

SOUTHERN PACIFIC COMPANY



TUCSON DIVISION TIMETABLE

129

**EFFECTIVE SUNDAY, APRIL 26, 1953
AT 12:01 A. M.**

MOUNTAIN STANDARD TIME

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY, WHO MUST ALSO
CARRY COPY OF CURRENT ISSUE
OF SPECIAL INSTRUCTIONS**

TERMINAL SUPERINTENDENT

P. E. BAFFERT.....Nogales

TRAINMASTERS

R. R. BADGLEY.....Yuma
H. C. CHASE.....Tucson
L. WISE.....Tucson
B. B. KIMBALL.....Phoenix

ASSISTANT TRAINMASTERS

J. H. VERMILLION.....Gila
W. S. HOBBS.....Gila
B. M. BRAGDON.....Tucson
R. V. WILLS.....Phoenix

ROAD FOREMEN OF ENGINES

C. L. STEINER.....Tucson
F. BELLMER.....Tucson

ASSISTANT ROAD FOREMAN OF ENGINES

J. E. TOMPKINS.....Yuma

CHIEF TRAIN DISPATCHER

H. W. CASSADY.....Tucson

A. W. KILBORN

Assistant Superintendent* Tucson

R. E. HALLAWELL,
General Manager.

E. D. MOODY,
W. D. LAMPRECHT,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

V. E. ANDERSON,
Superintendent of Transportation.

G. A. BAYS,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco.....	Dr. W. W. Washburn.....	Chief Surgeon
Yuma.....	Dr. C. S. Powell.....	District Physician and Surgeon
Yuma.....	Dr. W. C. Cain.....	Asst. Dist. Physician and Surgeon
Yuma.....	Dr. J. F. Stanley.....	Asst. Dist. Physician and Surgeon
Buckeye.....	Dr. H. P. Marble.....	Emergency Physician and Surgeon
Phoenix.....	Dr. H. D. Ketcherside.....	District Physician and Surgeon
Phoenix.....	Dr. D. H. Goodman.....	District Physician and Surgeon
Phoenix.....	Dr. Joseph Bank.....	District Physician and Surgeon
Phoenix.....	Dr. Donald Polson.....	Asst. Dist. Physician and Surgeon
Phoenix.....	Dr. D. F. Harbridge.....	Oculist and Aurist
Phoenix.....	Dr. B. L. Melton.....	Assoc. Aurist
Phoenix.....	Dr. O. W. Thoeny.....	Aurist
Tempe.....	Dr. M. W. Westervelt.....	District Physician and Surgeon
Tempe.....	Dr. B. J. Axel.....	Asst. Dist. Physician and Surgeon
Mesa.....	Dr. M. L. Kent.....	District Physician and Surgeon
Chandler.....	Dr. D. I. Arnow.....	Dist. Physician and Surgeon
Coolidge.....	Dr. G. H. Walker.....	Emergency Physician and Surgeon
Gilbert.....	Dr. L. M. Tompkins.....	Emergency Physician and Surgeon
Florence.....	Dr. W. P. Tucker.....	District Physician and Surgeon
Ray.....	Dr. O. E. Utzinger.....	District Physician and Surgeon
Hayden.....	Dr. C. D. Huestis.....	District Physician and Surgeon
Wellton.....	Dr. N. D. Kline.....	District Physician and Surgeon
Gila.....	Dr. V. J. Jeffery.....	District Physician and Surgeon
Casa Grande.....	Dr. J. T. O'Neil.....	District Physician and Surgeon
Eloy.....	Dr. E. W. Wade.....	District Physician and Surgeon
Tucson.....	Dr. C. E. Flood.....	Assistant to Chief Surgeon
Tucson.....	Dr. B. R. Bates.....	Attending Physician
Tucson.....	Dr. W. C. Finn.....	Attending Physician
Tucson.....	Dr. F. J. Hirsch.....	Attending Physician
Tucson.....	Dr. H. W. Kohl.....	Visiting Physician
Tucson.....	Dr. L. J. Kent.....	Attending Physician
Tucson.....	Dr. J. S. Mikell.....	Aurist
Tucson.....	Dr. Michael O'Connor.....	Oculist
Nogales.....	Dr. J. S. Gonzales.....	District Physician and Surgeon
Nogales.....	Dr. Z. B. Noon.....	District Physician and Surgeon
Nogales.....	Dr. C. S. Smith.....	Oculist and Aurist
Benson.....	Dr. J. M. Hesser.....	District Physician and Surgeon
Willcox.....	Dr. C. J. Bozzi.....	Asst. Dist. Physician and Surgeon
Bowie.....	Dr. F. W. Parrish.....	District Physician and Surgeon
Lordsburg.....	Dr. Herman S. Cohen.....	District Physician and Surgeon
Safford.....	Dr. J. N. Stratton.....	District Physician and Surgeon
Safford.....	Dr. Frederick W. Knight.....	Asst. Dist. Physician and Surgeon
Globe.....	Dr. C. Gunter.....	District Physician and Surgeon
Globe.....	Dr. W. E. Bishop.....	Asst. Dist. Physician and Surgeon
Miami.....	Dr. C. M. Cron.....	District Physician and Surgeon
Miami.....	Dr. I. E. Harris.....	Asst. Dist. Physician and Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL.....	SAN FRANCISCO, CALIF.
DIVISION—ST. JOSEPH'S HOSPITAL.....	PHOENIX, ARIZ.
DIVISION—ST. MARY'S HOSPITAL.....	TUCSON, ARIZ.
EMERGENCY HOSPITAL.....	TUCSON, ARIZ.
EMERGENCY HOSPITAL.....	GILA, ARIZ.

WATCH INSPECTORS

San Francisco.....	C. D. Fabrin, Manager of Time Service, 65 Market St.
Yuma.....	Edward H. Weiner
Phoenix.....	H. H. Howard
Tucson.....	Seth E. Rogers, 319 E. Congress St.
Casa Grande.....	Henry S. Thornton
Eloy.....	Thos. A. Rutherford
Nogales.....	Frank E. Savitt
Benson.....	c/o Grunewald & Adams
Lordsburg.....	L. L. Torres
Safford.....	H. H. Conder
Globe.....	Adolph J. Cubitto
Miami.....	Cubitto Jewelry Co.
	J. C. Cubitto, Jr.

LOCATION OF STANDARD CLOCKS

Benson.....	Train-order Office
Bowie.....	Train-order Office
Gila.....	Train-order Office
Globe.....	Train-order Office
Hayden Junction.....	Train-order Office
Nogales.....	Train-order Office
Nogales.....	Roundhouse
Phoenix.....	Engr. Reg. Room—Union Depot
Phoenix.....	7th St. Train-order Office
Phoenix.....	Register Office—Yard
Tucson.....	U. N. Telegraph Office
Tucson.....	Dispatchers' Office
Tucson.....	North Yard Office
Tucson.....	VE Yard Train-order Office
Tucson.....	Yard Office—PFE Yard
Tucson.....	Yard Office—Park Ave. Yard
Tucson.....	Crew Dispatchers' Office, Roundhouse
Yuma.....	Yard Train-order Office PT
Yuma.....	Yard Train-order Office MT
Yuma.....	Yard Office, East Yard PT
Yuma.....	Yard Office, East Yard MT
Yuma.....	Register Room—Roundhouse PT
Yuma.....	Register Room—Roundhouse MT

WELLTON SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings	FIRST CLASS							Mile Post Location	Timetable No. 129 April 26, 1953	Distance from Yuma
	4	40	6	44	370	2				
	Golden State	Imperial	Argonaut	Passenger	A. O. N.	Sunset Limited				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun., Mon.	Leave Daily				
	PM 7.35	AM 7.55	AM 4.45	AM 4.15	AM 2.40	AM 2.35	732.7			
Yuma yard							737.4			
BKWDOTYP							737.5			
P	7.43	8.05	4.55	4.25	2.51	2.46	740.1			
58 P							743.7			
115 P	7.49	8.11	5.02	4.31	2.58	2.52	746.6			
58 P							750.6			
104 P	7.56	8.18	5.10	4.39	3.06	2.59	753.5			
M 73 P	8.01	8.23	5.15	f 4.44	3.11	3.04	770.0			
64 Yard Limits WIP	8.20	8.42	f 5.35 AM	f 5.04	3.31	3.23	775.7			
66 P	8.25	8.48		5.10	3.38	3.28	780.9			
67 P	8.30	8.53		f 5.16	3.44	3.33	793.2			
69 P	8.40	9.04		5.29	3.57	3.43	802.5			
71 P	8.47	9.12		5.37	4.07	3.51	812.7			
69 P		9.21		5.46	4.18	4.00	822.3			
70 WP	9.02	9.30		f 5.56	4.31	4.08	831.1			
71 P	9.09	9.44		6.05	4.41	4.15	841.1			
71 P	9.17	9.56		6.15	4.51	4.23	851.0			
71 P	9.26	10.08		6.28	5.04	4.33	861.3			
69 P	9.34	10.17		6.38	5.15	4.43	865.7			
69 P	9.38	10.21		6.43	5.20	4.47	871.5			
68 P	9.43	10.26		6.49	5.26	4.52	875.7			
74 P	9.47	c 10.31		s 6.57	5.31	4.56	881.7			
68 P	9.52	10.38		7.03	5.37	5.01	889.3			
YP							889.3			
68 P	9.59	10.45		f 7.15	5.46	5.08	893.0			
96 P	10.02	10.48		7.20	5.51	5.11	898.1			
70 P	10.06	10.54		7.28	5.57	5.16	904.0			
71 P	10.13	11.00		7.35	6.04	5.22	905.5			
Phoenix yard							906.0			
BKWP	s 10.18 PM	s 11.05 AM		s 7.45 AM			907.0			
BKWDOTYP					6.20 AM					
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun. Mon.	Arrive Daily				
	(2.43) 63.75	(3.10) 54.69	(0.50) 44.64	(3.30) 49.49	(3.40) 47.18	(2.55) 59.38				

STATIONS		Distance from Yuma
TO-R	YUMA	0.0
TO-R	EAST YARD	4.7
	ARABY	7.3
	FORTUNA	10.9
	BLAISDELL	13.8
	KINTER	17.8
TO	DOME	20.7
TO	WELLTON	37.2
	MING	42.9
	ROLL	48.1
	GROWLER	60.4
	KOFA	69.7
	HORN	79.9
TO	HYDER	89.5
	MONTEZUMA	98.3
	SADDLE	108.3
	GILLESPIE	118.2
	ARLINGTON	128.5
	DIXIE	132.9
	CONGER	138.7
TO	BUCKEY	142.9
	LIBERTY	148.9
	LITCHFIELD JCT.	156.5
TO	LITCHFIELD	156.9
	CASHION	160.2
	FOWLER	165.3
	23rd AVE. PHOENIX	171.2
	Crossing—AT&SFRy Wye	172.7
R	PHOENIX	173.2
TO-R	PHOENIX YARD	174.2
	(174.2)	
.....Time over District.....		
.....Average Speed per Hour.....		

RULE 5. Schedule time and train-order time for eastward trains at East Yard and Phoenix Yard apply at end of double track.

Rule S-72. Exceptions: No. 4 is superior to Nos. 39 and 43. No. 40 is superior to No. 5.

RULE 93. At Phoenix AT&SFRy and SP trains may jointly use tracks at east and west end of Union Station. 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.

WELLTON SUBDIVISION

Mile Post Location	Timetable No. 129 April 26, 1953	Station Number	Distance from Phoenix Yard	WESTWARD									
				FIRST CLASS									
				5 Argonaut	1 Sunset Limited	39 Imperial	43 Passenger	3 Golden State					
STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
732.7	TO-R YUMA 4.7	3682	174.2	AM s 9.00	AM s 11.30	PM s 9.10	AM s 12.25	AM s 3.00					
737.4 737.5	R EAST YARD 2.6	5405	169.5					2.46					
740.1	ARABY 3.6	5407	166.9	8.44		8.52	12.08						
743.7	FORTUNA 2.9	5411	163.3	8.40	11.13	8.48	12.04 AM	2.40					
746.6	BLAISDELL 4.0	5414	160.4	8.37		8.45							
750.6	KINTER 2.9	5418	156.4	8.31	11.06	8.40	11.56 PM	2.33					
753.5	TO DOME 16.5	5421	153.5	f 8.25	11.01	8.35	f 11.50	2.28					
770.0	TO WELLTON 5.7	5437	137.0	8.04 AM	10.42	8.14	f 11.28	2.09					
775.7	MING 5.2	5906	131.3			8.08	11.19	2.03					
780.9	ROLL 12.3	5911	126.1		10.32	8.03	f 11.11	1.58					
793.2	GROWLER 9.3	5923	113.8		10.21	7.51	10.55	1.47					
802.5	KOFA 10.2	5933	104.5		10.12	7.42	10.44	1.38					
812.7	HORN 9.6	5943	94.3		10.02	7.32	10.33	1.28					
822.3	TO HYDER 8.8	5952	84.7		9.53	7.23	f 10.22	1.19					
831.1	MONTEZUMA 10.0	5961	75.9		9.44	7.14	10.09	1.10					
841.1	SADDLE 9.9	5971	66.9		9.35	7.04	9.58	1.01					
851.0	GILLESPIE 10.3	5981	56.0		9.26	6.54	9.48	12.52					
861.3	ARLINGTON 4.4	5991	45.7		9.17	6.43	9.34	12.43					
865.7	DIXIE 5.8	5996	41.3		9.13	6.39	9.21	12.39					
871.5	CONGER 4.2	6002	35.5			6.33	9.14	12.33					
875.7	TO BUCKEY 6.0	6006	31.3		9.04	c 6.28	s 9.08	12.29					
881.7	LIBERTY 7.6	6012	25.3		8.58	6.21	8.56	12.23					
889.3	LITCHFIELD JCT. 0.4	...	17.7										
889.7	TO LITCHFIELD 3.3	6020	17.3		8.50	c 6.12	s 8.45	12.15					
893.0	CASHION 5.1	6023	14.0		8.47	6.07	8.34	12.12					
898.1	FOWLER 5.9	6028	8.9		8.42	6.02	8.28	12.07					
904.0	23rd AVE. PHOENIX 1.5	6034	3.0		8.36	5.56	8.21	12.01 AM					
905.5	Crossing—AT&SFRy Wye 0.5	...	1.5										
906.0	R PHOENIX 1.0	6036	1.0		8.30 AM	5.50 PM	8.15 PM	11.55 PM					
907.0	TO-R PHOENIX YARD	6037	0.0										
	(174.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
	.....Time over District.....			(0.56)	(3.00)	(3.20)	(4.10)	(3.05)					
	.....Average Speed per Hour.....			39.86	57.73	51.96	41.57	56.17					

RULE 5. Schedule time and train-order time for eastward trains at East Yard and Phoenix Yard apply at end of double track.

RULE S-72. Exceptions: No. 4 is superior to Nos. 39 and 43. No. 40 is superior to No. 5.

RULE 93. At Phoenix AT&SFRy and SP trains may jointly use tracks at east and west end of Union Station. 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.

ADDITIONAL STATIONS			
Station Number	NAME	Mile Post	Capacity
5422	Granite Spur.....	755.2	..
5427	Ligurta..... (Spur)	760.2	12
5918	Tyson..... (Spur)	788.3	31
5979	Harqua..... (Spur)	849.4	4
5986	Crag..... (Spur)	856.0	12
5998	Hassayampa..... (Spur)	867.6	12
6015	Norton.....	884.9	..
6026	Tolleson.....	895.7	..
6030	Cotpro.....	900.8	..
6032	Campo.....	902.0	..

WELLTON SUBDIVISION

EASTWARD

SECOND CLASS

Capacity of sidings	SECOND CLASS				Mile Post Location	Timetable No. 129 April 26, 1953	Distance from Yuma
	846 Freight	902 Freight	844 Freight	842 Freight			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yuma yd.	BKWDOTYP	PM 4.40	PM 2.10	AM 9.20	AM 1.00	732.7	STATIONS TO-R YUMA } J.D. 0.0 4.7 TO-R EAST YARD } 4.7 2.6 ARABY } 7.3 3.6 FORTUNA } 10.9 2.9 BLAISEDELL } 13.8 4.0 KINTER } 17.8 2.9 DOME } 20.7 16.5 TO WELLTION } J.D. 37.2 5.7 MING } 42.9 5.2 ROLL } 48.1 12.3 GROWLER } 60.4 9.3 KOKA } 69.7 10.2 HORN } 79.9 9.6 TO HYDER } 89.5 8.8 MONTEZUMA } 98.3 10.0 SADDLE } 108.3 9.9 GILLESPIE } 118.2 10.3 ARLINGTON } 128.5 4.4 DIXIE } 132.9 5.8 CONGER } 138.7 4.2 TO BUCKEYE } 142.9 6.0 LIBERTY } 148.9 7.6 LITCHFIELD JCT. } 156.5 0.4 TO LITCHFIELD } 156.9 3.3 CASHION } 160.2 5.1 FOWLER } 165.3 5.9 23rd AVE. PHOENIX } 171.2 1.5 Crossing—AT&SFry Wye } 172.7 0.5 R PHOENIX } J.D. 173.2 1.0 TO-R PHOENIX YARD } J.D. 174.2 (174.2) .....Time over District..... .....Average Speed per Hour.....
	P	4.55	2.25	9.40	1.15	737.4	
	58 P	4.59	2.29	9.44	1.19	737.5	
	115 P	5.04	2.34	9.49	1.24	740.1	
	58 P	5.08	2.38	9.53	1.28	743.7	
	104 P	5.15	2.45	9.59	1.35	746.6	
	M 73 P	5.20	2.50	10.04	1.40	750.6	
	Yard Limits WIP	5.47 PM	3.17	10.31 AM	2.07 AM	753.5	
	64					770.0	
	66 P		3.25			775.7	
67 P		3.33			780.9		
69 P		3.59			793.2		
71 P		4.14			802.5		
69 P		4.32			812.7		
70 WP		4.55			822.3		
71 P		5.10			831.1		
71 P		5.27			841.1		
71 P		5.50			851.0		
69 P		6.05			861.3		
69 P		6.12			865.7		
68 P		6.20			871.5		
74 P		6.28			875.7		
68 P		6.40			881.7		
YP					889.3		
68 P		6.54			889.7		
96 P		7.00			893.0		
70 P		7.08			898.1		
Phoenix yard	71 P		7.17		904.0		
					905.5		
	BKWP		7.30 PM		906.0		
BKWDOTYP					907.0		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
	(1.07) 33.28	(5.20) 32.66	(1.11) 31.43	(1.07) 33.28			

RULE 5. Schedule time and train-order time for eastward trains at East Yard and Phoenix Yard apply at end of double track.

Capacity of sidings	EASTWARD		Timetable No. 129 April 26, 1953	Station Number	WESTWARD
	Mile Post Location				
			Litchfield Branch		
			STATIONS		
YP	889.3		LITCHFIELD JCT.	...	4.6
	894.7		4.6 LITCHFIELD PARK	6305	0.0
			(4.6)		

WELLTON SUBDIVISION

EASTWARD

WESTWARD

SECOND CLASS

FIRST CLASS

Timetable No. 129

April 26, 1953

Station
Number

Distance from
Gila

FIRST CLASS

5
Argonaut

Capacity of sidings

846

844

842

6

Freight

Freight

Freight

Argonaut

Leave Daily

Leave Daily

Leave Daily

Leave Daily

STATIONS

TO **WELLTON**

5437

85.7

6.4
TACNA

5444

79.3

7.4
COLFRED

5451

71.9

8.8
TO **MOHAWK**

5460

63.1

7.9
STOVAL

5468

55.2

5.7
DATLAND

5473

49.5

5.7
AZTEC

5479

43.8

7.8
STANWIX

5487

36.0

6.4
TO **SENTINEL**

5493

29.6

13.8
PIEDRA

5507

15.8

5.6
THEBA

5513

10.2

4.8
SMURR

5518

5.4

5.4
TO-R **GILA**

5523

0.0

(85.7)

.....Time over District.....

.....Average Speed per Hour.....

Leave Daily

(2.04)

41.47

Nos. 5 and 6 stop daily at MP 781 between Tacna and Colfred to exchange U. S. Mail in locker box.

YUMA VALLEY RAILROAD

EASTWARD

WESTWARD

Timetable No. 129

April 26, 1953

Capacity of sidings

Mile Post
Location

Station
Number

Distance from
Gadsden

STATIONS

TO-R

YUMA

3682

21.0

1.0
U.S.R.S.

6201

20.0

7.5
WILLETTS

6209

12.5

6.5
SOMERTON

6215

6.0

6.0
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 Timetable govern on YVRR.

Trains will not exceed speed 10 MPH except must not exceed 8 MPH over trestle at U.S.R.S.

Engines weighing over 150,000 pounds on drivers must not operate on YVRR.

Impaired side clearance at Spillway, MP 10.25.

At Yuma, normal position of junction switch will be for YVRR main track.

RULE 93: Yard limits are established at Yuma.

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

Track out service and must not be used east of MP 18 (Somerton).

Load limit (car and contents):

Yuma-Gadsden169,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

ADDITIONAL STATIONS

Station Number	NAME	Mile Post	Capacity
6203	Ludy.....(Spur)	3.0	25
6210	Spillway.....(Spur)	10.2	8

PICACHO SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings	FIRST CLASS							Mile Post Location	Timetable No. 129 April 26, 1953	Distance from Phoenix
		4	40	44	6	370	2			
		Golden State	Imperial	Passenger	Argonaut	A. O. N.	Sunset Limited			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun. Mon.	Leave Daily				
Phoenix yard	BKWP	PM 10.35	AM 11.25	AM 8.11			AM 5.45	906.0	R PHOENIX	0.0
	BKWDOTYP	10.38	11.28	8.14		AM 7.05	5.48	907.0	TO-R PHOENIX YARD	1.0
	P	10.45	11.35	8.21		7.12	5.54	911.1	4.1 KENDALL	5.1
Yd. Lmts.	75 YP	10.50	c 11.41	s 8.33		7.18	5.59	914.4	TO 3.3 TEMPE	8.4
	P							915.3	0.9 TEMPE JCT.	9.3
	P							917.1	1.8 NORMAL JCT.	11.1
Yard Limits	74 WYP	c 11.00	c 11.53	s 8.55		7.30	c 6.11	921.8	TO 4.7 MESA	15.8
	77 P		AM			7.38	6.15	923.6	1.8 McQUEEN	17.6
	75 P	c 11.09	c 12.07	s 9.15		7.50	c 6.22	929.3	TO 5.7 CHANDLER	23.3
	72 P	11.14	12.13	9.20		7.56	6.27	934.3	5.0 SERAPE	28.3
	63 P	11.18	12.18	9.25		8.01	6.32	939.0	4.7 SANTAN	33.0
	63 P	11.22	12.23	9.29		8.06	6.36	943.2	4.2 DOCK	37.2
	68 P	11.31	12.33	9.39		8.17	6.45	953.2	10.0 BLACKWATER	47.2
	115 P	11.35	12.39	9.44		8.22	6.50	958.2	5.0 POSTON	52.2
	69 WP	c 11.39	s 12.47	s 10.03		8.26	c 6.56	962.0	TO 3.8 COOLIDGE	56.0
	63 P	11.47	12.57	10.17		8.36	7.05	971.4	9.4 TOPAZ	65.4
N 87 S 106 Yd. Lmts. IYP		PM 11.55	c 1.06	10.26	AM 10.03	8.45	7.13	979.7 936.7	TO 8.3 PICACHO	73.7
	68 P							940.7	4.0 OCATILLA	77.7
	87 P	AM 12.01	1.14	10.38	10.12	8.53	7.20	944.2	3.5 WYMOLA	81.2
	67 P							947.9	3.7 MONTROSE	84.9
	135 WP	12.07	1.21	10.45	10.20	9.01	7.26	951.4	TO 3.5 RED ROCK	88.4
	172 P	12.13	1.28	10.53	10.27	9.08	7.32	958.4	7.0 NAVISKA	95.4
	64 P		1.32	10.57	10.31	9.12		962.2	3.8 MARANA	99.2
	89 P							964.6	2.4 PAPAGO	101.6
	171 WP	12.20	1.37	11.02	c 10.36	9.17	7.39	966.9	TO 2.3 RILLITO	103.9
	88 P		1.40	11.05	10.39	9.21		969.9	3.0 SABINO	106.9
	87 P	12.27	1.45	11.10	10.44	9.26	7.46	974.7	4.8 KINO	111.7
W 141	P	12.31	1.50	11.15	10.49	9.31	7.50	979.3	4.6 STOCKHAM	116.3
Tucson yard	BKWDOTYP	s 12.40 AM	s 2.00 PM	s 11.25 AM	s 11.00 AM	9.40 AM	s 8.00 AM	983.9	TO-R 4.6 TUCSON	120.9
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun. Mon.	Arrive Daily		(120.9)	
		(2.05) 58.00	(2.35) 46.80	(3.14) 37.39	(0.57) 49.68	(2.35) 46.41	(2.15) 53.73		Time over District.....	
									Average Speed per Hour.....	

Automatic Block Signal System

Red Rock: First track south of main track, capacity 74 cars, is designated No. 1 track and must be left clear of cars for use in meeting or passing trains as directed by train dispatcher.

RULE 5. Schedule time and train-order time for eastward trains at Phoenix Yard, and for eastward and westward trains at Stockham apply at end of double track.
Second main track between east end Phoenix Yard and Kendall, may be used by freight trains when authorized by train order. Single track rules apply.

RULE S-72. Exceptions: Nos. 2, 40 and 4 are superior to Nos. 5, 39 and 43.

RULE 93. At Phoenix AT&SFRy and SP trains may jointly use tracks at east and west end of Union Station. 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.

No. 44 exchange mail at Randolph and at agent's office east end Picacho, stopping if necessary.

PICACHO SUBDIVISION

Mile Post Location	Timetable No. 129		Station Number	Distance from Tucson	WESTWARD									
	April 26, 1953				FIRST CLASS									
	STATIONS				5	1	39	43	3					
					Argonaut	Sunset Limited	Imperial	Passenger	Golden State					
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
906.0	R	PHOENIX 1.0	6036	120.9		AM s 8.10	PM s 5.25	PM s 7.40	PM s 11.45					
907.0	TO-R	PHOENIX YARD 4.1	6037	119.9		8.05	5.17	7.33	11.40					
911.1		KENDALL 3.3	6041	115.8		7.58	5.10	7.26	11.34					
914.4	TO	TEMPE 0.9	6044	112.5		7.53	c 5.04	s 7.15	11.29					
915.3		TEMPE JCT. 1.8	6045	111.6										
917.1		NORMAL JCT. 4.7	6047	109.8										
921.8	TO	MESA 1.8	6052	105.1		c 7.42	c 4.53	s 7.04	c 11.19					
923.6		McQUEEN 5.7	6054	103.3		7.38	4.45	6.52	11.16					
929.3	TO	CHANDLER 5.0	6059	97.6		c 7.31	c 4.38	s 6.44	c 11.09					
934.3		SERAPE 4.7	6064	92.6		7.25	4.29	6.30	10.58					
939.0		SANTAN 4.2	6069	87.9		7.20	4.24	6.25	10.53					
943.2		DOCK 10.0	6073	83.7		7.16	4.20	6.21	10.49					
953.2		BLACKWATER 5.0	6083	73.7		7.07	4.10	6.11	10.40					
958.2		POSTON 3.8	6088	68.7		7.02	4.05	6.06	10.35					
962.0	TO	COOLIDGE 9.4	6092	64.9		c 6.56	c 4.01	s 6.00	c 10.31					
971.4		TOPAZ 8.3	6101	55.5		6.42	3.50	5.43	10.23					
979.7 936.7	TO	PICACHO 4.0	5604	47.2		c AM 3.48	6.35	3.42	5.34	10.15				
940.7		OCATILLA 3.5	5608	43.2										
944.2		WYMOLA 3.7	5611	39.7		3.39	6.27	3.35	5.27	10.07				
947.9		MONTROSE 3.5	5615	36.0										
951.4	TO	RED ROCK 7.0	5619	32.5		3.32	6.21	3.28	5.20	10.01				
958.4		NAVISKA 3.8	5626	25.5		3.25	6.15	3.21	5.13	9.55				
962.2		MARANA 2.4	5629	21.7										
964.6		PAPAGO 2.3	5632	19.3										
966.9	TO	RILLITO 3.0	5634	17.0		3.17	6.08	3.14	5.06	9.48				
969.9		SABINO 4.8	5637	14.0		3.14	6.05	3.11	5.03	9.45				
974.7		KINO 4.6	5642	9.2		3.09	6.01	3.07	4.58	9.41				
979.3	TO	STOCKHAM 4.6	5647	4.6		3.04	5.57	3.03	4.53	9.37				
983.9	TO-R	TUCSON	5651	0.0		2.55 AM	5.50 AM	2.55 PM	4.45 PM	9.30 PM				
		(120.9)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
	Time over District.....				(0.53)	(2.20)	(2.30)	(2.55)	(2.15)				
	Average Speed per Hour.....				53.43	51.81	48.36	41.45	53.73				

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

RULE S-72. Exceptions: Nos. 2, 40 and 4 are superior to Nos. 5, 39 and 43.

RULE 93. At Phoenix AT&SFRy and SP trains may jointly use tracks at east and west end of Union Station. 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.

PICACHO SUBDIVISION

EASTWARD

SECOND CLASS

Capacity of sidings					856	854	852	904	Mile Post Location	Timetable No. 129 April 26, 1953	Distance from Phoenix
					Freight	Freight	Freight	Freight			
					Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Phoenix yard	BKWP								906.0	R PHOENIX	0.0
	BKWDOTYP							AM 12.05	907.0			TO-R PHOENIX YARD	1.0
	P							12.15	911.1	4.1 KENDALL	5.1
Yd. Lmts.	75 YP							12.25	914.4	TO 3.3 TEMPE	8.4
	P								915.3	0.9 TEMPE JCT.	9.3
	P								917.1	1.8 NORMAL JCT.	11.1
Yard Limits	74 WYP							12.50	921.8	TO 4.7 MESA	15.8
	77 P							12.56	923.6	1.8 McQUEEN	17.6
	75 P							1.08	929.3	TO 5.7 CHANDLER	23.3
	72 P							1.15	934.3	5.0 SERAPE	28.3
	63 P							1.22	939.0	4.7 SANTAN	33.0
	63 P							1.28	943.2	4.2 DOCK	37.2
	68 P							1.42	953.2	10.0 BLACKWATER	47.2
	115 P							1.49	958.2	5.0 POSTON	52.2
	69 WP							1.55	962.0	TO 3.8 COOLIDGE	56.0
	63 P							2.10	971.4	9.4 TOPAZ	65.4
N 87 S 106	Yd.Lmts. IYP				PM 10.55	PM 2.45	AM 8.10	2.25	979.7 936.7	TO 8.3 PICACHO	73.7
	68 P				11.03	2.53	8.18	2.33	940.7	4.0 OCATILLA	77.7
	87 P				11.09	2.59	8.24	2.39	944.2	3.5 WYMOLA	81.2
	67 P				11.15	3.05	8.30	2.45	947.9	3.7 MONTROSE	84.9
	135 WP				11.20	3.10	8.35	2.51	951.4	TO 3.5 RED ROCK	88.4
	172 P				11.30	3.21	8.45	3.01	958.4	7.0 NAVISKA	95.4
	64 P				11.35	3.26	8.50	3.06	962.2	3.8 MARANA	99.2
	89 P				11.39	3.29	8.54	3.10	964.6	2.4 PAPAGO	101.6
	171 WP				11.43	3.33	8.58	3.17	966.9	TO 2.3 RILLITO	103.9
	88 P				11.49	3.39	9.04	3.23	969.9	3.0 SABINO	106.9
	87 P				PM 11.57	3.47	9.12	3.31	974.7	4.8 KINO	111.7
W 141	P				AM 12.04	3.54	9.19	3.38	979.3	4.6 STOCKHAM	116.3
Tucson yard BKWDOITYP					12.20 AM	4.10 PM	9.35 AM	3.50 AM	983.9	TO-R 4.6 TUCSON	120.9
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(120.9)	
					(1.25) 33.32	(1.25) 33.32	(1.25) 33.32	(3.45) 31.73		Time over District.....	
										Average Speed per Hour.....	

Automatic Block Signal System

Red Rock: First track south of main track, capacity 74 cars, is designated No. 1 track and must be left clear of cars for use in meeting or passing trains as directed by train dispatcher.

RULE 5. Schedule time and train-order time for eastward trains at Phoenix Yard, and for eastward and westward trains at Stockham apply at end of double track.

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

ADDITIONAL STATIONS			
Station Number	NAME	Mile Post	Capacity
6039	Aristuc..... (Spur)	909.43	11
6042	Tovrea.....	911.8	..
6043	Yeso..... (Spur)	912.9	20
6055	Tremaine.....	925.4	18
6056	Falfa.....	926.1	36
6061	Pozo..... (Spur)	931.0	31
6096	Randolph.....	966.4	28
6105	Peak.....	975.2	..
5622	Avra..... (Spur)	953.5	..
5636	Plata..... (Spur)	968.6	..
5639	Cortaro.....	972.1	..
5645	Jaynes.....	977.4	66
5648	Petrie..... (Spur)	981.2	..

PICACHO SUBDIVISION

EASTWARD						Mile Post Location	Automatic Block Signal System	Station Number	Distance from Picacho	WESTWARD			
Capacity of sidings	SECOND CLASS			FIRST CLASS						FIRST CLASS			
	856	854	852	6						5			
	Freight	Freight	Freight	Argonaut						Argonaut			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily							
Yard Limits BKWOYP	PM 8.35	PM 12.25	AM 5.50	AM 7.50		855.7				s AM 5.50			
105 P	9.00	12.50	6.15	8.05		865.1				5.38			
105 P	9.20	1.10	6.35	8.17		871.2				5.29			
105 YP	9.35	1.25	6.50	f 8.25		874.6				f 5.24			
104 P	9.46	1.36	7.01	f 8.35		883.7				f 5.11			
58 P	9.51	1.41	7.06	8.41		888.4				5.04			
140 WP	10.02	1.52	7.17	s 8.51		897.8				s 4.50			
104 P	10.15	2.05	7.30	9.03		907.7				4.38			
Yard Limits 104 WP	10.30	2.20	7.45	s 9.29		918.8				s 4.25			
104 P	10.42	2.32	7.57	c 9.41		928.4				c 4.02			
69 P	10.48	2.38	8.03	s 9.55		933.1				s 3.56			
N 87 Yard Limits S 106 IYP	10.55 PM	2.45 PM	8.10 AM	f 10.03 AM		936.7				s 3.48 AM			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily			
	(2.20) 34.71	(2.20) 34.71	(2.20) 34.71	(2.13) 36.54						(2.02) 39.83			
								TO-R	GILA	5523	81.0		
									9.4 BOSQUE	5532	71.6		
									6.1 SHAWMUT	5538	65.5		
								TO	3.4 ESTRELLA	5542	62.1		
									9.1 MOBILE	5551	53.0		
									4.7 ENID	5556	48.3		
								TO	9.4 MARICOPA	5565	38.9		
									9.9 BON	5575	29.0		
								TO	11.1 CASA GRANDE	5586	17.9		
									9.6 TOLTEC	5596	8.3		
								TO	4.7 ELOY	5600	3.6		
								TO	3.6 PICACHO	5604	0.0		
									(81.0)				
								Time over District.....					
								Average Speed per Hour.....					

North track, east of crossover at Maricopa, capacity 82 cars, must be left clear of cars for use in meeting or passing trains as directed by train dispatcher.

ADDITIONAL STATIONS			
Station Number	NAME	Mile Post	Capacity
5588	Seco (Spur)	921.0	18

PICACHO SUBDIVISION

EASTWARD				WESTWARD			
Capacity of sidings	THIRD CLASS	Mile Post Location	Timetable No. 129		Station Number	Distance from Christmas	SECOND CLASS
	870		April 26, 1953				871
	Freight		Christmas Branch				Freight
	Leave Daily		STATIONS				Arrive Daily
77	P	923.6		McQUEEN	6054	86.9	
68	P	927.0	TO	3.4 GILBERT	6603	83.5	
		932.0		5.0 HIGLEY	6608	78.5	
		935.6		3.6 GERMANN	6612	74.9	
	P	938.1		2.5 RITTENHOUSE	6615	72.4	
	P	941.6		3.5 QUEEN CREEK	6618	68.9	
	P	949.8		8.2 MAGMA	6626	60.7	
21	P	959.0	TO	9.2 FLORENCE	6635	51.5	
	P	969.0		10.0 PRICE	6645	41.5	
Yard Limits	P	987.8	TO-R	18.8 RAY JCT.	6664	22.7	AM 6.20
Yard Limits	Y	999.7		11.9 BURNS	6676	10.8	
	BKWDYP	1000.2	TO-R	0.5 HAYDEN JCT	6677	10.3	5.30 AM
	P	1002.1	TO	1.9 HAYDEN	6679	8.4	
		1010.5		8.4 CHRISTMAS	6687	0.0	
	Arrive Daily			(86.9)			Leave Daily
	(0.40) 18.50			Time over District Average Speed per Hour			(0.50) 14.44

ADDITIONAL STATIONS			
Station Number	NAME	Mile Post	Capacity
6652	Cochran (Spur)	975.2	6
6661	Wooley (Spur)	984.6	5
6671	Branaman	993.4	..
6680	Winkelman (Spur)	1003.5	8

When operator not on duty crew called for No. 871 may leave Hayden Jct. without clearance, and crew arriving Ray Jct. on No. 871 may assume the schedule of No. 870 without clearance.

Eastward stop sign is located at MP 984.65; westward stop sign is located at MP 984.80, east of Wooley.

Trains after stopping, must not exceed 10 MPH between these stop signs and when storm or other prevailing conditions require, trains must be preceded by flagman.

Kennecott Copper Corporation R.R. between Hayden Jct. and Hayden Mills is operated by Tucson Division, and is within Hayden Jct. yard limits.

Special upper quadrant signals on high mast at Hayden Jct. indicate stop when arms are in horizontal position. Eastward signal must be left in stop position while a westward movement is being made from Hayden Mills, and westward signal must be left in stop position while any train or engine is occupying the Christmas line east of Hayden Jct. until such train or engine comes to stop, or is not moving west of Hayden.

Proceed indication in eastward signal will authorize movement Hayden Jct. to Hayden Mills, and proceed indication in westward signal will authorize movement from KCCRR line, or from Christmas line, from Christmas line junction to Hayden Jct., movements from KCCRR line approaching the junction switch to have preference.

Normal position of Christmas line junction switch is for KCCRR line. Westward movements from KCCRR line must stop before fouling this junction switch and may then proceed if special signal at train-order office indicates proceed.

Movements in either direction between Hayden Jct. and Hayden Mills must be spaced 10 minutes apart. Back-up hose must be used and one trainman must ride in cab of engine when shoving cars Hayden Jct. to Hayden Mills. Flag protection to the rear must be provided as prescribed by Rule 99 when movement is stopped at any point Hayden Jct. to Hayden Mills on ascending grade, and must also be provided to rear on descending grade when there is another following movement possible.

Speed must not exceed 15 MPH in either direction. Grade is 2.2% descending Hayden Mills to Hayden Jct.

Ray Consolidated derail near west end Hayden Mills is spring derail, and may be trailed through on movement to Hayden Mills and must be thrown for all westward movements and lined back to derail following movement over the derail.

Impaired overhead and side clearance at Hayden Mills smelter. Entrance to Kennecott Copper Corp'n plant is protected by gate, which must be closed and locked at night.

Between Price and Christmas: Look out for rocks and landslides.

EASTWARD		Timetable No. 129		Station Number	WESTWARD	
Capacity of sidings		April 26, 1953				
		Creamery Branch				
		STATIONS				
Yd. Lmts.	75	WYP	TO	TEMPE	6044	2.1
				1.0 CREAMERY	6501	1.1
				1.1 NORMAL JCT.	6047	0.0
(2.1)						

EASTWARD		Timetable No. 129		Station Number	WESTWARD	
Capacity of sidings		April 26, 1953				
		Tempe Branch				
		STATIONS				
Yard Limits	P	915.3		TEMPE JCT.	6045	7.7
		917.7		2.4 PETERSON	6402	5.3
		920.1		2.4 HELENA	6405	2.9
		923.0		2.9 WEST CHANDLER	6408	0.0
(7.7)						

PICACHO SUBDIVISION

EASTWARD			Mile Post Location	Timetable No. 129		Station Number	Distance from Nogales	WESTWARD		
Capacity of sidings				April 26, 1953						
			Nogales Branch							
			STATIONS							
Tucson yard BKWDOITYP			983.9	TO-R	TUCSON	5651	65.9			
20			991.6		^{7.7} GRANCEN	6708	58.2			
P			1002.4	TO	^{10.8} SAHUARITA	6719	47.4			
WP			1021.1		^{18.7} AMADO	6737	28.7			
Nogales yard BKWOTP			1049.8	TO-R	^{28.7} NOGALES	6766	0.0			
					(65.9)					
				.....Time over District.....						
				.....Average Speed per Hour.....						

On Eagle-Picher spur at Sahuarita:
 Speed must not exceed 10 MPH; nor exceed 5 MPH with engine backing.
 A flagman must precede all movements over Nogales Highway.
 Back-up hose must be used on leading car when shoving.
 Air brakes must be used, and rear end test made on all movements.
 Derail on this spur 7575 feet from main track, which is 349 feet from switch to concentrate spur.
 Hand brakes must be securely set on all cars left at the plant, and cars must not be left west of the derail.
 One retainer for each 60 tons must be turned up from the plant to Santa Cruz River bridge.
 Engines not permitted across ore bins.

ADDITIONAL STATIONS			
Station Number	NAME	Mile Post	Capacity
6709	Aldona.....(Spur)	992.4	..
6727	Continental.....(Spur)	1010.4	12
6742	Chavez.....(Spur)	1025.6	6
6750	Otero.....(Spur)	1034.2	13
6756	Calabosas.....(Spur)	1039.8	28Y

BOWIE SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings	FIRST CLASS					Mile Post Location	Timetable No. 129 April 26, 1953	Distance from Tucson	
		40	44	6	2				4
		Imperial	Passenger	Argonaut	Sunset Limited				Golden State
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Tucson yard BKWDOITYP		PM 2.30	AM 11.50	AM 11.35	AM 8.10	AM 12.50	983.9		
E 137 P		2.48	12.06	11.51	8.25	1.05	994.8		
E 58 P		3.01	12.18	f 12.03	8.34	1.14	1003.9 1003.3		
110 WP		3.21	12.37	12.22	8.53	1.33	1012.6		
N 82 Yard Limits S 76 IYP		3.45 PM	1.00 PM	12.45	9.15 AM	1.55 AM	1023.6		
73 P				12.51			1028.2		
113 Yard Limits KWOYP				s 1.03			1032.5 1032.6		
117 P				1.09			1035.8		
71 P				1.22			1041.0		
105 P				1.27			1043.9 1044.4		
138 YP				s 1.45			1053.9		
78 P				1.51			1058.3		
86 P				f 1.57			1063.9		
104 WP				s 2.15			1074.7		
94 P				2.28			1082.6		
113 P				2.37			1091.0		
230 Yard Limits BKWYP				s 3.00			1098.4		
110 P				3.09			1106.6		
105 WOP				s 3.17			1114.2		
105 P				3.28			1121.8		
105 P				f 3.44			1128.9		
58 P				3.50			1132.7		
105 P				3.59			1140.8		
Yard Limits BKWDOYP				s 4.15 PM			1148.3		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
		(1.15) 32.24	(1.10) 34.54	(4.40) 35.23	(1.05) 37.20	(1.05) 37.20			

STATIONS		No. 2 Track	Distance from Tucson
TO-R	TUCSON				0.0
	10.9		
	WILMOT		10.9
	9.1		
	VAIL		20.0
	9.3		
	PANTANO		29.3
	11.0		
TO-R	MESCAL		40.3
	4.6		
	CHAMISO		44.9
	4.3		
TO	BENSON		49.2
	3.2		
	FENNER		52.4
	5.2		
	SIBYL		57.6
	2.9		
	TULLY		60.5
	9.5		
TO	DRAGOON		70.0
	4.4		
	MANZORO		74.4
	5.6		
TO	COCHISE		80.0
	10.8		
TO	WILCOX		90.8
	7.9		
	RASO		98.7
	8.4		
	LUZENA		107.1
	7.4		
TO	BOWIE		114.5
	8.2		
	OLGA		122.7
	7.6		
TO	SAN SIMON		130.3
	7.6		
	VANAR		137.9
	7.1		
TO	STEINS		145.0
	3.8		
	MONDEL		148.8
	8.1		
	GARY		156.9
	7.5		
TO-R	LORDSBURG		164.4
	(164.4)		
.....Time over District.....			
.....Average Speed per Hour.....			

Benson: First track south of main track east of station, capacity 66 cars, is designated No. 2 track, and must be left clear of cars for use in meeting or passing trains as directed by train dispatcher.

BOWIE SUBDIVISION

Capacity of sidings		Mile Post Location	Timetable No. 129 April 26, 1953		Station Number	Distance from Lordsburg	WESTWARD							
							FIRST CLASS							
							5	1	39	43	3			
							Argonaut	Sunset Limited	Imperial	Passenger	Golden State			
							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
							s AM 2.30	s AM 5.40	s PM 2.25	s PM 4.15	s PM 9.17			
							2.07	5.19	2.02	3.46	8.54			
							1.59	5.12	1.54	3.36	8.47			
							1.50	5.04	1.45	3.26	8.39			
							f 1.40 AM	4.55 AM	1.35 PM	3.16	8.30 PM			
										3.09				
										s 3.00				
										2.47				
										2.37				
										2.33				
										f 2.19				
										2.09				
										f 1.57				
										s 1.40				
										1.27				
										1.15				
										s 1.05				
										12.42				
										s 12.34				
										12.25				
										f 12.13				
										12.06 PM				
										11.59 AM				
										11.50 AM				
							Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
							(0.50)	(0.45)	(0.50)	(4.25)	(0.47)			
							45.96	51.06	45.96	36.77	48.72			

Benson: First track south of main track east of station, capacity 66 cars, is designated No. 2 track, and must be left clear of cars for use in meeting or passing trains as directed by train dispatcher.

ADDITIONAL STATIONS			
Station Number	NAME	Mile Post	Capacity
5654	P. F. E. Yard.....	986.6	..

BOWIE SUBDIVISION

EASTWARD				Mile Post Location	Timetable No. 129 April 26, 1953	Station Number	Distance from Miami	WESTWARD		
Capacity of sidings	SECOND CLASS		FIRST CLASS					FIRST CLASS	SECOND CLASS	THIRD CLASS
	884	886	382					381	883	885
	Freight	Freight	Tomahawk (c)					Tomahawk (c)	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	
Yard Limits	AM		PM	1098.4			PM			
230 BKWYP	8.00		3.15	1098.1	TO-R	BOWIE	5765	133.8	s 12.15	5.50
51	P 8.25		3.32	1107.4		9.3 ESCALA	6809	124.5	f 11.51 AM	5.17
	P 8.50		f 3.48	1117.8		10.4 TANQUE	6820	114.1	f 11.32	4.57
	P 9.05		4.01	1125.1		7.3 HAECKEL	6827	106.8	11.19	4.37
34	P 9.25		s 4.14	1132.6		7.5 SOLOMON	6835	99.3	s 11.06	4.14
Yard Limits	P 10.10		s 4.27	1137.5	TO	4.9 SAFFORD	6839	94.4	s 10.55	3.45
47	P 10.20		s 4.35	1140.6		3.1 THATCHER	6843	91.3	s 10.43	2.25
	P 10.33		s 4.46	1145.6	TO	5.0 PIMA	6848	86.3	s 10.33	2.05
43	P 11.01		4.50	1146.7		1.1 DUBLIN	6849	85.2	10.29	1.50
	P 11.30		f 5.01	1153.0		6.3 CORK	6855	78.9	f 10.18	1.25
	AM 11.50		s 5.14	1159.3		6.3 FT. THOMAS	6861	72.6	s 10.07	1.03
	PM 12.05		f 5.23	1164.2		4.9 GERONIMO	6866	67.7	f 9.57	12.50
50	P 12.35		f 5.34	1170.1		5.9 BYLAS	6872	61.8	f 9.45	12.35
	P 12.57		f 5.46	1176.8		6.7 CALVA	6879	55.1	f 9.33	12.20 PM
49	P 1.40		6.14	1191.0		14.2 DILI	6893	40.9	9.06	11.40 AM
48	WP 2.10		s 6.35	1201.0	TO	10.0 SAN CARLOS	6903	30.9	s 8.45	11.10
	P 2.50		f 7.02	1213.5		12.5 CUTTER	6915	18.4	f 8.21	10.40
Yard Limits	3.20 AM	AM 6.10	s 7.25 PM	1221.5	TO-R	8.0 GLOBE	6923	10.4	8.00 AM	10.10 AM
Yard Limits	P	7.15 AM		1231.9		10.4 MIAMI	6934	0.0		8.15 AM
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily			(133.8)			Leave Daily	Leave Daily Ex. Sunday
	(7.20) 16.87	(1.05) 9.50	(4.10) 29.62			.....Time over District.....			(4.15) 29.00	(7.40) 16.09
						.....Average Speed per Hour.....				(1.05) 9.50

RULE 82-A. Crew called for No. 886 may leave Globe without clearance.

Crew arriving Miami on No. 886 may assume the schedule of No. 885 without clearance.

Between MP 1184 and MP 1196: Look out for rocks and landslides.

Nos. 381 and 382 stop daily at MP 1143.1 between Thatcher and Pima to exchange U. S. Mail.

ADDITIONAL STATIONS			
Station Number	NAME	Mile Post	Capacity
6837	Lone Star..... (Spur)	1135.3	10
6851	Glenbar.....	1148.9	..
6857	Ashurst.....	1154.8	..
6899	Peridot.....	1197.3	..
6921	Pinal.....	1219.3	9
6928	Radium..... (Spur)	1226.2	10
6929	Burch..... (Spur)	1227.3	5
6932	Claypool..... (Spur)	1230.2	9

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc. are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS		FOR OTHER TRAFFIC
				RECEIVE TO (or beyond)	DISCHARGE FROM (or beyond)	
1	Coolidge	35 MPH	Daily	Colton	East of El Paso	To dispatch U.S. Mail
1	Coolidge	Flag	Daily	Colton	El Paso	
1	Chandler	Flag	Daily	Palm Springs	El Paso	
1	Mesa	Flag	Daily	El Paso	Colton	
2	Mesa	Flag	Daily	El Paso	Colton	
2	Chandler	Flag	Daily			To dispatch registered U.S. Mail
2	Coolidge	25 MPH	Daily			To dispatch U.S. Mail
3	Coolidge	35 MPH	Daily	Colton	El Paso	
3	Chandler	Flag	Daily	Palm Springs	Kansas City	
3	Mesa	Flag	Daily	Colton	El Paso	
4	Mesa	Flag	Daily	El Paso	Colton	
4	Chandler	Flag	Daily	Tucumcari	Colton	
4	Coolidge	Flag	Daily	El Paso	Colton	
5	Picacho	Flag	Daily	Any station on Gila line		
5	Picacho	Flag	Daily	Colton	Tucson	
5	Toltec	Flag	Daily	Yuma	Yuma	
6	Toltec	Flag	Daily	Tucson	Colton	
6	Rillito	Flag	Daily		El Paso	
39	Coolidge	Flag	Daily	Colton	El Paso	
39	Chandler	Flag	Daily	Colton	El Paso	
39	Mesa	Flag	Daily	Calexico	El Paso	
39	Tempe	Flag	Daily	Colton	El Paso	
39	Litchfield	Stop	Daily except Sun. and Holidays			To receive U.S. Mail
39	Buckeye	Flag	Daily		El Paso	
39	Buckeye	Stop	Daily except Sun. and Holidays			To receive U.S. Mail
40	Buckeye	Flag	Daily	El Paso	Colton	
40	Tempe	Flag	Daily	El Paso	Colton	
40	Mesa	Flag	Daily	El Paso	Colton	
40	Chandler	Flag	Daily	El Paso	Colton	
40	Chandler	10 MPH	Daily			To dispatch registered U.S. Mail when requested by postal clerk Exchange U. S. Mail
40	Picacho	35 MPH	Daily			
381	Peridot	Flag	Daily	Any station	Any station	
382	Peridot	Flag	Daily	Any station	Any station	

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction, except as shown on Pages 2, 3, 6 and 7.

RULE 105. Sidings designated "E" in Capacity of Sidings column are assigned for use by eastward trains. Those designated "W" are assigned for use by westward trains. Those designated "M" for middle may be used by trains in either direction. Those designated "N" or "S" are assigned for use by trains as shown in special instructions for the subdivision on which located.

Capacity of Sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

SPECIAL INSTRUCTIONS—WELLTON SUBDIVISION

RULE 82-A. Eastward second-class and extra trains originating at Yuma (except trains handling passenger equipment only) will register by ticket and obtain clearance at East Yard, and need not register or obtain clearance at Yuma, but must receive proceed signal from yardman (white flag by day and green light by night) before entering eastward main track, as indication that no first-class train is due, or that proper protection to the rear has, and will be provided until rear of train has entered eastward main track, after which protection to the rear must be provided by train crew if train stops or is delayed. Indicators may be displayed from Yuma to East Yard on instructions from Yardmaster. Conductors will show on margin of train register ticket thrown off at East Yard the time watch was compared with standard clock. Operator will enter this information on train register.

RULE 83. Identification may be made by eastward trains on double track between Yuma and East Yard, and between Phoenix and Phoenix Yard, to be applied at end of double track. Reduce speed sufficiently to permit identification, and will sound signal 14 (k).

RULE 83-A. At the following stations, only trains indicated will register:

East Yard.....Westward trains entering yard tracks.
East Yard.....Eastward second-class and extra trains.
Phoenix.....First-class trains, except No. 370.

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

East Yard.....Westward trains entering yard tracks.
East Yard.....Eastward second-class and extra trains.
Phoenix Yard.....First-class trains, except No. 370.

RULE D-97-A. Will apply between Phoenix and Phoenix Yard.

RULE 105. Following tracks are designated for use as sidings:
Fowler.....Track north of main track.

RULE 204. Trains on Wellton and Picacho Subdivisions with the same conductor operating through Phoenix may be issued train orders on one subdivision that affect their movement on either or both subdivisions, and these orders must be delivered by engineer to relieving engineer.

RULE 221. East Yard is train-order office for eastward trains only and is open continuously. Signal arm for westward movement has been removed.

Wellton Subdivision trains originating at Phoenix must obtain clearance at Phoenix Yard instead of Phoenix.

RULE D-251. Applies to the following tracks:

Westward track, East Yard to Yuma. Westward freight trains and engines must receive proceed signal from yardman (white flag by day, green light by night) before leaving East Yard, and before passing Signal 7331.

Both tracks between Phoenix and Phoenix Yard.

SPECIAL INSTRUCTIONS—PICACHO SUBDIVISION

RULE 82-A. Unless otherwise instructed, crews arriving Phoenix on eastward first-class trains, will assume same schedule at Phoenix on Picacho Subdivision and obtain clearance at Phoenix Yard instead of Phoenix. This clearance must bear O.K. and initials of Chief Train Dispatcher.

RULE 83. Identification may be made on double track between Stockham and Tucson; Phoenix and Phoenix Yard; to be applied at end of double track; and on second main track between Phoenix Yard and Kendall, to be applied at Kendall. Reduce speed sufficiently to permit identification and will sound signal 14 (k).

RULE 83-A. At the following stations, only trains indicated will register:

Phoenix. First-class trains, except No. 370.

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

Phoenix Yard. First-class trains, except No. 370.

RULE 95. Sections of eastward schedules may be authorized by telegram from Chief Train Dispatcher, for movement from Phoenix to Phoenix Yard, where clearance or train-order authority will be received.

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

RULE D-97-A. Will apply between Phoenix and Phoenix Yard.

RULE 105. Following tracks are designated for use as sidings:
Mesa..... Track south of main track.
Picacho..... Track north of main track is north siding.
Track south of main track is south siding.
Westward trains required to take siding will use south siding, unless otherwise directed by Letter type indicator on Signal 9391.

RULE 204. Trains of Wellton and Picacho Subdivisions with the same conductor operating through Phoenix may be issued train orders on one subdivision that affect their movement on either or both subdivisions, and these orders must be delivered by engineer to relieving engineer.

RULE 221. Wellton Subdivision trains originating at Phoenix must obtain clearance at Phoenix Yard instead of Phoenix. Trains must obtain clearance before leaving Tempe on Creamery Branch.

Stockham is train-order office for westward trains only and is open continuously. Signal arm for eastward movement has been removed.

RULE D-251. Applies to the following tracks:

Both tracks between Phoenix and Phoenix Yard.

No. 1 Track from PFE yard to end of No. 1 Track, Tucson, and westward track from Sixth Ave. interlocking to Stockham. Extra trains and engines must receive proceed signal from yardman (white flag by day, green light by night) before leaving PFE yard, and before passing Park Ave., Signal 9843, and Sixth Ave.

SPECIAL INSTRUCTIONS—BOWIE SUBDIVISION

At open train-order offices trains may register by ticket as follows:

Mescal..... All trains.

RULE 105. Following tracks are designated for use as sidings:
San Carlos..... Track north of main track, opposite station.
Benson..... Track north of main track.

RULE 82-A. Regular trains and sections of schedules authorized on Bowie Subdivision or Mescal Subdivision of Rio Grande Division are authorized to assume corresponding schedules or sections of schedules on Bowie Subdivision at Mescal without clearance.

Westward trains may leave Mescal without clearance if cleared by train-order signal.

RULE 83-B. When a regular train is checked on Bowie Subdivision or Mescal Subdivision of Rio Grande Division, it will not be necessary to check the register at Mescal against the same train.

RULE D-97-A will apply on No. 1 Track and No. 2 Track between Tucson and Mescal, except that extra trains must obtain clearance, or proper train-order signal, or permission from train dispatcher before using either track.

RULE D-151. Westward trains will use No. 1 Track, Mescal to Tucson, and eastward trains will use No. 2 Track, Tucson to Mescal, under double track rules.

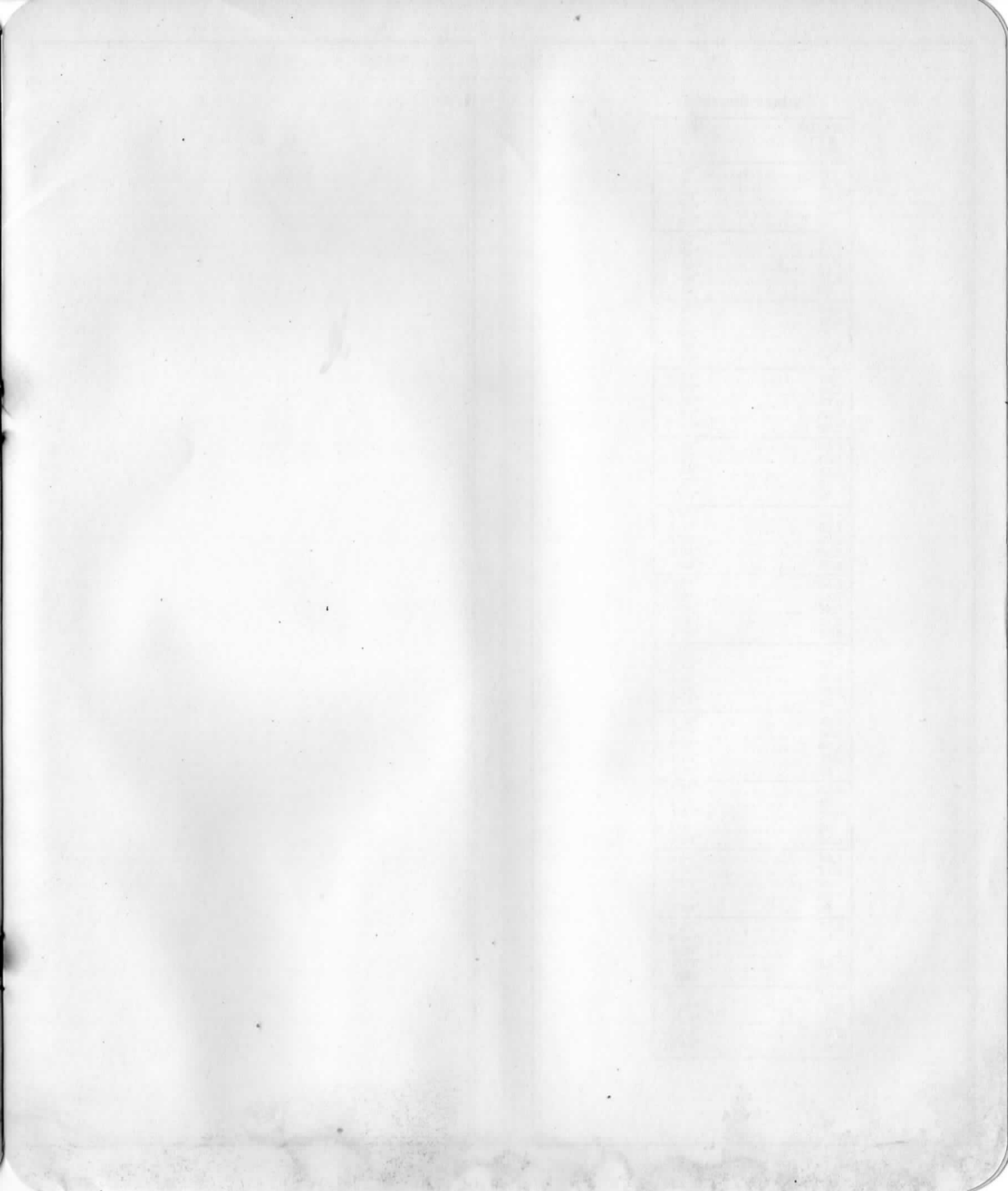
RULE 204-A. Trains to or from Bowie Subdivision moving to or from Mescal Subdivision, with the same conductor and engineer operating through Mescal, may be issued train orders or clearance on one subdivision that affect their movements on either, or both subdivisions.

RULE 221. Globe Branch trains must obtain clearance before leaving Bowie.

Westward trains not cleared by train-order signal at Mescal will receive clearance over initials Rio Grande Division Chief Train Dispatcher and may include train orders issued by either or both Divisions.

Eastward trains leaving Tucson for Mescal Subdivision must receive clearance over initials Tucson Division Chief Train Dispatcher and may include train orders issued by either or both Divisions.

Clearance for schedules and sections moving via Mescal Subdivision will authorize such trains through to Douglas.



SPECIAL INSTRUCTIONS—DOWIE SUBDIVISION

ARTICLE 1. The following instructions are hereby adopted...

ARTICLE 2. The following instructions are hereby adopted...

ARTICLE 3. The following instructions are hereby adopted...

ARTICLE 4. The following instructions are hereby adopted...

ARTICLE 5. The following instructions are hereby adopted...

ARTICLE 6. The following instructions are hereby adopted...

ARTICLE 7. The following instructions are hereby adopted...

ARTICLE 8. The following instructions are hereby adopted...

ARTICLE 9. The following instructions are hereby adopted...

ARTICLE 10. The following instructions are hereby adopted...

ARTICLE 11. The following instructions are hereby adopted...

ARTICLE 12. The following instructions are hereby adopted...

SPECIAL INSTRUCTIONS—DOWIE SUBDIVISION

ARTICLE 13. The following instructions are hereby adopted...

ARTICLE 14. The following instructions are hereby adopted...

ARTICLE 15. The following instructions are hereby adopted...

ARTICLE 16. The following instructions are hereby adopted...

ARTICLE 17. The following instructions are hereby adopted...

ARTICLE 18. The following instructions are hereby adopted...

ARTICLE 19. The following instructions are hereby adopted...

ARTICLE 20. The following instructions are hereby adopted...

ARTICLE 21. The following instructions are hereby adopted...

ARTICLE 22. The following instructions are hereby adopted...

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.7
55"	65.5
56"	64.3
57"	63.1
58"	62.1
59"	61
1'00"	60
1'01"	59
1'02"	58.1
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.2
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.4
1'17"	46.8
1'18"	46.2
1'19"	45.6
1'20"	45
1'25"	42.4
1'30"	40
1'35"	37.9
1'40"	36
1'45"	34.3
1'50"	32.7
1'55"	31.3
2'00"	30
2'15"	26.7
2'30"	24
2'45"	21.8
3'00"	20
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.6
7'30"	8
8'00"	7.5
10'00"	6

MAP
OF THE
TUCSON DIVISION
SOUTHERN PACIFIC COMPANY

Scale in Miles
1 2 3 4 5 6 7 8 9 10

