

## DIVISION OFFICERS

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A. E. PISTOLE, Superintendent, Big Spring, Texas.  
J. E. FRIEND, Master Mechanic, Big Spring, Texas.

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|                 |                            |                                   |
|-----------------|----------------------------|-----------------------------------|
| K. R. Woodford  | Trainmaster                | Big Spring, Tex.                  |
| A. C. Ogg       | Trainmaster                | Big Spring, Tex.                  |
| R. W. Wagner    | Trainmaster Terminals      | Fort Worth and<br>Lancaster Yards |
| T. J. Higgins   | Road Foreman<br>of Engines | Big Spring, Tex.                  |
| R. Winn         | Chief Dispatcher           | Big Spring, Tex.                  |
| T. E. Paylor    | Night Chief Dispatcher     | Big Spring, Tex.                  |
| W. H. Robinson  | Asst. Chief Dispatcher     | Big Spring, Tex.                  |
| C. W. Davis     | Dispatcher                 | Big Spring, Tex.                  |
| A. M. Underwood | Dispatcher                 | Big Spring, Tex.                  |
| I. S. McIntosh  | Dispatcher                 | Big Spring, Tex.                  |
| F. W. Ford      | Dispatcher                 | Big Spring, Tex.                  |
| T. P. Harrison  | Dispatcher                 | Big Spring, Tex.                  |



## The Texas and Pacific Railway Company

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## RIO GRANDE DIVISION

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# TIME TABLE NO. 49

Effective 12:01 a. m., Tuesday, May 16, 1939

## CENTRAL TIME

SUPERSEDING PREVIOUS TIME TABLES

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FOR THE INFORMATION AND GOVERNMENT  
OF EMPLOYEES ONLY

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

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J. A. SOMERVILLE, Vice-President—Operation,  
A. J. CHESTER, General Manager,  
W. H. TOBIN, Assistant General Manager,  
W. T. LONG, JR., Sup't of Transportation,  
A. E. PISTOLE, Superintendent.



# FORT WORTH SUB-DIVISION--Eastward

3

| Location Water Fuel, Turb-table, W/F, etc. | Miles from Texaskana | <b>Time Table No. 49</b><br>EFFECTIVE 12:01 A. M.<br>MAY 16, 1939 |                       | FIRST CLASS            |                      |                    |                        | SECOND CLASS                           |  |  |  |  |  |  |  |
|--|----------------------|---|-----------------------|------------------------|----------------------|--------------------|------------------------|--|--|--|--|--|--|--|--|
|  |                      |   |                       | 2                      | 4                    | 6                  | 54                     | 56                                     |  |  |  |  |  |  |  |
|  |                      |   |                       | Sunshine Special Daily | Passenger Daily      | Texas Ranger Daily | Red Ball Freight Daily | RS&P-Santa Fe California Freight Daily |  |  |  |  |  |  |  |
| STATIONS                                   |                      |   |                       |                        |                      |                    |                        |  |  |  |  |  |  |  |  |
|  | 845.7                | N... FORT WORTH   | A 2 40PM              | A 8 10PM               | A 7 10AM             |                    |                        |  |  |  |  |  |  |  |  |
| FWT  | 251.0                | N... LANCASTERYARD  | A 2 27PM              | A 7 54PM               | A 6 59AM             |                    | A 6 00PM               | A 1 55 <sup>(11)</sup> PM              |  |  |  |  |  |  |  |
|  | 254.6                | BENBROOK  | 2 22                  | f 7 48                 | 6 54                 |                    | 5 40                   | 1 25                                   |  |  |  |  |  |  |  |
|  | 257.9                | PERSHING  | 2 18                  | 7 45                   | 6 51                 |                    | 5 30                   | 1 12                                   |  |  |  |  |  |  |  |
|  | 260.1                | IONA  | 2 13 <sup>11</sup>    | f 7 41                 | 6 47                 |                    | 5 20                   | 12 58                                  |  |  |  |  |  |  |  |
|  | 263.8                | D... ALEDO  | 2 07                  | s 7 35                 | 6 42                 |                    | 5 10                   | 12 44 <sup>67</sup>                    |  |  |  |  |  |  |  |
|  | 268.8                | ANNETA  | 2 01                  | f 7 27                 | 6 35                 |                    | 4 55                   | 12 22                                  |  |  |  |  |  |  |  |
|  | 272.8                | EARLS   | 1 56                  | 7 22                   | 6 30                 |                    | 4 44                   | 12 12                                  |  |  |  |  |  |  |  |
| W  | 276.7                | N... WEATHERFORD  | s 1 51                | s 7 17                 | s 6 25               |                    | 4 33                   | 12 01 <sup>PM</sup>                    |  |  |  |  |  |  |  |
|  | 280.4                | SEALE   | 1 45 <sup>67</sup>    | 7 07                   | 6 19                 |                    | 4 22                   | 11 51                                  |  |  |  |  |  |  |  |
|  | 283.2                | LAMBERT   | 1 41                  | f 7 03                 | 6 14                 |                    | 4 14                   | 11 43                                  |  |  |  |  |  |  |  |
|  | 286.7                | PREBLE  | 1 36                  | 6 58                   | 6 07                 |                    | 4 03                   | 11 34                                  |  |  |  |  |  |  |  |
|  | 290.7                | D... MILLEAP  | s 1 30                | s 6 52                 | s 6 00               |                    | 3 52                   | 11 23                                  |  |  |  |  |  |  |  |
| W  | 293.9                | BENNETT   | 1 20                  | s 6 43                 | 5 53                 |                    | 3 42                   | 11 14                                  |  |  |  |  |  |  |  |
|  | 300.7                | BRAZOS  | 1 10                  | s 6 32                 | 5 45                 |                    | 3 18 <sup>11</sup>     | 10 55                                  |  |  |  |  |  |  |  |
|  | 307.5                | D... SANTO  | 1 02                  | s 6 23                 | 5 37                 |                    | 2 50 <sup>67</sup>     | 10 36                                  |  |  |  |  |  |  |  |
|  | 313.3                | JUDD  | 12 55                 | f 6 15                 | 5 30                 |                    | 2 25                   | 10 16 <sup>3</sup>                     |  |  |  |  |  |  |  |
|  | 318.5                | D... GORDON   | 12 48                 | s 6 08                 | 5 24                 |                    | 2 05                   | 9 37                                   |  |  |  |  |  |  |  |
| FWY  | 321.8                | D... MINGUS   | 12 43                 | s 6 02                 | 5 19                 |                    | 1 53                   | 9 24                                   |  |  |  |  |  |  |  |
|  | 326.3                | D... STRAWN   | 12 36                 | s 5 54                 | 5 13                 |                    | 1 35                   | 9 07                                   |  |  |  |  |  |  |  |
|  | 333.0                | WILES   | 12 25                 | f 5 43                 | 5 02                 |                    | 1 05                   | 8 42                                   |  |  |  |  |  |  |  |
|  | 338.1                | TIFFIN  | 12 18                 | f 5 36                 | 4 55                 |                    | 12 48                  | 8 26                                   |  |  |  |  |  |  |  |
| W  | 340.7                | N... RANGER   | s 12 13               | s 5 32                 | s 4 50               |                    | 12 35                  | 8 16                                   |  |  |  |  |  |  |  |
|  | 347.1                | OLDEN   | 12 02 <sup>PM</sup>   | s 5 19                 | 4 38                 |                    | 12 15 <sup>PM</sup>    | 7 53                                   |  |  |  |  |  |  |  |
|  | 350.7                | D... EASTLAND   | s 11 55 <sup>54</sup> | s 5 12                 | s 4 30               |                    | 11 55 <sup>2</sup>     | 7 39                                   |  |  |  |  |  |  |  |
|  | 355.3                | LEM   | 11 48                 | f 5 05 <sup>67</sup>   | 4 23                 |                    | 11 30 <sup>3</sup>     | 7 22                                   |  |  |  |  |  |  |  |
| WY   | 360.6                | N... CISCO  | s 11 40 <sup>3</sup>  | s 4 54 <sup>11</sup>   | s 4 15 <sup>69</sup> |                    | 11 15                  | 7 03                                   |  |  |  |  |  |  |  |
|  | 367.8                | DOTHAN  | 11 25                 | f 4 45                 | 4 00                 |                    | 10 50                  | 6 36                                   |  |  |  |  |  |  |  |
|  | 373.8                | D... PUTNAM   | 11 17                 | s 4 38                 | 3 53                 |                    | 10 35                  | 6 14                                   |  |  |  |  |  |  |  |
|  | 381.3                | JAYELL  | 11 08                 | 4 28                   | 3 45                 |                    | 10 15                  | 5 46                                   |  |  |  |  |  |  |  |
| FWT  | 385.7                | N... BAIRD  | L 11 00AM             | L 4 20PM               | L 3 35AM             |                    | L 10 00AM              | L 5 30AM                               |  |  |  |  |  |  |  |
|  |                      | 140   | 2                     | 4                      | 6                    |                    | 54                     | 56                                     |  |  |  |  |  |  |  |
|  |                      |   | Daily                 | Daily                  | Daily                |                    | Daily                  | Daily                                  |  |  |  |  |  |  |  |
|  |                      | Time Over Sub-Division  | 3.40                  | 3.50                   | 3.35                 |                    | 8.00                   | 8.25                                   |  |  |  |  |  |  |  |

Register stations are shown in full face type.  
 Ft. Worth register station for first-class trains only.  
 Lancaster Yard register station for freight trains only.  
 Time shown Ft. Worth for information only.

Normal position spring switch east end Baird yard is for Baileyville track. Crews leaving Baird must line for main track and reline for Baileyville.

Unless otherwise provided, westward trains taking siding at Mingus, Ranger or Cisco will use east siding and eastward trains taking siding at those stations will use west siding.

### STANDARD CLOCKS:

Fort Worth  
 Lancaster Yard  
 Weatherford  
 Baird

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

Except: No. 11 is superior to No. 4.

## BAIRD SUB-DIVISION--Westward

| Station Numbers | Car Capacity<br>Passing<br>Sidings | Time Table No. 49<br>EFFECTIVE 12:01 A. M.<br>MAY 16, 1939 |                        | FIRST CLASS        |                            |                              |             | SECOND CLASS                 |                              |                              |  |  |
|-----------------|------------------------------------|--|------------------------|--------------------|----------------------------|------------------------------|-------------|------------------------------|------------------------------|------------------------------|--|--|
|                 |                                    |  |                        | 3                  | 7                          | 11                           |             | 53                           | 67                           | 69                           |  |  |
|                 |                                    |  |                        | Passenger<br>Daily | The<br>Southerner<br>Daily | Sunshine<br>Special<br>Daily |             | Red Ball<br>Freight<br>Daily | Red Ball<br>Freight<br>Daily | Red Ball<br>Freight<br>Daily |  |  |
| 386             | YARD                               | N.....   | BAIRD<br>6.9           | L 12 25 PM         | L 2 30 AM                  | L 5 40 PM                    |             | L 1 00 AM                    | L 7 00 PM                    | L 5 30 AM                    |  |  |
| 392             | 108                                | D.....   | CLYDE<br>3.5           | s 12 40            | s 2 47                     | 5 53                         |             | 1 15                         | 7 20                         | 5 53                         |  |  |
| 396             | 108                                |  | BERLO<br>5.3           | 12 45              | 2 52                       | 5 58                         |             | 1 20                         | 7 31                         | 6 00                         |  |  |
| 401             | 108                                |  | ELMDALE<br>3.5         | 12 52              | 3 00                       | 6 05                         |             | 1 29                         | 7 45                         | 6 10                         |  |  |
| 405             | 112                                |  | HOLDER<br>2.0          | 12 57              | 3 07                       | 6 10                         |             | 1 35                         | 7 55                         | 6 17                         |  |  |
| 407             | 80                                 | N.....   | ABILENE<br>2.6         | s 1 08             | s 3 25                     | s 6 20                       |             | 1 45                         | 8 05                         | 6 23                         |  |  |
| 409             | 108                                |  | BAGDAD<br>5.8          | 1 13               | 3 35                       | 6 25                         |             | 1 50                         | 8 15                         | 6 30                         |  |  |
| 414             | 122                                |  | TYE<br>3.3             | f 1 20             | 3 43                       | 6 31                         |             | 1 58                         | 8 38                         | 6 40                         |  |  |
| 423             | 122                                | D.....   | MERKEL<br>6.3          | s 1 31             | s 3 57                     | 6 41                         |             | 2 10                         | 9 00                         | 6 54                         |  |  |
| 429             | 108                                | D.....   | TRENT<br>8.4           | s 1 40             | s 4 08                     | 6 49                         |             | 2 19                         | 9 15                         | 7 06                         |  |  |
| 438             | 109                                |  | ESKOTA<br>4.0          | f 1 50             | 4 22                       | 7 00                         |             | 2 30                         | 9 35                         | 7 20                         |  |  |
| 442             | 108                                |  | STAMPER<br>6.4         | f 1 55             | 4 30                       | 7 06                         |             | 2 36                         | 9 45                         | 7 30                         |  |  |
| 448             | 132                                | N.....   | SWEETWATER<br>3.7      | A 2 05 PM          | s 4 40<br>5 05             | s 7 20                       |             | 2 55                         | 10 15                        | 7 43                         |  |  |
| 458             | 89                                 |  | PETE<br>3.9            |                    | 5 13                       | 7 28                         |             | 3 03                         | 10 28                        | 7 53                         |  |  |
| 466             | 103                                | D.....   | ROSCOE<br>6.3          |                    | s 5 22                     | 7 33                         |             | 3 08                         | 10 38                        | 7 59                         |  |  |
| 462             | 93                                 |  | JANUS<br>3.8           |                    | 5 30                       | 7 42                         |             | 3 17                         | 10 57                        | 8 09                         |  |  |
| 467             | 94                                 | D.....   | LORAIN<br>6.4          |                    | s 5 38                     | 7 47                         |             | 3 22                         | 11 10                        | 8 15                         |  |  |
| 472             | 93                                 |  | RODET<br>3.8           |                    | 5 48                       | 7 58                         |             | 3 31                         | 11 22                        | 8 25                         |  |  |
| 476             | 37                                 | NO...  | COLORADO<br>2.6        |                    | s 6 00                     | s 8 05                       |             | 3 36                         | 11 40                        | 8 31                         |  |  |
| 479             | 88                                 |  | DOME<br>6.5            |                    | 6 05                       | 8 10                         |             | 3 40                         | 11 48                        | 8 40                         |  |  |
| 485             | 91                                 | D....  | WESTBROOK<br>6.5       |                    | s 6 16                     | 8 18                         |             | 3 48                         | 12 06                        | 9 00                         |  |  |
| 499             | 89                                 | D.....   | IATAN<br>7.0           |                    | 6 27                       | 8 26                         |             | 3 57                         | 12 30                        | 9 16                         |  |  |
| 498             | 108                                |  | DALBY<br>4.5           |                    | 6 37                       | 8 35                         |             | 4 07                         | 12 52                        | 9 27                         |  |  |
| 503             | 94                                 | D.....   | COAHOMA<br>5.5         |                    | s 6 45                     | 8 41                         |             | 4 13                         | 1 09                         | 9 35                         |  |  |
| 509             | 96                                 |  | ZILER<br>4.7           |                    | 6 55                       | 8 48                         |             | 4 21                         | 1 25                         | 9 45                         |  |  |
| 513             | YARD                               | N.....   | BIG SPRING             |                    | A 7 10 AM                  | A 9 00 PM                    |             | A 4 30 AM                    | A 1 45 AM                    | A 10 00 AM                   |  |  |
|                 |                                    |  | 127.5                  |                    | 3<br>Daily                 | 7<br>Daily                   | 11<br>Daily | 53<br>Daily                  | 67<br>Daily                  | 69<br>Daily                  |  |  |
|                 |                                    |  | Time Over Sub-Division |                    | 1.40                       | 4.40                         | 3.20        | 3.30                         | 6.45                         | 4.30                         |  |  |

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

Except: No. 11 is superior to No. 4.

Register stations are shown in full face type.

Sweetwater is a register station for Nos. 3 and 4 only.

STANDARD CLOCKS

Baird  
Big Spring

All trains move under control between Yard Limit Boards at Roscoe expecting to find R. S. & P. trains occupying main track.

No trains will pass between the station and passenger trains receiving and discharging passengers on passing track at Sweetwater or Abilene unless absolutely necessary, and then only when under control and preceded at a distance of twenty feet by a flagman carrying proper signals.

Employees of Roscoe Snyder & Pacific Railway at Roscoe are subject to the rules, time tables and special instructions of the Texas and Pacific Railway, while operating over its tracks.

Employees of the Abilene and Southern Railway at Abilene are subject to the rules, time tables and special instructions of the Texas and Pacific Railway, while operating over its tracks.

Yard engines operating between Pyramid (M.P. 444.7) and East Yard Limit Board (M.P. 441.0) must be furnished train order, or train orders, authorizing their movement. These train orders must be received before leaving Sweetwater. Yard engines operating between Big Spring and Ziler must be furnished train order, or train orders, authorizing their movement. These train orders must be received before leaving Big Spring. This does not nullify nor conflict with Transportation Rule 93.

# BAIRD SUB-DIVISION--Eastward

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| Location Water, Fuel, Turn-table, Wye, etc | Miles from Tenarkans | <b>Time Table No. 49</b>                      |                        | <b>FIRST CLASS</b>           |                    |                          |       | <b>SECOND CLASS</b>          |   |       |    |  |  |  |  |
|--|----------------------|---|------------------------|------------------------------|--------------------|--------------------------|-------|------------------------------|---|-------|----|--|--|--|--|
|  |                      | <b>EFFECTIVE 12:01 A. M.<br/>MAY 16, 1939</b> |                        | <b>2</b>                     | <b>4</b>           | <b>6</b>                 |       | <b>54</b>                    | <b>56</b>                                       |       |    |  |  |  |  |
|  |                      | <b>STATIONS</b>                               |                        | Sunshine<br>Special<br>Daily | Passenger<br>Daily | Texas<br>Ranger<br>Daily |       | Red Ball<br>Freight<br>Daily | RS&P-Santa Fe<br>California<br>Freight<br>Daily |       |    |  |  |  |  |
| <b>FWT</b>                                 | 385.7                | N.....  | <b>BAIRD</b><br>6.9    | A 10 55AM                    | A 4 15PM           | A 3 30AM                 |       | A 9 15AM                     | A 4 15 AM                                       |       |    |  |  |  |  |
|  | 392.6                | D.....  | CLYDE<br>3.5           | 10 42                        | s 4 02             | s 3 15                   |       | 8 58                         | 3 50  |       |    |  |  |  |  |
|  | 396.1                |   | BERLO<br>5.3           | 10 37                        | 3 56               | 3 09                     |       | 8 50                         | 3 33  |       |    |  |  |  |  |
|  | 401.4                |   | ELMDALE<br>3.5         | 10 29                        | f 3 49             | 3 00                     | 7     | 8 40                         | 3 18  |       |    |  |  |  |  |
| <b>W</b>                                   | 404.9                |   | HOLDER<br>2.0          | 10 25                        | 3 44               | 2 48                     |       | 8 30                         | 3 07  | 7     |    |  |  |  |  |
| <b>Y</b>                                   | 406.9                | N.....  | ABILENE<br>2.6         | s 10 20                      | s 3 40             | s 2 35                   | 56    | 8 20                         | 2 35  | 6     |    |  |  |  |  |
|  | 409.5                |   | BAGDAD<br>5.6          | 10 13                        | 3 30               | 2 26                     |       | 8 10                         | 2 22  |       |    |  |  |  |  |
|  | 415.1                |   | TYE<br>8.3             | 10 07                        | f 3 24             | 2 20                     |       | 7 59                         | 1 58  | 53    |    |  |  |  |  |
|  | 423.4                | D.....  | MERKEL<br>6.3          | 9 58                         | s 3 15             | s 2 10                   | 53    | 7 45                         | 1 38  |       |    |  |  |  |  |
|  | 429.7                | D.....  | TRENT<br>8.4           | 9 51                         | s 3 07             | 2 00                     |       | 7 35                         | 1 23  |       |    |  |  |  |  |
|  | 438.1                |   | ESKOTA<br>4.0          | 9 42                         | f 2 57             | 1 50                     |       | 7 20                         | 69  | 12 58 |    |  |  |  |  |
|  | 442.1                |   | STAMPER<br>5.4         | 9 38                         | f 2 52             | 1 45                     |       | 7 05                         | 12 46   |       |    |  |  |  |  |
| <b>FWY</b>                                 | 447.5                | N.....  | SWEETWATER<br>4.7      | s 9 30                       | L 2 45PM           | s 1 35                   |       | 6 50                         | 12 30   |       |    |  |  |  |  |
|  | 452.2                |   | PETE<br>3.9            | 9 20                         |                    | 12 56                    |       | 6 34                         | 12 01 AM  |       |    |  |  |  |  |
| <b>Y</b>                                   | 456.1                | D.....  | ROSCOE<br>6.3          | 9 15                         |                    | s 12 50                  |       | 6 26                         | 11 53   |       |    |  |  |  |  |
|  | 462.4                |   | JANUS<br>3.8           | 9 06                         |                    | 12 41                    |       | 6 12                         | 11 40   |       |    |  |  |  |  |
|  | 466.2                | D.....  | LOBAINÉ<br>6.4         | 9 00                         |                    | s 12 35                  |       | 6 02                         | 11 33   |       |    |  |  |  |  |
| <b>WMP479</b>                              | 472.6                |   | RODET<br>3.3           | 8 50                         |                    | 12 25                    |       | 5 48                         | 7   | 11 22 | 67 |  |  |  |  |
|  | 475.9                | NO...   | COLORADO<br>2.6        | s 8 45                       |                    | s 12 20                  |       | 5 33                         | 11 15   |       |    |  |  |  |  |
|  | 478.9                |   | DOMÉ<br>6.5            | 8 40                         | 69                 | 12 14                    |       | 5 23                         | 11 09   |       |    |  |  |  |  |
|  | 485.0                | D....   | WESTBROOK<br>6.6       | 8 33                         |                    | f 12 06                  | 67 AM | 5 10                         | 10 56   |       |    |  |  |  |  |
|  | 491.5                | D.....  | IATAN<br>7.0           | 8 26                         |                    | f 11 58                  |       | 4 57                         | 10 43   |       |    |  |  |  |  |
|  | 498.5                |   | DALBY<br>4.5           | 8 18                         |                    | 11 50                    |       | 4 45                         | 10 29   |       |    |  |  |  |  |
|  | 503.0                | D.....  | OOAHOMA<br>5.5         | 8 13                         |                    | f 11 45                  |       | 4 35                         | 10 20   |       |    |  |  |  |  |
|  | 508.5                |   | ZILER<br>4.7           | 8 07                         |                    | 11 38                    |       | 4 21                         | 53  | 10 10 |    |  |  |  |  |
| <b>FWT</b>                                 | 513.2                | N.....  | <b>BIG SPRING</b>      | L 8 00 AM                    |                    | L 11 30 PM               |       | L 4 00 AM                    | L 10 00 PM                                      |       |    |  |  |  |  |
|  |                      |   | 127.5                  | 2<br>Daily                   | 4<br>Daily         | 6<br>Daily               |       | 54<br>Daily                  | 56<br>Daily                                     |       |    |  |  |  |  |
|  |                      |   | Time Over Sub-Division | 2.55                         | 1.30               | 4.00                     |       | 5.15                         | 6.15  |       |    |  |  |  |  |

Eastward trains are superior to trains of the same class in opposite direction.  
Except: No. 11 is superior to No. 4.

Register stations are shown in full face type.  
Sweetwater is a register station for Nos. 3 and 4 only.

Normal position spring switch east end Baird yard is for Baileyville track. Crews leaving Baird must line for main track and reline for Baileyville.

Train crews, after stopping trains in Baird yard, will set one-half of all hand brakes on their train; one-half of the brakes thus set to be on head end and the other one-half on rear end. Observe the same rule with any cut-off cars left standing.

All trains move under control between Yard Limit Boards at Roscoe expecting to find R. S. & P. trains occupying main track.

No trains will pass between the station and passenger trains receiving and discharging passengers on passing track at Sweetwater or Abilene unless absolutely necessary, and then only when under control and preceded at a distance of twenty feet by a flagman carrying proper signals.

Yard engines operating between Pyramid (M.P. 444.7) and East Yard Limit Board (M.P. 441.0) must be furnished train order, or train orders, authorizing their movement. These train orders must be received before leaving Sweetwater. Yard engines operating between Big Spring and Ziler must be furnished train order, or train orders, authorizing their movement. These train orders must be received before leaving Big Spring. This does not nullify nor conflict with Transportation Rule 93.



## BIG SPRING SUB-DIVISION--Westward

| Station Numbers | Car Capacity<br>Passing<br>Stations | Time Table No. 49    |                         | FIRST CLASS                |                              |  |  | SECOND CLASS                 |                              |  |  |
|-----------------|-------------------------------------|----------------------|-------------------------|----------------------------|------------------------------|--|--|------------------------------|------------------------------|--|--|
|                 |                                     | EFFECTIVE 12:01 A.M. |                         | 7                          | 11                           |  |  | 67                           | 69                           |  |  |
|                 |                                     | MAY 16, 1939         |                         | The<br>Southerner<br>Daily | Sunshine<br>Special<br>Daily |  |  | Red Ball<br>Freight<br>Daily | Red Ball<br>Freight<br>Daily |  |  |
| STATIONS        |                                     |                      |                         |                            |                              |  |  |                              |                              |  |  |
| 518             | YARD                                | N.....               | <b>BIG SPRING</b> ..... | L 7 40 <sup>2</sup> AM     | L 9 15 PM                    |  |  | L 2 30 AM                    | L 11 00 AM                   |  |  |
| 519             | 106                                 |                      | DORT .....              | 7 50                       | 9 24                         |  |  | 2 42                         | 11 14                        |  |  |
| 524             | 93                                  |                      | MORITA .....            | 7 56                       | 9 30                         |  |  | 2 53 <sup>54</sup>           | 11 24                        |  |  |
| 528             | 93                                  |                      | TRUNK .....             | 8 01                       | 9 35                         |  |  | 3 02                         | 11 32                        |  |  |
| 534             | 103                                 | D.....               | STANTON .....           | s 8 08                     | s 9 42                       |  |  | 3 14                         | 11 45                        |  |  |
| 539             | 94                                  |                      | DIX .....               | 8 20                       | 9 54                         |  |  | 3 25                         | 11 55                        |  |  |
| 544             | 95                                  |                      | GERMANIA .....          | f 8 26                     | 10 01                        |  |  | 3 36                         | 12 06 PM                     |  |  |
| 549             | 95                                  |                      | OHUB .....              | 8 31                       | 10 06                        |  |  | 3 46                         | 12 15                        |  |  |
| 553             | 95                                  | N.....               | MIDLAND .....           | s 8 45                     | s 10 15 <sup>6</sup>         |  |  | 3 55                         | 12 25                        |  |  |
| 559             | 95                                  |                      | BOUNCE .....            | 8 54                       | 10 25                        |  |  | 4 08                         | 12 38                        |  |  |
| 563             | 99                                  |                      | WARFIELD .....          | 8 59                       | 10 32                        |  |  | 4 17                         | 12 46                        |  |  |
| 569             | 97                                  |                      | SOLO .....              | 9 06                       | 10 40                        |  |  | 4 28                         | 12 56                        |  |  |
| 573             | 120                                 | N.....               | ODESSA .....            | s 9 19                     | s 10 48                      |  |  | 4 38                         | 1 07                         |  |  |
| 579             | 104                                 |                      | ARCADE .....            | 9 27                       | 10 56                        |  |  | 4 52                         | 1 17                         |  |  |
| 584             | 88                                  |                      | DOURO .....             | 9 35                       | 11 04                        |  |  | 5 10                         | 1 28                         |  |  |
| 590             | 95                                  |                      | BADGER .....            | 9 42                       | 11 11                        |  |  | 5 29 <sup>2</sup>            | 1 41                         |  |  |
| 594             | 95                                  |                      | METZ .....              | 9 48                       | 11 15                        |  |  | 5 35                         | 1 48                         |  |  |
| 600             | 95                                  |                      | RANCH .....             | 9 57                       | 11 24                        |  |  | 5 46                         | 2 02                         |  |  |
| 604             | 91                                  |                      | SAND HILLS .....        | 10 02                      | 11 30 <sup>54</sup>          |  |  | 5 54                         | 2 10                         |  |  |
| 608             | 116                                 | N.....               | MONAHANS .....          | s 10 08                    | s 11 36                      |  |  | 6 05                         | 2 20                         |  |  |
| 615             | 134                                 |                      | WICKETT .....           | s 10 35                    | 11 58                        |  |  | 6 20                         | 2 35                         |  |  |
| 624             | 108                                 | D.....               | PYOTE .....             | s 10 51                    | 12 09 AM                     |  |  | 6 41                         | 2 52                         |  |  |
| 634             | 64                                  |                      | QUITO .....             | 11 03                      | 12 23                        |  |  | 7 07                         | 3 12                         |  |  |
| 640             | 74                                  | D.....               | BARSTOW .....           | s 11 12                    | s 12 33                      |  |  | 7 23                         | 3 25                         |  |  |
| 647             | 101                                 | N.....               | PECOS .....             | s 11 25                    | s 12 44                      |  |  | 7 40                         | 3 38                         |  |  |
| 656             | 67                                  |                      | HERMOSA .....           | 11 42                      | 12 58                        |  |  | 8 05                         | 3 58                         |  |  |
| 666             | YARD                                | N.....               | TOYAH .....             | A 11 55 AM                 | A 1 10 AM                    |  |  | A 8 30 AM                    | A 4 20 PM                    |  |  |
|                 |                                     |                      | 152.7                   | 7<br>Daily                 | 11<br>Daily                  |  |  | 67<br>Daily                  | 69<br>Daily                  |  |  |
|                 |                                     |                      | Time Over Sub-Division  | 4.15                       | 3.55                         |  |  | 6.00                         | 5.20                         |  |  |

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Big Spring  
Monahans  
Toyah

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# BIG SPRING SUB-DIVISION—Eastward

7

| Location Water, Fuel, Turn-table, Wye, etc. | Miles from Texarkana | <b>Time Table No. 49</b>     |                                | <b>FIRST CLASS</b>           |                          |  |  | <b>SECOND CLASS</b>          |  |  |  |  |
|---|----------------------|------------------------------|--------------------------------|------------------------------|--------------------------|--|--|------------------------------|--|--|--|--|
|   |                      | <b>EFFECTIVE 12:01 A. M.</b> |                                | <b>2</b>                     | <b>6</b>                 |  |  | <b>54</b>                    |  |  |  |  |
|   |                      | <b>MAY 16, 1939</b>          |                                |                              |                          |  |  |                              |  |  |  |  |
|   |                      | <b>STATIONS</b>              |                                | Sunshine<br>Special<br>Daily | Texas<br>Ranger<br>Daily |  |  | Red Ball<br>Freight<br>Daily |  |  |  |  |
| F WT  | 518.2                | N.....                       | <b>BIG SPRING</b> .....<br>6.1 | A 7 40 <sup>7</sup> AM       | A 11 10 PM               |  |  | A 3 15 AM                    |  |  |  |  |
|   | 519.3                |                              | DOBT .....<br>4.9              | 7 26                         | 10 55                    |  |  | 3 03                         |  |  |  |  |
|   | 524.2                |                              | MORITA .....<br>4.0            | 7 19                         | 10 50                    |  |  | <b>2 53</b> 67               |  |  |  |  |
|   | 528.2                |                              | TRUNK .....<br>5.4             | 7 13                         | 10 45                    |  |  | 2 40                         |  |  |  |  |
| W   | 534.1                | D.....                       | STANTON .....<br>5.7           | s 7 05                       | s 10 39                  |  |  | 2 28                         |  |  |  |  |
|   | 539.3                |                              | DIX .....<br>5.1               | 6 55                         | 10 30                    |  |  | 2 16                         |  |  |  |  |
|   | 544.4                |                              | GERMANIA .....<br>4.6          | 6 48                         | f 10 25                  |  |  | 2 05                         |  |  |  |  |
|   | 549.0                |                              | OHUB .....<br>4.6              | 6 42                         | 10 20                    |  |  | 1 55                         |  |  |  |  |
| WMP351                                      | 553.2                | N.....                       | MIDLAND .....<br>5.5           | s 6 35                       | s 10 15 11               |  |  | 1 45                         |  |  |  |  |
|   | 559.1                |                              | BOUNCE .....<br>4.3            | 6 23                         | 10 02                    |  |  | 1 33                         |  |  |  |  |
|   | 563.4                |                              | WARFIELD .....<br>5.4          | 6 16                         | 9 57                     |  |  | 1 23                         |  |  |  |  |
|   | 568.8                |                              | SOLO .....<br>5.1              | 6 08                         | 9 51                     |  |  | 1 10                         |  |  |  |  |
| W   | 573.8                | N.....                       | ODESSA .....<br>4.9            | s 6 00                       | s 9 45                   |  |  | 1 00                         |  |  |  |  |
|   | 578.8                |                              | ARCADE .....<br>5.8            | 5 49                         | 9 31                     |  |  | 12 40                        |  |  |  |  |
|   | 584.5                |                              | DOURO .....<br>5.5             | 5 39                         | 9 24                     |  |  | 12 17                        |  |  |  |  |
|   | 590.1                |                              | BADGER .....<br>3.6            | <b>5 29</b> 67               | 9 17                     |  |  | 12 01 AM                     |  |  |  |  |
|   | 593.7                |                              | METZ .....<br>6.5              | 5 23                         | 9 12                     |  |  | 11 55                        |  |  |  |  |
|   | 600.2                |                              | RANCH .....<br>4.3             | 5 11                         | 9 05                     |  |  | 11 44                        |  |  |  |  |
|   | 604.5                |                              | SAND HILLS .....<br>4.5        | 5 03                         | 9 00                     |  |  | <b>11 30</b> 11              |  |  |  |  |
| FWY   | 609.3                | N.....                       | MONAHANS .....<br>6.4          | s 4 55                       | s 8 45                   |  |  | 11 18                        |  |  |  |  |
|   | 615.7                |                              | WICKETT .....<br>8.8           | 4 25                         | s 8 18                   |  |  | 11 06                        |  |  |  |  |
|   | 623.7                | D.....                       | PYOTE .....<br>9.7             | 4 14                         | s 8 07                   |  |  | 10 51                        |  |  |  |  |
| WMP331                                      | 633.6                |                              | QUITO .....<br>6.0             | 4 01                         | 7 54                     |  |  | 10 30                        |  |  |  |  |
|   | 640.2                | D.....                       | BARSTOW .....<br>6.8           | s 3 52                       | s 7 45                   |  |  | 10 15                        |  |  |  |  |
| Y   | 646.7                | N.....                       | PECOS .....<br>9.3             | s 3 40                       | s 7 35                   |  |  | 9 55                         |  |  |  |  |
|   | 655.7                |                              | HERMOSA .....<br>9.9           | 3 27                         | 7 18                     |  |  | 9 35                         |  |  |  |  |
| FWY   | 665.9                | N.....                       | TOYAH .....<br>4.5             | L 3 15 AM                    | L 7 05 PM                |  |  | L 9 15 PM                    |  |  |  |  |
|   |                      |                              | 152.7                          | <b>2</b><br>Daily            | <b>6</b><br>Daily        |  |  | <b>54</b><br>Daily           |  |  |  |  |
|   |                      |                              | Time Over Sub-Division         | 4.25                         | 4.05                     |  |  | 6.00                         |  |  |  |  |

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Big Spring  
Monahans  
Toyah

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| SECOND CLASS                 |                              |    |                              | FIRST CLASS                |                                       | Station Numbers | Car Capacity<br>Passing<br>Sidings | Time Table No. 49            |                          | Miles from Teasarkana | Location Water, Fuel,<br>Turn-table, Wye, etc. | FIRST CLASS |                              |           | SECOND CLASS |  |
|------------------------------|------------------------------|----|------------------------------|----------------------------|---------------------------------------|-----------------|------------------------------------|------------------------------|--------------------------|-----------------------|--|-------------|------------------------------|-----------|--------------|--|
| 69                           | 67                           |    | 11                           | 7                          | EFFECTIVE 12:01 A. M.<br>MAY 16, 1939 |                 |                                    | 2                            | 6                        |                       |  |             | 54                           |           |              |  |
| Red Ball<br>Freight<br>Daily | Red Ball<br>Freight<br>Daily |    | Sunshine<br>Special<br>Daily | The<br>Southerner<br>Daily | STATIONS                              |                 |                                    | Sunshine<br>Special<br>Daily | Texas<br>Ranger<br>Daily |                       |  |             | Red Ball<br>Freight<br>Daily |           |              |  |
| L 4 50PM                     | L 9 00AM                     |    | L 1 20AM                     | L 12 01PM                  | 666                                   | YARD            | N                                  | TOYAH                        | 665.9                    | FWY                   | A 3 10 AM                                      | A 7 00PM    |                              | A 9 00PM  |              |  |
| 5 03                         | 9 14                         |    | 1 40                         | 12 11                      | 671                                   | 77              |                                    | REEVES                       | 670.0                    |                       | 2 58   | 6 47        |                              | 8 48      |              |  |
| 5 16                         | 9 28                         |    | 1 53                         | 12 20                      | 676                                   | 50              |                                    | GOZAR                        | 676.3                    |                       | 2 50   | 6 41        |                              | 8 35      |              |  |
| 5 40                         | 9 55                         |    | 2 15                         | 12 37                      | 687                                   | 77              |                                    | SAN MARTINE                  | 686.5                    |                       | 2 37   | 6 30        |                              | 8 15      |              |  |
| 5 50                         | 10 09                        |    | 2 30                         | 12 46                      | 691                                   | 50              |                                    | LEVINSON                     | 691.3                    | W                     | 2 30   | 6 24        |                              | 8 03      |              |  |
| 6 15                         | 10 30                        |    | 2 43                         | 12 59                      | 698                                   | 75              | D                                  | KENT                         | 698.4                    |                       | 2 20   | 6 15        | 69                           | 7 50      |              |  |
| 6 37                         | 11 02                        |    | 3 00                         | 1 14                       | 709                                   | 79              |                                    | BOBACHO                      | 708.7                    |                       | 2 05   | 6 02        |                              | 7 30      |              |  |
| 6 58                         | 11 30                        | 54 | 3 17                         | 1 26                       | 719                                   | 76              |                                    | PLATEAU                      | 718.9                    |                       | 1 50   | 5 48        |                              | 6 58      | 69           |  |
| 7 25                         | 11 50                        |    | 3 29                         | 1 35                       | 727                                   | 50              |                                    | WILD HORSE                   | 727.8                    |                       | 1 37   | 5 39        |                              | 6 30      |              |  |
| 7 48                         | 12 10 PM                     |    | 3 44                         | 1 45                       | 735                                   | 78              | D                                  | VAN HORN                     | 735.3                    | FW                    | 1 25   | 5 30        |                              | 6 00      |              |  |
| 8 00                         | 12 25                        |    | 3 50                         | 1 58                       | 739                                   | 80              |                                    | HILLSIDE                     | 739.3                    |                       | 1 12   | 5 19        |                              | 5 45      |              |  |
| 8 18                         | 12 55                        |    | 4 05                         | 2 12                       | 746                                   | 59              | D                                  | ALLAMORE                     | 746.3                    | Y                     | 1 00   | 5 10        |                              | 5 23      |              |  |
| 8 40                         | 1 17                         |    | 4 19                         | 2 21                       | 754                                   | 51              |                                    | EAGLE FLAT                   | 752.9                    |                       | 12 50  | 5 01        | 54                           | 5 01      | 6            |  |
| 9 05                         | 1 45                         |    | 4 35                         | 2 32                       | 764                                   | 48              |                                    | ARIPE                        | 763.6                    |                       | 12 37  | 4 50        |                              | 4 38      |              |  |
| A 9 20PM                     | A 2 00PM                     |    | A 4 50AM                     | A 2 40PM                   | 768                                   | YARD            | N                                  | SIERRA BLANCA                | 768.3                    | F                     | 12 30AM  | L 4 40PM    |                              | L 4 25PM  |              |  |
|                              |                              |    |                              |                            | 781                                   |                 |                                    | TOBOEE                       | 781.0                    |                       |  |             |                              |           |              |  |
|                              |                              |    |                              |                            | 785                                   |                 |                                    | SMALL                        | 784.7                    |                       |  |             |                              |           |              |  |
|                              |                              |    |                              |                            | 790                                   |                 |                                    | FINLAY                       | 790.0                    |                       |  |             |                              |           |              |  |
|                              |                              |    |                              |                            | 794                                   |                 |                                    | RAMEY                        | 794.0                    |                       |  |             |                              |           |              |  |
|                              |                              |    |                              |                            | 798                                   |                 |                                    | MADDEN                       | 797.6                    |                       |  |             |                              |           |              |  |
|                              |                              |    |                              |                            | 803                                   |                 |                                    | McNARY                       | 802.3                    |                       |  |             |                              |           |              |  |
|                              |                              |    |                              |                            | 808                                   |                 |                                    | FORT HANCOCK                 | 807.5                    |                       |  |             |                              |           |              |  |
|                              |                              |    |                              |                            | 815                                   |                 |                                    | ISER                         | 814.9                    |                       |  |             |                              |           |              |  |
|                              |                              |    |                              |                            | 821                                   |                 |                                    | POLVO                        | 821.1                    |                       |  |             |                              |           |              |  |
|                              |                              |    |                              |                            | 826                                   |                 |                                    | TORNILLO                     | 825.7                    |                       |  |             |                              |           |              |  |
|                              |                              |    |                              |                            | 831                                   |                 |                                    | FABENS                       | 831.2                    |                       |  |             |                              |           |              |  |
|                              |                              |    |                              |                            | 839                                   |                 |                                    | OLINT                        | 838.7                    |                       |  |             |                              |           |              |  |
|                              |                              |    |                              |                            | 844                                   |                 |                                    | BUFORD                       | 844.0                    |                       |  |             |                              |           |              |  |
|                              |                              |    |                              |                            | 846                                   |                 |                                    | BELEN                        | 846.3                    |                       |  |             |                              |           |              |  |
|                              |                              |    |                              |                            | 848                                   |                 |                                    | YSLETA                       | 848.0                    |                       |  |             |                              |           |              |  |
|                              |                              |    |                              |                            | 854                                   |                 |                                    | ALFALFA                      | 854.2                    |                       |  |             |                              |           |              |  |
| A 2 30 AM                    | A 6 30PM                     |    | A 7 30AM                     | A 6 30PM                   | 860                                   |                 | N                                  | EL PASO                      | 860.7                    | FWTY                  | L 10 00PM                                      | L 2 00PM    |                              | L 12 01PM |              |  |
| 69                           | 67                           |    | 11                           | 7                          |                                       |                 |                                    | 194 8                        |                          |                       | 2  | 6           |                              | 54        |              |  |
| Daily                        | Daily                        |    | Daily                        | Daily                      |                                       |                 |                                    |                              |                          |                       | Daily  | Daily       |                              | Daily     |              |  |
| 9.40                         | 9.30                         |    | 6.10                         | 5.29                       |                                       |                 |                                    | Time Over Sub-Division       |                          |                       | 5.10   | 5.00        |                              | 8.59      |              |  |

Employees will be governed by the rules and time table of the T. & N. O. Railroad between Sierra Blanca and El Paso.

Time of departure and arrival shown at El Paso is for information only. Figures not to be used.

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STANDARD CLOCKS:

Toyah  
El Paso



## Special Instructions

Every employe whose duties are in any way prescribed by this Company's book of rules, must provide himself with a copy, have same on hand when on duty, and be conversant therewith.

White signals, instead of green and white as required by Rule 28, will be used to stop trains at flag stations, except at open telegraph offices the train-order signal will be used for this purpose.

All persons are strictly forbidden to board engines or cars while they are in too rapid motion, or to stand on track and board engines or cars when same are approaching them, or to ride on pilots of engines.

A switch must not be closed for main track while train, engine or car is outside of clearance point of siding.

Trains and/or engines approaching the end of two or more tracks must stop clear of fouling point unless switches are properly lined and track clear.

Freight brakemen shall ride on top of their train when safety requires.

A road crossing whistle must be sounded before passing around curves, when the view is obstructed, between the hours of 6:30 A.M. and 6:30 P.M.

Two short blasts engine whistle three times in succession indicate defective train line or burst air hose.

Movements over switches must not be made until switch locks are placed in hasp or lever. This does not apply to switch movements in train yards while making up trains.

To avoid improper handling of passenger equipment, a complete stop must be made as near as possible about three feet short of coupling.

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

Wooden flat cars, loaded or empty, must be handled on rear of train, except this does not apply to local trains.

Outfit cars, both loaded and 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.

### SPEED LIMITS

#### MAXIMUM SPEED—PASSENGER AND FREIGHT TRAINS

| Between   | Passenger<br>Miles per hour | Freight<br>Miles per hour |
|---|-----------------------------|---------------------------|
| Lancaster Yard-M.P. 556   | 70                          | 45                        |
| Converted I-1 class engines equipped with nickel steel rods and valve pilots. | 60                          | 50                        |
| D-10 and H-2 class locomotives.   | 50                          | 50                        |
| M.P. 556-Sierra Blanca  | 65                          | 45                        |
| Converted I-1 class engines equipped with nickel steel rods and valve pilots. | 60                          | 50                        |
| D-10 and H-2 class locomotives.   | 50                          | 50                        |

Light engines in road movement, either freight or passenger, not otherwise restricted by time-table or special instructions, also passenger engines handling rider car or deadhead equipment, will not exceed maximum speed allowed freight trains unless authorized.

Freight trains handling cars equipped with arch bar trucks or wood underframe will not exceed maximum speed of 45 miles per hour.

Freight trains handling crude oil in tank cars will not exceed maximum speed as follows:

|   | Miles Per Hour |
|---|----------------|
| Cars equipped with "Unit Type" truck side frames. | 40             |
| Cars equipped with arch bar trucks.               | 30             |

Yard engines in service, running forward or backward with or without cars, and road engines in service running backward with or without cars or when shoving cars ahead of engines, must not exceed maximum speed of 20 miles per hour.

Standard Roadway Signs restricting speed, located 1500 feet or more from point where speed to be reduced as indicated on sign; higher figure, speed for passenger trains; lower figure, speed for freight trains. When one figure is shown, it indicates speed for both passenger and freight trains.

Resume Speed Signs indicated by R S indicate where normal speed may be resumed.

### No. 16 TURN-OUTS

| Station        | Location | Mile Post | Number of Turn-outs | Description                | Miles Per Hour |
|----------------|----------|-----------|---------------------|----------------------------|----------------|
| Ft. Worth      | .....    | 244.2     | 2                   | East End Siding.....       | 30             |
| Lancaster Yard | .....    | 248.0     | 2                   | East End Thoroughfare..... | 30             |
| Lancaster Yard | .....    | 251.1     | 1                   | West End Double Track..... | 30             |
| Aledo          | .....    | 263.3     | 1                   | East End Siding.....       | 30             |
| Aledo          | .....    | 264.2     | 1                   | West End Siding.....       | 30             |
| Preble         | .....    | 286.4     | 1                   | East End Siding.....       | 30             |
| Preble         | .....    | 287.3     | 1                   | West End Siding.....       | 30             |
| Bennett        | .....    | 294.8     | 1                   | West End Siding.....       | 30             |
| Cisco          | .....    | 361.7     | 1                   | West End Siding.....       | 30             |

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

Over railroad crossings not interlocked passenger trains 25 and freight trains 15 miles per hour.

Where trains are required by order or special instructions to run at reduced speed, a member of the crew must give the engineman a proceed signal from the rear of the train after the rear car has passed the limit where speed is restricted.

Where speed is restricted to five miles per hour or less or where a dangerous condition is known or reported to exist, a member of the crew must get off head end of train at the designated point and remain on ground keeping close watch until entire train has passed.

Trains handling self-propelled pile drivers, Lidgerwoods, Brown hoists, and other machinery of similar description, also steam pile drivers moving under their own power, must not exceed maximum speed of 30 miles per hour on straight track, and 18 miles per hour on curves.

#### MAXIMUM SPEED—STEAM WRECKING DERRICKS WITH BOOM IN TRAILING POSITION:

| Between  | Straight Track<br>Miles per hour | Curves<br>Miles per hour |
|--|----------------------------------|--------------------------|
| Lancaster Yard to Sierra Blanca.....                       | 40                               | 30                       |
| Branches and subsidiary lines—Same as freight train speed. |                                  |                          |

### SPEED ORDINANCES

| Station     | Miles Per Hour |
|-------------|----------------|
| Fort Worth  | 18             |
| Weatherford | 18             |
| Strawn      | 30             |
| Ranger      | 20             |
| Abilene     | 15             |
| Clyde       | 25             |
| Merkel      | 20             |
| Colorado    | 20             |
| Midland     | 20             |
| Odessa      | 20             |
| Barstow     | 20             |
| Pecos       | 20             |

### RAILROAD CROSSINGS

| Location | Intersecting Railroad |               |
|----------|-----------------------|---------------|
| Cisco    | M. K. T. Ry.          | (Interlocked) |
| Eastland | E. W. F. & G.         | (Interlocked) |
| Ranger   | W. F. & S. R. R.      | (Interlocked) |

All trains must approach grade crossings under control and where crossings are not protected by interlockers will come to a full stop, give the required whistle signals and know that track is clear before proceeding. Where crossings are protected by interlockers, the rules governing their use will apply.

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

- Mile—323.1—Bridge over South Fork Creek.
- Mile—385.3—Just East of Baird (Overpass).

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

### AUTOMATIC BLOCK

Automatic Block System is in effect on Ft. Worth, Baird, Big Spring and Toyah Sub-divisions.

In Automatic Block territory normal position all cross-over switches connected with the automatic block signals will be for straight track.

### SIDE TRACK LEAVING SIGNALS

Dwarf signals known as Side Track Leaving Signals have been installed at sidings on the Ft. Worth, Baird, Big Spring and Toyah sub-divisions.

These Side Track Leaving Signals are located immediately to the right of the siding, approximately at the clearance point, their purpose being to govern movements from the siding to the main track. They are of the color-light type, each having two indications; a green light indicating that the block in which the switch is located is clear and a red light indicating that there is a train in or closely approaching this block.

At the switches above named, and at other switches where Side Track Leaving Signals are, or may be in the future, installed, the side track leaving signal must be observed before a main track switch is opened for a movement to the main track. The switch must not be opened while the "block-occupied" indication is displayed, except under flag protection.

In case of power failure, lights in Side Track Leaving Signals will not be displayed continuously. It will then be necessary for a member of the crew to operate push-button located on signal case near the switch, in order to ascertain the indication of the Side Track Leaving Signal.

### SIGNAL SYSTEM FT. WORTH PASSENGER STATION

Conductor's signal on post in train shed immediately west of exit from subway, each track.

Passenger Director's signal on column in subway at entrance to stairway, each track.

Signal in announcing booth in parcel check room.

Operator's signal in telegraph office.

Towerman's signal in interlocker tower.

When train is ready to load passengers the conductor or Stationmaster will push button marked **LOADING**.

After passengers have passed from subway to train shed the Passenger Director will signal conductor by pushing button in subway which will give yellow signal in train shed.

When train is ready to leave the conductor will push button marked **LEAVING**.

### SIGNAL SYSTEM ABILENE PASSENGER STATION

Conductor's signals located on posts on station platform east and west of pagoda.

When train is ready to leave, conductor will press button on side of iron semaphore box.

If all passengers are out, operator will press button in telegraph office, causing semaphore to show proceed indication.

# Special Instructions

## REMOTE CONTROL SWITCHES

### Aledo—Preble—Cisco

Remote control switches together with necessary signals installed at each end of Aledo and Preble sidings and west end of Cisco siding.

Home signals governing trains approaching these switches consist of two units, mounted on the same mast, their indications being as follows:

| Top Unit | Bottom Unit | Indication  |
|----------|-------------|---|
| Green    | Red         | Proceed via main track.   |
| Yellow   | Red         | Proceed via main track prepared to stop at next signal.   |
| Red      | Yellow      | Proceed into siding.  |
| Red      | Red         | STOP. If cause for stopping is not known and route appears clear, call operator for instructions. |

Home signals governing trains leaving Aledo, Preble and westward from Cisco, are mounted on separate masts, the high signals governing trains leaving from main track and dwarf signals governing trains leaving from siding.

Should it be necessary to make a movement over a route other than that for which switch was originally lined, it will be necessary for a member of crew, after conferring with operator, to release the approach lock. To do this, proceed as follows: Open the iron box mounted on post near switch machine, throw the lever or crank inside this box to opposite side of slot and then return it to its original position. Operator will then line switch for desired movement and display proper signal indication.

Should switch machine be inoperative, the switch may be thrown by hand in the following manner: Take the crank out of the iron box mentioned above, insert it in the hole located in top of switch machine cover, and crank the switch over to the desired position until crank stops. To insert crank it is necessary to move the collar which partly covers crank hole to one side so that it lines up properly with hole, returning this collar to its original position after crank is removed.

Remote control switches and signals in connection therewith at Aledo and Preble are handled by operator at Weatherford, remote control switch and signals in connection therewith located at west switch to passing track at Cisco are operated by operator at Cisco.

## SPRING SWITCHES

### Location

| Station | Mile Post | Track  | Facing Point | Normal Position   |
|---------|-----------|--|--------------|-------------------|
| Baird   | 385.65    | Baileyville east end yard                      | East         | Baileyville track |
| Baird   | 386.38    | West switch to turn out or lead, west end yard | East         | Main track        |

### Operation

Trains and engines moving in the facing point direction will approach under control and be governed by indication of automatic signal located in advance of switch. If signal indicates stop, switch must be examined and points known to fit properly before proceeding.

Trains and engines moving in the opposite, or trailing point direction may trail through spring switches without stopping, not exceeding speed of 15 miles per hour. If a stop is made before entire train has passed points of switch, slack or backward movement must not be made until switch is properly lined.

Spring switches may be thrown by hand, and when done switch should be operated slowly and with uniform pressure.

A running switch must not be made over a spring switch.  
Sand must not be used while moving over spring switches.

Flashing-light and wig-wag signals located at street and highway crossings protect main track movements only. Before permitting train, engine or car to pass over such crossings on auxiliary tracks, movement must be protected by flagman. Reverse movements, or forward movements after making reverse movements, must be protected by flagman on both main and auxiliary tracks.

## LOCATION FUEL, WATER, TURN-TABLES, WYES, ETC.

### ABBREVIATIONS

|              |              |
|--------------|--------------|
| F—Fuel       | Y—Wye        |
| W—Water      | MP—Mile Post |
| T—Turn-Table | NS—No Siding |

## YARD LIMIT STATIONS

|                |            |            |            |               |            |
|----------------|------------|------------|------------|---------------|------------|
| Ft. Worth      | } One Yard | Holder     | } One Yard | Ziler         | } One Yard |
| Lancaster Yard |            | Abilene    |            | Big Spring    |            |
| Weatherford    | } One Yard | Sweetwater | } One Yard | Monahans      | } One Yard |
| Ranger         |            | Pyramid    |            | Toyah         |            |
| Cisco          |            | Stamper    |            |               |            |
| Baird          |            | Ives       |            |               |            |
|                |            | Roscoe     |            | Sierra Blanca |            |
|                |            | Colorado   |            |               |            |

## OTHER PASSENGER TRAIN FLAG STOPS

| Trains | Station     | Location Mile Post |
|--------|-------------|--------------------|
| 3—4    | Chautauqua  | 380.5              |
| 6—7    | Judkin      | 591.5              |
| 6—7    | Quito Wells | 630.0              |

No. 6 will stop on flag at Strawn, Gordon and Santo to take on passengers for Weatherford, Ft. Worth or east.

No. 7 will stop at Gordon to discharge passengers from Ft. Worth or east.

No. 7 will stop on flag at stations east of Sweetwater to take on passengers for Sweetwater or west.

No. 11 will stop on flag at Roscoe and Loraine to discharge passengers from Sweetwater or east and to take on passengers for Big Spring and west, and at Coahoma to discharge passengers from Sweetwater or east.

No. 2 will stop on flag at Loraine and Roscoe to discharge passengers from Big Spring and west and to take on passengers for Sweetwater and east, and at Coahoma to take on passengers for Sweetwater and east.

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

## 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 |
| City Pharmacy  | Baird        | Baird                      |
| C. M. Pressley | Abilene      | Abilene                    |
| J. P. Majors   | Sweetwater   | Sweetwater                 |
| Sam F. Majors  | Colorado     | Colorado                   |
| Omar Pitman    | Big Spring   | Big Spring                 |
| C. A. Bruton   | Monahans     | Monahans                   |
| B. R. Benjamin | El Paso      | El Paso                    |

## HOSPITAL

|                                    |                  |
|------------------------------------|------------------|
| Dr. Carl McCurdy, Chief Surgeon    | Marshall, Texas  |
| Dr. F. P. Miller, Division Surgeon | El Paso, Texas   |
| Dr. Aiden Coffey, District Surgeon | Ft. Worth, Texas |

## Local Surgeons

|                                  |                      |
|----------------------------------|----------------------|
| Dr. J. T. McVeigh                | Fort Worth, Texas    |
| Dr. C. A. Havard                 | Fort Worth, Texas    |
| Dr. A. D. Ladd                   | Fort Worth, Texas    |
| Dr. E. M. Russell                | Weatherford, Texas   |
| Dr. P. L. Allen                  | Weatherford, Texas   |
| Dr. N. E. Dick                   | Millsap, Texas       |
| Dr. J. F. Robertson              | Gordon, Texas        |
| Dr. J. T. Spratt                 | Mingus, Texas        |
| Dr. W. S. Pedigo                 | Strawn, Texas        |
| Dr. P. M. Kuykendall             | Ranger, Texas        |
| Dr. T. L. Lauderdale             | Ranger, Texas        |
| Dr. C. H. Carter                 | Eastland, Texas      |
| Dr. W. P. Lee                    | Cisco, Texas         |
| Dr. B. F. Brittan                | Putnam, Texas        |
| Dr. R. L. Griggs                 | Baird, Texas         |
| Dr. Andrew J. Pope               | Abilene, Texas       |
| Dr. W. V. Ramsey                 | Abilene, Texas       |
| Dr. Stewart Cooper (Associate)   | Abilene, Texas       |
| Dr. M. Armstrong                 | Merkel, Texas        |
| Dr. W. T. Sadler (Associate)     | Merkel, Texas        |
| Dr. C. A. Rosebrough             | Sweetwater, Texas    |
| Dr. A. H. Fortner                | Sweetwater, Texas    |
| Dr. Sam A. Loeb (Associate)      | Sweetwater, Texas    |
| Dr. J. M. Crymes                 | Colorado, Texas      |
| Dr. G. T. Hall                   | Big Spring, Texas    |
| Dr. M. H. Bennett                | Big Spring, Texas    |
| Dr. J. E. Moffett                | Stanton, Texas       |
| Dr. J. B. Thomas                 | Midland, Texas       |
| Dr. E. V. Headlee                | Odessa, Texas        |
| Dr. H. E. Hestand (Associate)    | Odessa, Texas        |
| Dr. E. J. Cook                   | Monahans, Texas      |
| Dr. Jim Camp                     | Pecos, Texas         |
| Dr. J. Hilliard Camp (Associate) | Pecos, Texas         |
| Dr. Jno. P. Wright               | Van Horn, Texas      |
| Dr. Geo. M. Dunne                | Sierra Blanca, Texas |
| Dr. T. H. McCamant               | El Paso, Texas       |
| Dr. T. C. Liddell                | El Paso, Texas       |

## Oculists

|                            |                   |
|----------------------------|-------------------|
| Dr. W. S. Webb             | Fort Worth, Texas |
| Dr. W. R. Thompson         | Fort Worth, Texas |
| Dr. J. W. Eschenbrenner    | Fort Worth, Texas |
| Dr. Chas. Hale             | Cisco, Texas      |
| Dr. Joseph Daly            | Abilene, Texas    |
| Dr. G. H. Wood             | Big Spring, Texas |
| Dr. W. L. Simmons          | Big Spring, Texas |
| Drs. Schuster and Schuster | El Paso, Texas    |

# Special Instructions

## LOADING SPURS

### Ft. Worth Sub-Division

| Miles | Name of Track           | Car Capacity | Switch Connections |
|-------|-------------------------|--------------|--------------------|
| 260.2 | Tona.....               | 17           | East               |
| 316.4 | Lone Star Gas Co.....   | 9            | East               |
| 324.8 | Johnson's Mine.....     | 125          | West               |
| 343.1 | Lone Star Gas Co.....   | 8            | West               |
| 343.5 | Lone Star Gas Co.....   | 38           | West               |
| 346.8 | Magnolia.....           | 44           | West               |
| 380.3 | Octane Refining Co..... | 10           | East               |

### Baird Sub-Division

| Miles | Name of Track                  | Car Capacity | Switch Connections |
|-------|--------------------------------|--------------|--------------------|
| 417.7 | Dunnigan Tool & Supply Co..... | 7            | East               |
| 441.3 | Ives.....                      | 16           | Both               |
| 444.7 | Pyramid.....                   | 16           | Both               |

### Big Spring Sub-Division

| Miles | Name of Track                          | Car Capacity | Switch Connections |
|-------|--|--------------|--------------------|
| 554.3 | Hughes Tool Co.....                    | 15           | West               |
| 555.4 | Hercules Powder Co.....                | 1            | East               |
| 574.8 | Empire Oil and Gas Co.....             | 13           | East               |
| 575.0 | Halliburton Oil Well Cementing Co..... | 9            | East               |
| 575.8 | Barnsdall Oil Co.....                  | 14           | East               |
| 591.5 | Judkin.....                            | 25           | West               |
| 605.9 | Sand.....                              | 15           | West               |

### Toyah Sub-Division

| Miles | Name of Track | Car Capacity | Switch Connections |
|-------|---------------|--------------|--------------------|
| 743.9 | Crusher.....  | 25           | West               |

### SAFETY RULES GOVERNING EMPLOYEES IN TRAIN, ENGINE, AND YARD SERVICE SAFETY IS OF THE FIRST IMPORTANCE IN THE DISCHARGE OF DUTY

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

The following is prohibited:

- (1) Attempting to couple or uncouple air hose while cars or engine in motion.
- (2) Coupling into or moving cars, containing emigrant movables, or cars on house, team or industry tracks, without first positively ascertaining whether there are any persons in, under or between such cars, who might suffer injury or death by movement of cars. (Train or yard men must advise such persons before coupling into such cars, requiring them to vacate—and take every precaution to prevent injury by rough or careless handling.)
- (3) Hanging squirt hose over or through locomotive hand-holds; also, hanging squirt hose in gangways between engine and tender, except where bracket has been provided to retain it in such position that it will not be mistaken for a handhold.
- (4) Hanging dope pail on door guides, and grab irons or on side or end ladders of cars.
- (5) Switching or handling occupied passenger train equipment or occupied outfit cars, or switching any other car in connection with the switching of an occupied passenger train, without first cutting in and testing air brakes. (The test to consist of a service application before moving.)
- (6) Going between or under moving cars or engine.
- (7) Opening draw bar knuckles with hand or foot and operating knuckle lock pins with hands while cars or engines are in motion.
- (8) Lining or adjusting draw bars with hand or foot while cars or engines are in motion.
- (9) Climbing in between cars while in motion to stop leaks or adjust air hose.
- (10) Shoving or kicking cars over highway crossings, without first protecting crossings. (Trainmen must know that crossing is clear before giving signal to engine crew. Same action must be taken with locomotives, with or without cars attached, when moving over crossings located at stations or inside yard limits. At crossings where flagmen are on duty, this rule will not govern.)
- (11) Leaving cars standing on tracks too near street or highway crossings. Cars must be left at least sixty (60) feet away from crossing where possible.
- (12) Alighting from or boarding a moving engine from position between the rails, the front end of a moving caboose, or a rapidly moving train or engine.
- (13) Getting off HEAD END of caboose or coach to line switch to normal position. (Trainmen should get off rear end of rear car. When this is not practicable they should get off caboose or coach on side opposite from which switch stand is located.)
- (14) Neglecting to observe switch points after throwing switch.
- (15) Failure to push the switch lever firmly into the notch before leaving switch.
- (16) Giving signals to move an engine or cars without first placing switch in proper position for such movement.
- (17) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engine.
- (18) Enginemen drifting down too close to switches that are to be thrown.
- (19) Riding on foot board of engine between engine and cars when pushing cars.
- (20) Riding on pilot of engine.

- (21) Riding on leading foot board while coupling engine to cars.
- (22) Riding on deadwoods, drawbars, brake beams, grab irons, handholds, brake staffs, ladders, or any other appurtenances on the facing end of cars when such cars are being pushed.
- (23) Riding on locomotive (footboards, pilots, or elsewhere) or on cars or trains in yards by employes whose duties do not require them to do so unless authorized by the Superintendent.
- (24) Riding on the end of loads which are liable to shift from impact when coupling is made or during ordinary train movement.
- (25) Giving signals to move an engine or cars and then crossing track in front of the engine or cars.
- (26) On double track—standing or walking on track while a train is approaching or passing on opposite track. Employes must expect trains to operate on either track in either direction.
- (27) Staking out cars except when impossible to avoid it. (When necessary to do it, always follow the pole.)
- (28) Standing on extreme end of freight car while engine is attached or while engine or cars are in act of coupling into such car or string of cars connecting it except when operating hand brakes.
- (29) Leaving cars on any track not properly secured by hand brakes or wheels blocked when brakes are defective. (When blocking wheels use wood only.)
- (30) Opening blow-off cocks inside of switches while engine is in motion. Opening outside blow-off cocks and starting and shutting of injectors on engines which have overflow pipes outside of ashpan without first being sure that no one is near. (Take extra precaution after dark.) Opening blow-off or cylinder cocks near a building, street, highway, or in any location where escaping steam and water may cause injury or inconvenience to persons or damage to property.
- (31) Tightening packing nuts on lubricator glasses or water gauge glasses while there is any pressure within the glasses.
- (32) Throwing any object from a train or engine without first ascertaining whether any person is standing nearby who might be struck and injured.
- (33) Permitting any car with a loose or missing hand hold to be moved or set out without first notifying all employes on the train and making message report to Superintendent, who will advise all concerned with protection order and arrange for immediate repairs.
- (34) Making a running switch without testing hand brakes and switch.

### FIRE PROTECTION

1. Opening ash-pan slides while engines are running, or cleaning fires on main track except at water stations, side tracks and other designated points, is prohibited. When fire is cleaned all live fire must be extinguished before leaving. Engineers must not work steam while passing exposed cotton on platforms.
2. Loose fire bricks removed from fire pan must be retained in the boot underneath the fire pan while engine is running and when removed, must be cooled to avoid setting out fire.
3. Engines standing without fire must have safety valve in oil tank closed and oil not allowed to run into the pan or underneath the engine.

## CONDENSED SCHEDULES

| 221    | 207    | 31      | 1       | 27-7    | 3       | 23-15   | 21-11   | STATIONS    | 2       | 4-24    | 6-20    | 16-26   | 32     | 208     | 222    |
|--------|--------|---------|---------|---------|---------|---------|---------|-------------|---------|---------|---------|---------|--------|---------|--------|
|        |        |         |         |         |         | 1 10PM  | 10 00PM | NEW ORLEANS |         | 4 25PM  |         | 7 59AM  |        |         |        |
|        |        |         |         |         |         | 4 05PM  | 1 00AM  | ADDIS       |         | 1 35PM  |         | 4 52AM  |        |         |        |
|        |        |         |         | 7 30AM  |         | 7 00PM  | 3 30AM  | ALEXANDRIA  |         | 10 45AM | 9 00PM  | 2 15AM  |        |         |        |
|        |        |         |         | 12 10PM |         | 7 10PM  | 3 50AM  | ALEXANDRIA  |         | 10 30AM |         | 2 00AM  |        |         |        |
|        |        |         |         | 3 10PM  |         | 10 30PM | 7 20AM  | SHREVEPORT  |         | 6 50AM  | 4 10PM  | 10 55PM |        |         |        |
|        |        |         |         |         |         | 11 10PM | 7 40AM  | SHREVEPORT  |         | 5 20AM  | 2 25PM  | 10 45PM |        |         |        |
| 5 00AM | 4 00PM | 11 30PM | 4 50AM  | 3 00PM  |         | 1 35AM  |         | TEXARKANA   | 8 40PM  | 4 10AM  |         | 11 15PM | 3 40PM | 10 45AM | 8 30PM |
| 6 20AM | 5 50PM |         | 6 10AM  | 4 15PM  |         | 12 30AM | 8 45AM  | MARSHALL    | 7 10PM  | 4 00AM  | 1 10PM  | 9 45PM  |        | 8 55AM  | 7 00PM |
|        |        |         |         | 4 40PM  |         | 3 10AM  | 9 00AM  | MARSHALL    |         | 2 05AM  | 12 55PM | 9 30PM  |        |         |        |
| 6 50AM | 6 30PM |         | 6 40AM  | 5 15PM  |         | 3 45AM  | 9 35AM  | LONGVIEW    | 6 40PM  | 1 35AM  | 12 25PM | 8 00PM  |        | 8 20AM  | 6 30PM |
|        |        |         | 6 50AM  |         |         | 4 05AM  |         | LONGVIEW    |         | 1 25AM  |         | 8 45PM  |        |         |        |
|        |        |         | 9 30AM  | 8 30PM  |         | 7 00AM  | 12 15PM | DALLAS      | 4 00PM  | 10 10PM | 8 50AM  | 6 00PM  |        |         |        |
|        |        |         | 9 35AM  | 9 00PM  |         | 7 15AM  | 12 25PM | DALLAS      | 3 50PM  | 9 25PM  | 8 30AM  | 6 50PM  |        |         |        |
|        |        | 6 30AM  | 10 15AM | 9 45PM  | 8 30AM  | 7 55AM  | 1 16PM  | FORT WORTH  | 3 05PM  | 8 40PM  | 7 40AM  | 5 05PM  | 8 10AM |         |        |
|        |        |         |         | 10 20PM |         |         | 1 46PM  | FORT WORTH  | 2 40PM  | 8 10PM  | 7 10AM  |         |        |         |        |
|        |        |         |         | 1 50AM  | 11 40AM |         | 4 54PM  | OISCO       | 11 40AM | 4 54PM  | 4 15AM  |         |        |         |        |
|        |        |         |         | 3 25AM  | 1 08PM  |         | 6 20PM  | ABILENE     | 10 20AM | 3 40PM  | 2 35AM  |         |        |         |        |
|        |        |         |         | 4 40AM  |         |         | 7 20PM  | SWEETWATER  | 9 30AM  | 2 45PM  | 1 35AM  |         |        |         |        |
|        |        |         |         | 5 05AM  | 2 05PM  |         |         | SWEETWATER  |         |         | 1 05AM  |         |        |         |        |
|        |        |         |         | 7 10AM  |         |         | 9 00PM  | BIG SPRING  | 8 00AM  |         | 11 30PM |         |        |         |        |
|        |        |         |         | 7 40AM  |         |         | 9 16PM  | BIG SPRING  | 7 40AM  |         | 11 10PM |         |        |         |        |
|        |        |         |         | 11 25AM |         |         | 12 44AM | PECOS       | 3 40AM  |         | 7 35PM  |         |        |         |        |
|        |        |         |         | 5 30PM  |         |         | 7 30AM  | EL PASO     | 10 00PM |         | 2 00PM  |         |        |         |        |