

Santa Fe Pacific Railroad Company

ARIZONA DIVISION.

TIME TABLE

No. 13.

Superseding Time Table No. 12, in Effect November 10, 1900.

To Take Effect Thursday, December 27, 1900,

AT 12:05 A. M.

"Pacific" Time is standard.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY.

NOTE IMPORTANT CHANGES IN SPECIAL RULES.

Trains Going West.—Seligman to Needles.					CAPACITY OF SIDING.	DISTANCE FROM ALBUQUERQUE	RULING GRADE ASCENDING.	TIME TABLE NO. 13 December 27, 1900.	RULING GRADE ASCENDING.	DISTANCE FROM SAN FRANCISCO	Trains Going East.—Needles to Seligman.				
Second Class		FIRST CLASS									FIRST CLASS			Second Class	
35	33	7	3	1							2	4	8	34	36
DAILY	DAILY	DAILY	DAILY	DAILY	No. CARS	MILES	Leave	Arrive	MILES	DAILY	DAILY	DAILY	DAILY	DAILY	
5.00AM	11.50AM	1.25PM	5.35PM	12.45PM	YARD	428.8	CW SELIGMAN N	N	770.7	s 3.15PM	s 8.55AM	s 1.45AM	3.00PM	s 10.25PM	
f 5.15	12.05PM	1.35	5.45	f 12.55	55	432.5	3.7	78.2	767.0	f 3.09	8.50	f 1.40	2.30	f 9.55	
f 5.45	12.25	2.00	5.55	f 1.05	55	439.5	7.0	91.5	760.0	f 2.55	8.36	f 1.25	2.00	f 9.20	
6.15	12.50	2.15	6.08	f 1.20	55	446.7	7.2	94.4	752.8	f 2.44	8.25	f 1.13	1.20	8.50	
f 6.55	1.25	2.35	6.25	f 1.45	55	452.0	5.3	0	747.5	f 2.35	8.17	f 1.05	12.30PM	f 8.30	
f 7.20	2.05	2.50	6.40	f 2.05 ^s	55	459.4	7.4	95.0	740.1	f 2.05 ^s	8.00	f 12.40	11.40	f 8.00	
s 7.49	2.40	3.02	6.52	s 2.25	150	465.8	6.4	92.4	733.7	1.45	7.49	f 12.20AM	11.15	s 7.30	
8.10	3.12	3.12	7.02	f 2.35	56	471.5	5.7	75.0	728.0	f 1.05	7.39	f 11.48	10.35	7.02	
f 8.30	3.35	3.20	7.10	f 2.43	55	477.8	6.3	75.0	721.7	f 12.50	7.29	f 11.33	10.10	f 6.25	
f 8.45	3.45	3.26	7.16	f 2.50	55	481.3	3.5	95.0	718.2	f 12.35	7.20	f 11.20	9.45	f 6.05	
f 9.05	4.05	3.37	7.27	s 3.05	86	489.0	7.7	95.0	710.5	s 12.10PM	7.00	f 10.55	9.05	f 5.30	
9.35	4.24	3.45	7.35	f 3.15	55	495.1	6.1	43.2	704.4	f 11.55	6.53	f 10.43	8.45	5.00	
f 9.55	4.40	3.52	7.42	f 3.24	60	501.2	6.1	43.2	698.3	f 11.42	6.44	f 10.30	8.20	f 4.40	
10.35	5.04	4.04	7.54	f 3.38	55	510.0	8.8	33.3	689.5	f 11.30	6.33	f 10.18	7.55	4.04	
s 11.10	5.35	s 4.15	s 8.05	s 3.55	122	516.5	BERRY	6.5	683.0	s 11.10	s 6.15	s 9.58	7.25	s 2.50	
					JU	520.8	CW KINGMAN N	4.3	678.7						
11.45	5.55	4.24	8.14	f 4.05	55	523.8	3.0	92.4	675.7	f 10.42	5.50	f 9.32	6.00	1.40	
f 11.55	6.04	4.28	8.18	f 4.09	55	527.1	3.3	75.0	672.4	f 10.34	5.45	f 9.24	5.45	f 1.20	
12.15PM	6.15	4.33	8.23	f 4.14	55	531.2	4.1	75.0	668.3	f 10.22	5.36	f 9.11	5.10	1.05	
12.40	6.26	4.38	8.28	f 4.19	55	535.2	4.0	73.9	664.3	f 10.12	5.29	f 9.00	4.50	12.40	
f 1.05	6.45	4.45	8.35	f 4.30	59	540.4	5.2	75.0	659.1	s 9.55	5.15	f 8.35	4.20	f 12.01PM	
1.35	7.00	4.54	8.44	f 4.40	56	546.2	5.8	75.0	653.3	f 9.34	4.54	f 8.15	3.40	11.20	
f 2.05	7.17	5.05	8.54	f 4.51	56	553.2	7.0	75.0	646.3	f 9.17	4.44	f 7.58	3.10	f 10.55	
2.35	7.40	5.17	9.04	f 5.02	55	559.0	5.8	61.2	640.5	f 9.00	4.34	f 7.40	2.40	10.25	
f 3.05	8.10	5.30	9.15	f 5.15	43	565.8	6.8	74.4	633.7	s 8.45	4.25	f 7.25	2.15	f 9.50	
3.30	8.35	5.42	9.27	f 5.27	53	570.9	5.1	70.4	628.6	f 8.33	4.13	f 7.13	1.50	9.30	
s 4.00PM	9.05PM	s 5.55PM	s 9.40PM	s 5.45PM	YARD	577.7	6.8	30.2	621.8	8.20AM	4.00AM	7.00PM	1.30AM	9.00AM	
DAILY	DAILY	DAILY	DAILY	DAILY			CW NEEDLES N			DAILY	DAILY	DAILY	DAILY	DAILY	
35	33	7	3	1			Arrive	Leave		2	4	8	34	36	

ARIZONA DIVISION—Continued.

Trains Going West.—Needles to Barstow.					CAPACITY OF SIDING	DISTANCE FROM ALBUQUERQUE	RULING GRADE ASCENDING	TIME TABLE NO. 13 December 27, 1900.	RULING GRADE ASCENDING	DISTANCE FROM SAN FRANCISCO	Trains Going East.—Barstow to Needles.				
Second Class		FIRST CLASS									No. CARS	MILES	STATIONS Leave Arrive	FIRST CLASS	
35	33	7	3	1				2	4	8				34	36
DAILY	DAILY	DAILY	DAILY	DAILY				DAILY	DAILY	DAILY	DAILY	DAILY			
7.30PM	10.05PM	6.35PM	9.50PM	6.45PM	YARD	577.7	CW NEEDLES N	621.8	s 7.55AM	s 3.50AM	s 6.35PM	12.30AM	s 5.15AM		
8.25	11.00	6.55	10.06	f 7.05	55	585.0	7.3	0							
f 9.00	11.35	7.08	10.14	f 7.18	55	588.9	W JAVA 3.9	0	f 7.40	3.35	f 6.20	12.01AM	4.55		
f 9.25	12.05AM	7.18	10.20	f 7.28	55	592.3	W KLINFELTER 3.4	0	f 7.34	3.29	f 6.14	11.35	f 4.40		
10.00	12.35	7.29	10.30	f 7.39	57	596.8	IBEX 4.5	0	f 7.28	3.23	f 6.08	11.15	f 4.25		
s 10.40	1.05	7.40	10.40 ^{3/4}	f 7.50	55	601.6	BANNOCK 4.8	0	f 7.22	3.17	f 6.02	11.00	4.10		
s 11.35	1.45	s 8.00	s 11.00	s 8.10	89	609.2	HOMER 7.6	21.1	f 7.16	3.11	f 5.56	10.40 ^{3/4}	f 3.55		
11.48	2.00	8.07	11.07	f 8.17	54	614.2	BLAKE 5.0	52.8	s 7.05	s 3.00	s 5.45	9.55	s 3.35		
f 12.01AM	2.25 ^{3/4}	8.13	11.12	f 8.23	55	618.8	PIUTE 4.6	52.8	f 6.45	2.40	f 5.25	9.00	3.00		
12.17	2.45	8.22	11.20	f 8.32	55	625.6	FENNER 6.8	52.8	f 6.30	2.25 ^{3/4}	f 5.08	8.23	f 2.25 ^{3/4}		
12.30	2.55	8.28	11.26	f 8.38	55	630.3	EDSON 4.7	52.8	f 6.10	2.06	f 4.52	7.30	1.45		
f 1.00	3.25	8.39	11.36	s 8.49	55	634.8	ARIMO 4.5	52.8	f 5.58	1.55	f 4.41	7.07	1.25		
f 1.23	3.43	8.49	11.45	f 8.59	54	641.9	W DANBY 7.1	52.8	s 5.47	1.45	f 4.30	6.45	f 1.00		
f 1.40	3.57	8.56	11.52	f 9.06	44	647.3	SIAM 5.4	44.9	f 5.25	1.23	f 4.08	5.55	f 12.30AM		
f 2.00	4.16	9.06	12.01AM	f 9.16	54	655.1	CADIZ 7.8	52.8	f 5.10	1.12	f 3.57	5.32	f 11.52		
f 2.20	4.46	9.14	12.09	f 9.24	47	661.6	BENGAL 6.5	47.5	f 4.56	1.00	f 3.45	5.10	f 10.55		
s 2.50	5.20	s 9.30	s 12.30	s 9.45	YARD	669.3	AMBOY 7.7	10.6	f 4.46	12.50	f 3.35	4.50	f 10.15		
f 4.16	6.45	9.53	12.55	f 10.10	55	676.7	CW BACDAD 7.4	0	s 4.36	s 12.30	s 3.25	4.30	s 9.45		
f 4.45	7.20	10.10	1.17	f 10.35	52	682.0	SIBERIA 5.3	0	f 4.16	12.21	f 3.04	3.28	f 8.35		
f 5.10	7.50	10.25	1.35	f 10.55	55	686.7	KLONDIKE 4.7	0	f 4.07	12.12	f 2.55	3.12	8.15		
f 5.35	8.30	10.40	1.55	f 11.20	55	693.4	ASH HILL 6.7	52.8	f 3.58	12.04AM	f 2.47	2.47	f 8.00		
5.52	8.50	10.51	2.11	f 11.45	55	698.5	W LUDLOW 5.1	10.1	f 3.45	11.52	f 2.35	2.20	f 7.40		
f 6.10	9.10	11.02	2.25	f 12.01AM	55	702.5	ARCTIC 4.0	10.1	f 3.36	11.45	f 2.28	2.07	7.15		
6.25	9.25	11.10	2.35	f 12.10	57	707.1	LAVIC 4.6	52.8	f 3.30	11.40	f 2.23	1.57	f 6.50		
f 6.40	9.40	11.21	2.45	f 12.20	55	712.7	PISGAH 5.6	52.8	f 3.24	11.34	f 2.17	1.45	6.30		
7.00	10.00	11.33	3.00	f 12.30	55	719.3	HECTOR 6.6	39.6	f 3.12	11.21	f 2.04	1.20	f 5.55		
f 7.25	10.30	11.45	3.08	f 12.40	84	725.7	TROY 6.4	18.0	f 3.00	11.12	f 1.54	1.05	5.30		
7.50	10.55	11.55	3.15	f 12.50	55	731.6	W NEWBERRY 5.9	0	f 2.42	11.05	f 1.47	12.50	f 5.05		
f 8.40	11.25	12.05AM	3.24	s 1.03	84	737.6	MINNEOLA 6.0	13.0	f 2.33	10.58	f 1.40	12.25	4.35		
9.05	11.59	12.17	3.30	f 1.12	55	741.8	W DAGGETT 4.2	31.7	s 2.25	10.52	f 1.34	12.10PM	f 4.15		
s 9.30AM	12.25PM	s 12.30AM	s 3.40AM	s 1.25AM	YARD	747.0	NEBO 5.2	34.7	f 2.17	10.46	f 1.27	11.59	3.40		
DAILY	DAILY	DAILY	DAILY	DAILY			CW BARSTOW N		2.10AM	10.40PM	1.20PM	11.45AM	3.25PM		
35	33	7	3	1			Arrive Leave		DAILY	DAILY	DAILY	DAILY	DAILY		
35	33	7	3	1					2	4	8	34	36		

ARIZONA DIVISION—Continued.

SIXTH AND SEVENTH DISTRICTS.

Trains Going West. Barstow to Mojave.					CAPACITY OF SIDING	DISTANCE FROM ALBUQUERQUE MILES	RULING GRADE ASCENDING	TIME TABLE NO.		RULING GRADE ASCENDING	DISTANCE FROM SAN FRANCISCO MILES	Trains Going East. Mojave to Barstow.				
Second Class		FIRST CLASS						1 3				FIRST CLASS			Second Class	
35	33	7	5	3				December 27, 1900				4	6	8	34	36
DAILY	DAILY	DAILY	DAILY	DAILY				No. Cars	MILES			STATIONS		DAILY	DAILY	DAILY
								Leave	Arrive							
2.00PM	1.25PM	12.35AM	1.50AM	3.55AM	YARD	747.0	21.1	CW	BARSTOW N	7.7	452.5	s 10.25PM	s 12.10AM	s 12.55PM	10.45AM	s 1.25PM
f 2.40	2.00	f 12.50	f 2.17	4.10	55	757.0	34.8	W	HINKLEY	24.0	442.5	10.10	f 11.42	f 12.40	9.55	f 12.40
f 3.15	2.30	f 1.03	f 2.43	4.23	55	766.7	34.3		HIAWATHA	12.2	432.8	9.57	f 11.16	f 12.26	9.20	f 12.05PM
f 3.40	2.55	f 1.12	f 3.00	4.31	55	772.3	28.1		JIMGREY	12.1	427.2	9.48	f 11.01	f 12.16	9.05	f 11.15
s 4.30	3.40	s 1.25	s 3.20AM	4.42	75	780.1	24.3		KRAMER N	35.4	419.4	9.37	10.40PM	s 12.04PM	8.45	s 10.30
f 5.00	4.10	f 1.38		4.53	55	788.7	23.2		RICH	34.8	410.8	9.24		f 11.49	8.05	f 10.00
f 5.45	4.45	f 1.51		5.06	46	797.9	23.2	W	RODRIGUEZ	0	401.6	9.12		f 11.37	7.40	f 9.30
f 6.40	5.25	f 2.04		5.19	55	807.2	50.2		BISSELL	0	392.3	9.00		f 11.25	7.13	f 9.00
s 7.40PM	6.30PM	s 2.25AM		s 5.40AM	YARD	818.2		CW	MOJAVE N		381.3	8.45PM		11.10AM	6.45AM	8.30AM
	2.45 AM	5.45 AM		8.50 AM		885.2			KERN JUNC. N		314.3	5.40 PM		7.50 AM	11.05 PM	
	3.00 AM	5.55 AM		9.00 AM	YARD	887.7		CW	BAKERSFIELD N		311.8	5.30 PM		7.40 AM	10.50 PM	
DAILY	DAILY	DAILY	DAILY	DAILY				Arrive	Leave			DAILY	DAILY	DAILY	DAILY	DAILY
35	33	7	5	3								4	6	8	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. No passenger, other than employes traveling on Company business or Surgeons of the Hospital Association traveling on business of the Company or the Association, may be carried on trains 33 or 34, or sections thereof. All other freight trains may carry passengers to or from stations marked "s" or "f," with respect to schedule of trains 35 and 36, but may not be flagged at any other station to pick up or discharge passengers, excepting employes, or Surgeons of the Hospital Association 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, Kramer and Mojave. Conductors of trains Nos. 3 and 4 will throw off "soup ticket" (form 903) at Kramer, and operator will register these trains.

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). No. 6 may not leave Kramer 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.

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

19. 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 and enginemen, as the case may be, so that there will be no misunderstanding as to their purport.

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.