

DIVISION OFFICERS

W. T. Alexander	Superintendent	Big Spring, Tex.
D. E. Crouser	Asst. Superintendent	Big Spring, Tex.
J. G. Tucker	Asst. Superintendent	Big Spring, Tex.
D. L. Ringler	Master Mechanic	Big Spring, Tex.
R. M. Hicks	Trainmaster	Big Spring, 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	Big Spring, Tex.
R. C. Williams	Road Foreman of Engines	Big Spring, Tex.

J. W. McCoy	Chief Dispatcher	Big Spring, Tex.
N. W. Derryberry	Asst. Chief Dispr.	Big Spring, Tex.
F. W. Ford	Asst. Chief Dispr.	Big Spring, Tex.
R. L. Wisdom, Jr.	Asst. Chief Dispr.	Big Spring, Tex.

C. A. Boyd	Dispatcher	Big Spring, Tex.
M. C. Boyd	Dispatcher	Big Spring, Tex.
W. J. Davis	Dispatcher	Big Spring, Tex.
C. J. Dupont	Dispatcher	Big Spring, Tex.
K. E. Faubion	Dispatcher	Big Spring, Tex.
T. P. Harrison	Dispatcher	Big Spring, Tex.
P. E. Harris	Dispatcher	Big Spring, Tex.
D. E. Hoover	Dispatcher	Big Spring, Tex.
R. L. Mayeux	Dispatcher	Big Spring, Tex.
C. Percy, Jr.	Dispatcher	Big Spring, Tex.
J. H. Percy	Dispatcher	Big Spring, Tex.

SPEED TABLE

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

Miles per Hour	1 Mile in Mins. Sec.	Miles per Hour	1 Mile in Mins. Sec.	Miles per Hour	1 Mile in Mins. Sec.
10	6	30	2	50	1
11	5	31	1	51	59
12	5	32	59	52	58
13	4	33	58	53	57
14	4	34	57	54	56
15	4	35	56	55	55
16	3	36	55	56	54
17	3	37	54	57	53
18	3	38	53	58	52
19	2	39	52	59	51
20	2	40	51	60	50
21	2	41	50	61	49
22	1	42	49	62	48
23	1	43	48	63	47
24	1	44	47	64	46
25	1	45	46	65	45
26	1	46	45	66	44
27	1	47	44	67	43
28	1	48	43	68	42
29	1	49	42	69	41
30	1	50	41	70	40
31	1	51	40	71	39
32	1	52	39	72	38
33	1	53	38	73	37
34	1	54	37	74	36
35	1	55	36	75	35
36	1	56	35	76	34
37	1	57	34	77	33
38	1	58	33	78	32
39	1	59	32	79	31
40	1	60	31	80	30
41	1	61	30	81	29
42	1	62	29	82	28
43	1	63	28	83	27
44	1	64	27	84	26
45	1	65	26	85	25
46	1	66	25	86	24
47	1	67	24	87	23
48	1	68	23	88	22
49	1	69	22	89	21
50	1	70	21	90	20
51	1	71	20	91	19
52	1	72	19	92	18
53	1	73	18	93	17
54	1	74	17	94	16
55	1	75	16	95	15
56	1	76	15	96	14
57	1	77	14	97	13
58	1	78	13	98	12
59	1	79	12	99	11
60	1	80	11	100	10



The Texas and Pacific Railway Company

WESTERN DIVISION

TIME TABLE NO. 17

Effective 12:01 a. m., Sunday, February 20, 1949

CENTRAL TIME

SUPERSEDING PREVIOUS TIME TABLES

FOR THE INFORMATION AND GOVERNMENT
OF EMPLOYEES ONLY

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

L. C. PORTER, Vice-President—Operation,
R. C. PARKER, Assistant Vice-President—Operation,
W. T. LONG, JR., General Supt. Transportation,
C. F. ADAMS, Superintendent of Rules

FORT WORTH SUB-DIVISION--Westward

Station Number		Car Capacity Passing Siding		Time Table No. 17 EFFECTIVE 12:01 A. M. FEBRUARY 20, 1949				FIRST CLASS			SECOND CLASS						
				STATIONS				1	7		67	65	53				
				West Texas Eagle Passenger Daily	The Westerner Passenger Daily		Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily								
246	YARD	N	...	FORT WORTH	L 9 00AM	L 10 30PM											
251	YARD	N	...	LANCASTER YARD	9 10	10 40		L 4 30AM	L 11 59AM	L 9 00PM							
257	90		...	PERSHING	9 16	10 48		4 50	12 14PM	9 12							
260	90		...	IONA	9 21	10 53		5 14	12 22	9 19							
264	82	N	...	ALEDO	9 26	10 57		5 25	12 28	9 25							
269	90		...	ANNETA	9 32	11 03		5 32	12 40	9 31							
273	89		...	EARLS	9 36	11 07		5 37	12 45	9 36							
277	106	N	...	WEATHERFORD	s 9 42	s 11 17		5 45	12 55	9 43							
280	87		...	SEALE	9 48	11 23		5 55	1 01	9 50							
283	24		...	LAMBERT	9 52	11 27		6 00	1 06	9 54							
287	82		...	PREBLE	9 56	11 31		6 05	1 11	9 59							
291	38	D	...	MILLSAP	s 10 01	s 11 37		6 11	1 16	10 04							
294	88		...	BENNETT	10 07	11 42	60	6 16	1 22	10 09							
301	89		...	BRAZOS	10 17	11 52	56	6 30	1 35	10 22							
308	90	N	...	SANTO	10 24	11 59		6 40	1 44	10 30							
313	89		...	JUDD	10 30	12 06AM		6 49	1 52	10 43	60						
319	82	D	...	GORDON	10 36	12 12		6 59	2 00	10 50							
322	92	D	...	MINGUS	10 41	f 12 17		7 05	2 29	10 55							
326	118	D	...	STRAWN	s 10 46	s 12 23		7 11	2 40	11 01							
334	82		...	WILES	10 57	12 34		7 30	2 55	11 16							
338	100		...	TIFFIN	11 05	12 42		7 45	3 08	11 25							
341	E 114 W 95	N	...	RANGER	s 11 10	s 12 50		7 55	3 15	11 31							
347	90		...	OLDEN	11 19	1 00		8 10	3 25	11 41							
351	125	D	...	EASTLAND	s 11 24	s 1 08	54	8 25	3 31	11 46							
355	89		...	LEM	11 30	1 15		8 40	3 38	11 52							
361	E-90 W112	N	...	CISCO	s 11 40	s 1 27		8 48	3 50	12 01AM							
368	89		...	DOTHAN	11 50	1 37		8 59	4 00	12 11							
374	89	D	...	PUTNAM	11 57	1 43		9 06	4 10	12 18							
381	90		...	JAYELL	12 06PM	1 52		9 17	4 20	12 28							
386	YARD	N	...	BAIRD	A 12 15PM	A 2 05	8	A 9 30AM	A 4 40PM	A 12 40AM							
				140	1	7		67	65	53							
				Time Over Sub-Division	Daily	Daily		Daily	Daily	Daily							
					3.15	3.35		5.00	4.41	3.40							

**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 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 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, StLSF&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—ME249.7 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

FORT WORTH SUB-DIVISION--Eastward

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Miles from Texarkana	Location Water, Fuel, Turn-table, Wye, etc.	Time Table No. 17 EFFECTIVE 12:01 A. M. FEBRUARY 20, 1949	FIRST CLASS				SECOND CLASS						
			8	2			56	54	60				
			The Westerner Passenger Daily	West Texas Eagle Passenger Daily			RB&P-Santa Fe California Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily				
STATIONS													
246.7	N	FORT WORTH	A 5 40AM	A 4 30PM									
251.0	FWT N	LANCASTER YARD	5 25	4 15		A 1 40PM	A 5 00PM	A 2 00AM					
257.0		PERSHING	5 18	4 07		1 09	4 30	1 35					
260.1		IONA	5 14 ⁶⁷	4 02		12 58	4 19	1 25					
263.8	N	ALEDO	5 08	3 57 ⁵⁴		12 50	3 57 ²	1 15					
268.8		ANNETA	5 02	3 51		12 40 ⁶⁵	3 25	1 00					
272.8		EARLS	4 58	3 46		12 15	3 10	12 55					
276.7	W N	WEATHERFORD	s 4 52	s 3 40		12 01PM	2 57	12 45					
280.4		SEALE	4 42	3 32		11 40	2 38	12 30					
283.2		LAMBERT	4 38	3 27		11 30	2 32	12 25					
286.7		PREBLE	4 33	3 20		11 15	2 20	12 10AM					
290.7	D	MILLSAP	s 4 26	s 3 13		10 55	2 05	11 53					
293.9	W	BENNETT	4 20	3 06		10 45	1 50	11 42 ⁷					
300.7		BRAZOS	4 09	2 55		10 17 ¹	1 35 ⁶⁵	11 10					
307.6	N	SANTO	4 02	2 47		9 38	12 55	10 55					
313.3		JUDD	3 56	2 41		9 31	12 35	10 43 ⁵³					
318.6	D	GORDON	3 50	2 34		9 24	12 24	10 20					
321.8	W D	MINGUS	3 46	2 29 ⁶⁵		9 19	12 19	10 10					
326.3	D	STRAWN	s 3 40	s 2 22		9 13	12 13	10 04					
333.6		WILES	3 28	2 11		9 02	12 01PM	9 54					
338.1		TIFFIN	3 20	2 04		8 55	11 53	9 44					
340.7	W N	RANGER	s 3 15	s 1 59		8 50	11 48	9 38					
347.1		OLDEN	3 00	1 47		8 31	11 35	9 28					
350.7	D	EASTLAND	s 2 55	s 1 41		8 25 ⁶⁷	11 24 ¹	9 21					
355.3		LEM	2 49	1 33		8 15	11 00	9 10					
360.6	W N	OISCO	s 2 42	s 1 26		8 07	10 52	8 55					
367.8		DOTHAN	2 27	1 13		7 47	10 32	8 31					
373.8	D	PUTNAM	2 20	1 06		7 35	10 20	8 22					
381.3		JAYELL	2 12	12 57		7 25	10 10	8 10					
385.7	FWT N	BAIRD	L 2 05 ^{7 AM}	L 12 50PM		L 7 15AM	L 10 00AM	L 8 00PM					
		140	8 Daily	2 Daily		56 Daily	54 Daily	60 Daily					
		Time Over Sub-Division	3.35	3.40		6.25	7.00	6.00					

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

BAIRD SUB-DIVISION--Westward

Station Number	Car Capacity Passing Siding	Time Table No. 17 EFFECTIVE 12:01 A. M. FEBRUARY 20, 1949		FIRST CLASS			SECOND CLASS				
				7	1		53	67	65		
				The Western Passenger Daily	West Texas Eagle Passenger Daily		Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily		
STATIONS											
386	YARD	N	BAIRD 6.9	L 2 10AM	L 12 20PM		L 1 05AM	L 10 00AM	L 5 10PM		
392	103	N	OLYDE 3.5	f 2 25	12 32	2	1 25	10 25	5 30		
396	103		BERLO 5.3	2 30	12 36		1 41	10 30	5 35		
401	103		ELMDALE 3.5	2 36	12 41		1 55	10 37	5 41		
405	107		HOLDER 2.0	2 40	12 44		2 00	10 42	5 45		
407	76	N	ABILENE 2.6	s 2 55	s 12 52		2 15	10 50	5 51		
409	107		BAGDAD 5.6	3 00	12 56		2 20	10 56	6 00	60	
414	117		TYE 3.8	3 06	1 01		2 27	11 03	6 10		
423	117	N	MERKEL 6.3	s 3 16	f 1 09		2 37	11 36	6 20	2	
429	104	D	TRENT 5	f 3 25	1 15		2 45	11 58	6 28		
438	105		ESKOTA 4.9	3 35	1 23		2 55	12 10PM	6 38		
442	103		STAMPER 5.4	3 40	1 27		3 02	12 18	6 44		
448	126	N	SWEETWATER 1.7	s 3 50 4 10	s 1 40		3 30	12 35	6 57	56	
453	85		PETE 3.9	4 18	1 47		3 41	12 45	7 07		
456	99	N	ROSCOE 6.3	f 4 24	1 51		3 46	12 52	7 12		
462	89		JANUS 3.5	4 33	1 57		3 53	1 01	7 21		
467	87	D	LOLAINE 6.4	f 4 38	2 02		3 58	1 07	7 27		
472	89		RODET 3.3	4 46	2 08		4 05	1 16	7 35		
476	NS		COLORADO CITY 2.6	s 4 58	s 2 16		4 13	1 25	7 43		
479	85		DOME 6	5 03	2 21		4 20	1 34	7 50		
485	87		WESTBROOK 1.5	f 5 11	2 27	54	4 27	1 43	7 58		
492	85		IATAN 7.0	f 5 18	2 33		4 40	1 52	8 06	54	
498	103		DALBY 4.5	5 26	2 40		4 50	2 02	8 15		
503	91	N	COALOMA 5.5	f 5 32	2 44		4 56	2 10	8 22		
509	92		ZILER 4.7	5 39	2 50		5 06	2 20	8 30		
513	YARD	N	BIG SPRING 4	A 5 50AM	A 3 00	60 PM	A 5 30AM	A 2 45PM	A 8 50 PM		
			127.5	7 Daily	1 Daily		53 Daily	67 Daily	65 Daily		
			Time Over Sub-Division	3.40	2.40		4.25	4.45	3.40		

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 to the next block signal. Main track switch must not be opened or main track obstructed while signal displays "STOP" indication except as provided by Rule 509 and flag protection to the rear. 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

BAIRD SUB-DIVISION--Eastward

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Location Water, Fuel, Turn-table, Wye, etc.	Miles from Texarkana	Time Table No. 17 EFFECTIVE 12:01 A. M. FEBRUARY 20, 1949	FIRST CLASS				SECOND CLASS							
			2	8			56	54	60					
			West Texas Eagle Passenger Daily	The Westerner Passenger Daily			RS&P-Santa Fe California Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily					
STATIONS														
FWT	385.7	N.....	BAIRD.....	A 12 45 PM	A 2 00 AM			A 6 35 AM	A 9 15 AM	A 7 05 PM				
	392.6	N.....	CLYDE.....	12 32 1	1 46			6 10	8 50	6 35				
	396.1		BERLO.....	12 18	1 41 53			5 50	8 40	6 25				
	401.4		ELMDALE.....	12 11	1 34			5 35	8 25	6 15				
W	404.9		HOLDER.....	12 06	1 30			5 25	8 20	6 10				
WY	408.9	N.....	ABILENE.....	s 12 01 PM	s 1 25			5 20	8 15	6 05				
	409.5		BAGDAD.....	11 52	1 15			5 05	8 03	6 00 65				
	415.1		TYE.....	11 46	1 10			4 55	7 55	5 50				
	423.4	N.....	MERKEL.....	s 11 36 67	s 1 00			4 35	7 40	5 35				
	429.7	D.....	TRENT.....	11 27	12 51			4 24	7 28	5 25				
	438.1		ESKOTA.....	11 18	12 43			4 11	7 13	5 10				
	442.1		STAMPER.....	11 13	12 38			4 05	7 05	5 02				
FWY	447.5	N.....	SWEETWATER.....	s 11 05	s 12 30 12 01 AM			{ 3 50 3 30 7 53	6 50	4 50				
	452.2		PETE.....	10 51	11 50			3 15	6 28	4 35				
Y	456.1	N.....	ROSCOE.....	10 47	f 11 44			3 05	6 23	4 30				
	462.4		JANUS.....	10 41	11 37			2 50	6 10	4 21				
	466.2	D.....	LORAIN.....	10 37	f 11 32			2 42	6 00	4 15				
WMP 470	472.6		RODET.....	10 31	11 25			2 34	5 50	4 07				
	475.9	N.....	COLORADO CITY.....	s 10 26	s 11 20			2 27	5 40	3 58				
	478.9		HOME.....	10 20	11 11			2 20	5 30	3 49				
	485.0		WESTBROOK.....	10 14	f 11 04			2 12	5 11 7	3 41				
	491.5		JATAN.....	10 08	10 57			2 04	4 40 53	3 33				
	498.5		DALBY.....	10 00	10 49			1 55	4 25	3 25				
	503.0	N.....	COAHOMA.....	9 56	f 10 44			1 50	4 20	3 20				
	508.5		ZILLER.....	9 51	10 38			1 40	4 10	3 10				
FWT	513.2	N.....	BIG SPRING.....	L 9 45 AM	L 10 30 PM			L 1 30 AM	L 4 00 AM	L 3 00 1 PM				
			127.5	2	8			56	54	60				
				Daily	Daily			Daily	Daily	Daily				
			Time Over Sub-Division	3.00	3.30			5.05	5.15	4.05				

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

SECOND CLASS		FIRST CLASS			Station Number	Car Capacity Passing Siding	Time Table No. 17 EFFECTIVE 12:01 A. M. FEBRUARY 20, 1949	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 Westerner Passenger Daily	West Texas Eagle Passenger Daily						The Westerner Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily		
L 9 20PM	L 3 35PM	L 3 10PM	L 6 10AM	513	YARD	N.....BIG SPRING.....	513.2	FWT	A 9 30AM	A 10 10PM	A 2 00PM	A 3 00AM		
9 32	3 50	3 16	6 17	519	101	6.1.....DORT.....	519.3		9 21	9 59	1 30	2 35		
9 54 ⁸	3 57	3 21	6 22	524	91	4.9.....MORITA.....	524.2		9 16	9 54 ⁶⁵	1 21	2 27		
10 05	4 05	3 25	6 26	528	89	4.0.....TRUNK.....	528.2		9 12	9 50	1 15	2 20		
10 14	4 15	f 3 31	f 6 34	534	91	5.9 N.....STANTON.....	534.1	W	f 9 06	f 9 43	1 05	2 10		
10 20	4 22	3 36	6 40	539	85	5.2.....DIX.....	539.3		9 00	9 36	12 55	1 55		
10 26	4 29	3 41	6 45	544	91	5.1.....PAUL.....	544.4		8 55	9 31	12 48	1 40		
10 33	4 35	3 45	6 50	549	91	4.6 N.....OHUB.....	549.0		8 50	9 26	12 41	1 25		
10 40	4 45	s 3 54	s 7 00	553	91	4.6 N.....MIDLAND.....	553.2	WMP 551	s 8 45	s 9 20	12 33	1 10		
10 48	4 54	4 00	7 10	559	91	5.5.....BOUNCE.....	559.1		8 31	9 06	12 19	12 55		
10 53	5 00	4 04	7 14	563	90	4.3.....WARFIELD.....	563.4		8 27	9 02	12 12	12 45		
11 00	5 07	4 09	7 19	569	91	5.4.....SOLO.....	568.8		8 21	8 57	12 05PM	12 30		
11 15	5 17	s 4 20	s 7 29	573	114	5.1 N.....ODESSA.....	573.3	W	s 8 16	s 8 50	11 58	12 18		
11 25	5 25	4 26	7 39	579	91	4.9.....ARCADE.....	578.8		8 04	8 35	11 49	12 08		
11 33	5 35	4 33	7 45	584	84	5.8.....DOUBO.....	584.5		7 58	8 29	11 40	12 01AM		
11 51 ⁵⁴	5 42	4 39	7 51 ²	590	91	5.5.....BADGER.....	590.1		7 51 ⁷	8 22	11 25	11 51 ⁶⁵		
11 59	5 47	4 42	7 55	594	91	3.6.....METZ.....	593.7		7 43	8 18	11 19	11 46		
12 07AM	5 55	4 48	8 01	600	90	6.5.....RANOH.....	600.2		7 37	8 12	11 10	11 37		
12 13	6 00	4 52	8 05	604	86	4.3.....SAND HILLS.....	604.5		7 32	8 07	11 03	11 19		
12 30	6 10	s 5 00	s 8 18	609	E 98 W106	4.5 N.....MONAHANS.....	609.3	FWY	s 7 25	s 8 00	10 55	11 10		
12 40	6 20	5 07	8 28	615	111	6.4 D.....WICKETT.....	615.7		7 14	7 44	10 30	10 38		
12 50	6 30	f 5 15	f 8 37	624	106	8.8 D.....PYOTE.....	623.7		f 7 05	f 7 34	10 19	10 25		
1 02	6 45	5 25	8 47	634	62	9.7.....QUITO.....	638.6	WMP 631	6 55	7 23	10 07	10 12		
1 10	7 15 ⁸	f 5 31	f 8 54	640	71	6.0 D.....BARSTOW.....	640.2		f 6 49	f 7 15 ⁶⁷	9 56	10 00		
1 22	7 35	s 5 40	s 9 06	647	100	6.8 N.....PECOS.....	646.7	Y	s 6 41	s 7 05	9 40	9 45		
1 35	7 50	5 50	9 17 ⁶⁰	658	90	9.2.....HERMOSA.....	655.9		6 30	6 51	9 17 ⁷	9 30		
A 1 50AM	A 8 15PM	A 6 00PM	A 9 35AM	666	YARD	10.1 N.....TOYAH.....	666.0	FWY	L 6 20AM	L 6 40PM	L 8 50AM	L 9 15PM		
65	67	1	7				152.8		2	8	60	54		
Daily	Daily	Daily	Daily				Time Over Sub-Division		Daily	Daily	Daily	Daily		
4.20	4.40	2.50	3.25						3.10	3.30	5.10	5.45		

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. 17 EFFECTIVE 12:01 A. M. FEBRUARY 20, 1949	Miles from Toyahkana	Location Water, Fuel, Turn-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 Western Passenger Daily			STATIONS			West Texas Eagle Passenger Daily	The Western Passenger Daily		Red Ball Freight Daily	Red Ball Freight Daily
L 8 50PM	L 2 20AM		L 6 05PM	L 9 45AM	668	YARD	N.....TOYAH..... 5.3	666.0	FWY	A 6 15AM	A 6 25PM		A 8 10AM	A 8 25 PM
9 07	2 37		6 15 8	9 58	671	72	.....BEEVES..... 5.4	671.3		6 05	6 15 1		7 50	8 00
9 29	2 49		6 25	10 08	676	90	.....GOZAR..... 9.7	676.7		5 59	6 05		7 40	7 45
9 58	3 09		6 36	10 22	687	90	.....SAN MARTINE..... 5.0	688.4		5 49	5 55		7 25	7 22
10 12	3 20		6 43	10 32	691	85	.....LEVINSON..... 7.4	691.4	W	5 44	5 50		7 15	7 10
10 33	3 35		6 53 54	10 45	698	72	N.....KENT..... 10.1	698.8		5 36	5 42		7 00	6 53 1
10 53	3 55		7 07	11 01	709	92	.....BORACHO..... 10.8	708.9		5 25	5 32		6 45	6 25
11 06	4 10		7 17	11 11	719	71	.....PLATEAU..... 7.9	719.2		5 11	5 16		6 20	5 57
11 17	4 22		7 25	11 19	727	90	.....WILD HORSE..... 7.8	727.1		5 02	5 07		5 55	5 45
11 50	4 53 2		7 33	11 29	735	76	N.....VAN HORN..... 4.5	734.9	FW	s 4 53 65	s 4 58		5 28	5 35
12 06AM	5 18 60		7 44	11 46	739	77	.....HILLSIDE..... 7.1	739.4		4 43	4 48		5 18 65	5 20
12 30	5 45		7 54	11 56	746	90	D.....ALLAMORE..... 7.4	746.5	Y	4 34	4 39		5 05	5 08
1 06	5 56		8 01	12 04PM	754	90	.....EAGLE FLAT..... 9.7	753.9		4 26	4 31		4 52	4 53
1 35	6 10		8 10	12 14	764	90	.....ARISPE..... 4.9	763.6		4 16	4 21		4 40	4 40
A 2 00AM	A 6 30AM		A 8 20PM	A 12 25PM	768	YARD	N.....SIERRA BLANCA..... 12.7	768.5		L 4 10AM	L 4 15PM		L 4 30AM	L 4 30PM
<p>Employees will be governed by the rules and time table of the T. & 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		.....TORCER.....	781.0		<p>Employees will be governed by the rules and time table of the T. & 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		.....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		.....BUFORD.....	844.0											
846		.....BELEN.....	846.3											
848		.....YSLETA.....	848.0											
854		.....ALFAFA.....	854.2											
A 8 00AM	A 11 59AM		A 10 30PM	A 2 50PM	860	YARD	N.....EL PASO.....	860.7	FWTY	L 1 30 AM	L 2 00PM		L 12 01AM	L 12 01PM
67	65		1	7			194.7			2	8		60	54
Daily	Daily		Daily	Daily			Time Over Sub-Division			Daily	Daily		Daily	Daily
11.10	9.39		4.25	5.05						4.45	4.25		8.09	8.24

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

WESTERN DIVISION

Special Instructions

ALL SUB-DIVISIONS

Road Foreman of Engines has the authority of Trainmaster.

Automatic air brakes must be coupled and working on pile drivers, derricks or other such machines and locomotives while being handled in trains or by yard engine, and must not be switched with when it can be avoided. When necessary to handle such machines or locomotives, while switching, kick or drop must not be made, and they must otherwise be handled carefully to avoid damage.

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

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. 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.

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.

SPECIAL INSTRUCTIONS GOVERNING POWER OPERATED

SWITCHES (Continued)

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 668, movement 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-239.3	North end siding	Southward	Main track
Fort Worth	A-242.3	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	246.0	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
Weatherford	277.6	West end siding	Eastward	Main track
Santo	308.0	West end siding	Eastward	Main track
Wiles	334.0	West end siding	Eastward	Main track
Ranger	341.8	West end West siding	Eastward	Main track
Eastland	351.7	West end siding	Eastward	Main track
Dothan	367.2	East end siding	Westward	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
Berle	395.6	East end siding	Westward	Main track
Elmdale	400.9	East end siding	Westward	Main track
Trent	430.3	West end siding	Eastward	Main track
Stamper	442.6	West end siding	Eastward	Main track
Sweetwater	446.9	East end siding	Westward	Main track
Sweetwater	448.1	West end siding	Eastward	Main track
Lorraine	465.7	East end siding	Westward	Main track
Rodet	472.0	East end siding	Westward	Main track
Big Spring	513.02	East switch to pull out track	West	Main track
Big Spring	514.33	West switch to pull out track	East	Main track
Trunk	528.7	West end siding	Eastward	Main track
Arcade	579.1	West end siding	Eastward	Main track
Douro	584.6	West end siding	Eastward	Main track
Badger	589.7	East end siding	Westward	Main track
Toyah	667.2	West end pullout track	Eastward	Main track
Gozar	677.2	West end siding	Eastward	Main track
San Martine	686.7	West end siding	Eastward	Main track
Levinson	691.6	West end siding	Eastward	Main track
Plateau	718.8	East end siding	Westward	Main track
Van Horn	785.1	West end siding	Eastward	Main track
Hillside	739.8	West end siding	Eastward	Main track
Arlslepe	764.0	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.

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.

Special Instructions

ALL SUB-DIVISIONS

TRANSPORTATION RULES

Rule 2. Amended to read: Watches that have been examined and certified to by a designated Inspector must be used by:

Road Foremen of Engines	Trainmasters	Brakeman
Signal Supervisors	Chief Dispatchers	Train Baggage-men
Asst. Signal Supervisors	Train Dispatchers	Yard Foremen
Signal Maintainers	Yardmasters	Switchmen
Telephone Maintainers	Asst. Yardmasters	Agent-Operators
Roundhouse Foremen	Conductors	Operators
Extra Gang Foremen	Enginemen	Towermen
B&B Gang Foremen	Firemen	Roadmasters
Motor Car Operators	Hostlers	Section Foremen
		Linemen

The certificate in prescribed form must be renewed and filed with the Superintendent during the month of July each year.

Rule 2 (a). Amended to read: Watches of train dispatchers and employes in train, engine and yard service, with that portion of the certificate retained by them, must be presented to a designated inspector for comparison and registration each calendar month of the year with not more than forty days between comparisons. All employes required to use certified watches must have this portion of the certificate in their possession while on duty and present it for examination when called for by an officer. When watches of employes subject to time service rules are found at any time to be thirty seconds or more from standard time, they must be set to correct time.

Rule 73. Exception to: 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 Rule 87 (b).

Rule 87. Clearance of Trains within Automatic Block System Limits. Exception to: 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.

Rule 92. Exception to: Within automatic block system limits a train may arrive at a station in advance of its schedule arriving time.

Rule 99. Exception to: When within the limits of Automatic Block System and a following passenger train is due, the flagman may return to his train when recalled if there is no train seen or heard approaching, but must leave at the point from which he returns two torpedoes on the rail on the engineman's side not less than two rail lengths apart; between sunset and sunrise and/or when conditions require additional safety for his train, he will leave a burning red fusee in addition. If when recalled, a train is seen or heard approaching the flagman must remain displaying stop signals until the approaching train arrives.

Rule 104. Supplement to: All crossover switches must be left lined against a crossover movement when not in use, except as follows:

- When a crossover enters the main track and the main track switch of the crossover is a spring switch or power-operated switch, the other switch of the crossover will be left lined and locked for the crossover.
- When the crossover is one end of a siding designated for meeting or passing of trains, the inside switch of the crossover will be left lined for movement to or from the siding to the main track.

Rule 104 (e). Supplement to: 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.

Rule 104 (g). Amended to read: Rail sand must not be used or water allowed to run from any locomotive between signals governing movement over spring or power-operated switches.

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

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

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

Rule 509 (b). Amended to read: A train or engine may pass at Restricted Speed not exceeding ten miles per hour, without stopping, a Block Signal indicating "Stop, then Proceed at Restricted Speed", when designated as a "Grade" signal, expecting to find a train in the block, broken rail, obstruction or switch not properly set. (See Rule 286-A).

Rule 520. Amended to read: When a signal governing a movement in the facing point direction of a spring switch indicates "Stop" or "Stop, then Proceed at Restricted Speed", switch must be tested by hand and switch points examined and known to fit properly before proceeding.

Rule 814. Supplement to: Conductors will require a brakeman to remain on the rear of train at all times except:

- When required to protect train under Rules of the Transportation Department.
- When a competent employe qualified to protect train under Rules of Transportation Department takes his place.
- When train is clear of main track.
- When train is within yard limits unless circumstances require protection under Rules of Transportation Department.

Train Order, Form "S-E". Supplement to: The following form is authorized:

"No 2 Eng 900 wait at C until eight thirty 8 30 am
for Extra 600 West
No 2 take siding C for Extra 600 West"

Special Rules covering its use:

When a train is directed by train order Form S-E, (wait order) to take siding for another train, such instructions unless annulled by a subsequent train order, are in effect after the time stated in the order has expired and the superior train must approach the designated point at REDUCED SPEED prepared to stop expecting to find the inferior train on the main track between the siding switches without flag protection and must take the siding if the inferior train is at the designated point.

If the superior train arrives at the designated point after the time stated in the order has expired, and the expected train has not arrived, and the main track can be seen to be clear to the other end of the siding, the superior train may proceed without entering and using the siding.

This form of train order will not be combined with other forms of train orders.

WESTERN DIVISION

SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

MAXIMUM SPEEDS

Between	Miles per hour	
	Passenger	Freight
Fort Worth—Sierra Blanca	70	60
Except: H-2, I-1 and I-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

Passenger trains handled by Diesel passenger engines may be operated at maximum speed of 76 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.

Maximum speed of yard engines, running forward or backwards, and/or road engines running backwards, where not otherwise restricted, as follows:

	Miles per hour	
	Main track.	All other tracks.
Steam yard engines, with or without cars.....	20	20
Diesel yard engines, with or without cars.....	40	20
Steam road engines, with or without cars.....	20	20

RAILROAD CROSSINGS

Location	Intersecting Railroad	Miles per hour	
		Psgr.	Frt.
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	3	East End Siding.....	30	
Lancaster Yard	245.0	3	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	359.7	1	East End East Siding.....	30	
Cisco	361.7	1	West End West Siding.....	30	

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

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 scale test cars will not exceed maximum speed of 45 miles per hour. Trains handling cars loaded with crude oil will not exceed maximum speed of 40 miles per hour. Trains handling loaded company ballast cars on Toyah Sub-Division will not exceed maximum speed of 40 miles per hour. Conductor keep engineer advised when scale test cars, 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 Steam Wrecking Derricks with boom in forward position, self-propelled pile drivers, Lidgerwoods, Brown holsts, 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 15 miles per hour on curves.

Yard and/or road engines shoving cars ahead of engine must not exceed a maximum speed of 20 miles per hour.

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SIGNALS.

The maximum speed on track protected by permanent slow signals will be shown on face thereof; where two sets of figures are shown, the higher figures indicate speed of passenger trains and the lower figures the speed of all other trains.

Where a higher speed than the maximum speed defined by time-table or other special instructions for a train is shown on a permanent slow signal, the maximum speed prescribed by time-table or other special instructions will govern.

Note: The designation "Mile Post—Poles" refer to Mile Post location and number of poles beyond in the direction of next higher Mile Post.

Miles per Hour	Psgr. Trains	Other Trains	Restriction Begins		Restriction Ends	
			Mile Post	Poles	Mile Post	Poles
Fort Worth Sub-Division.						
65		45	251	30	252	2
65			252	15	252	21
45		45	258	0	259	3
65			259	23	259	29
50	50		259	30	260	3
50	50		261	18	262	3
50	50		264	13	264	23
50	50		266	16	266	28
50	50		268	23	268	32
65			271	10	271	16
65			273	21	273	28
65			274	3	274	27
50	50		277	27	278	10
65			278	30	279	5
55	55		279	17	280	19
65			281	8	281	14
45	45		281	26	281	34
65			282	13	284	10
60			284	34	285	5
65			285	11	285	16
55	55		285	18	286	4
60			289	18	289	24
70			292	16	292	26
30	30		294	21	295	19
40	40		295	23	295	32
65			296	14	296	22
55	55		297	11	298	30
45	45		299	9	299	16
65			311	25	311	31
65			312	13	312	24
45	45		316	1	316	13
50	50		317	31	318	4
60			318	31	319	8
60			319	31	320	10
65			322	1	322	11
60			322	21	322	31
60			328	15	328	25
55	55		329	13	329	25
35	35		329	33	331	29
45	45		332	8	334	6
35	35		334	14	337	4
40	40		342	29	342	34
45	45		343	6	343	16
40	40		344	15	345	20
65			345	25	345	35
65			354	14	354	25
65			357	14	357	22
65			359	16	359	33
40	40		360	16	360	24
55	55		361	0	361	6
45	45		362	21	363	1
45	45		363	21	363	28
65			364	6	365	3
65			365	29	366	3
65			368	31	369	4
65			370	22	370	28
65			371	19	371	30
55	55		372	6	372	15
45	45		378	3	378	30
45	45		383	8	384	26

Special Instructions

ALL SUB-DIVISIONS

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SIGNALS (Continued)

Miles per Hour		Restriction Begins		Restriction Ends	
Psg. Trains	Other Trains	Mile Post	Poles	Mile Post	Poles

Baird Sub-Division.

40	40	386	23	388	21
50	50	438	3	438	14
60		442	22	442	34
45	45	446	2	450	28
60		463	32	464	11
40	40	476	16	477	9
65		480	14	480	21
50	50	496	5	496	30
70		509	24	510	14

Big Spring Sub-Division.

50	50	587	4	587	19
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Toyah Sub-Division.

65		682	27	683	3
55	55	692	26	693	1
60		693	27	694	34
65		695	32	696	4
65		696	13	696	24
65		702	31	703	7
45	45	739	33	744	0

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	40	Barstow	30
Ablene	45	Main Highway crossing	
Merkel	45	just east of Depot Pecos	30

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		Chub	
Weatherford	} One Yard	Ives	} One Yard	Odessa	} One Yard
Ranger		Roscoe		Monahans	
Cisco		Colorado City		Pecos	
Baird				Toyah	
				Van Horn	
				Sierra Blanca	

OTHER PASSENGER TRAIN FLAG STOPS

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

No. 1.....Santo, Gordon, Mingus and Clyde: to discharge passengers from Ft. Worth and beyond or receive passengers for Abilene and beyond.

Roscoe and Loraine: to discharge passengers from Sweetwater or east and to receive passengers for Big Spring and beyond.

No. 2.....Coahoma: to receive passengers for Sweetwater and beyond.

Loraine and Roscoe: to discharge passengers from Big Spring and beyond or receive passengers for Sweetwater and beyond.

Gordon: to discharge passengers from Abilene, Sweetwater and beyond or to receive passengers for Ft. Worth and beyond.

Santo: to discharge passengers from Abilene and beyond or receive passengers for Millsap, Ft. Worth and beyond Ft. Worth.

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

Stations east of Sweetwater: to receive passengers for Santa Fe points via Sweetwater.

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

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

Oculists

Dr. J. W. Eschenbrenner	Fort Worth	Dr. R. A. Roberts	Pecos
Dr. W. Hubert Seale	Abilene	Drs. Schuster, Schuster and Walker	El Paso
Dr. G. H. Wood	Big Spring		

Special Instructions

ALL SUB-DIVISIONS

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, enginemen 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

1 Mile—323.1—Bridge over South Fork Creek.

Sheds over platform between tracks Fort Worth passenger station.

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

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
Lindsey's Jewelry	Weatherford	Weatherford
Holmes Drug Co.	Baird	Baird
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. H. Ross	El Paso	El Paso
Art Kassel	El Paso	El Paso

SAFETY RULES GOVERNING EMPLOYES 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 engine 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 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, hand holds, or any other appurtenance 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 crossing 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 crossings 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.