

TIME IS IMPORTANT
Take TIME To Be SAFE

TERMINAL SUPERINTENDENT

P. E. BAFFERT.....Nogales

TRAINMASTERS

H. C. CHASE.....Tucson
L. WISE.....Tucson
B. B. KIMBALL.....Phoenix
D. W. FULK.....Gila

ASSISTANT TRAINMASTERS

J. H. VERMILLION.....Phoenix
B. M. BRAGDON.....Tucson

ROAD FOREMEN OF ENGINES

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

ASSISTANT ROAD FOREMAN OF ENGINES

J. E. TOMPKINS.....Phoenix

CHIEF TRAIN DISPATCHER

A. R. HOFF.....Tucson

R. O. COLTRIN

Assistant Superintendent, Tucson

SOUTHERN PACIFIC COMPANY



TUCSON DIVISION

TIMETABLE

135

EFFECTIVE SUNDAY, APRIL 29, 1956

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**

W. D. LAMPRECHT,
General Manager.

A. S. McCANN,
J. A. McKINNON,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

J. M. HATCHER,
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. J. F. Stanley.....	Asst. Dist. Physician and Surgeon
Yuma.....	Dr. Robert A. Stratton.....	Asst. Dist. Physician and Surgeon
Yuma.....	Dr. William H. Lyle.....	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. Ketherside.....	District Physician and Surgeon
Phoenix.....	Dr. D. H. Goodman.....	District Physician and Surgeon
Phoenix.....	Dr. Joseph Bank.....	District Physician and Surgeon
Phoenix.....	Dr. Samuel Shore.....	Asst. Dist. Physician and Surgeon
Phoenix.....	Dr. Roy E. Burgess.....	Oculist
Phoenix.....	Dr. O. W. Thoeny.....	Aurist
Phoenix.....	Dr. G. J. McCurdy.....	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. Robert Erickson.....	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. H. H. Holmes.....	District Physician and Surgeon
Tucson.....	Dr. W. C. Finn.....	Assistant to Chief Surgeon
Tucson.....	Dr. B. R. Bates.....	Attending Physician
Tucson.....	Dr. H. W. Kohl.....	Visiting Physician
Tucson.....	Dr. L. J. Kent.....	Attending Physician
Tucson.....	Dr. B. W. Saylor.....	Aurist
Tucson.....	Dr. Robert Blake.....	Oculist
Nogales.....	Dr. J. S. Gonzalez.....	District Physician and Surgeon
Nogales.....	Dr. Z. B. Noon.....	District Physician and Surgeon
Nogales.....	Dr. Deward G. Moody.....	Emergency Physician and Surgeon
Nogales.....	Dr. C. S. Smith.....	Oculist and Aurist
Benson.....	Dr. Cadman Chaffin.....	District Physician and Surgeon
Willecox.....	Dr. C. J. Bozzi.....	District Physician and Surgeon
Bowie.....	Dr. K. S. Merriman.....	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.....	Emergency Physician and Surgeon
Globe.....	Dr. W. E. Bishop.....	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.
EMERGENCY HOSPITAL.....	TUCSON, ARIZ.
S. P. SANATORIUM.....	TUCSON, ARIZ.
EMERGENCY HOSPITAL.....	GILA, ARIZ.

WATCH INSPECTORS

San Francisco.....	C. D. Fabrin, Manager of Time Service, 65 Market St.	Nogales.....	Richards
Yuma.....	Phillips Bros., 190 Main St.	Benson.....	L. L. Torres
Yuma.....	Edward H. Weiner	Lordsburg.....	H. H. Conder
Phoenix.....	H. H. Howard	Lordsburg.....	Pearl's Jewelry
Tucson.....	Seth E. Rogers, 319 E. Congress St.	Safford.....	Adolph J. Cubitto
Casa Grande.....	Henry S. Thornton	Globe.....	Cubitto Jewelry Co.
Eloy.....	Thos. A. Rutherford	Miami.....	J. C. Cubitto, Jr.

AVERAGE WEIGHTS (IN TONS) OF PASSENGER CARS

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITONED		AIR CONDITIONED															
			Steel	Under-Frames	COOLING SEASON			NON-COOLING SEASON												
					ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS								
	Conventional Equipment—																			
UP...	Box—Express.....	41'	24																	
SP...	Baggage.....	60'	48																	
SP...	Baggage.....	61'	45																	
SP...	Baggage.....	66'	65																	
SP...	Baggage.....	70'	63																	
SP...	Baggage and Mail.....	60'	56																	
SP...	Baggage and Mail.....	66'	68																	
SP...	Baggage and Mail.....	69'	64																	
SP...	Baggage and Mail.....	70'	66																	
SP...	Baggage and Psgr.....	60'	51																	
SP...	Baggage and Psgr.....	61'	58																	
SP...	Baggage—Horse.....	70'	67																	
SP...	Baggage—Horse.....	80'	75																	
SP...	Postal.....	40'	42																	
SP...	Postal.....	60'	59																	
SP...	Postal—Storage.....	60'	54																	
SP...	Postal—Storage.....	61'	61																	
SP...	Club.....	75'																		
SP...	Club.....	77'																		
SP...	Chair.....	60'	53																	
SP...	Chair.....	72'																		
SP...	Chair.....	73'																		
SP...	Chair.....	74'																		
SP...	Coach.....	60'																		
SP...	Coach.....	70'																		
SP...	Coach.....	72'																		
SP...	Coach.....	74'																		
SP...	All Day Lunch.....	60'																		
SP...	Cafe—Lounge.....	72'																		
SP...	Diner.....	73'																		
SP...	Diner.....	77'																		
SP...	Diner.....	79'																		
SP...	Diner.....	80'																		
SP...	Lounge.....	75'																		
SP...	Lounge.....	80'																		
SP...	Observation—Lounge.....	75'																		
SP...	Observation—Smoking.....	69'																		
SP...	Observation—Smoking.....	72'																		
SP...	Observation—Smoking.....	74'																		
SP...	Official.....	Var.																		
Pull...	Standard Sleeper.....	"																		
Pull...	Lounge.....	"																		
Pull...	Troop Sleeper.....	"																		
Pull...	Troop Kitchen.....	"																		
USA...	Kitchen.....	"																		
USA...	Ward.....	"																		
USA...	Dressing.....	"																		
USA...	Mortuary.....	"																		
USA...	Hospital (89200-01).....	"																		
USA...	Hospital (89340-52).....	"																		

CODE: ACI: Air Conditioned—Ice System
 ACEM: Air Conditioned—Electro-Mechanical System
 ACW: Air Conditioned—Waukesha System
 ACS: Air Conditioned—Steam Ejector System

WELLTON SUBDIVISION

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EASTWARD

Capacity of sidings		SECOND CLASS				FIRST CLASS					Mile Post Location	Timetable No. 135 April 29, 1956		Distance from Yuma	
		902	846	844	842	4	6	40	370	2					
		Freight	Freight	Freight	Freight	Golden State	Argonaut	Imperial	A. O. N.	Sunset Limited					
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS			
Yuma yard	BKWDOTYP	PM 4.50	PM 4.40	AM 9.35	AM 1.00	PM 7.40	AM 5.10	AM 4.10	AM 2.15	AM 2.00	732.7	TO-R YUMA	}	0.0	
	P	5.05	4.55	9.50	1.15	7.47	5.17	4.17	2.23	2.07	737.4 737.5	TO-R EAST YARD		4.7	
	58	P	5.09	4.59	9.54	1.19						740.1	2.6 ARABY	7.3	
	115	P	5.15	5.05	10.00	1.25	7.55	5.25	4.25	2.31	2.15	743.7	3.6 FORTUNA	10.9	
	58	P	5.19	5.09	10.04	1.29						746.6	2.9 BLAISDELL	13.8	
	104	P	5.25	5.15	10.10	1.35	8.02	5.32	4.32	2.45	2.22	750.6	4.0 KINTER	17.8	
	M 73	P	5.30	5.20	10.15	1.40	8.07	5.37	f 4.38	2.50	2.27	753.5	TO 2.9 DOME	}	20.7
	Yard Limits	IP	5.57	5.47 PM	10.42 AM	2.07 AM	8.26	f 5.58 AM	f 5.01	3.10	2.46	770.0	TO 16.5 WELLTON		37.2
	64	P	6.05				8.31		5.08	3.16	2.51	775.7	5.7 MING	42.9	
	66	P	6.12				8.36		f 5.16	3.22	2.56	780.9	5.2 ROLL	48.1	
67	P	6.30				8.46		f 5.30	3.35	3.06	793.2	12.3 GROWLER	60.4		
69	P	6.45				8.53		5.40	3.45	3.13	802.5	9.3 KOFA	69.7		
69	P	7.00				9.01		c 5.52	3.56	3.21	812.7	10.2 HORN	79.9		
70	WP	7.15				9.09		f 6.05	4.06	3.29	822.3	9.6 HYDER	89.5		
71	P	7.29				9.16		6.15	4.15	3.36	831.1	8.8 MONTEZUMA	98.3		
71	P	7.45				9.24		6.24	4.25	3.44	841.1	10.0 SADDLE	108.3		
71	P	8.15				9.33		6.39	4.40	3.54	851.0	9.9 GILLESPIE	118.2		
69	P	8.27				9.41		6.49	4.51	4.02	861.3	10.3 ARLINGTON	128.5		
69	P	8.32						6.54	4.56	4.06	865.7	4.4 DIXIE	132.9		
68	P	8.39				9.49		7.00	5.02	4.11	871.5	5.8 CONGER	138.7		
74	P	8.46				9.53		s 7.08	5.07	4.16	875.7	TO 4.2 BUCKEYE	142.9		
68	P	8.56				9.59		7.16	5.15	4.22	881.7	6.0 LIBERTY	148.9		
	YP										889.3	7.6 LITCHFIELD JCT.	156.5		
68	P	9.08				10.05		f 7.25	5.24	4.28	889.7	TO 0.4 LITCHFIELD	156.9		
96	P	9.13				10.08		7.29	5.28	4.31	893.0	3.3 CASHION	160.2		
70	P	9.21				10.12		7.34	5.34	4.35	898.1	5.1 FOWLER	165.3		
Phoenix yard	71	P	9.30			10.17		7.40	5.41	4.40	904.0	5.9 23rd AVE. PHOENIX	171.2		
											905.5	1.5 Crossing-AT&SFRy Wyo	172.7		
	BKP					s 10.25 PM		s 7.50 AM		s 4.50 AM	906.0	TO-R 0.5 PHOENIX	}	173.2	
	BKWDOTYP	9.45 PM							5.55 AM		907.0	TO-R 1.0 PHOENIX YARD		174.2	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(174.2)			
		902	846	844	842	4	6	40	370	2					

RULE 5. Time for eastward trains at East Yard applies 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 No. 39.

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.

Capacity of sidings		EAST-WARD		WEST-WARD	
		Mile Post Location	Station Number	Mile Post Location	Station Number
		Timetable No. 135 April 29, 1956			
		Litchfield Branch			
		STATIONS			
YP	889.3	LITCHFIELD JCT.		4.6	
	894.7	4.6 LITCHFIELD PARK		6305	
		(4.6)			

WELLTON SUBDIVISION

Mile Post Location	Timetable No. 135 April 29, 1956			Station Number	Distance from Phoenix Yard	WESTWARD												
							FIRST CLASS											
							5	1	39	3								
							Argonaut	Sunset Limited	Imperial	Golden State								
STATIONS						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily									
732.7	TO-R	YUMA 4.7	} D	3682	174.2	AM 9.25	AM 11.35	PM 10.55	AM 3.00									
737.4 737.5	R	EAST YARD 2.6		5405	169.5	s 9.12	s 11.23	s 10.42	s 2.50									
740.1		ARABY 3.6		5407	166.9	9.09	11.20	10.39	2.47									
743.7		FORTUNA 2.9		5411	163.3	9.04	11.15	10.34	2.42									
746.6		BLAISDELL 4.0		5414	160.4	9.01			2.39									
750.6		KINTER 2.9		5418	156.4	8.56	11.08	10.26	2.34									
753.5	TO	DOME 16.5	} D	5421	153.5	f 8.50	11.03	f 10.20	2.29									
770.0	TO	WELLTON 5.7		5437	137.0	f 8.29 AM	10.43	f 9.58	2.09									
775.7		MING 5.2		5906	131.3		10.37	9.50	2.03									
780.9		ROLL 12.3		5911	126.1		10.32	f 9.43	1.58									
793.2		GROWLER 9.3		5923	113.8		10.22	9.26	1.47									
802.5		KOFA 10.2		5933	104.5		10.15	9.15	1.38									
812.7		HORN 9.6		5943	94.3		10.07	c 9.01	1.28									
822.3		HYDER 8.8		5952	84.7			f 8.43	1.20									
831.1		MONTEZUMA 10.0		5961	75.9		9.53	8.33	1.12									
841.1		SADDLE 9.9		5971	65.9		9.45	8.24	1.04									
851.0		GILLESPIE 10.3		5981	56.0		9.37	8.15	12.56									
861.3		ARLINGTON 4.4		5991	45.7		9.28	8.03	12.46									
865.7		DIXIE 5.8		5996	41.3			7.59	12.42									
871.5		CONGER 4.2		6002	35.5		9.20	7.53	12.37									
875.7	TO	BUCKEYE 6.0		6006	31.3		c 9.16	s 7.47	12.33									
881.7		LIBERTY 7.6		6012	25.3		9.10	7.38	12.27									
889.3		LITCHFIELD JCT. 0.4		...	17.7													
889.7	TO	LITCHFIELD 3.3		6020	17.3		9.03	f 7.30	12.19									
893.0		CASHION 5.1		6023	14.0		9.00	7.26	12.16									
898.1		FOWLER 5.9		6028	8.9		8.55	7.21	12.11									
904.0		23rd AVE. PHOENIX 1.5		6034	3.0		8.50	7.16	12.05 AM									
905.5		Crossing—AT&SFry Wye 0.5		...	1.5													
906.0	TO-R	PHOENIX 1.0	} D	6036	1.0		8.45 AM	7.10 PM	11.59 PM									
907.0	TO-R	PHOENIX YARD		6037	0.0													
		(174.2)				Leave Daily	Leave Daily	Leave Daily	Leave Daily									
						5	1	39	3									

RULE 5. Time for eastward trains at East Yard applies 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 No. 39.

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			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
25 W ..	755.2	Granite Spur.....	5422
12 E ..	760.2	Ligurta..... (Spur)	5427
31 E ..	788.3	Tyson..... (Spur)	5918
4 W ..	849.4	Harqua..... (Spur)	5979
12 W ..	856.0	Crag..... (Spur)	5986
..	895.7	Tolleson.....	6026
..	900.8	Cotpro.....	6030
..	902.0	Campo.....	6032

WELLTON SUBDIVISION

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EASTWARD					Mile Post Location	Timetable No. 135 April 29, 1956	Station Number	Distance from Gila	WESTWARD			
Capacity of sidings	SECOND CLASS			FIRST CLASS					STATIONS	5 Argonaut (c)	Arrive Daily	AM
	846	844	842	6								
	Freight	Freight	Freight	Argonaut (c)								
	Leave Daily	Leave Daily	Leave Daily	Leave Daily								
Yard Limits IP	PM 5.47	AM 10.42	AM 2.07	AM 5.58	770.0	TO WELLTON	5437	85.7	f 8.29			
104 P	5.57	10.52	2.17	6.07	776.4	6.4 NOAH	5444	79.3	8.20			
104 P	6.07	11.02	2.27	6.21	783.8	7.4 COLFRED	5451	71.9	8.08			
104 P	6.20	11.15	2.40	f 6.36	792.6	8.8 MOHAWK	5460	63.1	f 7.59			
104 P	6.33	11.28	2.53	6.46	800.5	7.9 STOVAL	5468	55.2	7.46			
104 P	6.40	11.35	3.00	f 6.54	806.2	5.7 DATELAND	5473	49.5	f 7.38			
124 WP	6.47	11.42	3.07	f 7.03	811.9	5.7 AZTEC	5479	43.8	f 7.28			
104 P	6.57	AM 11.52	3.17	7.13	819.7	7.8 STANWIX	5487	36.0	7.13			
102 WP	7.09	PM 12.05	3.30	s 7.25	826.1	6.4 SENTINEL	5493	29.6	s 7.00			
104 P	7.30	12.26	3.51	7.40	839.9	13.8 PIEDRA	5507	15.8	6.43			
59 P	7.39	12.35	4.00	7.47	845.5	5.6 THEBA	5513	10.2	6.37			
104 P	7.47	12.42	4.07	7.53	850.3	4.8 SMURR	5518	5.4	6.32			
Yard Limits BKYP	7.55 PM	12.50 PM	4.15 AM	s 8.00 AM	855.7	5.4 GILA	5523	0.0	6.25 AM			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(85.7)			Leave Daily			
	846	844	842	6					5			

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	781	Tacna	5448

YUMA VALLEY RAILROAD

EASTWARD		WESTWARD	
Capacity of sidings	Mile Post Location	Timetable No. 135 April 29, 1956	
		STATIONS	Station Number
Yuma yard P	0.0	TO-R YUMA	3682
	1.0	1.0 U.S.R.S.	6201
	8.5	7.5 WILLETTS	6209
21	15.0	6.5 SOMERTON	6215
	21.0	6.0 GADSDEN	...
		(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.

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			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	10.2	Spillway.....	6210

PICACHO SUBDIVISION

EASTWARD				Mile Post Location	Automatic Block Signal System	Timetable No. 135 April 29, 1956	Station Number	Distance from Picacho	WESTWARD			
SECOND CLASS			FIRST CLASS						FIRST CLASS			
Capacity of sidings	856 Freight	854 Freight	852 Freight						6 Argonaut	5 Argonaut		
	Leave Daily	Leave Daily	Leave Daily						Leave Daily	Arrive Daily		
Yard Limits BKYP	PM 8.05	PM 12.10	AM 4.50	AM 8.10	855.7	TO-R GILA	5523	81.0	s AM 6.15			
105 P	8.30	12.35	5.15	8.25	865.1	9.4 BOSQUE	5532	71.6	6.04			
105 P	8.50	12.55	5.35	8.37	871.2	6.1 SHAWMUT	5538	65.5	5.55			
105 P	9.05	1.10	5.50	f 8.45	874.6	3.4 ESTRELLA	5542	62.1	f 5.50			
104 P	9.16	1.21	6.01	f 8.56	883.7	9.1 MOBILE	5551	53.0	f 5.38			
140 WP	9.35	1.40	6.20	s 9.12	897.8	14.1 MARICOPA	5565	38.9	s 5.18			
104 P	9.47	1.52	6.32	9.24	907.7	9.9 BON	5575	29.0	s 5.07			
104 Yard Limits P	10.01	2.06	6.46	s 9.43	918.8	11.1 CASA GRANDE	5586	17.9	s 4.54			
104 P	10.13	2.18	6.58	c 9.55	928.4	9.6 TOLTEC	5596	8.3	c 4.37			
69 P	10.19	2.24	7.04	s 10.05	933.1	4.7 ELOY	5600	3.6	s 4.30			
N 87 Yard Limits S 106 IYP	10.25 PM	2.30 PM	7.10 AM	f 10.11 AM	936.7	3.6 PICACHO	5604	0.0	4.22 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			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
18E ..	888.4	Enid	5556
	921.0	Seco	5588
		(Spur)	

EASTWARD				Mile Post Location	Timetable No. 135 April 29, 1956	Station Number	Distance from Nogales	WESTWARD			
Nogales Branch			STATIONS								
Capacity of sidings			TO-R TUCSON					5651	65.9		
			7.7 GRANCEN					6708	58.2		
Tucson yard BKWDITYP			10.8 SAHUARITA	6719	47.4						
20 P			18.7 AMADO	6737	28.7						
WP			28.7 NOGALES	6766	0.0						
Nogales yard BKOTP			(65.9)								

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
12E ..	992.4	Aldona	6709
13W ..	1010.4	Continental	6727
	1034.2	Otero	6750
	1039.8	Calabasas	6756

PICACHO SUBDIVISION

EASTWARD

Capacity of sidings	SECOND CLASS				FIRST CLASS					Mile Post Location	Timetable No. 135 April 29, 1956	Distance from Phoenix
	856	854	852	904	4	40	6	370	2			
	Freight	Freight	Freight	Freight	Golden State	Imperial	Argonaut	A. O. N.	Sunset Limited			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun., Mon.	Leave Daily			
Phoenix yard	BKP				PM 10.45	AM 8.20			AM 5.10	906.0		
	BKWDOTYP			AM 12.05	10.49	8.26		AM 6.25	5.14	907.0		
	P			12.15	10.56	8.33		6.32	5.21	911.1		
Yd. Lmits.	75 YP			12.25	11.03	s 8.46		6.38	5.28	914.4		
	P									915.3		
Yard Limits	74 YP			12.50	c 11.16	s 9.09		6.52	c 5.41	921.8		
	77 P			12.56	11.19	9.12		6.56	5.44	923.6		
	75 P			1.08	c 11.27	s 9.27		7.04	c 5.52	929.3		
	72 P			1.15	11.32	9.34		7.10	5.57	934.3		
	63 P			1.22	11.36	9.38		7.15	6.01	939.0		
	63 P			1.28	11.39	9.42		7.30	6.04	943.2		
	68 P			1.42	11.48	9.51		7.43	6.13	953.2		
	115 P			1.49	11.52	9.56		7.48	6.17	958.2		
	69 WP			1.55	c 11.56	s 10.09		7.52	c 6.21	962.0		
	63 P			2.10	AM 12.05	10.22		8.02	6.30	971.4		
N 87 S 106 Yd. Lmits. IYP	PM 10.25	PM 2.30	AM 7.10	2.25	12.13	10.31	AM 10.11	8.11	6.38	979.7 936.7		
	136 P	10.39	2.44	7.24	2.37	12.20	10.42	10.21	8.21	6.45	944.2	
	135 WP	10.50	2.55	7.35	2.48	12.26	10.50	10.29	8.29	6.51	951.4	
	172 P	11.00	3.05	7.45	2.58	12.32	10.58	10.37	8.36	6.57	958.4	
	64 P	11.05	3.10	7.50	3.03		11.02	10.41	8.40		962.2	
	89 P	11.09	3.14	7.54	3.07						964.6	
	136 P	11.13	3.18	7.58	3.11	12.39	11.07	c 10.46	8.45	7.04	966.9	
	88 P	11.19	3.24	8.04	3.16		11.10	10.49	8.48		969.9	
	133 P	11.27	3.32	8.12	3.24	12.45	11.15	10.54	8.53	7.10	974.7	
W 141 Tucson yard BKWDITYP	P 11.34	3.39	8.19	3.31	12.49	11.19	10.58	8.58	7.14	979.3		
	PM 11.50	PM 3.55	AM 8.35	AM 3.45	s 1.00	s 11.30	s 11.10	AM 9.10	s 7.25	AM	983.9	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun., Mon.	Arrive Daily			
	856	854	852	904	4	40	6	370	2			

STATIONS			Distance from Phoenix
TO-R	STATION	Mile Post	
	PHOENIX		0.0
	1.0 PHOENIX YARD		1.0
	4.1 KENDALL		5.1
	3.3 TEMPE		8.4
	0.9 TEMPE JCT.		9.3
TO	6.5 MESA		15.8
	1.8 McQUEEN		17.6
TO	5.7 CHANDLER		23.3
	5.0 SERAPE		28.3
	4.7 SANTAN		33.0
	4.2 DOCK		37.2
	10.0 BLACKWATER		47.2
	5.0 POSTON		52.2
TO	3.8 COOLIDGE		56.0
	9.4 TOPAZ		65.4
TO	8.3 PICACHO		73.7
	7.5 WYMOLA		81.2
TO	7.2 RED ROCK		88.4
	7.0 NAVISKA		95.4
	3.8 MARANA		99.2
	2.4 PAPAGO		101.6
TO	2.3 RILLITO		103.9
	3.0 SABINO		106.9
	4.8 KINO		111.7
	4.6 STOCKHAM		116.3
TO-R	4.6 TUCSON		120.9
	(120.9)		

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. Time for eastward and westward trains at Phoenix Yard applies 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 40 are superior to No. 5. No. 4 is superior to Nos. 5 and 39.

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. 40 exchange mail at Randolph and at east end Picacho, stopping if necessary.

PICACHO SUBDIVISION

Mile Post Location	Timetable No. 135 April 29, 1956		Station Number	Distance from Tucson	WESTWARD							
					FIRST CLASS							
	5	1			39	3						
Argonaut	Sunset Limited	Imperial	Golden State									
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily									
906.0	TO-R PHOENIX 1.0	} DP	6036	120.9								
907.0	TO-R PHOENIX YARD 4.1		6037	119.9								
911.1	KENDALL 3.3		6041	115.8								
914.4	TO TEMPE 0.9		6044	112.5								
915.3	TEMPE JCT. 6.5		6045	111.6								
921.8	TO MESA 1.8		6052	105.1								
923.6	McQUEEN 5.7		6054	103.3								
929.3	TO CHANDLER 5.0		6059	97.6								
934.3	SERAPE 4.7		6064	92.6								
939.0	SANTAN 4.2		6069	87.9								
943.2	DOCK 10.0		6073	83.7								
953.2	BLACKWATER 5.0		6083	73.7								
958.2	POSTON 3.8		6088	68.7								
962.0	TO COOLIDGE 9.4		6092	64.9								
971.4	TOPAZ 8.3		6101	55.5								
979.7 936.7	TO PICACHO 7.5		5604	47.2								
944.2	WYMOLA 7.2		5611	39.7								
951.4	TO RED ROCK 7.0		5619	32.5								
958.4	NAVISKA 3.8		5626	25.5								
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								
969.9	SABINO 4.8		5637	14.0								
974.7	KINO 4.6		5642	9.2								
979.3	TO STOCKHAM 4.6		5647	4.6								
983.9	TO-R TUCSON	} DP	5651	0.0								
	(120.9)											
					Leave Daily	Leave Daily	Leave Daily	Leave Daily				
					5	1	39	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. Time for eastward and westward trains at Phoenix Yard applies 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.

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ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
19 ..	909.43	Aristuc.....	6039
.. ..	911.8	Tovrea.....	6042
20E ..	912.9	Yeso..... (Spur)	6043
.. ..	917.1	Normal Jct.....	6047
18 ..	925.4	Tremaine.....	6055
36 ..	926.1	Falfa.....	6056
24E ..	931.0	Pozo..... (Spur)	6061
.. ..	966.4	Randolph.....	6096
.. ..	953.5	Avra..... (Spur)	5622
.. ..	968.6	Plata..... (Spur)	5636
.. ..	972.1	Cortaro.....	5639
27W ..	977.4	Jaynes..... (Spur)	5645
.. ..	981.2	Petrie..... (Spur)	5648

PICACHO SUBDIVISION

Capacity of sidings	EAST-WARD		Timetable No. 135 April 29, 1956 Christmas Branch	Station Number	WEST-WARD Distance from Christmas
	Mile Post Location				
			STATIONS		
77	P	923.6	McQUEEN	6054	86.9
			3.4		
68	P	927.0	GILBERT	6603	83.5
		932.0	5.0		
		935.6	HIGLEY	6608	78.5
			3.6		
		938.1	GERMANN	6612	74.9
	P		2.5		
		941.6	RITTENHOUSE	6615	72.4
	P		3.5		
		949.8	QUEEN CREEK	6618	68.9
	P		8.2		
		949.8	MAGMA	6626	60.7
			9.2		
21	P	959.0	FLORENCE	6635	51.5
			28.8		
Yard Limits	P	987.8	RAY JCT.	6664	22.7
			11.9		
Yard Limits	Y	999.7	BURNS	6676	10.8
			0.5		
	BKWDP	1000.2	HAYDEN JCT.	6677	10.3
			1.9		
	P	1002.1	HAYDEN	6679	8.4
			8.4		
		1010.5	CHRISTMAS	6687	0.0

(86.9)

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.

On San Manuel Arizona Railroad at Hayden, engines and/or cars must not go beyond east derail, east of east switches of sidings.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
13W ..	969.0	Price.....(Spur)	6645
6W ..	975.2	Cochran.....(Spur)	6652
5E ..	984.6	Wooley.....(Spur)	6661
.. ..	994.9	Branaman.....	6671
8E ..	1003.5	Winkelman.....(Spur)	6680

Capacity of sidings	EAST-WARD		Timetable No. 135 April 29, 1956 Tempe Branch	Station Number	WEST-WARD Distance from West Chandler
	Mile Post Location				
			STATIONS		
Yard Limits	P	915.3	TEMPE JCT.	6045	7.7
		917.7	2.4		
		919.2	PETERSON	6402	5.3
			1.5		
		923.0	HELENA	6405	3.8
			3.8		
			WEST CHANDLER	6408	0.0

(7.7)

BOWIE SUBDIVISION

EASTWARD				Mile Post Location	Timetable No. 135 April 29, 1956 Globe Branch STATIONS	Station Number	Distance from Miami	WESTWARD				
Capacity of sidings	SECOND CLASS		Freight					Freight	SECOND CLASS		THIRD CLASS	
	884	886							883	885		
		Leave Daily Ex. Monday	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 P	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 BKDTP	3.20 PM	AM 6.10		1221.5	TO-R	8.0 GLOBE	6923	10.4	10.50 AM	AM 9.20		
Yard Limits P		7.15 AM		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. When operator not on duty 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			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
..	1140.6	Thatcher.....	6843
8	1146.7	Dublin.....	6849
..	1148.9	Glenbar.....	6851
..	1154.8	Ashurst.....	6857
5E	1170.1	Bylas.....(Spur)	6872
..	1197.3	Peridot.....	6899
9	1219.3	Pinal.....	6921
10W	1226.2	Radium.....(Spur)	6928
5W	1227.3	Burch.....(Spur)	6929

BOWIE SUBDIVISION

EASTWARD

Capacity of sidings	SECOND CLASS			FIRST CLASS				Mile Post Location	Automatic Block Signal System	Timetable No. 135		Distance from Tucson	
	866		864	862	40	6	2			4	April 29, 1956		
	Freight	Freight *	Freight	Imperial	Argonaut	Sunset Limited	Golden State			STATIONS			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
Tucson yard BKWDITYP	PM 5.30	AM 8.35	AM 1.30	PM 12.01	AM 11.40	AM 7.40	AM 1.15	983.9	TO-R TUCSON		0.0		
E 137 P	5.55	9.00	1.55	12.17	AM 11.56	7.55	1.30	994.8	10.9 WILMOT	No. 2 Track	10.9		
E 58 P	6.20	9.25	2.20	12.29	PM 12.09	8.04	1.39	1003.9 1003.3	9.1 VAIL		20.0		
110 P	6.50	9.55	2.50	12.48	12.29	8.23	1.58	1012.6	9.3 PANTANO		29.3		
N 82 Yard Limits S 76 IP	7.30	10.35	3.30	1.10 PM	f 12.52	8.45 AM	2.20 AM	1023.6	TO-R 11.0 MESCAL		40.3		
73 P	7.38	10.43	3.38		12.58			1028.2	4.6 CHAMISO		44.9		
113 Yard Limits KWYP	7.46	10.51	3.46		s 1.10			1032.5 1032.6	TO 4.3 BENSON		49.2		
117 P	7.53	10.58	3.53		1.16			1035.8	3.2 FENNER		52.4		
71 P	8.20	11.25	4.20		1.30			1041.0	5.2 SIBYL		57.6		
105 P	8.30	AM 11.35	4.30		1.35			1043.9 1044.4	2.9 TULLY		60.5		
138 P	9.10	PM 12.15	5.10		f 1.53			1053.9	TO 9.5 DRAGON		70.0		
78 P	9.18	12.23	5.18		1.59			1058.3	4.4 MANZORO		74.4		
86 P	9.25	12.30	5.25		f 2.05			1063.9	5.6 COCHISE		80.0		
104 Yard Limits P	9.40	12.45	5.40		s 2.33			1074.7	TO 10.8 WILLCOX		90.8		
94 P	9.55	1.00	5.55		2.47			1082.6	7.9 RASO		98.7		
113 P	10.05	1.10	6.05		2.56			1091.0	8.4 LUZENA		107.1		
230 Yard Limits BKWYP	10.14	1.19	6.14		s 3.09			1098.4	TO 7.4 BOWIE		114.5		
110 P	10.24	1.29	6.24		3.18			1106.6	8.2 OLGA		122.7		
105 P	10.33	1.38	6.33		f 3.26			1114.2	TO 7.6 SAN SIMON		130.3		
105 P	10.53	1.58	6.53		3.37			1121.8	7.6 VANAR		137.9		
105 P	11.25	2.30	7.25		f 3.54			1128.9	TO 7.1 STEINS		145.0		
135 P	11.30	2.35	7.30		4.00			1132.7	3.8 MONDEL		148.8		
105 P	11.40	2.45	7.40		4.09			1140.8	8.1 GARY		156.9		
Yard Limits BKWDYP	11.55 PM	3.00 PM	7.55 AM		s 4.25 PM			1148.3	TO-R 7.5 LORDSBURG		164.4		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(164.4)				
	866	864	862	40	6	2	4						

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.

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.....	
1	Buckeye.....	25 MPH.....	Daily.....			To dispatch registered U. S. mail when requested by RPO clerk.
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.....	Bisbee Jct.....	
3	Chandler.....	Flag.....	Daily.....	Palm Springs.....	Bisbee Jct.....	
3	Mesa.....	Flag.....	Daily.....	Colton.....	Bisbee Jct.....	
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.....	
5	Tacna.....	Flag.....	Daily.....			To exchange U. S. Mail only when flagged by mail messenger or requested by express messenger
6	Tacna.....	Stop.....	Daily.....			To exchange U. S. Mail in locker box
6	Toltec.....	Flag.....	Daily.....	Tucson.....	Yuma.....	
6	Rillito.....	Flag.....	Daily.....		Colton.....	
39	Horn.....	Stop.....	Daily.....			To exchange U. S. Mail in locker box
40	Horn.....	Stop.....	Daily.....			To exchange U. S. Mail in locker box

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 201. Train orders and clearances between Yuma and East Yard and Yuma Valley Railroad, except for westward trains originating East Yard, will be issued by authority and over the initials of Tucson Division Chief Train Dispatcher.

RULE 221. East Yard is train-order office for eastward trains only

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 82-A. Westward extra trains originating Tucson (PFE Yard or North Yard) need not obtain clearance at Tucson.

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 D-97-A. Applies on No. 1 Track between PFE Yard and end of No. 1 track, Tucson, and on westward main track between Sixth Avenue interlocking and Stockham.

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

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.

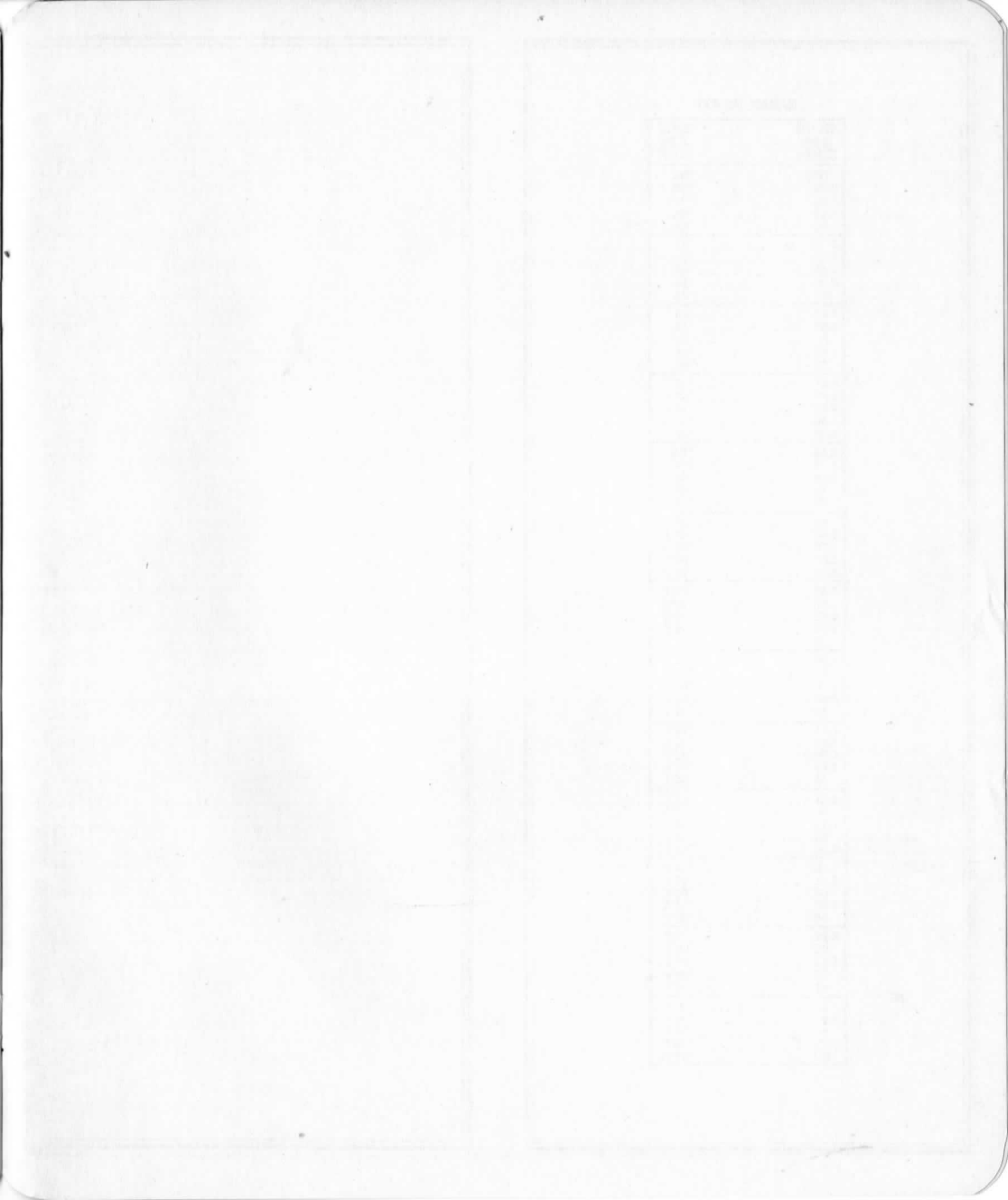
RULE 204-A. Trains to or from Bowie Subdivision moving to or from Mescal Subdivision, with the same conductor and engineer operating through Mescal, may be issued train orders or clearance on one subdivision that affect their movements on either, or both subdivisions.

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 INVESTIGATION POLICE DIVISION

1918-1919. [Faint text]

1918-1919. [Faint text]

1918-1919. [Faint text]

1918-1919. [Faint text]

1918-1919. [Faint text]

1918-1919. [Faint text]

1918-1919. [Faint text]

1918-1919. [Faint text]

1918-1919. [Faint text]

1918-1919. [Faint text]

SPECIAL INVESTIGATION POLICE DIVISION

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1918-1919. [Faint text]

1918-1919. [Faint text]

1918-1919. [Faint text]

1918-1919. [Faint text]

1918-1919. [Faint text]

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

Scale in Miles
0 1 2 3 4 5

