

TIME IS IMPORTANT
Take TIME To Be SAFE

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

SOUTHERN PACIFIC COMPANY



TUCSON DIVISION

TIMETABLE

133

EFFECTIVE SUNDAY, SEPTEMBER 26, 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.

Timetable 132 eff 25 April 1954
134 9 Jan 1955

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. H. W. Kohl.....	Visiting Physician
Tucson.....	Dr. L. J. Kent.....	Attending Physician
Tucson.....	Dr. J. S. Mikell.....	Aurist
Tucson.....	Dr. B. W. Saylor.....	Aurist
Tucson.....	Dr. Robert Blake.....	Oculist
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. Deward G. Moody.....	Emergency Physician and Surgeon
Nogales.....	Dr. C. S. Smith.....	Oculist and Aurist
Benson.....	Dr. Cadman Chaffin.....	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.	Nogales.....	Savitt's
Yuma.....	Phillips Bros., 190 Main St.	Benson.....	L. L. Torres
Yuma.....	Edward H. Weiner	Willcox.....	C. D. Acrea
Phoenix.....	H. H. Howard	Lordsburg.....	H. H. Conder
Tucson.....	Seth E. Rogers, 319 E. Congress St.	Safford.....	Adolph J. Cubitto
Casa Grande.....	Henry S. Thornton	Globe.....	Cubitto Jewelry Co.
Eloy.....	125 North Florence	Miami.....	J. C. Cubitto, Jr.
	Thos. A. Rutherford		

AVERAGE WEIGHTS (IN TONS) OF PASSENGER CARS

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED															
			Steel	Steel Under-Frame	COOLING SEASON				NON-COOLING SEASON											
					ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS								
Conventional Equipment:																				
SP....	Box—Express	41'	24																	
SP....	Baggage.....	60'	48	40																
SP....	Baggage.....	61'		45																
SP....	Baggage.....	66'	65	54																
SP....	Baggage.....	70'	63																	
SP....	Baggage and Mail....	60'	56																	
SP....	Baggage and Mail....	66'	68	60																
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'			83				80											
SP....	Club.....	77'			100				92											
SP....	Chair.....	60'	53		70			67												
SP....	Chair.....	72'			82		80	79		80										
SP....	Chair.....	73'			78			75												
SP....	Chair.....	74'			90		85	98	87			85	90							
SP....	Coach.....	60'	50		67			64												
SP....	Coach.....	70'			78		76	75		76										
SP....	Coach.....	72'	60		81		79	78		79										
SP....	Coach.....	74'			87			84												
SP....	All Day Lunch.....	60'	51		63			60												
SP....	Cafe—Lounge.....	72'			86			83												
SP....	Diner.....	73'	79																	
SP....	Diner.....	77'			92	100	85	88	89	92	85									
SP....	Diner.....	79'																		
SP....	Diner.....	80'				105				97										
SP....	Lounge.....	75'			85		80	82		80										
SP....	Lounge.....	80'			95		93	92		93										
SP....	Observation—Lounge..	75'					94					94								
SP....	Observation—Smoking	69'		78																
SP....	Observation—Smoking	72'			83				80											
SP....	Observation—Smoking	74'	78																	
SP....	Official.....	Var.	79	79			96					96								
Pull...	Standard Sleeper.....	"			92	90		93	89	90			93							
Pull...	Lounge.....	"			90	88		89	87	88			89							
Pull...	Troop Sleeper.....	"	38																	
Pull...	Troop Kitchen.....	"	39																	
USA..	Kitchen.....	"	40																	
USA..	Ward.....	"			90	87			87	79										
USA..	Dressing.....	"			86				83											
USA..	Mortuary.....	"	79																	
USA..	Hospital (89200-01)...	"			84				81											
USA..	Hospital (89340-52)...	"			78				75											

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

EASTWARD

FIRST CLASS

Capacity of sidings		FIRST CLASS							Mile Post Location	Timetable No. 133 September 26, 1954		Distance from Yuma
		4	40	6	44	370	2					
		Golden State	Imperial	Argonaut	Passenger	A. O. N.	Sunset Limited					
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun., Mon.	Leave Daily					
Yuma yard	BKWDOTYP	PM 7.35	AM 6.25	AM 4.50	AM 3.30	AM 3.05	AM 2.25	732.7	TO-R YUMA	} JD	0.0	
	P	7.42	6.32	4.58	3.37	3.13	2.33	737.4 737.5	TO-R EAST YARD		4.7	
	58 P							740.1	2.6 ARABY		7.3	
	115 P	7.48	6.38	5.05	3.44	3.20	2.39	743.7	3.6 FORTUNA		10.9	
	58 P							746.6	2.9 BLAISDELL		13.8	
	104 P	7.56	6.46	5.13	3.52	3.28	2.47	750.6	4.0 KINTER		17.8	
	M 73 P	8.01	6.51	5.18	f 3.57	3.33	2.52	753.5	2.9 DOME	} JD	20.7	
	64 Yard Limits WIP	8.20	c 7.10	f 5.38 AM	f 4.17	3.53	3.11	770.0	16.5 WELLTON		37.2	
	66 P	8.25	7.16		4.22	3.59	3.16	775.7	5.7 MING		42.9	
	67 P	8.30	7.21		f 4.27	4.05	3.21	780.9	5.2 ROLL		48.1	
	69 P	8.40	7.32		4.39	4.18	3.32	793.2	12.3 GROWLER		60.4	
	71 P	8.47	7.40		4.47	4.28	3.39	802.5	9.3 KOFA		69.7	
	69 P	8.55	7.49		c 4.58	4.39	3.47	812.7	10.2 HORN		79.9	
	70 WP	9.03	7.57		f 5.09	4.49	3.55	822.3	9.6 HYDER		89.5	
	71 P	9.10	8.05		5.18	4.58	4.02	831.1	8.8 MONTEZUMA		98.3	
	71 P	9.18	8.14		5.28	5.08	4.11	841.1	10.0 SADDLE		108.3	
	71 P	9.27	8.25		5.38	5.21	4.21	851.0	9.9 GILLESPIE		118.2	
	69 P	9.35	8.34		5.48	5.32	4.29	861.3	10.3 ARLINGTON		128.5	
	69 P		8.38		5.53	5.37	4.33	865.7	4.4 DIXIE		132.9	
	68 P	9.43	8.43		5.59	5.43	4.38	871.5	5.8 CONGER		138.7	
	74 P	9.47	c 8.48		s 6.08	5.48	4.43	875.7	4.2 BUCKEY	TO	142.9	
	68 P	9.53	8.59		6.14	5.55	4.48	881.7	6.0 LIBERTY		148.9	
	YP							889.3	7.6 LITCHFIELD JCT.		156.5	
	68 P	9.59	9.15		f 6.22	6.04	4.54	889.7	0.4 LITCHFIELD	TO	156.9	
	96 P	10.02	9.19		6.26	6.08	4.57	893.0	3.3 CASHION		160.2	
	70 P	10.06	9.25		6.32	6.14	5.01	898.1	5.1 FOWLER		165.3	
Phoenix yard	71 P	10.11	9.31		6.38	6.21	5.07	904.0	5.9 23rd AVE. PHOENIX		171.2	
	BKWP	s 10.17 PM	s 9.40 AM		s 6.45 AM		s 5.15 AM	905.5	1.5 Crossing—AT&SFRy Wye		172.7	
	BKWDOTYP					6.35 AM		906.0	TO-R PHOENIX	} JD	173.2	
							907.0	TO-R PHOENIX YARD	174.2			
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun. Mon.	Arrive Daily		(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

Mile Post Location	Timetable No. 133 September 26, 1954		Station Number	Distance from Phoenix Yard	WESTWARD												
						FIRST CLASS											
						5	1	39	43	3							
						Argonaut	Sunset Limited	Imperial	Passenger	Golden State							
STATIONS					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
732.7	TO-R	YUMA 4.7	} DT	3682	174.2	AM	AM	PM	PM	AM							
737.4 737.5	R	EAST YARD 2.6		5405	169.5	s 9.05	s 11.30	s 4.30	s 10.45	s 2.45							
740.1		ARABY 3.6		5407	166.9	8.48	11.16	4.15	10.31	2.31							
743.7		FORTUNA 2.9		5411	163.3	8.44	11.12	4.11	10.27	2.27							
746.6		BLAISDELL 4.0		5414	160.4	8.41											
750.6		KINTER 2.9		5418	156.4	8.36	11.04	4.03	10.19	2.19							
753.5	TO	DOME 16.5	} DT	5421	153.5	f 8.30	10.59	3.58	f 10.14	2.14							
770.0	TO	WELLTON 5.7		5437	137.0	8.09 AM	10.40	3.39	f 9.53	1.55							
775.7		MING 5.2		5906	131.3			3.33	9.46	1.49							
780.9		ROLL 12.3		5911	126.1		10.30	3.28	f 9.39	1.44							
793.2		GROWLER 9.3		5923	113.8		10.19	3.17	9.24	1.33							
802.5		KOFA 10.2		5933	104.5		10.10	3.09	9.13	1.24							
812.7		HORN 9.6		5943	94.3		10.00	3.00	c 8.55	1.14							
822.3		HYDER 8.8		5952	84.7		9.52	2.52	f 8.38	1.06							
831.1		MONTEZUMA 10.0		5961	75.9		9.44	2.44	8.28	12.58							
841.1		SADDLE 9.9		5971	65.9		9.36	2.35	8.18	12.50							
851.0		GILLESPIE 10.3		5981	56.0		9.28	2.26	8.09	12.42							
861.3		ARLINGTON 4.4		5991	45.7		9.18	2.15	7.57	12.32							
865.7		DIXIE 5.8		5996	41.3		9.14	2.11	7.51	12.28							
871.5		CONGER 4.2		6002	35.5		9.09	2.05	7.44	12.23							
875.7	TO	BUCKEYE 6.0		6006	31.3		9.05	c 2.00	s 7.37	12.19							
881.7		LIBERTY 7.6		6012	25.3		8.59	1.52	7.25	12.13							
889.3		LITCHFIELD JCT. 0.4		...	17.7												
889.7	TO	LITCHFIELD 3.3		6020	17.3		8.50	1.45	s 7.15	12.05							
893.0		CASHION 5.1		6023	14.0		8.47	1.42	7.05	12.02 AM							
898.1		FOWLER 5.9		6028	8.9		8.42	1.37	6.59	11.57 PM							
904.0		23rd AVE. PHOENIX 1.5		6034	3.0		8.36	1.31	6.52	11.51							
905.5		Crossing—AT&SFRy Wye 0.5		...	1.5												
906.0	TO-R	PHOENIX 1.0	} DT	6036	1.0		8.30 AM	1.25 PM	6.45 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			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
25W ..	755.2	Granite Spur.....	5422
12E ..	760.2	Ligurta..... (Spur)	5427
31E ..	788.3	Tyson..... (Spur)	5918
4W ..	849.4	Harqua..... (Spur)	5979
12W ..	856.0	Crag..... (Spur)	5986
12W ..	867.6	Hassayampa..... (Spur)	5998
..	895.7	Tolleson.....	6026
..	900.8	Cotpro.....	6030
..	902.0	Campo.....	6032

WELLTON SUBDIVISION

EASTWARD

SECOND CLASS

Capacity of sidings						846	902	844	842	Mile Post Location	
						Freight	Freight	Freight	Freight		
						Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Yuma yd.	BKWDOTYP					PM 4.40	PM 2.35	AM 9.35	AM 1.00	732.7	
		P				4.55	2.50	9.50	1.15	737.4 737.5	
	58	P				4.59	2.54	9.54	1.19	740.1	
	115	P				5.04	2.59	9.59	1.24	743.7	
	58	P				5.08	3.03	10.03	1.28	746.6	
	104	P				5.15	3.10	10.09	1.35	750.6	
	M 73	P				5.20	3.15	10.14	1.40	753.5	
	Yard Limits	WIP					5.47 PM	3.42	10.41 AM	2.07 AM	770.0
			64								
	66	P						3.50		775.7	
67	P						3.57		780.9		
69	P						4.15		793.2		
71	P						4.30		802.5		
69	P						4.45		812.7		
70	WP						5.00		822.3		
71	P						5.14		831.1		
71	P						5.30		841.1		
71	P						6.00		851.0		
69	P						6.15		861.3		
69	P						6.22		865.7		
68	P						6.30		871.5		
74	P						6.37		875.7		
68	P						6.47		881.7		
	YP								889.3		
68	P						7.00		889.7		
96	P						7.05		893.0		
70	P						7.13		898.1		
Phoenix yard	71	P					7.22			904.0	
											905.5
	BKWP									906.0	
		BKWDOTYP						7.40 PM			907.0
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
						846	902	844	842		

Timetable No. 133
September 26, 1954

STATIONS

TO-R	YUMA	} JCT	0.0
	4.7		
TO-R	EAST YARD		4.7
	2.6		
	ARABY		7.3
	3.6		
	FORTUNA		10.9
	2.9		
	BLAISDELL		13.8
	4.0		
	KINTER		17.8
TO	2.9	} JCT	20.7
	16.5		
TO	WELLTON		37.2
	5.7		
	MING		42.9
	5.2		
	ROLL		48.1
	12.3		
	GROWLER		60.4
	9.3		
	KOFA		69.7
	10.2		
	HORN		79.9
	9.6		
	HYDER		89.5
	8.8		
	MONTEZUMA		98.3
	10.0		
	SADDLE		108.3
	9.9		
	GILLESPIE		118.2
	10.3		
	ARLINGTON		128.5
	4.4		
	DIXIE		132.9
	5.8		
	CONGER		138.7
TO	4.2	} JCT	142.9
	BUCKEYE		
	6.0		
	LIBERTY		148.9
	7.6		
	LITCHFIELD JCT.		156.5
TO	0.4	} JCT	156.9
	LITCHFIELD		
	3.3		
	CASHION		160.2
	5.1		
	FOWLER		165.3
	5.9		
	23rd AVE. PHOENIX		171.2
	1.5		
	Crossing—AT&SFRy Wye		172.7
TO-R	0.5	} JCT	173.2
	PHOENIX		
TO-R	1.0		174.2
	PHOENIX YARD		
	(174.2)		

Automatic Block Signal System

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. 133		Station Number	WESTWARD	
	Mile Post Location		September 26, 1954			Distance from Litchfield Park	
			Litchfield Branch				
			STATIONS				
	YP	889.3	LITCHFIELD JCT.		...	4.6	
		894.7	4.6 LITCHFIELD PARK		6305	0.0	
			(4.6)				

WELLTON SUBDIVISION

EASTWARD				Mile Post Location	Automatic Block Signal System	Timetable No. 133 September 26, 1954	Station Number	Distance from Gila	WESTWARD			
SECOND CLASS			FIRST CLASS						FIRST CLASS			
Capacity of sidings	846 Freight	844 Freight	842 Freight						6 Argonaut (c)	5 Argonaut (c)		
	Leave Daily	Leave Daily	Leave Daily						Leave Daily	Arrive Daily		
64 Yard Limits WIP	PM 5.47	AM 10.41	AM 2.07	AM 5.38	770.0	TO WELLTON	5437	85.7	f AM 8.09			
104 P	5.57	10.51	2.17	5.47	776.4	6.4 NOAH	5444	79.3	8.00			
104 P	6.07	11.01	2.27	6.01	783.8	7.4 COLFRED	5451	71.9	7.48			
104 P	6.20	11.14	2.40	f 6.16	792.6	8.8 MOHAWK	5460	63.1	f 7.39			
104 P	6.33	11.27	2.53	6.26	800.5	7.9 STOVAL	5468	55.2	7.26			
90 P	6.40	11.34	3.00	f 6.34	806.2	5.7 DATELAND	5473	49.5	f 7.18			
124 WP	6.47	11.41	3.07	f 6.43	811.9	5.7 AZTEC	5479	43.8	f 7.08			
104 P	6.57	AM 11.51	3.17	6.53	819.7	7.8 STANWIX	5487	36.0	6.53			
102 WP	7.09	PM 12.04	3.30	s 7.05	826.1	6.4 SENTINEL	5493	29.6	s 6.40			
104 P	7.30	12.25	3.51	7.20	839.9	13.8 PIEDRA	5507	15.8	6.23			
59 P	7.39	12.34	4.00	7.27	845.5	5.6 THEBA	5513	10.2	6.17			
104 P	7.47	12.41	4.07	7.33	850.3	4.8 SMURR	5518	5.4	6.12			
Yard Limits BKWOYP	7.55 PM	12.50 PM	4.15 AM	s 7.40 AM	855.7	TO-R 5.4 GILA	5523	0.0	6.05 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

Capacity of sidings	Mile Post Location	EASTWARD		Station Number	Distance from Gadsden	WESTWARD	
		TO-R	YUMA			TO-R	GADSDEN
		Timetable No. 133 September 26, 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	3.5		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.

U.S.R.S. yard and station track at Ludy must not be used.

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

Load limit (car and contents):

Yuma-Gadsden169,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
25 ..	3.0	Ludy.....	6203
8 ..	10.2	Spillway.....	6210

PICACHO SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings		4	40	6	44	370	2	Mile Post Location	Timetable No. 133 September 26, 1954	Distance from Phoenix	
		Golden State	Imperial	Argonaut	Passenger	A. O. N.	Sunset Limited				
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun. Mon.	Leave Daily		STATIONS		
Phoenix yard	BKWP	PM 10.37	AM 10.05		AM 7.15		AM 5.30	906.0	} A/C	TO-R PHOENIX	0.0
	BKWDOTYP	10.41	10.09		7.20	AM 7.10	5.33	907.0		TO-R PHOENIX YARD	1.0
	P	10.48	10.16		7.27	7.17	5.40	911.1		4.1 KENDALL	5.1
Yd. Limits	75 YP	10.55	c 10.23		s 7.37	7.23	5.45	914.4		TO 3.3 TEMPE	8.4
	P							915.3		0.9 TEMPE JCT.	9.3
	P							917.1		1.8 NORMAL JCT.	11.1
Yard Limits	74 WYP	c 11.05	c 10.35		s 7.49	7.35	c 5.55	921.8		TO 4.7 MESA	15.8
	77 P	11.07			8.04	7.46	5.58	923.6		1.8 McQUEEN	17.6
	75 P	c 11.16	c 10.47		s 8.20	7.54	c 6.05	929.3		TO 5.7 CHANDLER	23.3
	72 P	11.21	10.53		8.27	8.00	6.10	934.3		5.0 SERAPE	28.3
	63 P	11.25	10.58		8.32	8.05	6.14	939.0		4.7 SANTAN	33.0
	63 P	11.28	11.02		8.37	8.10	6.18	943.2		4.2 DOCK	37.2
	68 P	11.37	11.11		8.47	8.21	6.27	953.2		10.0 BLACKWATER	47.2
	115 P	11.41	11.16		8.52	8.26	6.31	958.2		5.0 POSTON	52.2
	69 WP	c 11.46	f 11.22		s 9.05	8.30	c 6.36	962.0		TO 3.8 COOLIDGE	56.0
	63 P	PM 11.55	11.35		9.17	8.40	6.44	971.4		9.4 TOPAZ	65.4
N 87 S 106 Yd. Lmts.	YP	AM 12.03	c 11.47	AM 9.51	9.27	8.50	6.53	979.7 936.7		TO 8.3 PICACHO	73.7
	136 P	12.10	AM 11.56	10.01	9.38	9.00	7.03	944.2		7.5 WYMOLA	81.2
	135 WP	12.16	PM 12.03	10.09	9.47	9.08	7.09	951.4		TO 7.2 RED ROCK	88.4
	172 P	12.22	12.10	10.17	9.55	9.16	7.15	958.4		7.0 NAVISKA	95.4
	64 P			10.21	9.59	9.20		962.2		3.8 MARANA	99.2
	89 P							964.6		2.4 PAPAGO	101.6
	171 WP	12.29	12.18	c 10.26	10.05	9.26	7.22	966.9		TO 2.3 RILLITO	103.9
	88 P	12.32	12.21	10.29	10.09	9.29		969.9		3.0 SABINO	106.9
	133 P	12.36	12.25	10.34	10.14	9.34	7.29	974.7		4.8 KINO	111.7
W 141	P	12.40	12.29	10.39	10.19	9.39	7.33	979.3		4.6 STOCKHAM	116.3
Tucson yard	BKWDOTYP	s 12.50 AM	s 12.40 PM	s 10.50 AM	s 10.30 AM	9.50 AM	s 7.45 AM	983.9		TO-R 4.6 TUCSON	120.9
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun., Mon.	Arrive Daily			(120.9)	
		4	40	6	44	370	2				

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.

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

Timetable No. 133
September 26, 1954

WESTWARD

FIRST CLASS

Mile Post Location	STATIONS	Station Number	Distance from Tucson	WESTWARD									
				5	1	39	43	3					
				Argonaut Arrive Daily	Sunset Limited Arrive Daily	Imperial Arrive Daily	Passenger Arrive Daily	Golden State Arrive Daily					
906.0	TO-R PHOENIX 1.0	6036	120.9		s AM 8.20	s PM 1.05	s PM 6.10	s PM 11.25					
907.0	TO-R PHOENIX YARD 4.1	6037	119.9		8.11	12.56	6.03	11.12					
911.1	KENDALL 3.3	6041	115.8		8.04	12.49	5.56	11.05					
914.4	TO TEMPE 0.9	6044	112.5		7.59	c 12.43	s 5.44	10.55					
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 12.32	s 5.34	c 10.40					
923.6	McQUEEN 5.7	6054	103.3		7.46	12.27	5.22	10.37					
929.3	TO CHANDLER 5.0	6059	97.6		c 7.40	c 12.20	s 5.14	c 10.30					
934.3	SERAPE 4.7	6064	92.6		7.35	12.11	5.00	10.22					
939.0	SANTAN 4.2	6069	87.9		7.31	12.07	4.55	10.18					
943.2	DOCK 10.0	6073	83.7		7.27	12.03 PM	4.51	10.15					
953.2	BLACKWATER 5.0	6083	73.7		7.18	11.54 AM	4.41	10.07					
958.2	POSTON 3.8	6088	68.7		7.14	11.49	4.36	10.03					
962.0	TO COOLIDGE 9.4	6092	64.9		c 7.10	c 11.45	s 4.30	c 10.00					
971.4	TOPAZ 8.3	6101	55.5		7.03	11.35	4.13	9.52					
979.7 936.7	TO PICACHO 7.5	5604	47.2		c AM 4.02	6.53	11.26	4.04	9.44				
944.2	WYMOLA 7.2	5611	39.7		3.54	6.42	11.19	3.56	9.37				
951.4	TO RED ROCK 7.0	5619	32.5		3.47	6.36	11.13	3.50	9.31				
958.4	NAVISKA 3.8	5626	25.5		3.40	6.30	11.07	3.44	9.25				
962.2	MARANA 2.4	5629	21.7					3.40					
964.6	PAPAGO 2.3	5632	19.3										
966.9	TO RILLITO 3.0	5634	17.0		3.32	6.23	10.59	3.36	9.18				
969.9	SABINO 4.8	5637	14.0		3.29	6.20	10.56	3.33	9.15				
974.7	KINO 4.6	5642	9.2		3.24	6.16	10.52	3.28	9.11				
979.3	TO STOCKHAM 4.6	5647	4.6		3.19	6.12	10.48	3.23	9.07				
983.9	TO-R TUCSON	5651	0.0		3.10 AM	6.05 AM	10.40 AM	3.15 PM	9.00 PM				
	(120.9)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
					5	1	39	43	3				

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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.

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PICACHO SUBDIVISION

EASTWARD

SECOND CLASS

Capacity of sidings						856	854	852	904	Mile Post Location	Timetable No. 133 September 26, 1954	Distance from Phoenix		
						Freight	Freight	Freight	Freight					
						Leave Daily	Leave Daily	Leave Daily	Leave Daily					
Phoenix yard	BKWP									906.0	} JCT	TO-R PHOENIX	0.0	
	BKWDOTYP								AM 12.05	907.0		TO-R PHOENIX YARD	1.0	
	P								12.15	911.1		4.1	KENDALL	5.1
Yd. Lmts. 75	YP								12.25	914.4		3.3	TO TEMPE	8.4
	P									915.3		0.9	TEMPE JCT.	9.3
	P									917.1		1.8	NORMAL JCT.	11.1
Yard Limits 74	WYP								12.50	921.8		4.7	TO MESA	15.8
77	P								12.56	923.6		1.8	McQUEEN	17.6
75	P								1.08	929.3		5.7	TO CHANDLER	23.3
72	P								1.15	934.3		5.0	SERAPE	28.3
63	P								1.22	939.0		4.7	SANTAN	33.0
63	P								1.28	943.2		4.2	DOCK	37.2
68	P								1.42	953.2		10.0	BLACKWATER	47.2
115	P								1.49	958.2		5.0	POSTON	52.2
69	WP								1.55	962.0		3.8	TO COOLIDGE	56.0
63	P								2.10	971.4		9.4	TOPAZ	65.4
N 87 S 106	Yd. Lmts. IYP					PM 10.25	PM 3.00	AM 5.27	2.25	979.7 936.7		8.3	TO PICACHO	73.7
136	P					10.39	3.14	5.41	2.37	944.2		7.5	WYMOLA	81.2
135	WP					10.50	3.25	5.52	2.48	951.4		7.2	TO RED ROCK	88.4
172	P					11.00	3.35	6.02	2.58	958.4		7.0	NAVISKA	95.4
64	P					11.05	3.40	6.07	3.03	962.2		3.8	MARANA	99.2
89	P					11.09	3.44	6.11	3.07	964.6		2.4	PAPAGO	101.6
171	WP					11.13	3.48	6.14	3.11	966.9		2.3	TO RILLITO	103.9
88	P					11.19	3.54	6.20	3.16	969.9		3.0	SABINO	106.9
133	P					11.25	4.02	6.26	3.24	974.7		4.8	KINO	111.7
W 141	P					11.32	4.09	6.33	3.31	979.3		4.6	STOCKHAM	116.3
	Tucson yard BKWDOITYP					11.50 PM	4.25 PM	6.50 AM	3.45 AM	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.

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

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
11E ..	909.43	Aristuc..... (Spur)	6039
.. ..	911.8	Tovrea.....	6042
20E ..	912.9	Yeso..... (Spur)	6043
18 ..	925.4	Tremaine.....	6055
36 ..	926.1	Falfa.....	6056
.. ..	931.0	Pozo.....	6061
28E ..	966.4	Randolph..... (Spur)	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

EASTWARD						Mile Post Location	Automatic Block Signal System	Timetable No. 133 September 26, 1954	Station Number	Distance from Picacho	WESTWARD		
SECOND CLASS			FIRST CLASS		6 Argonaut						FIRST CLASS		
856	854	852									5 Argonaut		
Freight	Freight	Freight										Arrive Daily	
Capacity of sidings	Leave Daily	Leave Daily	Leave Daily			Leave Daily							
Yard Limits BKWOYP	PM 8.05	PM 12.40	AM 3.10			AM 7.50							
105 P	8.30	1.05	3.35			8.05	855.7	TO-R	GILA 9.4	5523	81.0	s	AM 5.55
105 P	8.50	1.25	3.55			8.17	865.1		BOSQUE 6.1	5532	71.6		5.44
105 P	9.05	1.40	4.08			f 8.25	871.2		SHAWMUT 3.4	5538	65.5	f	5.35
104 P	9.16	1.51	4.19			f 8.36	874.6	TO	ESTRELLA 9.1	5542	62.1	f	5.18
58 P	9.21	1.56	4.24			8.41	883.7		MOBILE 4.7	5551	53.0		5.10
140 WP	9.32	2.07	4.35			s 8.52	888.4		ENID 9.4	5556	48.3	s	4.58
104 P	9.45	2.20	4.47			9.04	897.8	TO	MARICOPA 9.9	5565	38.9		4.47
104 Yard Limits WP	10.00	2.35	5.02			s 9.23	907.7		BON 11.1	5575	29.0	s	4.34
104 P	10.12	2.47	5.14			c 9.35	918.8	TO	CASA GRANDE 9.6	5586	17.9	c	4.17
69 P	10.18	2.53	5.20			s 9.45	928.4		TOLTEC 4.7	5596	8.3	s	4.10
N 87 S 106 Yard Limits IYP	10.25 PM	3.00 PM	5.27 AM			f 9.51 AM	933.1	TO	ELOY 3.6	5600	3.6		4.02 AM
	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	936.7		PICACHO (81.0)	5604	0.0		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
ISE ..	921.0	Seco..... (Spur)	5588

EASTWARD				Mile Post Location	Timetable No. 133 September 26, 1954	Station Number	Distance from Nogales	WESTWARD			
Capacity of sidings											
Tucson yard BKWDOITYP											
20											
	P			983.9	TO-R	TUCSON	5651	65.9			
				991.6		GRANCEN 7.7	6708	58.2			
	WP			1002.4	TO	SAHUARITA 10.8	6719	47.4			
				1021.1		AMADO 18.7	6737	28.7			
				1049.8	TO-R	NOGALES 28.7	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.
 Deraul 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 deraul.
 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			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
12E ..	992.4	Aldona..... (Spur)	6709
13W ..	1010.4	Continental..... (Spur)	6727
28Y ..	1034.2	Otero..... (Spur)	6750
	1039.8	Calabasas..... (Spur)	6756

PICACHO SUBDIVISION

EASTWARD			Mile Post Location	Timetable No. 133		Station Number	Distance from Christmas	WESTWARD	
Capacity of sidings	THIRD CLASS	Leave Daily		September 26, 1954				SECOND CLASS	
	870			Christmas Branch				871	Freight
			STATIONS		Arrive Daily				
77	P		923.6		6054	86.9			
68	P		927.0	TO	6603	83.5			
			932.0		6608	78.5			
			935.6		6612	74.9			
	P		938.1		6615	72.4			
	P		941.6		6618	68.9			
	P		949.8		6626	60.7			
21	P		959.0	TO	6635	51.5			
Yard Limits		P	AM 6.35	TO-R	6664	22.7	AM 6.20		
Yard Limits		Y			6676	10.8			
	BKWDYP		7.15 AM	TO-R	6677	10.3	5.30 AM		
		P		TO	6679	8.4			
			1010.5		6687	0.0			
						(86.9)		Leave Daily	
								871	

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

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.

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
	993.4	Branaman.....	6671
8E	1003.5	Winkelman.....(Spur)	6680

EASTWARD		Timetable No. 133		Station Number	WESTWARD	
Capacity of sidings		September 26, 1954			Distance from Normal Jct.	
		Creamery Branch				
		STATIONS				
Yd. Lmts.	75	WYP	914.4	TO	6044	2.1
			915.4		6501	1.1
			916.5		6047	0.0
(2.1)						

EASTWARD		Timetable No. 133		Station Number	WESTWARD	
Capacity of sidings		September 26, 1954			Distance from West Chandler	
		Tempe Branch				
		STATIONS				
Yard Limits		P	915.3		6045	7.7
			917.7		6402	5.3
			919.2		6405	3.8
			923.0		6408	0.0
(7.7)						

BOWIE SUBDIVISION

EASTWARD				Mile Post Location	Timetable No. 133 September 26, 1954	Station Number	Distance from Miami	WESTWARD			
SECOND CLASS								SECOND CLASS		THIRD CLASS	
Capacity of sidings	884	886	Freight					883	Freight	885	Freight
	Leave Daily Ex. Monday	Leave Daily						Arrive Daily Ex. Sunday		Arrive Daily	
Globe Branch				STATIONS							
				TO-R	BOWIE	5765	133.8	PM			
					19.7 TANQUE	6820	114.1	6.30			
					14.8 SOLOMON	6835	99.3	5.40			
Yard Limits				TO	4.9 SAFFORD	6839	94.4	4.55			
230	BKWYP	AM	7.30	1098.4				4.25			
	P		8.15	1117.8	TO	8.1 PIMA	6848	86.3	2.45		
	34	P	9.06	1132.6		7.4 CORK	6855	78.9	2.05		
	Yard Limits			1137.5	TO	6.3 FT. THOMAS	6861	72.6	1.43		
	47	P	10.10	1145.6		4.9 GERONIMO	6866	67.7	1.30		
	P		10.33	1153.0		12.6 CALVA	6879	55.1	12.57		
	P		11.30	1159.3		14.2 DILI	6893	40.9	12.20		
	P		AM 11.50	1164.2	TO	10.0 SAN CARLOS	6903	30.9	PM 11.50		
	P		PM 12.05	1176.8		12.5 CUTTER	6915	18.4	AM 11.20		
	50	P	12.57	1191.0	TO-R	8.0 GLOBE	6923	10.4	AM 10.50	AM 9.20	
	49	P	1.40	1197.8		10.4 MIAMI	6934	0.0	Leave Daily Ex. Sunday	Leave Daily	
	48	WP	2.10	1201.0		(133.8)					
	P		2.50	1213.5							
	Yard Limits		3.20	1221.5							
	BKWDTP		PM	1231.9							
	Yard Limits										
	P		7.15 AM							8.15 AM	
			Arrive Daily Ex. Monday	Arrive Daily						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			
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	6872
.. ..	1197.3	Peridot	6899
9 ..	1219.3	Pinal	6921
10W ..	1226.2	Radium	6928
5W ..	1227.3	Burch	6929
9 ..	1230.2	Claypool	6932

BOWIE SUBDIVISION

EASTWARD

EASTWARD										Mile Post Location	Timetable No. 133 September 26, 1954		Distance from Tucson
Capacity of sidings	SECOND CLASS				FIRST CLASS						STATIONS		
	866 Freight	864 Freight	962 Freight	862 Freight	40 Imperial	6 Argonaut	44 Passenger	2 Sunset Limited	4 Golden State			No. 2 Track	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Tucson yard BKWDOITYP	PM 5.30	AM 8.35	AM 8.15	AM 1.30	PM 1.05	AM 11.20	AM 11.00	AM 7.55	AM 1.05	983.9	TO-R TUCSON	0.0	
E 137 P	5.55	9.00	8.35	1.55	1.21	11.36	11.16	8.10	1.20	994.8	10.9 WILMOT	10.9	
E 58 P	6.20	9.25	8.55	2.20	1.33	f 11.48	11.28	8.19	1.29	1003.9 1003.3	9.1 VAIL	20.0	
110 WP	6.50	9.55	9.20	2.50	1.52	PM 12.07	AM 11.47	8.38	1.48	1012.6	9.3 PANTANO	29.3	
N 82 Yard Limits S 76 IYP	7.30	10.35	10.05 AM	3.30	2.15 PM	f 12.30	12.10 PM	9.00 AM	2.10 AM	1023.6	TO-R 11.0 MESCAL	40.3	
73 P	7.38	10.43		3.38		12.36				1028.2	4.6 CHAMISO	44.9	
113 Yard Limits KWOYP	7.46	10.51		3.46		s 12.48				1032.5 1032.6	TO 4.3 BENSON	49.2	
117 P	7.53	10.58		3.53		12.54				1035.8	3.2 FENNER	52.4	
71 P	8.20	11.25		4.20		1.07				1041.0	5.2 SIBYL	57.6	
105 P	8.30	AM 11.35		4.30		1.12				1043.9 1044.4	2.9 TULLY	60.5	
138 P	9.10	PM 12.15		5.10		s 1.30				1053.9	TO 9.5 DRAGON	70.0	
78 P	9.18	12.23		5.18		1.36				1058.3	4.4 MANZORO	74.4	
86 P	9.25	12.30		5.25		f 1.42				1063.9	TO 5.6 COCHISE	80.0	
104 Yard Limits WP	9.40	12.45		5.40		s 2.10				1074.7	TO 10.8 WILLCOX	90.8	
94 P	9.55	1.00		5.55		2.23				1082.6	7.9 RASO	98.7	
113 P	10.05	1.10		6.05		2.32				1091.0	8.4 LUZENA	107.1	
230 Yard Limits BKWYP	10.14	1.19		6.14		s 2.45				1098.4	TO 7.4 BOWIE	114.5	
110 P	10.24	1.29		6.24		2.54				1106.6	8.2 OLGA	122.7	
105 WP	10.33	1.38		6.33		s 3.02				1114.2	TO 7.6 SAN SIMON	130.3	
105 P	10.53	1.58		6.53		3.13				1121.8	7.6 VANAR	137.9	
105 P	11.25	2.30		7.25		f 3.29				1128.9	TO 7.1 STEINS	145.0	
135 P	11.30	2.35		7.30		3.35				1132.7	3.8 MONDEL	148.8	
105 P	11.40	2.45		7.40		3.44				1140.8	8.1 GARY	156.9	
Yard Limits BKWDYP	11.55 PM	3.00 PM		7.55 AM		s 4.00 PM				1148.3	TO-R 7.5 LORDSBURG	164.4	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(164.4)		
	866	864	962	862	40	6	44	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.

BOWIE SUBDIVISION

Capacity of sidings		Mile Post Location	Timetable No. 133 September 26, 1954		Station Number	Distance from Lordsburg	WESTWARD							
							FIRST CLASS							
							5	1	39	43	3			
							Argonaut	Sunset Limited	Imperial	Passenger	Golden State			
							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
							AM	AM	AM	PM	PM			
							s 2.40	s 5.55	s 10.15	s 2.45	s 8.45			
							2.20	5.33	9.55	2.22	8.24			
							2.12	5.26	9.47	2.13	8.17			
							2.03	5.18	9.38	2.03	8.09			
							f 1.55	5.10	9.30	f 1.53	8.01			
							AM	AM	AM		PM			
										1.45				
										s 1.35				
										1.23				
										1.07				
										1.01				
										f 12.47				
										12.38				
										f 12.30				
										s 12.18				
										PM				
										11.59				
										AM				
										11.47				
										s 11.37				
										11.26				
										s 11.17				
										11.09				
										f 10.57				
										10.50				
										10.43				
										10.35				
										AM				
										Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
										5	1	39	43	3

STATIONS

TO-R	TUCSON 10.9	5651	162.4	
	WILMOT 8.9	5658	151.5	
	VAIL 9.2	7516	142.6	
	MARSH 9.3	7525	133.4	
TO-R	MESCAL 4.6	5691	124.1	f
	CHAMISO 4.3	5695	119.5	
TO	BENSON 3.2	5700	115.2	
	FENNER 5.2	5703	112.0	
	SIBYL 2.9	5708	106.8	
	TULLY 9.5	5711	103.9	
TO	DRAGON 4.4	5721	94.4	
	MANZORO 5.6	5725	90.0	
TO	COCHISE 10.8	5731	84.4	
TO	WILLCOX 7.9	5741	73.6	
	RASO 8.4	5749	65.7	
	LUZENA 7.4	5758	57.3	
TO	BOWIE 8.2	5765	49.9	
	OLGA 7.6	5773	41.7	
TO	SAN SIMON 7.6	5781	34.1	
	VANAR 7.1	5788	26.5	
TO	STEINS 3.8	5796	19.4	
	MONDEL 8.1	5799	15.6	
	GARY 7.5	5807	7.5	
TO-R	LORDSBURG	5815	0.0	

Automatic Block Signal System

No. 1 Track

(162.4)

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.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	986.6	P. F. E. Yard.....	5654

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.....	
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	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	Wellton.....	Flag.....	Daily.....			To dispatch registered U. S. Mail when requested by postal clerk
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
43	Horn.....	Stop.....	Daily.....			To exchange U. S. Mail in locker box
44	Horn.....	Stop.....	Daily.....			To exchange U. S. Mail in locker box

REPRODUCTION OF THIS SCHEDULE IS PROHIBITED

DATE: 1947-8-21

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.

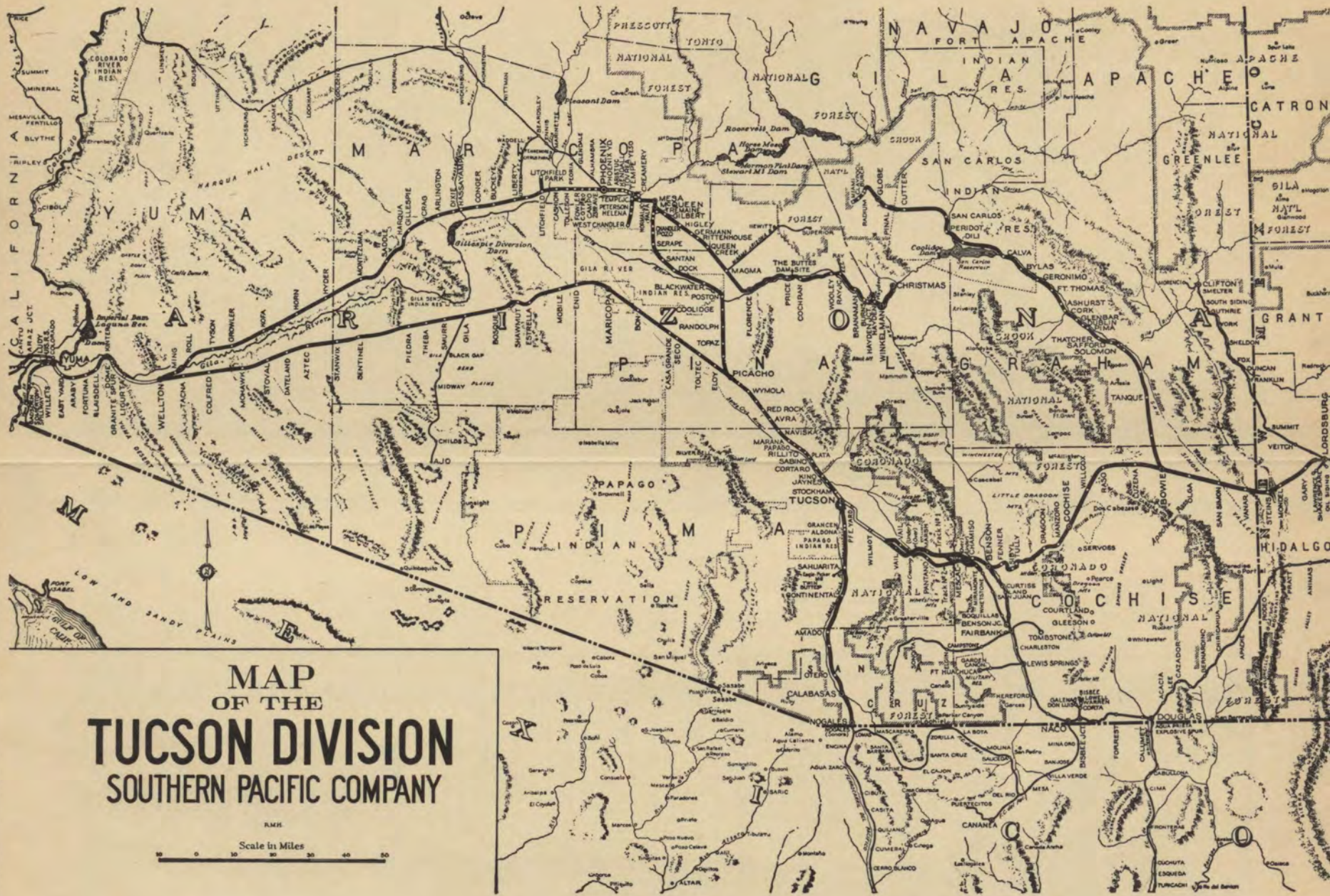
Westward trains not cleared by train-order signal at Mescal will receive clearance over initials Rio Grande Division chief train dispatcher and may include train orders issued by either or both Divisions.

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

