
SAFETY IS EVERYBODY'S BUSINESS

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

A. R. HOFF.....Tucson

A. W. KILBORN

Assistant Superintendent, Tucson

125
4615

SOUTHERN PACIFIC COMPANY



TUCSON DIVISION

TIMETABLE

132

EFFECTIVE SUNDAY, APRIL 25, 1954

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**

R. E. HALLAWELL,
General Manager.

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

C. H. GRANT,
General Superintendent of Transportation.

D. P. BOYKIN,
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
Yuma	Dr. Robert A. Stratton	Asst. Dist. Physician and Surgeon
Buckeye	Dr. B. P. Marble	Emergency Physician and Surgeon
Buckeye	Dr. R. L. Saide	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. W. V. Ergenbright	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. W. C. Finn	Assistant to Chief Surgeon
Tucson	Dr. B. R. Bates	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. Gonzalez	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. H. A. Wells	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	L. L. Torres
Lordsburg	H. H. Conder
Safford	Adolph J. Cubitto
Globe	Cubitto Jewelry Co.
Miami	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	Train-Order Office—Union Depot
Phoenix Yard	Train-order Office
Phoenix Yard	Register Office
Tucson	U. N. Telegraph Office
Tucson	Train Dispatchers' 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. 132 April 25, 1954	Distance from Yuma
	Golden State	Imperial	Argonaut	Passenger	A. O. N.	Sunset Limited	STATIONS				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun., Mon	Leave Daily					
Yuma yard	BKWDOTYP	PM 7.17	AM 7.20	AM 4.55	AM 3.30	AM 2.40	AM 2.25	732.7	TO-R YUMA } DF	0.0	
	P	7.25	7.29	5.05	3.38	2.50	2.33	737.4 737.5		TO-R EAST YARD } DF	4.7
58	P							740.1	2.6 ARABY	7.3	
115	P	7.30	7.35	5.12	3.44	2.57	2.38	743.7	3.6 FORTUNA	10.9	
58	P							746.6	2.9 BLAISDELL	13.8	
104	P	7.37	7.42	5.20	3.51	3.04	2.45	750.6	4.0 KINTER	17.8	
M 73	P	7.42	7.47	5.25	f 3.56	3.09	2.50	753.5	2.9 DOME	20.7	
64	Yard Limits WIP	8.01	8.06	f 5.45 AM	f 4.17	3.30	3.10	770.0	16.5 WELLTON		
66	P	8.06	8.12		4.22	3.37	3.16	775.7	5.7 MING	42.9	
67	P	8.11	8.17		f 4.27	3.44	3.21	780.9	5.2 ROLL	48.1	
69	P	8.21	8.28		4.39	3.57	3.32	793.2	12.3 GROWLER	60.4	
71	P	8.28	8.36		4.47	4.11	3.39	802.5	9.3 KOFA	69.7	
69	P		8.46		4.56	4.22	3.47	812.7	10.2 HORN	79.9	
70	WP	8.43	8.54		f 5.06	4.33	3.55	822.3	9.6 HYDER	89.5	
71	P	8.50	9.02		5.15	4.43	4.02	831.1	8.8 MONTEZUMA	98.3	
71	P	8.58	9.11		5.25	4.53	4.11	841.1	10.0 SADDLE	108.3	
71	P	9.06	9.28		5.35	5.09	4.21	851.0	9.9 GILLESPIE	118.2	
69	P	9.14	9.40		5.45	5.20	4.29	861.3	10.3 ARLINGTON	128.5	
69	P		9.44		5.50	5.25	4.33	865.7	4.4 DIXIE	132.9	
68	P	9.22	9.50		5.56	5.31	4.38	871.5	5.8 CONGER	138.7	
74	P	9.26	c 9.55		s 6.05	5.36	4.43	875.7	4.2 TO BUCKEYE	142.9	
68	P	9.31	10.01		6.11	5.42	4.48	881.7	6.0 LIBERTY	148.9	
	YP							889.3	7.6 LITCHFIELD JCT.	156.5	
68	P	9.37	10.08		f 6.19	5.51	4.54	889.7	0.4 TO LITCHFIELD	156.9	
96	P	9.40	10.11		6.24	5.56	4.57	893.0	3.3 CASHION	160.2	
70	P	9.44	10.16		6.30	6.02	5.01	898.1	5.1 FOWLER	165.3	
Phoenix yard	71	P	9.49	10.21		6.36	6.09	904.0	5.9 23rd AVE. PHOENIX	171.2	
	BKWP	s 9.55 PM	s 10.30 AM		s 6.45 AM		s 5.15 AM	905.5	1.5 Crossing-AT&SFRy Wye	172.7	
	BKWDOTYP					6.25 AM		906.0	0.5 TO-R PHOENIX	173.2	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun. Mon.	Arrive Daily	907.0	1.0 TO-R PHOENIX YARD	174.2	
									(174.2)		
		4	40	6	44	370	2				

RULE 5. Schedule time and train-order time for eastward trains at East Yard apply at end of double track; and for eastward and westward trains at Phoenix Yard at end of double track MP 907.43.

Rule S-72. Exceptions: No. 4 is superior to Nos. 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.

WELLTON SUBDIVISION

Timetable No. 132

April 25, 1954

WESTWARD

FIRST CLASS

Mile Post Location	STATIONS	Station Number	Distance from Phoenix Yard							
				5	1	39	43	3		
				Argonaut Arrive Daily	Sunset Limited Arrive Daily	Imperial Arrive Daily	Passenger Arrive Daily	Golden State Arrive Daily		
732.7	TO-R YUMA 4.7	3682	174.2	AM	AM					
737.4 737.5	R EAST YARD 2.6	5405	169.5	s 9.30	s 11.30					
740.1	ARABY 3.6	5407	166.9	9.12	11.16	2.05	9.26			
743.7	FORTUNA 2.9	5411	163.3	9.09	11.13	2.02	9.23	2.28		
746.6	BLAISDELL 4.0	5414	160.4	9.06			9.20			
750.6	KINTER 2.9	5418	156.4	9.01	11.06	1.55	9.15	2.21		
753.5	TO DOME 16.5	5421	153.5	f 8.55	11.01	1.50	f 9.09	2.16		
770.0	TO WELLTON 5.7	5437	137.0	8.34 AM	10.42	1.31	f 8.48	1.57		
775.7	MING 5.2	5906	131.3			1.26	8.40	1.51		
780.9	ROLL 12.3	5911	126.1		10.32	1.21	f 8.35	1.46		
793.2	GROWLER 9.3	5923	113.8		10.21	1.10	8.21	1.35		
802.5	KOFA 10.2	5933	104.5		10.12	1.02	8.00	1.26		
812.7	HORN 9.6	5943	94.3		10.02	12.53	7.49	1.16		
822.3	HYDER 8.8	5952	84.7		9.53	12.45	f 7.38	1.07		
831.1	MONTEZUMA 10.0	5961	75.9		9.44	12.37	7.23	12.58		
841.1	SADDLE 9.9	5971	65.9		9.36	12.28	7.12	12.49		
851.0	GILLESPIE 10.3	5981	56.0		9.28	12.19	7.02	12.41		
861.3	ARLINGTON 4.4	5991	45.7		9.17	12.10	6.50	12.32		
865.7	DIXIE 5.8	5996	41.3		9.13	12.06	6.44	12.28		
871.5	CONGER 4.2	6002	35.5			12.01 PM	6.37	12.23		
875.7	TO BUCKEYE 6.0	6006	31.3		9.04	c 11.57 AM	s 6.30	12.19		
881.7	LIBERTY 7.6	6012	25.3		8.58	11.50	6.17	12.13		
889.3	LITCHFIELD JCT. 0.4	...	17.7							
889.7	TO LITCHFIELD 3.3	6020	17.3		8.50	11.43	s 6.07	12.05		
893.0	CASHION 5.1	6023	14.0		8.47	11.40	5.55	12.02 AM		
898.1	FOWLER 5.9	6028	8.9		8.42	11.35	5.49	11.57 PM		
904.0	23rd AVE. PHOENIX 1.5	6034	3.0		8.36	11.30	5.42	11.51		
905.5	Crossing—AT&SFry Wye 0.5	...	1.5							
906.0	TO-R PHOENIX 1.0	6036	1.0		8.30 AM	11.25 AM	5.35 PM	11.45 PM		
907.0	TO-R PHOENIX YARD	6037	0.0							
	(174.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
				5	1	39	43	3		

RULE 5. Schedule time and train-order time for eastward trains at East Yard apply at end of double track; and for eastward and westward trains at Phoenix Yard at end of double track MP 907.43.

RULE S-72. Exceptions: No. 4 is superior to Nos. 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.

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
6026	Tolleson.....	895.7	..
6030	Cotpro.....	900.8	..
6032	Campo.....	902.0	..

WELLTON SUBDIVISION

EASTWARD

SECOND CLASS

Capacity of sidings					846 Freight Leave Daily	902 Freight Leave Daily	844 Freight Leave Daily	842 Freight Leave Daily	Mile Post Location	Timetable No. 132		Distance from Yuma
										April 25, 1954		
										STATIONS		
Yuma yd.	BKWDOTYP				PM 4.40	PM 2.25	AM 9.35	AM 1.00	732.7	TO-R YUMA	JDC	0.0
	P				4.55	2.40	9.50	1.15	737.4 737.5	EAST YARD		4.7
	58	P			4.59	2.44	9.54	1.19	740.1	2.6 ARABY	7.3	
	115	P			5.04	2.49	9.59	1.24	743.7	3.6 FORTUNA	10.9	
	58	P			5.08	2.53	10.03	1.28	746.6	2.9 BLAISDELL	13.8	
	104	P			5.15	3.00	10.09	1.35	750.6	4.0 KINTER	17.8	
	M 73	P			5.20	3.05	10.14	1.40	753.5	2.9 TO DOME	JDC	20.7
	Yard Limits 64 WIP				5.47 PM	3.32	10.41 AM	2.07 AM	770.0	16.5 TO WELLTON		37.2
	66	P					3.40		775.7	5.7 MING	42.9	
	67	P					3.47		780.9	5.2 ROLL	48.1	
69	P					4.02		793.2	12.3 GROWLER	60.4		
71	P					4.14		802.5	9.3 KOFA	69.7		
69	P					4.32		812.7	10.2 HORN	79.9		
70	WP					4.50		822.3	9.6 HYDER	89.5		
71	P					5.05		831.1	8.8 MONTEZUMA	98.3		
71	P					5.20		841.1	10.0 SADDLE	108.3		
71	P					5.50		851.0	9.9 GILLESPIE	118.2		
69	P					6.05		861.3	10.3 ARLINGTON	128.5		
69	P					6.12		865.7	4.4 DIXIE	132.9		
68	P					6.20		871.5	5.8 CONGER	138.7		
74	P					6.30		875.7	4.2 TO BUCKEYE	142.9		
68	P					6.40		881.7	6.0 LIBERTY	148.9		
	YP							889.3	7.6 LITCHFIELD JCT.	156.5		
68	P					6.54		889.7	0.4 TO LITCHFIELD	156.9		
96	P					7.00		893.0	3.3 CASHION	160.2		
70	P					7.08		898.1	5.1 FOWLER	165.3		
Phoenix yard	71	P				7.17		904.0	5.9 23rd AVE. PHOENIX	171.2		
								905.5	1.5 Crossing-AT&SFry Wye	172.7		
	BKWP							906.0	0.5 TO-R PHOENIX	JDC	173.2	
	BKWDOTYP							907.0	1.0 TO-R PHOENIX YARD		174.2	
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(174.2)		
					846	902	844	842				

RULE 5. Schedule time and train-order time for eastward trains at East Yard apply at end of double track; and for eastward and westward trains at Phoenix Yard at end of double track MP 907.43.

Capacity of sidings	EASTWARD		Timetable No. 132		Station Number	WESTWARD
	Mile Post Location		April 25, 1954			
			Litchfield Branch			
			STATIONS			
			LITCHFIELD JCT.			4.6
YP	889.3		4.6 LITCHFIELD PARK		6305	0.0
	894.7					
			(4.6)			

WELLTON SUBDIVISION

EASTWARD						Mile Post Location	Timetable No. 132 April 25, 1954	Station Number	Distance from Gila	WESTWARD		
Capacity of sidings	SECOND CLASS			FIRST CLASS						STATIONS	5 Argonaut	Arrive Daily
	846	844	842	6								
	Freight	Freight	Freight	Argonaut								
	Leave Daily	Leave Daily	Leave Daily	Leave Daily								
	PM	AM	AM	AM					AM			
64 Yard Limits WIP	5.47	10.41	2.07	5.45		770.0	TO WELLTON	5437	85.7	f 8.34		
104 P	5.57	10.51	2.17	5.54		776.4	6.4 TACNA	5444	79.3	8.25		
104 P	6.07	11.01	2.27	6.06		783.8	7.4 COLFRED	5451	71.9	8.13		
104 P	6.20	11.14	2.40	f 6.21		792.6	8.8 MOHAWK	5460	63.1	f 8.04		
104 P	6.33	11.27	2.53	f 6.31		800.5	7.9 STOVAL	5468	55.2	7.51		
90 P	6.40	11.34	3.00	f 6.39		806.2	5.7 DATELAND	5473	49.5	f 7.43		
124 WP	6.47	11.41	3.07	f 6.48		811.9	5.7 AZTEC	5479	43.8	f 7.34		
104 P	6.57	AM 11.51	3.17	6.58		819.7	7.8 STANWIX	5487	36.0	7.25		
102 WP	7.09	PM 12.04	3.30	s 7.10		826.1	6.4 SENTINEL	5493	29.6	s 7.10		
104 P	7.30	12.25	3.51	7.25		839.9	13.8 PIEDRA	5507	15.8	6.51		
59 P	7.39	12.34	4.00	7.32		845.5	5.6 THEBA	5513	10.2	6.45		
104 P	7.47	12.41	4.07	7.38		850.3	4.8 SMURR	5518	5.4	6.40		
Yard Limits BKWOYP	7.55 PM	12.50 PM	4.15 AM	s 7.45 AM		855.7	5.4 TO-R GILA	5523	0.0	6.33 AM		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(85.7)			Leave Daily		
	846	844	842	6						5		

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

YUMA VALLEY RAILROAD

Capacity of sidings	Mile Post Location	EASTWARD		WESTWARD	
		Timetable No. 132 April 25, 1954			
		STATIONS			
Yuma yard P	0.0	TO-R	YUMA	3682	21.0
16	1.0		1.0 U.S.R.S.	6201	20.0
19	8.5		7.5 WILLETTS	6209	12.5
21	15.0		6.5 SOMERTON	6215	6.0
	21.0		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-Gadsden 169,000 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

Capacity of sidings		FIRST CLASS							Mile Post Location	Timetable No. 132 April 25, 1954	Distance from Phoenix
		4 Golden State Leave Daily	40 Imperial Leave Daily	6 Argonaut Leave Daily	44 Passenger Leave Daily	370 A. O. N. Leave Daily Ex. Sun. Mon.	2 Sunset Limited Leave Daily				
Phoenix Yard	BKWP	PM 10.08	AM 10.50		AM 7.15		AM 5.30	906.0	TO-R PHOENIX 1.0 TO-R PHOENIX YARD 4.1 KENDALL 3.3 TO TEMPE 0.9 TEMPE JCT. 1.8 NORMAL JCT. 4.7 TO MESA 1.8 McQUEEN 5.7 TO CHANDLER 5.0 SERAPE 4.7 SANTAN 4.2 DOCK 10.0 BLACKWATER 5.0 POSTON 3.8 TO COOLIDGE 9.4 TOPAZ 8.3 TO PICACHO 7.5 WYMOLA 7.2 TO RED ROCK 7.0 NAVISKA 3.8 MARANA 2.4 PAPAGO 2.3 TO RILLITO 3.0 SABINO 4.8 KINO 4.6 STOCKHAM 4.6 TO-R TUCSON (120.9)	} 0.0 } 1.0 5.1 8.4 9.3 11.1 15.8 17.6 23.3 28.3 33.0 37.2 47.2 52.2 56.0 65.4 73.7 81.2 88.4 95.4 99.2 101.6 103.9 106.9 111.7 116.3 120.9	
	BKWDOTYP	10.11	10.54		7.20	7.10	5.33	907.0			
Yd. Lmts.	P	10.18	11.01		7.27	7.17	5.40	911.1	Automatic Block Signal System		
	75 YP	10.23	c 11.08		s 7.37	7.23	5.45	914.4			
Yard Limits	P							915.3			
	74 WYP	c 10.32	c 11.22		s 7.49	7.35	c 5.55	921.8			
77	P				8.00	7.46	5.58	923.6			
75	P	c 10.42	c 11.34		s 8.17	7.54	c 6.05	929.3			
72	P	10.46	11.40		8.24	8.00	6.10	934.3			
63	P		11.45		8.29	8.05	6.14	939.0			
63	P	10.53	11.49		8.33	8.10	6.18	943.2			
68	P	11.01	AM 11.58 PM 12.03		8.43	8.21	6.27	953.2			
115	P				8.48	8.26	6.31	958.2			
69	WP	c 11.08	f 12.09		s 9.01	8.30	c 6.36	962.0			
63	P	11.15	12.19		9.10	8.40	6.44	971.4			
N 87 S 106 Yd.Lmts. YP		11.24	c 12.27	AM 9.58	9.21	8.50	6.53	979.7 936.7			
136	P	11.30	12.35	10.07	9.40	8.58	7.03	944.2			
135	WP	11.36	12.42	10.15	9.48	9.08	7.09	951.4			
172	P	11.42	12.48	10.22	9.56	9.16	7.15	958.4			
64	P		12.52	10.26	10.00	9.20		962.2			
89	P							964.6			
171	WP	11.49	12.57	c 10.31	10.06	9.25	7.22	966.9			
88	P		1.00	10.34	10.09	9.28		969.9			
133	P	11.55	1.04	10.39	10.14	9.33	7.29	974.7			
W 141 Tucson yard BKWDOITYP	P	PM 11.59 s 12.08 AM	1.08 s 1.20 PM	10.44 s 10.55 AM	10.19 s 10.30 AM	9.38 9.50 AM	7.33 s 7.45 AM	979.3 983.9			
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun., Mon.	Arrive Daily				
		4	40	6	44	370	2				

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 and westward trains at Phoenix Yard apply at end of double track MP 907.43; and for eastward and westward trains at Stockham at the 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 and 4 are superior to Nos. 5, 39 and 43. No. 40 is superior to Nos. 5 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 east end Picacho, stopping if necessary.

PICACHO SUBDIVISION

Mile Post Location	Timetable No. 132 April 25, 1954	Station Number	Distance from Tucson	WESTWARD										
				FIRST CLASS										
				5 Argonaut	1 Sunset Limited	39 Imperial	43 Passenger	3 Golden State						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily										
906.0	TO-R PHOENIX 1.0	6036	120.9		AM 8.20 s	AM 11.05 s	PM 5.00 s	PM 11.30 s						
907.0	TO-R PHOENIX YARD 4.1			6037	119.9	8.11	10.49	4.53	11.18					
911.1	KENDALL 3.3	6041	115.8		8.04	10.42	4.46	11.11						
914.4	TO TEMPE 0.9	6044	112.5		7.59	c 10.36	s 4.35	11.05						
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 7.49	c 10.24	s 4.24	c 10.55						
923.6	McQUEEN 5.7	6054	103.3		7.46	10.20	4.12							
929.3	TO CHANDLER 5.0	6059	97.6		c 7.40	c 10.12	s 4.04	c 10.42						
934.3	SERAPE 4.7	6064	92.6		7.35	10.05	3.50	10.36						
939.0	SANTAN 4.2	6069	87.9		7.31	10.01	3.45							
943.2	DOCK 10.0	6073	83.7		7.27	9.57	3.41	10.29						
953.2	BLACKWATER 5.0	6083	73.7		7.18	9.48	3.31	10.21						
958.2	POSTON 3.8	6088	68.7		7.14	9.43	3.26							
962.0	TO COOLIDGE 9.4	6092	64.9		c 7.10	c 9.38	s 3.20	c 10.14						
971.4	TOPAZ 8.3	6101	55.5		7.03	9.29	3.03	10.06						
979.7 936.7	TO PICACHO 7.5	5604	47.2		c AM 4.27	6.53	9.21	2.54	9.58					
944.2	WYMOLA 7.2	5611	39.7		4.19	6.42	2.46	9.52						
951.4	TO RED ROCK 7.0	5619	32.5		4.12	6.36	9.08	2.40	9.46					
958.4	NAVISKA 3.8	5626	25.5		4.05	6.30	9.02	2.34	9.40					
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		3.57	6.23	8.54	2.26	9.33					
969.9	SABINO 4.8	5637	14.0		3.54	6.20	8.51	2.23	9.30					
974.7	KINO 4.6	5642	9.2		3.49	6.16	8.47	2.18	9.26					
979.3	TO STOCKHAM 4.6	5647	4.6		3.44	6.12	8.43	2.13	9.22					
983.9	TO-R TUCSON	5651	0.0		3.35 AM	6.05 AM	8.35 AM	2.05 PM	9.15 PM					
	(120.9)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
					5	1	39	43	3					

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 and westward trains at Phoenix Yard apply at end of double track MP 907.43; and for eastward and westward trains at Stockham at the 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 and 4 are superior to Nos. 5, 39 and 43. No. 40 is superior to Nos. 5 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 Freight Leave Daily	854 Freight Leave Daily	852 Freight Leave Daily	904 Freight Leave Daily	Mile Post Location	Timetable No. 132		Distance from Phoenix		
										April 25, 1954			STATIONS	
Phoenix yard BKWP BKWDOTYP								AM 12.05	906.0 907.0	TO-R PHOENIX 1.0 TO-R PHOENIX YARD	} JD 0.0 1.0			
								12.15	911.1	4.1 KENDALL		5.1		
P								12.25	914.4	TO TEMPE 3.3 TEMPE JCT.	8.4 9.3			
Yd. Lmits. 75 YP									915.3	0.9 NORMAL JCT.	11.1			
P									917.1	1.8 MESA	15.8			
Yard Limits 74 WYP								12.50	921.8	TO MESA 4.7 McQUEEN	17.6			
77 P								12.56	923.6	1.8 CHANDLER	23.3			
75 P								1.08	929.3	TO CHANDLER 5.0 SERAPE	28.3			
72 P								1.15	934.3	5.7 SANTAN	33.0			
63 P								1.22	939.0	4.7 DOCK	37.2			
63 P								1.28	943.2	4.2 BLACKWATER	47.2			
68 P								1.42	953.2	10.0 POSTON	52.2			
115 P								1.49	958.2	5.0 COOLIDGE	56.0			
69 WP								1.55	962.0	3.8 TOPAZ	65.4			
63 P								2.10	971.4	9.4 PICACHO	73.7			
N 87 S 106 Yd. Lmits. IYP					PM 10.25	PM 3.00	AM 7.20	2.25	979.7 936.7	8.3 WYMOLA	81.2			
136 P					10.39	3.14	7.34	2.39	944.2	7.5 RED ROCK	88.4			
135 WP					10.50	3.25	7.45	2.50	951.4	7.2 NAVISKA	95.4			
172 P					11.00	3.35	7.55	3.00	958.4	7.0 MARANA	99.2			
64 P					11.05	3.40	8.00	3.05	962.2	3.8 PAPAGO	101.6			
89 P					11.09	3.44	8.04	3.09	964.6	2.4 RILLITO	103.9			
171 WP					11.13	3.48	8.08	3.13	966.9	2.3 SABINO	106.9			
88 P					11.19	3.54	8.14	3.19	969.9	3.0 KINO	111.7			
133 P					11.25	4.02	8.20	3.27	974.7	4.8 STOCKHAM	116.3			
W 141 Tucson yard BKWDOITYP					11.32 11.50 PM	4.09 4.25 PM	8.27 8.45 AM	3.34 3.50 AM	979.3 983.9	4.6 TO-R TUCSON	120.9			
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(120.9)				
					856	854	852	904						

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 and westward trains at Phoenix Yard apply at end of double track MP 907.43; and for eastward and westward trains at Stockham at the 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..... (Spur)	966.4	28
5622	Avra..... (Spur)	953.5	..
5636	Plata..... (Spur)	968.6	..
5639	Cortaro.....	972.1	..
5645	Jaynes..... (Spur)	977.4	27
5648	Petrie..... (Spur)	981.2	..

PICACHO SUBDIVISION

EASTWARD						Mile Post Location	Automatic Block Signal System	Timetable No. 132		Station Number	Distance from Picacho	WESTWARD		
Capacity of sidings	SECOND CLASS			FIRST CLASS				April 25, 1954				FIRST CLASS		
	856	854	852		6			STATIONS	5			Argonaut	Arrive Daily	
	Freight	Freight	Freight		Argonaut									
	Leave Daily	Leave Daily	Leave Daily		Leave Daily									
Yard Limits BKWOYP	PM 8.05	PM 12.40	AM 5.00		AM 7.55	855.7	TO-R	GILA	5523	81.0	s	AM 6.23		
105 P	8.30	1.05	5.25		8.10	865.1		9.4 BOSQUE	5532	71.6		6.12		
105 P	8.50	1.25	5.45		8.22	871.2		6.1 SHAWMUT	5538	65.5		6.03		
105 P	9.05	1.40	5.58		f 8.30	874.6	TO	3.4 ESTRELLA	5542	62.1	f	5.58		
104 P	9.16	1.51	6.11		f 8.41	883.7		9.1 MOBILE	5551	53.0	f	5.46		
58 P	9.21	1.56	6.16		8.46	888.4		4.7 ENID	5556	48.3		5.38		
140 WP	9.32	2.07	6.27		s 8.57	897.8	TO	9.4 MARICOPA	5565	38.9	s	5.26		
104 P	9.45	2.20	6.40		9.09	907.7		9.9 BON	5575	29.0		5.14		
Yard Limits WP	10.00	2.35	6.55		s 9.28	918.8	TO	11.1 CASA GRANDE	5586	17.9	s	5.01		
104 P	10.12	2.47	7.07		c 9.40	928.4		9.6 TOLTEC	5596	8.3	c	4.44		
69 P	10.18	2.53	7.13		s 9.52	933.1		4.7 ELOY	5600	3.6	s	4.37		
N 87 Yard Limits S 106 IYP	10.25 PM	3.00 PM	7.20 AM		f 9.58 AM	936.7	TO	3.6 PICACHO	5604	0.0		4.27 AM		
	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily			(81.0)				Leave Daily		
	856	854	852		6							5		

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 GLASS	Timetable No. 132			Station Number	Distance from Christmas	SECOND GLASS	
			870	April 25, 1954					871	
			Freight	Christmas Branch					Freight	
			Mile Post Location							
			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			
Yard Limits			P	AM	^{28.8} RAY JCT.	6664	22.7	AM	6.20	
			P	6.35	TO-R					
Yard Limits	Y		999.7		^{11.9} BURNS	6676	10.8			
	BKWDYP	7.15 AM	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			
			(86.9)					Leave Daily		
								871		
								870		

ADDITIONAL STATIONS			
Station Number	NAME	Mile Post	Capacity
6645	Price (Spur)	969.0	13
6652	Cochran (Spur)	975.2	6
6661	Wooley (Spur)	984.6	5
6671	Branaman (Spur)	993.4	8
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 deraill near west end Hayden Mills is spring deraill, and may be trailed through on movement to Hayden Mills and must be thrown for all westward movements and lined back to deraill following movement over the deraill.

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. 132			Station Number	WESTWARD
Capacity of sidings		Mile Post Location	April 25, 1954				Distance from Normal Jct.
			Creamery Branch				
		STATIONS					
Yd. Limits	75	WYP	914.4	TO	TEMPE	6044	2.1
			915.4		^{1.0} CREAMERY	6501	1.1
			916.5		^{1.1} NORMAL JCT.	6047	0.0
(2.1)							

		EASTWARD	Timetable No. 132			Station Number	WESTWARD
Capacity of sidings		Mile Post Location	April 25, 1954				Distance from West Chandler
			Tempe Branch				
		STATIONS					
Yard Limits		P	915.3		TEMPE JCT.	6045	7.7
			917.7		^{2.4} PETERSON	6402	5.3
			919.2		^{1.5} HELENA	6405	3.8
			923.0		^{3.8} WEST CHANDLER	6408	0.0
(7.7)							

PICACHO SUBDIVISION

EASTWARD				Mile Post Location	Timetable No. 132 April 25, 1954	Station Number	Distance from Nogales	WESTWARD						
Capacity of sidings														
Tucson yard BKWDOIITYP				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)									

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
6750	Otero..... (Spur)	1034.2	13
6756	Calabasas..... (Spur)	1039.8	28Y

BOWIE SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings	FIRST CLASS					Mile Post Location	Timetable No. 132 April 25, 1954		Distance from Tucson
	40	6	44	2	4		STATIONS		
	Imperial Leave Daily	Argonaut Leave Daily	Passenger Leave Daily	Sunset Limited Leave Daily	Golden State Leave Daily				
Tucson yard BKWDOITYP	PM 1.45	AM 11.30	AM 11.00	AM 7.55	AM 12.18	983.9	TO-R TUCSON	0.0	
E 137 P	2.01	11.46	11.16	8.10	12.33	994.8	10.9 WILMOT	10.9	
E 58 P	2.13	f 11.58	11.28	8.19	12.42	1003.9 1003.3	9.1 VAIL	20.0	
110 WP	2.32	PM 12.17	AM 11.47	8.38	1.00	1012.6	9.3 PANTANO	29.3	
N 82 Yard Limits S 76 IYP	2.55 PM	12.40	12.10 PM	9.00 AM	1.22 AM	1023.6	TO-R 11.0 MESCAL	40.3	
73 P		12.46				1028.2	4.6 CHAMISO	44.9	
113 Yard Limits KWOYP		s 12.58				1032.5 1032.6	4.3 TO BENSON	49.2	
117 P		1.04				1035.8	3.2 FENNER	52.4	
71 P		1.17				1041.0	5.2 SIBYL	57.6	
105 P		1.22				1043.9 1044.4	2.9 TULLY	60.5	
138 P		s 1.40				1053.9	TO 9.5 DRAGON	70.0	
78 P		1.46				1058.3	4.4 MANZORO	74.4	
86 P		f 1.52				1063.9	TO 5.6 COCHISE	80.0	
104 WP		s 2.20				1074.7	TO 10.8 WILLCOX	90.8	
94 P		2.33				1082.6	7.9 RASO	98.7	
113 P		2.42				1091.0	8.4 LUZENA	107.1	
230 Yard Limits BKWYP		s 2.55				1098.4	TO 7.4 BOWIE	114.5	
110 P		3.04				1106.6	8.2 OLGA	122.7	
105 WP		s 3.12				1114.2	TO 7.6 SAN SIMON	130.3	
105 P		3.23				1121.8	7.6 VANAR	137.9	
105 P		f 3.39				1128.9	TO 7.1 STEINS	145.0	
135 P		3.45				1132.7	3.8 MONDEL	148.8	
105 P		3.54				1140.8	8.1 GARY	156.9	
Yard Limits BKWDYP		s 4.10 PM				1148.3	TO-R 7.5 LORDSBURG	164.4	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(164.4)		
		40	6	44	2	4			

Automatic Block Signal System

No. 2 Track

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. 132 April 25, 1954	Station Number	Distance from Lordsburg	WESTWARD										
					FIRST CLASS										
					5 Argonaut Arrive Daily	1 Sunset Limited Arrive Daily	39 Imperial Arrive Daily	43 Passenger Arrive Daily	3 Golden State Arrive Daily						
		STATIONS													
Tucson yard BKWDOITYP	983.9	Automatic Block Signal System	No. 1 Track	TO-R TUCSON 10.9	5651	162.4	AM	AM	AM	PM	PM				
W 136 P	994.8			WILMOT 8.9	5658	151.5	s 3.10	s 5.55	s 8.15	s 1.30	s 9.02				
W 74 P	1003.7			VAIL 9.2	7516	142.6	2.42	5.26	7.47	12.52	8.36				
66 P	1012.9			MARSH 9.3	7525	133.4	2.33	5.18	7.38	12.41	8.28				
N 82 Yard Limits S 76 IYP	1022.2			TO-R MESCAL 4.6	5691	124.1	f 2.25	5.10	7.30	12.30	8.20				
73 P	1028.2			CHAMISO 4.3	5695	119.5				12.22					
Yard Limits 113 KWOYP	1032.5			TO BENSON 3.2	5700	115.2				s 12.12					
117 P	1035.8			FENNER 5.2	5703	112.0				11.57					
71 P	1041.0			SIBYL 2.9	5708	106.8				11.45					
105 P	1043.9			TULLY 9.5	5711	103.9				11.41					
138 P	1053.9			TO DRAGON 4.4	5721	94.4				f 11.27					
78 P	1058.3			MANZORO 5.6	5725	90.0				11.18					
86 P	1063.9			TO COCHISE 10.8	5731	84.4				f 11.10					
104 WP	1074.7			TO WILLCOX 7.9	5741	73.6				s 10.57					
94 P	1082.6			RASO 8.4	5749	65.7				10.37					
113 P	1091.0			LUZENA 7.4	5758	57.3				10.25					
Yard Limits 230 BKWYP	1098.4			TO BOWIE 8.2	5765	49.9				s 10.15					
110 P	1106.6			OLGA 7.6	5773	41.7				10.02					
105 WP	1114.2			TO SAN SIMON 7.6	5781	34.1				s 9.53					
105 P	1121.8			VANAR 7.1	5788	26.5				9.45					
105 P	1128.9	TO STEINS 3.8	5796	19.4				f 9.33							
135 P	1132.7	MONDEL 8.1	5799	15.6				9.26							
105 P	1140.8	GARY 7.5	5807	7.5				9.19							
Yard Limits BKWDYP	1148.3	TO-R LORDSBURG	5815	0.0				9.10							
		(162.4)					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
							5	1	39	43	3				

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

SECOND CLASS

Capacity of sidings					Mile Post Location	Timetable No. 132		Distance from Tucson				
						April 25, 1954						
						STATIONS						
Tucson yard BKWDOITYP					866 Freight Leave Daily PM 5.30	864 Freight Leave Daily AM 8.40	962 Freight Leave Daily AM 8.15	862 Freight Leave Daily AM 1.30	983.9	TO-R TUCSON	No. 2 Track	0.0
E 137 P					5.55	9.05	8.35	1.55	994.8	10.9 WILMOT		10.9
E 58 P					6.20	9.30	8.55	2.20	1003.9 1003.3	9.1 VAIL	20.0	
110 WP					6.50	10.00	9.20	2.50	1012.6	9.3 PANTANO	29.3	
N 82 Yard Limits S 76 IYP					7.30	10.40	10.05 AM	3.30	1023.6	TO-R 11.0 MESCAL	40.3	
73 P					7.38	10.48		3.38	1028.2	4.6 CHAMISO	44.9	
113 Yard Limits KWOYYP					7.46	10.56		3.46	1032.5 1032.6	4.3 TO BENSON	49.2	
117 P					7.53	11.03		3.53	1035.8	3.2 FENNER	52.4	
71 P					8.20	11.30		4.20	1041.0	5.2 SIBYL	57.6	
105 P					8.30	AM 11.41		4.30	1043.9 1044.4	2.9 TULLY	60.5	
138 P					9.10	PM 12.20		5.10	1053.9	TO 9.5 DRAGON	70.0	
78 P					9.18	12.28		5.18	1058.3	4.4 MANZORO	74.4	
86 P					9.25	12.35		5.25	1063.9	TO 5.6 COCHISE	80.0	
104 WP					9.40	12.50		5.40	1074.7	TO 10.8 WILLCOX	90.8	
94 P					9.55	1.05		5.55	1082.6	7.9 RASO	98.7	
113 P					10.05	1.15		6.05	1091.0	8.4 LUZENA	107.1	
Yard Limits 230 BKWYP					10.14	1.24		6.14	1098.4	TO 7.4 BOWIE	114.5	
110 P					10.24	1.34		6.24	1106.6	8.2 OLGA	122.7	
105 WP					10.33	1.43		6.33	1114.2	TO 7.6 SAN SIMON	130.3	
105 P					10.53	2.03		6.53	1121.8	7.6 VANAR	137.9	
105 P					11.25	2.35		7.25	1128.9	TO 7.1 STEINS	145.0	
135 P					11.30	2.40		7.30	1132.7	3.8 MONDEL	148.8	
105 P					11.40	2.50		7.40	1140.8	8.1 GARY	156.9	
Yard Limits BKWDYP					11.55 PM	3.05 PM		7.55 AM	1148.3	TO-R 7.5 LORDSBURG	164.4	
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(164.4)		
					866	864	962	862				

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

EASTWARD				Mile Post Location	Timetable No. 132 April 25, 1954		Station Number	Distance from Miami	WESTWARD					
Capacity of sidings	SECOND CLASS				Globe Branch				STATIONS		SECOND CLASS		THIRD CLASS	
	884		886		883				885					
	Freight	Freight	Freight		Freight	Freight			Freight	Freight	Freight			
	Leave Daily Ex. Monday	Leave Daily	Leave Daily		Arrive Daily Ex. Sunday	Arrive Daily								
Yard Limits 230 BKWYP	AM 7.30		1098.4 1098.1	TO-R	BOWIE	5765	133.8	PM 6.30						
P	8.15		1117.8		19.7 TANQUE	6820	114.1	5.40						
34 P	9.06		1132.6		14.8 SOLOMON	6835	99.3	4.55						
Yard Limits 47 P	10.10		1137.5	TO	4.9 SAFFORD	6839	94.4	4.25						
P	10.33		1145.6	TO	8.1 PIMA	6848	86.3	2.45						
P	11.30		1153.0		7.4 CORK	6855	78.9	2.05						
P	AM 11.50		1159.3		6.3 FT. THOMAS	6861	72.6	1.43						
P	PM 12.05		1164.2		4.9 GERONIMO	6866	67.7	1.30						
50 P	12.57		1176.8		12.6 CALVA	6879	55.1	12.57						
49 P	1.40		1191.0		14.2 DILI	6893	40.9	12.20 PM						
48 WP	2.10		1201.0	TO	10.0 SAN CARLOS	6903	30.9	11.50 AM						
P	2.50		1213.5		12.5 CUTTER	6915	18.4	11.20						
Yard Limits BKWDTP	3.20 PM		1221.5	TO-R	8.0 GLOBE	6923	10.4	10.50 AM		AM 9.20				
Yard Limits P			1231.9		10.4 MIAMI	6934	0.0			8.15 AM				
	Arrive Daily Ex. Monday	Arrive Daily			(133.8)			Leave Daily Ex. Sunday		Leave Daily				
	884	886						883		885				

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.

ADDITIONAL STATIONS			
Station Number	NAME	Mile Post	Capacity
6843	Thatcher	1140.6	..
6849	Dublin	1146.7	8
6851	Glenbar	1148.9	..
6857	Ashurst	1154.8	..
6872	Bylas (Spur)	1170.1	5
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

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.....			To dispatch U.S. Mail
1	Coolidge.....	Flag.....	Daily.....	Colton.....	East of El Paso.....	
1	Chandler.....	Flag.....	Daily.....	Colton.....	El Paso.....	
1	Mesa.....	Flag.....	Daily.....	Palm Springs.....	El Paso.....	
2	Mesa.....	Flag.....	Daily.....	El Paso.....	Colton.....	
2	Chandler.....	Flag.....	Daily.....	El Paso.....	Colton.....	
2	Coolidge.....	25 MPH.....	Daily.....			To dispatch registered U.S. Mail
3	Coolidge.....	35 MPH.....	Daily.....			To dispatch U.S. Mail
3	Coolidge.....	Flag.....	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.....		
5	Toltec.....	Flag.....	Daily.....	Yuma.....	Tucson.....	
6	Toltec.....	Flag.....	Daily.....	Tucson.....	Yuma.....	
6	Rillito.....	Flag.....	Daily.....		Colton.....	
39	Coolidge.....	Flag.....	Daily.....		El Paso.....	
39	Chandler.....	Flag.....	Daily.....	Colton.....	El Paso.....	
39	Mesa.....	Flag.....	Daily.....	Colton.....	El Paso.....	
39	Tempe.....	Flag.....	Daily.....	Colton.....	El Paso.....	
39	Buckeye.....	Flag.....	Daily.....		El Paso.....	
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
40	Picacho.....	35 MPH.....	Daily.....			Exchange U. S. Mail

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

17

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 and signals may be displayed Yuma to East Yard on instructions from yardmaster, who will obtain this information from train-order operator before authorizing display of indicators and signals. 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.....Trains originating or terminating.
Phoenix Yard.....Trains originating or terminating.

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.

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

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

Trains originating or terminating Phoenix are not required to obtain clearance at Phoenix Yard.

Trains originating or terminating Phoenix Yard are not required to obtain clearance at 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 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.....Trains originating or terminating.
Phoenix Yard.....Trains originating or terminating.

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

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 221. Trains originating or terminating Phoenix are not required to obtain clearance at Phoenix Yard.

Trains originating or terminating Phoenix Yard are not required to obtain clearance at Phoenix.

Trains must obtain clearance before leaving Tempe on Creamery Branch.

Stockham is train-order office for westward trains only. 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.

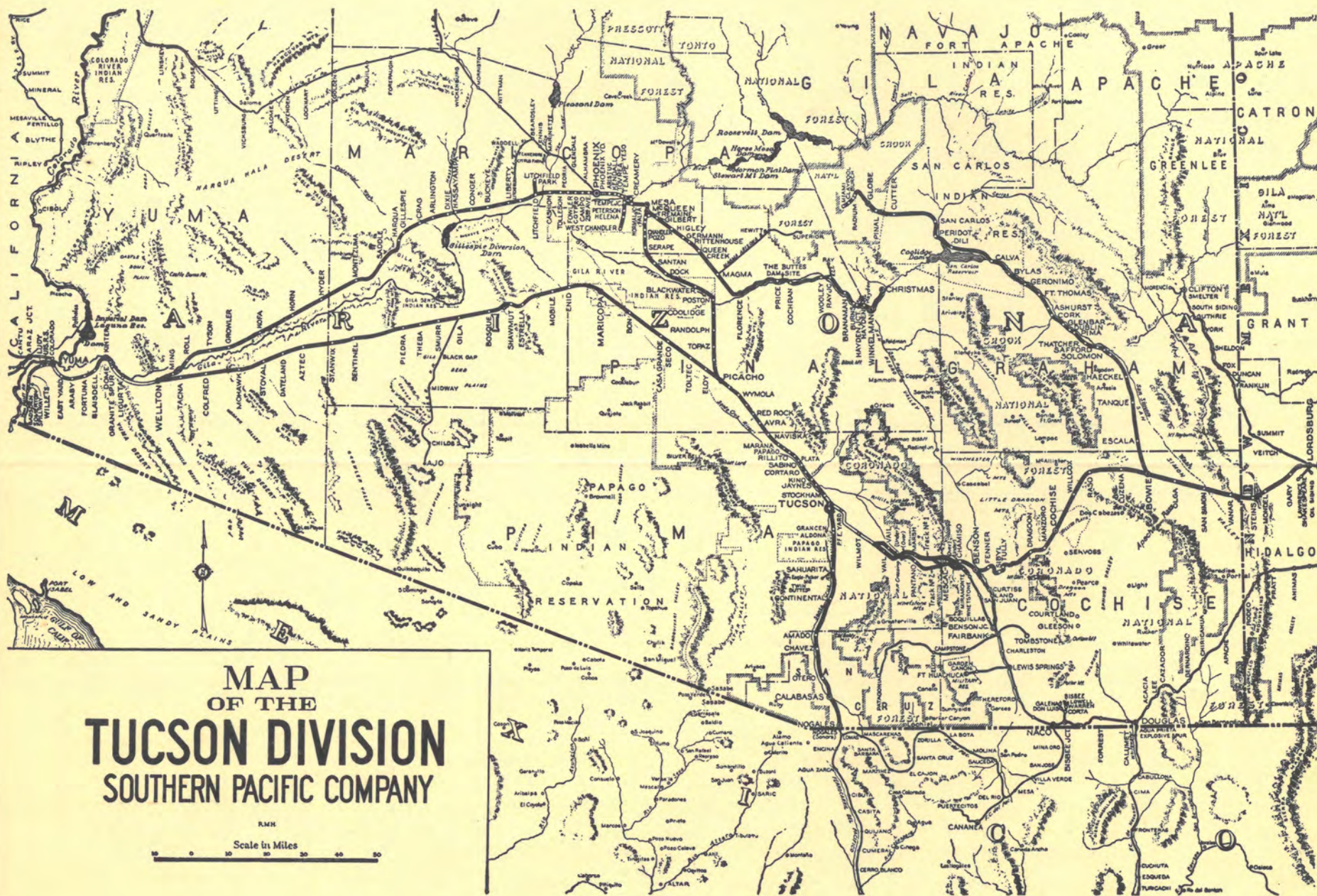
Westward trains not cleared by train-order signal at Mescal will receive clearance over initials Rio Grande Division chief train dispatcher and may include train orders issued by either or both Divisions.

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.

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"	63.2
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

