 08AM	6 22	1 07	347	90	OLDEN	347.1		11 36	3 32	11 11	8 43	9 14
4 22	6 02	12 13	s 6 29	s 1 13	351	125	D... EASTLAND	350.7		s 11 30	s 3 26	11 01	8 34	9 06
4 28	6 09	12 19	6 35	1 19	355	89	LEM	355.3		11 22	3 18	10 53	8 23	8 59
4 35	6 19	12 27	s 6 45	s 1 30	361	E-90 W112	N... OISCO	360.6	W	s 11 15	s 3 11	10 45	8 10	8 50
4 45	6 29	12 37	6 59	1 42	368	89	DOTHAN	367.8		11 02	2 57	10 29	7 53	8 35
4 54	6 40	12 44	7 08	1 49	374	89	D... PUTNAM	373.8		10 55	2 50	10 20	7 40	8 25
5 05	6 55	12 53	7 18	1 59	381	90	JAYELL	381.3		10 46	2 41	10 10	7 25	8 10
A 5 30PM	A 7 15 ⁵⁶ AM	A 1 05AM	A 7 30PM	A 2 10AM	386	YARD	N... BAIRD	385.7	FWT	L 10 40AM	L 2 35AM	L 10 00AM	L 7 15 ⁶⁵ AM	L 8 00PM
67 Daily	65 Daily	53 Daily	11 Daily	7 Daily			140			2 Daily	8 Daily	54 Daily	56 Daily	60 Daily
5.29	5.15	3.35	4.00	3.40			Time Over Sub-Division			3.50	4.00	7.00	6.25	6.00

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

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

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

Second class and inferior trains, yard and other engines may run ahead of overdue EASTWARD first class trains between Mile Post 250, Lancaster Yard, and 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.

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

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

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

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

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

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.

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

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

Westward

BAIRD SUB-DIVISION

Eastward

SECOND CLASS					FIRST CLASS		Station Number	Car Capacity Passing Siding	Time Table No. 9 EFFECTIVE 12:01 A. M. JUNE 2, 1946	Miles from Texarkana	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS		SECOND CLASS		
67	65	53	11	7	2	8						54	56	60		
Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Sunshine Special Passenger Daily	The Southerner Passenger Daily	Sunshine Special Passenger Daily	The Southerner Passenger Daily						Red Ball Freight Daily	RS&P-Santa Fe California Freight Daily	Red Ball Freight Daily		
L 6 00PM	L 7 45AM	L 1 25AM	L 7 40PM	L 2 20 ⁸ AM	386	YARD	N.....	BAIRD.....	385.7	FWT	A 10 30AM	A 2 20 ⁷ AM	A 9 15AM	A 6 35AM	A 7 15PM	
6 45 ⁶⁰	8 20	2 05 ⁸	7 55	f 2 35	392	103	D.....	OLYDE.....	392.6		10 10	s 2 05 ⁵³	8 50	6 10	6 45 ⁶⁷	
6 59	8 40 ⁵⁴	2 15	7 59	2 40	396	103		BELLO.....	398.1		10 03	1 55	8 40 ⁶⁵	5 50	6 35	
7 08	8 50	2 21	8 05	2 46	401	103		ELMDALE.....	401.4		9 54	1 47	8 25	5 35	6 20	
7 15	8 55	2 25	8 09	2 50	405	107		HOLDER.....	404.9	W	9 49	1 40	8 20	5 25	6 15	
7 20	9 00	2 35	s 8 25	s 3 00	407	76	N.....	ABILENE.....	406.9	WY	s 9 45	s 1 30	8 15	5 20	6 10	
7 25	9 04	2 40	8 30	3 05	409	107		BACDAD.....	409.5		9 33	1 21	8 03	5 05	6 05	
7 33	9 27 ²	2 46	8 37	3 11	414	117		TYE.....	415.1		9 27 ⁶⁵	1 15	7 55	4 55	5 55	
7 44	9 45	2 55	s 8 47	s 3 21	423	117	D.....	MERKEL.....	423.4		s 9 17	s 1 05	7 40	4 43	5 39	
7 53	9 55	3 03	8 57	f 3 30	429	104	D.....	TRENT.....	429.7		9 07	12 57	7 28	4 35	5 25	
8 03	10 05	3 12	9 07	3 40	438	105		ESKOTA.....	438.1		8 58	12 48	7 13	4 23	5 10	
8 10	10 13	3 18	9 13	3 45	442	103		STAMPER.....	442.1		8 53	12 43	7 05	4 15	5 02	
8 35	10 25	3 40 ⁵⁶	s 9 30	s 4 00 ⁵⁶	448	126	N.....	SWEETWATER.....	447.5	FWY	s 8 45	s 12 35	6 50	4 00 ⁷	4 50	
8 50	10 35	3 52	9 40	4 18	453	85		PRTE.....	452.2		8 27	12 18	6 30	3 15	4 33	
8 57	10 41	3 57	9 48	f 4 23	456	99	D.....	ROSCOE.....	456.1	Y	8 22	f 12 12	6 25	3 05	4 27	
9 07	10 51	4 04	9 58	4 32	462	89		JANUS.....	462.4		8 15	12 02AM	6 18	2 50	4 17	
9 15	10 57	4 09	10 05	f 4 37	467	87	D.....	LORRAINE.....	466.2		8 09	f 11 56	6 10	2 42	4 03	
9 23	11 05	4 16	10 14	4 45	472	89		RODET.....	472.6	WMP 470	8 02	11 46	6 02	2 34	3 55	
9 30	11 14	4 30	s 10 24	s 4 55	476	NS	N.....	COLORADO CITY.....	475.9		s 7 55	s 11 40	5 55	2 27	3 45	
9 40	11 22	4 38	10 31	5 00	479	85		HOME.....	478.9		7 43	11 27	5 45	2 20	3 35	
9 52	11 31	4 45	10 39	f 5 10	485	87	D.....	WESTBROOK.....	485.0		7 35	f 11 19	5 35	2 12	3 27	
10 05	11 40	4 52 ⁵⁴	10 46	f 5 20 ⁵⁴	492	85		IATAN.....	491.5		7 28	11 11	5 20 ⁷	2 04	3 18	
10 15	11 50	5 01	11 03 ⁸	5 28	498	103		DALBY.....	498.5		7 20	11 03 ¹¹	4 25 ⁵³	1 55	3 10	
10 25	11 59	5 07	11 13	f 5 34	503	91	D.....	COAHOMA.....	503.0		7 15	f 10 55	4 20	1 50	3 03	
10 48 ⁸	12 10PM	5 15	11 20	5 41	509	92		ZILER.....	508.5		7 08	10 48 ⁶⁷	4 10	1 40	2 55	
A 11 15PM	A 12 30PM	A 5 30AM	A 11 30PM	A 5 50AM	513	YARD	N.....	BIG SPRING.....	513.2	FWT	L 7 00AM	L 10 40PM	L 4 00AM	L 1 30AM	L 2 45PM	
67	65	53	11	7							2	8	54	56	60	
Daily	Daily	Daily	Daily	Daily				127.5			Daily	Daily	Daily	Daily	Daily	
5.15	4.45	4.05	3.50	3.30				Time Over Sub-Division			3.30	3.40	5.15	5.05	4.30	

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

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

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

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

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

Hand throw switch at each end siding Dome: Automatic block signal at fouling point each end siding Dome governing movements from siding to main track and 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 Sliding	Time Table No. 9 EFFECTIVE 12:01 A. M. JUNE 2, 1946	Miles from Terarkans	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS		SECOND CLASS	
67	65	11	7	2						8	54	60	
Red Ball Freight Daily	Red Ball Freight Daily	Sunshine Special Passenger Daily	The Southerner Passenger Daily	Sunshine Special Passenger Daily						The Southerner Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily	
L 12 01 AM	L 1 00 PM	L 11 50 PM	L 6 05 AM	513	YARD	N.....BIG SPRING.....	513.2	FWT	A 6 35 AM	A 10 20 PM	A 3 00 AM	A 2 00 PM	
12 15	1 30 ⁶⁰	12 01 AM	6 15 ²	519	101	.....DOET.....	519.3	.....	6 15 ⁷	10 05	2 30	1 30 ⁶⁵
12 23	1 50	12 07	6 21	524	91	.....MORITA.....	524.2	.....	6 00	9 55	2 20	1 21
12 29	1 56	12 12	6 26	528	89	.....TRUNK.....	528.2	.....	5 55	9 50	2 10	1 15
12 45	2 11	12 20	6 34	534	91	D.....STANTON.....	534.1	W	f 5 48	s 9 43	2 02	1 05	
12 53	2 19	12 27	6 42	539	85	.....DIX.....	539.3	.....	5 42	9 35	1 54	12 55
1 01	2 27	12 33	6 48	544	91	.....PAUL.....	544.4	.....	5 37	9 30	1 44	12 48
1 08	2 35	12 38	6 53	549	91	.....OHUB.....	549.0	.....	5 32	9 25	1 35	12 41
1 28 ⁵⁴	2 50	12 50	7 05	553	91	N.....MIDLAND.....	553.2	WNP 531	s 5 25	s 9 17	1 28 ⁶⁷	12 33	
1 40	2 59	12 58	7 13	559	91	.....BOUNCE.....	559.1	.....	5 13	9 04	1 18	12 19
1 46	3 07	1 03 ⁵⁴	7 18	563	90	.....WARFIELD.....	563.4	.....	5 08	8 59	1 03 ¹¹	12 12
1 52	3 15	1 09	7 24	569	91	.....SOLO.....	568.8	.....	5 02	8 53	12 38	12 05 PM
2 00	3 25	s 1 20	s 7 35	573	114	N.....ODESSA.....	573.3	W	s 4 55	s 8 45	12 25	11 58	
2 07	3 33	1 27	7 42	579	91	.....ARCADE.....	578.8	.....	4 43	8 32	12 15	11 49
2 20	3 48	1 34	7 49	584	84	.....DOUBO.....	584.5	.....	4 36	8 26	12 05 AM	11 40
2 27	3 55	1 41	7 55	590	91	.....BADGER.....	590.1	.....	4 27	8 16	11 50	11 25
2 31	4 00	1 45	7 59	594	91	.....METZ.....	593.7	.....	4 22	8 12	11 44	11 19
2 38	4 08	1 52	8 06	600	90	.....RANOH.....	600.2	.....	4 14	8 04	11 32	11 10
2 43	4 13	1 57	8 11	604	86	.....SAND HILLS.....	604.5	.....	4 08	7 58	11 24	11 03
2 55	4 30	s 2 10	s 8 20	609	E 98 W 106	N.....MONAHANS.....	609.3	FWY	s 4 00	s 7 50	11 15	10 55	
3 13	4 44	2 20	f 8 30	615	111	D.....WICKETT.....	615.7	.....	3 44	f 7 33	10 45	10 30
3 36 ²	4 54	f 2 30	f 8 40	624	75	D.....PYOTE.....	623.7	.....	f 3 36 ⁶⁷	f 7 22	10 33	10 19
4 05	5 07	2 42	8 50	634	62	.....QUITO.....	633.6	WNP 631	3 26	7 10	10 19	10 07
4 18	5 14	f 2 49	f 8 57	640	71	D.....BARSTOW.....	640.2	.....	f 3 19	f 7 01	10 07	9 56
4 31	5 28	s 3 09 ²	s 9 10	647	100	N.....PECOS.....	646.7	Y	s 3 09 ¹¹	s 6 50	9 59	9 48	
4 50	5 43	3 25	9 25 ⁶⁰	656	90	.....HERMOSA.....	655.9	.....	2 56	6 36	9 47	9 25 ⁷
A 5 15 AM	A 6 05 PM	A 3 45 AM	A 9 45 AM	666	YARD	N.....TOYAH.....	666.0	FWY	L 2 45 AM	L 6 25 PM	L 9 30 PM	L 9 00 AM	
67	65	11	7				152.8		2	8	54	60	
Daily	Daily	Daily	Daily				Time Over Sub-Division		Daily	Daily	Daily	Daily	
5.14	5.05	3.55	3.40						3.50	3.55	5.30	5.00	

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

5

SECOND CLASS				FIRST CLASS		Station Number	Car Capacity Passing Siding	Time Table No. 9		Miles from Toyahvale	Location Water, Fuel, Turn-table, W.P.S., etc.	FIRST CLASS			SECOND CLASS	
67	65		11	7	EFFECTIVE 12:01 A. M.			2	8				54	60		
Red Ball Freight Daily	Red Ball Freight Daily		Sunshine Special Passenger Daily	The Southerner Passenger Daily	JUNE 2, 1946			Sunshine Special Passenger Daily	The Southerner Passenger Daily				Red Ball Freight Daily	Red Ball Freight Daily		
STATIONS																
L 5 45AM	L 6 35PM		L 3 55AM	L 9 55AM	666	YARD	N	TOYAH	666.0	FWY	A 2 35AM	A 6 05PM		A 8 45PM	A 8 30AM	
6 05	6 55		4 05	10 04	671	72		REEVES	671.3		2 18	5 52		8 20	8 05	
6 18	7 08		4 15	10 12	676	90		GOZAR	676.7		2 12	5 44		8 08	7 50	
6 48	7 45 ⁵⁴		4 30	10 27	687	90		SAN MARTINE	686.4		2 01	5 33		7 45 ⁶⁵	7 25	
7 10 ⁶⁰	8 00		4 40	10 35	691	85		LEVINSON	691.4	W	1 55	5 27		7 30	7 10 ⁶⁷	
7 30	8 20		4 53	10 47	698	72	N	KENT	698.8		1 45	5 17		7 10	6 54	
7 55	8 40		5 08	11 02	709	92		BORACHO	708.9		1 34	5 06		6 48	6 39	
8 10	8 52		5 21	11 13	719	71		PLATEAU	719.2		1 18	4 50		6 15	6 08	
8 20	9 01		5 29	11 21	727	90		WILD HORSE	727.1		1 09	4 40		6 00	5 56	
8 55	9 30		5 38 ⁶⁰	11 30	735	76	N	VAN HORN	734.9	FW	12 58	4 29		5 45	5 38 ¹¹	
9 10	9 45		5 51	11 42	739	77		HILLSIDE	739.4		12 47	4 19		5 23	5 20	
9 30	10 05		6 05	11 55	746	90	D	ALLAMORE	746.5	Y	12 37	4 09		5 08	5 08	
9 50	10 20		6 15	12 05PM	754	90		EAGLE FLAT	753.9		12 29	3 59		4 53	4 53	
10 20	10 40		6 22	12 15	764	90		ARISPE	763.6		12 18	3 48		4 40	4 40	
A 10 45AM	A 11 05PM		A 6 35AM	A 12 25PM	768	YARD	N	SIERRA BLANCA	768.5		L 12 10AM	L 3 40PM		L 4 30PM	L 4 30AM	
					781			TOROER	781.0							
					785			SMALL	784.7							
					790			FINLAY	790.0							
					794			RAMEY	794.0							
					798			MADDEN	797.6							
					803			MCGARY	802.8							
					808			FORT HANCOCK	807.5							
					815			ISER	814.9							
					821			POLVO	821.1							
					826			TORNILLO	825.7							
					831			FABENS	831.2							
					839			OLINT	838.7							
					844			BUFFORD	844.0							
					846			BELÉN	846.3							
					848			YSLETA	848.0							
					854			ALFALFA	854.2							
A 4 00PM	A 4 00AM		A 8 45AM	A 2 50PM	860	YARD	N	EL PASO	860.7	FWTY	L 10 00PM	L 1 10PM		L 12 01PM	L 12 01AM	
67	65		11	7				194.7			2	8		54	60	
Daily	Daily		Daily	Daily							Daily	Daily		Daily	Daily	
10.15	9.25		4.50	4.55				Time Over Sub-Division			4.35	4.55		8.44	8.29	

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

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

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

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

Nos. 2 and 11 stop on flag Sierra Blanca for revenue passengers only.

WESTERN DIVISION

Special Instructions

Within automatic block signal limits a train may arrive at a station in advance of its schedule arriving time.

Within automatic block signal limits: At meeting points second-class and inferior trains must clear the main track not less than five minutes before the leaving time of a first class train. Meeting points between other trains Rule 87 (a) applies.

Road Foreman of Engines has the authority of Trainmaster.

A running switch must not be made with cars containing inflammables, explosives or other dangerous articles.

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

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.

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 Jet, Ft. Worth Lancaster Yard Weatherford		Sweetwater		Big Spring		Midland
Ranger	} One Yard	Pyramid	} One Yard	Chub	} One Yard
Cisco		Stamper		Odessa		Monahans
Baird		Ives		Toyah	
		Roscoe		Van Horn	
		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. 2, 7, 8 and 11 will stop on flag at stations east of Sweetwater to take on or discharge passengers to or from Millsap, Weatherford, Ft. Worth, and 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.

No. 7 will stop at Fabens to discharge revenue passengers from Van Horn and east.

No. 8 will stop at Fabens to take on revenue passengers for Van Horn and east.

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—Mile Post 666	70	60
Except: I-1 and H-2 Class Engines	60	
G-1-B and G-1-C Class Engines	35	35
F-1 and D-10 Class Engines	50	50
D-9 and D-5 Class Engines	30	30
Mile Post 666—Sierra Blanca	65	60
Except: Between M. P. 694 and M. P. 763	70	
I-1 and H-2 Class Engines	60	
G-1-B and G-1-C Class Engines	35	35
F-1 and D-10 Class Engines	50	50
D-9 and D-5 Class Engines	30	30

Trains of mixed freight and passenger equipment will not exceed maximum freight train speed. Trains of deadhead passenger equipment will not exceed maximum freight train speed unless authorized. Caboose 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 will not exceed maximum speed of 40 miles per hour and when handling scale test cars will not exceed a maximum speed of 45 miles per hour. Trains handling loaded company ballast cars on the Toyah Sub-division will not exceed maximum speed 40 miles per hour. Conductor keep engineer advised when crude oil, scale test cars or loaded company ballast cars in train.

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

Trains handling Steam Wrecking Derricks with boom in forward position, self-propelled pile drivers, Lidgerwoods, Brown hoists, and other machinery of similar description, also steam pile drivers moving under their own power, must not exceed maximum speed of 30 miles per hour on straight track, and 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	
		Psgr.	Fr.
Cisco	M. K. T. Ry (Interlocked)		
Ranger	W. F. & S. R. R. (Interlocked)	30	30

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	Station	Miles Per Hour
Fort Worth	18	Abilene	45
Weatherford	50	Merkel	45
Ranger	20	Sweetwater	12
Eastland	30	Midland	40
Clyde	60	Barstow	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; the east end East siding Cisco, and the west end West Siding 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

Location

Station	Mile Post	Track	Facing Point Direction	Normal Position
Hodge	A-239.3	North end siding	Southward	Main track
Fort Worth	A-243.2	End of two main tracks, Peach Street	Southward	Southward Main track
Fort Worth	246.1	Westward track and Lead from passenger station—Adams Street	Eastward	Crossover to passenger lead
Lancaster Yard	248.0	Entering eastward main track	Westward	Thoroughfare track
Lancaster Yard	250.0	From west advance yard to westward main track	Eastward	Westward Main track
Lancaster Yard	251.1	End of two main tracks	Eastward	Eastward Main track
Pershing	257.4	West end siding	Eastward	Main track
Baird	385.65	Baileyville east end yard	East	Baileyville track
Baird	386.32	West switch to turn out or lead, west end yard	East	Main track
Sweetwater	448.1	West end siding	Eastward	Main track
Loraine	465.7	East end siding	Westward	Main track
Big Spring	512.03	East switch to pull out track	West	Main track
Big Spring	514.33	West switch to pull out track	East	Main track
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.

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

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
20	3:00	25	2:24	30	2:00
30	2:00	35	1:51	40	1:42
40	1:42	45	1:36	50	1:30
50	1:30	55	1:27	60	1:24
60	1:24	65	1:20	70	1:18
70	1:18	75	1:15	80	1:14
80	1:14	85	1:12	90	1:12
90	1:12	95	1:11	100	1:11

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	Dr. A. H. Fortner.....Sweetwater
Dr. A. D. Ladd.....Ft. Worth	Dr. J. M. Crymes.....Colorado City
Dr. R. C. Stow (Assoc.).....Ft. Worth	Dr. G. T. Hall.....Big Spring
Dr. W. D. Marrs (Assoc.).....Ft. Worth	Dr. M. H. Bennett.....Big Spring
Dr. E. M. Russell.....Weatherford	Dr. E. H. Strauss (Assoc.).....Big Spring
Dr. N. E. Dick.....Millsap	Dr. J. E. Moffett.....Stanton
Dr. J. F. Roberson.....Gordon	Dr. J. B. Thomas.....Midland
Dr. J. T. Spratt.....Mingus	Dr. J. M. Devereaux (Assoc.).....Midland
Dr. W. S. Pedigo.....Strawn	Dr. E. V. Headlee.....Odessa
Dr. P. M. Kuykendall.....Ranger	Dr. J. L. Bell.....Monahans
Dr. A. W. Brazda.....Ranger	Dr. E. J. Cook (Assoc.).....Monahans
Dr. J. H. Caton.....Eastland	Dr. Jim Camp.....Pecos
Dr. W. P. Lee.....Cisco	Dr. C. M. Cole (Assoc.).....Pecos
Dr. R. L. Griggs.....Baird	Dr. Jno. P. Wright.....Van Horn
Dr. Andrew J. Pope.....Ablene	Dr. Geo. M. Dunne.....Sierra Blanca
Dr. W. V. Ramsey.....Ablene	Dr. J. T. McCamant.....El Paso
Dr. Jack Crow (Assoc.).....Ablene	Dr. T. C. Liddell.....El Paso
Dr. W. T. Sadler.....Merkel	Dr. Chas. E. Webb (Assoc.).....El Paso
Dr. C. A. Rosebrough.....Sweetwater	

Oculists

Drs. Walker & Mitchell.....Ft. Worth	Dr. G. H. Wood.....Big Spring
Dr. J. W. Eschenbrenner.....Ft. Worth	Dr. R. A. Roberts.....Pecos
Dr. Chas. Hale.....Cisco	Drs. Schuster & Schuster.....El Paso
Dr. W. Hubert Seale.....Ablene	

SAFETY RULES

The following is prohibited:

- Going between moving cars or engines to couple, uncouple or adjust air hose, stop air leaks, or operate knuckle lock pins.
- Lining or adjusting draw bars or opening draw bar knuckles with hand or foot while cars or engines are in motion.
- Allighting from or boarding a moving train or car from a position between the rails, or when coupling engine to cars.
- Riding on foot board of engine between engine and cars when pushing cars, or when coupling engine to cars.
- 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.
- Riding on draw bars, ladders, and holds, or any other appurtenances on the facing ends of cars when such cars are being pushed.
- (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.
- Staking or polling out cars when practicable to avoid it. When done, employ should follow the push pole.
- 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.
- 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.
- 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.
- Hanging dope pails on hand holds, door guides, or sides or end ladders of cars.
- 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.
- Tightening packing nuts on lubricator glasses or water gauge glasses while there is any pressure within the glasses.
- 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.
- 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.
- 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	8-20	16-26	32	202	208	716
8 30PM				4 00PM	11 55PM			NEW ORLEANS		1 05PM		7 15AM				7 59AM
11 13PM				6 40PM	2 33AM			ADDIS		10 20AM		4 37AM				5 18AM
1 35AM				9 25PM 9 40PM	4 55AM 5 15AM	7 35AM		ALEXANDRIA		7 40AM 7 25AM	9 00PM	2 20AM 2 05AM				2 55AM
				1 10AM 1 40AM	8 15AM 8 30AM	12 01PM 2 45PM		SHREVEPORT		4 05AM 3 50AM	4 20PM 12 55PM	11 05PM 10 50PM				
	4 00PM	5 15AM	7 15AM	2 00AM		2 55PM	5 05AM	TEXARKANA	8 50PM	3 55AM	12 45PM	11 15PM	8 30PM	8 25PM	10 10AM	6
	5 50PM 6 05PM	6 45AM		2 45AM 3 40AM	9 35AM 9 50AM	4 00PM 4 35PM	6 32AM	MARSHALL	7 25PM	2 20AM 1 55AM	11 35AM 11 20AM	9 45PM 9 40PM		6 50PM	7 55AM	1 35PM
	6 50PM	7 20AM		4 15AM 4 30AM	10 25AM	5 05PM	7 05AM	LONGVIEW	6 50PM	1 25AM	10 45AM	9 00PM 8 45PM		6 15PM	7 10AM	1 00PM
				7 25AM 7 45AM	1 30PM 2 00PM	8 30PM 9 15PM	9 50AM 10 00AM	DALLAS	4 15PM 4 00PM	9 55PM 9 15PM	8 00AM 7 50AM	6 00PM 5 50PM				9 05AM 8 35AM
			2 45PM	8 30AM	2 45PM 3 30PM	10 00PM 10 30PM	10 45AM	FORT WORTH	3 15PM 2 30PM	8 15PM	7 10AM 6 35AM	5 05PM	12 30PM			7 45AM
					6 45PM	1 30AM		CISCO	11 15AM		3 11AM					
					8 25PM	3 00AM		ABILENE	9 45AM		1 30AM					
					9 30PM	4 00AM 4 10AM		SWEETWATER	8 45AM		12 35AM 12 25AM					
					11 30PM 11 50PM	5 50AM 6 05AM		BIG SPRING	7 00AM 6 35AM		10 40PM 10 20PM					
					3 09AM	9 10AM		PECOS	3 09AM		6 50PM					
					8 45AM	2 50PM		EL PASO	10 00PM		1 10PM					