TUCSON, CORNELIA & GILA BEND

RAILROAD COMPANY

Time Table No. 32

SUNDAY, NOVEMBER 26, 1950

AT 12:01 A. M.

Mountain Standard Time (105th Meridian)

DESTROY FORMER TIME TABLE

Each Train and Engineman, While on Duty, Must Have a Copy of the Rules of the Operating Department.

For the Information and Government of Employees Only. The Company Reserves the Right to Vary Therefrom at Pleasure.

H. M. Lavender

W. C. Lawson General Manager

BETWEEN GILA AND AJO

BENI		SOUTHWARD TOWARD AJO				TIME TABLE	NORTHWARD TOWARD GILA	
Water Fuel Oil Wye Telegraphone Scales Track	. 20		SECOND CLASS	MOD	TAKING EFFECT		SECOND CLASS	
	grapu es Tra	Capacity of Siding	Station Number	NO. 1 MIXED	Distance From Gila	12:01 A.M.	Distance rom Ajo	NO. 2 MIXED
	Cg of	St	Leave Daily Except Sunday	Dis	Nov. 26, 1950	Distar from	Arrive Daily Except Sunday	
WFYT	•	78	0	8:15 AM	0.0	Gila 3.9	43.3	7:05 AM
	0	4	4	8:24	3.9	Stout Spur 7.7	39.4	6:56
	Г	2	12	8:43	11.6	Black Gap 11.9	31.7	6:37
	Г	19	24	9:11	23.5	Midway 7.0	19.8	6:09
•	Г	2	31	9:28	30.5	Rocky Point	12.8	5:52
w	T Eq	22	38	9:45	37.5	Childs 5.8	5.8	5:35
WFY	ΓS	95	44	10:00 AM	43.3	Ajo	0.0	5:20 AM
				Arrive Daily Except Sunday		43.3		Leave Daily Except Sunday

NORTHWARD Trains are Superior to Trains of the Same Class in the Opposite Direction

Nos. 1 and 2, MIXED TRAIN—Passengers, Mail, Express and Freight

SPECIAL RULES

Standard Clocks

Standard Clocks at Gila and Ajo.

Telegraphone Calls

Gila: ——	
Black Gap -	o
Midway:	
Rocky Point:	
Childs: o o	
Aio: o	

Speed of Trains

Trains must not exceed speed of thirty-five (35) miles per hour.

Engines or trains must not exceed speed of fifteen (15) miles per hour backing up.

Special or Extra Trains

Special or extra trains will be given special running orders.

Slow Orders

Slow orders are effective only so long as necessity for their observance exists.

Track Defects

Trainmen will report to Agent's office and nearest section gang any defects in track.

Use of T. C. & G. B. Tracks by S. P. Co.

Tracks Nos. 1, 2 and 3 Gila Yard to be used as interchange tracks.

Main line must be kept open at Gila.

Bulletin board at Ajo.

Registering station at Ajo and Gila.

Hospital, Ajo, Arizona.

Dr. H. D. Atwood, Chief Surgeon.

NOTE: Other than R. R. Surgeons will only be called for emergency treatment.

T. C. & G. B. trains or engines must not enter S. P. Company's yards under any circumstances unless acting under orders and supervision of S. P. Company's Yardmaster.

All employes will be governed by Standard Rules and such Special Rules as are issued from time to time.

All switches in Gila and Ajo yards must be kept lined up for main line, only as noted otherwise.

In pulling out of Gila, Childs, and Ajo, trainmen will be careful to see that running inspection is made and that all brakes are fully released.

Trains or engines must not exceed five (5) miles per hour entering or leaving any turnout.

Derail at S. P. Company's connection, at Gila.

Line-up South Leg and Stem of Wye, Gila.

Stem of Wye at Gila, capacity six cars.

Line-up South Leg of Wye and Main Line to use as Derail at Ajo.

Stem of Wye at Ajo, capacity five cars.

Stock pens located at Ajo capacity 50 head.

RATING OF LOCOMOTIVES IN MS.

Of 1,000 Pounds back of tender

Engine Numbers	GILA to CHILDS	CHILDS to AJO	
52	2200	1600	

BETWEEN GUY AND AJO

SPECIAL SHEET

NORTHWARD

Sundand Clocks

Broaders Clader 51 Galaces M. A. 10:22

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Speed of Trains

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Special or Extra Trains

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Rocky Paint cobrO well

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Use of T. C. & C. B. Tracks by S. P. Co.

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felles ed glas liw mosque R. R. and ratio Strow fall. Express and Freight January business ad

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Direct at S. P. Company's connection, et Gila.

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Stom of Wys at Ajo ourselfy fire cars.

TRATING OF LOCOMOTIVES IN MS.

Of 1,000 Pounds back of tender

CHILDS No	OILA E CHADO	
1690		

HORTHWARD Trains som

Nos. I and 2. MUCED TRAIN - Passagers