

Signal maintainer

*Interlocker Ft. Worth*

**DIVISION OFFICERS**

W. T. Alexander	Superintendent	Ft. Worth, Tex.
D. E. Crouser	Asst. Superintendent	Ft. Worth, Tex.
J. G. Tucker	Asst. Superintendent	Big Spring, Tex.
D. L. Ringler	Master Mechanic	Big Spring, Tex.
R. M. Hicks	Trainmaster	Big Spring, Tex.
K. D. Hestes	Trainmaster	Big Spring, Tex.
A. C. LaCroix	Trainmaster	Ft. Worth, Tex.
R. L. Riggs	Terminal Trainmaster	Fort Worth and Lancaster Yards
R. L. Myers	Terminal Trainmaster	El Paso, Tex.
T. J. Conway	Road Foreman of Engines	Ft. Worth, Tex.
S. G. Dunning	Road Foreman of Engines	Big Spring, Tex.

K. R. Woodford	Chief Dispatcher	Ft. Worth, Tex.
A. C. Ogg	Chief Dispatcher	Ft. Worth, Tex.
W. H. Robinson	Chief Dispatcher	Ft. Worth, Tex.
I. S. McIntosh	Asst. Chief Dispr.	Ft. Worth, Tex.
J. W. McCoy	Asst. Chief Dispr.	Ft. Worth, Tex.
J. G. Brannon	Asst. Chief Dispr.	Ft. Worth, Tex.
R. N. Page	Asst. Chief Dispr.	Ft. Worth, Tex.
C. R. Cozart	Asst. Chief Dispr.	Ft. Worth, Tex.

J. C. Chesnut	Dispatcher	Ft. Worth, Tex.
N. W. Derryberry	Dispatcher	Ft. Worth, Tex.
K. E. Faubion	Dispatcher	Ft. Worth, Tex.
D. Flanigan	Dispatcher	Ft. Worth, Tex.
F. W. Ford	Dispatcher	Ft. Worth, Tex.
T. P. Harrison	Dispatcher	Ft. Worth, Tex.
M. C. Boyd	Dispatcher	Ft. Worth, Tex.
J. H. Percy	Dispatcher	Ft. Worth, Tex.
A. M. Underwood	Dispatcher	Ft. Worth, Tex.
R. L. Wisdom	Dispatcher	Ft. Worth, Tex.

**SPEED TABLE**

This table is for information in determining speed per mile and in no way affects rules or special instructions governing speed of trains.

Miles per Hour	1 Mile in Mins. Sec.	Miles per Hour	1 Mile in Mins. Sec.	Miles per Hour	1 Mile in Mins. Sec.
1	60	10	6	70	5
2	30	11	5:18	80	4:30
3	20	12	5:00	90	4:00
4	15	13	4:46	100	3:36
5	12	14	4:34	110	3:12
6	10	15	4:24	120	3:00
7	8:37	16	4:16	130	2:52
8	7:30	17	4:09	140	2:46
9	6:40	18	4:03	150	2:42
10	6:00	19	3:58	160	2:39
11	5:30	20	3:54	170	2:37
12	5:00	21	3:51	180	2:36
13	4:46	22	3:48	190	2:35
14	4:34	23	3:46	200	2:35
15	4:24	24	3:44	210	2:35
16	4:16	25	3:43	220	2:35
17	4:09	26	3:42	230	2:35
18	4:03	27	3:42	240	2:35
19	3:58	28	3:42	250	2:35
20	3:54	29	3:42	260	2:35
21	3:51	30	3:42	270	2:35
22	3:48	31	3:42	280	2:35
23	3:46	32	3:42	290	2:35
24	3:44	33	3:42	300	2:35
25	3:43	34	3:42	310	2:35
26	3:42	35	3:42	320	2:35
27	3:42	36	3:42	330	2:35
28	3:42	37	3:42	340	2:35
29	3:42	38	3:42	350	2:35
30	3:42	39	3:42	360	2:35
31	3:42	40	3:42	370	2:35
32	3:42	41	3:42	380	2:35
33	3:42	42	3:42	390	2:35
34	3:42	43	3:42	400	2:35
35	3:42	44	3:42	410	2:35
36	3:42	45	3:42	420	2:35
37	3:42	46	3:42	430	2:35
38	3:42	47	3:42	440	2:35
39	3:42	48	3:42	450	2:35
40	3:42	49	3:42	460	2:35
41	3:42	50	3:42	470	2:35
42	3:42	51	3:42	480	2:35
43	3:42	52	3:42	490	2:35
44	3:42	53	3:42	500	2:35
45	3:42	54	3:42	510	2:35
46	3:42	55	3:42	520	2:35
47	3:42	56	3:42	530	2:35
48	3:42	57	3:42	540	2:35
49	3:42	58	3:42	550	2:35
50	3:42	59	3:42	560	2:35
51	3:42	60	3:42	570	2:35



**The Texas and Pacific Railway Company**

**WESTERN DIVISION**

**TIME TABLE  
NO. 14**

Effective 12:01 a. m., Sunday, August 15, 1948

**CENTRAL TIME**

SUPERSEDING PREVIOUS TIME TABLES

FOR THE INFORMATION AND GOVERNMENT  
OF EMPLOYEES ONLY

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

L. C. PORTER, Vice-President—Operation,  
R. C. PARKER, Assistant Vice-President—Operation,  
B. C. JAMES, Assistant Vice-President,  
W. T. LONG, JR., General Supt. Transportation,  
C. F. ADAMS, Sup't. of Rules and Safety  
J. P. KELLEY, Train Rules Examiner.

SECOND CLASS			FIRST CLASS		Station Number	Car Capacity Passing Sliding	Time Table No. 14 EFFECTIVE 12:01 A.M. AUGUST 15, 1948	Miles from Texarkana	Location, Water, Fuel, Turbo-chase, Wye, etc.	FIRST CLASS		SECOND CLASS		
53	65	67	7	1						8	2	56	54	60
Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	The Southerner Passenger Daily	West Texas Eagle Passenger Daily						The Southerner Passenger Daily	West Texas Eagle Passenger Daily	RS&P-Santa Fe California Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily
			L 10 40PM	L 9 15AM	246	YARD	N... FORT WORTH	245.7		A 6 00AM	A 4 30PM			
L 9 30PM	L 11 00AM	L 4 30AM	10 50	9 25	251	YARD	N... LANCASTER YARD	251.0	FWT	5 45	4 15	A 1 40PM	A 5 00PM	A 2 00AM
9 44	11 15	4 45	10 58	9 31	257	90	... PERSHING ...	257.0		5 37	4 07	1 09	4 30	1 35
9 51	11 25	4 55	11 05	9 36	260	90	... IONA ...	260.1		5 32	4 02	12 58	4 19	1 25
9 57	11 30	5 00	11 10	9 41	264	82	N... ALEDO ...	263.8		5 27	3 57 <sup>54</sup>	12 47	3 57 <sup>2</sup>	1 15
10 03	11 37	5 21 <sup>8</sup>	11 16	9 47	269	90	... ANNETA ...	268.8		5 21 <sup>67</sup>	3 51	12 36	3 25	1 05
10 08	11 42	5 27	11 20	9 51	273	89	... EARLS ...	272.8		5 16	3 46	12 15PM	3 10	12 57
10 15	11 59 <sup>56</sup>	5 34	11 25	9 57	277	106	N... WEATHERFORD ...	276.7	W	5 10	3 40	11 59 <sup>65</sup>	2 57	12 50
10 22	12 09PM	5 40	11 31	10 03	280	87	... SEALE ...	280.4		5 05	3 32	11 50	2 38	12 40
10 26	12 14	5 45	11 35	10 07	283	24	... LAMBERT ...	283.2		5 00	3 27	11 45	2 32	12 35
10 31	12 19	5 50	11 39	10 11	287	82	... PREBLE ...	286.7		4 52	3 20	11 30	2 20	12 25
10 36	12 24	5 58	11 46	10 16	291	88	D... MILLSAP ...	290.7		4 44	3 13	11 15	2 05	12 10AM
10 41	12 30	6 10	11 54 <sup>60</sup>	10 22	294	88	... BENNETT ...	293.9	W	4 38	3 06	11 05	1 50	11 54 <sup>7</sup>
10 54	12 45	6 30	12 07AM	10 32 <sup>56</sup>	301	89	... BRAZOS ...	300.7		4 26	2 55	10 32 <sup>1</sup>	1 20	11 18
11 03 <sup>60</sup>	1 00 <sup>54</sup>	6 39	12 14	10 39	308	90	N... SANTO ...	307.5		4 19	2 47	10 03	1 00 <sup>65</sup>	11 03 <sup>53</sup>
11 10	1 10	6 49	12 20	10 45	313	89	... JUDD ...	313.3		4 13	2 40	9 55	12 30	10 43
11 17	1 19	6 59	12 26	10 51	319	82	D... GORDON ...	318.5		4 06	2 33	9 45	12 10	10 20
11 22	1 25	7 05	12 31	10 56	322	92	D... MINGUS ...	321.8	W	4 01	2 27	9 38	12 03PM	10 10
11 28	1 32	7 11	12 38	11 01	326	118	D... STRAWN ...	326.3		3 55	2 20	9 27	11 55	9 59
11 43	2 09 <sup>2</sup>	7 30	12 50	11 12	334	82	... WILES ...	333.6		3 44	2 09 <sup>65</sup>	9 16	11 44	9 47
11 52	2 25	7 45	12 59	11 21	338	100	... TIFFIN ...	338.1		3 36	2 01	9 06	11 34	9 37
11 58	2 35	7 55	1 05	11 26 <sup>54</sup>	341	E 114/ W 95	N... RANGER ...	340.7	W	3 28	1 56	9 01	11 26 <sup>1</sup>	9 30
12 08AM	2 46	8 10	1 17	11 34	347	90	... OLDEN ...	347.1		3 19	1 44	8 43	11 01	9 14
12 13	2 51	8 34 <sup>56</sup>	1 23	11 39	351	125	D... EASTLAND ...	350.7		3 10	1 37	8 34 <sup>67</sup>	10 55	9 06
12 19	2 57	8 41	1 30	11 46	355	89	... LEM ...	355.3		3 04	1 28	8 23	10 49	8 59
12 27	3 05	8 50	1 40	11 56	361	E-90/ W 112	N... OISCO ...	360.6	W	2 57	1 21	8 10	10 42	8 50
12 37	3 15	9 00	1 52	12 05 PM	368	89	... DOTHAN ...	367.8		2 43	1 08	7 53	10 29	8 35
12 44	3 23	9 08	1 59	12 12	374	89	D... PUTNAM ...	373.8		2 36	1 01	7 40	10 20	8 25
12 53	3 33	9 19	2 09	12 22	381	90	... JAYELL ...	381.3		2 27	12 52	7 25	10 10	8 10
A 1 05AM	A 3 45PM	A 9 30AM	A 2 20 <sup>8</sup> AM	A 12 35PM	386	YARD	N... BAIRD ...	385.7	FWT	L 2 20 <sup>7</sup> AM	L 12 45PM	L 7 15AM	L 10 00AM	L 8 00PM
53 Daily	65 Daily	67 Daily	7 Daily	1 Daily			140			8 Daily	2 Daily	56 Daily	54 Daily	60 Daily
3.35	4.45	5.00	3.40	3.20			Time Over Sub-Division			3.40	3.45	6.25	7.00	6.00

38.15  
Eastward trains are superior to trains of the same class in opposite direction;  
except No. 1 is superior to all Eastward trains.

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

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

Second class and inferior trains, yard and other engines may run ahead of overdue EASTWARD first class trains between Mile Post 250, Lancaster Yard, and crossovers, Mile Post 245.6 just east of interlocking limits, Fort Worth, without train order authority, but will not occupy the main track within these limits when it is known a first class train will be delayed.

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

Yard and other engines may run ahead of overdue WESTWARD first class trains between Crossovers Mile Post 245.6, just east of interlocking limits, Fort Worth and Mile Post 250, Lancaster Yard, without train order authority, but will not occupy the main track within these limits when it is known a first-class train will be delayed.

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

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

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

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

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

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

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

#### STANDARD CLOCKS

Fort Worth  
Lancaster Yard

Weatherford  
Baird

**Westward**

**BAIRD SUB-DIVISION**

**Eastward**

3

SECOND CLASS			FIRST CLASS		Station Number	Car Capacity Passenger Siding	Time Table No. 14 EFFECTIVE 12:01 A. M. AUGUST 15, 1948	Miles from Tearkann	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS		SECOND CLASS		
65	67	53	1	7						2	8	56	54	60
Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	West Texas Eagle Passenger Daily	The Southerner Passenger Daily						West Texas Eagle Passenger Daily	The Southerner Passenger Daily	RS&P-Santa Fe California Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily
L 4 15 PM	L 10 00 AM	L 1 25 AM	L 12 40 <sup>2</sup> PM	L 2 30 AM	388	YARD	N..... BAIRD <sup>6.9</sup>	385.7	FWT	A 12 40 <sup>1</sup> PM	A 2 05 AM	A 6 35 AM	A 9 15 AM	A 7 05 PM
4 35	10 25	1 50	12 52	2 45	392	103	N..... OLYDE <sup>3.5</sup>	392.6		12 21	1 50 <sup>53</sup>	6 10	8 50	6 35
4 40	10 30	1 55	12 55	2 49	396	103	..... BERLO <sup>5.3</sup>	396.1		12 16	1 43	5 50	8 40	6 25
4 47	10 37	2 02	1 00	2 55	401	103	..... ELMDALE <sup>3.5</sup>	401.4		12 10	1 37	5 35	8 25	6 15
4 52	10 42	2 07	1 03	2 59	405	107	..... HOLDER <sup>2.0</sup>	404.9	W	12 05 PM	1 32	5 25	8 20	6 10
5 00	10 50	2 20	1 10	3 05	407	76	N..... ABILENE <sup>2.6</sup>	406.9	WY	11 59	1 25	5 20	8 15	6 05
5 06	10 56	2 25	1 15	3 15	409	107	..... BAGDAD <sup>5.6</sup>	409.5		11 50	1 14	5 05	8 03	6 00
5 13	11 03	2 31	1 21	3 21	414	117	..... TYE <sup>8.3</sup>	415.1		11 44	1 08	4 55	7 55	5 50
5 35 <sup>60</sup>	11 35 <sup>2</sup>	2 40	1 30	3 30	423	117	N..... MERKEL <sup>6.3</sup>	423.4		11 35 <sup>67</sup>	12 58	4 43	7 40	5 35 <sup>60</sup>
5 45	11 58	2 48	1 38	3 38	429	104	D..... TRENT <sup>5.4</sup>	429.7		11 27	12 51	4 35	7 28	5 25
5 55	12 10 PM	2 57	1 46	3 47	438	105	..... ESKOTA <sup>4.0</sup>	438.1		11 18	12 42	4 23	7 13	5 10
6 02	12 18	3 03	1 51	3 52	442	103	..... STAMPER <sup>5.4</sup>	442.1		11 13	12 37	4 15	7 05	5 02
6 15	12 35	3 30 <sup>56</sup>	2 05	4 00 <sup>56</sup>	448	126	N..... SWEETWATER <sup>4.7</sup>	447.5	FWY	11 05	11 50 <sup>1150</sup>	4 00 <sup>17</sup>	6 50	4 50
6 25	12 45	3 41	2 12	4 24	453	85	..... PEE <sup>3.9</sup>	452.2		10 51	11 41	3 15	6 30	4 35
6 31	12 52	3 46	2 16	4 29	456	99	N..... ROSCOE <sup>6.3</sup>	456.1	Y	10 47	11 35	3 05	6 25	4 30
6 40	1 01	3 53	2 23	4 37	462	89	..... JANUS <sup>6.4</sup>	462.4		10 41	11 26	2 50	6 18	4 21
6 46	1 07	3 58	2 28	4 42	467	87	D..... LORALINE <sup>6.4</sup>	466.2		10 37	11 21	2 42	6 10	4 15
6 55	1 16	4 05	2 34	4 50	472	89	..... BODET <sup>3.3</sup>	472.6	WMP 470	10 31	11 13	2 34	5 57	4 07
7 03	1 25	4 13	2 43	4 59	476	NS	N..... COLORADO CITY <sup>2.6</sup>	475.9		10 26	11 08	2 27	5 50	3 58
7 12	1 34	4 20	2 49	5 05	479	85	..... DOME <sup>6.5</sup>	478.9		10 20	11 01	2 20	5 40	3 49
7 21	1 43	4 27	2 56	5 12 <sup>54</sup>	485	87	..... WESTBROOK <sup>8.5</sup>	485.0		10 14	10 54	2 12	5 12 <sup>7</sup>	3 41
7 30	1 52	4 40 <sup>54</sup>	3 02	5 19	492	85	..... IATAN <sup>7.0</sup>	491.5		10 08	10 47	2 04	4 40 <sup>53</sup>	3 33
7 40	2 02	4 50	3 11	5 28	498	103	..... DALBY <sup>4.5</sup>	498.5		10 00	10 39	1 55	4 25	3 25
7 47	2 10	5 00	3 16 <sup>60</sup>	5 33	503	91	N..... OAHOMA <sup>5.5</sup>	503.0		9 56	10 34	1 50	4 20	3 16 <sup>1</sup>
7 55	2 20	5 10	3 22	5 39	509	92	..... ZILER <sup>4.7</sup>	508.5		9 51	10 28	1 40	4 10	2 55
A 8 15 PM	A 2 45 <sup>60</sup> PM	A 6 30 AM	A 3 30 PM	A 5 55 AM	513	YARD	N..... BIG SPRING	513.2	FWT	L 9 45 AM	L 10 20 PM	L 1 30 AM	L 4 00 AM	L 2 45 <sup>67</sup> PM
<b>65</b>	<b>67</b>	<b>53</b>	<b>1</b>	<b>7</b>						<b>2</b>	<b>8</b>	<b>56</b>	<b>54</b>	<b>60</b>
Daily	Daily	Daily	Daily	Daily			127.5			Daily	Daily	Daily	Daily	Daily
4.00	4.45	4.05	2.50	3.25			Time Over Sub-Division			2.55	3.45	5.05	5.15	4.30

Eastward trains are superior to trains of the same class in opposite direction; except No. 1 is superior to all Eastward trains.

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.

**STANDARD CLOCKS**

Baird

Big Spring

SECOND CLASS			FIRST CLASS		Station Number	Car Capacity Passing Siding	Time Table No. 14 EFFECTIVE 12:01 A. M. AUGUST 15, 1948 STATIONS	Miles from Texarkana	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS		SECOND CLASS	
65	67	1	7	2						8	60	54	
Red Ball Freight Daily	Red Ball Freight Daily	West Texas Eagle Passenger Daily	The Southerner Passenger Daily	West Texas Eagle Passenger Daily						The Southerner Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily	
L 8 45PM	L 3 15PM	L 3 45PM	L 6 15AM	518	YARD	N.....BIG SPRING.....	513.2	FWT	A 9 30AM	A 10 00PM	A 2 00PM	A 3 00AM	
9 00	3 30	3 52	6 22	519	101	.....DORT.....	519.3		9 15	9 42	1 30	2 35	
9 07	3 40	3 57	6 27	524	91	.....MORITA.....	524.2		9 10	9 37	1 21	2 25	
9 32	4 01	4 01	6 31	528	89	.....TRUNK.....	528.2		9 06	9 32	1 15	2 15	
9 47	4 15	4 07	6 38	534	91	N.....STANTON.....	534.1	W	f 9 00	s 9 25	1 05	2 07	
9 54	4 22	4 13	6 48	539	85	.....DIX.....	539.3		8 55	9 17	12 55	1 59	
10 01	4 29	4 18	6 54	544	91	.....PAUL.....	544.4		8 50	9 12	12 48	1 50	
10 07	4 35	4 22	6 59	549	91	N.....OHUB.....	549.0		8 45	9 07	12 41	1 42	
10 17	4 45	4 32	7 13	553	91	N.....MIDLAND.....	553.2	WMP 551	s 8 38	s 9 00	12 33	1 35	
10 26	4 54	4 40	7 21	559	91	.....BOUNOE.....	559.1		8 27	8 48	12 19	1 15	
10 31	5 00	4 44	7 26	563	90	.....WARFIELD.....	563.4		8 22	8 43	12 12	12 49	
10 38	5 07	4 49	7 32	569	91	.....SOLO.....	568.8		8 15	8 38	12 05PM	12 35	
10 48	5 17	4 58	7 45	573	114	N.....ODESSA.....	573.3	W	s 8 07	s 8 30	11 58	12 18	
10 56	5 25	5 06	7 55	579	91	.....ARCADE.....	578.8		7 55	8 16	11 49	12 03AM	
11 06	5 37	5 13	8 02	584	84	.....DOURO.....	584.5		7 49	8 10	11 40	11 56	
11 13	5 44	5 19	8 08	590	91	.....BADGER.....	590.1		7 42	8 02	11 25	11 46	
11 17	5 49	5 22	8 12	594	91	.....METZ.....	593.7		7 38	7 58	11 19	11 40	
11 30	5 57	5 28	8 18	600	90	.....RANOH.....	600.2		7 31	7 50	11 10	11 30	
11 40	6 02	5 32	8 22	604	86	.....SAND HILLS.....	604.5		7 26	7 44	11 03	11 19	
11 50	6 12	5 43	8 35	609	98	N.....MONAHANS.....	609.3	FWY	s 7 15	s 7 35	10 55	11 10	
12 01AM	6 22	5 51	8 43	615	111	D.....WICKETT.....	615.7		7 05	f 7 17	10 30	10 45	
12 11	6 32	5 59	8 52	624	106	D.....PYOTE.....	623.7		f 6 57	f 7 06	10 19	10 33	
12 23	6 55	6 09	9 02	634	62	.....QUITO.....	633.6	WMP 631	6 48	6 55	10 07	10 19	
12 30	7 10	6 15	9 08	640	71	D.....BARSTOW.....	640.2		f 6 42	f 6 45	9 56	10 07	
12 40	7 25	6 30	9 20	647	100	N.....PECOS.....	646.7	Y	s 6 35	s 6 30	9 20	9 59	
12 55	7 43	6 42	9 32	656	90	.....HERMOSA.....	655.9		6 24	6 15	8 58	9 47	
A 1 20AM	A 8 05PM	A 7 00PM	A 9 50AM	666	YARD	N.....TOYAH.....	666.0	FWY	L 6 15AM	L 6 05PM	L 8 45AM	L 9 30PM	
65	67	1	7			152.8			2	8	60	54	
Daily	Daily	Daily	Daily			Time Over Sub-Division			Daily	Daily	Daily	Daily	
4.35	4.50	3.15	3.35						3.15	3.55	5.15	5.30	

Eastward trains are superior to trains of the same class in opposite direction; except No. 1 is superior to all Eastward trains.

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.

#### STANDARD CLOCKS

Big Spring  
Monahans  
Toyah

**Westward**

**TOYAH SUB-DIVISION**

**Eastward**

SECOND CLASS			FIRST CLASS		Station Number	Car Capacity Passenger Siding	Time Table No. 14 EFFECTIVE 12:01 A. M. AUGUST 15, 1948	Miles from Texasiana	Location Water Fuel, Turck-table, Wye, etc.	FIRST CLASS		SECOND CLASS	
67	65		1	7						2	8	60	54
Red Ball Freight Daily	Red Ball Freight Daily		West Texas Eagle Passenger Daily	The Southerner Passenger Daily			STATIONS			West Texas Eagle Passenger Daily	The Southerner Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily
L 8 45 <sup>54</sup> PM	L 1 50 AM		L 7 05 PM	L 10 00 AM	666	YARD	N.....TOYAH.....	666.0	FWY	A 6 10 AM	A 5 45 PM	A 8 15 AM	A 8 45 <sup>67</sup> PM
9 05	2 10		7 12	10 12	671	72	.....REEVES.....	671.3		5 58	5 35	7 55	8 20
9 18	2 23		7 17	10 20	676	90	.....GOZAR.....	676.7		5 53	5 30	7 45	8 08
9 48	2 43		7 28	10 32	687	90	.....SAN MARTINE.....	686.4		5 43	5 20	7 20	7 50
10 04	2 54		7 33 <sup>54</sup>	10 39	691	85	.....LEVINSON.....	691.4	W	5 38	5 15	7 10	7 33 <sup>1</sup>
10 26	3 10		7 43	s10 51	698	72	N.....KENT.....	698.8		5 28	s 5 05	6 55	6 55
10 47	3 35		7 53	11 06	709	92	.....BORACHO.....	708.9		5 17	4 55	6 40	6 40
11 01	3 50		8 02	11 16	719	71	.....PLATEAU.....	719.2		5 03	4 40	6 10	6 15
11 12	4 05		8 09	11 24	727	90	.....WILD HORSE.....	727.1		4 55	4 32	5 50	6 00
11 45	4 20		s 8 16	s11 32	735	76	N.....VAN HORN.....	734.9	FW	s 4 47	s 4 24	5 35	5 45
12 01 AM	4 42 <sup>2</sup>		8 25	11 42	739	77	.....HILLSIDE.....	739.4		4 42 <sup>65</sup>	4 14	5 25	5 23
12 26	5 10 <sup>60</sup>		8 37	f11 56	746	90	D.....ALLAMORE.....	746.5	Y	4 32	f 4 04	5 10 <sup>65</sup>	5 08
1 01	5 30		8 44	12 05 PM	754	90	.....EAGLE FLAT.....	753.9		4 25	3 56	4 55	4 53
1 30	5 45		8 54	12 15	764	90	.....ARISPE.....	763.6		4 16	3 46	4 40	4 40
A 2 00 AM	A 5 59 AM		A 9 05 PM	A 12 25 PM	768	YARD	N.....SIERRA BLANCA...	768.5		L 4 10 AM	L 3 40 PM	L 4 30 AM	L 4 30 PM
					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		.....FABENS.....	831.2					
					839		.....OLINT.....	838.7					
					844		.....BURFORD.....	844.0					
					846		.....BELEN.....	846.3					
					848		.....YSLETA.....	848.0					
					854		.....ALFALFA.....	854.2					
A 8 00 AM	A 11 59 AM		A 11 15 PM	A 2 50 PM	860	YARD	N.....EL PASO.....	860.7	FWTY	L 1 30 AM	L 1 10 PM	L 12 01 AM	L 12 01 PM
<b>67</b>	<b>65</b>		<b>1</b>	<b>7</b>				194.7		<b>2</b>	<b>8</b>	<b>60</b>	<b>54</b>
Daily	Daily		Daily	Daily				Time Over Sub-Division		Daily	Daily	Daily	Daily
11.15	10.09		4.10	4.50						4.40	4.35	8.14	8.44

42.38

Eastward trains are superior to trains of the same class in opposite direction; except No. 1 is superior to all Eastward trains.

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

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

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

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

**STANDARD CLOCKS**

Toyah  
El Paso

# Special Instructions

**Exception to Rule 87: Clearance of Trains within Automatic Block System 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. At meeting points between other trains, the inferior train must clear the main track before the leaving time of the superior train.

Within Automatic Block System Limits, extra trains may run ahead of second class trains, except No. 53, without train order authority until overtaken and will then, unless otherwise provided, arrange for the second class train to pass promptly.

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

**Exception to Rule 92:** Within Automatic Block System Limits a train may arrive at a station in advance of its schedule arriving time.

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.

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

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.

## AUTOMATIC BLOCK SYSTEM

### 1. Automatic Block Signal Rules effective:

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

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

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

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

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

4. Exception to Rule 287: When a color light Block Signal displays:

Red light with letter "S", or  
Red over Red light with letter "S":

Indication is: "Stop and throw switch." After switch has been thrown be governed by indication displayed by the signal.

5. 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.

## MAXIMUM SPEEDS

	Miles per hour	
	Passenger	Freight
Between		
Fort Worth—Sierra Blanca	75	60
Except: I-1 and H-2 Class Engines	80	
G-1-B and G-1-C Class Engines	85	85
F-1 and D-10 Class Engines	50	50
D-9 and D-5 Class Engines	30	30

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

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

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 30 miles per hour.

## RAILROAD CROSSINGS

Location	Intersecting Railroad	Miles per hour	
		Passenger	Freight
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		244.3	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	40	Sweetwater	12
Weatherford	50	Midland	40
Ranger	30	Grant St. Odessa	25
Eastland	30	Crane St. Odessa	25
Clyde	60	Barstow	20
Abilene	45	Main Highway crossing just east of Depot Pecos	30
Merkel	45		

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

## YARD LIMIT STATIONS

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

# Special Instructions

## SPECIAL INSTRUCTIONS GOVERNING POWER

### OPERATED SWITCHES

#### Fort Worth Sub-Division

Power-Operated switches at each end passing sidings at Aledo and Preble and the signals in connection therewith controlled by Operator Weatherford.

Power-Operated switches at each end of East and West Sidings Cisco and the signals in connection therewith controlled by Operator Cisco.

#### Toyah Sub-Division

Power-Operated switch at T&P main track switch east end T&P yard Sierra Blanca. Derail located at clearance point east end T&P yard track Sierra Blanca is connected to and is operated by this power-operated switch and signals in connection therewith controlled by Operator Sierra Blanca.

1. Should a train or engine approach a power-operated switch and find it not lined for the movement to be made, a member of crew must communicate with train dispatcher or operator.

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

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

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

### SPRING SWITCHES

Station	Mile Post	Location		Facing Point Direction	Normal Position
		Track	Direction		
Hodge	A-239.3	North end siding	Southward	Southward	Main track
Fort Worth	A-248.1	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	Eastward	Crossover to passenger lead
Lancaster Yard	248.0	Entering eastward main track	Westward	Westward	Thoroughfare track
Lancaster Yard	250.0	From west advance yard to westward main track	Eastward	Eastward	Main track
Lancaster Yard	251.1	End of two main tracks	Eastward	Eastward	Main track
Pershing	257.4	West end siding	Eastward	Eastward	Main track
Weatherford	277.8	West end siding	Eastward	Eastward	Main track
Wiles	334.0	West end siding	Eastward	Eastward	Main track
Ranger	341.8	West end West siding	Eastward	Eastward	Main track
Eastland	351.7	West end siding	Eastward	Eastward	Main track
Baird	385.65	Baileyville east end yard	East	East	Baileyville track
Baird	386.33	West switch to turn out or lead, west end yard	East	East	Main track
Stamper	442.6	West end siding	Eastward	Eastward	Main track
Sweetwater	448.1	West end siding	Eastward	Eastward	Main track
Lorraine	465.7	East end siding	Westward	Westward	Main track
Big Spring	512.03	East switch to pull out track	West	West	Main track
Big Spring	514.33	West switch to pull out track	East	East	Main track
Trunk	528.7	West end siding	Eastward	Eastward	Main track
Badger	589.7	East end siding	Westward	Westward	Main track
Toyah	667.2	West end pullout track	Eastward	Eastward	Main track
Gozar	677.2	West end siding	Eastward	Eastward	Main track
San Martine	686.7	West end siding	Eastward	Eastward	Main track
Levinson	691.6	West end siding	Eastward	Eastward	Main track
Plateau	718.8	East end siding	Westward	Westward	Main track
Van Horn	735.3	West end siding	Eastward	Eastward	Main track
Hillside	739.8	West end siding	Eastward	Eastward	Main track
Artspe	764.0	West end siding	Eastward	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 out 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.

### MARS OSCILLATING SIGNAL LIGHT.

T&P passenger diesel engines 2000 to 2007, inclusive, and Mo. Pac. passenger diesel engines 7005 to 7013, inclusive, are equipped with Mars Oscillating Signal Light just above the standard headlight, and arranged to display either an oscillating white or red light.

The following will govern the use of the oscillating signal light:

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

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

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

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

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

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

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

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

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

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

Mile—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.

## WESTERN DIVISION

### HOSPITAL

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

### Local Surgeons

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

### Oculists

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

### TIME SERVICE

**NATIONAL RAILWAY TIME SERVICE COMPANY**  
Chicago, Ill.

### LOCAL WATCH INSPECTORS

NAME	HEADQUARTERS	TERRITORY
G. W. Haltom.....	Ft. Worth.....	Ft. Worth to Sierra Blanca
Lindsey's Jewelry.....	Weatherford.....	Weatherford
Holmes Drug Co.....	Balrd.....	Balrd
C. M. Pressley.....	Abilene.....	Abilene
Toler Jewelry Co.....	Sweetwater.....	Sweetwater
Sam F. Majors.....	Colorado City.....	Colorado City
Nathans.....	Big Spring.....	Big Spring
O. A. Bruton.....	Monahans.....	Monahans
C. E. Ross.....	El Paso.....	El Paso
Art Kassel.....	El Paso.....	El Paso

### OTHER PASSENGER TRAIN FLAG STOPS

Trains Nos. 2, 7, 8, and 1 stop on flag at stations east of Sweetwater to take on or discharge passengers to or from El Paso and beyond.

Train No. 7 stops on flag at stations east of Sweetwater to take on passengers for Santa Fe points via Sweetwater.

No. 7.....Santo to discharge passengers from Ft. Worth and Millsap.

No. 1.....Santo to discharge passengers from Ft. Worth and beyond and pick up passengers for Abilene and beyond.

Gordon to discharge passengers from Ft. Worth and beyond and pick up passengers for Abilene, also Sweetwater and beyond.

Roscoe and Loraine to discharge passengers from Sweetwater or East and to take on passengers for Big Spring and West

No. 2.....Loraine and Roscoe to discharge passengers from Big Spring and west and take on passengers for Sweetwater and east.

Coahoma: to take on passengers for Sweetwater and east.  
 No. 2.....Gordon to discharge from Sweetwater and beyond, also from Abilene and to pick up passengers for Fort Worth and beyond.

No. 2.....Santo to discharge passengers from Abilene and beyond and pick up passengers for Millsap, also Ft. Worth and beyond.

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

No. 8.....Fabens: to take on revenue passengers for Van Horn and east.

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

### SAFETY RULES GOVERNING EMPLOYEES IN TRAIN, ENGINE, AND YARD SERVICE

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

#### THE FOLLOWING IS PROHIBITED:

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

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

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

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

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

(6) Riding on draw bars, ladders, hand holds, or any other 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 poling out cars when practicable to avoid it. When done, employe should follow the push pole.

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

(10) Pushing cars or backing engines over public 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 side or end ladders of cars.

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

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

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

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

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