

DIVISION OFFICERS

W. T. Alexander	Superintendent	Big Spring, Tex.
J. G. Tucker	Asst. Superintendent	Big Spring, Tex.
A. C. LaCroix	Asst. Superintendent	Big Spring, Tex.
E. E. Long	Master Mechanic	Big Spring, Tex.
J. A. Wright	Trainmaster	Big Spring, Tex.
R. L. Riggs	Terminal Trainmaster	Fort Worth and Lancaster Yards
R. L. Myers	Terminal Trainmaster	El Paso, Tex.
J. B. Shultz	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.
C. R. Cozort	Asst. Chief Dispr.	Big Spring, Tex.
N. W. Derryberry	Asst. Chief Dispr.	Big Spring, Tex.
C. J. Dupont	Asst. Chief Dispr.	Big Spring, Tex.
R. V. Tims	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.
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.
C. Percy, Jr.	Dispatcher	Big Spring, Tex.
J. H. Percy	Dispatcher	Big Spring, Tex.
R. L. Wisdom, Jr.	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	6:00	15	4:00	20	3:00
11	5:27	16	3:45	21	2:52
12	5:00	17	3:30	22	2:45
13	4:42	18	3:18	23	2:38
14	4:29	19	3:09	24	2:32
15	4:18	20	3:00	25	2:27
16	4:09	21	2:52	26	2:22
17	4:00	22	2:45	27	2:18
18	3:53	23	2:38	28	2:14
19	3:46	24	2:32	29	2:10
20	3:40	25	2:27	30	2:07
21	3:34	26	2:22	31	2:04
22	3:29	27	2:18	32	2:01
23	3:24	28	2:14	33	1:58
24	3:19	29	2:10	34	1:55
25	3:15	30	2:07	35	1:52
26	3:11	31	2:04	36	1:49
27	3:07	32	2:01	37	1:46
28	3:03	33	1:58	38	1:43
29	3:00	34	1:55	39	1:40
30	2:56	35	1:52	40	1:37



The Texas and Pacific Railway Company

WESTERN DIVISION

TIME TABLE NO. 20

Effective 12:01 a. m., Sunday, December 11, 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. 20 EFFECTIVE 12:01 A.M. DECEMBER 11, 1949	FIRST CLASS			SECOND CLASS						
			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 15PM								
251	YARD	N... LANCASTER YARD	9 10	10 25				L 4 30AM	L 11 59AM	L 9 00PM		
257	90	..... PERSHING.....	9 16	10 33				4 50	12 14PM	9 12	
260	90	..... IONA.....	9 21	10 38				5 14	12 22	9 19	
264	78	D..... ALEDO.....	9 26	10 42				5 25	12 28	9 25		
269	90	..... ANNETA.....	9 32	10 48				5 32	12 40	9 31	
273	89	..... EARLS.....	9 36	10 52				5 37	12 45	9 36	
277	106	N... WEATHERFORD.....	s 9 42	s 11 02				5 45	12 55	9 43		
280	87	..... SEALE.....	9 48	11 08				5 55	1 01	9 50	
283	24	..... LAMBERT.....	9 52	11 12				6 00	1 06	9 54	
287	75	..... PEBBLE.....	9 56	11 16				6 05	1 11	9 59	
291	88	D..... MILLSAP.....	s 10 01	s 11 22				6 11	1 16	10 04		
294	88	..... BENNETT.....	10 07	11 27	60			6 16	1 21	10 09	
301	89	..... BRAZOS.....	10 17	11 37	56			6 30	1 35	10 22	
308	90	N..... SANTO.....	10 24	11 44				6 40	1 48	10 30		
313	89	..... JUDD.....	10 30	11 50				6 49	1 56	10 43	60
319	82	D..... GORDON.....	10 36	11 55				6 59	2 03	10 50		
322	92	D..... MINGUS.....	f 10 41	11 59				7 05	2 25	10 55		
326	118	D..... STRAWN.....	s 10 46	12 05AM				7 11	2 40	11 01		
334	82	..... WILES.....	10 57	12 16				7 30	2 55	11 16	
338	100	..... TIFFIN.....	11 05	12 24				7 45	3 08	11 25	
341	E 114 W 98	N..... BANGER.....	s 11 10	s 12 34				7 55	3 15	11 30		
347	90	..... OLDEN.....	11 19	12 44				8 10	3 25	11 39	
351	125	D..... EASTLAND.....	s 11 24	s 12 49	54			8 25	3 31	11 44		
355	89	..... LEM.....	11 30	12 55				8 40	3 38	11 50	
361	E-90 W112	N..... CISCO.....	s 11 40	s 1 10				8 48	3 50	11 59		
368	89	..... DOTYAN.....	11 50	1 20				8 59	4 00	12 09AM	
374	89	D..... PUTNAM.....	11 57	1 26				9 06	4 10	12 16		
381	90	..... JAYELL.....	12 06PM	1 34				9 17	4 20	12 25	
386	YARD	N..... BAIRD.....	A 12 15PM	A 1 45AM				A 9 30AM	A 4 40PM	A 12 35AM		
		140	1 Daily	7 Daily				67 Daily	65 Daily	53 Daily		
		Time Over Sub-Division	3.15	3.30				5.00	4.41	3.35		

43.04 39.97

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

Between east end East Siding Ciscos and west end West Siding Ciscos 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&D, GO&SF, I-GN, SLS&T, T&NO and WM&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 these 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—MP 249.7 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	Weatherford
Lancaster Yard	Baird

FORT WORTH SUB-DIVISION--Eastward

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Miles from Fortworth	Location Water, Fuel, Turn-table, W. Yr. etc.	Time Table No. 20 EFFECTIVE 12:01 A. M. DECEMBER 11, 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												
245.9	N	FORT WORTH	A 5 40AM	A 4 15PM								
251.1	FWT	LANCASTER YARD	5 25	4 00			A 1 40PM	A 5 00PM	A 2 00AM			
256.9		PERSHING	5 18	3 54			1 09	4 30	1 30			
260.7		IONA	5 14 ⁶⁷	3 49			12 58	4 20	1 20			
263.8	D	ALEDO	5 08	3 45			12 50	4 05	1 10			
268.8		ANNETA	5 02	3 39			12 40 ⁶⁵	3 50	12 56			
273.0		EARLS	4 58	3 35 ⁵⁴			12 15	3 35 ²	12 50			
276.8	W	WEATHERFORD	s 4 52	s 3 30			12 01PM	3 10	12 40			
280.5		SEALE	4 42	3 21			11 40	2 50	12 20			
283.1		LAMBERT	4 38	3 17			11 30	2 40	12 10AM			
286.8		PREBLE	4 33	3 12			11 15	2 25	11 57			
290.8	D	MILLSAP	s 4 26	s 3 05			10 55	2 10	11 42			
294.2	W	BENNETT	4 20	2 58			10 45	1 55	11 27 ⁷			
300.9		BRAZOS	4 09	2 47			10 17 ¹	1 35 ⁶⁵	11 05			
307.6	N	SANTO	4 02	2 40			9 38	12 55	10 55			
313.4		JUDD	3 56	2 34			9 31	12 35	10 43 ⁵³			
318.5	D	GORDON	3 50	2 28			9 24	12 24	10 20			
321.3	W	MINGUS	3 46	2 25 ⁶⁵			9 19	12 19	10 10			
326.7	D	STRAWN	s 3 40	s 2 18			9 13	12 13	10 04			
333.6		WILES	3 28	2 07			9 02	12 01PM	9 54			
338.5		TIFFIN	3 20	2 00			8 55	11 53	9 44			
341.0	W	RANGER	s 3 15	s 1 55			8 50	11 48	9 38			
349.6		OLDEN	3 00	1 44			8 31	11 35	9 28			
351.1	D	EASTLAND	s 2 55	s 1 38			8 25 ⁶⁷	11 24 ¹	9 21			
355.1		LEM	2 49	1 32			8 15	11 00	9 10			
360.7	W	OISCO	s 2 42	s 1 25			8 07	10 52	8 55			
367.7		DOTHAN	2 27	1 12			7 47	10 32	8 31			
373.5	D	PUTNAM	2 20	1 06			7 35	10 20	8 22			
381.6		JAYELL	2 12	12 57			7 25	10 10	8 10			
385.8	FWT	BAIRD	L 2 05AM	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	3.25			6.25	7.00	6.00			

39.04 40.94

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

BAIRD SUB-DIVISION--Westward

Station Number	Car Capacity Passing Siding	Time Table No. 20 EFFECTIVE 12:01 A. M. DECEMBER 11, 1949	FIRST CLASS				SECOND CLASS					
			7	1			53	67	65			
			The Westerner Passenger Daily	West Texas Eagle Passenger Daily			Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily			
STATIONS												
386	YARD	N.....	BAIRD.....	L 1 55 ^{AM}	L 12 20 ^{PM}			L 12 55 ^{AM}	L 10 00 ^{AM}	L 5 10 ^{PM}		
882	103	D.....	OLYDE.....	2 08	f 12 32 ²			1 13	10 25	5 30		
896	108		BERLO.....	2 12	12 36			1 17	10 30	5 35		
401	108		ELMDALE.....	2 17	12 41			1 32 ⁸	10 37	5 41		
405	107		HOLDER.....	2 20	12 44			1 42	10 42	5 45		
407	76	N.....	ABILENE.....	s 2 40	s 12 54			2 00	10 55	5 51		
409	107		BAGDAD.....	2 45	12 58			2 05	11 01	6 00 ⁶⁰		
414	117		TYE.....	2 51	1 03			2 12	11 11	6 10		
428	117	D.....	MERKEL.....	2 59	s 1 13			2 22	11 39 ²	6 20		
429	104	D.....	TRENT.....	3 05	f 1 20			2 30	11 59	6 28		
438	105		ESKOTA.....	3 13	1 29			2 40	12 10 ^{PM}	6 38		
442	108		STAMPER.....	3 17	1 33			2 45	12 17	6 44		
448	126	N....	SWEETWATER.....	s 3 25 ⁵⁶	s 1 47			3 10 ⁵⁶	12 35	6 57		
453	85		PETE.....	3 53	1 55			3 20	12 45	7 07		
456	99	D.....	ROSCOE.....	3 57	f 2 00			3 27	12 52	7 12		
462	89		JANUS.....	4 04	2 08			3 37	1 01	7 21		
467	87	D.....	LOBARNE.....	4 08	f 2 13			3 42	1 06	7 27		
472	89		RODET.....	4 14	2 20			3 50	1 14	7 35		
476	NS	N....	COLOMADO CITY.....	s 4 23	s 2 28			3 58	1 20	7 43		
479	85		DOVE.....	4 28	2 33			4 05	1 27	7 50		
485	87		WESTBROOK.....	4 34	f 2 40			4 13	1 35	7 58		
492	85		IATAN.....	4 40	2 48			4 23	1 43	8 05		
498	103		DALBY.....	4 48 ⁵⁴	2 55			4 33 ⁵⁴	1 52	8 15		
503	91	D.....	COAHOMA.....	4 53 ⁵³	f 3 00 ⁶⁰			4 53 ⁷	1 58	8 22		
509	92		ZILER.....	4 59	3 07			5 08	2 05	8 30		
518	YARD	N....	BIG SPRING.....	A 5 10 ^{AM}	A 3 20 ^{PM}			A 5 30 ^{AM}	A 2 30 ^{PM} ⁶⁰	A 8 50 ^{PM}		
			127.5	7 Daily	1 Daily			53 Daily	67 Daily	65 Daily		
			Time Over Sub-Division	3.15	3.00			4.35	4.30	3.40		

38.71 42.50

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

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

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

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

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

Hand throw switch at each end siding Dome: Automatic block signal at fouling point each end siding Dome governing movements from siding to main track and 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 A. & S., G. C. & S. F., and R. S. & P. Railways are subject to the rules, timetable and special instructions of the Texas and Pacific Railway while occupying its tracks.

STANDARD CLOCKS

Baird

Big Spring

BAIRD SUB-DIVISION--Eastward

5

Location Water, Fuel, Turn-table, Wye, etc.	Miles from Texarkana	Time Table No. 20 EFFECTIVE 12:01 A. M. DECEMBER 11, 1949		FIRST CLASS				SECOND CLASS					
				2	8			56	54	60			
				STATIONS	West Texas Eagle Passenger Daily	The Westerner Passenger Daily			RS&P-Santa Fe California Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily		
FWT	885.7	N	BAIRD	A 12 45 ^{PM}	A 1 55 ^{AM}			A 6 35 ^{AM}	A 9 15 ^{AM}	A 7 00 ^{PM}			
	392.6	D	OLYDE	12 32 ¹	1 42			6 10	8 50	6 30			
	396.1		BERLO	12 24	1 38			5 50	8 40	6 25			
	401.4		ELMDALE	12 19	1 32 ⁵³			5 35	8 25	6 15			
W	404.9		HOLDER	12 14	1 28			5 20	8 20	6 10			
WY	406.9	N	ABILENE	12 10 ^{PM}	1 24			5 10	8 15	6 05			
	409.5		BAGDAD	11 55	1 09			4 35	8 03	6 00 ⁶⁵			
	415.1		TYE	11 50	1 04			4 25	7 55	5 50			
	423.4	D	MERKEL	11 39 ⁶⁷	12 54			4 13	7 40	5 35			
	429.7	D	TRENT	11 31	12 46			4 01	7 28	5 25			
	438.1		ESKOTA	11 23	12 38			3 48	7 13	5 10			
	442.1		STAMPER	11 18	12 33			3 40	7 05	5 02			
FWY	447.5	N	SWEETWATER	11 10	12 25 ^{AM}			3 25 ⁷	6 50	4 50			
	452.2		PETE	10 51	11 56			2 56	6 17	4 30			
Y	456.1	D	ROSCOE	10 47	11 51			2 50	6 10	4 22			
	462.4		JANUS	10 41	11 44			2 40	5 58	4 11			
	466.2	D	LORAIN	10 37	11 39			2 33	5 50	4 01			
WMP 470	472.6		RODET	10 31	11 32			2 26	5 40	3 53			
	475.9	N	COLORADO CITY	10 26	11 27			2 20	5 32	3 45			
	478.9		DOME	10 20	11 18			2 15	5 25	3 38			
	485.0		WESTBROOK	10 14	11 11			2 08	5 13	3 30			
	491.5		LATAN	10 08	11 04			2 01	5 05	3 22			
	498.5		DALBY	10 00	10 57			1 53	4 48 ⁷	3 13			
	508.0	D	COAHOMA	9 56	10 52			1 47	4 18 ⁵³	3 00 ¹			
	508.5		ZILER	9 51	10 46			1 40	4 10	2 40			
FWT	513.2	N	BIG SPRING	9 45 ^{AM}	10 40 ^{PM}			1 30 ^{AM}	4 00 ^{AM}	2 30 ⁶⁷			
				2	8			56	54	60			
			127.5	Daily	Daily			Daily	Daily	Daily			
			Time Over Sub-Division	3.00	3.15			5.05	5.15	4.90			

42.50 36.71

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

SECOND CLASS		FIRST CLASS		Station Number	Car Capacity Passing Siding	Time Table No. 20 EFFECTIVE 12:01 A. M. DECEMBER 11, 1949	Miles from Tarrhana	Location Water, Fuel, Turtable, 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 Western Passenger Daily			STATIONS			West Texas Eagle Passenger Daily	The Western Passenger Daily	Red Ball Freight Daily	Red Ball Freight Daily
L 9 20PM	L 3 35PM	L 3 30PM	L 5 30AM	518	YARD	N..... BIG SPRING.....	518.2	FWT	A 9 30AM	A 10 20PM	A 1 30PM	A 3 00AM
9 32	3 50	3 36	5 37	519	101	6.1 DORT.....	519.3		9 20	10 10	1 01	2 35
9 39	3 57	3 41	5 42	524	91	4.9 MORITA.....	524.2		9 15	10 05	12 50	2 27
10 01	4 05	3 45	5 46	528	89	4.0 TRUNK.....	528.2		9 11	10 01 ⁶⁵	12 43	2 20
10 15	4 16	s 3 51	5 53	534	91	5.9 D..... STANTON.....	534.1	W	f 9 04	f 9 53	12 32	2 10
10 21	4 22	s 3 56	5 58	539	85	5.2 DIX.....	539.3		8 58	9 47	12 22	1 55
10 27	4 29	4 01	6 03	544	91	5.1 PAUL.....	544.4		8 53	9 42	12 13	1 40
10 34	4 35	4 05	6 07	549	91	4.6 OHUB.....	549.0		8 49	9 38	12 05PM	1 25
10 41	4 45	s 4 14	s 6 22	553	91	4.2 N..... MIDLAND.....	553.2	WMP551	s 8 43	s 9 32	11 55	1 10
10 49	4 54	4 20	6 29	559	91	5.8 BOUNCE.....	559.0		8 28	9 15	11 44	12 55
10 54	5 00	4 24	6 33	563	90	4.4 WARFIELD.....	563.4		8 24	9 11	11 38	12 45
11 00	5 07	4 29	6 38	569	91	5.4 SOLO.....	568.8		8 19	9 06	11 31	12 30
11 10	5 17	s 4 40	s 6 55	573	114	5.1 N..... ODESSA.....	573.8	W	s 8 13	s 9 00	11 21	12 18
11 20	5 25	4 46	7 02	579	91	4.9 ARCADE.....	578.8		7 59	8 44	11 11	12 08
11 32	5 35	4 53	7 08	584	84	5.8 DOURO.....	584.5		7 54	8 38	11 03	12 01AM
11 51 ⁵⁴	5 42	4 59	7 13	590	91	5.5 BADGER.....	590.1		7 48	8 32	10 55	11 51 ⁶⁵
11 59	5 47	5 02	7 17	594	91	8.6 METZ.....	593.7		7 44	8 28	10 50	11 46
12 07AM	5 55	5 08	7 23	600	90	6.5 RANCH.....	600.2		7 38	8 22	10 41	11 37
12 13	6 00	5 12	7 28	604	86	4.3 SAND HILLS.....	604.5		7 28	8 18	10 35	11 19
12 25	6 10	s 5 20	s 7 43	609	E 98 W 106	4.5 N..... MONAHANS.....	609.8	FWY	s 7 20	s 8 12	10 25	11 10
12 35	6 20	5 27	7 51	615	111	6.4 D..... WICKETT.....	615.7		7 05	7 59	10 07	10 38
12 45	6 30	f 5 35	f 8 00	624	106	8.8 D..... PYOTE.....	623.7		f 6 56	f 7 49	9 56	10 25
12 57	6 45	5 45	8 10	634	62	9.7 QUITO.....	633.6	WMP631	6 46	7 39	9 43	10 12
1 05	6 55	f 5 51	8 16	640	71	6.0 D..... BABSTOW.....	640.2		f 6 40	f 7 33	9 35	10 00
1 16	7 25	s 6 00	s 8 30	647	100	6.8 N..... PECOS.....	646.7	Y	s 6 32	s 7 25 ⁶⁷	9 24	9 45
1 28	7 45	6 10	8 42	656	90	9.2 HERMOSA.....	655.9		6 20	7 10	9 10	9 30
A 1 45AM	A 8 15PM	A 6 20PM	A 8 55 ^{60 AM}	666	YARD	10.1 N..... TOYAH.....	666.0	FWY	L 6 10AM	L 7 00PM	L 8 55 ^{7 AM}	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
4.25	4.40	2.50	3.25						3.20	3.20	4.35	5.45

53.92 44.72

45.64 45.84

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

Employees of the P. & S. F., P. V. S. and T-N. M. Railways are subject to the rules, timetable 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 Biking	Time Table No. 20 EFFECTIVE 12:01 A. M. DECEMBER 11, 1949	Miles from Toyahs	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 Westerner Passenger Daily	West Texas Eagle Passenger Daily						The Westerner Passenger Daily		Red Ball Freight Daily	Red Ball Freight Daily	
L 8 50PM	L 2 16AM		L 6 25PM	L 9 05AM	666	YARD	N.....	TOYAH 6.3	668.0	FWY	A 6 05AM	A 6 45PM		A 8 10AM	A 8 15PM
9 07	2 30		6 35	9 13	671	72		REEVES 6.4	671.8		5 55	6 35		7 50	7 50
9 29	2 42		6 50	9 20	676	90		GOZAR 6.4	676.7		5 50	6 29		7 40	7 40
9 58	3 01		7 03	9 32	687	90		SAN MARTINE 6.7	688.4		5 41	6 19		7 25	7 25
10 12	3 12		7 10	9 39	691	85		LEVINSON 6.0	691.4	W	5 36	6 14		7 15	7 10
10 33	3 28		7 20	9 49	698	72	D.....	KENT 10.1	698.8		5 28	6 04		7 00	6 37
10 53	3 48		7 34	10 03	709	92		BORACHO 10.3	708.9		5 17	5 54		6 45	6 22
11 06	4 03		7 45	10 13	719	71		PLATAU 7.9	719.2		5 03	5 40		6 20	5 57
11 17	4 15		7 53	10 21	727	90		WILD HORSE 7.8	727.1		4 54	5 31		5 55	5 47
11 50	4 45		8 01	10 29	735	76	N.....	VAN HORN 7.6	734.9	FW	4 45	5 21		5 28	5 38
12 06AM	5 18		8 10	10 35	739	77		HILLSIDE 7.1	739.4		4 40	5 15		5 18	5 30
12 30	5 45		8 20	10 48	746	90	D.....	ALLAMORE 7.4	746.5	Y	4 32	5 07		5 05	5 20
1 06	5 56		8 28	10 57	754	90		EAGLE FLAT 8.9	753.9		4 25	5 00		4 52	5 10
1 35	6 10		8 38	11 09	764	90		ARISPE 4.9	763.6		4 16	4 50		4 40	4 50
A 2 00AM	A 6 30AM		A 8 50PM	A 11 25AM	768	YARD	N.....	SIERRA BLANCA 12.7	768.5		L 4 10AM	L 4 45PM		L 4 30AM	L 4 30PM
					781			TOBER 8.7	781.0						
					785			SMALL 6.3	784.7						
					790			FINLAY 4.0	790.0						
					794			RAMEY 8.8	794.0						
					798			MADDEN 5.2	797.6						
					803			MONAHY 4.8	802.8						
					808			FORT HANOOK 7.4	807.5						
					815			ISER 6.2	814.9						
					821			POLVO 4.7	821.1						
					826			TOENILLO 5.4	825.7						
					831			FABENS 7.5	831.2						
					839			OLINT 5.3	838.7						
					844			BUFFORD 8.3	844.0						
					846			BELEN 1.7	846.3						
					848			YSLETA 6.1	848.0						
					854			ALFALFA 6.3	854.2						
A 8 00AM	A 11 59AM		A 11 00PM	A 1 45PM	860	YARD	N.....	EL PASO	860.7	FWTY	L 1 30 AM	L 2 30PM		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	9.44		4.35	4.40							4.35	4.15		8.09	8.14

42.48 41.72

42.38 45.42

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

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

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 ELECTRICALLY

LOCKED HAND-OPERATED SWITCHES

1. To Leave Main Track: Necessary for engine or car occupy short track section directly ahead of switch points; remove switch lock from main track switch, and when indicator lamp on top of electric lock mechanism lights, press foot pedal to release throw lever, and then the switch stand operating switch and the stand operating the derail may be operated the same as any ground-throw switch stand.

2. To Enter Main Track From a Track Equipped with an Electrically-locked Derail: Remove switch lock from derail stand and with lock removed wait approximately three minutes for lamp in top of electric lock mechanism to light; when lighted, press foot pedal to release throw lever and throw derail off rail, then the main track switch stand may be operated the same as any other ground-throw switch stand.

When entering the main track, the derail must be thrown from rail before attempting to operate the main track switch stand.

3. To Enter Main Track From Passing Siding Not Protected by Derails: Remove switch lock from stand, and if no train is approaching, the indicator lamp in top of electric lock mechanism should light; and switch may be operated at once. If indicator lamp does not light when lock is removed, wait at least three minutes for an approaching train to pass.

4. To enter main track at a crossover equipped with electric locks, the inside switch of the crossover must be operated first, or in the same manner as an electrically locked derail.

5. Switch locks must be replaced in hasps of electrically locked switches and derails when not in use.

6. If after waiting three minutes by watch for an indicator lamp to light as provided in paragraphs 2 and 3, and lamp does not light, try foot pedal to ascertain if indicator lamp is burned out and the switch is unlocked.

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.

SPECIAL INSTRUCTIONS GOVERNING POWER OPERATED

SWITCHES (Continued)

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.

SPRING SWITCHES

Station	Mile Post	Track	Facing Direction	Point	Normal Position
Hodge	A-339.3	North end siding	Southward		Main track
Fort Worth	A-343.3	End of two main tracks, Peach Street	Southward		Southward Main track
Fort Worth	346.1	Westward track and Lead from passenger station—Adams Street	Eastward		Crossover to passenger lead
Lancaster Yard	348.0	Entering eastward main track	Westward		Thoroughfare track
Lancaster Yard	350.0	From west advance yard to westward main track	Eastward		Westward Main track
Lancaster Yard	351.1	End of two main tracks	Eastward		Eastward Main track
Pershing	357.4	West end siding	Eastward		Main track
Weatherford	277.8	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
Bastland	351.7	West end siding	Eastward		Main track
Lem	354.7	East end siding	Westward		Main track
Lem	355.6	West end siding	Eastward		Main track
Dothan	367.2	East end siding	Westward		Main track
Putnam	373.1	East end siding	Westward		Main track
Baird	385.6	Baileyville east end yard	Eastward		Baileyville track
Baird	386.3	West switch to turn out or lead, west end yard	Eastward		Main track
Berlo	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	512.0	East switch to pull out track	Westward		Main track
Big Spring	514.3	West switch to pull out track	Eastward		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	718.3	East end siding	Westward		Main track
Van Horn	785.3	West end siding	Eastward		Main track
Hillside	739.8	West end siding	Eastward		Main track
Arispe	764.0	West end siding	Eastward		Main track

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.

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	Brakemen
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 17. Amended to read: The standard white headlight must be displayed brightly to the front of every train by day and by night.

When a train turns out to meet another train, the standard headlight must be kept burning brightly until entire train is clear of main track; it will be dimmed while train is moving on siding entirely clear of main track, and must be extinguished when train has stopped entirely clear of main track.

It must be dimmed (except when approaching public crossings at grade):

- (1) Approaching and passing head end and rear end of trains, and engines standing or moving on adjacent tracks.
- (2) Approaching signals indicating train orders.
- (3) When standing on main track awaiting arrival of an opposing train.
- (4) When moving on sidings and other than main tracks in clear of main track.

"Winking" or "Blinking" of headlights for any purpose is prohibited.

When an engine is running backwards a white light must be displayed by night on the rear of tender.

Rule S-17 (a). Amended to read: When headlight is displayed by train on siding at meeting point, except in territory where Rules 261 to 269 inclusive (Movement of Trains by Block Signals) are in effect, opposing trains must proceed at Reduced Speed until main track is seen to be clear.

Display of headlight does not relieve engine men nor trainmen from protecting, when required, as prescribed by Rule 99.

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:

- (a). 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.
- (b). 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:

- (a). When required to protect train under Rules of the Transportation Department.
- (b). When a competent employe qualified to protect train under Rules of Transportation Department takes his place.
- (c). When train is clear of main track.
- (d). 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-8 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 Abilene
Roscoe 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.

	Miles per hour	
	Maximum freight train speed	Maximum freight train speed
Trains of mixed freight and passenger equipment..... (Cabooses are freight equipment.)	65	
Trains of deadhead passenger equipment.....	65	
Trains handling scale test cars; conductor will keep engineer advised when such cars in train.....	45	
Trains handling cars equipped with arch-bar trucks, or wooden underframes (except cabooses), and not otherwise restricted	45	
Light engines in road movement, freight or passenger, and engines handling cabooses, or rider cars, and not otherwise restricted	40	
Trains on Toyah Subdivision handling loaded company ballast cars; conductor keep engineer advised when such cars in train.....	40	
Trailing through points of a spring switch; not otherwise restricted	30	
Yard and/or road engines shoving cars ahead of engine.....	20	
Yard engines, running backward or forward, and/or road engines running backward, with or without cars, and not otherwise restricted:		
Steam yard and road engines.....	20	20
Diesel yard engines.....	40	20
Trains handling steam wrecking derricks, boom in trailing position, not otherwise restricted:		
Ft. Worth to Sierra Blanca.....	40	30
Trains handling steam wrecking derricks, boom in forward position; self-propelled pile drivers, ladderwoods, brown-hoist and other machinery of similar description; also steam pile drivers moving under own power; not otherwise restricted	30	18

TURN-OUTS

Kind	Miles per hour
No. 16	30
All other turn-outs.....	15

Location of No. 16 Turn-outs

Station	Location Mile Post	Number of Turn-outs	Description
Ft. Worth	344.2	2	East End Siding.
Lancaster Yard	248.0	2	East End Thoroughfare.
Lancaster Yard	251.1	1	West End Double Track.
Alledo	262.3	1	East End Siding.
Alledo	264.2	1	West End Siding.
Preble	286.4	1	East End Siding.
Preble	287.3	1	West End Siding.
Cisco	359.7	1	East End East Siding.
Cisco	361.7	1	West End West Siding.

RAILROAD CROSSINGS

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

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		Restriction Begins		Restriction Ends	
Psgr. Trains	Other Trains	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	260	30	261	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	298	16	298	21
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
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

WESTERN DIVISION

11

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
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

Road Foreman of Engines has the authority of Trainmaster. Where flag stops are shown train will stop for revenue passengers only.

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.

OTHER PASSENGER TRAIN FLAG STOPS

Nos. 1, 2 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 and Gordon: to discharge passengers from Ft. Worth and beyond or receive passengers for Abilene 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.

Mingus: to discharge passengers from Abilene or receive passengers for Ft. Worth 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.

No. 7.

Van Horn: to discharge passengers from Big Spring and beyond or receive passengers for El Paso and beyond.

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. W. T. Sadler.....Merkel
Dr. J. F. McVeigh.....Fort Worth	Dr. R. O. Peters.....Sweetwater
Dr. A. D. Ladd.....Fort Worth	Dr. S. F. Supowit.....Sweetwater
Dr. W. D. Marrs.....Fort Worth	Dr. W. F. Bonner.....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. Thomas.....Midland
Dr. W. S. Pedigo.....Strawn	Dr. J. M. Devereaux (Assoc.).....Midland
Dr. P. M. Kuykendall.....Ranger	Dr. E. Y. Headlee.....Odessa
Dr. J. H. Eaton.....Eastland	Dr. O. A. Fulcher (Assoc.).....Odessa
Dr. W. K. Cowan (Assoc.).....Eastland	Dr. D. 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.....Baird	Dr. Jno. P. Wright.....Van Horn
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. A. Wiesner (Assoc.).....El Paso
Dr. V. H. Schoultz (Assoc.).....Abilene	

Oculists

Dr. W. Hubert Seale.....Abilene
Dr. G. H. Wood.....Big Spring
Dr. H. J. Roberts (Assoc.).....Big Spring
Dr. R. A. Roberts.....Pecos
Drs. Schuster, Schuster and Walker.....El Paso

CITY SPEED ORDINANCES

Station	Miles Per Hour	Station	Miles Per Hour
Fort Worth	40	Sweetwater	12
Weatherford	50	Midland	40
Ranger	20	Grant St. Odessa	25
Eastland	20	Crane St. Odessa	25
Clyde	60	Barstow	50
Abilene	45	Main Highway crossing just east of Depot Pecos	20
Merkel	45	Van Horn	50

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	Ziller	} One Yard
Belt Jct. Ft. Worth		Abilene		Big Spring	
Lancaster Yard	} One Yard	Sweetwater	} One Yard	Midland	} One Yard
Weatherford		Pyramid		Chub	
Ranger		Ives		Odessa	
Cisco		Monahans		Pecos	
Baird		Esocoe		Toyah	
		Colorado City		Van Horn	
				Sierra Blanca	

Special Instructions

ALL SUB-DIVISIONS

MARS OSCILLATING SIGNAL LIGHT

The following instructions will govern the use of oscillating white and red signal light on diesel engines so equipped:

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

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 boat 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	Ablene	Ablene
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

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 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.