

DIVISION OFFICERS

R. H. Blassingame	Superintendent	Ft. Worth, Tex.
C. S. Baldwin	Asst. Superintendent	Big Spring, Tex.
C. Percy	Asst. Superintendent	Big Spring, Tex.
E. E. Long	Master Mechanic	Ft. Worth, Tex.
H. M. Doan	Asst. Master Mechanic	Big Spring, Tex.
H. L. McDermott	Asst. Master Mechanic	Ft. Worth, Tex.
R. L. Riggs	Terminal Trainmaster	Fort Worth and Lancaster Yards
J. Kobren	Terminal Trainmaster	El Paso, Tex.
R. R. Thomas	Road Foreman of Engines	Big Spring, Tex.

J. W. McCoy	Chief Dispatcher	Ft. Worth, Tex.
M. C. Boyd	Asst. Chief Dispr.	Ft. Worth, Tex.
N. W. Derryberry	Asst. Chief Dispr.	Ft. Worth, Tex.
I. S. McIntosh	Asst. Chief Dispr.	Ft. Worth, Tex.
R. L. Wisdom	Asst. Chief Dispr.	Ft. Worth, Tex.

R. J. Bates	Dispatcher	Ft. Worth, Tex.
M. P. Livingston	Dispatcher	Ft. Worth, Tex.
J. C. Nelson	Dispatcher	Ft. Worth, Tex.
A. C. Ogg	Dispatcher	Ft. Worth, Tex.
J. H. Percy	Dispatcher	Ft. Worth, Tex.
M. G. Zeringue	Dispatcher	Ft. Worth, Tex.
B. J. Bonham	Dispatcher	Baird, Tex.
A. L. Hobson	Dispatcher	Baird, Tex.
D. E. Hoover	Dispatcher	Baird, Tex.
D. W. Kohout	Dispatcher	Baird, Tex.
D. W. Welch	Dispatcher	Baird, Tex.

TIME SERVICE

NATIONAL RAILWAY TIME SERVICE COMPANY
Chicago, Ill.

LOCAL WATCH INSPECTORS

NAME	HEADQUARTERS	TERRITORY
Houston Watch Co.	Houston, Texas	Ft. Worth to Sierra Blanca, Monahans to Lovington
J. B. Riddle	Fort Worth	Ft. Worth
Lindsey's Jewelry	Weatherford	Weatherford
C. M. Prossley	Ablene	Ablene
Paul Terrell	Sweetwater	Sweetwater
Jim's Jewelry Store	Big Spring	Big Spring
Lester's Jewelry Co.	Odessa	Odessa
Kidd Jewelry Co.	Monahans	Monahans
H. E. Miller	El Paso	El Paso
Art Kassel	El Paso	El Paso
Tabbert's Del Camino Jewelers	El Paso	El Paso

HOSPITAL

Dr. H. P. Bray, Chief Surgeon	Marshall, Texas
Dr. G. T. Hall, District Surgeon	Big Spring, Texas

Local Surgeons

The Coffey Clinic	Fort Worth	Dr. J. M. Crymes	Colorado City
Dr. E. M. Russell	Weatherford	The Big Spring Clinic	Big Spring
Dr. P. L. Allen	Weatherford	Dr. Kurt Lekisch	Midland
Dr. J. F. Roberson	Gordon	Dr. E. V. Headlee	Odessa
Dr. F. C. Pedigo	Strawn	Dr. Alan H. Hays (Assoc.)	Odessa
Dr. W. P. Watkins	Ranger	Dr. D. C. Garrett	Monahans
Dr. D. L. Mims	Ranger	Dr. H. W. Jones (Assoc.)	Monahans
Dr. M. A. Treadwell	Eastland	Dr. Jim Camp	Pecos
Dr. Ervin E. Addy	Cisco	Dr. Bruce Hay (Assoc.)	Pecos
Dr. M. L. Stubblefield	Baird	Dr. B. C. Lipsey	Van Horn
Dr. Andrew J. Pope	Ablene	Dr. John H. Johnstone	Ysleta
Dr. Carroll E. Murtha	Ablene	Dr. T. C. Liddell	El Paso
Dr. W. V. Ramsey	Ablene	Dr. Joe R. Floyd	El Paso
Dr. W. T. Sadler	Merkel	Dr. J. A. Ponsford (Assoc.)	El Paso
Dr. D. W. Warren (Assoc.)	Merkel	Dr. W. H. McClure	Kermit
The Young Medical Center		Dr. C. H. MacAhan	Eunice
	Sweetwater	Dr. W. E. Badger	Hobbs
Dr. Bruce Johnson	Loraine	Dr. H. W. Gillett	Lovington
Dr. Joe C. Terry	Loraine		

Oculists

Dr. J. Robt. Harris	Ft. Worth	Dr. R. A. Roberts	Pecos
Dr. W. Hubert Seale	Ablene	Drs. Schuster, Schuster and Walker	El Paso
Dr. Jno. H. Fish	Big Spring		

SAFETY



FIRST

The Texas and Pacific Railway Company

WESTERN DIVISION

TIME TABLE NO. 34

Effective 12:01 a.m., Sunday, September 3, 1961

CENTRAL STANDARD 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

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.
6	10	0	30	2	0	55	1	5
8	7	30	35	1	42	60	1	0
10	6	0	40	1	30	65	0	55
15	4	0	45	1	20	70	0	51
20	3	0	50	1	12	75	0	48
25	2	24						

W. C. FOSTER, Vice-President—Operation,

K. D. HESTES, General Supt. Transportation

Westward--BAIRD SUBDIVISION--Eastward

FIRST CLASS		7		1		Station Number	Car Capacity Sliding	Time Table No. 34 EFFECTIVE 12:01 A. M. September 3, 1961		Mile Post Location	Location Water, Fuel, Wre, etc.	FIRST CLASS			
		The Western Passenger Daily	West Texas Eagle Passenger Daily	STATIONS				West Texas Eagle Passenger Daily	The Western Passenger Daily						
		L 10 30 PM	L 10 05 AM	246	YARD	OTO FORT WORTH	245.90			A 3 40 PM	A 6 10 AM				
		10 40	10 15	251	YARD	OTO LANCASTER YARD	251.45			3 20	5 50				
		10 51	10 26	260	160	IONA	260.38			3 04	5 39				
		11 06	10 40	273	164	EARLIS	273.19			2 49	5 25				
		s 11 12	s 10 47	277	170	WEATHERFORD	277.39			s 2 43	s 5 20				
		11 26	10 59	287	140	PREBLE	287.10			2 22	5 04				
		s 11 31	s 11 05	291	NS	MILLSAP	290.80			s 2 15	s 4 59				
		11 37	11 10	294	144	BENNETT	294.17			2 08	4 52				
		11 47	11 19	301	142	BRAZOS	301.15			1 58	4 42				
		11 54	11 25	308	NS	SANTO	307.60			1 52	4 36				
		11 59	11 31	313	142	JUDD	313.55			1 46	4 30				
		12 05 AM	11 36	319	NS	GORDON	318.50			1 41	4 25				
		12 10	11 39	322	NS	MINGUS	321.30			1 38	4 22				
		12 15	s 11 47	326	143	STRAWN	326.82			s 1 30	4 16				
		12 33	12 04 PM	338	141	TIFFIN	338.72			1 13	3 59				
		s 12 40	s 12 10	341	129	RANGER	340.80			s 1 10	s 3 56				
		s 12 54	s 12 25	351	140	EASTLAND	351.51			s 12 50	s 3 40				
		1 12	s 12 37	361	190	CISCO	360.70			s 12 37	s 3 29				
		1 22	12 50	368	142	DOTHAN	367.92			12 20	3 14				
		1 38	1 04	381	142	JAYELL	381.78			12 07	3 01				
		s 1 50	s 1 15	386	YARD	OTO BAIRD	385.80	DWY		s 12 01 PM	s 2 55				
		2 02	f 1 27	392	152	CLYDE	392.85			f 11 46	2 33				
		2 10	1 34	401	93	ELMDALE	401.40			11 36	2 22				
		2 18	1 37	405	180	HOLDER	404.51			11 33	2 18				
		s 2 45	s 1 50	407	NS	OTO ABILENE	406.60	DO		s 11 30	s 2 15				
		2 49	1 54	409	120	BAGDAD	409.96			11 15	1 55				
		2 54	1 59	414	110	TYE	415.00			11 10	1 50				
		3 02	s 2 09	423	159	LTO MERKEL	423.90			s 11 00	1 42				
		3 07	f 2 17	429	96	TRENT	429.70			10 52	1 37				
		3 15	2 25	437	152	ESKOTA	437.08			10 45	1 30				
		3 23	2 33	445	NS	PYRAMID	444.88			10 37	1 22				
		s 3 30	s 2 45	448	162	OTO SWEETWATER	447.87	DOY		s 10 32	s 1 18				
		3 56	2 51	453	NS	PETE	452.20			10 20	1 01				
		4 00	f 2 55	456	153	LTO ROSCOE	456.40			10 16	12 57				
		4 09	f 3 04	467	152	LORAIN	466.40			10 06	12 47				
		4 15	3 10	472	84	RODET	472.50			10 00	12 42				
		s 4 25	s 3 20	476	NS	LTO COLORADO CITY	475.80			s 9 55	s 12 37				
		4 30	3 25	479	168	DOM	478.10			9 49	12 31				
		4 36	3 31	485	NS	WESTBROOK	485.00			9 43	12 25				
		4 42	3 37	492	153	IATAN	491.10			9 38	12 19				
		4 50	3 45	498	97	DALBY	498.50			9 30	12 11				
		4 55	f 3 50	503	153	COAHOMA	503.70			9 25	12 06				
		5 00	3 55	509	84	ZILER	508.50			9 21	12 01 AM				
		A 5 15 AM	A 4 05 PM	513	YARD	OTO BIG SPRING	513.40			L 9 15 AM	L 11 55 PM				
		7 Daily	1 Daily			267.50				2 Daily	8 Daily				
		6.45	6.00			Time Over Sub-Division				6.25	6.15				

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

2. Two Main tracks in service, and Rule D-81 in effect, between west interlocking limits, Ft. Worth Passenger Station and MP 251.45, west end Lancaster Yard.

3. First class trains run at Restricted Speed between Ft. Worth Passenger Station and end Two Main tracks, MP 251.45, Lancaster Yard and within Roscoe yard limits.

4. Clearance delivered to Trains 1, 2, 7 and 8 at initial station of schedule authorizes use of such schedule only to Baird; clearance

delivered to these trains at Baird authorize use of schedule from Baird to terminating station of the schedule.

5. Rules 400 to 406, inclusive in effect between End Two Main tracks, MP 251.45, Lancaster Yard and West end siding, Clyde. See page 10.

5 (a). Extra trains may be run without train orders as provided for by Rules D-88, 88(a) and 401 between Fort Worth and Baird.

6. Standard Clocks: Ft. Worth, Lancaster Yard, Weatherford, Baird, Sweetwater and Big Spring.

7. See page 11 for additional special instructions Baird Subdivision and page 12 for other passenger train flag stops.

		FIRST CLASS		Station Number	Car Capacity Passenger Bidding	TIME TABLE NO. 34 EFFECTIVE 12:01 A. M. September 3, 1961 STATIONS	Mile Post Location	Location Water Tank Turn-table, Wye, etc.	FIRST CLASS			
		1	7						2	8		
		West Texas Eagle Passenger Daily	The Western Passenger Daily						West Texas Eagle Passenger Daily	The Western Passenger Daily		
		L 4 20PM	L 5 35AM	618	YARD	CTO... BIG SPRING	518.4	(D-DW)	A 9 00AM	A 11 35PM		
		4 27	5 42	619	95	5.9 DORT	519.3		8 50	11 22		
		4 31	5 46	524	152	4.84 MORITA	523.94		8 46	11 18		
		s 4 40	s 5 55	534	152	9.44 LTO... STANTON	533.88		f 8 36	f 11 08		
		4 47	6 02	589	84	5.26 DIX	539.20		8 30	11 03		
		4 56	6 11	549	142	10.00 OHUB	549.20		8 21	10 53		
		s 5 09	s 6 38	553	NS	4.2 LTO... MIDLAND	553.3		s 8 15	s 10 48		
		5 16	6 45	559	84	5.8 BOUNCE	559.0		8 00	10 29		
		5 20	6 49	563	170	4.85 PEGASUS	563.85		7 56	10 25		
		5 24	6 53	569	84	4.85 SOLO	568.7		7 51	10 21		
		s 5 37	s 7 20	573	NS	4.80 LTO... ODESSA	573.5		s 7 45	s 10 15		
		5 44	7 29	579	158	5.46 ARCADE	578.96		7 29	9 55		
		5 49	7 35	584	84	5.14 DOURO	584.1		7 20	9 50		
		5 54	7 41	590	84	5.5 BADGER	590.1		7 14	9 44		
		5 57	7 44	594	85	8.6 METZ	593.7		7 11	9 41		
		6 03	7 50	600	84	6.4 RANCH	600.1		7 05	9 35		
		s 6 20	s 8 20	609	E 1511 W 957	9.30 LTO... MONAHANS	609.4	DOY	s 6 55	s 9 25		
		6 27	8 28	615	109	8.2 WICKETT	615.6		6 39	9 06		
		f 6 34	f 8 36	624	97	8.6 PYOTE	624.2		f 6 31	8 58		
		f 6 47	8 51	640	65	15.8 BARSTOW	640.0		f 6 17	8 43		
		s 6 59	s 9 15	647	90	8.6 LTO... PECOS	646.6	Y	s 6 10	s 8 35		
		7 09	9 25	658	82	9.2 HERMOSA	658.8		5 51	8 11		
		s 7 25	s 9 40	668	YARD	10.3 CTO... TOYAH	666.1	DWY	s 5 40	s 8 00		
		7 32	9 47	671	68	5.1 REEVES	671.2		5 24	7 47		
		7 41	9 54	676	82	5.5 GOZAR	676.7		5 19	7 41		
		7 55	10 06	687	82	9.3 SAN MARTINE	686.3		5 10	7 32		
		8 02	10 13	691	82	4.9 LEVINSON	691.2		5 06	7 28		
		8 15	f 10 22	698	60	7.8 KENT	698.8		4 59	7 21		
		8 27	10 34	709	84	10.0 BORACHO	708.8		4 50	7 11		
		8 37	10 43	719	70	10.4 PLATEAU	719.2		4 37	6 59		
		8 45	10 50	727	84	7.9 WILD HORSE	727.1		4 28	6 51		
		8 53	s 10 58	735	69	7.9 LTO... VAN HORN	735.0		s 4 20	6 43		
		9 13	11 18	746	82	11.5 ALLAMORE	746.5		4 06	6 31		
		9 21	11 25	754	82	7.4 EAGLE FLAT	753.9		3 59	6 24		
		9 31	11 34	764	82	9.7 ARISPE	763.6		3 51	6 15		
		A 9 50PM	A 11 45AM	768	YARD	4.9 CTO SIERRA BLANCA	768.5		L 3 45AM	L 6 10PM		
		A 11 45PM	A 1 50PM	800	YARD	88.95 LTO... EL PASO	858.45	(D-DW) TY	L 1 50 AM	L 4 25PM		
		1 Daily	7 Daily			344.05			2 Daily	8 Daily		
		7.25	8.15			Time Over Sub-Division			7.10	7.10		

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

2. Between Sierra Blanca and El Paso, the Rules, Timetable and Instructions of the Texas and New Orleans Railroad Co. govern movement of trains and engines and T&P employes are subject to same while occupying T&NO RR tracks.

3. Time shown for Trains 1, 2, 7 and 8 at El Paso for information only.

Sierra Blanca is initial and terminating station prescribed by Rule 4 for schedules on Toyah Subdivision.

4. Clearance delivered to Trains 1, 2, 7 and 8 at initial station of schedule authorize use of such schedule only to Toyah; clearance delivered to these trains at Toyah authorize use of schedule from Toyah to terminating station of the schedule.

5. Rules 400 to 406, inclusive in effect between T&NO Passenger connection, Sierra Blanca and east end siding Arispe. See page 10.

6. Inside switches T&P yard tracks 1, 2 and 3, Sierra Blanca, must be left lined and locked for No. 2 (Middle) track when not in use; switch targets and lights will show "Green" when switches are lined for No. 2 track. Unless authorized by T&P train dispatcher cars must not be set out or left on No. 2 track.

7. Employes of the T-N.M., P.&S.F. and P.V.S. Railroads are subject to the Rules, Timetable and Special Instruction of the Texas and Pacific Railway while occupying its tracks.

8. Standard Clocks: Big Spring, Monahans, Toyah and El Paso.

9. See page 11 for special instructions governing movement of trains and engines between T&P Yard and T&P-T&NO connection, El Paso.

10. See page 12 for T&P Station Numbers and T&NO mile post location of stations between Sierra Blanca and for other passenger train flag stops.

Northward TEXAS-NEW MEXICO RAILWAY Southward

Car Capacity Passing Siding	Distance From T-N.M. JCT	Time Table No. 34 EFFECTIVE 12:01 A. M. September 3, 1961		Station Number	Location Water, Fuel, Wye, etc.
		STATIONS			
		LTO	MONAHANS		DO-Y
			1.0		
YARD	.0		T-NM JUNCTION	1	
			16.5		
YARD	16.5		WINK JUNCTION	17	Y
			7.1		
51	23.6	LTO	KERMIT	24	
			8.7		
53	32.3		CHEYENNE	32	
			10.0		
124	42.8	LTO	JAL	42	
			12.75		
122	55.05		TEAGUE	55	
			10.01		
124	65.06	LTO	EUNICE	66	
			11.34		
55	76.4		KORNEGAY	76	
			8.0		
76	84.4	LTO	HOBBS	84	
			9.8		
25	94.0		KIMBROUGH	94	
			11.5		
YARD	105.5	LTO	LOVINGTON	105	Y
			105.5		

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

- Uniform Code of Operating Rules in effect on the T-NM Railway.
 - Wink Jct. may be used for meeting and passing trains. Normal position of North and South Wye switches, Wink Jct., for straight track.
 - One marker light mounted on top caboose cupola unlighted by day, lighted by night displaying Red to rear and Green to front only authorized for use as markers prescribed by Rule 19. Outside ABS territory, when train is clear of main track at night to be passed by a following train requirement of Rule 19 (a) may be fulfilled by display of Green light to rear and Red light to front. Other requirements of Rule 19 (a) in effect.
 - Employees of T-NM Railway are subject to Texas and Pacific Railway Co., Rules, Timetable and Special Instructions while occupying T&P tracks, and are subject to all special instructions of this timetable which are designated as applying to all subdivisions.
 - Yard Limit Stations: T-NM Jct., Wink Jct., Jal, Eunice, Hobbs, Lovington.
 - General Orders Stations: Monahans.
 - Standard Clocks: Monahans, Lovington.
- See Page 12 for Loading Tracks and Spurs on T-NM Rwy.

**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
DW—Diesel water 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.

Air brakes must be coupled and working on locomotives, and on pile drivers, hoist cranes and other machinery of similar de-

**SPECIAL INSTRUCTIONS
ALL SUB-DIVISIONS**

scription while being handled in trains, or while being switched with. When necessary to switch with locomotives or such machines, 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.

Engines must not be put on live rail of track scales.

Pipes, poles or lumber loaded on open top cars with load above top of car must not be handled in train next to engine or caboose.

When a single scale test car is handled in a train, same must be located next ahead of the caboose, except that a single scale test car may be handled at any location in a local freight train which has a consist not exceeding forty cars.

When two or more scale test cars are handled in the same train, such cars must be spaced three cars apart and handled in rear of train with rear scale test car next ahead of caboose, except that two or more scale test cars may be handled at any location in a local freight train which has a consist not exceeding forty cars, so long as the scale test cars are spaced three cars apart.

Occupied outfit cars and wooden underframe cars, loaded or empty, must be handled in rear of all trains.

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

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

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 800am to 500pm Monday to Friday, inclusive, except:

- Merkel, Roscoe and Van Horn, 700am to 400pm daily, except Saturday and Sundays.
- Colorado City: 800am to 500pm and 12 MN to 800am, daily.
- Midland 545am to 12 MN except Sundays 545am to 145 pm and 400pm to 12 MN.
- Odessa: Daily 600am to 200pm and 500pm to 100am.
- Monahans: 500am to 100am except Sundays 500am to 100pm and 500pm to 100am.
- Pecos: 500am to 12 MN except Saturdays and Sundays 500am to 100 pm and 400pm to 12 MN.
- El Paso: Daily 700am to 300pm, except Saturdays and Sundays 1100pm to 700 am.

1. Ft. Worth and Lancaster Yard are train order offices only for trains originating at those stations.

2. No train order signal at Baird, Toyah and Sierra Blanca; all trains must receive clearance before leaving these stations.

3. Westward train order signal Colorado City equipped to display "Yellow" light prescribed by Rule 221 (a).

When a westward train that is restricted for another train at Dome siding finds "Yellow" Call-on indication displayed on signal, such westward train will acknowledge the "Yellow" signal with two long blast of whistle or horn, Rule 14 (b) and proceed expecting to receive train orders at Colorado City permitting movement beyond Dome siding.

Except as herein provided that "call-on" indication at Colorado City applies for Dome siding, all other requirements of Rule 221 (a) in effect.

4. At the following train order offices of limited hours, the train order signal will be displayed day and night the same as at continuous train order offices and its indication must be observed and complied with the same as if such office was a continuous office: Colorado City, Midland, Odessa, Monahans, Pecos.

Where the train order signal is a semaphore type signal and no light displayed at night the position of semaphore arm will govern as prescribed by Rule 27; where the train order signal at one of the above stations is a color light type signal and no light displayed, such signal must be regarded as displaying Rule 232 (Stop unless Clearance Received).

A train stopped at one of these stations by a train order signal displaying Rule 232 or by reason of no light, after communicating with train dispatcher and ascertaining no operator on duty, may proceed without a clearance on permission of train dispatcher in these words:

"No orders for (train) at (station). Proceed without a clearance."

Any member of crew may obtain this permission but other members of crew must be informed of the permission before leaving.

WESTERN DIVISION

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

MAXIMUM SPEEDS

Between	Miles per hour	
Fort Worth—Sierra Blanca	75	60
T-NM Jct.—Lovington	40	35
Trains of mixed freight and passenger equipment (Cabooses are freight equipment.)	Miles per hour	
	Maximum freight train speed	
	Maximum freight train speed	
Trains of deadhead passenger equipment		
Trains handling scale test cars; conductor will keep engineer advised when such cars are 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	
Trailing movements through a spring switch with points lined against movement	30	
When not otherwise restricted, normal speed may be resumed after leading wheels have passed through switch points.		
Engines (yard or road service) with cars ahead of engine in direction of movement	20	
Engines in yard service, with or without cars, and not otherwise restricted	20	
Baird and Toyah Subdivisions	40	20
T-NM Rwy.	20	20
Diesel engines, series 1500 and 2000, and foreign line diesel engines of similar construction, when running with operating control compartment not on leading end, and not otherwise restricted	40	30
Trains handling steam wrecking derricks, boom in trailing position, not otherwise restricted.	Straight track	Curves
Fort Worth to Sierra Blanca	40	30
T-NM Jct. to Wink, to Lovington	25	20
Trains handling steam wrecking derricks boom in forward position; self-propelled pile drivers, Idgerwoods, brown-hoist and other machinery of similar description; also steam pile drivers moving under own power; not otherwise restricted.		
Fort Worth to Sierra Blanca	30	13
T-NM Rwy.	25	16
Maximum speed at which diesel units below may be operated when not otherwise restricted; this maximum speed does not authorize operation at speed higher than maximum train speed.		
Units	M.P.H.	
E-7 and E-8, series 2000	79	
F-7 series 1500 except listed below	65	
F-7 units 1500-A, 1501-A, 1581-A, 1582-A, 1531-B, 1532-B, 1533-B, 1534-B	79	
GP Units Series 1100	65	
SV and NW, series 1000	60	
SW, series 800	60	

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 Turnouts	Description
Lancaster Yard		248.0	1	Eastward Main track
Lancaster Yard		248.0	1	Westward Main track
Lancaster Yard		251.4	1	Eastward Main track
Iona		259.2—261.2	2	Each end of siding
Earls		272.4—274.0	2	Each end of siding
Weatherford		276.5—278.2	2	Each end of siding
Preble		286.4—287.8	2	Each end of siding
Bennett		293.4—294.9	2	Each end of siding
Erazos		300.4—301.9	2	Each end of siding
Judd		312.8—314.3	2	Each end of siding
Strawn		326.1—327.5	2	Each end of siding
Tiffin		333.0—339.4	2	Each end of siding
Eastland		350.8—352.2	2	Each end of siding
Cisco		360.4—362.4	2	Each end of siding
Dothan		367.2—368.6	2	Each end of siding
Jayell		381.1—382.5	2	Each end of siding
Clyde		392.0—393.6	2	Each end of siding
Holder		403.6	1	East end siding
Bagdad		409.2—410.4	2	Each end of siding
Merkel		423.1—424.7	2	Each end of siding
Eskota		436.3	1	East end siding
Sweetwater		445.2—446.9	2	Each end of siding
Roscoe		457.2	1	West end siding
Loraine		467.2	1	West end siding
Dome		477.3	1	East end siding
Iatan		490.4	1	East end siding
Coahoma		502.9—504.4	2	Each end of siding
Morita		523.2	1	East end siding
Stanton		532.6	1	East end siding
Pegasus		564.7	1	West end siding
Arcade		579.8	1	West end siding
Monahans		607.8	1	East end East siding

RAILROAD CROSSINGS

Location	Intersecting Railroad
Cisco	M. K. T. Ry. (Interlocked)
1. T&P-MKT Interlocking Cisco: All interlocking signals remotely controlled by train dispatcher Baird.	
Limits of interlocking tracks between Eastward Absolute signals 475 feet west of crossing and Westward Absolute signal at east end Cisco siding. Both automatic block and interlocking rules applicable to Westward Absolute signal at east end siding Cisco.	

Exception to Rules 342 and 402. Track and Time limits prescribed by Rule 402 may be issued to apply to T&P-MKT Interlocking Cisco. Such track and time limits must specify they apply to, or DO NOT apply to interlocking limits. When it is specified that interlocking limits are included in the track and time granted:

- (a). Train dispatcher will be governed by requirements of Rule 375, paragraph 10 with respect to all interlocking signals governing movement into such limits.
- (b). Trains and engines, after stopping, may pass such interlocking signals displaying Stop indication, Rule 292, and make reverse movements within interlocking limits, fulfilling requirement of Low Speed and Rule 104 (c).

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		Restriction Begins		Restriction Ends	
Psgr. Trains	Other Trains	Mile Post	Poles	Mile Post	Poles
Baird Sub-Division.					
30	30	248	1	248	3 (Note 1)
30	30	248	1	251	18 (Note 2)
65	45	251	30	252	3
65		252	3	252	23
45	45	258	0	259	3
65		259	3	259	30
50		260	30	262	4
50	50	264	14	264	24
50	50	266	16	266	29
65		274	3	274	27
50	50	276	4	278	0
65		278	0	279	17
55	55	279	17	280	19
65		280	19	281	26
50	50	281	26	281	33
65		283	23	284	34
60		284	34	285	11
55	55	285	11	286	4
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
70		300	24	301	0
70		302	24	303	1
70		308	12	308	30
70		309	19	310	0
65		311	25	312	24
70		314	33	315	10
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	340	15	341	14
70		342	28	343	5
45	45	343	5	344	14
40	40	344	14	345	20
65		345	20	346	0
45	45	350	21	351	25
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	13
45	45	378	3	378	30
45	45	383	6	384	28
40	40	386	24	388	21
60		392	1	392	23
45		405	12	406	4
30	30	406	4	408	11
45	45	422	19	423	6
50	50	438	3	438	14

Note 1. Applies on Westward track
 Note 2. Applies on Eastward track
 (Continued on Page 6)

WESTERN DIVISION

SPECIAL INSTRUCTIONS
ALL SUBDIVISIONSLOCATIONS DESIGNATED BY MILE POST NUMBERS AND
PROTECTED BY PERMANENT SLOW SIGNALS
(Continued)

Miles per Hour		Restriction Begins Mile Post	Restriction Ends Mile Post	Restriction Begins Poles	Restriction Ends Poles
Psg. Trains	Other Trains				
Baird Subdivision—continued					
60		442		21	442
45	45	446		2	446
35	35	448		0	448
45	45	448		15	450
60		463		32	464
40	40	476		16	477
65		480		15	480
50	50	496		5	496
65		499		23	500
Toyah Sub-Division.					
40	40	514		0	514
65		520		14	520
65		521		19	521
50	50	533		31	534
40	40	552		23	554
45	45	573		1	573
25	25	573		5	573
65		586		1	587
50	50	587		4	587
15	15	609		15	609
60		640		7	640
45	45	646		27	647
65		682		27	683
55	55	692		26	693
60		693		27	694
65		695		32	696
70		701		33	702
65		702		31	703
50	50	735		8	735
45	45	739		33	744

OPERATING RULES

Rule 5. Unless otherwise specified in train orders; at the stations named below, train orders and time of schedules and time in train orders apply as follows:

Lancaster Yard:

West end Two Main tracks, MP 251.45

Baird:

First class trains: At the station
Eastward Extra trains: East lead switch, train yard.
Westward extra trains: West lead switch, train yard.

Sweetwater:

First class trains: At Passenger station
All other trains: Sweetwater siding.

Big Spring Baird Subdivision:

First class trains: At East Crossover MP 512.87
All other trains: East end Pullout track MP 512.0

Big Spring-Toyah Subdivision:

First class trains: At West Crossover, MP 513.97
All other trains: West end Pullout track MP 514.87.

Toyah:

First class trains: At station.
Eastward extra trains: East lead switch, train yard.
Westward extra trains: West end Pullout track, MP 667.2

For operating and train order purposes, the crossovers listed below are designated as follows:

Big Spring: Crossover, MP 512.87, east end train yard "East Crossover Big Spring."
Crossover, MP 513.97, west end train yard "West Crossover Big Spring."

Toyah: Crossover at MP 666.0, just east station: "East Crossover Toyah."
Crossover at MP 666.2, just west station: "West Crossover Toyah."

West siding, Monahans, is designated as the track between crossover just west of station to west end of track, MP 611.

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 in-

dicating 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 11. Fusee Signals: 6th Paragraph amended to read: Any signal given with a fusee burning RED by other than a member of the crew must be regarded as a STOP signal.

Rule 12. Hand, Flag and Lamp Signals: Paragraph (j) amended to read: When signals given by hand, flag or lamp cannot be plainly seen due to distance signal is to be conveyed, adverse weather or other conditions, fusee may be used for giving hand signals prescribed by this rule except fusees burning Yellow must not be used by train or yardmen for giving hand signals within interlocking limits.

Rule 19. On Baird and Toyah Subdivisions, and between Sierra Blanca and El Paso, round reflector lens showing red to rear and yellow to front authorized for use as markers prescribed by Rule 19.

Standard headlight may be displayed dim on train standing clear of main track to identify markers on rear of another train for which its movement is restricted.

Rule 20. All sections except the last will display two green lights only by day and by night in the places provided for that purpose on the front of the engines.

Rule 20 (a). Extra trains will display two white lights only by day and by night in the places provided for that purpose on the front of the engine.

Rule 34—Amended to read: All members of engine and train crews must, when practicable, communicate to each other the indication of any signal restricting the movement of their train or engine.

Signal indication (except audible signals) must be seen before being communicated to each other.

Rule 35: Amended to read: The following signals will be used by flagmen:

Day Signals—A red flag, Torpedoes and Red Fusees.

Night Signals—A white light, Torpedoes and red fusees.

Rule S-71. There is no superiority of trains in effect on main track between East Crossover and West Crossover Big Spring and all trains and engines must move at Restricted Speed within these limits.

Extra trains and engines may occupy the main track between the East Crossover and West Crossover, Big Spring, only:

- When it is known or ascertained that a regular passenger train will not be delayed.
- By either verbal or written permission from Yardmaster or Chief Dispatcher.

Rule 83. Fort Worth (Passenger Station) register station for first class trains only.

Big Spring register station for first class trains only.

A westward train must not leave Baird and eastward and westward trains must not leave Toyah until it has been ascertained whether or not all superior trains have arrived and left. Such information must be ascertained by receipt of train order, Form V, Check of Trains addressed to the train, or by proper identification of the superior train.

Rule 87. Exception to: After providing flag protection as prescribed by Rule 87, an inferior train at a siding for a superior train may occupy the main track against the superior train when authorized to do so by a train order in the following form:

"After providing flag protection at or before time required, Extra 1500 West may occupy the main track at a siding between A and D for No. 2."

The superior train will, unless otherwise instructed by the flagman of the inferior train, pull into siding for the inferior train. Should conditions require and the flagman so instructs, the superior train will pull by and back into siding for the inferior train.

This order applies only at a siding between the stations named in the order and does not apply at either of the stations named in the order. Train dispatcher will issue such orders to both the superior and inferior trains concerned.

Rule 99. Exceptions to:

1. When a train or engine is on a main track with at least two automatic block signals to the rear; the requirement of first paragraph of Rule 99 with respect to dropping lighted red fusees from a moving train, or the leaving of unattended red fusee at rear of a train when a movement is started after having been stopped is not required.

This exception does not modify or eliminate the use of lighted red fusees, if or when required:

Operating Rules—Continued Page 7.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

OPERATING RULES—Continued

- (a). By flagman of a standing train or engine to stop an approaching train or engine.
 - (b). When entering onto a main track as required by Rule 99 (e) or 104 (a).
 - (c). As required by Rule 99 (g) for protection of trains or engines moving on adjacent tracks.
 - (d). By flagmen of work train extras, or flagmen of any equipment which does not actuate block signals.
2. Effective on Baird Subdivision between end Two Main Tracks, Lancaster Yard and East Lead Switch, MP 385.35, Baird;
- (a). Within absolute signal limits of an interlocking.
 - (b). At a station or siding and the first block signal to rear of such train is an Absolute signal governing movement of following trains and engines,

flag protection against following trains and engines on that track is not required.

Rule 99 (j). In effect on Baird and Toyah Subdivisions.

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.

When coupling passenger cars or occupied outfit cars, moving portion must be properly controlled and utmost caution used to avoid rough handling; couplers must be fully compressed and after coupling appears to have been made, couplers must be stretched to know that knuckles are locked before making air and steam connections.

Rule 104. Within yard limits where block signals are in service, when authorized by yardmaster, a train, yard or hostler crew may leave a main track switch, or switches of a crossover out of a main track, open and unattended.

Rule 104. Automatic Switches: An "Automatic Switch" is defined as a hand-operated switch equipped with mechanism so that when run through in trailing point movement the switch points are lined for route being used and switch target indication changed to indicate route switch is then lined for a facing point movement.

Automatic switches are designated by a white target, or a white light displayed for movement in trailing direction over switch.

Automatic hand-operated switches may be run through when lined against movement without operating switch. When making trailing movement over an automatic switch, either lined for or against the movement, it must be seen and known there is no conflicting movement on or closely approaching route to be used.

Automatic hand-operated switches with white targets and white lights for trailing point direction have been installed at:

- (a) East end of East Drill track where intersects East Pull-out track Big Spring yard.
- (b) West end of West Drill track where intersects West Pull-out track, Big Spring yard.

Rule 104 (1) Amended to read: Main track switches must be lined and locked for main track when not in use. Other than main track switches equipped with switch locks must be lined and locked for normal position when not in use.

Except while movement through them is being made:

- (1). Switches connecting other than a main track with a siding must be left lined for movement on siding.
- (2). Switches of crossover between two main tracks, or between a main track and other than a main track must be kept lined against a crossover movement except as follows:
 - (a). When main track switch of such crossover is a spring switch or a power-operated switch, the other switch of crossover will be kept lined and locked for crossover.
 - (b). When crossover is one end of a siding, the inside switch will be kept lined for movement to or from siding to main track.
- (3). Switches of crossovers between two tracks, neither of which is a main track, must be left with both switches of crossover lined for or against a crossover movement.

Rule 104 (16). Amended to read: Main track switch targets will show RED when switch is lined for movement to or from main track.

Targets on all switches, except main track switches, will show "Yellow" when switch is lined for:

- (a). Crossover movement.
- (b). For movement to or from a straight route, a through route, or from a lead.

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.

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 on 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 221 (d). Amended to read: Operators must have the following signal appliances ready for immediate use:

One Red Flag, One White Flag, One white light, Six torpedoes, and Six red fuses.

Rule 506 (4): Supplement to: In addition to the requirement of this rule, no person, except officers and employes of this company whose duties require, must be allowed to ride on rear platforms of passenger trains.

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.

Rule 508, paragraph (3)—Duties of Engine Men—reading: "Engine men must know that their engine is furnished with sufficient fuel, water, tools, sand and other supplies and equipment" is cancelled.

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 contain only one waiting point and must not be combined with any other form of order except Form L.

Train Order, Form L.—A Form L train order may be combined with a Form B train order.

Train Order, Form Q.—A Form Q train order may be typewritten as prescribed by Form X orders.

Train Order, Form Y.—Authorized on the Baird and Toyah Subdivisions and on the T-NM Ry.

Train Order, Rule applicable Baird and Toyah.—When a train prior to its arrival at Baird, or Toyah, is given authority to move through or beyond Baird, or Toyah, and such train is delivered a train order prior to its arrival at Baird, or Toyah, which affects its movement at Baird, or Toyah, or beyond, such train order must also be addressed to the train at Baird, or Toyah and again delivered to the train.

A train authorized only to Baird, or Toyah, when delivered prior to its arrival at Baird, or Toyah, a train order which affects its movement to or at Baird, or Toyah, may retain and use such train order at Baird, or Toyah, unless annulled or superseded.

When a train which holds authority by schedule or train order only to Baird, or Toyah, is given on arrival at Baird, or Toyah, authority by schedule or train order to a station beyond, all train orders received prior to its arrival at Baird, or Toyah, are void except Form K and X with respect to the movement beyond Baird, or Toyah.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

AUTOMATIC BLOCK SYSTEM.

1. Automatic Block System Rules in effect on the Baird and Toyah Subdivisions.

2. Absolute Signals prescribed by Rule 292 will be identified by the absence of Number Plates.

Stop and Proceed Signals prescribed by Rule 291 will be designated by Number Plates attached to signal or signal mast.

Block Indicators prescribed by Rule 355 will be designated as Block Indicators by a trapezoid metal plate with black letter "I" on white background attached to the signal.

3. Block and Interlocking signal aspects as prescribed on page 97 of Uniform Code of Operating Rules, amended to read as follows:

Rule.	Aspect.	Name	Indication.
282	Yellow over Yellow	Approach Medium	Proceed, reducing to 40 MPH before reaching the next signal.
285	Yellow- Yellow over Red	Approach	Proceed immediately reducing to 40 MPH, or slower if necessary, prepared to stop before reaching next signal. Reduction to 40 MPH must start at signal and must not be exceeded to next signal.

Note at bottom of page 97 is amended to read:

Aspect prescribed by Rule 286 (Red over Yellow) may be used on an Approach signal to repeat the aspect of the next signal.

When a block signal which is a signal governing the approach to an Absolute Signal at a Diverging route displays aspect "Red over Yellow", the indication is: "Proceed, reducing to 30 MPH before reaching the Absolute signal at diverging route and preparing to enter diverging route."

4. Indication of Block or Interlocking signals do not supersede train orders, and except as provided for by special instructions in certain defined yard limits, do not supersede requirement to move at Restricted Speed when required to do so by Rule, train order or special instructions.

5. Within yard limits where Automatic Block System Rules are in effect; authority provided in Rule 93 that the main track may be used without protection against second and inferior trains, extra trains and engines does not modify or supersede requirement of a block signal rule, indication or special instruction requiring protection of the movement.

6. Exception to Rule 350, page 102, Uniform Code of Operating Rules prescribing that communication with train dispatcher is not required only modifies Paragraph (1) of Rule 350 and does not require communication with train dispatcher or control operator:

(a). Before operating time release control of an Absolute signal at an interlocking and there is a block signal governing movement at end of interlocking limits displaying a Clear or Approach indication prescribed in Rule 345.

(b). When authorized by Rule 402 (Track and Time Limit Rule) to pass a Stop indication, Rule 292, after stopping.

(c). When making switch movements within yard limits outside of territory where Rules 400 to 406, inclusive, are in effect.

This exception to Rule 350 that communication is not required in yard limits does not modify requirement for protection against both following and opposing trains and engines when a signal governing movement into a main track displays a Stop indication, and does not modify requirement for protection against opposing trains and engines when stopped on main track by a stop indication and then proceeding beyond the Stop indication.

7. In territory where Automatic Block System is in effect: When entering main track at a non-electrically locked hand-operated switch, or at a spring switch:

(a). Where there is no signal governing movement,

(b). Where signal governing movement indicates Stop, Rule 292, or Stop, then Proceed at Low Speed, Rule 291,

(c). Where block indicator indicates "Block Occupied,"

the main track must not be obstructed until protection has been afforded against following trains and engines, and also against opposing trains and engines unless relieved of protection against opposing movements as provided for in Rule 350.

8. The following units of equipment equipped with flanged wheels and operated on rails are defined as equipment which does not actuate Block, Interlocking and Street-Highway protection system signals:

(a). Motor, hand and trailer cars,

(b). Maintenance of Way machines such as pile drivers, burro cranes, weed burners and mowers, ballast plows and tampers, track brooms and other similar machines used on rails for track maintenance work.

(c). Rail detector test cars, rail oilers, welders and grinders. Rule 99 (J) is not applicable for the flag protection of any of the units of equipment above named.

Such equipment, except as provided for Sperry Rail Detector test cars in Paragraphs 8(a) and 8(b), are prohibited from using: (d). Block and Interlocking signals as authority for movement or flag protection.

(e). Street-highway crossing protection signal systems as protection against vehicular traffic.

When a trainman or yardman is designated as a pilot for a unit of equipment defined herein, such unit of equipment must not occupy main track in territory where Rules 400 to 406, inc., are in effect except on authority of Track and Time limits prescribed by Rule 402.

8. (a). Sperry Rail detector test cars, when testing rail, must not:

(f). Occupy main track within territory where Rules 400 to 406, inc., are in effect except on authority of Track and Time limits prescribed by Rule 402.

(g). At manually controlled interlockings: Move into or through interlocking limits except on permission of operator in charge of interlocking.

(h). At automatic Interlockings: Move into or through such interlocking limits until Signal Department representative has actuated interlocking signals against movements on conflicting routes and employ in charge of Sperry car so notified.

8 (b). Sperry Rail Detector test cars, equipped with two trucks of 4 wheels each, when not testing rail, may use:

(j). Block signal indication for movement in territory where Rules 400 to 406, inc., are in effect:

(k). Signals of street-highway crossing protection systems for protection against vehicular traffic complying with rules and special instructions governing trains and engines over such crossings.

(m). At manually operated Interlockings: Use interlocking signal indications for movement into or through interlocking limits.

(n). At Automatic Interlockings: Must before moving into or through such interlockings, operate time release and observe indicator lights in release box. If indicator lights in release box do not indicate signals on conflicting routes are at Stop indication, flag protection as required by Rule 344 must be provided on conflicting routes.

8 (c). Sperry rail detector test cars equipped with two trucks of 4 wheels each must observe and comply with all restrictive block and interlocking signal rules and indications the same as a train or engine when moving on or using any track.

9. Except as provided for Sperry Rail Detector test cars in Paragraphs 8 (a) and 8 (b), Maintenance of Way machines (Paragraph 8, item "b" and Rail oilers, welders, grinders and light test cars (Paragraph 8 item "c" will be governed by the following:

(o). At automatic interlockings: Before moving into or through such interlocking, operate time release and observe indicator lights in release box. If indicator lights in release box do not indicate signals on conflicting routes are at Stop indication, flag protection as required by Rule 344 must be provided on conflicting routes.

(p). In territory where Rules 400 to 406, inc., are in effect: Must not occupy main track except on authority of Track and Time limits as prescribed by Rule 402.

10. When a unit of equipment in Paragraph 8, items "a", "b" or "c" is occupying and moving on main track on authority of Track and Time limits prescribed by Rule 402, such unit of equipment must move fulfilling requirement defined in definition of "Low Speed".

11. Within operating limits of automatic street-highway crossing signal systems, switches must not be left open nor cars left standing in circuits longer than necessary thereby causing excessive operation of the crossing signals.

12. Eastward Absolute Signal, MP 251.35, Eastward track, Lancaster Yard governing eastward movements over power switch leading from eastward Main track to Receiving yard equipped to display following aspects and indications:

Aspect.	Indications.
Green over Red, Rule 281	For main track movement
Yellow over Red, Rule 285	For main track movement
Red over Red, Rule 292	Stop
Red over Red over Lunar Rule 290	Any route.
Red over Red over Green -	For Throughfare track at Restricted Speed

12. (a). The two Westward Absolute signals, west end Tiffin siding and the Eastward Absolute signal, MP 342.25, 1500 feet west of Ranger siding, in addition to displaying aspects and the indications prescribed on pages 96 and 97, Uniform Code of Rules, also equipped to display aspect "Red over Lunar over Lunar S", indication: Proceed at Low Speed to Ranger siding, stop, open switch and head into Ranger siding."

WESTERN DIVISION

SPECIAL INSTRUCTIONS GOVERNING POWER

OPERATED SWITCHES

Baird Subdivision

1. Power operated switches in service at end two main tracks, MP 251.45, west end Lancaster Yard, and at each end siding Iona to Clyde, inclusive, except Ranger Siding.

Hand throw switches, electrically locked, at each end Ranger siding.

Power operated switch, No. 11 turnout, in service at track leading from eastward main track to Receiving yard, MP 251.35, west end Lancaster Yard. See Paragraph No. 12 Automatic Block Signal System special instructions for aspects and indications displayed by Eastward Absolute signal at this location.

All power switches and signals in connection therewith at these locations controlled by Train Dispatcher, Baird.

2. Power operated switches Baird Yard: Dual control power switch at Runaway Track and at East Lead, MP 385.35, east end Baird Yard, and dual control power switch, MP 386.66, West Lead, west end Baird Yard, and all controlled Absolute Block Signals in connection therewith, controlled by Train Dispatcher, Baird.

Dual control power switch at Runaway Track also controlled automatically. Automatic control of switch at Runaway track automatically maintains switch lined for Runaway Track, except when Train Dispatcher, Baird, by his control machine, lines the switch for a movement over same and clears a signal for the movement. After a movement has been made over switch in either direction and such movement clears the track between Absolute Signals, the automatic control of switch automatically lines switch for Runaway Track.

Train Dispatcher, Baird, control of all dual control power switches Baird Yard and also the automatic control of switch to Runaway Track may be eliminated by placing selector levers of switches in "Hand" position.

Train Dispatcher Baird must not operate these switches for switching movements requiring more than one normal and one reverse movement over any of these switches and may instruct and require these switches to be placed in "Hand" position for any movement.

After one forward and one reverse movement has been made over any of these switches on signal indication, permission must be secured from Train Dispatcher, Baird, to place switch or switches involved in "Hand" position and hand signals used for any additional movements. When permission or instructions has been given by Train Dispatcher, Baird, to place switch or switches involved in "Hand" position and the selector lever of switch or switches has been placed in "Hand" position and engineer notified, such switch or switches may be operated as hand throw switches and Rule 104 (b) will govern.

When permission or instructions has been given by Train Dispatcher, Baird, to place either the switch to Runaway Track or switch to East Lead, MP 385.35, in "Hand" position, then such permission or instructions apply to BOTH these switches and BOTH must be placed in "Hand" position and engineer notified, before they may be operated as hand throw switches.

Train Dispatcher Baird, when instructing or giving permission to place switches in "Hand" position, must specify a time limit for such instructions or permission. Switches which have been so placed in "Hand" position must be restored to "Power" before time limit has expired and Train Dispatcher Baird notified.

When a freight train is coupled up between engine and caboose ready to leave Baird Yard and is standing on a dual control power switch in hand throw position with at least one diesel unit beyond the absolute signal on one side and at least one car beyond the other opposing absolute signal governing movements over the dual control power switch; after train dispatcher, Baird, has been notified, the dual control power switch, or switches, may be restored to "power" position and train may make a forward movement over switch, or switches, to depart from Baird.

When a train, engine, or car movement has cleared track between Absolute signals governing movement over dual controlled power switches, Baird Yard, a reverse movement must not be made into track limits between Absolute signals without:

- (a) A proceed indication of Absolute signal to re-enter limits
- (b) Power switches involved having been placed in "Hand" position as prescribed by Rule 104 (b) and these instructions and hand signals in lieu of block signals used.

When an Absolute signal governing movement over these two power switches displays Stop, Rule 292, no movement of a train, engine or car must be made by such Absolute signal until authority obtained to place selector levers in "Hand" position, selector levers placed in "Hand" position and switches inspected and known to be lined for intended movement and requirement of Rule 350 fulfilled.

Runaway track must not be switched into, or used in switching. Absolute signals governing movement over these two power switches will display Stop, Rule 292, whenever switch of Runaway track is lined for Runaway track.

Toyah Subdivision

4. 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.

5. 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 Direction	Point Direction	Normal Position
Hodge	A-239.3	North end siding	Southward		Main track
Fort Worth	243.2	End of two main tracks, Peach Street	Southward		Southward
Fort Worth	246.1	Westward track and Lead from passenger station—Adams Street	Eastward		Main track 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
Elmdale	400.90	East end siding	Westward		Main track
Elmdale	401.92	West end siding	Eastward		Main track
Holder	403.62	East end siding	Westward		Main track
Holder	405.40	West end siding	Eastward		Main track
Bagdad	409.20	East end siding	Westward		Main track
Bagdad	410.44	West end siding	Eastward		Main track
Merkel	423.10	East end siding	Westward		Main track
Merkel	424.70	West end siding	Eastward		Main track
Trent	430.30	West end siding	Eastward		Main track
Eskota	436.28	East end siding	Westward		Main track
Eskota	437.80	West end siding	Eastward		Main track
Pyramid	445.11	West end yard	Eastward		Main track
Sweetwater	445.13	East end siding	Westward		Main track
Sweetwater	446.94	West end siding	Eastward		Main track
Sweetwater	446.94	East end Lead Drill	Westward		Main track
Sweetwater	448.10	Lead west end yard	Eastward		Main track
Roscoe	455.65	East end siding	Westward		Main track
Roscoe	457.16	West end siding	Eastward		Main track
Lorraine	465.70	East end siding	Westward		Main track
Lorraine	467.17	West end siding	Eastward		Main track
Rodet	472.00	East end siding	Westward		Main track
Dome	477.30	East end siding	Westward		Main track
Dome	478.98	West end siding	Eastward		Main track
Iatan	490.35	East end siding	Westward		Main track
Iatan	491.86	West end siding	Eastward		Main track
Coahoma	502.90	East end siding	Westward		Main track
Coahoma	504.44	West end siding	Eastward		Main track
Big Spring	512.00	East switch to pull out track	Westward		Main track
Big Spring	514.30	West switch to pull out track	Eastward		Main track
Dort	518.79	East end siding	Westward		Main track
Dort	519.77	West end siding	Eastward		Main track
Morita	523.18	East end siding	Westward		Main track
Morita	524.79	West end siding	Eastward		Main track
Stanton	532.62	East end siding	Westward		Main track
Dix	538.70	East end siding	Westward		Main track
Chub	548.50	East end siding	Westward		Main track
Chub	549.70	West end siding	Eastward		Main track
Bounce	558.55	East end siding	Westward		Main track
Bounce	559.50	West end siding	Eastward		Main track
Pegasus	563.01	East end siding	Westward		Main track
Pegasus	564.69	West end siding	Eastward		Main track
Solo	568.29	East end siding	Westward		Main track
Solo	569.20	West end siding	Eastward		Main track
Arcade	578.17	East end siding	Westward		Main track
Arcade	579.75	West end siding	Eastward		Main track
Douro	583.70	East end siding	Westward		Main track
Douro	584.50	West end siding	Eastward		Main track
Badger	589.70	East end siding	Westward		Main track
Badger	590.61	West end siding	Eastward		Main track
Metz	593.20	East end siding	Westward		Main track
Metz	594.10	West end siding	Eastward		Main track
Ranch	599.68	East end siding	Westward		Main track
Ranch	600.58	West end siding	Eastward		Main track
Monahans	607.37	East end east siding	Westward		Main track
Wickett	615.10	East end siding	Westward		Main track
Wickett	616.20	West end siding	Eastward		Main track
Pyote	623.79	East end siding	Westward		Main track
Pyote	624.70	West end siding	Eastward		Main track
Barstow	639.68	East end siding	Westward		Main track
Barstow	640.31	West end siding	Eastward		Main track
Hermosa	655.43	East end siding	Westward		Main track
Hermosa	656.31	West end siding	Eastward		Main track
Poyah	667.20	West end pullout track	Eastward		Main track
Reeves	671.50	West end siding	Eastward		Main track
Gozar	677.20	West end siding	Eastward		Main track
San Martine	686.70	West end siding	Eastward		Main track
Levinson	691.60	West end siding	Eastward		Main track
Boracho	709.00	West end siding	Eastward		Main track
Plateau	718.30	East end siding	Westward		Main track
Wild Horse	727.50	West end siding	Eastward		Main track
Van Horn	735.30	West end siding	Eastward		Main track
Allamore	746.05	East end siding	Westward		Main track
Arispe	764.00	West end siding	Eastward		Main track

Spring switches must be lined for intended move before attempting to move track machines such as rail oilers, 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

SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES BY BLOCK SIGNALS

1. In the following designated territory, trains and engines will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movements on the same track as provided for by Rules 400 to 406, inc.

Between: End Two Main tracks, MP 251.45, Lancaster Yard and West end siding, Clyde.

T&NO Passenger connection, Sierra Blanca and east end siding Arispe.

2. Markers prescribed by Rule 19 and train signals prescribed by Rules 20 and 20 (a) will be displayed within this territory.

3. Information required by Rule 83 (a), or by train order, with respect to other superior trains before an eastward train leaves Arispe, or a westward train leaves Clyde may be ascertained by identification of such train within this territory.

4. When any form of communication is available WMW&NW crews will not operate a hand-operated switch nor enter Weatherford siding at any hand-operated switch until permission has been secured from train dispatcher Baird.

LIMITS OF CONTROL OPERATOR

Location	Between
Baird.....	End Two Main tracks Lancaster Yard and West end siding Clyde.
Sierra Blanca.....	Interlocking Sierra Blanca and east end siding Arispe.

SIDINGS WITH SPECIAL BLOCK SIGNAL TRACK CIRCUITS

AT CLEARANCE POINT ON MAIN TRACK AND SIDING.

Block signal track circuit control point at insulated joints at clearance point on main track and on siding at the following sidings:

East end siding:		West end siding:	
Holder	Solo	Elmdale	Pegasus
Eskota	Douro	Bagdad	Arcade
Dome	Badger	Merkel	Douro
Coahoma	Metz	Iatan	Badger
Dort	Ranch	Coahoma	Metz
Morita	Wickett	Dort	Barstow

The lining of siding switch for movement into or out of siding or the movement of train, engine or car beyond insulated joints at clearance point on main track or on siding at above locations actuate all opposing signals from that end of siding to the next adjacent siding and causes such opposing signals to display their most restrictive indications for an opposing train.

SPECIAL INSTRUCTIONS GOVERNING ELECTRICALLY LOCKED HAND-OPERATED SWITCHES

1. Hand operated crossover switch, east end Weatherford siding MP 276.54 equipped with electric lock which is electrically locked in both normal and reverse positions; electric lock controlled by train dispatcher Baird.

To operate this electrically locked hand operated switch, communicate with Train dispatcher to release electric lock and when indicator light on lock mechanism is lighted switch can be operated.

2. Hand-operated switch, west end House track, Sierra Blanca equipped with electric lock controlled by Operator Sierra Blanca.

3. When entering main track from a track equipped with electrically locked derail, locking mechanism of derail must be operated first and derail removed from track before attempting operate main track switch stand.

4. To enter main track at crossover equipped with electric locks, the electric lock mechanism of inside switch must be operated first, and inside switch of crossover lined before attempting operate main track switch of crossover.

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

6. If after waiting three minutes by clocktime for an indicator light of an electric lock mechanism to be displayed to indicate switch is unlocked, should such indicator light remain "dark", try foot pedal to ascertain if indicator lamp is burned out and if switch is unlocked.

RADIO RULES

1. Employees must provide themselves with a copy, be conversant with and comply with Rules and Instructions governing the Operation of Railroad Radio Communication System effective January 1, 1956.

2. Except as provided for in Radio System Communication Rule No. 15, Operators are prohibited from using radio communication system to inform crews of trains or engines of contents of any train orders for their train, or any other train and are also prohibited from advising crews of approaching trains of the indication of their train order signal. Train and engine crews are prohibited from requesting such information by radio communication system.

YARD LIMIT STATIONS

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

1. Holder-Abilene-Bagdad, Chub-Midland and Odessa-Solo: Within limits of these three yard limits, trains and engines will be governed by the following:

Extra trains and engines will not exceed a maximum speed of 40 miles per hour.

A train or engine, having entered a block on a Proceed indication and stops, or is delayed, must move at Low Speed as prescribed by Rule 330.

A train or engine having passed beyond the limits of a block must not back into, or re-enter such block without flag protection against opposing trains or engines except under following conditions:

(a). When a Green indication, Rule 281, or a Yellow indication, Rule 285, is displayed to re-enter such block.

(b). When track within such block can be seen to be clear of an opposing train or engine.

When entering main track at an electrically locked hand-operated switch not authorized by a block signal indication, protection must be afforded a sufficient distance in both directions to stop trains or engines moving at Low Speed before fouling main track, except under following conditions:

(c). When it can be seen there is no approaching train or engine within one mile in each direction.

(d). When track can be seen to be clear to next signal in each direction and such signal displays Green indication Rule 281 or Yellow indication, Rule 285.

(e). When it can be seen there is no approaching train or engine within one mile in one direction and track in the other direction can be seen to be clear to next signal in that direction and such signal displays a Green or Yellow Indication, Rule 281 or 285.

2. Sweetwater-Ives, and Big Spring-Ziler: Within these two yard limits, following will govern:

To prevent delay to extra-train movements, yard engines, before making straightaway movements between:

Sweetwater and Pyramid, or Ives
Big Spring and Ziler
Big Spring and Air Port Spur, MP 516.03

must have a lineup from train dispatcher of extra train movements in the territory involved.

Such lineup may be secured by a member of crew direct from train dispatcher on telephone, or may be secured through the operator or yardmaster on duty. Train dispatcher will specify time period lineup is effective; for example: "Lineup 930am to 1130am", and unless otherwise specified, one straightaway movement only may be made within time limit specified. If conditions require, such lineups may be issued authorizing more than one straightaway movement within time limit named.

SPECIAL INSTRUCTIONS

Yard Limit Stations—continued

3. Big Spring-Ziler: Unless otherwise instructed, following will govern use of Pullout tracks east and west end Big Spring Yard:

- (a). Pullout track from train yard to MP 512.0 designated as East Pullout track.
- (b). Pullout track from train yard to MP 514.87 designated as West Pullout track.

Eastward freight trains departing from a train yard track will use Drill track, or East Pullout track to MP 512.0, and westward freight trains departing from a train yard track will use Drill, or West Pullout track to MP 514.87.

Eastward freight trains arriving Big Spring will use main track to West Crossover Big Spring and Westward freight trains arriving Big Spring will use main track to East Crossover Big Spring.

Trains, yard engines and engines in charge hostler crews will not use West Pullout track for eastward movements nor East Pullout track for westward movements except to perform switching in a train yard track or hostile engines to or from a train.

These instructions restricting westward movements in East Pullout track and eastward movements in West Pullout track do not relieve any movement in these tracks in either direction from complying with requirement of Rule 105 to move at Restricted Speed.

Following exception to Rule 93 in effect within this yard limit: Yard engines making straightaway movements from Ziler to East Crossover Big Spring may run ahead of overdue westward first class trains Ziler to East Crossover without train order authority when it is known a first class train will not be delayed. This exception does not modify requirement providing flag protection prescribed by Rule 99 (j) when stopped on main track within these limits.

GENERAL ORDER STATIONS

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

BAIRD SUBDIVISION

1. Extra trains, yard and other engines may run ahead of eastward first class trains between end Two Main tracks, MP 251.45, Lancaster yard and Interlocking limits, Fort Worth without train order authority, but will not occupy main track within these limits when it is known a first class train will be delayed.

Extra trains may run ahead of westward first class trains between Fort Worth Interlocking limits and Mile Post 250, Lancaster Yard without train order authority. Yard and other engines may run ahead of westward first class trains between Ft. Worth Interlocking limits and MP 250, Lancaster Yard without train order authority, but will not occupy main track within these limits when it is known a first class train will be delayed.

Extra trains, yard and other engines may run ahead of westward first class trains between Spring Switch, MP 250, Lancaster Yard and end of Two Main tracks, MP 251.45, Lancaster Yard without train order authority but will not occupy main track within these limits when it is known a first class train will be delayed.

2. Unless otherwise instructed after freight trains have stopped in Baird yard crews will set hand brakes on cars in both head end and rear end of their train as necessary to insure train being secured.

In switching in Baird yard, cabooses, cars or cuts of cars left standing on a track must be properly secured by hand brakes being setup on same. The setting of hand brakes on locomotives coupled to caboose, or cars, does not fulfill the requirement of these instructions.

4. Employees of the FW&D, GC&SF, Mo Pac, StLSF, T&NO, WMW&NW, A&S and RS&P Railroads are subject to the rules, timetable and special instructions of the Texas and Pacific Railway while occupying its tracks.

TOYAH SUBDIVISION

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.

4. (a). When enroute from T&P Yard to Interlocking limits, Tower 47, a train, yard engine or engine in charge of hostler and herder with sufficient cars to block a street crossing between MaGoffin Ave. and Tower 47, will not pass Eastward Absolute Signal, located just south of MaGoffin Ave. except when signal displays a Green Aspect, Rule 281, without first communicating with Towerman, Tower 47. This to prevent blocking street crossings between MaGoffin Ave. and Tower 47.

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 deraul at clearance point, which deraul is connected to signal system and deraul must be in derailing position when track is not in use.

MOTOR CARS AND ROADWAY MACHINES

1. The following equipment with flanged wheels and operated on track rails is defined as "track cars."

- (a). Motor, hand and trailer cars.
- (b). Maintenance of Way machines such as burro cranes, weed burners and mowers, ballast plows and tampers, track brooms and other similar machines operated on track for maintenance or construction purposes.
- (c). Rail testing cars, rail oilers, rail welders and grinders.

2. Rules and Instructions applicable to Use of Motor Cars, Hand Cars, etc. now in effect will be applicable to all machines or cars to which the designation "track car" is applicable.

3. Maximum speed at which all self-propelled equipment defined as track cars may be operated when moving under their own power:

Sperry rail test cars with two trucks of four wheels each	40 mph
Light inspection cars, center load	25 mph
Gang track cars without trailer cars	20 mph
Gang track cars with trailer cars	15 mph
All other self propelled machines defined as track cars	25 mph

Conditions that govern the stopping of such equipment must be taken into consideration and govern the speed at which the machine is operated.

Track cars must be operated at all times expecting other track cars moving in either direction on the track being used.

4. Employee in charge of track cars must operate, or require such cars to be operated at a speed, according to conditions that will permit stopping short of a switch not properly lined, an obstruction, and/or other track cars moving in either direction on the track being used.

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.

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. 8.

Fabens: to receive passengers for Big Spring and beyond.

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.

Fabens: to discharge passengers from Big Spring and beyond.

STATIONS BETWEEN SIERRA BLANCA AND EL PASO

Station Number	Station	Mile Post Location
768	SIERRA BLANCA	768.5
777	LASOA	746.1
785	SMALL	751.3
790	FINLAY	759.1
803	MENARY	770.1
815	ISER	783.6
826	TORNILLO	794.2
831	FABENS	800.1
839	OLINT	807.3
846	BELN	815.2
854	ALFALFA	822.8
859	TOWER 47 SP-TP COONN.	827.5
860	EL PASO	858.45

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 as amended, and in addition to Rule No. 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) To stand on top of a box car, covered hopper, caboose or any other similar type car while such car is moving under an overhead structure.
- (4) 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.
- (5) Hanging dope pails on hand holds, door guides, or side or end ladders of cars.
- (6) Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.

Employes must provide themselves with a copy, be conversant with and comply with Safety Rules issued in separate book or other form.

All employes are cautioned when passing through steel bridges and when switching tracks around industries, stations and platforms of various kinds as a number of bridges, platforms, buildings and appurtenances thereto will not clear a man on top or side of car. See Rule L.

PRINCIPAL LOADING TRACKS AND SPURS, T-NM RWY.

Mile Post	Name of Track or Spur	Car Capacity	Switch Connection
0.5	Ozark Mahoning Co.	15	South
14.5	PO & G Spur	18	South
18.2	Shell Pipe Line Co.	49	North and South
22.28	West Texas Conc. Products, Inc.	10	South
23.34	Beaumont Cement Sales Co.	7	South
23.37	Halliburton Oil Well Cementing Co.	14	South
24.0	Dowell, Inc.	11	South
27.15	Smith Spur	12	South
28.6	Cabot Carbon Co.	160	South
28.6	Sid Richardson—Rack and Storage	75	North and South
39.8	El Paso Natural Gas Co., (Rhoades)	40	North and South
40.57	Pure Oil Co.	75	North and South
46.6	Doubling Spur	40	North
62.6	El Paso Natural Gas Co., (Combest)	67	North and South
55.9	United Carbon Black Co.	46	North
60.4	Maypens Stock	55	North and South
60.7	Skelly Oil Co.	34	North
62.3	Columbian Carbon Co.	45	North
63.0	Stanollad Oil & Gas Co.	41	North and South
65.0	Gulf Oil Corp.—Rack & Storage	65	North and South
65.55	Halliburton Oil Well Cementing Co.	17	South
70.8	Continental Carbon Black Co. (Witco)	36	South
76.2	Chas. Eneu Johnson & Co.	33	North and South
78.0	Warren Rack	33	North and South
83.48	Allen Lumber Co.	8	South
83.66	Phillips Petroleum Co.	34	North
83.67	Magnolia Petroleum Co.	11	South
83.75	Hobbs Iron & Metal Co.	10	North
85.28	Western Co. (Old Wye)	9	South
85.54	T-NM Ry. & Gulf Oil Co. (Old Wye)	22	North
85.9	Dowell Oil Well Cementing	9	North
86.8	Cardinal Chemical Co.	8	South
87.9	B. F. Walker, Inc.	11	South
88.13	Permian Basin Pipeline Co.	39	North and South
89.7	Air Field Spur—B&J Service	10	North
90.16	Skelly Oil Co.	16	North and South
104.3	Halliburton Oil Well Cementing Co.	15	North
104.48	McAlester Fuel Co.	17	North
107.0	Lovington Storage Co.	15	North
107.9	Atlantic Loading Rack	28	North and South