

SOUTHERN PACIFIC COMPANY

PACIFIC LINES

TIME TABLE

FOR THE

TUCSON DIVISION

1006



To Take Effect Sunday, May 3, 1936, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN)

For the government and information of employes only.

A. T. MERCIER,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

WM. WILSON,
Superintendent.

WELLTON SUBDIVISION

EASTWARD

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS					FIRST CLASS				Distance from San Francisco	Time Table No. 106 May 3, 1936	Distance from Phoenix	FIRST CLASS				THIRD CLASS
	848	846	902	844	842	2	12	4	6				1	11	5	3	901
	Freight	Freight	Freight	Freight	Freight	Sunset Limited	Apache	Golden State Limited	Argonaut				Sunset Limited	Apache	Argonaut	Golden State Limited	Freight
Yard	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
BKWOTYP	8.55 PM	3.15 PM	1.30 PM	9.10 AM	4.30 AM	5.05 PM	4.45 PM	4.20 AM	4.10 AM	732.7	TO-R YUMA	174.3	s 10.40 AM	s 3.15 PM	s 12.40 AM	s 1.10 AM	11.45 PM
258 P	9.10	3.30	1.45	9.25	4.45	5.15	4.55	4.30	4.20	737.5	EAST YARD	169.5	10.30	3.05	12.30	1.00	11.30
67 P	9.15	3.35	1.50	9.30	4.50	5.19	4.58	4.33	4.24	740.1	ARABY	166.9	10.25	3.01	f 12.25	12.55	11.25
72 P	9.21	3.41	1.56	9.36	4.56	5.23	5.02	4.37	4.28	743.7	FORTUNA	163.3	10.20	2.56	12.20	12.50	11.15
67 P	9.26	3.46	2.01	9.41	5.01	5.26	5.05	4.40	4.31	746.6	BLAISDELL	160.4	10.15	2.51	12.15	12.46	11.05
93 Middle P	9.41	4.01	2.16	9.56	5.16	5.38	f 5.17	4.52	f 4.43	753.5	DOME	153.5	10.03	2.39	f 12.03 AM	12.34	10.50
84 Spur P										755.2	GRANITE SPUR	151.8					
70 Middle P	9.55	4.15	2.30	10.10	5.30	5.49	5.27	5.02	4.53	760.2	LIGURTA	146.8	9.53	2.29	11.53 PM	12.24	10.35
										767.2	ADONDE	139.8					
72 WIP	10.20 PM	4.40 PM	2.55	10.35 AM	5.55 AM	6.01	f 5.39 PM	5.13	f 5.05 AM	770.0	TO WELLTON	137.0	9.40	2.17	11.40 PM	f 12.11	10.15
78 P			3.07			6.09		5.21		775.7	MING	131.3	9.30	2.08		12.01 AM	9.50
										777.7	YANO	129.3					
79 P			3.17			6.15		5.27		780.9	ROLL	126.1	9.24	2.02		f 11.54 PM	9.34
34 Spur P										788.3	TYSON	118.7					
79 P			3.37			6.28		5.40		793.2	GROWLER	113.8	9.10	1.48		11.40	9.15
81 P			3.55			6.38		5.50		802.5	KOFA	104.5	9.00	1.38		11.29	9.01
79 P			4.15			6.49		6.01		812.7	HORN	94.3	8.49	f 1.27		11.18	8.45
80 WOP			4.40			f 6.59		6.11		822.3	TO HYDER	84.7	8.39	f 1.17		f 11.07	8.30
78 P			5.00			7.12		6.22		831.1	MONTEZUMA	78.9	8.29	1.06		10.56	8.14
78 P			5.10			7.18		6.28		836.8	PAPAGO	70.2	8.23	1.00		10.50	8.05
81 P			5.20			7.23		6.33		841.1	SADDLE	65.9	8.18	12.55		10.45	7.58
79 P			6.10			7.36		6.46		849.4	HARQUA	57.6	8.06	12.43		10.32	7.36
78 P			6.15			7.38		6.48		851.0	GILLESPIE	56.0	8.04	12.41		10.30	7.25
P										856.0	ORAG	51.0					
81 P			6.35			7.49		6.59		861.3	ARLINGTON	45.7	7.53	12.30		10.19	7.10
78 P			6.50			7.54		7.04		865.7	DIXIE	41.3	7.48	12.25		f 10.12	6.50
12 Spur P										867.6	HASSAYAMPA	39.4					
6 Spur										870.2	PALO VERDE	36.8					
78 P			7.00			8.00		7.10		871.5	CONGER	35.5	7.42	12.19		10.04	6.38
81 WP			7.20			f 8.08		7.16		875.7	TO BUCKEYE	31.3	7.31	12.10		s 9.52	6.30
78 P			7.35			8.16		7.23		881.7	LIBERTY	25.3	7.23	12.02 PM		9.41	6.18
P										884.9	NORTON	22.1					
79 YP			7.49			f 8.27		7.32		889.7	LITOHFIELD	17.3	7.13	11.53 AM		f 9.31	6.05
97 P			7.55			8.31		7.36		893.0	CASHION	14.0	7.09	11.49		f 9.24	5.59
53 P			7.59			8.34		7.39		894.9	COWDEN	12.1	7.06	11.46		9.20	5.55
8 Spur										895.7	TOLLESON	11.3				f	
65 P										896.3	JEAN	10.7					
77 P			8.10			8.39		7.44		898.1	FWLER	8.9	7.01	11.41		9.12	5.48
57 P			8.20			8.43		7.48		902.0	CAMPO	5.0	6.57	11.37		9.07	5.40
80			8.25			8.47		7.52		904.0	23rd AVE PHOENIX	3.0	6.53	11.33		9.03	5.35
										905.5	CROSSING-AT&SF WYE	1.5					
Yard BKP						s 8.55 PM		s 8.00 AM		906.0	R PHOENIX	1.0	6.45 AM	11.25 AM		8.55 PM	
Yard BKWOTYP			8.40 PM							907.0	TO-R PHOENIX YARD	0.0					5.20 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(174.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

(1.25) 26.33 (1.25) 26.33 (7.10) 24.32 (1.25) 26.33 (1.25) 26.33 (3.50) 45.21 (0.54) 41.44 (3.40) 47.26 (0.55) 40.69 (3.55) 44.25 (3.50) 45.21 (1.00) 37.30 (4.15) (40.74) (6.25) 27.16

..... (Time over district)
..... Average speed per hour
.....

Additional Stations: Camel M. P. 827.0

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
4	Buckeye, Litehfield	Receive (revenue)	Station scheduled to stop.	
4	Buckeye, Litehfield	Discharge (revenue)		Los Angeles

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
1	Any Station	Discharge	Yuma where scheduled to stop	East of El Paso
11	Buckeye	Receive-Discharge		Phoenix
3	Any Station	Discharge		Ph. Line St's & El Paso

PICACHO SUBDIVISION

EASTWARD

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS					FIRST CLASS					Distance from San Francisco	Time Table No. 106 May 3, 1936	Distance from Tucson	FIRST CLASS					THIRD CLASS	
	904	858	856	854	852	2	12	376	4	6				1	11	377	3	5		903
	Freight	Freight	Freight	Freight	Freight	Sunset Limited	Apache	Motor	Golden State Limited	Argonaut				Sunset Limited	Apache	Motor	Golden State Limited	Argonaut		Freight
Yard BKP	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily				
Yard BKWOTYP	9.30PM					9.10PM		8.50AM	8.15AM		906.0	R PHOENIX	121.0	s 6.35AM	s 11.15AM	s 4.35PM	s 8.40PM			
19 Spur P	9.42					9.16		8.56	8.21		907.0	TO-R PHOENIX YARD	120.0	6.29	11.09	4.29	8.34			
11 Spur P						9.24		9.04	8.29		911.1	KENDALL	115.9	6.21	11.01	4.21	8.26			
87 YP	9.52					f 9.29		s 9.10	f 8.34		911.8	TOVREA	115.2			f				
P	9.57					9.32		9.14	8.37		914.4	TO TEMPE	112.6	6.15	f 10.55	s 4.15	s 8.20			
35 P	10.02					9.35		9.17	8.40		915.3	TEMPE JOT.	111.7	6.12	10.51	4.11	8.15			
											917.1	NORMAL JOT.	109.9	6.09	10.48	4.08	8.12			
36 Spur											918.4	FRANKENBURG	108.6							
Yard KWYP	10.20					s 9.43		s 9.27	f 8.48		918.6	TEMPE PUMPING PLANT	108.4							
79 P	10.24					9.46		9.30AM	8.51		921.8	TO MESA	105.2	6.01	f 10.40	s 4.00	s 8.04			
22 P											923.6	McQUEEN	103.4	5.58	10.35	3.55PM	7.58			
40 P	10.29										925.4	TREMAINE	101.6							
76 P	10.38					9.50			8.55		926.1	FALFA	100.9	5.54	10.31		7.54			
35 Spur P	10.42					f 9.56			f 9.01		929.3	TO OHANDLER	97.7	5.49	f 10.26		f 7.49			
81 P	10.47					9.59			9.04		931.0	POZO	96.0	5.45	10.21		7.44			
71 P	10.55					10.03			9.08		934.3	SERAPE	92.7	5.41	10.17		7.40			
72 P	11.02					10.08			9.13		939.0	SANTAN	88.0	5.36	10.12		7.35			
34 P	11.11					10.13			9.18		943.2	DOCK	83.8	5.31	10.07		7.30			
79 P	11.19					10.19			9.24		948.1	OLBERG	78.9	5.25	10.01		7.24			
81 YP	11.27					10.25			9.30		953.2	BLACKWATER	73.8	5.19	9.55		7.18			
80 WP	11.40					10.31			9.36		958.2	POSTON	68.8	5.13	9.49		7.12			
34 P	11.47					f 10.39			f 9.44		962.0	TO OOOLIDGE	65.0	5.08	f 9.44		f 7.08			
72 P	11.55PM					f 10.45			9.50		966.4	RANDOLPH	60.6	5.01	9.32		6.57			
4 Spur P						10.50			9.55		971.4	TOPAZ	55.6	4.56	9.26		6.51			
102 WOYP	12.12AM	9.30PM	3.40PM	10.30AM	3.35AM						975.4	PEAK	51.6							
73 P	12.22	9.46	3.53	10.45	3.50	11.01	9.40PM		10.06	9.19AM	980.6	TO PICOCHO	46.4	4.45	9.15		6.40	f 7.05PM		
94 P	12.29	9.56	4.02	10.55	4.00	11.07	9.46		10.12	9.25	987.5	OCATILLA	43.2	4.40	9.09		6.35	6.59		
73 P	12.36	10.04	4.11	11.04	4.09	11.11	9.51		10.16	9.30	944.2	WYMOLA	39.7	4.36	9.04		6.31	6.54		
69 WP	12.43	10.12	4.20	11.12	4.17	11.15	9.56		10.20	9.35	947.9	MONTROSE	36.0	4.32	8.59		6.27	6.49		
72 P	12.48	10.18	4.26	11.18	4.25	11.19	10.01		10.24	f 9.41	951.4	TO RED BOOK	32.5	4.28	8.54		6.23	f 6.44		
67 P	12.55	10.26	4.33	11.26	4.33	11.22	10.04		10.27	9.46	954.3	AVRA	29.6	4.25	8.49		6.20	6.39		
71 P	1.01	10.33	4.39	11.33	4.40	11.27	10.09		10.32	9.51	958.4	NAVISKA	25.5	4.20	8.44		6.15	6.34		
100 P	1.06	10.38	4.44	11.38	4.45	11.31	10.13		10.36	f 9.56	962.2	MARANA	21.7	4.16	8.40		6.11	f 6.30		
165 WP	1.11	10.48	4.54	11.48	4.53	11.34	10.16		10.39	10.00	964.6	ROSKRUGE	19.8	4.13	8.36		6.08	6.26		
100 P	1.17	10.56	5.02	11.56AM	5.01	11.37	10.19		10.42	f 10.05	966.9	RILLITO	17.0	4.10	8.33		6.05	f 6.23		
67 P	1.22	11.04	5.10	12.04PM	5.09	11.40	10.24		10.45	10.10	969.9	SABINO	14.0	4.07	8.29		6.02	6.19		
100 P	1.27	11.12	5.18	12.12	5.17	11.43	10.27		10.48	f 10.14	972.1	COORTARO	11.8	4.04	8.26		5.59	f 6.16		
67 P	1.32	11.19	5.26	12.19	5.24	11.46	10.30		10.51	10.18	974.7	KINO	9.2	4.01	8.22		5.56	6.12		
P	1.38	11.26	5.34	12.26	5.31	11.49	10.33		10.54	f 10.22	977.4	JAYNES	6.5	3.58	8.18		5.53	f 6.08		
Yard BKWFITYP	1.50AM	11.40PM	5.50PM	12.40PM	5.45AM	11.53PM	10.37		10.58	10.27	981.2	STOCKHAM	2.7	3.53	8.13		5.48	6.03		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	982.8	SOUTH LINE JOT.	1.1							
	(4.20)	(2.10)	(2.10)	(2.10)	(2.10)	(2.51)	(1.05)	(0.40)	(2.50)	(1.16)	983.9	TO-R TUCSON	0.0	3.45AM	8.05AM		5.40PM	5.55PM		
	27.89	21.42	21.42	21.42	21.42	42.46	42.83	28.40	42.82	36.63		(121.0)	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily		

..... Time over district (2.50) (3.10) (0.40) (3.00) (1.10) (7.00)
 Average speed per hour 42.71 38.21 26.40 40.33 39.77 17.14

At Picacho schedule time and train orders apply at junction switch.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
1	Any Station	Discharge		East of El Paso
1	Coolidge	Discharge (revenue)		Tucson
1	Chandler	Discharge (revenue)		
1	Mesa	Receive (revenue)	Yuma	
11	Tempe	Receive	Phoenix Line Stations (only)	
3	Any Station Tucson to Picacho inc.	Receive-Discharge	Phoenix Line Stations (only)	El Paso
3	Any Station			

WELLTON SUBDIVISION

EASTWARD

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS		Distance from San Francisco	Time Table No. 106 May 3, 1936	Distance from Gila	FIRST CLASS							
	848	846	844	842	12	6				5							
	Freight	Freight	Freight	Freight	Apache	Argonaut				Argonaut							
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily									
72 WIP	10.20PM	4.40PM	10.35AM	5.55AM		5.39PM	5.05AM	770.0	TO WELLTON	85.7	s	11.40PM					
73 P	10.30	4.50	10.45	6.05		5.45	5.11	773.1	3.1 ASHER	82.6		11.30					
67 P	10.37	4.57	10.52	6.12		5.50	f 5.16	776.4	3.3 TAONA	79.3	f	11.24					
73 P	10.44	5.04	10.59	6.19		5.54	5.20	780.1	3.7 GAEL	75.6		11.18					
67 P	10.51	5.11	11.06	6.26		5.59	5.25	783.8	3.7 OOLFRED	71.9		11.13					
69 P	11.06	5.20	11.15	6.35		6.05	5.31	788.6	4.8 PEMBROKE	67.1		11.06					
W88 E70 P	11.22	5.35	11.30	6.50		6.11	f 5.38	792.6	4.0 TO MOHAWK	63.1	f	10.59					
67 P	11.32	5.45	11.40	7.00		6.16	5.43	795.9	3.3 KIM	59.8		10.52					
67 P	11.40	5.53	11.48	7.08		6.21	5.49	800.5	4.6 STOVAL	55.2		10.45					
92 P	11.49	6.03	11.58AM	7.18		6.27	f 5.56	806.2	5.7 MUSINA	49.5	f	10.38					
67 WP	11.59PM	6.13	12.08PM	7.28		6.34	f 6.08	811.9	5.7 AZTEC	43.8	f	10.30					
100 P	12.06AM	6.20	12.15	7.35		6.38	6.13	815.8	3.9 MUGGINS	39.9		10.22					
67 P	12.12	6.26	12.21	7.41		6.42	6.17	819.7	2.3 STANWIX	36.0		10.17					
72 P	12.16	6.30	12.25	7.45		6.45	6.20	822.0	4.1 LAVA	33.7		10.14					
W70 E82 WOP	12.40	6.55	12.50	8.10		s 6.55	f 6.30	826.1	3.5 TO SENTINEL	29.6	s	10.07					
76 P	12.50	7.06	1.01	8.21		7.00	6.35	829.6	3.5 TRIGO	26.1		9.57					
67 P	12.57	7.14	1.09	8.29		7.05	6.40	833.1	6.8 TARTRON	22.6		9.52					
67 P	1.08	7.26	1.21	8.41		7.13	f 6.48	839.9	5.6 PIEDRA	15.8	f	9.43					
68 P	1.17	7.36	1.31	8.51		7.20	f 6.55	845.5	4.8 THEBA	10.2	f	9.35					
67 P	1.25	7.45	1.40	9.00		7.26	7.01	850.3	5.4 SMURR	5.4		9.29					
Yard BKWOTP	1.40AM	8.00PM	1.55PM	9.15AM		s 7.35PM	s 7.10AM	855.7	5.4 TO-B GILA	0.0		9.20PM					
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily		(85.7)			Leave Daily					

(3.20) 25.71 (3.20) 25.71 (3.20) 25.71 (3.20) 25.71 (1.56) 44.33 (2.05) 41.14 Time over district (2.20) 36.73 Average speed per hour

EASTWARD		WELLTON SUBDIVISION				WESTWARD	
Capacity of sidings in car lengths	Time Table No. 106 May 3, 1936				Distance from Litchfield Park		
	Litchfield Branch						
	STATIONS						
79 YP					889.7	LITCHFIELD	5.0
34 } Spurs 22 }					894.7	LITCHFIELD PARK	0.0
						(5.0)	

EASTWARD		PICACHO SUBDIVISION				WESTWARD	
Capacity of sidings in car lengths	Time Table No. 106 May 3, 1936				Distance from San Francisco		
	Tempe Branch						
	STATIONS						
P					915.3	TEMPE JOT.	7.7
21					917.7	PETERSON	5.3
53 P					920.1	HELENA	2.9
21 Spur P					923.0	WEST CHANDLER	0.0
						(7.7)	

First class trains meeting at Gila take siding at passenger station.

PICACHO SUBDIVISION

PICACHO SUBDIVISION

EASTWARD								Distance from San Francisco	Time Table No. 106		Distance from Picacho	WESTWARD	
SECOND CLASS				FIRST CLASS		MAY 3, 1936			FIRST CLASS				
858	856	854	852	12	6	5	Argonaut						
Freight	Freight	Freight	Freight	Apache	Argonaut	5	Argonaut	STATIONS		Arrive Daily			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily			
Yard BKWOTP	6.10 PM	12.35 PM	7.25 AM	12.30 AM	7.45 PM	7.20 AM	855.7	TO-R GILA	81.8	s 9.10 PM			
67 P	6.18	12.43	7.33	12.38	7.52	7.27	859.1	3.4 COLEDON	78.4	9.03			
70 P	6.35	1.00	7.50	12.55	8.01	f 7.37	865.1	6.0 BOSQUE	72.4	f 8.56			
67 P	6.47	1.12	8.02	1.07	8.08	7.44	869.1	4.0 OCAPOS	68.4	8.50			
76 P	6.57	1.22	8.12	1.17	8.13	7.49	871.8	2.7 SHAWMUT	65.7	8.46			
73 YP	7.10	1.35	8.25	1.30	8.18	f 7.55	874.6	2.8 TO ESTRELLA	62.9	f 8.42			
68 P	7.18	1.43	8.33	1.38	8.23	8.00	879.4	4.8 BUCHAN	58.1	8.35			
67 P	7.25	1.50	8.40	1.45	8.28	f 8.05	883.7	4.3 MOBILE	53.8	f 8.28			
67 P	7.33	1.58	8.48	1.53	8.33	8.10	888.4	4.7 ENID	49.1	8.18			
67 P	7.40	2.05	8.55	2.00	8.38	8.15	892.8	4.4 HEATON	44.7	8.12			
150 WP	8.05	2.25	9.15	2.20	8.46	f 8.23	897.8	5.0 TO MARIOOPA	39.7	s 8.05			
67 P	8.15	2.35	9.25	2.30	8.53	8.30	902.9	5.1 LIRIM	34.6	7.53			
72 P	8.25	2.45	9.35	2.40	8.59	f 8.36	907.7	4.8 BON	29.8	f 7.47			
67 P	8.35	2.55	9.45	2.50	9.05	8.42	912.5	4.8 NUNEZ	25.0	7.41			
94 WP	8.50	3.07	9.57	3.02	s 9.18	s 8.55	918.8	6.3 TO OASA GRANDE	18.7	s 7.33			
67 P	9.00	3.16	10.06	3.11	9.24	9.01	923.7	4.9 ARIZOLA	13.8	7.23			
68 P	9.10	3.25	10.15	3.20	9.29	9.06	928.4	4.7 TOLTEO	9.1	7.17			
77 P	9.20	3.33	10.23	3.28	9.34	f 9.13	933.1	4.7 ELOY	4.4	f 7.11			
102 WOYP	9.30 PM	3.40 PM	10.30 AM	3.35 AM	9.40 PM	f 9.19 AM	937.5	4.4 TO PICACHO	0.0	7.05 PM			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		81.8		Leave Daily			
	(3.20) 24.54	(3.05) 26.53	(3.05) 26.53	(3.05) 26.53	(1.55) 42.68	(1.59) 41.24		Time over district.....	(2.05) 39.26				
								Average speed per hour.....					

EASTWARD				Distance from San Francisco	Time Table No. 106		Distance from Christmas	WESTWARD	
FIRST CLASS		MAY 3, 1936			FIRST CLASS				
376	Motor	377	Motor						
Capacity of sidings in car lengths	Leave Daily	Leave Daily	Leave Daily	Ex. Sunday	Arrive Daily	Ex. Sunday	Arrive Daily	Ex. Sunday	
79 P	9.30 AM	923.6	TO McQUEEN	86.9	3.55 PM				
46	s 9.39	927.0	3.4 GILBERT	83.5	s 3.47				
27 P	f 9.49	932.0	5.0 HIGLEY	78.5	f 3.38				
10	f	935.6	3.6 GERMANN	74.9	f				
15	f	938.1	2.5 RITTENHOUSE	72.4	f				
55 P	f 10.08	941.6	3.5 QUEEN OREEK	68.9	f 3.21				
45	f 10.25	949.8	8.2 MAGMA	60.7	f 3.07				
P	10.38	956.5	6.7 FLORENCE JOT.	54.0	2.53				
28 WP	s 10.48	959.0	2.5 TO FLORENCE	51.5	s 2.48				
6 Spur		959.5	0.5 STANCO	51.0					
		961.8	2.3 BARR	48.7					
		966.7	4.9 MUNN	43.8					
		968.3	1.6 DIVERSION	42.2					
27	f 11.08	969.0	0.7 PRIOR	41.5	f 2.27				
27 P	f 11.23	975.2	6.2 COCHRAN	35.3	f 2.12				
	f	979.7	4.5 BUTTES	30.8	f				
26 P	11.43	983.1	3.4 ZELLWEGER	27.4	1.52				
2 Spur	11.47	984.6	1.5 WOOLEY	25.9	1.48				
Yard P	s 11.58 AM	987.8	3.2 RAY JUNCTION	22.7	s 1.40				
		989.0	1.2 ERMAN	21.5					
32 P	f 12.15 PM	994.9	5.9 BRANAMAN	15.6	f 1.23				
Y		999.2	4.3 BURNS WYE	11.3					
36	12.26	999.7	0.5 BURNS	10.8	1.12				
Yard WOP	s 12.30	1000.2	1.9 HAYDEN JOT.	10.3	s 1.10				
17 KP	s 12.40	1002.1	1.4 TO HAYDEN	8.4	s 1.05				
15 P	s 12.45 PM	1003.5	1.2 WINKELMAN	7.0	1.00 PM				
		1004.7	1.2 ROOK QUARRY	5.8					
		1007.0	2.3 FINNEY	3.5					
		1009.4	2.4 RUDO	1.1					
43 P		1010.5	1.1 CHRISTMAS	0.0					
	Arrive Daily		(86.9)		Leave Daily				
	Ex. Sunday				Ex. Sunday				
	(3.15) 24.58		Time over district.....	(2.55) 27.39					
			Average speed per hour.....						

EASTWARD				Distance from San Francisco	Time Table No. 106		Distance from Normal Jct.	WESTWARD			
MAY 3, 1936					CREAMERY BRANCH			STATIONS			
Capacity of sidings in car lengths	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily
87 YP				914.4	TO TEMPE	2.1					
130 Spur				915.4	1.0 OREAMERY	1.1					
8 Spur				916.5	1.1 NORMAL JOT.	0.0					
					(2.1)						

EASTWARD				Distance from San Francisco	Time Table No. 106		Distance from Florence Jct.	WESTWARD			
MAY 3, 1936					FLORENCE BRANCH			STATIONS			
Capacity of sidings in car lengths	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily
81 YP				958.2	POSTON	6.5					
8 Spur P				962.0	3.8 PARSONS	2.7					
P				964.7	2.7 FLORENCE JOT.	0.0					
					(6.5)						

Rule S-72 Exception, No. 376 is superior to No. 377

First class trains meeting at Gila take siding at passenger station. At Picacho schedule time and train orders apply at junction switch.

EASTWARD

PICACHO SUBDIVISION

WESTWARD

EASTWARD

BOWIE SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS		Distance from San Francisco	Time Table No. 106		Distance from Nogales	FIRST CLASS		THIRD CLASS	
	870		378			May 3, 1936			379		871	
	Freight		Mexican Express			Nogales Branch			Mexican Express		Freight	
Yard BKWFTYP	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
	6.00 AM		11.10 AM	983.9	TO-R TUCSON	65.9	s 4.45 PM			4.20 PM		
				984.7	T. & N. R. R. JOT.	65.1						
P	6.15		11.22	986.9	SOUTH LINE CROSSING	62.9	f 4.32			4.05		
60 P	6.25	f 11.28		989.9	AGUIRRE	59.9	f 4.26			3.55		
60 P	6.35		11.34	993.8	XAVIER	56.0	f 4.20			3.45		
60 P	6.45		11.42	998.6	FELIX	51.2	f 4.12			3.35		
120 P	7.00	f 11.49		1002.4	SAHUARITA	47.4	f 4.05			3.25		
P	7.10		11.57 AM	1007.0	HARTT	42.8	f 3.57			3.15		
13 P	7.20	f 12.03 PM		1010.4	CONTINENTAL	39.4	f 3.51			3.05		
63 P	7.27		12.06	1012.1	MORALES	37.7	f 3.48			3.00		
				1013.6	HACKETT	36.2						
62 P	7.40	f 12.13		1016.3	CANOA	38.5	f 3.41			2.50		
62 P	7.55	s 12.23		1021.1	TO AMADO	28.7	s 3.32			2.40		
61 P	8.05	f 12.31		1025.6	OHAVEZ	24.2	f 3.24			2.25		
		f		1028.1	SOTOS CROSSING	21.7	f					
61 P	8.20	f 12.38		1029.6	TUBAO	20.2	f 3.17			2.15		
62 P	8.30	f 12.46		1034.2	OTERO	15.6	f 3.09			2.05		
62 P	8.40	f 12.51		1037.4	SILVA	12.4	f 3.04			1.57		
95 Spur P	8.50	f 12.56		1040.1	CALABASAS	9.7	f 2.59			1.50		
7				1042.5	PLOMO	7.8						
Yard BKWFTYP	9.30 AM	s 1.20 PM		1049.8	TO-R NOGALES	0.0	2.35 PM			1.25 PM		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(65.9)		Leave Daily Ex. Sunday			Leave Daily Ex. Sunday		

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS		Distance from San Francisco	Time Table No. 106		Distance from Live Oak	FIRST CLASS		SECOND CLASS	
	884		382			May 3, 1936			381		883	
	Local Freight		Motor			Globe Branch			Motor		Local Freight	
Yard BKWFTYP	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily Ex. Saturday			
	8.00 AM		2.55 PM	1098.4	TO-R BOWIE	136.4	s 12.20 PM		2.50 PM			
56 P	8.25		3.13	1107.4	ESCALA	126.9	f 11.54 AM		2.25			
P				1112.5	ARKILL	121.8						
44 P	8.50	f 3.29		1117.8	TANQUE	116.5	f 11.35		2.00			
50 P	9.05		3.40	1125.1	HAECKEL	109.2	f 11.22		1.40			
55 P	9.25	s 3.53		1132.6	TO SOLOMON	101.7	s 11.10		1.25			
20				1135.3	LONE STAR	99.0						
53 WP	10.20	s 4.06		1137.5	TO SAFFORD	96.8	s 10.59		1.05			
34 P	10.48	s 4.15		1140.6	TO THATCHER	93.7	s 10.48		12.35			
5		f		1143.1	CENTRAL	91.2	f					
27 YP	11.15	s 4.26		1145.6	TO PIMA	88.7	s 10.38		12.20			
66 P	11.23		4.30	1146.7	DUBLIN	87.6	f 10.34		12.10 PM			
4		f		1148.9	GLENBAR	85.4	f					
60 P	11.50 AM	f 4.41		1153.0	CORK	81.3	f 10.24		11.50 AM			
2 Spur		f		1154.8	ASHURST	79.5	f					
61 P	12.10 PM	s 4.54		1159.3	TO FT. THOMAS	75.0	s 10.13		11.15			
56 CWP	12.25	f 5.03		1164.2	GERONIMO	70.1	f 10.03		11.00			
58 P	12.40	f 5.14		1170.1	BYLAS	64.2	f 9.51		10.45			
54 P	12.57	f 5.26		1176.8	CALVA	57.5	f 9.39		10.30			
58 P	1.15		5.38	1183.7	NACHES	50.6	f 9.27		10.15			
55 P	1.40		5.54	1191.0	DILI	43.3	f 9.11		9.50			
P		f		1197.2	PERIDOT	37.0	f					
57 WP	2.05	s 6.10		1201.0	TO SAN CARLOS	33.2	s 8.54		9.25			
42 P	2.25		6.24	1207.8	REPPY	26.4	f 8.41		9.05			
43 P	2.45	f 6.38		1213.5	CUTTER	20.7	f 8.31		8.50			
21 P	3.05		6.58	1219.3	PINAL	14.9	f 8.19		8.35			
Yard BKWFTYP	3.20 PM	s 7.05 PM		1221.5	TO-R GLOBE	12.7	s 8.10 AM		8.20 AM			
5				1224.0	HAMM	10.2						
				1225.3	KINGDON	8.9						
13 P				1226.2	RADIUM	8.0						
3 Spur				1227.3	BURCH	6.9						
P				1229.3	KISER	4.9						
16				1230.2	CLAYPOOL	4.0						
Yard WYP				1231.9	TO-R MIAMI	2.3						
				1233.0	INSPIRATION JOT.	1.2						
				1234.2	LIVE OAK	0.0						
	Arrive Daily Ex. Sunday	Arrive Daily			(136.4)	Leave Daily			Leave Daily Ex. Saturday			

Rule S-72 Exception, No. 378 is superior to No. 379.

Rule S-72 Exception, No. 883 is superior to No. 871

First class trains leaving at Globe siding at passenger station. At Picacho sidings this and other sidings are for freight trains.

(7.20) 16.87 (4.10) 29.69 Time over district (4.10) 29.69 (6.30) 19.03
 Average speed per hour
 EASTWARD

EASTWARD

BOWIE SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS						FIRST CLASS				Distance from San Francisco	Time Table No. 106 May 3, 1936	Distance from Lordsburg	FIRST CLASS			
	964	866	864	962	960	862	12	4	6	2				5	1		
	Freight	Freight	Freight	Freight	Freight	Freight	Apache	Golden State Limited	Argonaut	Sunset Limited				Argonaut	Sunset Limited		
Yard BKWFTYP	4.25 PM	3.45 PM	7.30 AM	7.00 AM	1.00 AM	12.50 AM											
2 Spur	4.38	3.58	7.43	7.13	1.13	1.03											
66 P	4.46	4.05	7.50	7.21	1.21	1.10											
66 P	4.55	4.13	7.58	7.30	1.30	1.18											
67 P	5.07	4.23	8.08	7.42	1.42	1.28											
66 P	5.20	4.35	8.20	7.55	1.55	1.40											
66 P	5.33	4.47	8.32	8.08	2.08	1.52											
84 WP	5.56	4.57	8.42	8.31	2.31	2.02											
66 P	6.06	5.06	8.51	8.41	2.41	2.11											
66 P	6.16	5.15	9.00	8.51	2.51	2.20											
E94 W81 CIYP	6.30 PM	5.30	9.15	9.05 AM	3.05 AM	2.35											
81 P		5.40	9.25			2.45											
E125 W74 KW OYP		6.00	9.45			3.05											
66 P		6.12	9.57			3.17											
87 P		6.23	10.08			3.28											
78 WP		6.34	10.19			3.39											
66 P		6.43	10.28			3.48											
66 P		6.52	10.37			3.57											
66 P		7.01	10.46			4.06											
E99 W68 YP		7.14	10.59			4.19											
86 P		7.26	11.11			4.31											
94 P		7.35	11.20			4.40											
66 P		7.44	11.29			4.49											
70 WP		8.00	11.45			5.05											
64 P		8.12	11.57 AM			5.17											
105 P		8.23	12.08 PM			5.28											
68 P		8.32	12.17			5.37											
66 P		8.38	12.23			5.43											
66 P		8.44	12.29			5.49											
E116 W121 KW FYP		9.05	12.50			6.10											
66 P		9.17	1.02			6.22											
66 P		9.25	1.10			6.30											
66 P		9.32	1.17			6.37											
66 BKW FYP		9.39	1.24			6.44											
66 P		9.53	1.33			6.58											
77 P		10.05	1.46			7.10											
74 P		10.17	1.59			7.22											
E68 W74 YP		10.39	2.24			7.44											
65 P		10.49	2.34			7.54											
65 P		10.58	2.43			8.03											
66 P		11.08	2.53			8.13											
66 P		11.20	3.05			8.25											
Yard BKWFTYP		11.30 PM	3.15 PM			8.35 AM											
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily											

STATIONS

TO-R TUCSON
T. N. R. R. JCT.
POLVO
WILMOT
RANKIN
ESMOND
VAIL
IRENE
PANTANO
BUELL
AMOLE
TO-R MESCAL
CHAMISO
TO BENSON
FENNER
CURVO
SIBYL
TULLY
OCHOA
LANCHA
TO DRAGON
MANZORO
TO COCHISE
HADO
TO WILLCOX
DRURY
RASO
ALRICH
LUZENA
CHOLLA
TO-R BOWIE
HOLT
OLGA
KARRO
TO SAN SIMON
BAWTRY
VANAR
OAVOT
STEINS
MONDEL
CONRAD
GARY
PYRA
TO-R LORDSBURG

See Rio Grande Division Time Table.

(2.05) 19.06 (7.45) 21.21 (7.45) 21.21 (2.05) 19.06 (2.05) 19.06 (7.45) 21.21 (1.15) 31.76 (1.15) 31.76 (5.13) 31.51 (4.35) 35.87Time over District..... (3.45) 33.25 (3.50) 32.53

Westward trains will use track No. 1, Rio Grande Division, Mescal to Tucson, and eastward trains will use track No. 2, Tucson Division, Tucson to Mescal, unless otherwise directed by train order.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
1	Any Station	Discharge		East of El Paso

SPECIAL INSTRUCTIONS

**RULE 2. Watch Inspectors:**

S. A. Pope, Manager of Time Service65 Market St., San Francisco
 Yuma Wm. Baird
 Phoenix H. H. Howard
 Tucson Greenwald & Adams
 Tucson H. L. Tucker
 Nogales E. M. Mather
 Lordsburg H. H. Conder
 Globe J. G. Cubitto
 Miami J. G. Cubitto, Jr.

RULES 10 (G) and 10 (H). On double track between Tucson and Polvo, signals will be placed on left of track in direction of movement.

RULE 14. Other engine whistle signals:

For diverging route, one short, one long, one short.
 For siding, one long, one short, one long.

RULE 14 (d). As specified below, four long, one short sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99:

Trains on Second Main Track Phoenix Yard to Kendall.
 Normal Jct., Trains on Creamery Branch.
 Florence Jct., Trains on Florence Branch.
 Picacho, Trains on Phoenix Line.
 Trains leaving these junctions in opposite direction use 14 (e).

RULE 14 (e). As specified below, six long sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99:

Wellton, Trains on Phoenix Line.
 Litchfield, Trains on Litchfield Branch.
 Trains on Second Main Track Kendall to Phoenix Yard.
 Tempe, Trains on Creamery Branch.
 Tempe Jct., Trains on Tempe Branch.
 McQueen, Trains on Christmas Branch.
 Poston, Trains on Florence Branch.
 T. & N. R. R. Jct., Trains on Nogales Branch.
 Mescal, Trains on Rio Grande Division.
 Bowie, Trains on Globe Branch.
 Trains leaving these junctions in opposite direction use 14 (d).

RULE 28. In double track territory signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULES 72 and 73. Second class and extra trains may run ahead of first class trains Phoenix to Phoenix Yard.

Third class and extra trains may run ahead of No. 377 from McQueen to Mesa, and from Tempe Jct. to Tempe.

RULES S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83.

East Yard, Rule 83, as it applies to the passing from double to single track, is modified: If identification of trains on double track is made between Yuma and East Yard it will not be necessary to obtain a train order check of the same trains before passing from double to single track.

Dome, Rule 83 will not apply at end of double track, provided a prior check has been obtained or if identification made between Wellton and Dome.

Phoenix, trains may identify each other on double track and on second main track and main track between Phoenix Yard and Kendall.

Stockham, Rule 83, as it applies to the passing from double to single track is modified: If identification of trains on double track is made between Tucson and Stockham it will not be necessary to obtain a train order check of the same trains before passing from double to single track.

Trains moving in opposite directions must reduce speed sufficiently to permit identification, and Rule 14 (k) must be applied in each of these modifications of Rule 83.

RULE 83 (A). At the following stations, only the trains indicated will register.

Phoenix—First class trains.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Phoenix Yard First class trains
 Mescal All trains
 Tucson—Engineers of light engines from east will leave register ticket with engine dispatcher for operator for registration.

RULE 83 (D) will not apply at Mescal. Trains will be governed by the train order signal.

Rio Grande Division trains originating Tucson will be cleared on separate Tucson and Rio Grande Division clearances and will receive their train orders applying to Rio Grande Division.

RULE 93.

Yard limits are established at the following stations:

Yuma	Hayden Jct.	Benson	Safford
Phoenix	Gila	Bowie	Globe
Mesa	Tucson	Lordsburg	Miami
Ray Jct.	Nogales		

Portions of main track not protected by automatic block signals are located and described as follows:

Phoenix—Freight main track. Eastward between "Block signal limit" sign on mile post 905.8 and dwarf light signal 9064. Westward between "End of block" sign at mile post 906.2 and home signal 9055.

Union Station tracks—Eastward between "End of block" sign opposite dwarf light signal 9059 and dwarf light signal 9064. Westward between "End of block" sign at mile post 906.2 and dwarf light signal 9059.

Tucson—Passenger track No. 2 (first track north of station), and passenger track No. 1 (second track north of station). Eastward between "End of block" sign at mile post 983.6 and dwarf light signal 9838. Westward between "End of block" sign opposite dwarf light signal 9838 and home signal 9835. Main track (third track north of station) between "End of block" sign at mile post 984.1 and home signal 9835.

Comply with third paragraph Rule 93 within these specified limits.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED:

South Line Crossing.—Gate with red signal normal position across South Line track. Before changing position of gate and making movement on South Line track, protect in each direction on Nogales Branch as per Rule 99.

RULE 103-A

Yuma—Trains and engines must stop and be preceded by a flagman before crossing 1st, 2d, 3rd, and 4th Streets. Engines must be attached to cars handled over crossings.

A flagman must precede all movements over:

Tempe (Creamery Branch), Mill Ave. and 8th St.
 Tucson, Congress St.
 Nogales, Court and Park Sts.
 Globe, Mesquite, Hackney, and Murphy Sts.
 Miami, Mills St., Latham Blvd., and Adonis Ave.

RULE 103-B.

Back-up hose must be used by yard engines making back up movements with cars:

Tucson, between North and South yards.
 Globe, when delivering cars to O. D. Co. transfer.

RULE 104. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOLLOWS:

East Yard Oil buffer spring switch end double track, for trains entering the double track.
 Dome Oil buffer spring switch at end of double track, for trains entering double track.
 Phoenix Yard Oil buffer spring switch at west end freight main and Union Station tracks, for Union Station.
 Oil buffer spring switch at east end double track, for trains entering the double track.
 McQueen Christmas Branch, for Christmas Branch from siding.
 Picacho Operators, when on duty, will handle switches near train-order office for movements to and from Phoenix Line and siding.
 Stockham Oil buffer spring switch end double track, for trains entering the double track.

DERAILS IN MAIN TRACK AS FOLLOWS:

Christmas, 250 feet east of west switch.
 Nogales, 579 feet west of west switch, may be run through by eastward trains.
 South Line Crossing, 165 feet east on South Line.

RULE 105.**FOLLOWING TRACKS ARE DESIGNATED FOR USE AS SIDINGS:**

Fowler Track north of main track.
 Ray Junction Track south of main track.
 Mohawk First track north of main track, eastward trains.
 Second track north of main track, westward trains.
 Sentinel Track north of main track, westward trains except first class.
 Track south of main track, eastward trains and westward first class.
 Red Rock Track north of main track.
 Benson Track north of main track, eastward trains.
 Track south of main track, east of station, westward trains.
 Dragoon Track north of main track, eastward trains.
 Track south of main track, westward trains.
 Bowie Track north of main track, from west switch to switch just east of station, eastward trains.
 Track north of main track, from east switch to switch just east of station, westward trains.
 Steins First track north of main track, westward trains.
 Second track north of main track, eastward trains.
 San Carlos First track north of main track.

RULE 221.

Light will not be displayed in train-order signals Christmas, Nogales, and Globe Branches as required by Rule 221 except when train orders are to be delivered.

Trains must obtain clearance before leaving Tempe to or from Creamery Branch, Bowie, Miami.

Trains originating at Phoenix must obtain a clearance before leaving Phoenix Yard. Trains originating Hayden Jet. must obtain a clearance at Hayden.

RULE 221 (A):

It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatcher, nor will they complete that portion of clearance reading:

"OK at M. Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators must repeat address and order numbers and obtain dispatcher's OK before the orders are delivered.

RULE 825. INSTRUCTIONS FOR SETTING HAND BRAKES AT:

Tucson, at least 15 hand brakes must be set on west end and 10 hand brakes on east end of all freight trains arriving North yard. At least 7 handbrakes must be set on west end of each cut of cars in P. F. E. yard, and on S. P. tracks Nos. 1, 2, and 3 at least 15 hand brakes must be set on west end. These brakes must be set with brake club after train or cut has stopped. An employe releasing any of these brakes will be held responsible to see that the same number are set before releasing.

Tucson, on passenger trains after engine is spotted for taking oil, two hand brakes must be set on the head end and two on rear end. If necessary to detach engine after these hand brakes have been released, employe before detaching engine must see that sufficient hand brakes have again been set.

Outfit cars must not be left in front of warehouses, storehouses, lumber yards, or other buildings.

AUTOMATIC BLOCK SYSTEM

RULE 509. A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position.

When eastward trains are to meet or wait for opposing trains while occupying main track at Kendall, such trains will stop west of signal 9112.

Eastward trains on second main track will be governed by position of signals 9112 and 9113 before entering main track.

Account no overlap on light signal 9838 located at end of block just east of Tucson yard office, and no overlap on light signal 9841 located just west of car shop on Nogales Branch, trains and engines moving between these signals, also trains and engines moving on what is used as main track between west end of car shed and light signal 9838, must do so with extreme caution.

When a block signal indicates stop on track No. 2, trains may proceed as follows:

Eastward trains Tucson to Mescal will be governed by Rule 509 applicable to double track.

Westward trains Mescal to Esmond will be governed by Rule 509 applicable to single track.

Westward trains Esmond to Tucson will have no block signal protection after passing signal 9978 located one-half mile west of west switch Esmond.

Between Tucson and Polvo, automatic signals are on the left of the track in the direction of movement.

OIL BUFFER SPRING SWITCHES

When a block signal in advance of a facing point oil buffer spring switch indicates "STOP", careful examination of switch must be made before passing over it. When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor

the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks and injectors must not be used nor boosters started, while passing over these switches.

Switches are located as follows and speed indicated must not be exceeded when passing over such switches:

	M.P.H.
East Yard.....	30
Dome (Eastward).....	20
(Westward).....	30
Phoenix: West end freight main and Union Station tracks:	
(Eastward).....	10
(Westward).....	15
East end double track	
(Eastward).....	15
(Westward).....	10
Stockham (Eastward).....	60
(Westward).....	15

RULE 511. Within block signal limits after switches of a crossover are thrown wait three minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant.

RULE 516. Overlaps located as follows:

Gillespie.....	Signal 8496.	Eastward trains.
23rd Ave. Phoenix..	" 9022.	Eastward trains.
	" 9053 and 9055.	Westward trains.
McQueen.....	" 9218.	Eastward trains.
Roskruge.....	" 9626.	Eastward trains.
	" 9657.	Westward trains.
Cortaro.....	" 9704.	Eastward trains.

INTERLOCKING

WELLTON

The two crossover switches 4,000 feet east and the two crossover switches 400 feet west of station are operated by signal operator.

Limits extend from two-arm signal on Gila Line and two-arm signal on Phoenix Line 4,000 feet east of station to light signal on westward track 400 feet west of station and to two-arm signal on eastward track 1,000 feet west of station.

The derail at east end of siding is electrically locked, and can be operated by trainmen only when released by signal operator.

Switches and derails to spurs leading from westward main track just west and east of station are hand-thrown. Trains or engines before entering main track from these spurs must receive authority from signal operator.

TUCSON, SIXTH AVENUE

Limits on westward track extend from dwarf signal at derail to signal 9835, and on eastward track from dwarf signal opposite signal 9835 to dwarf signal 500 feet east.

Signals permitted by Rule 628 may be given from tower.

MESCAL

Interlocking signals of the Rio Grande Division will display indication in the upper quadrant.

Limits are between home signals governing east switch of east crossover and west switch of west crossover of the Rio Grande Division, and home signals governing east switches and west switches of sidings of the Tucson Division. Switches are controlled by signal operator, except switch leading from north siding to water and outfit spurs, from south siding to both legs of wye and to west end of coal track.

Switch and derail east end coal track are hand-thrown but must not be used until permission is secured from signal operator.

Where yellow hand signals cannot be seen, trains stopped will call the signal operator and secure permission to proceed; also to throw switch by hand in event the remote control appliance is inoperative.

Whistle signals as follows:

Eastward trains enroute Tucson Division—two short, one long and two short.

Eastward trains enroute Rio Grande Divisions—one long and four short.

Eastward trains for south siding—one short, one long and one short.

Eastward trains south siding to Tucson Division—two short, one long and one short.

Eastward trains south siding to Rio Grande Division—one short, one long and two short.

Westward trains north siding to No. 1 track—two long and two short.
Westward trains Tucson Division enroute No. 1 track—one short and two long.

Westward trains Tucson Division enroute north siding—two short and two long.

Westward Rio Grande Division trains enroute No. 1 track—one long, one short and one long.

Westward Rio Grande Division trains enroute through east crossover and Tucson Division to No. 1 track—one short, two long and one short.

The beginning of the Tucson Division single track is at east switch of west crossover. The beginning of the Rio Grande Division single track is at east switch of east crossover.

TRAIN AND AIR INSPECTION

Freight trains between Yuma and Tucson via either the Gila or the Phoenix lines may run not to exceed a distance of 65 miles and on other lines not to exceed a distance of 55 miles without stopping for inspection. This does not relieve trainmen, however, from making inspection when stops permit and other points specified in time table or whenever it is necessary in the judgment of conductor or engineer.

Freight trains on descending grade must stop five minutes for inspection at:

Saddle or Papago	Enid (Eastward)	Cochise, Hado, or Willcox
Ocapos or Bosque	Mescal (Eastward)	Bowie (Eastward)
Estrella (Eastward)	Tully or Sibyl	Bawtry or San Simon
Buchan or Estrella	Dragoon	Steins
(Westward)		Cutter

AIR BRAKE RULE 2. Enginemen when leaving roundhouse will make running air test, to ascertain if brakes are in operative condition.

AIR BRAKE RULE 11. Air brake inspection at points where no car inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, shall be made as follows:

After train is made up and engine attached, engineer will apply brakes with 20 pound service reduction and leave them applied. Trainmen will then pass along train to determine that brake is applied on each car. Numbers of any cars found with inoperative air brakes must be reported on form 2809 and such cars assembled and switched to rear of train, next ahead of caboose, before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, latter must comply with last part of Rule 11 to avoid brakes sticking from an overcharge of the brake system, etc.

SPECIAL INSTRUCTIONS

If necessary to switch any cars to rear account brakes being inoperative, Rule 17 must be complied with before departure.

Rule 34 must be observed to determine by rolling inspection that each brake releases properly.

AIR BRAKE RULE 13.

At lay-over points for passenger equipment, where there are no car inspectors, crews must make air brake test before starting on initial trip, as follows: Brake pipe must be fully charged, engineer then apply air brake; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must give signal 16(e) from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

AIR BRAKE RULE 16.

Running air brake test must be made at:

Mohawk	Mescal (Eastward)
Estrella (Westward)	Dragoon (Westward)
Harqua (Westward)	Steins (Westward)
	Pinal

AIR BRAKE RULE 17.

Rear end air brake test must be made by freight and mixed trains immediately before departure at:

Buchan or Estrella (Westward)	Steins
Mescal (Eastward)	Pinal
Dragoon	

AIR BRAKE RULE 56.

Retainers will be used on grades on freight trains of less than 100 Ms per operative brake, when necessary in the judgment of conductor and engineer and on trains of 100 Ms or more per operative brake as follows:

- 1.4% to 1.5% incl. one retaining valve for every 150 Ms.
- Over 1.5% to 1.8% incl. one retaining valve for every 140 Ms.
- Over 1.8% to 2.2% incl. one retaining valve for every 120 Ms.
- Over 2.2% incl. one retaining valve for every 100 Ms.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent must not exceed 25 miles per hour, and on grades of this character, more than five miles long, for the first five miles the time consumed in traveling any one mile shall not be less than three minutes. This will not be authority to exceed specified speed restrictions.

Grades of over 1% located as follows:

PICACHO SUBDIVISION

Hayden Mills to Hayden Junction.....2.2%

NORTH LINE—EASTWARD

Mescal to Benson.....1.4%
Steins to Mondel.....1.4%

WESTWARD

Steins to Bawtry.....1.4%
Sibyl to Benson.....1.4%

GLOBE BRANCH—EASTWARD

Pinal to Globe.....2%

Globe to Kiser	M. P. 1221.6 to 1221.7.....1.5%
	M. P. 1222.1 to 1222.8.....2%
	M. P. 1226.3 to 1226.7.....1.5%
	M. P. 1228.8 to 1229.2.....1.4%

WESTWARD

Live Oak to Miami.....3%

Miami to Burch	M. P. 1231.0 to 1230.8.....1.4%
	M. P. 1229.2 to 1228.8.....1.4%
Pinal to Cutter.....2.2%	

MISCELLANEOUS

1. At Wellton, Aztec, Sentinel, Gila and San Simon, water for locomotive purposes is being treated through water columns. Therefore, when necessary to fill water cars for domestic purposes, water must not be taken through these columns.

Domestic water can be obtained at the water racks at Aztec and Sentinel and at the two water columns at the east end of Sentinel opposite the elevated oil tank, at which columns no treatment is applied.

Westward freight trains take full tank of water at Maricopa and eastward freight trains at Sentinel.

Eastward freight trains take water at Benson unless dispatcher instructs otherwise.

Westward identified and other important freight trains may take water at Sibyl only when it will avoid stopping at Benson. Other westward freight trains will not take water at Sibyl except in case of emergency, and then only sufficient to make Benson.

In all cases where it is necessary to make a short move with heavy freight train to reach water or oil column, including that required to spot second engine of double-headed train, locomotive must be cut off before spotting at column.

One helper may be placed behind caboose if of steel underframe construction and cars ahead of caboose are not rear end cars; otherwise cut in ahead of twenty-five per cent of tonnage, or more if necessary to cut in ahead of all rear end cars. Road engines double-heading or helper engine may be placed on head end of freight train when tonnage handled does not exceed 75 per cent of the total rating of both engines.

4. For the purpose of pushing trains out of yards:

- (a) No engine will be placed behind wooden underframe caboose or other wooden frame equipment.
- (b) Engines of 4000 or 4100 class will not be placed behind steel underframe cabooses.
- (c) Air will not be coupled through pusher engine.
- (d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.
- (e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.
- (f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

In helper service:

- (a) No helper engine will be placed behind wooden underframe cars or cabooses.
- (b) Helper engines of 4000 or 4100 class will not be placed behind steel underframe cabooses.
- (c) In no case will more than one helper engine be placed behind steel underframe cabooses.
- (d) When helper engines are used in rear of freight trains, consolidation and lighter class must be placed behind heavier class.
- (e) Engines must not be cut off or coupled to a train while same is in motion.

8. At points where engine is to be changed or cars set out or picked up on passenger trains, rear brakeman will open steam valve on rear of train at station one-mile board and engineman will shut off steam one-half mile from station.

10. FOLLOWING TRACKS NOT TO BE USED BY 3700 OR HEAVIER CLASS ENGINES

Christmas Branch.....(Nor by 3600 class)
Pozo.....Spur

FOLLOWING TRACKS MUST NOT BE USED BY 3300 OR HEAVIER CLASS ENGINES

Creamery Branch.
Tempe Branch sidings and spurs.
Christmas Branch sidings and spurs.

FOLLOWING TRACKS MUST NOT BE USED BY 3200 OR HEAVIER CLASS ENGINES

Granite Spur.....Spur (except 3600—Class F-1, engines may use tracks No. 1 and 2 between main line switch and high-line switch only).
Maricopa.....South leg wye, pump house spur.
Hassayampa.....Spur.
Cactus Pit.....All tracks.
Tempe.....Tempe Milling Co., Phoenix Mill and gravel pit spurs.
East leg wye, house track, tracks 2 and 3.
Mesa.....McKellips, Standard Oil, and Texas Oil spurs.
Shell Oil and Independent Cotton & Oil Co. spurs.
Mutual Cotton Oil spur.
Mesa—North Mesa...Spurs.
Christmas Branch between Winkelman and Christmas.
Nogales Branch.
Benson.....Oil spur, team, south coal, hotel.
Middle yard wye track; except in emergency SP-1, SP-2, F-1, F-3, F-4, F-5, MK-5, MK-6, MK-7, MK-8 and MK-9 class engines may turn on wye, but must head onto east leg.
Fairbank Branch....Yard and wye.
Willeox.....Stock track spur.
Bowie.....Oil spur east of west end of pump house.
Lordsburg.....Transfer and house tracks, A. & N. M. yard.
Globe Branch.

FOLLOWING TRACKS MUST NOT BE USED BY ABOVE CLASS ENGINES NOR BY 2500, 2700, 2800, OR 3100 CLASS ENGINES

Blaisdell.....Spur.
Wellton.....Oil spur.
Tacna.....Spur.
Colfred.....Spur.
Pembroke.....Spur.
Mohawk.....West spur.
Stoval.....Spur.
Musina.....Outfit spur.
Stanwix.....Spur.
Sentinel.....Oil spur.
Tartron.....Spur.
Smurr.....Spur.
Coledon.....Spur.
Ocapos.....Spur.
Estrella.....Spur.
Enid.....Spur.
Heaton.....Spur.
Toltec.....Spur, West end of siding.
Eloy.....Western Vegetable Lettuce spur.
Picacho.....Oil spur.
Buckeye.....Cotton Oil and Gin spurs.
South Track between Tovrea Sewage spur and Salt River bridge.
Creamery Branch...Siding and Rock Quarry spur.
Creamery.....Track beyond Creamery plant.
Tempe Pumping Plant.....Spur.
Mesa.....Drew's spur (Must back in).
Magma.....Spur.
Rankin.....Spur.
Esmond.....Spur.
Vail.....Spur.
Irene.....Spur.
Pantano.....Spur.
Buell.....Spur.
Amole.....Spur.
Mescal.....Outfit spur.
Ochoa.....Spur.
Lancha.....Spur.
Luzena.....Spur.
Bowie.....Caboose track.

Engines must not use:
Spurs: Cactus Pit, Outfit; Florence; Burns.

SPECIAL INSTRUCTIONS

11. Santa Fe and Southern Pacific trains may jointly use tracks at east and west end of Union Station, Phoenix. Yard and light engines must take every precaution possible to avoid delaying first class trains on all tracks within Union Station zone. Trains will approach switch at entrance to Union Station tracks prepared to stop and will proceed only when track is known to be clear.

Second main track between east end Phoenix yard and Kendall east switch may be used by freight trains when authorized by train order. Single track rules apply.

No. 4 track west yard Bowie must be kept clear and used for through movement.

15. Westward trains except first class and light engines must not pass crossover switch near signal 9851 Tucson yard without proceed signal from yardman.

20. Handling of freight cars in trains behind passenger cars carrying passengers prohibited. The term "freight car" does not include a baggage, express or mail car, or a caboose.

When necessary to handle passenger equipment except official cars in freight trains, it must be placed next to caboose, providing rear end freight cars in train will permit.

Baggage, express, mail, refrigerator or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

Club cars handled in head end of main line passenger trains must be of all steel construction.

Engines placing loaded cars on high-line spur track at Granite Spur will not handle more than two loads at one time, using sufficient other cars between the loads and engine to avoid engines passing high-line spur switch.

Entrance to Tovrea Packing Co. plant, Tovrea, protected by gates, which must be kept closed and locked, when not in use.

Between Price and Christmas look out for rock and land slides.

Entrance to R. C. C. Co. plant, Hayden, protected by gates which must be closed and locked at night.

Cars must not be detached in motion to Indian Service spur at Coolidge and spur at Peak.

Look out for cars on west leg of wye Picacho.

Look out for ice and rubbish alongside tracks P. F. E. yard, Tucson.

Between Naches and Peridot look out for rock and land slides.

Engines, except in work train service, must not make continued backward movement between any points when it can be avoided, and must be turned for next service before tying up.

Highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

25. Electric lanterns may be used for displaying white light only.

SPEED RESTRICTIONS

Maximum speed of passenger trains must not exceed 50 M. P. H. and freight and mixed trains 35 M. P. H. except as otherwise provided for. Speed restrictions in miles per hour, will apply as follows; with engines—motors as designated.

Pages	TERRITORY	PASSENGER					FREIGHT Freight and Mixed Maximum	Engines and Motors Backing	Switch Engines S-SE	LIGHT ENGINES RUNNING FORWARD		
		Maxi- mum	T 37 Mt 1, 2, 3, 4, 5 P 1, 3, 5, 12	Mk 5, 6, 7, 8, 9 M 4, 6, 9, 11	Mk 2, 4	Sp. 1, 2, 3 F 1, 3, 4, 5 C 8, 9, 10				T 37 Mt 1, 2, 3, 4, 5 P 1, 3, 5, 12	Sp. 1, 2, 3 F 1, 3, 4, 5 Mk 5, 6, 7, 8, 9 C 8, 9, 10 M 4, 6, 9, 11	Mk 2, 4
	Through interlocking limits with caution. Through cross-overs, turnouts except Dome, and two east crossovers Wellton	10	10	10	10	10	10			10	10	10
2	Yuma-Somerton	15	15	15		15	15				15	15
2	Yuma-Somerton trestle over canal at Recl'm't'n H'dq't'rs.	8	8	8		8	8				8	8
2	Yuma-Yuma yard, (sw. 800 ft. east of subway)	15	15	15	15	15	15	15	15	15	15	15
2	Yuma east sw.—East Yard, Oil buffer spring sw.	60	60	50	40	45	40	30	20	45	35	30
2	East Yard Oil buffer spring switch—M.P. 748.58.	60	60	50	40	45	40	30		45	35	30
2	M. P. 748.58—M. P. 755.12.	30	30	30	30	30	30	30		30	30	30
2	Dome crossovers and turnouts	20	20	20	20	20	20	20		20	20	20
2	M. P. 755.12 - 755.78.	60	60	50	40	45	40	30		45	35	30
2	M. P. 755.78 - 762.88.	50	50	50	40	45	35	30		45	35	30
2	M. P. 762.88 - Wellton.	60	60	50	40	45	40	30		45	35	30
2	Wellton east crossovers	20	20	20	20	20	20	20		20	20	20
2	Wellton east crossover—M. P. 771.	30	30	30	30	30	30	30		30	30	30
2	M. P. 771 - 776.36.	60	60	50	40	45	40	40		45	35	30
2	M. P. 776.36 - 777.78.	50	50	50	40	45	35	30		45	35	30
2	M. P. 777.78 - 845.94.	60	60	50	40	45	40	30		45	35	30
2	M. P. 845.94 - 847.28.	50	50	50	40	45	35	30		45	35	30
2	M. P. 847.28 - 887.42.	60	60	50	40	45	40	30		45	35	30
2	M. P. 887.42 - 887.61.	50	50	50	40	45	35	30		45	35	30
2	M. P. 887.61 - 890.53.	60	60	50	40	45	40	30		45	35	30
2	Litchfield Branch.	20	20	20	20	20	20	15		20	20	20
2	M. P. 890.53 - 890.78.	50	50	50	40	45	35	30		45	35	30
2	M. P. 890.78 - 893.54.	60	60	50	40	45	40	30		45	35	30
2	M. P. 893.54 - 894.48.	50	50	50	40	45	35	30		45	35	30
2	M. P. 894.48 - Phoenix 19th Ave.	60	60	50	40	45	40	30		45	35	30
2, 3	Phoenix 19th Ave—18th St.	15	15	15	15	15	15	15		15	15	15
3	Phoenix yard limits—Kendall (south track).	25	25	25	25	25	25	25		25	25	25
3	Phoenix 18th St. - M. P. 912.74.	60	60	50	40	45	40	30		45	35	30
3	M. P. 912.74 - 913.12.	40	40	40	40	40	30	30		40	35	30
3	M. P. 913.12 - Tempe.	50	50	50	40	45	35	30		45	35	30
5	Creamery Branch.	20	20	20	20	20	20	15		20	20	20
3	Tempe - M. P. 915.79.	40	40	40	40	40	25	25		40	25	25
4	Tempe Branch.	20	20	20	20	20	20	20		20	20	20
3	M. P. 915.79 - 920.86.	60	60	50	40	45	40	30		45	35	30
3	M. P. 920.86 - Mesa.	40	40	40	40	40	25	25		40	25	25
3	Mesa yard, west switch and east city limits.	20	20	20	20	20	20	20		20	20	20
3	Mesa Curve M. P. 922.	10	10	10	10	10	10	10		10	10	10
3	Mesa - M. P. 924.12.	60	60	50	40	45	40	30		45	35	30
3	M. P. 924.12 - 927.69.	50	50	50	40	45	35	30		45	35	30
3	M. P. 927.69 - Chandler.	60	60	50	40	45	40	30		45	35	30
3	Chandler - M. P. 945.49.	60	60	50	40	45	40	30		45	35	30
3	M. P. 945.49 - M. P. 946.78.	50	50	50	40	45	35	30		45	35	30
3	M. P. 946.78 - M. P. 958.03.	60	60	50	40	45	40	30		45	35	30
5	Florence Branch.	20	20	20	20	20	20	20		20	20	20
3	M. P. 958.03 - M. P. 959.02.	50	50	50	40	45	35	30		45	35	30
3	M. P. 959.02 - Picacho, west switch wye.	60	60	50	40	45	40	30		45	35	30
3	West switch wye - Picacho.	30	30	30	30	30	30	30		30	30	30
3	Picacho crossover.	10	10	10	10	10	10	10		10	10	10
3	Picacho - Tucson.	60	60	50	40	45	40	30		45	35	30
3, 7	Tucson North Yd., South Line Jct.—Signal 9851.	15	15	15	15	15	15	15	15	15	15	15
4	Wellton east crossover.	20	20	20	20	20	20	20		20	20	20
4	Wellton east crossover - M. P. 771.32.	60	60	50	40	45	40	30		45	35	30
4	M. P. 771.32 - 779.99.	40	40	40	40	40	30	30		40	35	30
4	M. P. 779.99 - 792.50.	60	60	50	40	45	40	30		45	35	30
4	M. P. 792.50 - 794.03.	30	30	30	30	30	30	30		30	30	30
4	M. P. 794.03 - 823.61.	60	60	50	40	45	40	30		45	35	30
4	M. P. 823.61 - 825.18.	30	30	30	30	30	30	30		30	30	30
4	M. P. 825.18 - Gila.	60	60	50	40	45	40	30		45	35	30
4, 5	Gila yard, West and East switches.	15	15	15	15	15	15	15		15	15	15
5	Gila - M. P. 866.98.	60	60	50	40	45	40	30		45	35	30
5	M. P. 866.98 - 867.85.	50	50	50	40	45	35	30		45	35	30
5	M. P. 867.85 - 870.12.	30	30	30	30	30	30	30		30	30	30
5	M. P. 870.12 - 871.40.	60	60	50	40	45	40	30		45	35	30
5	M. P. 871.40 - 872.10.	50	50	50	40	45	35	30		45	35	30
5	M. P. 872.10 - Casa Grande.	60	60	50	40	45	40	30		45	35	30
5	Casa Grande - Picacho.	60	60	50	40	45	40	30		45	35	30

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS—(Continued)

Page	TERRITORY	PASSENGER		FREIGHT	Engines and Motors Backing	LIGHT ENGINES RUNNING FORWARD		Page	TERRITORY	PASSENGER		FREIGHT	Engines and Motors Backing	LIGHT ENGINES RUNNING FORWARD	
		Maximum	Gas-Electric T 37 M 4, 6, 9, 11 C 8, 9, 10 Mk 2, 4, 5, 6, 7, 8, 9	Freight and Mixed Maximum		T 37 M 4, 6, 9, 11 C 8, 9, 10 Mk 5, 6, 7, 8, 9	Mk 2, 4			Maximum	Gas-Electric T 37 M 4, 6, 9, 11 C 8, 9, 10	Freight and Mixed Maximum		T 37	M 4, 6, 9, 11 C 8, 9, 10
5	Christmas Branch.....	40		30				6	Nogales Branch.....	40		35			
5	M. P. 923.89 - 924.08.....	35	35	25	20	35	30	6	Tucson yard.....	15	15	15	15	15	15
5	M. P. 924.08 - 955.93.....	40	40	30	20	35	30	6	M. P. 986.88 - 1040.11.....	40	40	35	20	40	35
5	M. P. 955.93 - 956.07.....	35	35	25	20	35	30	6	Calabasas Switch.....	15	15	15	15	15	15
5	M. P. 956.07 - 964.28.....	40	40	30	20	35	30	6	M. P. 1040.11 - Nogales.....	40	40	35	20	40	35
5	M. P. 964.28 - 964.54.....	30	30	20	20	30	30	6	Nogales Yard.....	20	20	20	20	20	20
5	M. P. 964.54 - 968.79.....	40	40	30	20	35	30								
5	M. P. 968.79 - 972.07.....	30	30	30	20	30	30								
5	M. P. 972.07 - 972.15.....	15	15	15	15	15	15								
5	M. P. 972.15 - 974.12.....	30	30	25	20	30	30								
5	M. P. 974.12 - 974.20.....	15	15	15	15	15	15								
5	M. P. 974.20 - 975.34.....	30	30	30	20	30	30								
5	M. P. 975.34 - 975.48.....	15	15	15	15	15	15								
5	M. P. 975.48 - 976.21.....	30	30	30	20	30	30								
5	M. P. 976.21 - 976.36.....	20	20	20	20	20	20								
5	M. P. 976.36 - 980.35.....	30	30	25	20	30	30								
5	M. P. 980.35 - 980.41.....	15	15	15	15	15	15								
5	M. P. 980.41 - 980.97.....	30	30	25	20	30	30								
5	M. P. 980.97 - 981.03.....	25	25	25	20	25	25								
5	M. P. 981.03 - 981.70.....	30	30	30	20	30	30								
5	M. P. 981.70 - 981.78.....	25	25	25	20	25	25								
5	M. P. 981.78 - 983.27.....	30	30	25	20	30	30								
5	M. P. 983.27 - 987.43.....	25	25	25	20	25	25								
5	Ray Jet. yard.....	15	15	15	15	15	15								
5	M. P. 988.24 - 999.53.....	30	30	25	20	30	30								
5	Hayden Jet. yard and R. & G. V. R. R.....	15	15	15	15	15	15								
5	M. P. 1000.64 - Winkelman.....	30	30	25	20	30	30								
5	Winkelman - Christmas.....	10	10	10	10	10	10								

Pages	TERRITORY	PASSENGER				FREIGHT	Engines and Motors Backing	Switch Engines S-SE	LT. ENGINES RUNNING F'WD.		
		Maximum	T 37 Mt 1, 2, 3, 4, 5 P 1, 3, 5, 12	Mk 5, 6, 7, 8, 9 M 4, 6, 9, 11	Mk 2, 4	Freight and Mixed Maximum			T 37 Mt 1, 2, 3, 4, 5 P 1, 3, 5, 12	SP 1, 2, 3 F 1, 3, 4, 5 Mk 5, 6, 7, 8, 9 C 8, 9, 10 M 4, 6, 9, 11	Mk 2, 4
7	Tucson, N. Yd., Westward Main track, signals 9883-9851.....					20	20	20	20	20	20
7	Tucson, Signal 9851 - M. P. 1004.27.....	50	50	50	40	45	35	30	45	35	30
7	M. P. 1004.27 - 1010.36.....	30	30	30	30	30	25	25	25	25	25
7	M. P. 1010.36 - 1012.62.....	50	50	50	40	45	35	30	45	35	30
7	M. P. 1012.62 - 1014.00.....	30	30	30	30	30	25	25	25	25	25
7	M. P. 1014.00 - 1016.77.....	50	50	50	40	45	35	30	45	35	30
7	M. P. 1016.77 - 1018.08.....	30	30	30	30	30	25	25	25	25	25
7	M. P. 1018.08 - 1018.75.....	50	50	50	40	45	35	30	45	35	30
7	M. P. 1018.75 - 1018.98.....	40	40	40	40	40	30	30	40	35	30
7	M. P. 1018.98 - 1020.63.....	50	50	50	40	45	35	30	45	35	30
7	M. P. 1020.63 - 1021.31.....	40	40	40	40	40	30	30	40	35	30
7	M. P. 1021.31 - Mescal west interlocking limits.....	50	50	50	40	45	35	30	45	35	30
7	Mescal interlocking limits, normal route.....	35	35	35	35	35	25	25	35	25	25
7	Mescal other crossovers and turnouts.....	15	15	15	15	15	15	15	15	15	15
7	Mescal east interlocking limits—M. P. 1030.86.....	50	50	50	40	45	35	30	45	35	30
7	M. P. 1030.86—west switch Benson.....	40	40	40	40	40	30	30	40	35	30
7	Benson yard.....	30	30	30	30	30	30	30	30	30	30
7	East switch Benson - M. P. 1036.96.....	50	50	50	40	45	35	30	45	35	30
7	M. P. 1036.96 - 1040.78.....	25	25	25	25	25	20	20	20	20	20
7	M. P. 1040.78 - 1041.98.....	50	50	50	40	45	35	30	45	35	30
7	M. P. 1041.98 - 1043.26.....	45	45	45	40	45	30	30	45	30	30
7	M. P. 1043.26 - 1044.50.....	50	50	50	40	45	35	30	45	35	30
7	M. P. 1044.50 - 1045.14.....	25	25	25	25	25	20	20	20	20	20
7	M. P. 1045.14 - 1047.50.....	50	50	50	40	45	35	30	45	35	30
7	M. P. 1047.50 - 1048.65.....	40	40	40	40	40	30	30	40	35	30
7	M. P. 1048.65 - 1050.65.....	50	50	50	40	45	35	30	45	35	30
7	M. P. 1050.65 - 1050.86.....	40	40	40	40	40	30	30	40	35	30
7	M. P. 1050.86 - 1057.96.....	50	50	50	40	45	35	30	45	35	30
7	M. P. 1057.96 - Willcox.....	60	60	50	40	45	40	30	45	35	30
7	Willcox - M. P. 1079.02.....	60	60	50	40	45	40	30	45	35	30
7	M. P. 1079.02 - west switch Bowie.....	50	50	50	40	45	35	30	45	35	30
7	Bowie yard.....	15	15	15	15	15	15	15	15	15	15
7	Bowie—east switch Bawtry.....	60	60	50	40	45	40	30	45	35	30
7	East switch Bawtry - M. P. 1122.51.....	50	50	50	40	45	35	30	45	35	30
7	M. P. 1122.51 - 1122.60.....	40	40	40	40	40	30	30	40	35	30
7	M. P. 1122.60 - 1124.44.....	50	50	50	40	45	35	30	45	35	30
7	M. P. 1124.44 - 1128.68.....	30	30	30	30	30	25	25	25	25	25
7	M. P. 1128.68 - Lordsburg.....	50	50	50	40	45	35	30	45	35	30

SPEED TABLE

SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	25	2.24	39	1.33	53	1.08
8	7.30	26	2.18	40	1.30	54	1.06
10	6.00	27	2.13	41	1.27	55	1.05
12	5.00	28	2.08	42	1.25	56	1.04
15	4.00	29	2.04	43	1.23	57	1.03
16	3.45	30	2.00	44	1.21	58	1.02
17	3.31	31	1.96	45	1.20	59	1.01
18	3.20	32	1.92	46	1.18	60	1.00
19	3.09	33	1.89	47	1.16	61	.99
20	3.00	34	1.85	48	1.15	62	.98
21	2.51	35	1.82	49	1.13	63	.97
22	2.43	36	1.80	50	1.12	64	.96
23	2.36	37	1.77	51	1.10	65	.95
24	2.30	38	1.74	52	1.09		

SPECIAL INSTRUCTIONS

SPEED OF TRAINS REGULATED BY ORDINANCES THROUGH CITY LIMITS

PAGE	STATION	M. P. H.
2-3	Yuma street crossings	5
4-5-7	Tempe	20
4-5	Chandler	20
7	Casa Grande	25
8	Willcox	30
9	Nogales	20
10	Safford	15
10	Pima	15

Speed restrictions for engines are shown in speed restriction table; however, attention is called to the following maximum speeds at which tenders may be operated.

Tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, maximum speed 50 M.P.H.

Tenders having water capacity in excess of 7,000 gallons, and including Classes 70-R-1 and 70-SC-1, maximum speed 65 M.P.H.

Maximum speed of disabled engines hauled in train, or running under own steam, must not exceed:

When pilot removed	20 M.P.H.
When main rod only removed	30 M.P.H.
When side rods only removed	30 M.P.H.
When both main and side rods removed	20 M.P.H.
When hauled in train and all rods are on	30 M.P.H.
SP1, 2 and 3 when inside main rod removed or inoperative	30 M.P.H.
S and SE engines, and all other classes of engines when not equipped with engine trucks	20 M.P.H.

When all weight has been removed from any one pair drivers on an engine, speed must not exceed 20 M.P.H.

When all weight has been removed from one wheel of any pair drivers on an engine, speed must not exceed 30 M.P.H.

Engines operated coupled tender to tender must not exceed speed permitted same engines running backwards.

Trains handling relief outfit must not exceed 25 M.P.H. main line or 20 M.P.H. on branch lines.

Speed of trains carrying locomotive crane with boom in place, must not exceed 25 M.P.H. on straight track, and 15 M.P.H. around curves and on branch lines. Locomotive cranes must be handled in trains with heavy end forward.

All cars handled in passenger trains must be equipped with steel-tired or all steel wheels.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains.

Speed of trains handling such cars restricted as follows: When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 M.P.H. When consist includes more than three wooden passenger-carrying cars maximum speed must not exceed 40 M.P.H.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employees are warned that it is dangerous to ride on top or sides of cars while passing these points and that they must protect themselves from injury. Bulletins may be issued from time to time referring to impaired clearances not listed below.

MILE POST	DESCRIPTION
733.0	Yuma, ice platforms. Side
755.2	Granite Spur, chute on crusher track not clear car higher than ballast car.
778.0	Gila River bridge. Side
891.0	Agua Fria River bridge. Side
907.0	Phoenix, ice platform. Side
914.0	Salt River bridge. Side
914.4	Tempe, Tempe Milling Co. spur. Side
921.8	Mesa, Texas Oil Co., Drew's spur and ice platform. Side
959.3	Gila River bridge. Side
972.4	Tunnel No. 1 (Christmas Branch). Overhead and Side
972.5	Gila River bridge (Christmas Branch). Side
975.4	Rock cut (Christmas Branch). Side
985.3	Gila River bridge (Christmas Branch). Side
987.8	Ray Junction, water tank spout. Overhead and Side
988.5	Tunnel No. 2 (Christmas Branch). Overhead and Side
990.0	Tunnel No. 3 (Christmas Branch). Overhead and Side
1003.5	Winkelman, ore bins. Side
1007.0	Pinney, ore chute. Side
1009.2	Tunnel No. 4 (Christmas Branch). Overhead and Side
984.2	Tucson, ice platform. Side
1029.6	Tubac, water tank spout. Overhead and Side
1049.8	Nogales, ice platform. Side
1008.1	Oienega Creek bridge. Side
1033.6	San Pedro River bridge. Side
1114.2	San Simon, water tank spout. Overhead and Side
1137.5	Safford, water tank and spout. Overhead and Side
1201.0	San Carlos, water tank and spout. Overhead and Side
1234.1	Inspiration spur, chute. Side
	Globe Branch, pile driver S. P. 2534 will not clear water spouts

SURGEONS

LOCATION	NAME	TITLE
San Francisco, Cal.	Dr. W. B. Coffey	Chief Surgeon and Manager
Yuma, Ariz.	Dr. J. W. Stacey	District Surgeon
Yuma, Ariz.	Dr. C. S. Powell	Asst. District Surgeon
Litchfield, Ariz.	Dr. R. L. Penn	District Surgeon
Buckeye, Ariz.	Dr. G. C. Rubel	District Surgeon
Phoenix, Ariz.	Dr. G. M. Brockway	District Surgeon
Phoenix, Ariz.	Dr. A. M. Tuthill	Assistant District Surgeon
Phoenix, Ariz.	Dr. J. E. Drane	Assistant District Surgeon
Phoenix, Ariz.	Dr. D. F. Harbridge	Oculist
Phoenix, Ariz.	Dr. W. A. Schwartz	Aurist
Phoenix, Ariz.	Dr. Win. Wylie	Consulting Surgeon
Phoenix, Ariz.	Dr. W. O. Sweek	Consulting Surgeon
Phoenix, Ariz.	Dr. R. J. Stroud	District Surgeon
Mesa, Ariz.	Dr. R. F. Palmer	District Surgeon
Mesa, Ariz.	Dr. W. S. Sharp	Assistant District Surgeon
Chandler, Ariz.	Dr. J. M. Meason	District Surgeon
Chandler, Ariz.	Dr. C. L. Pohle	Associate District Surgeon
Coolidge, Ariz.	Dr. H. E. Pinkerton	Emergency Surgeon
Gilbert, Ariz.	Dr. L. M. Thompkins	Emergency Surgeon
Florence, Ariz.	Dr. G. E. Huffman	District Surgeon
Ray, Ariz.	Dr. O. E. Utzinger	District Surgeon
Hayden, Ariz.	Dr. C. B. Huestis	District Surgeon
Gila, Ariz.	Dr. G. T. Wells	District Surgeon
Gila, Ariz.	Dr. V. J. Jeffery	Assistant District Surgeon
Casa Grande, Ariz.	Dr. J. E. Redden	District Surgeon
Tucson, Ariz.	Dr. C. A. Thomas	Assistant to Chief Surgeon
Tucson, Ariz.	Dr. S. C. Davis	Division Surgeon
Tucson, Ariz.	Dr. V. G. Presson	Assistant Surgeon
Tucson, Ariz.	Dr. R. A. Wilson	Assistant Surgeon
Tucson, Ariz.	H. B. Stokes	Aurist
Tucson, Ariz.	Dr. E. D. Wells	Oculist
Nogales, Ariz.	Dr. W. F. Chenoweth	District Surgeon
Benson, Ariz.	Dr. J. N. Morrison	District Surgeon
Benson, Ariz.	Dr. L. W. Moffitt	Assistant District Surgeon
Willcox, Ariz.	Dr. J. C. Wilson	District Surgeon
Willcox, Ariz.	Dr. B. E. Briseoe	Assistant District Surgeon
Bowie, Ariz.	Dr. F. W. Parrish	District Surgeon
Lordsburg, N. M.	Dr. C. B. Austin	District Surgeon
Lordsburg, N. M.	Dr. E. M. Parham	Assistant District Surgeon
Safford, Ariz.	Dr. J. N. Stratton	District Surgeon
San Carlos, Ariz.	Dr. F. A. Kennedy	District Surgeon
Globe, Ariz.	Dr. C. Gunter	District Surgeon
Globe, Ariz.	Dr. R. D. Kennedy	Assistant District Surgeon
Globe, Ariz.	Dr. W. A. Holt	Consulting Surgeon
Miami, Ariz.	Dr. C. M. Cron	District Surgeon
Miami, Ariz.	Dr. J. E. Bacon	Assistant District Surgeon

HOSPITALS

General Hospital, Southern Pacific Hospital	San Francisco, Calif.
Division Hospitals	(St. Joseph's Hospital) Phoenix, Ariz.
	(St. Mary's Hospital) Tucson, Ariz.

LOCATION HOSPITAL STRETCHERS

Yuma, Gila, Maricopa, Phoenix, Tempe, Ray Junction, Tucson, Benson, Bowie, Lordsburg, Globe.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Underframe	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
" —66 ft.	127,610			
" —70 ft.	122,620			
" —70 ft. (With Auto. End Door)	125,800			
" —(Dynamo)	98,730			
Baggage & Mail—60 ft.	103,620	87,120		
" " —69 ft.	124,760			
" " —70 ft.	129,140			
" " " Passenger	108,675	108,590		
Express Refr.—N. P. Ry.	112,640	112,640		
" " —A. R. E. No. 40-154	74,000	74,000		
" " " " 155-224	78,000	78,000		
" " " " 500-524	89,000	89,000		
" " " " 1101-1175	110,000	110,000		
" " —P. F. E. " 500-799	85,000	83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
" " —60 ft.	105,120			
Club	146,210	122,300	160,726	153,710
Official	170,700	155,370		
Chair—60 ft.	100,620			
" —74 ft. (Ice Sys.)			112,985	108,120
" —74 ft. (Steam Ejec. Sys.)			180,915	173,125
Coaches—60 ft.	98,130		197,944	181,600
" —70 ft.	137,640		110,380	105,630
" —72 ft.			151,671	145,140
" —73 ft.			153,782	147,160
" —73 ft. (Interurban)			168,245	161,000
All-Day Lunch—Chair	120,000			
" " —Coach	105,970			
Cafe Coach	103,875			
Diner—70 ft.	138,600	138,600	*152,675	*146,100
" —72 ft.	135,930	135,930		
" —72 ft.	155,330	146,930		
" —77 ft. (Arch Type Roof) (Ice Sys.)	156,000		170,857	163,500
" —77 ft. (Clere Story Roof) (Ice Sys.)		165,530	179,400	171,675
" —77 ft. (" ") (Mech. Sys.)			189,581	173,836
" —79 ft.	169,100			
" —80 ft. (Clere Story Roof) (Mech. Sys.)			201,323	184,700
Cafe Parlor	148,950	161,200	160,198	153,350
Lounge			188,949	180,813
Observation—75 ft.	154,400		169,185	161,900
" —77 ft.			194,543	186,166
Pullman-Observation (Ice Sys.)	160,800	153,000	177,314	169,200
" " (Mech. Sys.)	169,800	153,000	185,627	170,300
" " Lounge (Ice Sys.)	171,200		187,682	179,600
" " (Mech. Sys.)	171,200		196,963	180,700
Pullman Bedroom Car (Ice Sys.)	167,600		183,920	176,000
" " (Mech. Sys.)	167,600		193,039	177,100
" Sleeper (Ice Sys.)	163,100		180,075	171,500
" " (Mech. Sys.)	163,100		188,134	172,600
" Tourist (Ice Sys.)	153,000		163,663	161,400
" " (Mech. Sys.)	153,000		167,625	162,500
Rail Gas- Electric Car, 400 H.P.	158,400			
" " " 600 H.P.	167,200			

*Steel Underframe.

DIVISION MILEAGE

Main Lines		
Yuma to Lordsburg	S. P. R. R.	412.80
Tucson to South Yard Junction	E. P. & S. W. R. R.	7.69
Wellton to Picacho via Phoenix	A. E. R. R.	195.91
	P. & E. R. R.	13.10
Total Main Lines		629.30

Branches		
Benson-Fairbank	S. P. R. R. Benson Jct., Benson-Fairbank Branch to Benson, Initial Point E. P. & S. W. R. R.	.64
Christmas	(P. & E. R. R. McQueen to Christmas) 74.41 (A. E. R. R. McQueen to Christmas) 12.26 (R. & G. V. R. R. Hayden Jct. to Hayden) .32	86.99
Florence	A. E. R. R. Florence Jct. to Poston	6.04
Globe	A. E. R. R. Bowie to Inspiration Jct.	136.14
Litchfield	A. E. R. R. Litchfield to Litchfield Park	4.92
Tempe	A. E. R. R. West Chandler to Tempe Jct.	7.70
Creamery	(A. E. R. R. At Tempe) .47 (P. & E. R. R. Tempe to Normal Jct.) 1.74	2.21
Mesa	(P. & E. R. R. At Mesa) .25 (A. E. R. R. Mesa to North Mesa) 1.65	1.90
Nogales	(S. P. R. R. At Tucson) .63 (T. & N. R. R. T. & N. R. R. Jct. to Calabasas) 55.38 (N. M. & A. R. R. Calabasas to Nogales) 9.78	65.79
Total Branches		312.33
Total		941.63

SPECIAL INSTRUCTIONS

RATING OF LOCOMOTIVES—TUCSON DIVISION
IN M_s OF 1,000 LBS. BACK OF TENDER

Nominal Class	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Yuma to Tucson Via Gila	Tucson to Yuma Via Gila	Yuma to Tucson Via Phoenix	Tucson to Yuma Via Phoenix	Tucson to Nogales	Nogales to Tucson	McQueen to Christmas	Christmas to McQueen	
				Helper	Single	Single	Single	Single	Single	Single		
M-4	M-63 20/28 126.....	1615 to 1719.....	190	3050	2900	3050	2900			3150	3750	
M-4	M-63 20/28 128-S.....											
M-4	M-63 20/28 135-S.....											
M-6	M-63 21/28 159-SF.....		1747, 1800.....	200	3750	3600	3750	3600				
M-9	M-63 21/28 150-S.....		1806, 1828 to 1830.....	210	3950	3800	3950	3800			4100	4900
M-11	M-63 22/28 153-S.....		1832 to 1835.....	200	4150	3950	4150	3950			4250	5100
M-11	M-63 22/28 162-SF.....											
T-37	T-70 24/28 146-S.....	2105, 2106.....	175	3800	3700	3800	3700					
P-1, 3, 5	P-77 22/28 141-S.....	2400 to 2452, 2459, 2460.....	210	3400	3300	3400	3300					
C-8	C-57 22/30 192-S.....	2513 to 2599, 2698 to 2860	210	4800	4600	4800	4600	3000	4100	4700	5600	
C-9, 10	C-57 22/30 200-SF.....											
C-9, 10	C-57 22/30 194-S.....											
TW-3	TW-50 20/28 120.....	2932 to 2945.....	170	3050	2900	3050	2900	2050	2600			
P-12	P-73 27/28 189-S-F.....	3120 to 3129.....	190	5000	4750	5000	4750					
Mk-2, 4	Mk-57 23 1/2/30 206-S.....	3200 to 3240.....	210	5600	5400	5600	5400			5650	6750	
Mk-2, 4	Mk-57 23 1/2/30 206-SF.....											
Mk-5, 6	Mk-63 26/28 210-S.....	3241 to 3277.....	210	6000	5750	6000	5750			6100	7300	
Mk-5, 6	Mk-63 26/28 210-SF.....											
Mk-7, 8, 9	Mk-63 29/30 247-S.....											
Mk-7, 8, 9	Mk-63 29/30 257-SF.....	3300 to 3324.....	176	5700	6350	5700	6350					
F-1	F-63 29 1/2/32 273-S.....	3600 to 3652.....	200	5900	6700	5900	6700					
F-3	F-63 29 1/2/32 307-S.....	3653 to 3667.....	200	6300	7100	6300	7100					
F-4, 5	F-63 29 1/2/32 306/B-61-SF.....	3668 to 3763.....	200	6600	8000	6600	8000					
F-5	F-63 29 1/2/32 306/B-62-SF.....	3764 to 3768.....										
Mt-1, 3, 4, 5	Mt-73 28/30 246/B-60-SF.....	4300 to 4376.....	210	5700	6400	5700	6400					
Mt-2	Mt-73 29/30-262-SF.....	4385 to 4390.....	210	5850	6600	5850	6600					
SP-1	SP-63 28 5/8-32 316/B-60-SF.....	5000 to 5048.....	225	8000	8000	8000	8000					
SP-2, 3	SP-63 28 5/8-32 317/B-61-SF.....											
Allowance for empty and underloaded cars.....				6	6	6	6	6	6	6	6	
				3	3	3	3	3	3	3	3	
				0	0	0	0	0	0	0	0	
				Helper 0.5	Double	Double						
				Yuma to East Yard	Kim to Mohawk	Saddle to Harqua						
				Helper 1.0								
				Except Helper C-8, 9, 10 with Classes Mk-7, 8, 9; F-1, 3, 4, 5; Mt-1, 2, 3, 4, 5; SP-1, 2, 3; Pembroke to Mohawk, Lava to Sentinel, Gila to Estrella								

RATING OF LOCOMOTIVES—TUCSON DIVISION—Continued
IN Ms OF 1,000 LBS. BACK OF TENDER

Nominal Class	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	EASTWARD				WESTWARD					EASTWARD					WESTWARD				
				Tucson-Mescal	Benson-Dragoon-San Simon Steins	Mescal-Benson-Dragoon-Willcox-Raso-San Simon Steins-Conrad-Pyra-Lordsburg	Willcox-Raso-Conrad-Pyra	Lordsburg-Pyra	Pyra-Mondel Steins-San Simon Raso-2 M. E. Cochise Dragoon-Benson-Mescal-Tucson	San Simon Bowie	Bowie-Raso-2 M. E. Cochise-Dragoon	Mondel-Steins-Benson-Mescal	Bowie-San Carlos	San Carlos-Cutter	Cutter-Pinal	Pinal-Globe	Globe-Miami	Miami-Globe	Globe-Pinal	Pinal-San Carlos	San Carlos-Tanque	Tanque-Bowie
				Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single
M-6 T-37 C-8 C-9, 10 C-9, 10	M-63 21/28 159-SF..... T-70 24/28 146-S..... C-57 22/30 192-S..... C-57 22/30 200-SF..... C-57 22/30 194-S.....	1747, 1800..... 2105, 2106..... 2513 to 2599..... 2698 to 2860.....	200 175 210	1950 2000 2500	1500 1550 1950	6000 6000 8000	2900 3000 3750	3250 3350 4150	6000 6000 8000	3650 3750 4650	2250 2300 2900	1500 1550 1950	3700 4900	2250 3000	950 1310	6000 8000	1500 2000	1050 1400	950 1310	6000 8000	3150 4170	2400 3220
TW-3 P-12	TW-50 20/26 120..... P-73 27/28 189-SF.....	2932 to 2945..... 3120 to 3129.....	170 190	1600 2600	1250 2000	6000 8000	2400 3900	2650 4350	6000 8000	2950 4900	1850 3000	1250 2000	3200 4850	1950 2980	850 1300	7000 8000	1300 1980	900 1390	850 1300	7000 8000	2700 4100	2100 3200
Mk-2, 4 Mk-2, 4 Mk-5, 6 Mk-5, 6 Mk-7, 8, 9 Mk-7, 8, 9 F-1 F-3 F-4, 5 F-5	Mk-57 23 1/2/30 206-S..... Mk-57 23 1/2/30 206-SF..... Mk-63 26/28 210-S..... Mk-63 26/28 210-SF..... Mk-63 29/30 247-S..... Mk-63 29/30 257-SF..... F-63 27 1/2/32 273-S..... F-63 29 1/2/32 307-S..... F-63 29 1/2/32 306/B-61SF..... F-63 29 1/2/32 306/B-62-SF.....	3200 to 3240..... 3241 to 3277..... 3300 to 3324..... 3600 to 3652..... 3653 to 3667..... 3668 to 3763..... 3764 to 3768.....	210 210 176 200 200 200	2800 3150 3500 3700 4200 4750	2200 2450 2750 2900 3300 3750	8000 8000 8000 10000 10000 10000	4250 4700 5200 5500 6300 7100	4750 5250 5800 6100 7000 7850	8000 8000 8000 10000 10000 10000	5300 5850 6500 6850 7800 8800	3250 3650 4000 4250 4850 5450	2200 2450 2750 2900 3300 3750										
Mt-1, 3, 4, 5 Mt-2 SP-1 SP-2, 3	Mt-73 28/30 246/B-60-SF..... Mt-73 29/30 262-SF..... SP-63 28 1/2-32 316/B-60-SF..... SP-63 28 1/2-32 317/B-61-SF.....	4300 to 4376..... 4385 to 4390..... 5000 to 5048.....	210 210 225	3800 3550 5350	2950 2800 4350	10000 10000 10000	5650 5350 8000	6300 5950 8850	10000 10000 10000	7050 6700 10000	4350 4100 6150	2950 2800 4350										
	Allowance for empty and underloaded cars	Less than 40 M's..... 40 M's to 50 M's..... More than 50 M's.....		6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation
"T"—Ten-wheelers
"M"—Moguls

"TW"—Twelve-wheelers
"Mk"—Mikado
"P"—Pacific

"P"—2-10-2
"MT"—Mountain
"SP"—Southern Pacific

Example:—Consolidation engine having 57-inch drivers, cylinders 22-inch diameter and 30-inch stroke, and weighing 22,000 pounds on drivers:

C-57—187
30

ASSISTANT SUPERINTENDENT
L. C. GRAM

TRAINMASTERS { B. S. BAUMANN.....Yuma
G. A. BAYS.....Phoenix
J. J. COWIN.....Tucson

CHIEF TRAIN DISPATCHER
S. F. HYDE.....Tucson

ASSISTANT CHIEF TRAIN DISPATCHER
F. W. LIVESLEY.....Tucson
L. D. BARR....."

ROAD FOREMAN OF ENGINES
G. C. GRAYDON.....Tucson



MAP
OF THE
TUCSON DIVISION
SOUTHERN PACIFIC COMPANY

DECEMBER 1930.
R.M.H.

