

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. Percy, Jr.	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.
D. E. Hoover	Dispatcher	Big Spring, Tex.
J. H. Percy	Dispatcher	Big Spring, Tex.
T. W. Roberts	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.
1	60	10	6	20	3
2	30	11	5	21	2
3	20	12	5	22	2
4	15	13	4	23	2
5	12	14	4	24	2
6	10	15	4	25	2
7	8	16	3	26	2
8	7	17	3	27	2
9	6	18	3	28	2
10	6	19	3	29	2
11	5	20	3	30	2
12	5	21	3	31	2
13	4	22	3	32	2
14	4	23	3	33	2
15	4	24	3	34	2
16	3	25	3	35	2
17	3	26	3	36	2
18	3	27	3	37	2
19	3	28	3	38	2
20	3	29	3	39	2
21	3	30	3	40	2
22	3	31	3	41	2
23	3	32	3	42	2
24	3	33	3	43	2
25	3	34	3	44	2
26	3	35	3	45	2
27	3	36	3	46	2
28	3	37	3	47	2
29	3	38	3	48	2
30	3	39	3	49	2
31	3	40	3	50	2
32	3	41	3	51	2
33	3	42	3	52	2
34	3	43	3	53	2
35	3	44	3	54	2
36	3	45	3	55	2
37	3	46	3	56	2
38	3	47	3	57	2
39	3	48	3	58	2
40	3	49	3	59	2



The Texas and Pacific Railway Company

WESTERN DIVISION

TIME TABLE NO. 22

Effective 12:01 a. m., Monday, August 21, 1950

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

Westward--FORT WORTH SUB-DIVISION--Eastward

FIRST CLASS				Station Number	Car Capacity Passing Flitting	Time Table No. 22 EFFECTIVE 12:01 A. M. AUGUST 21, 1950		Mile Post Location	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS					
		7	1			STATIONS				6	2				
		The Westerner Passenger Daily	West Texas Eagle Passenger Daily							The Westerner Passenger Daily	West Texas Eagle Passenger Daily				
		L 10 40 PM	L 9 00 AM	246	YARD	CTO.. FORT WORTH.....	245.9			A 7 30 AM	A 4 15 PM				
		10 50	9 10	251	YARD	CTO.. LANCASTER YARD..	251.1	(DW-DW FWT)		7 15	4 00				
		10 58	9 16	257	90	..... PERSHING.....	256.9			7 06	3 54			
		11 03	9 21	260	90	..... IONA.....	260.7			7 01	3 49			
		11 07	9 26	264	78	LTO..... ALEDO.....	263.8			6 56	3 45				
		11 12	9 32	269	90	..... ANNETA.....	268.8			6 51	3 39			
		11 16	9 36	273	89	..... EARLS.....	273.0			6 46	3 35			
		s 11 28	s 9 42	277	106	CTO.. WEATHERFORD.....	276.8	W	s	6 40	s 3 30				
		11 34	9 48	280	87	..... SEALE.....	280.5			6 27	3 21			
		11 38	9 52	283	24	..... LAMBERT.....	283.1			6 23	3 17			
		11 42	9 56	287	75	..... PREBLE.....	286.8			6 18	3 12			
		s 11 48	s 10 01	291	38	LTO..... MILLSAP.....	290.8		s	6 10	s 3 05				
		11 52	10 07	294	86	..... BENNETT.....	294.2	W		6 01	2 58			
		12 02 AM	10 17	301	89	..... BRAZOS.....	300.9			5 49	2 47			
		12 09	10 24	308	90	CTO..... SANTO.....	307.6			5 42	2 40				
		12 15	10 30	313	89	..... JUDD.....	313.4			5 36	2 34			
		12 20	10 36	319	82	LTO..... GORDON.....	318.5			5 30	2 28				
		12 24	f 10 41	322	92	LTO..... MINGUS.....	321.3	W		5 27	2 25				
		12 30	s 10 46	326	118	LTO..... STRAWN.....	326.7		s	5 20	s 2 18				
		12 41	10 57	334	82	..... WILES.....	333.6			5 07	2 07			
		12 51	11 05	338	100	..... TIFFIN.....	338.5			4 59	2 00			
		s 1 03	s 11 10	341	E 114 W 98	CTO..... RANGER.....	341.0	W	s	4 55	s 1 55				
		1 13	11 19	347	90	..... OLDEN.....	349.6			4 39	1 44			
		s 1 20	s 11 24	351	125	LTO..... EASTLAND.....	351.1		s	4 33	s 1 38				
		1 25	11 30	355	89	..... LEM.....	355.1			4 26	1 32			
		s 1 41	s 11 40	361	E-90 W 112	CTO..... OISOO.....	360.7	W	s	4 19	s 1 25				
		1 51	11 50	368	89	..... DOTHAN.....	367.7			4 02	1 12			
		1 57	11 57	374	89	LTO..... PUTNAM.....	373.5			3 55	1 06				
		2 05	12 06 PM	381	90	..... JAYELL.....	381.6			3 47	12 57			
		A 2 15 AM	A 12 15 PM	386	YARD	CTO..... BAIRD.....	385.8	(DW FWT)	L	3 40 AM	L 12 50 PM				
		7 Daily	1 Daily			140				6 Daily	2 Daily				
		3.35	3.15			Time Over Sub-Division				3.50	3.25				

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

Rule 99-J in effect.

Rule 425 in effect at East and West Siding Cisco.

Form "Y" Train Order Authorized.

First-class trains run at Restricted 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, SELSF&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 at 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
Lancaster Yard

Weatherford
Baird

Westward--BAIRD SUB-DIVISION--Eastward

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FIRST CLASS				Station Number	Car Capacity Passing Siding	Time Table No. 22		Mile Post Location	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS			
		1	7			EFFECTIVE 12:01 A. M.				6	2		
		West Texas Eagle Passenger Daily	The Western Passenger Daily			AUGUST 21, 1950				The Western Passenger Daily	West Texas Eagle Passenger Daily		
						STATIONS							
		L 12 20PM	L 2 25AM	386	YARD	CTO.....	BAIRD.....	385.8	(FWT/DW)	A 3 30AM	A 12 45PM		
		f 12 32 2	2 38	392	103	LTO.....	OLYDE.....	392.6		s 3 15	12 32 1		
		12 36	2 42	396	103		BERLO.....	396.1		3 11	12 24		
		12 41	2 47	401	103		ELMDALE.....	401.4		3 05	12 19		
		12 44	2 54 6	405	107		HOLDER.....	404.9	W	2 54 7	12 14		
		s 12 54	s 3 15	407	76	CTO.....	ABILENE.....	406.6	WY	s 2 50	s 12 10PM		
		12 58	3 20	409	107		BAGDAD.....	409.5		2 29	11 55		
		1 03	3 25	414	117		TYE.....	415.0		2 24	11 50		
		s 1 13	3 32	423	117	LTO.....	MERKEL.....	423.2		2 16	s 11 39		
		f 1 20	3 38	429	104	LTO.....	TRENT.....	429.7		2 10	11 31		
		1 29	3 46	438	105		ESKOTA.....	438.2		2 02	11 23		
		1 33	3 51	442	103		STAMPER.....	442.1		1 58	11 18		
		s 1 47	s 4 20	448	126	CTO.....	SWEETWATER.....	447.8	FWY	s 1 50	s 11 10		
		1 55	4 28	453	85		PETE.....	452.2		1 23	10 51		
		f 2 00	4 32	456	99	LTO.....	ROSCOE.....	456.1	Y	f 1 19	10 47		
		2 08	4 38	462	89		JANUS.....	462.4		1 13	10 41		
		f 2 13	4 42	467	87	LTO.....	LORAINE.....	466.1		f 1 08	10 37		
		2 20	4 48	472	89		BODET.....	472.5	WMP 470	1 02	10 31		
		s 2 28	s 4 55	476	NS	CTO.....	COLORADO CITY.....	475.8		s 12 57	s 10 26		
		2 33	5 00	479	85		HOME.....	478.5		12 49	10 20		
		f 2 40	5 06	485	87		WESTBROOK.....	485.0		f 12 43	10 14		
		2 48	5 12	492	85		IATAN.....	491.4		12 37	10 08		
		2 55	5 19	498	103		DALBY.....	498.5		12 31	10 00		
		f 3 00	5 24	508	91	LTO.....	COAHOMA.....	508.1		f 12 26	9 56		
		3 07	5 29	509	92		ZILER.....	508.5		12 21	9 51		
		A 3 20PM	A 5 40AM	513	YARD	CTO.....	BIG SPRING.....	518.4	(DD-DW/FWT)	L 12 15AM	L 9 45AM		
		1	7				127.5			6	2		
		Daily	Daily				Time Over Sub-Division			Daily	Daily		
		3.00	3.15							3.15	3.00		

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

Rule 99-J in effect.

Form "Y" Train Order Authorized.

First class trains will run at RESTRICTED SPEED between Yard Limit Boards at Roscoe.

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 350 and flag protection to the rear. When signal displays YELLOW indication main track switch must be opened before fouling signal.

Time of second and inferior class trains applies at Big Spring Station.

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 — Sweetwater — Big Spring

		FIRST CLASS		Station Number	Car Capacity Passenger Siding	Time Table No. 22		Mile Post Location	Location Water, Fuel, Turn-table, Wrs, etc.	FIRST CLASS			
		1	7			EFFECTIVE 12:01 A. M.				2	6		
		West Texas Eagle Passenger Daily	The Western Passenger Daily			AUGUST 21, 1950				West Texas Eagle Passenger Daily	The Western Passenger Daily		
		STATIONS											
		L 3 30PM	L 6 00AM	518	YARD	OTO... BIG SPRING.....	513.4	FWT (BO-DW)	A 9 30AM	A 11 55PM			
		3 36	6 07	519	101	..... DOET.....	519.8		9 20	11 44		
		3 41	6 12	524	91	..... MORITA.....	524.3		9 15	11 39		
		3 45	6 16	528	89	..... TRUNK.....	528.3		9 11	11 35		
		s 3 51	6 22	584	91	LTO... STANTON.....	588.7	W	f 9 04	f 11 30			
		3 56	6 27	589	85	..... DIX.....	589.2		8 58	11 24		
		4 01	6 32	544	91	..... PAUL.....	544.5		8 53	11 19		
		4 05	6 36	549	91	..... OREB.....	549.2		8 49	11 15		
		s 4 14	s 6 55	558	NS	OTO... MIDLAND.....	558.8	WMP 551	s 8 43	s 11 10			
		4 20	7 02	559	91	..... BOUNOE.....	559.0		8 28	10 55		
		4 24	7 06	568	90	..... WARFIELD.....	568.5		8 24	10 51		
		4 29	7 11	569	91	..... SOLO.....	568.7		8 19	10 46		
		s 4 40	s 7 30	578	114	LTO... ODESSA.....	578.5	W	s 8 13	s 10 40			
		4 46	7 37	579	91	..... ARCADE.....	578.7		7 59	10 25		
		4 53	7 43	584	84	..... DOUBO.....	584.1		7 54	10 19		
		4 59	7 48	590	91	..... BADGER.....	590.1		7 48	10 13		
		5 02	7 52	594	91	..... METZ.....	593.7		7 38	10 10		
		5 08	7 58	600	90	..... RANCH.....	600.1		7 31	10 04		
		5 12	8 02	604	86	..... SAND HILLS.....	604.5		7 26	10 00		
		s 5 20	s 8 20	609	W106/	OTO... MONAHANS.....	609.4	FWY	s 7 20	s 9 55			
		5 27	8 28	615	111	LTO... WICKETT.....	615.6		7 05	9 41			
		f 5 35	f 8 37	624	106	LTO... PYOTE.....	624.2		f 6 56	f 9 32			
		5 45	8 47	684	68	..... QUITO.....	688.9	WMP 511	6 46	9 23		
		f 5 51	8 53	640	91	LTO... BARTOW.....	640.0		f 6 40	f 9 17			
		s 6 00	s 9 10	647	100	LTO... PECOS.....	646.6	Y	s 6 32	s 9 10			
		6 10	9 20	656	90	..... HERMOSA.....	655.8		6 20	8 55		
		A 6 20PM	A 9 35AM	666	YARD	OTO... TOYAH.....	666.1	DW FWY	L 6 10AM	L 8 45PM			
		1	7			162.8			2	6			
		Daily	Daily			Time Over Sub-Division			Daily	Daily			
		2.50	3.35						8.20	3.10			

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

Rule 99-J in effect.

Form "Y" train order authorized.

Time of second and inferior class trains applies at Big Spring station.

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.

West Siding Monahans extends from crossover west of Depot to west end of track M.P. 611.

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.

STANDARD CLOCKS

Big Spring Monahans Toyah

Westward

TOYAH SUB-DIVISION

Eastward

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		FIRST CLASS		Station Number	Car Capacity Passing Siding	Time Table No. 22		Mile Post Location	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS			
		1	7			EFFECTIVE 12:01 A.M.				2	6		
		West Texas Eagle Passenger Daily	The Western Passenger Daily			[AUGUST 21, 1950]				West Texas Eagle Passenger Daily	The Western Passenger Daily		
		STATIONS											
		L 6 25PM	L 9 45AM	666	YARD	CTO.....TOYAH.....	666.1	FWY DW	A 6 05AM	A 8 35PM			
		6 32	9 53	671	72	.....REEVES.....	671.2		5 55	8 27		
		6 39	10 00	676	90	.....GOZAR.....	676.7		5 50	8 22		
		6 51	10 12	687	90	.....SAN MARTINE.....	686.3		5 41	8 13		
		6 58	10 19	691	85	.....LEVINSON.....	691.2	W	5 36	8 08		
		7 08	10 28	698	72	LTO.....KENT.....	698.8		5 28	8 00			
		7 18	10 40	709	92	.....BORACHO.....	709.6		5 17	7 50		
		7 38	10 49	719	71	.....PLATEAU.....	719.2		5 03	7 38		
		7 53	10 56	727	90	.....WILD HORSE.....	727.1		4 54	7 30		
		s 8 01	11 03	785	76	CTO...VAN HORN.....	785.0	FW	s 4 45	s 7 22			
		8 10	11 10	789	77	.....HILLSIDE.....	789.4		4 40	7 14		
		8 20	11 22	746	90	LTO...ALLAMORE.....	746.5	Y	4 32	7 06			
		8 28	11 30	754	90	.....EAGLE FLAT.....	753.9		4 25	6 59		
		8 38	11 40	764	90	.....ARISPE.....	763.6		4 16	6 50		
		A 8 50PM	A 11 55AM	769	YARD	CTO.SIERRA BLANCA...	769.5		L 4 10AM	L 6 45PM			
				772		.....ETHOLEN.....	741.2					
				777		.....LASCA.....	745.5					
				781		.....TOROEB.....	749.5					
				785		.....SMALL.....	754.0					
				790		.....FINLAY.....	758.6					
				794		.....RAMEY.....	762.7					
				798		.....MADDEN.....	766.2					
				803		.....MONARY.....	771.2					
				808		.....FORT HANCOCK.....	776.1					
				815		.....ISER.....	783.6					
				821		.....POLVO.....	789.9					
				826		.....TORNILLO.....	794.2					
				831		.....FABENS.....	800.1					
				839		.....OLINT.....	807.3					
				846		.....BELEN.....	815.2					
				848		.....YSLETA.....	818.7					
				854		.....ALFALFA.....	822.8					
				859		TOWER 47 SP-TP CONN.	827.5						
		A 11 00PM	A 2 15PM	860	YARD	CTO.....EL PASO.....	860.7	(D-DW FWTY)	L 1 50 AM	L 4 30PM			
		1	7			194.7			2	6			
		Daily	Daily			Time Over Sub-Division			Daily	Daily			
		4.35	4.30						4.15	4.05			

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

Rule 99-J in effect.

Form Y Train Order authorized.

Time of second and inferior class trains applies at Toyah station.

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 400 to 406 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, all targets and lights will show green when lined for middle track. This track must be kept clear of cars for meeting and passing trains.

See special instructions, page 9, for movement of trains and engines between T&P yard and T&P-T&NO connection, El Paso.

STANDARD CLOCKS

Toyah
El Paso

WESTERN DIVISION

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

ABBREVIATIONS

The following letters placed before the figures of a schedule indicate:

- s—Regular stop
- f—Flag stop to receive or discharge traffic

The following letters placed to left in station column of time-table indicate:

- CTO—Continuous day and night train order office
- LTO—Train order office of limited hours

The following letters placed in column provided in time-table indicate:

- NS—No siding
- W—Water station
- DW—Diesel water station
- F—Fuel oil station
- DO—Diesel oil station
- T—Turn-table
- Y—Wye

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.

YARD LIMIT STATIONS

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

TRAIN ORDER OFFICES

Continuous day and night train order offices, designated CTO on the time-table, are open seven days per week.

Train order offices of limited hours, designated LTO on the time-table, are open from 8 00 am to 5 00 pm Monday to Friday, inclusive, except:

Eastland	8 00 am to 5 00 pm Daily except Saturday
Merkel	7 00 am to 4 00 pm Monday to Friday, inclusive
Roscoe	8 00 am to 5 00 pm Daily
Odessa	Continuous except: 11 00 pm Friday until 7 00 am Saturday and 11 00 pm Saturday until 7 00 am Sunday
Pecos	6 00 am to 10:00 pm Daily

GENERAL ORDER STATIONS

Fort Worth Passenger Station	Colorado City
Lancaster Yard—Hump Office	Big Spring
Lancaster Yard—Roundhouse	Odessa
Weatherford	Monahans
Baird	Toyah
Abilene	El Paso Yard Office
Sweetwater	El Paso Union Station

SPECIAL INSTRUCTIONS

ALL SUB-DIVISIONS

OPERATING RULES

Rule 20 (a). Extra trains handled by diesel engines will display two white lights only, by day and by night, in the places provided for that purpose on the front of the engine. The display of two white flags in addition is not required.

Rule 103. Supplement to: When a train or cut of cars is parted to clear a public crossing at grade; in addition to a trainman, when practicable, protecting the crossing against trains or engines approaching on adjacent tracks, the crossing must be cleared not less than 75 feet on each side.

Rule 103 (a). Paragraph (9), Amended to read: Before switching occupied passenger equipment or occupied outfit cars, see that brake pipe connections are made, angle cocks opened between the cars and brake system charged.

Rule 104 (c). Exception to: Any member of train or engine crew may examine a remote control switch, see that switch is properly lined and that switch points fit properly; such member of crew must remain at switch until leading wheels pass over switch.

The following Uniform Code of Operating Rule form of "S-E" Train Order is authorized:

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

Special Rules governing:

When a superior 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 RESTRICTED 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 must not be combined with any other form of order and contain only the one waiting point.

SPECIAL SAFETY RULES

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

Special attention is called to Uniform Code of Operating Rules No. 510.

In addition the following is prohibited:

- (1) (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.
- (2) Staking or poling out cars when practicable to avoid it. When done, employe should follow the push pole.
- (3) 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.
- (4) Leaving cars standing on tracks too near street or highway crossings. Cars must be left at least seventy-five (75) feet away from crossings where possible.
- (5) Hanging dope pails on hand holds, door guides, or side or end ladders of cars.
- (6) 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.
- (7) Tightening packing nuts on lubricator glasses or water gauge glasses while there is any pressure within the glasses.
- (8) 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.
- (9) 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.
- (10) Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.

WESTERN DIVISION

SPECIAL INSTRUCTIONS ALL SUB-DIVISIONS

MAXIMUM SPEEDS

Between	Miles per hour	
	Passenger	Freight
Fort Worth—Sierra Blanca	70	60
Except: Diesel Passenger Engines (See Note).....	75	
H-2, I-1 and I-2 Class Engines.....	80	
F-1 and D-10 Class Engines.....	50	50
D-9 and D-5 Class Engines.....	30	30

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..... (Caboose are freight equipment.)		
Trains of deadhead passenger equipment.....		
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	
Tralling 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	244.2	2	East End Siding.
Lancaster Yard	248.8	2	East End Thoroughfare.
Lancaster Yard	251.1	1	West End Double Track.
Aledo	262.3	1	East End Siding.
Aledo	264.2	1	West End Siding.
Preble	286.4	1	East End Siding.
Preble	287.2	1	West End Siding.
Cisco	289.7	1	East End East Siding.
Cisco	291.7	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.

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

Fort Worth Sub-Division.					
Miles per Hour		Restriction Begins		Restriction Ends	
Psg.	Other	Mile Post	Poles	Mile Post	Poles
Trains	Trains				
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

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	Stanton	
Weatherford	50	First crossing west of Depot	50
Ranger	30	Midland	40
Eastland	30	Grant St. Odessa	25
Clyde	60	Crane St. Odessa	25
Ablene	45	Barstow	50
Merkel	45	Main Highway crossing just east of Depot Pecos	30
Sweetwater	15	Van Horn	50

Where speed restriction is shown for specific street crossing, Restriction applies only to Engine.

MOVEMENT OF TRAINS AND ENGINES BETWEEN T&P

YARD AND T&P-T&NO CONNECTION, EL PASO.

1. Block-Interlocking signal indications govern the use of track between east end T&P yard and T&P-T&NO connection with T&NO main tracks, Mills Street, El Paso.

A reverse movement, or a forward movement after making a reverse movement, must not be made within these limits without proper signal indication or permission from Towerman, Tower 47.

All trains and engines within these limits run at **Restricted Speed**, not exceeding 15 miles per hour.

2. Railroad crossings at grade protected by interlocking signals located:

- (a) Two between Myrtle and Texas Streets.
- (b) One between Texas and Mills Streets.
- (c) One crossing of new track with T&NO industrial lead about 200 feet west of switch diverging from T&NO yard.

All signals controlled by Towerman, Tower 47.

3. All power-operated switches and signals governing movements in connection therewith controlled by Towerman, Tower 47.

4. When a train or engine finds a "Stop" indication displayed for a route to be used a member of crew must communicate with Towerman and authority to proceed may be given by telephone; before proceeding power-switches involved must be examined and known to be lined for route to be used and that points fit properly.

5. Electrically Locked hand-operated switches in service:

- (a) Hursch Bros. industry track.
- (b) Both ends crossover located between MaGoffin and Bassett Streets.

Electric locks controlled by Towerman, Tower 47.

Hursch Bros. industry track is also equipped with derail at clearance point, which derail is connected to signal system and derail must be in derailing position when track is not in use.

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

LIMITS OF CONTROL OPERATOR

Location	Between
Weatherford.....	Switches of sidings Aledo and Preble.
Cisco.....	East end east siding and west end west siding Cisco.
Sierra Blanca.....	East end siding Arispe and Interlocking Sierra Blanca.

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.

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.

SPRING SWITCHES

Station	Mile Post	Track	Facing Point Direction	Normal Position
Hodge	A-229.3	North end siding	Southward	Main track
Fort Worth	A-243.2	End of two main tracks, Peach Street	Southward	Southward Main track
Fort Worth	246.1	Westward track and lead from passenger station—Adams Street	Eastward	Crossover to passenger lead
Lancaster Yard	248.0	Entering eastward main track	Westward	Throughfare 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
Perabing	257.4	West end siding	Eastward	Main track
Weatherford	277.6	West end siding	Eastward	Main track
Bennett	294.8	West end siding	Eastward	Main track
Santo	308.0	West end siding	Eastward	Main track
Mingus	321.6	West end siding	Eastward	Main track
Strawn	327.2	West end siding	Eastward	Main track
Wiles	334.0	West end siding	Eastward	Main track
Tiffin	338.0	East end siding	Westward	Main track
Ranger	339.0	East End East Siding	Westward	Main track
Ranger	341.8	West end West siding	Eastward	Main track
Eastland	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	367.1	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
Berle	395.6	East end siding	Westward	Main track
Elmdale	400.0	East end siding	Westward	Main track
Merkel	423.8	West end siding	Eastward	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
Pete	451.8	East end siding	Westward	Main track
Pete	452.6	West end siding	Eastward	Main track
Loraline	465.7	East end siding	Westward	Main track
Rodet	472.0	East end siding	Westward	Main track
Coahoma	502.7	East end siding	Westward	Main track
Coahoma	503.6	West end siding	Eastward	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	529.7	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
Gosar	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
Boracho	709.0	West end siding	Eastward	Main track
Plateau	718.8	East end siding	Westward	Main track
Van Horn	735.3	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 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.

WESTERN DIVISION

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

OTHER PASSENGER TRAIN FLAG STOPS

Nos. 1, 2 and 6 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.
Sierra Blanca: for revenue passengers only.

No. 2.

Sierra Blanca: for revenue passengers only.
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. 6.

Merkel: receive passengers Fort Worth and beyond. Discharge passengers Big Spring and West.

No. 7.

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

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

All employees are cautioned when passing through steel bridges, switching cotton platforms, station platforms and industry tracks, as a number of steel bridges, platforms and buildings at various places will not clear a man on side or top 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
Lindsay'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
Nathan's Jeweler's	Odessa	Odessa
O. A. Bruton	Monahans	Monahans
C. El. Ross	El Paso	El Paso
Art Kaasel	El Paso	El Paso

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. F. Bonner	Sweetwater
Dr. J. F. McVeigh	Fort Worth	Dr. Bruce Johnson	Loraine
Dr. A. D. Ladd	Fort Worth	Dr. Dale F. Johnson	Loraine
Dr. W. D. Marrs	Fort Worth	Dr. J. M. Crymes	Colorado City
Dr. R. C. Stow	Fort Worth	Dr. M. H. Bennett	Big Spring
Dr. H. B. Snyder	Fort Worth	Dr. T. J. Williamson (Assoc.)	Big Spring
Dr. E. M. Russell	Weatherford	Dr. C. E. Thomas (Assoc.)	Big Spring
Dr. P. L. Allen	Weatherford	Dr. M. B. Berryhill (Assoc.)	Big Spring
Dr. N. E. Dick	Millsap	Dr. Max Rosen	Big Spring
Dr. J. F. Roberson	Gordon	Dr. Don A. Gaddis	Stanton
Dr. J. T. Spratt	Mingus	Dr. J. B. Thomas	Midland
Dr. W. S. Pedigo	Strawn	Dr. H. Glenn Walker	Midland
Dr. P. M. Knykendall	Ranger	Dr. M. S. Dickerson	Midland
Dr. J. H. Caton	Eastland	Dr. E. V. Headlee	Odessa
Dr. W. K. Cowan (Assoc.)	Eastland	Dr. O. A. Fulcher (Assoc.)	Odessa
Dr. W. P. Lee	Cisco	Dr. D. L. Bell	Monahans
Dr. Ervin B. Addy (Assoc.)	Cisco	Dr. Jim Camp	Pecos
Dr. R. L. Griggs	Baird	Dr. Bruce Hay (Assoc.)	Pecos
Dr. Andrew J. Pope	Abilene	Dr. Jno. F. Wright	Van Horn
Dr. W. V. Ramsey	Abilene	Dr. R. S. Sutton	Sierra Blanca
Dr. Jack Crow (Assoc.)	Abilene	Dr. T. C. Liddell	El Paso
Dr. V. H. Schoultz (Assoc.)	Abilene	Dr. R. B. Homan (Assoc.)	El Paso
Dr. W. T. Sadler	Merkel	Dr. Wm. A. Wiesner (Assoc.)	El Paso
Dr. R. O. Peters	Sweetwater		
Dr. S. F. Supowit	Sweetwater		

Oculists

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

WESTERN DIVISION

			RED BALL FREIGHT SCHEDULES, DAILY EFFECTIVE 12:01 A. M. AUGUST 21, 1950					
53	65	67	STATIONS			72	60	54
L 9 00 PM	L 11 59 AM	L 4 30 AM	FORT WORTH			A 1 40 PM	A 2 00 AM	A 5 00 PM
{ 12 35 AM	4 40 PM	9 30 AM	BAIRD			{ 7 15 AM	8 00 PM	10 00 AM
{ 12 45 AM	5 10 PM	10 00 AM				{ 6 35 AM	7 00 PM	9 15 AM
2 00 AM	5 51 PM	10 55 AM	ABILENE			5 10 AM	6 05 PM	8 15 AM
3 10 AM	6 57 PM	12 35 PM	SWEETWATER			3 25 AM	4 50 PM	6 50 AM
			ROSCOE					6 10 AM
A 5 30 AM	{ 8 50 PM	2 30 PM	BIG SPRING			L 1 30 AM	2 30 PM	4 00 AM
	{ 9 20 PM	3 35 PM					1 30 PM	3 00 AM
	{ 1 45 AM	8 15 PM	TOYAH				{ 8 55 AM	9 15 PM
	{ 2 15 AM	8 50 PM					{ 8 10 AM	8 15 PM
	6 30 AM	2 00 AM	SIERRA BLANCA				4 30 AM	4 30 PM
	A 11 59 AM	A 8 00 AM	EL PASO				L 12 01 AM	L 12 01 PM
53	65	67				72	60	54

Trains shown on this page have no timetable authority.