

# The Atchison, Topeka & Santa Fe Railway Co.

COAST LINES.

## ARIZONA DIVISION

# EMPLOYEES' TIME TABLE No. 28

IN EFFECT

FRIDAY, JULY 1, 1910,

AT 12:01 O'CLOCK A. M.

PACIFIC STANDARD TIME

Superseding Time Table No. 27, Dated June 14, 1910, and any Supplements thereto.

This Time Table is for the Government and Information of Employes of this Company only.

A. G. WELLS,  
GENERAL MANAGER,  
Los Angeles, Cal.

R. H. TUTTLE,  
SUPERINTENDENT,  
Needles, Cal.

C. G. FLUHR,  
TRAINMASTER, 1ST DIST.,  
Needles, Cal.

W. MATTHIE,  
TRAINMASTER, 2ND DIST.,  
Needles, Cal.

J. D. McCULLY,  
TRAINMASTER, 3RD DIST.,  
Bakersfield, Cal.

I. L. HIBBARD,  
GENERAL SUPERINTENDENT,  
Los Angeles, Cal.

## SPECIAL RULES.

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Eastbound trains are of superior direction to westbound trains of the same class.

3. Trains Nos. 33, 34, 281 and 282 are annulled. Their schedules are carried in time table principally for statistical purposes.

4. The number of tons shown by rate sheet at ordinary rating for engines, is based on the maximum 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. Cars must not be cut off trains upon grades depending upon hand brakes to hold them, but must be placed with the engine.

6. No freight train must run more than thirty miles without stop being made for inspection of train.

On freight trains of twenty cars or more, the engines must be detached before spotting at water cranes to take water.

7. In addition to instructions contained in Rule 91 the following must be observed: A passenger train must not follow a freight train or light engine within less than ten minutes, a light engine must not follow a freight train within less than ten minutes and light engines, moving in same direction, must keep five minutes apart except in closing up at stations.

8. Rule 567 is abrogated and the following will govern: When telegraph station is closed for the night, train order signal will be placed at "proceed" and the lamp left burning. When the light is not displayed, trains will be stopped and if no operator is on duty, the position of the semaphore will govern.

9. First-class trains when ten minutes or more late are required to approach and leave stations which are designated in time tables as having yards limits, under control, and responsibility for accident will rest with the first class train. In case of fog or its equivalent, such first class trains, and all other trains of whatever class, will use the bell and whistle freely and, if necessary, send a flagman ahead to protect against possible obstructions and engines in yards.

Yard engines will give way to all such trains at earliest moment possible.

10. The third and fourth paragraphs of Rule 85 are amended to read as follows: Extras may pass and run ahead of second and third class trains without special instructions.

11. The following addition is made to Rule 86-A: An inferior train must clear the schedule arriving time of a superior train in the same direction, not less than ten minutes, when such superior train is permitted to arrive five minutes in advance of schedule arriving time as provided in the third paragraph of Rule 92.

12. In the delivery of a 31 Order, as prescribed by Rule 217, the signature only of the conductor of the train to which the order is delivered will suffice, and he will take thereon the signature of his engineman the same as required to do upon orders delivered at telegraph and telephone stations.

13. Look out at all sidings for derailing switches, normal position of which will cause derailment. At all sidings where grade is one per cent. or more the derailleurs are connected with main line switch. It must be known that derailer is cleared before closing main line switch.

Party opening main line switches that have pipe-connected derails will lock switch open, this to prevent closing before train has cleared derailer.

14. Rule 5-B and last paragraph of Rule D-5: All trains will register at Register Stations which are indicated in time table by full-faced type, except Nos. 1, 3, 7 and 9 will not register at Cadiz. Nos. 2, 4, 8 and 10 will register at Cadiz by Form 903 thrown off to operator.

15. Discontinue the use of brake clubs or other levers in setting hand brakes when the air brakes are applied, except when brakes are called for by engineman. There are many slid and cracked wheels due to the fact that hand brakes are clubbed up in connection with the air brakes.

In case certain retainers are found inoperative, wind up the slack so that the hand brake will hold about what the retainer should have held, in this manner making every brake do its share of the holding. It is desired that clubs shall be carried but used only in emergency and then in the most effective manner.

16. The requirement of the second paragraph of Rule 390 will not be applicable to cars containing California crude oil.

17. Audible signal "C" Rule 14, is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or oil tanks, railroad crossings, etc., but only as a means of communicating to train crews an unusual situation which might not be obvious to the train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

18. Rule 1 (B): Standard clocks are located as follows: Seligman, Kingman, Needles, Goffs, Bagdad, Daggett, Barstow, Mojave, Bakersfield.

19. Conductors and enginemen on trains starting from points where there is no standard clock must ascertain correct time from Dispatcher before leaving, except in case of wire trouble. This will not relieve them from comparing time and registering their watches when arriving at station where standard clock is located, as required in Rule 3.

20. 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 consolidated or Decapod type, running light or pulling train, must not exceed a speed of twenty-four (24) miles per hour, i.e., will consume not less than two and one-half (2½) minutes in running each and every mile. Engines of all other classes when pulling freight trains will 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 will 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.

Eastbound passenger trains will consume not less than one and three-fourth (1¾) minutes for each mile run, rounding sharp curves, between Ash Hill and Bagdad and Goffs and Needles.

All trains must reduce speed to ten (10) miles per hour crossing Colorado river bridge A-567.

Passenger trains will reduce speed to twenty-four (24) miles per hour, and freight trains will reduce speed to fifteen (15) miles per hour, rounding two sharp curves on mile 451, and on all curves between Fields and Nelson.

21. Passengers may be carried on extra trains and Nos. 33, 233, 34 and 234, but only to and from stations designated as regular stops with reference to the schedules of trains Nos. 33, 233, 34 and 234.

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

22. Rule 93: Yard limit boards are located as follows: Seligman, Hackberry, Kingman, Needles, Goffs, Bagdad, Daggett, Ludlow, Barstow, Kramer, Mojave, Kern Junction and Bakersfield.

23. No train will leave Seligman, Chloride, Needles, Barnwell, Searchlight, Daggett, Barstow, Mojave, Kern Junction, Bakersfield and Johannesburg without receiving a clearance card, Form 902. Nos. 11 and 12 will not leave Kramer without receiving a clearance card, Form 902. No trains will leave Goffs, on the Barnwell district, without receiving clearance card, Form 902.

24. Rules 83 and 83-A: In addition to showing on Form 1514, all trains which are superior, and opposing trains of the same class, conductors will indicate thereon the departure of trains of the same class in the same direction which have left one hour or less in advance.

25. Immediately before departure of all trains from Yampai and Goffs, all west bound trains and all east bound passenger trains from Tehachapi and all east bound freight trains from Summit, a test of air brakes must be made in the following manner: Engineman will apply brakes; conductor or rear brakeman will watch the last car and if brakes apply and release properly, proceed signal will be given. Trains must come to a stop before making test.

26. Rule 311: There is not sufficient overhead clearance at Colorado River Bridge to permit of a man standing on top of a furniture car or cupola of caboose while passing through this bridge, and all employes are warned against so doing.

27. All the retainers available must be used on passenger trains descending following grades: Tehachapi to Caliente; one mile west of Cameron to Mojave. The total number in use must not be less than 50 per cent., and when necessary, stop must be made to turn them up and again to turn them down.

"K" and "L" triple valves develop about 20 per cent. more pressure in brake cylinders than ordinary triple valves and have quick recharging device, hence when retainers are used on cars thus equipped, they must be changed frequently.

The use of retainers on passenger cars equipped with "L" triples, Ash Hill to Bagdad, Goffs to Needles and Yampai to Peach Springs, will be left to the judgment of conductor and engineman, who should be governed by the different kinds of triple valves with which cars are

equipped. Conductors and enginemen will ascertain from car inspector before leaving terminal the number of "L" triple valves in train.

28. S. P., L. A. & S. L. crossing at Leastalk. All trains must come to a stop before crossing, and be governed by rules 98b and 98c. In the event of trains of same class, on each road, arriving at the crossing at the same time S. P., L. A. & S. L. trains will be given preference over crossings.

S. P. Co. crossing at Kern Junction; controlled by interlocking, home signals.

29. For movement of trains between Mojave and Kern Junction see Southern Pacific Co.'s time-table.

30. No. 7 will stop at any point between Seligman and Barstow to let off passengers from east of Albuquerque, and to take on passengers for Northern California points, but must not be flagged to take on passengers for Southern California points.

No. 9 will stop at any point between Seligman and Barstow to let off passengers from east of Albuquerque and may be flagged between Needles and Barstow to take on passengers for San Francisco.

No. 10 will stop on flag at McConnico for revenue business only. Nos. 1 and 8 will stop on flag at Saltus.

No. 18 will stop on flag at any station to take on passengers for Parker District points.

31. Nos. 13 and 14 are inferior to all trains between Kingman and McConnico and will be moved only on special orders, but in case of wire trouble may move under protection of flag.

**RULES GOVERNING SIGNALS, BARSTOW YARD.**

32. Following signals govern trains between Mile Post 744½ and 748½, and are located as follows:

**EAST BOUND.**

Signal No. 22 (Home signal) Opposite Mile Post 748.  
Signal No. 24 (Distant signal) Opposite Mile Post 747½.

Signal No. 26 (Home signal) At Mojave main line and Los Angeles main line junction.

Signal No. 28 (Dwarf Home signal) At base of Signal No. 26.

Signal No. 10 (Home signal) Opposite Mile Post 746.

**WEST BOUND.**

Signal No. 1 (Home signal) Opposite Mile Post 745.  
Signal No. 3 (Distant signal) Opposite Mile Post 745½.  
Signal No. 5 (Home signal) Opposite Mile Post 746.  
Signal No. 7 (Dwarf Home signal) At base of Home Signal No. 5.

Signal No. 11 (Home signal) At Mojave main line and Los Angeles main line junction.

If Home signal is in "STOP" position before train enters block, or is in "CLEAR" position and does not change to "STOP" position when train enters block, train must stop, send flagman ahead immediately and after waiting five minutes will proceed "under control," preceded by flagman until train passes out of block.

If Home Signal is in "STOP" position and Dwarf Signal at base of High Signal is in clear position before train enters block, train may proceed under control.

**RULES GOVERNING OPERATION OF THE TRAIN STAFF SYSTEM BETWEEN KERN JUNCTION AND BAKERSFIELD.**

33. a. A train staff instrument is located in the telegraph office at each Kern Junction and Bakersfield, in charge of operator. The two instruments being electrically connected, it is impossible to operate one without the knowledge and co-operation of the operator in charge of the other. When a staff has been withdrawn from one instrument, another cannot be withdrawn from either until the staff previously removed has been replaced, either in the same instrument or in the one at the other end of the block.

b. Each train and engine before leaving either of the above stations must have staff in possession of engineer. When more than one engine is coupled, the engineer of the leading engine must carry the staff, but that following engineers, conductor or engine foreman may know that leading engineer has the staff, the latter will acknowledge it by audible signal (g) Rule 14.

c. A staff crane is located at the tower at Kern Junction from which engineer may take staff when passing. If staff is received at Kern Junction by conductor or engine foreman, they will deliver it personally to engineer. At Bakersfield, staffs will be received by conductor or engine foreman, who will deliver same to engineer.

d. Deliveries of staff must be made by conductor or engine foreman in each office on arrival.

e. The staff will be enclosed in a rubber pouch, which is provided with an opening so that the staff may be seen. Engineer must know that pouch contains a staff before proceeding.

f. Operators must keep advised of the movement of trains and have staff ready. They must also ascertain when trains are to meet at either end of block, so that proper train will be given staff, thus avoiding delays or misunderstandings.

g. In the event of the staff instruments failing to work,

all trains will be notified by a "31" order, and will be operated through the block on telegraphic train orders.

Nothing in the foregoing shall be interpreted as nullifying instructions contained in General Rules and Regulations and Special Timetable Rules, the staff simply taking the place of timetable rights and telegraphic orders regulating the movement of trains between the above stations.

**RULES GOVERNING AUTOMATIC SIGNALS WEST END NEEDLES YARD.**

34. Following signals govern trains between Mile Posts 578 and 580½ and are located as follows:

**WEST BOUND.**

Signal No. 1 (Home Signal) Opposite Mile Post 578½.

**EAST BOUND.**

Signal No. 2 (Distant Signal) Opposite Mile Post 580.

Signal No. 4 (Home Signal) Opposite Mile Post 579½.

Signal No. 6 (Distant Signal) Opposite Mile Post 579.

Signal No. 8 (Home Signal) Opposite Mile Post 578½.

If Home Signal is in "Stop" position before train enters block, or is in "Clear" position and does not change to "Stop" position when train enters block, train must stop, send flagman ahead immediately and after waiting five minutes will proceed "under control", preceded by flagman until train passes out of block.

At Oil Spur switch is located a switch indicator which gives same indication as home signal. Trains leaving the Oil Spur after having cleared the insulating blocks and set switch for main line, must note the position of the indicator before moving switch or allowing train to occupy the track between insulating blocks and the Oil Spur switch.

**SPURS AND FLAG STOPS NOT SHOWN ON FACE OF TIME TABLE.**

LOCATION	Miles from Albuquerque	Car Capacity	Switch Connection	Flag Stops for Trains
<b>FIRST DISTRICT</b>				
Rock Crusher	510.1	52	West	Freight only
Maguire	520.3	16	West	Freight only
Mojave Gap	545.1	53	West	Freight only
<b>SECOND DISTRICT</b>				
Saltus	658.5	32	West	Freight only
<b>BANDSBURG DISTRICT</b>				
	Miles from Kramer			
Penshaw	6.9	4	West	Freight only
Oedick	26.5	2	West	Freight only

**LENGTH OF STEMS OF WYES.**

Location	Feet	Location	Feet
Yampal	245.5	Barstow	1052.3
Crosier	168.0	Chloride	370.0
Kingman	425.0	Barawell	239.7
Needles	1554.5	Ivanpah	269.1
Goffs	Barawell District	Searchlight	545.0
Bagdad	470.0	Kramer	484.5
Levie	377.1	Johannesburg	366.5
Newberry	734.0		

4 ARIZONA DIVISION—FIRST DISTRICT

WESTWARD.						Capacity of Sidings.	Fuel, Water Turn Tables and Wyes	Rolling Grade Ascending.	TIME TABLE
Second Class	First Class.								
33	13	3	9	1	7	No Cars	F W T Y		No. 28
FREIGHT	MIXED	California Limited	California Fast Mail	California Express	Mail and Express				
Leave Daily	See Note	Leave Daily	Leave Daily	Leave Daily	Leave Daily				July 1, 1910
AM 2.45		PM 11.55	PM 2.05	PM 1.25	PM 1.15	900		74.7	STATIONS
3.02		AM 12.03	2.15	1.33 <sup>34</sup>	1.23 <sup>34</sup>	49			<b>SELIGMAN</b>
3.25		12.13	2.28 <sup>10</sup>	1.44	1.34	81		74.5	3.7
3.50		12.22	2.41	1.55	1.45	48	W	75.0	CHINO
4.25		12.35 <sup>2</sup>	2.54	2.10 <sup>10</sup>	2.00 <sup>10</sup>	131	Y	75.0	7.0
4.35		12.40	3.00	2.17	2.06	81			AUDLEY
4.50		12.50 <sup>8</sup> 1.00 <sup>4</sup>	3.10	2.27	2.15	81			7.2
§ 5.10		1.10	3.20	2.40	2.25	208	W	0	PICA
5.30		1.19	3.30	2.50	2.35	49		0	5.3
5.50		1.28	3.39	3.00	2.44	48		0	YAMPAI
6.02		1.33	3.45	3.07	2.50	81	WY	0	3.0
				3.11		8		0	FIELDS
§ 6.27		1.45	3.58	3.20	3.03	72	F W	0	4.4
6.55		1.55	4.08	3.35	3.14	48		0	NELSON
7.20		2.02	4.16	3.43	3.21	81		0	6.4
7.55 <sup>34</sup>		2.14	4.29	3.55	3.34	48		0	PEACH SPRINGS
8.10		2.19	4.37	4.01	3.40	81		0	5.7
§ 8.25 8.50	AM 11.20	2.25	4.47	4.12	3.50	183	W Y	0	CHEROKEE
9.15	11.30 AM	2.32	4.55	4.19	3.57	59		0	6.3
9.30		2.36	5.00	4.24	4.02	49		0	TRUXTON
9.40		2.40	5.05	4.28	4.06	48		0	3 5
10.05 <sup>10</sup>		2.45	5.12	4.34	4.12	49		0	CROZIER
10.20		2.50	5.18	4.39	4.17	48		0	2.7
10.35		2.57	5.27	4.48	4.24	81	W	0	TINNAKA
10.55		3.05	5.37	4.56	4.32	50	W	0	5.0
11.20		3.14 <sup>34</sup>	5.48	5.05	4.41	49		43.8	HACKBERRY
11.45		3.21	5.57	5.14	4.48	49		0	6.1
PM 12.15		3.30	6.08	5.25	4.58	48	W	0	ANTARES
12.40		3.38	6.18	5.35	5.08	70		0	6.1
1.10 PM		3.50 AM	6.30 PM	5.50 PM	5.20 PM	890	F W T Y	46.0	HUALAPAI
Arrive Daily	See Note	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			50.2	8.8
								0	BERRY
								0	3.9
								0	LOUISE
								0	2.6
								0	KINGMAN
								0	4.3
								0	McCONNICO
								0	3.0
								0	HANCOCK
								0	3.3
								0	DRAKE
								0	4.1
								0	KASTER
								0	4.0
								0	SIGNAL
								0	5.2
								0	YUCCA
								0	5.8
								0	HAVILAND
								0	7.0
								0	FRANCONIA
								0	5.8
								26.4	POWELL
								46.6	6.8
								52.8	TOPOCK
									5.1
									BEAL
									7.1
									<b>NEEDLES</b>
									(149.2)

NOTE. — { No. 13 leaves Kingman and arrives McConnico Tuesday, Thursday and Saturday.  
 { No. 14 leaves McConnico and arrives Kingman Tuesday, Thursday and Saturday.

Water Station on Mile 522.

(14.9) (25.8) (39.7) (33.8) (33.8) (36.5) .....Average speed per hour.....

ARIZONA DIVISION.—FIRST DISTRICT.

TIME TABLE No. 28 July 1, 1910	Ruling Grade Ascending.	Distance from Albuquerque.	Telegraph Office	EASTWARD					
				First Class.					Second Class
				10	2	8	4	14	34
				Overland Express	Tourist Express	Eastern Express	California Limited	MIXED	FREIGHT
STATIONS		Miles.		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	See Note	Arrive Daily
<b>SELIGMAN</b>		428.8	N	<b>PM</b> 3.05	<b>AM</b> 1.15	<b>AM</b> 2.10	<b>AM</b> 2.00		<b>PM</b> 1.55
3.7 CHINO	78.2	432.5		f 2.55	1.07	f 2.02	1.52		<b>1.33</b> <b>1.23</b> <sup>7</sup>
7.0 AUDLEY	91.5	439.5	D	f <b>2.28</b> <sup>9</sup>	12.53	f 1.49	1.39		12.55
7.2 PICA	94.4	446.7	D	f 2.18	12.43	f 1.39	1.29		12.35
5.3 YAMPAI	0	452.0	N	f <b>2.10</b> <sup>1</sup> <b>2.00</b> <sup>7</sup>	<b>12.35</b> <sup>3</sup>	f <b>1.31</b> <b>1.11</b> <sup>4</sup>	<b>1.21</b> <sup>8</sup>		12.20
3.0 FIELDS	95.0	455.0		f 1.50	12.25	f 1.03	1.13		12.05 <b>PM</b>
4.4 NELSON	95.0	459.4	D	f 1.38	12.12 <b>AM</b>	f <b>12.50</b> <sup>3</sup>	<b>1.00</b> <sup>3</sup>		11.40
6.4 PEACH SPRINGS	92.4	465.8	N	\$ 1.20	11.53	f 12.27	12.37		\$ 11.10
5.7 CHEROKEE	75.0	471.5		f 12.57	11.41	f 12.05 <b>AM</b>	12.17		10.35
6.3 TRUXTON	75.0	477.8		f 12.43	11.29	f 11.49	12.02 <b>AM</b>		10.10
3.5 CROZIER	95.0	481.3	D	f 12.33	11.19	f 11.37	11.50		9.50
2.7 TINNAKA	95.0	484.0		f 12.24					
5.0 HACKBERRY	95.0	489.0	N	\$ 12.10 <b>PM</b>	11.03	\$ 11.18	11.32		\$ 9.15
6.1 ANTARES	43.2	495.1		f 11.54	10.48	f 11.01	11.16		8.45
6.1 HUALAPAI	43.2	501.2	D	f 11.42	10.38	f 10.50	11.05		8.20
8.8 BERRY	33.3	510.0		f 11.30	10.25	f 10.37	10.52		<b>7.55</b> <sup>33</sup>
3.9 LOUISE	0	513.9		11.25	10.20	10.32	10.47		7.45
2.6 KINGMAN	95.0	518.5	N	f 11.15 \$ 10.55	\$ 10.10	\$ 10.22	\$ 10.39	<b>PM</b> 3.40	7.20 \$ 6.55
4.3 McCONNICO	95.0	520.8	D	f 10.35	9.50	f 10.02	10.19	3.20 <b>PM</b>	6.25
3.0 HANCOCK	92.4	523.8		f 10.25	9.44	f 9.56	10.13		6.10
3.3 DRAKE	75.0	527.1	D	f 10.17	9.36	f 9.50	10.07		5.50
4.1 KASTER	75.0	531.2		f <b>10.05</b> <sup>33</sup>	<b>9.26</b>	f 9.40	9.57		5.25
4.0 SIGNAL	73.9	535.2		f 9.55	9.18	f 9.30	9.47		5.00
5.2 YUCCA	75.0	540.4	N	\$ 9.40	9.05	\$ 9.17	9.34		\$ 4.25
5.8 HAVILAND	75.0	546.2		f 9.20	8.49	f 9.00	9.17		3.49
7.0 FRANCONIA	75.0	553.2		f 9.07	8.34	f 8.45	9.01		<b>3.14</b> <sup>3</sup>
5.8 POWELL	61.2	559.0		f 8.55	8.22	f 8.33	8.48		2.40
6.8 TOPOCK	74.4	565.8	N	f 8.40	8.10	f 8.20	8.35		2.10
5.1 BEAL	70.4	570.9		f 8.29	8.01	f 8.11	8.26		1.50
7.1 <b>NEEDLES</b>	68.6	578.0	N	<b>8.15</b> <b>AM</b>	<b>7.50</b> <b>PM</b>	<b>8.00</b> <b>PM</b>	<b>8.15</b> <b>PM</b>		<b>1.30</b> <b>AM</b>
(149.2)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	See Note	Leave Daily

Average speed per hour..... (23.6) (27.5) (25.5) (25.9) (17.2) (12.6)

NOTE.— { No. 13 leaves Kingman and arrives McConnico Tuesday, Thursday and Saturday.  
 { No. 14 leaves McConnico and arrives Kingman Tuesday, Thursday and Saturday.

Water Station on Mile 522.

ARIZONA DIVISION.—SECOND DISTRICT.

WESTWARD.										Capacity of Slidings.	Fuel, Water, Turn Tables and Ways	TIME TABLE No. 28. July 1, 1910	Ealing Grade Ascending.	Distance from Albuquerque.
Second Class		First Class.												
33	281	207	201	17	9	1	7	3		No. Cars		STATIONS	Miles	
FREIGHT	FREIGHT	PASSENGER	PASSENGER	Phoenix Express	California Fast Mail	California Express	Mail and Express	California Limited						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
PM 3.10					PM 6.55	PM 6.15	PM 5.45	AM 4.00	890		FW TY	NEEDLES	578.0	
3.30					7.05 <sup>8</sup> 7.15 <sup>2</sup>	6.25	5.54	4.10	69			3.5	76.3	
3.50					7.29	6.35	6.04	4.20	81			HARTOUM	581.5	
4.10					7.40 <sup>4</sup>	6.50 <sup>8</sup> 7.00 <sup>2</sup>	6.13	4.30	47		W	3.5	78.7	
4.30					7.55	7.13	6.23	4.40	81		W	JAVA	585.0	
4.55					8.10	7.25 <sup>4</sup>	6.35 <sup>8</sup> 6.45 <sup>2</sup>	4.52	81			3.9	76.3	
5.20					8.20	7.38	6.57	5.05	81			KLINFELTER	588.9	
5.45					8.30	7.50	7.08 <sup>4</sup>	5.15	70		W	3.4	76.2	
6.10 <sup>8</sup> 6.23 <sup>2</sup>					8.42	8.05	7.25	5.28	139		W Y	IBIS	592.3	
6.45 <sup>4</sup>					8.49	8.15	7.35	5.35	48			4.5	76.2	
6.58					8.56 <sup>34</sup>	8.25 <sup>34</sup>	7.44 <sup>34</sup>	5.41	48		W	BANNOCK	596.8	
7.15 <sup>34</sup>					9.05	8.37	7.55	5.50	49			4.8	74.6	
7.45					9.12	8.46	8.04	5.56 <sup>10</sup>	81			HOMER	601.6	
8.15 <sup>7</sup> 8.56 <sup>1</sup>					9.20	8.56 <sup>38</sup>	8.15 <sup>38</sup>	6.02	81		W	4.4	74.6	
9.33 <sup>9</sup>					9.33 <sup>38</sup>	9.07	8.27	6.11	81		W	4.4	606.0	
9.55				AM 1.20	9.42	9.16	8.37	6.17	81		FWY	RISING	74.6	
10.07				1.26	9.49	9.22	8.44	6.22	100			3.2	609.2	
10.20 <sup>18</sup>				1.31	9.56	9.28	8.51	6.27	81			GOFFS	0	
10.40				1.41	10.06 <sup>18</sup>	9.37	9.02	6.34	48			5.0	614.2	
11.00				\$ 1.56	\$10.22	\$ 9.55 <sup>18</sup>	\$ 9.17	\$ 6.50	261		FWY	PIUTE	0	
11.30				2.06	10.32	10.05	9.27	6.58	69			4.6	613.8	
11.55				2.16	10.45	10.15	9.39 <sup>18</sup>	7.08	47			FENNER	0	
AM 12.20				2.28	10.58	10.33	9.53	7.23	46		W	6.8	625.6	
12.55				2.40	11.10	10.50	10.05	7.35	81			ESSEX	0	
1.25				\$ 2.50 3.05	\$11.20 <sup>1</sup>	\$11.05 <sup>9</sup> 11.30	\$10.20	7.50	81		W	4.7	0	
2.00				3.15	11.38	11.52	10.36	7.59	46			ARIMO	630.3	
2.30				f 3.26 <sup>10</sup>	11.47	AM 12.12	10.44	8.07	48		Y	4.5	0	
2.50				3.33	11.53	12.22	10.53	8.13	48			DANBY	634.8	
3.18 <sup>10</sup>				3.41 <sup>33</sup>	AM 12.01	12.37	11.05	8.20	48			7.1	0	
3.41 <sup>17</sup>				3.50	12.09	12.53	11.17	8.28	47			SIAM	0	
3.58				3.59	12.17	f 1.10	11.30	8.37	99		WY	6.4	641.7	
4.20				4.08	12.25	f 1.23	11.40	8.45	48			CADIZ	26.4	
4.37				4.14	12.30	1.32	11.45	8.50	223			3.3	648.1	
4.50				\$ 4.20	\$12.35	\$ 1.40	\$11.50	\$ 8.55	264			ALTURA	26.4	
\$ 5.00	AM 10.25	AM 11.22	AM 1.20	4.29	12.43	f 1.50	AM 12.01	9.03	48			4.8	651.4	
5.12	10.40	11.30	1.27	4.40	12.55	2.05 <sup>10</sup>	12.15	9.15	556		FW TY	BENGAL	10.6	
5.30	AM 11.05	AM 11.42	AM 1.36	4.40	AM	AM	AM	AM				5.4	661.6	
AM	AM	AM	AM	AM	AM	AM	AM	AM				AMBOY	661.6	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				7.7	37.0	
(12.8)	(14.1)	(28.2)	(35.2)	(28.9)	(23.3)	(26.7)	(32.1)	Average speed per hour				BAGDAD	669.3	
												3.6	73.9	
												NOME	672.9	
												3.8	73.9	
												SIBERIA	676.7	
												5.3	73.9	
												KLONDIKE	682.0	
												4.7	73.9	
												ASH HILL	686.7	
												6.7	26.4	
												LUDLOW	693.4	
												5.1	52.8	
												ARGOS	698.5	
												4.0	52.8	
												LAVIC	702.5	
												4.6	37.0	
												PISGAH	707.1	
												5.6	0	
												HECTOR	712.7	
												6.6	26.4	
												TROY	719.3	
												6.4	26.4	
												NEWBERRY	725.7	
												5.9	24.1	
												MINNEOLA	731.6	
												3.6	38.2	
												GALE	735.2	
												2.4	38.2	
												DACGETT	737.6	
												4.2	47.8	
												NEBO	741.8	
												5.2	47.8	
												BARSTOW	747.0	
												(169.0)		



8 ARIZONA DIVISION.—PARKER DISTRICT.

WESTWARD				TIME TABLE										EASTWARD			
Second Class		First Class		Capacity of Sidings	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending	No. 28		Ruling Grade Ascending	Distance from Parker	Telegraph Offices	First Class		Second Class			
233		17					July 1, 1910					18		234			
FREIGHT		Phoenix Express									Phoenix Express		FREIGHT				
Leave Daily		Leave Daily				STATIONS		Miles			Arrive Daily		Arrive Daily				
PM 7.00		PM 10.55		Yard	F W Y	PARKER	0	0	N P		AM 1.10		AM 5.00				
f 7.10		f 10.58		Spur		1.5 DRENNAN	0	1.5			f 1.06		f 4.50				
\$ 7.50		\$ 11.09		30		6.8 CALZONA	0	8.3			\$ 12.49		\$ 4.06				
\$ 8.20		\$ 11.19		26	W	5.9 VIDAL	0	14.2	N P		\$ 12.38		\$ 3.30				
f 9.25		f 11.38		34		11.6 GROMMET	0	25.8			f 12.19		f 2.35				
\$ 10.10		\$ 11.52		34	W	8.8 BLYTHE JUNCTION	21.12	34.6	N P		\$ 12.05 AM		\$ 1.45				
f 10.30		f 11.58 <sup>18</sup>		34		3.5 ARICA	31.68	38.1			f 11.58 <sup>17</sup>		f 1.25				
f 11.10		AM 12.10		44		7.1 RANDOLPH	31.68	45.2			f 11.45		12.44				
f 11.37 <sup>17</sup>		AM 12.18 <sup>233</sup>		44		4.7 WARD	31.68	49.9			f 11.37 <sup>233</sup>		f 12.18 <sup>17</sup>				
AM 12.18 <sup>234</sup>		AM 12.18 <sup>234</sup>		44		8.3 MILLIGAN	31.68	58.2	N P		\$ 11.24		AM 11.40				
\$ 12.50		\$ 12.32		44	W	1.8 EVANS	5.28	60.0									
				5		3.3 FISHEL		63.3			f 11.15 <sup>234</sup>		f 11.15 <sup>18</sup>				
f 1.10		f 12.41		44		4.4 KILBECK	31.68	67.7			f 11.08		f 10.53				
f 1.27		f 12.48		44		6.0 ARCHER	31.68	73.7			f 10.58		f 10.24				
f 1.50		f 12.58		44		6.0 McCOY	31.68	79.7			f 10.48		f 9.55				
f 2.10		f 1.08		44		4.9 CADIZ	31.68	84.6	N P		10.40 PM		9.30 PM				
2.30 AM		1.15 AM		Yard	F W Y	(84.6)					Leave Daily		Leave Daily				
Arrive Daily		Arrive Daily															

(14.9)

(36.2)

.....Average speed per hour.....

(33.2)

(11.3)

ARIZONA DIVISION.—THIRD DISTRICT.

WESTWARD.				EASTWARD.										
Second Class	First Class			Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 28. July 1, 1910	Ruling Grade Ascending	Distance from Albuquerque	Telegraph Offices	First Class		Second Class	
33	11	3	7								2	10	12	34
FREIGHT	MIXED	California Limited	Mail and Express	No. Cars			STATIONS		Miles		Tourist Express	Overland Express	MIXED	FREIGHT
Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily								Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
AM 7.30	PM 2.30	AM 10.15	AM 1.50	556	FW TY	21.1	<b>BARSTOW</b>	0	747.0	N	PM 1.15	AM 12.25	PM 10.30	AM 11.00
7.46	2.40	10.35 <sup>34</sup>	2.00	70		7.7	MACE	7.7	752.0		1.05	12.15	10.17	10.35 <sup>3</sup>
8.00	3.00	10.50	2.08	48	W	34.3	HINKLEY	24.0	757.0	D	12.58	12.08	10.05	10.22
8.17	3.08	11.05	2.15	81		34.3	EADS	24.0	762.2		12.52	12.02 AM	9.52	10.06
8.35	3.15	11.18	2.23	48		34.3	HAWES	12.2	766.7		12.46	11.56	9.40	9.55
8.52	3.30	11.30	2.31	48		28.1	JIMGREY	12.1	772.3		12.39	11.50	9.25	9.40
\$ 9.20 <sup>34</sup>	3.45 PM	\$ 11.50	\$ 2.45	90	WY	24.3	<b>KRAMER</b>	35.4	780.1	N	\$ 12.30	\$ 11.38	9.05 PM	\$ 9.20 <sup>38</sup>
10.00		PM 12.19 <sup>2</sup>	2.58	48		22.2	RICH	34.8	788.7		12.19 <sup>3</sup>	11.24		8.53
10.18		12.30	3.06	81		23.2	SOLO	34.8	793.4		12.13	11.18		8.38
10.35		12.38	3.14	39	W	23.2	ROD	0	797.9	D	12.07	11.12		8.25
10.53		12.47	3.23	81		23.2	FLUHR	0	802.9		12.01 PM	11.06		8.12
11.15		12.54	3.30	49		29.6	BISSELL	0	807.2		11.55	11.00		8.00
11.47 <sup>2</sup>		1.04	3.40	81		50.2	PLANO	0	812.9		11.47 <sup>38</sup>	10.52		7.45
\$ 12.20 PM		\$ 1.15 PM	\$ 3.50 AM	548	FW TY		<b>MOJAVE</b>		818.2	N	\$ 11.40 AM	\$ 10.45 PM		\$ 7.30 AM
7.43 <sup>10</sup>		5.20	7.15	109			<b>KERN JUNC</b>		826.2	N	8.43	7.43 <sup>33</sup>		PM 10.10
							KERN		836.0			7.38		
7.50 PM		5.30 PM	7.23 AM	820	WTF		<b>BAKERSFIELD</b>		837.7	N	8.35 AM	7.35 PM		10.00 PM
Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				(140.7)				Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily

(11.4) (26.5) (19.4) (25.3) ..... Average speed per hour ..... (30.1) (29.1) (23.4) (10.8)

RANDBURG DISTRICT.

WESTERN ARIZONA RAILWAY.

WESTWARD.		Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE No. 28. July 1, 1910	Ruling Grade Ascending	Distance from Kramer	Telegraph Offices	EASTWARD.	
First Class.									Second Class.	
11								12		
MIXED		No. Cars				Miles		MIXED		
Leave Daily								Arrive Daily		
Ex. Sunday								Ex. Sunday		
PM 4.00		75	WY	105.6		122.3	N	PM 8.55		
4.30		6		132.4		63.4		8.25		
4.45		10		132.9		0		8.05		
4.50		2		132.4		121.4	D	8.00		
5.10 PM		30	Y					7.45 PM		
Arrive Daily								PM		
Ex. Sunday								Leave Daily		
								Ex. Sunday		

(24.4) ..... Average speed per hour ..... (24.4)

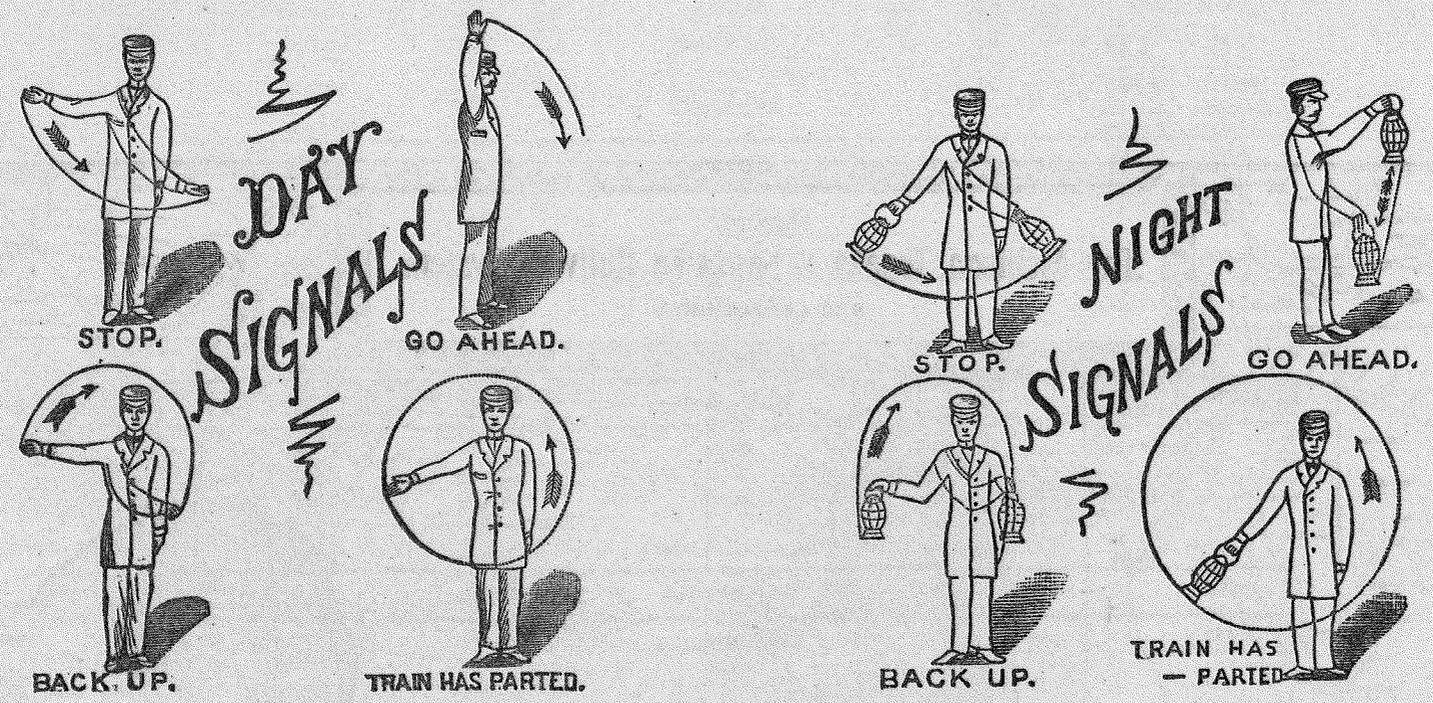
WESTWARD.		Capacity of Sidings	Fuel, Water and Wyes	Ruling Grade Ascending	TIME TABLE No. 28. July 1, 1910	Ruling Grade Ascending	Distance from McConnico	Telegraph Offices	EASTWARD.	
First Class.									Second Class.	
13								14		
MIXED		No. Cars				Miles		MIXED		
See Note								See Note		
AM 11.30		59	Y	95.6		95.0	D	PM 3.20		
11.59		6		81.8		0		2.45		
PM 12.15		4		92.4		0		2.30		
12.20		10		100.3		84.5		2.20		
12.45 PM		59	Y				D	2.00 PM		
See Note								See Note		

(17.6) ..... Average Speed ..... (16.5)

NOTE.— { No. 13 leaves McConnico Tuesday, Thursday and Saturday, and arrives Chloride Tuesday, Thursday and Saturday.  
 { No. 14 leaves Chloride Tuesday, Thursday and Saturday, and arrives McConnico Tuesday, Thursday and Saturday.

BARNWELL DISTRICT.

WESTWARD.		Capacity of Stings	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Distance from Goffs	Telegraph Offices	EASTWARD.		
First Class					No. Cars	No. 28.					Second Class		
15	19					July 1, 1910					20	16	
MIXED	MIXED									MIXED	MIXED		
Leave Sun. Only	Leave Daily Ex. Sunday				STATIONS	Miles				Arrive Daily Ex. Sunday	Arrive Sun. Only		
AM 7.15	AM 7.15	139	WY	116.2	<b>GOFFS</b>	0		N		PM 6.15	PM 5.45		
f 7.50	f 7.45	5		118.8	9.1	0	9.1		f 5.53	f 5.20			
f 8.05	f 7.55			105.8	3.7	0	12.8		f 5.43	f 5.05			
f 8.30	f 8.15	5		105.8	BLACKBURN	0	22.2		f 5.27	f 4.45			
f 8.38	f 8.20	5		118.8	9.4	0	24.8		f 5.20	f 4.37			
§ 8.50	§ 8.40	33	Y	52.8	LEDGE	158.4	29.5	D	§ 5.00	§ 4.25			
	§ 8.55	2		52.8	2.6	132.0	35.4		§ 4.50	PM			
	§ 9.05	19		52.8	PURDY	132.0	40.4		f 4.25				
	f 9.20	28	WY	52.8	4.7	132.0	52.1	D	4.00 PM				
	9.45 AM	33	Y	0	<b>SEARCHLIGHT</b>	158.4	29.5	D		AM 11.50			
9.30		15		0	BARNWELL	158.4	34.3			f 11.30			
f 9.50				0	4.7	158.4	38.4						
				0	VANDERBILT	158.4	45.2						
10.30 AM			Y	0	4.2	158.4					11.00 AM		
Arrive Sun. Only	Arrive Daily Ex. Sunday				LEASTALK	158.4							
					S. P., L. A. & S. L. E. R. Crossing								
					6.8								
					IVANPAH								
					(45.2)					Leave Daily Ex. Sunday	Leave Sun. Only		
(17.5)	(20.8)	Average speed per hour.....						(23.1)	(20.8)				



## SURGEONS OF THE SANTA FE COAST LINES HOSPITAL ASSOCIATION.

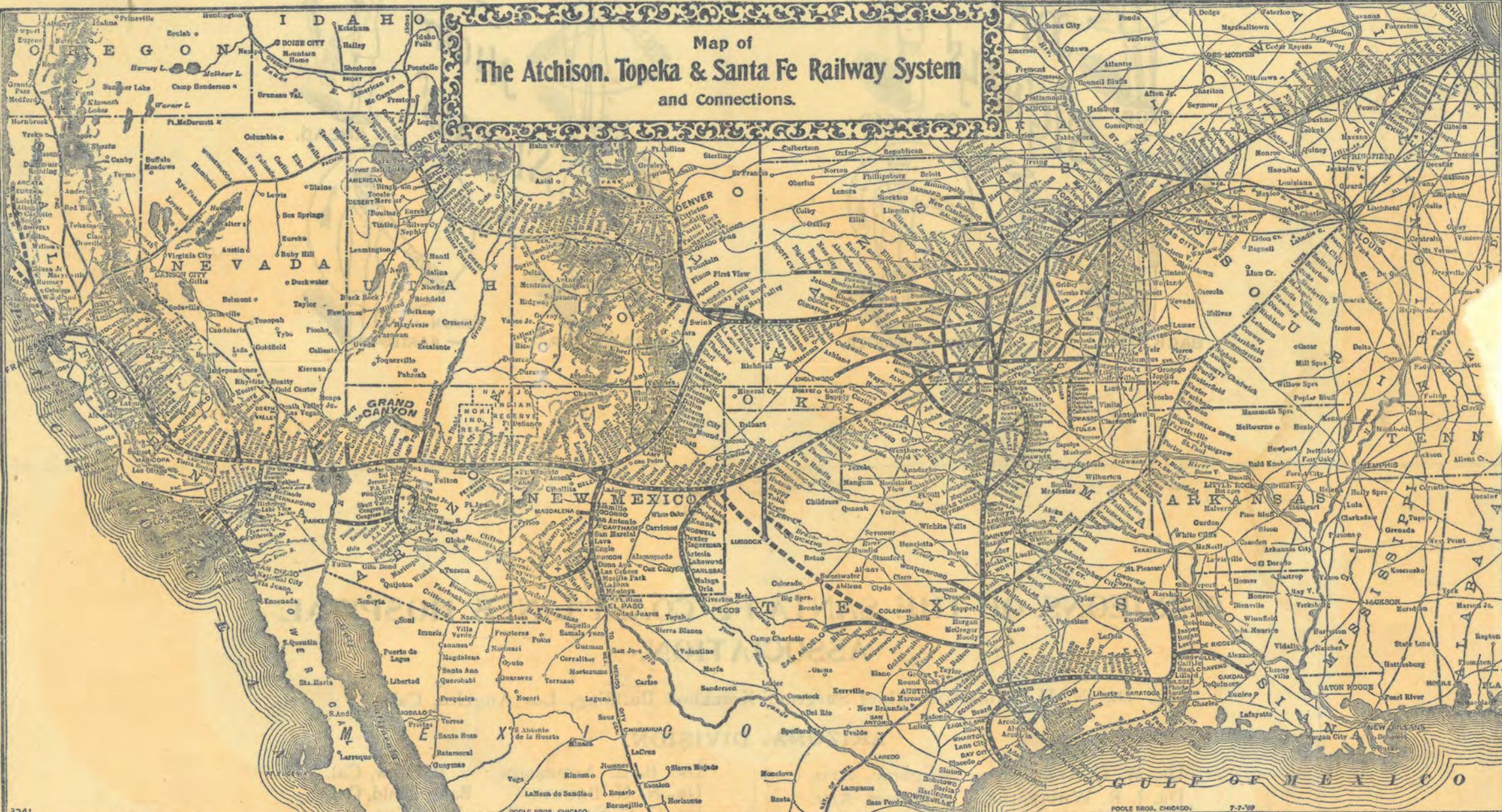
DR. N. H. MORRISON, Chief Surgeon, Kerckhoff Building, Los Angeles, Cal.

### ARIZONA DIVISION.

DR. W. C. KLEIN, - - Seligman, Ariz.  
 DR. J. R. WHITESIDE, Kingman, Ariz.  
 DR. A. S. PARKER, Needles, Cal.  
 DR. C. A. SHEPARD, Consulting Surgeon,  
 - - - - - Needles, Cal.  
 DR. CHARLES GARVIN, Randsburg, Cal.

DR. B. C. ANDERSON, - Barstow, Cal.  
 DR. N. N. BROWN, Bakersfield, Cal.  
 DR. G. C. SABICHI, Consulting Surgeon,  
 - - - - - Bakersfield, Cal.  
 DR. W. H. OWEN, Oculist, - Bakersfield  
 DR. C. A. JENSEN, Searchlight, Nev.  
 DR. G. F. VAN VOORHEES, Tehachapi, Cal.

Map of  
**The Atchison, Topeka & Santa Fe Railway System**  
 and Connections.



3241 POOLE BROS. CHICAGO. 7-7-08

A.T. & S.F. Ry. System, Through Lines
  Double Track Complete
  Double Track Under Construction