

Santa Fe Pacific Railroad Company

ARIZONA DIVISION.

TIME TABLE

No. 12.

Superseding Time Table No. 11, in Effect September 26, 1900.

To Take Effect Saturday, November 10, 1900,

AT 12:05 A. M.

“Pacific” Time is standard.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYES ONLY.

NOTE IMPORTANT CHANGES IN SPECIAL RULES.

Trains Going West.—Seligman to Needles.

Trains Going East.—Needles to Seligman.

Second Class		FIRST CLASS		CAPACITY OF SIDING.	DISTANCE FROM ALBUQUERQUE	RULING GRADE ASCENDING.	TIME TABLE NO. 12 November 10, 1900.		RULING GRADE ASCENDING.	DISTANCE FROM SAN FRANCISCO	FIRST CLASS		Second Class	
35	33	3	1				Leave	Arrive			2	4	34	36
DAILY.	DAILY	See Note	DAILY.	No. CARS.	MILES					DAILY.	See Note	DAILY.	DAILY	
5.00AM	12.55PM	3.00PM	12.45PM	YARD.	428.8	74.7		CW SELIGMAN	N	770.7	s 3.15PM	8.50AM	3.00PM	s 10.25PM
f 5.10	1.15	3.10	f 12.55	55	432.5	74.5		3.7		767.0	f 3.10	8.43	2.30	f 10.15
5.30	1.55	3.20	f 1.07	55	439.5	75.0		CHINO		760.0	f 2.50	8.30	1.55	f 9.45
5.50	2.35	3.35	f 1.20	55	446.7	75.0		AUBREY		752.8	f 2.35	8.18	1.20	9.25
f 6 05	3.10	3.50	f 1.40	55	452.0	0		PICACHO		747.5	f 2.25	8 10	12.55PM	f 9.05
f 6.30	3.30	4.02	f 2.00	55	459.4	0		5.3		740.1	f 2.00	7.53	11.59	f 8.10
s 7.00	3.50	4.20	s 2.18	YARD.	465.8	0		YAMPAI	T	733.7	s 1.40	7.43	11.30	s 7.45
7.32	4.30	4.30	f 2.28	56	471.5	0		7.4		728.0	s 1.20	7.32	10.50	7.00
f 7.55	4.52	4.39	f 2.36	55	477.8	0		NELSON		721.7	f 12.59	7.20	10.30	f 6.35
f 8.10	5.03	4.45	f 2.41	55	481.3	0		6.4		718.2	f 12.37	7.10	10.10	f 6.15
f 8.40	5.25	4.58	s 2.53	86	489.0	43.8		CW PEACH SP'GS	N	710.5	s 12.15	6.52	9.27	5.25 ³ 4.58
9.10	5.42	5.09	f 3.02	55	495.1	43.8		5.7		704.4	f 12.01PM	6.44	9.10	4.20
f 9.35	5.58	5.17	f 3.09	60	501.2	46.0		CHEROKEE		698.3	f 11.51	6.34	8.50	f 3.55
10.05	6.20	5.30	f 3.22	55	510.0	50.2		6.3		689.5	f 11.40	6.23	8.25	3.22
s 11.15	6.45	s 5.45	s 3.38	122	516.5	0		TRUXTON		683.0	s 11.15	s 6.05	8.00	s 2.45
					520.8	0		3.5		678.7				
11.45	7.05	5.55	f 3.48	55	523.8	0		W CROZIER		675.7	10.48	5.40	6.35	1.35
f 12.01PM	7.14	5.59	f 3.52	55	527.1	0		7.7		672.4	f 10.41	5.34	6.20	f 1.20
12.15	7.25	6.04	f 3.57	55	531.2	0		HACKBERRY	T	668.3	f 10.31	5.26	6.00	12.55
12.30	7.35	6.09	f 4.02	55	535.2	0		6.1		664.3	f 10.20	5.18	5.40	12.30 ^{PM}
f 1.05	7.50	6.18	f 4.10	59	540.4	0		ANTARES		659.1	f 10.05	5.05	5.05	f 11.55
1.35	8.05	6.29	f 4.20	56	546.2	0		HUALAPAI		653.3	f 9.45	4.44	4.05	11.15
f 2.05	8.22	6.39	f 4.30	56	553.2	0		8.8		646.3	f 9.30	4.34	3.35	f 10.45
2.35	8.40	6.49	f 4.39	55	559.0	26.4		BERRY		640.5	f 9.15	4.24	3.05	10.15
f 3.25	8.57	7.00	f 4.50	43	565.8	27.9		W YUCCA	N	633.7	f 9.00	4.15	2.35	f 9.45
4.00	9.10	7.12	f 5.02	53	570.9	46.2		5.8		628.6	f 8.48	4.03	2.10	9.20
s 4.30PM	9 30PM	7.25 ^{PM}	s 5.15 ^{PM}	YARD.	577.7			HAVILAND		621.8	8.35AM	3.50AM	1.50AM	9.00AM
DAILY.	DAILY	See Note	DAILY					FRANCONIA			DAILY.	See Note	DAILY.	DAILY
35	33	3	1					POWELL			2	4	34	36
								W MELLE	G					
								5.1						
								BEAL						
								6.8						
								CW NEEDLES	N					
								Arrive	Leave					

NOTE. No. 3 leaves Seligman and arrives Needles Thursday, Saturday and Monday.

No. 4 leaves Needles and arrives Seligman Wednesday, Friday and Sunday.

ARIZONA DIVISION—Continued.

Trains Going West.—Needles to Barstow.					CAPACITY OF SIDING.	DISTANCE FROM ALBUQUERQUE	RULING GRADE ASCENDING.	TIME TABLE NO. 12 November 10, 1900.	RULING GRADE ASCENDING.	DISTANCE FROM SAN FRANCISCO.	Trains Going East.—Barstow to Needles.			
Second Class		FIRST CLASS		FIRST CLASS							Second Class			
35	33	3	1	2							4	34	36	
DAILY	DAILY.	See Note	DAILY	No. CARS.	MILES.		STATIONS Leave Arrive		MILES.	DAILY.	See Note	DAILY	DAILY.	
5.55PM	10.30PM		7.35PM 5.40PM	YARD	577.7		CW NEEDLES N		621.8	f 8.10AM	3.40AM	12.50AM	s 5.10AM	
6.50	11.20		7.57 f 6.00	55	585.0	73.9	7.3	0	614.5	f 7.52	3.24	12.15AM	4.40	
f 7.20	11.50		8.10 f 6.15	55	588.9	73.9	3.9	0	610.6	f 7.45	3.18	11.50	f 4.25	
f 7.50	12.25AM		8.20 f 6.25	55	592.3	73.9	W KLINEFELTER	0	607.2	f 7.39	3.12	11.40	f 4.15	
8.30	12.53		8.30 f 6.35	57	596.8	73.9	3.4	0	602.7	f 7.32	3.06	11.25	4.00	
f 9.00	1.20		8.40 f 6.45	55	601.6	73.9	IBEX G	0	597.9	f 7.27	3.00	11.10	f 3.45	
s 9.40	2.00		s 9.05 s 7.10	89	609.2	73.9	4.5	21.1	590.3	s 7.15	s 2.50	10.50	s 3.20	
10.05	2.35		9.20 f 7.18	54	614.2	0	BANNOCK	52.8	585.3	f 6.55	2.35 ^{3/4}	10.05	2.35 ^{3/4}	
f 10.25	2.48		9.30 f 7.25	55	618.8	0	4.8	52.8	580.7	f 6.40	2.22	9.30	f 1.55	
10.45	3.05		9.40 f 7.37	55	625.6	0	HOMER	52.8	573.9	f 6.18	2.01	8.40	1.20	
11.00	3.17		9.45 f 7.42	55	630.3	0	7.6	52.8	569.2	f 6.07	1.51	8.15	1.00	
f 11.30	3.35		9.58 s 7.55	55	634.8	0	BLAKE N	52.8	564.7	f 5.55	1.40	7.55	f 12.35AM	
f 11.55	3.55		10.08 f 8.05	54	641.9	0	5.0	52.8	557.6	f 5.32	1.20	6.45	f 11.55	
f 12.15AM	4.08		10.15 f 8.12	44	647.3	0	PIUTE	44.9	552.2	f 5.20	1.12	6.20	f 11.05	
f 1.00	4.29		10.27 f 8.23	54	655.1	26.4	4.6	52.8	544.4	f 5.08	1.00	5.50	f 10.27	
f 1.20	4.57		10.40 f 8.34	47	661.6	10.6	FENNER	47.5	537.9	f 4.57	12.50	5.25	f 9.55	
s 1.55	5.35		11.05 s 9.00	YARD	669.3	37.0	6.8	10.6	530.2	s 4.45	12.40	5.00	9.30	
f 3.30	7.00		11.32 f 9.20	55	676.7	73.9	EDSON	0	522.8	f 4.25	12.21	4.20	s 8.50	
4.16	7.35		12.12AM f 9.35	52	682.0	73.9	4.7	0	517.5	f 4.16	12.12	3.55	f 8.20	
f 4.40	8.05		12.27 f 9.50	51	686.7	73.9	ARIMO	0	512.8	f 4.08	12.04AM	3.40	7.55	
f 5.10	8.40		12.40 f 10.05	55	693.4	26.4	ASH HILL	52.8	506.1	f 3.55	11.52	3.25	f 7.35	
5.25	8.55		12.52 f 10.17	55	698.5	52.8	W LUDLOW T	10.1	501.0	f 3.45	11.45	3.05	f 7.10	
f 5.50	9.15		1.05 f 10.30	55	702.5	52.8	5.1	10.1	497.0	f 3.40	11.40	2.42	6.50	
6.10	9.30		1.12 f 10.37	57	707.1	37.0	ARCTIC	52.8	492.4	f 3.33	11.34	2.30	f 6.35	
f 6.30	9.45		1.18 f 10.44	55	712.7	0	LAVIC	52.8	486.8	f 3.20	11.21	2.15	6.10	
6.50	10.02		1.27 f 11.12	55	719.3	26.4	4.6	39.6	480.2	f 3.11	11.12	1.40	f 5.40	
f 7.30	10.30		1.40 f 11.24	84	725.7	26.4	PISGAH	18.0	473.8	f 3.02	11.05	1.20	5.20	
8.00	10.55		1.50 f 11.34	55	731.6	24.1	HECTOR	0	467.9	f 2.52	10.58	1.05	f 5.00	
f 8.30	11.25		2.00 s 11.48	84	737.6	38.2	TROY	13.0	461.9	s 2.45	10.52	12.35	4.25	
9.00	12.05PM		2.07 f 11.57	55	741.8	47.8	W NEWBERRY T	31.7	452.5	f 2.37	10.46	12.20	f 4.00	
s 9.30AM	12.25PM		2.30AM s 12.15AM	YARD.	747.0	47.8	MINNEOLA	34.7				12.05PM	3.25	
DAILY	DAILY		See Note	DAILY			NEBO			DAILY	See Note	DAILY	DAILY.	
35	33		3	1			CW BARSTOW N			2	4	34	36	

NOTE. No. 3 leaves Needles Thursday, Saturday and Monday and arrives Barstow Friday, Sunday and Tuesday.

No. 4 leaves Barstow Tuesday, Thursday and Saturday and arrives Needles Wednesday, Friday and Sunday.

Trains Going West. Barstow to Mojave.		CAPACITY OF SIDING	DISTANCE FROM ALBUQUERQUE	RULING GRADE ASCENDING	TIME TABLE NO. 12 November 10, 1900	RULING GRADE ASCENDING	DISTANCE FROM SAN FRANCISCO	Trains Going East. Mojave to Barstow.	
Second Class	FIRST CLASS							FIRST CLASS	Second Class
33	1						2	34	
DAILY.	DAILY.	No. Cars	MILES		STATIONS Leave Arrive	MILES	DAILY.	DAILY.	
1.25PM	12.45AM	YARD	747.0	21.1	CW BARSTOW N	452.5	s 2.00AM	10.45AM	
2.00	f 1.00	55	757.0	34.3	W HINKLEY 10.0 9.7	442.5	f 1.45	9.55	
2.30	f 1.13	55	766.7	34.3	HIA WATHA 5.6	432.8	f 1.34	9.30	
2.55	f 1.25	55	772.3	28.1	JIMGREY 7.8	427.2	f 1.25	9.15	
3.40	s 1.41	47	780.1	24.3	KRAMER N 8.6	419.4	s 1.10	8.55	
4.10	f 1.52	55	788.7	23.2	RICH 9.2	410.8	f 12.54	8.15	
4.45	f 2.04	46	797.9	23.2	W RODRIGUEZ 9.3	401.6	f 12.42	7.50	
5.25	f 2.18	55	807.2	50.2	BISSELL 11.0	392.3	f 12.30	7.23	
6.30PM	s 2.40AM	YARD.	818.2		CW MOJAVE N 67.0	381.3	12.15AM	6.55AM	
1.45 AM	5.45 AM		885.2		KERN JUNC. N 2.5	314.3	9.10 PM	10.55 PM	
2.00 AM	5.55 AM	YARD	887.7		CW BAKERSFIELD N	311.8	9.00 PM	10.35 PM	
DAILY	DAILY				Arrive Leave		DAILY	DAILY	
33	1						2	34	

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 passengers, other than employes traveling on company business, may be carried on trains 33 or 34 or sections thereof except between Barstow and Mojave. All other freight trains will carry passengers to or from stations marked "s" or "f" with respect to schedules of trains 35 and 36, but may not be flagged at any other station to pick up or discharge passengers, excepting employes traveling on company business.
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 and sufficient train line pressure has been accumulated.
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.
"C"—denotes fuel station.
"W"—denotes water station.
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.
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.

SURGEONS OF THE S. F. P. AND S. C. HOSPITAL ASSOCIATIONS.

DR. N. H. MORRISON, Chief Surgeon,	- - - - -	Los Angeles, Cal.
DR. A. TYROLER,	- - - - -	Seligman, Arizona
DR. A. E. EALY,	- - - - -	Kingman, Arizona
DR. W. F. FREEMAN,	- - - - -	Needles, Cal.
DR. A. R. RHEA,	- - - - -	Daggett, Cal.
DR. A. J. DENNIS,	- - - - -	Barstow, Cal.
DR. T. E. TAGGART,	- - - - -	Bakersfield, Cal.

W. G. NEVIN,
General Manager,
Los Angeles, Cal.

JOHN DENAIR,
Superintendent,
Needles, Cal.

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

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