

TUCSON, CORNELIA & GILA BEND

RAILROAD COMPANY

Time Table No. 34

SUNDAY, SEPTEMBER 30, 1956

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.
Subject to Change Without Notice.

C. R. Kuzell
PRESIDENT

Alfred T. Barr
GENERAL MANAGER

BETWEEN GILA AND AJO

Water Fuel Oil Wye Telegraph Scales - Track	SOUTHWARD TOWARD AJO					TIME TABLE No. 34 TAKING EFFECT 12:01 A.M. Sept. 30, 1956		NORTHWARD TOWARD GILA	
	Capacity of Siding	Station Number	SECOND CLASS		Distance From Gila	Distance From Ajo	SECOND CLASS		
			NO. 1 MIXED				NO. 2 MIXED		
			Leave Daily Except Sunday				Arrive Daily Except Sunday		
W F Y T	78	0	10:00	AM	0.0	Gila 3.9	43.3	9:00 AM	
	4	4	10:09		3.9	Stout Spur 7.7	39.4	8:51	
T	2	12	10:28		11.6	Black Gap 11.9	31.7	8:52	
T	19	24	10:56		23.5	Midway 7.0	19.8	8:04	
T	2	31	11:13		30.5	Rocky Point 7.0	12.8	7:47	
T	22	38	11:30		37.5	Childs 5.8	5.8	7:30	
W F Y T S	95	44	11:45	AM	43.3	Ajo 43.3	0.0	7:15 AM	
			Arrive Daily Except Sunday					Leave Daily Except Sunday	
(1:45) TOTAL TIME (1:45) 24.74 AVERAGE SPEED PER HOUR 24.74									

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.

Telegraphphone Calls

Gila: _____

Black Gap: _____ o

Midway: _____

Rocky Point: _____

Childs o o

Ajo 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. F. A. Nelson, Chief Surgeon.

NOTE: Other than R. R. Surgeons will be called only 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 employees 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, except as otherwise noted.

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.

Deraill 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 Deraill 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

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