

Santa Fe Pacific Railroad Company

ALBUQUERQUE DIVISION.

TIME TABLE

No. 10.

Superseding Time Table No. 9, in Effect May 1, 1900.

To Take Effect Monday, July 2, 1900,

AT 12:05 A. M.

“Mountain” Time is standard.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYES ONLY.

NOTE IMPORTANT CHANGES IN SPECIAL RULES.

Trains Going West.—Isleta to Gallup.				CAPACITY OF SIDING.	DISTANCE FROM ALBUQUERQUE	RULING GRADE ASCENDING.	TIME TABLE NO. 10 July 2, 1900.	RULING GRADE ASCENDING.	DISTANCE FROM SAN FRANCISCO.	Trains Going East.—Gallup to Isleta.			
Second Class		FIRST CLASS								FIRST CLASS		Second Class	
35	33	1		No. CARS.	MILES		STATIONS.		MILES.	2		34	36
DAILY.	DAILY.	DAILY.		YARD.			Leave	Arrive		DAILY.		DAILY.	DAILY.
12.30PM	1.00AM	9.05PM				21.1	N ALBUQUERQUE N		1199.8	8.05AM		1.30AM	1.30PM
1.20PM	1.50AM	s 9.30PM		62	12.7	52.8	N ISLETA N		1187.1	s 7.40		12.35AM	12.30PM
1.45	2.20	f 9.45		55	18.1	52.8	MANZANA		1181.7	f 7.30		12.05AM	11.50
2.10	2.45	f 10.00		67	23.5	52.8	SANDIA		1176.3	f 7.20		11.40	11.20
2.24	3.00	f 10.09		67	27.7	52.8	CORTEZ		1172.1	f 7.09		11.10	11.00
2.45	3.30	f 10.20		51	34.0	31.2	T RIO PUERCO T		1165.8	f 6.55		10.20	10.35
3.15	4.05	f 10.35		56	40.9	52.8	GARCIA		1158.9	f 6.43		9.45	10.00
3.50	4.35	f 10.50		32	47.2	52.8	SHAWNEE		1152.6	f 6.33		9.25	9.40
4.25	5.05	f 11.02		80	53.4	52.8	ARMIJO		1146.4	f 6.22		9.05	9.20
5.00	5.30	f 11.15		33	59.8	52.8	EL RITO		1140.0	f 6.12		8.45	9.00
6.15	6.00	s 11.35		40	66.1	52.8	N LAGUNA N		1133.7	s 6.00		8.25	8.40
6.35	6.50	f 11.49		67	72.1	52.8	CUBERO		1127.7	f 5.45		7.50	8.05
7.20	7.35	f 12.12AM		67	83.7	52.8	T McCARTYS T		1116.1	f 5.23		7.20	7.35
8.00	8.10	f 12.25		80	89.7	52.8	HORACE		1110.1	f 5.11		7.00	6.50
8.35	8.45	s 12.40		51	96.1	52.8	T GRANTS T		1103.7	s 5.00		6.40	6.25
9.05	9.15	f 12.50		67	101.4	52.8	TOLTEC		1098.4	f 4.51		6.25	6.05
9.45	10.00	f 1.05		67	107.4	52.8	BLUEWATER		1092.4	f 4.41		6.10	5.45
10.20	10.40	f 1.21		46	114.9	52.8	BACA		1084.9	f 4.28		5.40	5.15
10.55	11.25	f 1.36		32	121.9	52.8	CHAVES		1077.9	f 4.16		5.20	4.55
11.10	11.45	f 1.44		69	125.2	52.8	T THOREAU T		1074.6	f 4.10		5.10	4.40
11.25	12.05PM	f 1.52		24	128.8	52.8	GONZALES		1071.0	f 4.01		4.55	4.25
12.01AM	12.30	f 2.04		104	136.1	0	GUAM		1063.7	f 3.43		4.20	3.43
12.15	12.50	f 2.15		67	141.7	0	PEREA		1058.1	f 3.32		3.50	3.00
12.35	1.07	s 2.25		72	146.2	5.8	T WINGATE T		1053.6	s 3.23		3.35	2.25
12.55	1.30	f 2.35		68	151.6	11.6	ZUNI		1048.2	f 3.13		3.15	1.55
1.30AM	2.00PM	s 2.50AM		YARD.	157.8		N CALLUP N		1042.0	3.00AM		2.50PM	1.30AM
DAILY	DAILY	DAILY					Arrive	Leave		DAILY		DAILY	DAILY
35	33	1								2		34	36

ALBUQUERQUE DIVISION—Continued.

SECOND DISTRICT.

Train Going West.—Gallup to Winslow.				CAPACITY OF SIDING	DISTANCE FROM ALBUQUERQUE	RULING GRADE ASCENDING.	TIME TABLE NO. 10 July 2, 1900.	RULING GRADE ASCENDING.	DISTANCE FROM SAN FRANCISCO	Train Going East.—Winslow to Gallup.			
Second Class		FIRST CLASS								FIRST CLASS		Second Class	
35	33	1		No. CARS.	MILES.		Leave	Arrive	MILES.	2		34	36
DAILY.	DAILY.	DAILY.		YARD.						DAILY.		DAILY.	DAILY.
3.10AM	3.15PM	2.55AM		73	157.8	9.4	N	GALLUP	24.0	1042.0	s 2.55AM	1.35PM	11.55PM
3.25	3.30	f 3.03		73	162.1	0		WEST YARD	31.7	1037.7	f 2.40	1.15	11.35
3.40	3.40	f 3.10		80	165.9	3.2		DEFIANCE	31.7	1033.9	f 2.32	1.00	11.20
4.10	4.05	f 3.23		71	174.3	15.8	N	MANUELITO	31.7	1025.5	f 2.16	12.25PM	10.55
4.35	4.25	f 3.34		76	180.5	0		LUNA	31.7	1019.3	f 2.03	11.58	10.30
5.00	4.45	f 3.45		80	187.2	0		ALLANTOWN	31.7	1012.6	f 1.50	11.30	10.05
5.30	5.02	f 3.55		None	192.4	0	T	HOUCK	31.7	1007.4	f 1.40	11.10	9.45
5.55	5.10	f 4.00		66	195.2	15.8		QUERINO	31.7	1004.6	f 1.34	10.50	9.30
6.10	5.25	f 4.07		79	200.0	15.8		SANDERS	31.7	999.8	f 1.25	10.35	9.10
6.30	5.43	f 4.17		80	205.8	5.6		CHAMBERS	31.7	994.0	f 1.13	10.15	8.45
7.00	6.05	f 4.30		107	212.7	0	T	NAVAJO SPR'GS	31.7	987.1	s 12.58	9.45	8.15
7.30	6.35	f 4.45		81	219.3	0	G	PINTA	30.8	980.5	f 12.43	9.15	7.40
7.55	7.00	f 4.56		80	225.8	0		BIBO	31.7	974.0	f 12.28	8.45	7.00
8.20	7.21	f 5.08		80	232.6	0		ADAMANA	14.5	967.2	f 12.15	8.20	6.09
8.50	7.40	f 5.17		80	238.4	13.2		CARRIZO	31.7	961.4	f 12.04AM	7.57	5.35
9.25	8.05	f 5.29		80	245.5	15.8		AZTEC	31.2	954.3	f 11.50	7.30	5.10
10.25	8.35	s 5.45		97	253.0	15.8	N	HOLBROOK	31.7	946.8	s 11.35	7.05	4.40
10.45	8.50	f 5.55		93	258.5	0	T	PENZANCE	21.1	941.3	f 11.24	6.45	4.05
11.00	9.02	f 6.02		80	263.4	0		JOSEPH CITY	17.6	936.4	f 11.16	6.30	3.50
11.20	9.15	f 6.10		80	268.9	15.8		MANILA	13.0	930.9	f 11.07	6.10	3.35
11.40	9.30	f 6.20		80	274.9	15.8		HARDY	31.7	924.9	f 10.58	5.45	3.15
12.05PM	9.45	f 6.29		80	280.1	15.8		HOBSON	31.7	919.7	f 10.49	5.29	2.55
12.30PM	10.15PM	s 6.40AM		YARD.	285.8		N	WINSLOW		914.0	10.40PM	5.15AM	2.40PM
DAILY.	DAILY.	DAILY.					Arrive	Leave			DAILY.	DAILY.	
35	33	1								2		34	36

SPECIAL RULES.

1. Eastbound trains have the right of track over westbound trains of the same class when running strictly in accordance with general rules.
2. All freight trains will carry passengers, and may be flagged at any Time-table station to take on or discharge passengers.
3. The number of tons shown by rate sheet as ordinary trains for engines, is based on the general grade, but between points where the grades and other conditions are favorable, more cars can frequently be hauled, and conductors and enginemen are required to fill up trains to full capacity of their engines.
4. No engine must be detached from train while in motion. When train is stopped on grade a sufficient number of brakes must be set on front and rear cars to prevent them from running in either direction, and must not be released until engine is again attached to train.
5. Air brakes must be tested from rear end of train before leaving any station where cars have been picked up or set out, or engine has been detached from train. Trainmen will be held responsible for knowing that air is cut in and working through entire train.
6. All second class and extra trains must approach and pass through yard limits under full control and be prepared to stop within the limit of vision. Responsibility for accident at such point will rest with approaching train. This rule does not excuse the obstruction of main track unnecessarily, or failure to send out proper signals for first class trains.
7. "N"—denotes day and night telegraph station
"G"—denotes night telegraph station only
"T"—denotes day telegraph station only.
8. 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 engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances. Consolidation engines (237 and Class, 248 and Class, 950 and Class, and 266 and Class) running light, or pulling train, may not exceed a speed of twenty-four (24) miles per hour, i. e., will consume two and one-half (2 1-2) minutes in running each and every mile. Engines of all other classes when pulling freight trains may not exceed a speed of thirty (30) miles per hour, i. e., will consume not less than two (2) minutes in running each and every mile. Trains in which dead engines are being towed may not exceed a speed of fifteen (15) miles per hour, i. e., will consume not less than four (4) minutes in running each and every mile.
9. Conductors and Enginemen must have copy of General Rules in their possession at all times.
10. Look out at all sidings for derailing switches, the normal position of which would cause derailment unless lined up.
11. For movement of trains between Albuquerque and Isleta, see A. T. & S. F. Ry. Time-table.
12. Conductors of all trains will register at Isleta, Gallup, Winslow, Flagstaff, Williams, Ash Fork and Seligman.
13. No train may leave Isleta, Gallup, Winslow, Flagstaff, Williams, Ash Fork or Seligman without receiving a train order (form 31 or 19) or a clearance card (form 902).
14. Yard limits Isleta extend from point 2000 feet west of most westerly switch to switch connecting S. F. P. and A. T. & S. F. Main lines. Yard limits at Gallup extend from 1615 feet east of the switch to the Catalpa mine to 2250 feet west of the most westerly switch. Yard limits at Winslow extend from 2000 feet east of the most easterly switch to 2000 feet west of the most westerly switch. Yard limits at Flagstaff extend from 1380 feet east of most easterly switch to 1380 feet west of most westerly switch. Yard limits at Williams extend from 2955 feet east of the most easterly switch to 2910 feet west of the most westerly switch. Yard limits at Ash Fork extend from 2130 feet east of the most easterly switch to 2100 feet west of the most westerly switch. Yard limits at Seligman extend 1500 feet east of the most easterly switch. For the convenience of train and enginemen all yard limits are designated by "Yard Limit" posts.
15. All trains must reduce speed to ten (10) miles per hour while crossing Canon Diablo bridge.
16. The schedule time of No. 1, Supai to Ash Fork, is the minimum running time to be used by that train and all other westbound passenger trains and light engines between the above points. All westbound freight trains must consume four (4) minutes in running each mile, Supai to Fairview, and must not exceed schedule time of No. 33, Fairview to Ash Fork. All westbound freight trains must consume five minutes at Fairview, for the cooling off and examining of wheels.
17. Standard clocks are located in depot telegraph offices at Albuquerque, Gallup, Winslow, Williams, Ash Fork and Seligman.
18. Track to be used by trains, ordinarily, in taking siding at Winona is the track adjacent to the coal chute. When it is desired that trains shall use the track about one-half mile east thereof, and adjacent to the section house it shall be so designated in special order by the term "Old Winona."
In like manner, track ordinarily to be used by trains at Holbrook will be the passing siding at the station. Trains may not meet or pass at "stock yards" west of station unless so designated in special order.
19. Notwithstanding that overhead warning signals have been provided at the approaches of Johnson's Canon tunnel, between McLellan and Fairview, special attention is called to the fact that the tunnel does not provide sufficient clearance to permit of a man standing on top of an enclosed car. Employees are warned that to do so will be at their own peril and risk.

W. G. NEVIN,

General Manager,
Los Angeles, Cal.

I. L. HIBBARD,

Superintendent,
Winslow, Ariz.

L. B. PARSONS,

Train Master
Winslow, Ariz.

A. G. WELLS,

General Superintendent,
Los Angeles, Cal.

SURGEONS OF THE
S. F. P. Hospital Association.

DR. N. H. MORRISON, Chief Surgeon, Los Angeles, Cal.
DR. P. G. CORNISH, - - - - Albuquerque, N. M.
DR. E. D. HARPER, - - - - Gallup, N. M.
DR. R. C. DRYDEN, - - - - Winslow, Ariz.
DR. D. J. BRANNEN, - - - - Flagstaff, Ariz.
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DR. C. F. ROBERTS - - - - Seligman, Ariz.