

Santa Fe Pacific Railroad Company

ARIZONA DIVISION.

TIME TABLE

No. 16.

Superseding Time Table No. 15, in Effect June 16, 1901.

To Take Effect Monday, November 4, 1901,

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.					CAPACITY OF SIDING.	DISTANCE FROM ALBUQUERQUE	RULING GRADE ASCENDING.	TIME TABLE NO. 16 November 4, 1901.	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	STATIONS	MILES	DAILY	DAILY	DAILY	DAILY	DAILY		
5.00AM	10.50AM	2.35PM	12.05AM	3.05PM	YARD	428.8	Leave	770.7	2.55PM	8.55AM	2.10AM	2.35PM	10.25PM		
f 5.15	11.01	f 2.43	12.11	f 3.13	55	432.5	74.7	CW SELIGMAN N	78.2						
f 5.45	11.19	f 2.55	12.21	f 3.25	55	439.5	74.5	3.7 CHINO	91.5	f 2.43	8.50	f 2.02	1.43	f 9.55	
6.15	11.40	f 3.10	12.32	f 3.40	55	446.7	75.0	7.0 AUBREY T	94.4	f 2.30	8.36	f 1.48	1.12	f 9.20	
f 6.55	12.15PM	f 3.25	12.50	f 4.00	55	452.0	75.0	7.2 PICACHO	0	f 2.15	8.25	f 1.32	12.40	8.50	
f 7.20	12.45	f 3.40	1.01	f 4.15	55	459.4	0	5.3 YAMPAI N	95.0	f 2.00	8.17	f 1.20	12.15PM	f 8.30	
s 7.49	s 1.10	f 3.52	1.11	s 4.30	150	465.8	0	7.4 NELSON	92.4	f 1.31	8.00	f 1.01	11.40	f 8.00	
8 10	1.25	f 4.03	1.20	f 4.40	56	471.5	0	6.4 CW PEACH SP'GS N	75.0	s 1.10	7.49	f 12.25	s 11.10	s 7.30	
f 8.30	1.40	f 4.13	1.28	f 4.51	55	477.8	0	5.7 CHEROKEE	75.0	f 12.55	7.39	f 12.02AM	10.35	7.10	
f 8.45	1.50	f 4.20	1.34	f 4.58	55	481.3	0	6.3 TRUXTON	95.0	f 12.40	7.29	f 11.46	10.10	f 6.45	
f 9.05	2.15	f 4.33	1.45	s 5.13	86	489.0	0	3.5 W CROZIER N	95.0	f 12.25	7.20	f 11.35	s 9.45	6.25	
9.35	2.39	f 4.44	1.54	f 5.27	55	495.1	43.8	7.7 HACKBERRY N	48.2	s 12.05PM	7.00	f 11.15	9.05	f 5.55	
f 9.55	3.10	f 4.55	2.03	f 5.37	60	501.2	43.8	6.1 ANTARES	43.2	f 11.40	6.53	f 11.00	8.45	5.27	
10 20	3.55	f 5.10	2.15	f 5.55	55	510.0	46.0	6.1 HUALAPAI	33.3	f 11.34	6.44	f 10.45	8.20	f 4.55	
s 11.00	s 4.35	s 5.20	s 2.25	s 6.08	122	516.5	50.2	8.8 BERRY	95.0	f 11.20	6.33	f 10.35	7.55	3.55	
					JUNG.	520.8	0	6.5 CW KINGMAN N	95.0	s 11.00 10.40	s 6.18	s 10.15	s 7.25	s 2.50	
12.15PM	5.06	f 5.31	2.35	f 6.23	55	523.8	0	4.3 McCONNICO	92.4						
f 12.35	5.21	f 5.36	2.39	f 6.29	55	527.1	0	3.0 W HANCOCK	75.0	f 10.08	5.58	f 9.45	5.58	1.40	
1.05	5.42	f 5.42	2.45	f 6.37	55	531.2	0	3.3 DRAKE T	75.0	f 10.00	5.50	f 9.39	5.35	f 1.25	
1.25	5.59	f 5.48	2.51	f 6.45	55	535.2	0	4.1 KASTER	73.9	f 9.48	5.39	f 9.29	5.10	1.05	
f 1.50	6.18	f 5.55	2.57	f 6.55	59	540.4	0	4.0 SIGNAL	75.0	f 9.37	5.29	f 9.18	4.50	12.40	
2.15	6.40	f 6.04	3.06	f 7.07	56	546.2	0	5.2 W YUCCA N	75.0	s 9.20	5.15	f 9.05	s 4.20	f 12.01PM	
f 2.45	7.05	f 6.13	3.17	f 7.20	56	553.2	0	5.8 HAVILAND	75.0	f 9.00	4.54	f 8.50	3.40	11.20	
3.10	7.31	f 6.22	3.25	f 7.31	55	559.0	26.4	7.0 FRANCONIA	61.2	f 8.44	4.44	f 8.35	3.17	f 10.55	
s 3.40	s 8.05	f 6.30	3.33	f 7.41	43	565.8	27.9	5.8 POWELL	74.4	f 8.27	4.34	f 8.20	2.40	10.25	
4.05	8.20	f 6.39	3.40	f 7.53	53	570.9	46.2	6.8 W MELLEN N	70.4	s 8.12	4.25	f 8.05	s 2.15	f 9.50	
s 4.35PM	s 8.40PM	s 6.50PM	s 3.50AM	s 8.10PM	YARD	577.7		5.1 BEAL	30.2	f 8.00	4.13	f 7.53	1.47	9.30	
DAILY	DAILY	DAILY	DAILY	DAILY				6.8 CW NEEDLES N		7.45AM	4.00AM	7.40PM	1.30AM	9.00AM	
35	33	7	3	1				Arrive		DAILY	DAILY	DAILY	DAILY	DAILY	
								Leave		2	4	8	34	36	

ARIZONA DIVISION—Continued.

FIFTH DISTRICT.

Trains Going West.—Needles to Barstow.					CAPACITY OF SIDING	DISTANCE FROM ALBUQUERQUE	RULING GRADE ASCENDING	TIME TABLE NO. 16 November 4, 1901.	RULING GRADE ASCENDING	DISTANCE FROM SAN FRANCISCO	Trains Going East.—Barstow to Needles.				
Second Class	FIRST CLASS										No. CARS	MILES	STATIONS	MILES	FIRST CLASS
3 3	7	3	1				Leave	Arrive		2	4	8	3 4		
DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY		
10.05PM	7.15PM	4.00AM	8.35PM	YARD	577.7		CW NEEDLES N		0	621.8	7.20AM	3.50AM	7.15PM	11.45PM	
11.20	7.35	4.15	8.54	55	585.0	78.9	7.3		0	614.5	7.02	3.35	7.03	11.20	
11.50	7.45	4.21	9.04	55	588.9	78.9	JAVA N		0	610.6	6.56	3.29	6.55	11.09	
12.25AM	8.02	4.29	9.16	55	592.3	78.9	W KLINEFELTER		0	607.2	6.50	3.23	6.49	10.58	
12.50	8.15	4.37	9.31	57	596.8	78.9	3.4		0	602.7	6.43	3.17	6.41	10.45	
1.15	8.29	4.46	9.46	55	601.6	78.9	W IBEX N		0	597.9	6.35	3.11	6.32	10.32	
1.45	8.50	5.05	10.10	89	609.2	78.9	4.5		21.1	590.3	6.25	3.00	6.20	10.10	
2.03	8.58	5.12	10.19	54	614.2	0	BANNOCK		52.8	585.3	6.04	2.40	6.06	8.58	
2.25	9.05	5.19	10.27	55	618.8	0	4.8		52.8	580.7	5.50	2.25	5.56	8.20	
2.45	9.15	5.29	10.38	55	625.6	0	HOMER		52.8	573.9	5.29	2.08	5.40	7.30	
2.56	9.21	5.35	10.46	55	630.3	0	7.6		52.8	569.2	5.13	1.56	5.28	7.07	
3.11	9.29	5.41	10.55	55	634.8	0	GOFFS N		52.8	564.7	5.01	1.45	5.19	6.45	
3.28	9.38	5.50	11.06	54	641.9	0	5.0		52.8	557.6	4.41	1.23	5.00	5.55	
3.42	9.47	5.57	11.16	44	647.3	0	PIUTE		44.9	552.2	4.26	1.12	4.48	5.32	
4.05	9.58	6.08	11.30	54	655.1	26.4	4.6		52.8	544.4	4.05	1.00	4.33	5.10	
4.30	10.07	6.17	11.43	47	661.6	10.6	FENNER T		47.5	537.9	3.53	12.50	4.20	4.50	
5.05	10.20	6.29	11.59	YARD	669.3	37.0	EDSON		10.6	530.2	3.40	12.40	4.10	4.30	
5.50						73.9	4.7		0	522.8	3.22	12.30	3.52	3.28	
6.55	10.44	6.55	12.30AM	55	676.7	73.9	ARIMO		0	517.5	3.10	12.22	3.42	3.05	
7.25	11.00	7.16	12.47	52	682.0	73.9	4.5		0	512.8	3.00	12.15	3.32	2.47	
7.50	11.15	7.35	1.03	55	686.7	73.9	W DANBY N		52.8	506.1	2.43	12.03AM	3.18	2.20	
8.20	11.30	7.53	1.20	55	693.4	26.4	7.1		10.1	501.0	2.32	11.55	3.08	2.07	
8.50	11.40	8.05	1.34	55	698.5	52.8	SIAM		10.1	497.0	2.25	11.50	3.03	1.57	
9.10	11.50	8.15	1.45	55	702.5	52.8	5.4		52.8	492.4	2.17	11.43	2.55	1.45	
9.25	11.59	8.24	1.53	57	707.1	37.0	CADIZ		52.8	486.8	2.03	11.33	2.42	1.20	
9.40	12.07AM	8.32	2.03	55	712.7	0	7.8		39.6	480.2	1.53	11.27	2.30	1.05	
10.00	12.18	8.46	2.15	55	719.3	26.4	BENGAL N		18.0	473.8	1.46	11.16	2.20	12.50	
10.30	12.30	8.56	2.26	84	725.7	26.4	6.5		0	467.9	1.38	11.10	2.10	12.25	
10.55	12.40	9.07	2.35	55	731.6	24.1	AMBOY		13.0	461.9	1.30	11.03	2.00	12.10PM	
11.25	12.51	9.15	2.45	84	737.6	38.2	7.7		31.7	457.7	1.18	10.57	1.50	11.59	
11.59	1.00	9.25	2.54	55	741.8	47.8	W NEWBERRY N		34.7	452.5	1.10AM	10.50PM	1.40PM	11.45AM	
12.25PM	1.10AM	9.35AM	3.05AM	YARD	747.0	47.8	ASH HILL								
DAILY	DAILY	DAILY	DAILY				6.7				DAILY	DAILY	DAILY	DAILY	
3 3	7	3	1				5.1				2	4	8	3 4	
							LUDLOW N								
							5.3								
							4.7								
							6.0								
							4.2								
							5.2								
							CW BARSTOW N								
							Arrive	Leave							

Trains Going West.—Barstow to Bakersfield.					CAPACITY OF SIDING.	DISTANCE FROM ALBUQUERQUE	RULING GRADE ASCENDING	TIME TABLE NO. 16 November 4, 1901	RULING GRADE ASCENDING	DISTANCE FROM SAN FRANCISCO	Trains Going East.—Bakersfield to Barstow.			
Second Class	FIRST CLASS			No. Cars							MILES	STATIONS	MILES	FIRST CLASS
3 3	7	5	3				Leave	Arrive		4	6	8	3 4	
DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY	
1.40PM	1.30AM	1.35PM	9.55AM	YARD	747.0	21.1	CW BARSTOW N		7.7	452.5	s 10.30PM	s 12.10AM	f 1.15PM	s 10.35AM
2.20	f 1.45	f 2.05	10.12	55	757.0	34.3	W HINKLEY		24.0	442.5	10.10	f 11.42	f 1.01	10.12
2.55	f 2.00	f 2.30	10.30	55	766.7	34.3	HIAWATHA		12.2	432.8	9.57	f 11.16	f 12.50	9.30
3.20	f 2.10	f 2.50	10.42	55	772.3	28.1	JIM GREY		12.1	427.2	9.48	f 11.01	f 12.38	9.10
s 3.55	s 2.20	s 3.15PM	10.57	75	780.1	24.3	KRAMER N		35.4	419.4	9.37	10.40PM	s 12.28	s 8.45
4.25	f 2.31		11.15	55	788.7	23.2	RICH		34.8	410.8	9.24		f 12.16	8.10
5.00	f 2.45		11.30	46	797.9	23.2	W RODRIGUEZ		0	401.6	9.12		f 12.01PM	7.45
5.30	f 2.59		11.48	55	807.2	50.2	BISSELL		0	392.3	9.00		f 11.48	7.20
s 6.10PM	s 3.10AM		s 12.05PM	YARD	818.2		CW MOJAVE N			381.3	8.45PM		11.35AM	s 6.45AM
2.45 AM	6.40 AM		3.30 PM		885.2		KERN JUNC. N			314.3	5.40 PM		8.10 AM	11.33 PM
3.00 AM	6.50 AM		3.40 PM	YARD	887.7		CW BAKERSFIELD N			311.8	5.30 PM		8.00 AM	11.18 PM
DAILY	DAILY	DAILY	DAILY				Arrive	Leave			DAILY	DAILY	DAILY	DAILY
3 3	7	5	3								4	6	8	3 4

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, except from or to stations marked "s" on face of time table. 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. 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.
7. Yard limit boards, defining yard limits, have been established at the following stations: Seligman, Kingman, Needles, Bagdad, Barstow and Mojave.
8. "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.
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. 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.
10. Conductors and Enginemen must have copy of General Rules in their possession at all times.
11. Look out at all sidings for derailing switches, the normal position of which would cause derailment.
12. Conductors of all trains will register at Seligman, Needles, Goffs, 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.
13. No train may leave Seligman, Needles, Goffs, 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).
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 Barstow to let off passengers from east of Seligman, and may also be flagged at any point between Seligman and Mojave to take on passengers for Northern California points, but must not be flagged to take on passengers for Southern California points.
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.
20. RULES GOVERNING SIGNALS WEST END BARSTOW YARD.—Eastbound trains on San Bernardino line will be protected against trains using cross-over between Mojave and San Bernardino line by Home and Distant signals operated by interlocked ground lever stand worked by trainmen. Interlocking rules will govern except that in case Home signal is found at "Stop," trainmen must investigate condition of track before proceeding.
 Trainmen wishing to use cross-over, must proceed as follows:
 No. 1 lever being nearest to track: First, throw lever No. 1 and set Distant signal to "Caution." Second, throw lever No. 2 and set Home signal to "Stop." Third, throw lever No. 3 and set switches for cross-over.
 Before doing the last, it will be advisable to wait five seconds so that any train which has seen the Distant signal at "Clear," can get under control. After using cross-over, they must set the machine normal as follows:
 First, throw lever No. 3 and set switches for main line. Second, throw lever No. 2 and set Home signals at "Clear." Third, throw lever No. 1 and set Distant signals at "Clear."
 All must be safely locked before leaving.

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,	Barstow, Cal.
DR. J. L. CARSON,	Bakersfield, Cal.

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

JOHN DENAIR,
 Superintendent,
 Needles, Cal.

E. H. COAPMAN,
 Trainmaster,
 Needles, Cal.

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