

# SOUTHERN PACIFIC COMPANY

PACIFIC LINES

## TIME TABLE FOR THE TUCSON DIVISION

# 112



To Take Effect Sunday, December 15, 1940, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD,  
*General Manager.*

C. F. DONNATIN,  
*Assistant General Manager.*

W. B. KIRKLAND,  
*Superintendent of Transportation*

H. R. HUGHES,  
*Superintendent*



WELLTON SUBDIVISION

EASTWARD

WESTWARD

Capacity of sidings in car lengths	EASTWARD										Distance from San Francisco	Time Table No. 112	Distance from Phoenix Yard	WESTWARD					
	SECOND CLASS					FIRST CLASS						December 15, 1940		FIRST CLASS				SECOND CLASS	THIRD CLASS
	846	902	844	842	2	6	4	44	370	1		3		43	5	841	901		
Freight	Freight	Freight	Freight	Sunset Limited	Argonaut	Golden State Limited	Callifornian	A. O. N.	Sunset Limited	Golden State Limited	Callifornian	Argonaut	Freight	Freight					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
Yard BKWOTYP	4.50 PM	1.30 PM	8.40 AM	1.05 AM	5.45 PM	4.15 AM	4.05 AM	3.50 AM	3.30 AM	732.7	STATIONS	174.2	s 10.15 AM	s 1.20 PM	s 12.35 AM	s 1.05 AM	1.30 AM	11.45 PM	
258 P	5.05	1.45	8.55	1.20	5.55	4.25	4.15	4.00	3.40	737.4	TO-R YUMA	169.5	10.05	1.10	12.25	12.55	1.17	11.32	
67 P	5.10	1.50	9.00	1.25	5.58	4.29	4.18	4.03	3.43	740.1	EAST YARD	166.9	10.00	1.06	12.21	12.50	1.12	11.27	
72 P	5.16	1.56	9.06	1.31	6.02	4.33	4.22	4.07	3.47	743.7	ARABY	163.3	9.55	1.01	12.16	12.45	1.06	11.21	
67 P	5.21	2.01	9.11	1.36	6.05	4.36	4.25	4.10	3.50	746.8	FORTUNA	160.4	9.50	12.56	12.11 AM	12.40	1.01	11.16	
88 Center P	5.34	2.14	9.24	1.49	6.17	f 4.48	4.37	4.22	4.02	753.5	BLAISDELL	153.5	9.38	12.44	f 11.59 PM	12.28	12.48	11.03	
P										755.2	TO R	151.8							
P										760.2	DOME	146.8							
72 WIP	6.05 PM	2.55	9.55 AM	2.20 AM	f 6.39	f 5.10 AM	4.59	4.43	4.24	770.0	GRANITE SPUR	137.0	9.15 AM	12.23	11.38	f 12.05 AM	12.20 AM	10.35	
P										775.7	LIGURTA	131.3							
										777.7	TO WELLTON	129.3							
79 P		3.17			6.55		5.15	4.57	4.37	780.9	MING	126.1		12.08 PM	11.23	f 11.49 PM		10.05	
34 Spur P										788.3	YANO	118.7							
79 P		3.37			7.08		5.28	5.10	4.50	793.2	ROLL	113.8		11.55 AM	11.10	11.36		9.45	
81 P		3.55			7.18		5.38	5.20	5.00	802.5	TYSON	104.5		11.45	11.00	11.26		9.31	
79 P		4.15			7.29		5.49	5.31	5.11	812.7	GROWLER	94.3		11.34	10.49	11.15		9.13	
80 WOP		4.40			f 7.42		6.02	5.44	5.21	822.3	KOFA	84.7		f 11.24	10.39	f 11.05		8.55	
78 P		5.00			7.54		6.14	5.55	5.30	831.1	HORN	75.9		11.11	10.28	10.53		8.32	
81 P		5.20			8.05		6.25	6.06	5.41	841.1	MONTEZUMA	65.9		11.00	10.17	10.42		8.05	
79 P		6.10			8.19		6.39	6.18	5.50	849.4	SADDLE	57.6		10.50	10.07	10.32		7.40	
										851.0	HARQUA	51.0							
42 Spur P										856.0	GILLESPIE	45.7		10.37	9.54	10.19		7.15	
81 P		6.35			8.32		6.52	6.31	6.03	861.3	ORAG	41.3		10.32	9.49	f 10.14		6.50	
78 P		6.50			8.37		6.57	6.36	6.08	865.7	ARLINGTON	39.4							
12 Spur P										867.6	DIXIE	36.8							
6 Spur										870.2	HASSAYAMPA	35.5		10.26	9.43	10.08		6.38	
78 P		7.00			8.43		7.03	6.42	6.14	871.5	PALO VERDE	31.3		f 10.18	9.35	s 10.00		6.30	
81 P		7.10			f 8.50		7.10	6.48	6.19	875.7	CONGER	25.3		10.09	9.26	9.48		6.18	
78 P		7.22			8.57		7.17	6.55	6.25	881.7	BUCKEYE	22.1							
P										884.9	LIBERTY	17.3		10.00	9.17	f 9.38		6.05	
79 YP		7.34			f 9.07		7.27	7.04	6.34	889.7	NORTON	14.0		9.56	9.11	f 9.32		5.59	
97 P		7.40			9.11		7.31	7.08	6.38	898.0	LITCHFIELD	12.1							
P										894.9	OASHION	11.3							
8 Spur										895.7	COWDEN	10.7							
65 P										896.3	TOLLESON	8.9							
77 P		7.52			9.21		7.40	7.15	6.45	898.1	JEAN	5.0		9.48	8.58	9.21		5.48	
57 P		8.00			9.28		7.44	7.19	6.49	902.0	FOWLER	3.0		9.44	8.54	9.14		5.40	
80		8.05			9.32		7.48	7.23	6.51	904.0	CAMPO	1.5		9.42	8.52	9.12		5.35	
										905.5	23rd AVE. PHOENIX	1.0							
Yard BKWP					s 9.40 PM		s 7.55 AM	s 7.30 AM	Via Freight Main	906.0	CROSSING-AT&SF WYE	0.5		9.35 AM	8.45 PM	9.05 PM			
Yard BKWOTYP		8.20 PM							7.00 AM	907.0	PHOENIX	0.0						5.20 PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(174.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

(1.15) 29.84 (6.50) 25.49 (1.15) 29.84 (1.15) 29.84 (3.55) 44.25 (0.55) 40.69 (3.50) 45.21 (3.40) 47.26 (3.30) 49.77 ..... Time over district..... (1.00) 37.30 (3.45) 46.21 (3.50) 45.21 (4.00) 43.33 (1.10) 31.97 (6.25) 27.16

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
44-4	Any Station	Discharge		Yuma
44-4	Wellton, Hyder, Buckeye, Litchfield	Receive	Phoenix	

ADDITIONAL STATIONS  
 Papago..... M.P. 836.8  
 No. 4 stop at Tolleson when necessary to handle U. S. Mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
43	Any Station	Discharge Revenue		East of El Paso
43	Buckeye	Receive Discharge	Colton	El Paso
43	Buckeye	Receive Revenue	San Diego	
5	Any Station	Discharge		Phx. 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. 112 December 15, 1940										Distance from Tucson	SECOND CLASS		THIRD CLASS	
	904	856	854	852	2	30	4	44	6	370		1	3	29	43	5	843	903								
	Freight	Freight	Freight	Freight	Sunset Limited	Arizona Limited	Golden State Limited	Californian	Argonaut	A. O. N.		Sunset Limited	Golden State Limited	Arizona Limited	Californian	Argonaut	Freight	Freight								
Leave Daily	Leave Daily	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	Arrive Daily	Arrive Daily									
Yard BKWP					9.55 PM	6.00 PM	8.10 AM	7.45 AM			906.0	R PHOENIX	121.0		s 9.20 AM	s 11.25 AM	s 8.30 PM	s 8.50 PM								
Yard BKWOTYP	9.30 PM				9.59	6.03	8.13	7.48		7.10 AM	907.0	TO-R PHOENIX YARD	120.0		9.15	11.22	8.24	8.44				11.55 PM				
19 Spur P	9.42				10.06		8.20	7.55		7.18	911.1	KENDALL	115.9		9.07		8.16	8.36				11.40				
11 Spur P											911.8	TOVREA	115.2													
87 YP	9.52				f 10.13	6.15	f 8.27	8.02		7.25	914.4	TO TEMPE	112.6		f 9.01	11.09	s 8.10	s 8.30				11.25				
P											915.3	TEMPE JOT.	111.7													
35 P	10.02				10.19		8.33	8.08		7.31	917.1	NORMAL JOT.	109.9		8.54		8.02	8.22				11.10				
Yard WYP	10.15				s 10.29	6.27	s 8.43	8.18		7.40	921.8	TO MESA	105.2		s 8.43	10.56	s 7.54	s 8.14				10.45				
79 P	10.22				10.33		8.47	8.22		7.44	923.6	McQUEEN	103.4		8.22		7.48	8.08				9.45				
22 P											925.4	TREMAINE	101.6													
40 P	10.27				10.37		8.50	8.27		7.48	926.1	FALFA	100.9		8.18		7.44	8.04				9.33				
76 P	10.36				f 10.44	6.40	s 8.57	8.34		7.54	929.3	TO CHANDLER	97.7		f 8.13	10.40	7.39	s 7.59				9.25				
35 Spur P											931.0	POZO	96.0													
81 P	10.45				10.51		9.04	8.41		8.05	934.3	SERAPE	92.7		8.05	10.33	7.29	7.49				9.17				
71 P	10.56				10.56		9.09	8.46		8.12	939.0	SANTAN	88.0		8.00		7.24	7.44				9.09				
72 P	11.06				11.01	6.56	9.14	8.51		8.17	943.2	DOCK	83.8		7.55	10.23	7.19	7.39				9.02				
15 Spur P											948.1	OLBERG	78.9													
79 P	11.24				11.13	7.07	9.25	9.02		8.28	953.2	BLACKWATER	73.8		7.44	10.11	7.07	7.27				8.46				
81 YP	11.33				11.19		9.30	9.07		8.33	958.2	POSTON	68.8		7.39		6.59	7.21				8.38				
80 WP	11.52 PM				f 11.26	7.16	s 9.38	9.15		8.44	962.0	TO OOOLIDGE	65.0		s 7.34	10.02	6.54	s 7.16				8.30				
32 P											966.4	RANDOLPH	60.6													
72 P	12.10 AM				11.37		9.52	9.27		8.55	971.4	TOPAZ	55.6		7.23	9.52	6.43	6.59				8.11				
P											975.2	PEAK	51.8													
102 WOYP	12.28	7.40 PM	10.45 AM	3.25 AM	11.49	7.36	10.04	9.41	9.23 AM	9.07	980.6	TO PICACHO	46.4	4.45 AM	7.12	9.41	f 6.32	6.47			4.30 PM	7.56				
73 P	12.38	7.50	10.55	3.35	11.53		10.08	9.46	9.28	9.11	937.5	OCATILLA	43.2	4.41	7.08		6.28	6.42			4.23	7.50				
94 P	12.47	7.59	11.04	3.44	11.57 PM	7.43	10.12	9.50	9.34	9.15	944.2	WYMOLA	39.7	4.37	7.04	9.34	6.24	6.38			4.17	7.43				
73 P	12.55	8.07	11.11	3.51	12.01 AM		10.16	9.54	9.40	9.19	947.9	MONTROSE	36.0	4.33	7.00		6.20	6.34			4.11	7.36				
69 WP	1.04	8.16	11.18	3.58	12.05	7.50	10.20	9.59	f 9.47	9.27	951.4	TO RED ROCK	32.5	4.29	6.56	9.27	f 6.16	6.30			4.05	7.30				
72 P	1.09	8.21	11.23	4.03	12.08		10.23	10.02	9.50	9.31	954.3	AVRA	29.6	4.26	6.53		6.13	6.26			4.00	7.25				
67 P	1.16	8.28	11.30	4.10	12.12	7.57	10.27	10.06	9.55	9.35	958.4	NAVASKA	25.5	4.21	6.48	9.20	6.08	6.21			3.53	7.18				
71 P	1.22	8.34	11.36	4.16	12.16		10.31	10.10	f 10.00	9.39	962.2	MARANA	21.7	4.16	6.44		6.04	f 6.17			3.47	7.12				
100 P	1.27	8.39	11.41	4.21	12.19		10.34	10.13	10.03	9.42	964.6	ROSKRUGE	19.3	4.13	6.41		6.01	6.13			3.43	7.08				
165 WP	1.32	8.44	11.46	4.26	12.22	8.05	10.37	10.16	10.07	9.45	966.9	RILLITO	17.0	4.10	6.38	9.12	5.58	f 6.10			3.39	7.04				
100 P	1.38	8.50	11.52	4.32	12.25		10.40	10.20	10.12	9.48	969.9	SABINO	14.0	4.07	6.35		5.55	6.06			3.34	6.59				
67 P	1.43	8.55	11.57 AM	4.37	12.28	8.10	10.43	10.23	f 10.16	9.51	972.1	CORTARO	11.8	4.04	6.32	9.07	5.52	f 6.03			3.30	6.55				
100 P	1.48	9.00	12.02 PM	4.42	12.31		10.46	10.26	10.19	9.54	974.7	KINO	9.2	4.00	6.29		5.49	5.59			3.26	6.51				
67 P	1.53	9.05	12.07	4.47	12.34		10.49	10.29	10.23	9.57	977.4	JAYNES	6.5	3.57	6.26		5.46	5.56			3.21	6.46				
P	1.59	9.11	12.13	4.53	12.38	8.19	10.53	10.33	10.27	10.01	981.2	STOCKHAM	2.7	3.53	6.22	8.58	5.42	5.52			3.14	6.39				
P											982.8	SOUTH LINE JOT.	1.1													
Yard BKWFITYP	2.10 AM	9.25 PM	12.25 PM	5.05 AM	s 12.45 AM	s 8.25 PM	s 11.00 AM	s 10.40 AM	s 10.35 AM	10.10 AM	983.9	TO-R TUCSON	0.0	3.45 AM	6.15 AM	8.52 AM	5.35 PM	5.45 PM			3.05 PM	6.30 PM				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(121.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily					

(4.40)	(1.45)	(1.40)	(1.40)	(2.50)	(2.25)	(2.50)	(2.55)	(1.12)	(3.00)	..... Time over district.....	(1.00)	(3.05)	(2.33)	(2.55)	(3.05)	(1.25)	(5.25)
25.71	26.51	27.84	27.84	42.71	50.07	42.71	41.49	38.66	40.00	..... Average speed per hour.....	46.40	39.24	47.45	41.49	39.24	32.75	22.15

**RULE S-72.** Westward trains are superior to trains of the same class in the opposite direction, except No. 30 is superior to all westward trains.

**RULES 85, 86, 87, and 93.** First-class trains must clear the time of No. 29 and No. 30 not less than five minutes, and other trains and engines must clear the time of No. 29 and No. 30 not less than ten minutes.

**RULE 206 (A).** Unless otherwise instructed, crews arriving Phoenix on eastward first-class trains, will assume same schedule at Phoenix and these trains and No. 30 proceed to Phoenix Yard without clearance. Second main track between east end Phoenix Yard and east switch Kendall, may be used by freight trains when authorized by train order. Single track rules apply.

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

No. 5 stop at Red Rock and Picacho if necessary to receive or discharge parcel post.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
6	Rillito, Jaynes	Receive Discharge Revenue	Any Station	Any Station
44	Any Station	Discharge		Yuma
44	Tempe, Mesa	Receive	East of El Paso	
4	Chandler, Coolidge	Discharge		Ph'x Line Stn's
30	Any Station	Receive	Kansas City	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
1	Any Station Tucson to Picacho inc., except Jaynes, Rillito	Receive	Gila Line Stations	
29	Jaynes, Rillito	Receive Revenue	Any Station	
43	Chandler	Discharge		Kansas City
43	Any Station	Discharge Revenue		East of El Paso
5	Coolidge, Chandler	Receive Revenue	San Diego	
5	Any Station	Receive Discharge	Phoenix Line Stations	El Paso

WELLTON SUBDIVISION

EASTWARD							WESTWARD									
Capacity of sidings in car lengths	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 112 December 15, 1940	Distance from Gila	FIRST CLASS			SECOND CLASS			
		846	844			6					1		841			
		Freight	Freight			Argonaut					Sunset Limited		Freight			
	Leave Daily	Leave Daily	Leave Daily			Leave Daily		Arrive Daily		Arrive Daily						
72 WIP		6.05 PM	9.55 AM	2.20 AM		5.10 AM	770.0	TO WELLTON	85.7	f 9.15 AM			12.20 AM			
73 P		6.13	10.03	2.28		5.16	773.1	3.1 ASHER	82.6	9.09			12.12			
67 P		6.19	10.09	2.34		f 5.20	776.4	3.3 TACNA	79.3	f 9.03			12.06 AM			
73 P		6.25	10.15	2.40		5.25	780.1	3.7 GAEL	75.6	8.57			11.59 PM			
67 P		6.31	10.21	2.46		5.30	783.8	4.8 COLFRED	71.9	8.51			11.52			
69 P		6.39	10.29	2.54		5.36	788.6	4.0 PEMBROKE	67.1	8.44			11.44			
W88 E70 P		6.50	10.40	3.05		f 5.43	792.6	3.3 MOHAWK	63.1	f 8.38			11.37			
67 P		6.56	10.46	3.11		5.48	795.9	4.6 KIM	59.8	8.29			11.27			
67 P		7.04	10.54	3.19		5.54	800.5	5.7 STOVAL	55.2	8.22			11.19			
100 P		7.14	11.04	3.29		f 6.01	806.2	5.7 MUSINA	49.5	f 8.14			11.10			
67 WP		7.24	11.14	3.39		f 6.15	811.9	3.9 AZTEO	48.8	f 8.06			10.59			
100 P		7.30	11.20	3.45		6.20	815.8	3.9 MUGGINS	39.9	7.59			10.44			
67 P		7.37	11.27	3.52		6.24	819.7	2.3 STANWIX	36.0	7.55			10.37			
72 P		7.41	11.31	3.56		6.27	822.0	4.1 LAVA	33.7	7.52			10.33			
W77 E82 WOP		8.05	11.55 AM	4.20		f 6.34	826.1	3.5 SENTINEL	29.6	s 7.45			10.25			
78 P		8.15	12.05 PM	4.30		6.39	829.6	3.5 TRIGO	26.1	7.35			10.19			
67 P		8.22	12.12	4.37		6.44	833.1	6.8 TARTRON	22.6	7.30			10.13			
67 P		8.33	12.23	4.48		6.53	839.9	5.6 PIEDRA	15.8	7.21			10.02			
68 P		8.42	12.32	4.57		f 7.00	845.5	4.8 THEBA	10.2	f 7.13			9.53			
67 P		8.50	12.40	5.05		7.06	850.3	5.4 SMURR	5.4	7.06			9.45			
Yard BKWOTYP		9.00 PM	12.50 PM	5.15 AM		s 7.15 AM	855.7	TO-R GILA	0.0	6.52 AM			9.35 PM			
		Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily		(85.7)		Leave Daily			Leave Daily			
		(2.55) 29.38	(2.55) 29.38	(2.55) 29.38		(2.05) 41.14		Time over district.....	(2.23) 35.96		(2.45) 31.16					
								Average speed per hour.....								

WELLTON SUBDIVISION

YUMA VALLEY RAILROAD

Capacity of sidings in car lengths	EASTWARD	Distance from San Francisco	Time Table No. 112 December 15, 1940		Distance from Litchfield Park	WESTWARD
			Litchfield Branch			
			STATIONS			
79 YP		889.7	LITCHFIELD	5.0		
34) 22) Spurs		894.7	LITCHFIELD PARK	0.0		
			(5.0)			

Capacity of sidings in car lengths	EASTWARD	Distance from Yuma	Time Table No. 112 December 15, 1940		Distance from Gadsden	WESTWARD
			STATIONS			
			Yard P			
26		1.0	U.S.R.S.	20.0		
32 Spur		3.0	LUDY	18.0		
30		8.5	WILLETTS	12.5		
8 Spur		10.2	SPILLWAY	10.8		
32		15.0	SOMERTON	6.0		
		21.0	GADSDEN	0.0		
			(21.0)			

SPECIAL INSTRUCTIONS

Southern Pacific Company Rules and Regulations of the Transportation Department, Air Brake Rules, and Special Instructions in Tucson Division Time Table govern on Yuma Valley Railroad.

Trains will not exceed speed 15 M.P.H. except must not exceed 8 M.P.H. over trestle at U.S.R.S.

Impaired side clearance at Spillway Spur, M.P. 10.25.

At Yuma, normal position of junction switch will be for S.P. yard tracks.

RULE 93: Yard limits are established at Yuma.

U.S.R.S. yard, Yuma, and Ludy siding must not be used.

Track out service and must not be used east of M.P. 16 (Somerton).

At Sentinel schedule time and train orders, except for westward first class trains, apply at east switch of west siding.

At Gila schedule time and train orders for first class trains apply at passenger station.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
1 6	Piedra Piedra	Receive Revenue Receive Discharge Revenue	Any Station Any Station	Any Station



PICACHO SUBDIVISION

PICACHO SUBDIVISION

EASTWARD				WESTWARD		Time Table No. 112 December 15, 1940	STATIONS	WESTWARD		
SECOND CLASS			FIRST CLASS	FIRST CLASS	SECOND CLASS			Distance from Picacho	Distance from San Francisco	Capacity of sidings in car lengths
856	854	852	6	1	843					
Freight	Freight	Freight	Argonaut	Sunset Limited	Freight					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily					
Yard BKWOTYP	4.30 PM	7.40 AM	12.20 AM	7.20 AM	855.7	81.8	TO-R GILA 3.4	s 6.45 AM	7.15 PM	
67 P	4.39	7.49	12.29	7.27	859.1	78.4	COLEDON 6.0	6.38	7.05	
77 P	4.55	8.05	12.45	7.37	865.1	72.4	BOSQUE 4.0	6.30	6.54	
67 P	5.07	8.17	12.57	7.44	869.1	68.4	OCAPOS 2.7	6.24	6.46	
76 P	5.17	8.27	1.07	7.49	871.8	65.7	SHAWMUT 2.8	6.20	6.41	
73 YP	5.30	8.40	1.20	f 7.55	874.6	62.9	TO ESTRELLA 4.8	f 6.16	6.36	
68 P	5.39	8.49	1.29	8.00	879.4	58.1	BUCHAN 4.3	6.09	6.27	
67 P	5.47	8.57	1.37	f 8.06	883.7	53.8	MOBILE 4.7	f 6.03	6.19	
67 P	5.55	9.05	1.45	8.11	888.4	49.1	ENID 4.4	5.56	6.11	
67 P	6.03	9.13	1.53	8.16	892.8	44.7	HEATON 5.0	5.50	6.03	
150 WP	6.25	9.35	2.15	f 8.25	897.8	39.7	TO MARIOOPA 5.1	s 5.43	5.50	
67 P	6.35	9.45	2.25	8.32	902.9	34.6	LIRIM 4.8	5.31	5.27	
72 P	6.45	9.53	2.33	8.38	907.7	29.8	BON 4.8	5.26	5.19	
67 P	6.55	10.01	2.41	8.44	912.5	25.0	NUNEZ 6.3	5.21	5.11	
94 WP	7.07	10.12	2.52	s 8.57	918.8	18.7	TO CASA GRANDE 2.2	s 5.13	5.01	
17 Spur					921.0	16.5	SECO 2.7			
67 P	7.16	10.21	3.01	9.03	923.7	13.8	ARIZOLA 4.7	5.05	4.53	
68 P	7.24	10.29	3.09	9.09	928.4	9.1	TOLTECO 4.7	4.59	4.45	
77 P	7.32	10.37	3.17	f 9.16	933.1	4.4	ELOY 4.4	f 4.52	4.37	
102 WOYP	7.40 PM	10.45 AM	3.25 AM	f 9.23 AM	937.5	0.0	TO PICACHO	4.45 AM	4.30 PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		81.8		Leave Daily	Leave Daily	
	(3.10) 25.83	(3.05) 26.53	(3.05) 26.53	(2.03) 39.90			Time over district.....	(2.00) 40.90	(2.45) 29.68	
							Average speed per hour.....			

EASTWARD				WESTWARD		Time Table No. 112 December 15, 1940	STATIONS	WESTWARD		
SECOND CLASS			FIRST CLASS	FIRST CLASS	SECOND CLASS			Distance from Picacho	Distance from San Francisco	Capacity of sidings in car lengths
856	854	852	6	1	843					
Freight	Freight	Freight	Argonaut	Sunset Limited	Freight					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily					
79 P					923.6	86.9	McQUEEN 3.4			
46 P					927.0	83.5	TO GILBERT 5.0			
27					932.0	78.5	HIGLEY 3.6			
10					935.6	74.9	GERMANN 2.5			
15 P					938.1	72.4	RITTENHOUSE 3.5			
55 P					941.6	68.9	QUEEN CREEK 8.2			
45 P					949.8	60.7	MAGMA 9.2			
28 WP					959.0	51.5	TO FLORENCE 9.3			
					968.8	42.2	DIVERSION 0.7			
27 P					969.0	41.5	PRICE 8.2			
27 P					975.2	35.3	COCHRAN 7.9			
26 P					983.1	27.4	ZELLWEGER 1.5			
2 Spur					984.6	25.9	WOOLEY 3.2			
Yard P					987.8	22.7	TO-R RAY JUNCTION 7.1			
32					994.9	15.6	BRANAMAN 4.3			
					999.2	11.3	BURNS WYE 0.5			
					999.7	10.8	BURNS 0.5			
30					1000.2	10.3	TO-R HAYDEN JOT. 1.9			
Yard BWOP					1002.1	8.4	TO HAYDEN 1.4			
17 KP					1003.5	7.0	WINKELMAN 1.2			
15					1004.7	6.8	ROCK QUARRY 2.3			
					1007.0	3.5	FINNEY 2.4			
					1009.4	1.1	RUDO 1.1			
43					1010.5	0.0	CHRISTMAS			
							(86.9)			

EASTWARD				WESTWARD		Time Table No. 112 December 15, 1940	STATIONS	WESTWARD		
SECOND CLASS			FIRST CLASS	FIRST CLASS	SECOND CLASS			Distance from Picacho	Distance from Normal Jct.	Capacity of sidings in car lengths
856	854	852	6	1	843					
Freight	Freight	Freight	Argonaut	Sunset Limited	Freight					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily					
87 YP					914.4	2.1	TO TEMPE 1.0			
130 Spur					915.4	1.1	CREAMERY 1.1			
					916.5	0.0	NORMAL JOT.			
							(2.1)			

EASTWARD				WESTWARD		Time Table No. 112 December 15, 1940	STATIONS	WESTWARD		
SECOND CLASS			FIRST CLASS	FIRST CLASS	SECOND CLASS			Distance from Picacho	Distance from West Chandler	Capacity of sidings in car lengths
856	854	852	6	1	843					
Freight	Freight	Freight	Argonaut	Sunset Limited	Freight					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily					
P					915.3	7.7	TEMPE JOT. 2.4			
21					917.7	5.3	PETERSON 2.4			
53					920.1	2.9	HELENA 2.9			
21 Spur					923.0	0.0	WEST CHANDLER			
							(7.7)			

ADDITIONAL STATIONS  
Barr M.P. 961.8

At Gila schedule time and train orders for first-class trains apply at passenger station. At Picacho schedule time and train orders apply at junction switch.

Signal at Hayden Junction, governing movement of trains between Christmas Branch switch (1584 feet east of Hayden Junction) and Hayden Junction train-order office. Engineer will call for this signal by one long, one short and one long sounds and will not proceed until signal has been placed in proceed position. Normal position Christmas Branch switch for Kennecott Copper Corporation Railroad.

Westward trains and/or engines Hayden to Hayden Junction on Christmas Branch and Kennecott Copper Corporation Railroad, must stop, before fouling adjacent track.

RULE 99 must be complied with between Christmas Branch switch and Ray Consolidated derail on Kennecott Copper Corporation Railroad.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
1 6	Toltec, Bon, Bosque Bosque, Bon, Toltec	Receive Revenue Receive Discharge Revenue	Any Station Any Station	Any Station



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. 112		Distance from Nogales	FIRST CLASS	THIRD CLASS
	870	378		379	871			
	Freight	Mexican Express		Mexican Express	Freight			
	Leave Tues., Friday	Leave Daily Ex. Sunday		December 15, 1940			Arrive Daily Ex. Sunday	Arrive Tues., Friday
	Nogales Branch			STATIONS				
Yard BKWFTYP	6.00 AM	11.05 AM	983.9	TO-R TUCSON	TO-R TUCSON	65.9	s 4.20 PM	4.10 PM
				VIA SHOP YARD	T. & N. R. R. JCT.	65.1		
P	6.15	11.15	986.5	SOUTH LINE CROSSING	SOUTH LINE CROSSING	62.9	4.07	3.54
60 P	6.35	11.27	988.8	XAVIER		56.0	3.55	3.37
120 P	7.00	f 11.42 AM	1002.4	SAHUARITA		47.4	f 3.40	3.15
13 Spur P		f	1010.4	CONTINENTAL		39.4	f	
16 Spur P			1012.1	MORALES		37.7		
62 P	7.40	12.06 PM	1016.8	OANO		33.5	3.16	2.40
62 P	7.55	s 12.16	1021.1	TO AMADO		28.7	s 3.06	2.27
61 P	8.05	12.24	1025.6	OHAVEZ		24.2	2.58	2.12
		f	1028.1	SOTOS CROSSING		21.7	f	
P			1029.6	TUBAO		20.2		
62 P	8.30	f 12.39	1034.2	OTERO		15.6	f 2.43	1.50
95 Spur P	8.50	12.49	1040.1	CALABASAS		9.7	2.33	1.35
Yard BKWFTYP	9.30 AM	s 1.10 PM	1049.8	TO-R NOGALES		0.0	2.10 PM	1.10 PM
	Arrive Tues., Friday	Arrive Daily Ex. Sunday		(65.9)			Leave Daily Ex. Sunday	Leave Tues., Friday

(3.30) 18.83 ..... Time over district ..... (2.10) 30.23 ..... (3.00) 21.97  
 (2.05) 31.44 ..... Average speed per hour ..... (2.10) 30.23 ..... (3.00) 21.97

Rule S-72 Exception, No. 378 is superior to No. 379.  
 Passenger trains use shop yard route, Tucson yard.  
 Freight trains use T. & N. R. R. Jct. route, Tucson yard.

Capacity of sidings in car lengths	SECOND CLASS	FIRST CLASS	Distance from San Francisco	Time Table No. 112		Distance from Live Oak	FIRST CLASS	SECOND CLASS
	884	382		381	883			
	Local Freight	Motor		Motor	Local Freight			
	Leave Daily Ex. Monday	Leave Daily		December 15, 1940			Arrive Daily	Arrive Daily Ex. Sunday
	Globe Branch			STATIONS				
Yard BKWYFP	8.00 AM	2.55 PM	1098.4	TO-R BOWIE		136.4	s 1.00 PM	4.55 PM
56 P	8.25	3.12	1107.4	ESCALA		126.9	12.36	4.33
44 P	8.50	f 3.28	1117.8	TANQUE		116.6	f 12.17	4.00
50 P	9.05	3.39	1125.1	HAECKEL		109.2	12.04 PM	3.39
55 P	9.25	s 3.52	1132.6	TO SOLOMON		101.7	s 11.52 AM	3.10
10 Spur			1135.3	LONE STAR		99.0		
Yard WP	10.20	s 4.05	1137.5	TO SAFFORD		96.8	s 11.40	2.40
34 P	10.35	s 4.15	1140.6	THATCHER		93.7	s 11.28	1.15
5 Spur			1143.1	CENTRAL		91.2		
27 P	10.55	s 4.26	1145.6	TO PIMA		88.7	s 11.18	1.00
66 P	11.14	4.30	1146.7	DUBLIN		87.6	11.14	12.50
4 Spur			1148.9	GLENBAR		85.4		
60 P	11.45 AM	f 4.41	1153.0	CORK		81.3	f 11.04	12.30
			1154.8	ASHURST		79.5		
61 P	12.10 PM	s 4.54	1159.3	TO FT. THOMAS		75.0	s 10.53	12.10 PM
17 WP	12.25	f 5.03	1164.2	GERONIMO		70.1	f 10.43	11.50 AM
58 P	12.40	f 5.14	1170.1	BYLAS		64.2	f 10.31	11.35
54 P	12.57	f 5.26	1176.8	CALVA		57.5	f 10.19	11.20
58 P	1.15	5.38	1183.7	NACHES		50.6	10.07	11.05
55 P	1.40	5.54	1191.0	DILI		48.3	9.51	10.40
P		f	1197.3	PERIDOT		37.0	f	
57 WP	2.05	s 6.14	1201.0	TO SAN CARLOS		33.2	s 9.34	10.15
21 Spur P			1207.8	REPPY		26.4		
43 P	2.45	f 6.41	1213.5	OUTTER		20.7	f 9.11	9.40
21 P	3.05	6.58	1219.3	PINAL		14.9	8.59	9.23
Yard BKWOTP	3.20 PM	s 7.05 PM	1221.5	TO-R GLOBE		12.7	8.50 AM	9.10 AM
13 P			1226.2	RADIUM		8.0		
3 Spur			1227.3	BURCH		6.9		
10 Spur			1230.2	CLAYPOOL		4.0		
Yard WYP			1231.9	TO-R MIAMI		2.3		
			1233.0	INSPIRATION JCT.		1.2		
			1234.2	LIVE OAK		0.0		
	Arrive Daily Ex. Monday	Arrive Daily		(136.4)			Leave Daily	Leave Daily Ex. Sunday

(7.20) 16.87 ..... Time over district ..... (4.10) 29.69 ..... (4.10) 29.69 ..... (7.45) 15.96  
 (4.10) 29.69 ..... Average speed per hour ..... (4.10) 29.69 ..... (7.45) 15.96

ADDITIONAL STATIONS  
 Hamm ..... M.P. 1224.0  
 Kingdon ..... M.P. 1225.3  
 Kiser ..... M.P. 1229.3



**EASTWARD**

**BOWIE SUBDIVISION**

**WESTWARD**

Capacity of sidings in car lengths	SECOND CLASS					FIRST CLASS					Distance from San Francisco	Time Table No. 112 December 15, 1940	Distance from Lordsburg	FIRST CLASS		SECOND CLASS
	866	964	962	864	862	30	4	6	44	2				43	1	845
	Freight	Freight	Freight	Freight	Freight	Arizona Limited	Golden State Limited	Argonaut	Californian	Sunset Limited				Californian	Sunset Limited	Freight
Yard BKWFTYP	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily		
	5.45 PM	4.25 PM	9.00 AM	8.40 AM	1.45 AM	8.33 PM	11.15 AM	11.02 AM	10.55 AM	1.00 AM	983.9					
2 Spur											984.7					
66 P	5.58	4.38	9.13	8.53	1.58		11.24	11.12	11.04	1.10	987.7					
66 P	6.13	4.55	9.30	9.08	2.13		11.35	11.23	11.14	1.21	993.8					
66 P								f			998.6					
66 P	6.35	5.20	9.55	9.30	2.35		11.51 AM	f 11.39	11.30	1.37	1003.3					
84 WP	6.57	5.56	10.31	9.52	2.57		12.08 PM	f 11.57 AM	11.47 AM	1.54	1012.6					
E 85 W 94 CIYP	7.30	6.30 PM	11.05 AM	10.25	3.30		9.33 PM	f 12.18 PM	12.07 PM	2.13	1023.6					
81 P	7.40			10.35	3.39					<b>2.20</b>	1028.2					
Yard KWOP	8.00			10.57	3.55						1032.6					
66 P	8.12			11.09	4.02			s 12.38		s 2.35	1032.6					
87 P	8.23			11.20	4.12					2.42	1035.8					
78 WP	8.34			11.32	4.23					2.48	1038.5					
66 P	8.43			11.41	4.32					2.55	1041.0					
66 P	8.52			11.50	4.40					<b>1.07</b>	1043.9					
66 P	9.01			11.59 AM	4.48					3.01	1047.3					
E 89 W 94 YP	9.14			12.12 PM	5.00					3.07	1050.8					
86 P	9.24			<b>12.22</b>	5.08					3.13	1053.9					
94 P	9.33			12.32	5.17					3.18	1058.3					
66 P	9.42			12.41	5.26					s 1.28	1063.9					
70 WP	9.51			12.50	5.35					s 1.34	1068.9					
64 P	10.01			1.00	5.45					s 1.43	1069.6					
105 P	10.13			1.12	5.57					s 1.50	1074.7					
68 P	10.22			1.21	6.06					s 2.00	1079.4					
66 P	10.28			1.27	6.12					2.07	1082.6					
66 P	10.34			1.33	6.18					f 2.13	1087.7					
Yard BKWFYP	10.55			<b>1.52</b>	6.35					<b>2.20</b>	1087.7					
66 P	11.04			2.01	6.43					2.24	1091.0					
66 P	11.11			2.08	6.49					2.28	1094.5					
66 P	11.18			2.14	6.55					s 2.45	1098.4					
66 BKWFYP	11.25			2.20	7.01					s 4.17	1102.6					
66 P	<b>11.42</b>			2.34	7.13					4.23	1106.6					
77 P	11.54 PM			2.46	7.23					f 2.57	1110.2					
74 P	12.04 AM			2.55	7.30					3.02	1114.2					
E 88 W 74 YP	12.25			3.15	7.45					s 3.09	1117.6					
65 P	12.32			3.22	7.52					3.14	1121.8					
65 P	12.39			3.29	7.59					3.21	1125.0					
66 P	12.47			3.37	8.07					3.28	1128.9					
66 P	12.54			3.44	8.13					f 3.40	1132.7					
Yard BKWFTYP	1.05 AM			3.55 PM	8.25 AM					3.45	1136.5					
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	1140.8					
											1143.9					
											1148.3					

STATIONS		Distance from Lordsburg	Arrive Daily	Leave Daily
TO-R	TUCSON	0.8		
	T. & N. R. R. JOT.	3.0		
	POLVO	6.1		
	RANKIN	4.7		
	ESMOND	4.7		
	VAIL	9.5		
	PANTANO	11.0		
TO-R	MESCAL	124.7	f 4.20 PM	2.30 AM
	OHAMISO	120.1	4.10	<b>2.20</b>
TO	BENSON	115.7	s 3.59	s 2.07
	FENNER	112.5	3.48	1.57
	OURVO	109.8	3.42	1.51
	SIBYL	107.3	f 3.36	1.45
	TULLY	104.4	3.32	1.41
	OCHOA	101.0	3.26	1.35
	LANOHA	97.5	3.20	1.29
TO	DRAGOON	94.4	s 3.16	1.25
	MANZORO	90.0	3.07	1.17
TO	OCHISE	84.4	f 2.58	1.09
	HADO	78.7	2.50	1.01
TO	WILCOX	73.6	s 2.43	12.55
	DRURY	68.9	2.33	12.48
	RASO	65.7	f 2.29	12.44
	ALRIOH	60.6	<b>2.20</b>	12.35
	LUZENA	57.8	2.07	12.28
	CHOLLA	53.8	2.00	12.23
TO-R	BOWIE	49.9	s <b>1.52</b>	s 12.15
	HOLT	45.7	1.36	12.01 AM
	OLGA	41.7	f 1.31	11.56 PM
	KARRO	38.1	1.26	11.51
TO	SAN SIMON	34.1	s 1.21	11.46
	BAWTRY	30.7	1.15	<b>11.42</b>
	VANAR	26.5	1.10	11.37
	OAVOT	23.3	1.05	11.32
	STEINS	19.4	f 12.57	11.24
	MONDEL	15.6	12.50	11.17
	CONRAD	11.8	12.45	11.12
	GARY	7.5	f 12.39	11.06
	PYRA	4.4	12.34	11.02
TO-R	LORDSBURG	0.0	12.27 PM	10.55 PM

See Rio Grande Division Time Table.

(7.20)	(2.05)	(2.05)	(7.15)	(6.40)	(1.00)	(1.12)	(5.06)	(1.12)	(4.28)	.....Time over district.....	(3.53)	(3.35)	(5.15)
22.42	19.06	19.06	22.68	24.66	39.70	33.08	32.27	33.08	36.81	.....Average speed per hour.....	32.11	34.80	23.76

RULES 85, 86, 87, and 93. First-class trains must clear the time of No. 30 not less than five minutes, and other trains and engines must clear the time of No. 30 not less than ten minutes.

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
2	Willcox	Discharge		Phoenix Line Stations
6	Sibyl	Rec. Dis. (Rev.)	Any Station	Any Station
4	Mescal	Receive Discharge	Any Station	Any Station



## SPECIAL INSTRUCTIONS



**RULE 2.** Watch Inspectors:  
 S. A. Pope, Manager of Time Service....65 Market St., San Francisco  
 Yuma.....Wm. Baird  
 Yuma.....J. H. Huber  
 Phoenix.....H. H. Howard  
 Winkelman.....J. C. Williams, Sr.  
 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 tracks No. 1 and No. 2 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:

Phoenix Yard—Kendall, Trains on Second Main Track.  
 Normal Jct., Trains on Creamery Branch.  
 Picacho, Trains on Phoenix Line.  
 Trains leaving these junctions in opposite direction comply with 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.  
 Kendall—Phoenix Yard, Trains on Second Main Track.  
 Tempe, Trains on Creamery Branch.  
 Tempe Jct., Trains on Tempe Branch.  
 McQueen, Trains on Christmas 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 comply with 14 (d).

**RULE 14 (l).** When sounding warning signal 14 (l) approaching grade crossings, Arizona State law requires that steam whistle be used if locomotive is so equipped.

**RULE 21 (C).** At Phoenix, Gila and Tucson, incoming engines may display indicators until arrival at roundhouse.

**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.

**RULE S-72.** Westward trains are superior to trains of the same class in the opposite direction, except as shown on pages 3 and 6.

**RULE 83.** As it applies passing from double to single track, is modified. If identification of trains on double track is made between Yuma and East Yard, Dome and Wellton, Stockham and Tucson, Phoenix and Phoenix Yard, or on second main track and main track Phoenix Yard and Kendall, it will not be necessary to obtain train order check of the same trains before passing from double track to single track. Trains moving in the opposite direction must reduce speed sufficient to permit identification and Rule 14 (k) must be applied when approaching trains on the opposite track.

**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  
 Bowie.....Main line trains  
 Tucson—Engineers of light engines from east will leave register ticket with engine dispatcher for operator for registration.

**RULE 83 (E).** A train when authorized by train order, may check the register against an extra train, and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals."

When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals."

**RULE 93.** Yard limits are established at the following stations and limits as follows:

Yuma.....	West MP 731.50	Nogales....	West MP 1046.37
	East MP 737.80		East MP 1049.89
Phoenix.....	West MP 900.96	Benson.....	West MP 1031.60
	East MP 908.79		East MP 1034.01
Mesa.....	West MP 920.45	Bowie.....	West MP 1097.10
	East MP 923.23		East MP 1100.00
Ray Jct.....	West MP 986.84		Globe Branch
	East MP 988.72		East MP 1099.50
Hayden Jct...	West MP 998.80	Lordsburg..	West MP 1147.19
	East MP 1004.90		East MP 1151.38
Gila.....	West MP 854.20	Safford....	West MP 1136.65
	East MP 857.70		East MP 1138.34
Casa Grande..	West MP 917.00	Globe.....	West MP 1218.70
	East MP 920.33		East MP 1223.22
Tucson.....	West MP 981.96	Miami.....	West MP 1229.82
	East MP 989.00 (Track 2)		East MP 1234.20
	East MP 988.09 (Track 1)		
	East MP 987.42 (Nog.Br.)		
	East MP 990.37 (So.Line)		

Second and third paragraphs of Rule 93 shall be interpreted as being applicable to ALL tracks within yard limits.

Comply with third paragraph Rule 93 within portions of main track not protected by automatic block signals which are located and described as follows:

Phoenix—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.

**RULE 97.** Extra trains must not run via Creamery branch unless train order so specifies.

**RULE D-97 (A).** Eastward extra trains may leave Phoenix as directed by chief train dispatcher, without clearance.

**RULE 98.** At 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 99.** When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on double track or on tracks immediately adjacent to the main track, or off track adjacent to main tracks, boom or other parts of the machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main tracks when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are passing.

**RULE 103 (A).** A flagman must precede all movements over:

Yuma, 1st, 2nd, 3rd and 4th Sts.  
 Tovrea, Washington St.  
 Tempe (Creamery Branch), Mill Ave. and 8th St.  
 Tucson, West Congress St.  
 Nogales, Court and Park Sts.  
 Globe, Hackney St. and eastward over Murphy St.  
 Miami, Latham Blvd. and Adonis Ave.

In general, 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.

**RULE 103 (B).** Back-up hose must be used when making back-up movements with cars, between Hayden Jct. and Hayden Mills, and between North and South yards and/or P. F. E. yard, Tucson.

**RULE 104. NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS:**

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.....Oil buffer spring switch at west end main and Union Station tracks, for Union Station.

Phoenix Yard...Oil buffer spring switch at east end double track, for trains entering the double track.

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:

Litchfield Park, 320 feet west of east end of track.

Christmas, 250 feet east of west switch.

Nogales, 221 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.

Red Rock.....Track north of main track.

Benson.....Track north of main track, eastward trains.  
 Track south of main track, westward trains.

Dragoon.....Track north of main track, westward trains.  
 Track south of main track, eastward 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.** 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.

**RULE 825.** Outfit cars and engines must not be left in front of warehouses, storehouses, lumber yard, or other buildings.

**RULE 836.** Cars moved from one station to another ahead of engine on descending grade must be chained to the engine. Switching movement on descending grades must be protected by a derail. When practicable engine must be kept on down hill end of cars.

When necessary to move cars ahead of engine do not exceed 20 miles per hour.

**RULE 883.** Engines under steam must not be stored or left unattended on tracks that are not protected by derails against entry to main track. When chains or blocking available wheels must be blocked.



**INSTRUCTIONS FOR SETTING HAND BRAKES AT:**

**YUMA**

Freight Trains..... Four brakes on east end.

**PHOENIX**

Freight Trains..... {Two brakes on west end.  
Two brakes on east end.

**TUCSON**

Passenger Trains..... {Two brakes on west end.  
Two brakes on east end.

Freight Trains..... {Fifteen brakes on west end.  
Ten brakes on east end.

**TUCSON—P.F.E. YARD**

Each cut of cars..... Seven brakes on west end.  
S. P. tracks Nos. 1, 2, and 3..... Fifteen brakes on west end.

Hand brakes on passenger trains are to be set after engine is spotted for taking oil. 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.

Hand brakes on freight trains must be securely set after train or cut has stopped, unless relieved of necessity for this requirement by yardmen immediately taking charge and yard engine coupling to cars on which brakes were to be set. Any employe releasing any of these brakes, must set as many others, to replace them.

**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.

That portion of Rule 509 (e) reading: “. . . and the intervening track is seen to be clear . . .” is interpreted as referring to the track being clear of engines and/or cars.

At Yuma, operation through gauntlet track over Colorado River Bridge will be governed by positive block signals 7320 and 7322 west of bridge, and 7321 and 7323 east of bridge. Speed of eight miles per hour must not be exceeded until engine has cleared gauntlet track. Trains and engines will operate within the above block limits, in accordance with positive block signal indications, which supersede the superiority of trains. Second-class and inferior trains and engines must not occupy positive block or overlaps in connection therewith when it is known a first-class train will thereby be delayed.

When signals indicate “Stop” and no train or engine in block, send flagman ahead immediately and after flagman has traversed block to opposing signal, proceed with caution.

Signal 7320 governing eastward movement against current of traffic on westbound main track will indicate “Proceed” only when train or engine is on approach circuit and push-button opposite signal is pressed.

Signal 7321 governing westward movement against current of traffic on eastbound main track will indicate “Proceed” only when train or engine is within 275 feet of signal.

When a train or engine has received a proceed signal indication from either signal 7323 or 7321 and is holding the indication by reason of standing within less than 275 feet of signal, the signal may be released and “Proceed” indication secured on adjoining track by operating proper push-button located on signal case adjoining signal 7323 after train it is desired to move has entered approach circuit. Operating push-button 7321-PB will place signal 7321 at stop and clear signal 7323. Operating push-button 7323-PB will place signal 7323 at stop and clear signal 7321.

Signal 7322 will not indicate “Proceed” until after engine has passed overlap post located 1100 feet west of this signal.

Eastward trains waiting at Colorado for a westward train will remain west of overlap post.

Directions for use and operation of push-buttons located inside push-button box.

Westward trains moving against the current of traffic from crossover at east end of Yuma yard, signal 7341 will display “stop” indication, and train will be required to stop before passing signal. If switches are properly lined and route clear, yardman will then signal engineer with green flag by day and green light by night, as authority to proceed against the current of traffic WITH CAUTION, not exceeding 15 m.p.h.

If necessary to move a westward passenger train through the freight yard from the east end of yard to passenger station, yardman will verbally inform enginemen of this fact and notify them as to track which is to be used. Trains under such conditions must move WITH CAUTION not exceeding 10 m.p.h.

At Phoenix, Crossing - A.T. & S.F. Wye.

Signal 9052 governs eastward movements.  
Signal 9053, on passenger yard track, and  
Signal 9055, on main track, govern westward movements.

If either of these signals indicates “STOP”, train or engine, after stopping, and observing wye track to be clear of opposing movements, may proceed in accordance with Rule 509, and in addition must provide flag protection on the intersecting track unless derail thereon is in derailing position.

At Kendall, eastward trains on main track, stop west of signal 9112 to wait for or meet opposing trains.

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, and on passenger track No. 2 between west end of car shed and light signal 9838, must do so with 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.

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:

	A.B.Signal	M.P.H.
East Yard..... (Eastward).....	7372	25
(Westward).....	7375	60
Dome..... (Eastward).....	7532	25
(Westward).....		30
Phoenix..... Main and west end passenger yard track:		
(Eastward).....	9052	15
(Westward).....		15
Phoenix Yard.. East end double track:		
(Eastward).....		15
(Westward).....	9075	15
Stockham..... (Eastward).....	9810	50
(Westward).....	9813	35

When signal 7372 east end of double track, East Yard, indicates stop for eastward trains, signal 7535 end of double track, Dome, and signal 9813, end of double track at Stockham, indicates stop for westward trains, oil buffer spring switch must be thrown by hand to reverse position, and again restored to normal position after train has passed over switch.

**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.** Overlap posts located as follows:

Gillespie.....	Center Siding.	Eastward trains.
23rd Ave. Phoenix..	“	Eastward trains.
	“	Westward trains.
McQueen.....	“	Eastward trains.
Roskruge.....	“	Eastward trains.
	“	Westward trains.
Cortaro.....	“	Eastward trains.

**INTERLOCKING**

**WELLTON**

Limits extend from two-arm signals on Gila Line and 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, but must not be used until permission is secured from signal operator.

**TUCSON, SIXTH AVENUE**

Limits on westward track extend from dwarf signal at tower to signal 9835, and on eastward track from dwarf signal opposite signal 9835 to dwarf signal at tower.

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 and west switches of sidings of the Tucson Division. Switches leading from west siding to water and outfit spurs, and from east siding to both legs of wye and to west end of coal track, also switch and derail east end coal track are hand-thrown but must not be used until permission is secured from signal operator.

Where hand signals, as prescribed by Rule 628, cannot be seen, trains stopped will call the signal operator and secure permission to proceed; also to throw switches by hand in event the remote control appliance is inoperative.

**TRAIN INSPECTION**

Freight trains and light engines may run not to exceed a distance of 65 miles on main lines and 40 miles on branch lines 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 and light engines on descending grade must stop for inspection at Cutter.



**SPECIAL INSTRUCTIONS**

**AIR BRAKE RULES**

**RULE 24.** Freight trains may pass

- (a) Mescal, Eastward
- (b) Estrella, Dragoon and Steins, Westward
- (c) Pinal, Eastward and Westward

without stopping for purpose of rear end air test if proceed signal is given from rear by trainmen, after complying with Air Brake Rule 4, and air gage indicates required air brake pressure. Speed approaching summit must not exceed 15 miles per hour.

If proceed signal is not given or received, train must stop and rear end air test be made.

**RULE 33.** Retainers will be used on grades of 1.4% to 1.5% on freight trains of less than 110 M's per operative brake when necessary in the judgment of conductor and engineer.

On freight trains averaging 110 M's and over on grades of 1.4% to 1.5% and on all freight trains on grades of 1.5% and over, retainers will be used as follows:

- 1.4% to 1.5% incl. one retaining valve for every 150 M's.
- 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% one retaining valve for every 100 Ms.

Grades of over 1% located as follows:

**BOWIE SUBDIVISION**

**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.....	1.5%
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.....	1.4%
M. P. 1231.0 to 1230.8.....	1.4%
M. P. 1229.2 to 1228.8.....	1.4%
Pinal to Cutter.....	2.2%

When retainers are used, stops will be made for inspection and to permit heat of wheels to equalize, as follows:

- Eastward: Chamiso
- Westward: Fenner  
Vanar

**RULE 38.** Gila—When engine crew and/or train crew is changed on passenger trains, but engine is not changed and no angle cock has been closed except for detaching cars on the rear, rear-end air brake test will be made as follows:

On a passenger train after the brake pipe has been charged to standard pressure, the engineer will apply the brakes with a 10-pound reduction, then signal the trainmen by one blast of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gage hand in cab to fall without making an emergency application, and then closed. When the engineer notes the hand falling he will answer with two blasts of the whistle. The trainman will immediately signal by four blasts of the air signal whistle (using the signal cord on rear car) to release the brakes. Engineer will then release the brakes by placing the automatic brake valve handle in release until brake pipe is charged to not less than 5 pounds below standard pressure, slowly return it to running position, then wait until brake pipe pressure has settled and make one short release by moving the handle momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule 39 as soon as speed permits after starting train.

**RULE 39.** Phoenix, running air test not required of eastward passenger trains approaching crossing of the tail of Santa Fe wye track located 2450 feet west of the Phoenix Union Passenger Station.

Incoming passenger enginemen will leave automatic air brakes set on trains at Tucson, Phoenix and Yuma after final stop has been made.

Outgoing enginemen will release brakes on signal from carmen, this signal to be given only after all switching has been done.

**MISCELLANEOUS**

1. At Wellton, Aztec, Sentinel, Gila, Casa Grande, Florence, Hayden Jct., Benson, Bowie, and San Simon, water for locomotive purposes is treated and must not be taken for domestic use except as follows:

- Aztec, water rack.
- Sentinel, water rack and two columns at east end.
- Hayden Jct., by closing valve between treater and water column.
- Benson, either of the two columns at station, by first opening switch in box on outside of freight house.
- Bowie, notify pumper.

When filling water cars for domestic purposes at Hayden Jct., Benson, or Bowie, after closing valve between treater and water column, fill engine tank to drain line of treated water before filling water cars.

At Aztec, westward freight trains take water, taking water at Sentinel only when it will avoid delay west of there.

At Sentinel, eastward freight trains take water and fill water car, taking water at Aztec only when necessary or when it will avoid delay at Sentinel.

At Maricopa, eastward and westward freight trains take water, and if necessary, fill water car.

At Benson, when business is heavy, westward freight trains, including light engines, take water at columns at station, to avoid shortage in east tank.

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

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.

4. One helper as restricted Par. 4(c) and 4(i) 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. (a) For the purpose of pushing trains out of yards:
- (b) No engine will be placed behind wooden underframe caboose or other wooden frame equipment.
- (c) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.
- (d) Air will not be coupled through pusher engine.
- (e) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employees to uncouple the pusher engine when cutting off.
- (f) 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.

(g) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

In helper service:

- (h) No helper engine will be placed behind wooden underframe cars or cabooses.
- (i) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.
- (j) In no case will more than one helper engine be placed behind steel underframe cabooses.
- (k) When helper engines are used in rear of freight trains, consolidation and lighter class must be placed behind heavier class.
- (l) Engines must not be cut off or coupled to a train while same is in motion.

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

**MK 7, 8 & 9 CLASS**

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

**MK 2, 4, 5 & 6 CLASS**

- Maricopa.....South leg wye, pump house spur.
- Tempe.....Tempe Milling Co., Phoenix Mill and gravel pit spurs.
- Tracks 2 and 3.
- Mesa.....McKellips, Standard Oil, and Texas Oil spurs.
- Shell Oil and Independent Cotton & Oil Co. spurs.
- Mutual Cotton Oil spur.
- Union Oil Co. spur.
- Mesa Milling Co. spur.

Nogales Branch.

Globe Branch.

**C 8, 9, 10 & P CLASS**

- 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.
- Kendall.....River track east of spur.
- Creamery Branch....Siding.
- Creamery.....Track east of Creamery plant.
- Mesa.....Drew's spur (Must back in).
- Magma.....Spur.
- Christmas Branch....(Between Winkelman and Christmas.)
- Rankin.....Spur.
- Mescal.....Outfit spur (except 247 ft. east end)
- Bowie.....Caboose track.

Engines must not use:

- Spurs: Buckeye, Seaside Oil Co.; Florence; Burns; Wymola.







**SPEED RESTRICTIONS (Continued)**

Following engines have been cross counterbalanced for speed of 55 miles per hour when handling passenger trains:

F-1, 3, 4 and 5, 3619, 3625, 3627, 3634, 3636, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3727, 3728, 3732, 3737, 3742, 3752.

AC-4, 5, 4100, 4101, 4102, 4104, 4105, 4107, 4110, 4111, 4112, 4113, 4114, 4115, 4116, 4117, 4118, 4119, 4120, 4121, 4122, 4123, 4124, 4125.

All AC-7, 8.

Maximum speed at which locomotives backing may be operated is 30 miles per hour, except must not exceed 15 miles per hour on curves and approaching grade crossings.

**SPEED OF TRAINS REGULATED BY ORDINANCES THROUGH CITY LIMITS**

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

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 of engines.

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 of 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.

When an engine has broken main axle and is in condition to be moved, engine should be detached from train and run light to next siding, not exceeding eight miles per hour.

If unable to place engine on siding, then it should be left between switches of siding on main track and proper protection be provided.

Class AC-8 and 9 locomotives, when handling train must not exceed 55 M.P.H.

When running light, either forward or backward, must not exceed 30 M.P.H.

Maximum speed provided for passenger trains, will apply to the "AON" (Arizona Overnight) when consists entirely of passenger equipment, or box cars with steel wheels, observing other restrictions applying to class of engine.

Kennecott Copper Corp'n R. R. between Hayden Jct. and Hayden Mills is operated by the Tucson Division.

Speed of trains must not exceed 15 M.P.H.

Grade Hayden Mills to Hayden Jct. 2.2%.

Impaired overhead and side clearance at Hayden Mills Smelter.

(Unless otherwise further restricted by time table, slow board, or train order)

PAGE	TYPE OF ENGINE—TERRITORY—STRUCTURE—LADING, ETC.	M.P.H.
2-3-4	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels;	
5-7	On tangent main tracks.....	35
4-5-6	except SPMW 4044.....	25
All	On tangent branch tracks.....	25
	On all curves..... 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
2-3-4-5-7	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
All	On tangent main tracks.....	20
	On curves and on branch tracks.....	15
2-3-4-5-7	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
All	On tangent main tracks.....	25
All	On curves and on branch tracks.....	15
2-3-4-5-7	Trains handling steel pile-drivers may make maximum freight train speed.	
4-5-6	Trains handling relief outfit with steam derrick:	
All	On tangent main tracks.....	35
	On tangent branch tracks.....	25
	On all curves..... 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	

**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 platform..... Side
778.0	Gila River bridge..... Side
891.0	Agua Fria River bridge..... Side
907.0	Phoenix, ice platform..... Side
913.4	Tempe, Water User's spur..... Overhead and 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	Finney, 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	Cienega Creek bridge..... Side
1033.6	San Pedro River bridge..... Side
1114.2	San Simon, water tank spout..... Overhead and Side
1201.0	San Carlos, water tank and spout..... Overhead and Side
1234.1	Inspiration spur, chute..... Side

**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		

**SURGEONS**

LOCATION	NAME	TITLE
San Francisco.....	Dr. C. A. Walker.....	Chief Surgeon and Manager
Yuma.....	Dr. C. S. Powell.....	District Examiner and Surgeon
Yuma.....	Dr. C. W. Cain.....	Asst. District Surgeon
Yuma.....	Dr. Frank W. Guinn.....	Asst. District Surgeon
Litchfield.....	Dr. R. L. Penn.....	District Surgeon
Buckeye.....	Dr. G. C. Rubel.....	District Surgeon
Buckeye.....	Dr. V. Jeffery.....	Asst. District Surgeon
Phoenix.....	Dr. H. D. Ketcherside.....	District Examiner and Surgeon
Phoenix.....	Dr. J. E. Drane.....	Asst. District Surgeon
Phoenix.....	Dr. A. M. Tuthill.....	Asst. District Surgeon
Phoenix.....	Dr. N. A. Ross.....	Asst. District Surgeon
Phoenix.....	Dr. D. A. Polson.....	Asst. District Surgeon
Phoenix.....	Dr. D. F. Harbridge.....	Oculist
Phoenix.....	Dr. W. A. Schwartz.....	Aurist
Phoenix.....	Dr. R. F. Palmer.....	Consulting Phys. and Surgeon
Tempe.....	Dr. R. J. Stroud.....	District Surgeon
Mesa.....	Dr. W. S. Sharp.....	District Surgeon
Chandler.....	Dr. J. M. Meason.....	District Surgeon
Chandler.....	Dr. C. L. Pohle.....	Associate District Surgeon
Coolidge.....	Dr. H. E. Pinkerton.....	Emergency Surgeon
Coolidge.....	Dr. G. S. Walker.....	Emergency Surgeon
Gilbert.....	Dr. L. M. Thompkins.....	Emergency Surgeon
Florence.....	Dr. G. E. Huffman.....	District Surgeon
Ray.....	Dr. O. E. Utzinger.....	District Surgeon
Hayden.....	Dr. C. B. Huestis.....	District Examiner and Surgeon
Gila.....	Dr. L. A. Love.....	District Examiner and Surgeon
Casa Grande.....	Dr. J. E. Redden.....	District Surgeon
Tucson.....	Dr. C. A. Thomas.....	Assistant to Chief Surgeon and Exam
Tucson.....	Dr. S. C. Davis.....	Division Examiner and Surgeon
Tucson.....	Dr. V. G. Presson.....	Assistant Surgeon
Tucson.....	Dr. R. A. Wilson.....	Assistant Surgeon
Tucson.....	Dr. E. H. Brown.....	Aurist and Oculist
Tucson.....	Dr. T. H. Cates.....	Consulting Aurist and Oculist
Nogales.....	Dr. W. F. Chenoweth.....	District Surgeon
Nogales.....	Dr. C. S. Smith.....	Oculist and Aurist
Benson.....	Dr. J. N. Morrison.....	District Surgeon
Benson.....	Dr. A. N. Shoun.....	District Surgeon
Willcox.....	Dr. J. C. Wilson.....	District Surgeon
Willcox.....	Dr. B. E. Briscoe.....	District Surgeon
Bowie.....	Dr. F. W. Parrish.....	District Surgeon
Lordsburg.....	Dr. C. B. Austin.....	District Surgeon
Lordsburg.....	Dr. J. F. Stultz.....	Asst. District Surgeon
Safford.....	Dr. J. N. Stratton.....	District Surgeon
San Carlos.....	Dr. R. D. Cunningham.....	District Surgeon
Globe.....	Dr. C. Gunter.....	District Examiner and Surgeon
Globe.....	Dr. R. D. Kennedy.....	District Surgeon
Globe.....	Dr. W. A. Holt.....	Consulting Surgeon
Miami.....	Dr. C. M. Cron.....	District Surgeon
Miami.....	Dr. W. B. Watts, Jr.....	Asst. District Surgeon

**HOSPITALS**

General Hospital.....	San Francisco, Calif.
St. Joseph's Hospital.....	Phoenix, Ariz.
St. Mary's Hospital.....	Tucson, Ariz.



SPECIAL INSTRUCTIONS

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

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Under-frame	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			
—69 ft.	124,760			
—70 ft.	129,140			
—Passenger	108,675	87,120		
Express Refr.—N. P. Ry.	112,640	103,590		
—A. R. E. No. 40-154	74,000	112,640		
—155-224	78,000	112,640		
—500-508	89,000	112,640		
—1101-1175	110,000	112,640		
—P. F. E. 500-799	85,000	112,640		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
—60 ft.	105,120			
Assembly (ACW)			168,950	168,950
Club (ACI)	146,210	122,300	172,200	164,700
Official (NAC)	170,700	155,370		
(ACW) Cars 107-128			182,800	182,800
(ACW) 140-141			195,040	195,040
Chair—60 ft. (ACI)	100,620		138,000	132,000
—72 ft. (ACI)			165,000	157,800
—72 ft. (ACW)			158,700	158,700
—Streamline—Single (ACS)			120,900	104,500
—Art. (ACS)			205,400	172,600
—74 ft. (ACI)			180,915	173,125
—74 ft. (ACS)			197,944	181,600
Coaches—60 ft. (ACI)	98,130		136,100	130,100
—70 ft. (ACI)	137,640		157,800	151,000
—70 ft. (ACW)	137,640		151,000	151,000
—72 ft. (ACI)			164,500	157,400
—72 ft. (ACW)			153,500	153,500
—73 ft. 6 in. (ACW)			163,000	163,000
—73 ft. 6 in. (ACI)			168,500	161,200
—72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
—Coach	103,875			
Cafe-Coach (ACI)		138,600	155,700	149,000#
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
(ACW)			156,000	156,000
Diner—70 ft.		135,930		
—72 ft.	155,330	146,930		
—77 ft. (Arch Roof) (ACI)	156,000		170,100	162,700
—77 ft. ( " ) (ACW)			162,950	162,950
—77 ft. (Clerie Story Roof) (ACW)		165,530	169,450	169,450
—77 ft. ( " ) (ACM)			189,581	173,836
—79 ft. (NAC)	169,100			
—80 ft. (Clerie Story Roof) (ACM)			201,323	184,700
Lounge (ACI)			189,800	181,630
(Arch Roof) (ACI)			167,500	160,300
(ACW)			164,980	157,780
Observation—75 ft. (ACI)	154,400		169,185	161,900
—77 ft. (ACI)			194,543	186,166
Pullman-Observation (ACI)	160,800	153,000	177,314	169,200
(ACM)	160,800	153,000	192,300	176,300
Lounge (ACM)	171,200		194,900	178,900
(ACI)	171,200		187,682	179,600
—Bedroom (ACI)	167,600		183,920	176,000
(ACM)	167,600		195,800	179,800
—Sleeper (ACM)	163,100		191,100	175,100
(ACI)	163,100		180,075	171,500
—Tourist (ACM)	153,000		185,200	169,200
(ACI)	153,000		168,663	161,400
Arizona Limited—(7 cars) (ACM)			1,020,800	980,800
Rail, Gas-Electric—400 H.P.	158,400			
—600 H.P.	167,200			

#Steel underframe.

CODE:

- NAC—Non-Air Conditioned.
- ACI—Air-Conditioned—Ice.
- ACM—Air-Conditioned—Mechanical.
- ACW—Air-Conditioned—Waukesha.
- ACS—Air-Conditioned—Steam Ejector

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	McQueen to Christmas	Christmas to McQueen	Tucson to Nogales	Nogales to Tucson
				*Helper	Single	Single	Single	Single	Single	Single	Single
M-4	M-63 20/28 126	1617 to 1713	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	1725 to 1769 1780 to 1803 1823 to 1825 1806 to 1822 1828 to 1830	200	3750	3600	3750	3600	4100	4900		
M-6	M-63 21/28 150-S										
M-9	M-63 21/28 150-S										
M-11	M-63 22/28 153-S										
M-11	M-63 22/28 162-SF	1832 to 1835	200	4150	3950	4150	3950	4250	5100		
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	4700	5600	3000	4100
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 26/28 189-S-F	3120 to 3129	205	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 1/2/30 230-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 26/28 231-SF										
Mk-7, 8, 9	Mk-63 27/30 247-S, 257-SF	3300 to 3324	176	5700	6350	5700	6350				
Mk-7, 8, 9	Mk-63 29/30 247-S, 257-SF										
F-1	F-63 27 1/2/32 273-S, 282-SF	3600 to 3652	200	5900	6700	5900	6700				
F-3	F-63 29 1/2/32 297-S, 300-SF	3653 to 3667	200	6300	7100	6300	7100				
F-4, 5	F-63 29 1/2/32 306/B-61-SF	3668 to 3763, 3769	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 1/2/32 316/B-60-SF	5000 to 5048	225	8000	8000	8000	8000				
SP-2, 3	SP-63 28 1/2/32 317/B-61-SF										
Allowance for empty and underloaded cars				6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0
*Helper 0.5 Yuma to East Yard; 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.						Double Kim to Mohawk	Double Saddle to Harqua				

DIVISION MILEAGE

Main Lines

Yuma to Lordsburg	S. P. R. R.	412.60
Tucson to South Yard Junction	E. P. & S. W. R. R.	7.69
	A. E. R. R.	195.88
Wellton to Picacho, via Phoenix	S. P. Co.	13.10
	S. P. R. R.	.03
	S. P. R. R.	209.01
Total Main Lines		629.30

Branches

Benson-Fairbank	S. P. R. R.	At Benson	.64
	S. P. Co.	McQueen to Winkelman	74.40
Christmas	A. E. R. R.	Erman to Christmas	12.26
	K. C. C.	Hayden Jct. to Hayden	.32
			86.98
Creamery	A. E. R. R.	At Tempe	.47
	S. P. Co.	Tempe to Normal Jct.	1.72
			2.19
Globe	A. E. R. R.	Bowie to Inspiration Jct.	136.14
Litchfield	A. E. R. R.	Litchfield to Litchfield Park	4.92
Nogales	S. P. R. R.	Tucson to Nogales	65.79
Tempe	A. E. R. R.	Tempe Jct. to West Chandler	8.73
Yuma Valley	Yuma Valley R. R.	Yuma to Somerton	15.00
Total Branches			320.39
Total			949.69

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-M. E. Cochise Dragoon-Mescal-Tucson	San Simon-Bowie	Bowie-Raso-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	
M-6 M-6	M-63 21/28 150-S..... M-63 21/28 159-SF.....	{ 1725 to 1769..... 1780 to 1803..... 1823 to 1825.....	200	1950	1500	6000	2900	3250	6000	3650	2250	1500										
T-37 C-8	T-70 24/28 146-S..... C-57 22/30 192-S.....	2105, 2106..... 2513 to 2599.....	175	2000	1550	6000	3000	3350	6000	3750	2300	1550	3700	2250	950	6000	1500	1050	950	6000	3150	2400
C-9, 10 C-9, 10	C-57 22/30 200-SF..... C-57 22/30 194-S.....	2698 to 2860.....	210	2500	1950	8000	3750	4150	8000	4650	2900	1950	4900	3000	1310	8000	2000	1400	1310	8000	4170	3220
TW-3 P-12	TW-50 20/26 120..... P-73 26/28 189-SF.....	2932 to 2945..... 3120 to 3129.....	170 205	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 1/2/30 230-SF..... Mk-63 26/28 210-S..... Mk-63 26/28 231-SF..... Mk-63 29/30 247-S, 257-SF..... Mk-63 29/30 247-S, 257-SF..... F-63 27 1/2/32 273-S..... F-63 29 1/2/32 297-S, 300-SF..... 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, 3769..... 3764 to 3768.....	210 210 176 205 200 200 200	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 27 1/2/32 316/B-60-SF..... SP-63 27 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	

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.

ASSISTANT SUPERINTENDENT  
G. A. BAYS

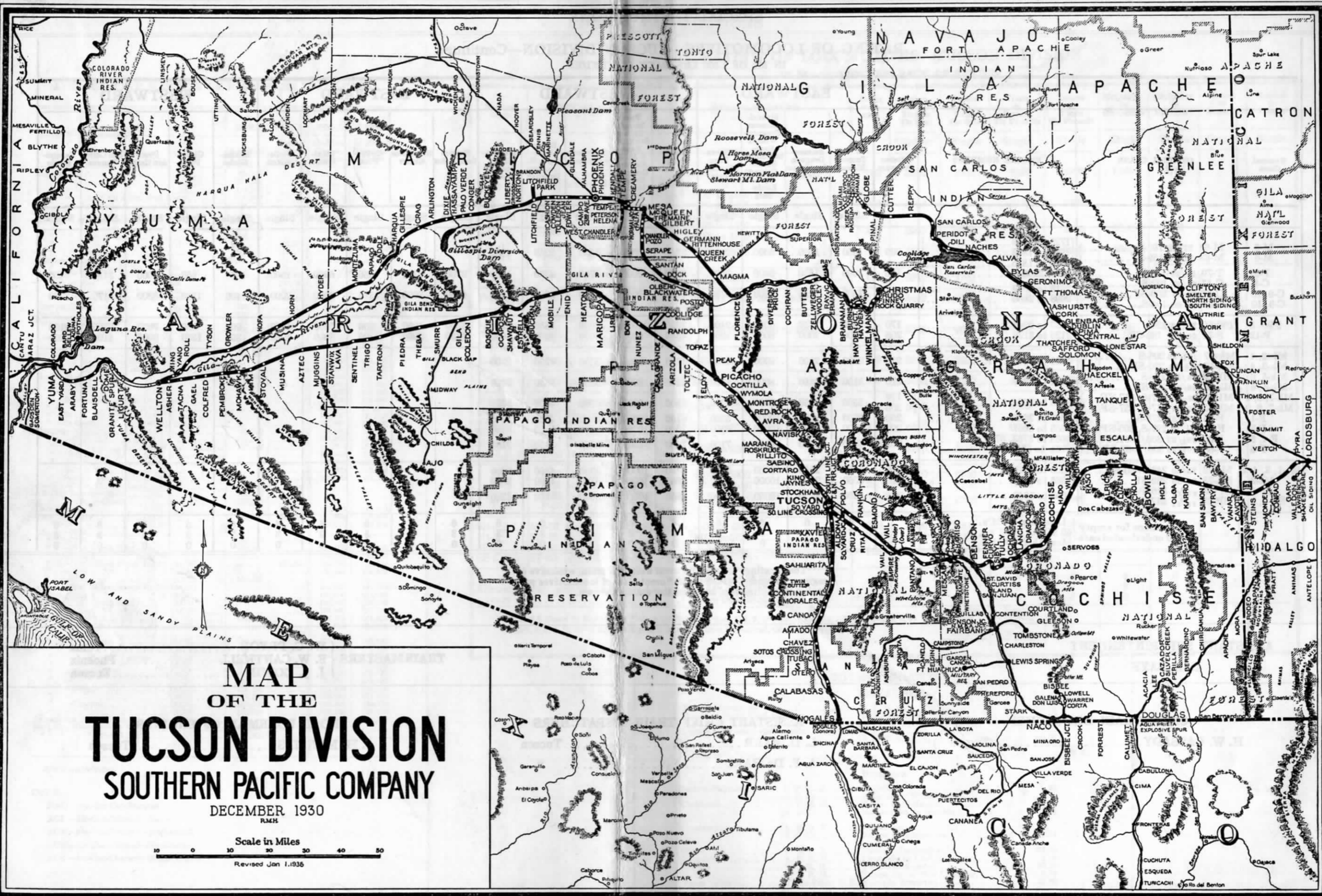
TRAINMASTERS { W. C. PRYOR ..... Yuma  
F. W. CANTRELL ..... Phoenix  
J. J. COWIN ..... Tucson

CHIEF TRAIN DISPATCHER  
H. W. CASSADY ..... Tucson

ASSISTANT CHIEF TRAIN DISPATCHERS  
L. D. BARR ..... Tucson  
A. F. De HART ..... "

ROAD FOREMAN OF ENGINES  
J. H. MENZIES ..... Tucson





MAP  
OF THE  
**TUCSON DIVISION**  
SOUTHERN PACIFIC COMPANY

DECEMBER 1930  
R.M.H.

