

DIVISION OFFICERS

W. C. Foster	Superintendent	Big Spring, Tex.
J. G. Tucker	Asst. Superintendent	Big Spring, Tex.
A. C. LaCroix	Asst. Superintendent	Big Spring, Tex.
J. H. Webb	Master Mechanic	Big Spring, Tex.
H. L. McDermott	Asst. Master Mechanic	Big Spring, Tex.
J. A. Wright	Trammaster	Big Spring, Tex.
R. L. Riggs	Terminal Trainmaster	Fort Worth and Lancaster Yards
R. L. Myers	Terminal Trainmaster	El Paso, Tex.
R. T. Stanley	Road Foreman of Engines	Big Spring, Tex.
G. W. Stone	Road Foreman of Engines	Big Spring, Tex.

J. W. McCoy	Chief Dispatcher	Big Spring, Tex.
C. A. Boyd	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.

M. C. Boyd	Dispatcher	Big Spring, Tex.
K. E. Faublen	Dispatcher	Big Spring, Tex.
T. P. Harrison	Dispatcher	Big Spring, Tex.
A. L. Hobson	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.
M. G. Zeringue	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	1
5	12	14	4	24	1
6	10	15	4	25	1
7	8	16	3	26	1
8	7	17	3	27	1
9	6	18	3	28	1
10	6	19	3	29	1
11	5	20	3	30	1
12	5	21	2	31	1
13	4	22	2	32	1
14	4	23	2	33	1
15	4	24	2	34	1
16	3	25	2	35	1
17	3	26	2	36	1
18	3	27	1	37	1
19	3	28	1	38	1
20	3	29	1	39	1
21	2	30	1	40	1
22	2	31	1	41	1
23	2	32	1	42	1
24	2	33	1	43	1
25	2	34	1	44	1
26	2	35	1	45	1
27	2	36	1	46	1
28	2	37	1	47	1
29	2	38	1	48	1
30	2	39	1	49	1
31	2	40	1	50	1
32	2	41	1	51	1
33	2	42	1	52	1
34	2	43	1	53	1
35	2	44	1	54	1
36	2	45	1	55	1
37	2	46	1	56	1
38	2	47	1	57	1
39	2	48	1	58	1
40	2	49	1	59	1



The Texas and Pacific Railway Company

WESTERN DIVISION

TIME TABLE NO. 26

Effective 12:01 a. m., Sunday, June 21, 1953

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 Passenger Siding	Time Table No. 26 EFFECTIVE 12:01 A. M. JUNE 21, 1953		Mile Post Location	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS				
		7	1	STATIONS				8			2				
		The Western Passenger Daily	West Texas Eagle Passenger Daily					The Western Passenger Daily			West Texas Eagle Passenger Daily				
		L 11 00PM	L 9 30AM	248	YARD	CTO.. FORT WORTH.....	245.9		A 6 00AM	A 3 55PM					
		11 10	9 40	251	YARD	5.2 CTO.. LANCASTER YARD..	251.1	(DO-DW FWT)	5 45	3 40					
		11 16	9 46	257	90	5.8 PERSHING.....	256.9		5 38	3 34					
		11 21	9 51	260	90	8.8 IONA.....	260.7		5 33	3 29					
		11 26	9 56	264	78	3.1 LTO..... ALDO.....	268.8		5 29	3 25					
		11 32	10 02	269	90	5.0 ANNETA.....	268.8		5 24	3 19					
		11 36	10 06	273	89	4.2 EARLS.....	273.0		5 20	3 15					
		11 42	10 12	277	108	3.3 CTO.. WEATHERFORD.....	276.8		5 15	3 10					
		11 48	10 17	280	87	3.7 SEALE.....	280.5		5 07	3 01					
		11 56	10 25	287	75	6.3 PREBLE.....	286.8		4 59	2 52					
		12 01AM	10 30	291	NS	4.0 LTO.... MILLSAP.....	290.8		4 53	2 45					
		12 07	10 36	294	88	5.0 BENNETT.....	294.2		4 46	2 38					
		12 17	10 46	301	89	6.7 BRAZOS.....	300.9		4 36	2 27					
		12 24	10 53	308	90	6.0 CTO..... SANTO.....	307.6		4 30	2 20					
		12 30	10 59	313	89	5.8 JUDD.....	313.4		4 24	2 14					
		12 36	11 05	319	82	2.8 LTO.... GORDON.....	318.5		4 19	2 08					
		12 41	11 09	322	92	3.7 MINGUS.....	321.3		4 16	2 05					
		12 46	11 14	326	118	6.9 LTO.... STEAUN.....	326.7		4 11	1 58					
		12 57	11 25	334	82	4.9 WILES.....	333.6		4 02	1 47					
		1 05	11 33	338	100	2.5 TIFFIN.....	338.5		3 54	1 40					
		1 10	11 38	341	W 98	5.8 CTO.... RANGER.....	341.0		3 50	1 35					
		1 19	11 47	347	90	4.2 OLDEN.....	346.9		3 36	1 24					
		1 24	11 52	351	125	4.0 LTO.... EASTLAND.....	351.1		3 30	1 18					
		1 30	11 58	355	89	5.6 LEM.....	355.1		3 22	1 12					
		1 45	12 08PM	361	E-90 W112	7.0 CTO.... CISCO.....	360.7		3 15	1 05					
		1 55	12 18	368	89	5.5 DOTYAN.....	367.7		3 01	12 52					
		2 02	12 25	374	89	8.1 LTO.... PUTNAM.....	373.5		2 55	12 46					
		2 11	12 37	381	90	4.2 JAYELL.....	381.6		2 47	12 37					
		A 2 20AM	A 12 45PM	386	YARD	CTO.... BAIRD.....	385.8	DWY	L 2 40AM	L 12 30PM					
		7 Daily	1 Daily			140			8 Daily	2 Daily					
		3.20	3.15			Time Over Sub-Division			3.20	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 Cico.

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&DO, 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 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 Passenger Siding	Time Table No. 26 EFFECTIVE 12:01 A. M. JUNE 21, 1953		Mile Post Location	Location Water, Fuel, Turn-table, W.P.S. etc.	FIRST CLASS				
		1	7			STATIONS				8	2			
		West Texas Eagle Passenger Daily	The Westerner Passenger Daily							The Westerner Passenger Daily	West Texas Eagle Passenger Daily			
		L 12 50PM	L 2 30 ⁸ AM	886	YARD	CTO..... BAIRD	885.8	DWY	A 2:30 ⁷ AM	A 12 20PM				
		f 1 02	2 42	892	103	LTO..... OLYDE	892.6		2 14	12 06				
		1 06	2 45	896	103	..... BERLO	896.1		2 11	12 02PM				
		1 11	2 50	401	103	..... ELMDALE	401.4		2 05	11 57				
		1 14	2 53	405	107	..... HOLDER	404.9		2 01	11 53				
		s 1 24	s 3 20	407	NS	CTO.... ABILENE	406.6	DO	s 1 58	s 11 50				
		1 28	3 24	409	107	..... BAGDAD	409.5		1 43	11 39				
		1 33	3 29	414	117	..... TYE	415.0		1 38	11 34				
		s 1 43	3 37	428	117	LTO.... MERKEL	428.2		1 31	s 11 24				
		f 1 51	3 43	429	104	LTO.... TRENT	429.7		1 25	11 16				
		2 00	3 51	437	110	..... ESKOTA	437.3		1 17	11 08				
		2 05	3 56	442	103	..... STAMPER	442.1		1 12	11 03				
		s 2 19	s 4 25	448	126	CTO. SWEETWATER....	447.8	DOY	s 1 05	s 10 56				
		2 26	4 32	458	85	..... PETE	452.2		12 50	10 45				
		f 2 31	4 36	456	99	LTO.... BOSCOE	456.1		12 46	10 41				
		2 38	4 42	462	89	..... JANUS	462.4		12 40	10 35				
		f 2 42	4 46	467	87	LTO.... LORAIN	466.1		12 36	10 31				
		2 49	4 52	472	89	..... RODET	472.5		12 30	10 25				
		s 2 56	s 5 00	476	NS	CTO. COLORADO CITY...	475.8		s 12 25	s 10 20				
		3 01	5 05	479	85	..... DOME	478.5		12 20	10 15				
		3 08	5 11	485	87	..... WESTBROOK	485.0		12 14	10 09				
		3 15	5 17	492	85	..... JATAN	491.4		12 08	10 03				
		3 23	5 24	498	103	..... DALBY	498.5		12 01AM	9 55				
		f 3 28	5 28	508	91	LTO.... OAHOMA	503.1		11 56	9 51				
		3 34	5 33	509	92	..... ZILBE	508.5		11 51	9 46				
		A 3 45PM	A 5 45AM	518	YARD	CTO... BIG SPRING.....	518.4	(DO-DW T)	L 11 45PM	L 9 40AM				
		1	7			127.5			8	2				
		Daily	Daily						Daily	Daily				
		2.55	3.15			Time Over Sub-Division			2.45	2.40				

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 and extra trains applies at Big Spring Station.

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 Ziller, 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.

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 Passing Siding	Time Table No. 26		Mile Post Location	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS			
		1	7			EFFECTIVE 12:01 A.M.				2	8		
		West Texas Eagle Passenger Daily	The Westerner Passenger Daily			JUNE 21, 1953				West Texas Eagle Passenger Daily	The Westerner Passenger Daily		
				STATIONS									
		L 3 55PM	L 6 05AM	513	YARD	OTO... BIG SPRING.....	513.4	(80-DW)	A 9 25AM	A 11 25PM			
		4 02	6 12	519	101	.....DOET.....	519.3		9 16	11 16			
		4 07	6 17	524	91	.....MORITA.....	524.3		9 11	11 11			
		4 11	6 21	528	89	.....TRUNK.....	528.3		9 07	11 07			
		S 4 16	S 6 27	534	91	LTO... STANTON.....	533.7		f 9 00	f 11 00			
		4 23	6 35	539	85	.....DIX.....	539.2		8 54	10 54			
		4 28	6 40	544	91	.....PAUL.....	544.5		8 49	10 49			
		4 32	6 44	549	144	.....OHUB.....	549.2		8 45	10 45			
		S 4 43	S 7 04	553	NS	OTO... MIDLAND.....	553.3		S 8 40	S 10 40			
		4 50	7 11	559	91	.....BOUNOE.....	559.0		8 29	10 26			
		4 54	7 15	563	90	.....PEGASUS.....	563.5		8 25	10 22			
		4 59	7 20	569	91	.....SOLO.....	568.7		8 20	10 17			
		S 5 10	S 7 40	573	NS	OTO... ODESSA.....	573.5		S 8 14	S 10 11			
		5 16	7 47	579	91	.....ARCADE.....	578.7		8 00	9 56			
		5 22	7 53	584	84	.....DOUBO.....	584.1		7 53	9 50			
		5 28	7 59	590	91	.....BADGER.....	590.1		7 40	9 44			
		5 31	8 02	594	91	.....METZ.....	593.7		7 36	9 41			
		5 37	8 08	600	90	.....RANCH.....	600.1		7 30	9 35			
		5 41	8 12	604	86	.....SAND HILLS.....	604.5		7 26	9 31			
		S 5 51	S 8 30	609	E 981 W106)	OTO... MONAHANS.....	609.4	DOY	S 7 20	S 9 25			
		5 59	8 38	615	111	LTO... WICKETT.....	615.6		7 05	9 10			
		f 6 07	f 8 47	624	106	LTO... PYOTE.....	624.2		f 6 56	9 02			
		6 16	8 57	634	62	.....QUITO.....	633.9		6 46	8 53			
		f 6 22	9 03	640	71	LTO... BABSTOW.....	640.0		f 6 40	8 47			
		S 6 31	S 9 20	647	100	LTO... PECOS.....	646.6	Y	S 6 32	S 8 40			
		6 41	9 30	658	90	.....HEBMOZA.....	655.8		6 21	8 26			
		A 6 55PM	A 9 40AM	666	YARD	OTO... TOYAH.....	666.1	DWY	L 6 10AM	L 8 15PM			
		1	7			188.8			2	8			
		Daily	Daily			Time Over Sub-Division			Daily	Daily			
		3.00	3.35						3.15	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 and extra trains applies at Big Spring and Toyah Stations.

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. 26		Mile Post Location	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS			
		1	7			EFFECTIVE 12:31 A. M.				2	8		
		West Texas Eagle Passenger Daily	The Westerner Passenger Daily			JUNE 21, 1953				West Texas Eagle Passenger Daily	The Westerner Passenger Daily		
						STATIONS							
		L 7 00PM	L 9 50AM	666	YARD	CTO.....	TOYAH.....	666.1	DWY	A 6 05AM	A 8 05PM		
		7 07	9 57	671	72	.....	REEVES.....	671.2	.....	5 55	7 54		
		7 14	10 04	676	90	.....	GOZAR.....	676.7	.....	5 50	7 49		
		7 26	10 16	687	90	.....	SAN MARTINE.....	686.3	.....	5 41	7 40		
		7 35	10 23	691	85	.....	LEVINSON.....	691.2	.....	5 36	7 35		
		7 45	10 32	698	72	LTO.....	KENT.....	698.8	.....	5 28	7 26		
		7 57	10 44	709	92	.....	BORACHO.....	708.6	.....	5 17	7 14		
		8 07	10 54	719	71	.....	PLATEAU.....	719.2	.....	5 03	7 03		
		8 14	11 01	727	90	.....	WILD HORSE.....	727.1	.....	4 54	6 54		
		8 22	11 09	735	76	CTO...	VAN HORN.....	735.0	.....	4 45	6 45		
		8 32	11 16	739	77	.....	HILLSIDE.....	739.4	.....	4 40	6 39		
		8 45	11 28	746	90	.....	ALLAMORE.....	746.5	Y	4 32	6 31		
		8 55	11 36	754	90	.....	EAGLE FLAT.....	753.9	.....	4 25	6 24		
		9 05	11 45	764	90	.....	ARISPE.....	763.6	.....	4 16	6 15		
		A 9 20PM	A 11 55AM	768	YARD	CTO.	SIERRA BLANCA...	768.5	.....	L 4 10AM	L 6 10PM		
				772		.....	ETHOLEN.....	741.2	.....			
				777		.....	LASCA.....	745.5	.....			
				781		.....	TORCER.....	749.5	.....			
				785		.....	SMALL.....	754.0	.....			
				790		.....	JINLAY.....	758.6	.....			
				704		.....	RAMEY.....	762.7	.....			
				798		.....	MADDEN.....	766.2	.....			
				808		.....	McNARY.....	771.2	.....			
				808		.....	FORT HANCOCK....	776.1	.....			
				815		.....	ISER.....	783.6	.....			
				821		.....	POLVO.....	789.9	.....			
				826		.....	TORNILLO.....	794.2	.....			
				831		.....	FABENS.....	800.1	.....			
				839		.....	CLINT.....	807.3	.....			
				846		.....	BELEN.....	815.2	.....			
				848		.....	YSLETA.....	816.7	.....			
				854		.....	ALFALFA.....	822.8	.....			
				859		TOWER 47	SP-TP CONN.	827.5	.....			
		A 11 30PM	A 2 15PM	860	YARD	CTO....	EL PASO.....	860.7	DD-DW TY	L 1 50 AM	L 3 55PM		
		1	7				193.65			2	8		
		Daily	Daily							Daily	Daily		
		4.30	4.25				Time Over Sub-Division			4.15	4.10		

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 and extra 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.

The use of rear view mirrors on diesel engines for the following purposes is prohibited:

- (a) To observe hand signals
- (b) To observe indication of fixed signal
- (c) To maintain lookout ahead when operating control compartment is on trailing end of a diesel engine.

YARD LIMIT STATIONS

Hodge	} One Yard	Holder	} One Yard	Ziller	} One Yard
Belt Jet		Abilene		Big Spring	
Ft. Worth	} One Yard	Sweetwater	} One Yard	Midland	} One Yard
Lancaster Yard		Pyramid		Chub	
Weatherford	} One Yard	Stamper	} One Yard	Odesa	} One Yard
Ranger		Ivan		Monahans	
Cisco	} One Yard	Roscoe	} One Yard	Pecos	} One Yard
Baird		Coloquid 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:

Millsap	830 AM to 530 PM, Daily except Saturday and Sunday.
Eastland	800 AM to 500 PM, Daily except Saturday.
Putman	900 AM to 500 PM, Daily except Saturday and Sunday.
Roscoe	8 00 am to 5 00 pm Daily
Pecos	6 00 am to 10:00 pm Daily

OPERATING RULES

Rule 3. Amended to read: Standard clocks must bear sign "Standard Clock" and their locations will be shown in special instructions.

Where standard clocks are available, watches of train dispatchers, conductors, engineers, hostlers and engine foremen must be compared with a standard clock before commencing each day's work or trip. If a register station for a train, conductors and engineers of trains must register on train register the time watches are compared.

Conductors, engineers, hostlers, engine foremen and train-order operators, whose duties preclude access to a standard clock, must obtain time from train dispatcher, or compare and regulate their watches daily with those of conductors and engineers who have standard time and have registered as provided.

When practicable, conductors or engine foremen, and engineers will also compare time with each other and with trainmen, or yardmen, and firemen before commencing each day's work or trip.

Rule 6. Amended to read: General orders will be numbered consecutively beginning with January 1st of each year; will be issued and cancelled by the Superintendent or other designated officer, and will expire with the calendar year. They supersede any rule or special instructions with which they conflict.

Train, engine and yard employes, train dispatchers, and other employes whose duties require, must familiarize themselves with general orders and other notices before commencement of each trip or day's work. If a register station for a train, conductors and engineers of trains must record information on train register indicating that they have read and understand general orders. Location of general orders will be designated by special instructions.

Special instructions in timetable, or when issued in pamphlet form, supersede any rule with which they conflict.

Rule 10 (g). Supplement to: Yellow and green reflector signals as provided by Temporary Speed Restriction Chart, page 130, Uniform Code of Operating Rules, may be used both by day and by night in lieu of signs by day and signs and lights by night.

Rule 12 (J). Supplement to: Five (5) minute yellow fuses may be used for giving hand signals as prescribed by this rule, except yellow fuses must not be used by trainmen or yardmen for giving hand signals within interlocking limits.

Rule 20 (e). 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: Cars must not be left standing too near street or highway crossings. When practicable, cars must be left at least seventy five (75) feet away from crossings.

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.

(Continued on Page 7)

SPECIAL INSTRUCTIONS

ALL SUB-DIVISIONS

OPERATING RULES—continued

Rule 206. 5th paragraph amended to read: Except when being used on a work train extra, the number of operating control unit of a diesel engine must be displayed and this number will be the identifying number of the engine and will be the engine number used in train orders; numbers on other units may be displayed but such numbers will not be used in train orders.

When a diesel engine with more than one control compartment unit is used on a work train extra, the numbers of all control compartment units may be displayed but the number of only one of the control compartment units will be used in train orders relating to such work train extra. When a diesel engine consisting of more than one unit is used on a work train extra, white train signals (two white lights only) as provided by Rule 20 (a) and special instructions must be displayed on all units equipped to display such signals.

Rule 508 (1). Exception to: A fireman who for any reason is permanently restricted to service as a fireman must not operate an engine except while working in hostler service. Engineers must not permit a permanently restricted fireman to operate an engine in their charge.

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 C 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.

RADIO RULES

The use of radio communication in any manner by any employe to supersede the requirement of complying with any rule of the Uniform Code of Operating Rules, Supplements Thereto, or Special Instructions Supplementing Uniform Code of Operating Rules, is prohibited.

The use of radio communications to transmit train orders, or any part of contents of train orders, is prohibited except as follows:

1. Train dispatcher may transmit a train order by use of radio communication direct to an operator, or direct to a conductor or engineer as provided in Rule 206 (b).
2. Radio communication may be used by an operator to relay a train order as provided in Rule 206 (c) to another operator, or to relay direct to a conductor or engineer a train order addressed to their train at a station not a train order office or at which the office is closed.

SPECIAL SAFETY RULES

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

Special attention is called to Uniform Code of Operating Rule No. 510, which is amended to read as follows: Employes must provide themselves with a copy, be conversant with and comply with Safety Rules issued in separate book or other form .

Employes Must Not:

Go between moving cars or engines to uncouple, open, close or adjust knuckles or couplers, or to make adjustments of, or to operate other appliances. (If lever is inoperative and it is necessary to adjust knuckles by other means, proper understanding must be had and full protection afforded before doing so.)

Step in front of moving cars or engines to adjust knuckles.

Go between cars for any purpose without protection or knowing that cars are not coming in from either end of track.

Use feet to change the alignment of drawbars.

Remove any of the appliances of an engine or cars for convenience in switching which would endanger the safety of themselves or others, or follow other dangerous practices.

Ride upon coupler, end sills, end sill handholds or pilot beams of locomotives.

Step upon or alight from footboard on forward end in direction of movement of an engine in motion.

Ride on footboard on forward end in direction engine is moving.

Ride on engine pilots.

Ride on buffer plates, drawbars, brake beams, brake wheels, end ladders and on end of car containing load that may shift.

Stand near the end of freight cars, except when operating hand brakes or backup hose.

Sit on footboard or pilot of engine when engine is standing still.

In addition to Rule 510, the following is prohibited:

- (1) Giving signal to move an engine or cars and then crossing track in front of movement.
- (2) (a) Giving signal to move an engine or cars without first placing switch in proper position.
(b) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engine.
(c) Engineman drifting down too close to switches that are to be thrown.
- (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) Hanging dope pails on hand holds, door guides, or side or end ladders of cars.
- (5) 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	Miles per hour Freight
Fort Worth—Sierra Blanca.....	75	60
Trains of mixed freight and passenger equipment..... (Caboose are freight equipment)	Miles per hour Maximum freight train speed	
Trains of deadhead passenger equipment.....	Maximum freight train speed	
Trains handling scale test cars; conductor will keep engineer advised when such cars in train.....	48	
Trains handling cars equipped with arch-bar trucks, or wooden underframes (except cabooses), and not other- wise 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	
Engines (yard or road service) shoving cars ahead of engine.....	20	
	Main Track	All other tracks
Engines in yard service, with or without cars, and not otherwise restricted.....	40	20
Diesel engines, series 1500 and 2000, and foreign line diesel engines of similar construction, when running with oper- ating control compartment not on leading end, and not otherwise restricted.....	40	20
Trains handling steam wrecking derricks, boom in trail- ing position, not otherwise restricted: Ft. Worth to Sierra Blanca.....	Straight track 40	Curves 30
Trains handling steam wrecking derricks, boom in forward position; self-propelled pile drivers, Hilderwoods, brown- hoist and other machinery of similar description; also steam pile drivers moving under own power; not other- wise 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	244.3	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	259.7	1	East End East Siding.
Cisco	261.7	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.

Miles per Hour Pagr. Trains	Other Trains	Restriction Begins Mile Post	Poles	Restriction Ends Mile Post	Poles
Fort Worth Sub-Division.					
65	45	251	30	252	3
65		252	3	252	23
45	45	258	0	259	3
65		259	3	259	30
50	50	260	30	262	4
50	50	264	14	264	24
50	50	266	16	266	29
65		271	10	271	16
65		273	21	274	27
50	50	277	28	278	10
65		278	10	279	17
55	55	279	17	280	19
65		280	19	281	26
50	50	281	26	281	35
65		281	35	282	19
65		283	23	284	34
60		284	34	285	11
55	55	285	11	286	4
60		289	18	289	24
70		292	16	292	27
30	30	294	21	295	22
40	40	295	22	295	29
65		295	29	296	22
55	55	298	16	298	24
60		298	24	299	16
65		311	25	312	24
60		316	1	316	14
60		318	31	320	11
60		322	21	322	32
60		328	15	329	13
55	55	329	13	329	33
35	35	329	33	331	29
45	45	331	29	334	14
35	35	334	14	337	4
45	45	343	6	344	15
40	40	344	15	345	20
65		345	20	346	0
65		354	14	354	26
65		357	14	357	23
65		359	16	360	16
40	40	360	16	360	24
55	55	360	24	361	6
45	45	362	21	363	28
65		363	28	366	3
65		368	31	369	4
65		370	22	372	6
55	55	372	6	372	16
45	45	378	3	378	30
45	45	383	6	384	15

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	
Psgr. Trains	Other Trains	Mile Post	Poles	Mile Post	Poles

Baird Sub-Division.

40	40	386	24	388	21
45	45	405	27	407	22
50	50	438	3	438	14
60		442	21	442	34
45	45	446	2	446	12
45	45	448	29	450	28
60		463	32	464	11
40	40	476	16	477	10
65		480	15	480	21
50	50	496	5	496	32
65		499	23	500	3
70		509	24	510	15

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	30	First Crossing east of depot	50
Ranger	20	First crossing west of Depot	50
Eastland	30	Midland	40
Olyda	60	Grant St. Odessa	25
Abilene	45	Crane St. Odessa	25
Merkel	45	Barstow	50
Sweetwater	15	Main Highway crossing just east of Depot Pensos	30
		Van Horn	30

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

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

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

2. Within operating limits of automatic public crossing signals, switches must not be left open nor cars left standing in circuit longer than necessary, thereby causing excessive operation of the crossing signal.

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-222.2	North end siding	Southward	Main track
Fort Worth	A-242.2	End of two main tracks, Peach Street	Southward	Southward Main track
Fort Worth	246.1	Westward track and Lead from passenger station—Adams Street	Eastward	Crossover to passenger lead
Lancaster Yard	248.0	Entering eastward main track	Westward	Thoroughfare track
Lancaster Yard	250.0	From west advance yard to westward main track	Eastward	Westward Main track
Lancaster Yard	251.1	End of two main tracks	Eastward	Eastward Main track
Forsling	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
Judd	313.8	West end siding	Eastward	Main track
Mingus	320.9	East end siding	Westward	Main track
Mingus	321.6	West end siding	Eastward	Main track
Strawn	327.2	West end siding	Eastward	Main track
Wilcox	324.0	West end siding	Eastward	Main track
Tiffin	333.0	East end siding	Westward	Main track
Ranger	339.9	East End East Siding	Westward	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
Jayell	382.1	West end siding	Eastward	Main track
Baird	385.6	Balleville east end yard	Eastward	Balleville track
Baird	386.3	West switch to turn out or lead, west end yard	Eastward	Main track
Clyde	393.0	West end siding	Eastward	Main track
Holder	404.4	East end siding	Westward	Main track
Holder	405.4	West end siding	Eastward	Main track
Berle	395.6	East end siding	Westward	Main track
Elmdale	400.9	East end siding	Westward	Main track
Merkel	423.8	West end siding	Eastward	Main track
Trent	430.1	West end siding	Eastward	Main track
Eskota	436.7	East end siding	Westward	Main track
Eskota	437.8	West end siding	Eastward	Main track
Stamper	442.8	West end siding	Eastward	Main track
Sweetwater	446.9	East end siding	Westward	Main track
Sweetwater	445.1	West end siding	Eastward	Main track
Pete	451.3	East end siding	Westward	Main track
Pete	452.6	West end siding	Eastward	Main track
Leralne	465.7	East end siding	Westward	Main track
Rodet	472.0	East end siding	Westward	Main track
Coahoma	503.7	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
Stanton	533.3	East end siding	Westward	Main track
Trunk	538.7	West end siding	Eastward	Main track
Dix	538.7	East end siding	Westward	Main track
Bounce	559.5	West end siding	Eastward	Main track
Solo	569.2	West end siding	Eastward	Main track
Arcade	573.2	East end siding	Westward	Main track
Arcade	579.1	West end siding	Eastward	Main track
Douro	582.7	East end siding	Westward	Main track
Douro	584.4	West end siding	Eastward	Main track
Badger	589.7	East end siding	Westward	Main track
Toyah	647.2	West end pullout track	Eastward	Main track
Reeves	671.6	West end siding	Eastward	Main track
Gosar	677.2	West end siding	Eastward	Main track
San Martins	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
Plataan	718.2	East end siding	Westward	Main track
Wild Horse	727.5	West end siding	Eastward	Main track
Van Hara	735.1	West end siding	Eastward	Main track
Hillside	739.8	West end siding	Eastward	Main track
Arispe	764.0	West end siding	Eastward	Main track

Spring switches must be lined for intended move before attempting to move track machines such as rail rollers, ballast discer machines, burro cranes or any roadway equipment through them where the weight of such equipment is less than weight of an empty freight car.

A member of train or yard crew riding caboose or rear car in cut should to see if points move or if any indication of switch being in damaged condition, and if such condition noticed, make report accordingly.

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

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, Gordon and Mingus: to discharge passengers from Ft. Worth and beyond or receive passengers for Abilene and beyond.
Kent and Van Horn: to discharge passengers from Big Spring and east and receive passengers for El Paso and beyond.
Sierra Blanca: for revenue passengers only.

No. 2.

Sierra Blanca: for revenue passengers only.
Coahoma: to receive passengers for Sweetwater and beyond.
Lorraine 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. 8.

Van Horn: discharge passengers from El Paso and beyond and receive passengers for Odessa and east.
Kent, Barstow and Pyote: discharge passengers from El Paso and beyond and receive passengers for Big Spring and east.
Roscoe and Merkel: discharge passengers from Big Spring and west and receive passengers for Ft. Worth and beyond.
Strawn: discharge passengers from Big Spring and beyond and receive passengers for Ft. Worth and east.
Gordon: to discharge passengers from Abilene and beyond and receive passengers Ft. Worth and beyond.

No. 7.

Gordon: to discharge passengers from Ft. Worth and beyond and receive passengers Abilene and beyond.

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

All employes 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.

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
Lawrence Drug Store	Baird	Baird
C. M. Presley	Abilene	Abilene
Toler Jewelry Co.	Sweetwater	Sweetwater
Sam F. Majors	Colorado City	Colorado City
Jim's Jewelry Store	Big Spring	Big Spring
Lester's Jewelry Co.	Odessa	Odessa
O. A. Bruton	Monahans	Monahans
C. H. Ross	El Paso	El Paso
Art Kammel	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

The Coffey Clinic	Fort Worth	The Young Medical Center	Sweetwater
Dr. E. M. Russell	Weatherford	Dr. Bruce Johnson	Lorraine
Dr. F. L. Allen	Weatherford	Dr. Joe C. Terry	Lorraine
Dr. J. F. Roberson	Gordon	Dr. J. M. Crymes	Colorado City
Dr. J. T. Spratt	Mingus	The Big Spring Clinic	Big Spring
Dr. P. C. Pedigo	Strawn	Dr. Don A. Gaddis	Stanton
Dr. F. M. Kuykendall	Ranger	Dr. J. B. Thomas	Midland
Dr. J. H. Caton	Eastland	Dr. H. Glenn Walker	Midland
Dr. M. A. Treadwell	Eastland	Dr. M. S. Dickerson	Midland
Dr. W. P. Lee	Cisco	Dr. E. V. Headlee	Odessa
Dr. Ervin E. Addy	Cisco	Dr. Alan H. Hays (Assoc.)	Odessa
Dr. R. L. Griggs	Baird	Dr. D. L. Bell	Monahans
Dr. Andrew J. Pope	Abilene	Dr. Jim Camp	Pecos
Dr. W. V. Ramsey	Abilene	Dr. Bruce Hay (Assoc.)	Pecos
Dr. Jack Crow (Assoc.)	Abilene	Dr. Jno. C. Epperson, Jr.	Van Horn
Dr. V. H. Schoultz (Assoc.)	Abilene	Dr. T. C. Liddell	El Paso
Dr. W. T. Sadler	Merkel	Dr. R. E. Homan	El Paso
Dr. H. F. Byrd (Assoc.)	Merkel		

Oculists

Dr. C. Harold Beasley	Ft. Worth	Dr. Jno. H. Fish (Assoc.)	Big Spring
(Eyes only)	Ft. Worth	Dr. R. A. Roberts	Pecos
Dr. W. Hubert Seale	Abilene	Dr. Schuster, Schuster	and Walker
Dr. G. H. Wood	Big Spring		El Paso

WESTERN DIVISION

			53	65	67	RED BALL FREIGHT SCHEDULES, DAILY	72	60	56			
						STATIONS						
			L 9 30 PM	L 11 59 AM	L 2 00 AM	FORT WORTH	A 5 00 AM	A 7 00 AM	A 2 00 PM			
			{ 12 45 AM 1 00 AM	{ 4 40 PM 5 10 PM	{ 6 30 AM 7 00 AM	BAIRD	{ 1 40 AM 1 10 AM	{ 3 20 AM 2 40 AM	{ 10 10 AM 9 35 AM			
			2 00 AM			ABILENE	12 20 AM					
			3 10 AM			SWEETWATER	11 30 PM					
						ROSCOE	10 50 PM					
			A 5 30 AM	{ 8 50 PM 9 20 PM	{ 11 30 AM 12 15 PM	BIG SPRING	L 7 00 PM	{ 11 30 PM 10 30 PM	{ 6 00 AM 5 00 AM			
				{ 1 45 AM 2 15 AM	{ 4 00 PM 4 30 PM	TOYAH		{ 6 55 PM 6 15 PM	{ 1 15 AM 12 45 AM			
				6 30 AM	8 15 PM	SIERRA BLANCA		3 00 PM	9 30 PM			
				A 11 59 AM	A 11 59 PM	EL PASO		L 11 30 AM	L 6 00 PM			
			53	65	67		72	60	56			

Trains shown on this page have no timetable authority.