

Santa Fe Pacific Railroad Company

ALBUQUERQUE DIVISION.

TIME TABLE

No. 17.

Superseding Time Table No. 16, in effect Nov. 3, 1901.

To Take Effect Tuesday, November 5, 1901,

AT 12:05 A. M.

"Mountain" Time is standard.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES 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. 17 November 5, 1901.	RULING GRADE ASCENDING.	DISTANCE FROM SAN FRANCISCO.	Trains Going East.—Gallup to Isleta.				
Second Class		FIRST CLASS									No. CARS.	MILES	STATIONS. Leave Arrive	MILES.	FIRST CLASS
35	33	7	3	1					2	4					8
DAILY.	DAILY.	DAILY	DAILY	DAILY.					DAILY.	DAILY	DAILY.	DAILY.	DAILY.		
6.45AM	12.01AM	11.20PM	11.10AM	11.30PM	YARD.		WC ALBUQUERQUE N	26.4	1199.5	8.05AM	11.45PM	6.45PM	1.30AM	6.30PM	
s 7.40AM	s 12.40AM	s 11.45PM	11.30AM	s 11.55PM	81	12.7	W ISLETA N	39.6	1186.8	s 7.40AM	11.25PM	s 6.20PM	s 12.40AM	s 5.45PM	
f 8.10	1.10	11.57	11.42	f 12.07AM	55	18.1	MANZANA	0	1181.4	f 7.23	11.14	f 6.09	f 12.07AM	f 5.15	
f 8.40	1.35	12.10AM	11.55	f 12.20	67	23.5	SANDIA	52.8	1176.0	f 7.3	11.05	f 6.00	11.05	f 4.45	
f 9.00	1.50	12.17	12.01PM	f 12.28	67	27.7	CORTEZ	52.8	1171.8	f 7.0	10.56	f 5.50	10.25	4.20	
s 9.30	s 2.20	12.28	12.10	f 12.38	51	34.0	RIO PUERCO T	0	1165.6	f 6.5	10.40	f 5.35	9.50	f 3.45	
f 10.00	2.45	12.40	12.22	f 12.55	56	40.9	GARCIA	52.8	1158.6	f 6.3	10.28	f 5.23	9.29	f 3.05	
f 10.45	s 3.15	12.55	12.34	f 1.11	57	47.1	C SHAWNEE G	23.4	1152.3	f 6.2	10.16	f 5.13	9.10	f 2.80	
f 11.05	3.45	1.10	12.45	f 1.25	72	53.4	ARMIJO	0	1146.1	f 6.1	10.06	f 5.02	8.52	f 2.05	
f 11.25	4.15	1.25	12.58	f 1.40	57	59.7	EL RITO	0	1139.7	f 6.0	9.55	f 4.50	8.34	f 1.40	
s 12.05PM	s 5.05	s 1.40	1.15	s 2.00	40	66.1	W LAGUNA N	25.0	1133.4	s 5.4	9.44	s 4.38	s 8.15	f 1.15	
f 12.30	5.40	1.54	1.27	f 2.14	67	72.1	CUBERO	52.8	1127.4	f 5.0	9.32	f 4.23	7.52	f 12.30PM	
f 12.50	6.07	2.08	1.38	f 2.28	57	78.3	ALASKA	52.8	1121.5	f 5.3	9.22	f 4.11	7.35	f 11.59	
f 1.20	s 6.30	2.20	1.48	f 2.41	67	83.7	W McCARTYS G	0	1115.8	f 5.0	9.12	f 4.00	7.20	f 11.40	
f 1.59	7.00	2.33	1.59	f 2.55	72	89.7	HORACE	52.8	1109.8	f 5.3	9.02	f 3.48	7.00	f 11.18	
f 2.45	7.45	2.50	2.15	s 3.10	72	96.0	WC GRANTS T	52.8	1103.4	s 4.7	8.52	s 3.37	s 6.40	f 10.55	
f 3.25	8.15	3.02	2.27	f 3.22	67	101.4	TOLTEC	0	1098.1	f 4.7	8.42	f 3.25	6.25	f 10.20	
f 3.50	s 8.45	3.16	2.40	f 3.36	67	107.4	W BLUEWATER	31.7	1092.1	f 4.3	8.31	f 3.13	6.10	f 9.55	
f 4.20	9.30	3.33	2.56	f 3.53	46	114.9	BACA	13.2	1084.6	f 4.3	8.18	f 2.56	5.40	f 9.30	
f 4.45	10.10	3.48	3.08	f 4.10	57	121.1	CHAVES	0	1078.6	f 4.0	8.06	f 2.40	5.20	f 9.00	
f 5.10	10.30	4.00	3.15	f 4.17	69	125.2	THOREAU T	33.0	1074.3	f 4.0	8.00	f 2.30	5.10	f 8.45	
f 5.23	10.45	4.08	3.20	f 4.25	24	128.8	GONZALES	52.8	1070.7	f 3.3	7.54	f 2.22	4.55	f 8.30	
f 5.42	11.05	4.18	3.30	f 4.40	104	136.1	W GUAM G	0	1063.4	f 3.5	7.36	f 2.05	s 4.20	f 7.45	
f 6.00	11.20	4.27	3.37	f 4.50	67	141.7	PEREA	31.7	1057.8	f 3.3	7.26	f 1.52	3.59	f 7.10	
f 6.40	11.33	s 4.36	3.43	s 5.00	72	146.2	WINGATE T	31.7	1053.3	s 3.4	7.17	s 1.42	3.43	f 6.50	
f 7.06	11.50	4.45	3.50	f 5.10	68	151.6	ZUNI	28.9	1047.9	f 3.3	7.06	f 1.30	3.10	f 6.10	
s 7.30PM	s 12.10PM	s 5.00AM	s 4.00PM	s 5.25AM	YARD.	157.8	WC GALLUP N		1041.7	s 7.30AM	6.55PM	1.15PM	2.45PM	5.45AM	
DAILY	DAILY	DAILY	DAILY	DAILY			Arrive			DAILY	DAILY.	DAILY	DAILY		
35	33	7	3	1						4	8	34	36		

NOTE—No. 8 will take siding for No. 3

ALBUQUERQUE DIVISION—Continued.

SECOND DISTRICT.

Train Going West.—Gallup to Winslow.					CAPACITY OF SIDING	DISTANCE FROM ALBUQUERQUE	RULING GRADE ASCENDING.	TIME TABLE NO. 17 November 5, 1901.	RULING GRADE ASCENDING.	DISTANCE FROM SAN FRANCISCO	Train Going East.—Winslow to Gallup.						
Second Class		FIRST CLASS									No. CARS.	MILES.	FIRST CLASS			Second Class	
35	33	7	3	1									2	4	8	34	36
DAILY.	DAILY.	DAILY	DAILY	DAILY.									DAILY.	DAILY	DAILY.	DAILY.	DAILY.
7.00AM	12.50PM	5.10AM	4.10PM	5.35AM	YARD.	157.8	9.4	WC GALLUP N	21.0	1041.7	s 2.40AM	s 6.45PM	s 12.50PM	s 2.00PM	s 5.45PM		
f 7.13	1.05	5.17	4.17	f 5.42	73	162.1	0	WEST YARD	31.7	1037.4	f 2.30	6.36	f 12.41	1.41	f 5.25		
f 7.25	1.25	5.22	4.22	f 5.47	80	165.9	3.2	DEFIANCE	31.7	1033.6	f 2.22	6.28	f 12.35	1.25	f 5.10		
f 8.00	1.55	5.35	4.33	f 6.00	71	174.3	15.8	MANUELITO N	31.7	1025.2	f 2.05	6.13	f 12.19	12.50	f 4.33		
f 8.20	2.15	5.43	4.41	f 6.08	76	180.5	0	LUNA	31.7	1019.0	f 1.51	6.02	f 12.07PM	12.25PM	f 4.00		
f 8.40	2.40	5.53	4.49	f 6.18	80	187.2	0	ALLANTOWN	31.7	1012.3	f 1.37	5.50	f 11.56	11.56	f 3.30		
f 9.05	3.05	6.01	4.56	f 6.25	67	192.1	0	W HOUCK N	31.7	1007.1	f 1.25	5.40	f 11.45	s 11.25	f 3.05		
f 9.17	3.15	6.05	5.00	f 6.30	66	195.2	15.8	QUERINO	31.7	1004.3	f 1.15	5.35	f 11.40	11.10	f 2.50		
f 9.45	3.30	6.12	5.06	f 6.37	79	200.0	15.8	SANDERS	31.7	999.5	f 1.05	5.26	f 11.32	10.50	f 2.30		
f 10.25	3.50	6.20	5.15	f 6.45	80	205.8	15.8	CHAMBERS	31.7	993.7	f 12.51	5.15	f 11.20	10.25	f 2.00		
f 11.07	4.15	6.30	5.24	f 6.55	107	212.7	5.6	C NAVAJO SPR'GS T	31.7	986.8	s 12.35	5.01	s 11.07	s 9.55	f 1.30		
f 11.45	4.50	6.43	5.35	f 7.08	81	219.3	0	W PINTA N	30.8	980.2	f 12.22	4.50	f 10.54	s 9.25	f 1.00		
f 12.25PM	5.10	6.53	5.44	f 7.18	80	225.8	0	BIBO	31.7	973.7	f 12.07AM	4.37	f 10.39	8.55	f 12.25PM		
f 12.55	5.30	7.02	5.53	f 7.27	80	232.6	0	ADAMANA	14.5	966.9	f 11.55	4.27	f 10.26	8.35	f 11.50		
f 1.20	6.00	7.10	6.00	f 7.35	80	238.4	0	CARRIZO	31.7	961.1	f 11.46	4.20	f 10.15	8.10	f 11.20		
f 1.50	6.25	7.21	6.09	f 7.46	80	245.5	13.2	AZTEC	31.2	954.0	f 11.34	4.09	f 10.00	7.46	f 10.45		
s 2.45	s 6.50	s 7.35	6.18	s 8.00	97	253.0	15.8	W HOLBROOK N	31.7	946.5	s 11.22	3.58	s 9.45	s 6.40	f 10.15		
f 3.05	7.08	7.43	6.26	f 8.08	93	258.5	0	PENZANCE	21.1	941.0	f 11.09	3.50	f 9.32	6.10	f 9.47		
f 3.43	7.22	7.50	6.32	f 8.15	80	263.4	0	JOSEPH CITY	17.6	936.1	f 11.01	3.43	f 9.23	5.55	f 9.23		
f 4.07	7.38	7.57	6.39	f 8.22	80	268.9	15.8	MANILA	13.0	930.6	f 10.53	3.35	f 9.14	5.38	f 8.55		
f 4.33	7.57	8.05	6.46	f 8.30	80	274.9	15.8	HARDY T	31.7	924.6	f 10.43	3.26	f 9.03	5.17	f 8.30		
f 5.00	8.15	8.13	6.53	f 8.38	80	280.1	15.8	HOBSON	31.7	919.4	f 10.34	3.17	f 8.53	5.00	f 7.35		
s 5.30PM	s 8.30PM	s 8.20AM	7.00PM	s 8.45AM	YARD.	285.8	15.8	WC WINSLOW N		913.7	10.25PM	3.10PM	8.45AM	4.45AM	7.15AM		
DAILY.	DAILY.	DAILY	DAILY	DAILY.				Arrive			DAILY.	DAILY	DAILY.	DAILY.	DAILY.		
35	33	7	3	1							2	4	8	34	36		

NOTE—No. 4 will take siding for No. 3

Handwritten calculations and notes:

128 / 3 = 42.66

354 / 23 = 15.39

158 / 6 = 26.33

948 / 87 = 10.90

2003

45/6

29/6

158/6

948/87

29/6

3216

2

6

Trains Going West.—Winslow to Seligman.					CAPACITY OF SIDING.	DISTANCE FROM ALBUQUERQUE MILES.	RULING GRADE ASCENDING.	TIME TABLE NO. 17 November 5, 1901.	RULING GRADE ASCENDING.	DISTANCE FROM SAN FRANCISCO MILES.	Trains Going East.—Seligman to Winslow.				
Second Class		FIRST CLASS									FIRST CLASS			Second Class	
35	33	7	3	1	No. CARS.					2	4	8	34	36	
DAILY.	DAILY.	DAILY	DAILY	DAILY.						DAILY	DAILY	DAILY	DAILY.	DAILY.	
6.15AM	9.15PM	8.45AM	7.10PM	9.10AM	YARD.	285.8	75.0	WC WINSLOW N	66.0	913.7	s 10.15PM	s 3.00PM	s 8.20AM	4.00AM	s 5.00PM
f 6.45	10.02	9.02	7.25	f 9.27	55	293.0	70.4	MOQUI T	78.1	906.5	f 10.02	2.49	f 8.09	3.40	f 4.25
f 7.10	10.25	9.15	7.35	f 9.40	55	298.4	75.0	DENNISON	45.9	901.1	f 9.51	2.40	f 8.00	3.25	f 4.00
f 7.50	10.55	9.35	7.52	f 10.00	55	306.0	75.0	SUNSET T	43.8	893.5	f 9.36	2.29	f 7.50	3.00	f 3.23
f 8.15	11.15	9.47	8.00	f 10.12	55	311.6	72.8	CANON DIABLO T	74.0	887.9	f 9.24	2.19	f 7.41	2.44	f 2.55
f 8.45	11.35	10.00	8.11	f 10.25	54	317.3	75.0	W HIBBARD	0	882.2	f 9.12	2.10	f 7.33	2.26	f 2.30
s 9.30	s 12.20AM	10.19	8.30	f 10.44	87	322.3	75.0	W ANGELL N	75.0	877.2	f 9.01	2.00	f 7.25	2.10	f 2.00
f 10.10	1.00	10.37	8.50	f 11.02	80	329.2	75.0	C WINONA T	0	870.3	f 8.50	1.50	f 7.16	1.50	f 1.25
s 10.48	1.35	10.48	9.03	f 11.13	55	333.4	75.0	COSNINO	74.4	866.1	f 8.40	1.43	f 7.10	1.35	f 12.55
f 11.55	2.05	11.05	9.20	f 11.30	55	339.2	75.0	CLIFFS	70.2	860.3	f 8.30	1.33	f 7.01	1.00	f 12.35
s 12.15PM	s 3.00	s 11.22	s 9.35	s 11.47	YARD	344.0	75.0	W FLAGSTAFF N	0	855.5	s 8.21	s 1.25	s 6.52	s 12.30	s 12.15PM
f 1.50	3.28	11.34	9.45	f 11.59	55	347.4	75.0	AGASSIZ	0	852.1	f 8.08	1.15	f 6.42	12.05AM	f 10.10
f 2.15	3.55	11.45	9.56	f 12.10PM	55	350.8	74.7	RIORDAN T	75.0	848.7	f 8.01	1.08	f 6.35	11.55	f 9.55
f 2.55	4.10	12.01PM	10.06	s 12.26	YARD	356.2	53.6	W BELLEMONT N	0	843.3	s 7.50	12.58	s 6.26	11.35	f 9.30
f 3.05	4.17	12.06	10.10	f 12.31	49	358.3	75.0	CINDER PIT	95.0	841.2	f 7.43	12.54	6.23	11.25	f 8.45
f 3.20	4.30	12.20	10.18	f 12.45	55	362.4	52.8	MAINE	95.0	837.1	f 7.36	12.45	f 6.15	11.10	f 8.30
f 3.37	4.50	12.34	10.28	f 12.59	55	368.1	75.0	CHALENDER	95.0	831.4	f 7.25	12.34	f 6.04	10.54	f 8.10
f 3.54	5.10	12.44	10.38	f 1.09	55	371.7	73.5	DAVENPORT G	95.0	827.8	f 7.15	12.27	f 5.55	10.38	f 7.55
s 4.20PM	s 5.40	s 12.55	s 10.50	s 1.23	YARD.	378.0	75.0	WC WILLIAMS N	0	821.5	s 6.58	s 12.12	s 5.40	s 9.55	f 7.30AM
	6.10	1.00	10.55	1.30				SUPAI T	137.8	818.0	f 6.40	11.59	f 5.25	9.10	
	6.35	1.10	11.05	f 1.40	80	381.5	75.0	McLELLAN	137.8	813.3	f 6.17	11.42	f 5.05	8.30	
	6.55	1.22	11.17	f 1.53	80	386.2	0	FAIRVIEW T	95.0	808.3	f 5.55	11.25	f 4.45	7.45	
	7.15	1.35	11.30	f 2.05	80	391.2	0	DENAIR	95.0	803.1	f 5.40	11.12	f 4.32	7.15	
	7.20	1.48	11.41	f 2.18	80	396.4	15.0	W ASH FORK N	95.0	798.5	s 5.25	s 11.00	s 4.20	s 6.50	
	7.37	1.48	11.41	f 2.18	80	396.4	75.0	PINEVETA	82.4	790.6	f 4.44	10.40	f 3.58	6.00	
	7.55	s 2.00	s 11.55	s 2.30	YARD.	401.0	75.0	GLEED	19.4	784.7	f 4.33	10.31	f 3.47	5.40	
	8.25	s 2.25	s 11.55	f 2.55				CROOKTON T	95.0	780.9	f 4.25	10.24	f 3.39	5.20	
	9.00	2.40	12.10AM	f 3.10	55	408.9	75.0	PERALTA	95.0	776.0	f 4.12	10.12	f 3.28	4.57	
	9.45	2.52	12.27	f 3.22	55	414.8	52.8	WC SELIGMAN N		770.7	4.00PM	10.00AM	3.15AM	4.35PM	
	10.24	3.08	12.40	f 3.38	55	418.6	35.4	Arrive			DAILY.	DAILY	DAILY	DAILY.	DAILY.
	10.40	3.19	12.49	f 3.49	40	423.5		Leave			2	4	8	34	36
	s 10.55AM	s 3.30PM	s 1.00AM	s 4.00PM	YARD.	428.8									
DAILY.	DAILY.	DAILY	DAILY	DAILY.											
35	33	7	3	1											

NOTE—No. 2 will take siding for No. 3.

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. No. 7 will stop at any point to discharge passengers from east of Albuquerque, and may be flagged at any point to pick up passengers for points between Barstow and San Francisco.

3. Nos. 33 and 34 will carry passengers only from and to stations designated as regular stops with reference to the schedule of those trains. Nos. 35 and 36 and all extra trains will carry passengers to and from stations marked "f" or "s" with reference to the schedules of Nos. 35 and 36.

Employees traveling on business of the Company and surgeons of the Hospital Association traveling on business of the Company may be carried on all freight trains to and from any station.

4. 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.

5. 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 and sufficient train line pressure has been accumulated.

6. 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.

7. Yard limit boards defining yard limits have been established at following stations: Isleta, Laguna, Gallup, Winslow, Angell, Flagstaff, Williams, Ash Fork and Seligman.

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. At such stations as have no yard limit signs, the limits of the yard will be considered to be between extreme switches.

First-class trains, when ten minutes or more late, are required to approach stations, which are designated in time-table rules as having yard limits, under full control, prepared to stop within the limit of vision, and responsibility for accident under such conditions shall rest with the approaching train. It will not be necessary under such conditions for yard or road crews within yard limits to protect against trains of the first-class, although they must of course give way at the earliest possible moment on the approach of such trains of the first-class.

8. "N"—denotes day and night telegraph station

"G"—denotes night telegraph station only

"T"—denotes day telegraph station only.

9. 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. Engines of Consolidation Type, including 631 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.

10. Conductors and Enginemen must have copy of General Rules in their possession at all times.

11. Brakemen and firemen are to fully acquaint themselves with the contents of all train orders held by conductors and enginemen of train upon which they are employed, and it must be understood that they have entire right, and it is their duty to demand full information of this character from conductors and enginemen. Brakemen and firemen should read train orders aloud to conductors or enginemen, as the case may be, so that there will be no misunderstanding as to their purport.

12. Look out at all sidings for derailing switches, the normal position of which would cause derailment.

13. For movement of trains between Albuquerque and Isleta, see A. T. & S. F. Ry. Time-table.

14. Conductors of all trains will register at Isleta, Gallup, Winslow, Flagstaff, Williams, Ash Fork and Seligman.

15. 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).

16. All trains must reduce speed to ten (10) miles per hour while crossing Canon Diablo bridge.

17. West bound passenger trains and light engines will consume not less than two and one-half minutes for each mile run between Supai and Fairview, and will consume not less than two minutes for each mile run Fairview to Ash Fork. 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.

18. Standard clocks are located in depot telegraph offices at Albuquerque, Gallup, Williams, Ash Fork and Seligman and dispatchers' office, Winslow.

19. Siding 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.

20. 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.

E. J. GIBSON,

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. RAYMOND RUSS, - - - Albuquerque, N. M.
DR. E. D. HARPER, - - - Gallup, N. M.
DR. O. S. BROWN, - - - Winslow, Ariz.
DR. D. J. BRANNEN, - - - Flagstaff, Ariz.
DR. P. A. MELLICK, - - - Williams, Ariz.
DR. A. TYROLER, - - - Seligman, Ariz.