

Santa Fe Pacific Railroad Company

ARIZONA DIVISION.

TIME TABLE

No. 10.

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

To Take Effect Sunday, July 1, 1900,

AT 12:05 A. M.

“Pacific” Time is standard.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY.

NOTE IMPORTANT CHANGES IN SPECIAL RULES.

ARIZONA DIVISION.

Trains Going West.—Seligman to Needles.				CAPACITY OF SIDING.	DISTANCE FROM ALBUQUERQUE MILES	RULING GRADE ASCENDING.	TIME TABLE NO. 10 July 1, 1900.	RULING GRADE ASCENDING.	DISTANCE FROM SAN FRANCISCO MILES.	Trains Going East.—Needles to Seligman.			
Second Class		FIRST CLASS								FIRST CLASS		Second Class	
35	33	1		No. CARS.			STATIONS			2		34	36
DAILY.	DAILY	DAILY.		YARD.			Leave			DAILY.		DAILY.	DAILY
5.00AM	2.30PM	s	12.45PM	55	428.8	74.7	N SELIGMAN N	78.2	771.0	s	3.15PM	2.30PM	10.25PM
5.20	3.05	f	12.55	55	432.5	74.5	3.7 CHINO	91.5	767.3	f	3.05	2.15	10.10
5.50	3.30	f	1.09	55	439.5	75.0	7.0 AUBREY	94.4	760.3	f	2.45	1.50	9.45
6.15	3.50	f	1.22	55	446.7	75.0	7.2 PICACHO	0	753.1	f	2.30	1.22	9.15
6.50	4.20	f	1.38	55	452.0	0	5.3 T YAMPAI T	95.0	747.8	f	2.20	12.50	8.55
7.15	4.40	f	1.55	55	459.4	0	7.4 NELSON	92.4	740.4	f	1.55	12.05PM	8.10
7.50	5.05	s	2.14	YARD.	465.8	0	6.4 N PEACH SPR'GS N	75.0	734.0	s t	1.40 1.20	11.35	7.40
8.10	5.25	f	2.23	56	471.5	0	5.7 CHEROKEE	75.0	728.3	f	1.03	10.50	6.55
8.30	5.40	f	2.32	55	477.8	0	6.3 TRUXTON	95.0	722.0	f	12.50	10.25	6.25
8.45	5.55	f	2.38	55	481.3	0	3.5 CROZIER	95.0	718.5	f	12.40	10.00	5.55
9.15	6.20	s	2.54	86	489.0	43.8	7.7 T HACKBERRY T	43.2	710.8	s	12.20	9.15	4.50
9.40	6.40	f	3.05	55	495.1	43.8	6.1 ANTARES	43.2	704.7	f	12.06PM	8.50	4.15
10.00	6.55	f	3.14	60	501.2	46.0	6.1 HUALAPAI	33.3	698.6	f	11.55	8.30	3.50
10.30	7.20	f	3.26	55	510.0	50.2	8.3 BERRY	95.0	689.8	f	11.45	8.10	3.26
11.25	7.50	s	3.45	122	516.5	0	6.5 N KINGMAN N	95.0	683.3	s	11.25	7.25	2.30
					520.8	0	4.3 McCONNICO	92.4	679.0				
12.01PM	8.10	f	3.55	55	523.8	0	3.0 HANCOCK	75.0	676.0	f	10.52	6.25	1.30
12.20	8.19	f	3.59	55	527.1	0	3.3 DRAKE	75.0	672.7	f	10.45	6.10	1.15
12.55	8.30	f	4.05	55	531.2	0	4.1 KASTER	73.9	668.6	f	10.35	5.45	12.55
1.15	8.40	f	4.10	55	535.2	0	4.0 SIGNAL	75.0	664.6	f	10.25	5.25	12.38
1.35	8.55	f	4.20	59	540.4	0	5.2 N YUCCA N	75.0	659.4	f	10.05	5.00	12.15PM
1.55	9.10	f	4.29	56	546.2	0	5.8 HAVILAND	75.0	653.6	f	9.42	4.15	11.40
2.20	9.27	f	4.39	56	553.2	0	7.0 FRANCONIA	61.2	646.6	f	9.28	3.50	11.10
2.40	9.45	f	4.49	55	559.0	26.4	5.8 POWELL	74.4	640.8	f	9.12	3.25	10.40
3.10	10.05	f	4.59	43	565.8	27.9	6.8 N MELLEN N	70.4	643.0	f	9.00	2.50	10.05
3.35	10.25	f	5.10	53	570.9	46.2	5.1 BEAL	30.2	628.9	f	8.50	2.25	9.25
4.00PM	10.50PM	s	5.25PM	YARD.	577.7		6.8 N NEEDLES N		622.1	s	8.35AM	2.00AM	9.00AM
DAILY.	DAILY	DAILY					Arrive			DAILY.		DAILY.	DAILY
35	33	1								2		34	36

Fifth District, between Needles and Barstow.
 Sixth District, between Barstow and Mojave.
 Seventh District, between Mojave and Bakersfield.

ARIZONA DIVISION—Continued.

FIFTH, SIXTH AND SEVENTH DISTRICTS.

Trains Going West.—Needles to Mojave.				CAPACITY OF SIDING.	DISTANCE FROM ALBUQUERQUE.	RULING GRADE ASCENDING.	TIME TABLE NO. 10 July 1, 1900.	RULING GRADE ASCENDING.	DISTANCE FROM SAN FRANCISCO.	Trains Going East.—Mojave to Needles.			
Second Class		FIRST CLASS								FIRST CLASS		Second Class	
35	33	1								2		34	36
DAILY	DAILY.		DAILY	No. CARS.	MILES.		STATIONS	MILES.	DAILY.		DAILY	DAILY.	
5.55PM	12.40AM		5.50PM	YARD	577.7	73.9	N NEEDLES N	622.1	s 8.10AM		11.35PM	1.50AM	
6.40	1.25		f 6.09	42	585.0	73.9	7.3 JAVA	614.8	f 7.55		11.10	1.25	
7.00	1.45		f 6.21	25	589.0	73.9	4.0 KLINEFELTER	610.8	f 7.47		10.50	1.05	
7.40	2.25		f 6.34	42	592.3	73.9	3.3 N IBEX N	607.5	f 7.40		10.35	12.50	
8.05	2.50		f 6.50	57	596.8	73.9	4.5 BANNOCK	603.0	f 7.28		10.15	12.30	
8.40	3.20		f 7.01	42	601.6	73.9	4.8 HOMER	598.2	f 7.20		10.00	12.15AM	
9.30	4.20		s 7.22	89	609.2	73.9	7.6 N BLAKE N	590.6	s 7.10		9.30	11.45	
9.55	4.37		f 7.30	54	614.2	0	5.0 PIUTE	585.6	f 6.50		8.50	10.55	
10.25	4.51		f 7.37	41	618.8	0	4.6 FENNER	581.0	f 6.32		8.25	10.25	
10.50	5.10		f 7.47	50	625.6	0	6.8 EDSON	574.2	f 6.10		7.47	9.55	
11.25	5.40		s 8.07	40	634.8	0	9.2 T DANBY T	565.0	s 5.40		6.50	9.10	
11.55	6.00		f 8.18	54	641.9	0	7.1 SIAM	557.9	f 5.13		6.00	8.18	
12.15AM	6.13		f 8.27	44	647.3	0	5.4 CADIZ	552.5	f 4.58		5.40	7.35	
12.45	6.32		f 8.38	54	655.1	26.4	7.8 BENGAL	544.7	f 4.43		5.15	7.15	
1.10	6.50		f 8.48	47	661.6	10.6	6.5 AMBOY	538.2	f 4.30		4.55	6.50	
1.45AM 2.25AM	7.30AM 8.05AM		s 9.10	YARD	669.3	37.0	7.7 N BACDAD N	530.5	s 4.19		4.35PM 3.55PM	6.25PM 5.35PM	
3.10	8.55		f 9.35	39	676.7	73.9	7.4 SIBERIA	523.1	f 4.04		3.30	5.10	
3.55	9.25		f 9.55	52	682.0	73.9	5.3 KLONDIKE	517.8	f 3.55		3.15	4.50	
4.30	9.55		f 10.14	51	686.7	26.4	4.7 ASH HILL	513.1	f 3.47		3.00	4.30	
5.00	10.20		f 10.35	42	693.4	52.8	6.7 T LUDLOW T	506.4	f 3.33		2.30	3.55	
5.47	11.00		f 11.09	33	702.5	37.0	9.1 LAVIC	497.3	f 3.18		2.00	3.15	
6.10	11.18		f 11.20	57	707.1	0	4.6 PISGAH	492.7	f 3.11		1.45	2.55	
6.35	11.40		f 11.30	44	712.7	26.4	5.6 HECTOR	487.1	f 2.57		1.05	2.20	
7.30	12.20PM		f 11.55	84	725.7	24.1	13.0 T NEWBERRY T	474.1	f 2.40		12.20PM	1.40	
				SPUR.	731.6	38.2	5.9 MINNEOLA	468.2					
8.30	1.00		s 12.12AM	84	737.6	47.8	6.0 T DAGGETT T	462.2	s 2.25		11.40	1.00	
9.30AM	1.40PM 3.15PM		s 12.30AM 12.55AM	YARD.	747.0	21.1	9.4 Ar. N Le. BARSTOW Le. N Ar.	452.8	2.10AM 1.50AM		11.10AM 10.00AM	12.10PM	
	3.52		f 1.08	45	757.0	34.3	10.0 HINKLEY	442.8	f 1.37		9.20		
	4.27		f 1.25	44	766.7	34.3	9.7 HIAWATHA	433.1	f 1.25		8.50		
	5.15		s 1.45	47	780.1	24.3	13.4 N KRAMER N	419.7	s 1.05		8.00		
	6.05		f 2.11	46	797.9	23.2	17.8 RODRIGUEZ	401.9	f 12.40		7.05		
	6.40		f 2.24	25	807.0	50.2	9.1 BISSELL	392.8	f 12.27		6.40		
	7.30PM		2.40AM	YARD.	818.2		11.3 N MOJAVE N	381.5	12.15AM		6.10AM		
	2.45 AM		5.45 PM		885.2		67.3 N KERN JUNC N	314.2	9.10 PM		9.55 PM		
	3.00 AM		5.50 PM	YARD	887.6		2.4 BAKERSFIELD	311.8	9.05 PM		9.40 PM		
DAILY	DAILY		DAILY				Arrive Leave		DAILY		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 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. Conductors of all trains will register at Seligman, Needles, Blake, Bagdad, Barstow and Mojave.
12. No train may leave Seligman, Needles, Blake, Bagdad, Barstow, or Mojave without receiving a train order (form 31 or 19) or a clearance card (form 902).
13. Yard limits at Seligman extend 1500 feet west of the most westerly switch. Yard limits at Needles extend from 2140 feet east of the most easterly switch to 3312 feet west of the most westerly switch. Yard limits at Bagdad extend from 1300 feet east of the most easterly switch to 1300 feet west of the most westerly switch. Yard limits at Barstow extend from 1300 feet east of the most easterly switch to 1300 feet west of the most westerly switch. Yard limits at Mojave extend to 1300 feet east of the most easterly switch. For the convenience of train and enginemen all yard limits are designated by "Yard Limit" posts.
14. All trains must reduce speed to ten (10) miles an hour in crossing the iron bridge, over the Colorado River at Mellen. Air must not be applied or released while crossing this bridge.
15. Standard Clocks are located in the depot telegraph offices at Seligman, Needles, Bagdad, Barstow and Mojave.
16. For movement of trains between Mojave and Kern Junction, see So. Pac. Co.'s time table.
17. For movement of trains between Kern Junction and Bakersfield, see S. F. & S. J. V. Ry. time table.

W. G. NEVIN,
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Superintendent Arizona Division,
Needles, Cal.

P. C. ALLEN,
Trainmaster,
Needles, Cal.

A. G. WELLS,
General Superintendent,
Los Angeles, Cal.

SURGEONS OF THE S. F. P. and S. C. Hospital Associations

DR. N. H. MORRISON,	Chief Surgeon, Los Angeles, Cal.
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DR. A. R. RHEA,	Daggett, Cal.
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