

Panhandle and Santa Fe Railway Co.



SLATON DIVISION



EMPLOYEES' TIME TABLE

68

IN EFFECT

Sunday

June 2, 1940

AT 12:01 O'CLOCK A. M.

Central Standard Time

68

Superseding Time Table No. 67, Dated January 14, 1940, and Any Supplements Thereto.

This Time Table is for the Government and Information of Employees of this Company only.

J. A. GILLIES,
Vice Pres. and
General Manager,
Amarillo, Texas.

G. H. MINCHIN,
Asst. General Manager,
Amarillo, Texas.

H. R. McKEE,
Superintendent,
Slaton, Texas.

O. H. OSBORN,
Trainmaster,
Slaton, Texas

L. M. OLSON,
Trainmaster,
San Angelo, Texas

R. D. SHELTON,
Chief Dispatcher,
Slaton, Texas

J. N. LANDRETH,
Night Chief Dispatcher,
Slaton, Texas

Train Dispatchers:

W. O. Bowen,
R. C. Sanner,

D. L. Kent,
W. H. Farschon,
Slaton, Texas

R. G. Kirkpatrick,
J. P. Spears,

R. M. Champion,

SLATON DIVISION.

PLAINVIEW DISTRICT.

WESTWARD.			Capacity of Other Tracks.	Capacity of Sidings.	Fuel, Water Turn Tables and Wyes.	Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 68. June 2, 1940.	Ruling Grade Ascending.	Communications.	EASTWARD.			
First Class.											First Class.			
95	91	93									94	92	96	
West Texas Express.	The Texan.	South Plains Express. Motor.	No. Cars	No. Cars		Miles.		STATIONS.			Kansas City Express.	California Special.	Eastern Express. Motor.	
Leave Daily.	Leave Daily.	Leave Daily.									Arrive Daily.	Arrive Daily.	Arrive Daily.	
PM 7.45		AM 9.00		Yard	W Y	570.4		CANYON.	C		AM 11.00		PM 3.50	
7.52		9.08		126		575.5	79.2	5.1		73.9				
8.01		f 9.17	12	115		582.1	31.7	6.6		31.7	10.51		3.41	
s 8.10		s 9.24	48	114	W	588.4	21.1	6.3		31.7	10.43		f 3.31	
8.20		f 9.35	12	115		596.4	31.7	HAPPY. 8.0		31.7	s 10.34		s 3.22	
s 8.27		s 9.42	157	115	W	603.3	42.2	KAFFIR. 6.9		79.2	10.25		f 3.11	
8.32		f 9.50	9	116		607.8	73.9	TULIA. 4.5		79.2	s 10.16		s 3.02	
f 8.42		s 10.00 ⁹⁴	68	115		615.3	33.3	BUNICE. 7.5		52.8	10.09		f 2.55	
8.50		f 10.10	7	115		621.8	26.4	KRESS. 6.5		42.2	f 10.00 ⁹³		s 2.45	
s 9.00		s 10.22	777	188	FWY	627.6	0	FINNEY. 6.8		31.7	9.50		f 2.36	
						628.4	40.2	PLAINVIEW. 0.8		21.2	s 9.41		s 2.27	
9.09		f 10.31	8	115		634.0	42.2	F. W. & D. S. P. Crossing. 5.6		42.2				
s 9.17		s 10.41	114	115		640.9	42.2	FURGUSON. 6.9	B	31.7	9.29		f 2.16	
9.23		f 10.48		112		646.5	21.1	HALE CENTER. 5.6	C	37.0	s 9.19		s 2.07	
9.29		10.56	9	114		651.4	42.2	UNDERWOOD. 4.9		37.0	9.11		f 1.57	
s 9.37		s 11.04	83	91	W	657.0	37.0	ALLEY. 5.6		37.0	9.03		1.49	
9.45		f 11.13	8	114		663.3	26.4	ABERNATHY. 6.3	C	37.0	s 8.55		s 1.41	
9.55		11.24		125		671.9	26.4	MONROE. 8.6		42.2	8.46		f 1.32	
9.57	PM 4.00	11.26			Y	673.5	42.2	MARNELS. 1.6		42.2	8.35		1.21	
s 10.10	s 4.10	11.30 AM		Yard	F W	674.6	0	LUBBOCK JCT. 1.1		15.8	8.32	PM 1.07	1.17	
						676.6	0	LUBBOCK. 2.0	C	15.8	s 8.30	s 1.05	1.15 PM	
10.17	4.17		8	115		679.8	2.7	F. W. & D. S. P. Crossing. 3.2		15.8				
10.23	4.23		8	115		684.6	13.2	BURRIS. 4.8		7.9	8.12	12.53		
10.30 PM	4.30 PM			Yard	FWT	689.9	5.8	POSEY. 5.3	B	21.1	8.06	12.47		
Arrive Daily.	Arrive Daily.	Arrive Daily.						SLATON.	C		8.00 AM	12.40 PM		
(43.5)	(32.8)	(41.7) Average speed per hour.....						(39.8)	(36.4)	(40.3)			

All trains must get numbered clearance card (Form 902) before leaving Canyon, Lubbock and Slaton.

Trains between west switch, Marnels, and west switch of No. 1 track, Lubbock (located 2000 feet west of passenger station), have no time table superiority. All trains moving over the main track between these points must run at restricted speed expecting to find main track occupied by other trains, and the responsibility for accident rests with the approaching train.

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

ILLINOIS DIVISION—Trains 47, 48, 49, 50, 55 and 56. Trains 51 and 52 between Streator and Joliet.
 MISSOURI DIVISION—Trains 59 and 60. Trains 57 and 58 between Dumas and Marceline.
 EASTERN DIVISION—Trains 61, 62, 63, 64, 65, 71, 72, 73, 74, 75, and 76.
 MIDDLE DIVISION—Trains 59, 63, 69, 70, 75, 76, 87, 88, and 98.
 OKLAHOMA DIVISION—Trains 67, 68, 79, 80, 81, 82, 83, 84, 87 and 88.
 SOUTHERN KANSAS DIVISION—Trains 85, 86, 87, 88, 91, 92, 95, 96, 97, 98; 89 and 90 between Cherryvale and Winfield.

WESTERN DIVISION—Trains 81 and 82.
 COLORADO DIVISION—Trains 87 and 88.
 NEW MEXICO DIVISION—Trains 71 and 72.
 PANHANDLE DIVISION—Trains 57, 58, 59, 60, 61, 62, 69, 70, 71, 72, 83, 84, 119 and 120.
 PECOS DIVISION—Trains 45 and 46 between Carlsbad and Pecos.
 PLAINS DIVISION—Trains 73 and 74; 85 and 86 between Waynoka and Canadian; 55 and 56 between Amarillo and Canadian.
 SLATON DIVISION.

When more than one section, only the last section will carry passengers. In Kansas passengers will be carried on regular through freight trains between points where they are scheduled to stop, except exclusive live stock trains on main line. Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

The following conditional stops apply only to revenue passengers from or destined to points where train is authorized by time table to make conditional, regular or flag stops. Where train is authorized to pick up passengers, agents may flag train accordingly.

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|---|--|
| <p>No. 1. (a) At any station Chicago to Belen, to receive passengers for Arizona or California.
 (b) At any station Wellington to Belen, to discharge passengers from Wichita or beyond.
 (c) At any station Kiowa to Belen, to discharge passengers from Burlington or beyond.</p> <p>No. 2. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Belen to Kiowa, to receive passengers for Burlington or beyond.
 (c) At any station Belen to Wellington, to receive passengers for Wichita or beyond.
 (d) At any station Wichita to Kansas City, to discharge passengers from Wellington or beyond.
 (e) At Peabody or Florence, to discharge passengers from south of Newton, or to receive passengers for Kansas City or beyond.
 (f) At Strong City, to discharge passengers from Wichita or beyond; or to receive passengers for Topeka or beyond.
 (g) At any station east of Kansas City, to discharge passengers from beyond Kansas City.
 (h) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona, or Mazon, to receive passengers for Chicago or beyond.</p> <p>No. 3. (a) At any station Chicago to Albuquerque, to receive passengers for Albuquerque or beyond.
 (b) At any station Chicago to La Junta, to receive passengers for La Junta or beyond.
 (c) At any station Kansas City to Newton, to discharge passengers from beyond Kansas City.
 (d) At any station Kansas City to Emporia, to receive passengers for south or west of Newton.
 (e) At Burlington, to discharge passengers from Kansas City or beyond.
 (f) At Florence, to receive passengers for Hutchinson or beyond.
 (g) At any station west of Newton, to discharge passengers from Kansas City or beyond.
 (h) At any station Trinidad to Albuquerque, to discharge passengers from beyond La Junta.</p> <p>No. 4. (a) At any station Albuquerque to Chicago, to discharge passengers from Albuquerque or beyond.
 (b) At any station Albuquerque to Trinidad, to receive passengers for beyond La Junta.
 (c) At any station La Junta to Chicago, to discharge passengers from La Junta or beyond.
 (d) At any station Florence to Kansas City, to discharge passengers from Eldorado or McPherson Districts.
 (e) At Osage City, to receive passengers for Kansas City or beyond.
 (f) At any station Kansas City to Ft. Madison, to receive passengers for Chicago.</p> <p>No. 5. (From Chicago) (a) At any station in Illinois, to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Fort Madison, to receive passengers for Kansas City or beyond.
 (c) At any station Chicago to Henrietta, to receive passengers for St. Joseph District.
 (d) At any station Coal City to Ransom, inclusive, to discharge passengers from Chicago.
 (e) At Princeville, Williamsfield, Stronghurst, or Dallas City, to discharge passengers from Chicago.
 (f) At any station Fort Madison to Marceline, to discharge passengers from Chillicothe or beyond.
 (g) At any station Marceline to Kansas City, to discharge passengers from Galesburg or beyond.
 (h) At Florence, to discharge passengers from Kansas City or beyond, for Eldorado or McPherson Districts; and to receive passengers from No. 58 destined Wichita or beyond.
 (i) At Newkirk, to discharge passengers from Wichita or beyond; or to receive passengers for Oklahoma City or beyond.
 (j) At Edmond, to discharge passengers from Wichita or beyond; or to receive passengers for Fort Worth or beyond.</p> <p>No. 6. (From Galveston) (a) At Edmond, to receive passengers for Wichita or beyond; or to discharge passengers from Ft. Worth or beyond.
 (b) At Newkirk, to discharge passengers from Oklahoma City or beyond; and to receive passengers for Wichita or beyond.
 (c) At Florence, to receive passengers for Chicago or beyond.</p> <p>No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.
 (b) At Las Animas, to discharge passengers from beyond La Junta.
 (c) At Ottawa Jct., to discharge passengers from Emporia or beyond.
 (d) At Olathe, to discharge passengers from Newton or beyond.</p> <p>No. 11. At Marceline, to discharge passengers from Chicago or beyond; or to receive passengers for Kansas City or beyond.</p> <p>No. 12. At Marceline, to discharge passengers from Kansas City or beyond; or to receive passengers for Chicago or beyond.</p> <p>Nos. 13-130. (From La Junta) At any station La Junta to Denver, to discharge passengers from La Junta or beyond.</p> <p>Nos. 141-144. (From Denver) At any station Denver to La Junta, to receive passengers for La Junta or beyond.</p> <p>No. 15. At Sedgwick, to receive passengers for Wichita or beyond.</p> <p>No. 17. At Galesburg, to receive passengers for Barstow, San Bernardino, Pasadena, and Los Angeles.</p> <p>No. 18. At Galesburg, to discharge passengers from Los Angeles, Pasadena, San Bernardino, or Barstow.</p> <p>No. 19. (a) At Joliet, Streator, Chillicothe, or Marceline, to discharge passengers from Chicago or beyond; and to receive passengers for Kansas City or beyond.
 (b) At Galesburg, La Plata, Bucklin, or Carrollton, to receive passengers for Colorado, New Mexico, Arizona, or California.</p> | <p>No. 20. At Carrollton, Bucklin, La Plata, Galesburg, Streator, or Joliet, to discharge passengers from California or Arizona.</p> <p>No. 21. (a) At Streator and Galesburg, to receive passengers for La Junta or beyond.
 (b) At Hutchinson, to discharge passengers from Kansas City or beyond; or to receive passengers for La Junta or beyond.
 (c) At Glorieta or Lamy, to discharge passengers from Trinidad or beyond; or to receive passengers for Gallup or beyond.</p> <p>No. 22. (a) At Lamy, to discharge passengers from Gallup or beyond; or to receive passengers for Trinidad or beyond.
 (b) At Trinidad, to discharge passengers; or to receive passengers for Kansas City or beyond.
 (c) At Hutchinson, to discharge passengers from La Junta or beyond; or to receive passengers for Kansas City or beyond.
 (d) At Galesburg and Streator, to discharge passengers from California or Arizona.</p> <p>No. 23. (a) At any station Chicago to Albuquerque, to receive passengers for Arizona or California.
 (b) At any station Chicago to Kansas City, to receive passengers for Newton or beyond; at Stronghurst or Dallas City, to receive passengers for Kansas City or beyond; or to discharge passengers from Chicago or beyond.
 (c) At any station Chicago to Dodge City, to receive passengers for Las Animas or beyond.
 (d) At Medill or Baring, to receive passengers for Kansas City or beyond, or to discharge passengers from Chicago or beyond.
 (e) At Olathe, to receive passengers for beyond Newton.
 (f) At Las Animas, to receive passengers for Pueblo or beyond and for Trinidad or beyond; or to discharge passengers from Dodge City or beyond.
 (g) At any station La Junta to Las Vegas, to receive passengers for Albuquerque or beyond.
 (h) At any station Trinidad to Albuquerque, to discharge passengers from La Junta or beyond.</p> <p>No. 24. (a) At any station Albuquerque to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Albuquerque to Trinidad, to receive passengers for La Junta or beyond.
 (c) At any station Las Vegas to La Junta, to discharge passengers from Albuquerque or beyond.
 (d) At Las Animas, to discharge passengers from Pueblo or beyond, and from Trinidad or beyond; also to receive passengers for Dodge City or beyond.
 (e) At any station Dodge City to Chicago, to discharge passengers from Las Animas or beyond.
 (f) At any station Emporia to Kansas City, to discharge passengers from beyond Newton.
 (g) At any station Kansas City to Chicago, to discharge passengers from beyond Kansas City.
 (h) At any station Kansas City to Fort Madison, to receive passengers for Fort Madison or beyond.
 (i) At any station Henrietta to Chicago, to discharge passengers from Kansas City.
 (j) At East Fort Madison, Williamsfield, or Princeville, to receive passengers for Chicago or beyond.
 (k) At Ransom, Kinsman, Verona, or Mazon, to discharge passengers from west of Fort Madison; or to receive passengers for Chicago or beyond.</p> <p>No. 27. (a) At Eudora, to discharge passengers from Kansas City or beyond.
 (b) At Osage City, to discharge passengers from Topeka or beyond.
 (c) At Burlingame or Osage City, to receive passengers for beyond Newton.</p> <p>No. 27. (C & S) (a) At Littleton, Castle Rock, Larkspur, or Fountain, to receive passengers for east or south of Pueblo.
 (b) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 28. (a) At Edmond, to receive passengers for Ponca City or beyond.
 (b) At Strong City, to discharge passengers from south of Wichita for Strong City District.
 (c) At any station between Emporia and Kansas City, to discharge passengers from beyond Newton.</p> <p>No. 28. (C & S) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 47. (a) At Gardner, Edgerton, Richmond, Colony, Earlton, Thayer, Morehead, Owens, Copan, Ochelata, Ramona, Vera, and Owasso to discharge passengers from Kansas City, Mo., or beyond.
 (b) At Gardner, to receive passengers for Chanute or beyond.</p> <p>No. 50. At any station Tulsa to Chanute, to receive passengers for Kansas City, Mo., or beyond.</p> <p>No. 123. (a) At any station Kansas City to Belen, to receive passengers for Arizona or California.
 (b) At Ottawa Junction, to receive passengers for Wichita or beyond.</p> <p>No. 124. (a) At any station Belen to Kansas City, to discharge passengers from Arizona or California.
 (b) At any station Emporia to Kansas City, to discharge passengers from beyond Newton.
 (c) At any station LeLoup to Kansas City, to discharge passengers from west of Ottawa Jct.</p> <p>No. 127. At any station Newton to La Junta, to receive or discharge passengers.</p> <p>No. 128. At any station La Junta to Newton, to receive or discharge passengers.</p> <p>Nos. 230-231. (From La Junta) At any station La Junta to Denver, to discharge passengers from Las Animas or beyond, or from Trinidad or beyond.</p> <p>Nos. 241-240. (From Denver) At any station Denver to La Junta, to receive passengers for Las Animas or beyond, and for Trinidad or beyond.</p> |
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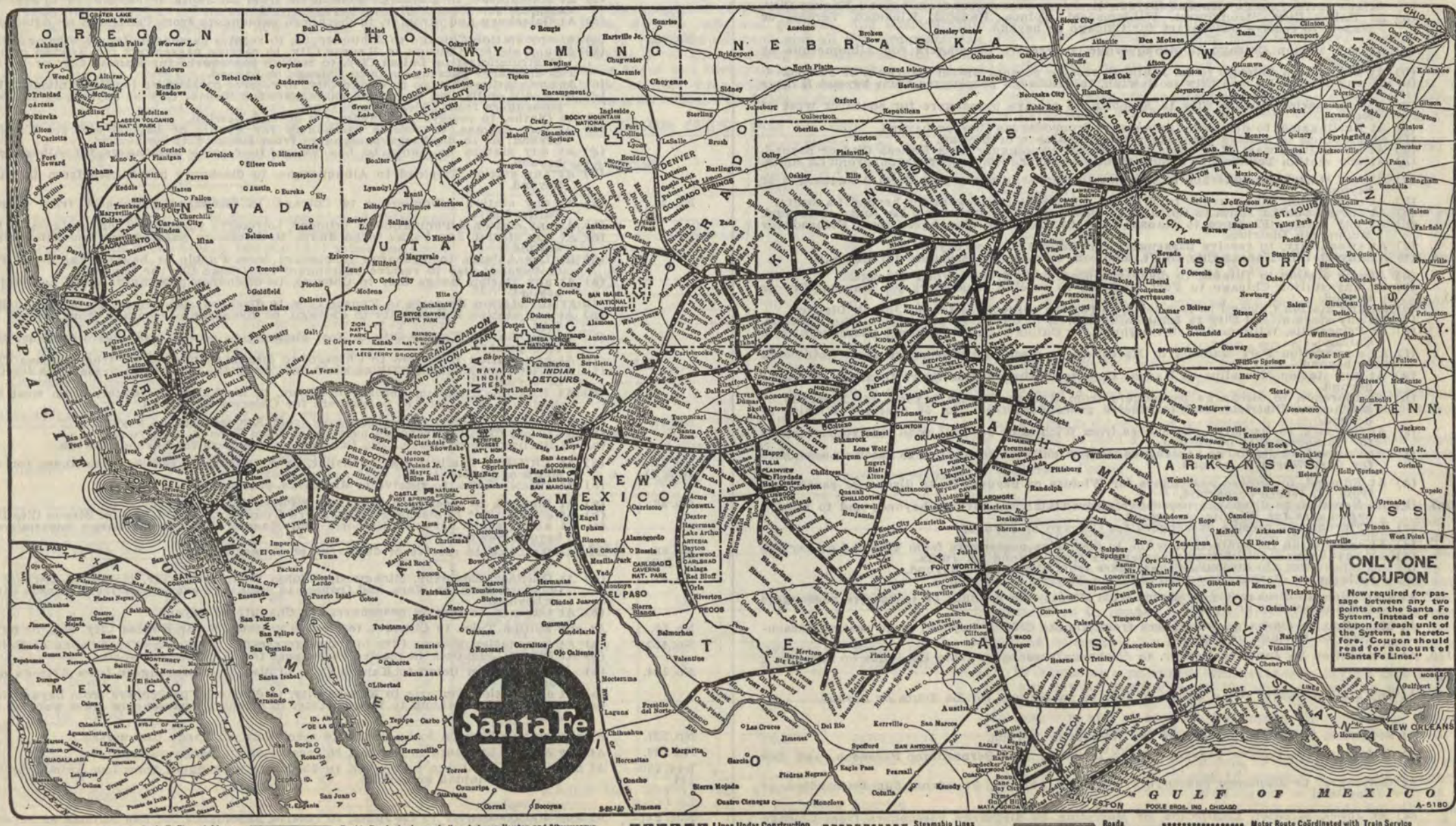
The following signs indicate:

s—Regular Stop; f—Stop on Signal; m—Stop for meals; B—Booth telephone; C—Office of communication; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

SANTA FE FIRST

Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, all unsafe conditions or practices.

(See General Rules E and F, Book of Rules.)



ONLY ONE COUPON
 Now required for passage between any two points on the Santa Fe System, instead of one coupon for each unit of the System, as heretofore. Coupon should read for account of "Santa Fe Lines."

Santa Fe Through Lines
 Double Track plus two main lines between Newton and Albuquerque
 Lines Under Construction
 Steamship Lines
 Roads
 Motor Routes Coordinated with Train Service

WESTWARD						EASTWARD					
First Class.	Capacity of Other Tracks.	Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Distance from Texico.	Rolling Grade Ascending.	TIME TABLE No. 68, June 2, 1940.	Rolling Grade Ascending.	Communications.	First Class.		
91										92	
The Texan.									California Special.		
Leave Daily.	No. Cars.	No. Cars.		Miles.		STATIONS.			Arrive Daily.		
PM 1.58		Yard	W Y	.3		TEXICO.		C	PM 3.25		
f 2.10	52	93		9.8	0	9.6	21.1	B	f 3.10		
s 2.24	82	92	W	22.2	0	LARIAT.	21.1	C	s 2.53		
2.38⁹²	8	92		29.9	21.1	12.4	21.1	C	2.38⁹¹		
s 2.52	57	93	W	39.1	21.1	MULESHOE.	21.1	C	s 2.26		
s 3.03	50	71		45.8	10.6	7.7	21.1	C	s 2.15		
s 3.14	927	58	W	55.0	21.1	8.2	21.1	C	s 2.03		
f 3.22	13	92		59.5	0	MILL.	21.1	B	f 1.52		
s 3.30	51	92		65.6	5.9	7.4	21.1	C	s 1.45		
f 3.37	25	92		69.9	10.6	SUDAN.	10.6	B	f 1.39		
s 3.46	80	92		76.1	21.1	7.5	21.1	C	s 1.28		
3.54	8	92		83.6	10.6	AMHERST.	21.1	B	1.18		
3.59				88.3	0	6.5	15.8	B	1.08		
4.00			Y	88.6	0	LITTLEFIELD.	15.8	B	1.07		
4.10				89.7	0	6.1	15.8	C	1.05		
PM		Yard	FW			BAINER.	15.8	C	PM		
Arrive Daily.						4.3	15.8		Leave Daily.		
						ANTON.					
(42.3)	Average speed per hour.										(38.4)

FLOYDADA DISTRICT.

WESTWARD						EASTWARD					
Second Class.	Capacity of Other Tracks.	Capacity of Sidings.	Water, Fuel, Turn Tables and Wyes.	Distance from Plainview Junction.	Rolling Grade Ascending.	TIME TABLE No. 68, June 2, 1940.	Rolling Grade Ascending.	Communications.	Second Class.		
81										82	
Mixed.									Mixed.		
Leave Daily Ex. Sunday.	No. Cars.	No. Cars.		Miles.		STATIONS.			Arrive Daily Ex. Sunday.		
AM 7.00		Yard	WFY			PLAINVIEW.		C	PM 12.30		
				2.2	22.7	2.7	31.7		PM		
f 7.10	10			4.7	2.1	F. W. & D. S. P. Crossing.	22.2		f 10.40		
f 7.20		52		10.2	31.7	2.5	31.7		f 10.25		
				14.5	31.7	LIDER.	42.2				
s 7.45	155	40	W	15.4	31.7	5.5	26.4	C	s 10.10		
f 7.55	11			20.3	18.5	4.3	31.7		f 9.40		
8.15 AM		Yard	Y	26.1	21.1	F. W. & D. S. P. Crossing.	31.7	C	9.30 AM		
Arrive Daily Ex. Sunday.						0.9	31.7	C	Leave Daily Ex. Sunday.		
						LOCKNEY.					
(21.3)	Average speed per hour.										(8.9)

All trains must get numbered clearance card (Form 902) before leaving Texico and Lubbock.

First District trains between Lubbock and Lubbock Jct. be governed by Plainview District time table.

First District trains between Seagraves Jct. and Lubbock Jct. have no time table superiority. All trains moving over the main track between these points must run at restricted speed expecting to find main track occupied by other trains and the responsibility for accident rests with approaching train.

No. 81 is superior to No. 82.

All trains must get numbered clearance card (Form 902) before leaving Plainview and Floydada.

No switch lights Floydada District.

SLATON DIVISION SECOND DISTRICT.

WESTWARD.			Capacity of Other Tracks	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes.	Distance from Atchison.	Euling Grade Ascending.	TIME TABLE No. 68, June 2, 1940.	Euling Grade Ascending.	Communications.	EASTWARD.		
First Class.											First Class.		
95	45	91									94	46	92
West Texas Express.	Motor Passenger.	The Texan.	Kansas City Express.	Motor Passenger.	Eastern Express.								
Leave Daily.	Leave Daily.	Leave Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.								
PM 10.35		PM 4.35									AM 7.35		PM 12.35
10.37		4.37		Yard	FW T	689.9	2.6	SLATON.	15.8	C			
					Y	691.0	5.3	SLATON JCT.	26.4	B	7.32		12.32
10.45		\$ 4.46	38	115		697.3	0	SOUTHLAND.	31.7	C	7.25		\$12.24
							0	BUENOS.	31.7	B	7.15		12.16
10.54		4.55	8	125		709.6	0	DUGGER.	31.7	B	7.06		12.08
11.02		5.03	5	116	W	708.7	0	CAP ROCK.	31.7				
							0	POST.	31.7	C	\$ 6.58		\$12.01 PM
\$11.10		\$ 5.09	189	114		713.3	81.7	AUGUSTUS.	31.7		6.48		11.51
11.18		5.17	7	125		720.3	18.2	JUSTICEBURG.	21.1	B	6.38		\$11.40
11.29		f 5.26	62	117	W	729.0	31.7	COW SPUR.	31.7	B			
							31.7	EPPLER.	19.5	B	6.32		11.34
11.35		5.32		115		733.6	31.7	FULLERVILLE.	31.7	B	6.23		11.25
11.45		5.41	8	115		740.6	31.7	DERMOTT.	31.7	B	6.16		\$11.18
11.53		f 5.49	57	117		746.8	21.1	BRAND.	31.7		6.10		11.12
11.58		5.54		70		751.4	31.7	SNYDER.	31.7	C	\$ 6.03		\$11.05
\$12.07 AM		\$ 6.02	117	115	W	756.9	31.7	CHORN.	25.3		5.57		10.56
12.13		6.08	8	71		761.7	31.7	HERMLEIGH.	31.7	B	f 5.48		10.48
12.23		f 6.17	31	95		768.6	31.7	PYRON.	31.7	B	5.40		\$10.40
12.34		f 6.26	37	114		775.3	14.3	BERNECKER.	31.7	B	5.32		\$10.32
12.44		f 6.36	23	114		781.9	31.7	GANNON.	31.7	B	5.25		\$10.24
12.52		f 6.42	7	114		787.3	0	ORIENT JCT.	15.8	B	5.17	AM 9.55	10.17
1.00	PM 6.42	6.49				792.6	7.4	P. & S. F. JCT.	10.6	C	5.15	9.52	10.15
1.03	6.45	6.55		Yard	FW TY	793.3	52.8	SWEETWATER.		C B	5.10 AM	9.45 AM	10.10 AM
1.10 AM	6.55 PM	7.05 PM		Yard		796.1		(106.2)			Leave Daily.	Leave Daily.	Leave Daily.
Arrive Daily.	Arrive Daily.	Arrive Daily.											
(41.1)	(16.1)	(42.5)	Average speed per hour						(43.9)	(21.0)	(43.9)		

All trains must get numbered clearance card (Form 902) before leaving Sweetwater or P. & S. F. Jct. and Slaton.

Slaton Division trains between east switch (Time Table Direction) P. & S. F. Jct. and Sweetwater, will be governed by G. C. & S. F. Ry. time table.

Automatic Block M.P. 695.5 to M.P. 730.6.
M.P. 771.7 to M.P. 792.3.

Sweetwater yard limit extends east of Orient Jct.

Trains 45 and 46 have no time table superiority between Orient Junction and P. & S. F. Junction.

HAMLIN DISTRICT.

SLATON DIVISION.

SEAGRAVES DISTRICT.

WESTWARD.				EASTWARD.				
First Class.				First Class.				
45				46				
Motor Passenger.				Motor Passenger.				
Capacity of Other Tracks.	Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Distance from Kansas City.	Rolling Grade Ascending.	TIME TABLE No. 68, June 2, 1940.	Rolling Grade Ascending.	Communications.	
No. Cars.	No. Cars.		Miles.	STATIONS.		Arrive Daily.		
		Yard	467.3	ALTUS.		PM 3.05	C	
			467.6	0.3	0			
			468.1	M. K. T. Crossing.	0			
			478.2	0.5	52.8			
\$ 1.41	35	59	483.1	St. L. S. F. Crossing.	52.8	\$ 2.47		
			488.3	10.1	73.9			
f 1.51		14	497.3	ELMER.	73.9			
			497.3	4.9	73.9			
\$ 2.01	35	51	504.3	RANCHLAND.	34.3	f 2.38		
			504.3	5.2	34.3			
			497.3	ODELL.	47.0	\$ 2.29		
			497.3	9.0	47.0			
\$ 2.15 ⁴⁰	113	60	497.5	F. W. & D. C. Crossing	0	\$ 2.15 ⁴⁵	C	
			497.5	0.2	0			
			504.3	CHILLICOTHE.	36.4	\$ 2.03		
\$ 2.32	45	60	504.3	8.8	36.4			
			514.6	MEDICINE MOUND.	52.8	\$ 1.42		
\$ 2.51	40	50	514.6	10.3	52.8			
			521.3	MARGARET.	29.7	\$ 1.32	C	
\$ 3.03	129	85	521.3	6.7	29.7			
			529.1	CROWELL.	52.8	\$ 1.17		
\$ 3.17		36	529.1	7.8	52.8			
			529.1	FOARD CITY.	52.8	\$ 1.17		
\$ 3.33	59	54	538.4	9.3	52.8	\$ 12.59	C	
			538.4	TRUSCOTT.	42.2	\$ 12.35	C	
\$ 3.57	113	53	551.1	12.7	42.2	\$ 12.13	C	
			551.1	BENJAMIN.	19.2	\$ 12.08		
\$ 4.16	69	37	563.1	12.0	19.2	PM		
			563.1	KNOX CITY.	5.3	\$ 11.59	C	
\$ 4.22		36	565.7	2.6	5.3	\$ 11.42	C	
			565.7	O'BRIEN.	21.1	\$ 11.26	C	
\$ 4.31	53	46	570.5	4.8	21.1	\$ 11.09		
			570.5	ROCHESTER.	27.0	\$ 10.53		
\$ 4.49	84	36	580.1	9.6	27.0	AM		
			580.1	RULE.	39.6			
\$ 5.03	62	80	588.4	8.3	39.6			
			588.4	SAGERTON.	0			
			588.9	0.5	0			
f 5.20		50	597.4	W. V. Crossing.	0			
			597.4	8.5	0			
			604.4	PASTURA.	31.7			
			604.4	7.0	31.7			
5.35		Yard	605.8	M. K. T. Crossing.	0			
PM			605.8	1.4	0			
Arrive Daily.				HAMLIN.		10.53	C	
						AM		
(32.6)	Average Speed per Hour				(33.0)	Leave Daily.		

WESTWARD.				EASTWARD.				
Second Class.				Second Class.				
79				78				
Mixed.				Mixed.				
Capacity of Other Tracks.	Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Distance from Lubbock Jct.	Rolling Grade Ascending.	TIME TABLE No. 68, June 2, 1940.	Rolling Grade Ascending.	Communications.	
No. Cars.	No. Cars.		Miles.	STATIONS.		Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	
		Yard	15.8	LUBBOCK.		PM 3.30	PM 3.40	
			15.8	1.1	0	2.42	2.52	
			15.8	LUBBOCK JCT.				
			0.3	0.3		2.40	2.50	
8.43	8.33		0.3	SEAGRAVES JCT.		2.18	2.28	
			31.7	5.6				
f 8.59	f 8.49	51	5.9	DOUD.				
AM			31.6	5.4	21.2			
			31.6	WOLFFORTH.		f 2.05		
		24	51	5.5	29.0			
			51	BALCH.	21.1	f 1.52		
		12		5.3	21.1			
				ROPE.	23.7	\$ 1.40		
\$ 9.24		72	50	5.8	23.7			
			50	MEADOW.	24.2	\$ 1.25		
\$ 9.36		48		5.7	24.2			
				CHALLIS.	21.1	f 1.12		
f 9.47		18		6.1	21.1	\$ 12.58		
				BROWNFIELD.	29.0	f 12.33		
\$ 10.00		79	60	5.4	29.0			
			60	LAHEY.	31.6	f 12.20		
f 10.10		12		7.2	31.6			
				WELLMAN.	31.6			
f 10.24		31		10.6	31.6	12.01		
				SEAGRAVES.		PM		
10.45			Yard					
AM			W Y					
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.			(64.0)		Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	
(22.4)	(23.5)	Average speed per hour				(18.4)	(5.9)	

LEHMAN DISTRICT.

WESTWARD.				EASTWARD.			
Second Class.				Second Class.			
79				80			
Mixed.				Mixed.			
Capacity of Other Tracks.	Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Distance from Doud.	Rolling Grade Ascending.	TIME TABLE No. 68, June 2, 1940.	Rolling Grade Ascending.	Communications.
No. Cars.	No. Cars.		Miles.	STATIONS.		Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.
		Y	.0	DOUD.		PM 2.28	
			6.0	6.0	10.6		
f 9.13	10			HURLWOOD.		f 2.14	
				7.2	5.3		
f 9.29	73	44	13.2	SMYER.		f 1.57	
				6.7	27.4		
f 9.44	7		19.9	OPDYKE.		f 1.41	
				5.8	10.6		
\$ 9.55	105	27	25.7	LEVELLAND.		\$ 1.28	
				7.3	23.2		
f 10.09	15		33.0	COBLE.		f 1.08	
				6.2	23.2		
\$ 10.23	72	44	39.2	WHITEFACE.		\$ 12.57	
				5.2	10.6	f 12.48	
f 10.33	7		44.4	PERLEY.		\$ 12.30	
				6.1	40.0		
\$ 10.45	73	27	50.5	LEHMAN.		\$ 12.15	
				6.3	10.6		
f 10.58	7		56.8	HAVEN.		12.01	
				6.0	0	PM	
11.10		Yard	62.8	BLEDSE.			
AM							
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.			(62.8)		Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.
(28.8)	Average speed per hour				(25.7)		

All trains must get numbered clearance card (Form 902) before leaving Altus and Hamlin.
 Look out for sand drifting on main track between Odell and Red River at Bridge 479-B and see track not obstructed before passing.
 No switch lights Hamlin District.
 Hamlin District trains within yard limits, Altus, will be governed by Panhandle Division time table.
Seagraves District Rules:
 No switch lights Seagraves District.
 No. 77 is superior to No. 78.
 All trains must get numbered clearance card (Form 902) before leaving Lubbock and Seagraves.
 Seagraves District trains between Lubbock and Lubbock Jct. will be governed by Plainview District time table, and between Lubbock Jct. and Seagraves Jct. will be governed by First District time table.
Lehman District Rules:
 No switch lights Lehman District.
 No. 79 is superior to No. 80.
 All trains must get numbered clearance card (Form 902) before leaving Bledsoe.
 Lehman District trains between Lubbock and Lubbock Jct. will be governed by Plainview District time table; between Lubbock Jct. and Seagraves Jct. by First District time table and between Seagraves Jct. and Doud by Seagraves District time table.

SAYARD DISTRICT.

SLATON DIVISION

CROSBYTON DISTRICT.

WESTWARD.			Capacity of Other Tracks.	Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Distance from Kansas City.	Ruling Grade Ascending.	TIME TABLE			Ruling Grade Ascending.	Communications.	EASTWARD.		
First Class.								First Class.							
45	79	77						46	80	78					
Motor Passenger.	G. C. & S. F. Motor Passenger.	The Angelo.	No. Cars.	No. Cars.	Miles.	No. 68, June 2, 1940.			Motor Passenger.	G. C. & S. F. Motor Passenger.	The Angelo.	Motor Passenger.	G. C. & S. F. Motor Passenger.	The Angelo.	
Leave Daily.	Leave Daily.	Leave Daily.				STATIONS.			Arrive Daily.	Arrive Daily.	Arrive Daily.				
PM 5.40				Yard	FW TY	605.8		HAMLIN.	C	AM 10.50					
s 5.57			37	50		614.3	52.8	8.5	0	\$10.34					
s 6.07			35	57		619.1	26.4	McCAULLEY.		\$10.25					
s 6.21				62		626.5	73.9	4.8		\$10.11					
6.42						636.6	26.4	SYLVESTER.	C						
6.45						637.3	73.9	7.4							
6.55						637.3	66.0	LONGWORTH.							
7.10				Yard		640.1	66.0	10.1							
7.11						640.2	66.0	ORIENT JCT.	B	9.55					
f 7.19						645.4	66.0	0.7		9.52					
f 7.23						648.1	66.0	2.8	C	9.45					
f 7.26						650.5	66.0	P. & S. F. JCT.		9.40					
s 7.37			61	50	W	657.3	66.0	0.1	C						
s 8.01			53	47		671.0	66.0	0.7	C						
s 8.12			45	49		677.5	66.0	5.2		9.39					
s 8.24			60	51	W	685.3	66.0	SOUTH JCT.							
8.29			40			688.7	66.0	2.7							
s 8.40				53		695.5	66.0	SHAUFLER.							
s 8.51				42		702.1	66.0	2.4							
9.04				50		711.0	66.0	LAKE TRAMMELL.							
9.10				Yard		714.5	66.0	2.4							
9.13	AM 10.13	AM 6.48				715.3	66.0	EDLEBONA.							
9.20	10.20 AM	6.55 AM		Yard	FW TY	717.4	66.0	6.8							
Arrive Daily.	Arrive Daily.	Arrive Daily.					66.0	MARYNEAL.	B	\$ 9.10					
(30.4)	(18.0)	(18.0)	Average Speed per hour.....									(33.5)	(18.0)	(18.0)	

All trains must get numbered clearance card (Form 902) before leaving Hamlin. All trains must get numbered clearance card (Form 902) before leaving Sweetwater or P. & S. F. Jct. Freight trains will register at Sayard and must get numbered clearance card (Form 902) at either Sayard or San Angelo. Other trains will register at Sayard by Form 903 when operator is on duty and must get numbered clearance card (Form 902) at either San Angelo or Sayard. Trains between station sign Sayard and Del Rio Jct. have no time table superiority. All trains moving over main track between these points must run at restricted speed expecting to find main track occupied by other trains, and the responsibility for accident rests with approaching train. No switch lights Sayard District except at Sayard and San Angelo. Sayard District trains have no time table superiority between Orient Jct. and P. & S. F. Jct. Sayard District trains between east switch (Time Table Direction) P. & S. F. Jct. and South Jct. will be governed by G. C. & S. F. Ry. time table. Sweetwater yard limit extends west of South Junction.

WESTWARD.			Capacity of Other Tracks.	Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Distance from Crosbyton Jct.	Ruling Grade Ascending.	TIME TABLE			Ruling Grade Ascending.	Communications.	EASTWARD.		
Second Class.								Second Class.							
89								90							
Mixed.			No. Cars.	No. Cars.	Miles.	No. 68, June 2, 1940.			Mixed.			Mixed.			
Leave Daily Ex. Sunday.						STATIONS.			Arrive Daily Ex. Sunday.			Arrive Daily Ex. Sunday.			
AM 8.50				Yard	FWY	31.7		LUBBOCK.	C	PM 1.00					
9.05			8			5.8		6.5		12.44					
s 9.25			25	29		8.0		HETTLER							
s 9.47			43	24	W	11.3		2.2							
\$10.10			126	52		19.6		F. W. & D. S. P. Crossing.							
10.35 AM				Yard	W Y	26.4		3.3							
Arrive Daily Ex. Sunday.						26.4		8.3							
(22.0)	Average speed per hour.....									(22.0)			(22.0)		

No. 89 is superior to No. 90. All trains must get numbered clearance card (Form 902) before leaving Lubbock and Crosbyton. No switch lights Crosbyton District. Crosbyton District trains using main track, Lubbock to Crosbyton District crossover, will be governed by Plainview District time table.

LAMESA DISTRICT.

WESTWARD.			Capacity of Other Tracks.	Capacity of Sidings.	Water, Fuel, Turn Tables and Wyes.	Distance from Slaton Junction.	Ruling Grade Ascending.	TIME TABLE			Ruling Grade Ascending.	Communications.	EASTWARD.		
Second Class.								Second Class.							
83								84							
Mixed.			No. Cars.	No. Cars.	Miles.	No. 68, June 2, 1940.			Mixed.			Mixed.			
Leave Daily Ex. Sunday.						STATIONS.			Arrive Daily Ex. Sunday.			Arrive Daily Ex. Sunday.			
AM 7.50				Yard	WF T	2.6		SLATON.	C	PM 4.15					
7.53						31.7		1.1		2.44					
s 8.17			26	41		10.0		SLATON JCT.							
s 8.47			95	42	W	21.3		10.0							
f 9.05				42		23.5		11.3							
s 9.30			52	37		36.1		7.2							
f 9.45			23			42.1		TAHOKA.							
f 9.57			22			47.3		7.2							
10.10 AM				Yard	W Y	53.7		7.6							
Arrive Daily Ex. Sunday.						53.7		SKEEN.							
(23.5)	Average speed per hour.....									(13.0)			(13.0)		

No. 83 is superior to No. 84. All trains must get numbered clearance card (Form 902) before leaving Slaton and Lamesa. No switch lights Lamesa District. Lamesa District trains between Slaton and Slaton Jct. will be governed by Second District time table.

FORT STOCKTON DISTRICT.

SLATON DIVISION

ALPINE DISTRICT.

WESTWARD	TIME TABLE No. 68, June 2, 1940.				EASTWARD		
First Class.	Capacity of Other Tracks.	Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Distance from Kansas City.	Rolling Grade Ascending.	Communications.	First Class.
145							146
Motor Passenger.	No. Cars.	No. Cars.		Miles.	Rolling Grade Ascending.	Communications.	Motor Passenger.
Leave Daily.	No. Cars.	No. Cars.		Miles.	Rolling Grade Ascending.	Communications.	Arrive Daily.
AM 7.15		Yard	FW TY	717.4	26.4	C	PM 5.30
7.20				720.2	37.0		5.23
f 7.30		58		727.4	37.0	f	5.13
s 7.42	43	50		732.4	35.9	s	5.03
f 7.51		58		738.5	36.0	f	4.53
s 8.03	115	51	W	745.7	37.0	s	4.42
f 8.20		47		756.1	37.0	f	4.22
f 8.33		41		765.9	26.4	f	4.08
s 8.41	93	44	W	771.6	52.8	s	3.58
f 8.52		50		778.3	37.0	f	3.48
f 9.01		38		784.0	37.0	f	3.40
s 9.12	118	53		790.6	23.2	s	3.30
f 9.20	30			796.1	37.0	f	3.20
s 9.30	30	50		800.7	15.8	s	3.12
f 9.35	72			802.3	8.8	f	3.07
s 9.40	20	57	Y	804.8	26.4	s	3.02
f 9.55		43		814.3	42.2	f	2.47
s 10.06	57	45		819.9	10.0	s	2.37
f 10.15		46		826.5	52.8	f	2.25
f 10.24		46		832.5	52.8	f	2.15
s 10.36		Yard	FY	839.8	23.4	s	2.05
f 10.45		31		844.5	52.8	f	1.54
s 10.55	92	47		849.8	37.0	s	1.47
f 11.05		41		856.9	29.5	f	1.35
f 11.16		45		863.3	37.0	f	1.26
f 11.34		58		874.9	37.0	f	1.10
11.45 AM		Yard	FWY	891.7		C	1.00 PM
Arrive Daily.							Leave Daily.

WESTWARD	TIME TABLE No. 68, June 2, 1940.				EASTWARD		
Second Class.	Capacity of Other Tracks.	Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Distance from Kansas City.	Rolling Grade Ascending.	Communications.	Second Class.
129							130
Mixed.	No. Cars.	No. Cars.		Miles.	Rolling Grade Ascending.	Communications.	Mixed.
Leave Tues., Thursday and Sat.	No. Cars.	No. Cars.		Miles.	Rolling Grade Ascending.	Communications.	Ar. Monday, Wednesday, Friday.
PM 1.15		Yard	FWY	881.7	52.8	C	PM 11.00
f 1.42		48		892.9	52.8	f	10.34
f 2.10		40		904.3	48.8	f	10.07
f 2.40		50		917.2	52.8	B	9.37
f 3.02		47		928.4	52.8	f	9.14
f 3.20		52		934.4	52.8	f	8.56
s 4.30		Yard	FWY	944.3	0	C	8.35
f 5.10		40		956.9	0	B	7.50
f 5.39	32	40	W	969.3	0	B	7.10
f 6.08	32	40		984.5	0	B	6.40
f 6.31		40	W	993.7	0	B	6.10
f 7.00	62	40		1002.9	0	B	5.45
f 7.25		40		1013.2	0	B	5.25
8.00 PM		Yard	FWY	1026.7	0	C	4.30 PM
Arrive Tues., Thurs. and Saturday.							Leave Mon., Wed. and Friday.
(19.0)	Average Speed per Hour.....				(22.6)		

All trains must get numbered clearance card (Form 902) before leaving Ft. Stockton and Presidio.

All trains using T. & N. O. Ry. tracks between Alpine and Paisano will be governed by T. & N. O. Ry. time table.

Trains will look out for obstructions on track through cuts between Tinaja and Presidio.

Approach curve at M.P. 987.4 at restricted speed account danger of dirt or rock slide.

No switch lights Alpine District.

Water tank at M.P. 913.0.

SONORA DISTRICT.

WESTWARD	TIME TABLE No. 68, June 2, 1940.				EASTWARD		
Second Class.	Capacity of Other Tracks.	Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Distance from Del Rio Jct.	Rolling Grade Ascending.	Communications.	Second Class.
127							128
Mixed.	No. Cars.	No. Cars.		Miles.	Rolling Grade Ascending.	Communications.	Mixed.
Leave Daily Ex. Sunday.	No. Cars.	No. Cars.		Miles.	Rolling Grade Ascending.	Communications.	Arrive Daily Ex. Sunday.
AM 7.30		Yard	FW TY		26.4	C	PM 3.15
7.36				0.0	31.7		2.50
f 8.02	15			7.3	31.7	f	2.30
f 8.25	52			16.0	37.0	B	2.02
f 9.03	58			29.2	37.0	B	1.20
s 9.40	128	58	W	41.9	0	C	12.45 PM
10.40 AM		Yard	WY	68.6	0	C	11.30 AM
Arrive Daily Ex. Sunday.							Leave Daily Ex. Sunday.
(21.0)	Average speed per hour.....				(17.7)		

No. 127 is superior to No. 128.

All trains must get numbered clearance card (Form 902) before leaving San Angelo and Sonora.

No switch lights Sonora District.

Sonora District trains between San Angelo and Del Rio Jct. will be governed by Fort Stockton District time table.

Freight trains will register at Sayard and must get numbered clearance card (Form 902) at either San Angelo or Sayard. Other trains will register at Sayard by Form 903 when operator is on duty and must get numbered clearance card (Form 902) at either San Angelo or Sayard. Trains between station sign Sayard and Del Rio Jct. have no time table superiority. All trains moving over main track between these points must run at restricted speed expecting to find main track occupied by other trains, and the responsibility for accident rests with the approaching train.
 No switch lights Ft. Stockton District except at San Angelo.
 Water Tank M.P. 815.1.
 No. 145 is superior to No. 146.

SLATON DIVISION.

WESTWARD.										TIME TABLE No. 68, June 2, 1940.	EASTWARD.											
87	83	35	31	943	CTX	129	119	51	71		TCF	120	130	GCF	944	32	36	84	88			
Way Freight.	G. C. & S. F. Mixed.	G. C. & S. F. Way Freight.	G. C. & S. F. Freight.	Amarillo Fast Freight.	California Texas Freight.	Way Freight.	California Freight.	Way Freight.	Way Freight.	Texas California Freight.	California Freight.	Way Freight.	Gulf California Freight.	Dallas Ft. Worth Fast Freight.	G. C. & S. F. Freight.	G. C. & S. F. Way Freight.	G. C. & S. F. Mixed.	Way Freight.				
Lv. Tuesday, Thursday, Saturday.	Lv. Monday, Wednesday, Friday.	Lv. Monday, Wednesday, Friday.	Arrive Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Leave Daily.	Ar. Tuesday, Thursday, Sunday.	Ar. Sunday, Tuesday, Thursday.	Ar. Monday, Wednesday, Friday.				
AM 7.00				AM 12.15										AM 5.45				PM 10.00				
11.00				2.00										3.00				6.15				
					AM 11.35				AM 8.00				AM 2.30 AM									
PM 3.00				4.00	PM 3.00				PM 3.00				11.00	12.15 AM				2.00				
4.00 PM				5.00 AM	5.00			AM 6.00	4.00 PM				9.30 8.30	11.15 PM				1.00 PM				
	To Sterling City		From Brownwood		10.00 PM			PM 12.30 PM					6.00 AM				To Brownwood	From Sterling City				
								AM 1.30						PM 12.30 PM								
								4.15							11.00							
								10.30 11.30							1.00 12.01 AM							
								PM 2.15							10.00							
		PM 4.15																PM 5.15				
	5.30 PM	4.30 PM	8.00 AM			AM 1.00	8.00 PM								4.30 PM	5.00 PM	4.00 PM					
						10.45 AM																
Ar. Tuesday, Thursday, Saturday.		Ar. Monday, Wednesday, Friday.		Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.				Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Lv. Tuesday, Thursday, Sunday.	Lv. Monday, Wednesday, Friday.			

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.

**SURGEONS OF THE PANHANDLE AND SANTA FE RAILWAY COMPANY
AND THE A. T. & S. F. HOSPITAL ASSOCIATION**

Dr. M. L. BISHOFF, Chief Surgeon, Topeka.
Dr. H. W. GOOTEE, Assistant Chief Surgeon, Topeka.

SLATON DIVISION

SAN ANGELO HOSPITAL.

Dr. W. E. SCHULKEY, Surgeon.
Dr. R. E. WINDHAM, Eye, Ear, Nose & Throat.
Dr. D. D. WALL, Urologist.
Dr. P. L. WHIFFEN, Consulting Dentist.

CLOVIS HOSPITAL.

Dr. H. A. MILLER, Surgeon in Charge.
Dr. WALTER D. DABBS, Assistant Surgeon.
Dr. E. M. CHAPMAN, Consulting Dentist.

LOCAL SURGEONS.

Dr. R. A. NEBLETT, Canyon.
Dr. J. W. ROLLO, Lubbock.
Dr. E. O. NICHOLS, Plainview.
Dr. J. W. REYNOLDS, Blackwell.
Dr. H. E. ROSSER, Snyder.
Dr. C. A. ROSEBROUGH, Sweetwater.
Dr. R. R. ALLEN, Sweetwater.
Dr. N. E. GREER, Lockney.
Dr. G. V. SMITH, Floydada.
Dr. J. C. LOVELESS, Lamesa.

Dr. M. E. JACOBSON, Brownfield.

Dr. H. T. DAVIDSON, Seagraves.
Dr. H. N. LUSK, Levelland.
Dr. T. A. LOWREY, Chillicothe.
Dr. T. B. DUKE, Littlefield.
Dr. T. S. EDWARDS, Knox City.
Dr. C. W. WILLIAMS, Sylvester.
Dr. J. F. PATTISON, Big Lake.
Dr. E. V. RAWLINGS, McCamey.
Dr. W. H. MOORE, Ft. Stockton.
Dr. F. E. GIBBONS, Presidio.

Dr. W. E. PAYNE, Slaton.

Dr. L. S. MAGEE, Hamlin.
Dr. J. E. WRIGHT, Alpine.
Dr. J. SCHELTON, Sonora.
Dr. J. H. HILL, Crowell.
Dr. A. C. SUREMAN, Post.

Dr. ROY G. LOVELESS, Slaton.

Dr. E. L. HANEY, Ralls.
Dr. M. W. ROGER, Rule.
Dr. J. D. LEONARD, Bronte.
Dr. E. O. DEAL, Mertzon.
Dr. A. HELBING, Barnhart.

**EYE, EAR, NOSE AND THROAT
SPECIALISTS AT LOCAL POINTS.**

Dr. J. T. HUTCHINSON, Lubbock.
Dr. R. E. WINDHAM, San Angelo.

A. J. STROBEL, General Watch Inspector, Topeka.

J. H. MACE, Assistant General Watch Inspector. (Roadway and Station Service) Kansas City, Mo.

LOCAL WATCH INSPECTORS, SLATON DIVISION.

M. G. MARTIN, Slaton.
WILBERT PETERSON, Plainview.

MAY BROTHERS, Clovis.
L. N. PITTMAN, Amarillo.

ANDERSON BROTHERS, Lubbock.
FRED F. WAGNER, Amarillo.

J. P. MAJORS, Sweetwater.
J. M. RUSSELL, Altus.

S. D. McMAHON, Hamlin.
M. L. LEFFEL, San Angelo.
J. D. STILL, Ft. Stockton.

SPECIAL RULES AND REGULATIONS.

Effective on the Slaton Division and Superseding all General Rules Inconsistent Therewith

1

Except as otherwise provided, Eastward or Northward trains are superior to Westward or Southward trains of the same class.

YARD LIMIT STATIONS.

(See Rules 93 and D 153, Operating Department):
 Texico, Littlefield, Lubbock, Slaton, Sweetwater, Canyon, Plainview, Aiken, Lockney, Floydada, Idalou, Lorenzo, Ralls, Crosbyton, Levelland, Bledsoe, Doud, Ropes, Meadow, Brownfield, Seagraves, Wilson, Tahoka, O'Donnell, Lamesa, Altus, Chillicothe, Crowell, Knox City, Rule, Hamlin, Orient Jct., Sayard, San Angelo, Barnhart, Texon, Rankin, McCamey, Ft. Stockton, Alpine, Del Rio Junction, Christoval, Eldorado, Sonora, Paisano, Plata, Casa Piedra, Presidio. Yard limits Lubbock include Marnels.

3

First class trains moving against the current of traffic must move within yard limits at restricted speed.

STANDARD CLOCKS

Lubbock, Freight Station; Slaton, Passenger Station; Sweetwater, Passenger Station and Yard Office; Altus, Passenger Station; Hamlin, Passenger Station; Sayard, San Angelo, Passenger Station and Round House; Ft. Stockton, Freight Station.

STANDARD THERMOMETERS

Plainview, Lubbock, Slaton, Snyder, Chillicothe, Hamlin, San Angelo, Sayard, Ft. Stockton and Alpine.

BULLETIN BOOKS

Amarillo, Clovis, Slaton, Sweetwater.....Yard Offices, Rdh. Reg. Rooms and Passenger Stations.
 Plainview, Hamlin.....Passenger Stations.
 Altus, San Angelo.....Rdh. Reg. Rooms and Psgr. Sta.
 Sayard.....Yard Office.
 Ft. Stockton, Lubbock.....Freight Station.

T. & N. O. BULLETIN BOOKS

San Angelo.....Roundhouse Register Room and Passenger Station.
 Ft. Stockton....Freight Station.

G. C. & S. F. BULLETIN BOOKS

Slaton.....Yard Office, Rdh. Reg. Rooms.
 Hamlin.....Passenger Station.
 Sayard.....Yard Office.
 San Angelo.....Rdh. Reg. Room and Passenger Station.

PLAINS DIVISION BULLETIN BOOKS

Slaton.....Yard Office, Rdh. Reg. Rooms and Passenger Station.
 Lubbock.....Freight Station.

FORM 903

Conductors of freight and mixed trains will leave Form 903 at all stations, except register stations, where cars are picked up or set out.

AMENDED RULE 5

That part of Operating Department Rule 5 reading "Time applies at point indicated by station sign, conforming to time table designation" is amended to read: "The time applies to the switch where an inferior train enters the siding; where there is no siding, it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signals, it applies to the place where traffic is received or discharged."

AMENDED RULE 10(A)

Rule 10-A. A temporary low speed signal (yellow disc, yellow flag, and/or yellow light) shall be displayed one mile or more each way from structure or segment of track over which speed of trains shall be reduced. When so displayed, trains must not exceed fifteen miles per hour, unless otherwise specified by train order or bulletin, until rear of train shall have passed a temporary resume speed signal (green disc, green flag, and/or green light) which will mark the end of the restriction.

Permanent slow boards (3 feet wide by 1 foot 4 inches high, yellow background with black numerals, mounted on post) will be located not less than 2500 feet each way from structure or segment of track where speed of trains is permanently reduced. The numerals on the track side denote maximum speed for passenger trains, and the numerals on the field side denote maximum speed for freight trains. Special rules and regulations in the time table, train orders, bulletins, special instructions, or temporary low speed signals

which require speeds lower than those indicated on the permanent slow boards, are not abrogated by the latter.

Permanent resume speed boards (3 feet wide by 1 foot 4 inches high, mounted on post, green without lettering) will be located just beyond structure or segment of track governed by permanent slow boards, where, rear of trains having passed, normal speed may be resumed.

Where there occurs a succession of permanent locations requiring varying maximum speed, appropriate permanent slow boards will be placed to indicate the maximum permissible speeds over the structure or track beyond them. Under such circumstances only one permanent resume speed board will be installed at the end of the series of locations.

TORPEDOES

When unattended torpedoes are exploded—trains may resume normal speed at a distance of one mile from that point. (See Rule 15 Operating Department.)

AMENDED RULE 86

Where automatic block is continuous between stations inferior trains in the same direction will only be required to clear superior trains sufficiently to give clear signal indication in the rear. (See Rule 86 Operating Department.)

AMENDED RULE 103-A

The second paragraph of Rule 103-A is abrogated.

AMENDED RULE 104(A)

First paragraph of Rule 104(A) is amended to read: At meeting or passing points the employe attending the switch must not unlock derail or main line switch, nor station himself nearer to main track switch than the clearance point, and when safe to do so, on opposite side of track, until expected train has been met or passed. When complying with Rule S 89-A, after lining and locking switch, he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

AMENDED RULE 204

Additional copy of all train orders and clearance cards shall be furnished for delivery to rear brakeman. (See Rule 204, Operating Department.)

AMENDED RULE 221

Rule 221, Operating Department, is amended to read: "Where a fixed signal is used at a train order office, it must indicate 'Stop' when there is an operator on duty, except when changed to 'Proceed' to allow a train to pass when there are no train orders for any train in that direction. When the train order signal cannot be changed to indicate 'Proceed' for a train because of orders for other trains in the same direction, a clearance card must be issued to the train for which there are no orders. Except as provided in Rule 758, a train must not pass a train order signal in stop position without first receiving clearance card Form 902. Train order signals must be fastened at 'Proceed' only when no operator is on duty. When so fastened at night, the light must be extinguished. Operators must have flagman's signals ready for immediate use."

AMENDED RULE 360.

Rule 360 is amended to read: Station announcement will be omitted between the hours of 10:00 P.M. and 6:00 A.M. when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

OVERHEAD STRUCTURES

(See Rule 310 Operating Department)

MILE POSTS.	BRIDGE NUMBER.	NAMES.
Sayard District		
626.0		Gypsum Chutes Over Spur
640.4		T. & P. Bridge Over Main Track
643.3		Sand Trap Over Spur
688.7		Sand Trap Over Spur—Baverly

DWARF SIGNALS

In connection with Rules 10-F, 701, 702, 703 and 704, Operating Department, when upper quadrant signals are used as dwarf or low home signals, they will display the same indications as high home signals and have the same names. Red light will be displayed for the stop indication.

AMENDED RULE 711

Rule 711, Operating Department, is amended to read:
 Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the timetable or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

AMENDED RULE 872.

Rule 872, Operating Department, is amended to read:
 When the engine has been coupled on and gauge shows a sufficient pressure in the brake pipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also the number of brakes cut out or inoperative.

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

AUTOMATIC BLOCK

On single track, trains in clear on siding, or other tracks, will not use siding switches (or other switches not equipped with switch indicators) until indication of signals in both directions have been observed. Trains moving from siding to the main track will foul the circuit and set the signal before lining switch.

REMOTE CONTROL SWITCHES AND INTERLOCKING PLANTS

Interlocked, remote control switches handled from station:
 These switches are equipped with switch targets indicating GREEN for main track and YELLOW for turnout in facing point direction only. Interlocked signals governing movement over these switches indicate PROCEED for main track and RESTRICTED SPEED for main track or turnout.

Trains stopped by any of these interlocked signals will ascertain from signalman by telephone the reason therefor, and if signalman advises no known cause and his lineup properly set for movement of this train, block will be flagged as prescribed by Rule No. 830 (a).

Telephones connecting with station are located on signal mast at all remote control switches.

Should a remote control switch or the signal governing movement over such a switch be out of order, communicate with the signalman by telephone and be governed by his instructions. If telephone out of order see that switch is properly lined for your movement, spike same and proceed under flag protection to next governing signal. If switch is spiked for movement to or from siding a member of the crew must remain at the switch and see that switch is restored to its normal position and left spiked, making report of same at first office of communication.

The following addition is made to Rule 782:
 "When an interlocking plant is out of order and signals cannot be operated, and the operator or towerman desires an engine or train to move through the plant, he may give this permission by signal with yellow flag or light. A member of the crew must then flag over each interlocked switch and derail."

SPEED RESTRICTIONS

Trains moving against the current of traffic on double track must not exceed speed of thirty (30) miles per hour, or two (2) minutes for each mile, around curves and where view is obscure, and use whistle freely as warning signal.

Trains handling steam wrecking crane, steam shovel, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear must not exceed speed of twenty-four (24) miles per hour, or two and one-half (2½) minutes for each mile on Plainview, First, Second, Floydada, Crosbyton, Seagraves, Lehman and Lamesa Districts, and must not exceed speed of eighteen (18) miles per hour, or three (3) minutes and twenty (20) seconds for each mile on Hamlin, Sayard, Ft. Stockton, Alpine and Sonora Districts.

LOCOMOTIVES HANDLED DEAD IN TRAINS.

With side rods in position are not to be run faster than twenty (20) miles per hour, or three (3) minutes for each mile.

With side rods all removed and all drivers on rail fifteen (15) miles per hour, or four (4) minutes for each mile.

With one pair of wheels "swung" or suspended off rail, ten (10) miles per hour or six (6) minutes for each mile.

Gas-electric motor cars being towed, sixty (60) miles per hour, or one (1) minute for each mile.

Locomotives operating under their own steam with all side rods in place and one main rod removed must not exceed following speeds: All freight and switch, including 0-4-0 to 2-10-4, twenty (20) miles per hour, or three (3) minutes for each mile.

Passenger locomotives, Mountain type, including 4-8-2 and 4-8-4, twenty-five (25) miles per hour, or two (2) minutes and twenty-four (24) seconds for each mile. All except Mountain type, including 4-4-0 to 4-6-2, thirty-five (35) miles per hour, or one (1) minute and forty-three (43) seconds for each mile.

SPRING SWITCHES, TURNOUTS AND CROSSOVERS.

While heading in or out over all main track turnouts, trains or engines must not exceed speed of fifteen (15) miles per hour, and on all other turnouts and crossovers trains or engines must not exceed speed of ten (10) miles per hour. Trailing movements through spring switches must not be reversed until switch has been properly lined.

HIGHWAY CROSSINGS

While head of train is passing the highway crossings of cities and towns named below, indicated speed must not be exceeded:

- Snyder—Scarborough to River Street, twenty (20) miles per hour.
- San Angelo—Spaulding St. to Avenue L, fifteen (15) miles per hour.
- Sudan—Main Street, forty-five (45) miles per hour.

Gas-electric motor cars shall not be operated through water deeper than four (4) inches and Diesel-electric through water deeper than five (5) inches above the ball of the rail, and when such movement is necessary they must not exceed a speed of two (2) miles per hour or thirty (30) minutes for each mile. (This does not amend or modify rule 317-A, Operating Department.)

MAXIMUM LOCOMOTIVE SPEEDS—NO TOLERANCE

ENGINES	Miles Per Hour	Time per Mile Min. Sec.	LIGHT			
			FORWARD		BACKWARD	
			Miles Per Hour	Time per Mile Min. Sec.	Miles Per Hour	Time per Mile Min. Sec.
Diesels 1 to 11, Inclusive	100	0 36	40	1 30	25	2 24
Gas-Electric M-105, M-190, Incl.	60	0 60	60	0 60	25	2 24
(A) Atlantic Type 79-in. Drivers	100	0 36	40	1 30	25	2 24
(B) Atlantic Type 73-in. Drivers	90	0 40	40	1 30	25	2 24
(C) Pacific Type 79-84-in. Drivers	100	0 36	40	1 30	25	2 24
(D) Pacific Type 73-74-in. Drivers	90	0 40	40	1 30	25	2 24
3700 to 3750, Incl.	70	0 51	40	1 30	25	2 24
3751 to 3764, Incl.	75	0 48	40	1 30	25	2 24
3765 to 3775, Incl.	75	0 48	40	1 30	25	2 24
(E) Prairie Type 69-in. Drivers	50	1 12	40	1 30	25	2 24
789-825; 870-874	30	2 00	30	2 00	20	3 00
885-999; 1600-1705; 1950-1991	40	1 30	35	1 43	20	3 00
1798-1799	55	1 05	40	1 30	25	2 24
2506; 2535-2553; 2565-2569	35	1 43	35	1 43	20	3 00
2507-2534; 2559-2564	55	1 05	40	1 30	25	2 24
3010-3029; 3100-3158	35	1 43	35	1 43	20	3 00
3160-3287; 3800-3940; 4000-4115	55	1 05	40	1 30	25	2 24
5000-5010	65	0 55.4	40	1 30	25	2 24
All Regularly Assigned to Switching Service	20	3 00	20	3 00	20	3 00
All Other Engines	20	3 00	20	3 00	20	3 00

2 SLATON RULES

ENGINES AND DIAMETER OF DRIVERS

GROUP (A)	GROUP (B)	GROUP (C)	GROUP (D)	GROUP (E)
Atlantic Type 79" Drivers	Atlantic Type 73" Drivers	Pacific Type 79-84" Drivers	Pacific Type 73-74" Drivers	Prairie Type 69" Drivers
537	512	1200 to 1206*	1226 to 1399*	1000 to 1152*
1413	542 to 559*	1208 to 1209*	3400 to 3419*	1207
1416	1415	1211 to 1213*	3421 to 3424*	1210
1442	1420	1216 to 1225*	3426 to 3433*	1214 to 1215*
1453	1425	3420	3435 to 3437*	1800 to 1887*
1457	1431	3425	3439 to 3447*	
1468	1444 to 1447*	3434	3449	
1473 to 1477*	1456	3438, 3448	3500 to 3534*	
	1458	3450 to 3459*	3600	
	1460, 1462, 1466	3460 to 3465*		
	1470, 1472			
	1478 to 1556*			

(*—Both Inclusive.

TRAIN SPEED RESTRICTIONS.

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineer in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops, so that train will move smoothly, without jar, and train conductors must observe that this is done.

MAXIMUM SPEED FOR TRAINS

LOCATION	PASSENGER		Frt., Mixed and Light	
	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE
FIRST DISTRICT	75	0 48	50	1 12
SECOND DISTRICT	65	0 55	50	1 12
PLAINVIEW DISTRICT	75	0 48	50	1 12
FLOYDADA DISTRICT	40	1 30	35	1 43
CROSBYTON DISTRICT	40	1 30	30	2 00
SEAGRAVES DISTRICT	40	1 30	35	1 43
LEHMAN DISTRICT	40	1 30	35	1 43
LAMESA DISTRICT	40	1 30	35	1 43
HAMLIN DISTRICT	45	1 20	30	2 00
SAYARD DISTRICT	45	1 20	30	2 00
FT. STOCKTON DISTRICT	45	1 20	30	2 00
ALPINE DISTRICT	45	1 20	30	2 00
SONORA DISTRICT	40	1 30	30	2 00

SIDINGS, SPURS AND FLAG STOPS, NOT SHOWN ON FACE OF TIME TABLE.

LOCATION	M. P.	CAR CAPACITY	SWITCH CONNECTION	FLAG STOPS FOR TRAINS
PLAINVIEW DISTRICT				
TEXAS UTILITIES SPUR	654.3	28	WEST	FREIGHT ONLY
HAMLIN DISTRICT				
SAND SPUR	512	32	WEST	FREIGHT ONLY
SAYARD DISTRICT				
PLASTERCO SPUR	609.6	125	EAST-WEST	FREIGHT ONLY
HILLSDALE SPUR	643.3	26	EAST	FREIGHT ONLY
FT. STOCKTON DISTRICT				
FOX OIL SPUR	747.6	4	EAST	FREIGHT ONLY
RIO PECOS SPUR	847.5	30	EAST	FREIGHT ONLY

RAILROAD CROSSINGS AND JUNCTIONS.

Plainview Junction	M.P. 628.1	Plainview District
Seagraves Junction	M.P. 88.3	First District
Doud Junction	M.P. 6.1	Seagraves District
Lubbock Junction	M.P. 678.5	Plainview District
Slaton Junction	M.P. 88.7	First District
	M.P. 690.9	Second District

Plainview:

F. W. & D. S. P. Crossing 0.8 miles west of Plainview on Plainview District protected by automatic interlocking signals which clear on approach when opposing route is not occupied. Trains receiving clear indication may cross without stopping at speed not to exceed twenty (20) miles per hour.

When signals do not clear, train must stop short of home signal, wait three (3) minutes for plant to automatically release, then if signals do not clear, crossing must be flagged in both directions on opposing route until entire train has passed the crossing.

Lubbock:

F. W. & D. S. P. crossing 2.0 miles west of Lubbock on Plainview District protected by automatic interlocking signals which clear on approach when opposing route is not occupied. Trains receiving clear indication may cross without stopping at speed not to exceed twenty (20) miles per hour.

When signals do not clear, train must stop short of home signal, wait five (5) minutes for plant to automatically release, then if signals do not clear, crossing must be flagged in both directions on opposing route until entire train has passed the crossing.

F. W. & D. C. Crossing 0.2 mile East of Chillicothe, Hamlin District protected by automatic interlocking signals which clear on approach when opposing route is not occupied. Trains receiving clear indication may cross without stopping at speed not to exceed twenty (20) miles per hour.

When signals do not clear, train must stop short of home signal, wait six (6) minutes for plant to automatically release, then if signals do not clear, crossing must be flagged in both directions on opposing route until entire train has passed the crossing. Releasing section must be cleared and reoccupied for reverse movements.

When westward home signal is found showing stop indication, member of crew will manipulate switch key controller located on mast of home signal which will clear home signal, if opposing route is not occupied.

If signal does not clear leave key in controller until clears or until expiration of six (6) minutes.

GATE PROTECTED RAILROAD CROSSINGS.

Plainview:

F. W. & D. S. P. Crossing on Floydada District, 2.7 miles west of Plainview. Gates are set normally across F. W. & D. S. P. tracks.

Lockney:

F. W. & D. S. P. Crossing, 1.0 mile east of passenger station. Gates are set normally across F. W. & D. S. P. tracks.

Idalou:

F. W. & D. S. P. Crossing, 3.3 miles east of passenger station. Gates are set normally across F. W. & D. S. P. tracks.

FOOTBOARD RULE.

The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

STATUTORY REGULATIONS

In Texas a railroad company has a right to eject from its train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any point on the line of the road, whether at a station or otherwise, with this limitation: In case a person is, by reason of any infirmity, unable to travel or find his way from the point where he is put off to a dwelling-house or town, or the weather is so inclement as to render it unsafe or inhuman to eject a person at a point other than a station, then such person should be ejected at a station where suitable accommodation can be procured for his safety and comfort.

In Oklahoma a passenger who refuses to pay his fare or to conform to any lawful regulation of the carrier, may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place, or near some dwelling house. After having ejected a passenger a carrier has no right to require the payment of any part of his fare.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.