

TUCSON, CORNELIA & GILA BEND

RAILROAD COMPANY

Time Table No. 37

TUESDAY APRIL 13, 1976

~~XX~~

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.

J. A. Lentz
PRESIDENT

D. H. Orr
GENERAL MANAGER

BETWEEN GILA AND AJO

Water Fuel Oil Wye Telegraphone Scales Track	SOUTHWARD TOWARD AJO					TIME TABLE No. 36 TAKING EFFECT 12:01 A.M. Feb. 7, 1960	NORTHWARD TOWARD GILA	
	Capacity of Siding	Station Number	SECOND CLASS		Distance From Gila	Distance From Ajo	SECOND CLASS	
			No. 1 MIXED Leave Daily Except Saturday and Sunday (*)				No. 2 MIXED Arrive Daily Except Saturday and Sunday (*)	
Y	78	0	 AM <i>10:05</i>	0.0	Gila 3.9	43.3	 AM <i>9:10</i>	
	4	4	9:34	3.9	Stout Spur 7.7	39.4	8:21	
	2	12	9:50	11.6	Black Gap 11.9	31.7	8:05	
	19	24	10:14	23.5	Midway 7.0	19.8	7:41	
	2	31	10:29	30.5	Rocky Point 7.0	12.8	7:27	
T	22	38	10:44	37.5	Childs 5.8	5.8	7:13	
WFYTS	95	44	 <i>10:15 PM</i>	43.3	Ajo 43.3	0.0	7:00 AM	
			Arrive Daily Except Saturday and Sunday				Leave Daily Except Saturday and Sunday	

210 () TOTAL TIME () *210*

20 () AVERAGE SPEED PER HOUR () *20*

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

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

(*) Extra Train Will be Run on Saturday and/or Sunday Whenever Necessary

SPECIAL RULES

Standard Clocks

Standard Clocks at Gila and Ajo.

Telegraphone Calls

Childs: o o

Ajo: o —

Speed of Trains

Trains must not exceed speed of ~~15~~ ^{twenty 20} 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.

R. D. Sornson, 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.

Derrail 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 Derrail at Ajo.

Stem of Wye at Ajo, capacity five cars.

RATING OF LOCOMOTIVES IN MS.

OF 1,000 POUNDS BACK OF TENDER

Engine Numbers	GILA to CHILDS	CHILDS to AJO
52 & 53	2200	1600

SPECIAL RULES

The T. C. & G. R. rules of rights and wrongs and the
 Company's rules under any circumstances unless stated
 orders and regulations of T. C. & G. R. Company's
 All orders will be given by the Chief Engineer and
 the Signalman to the engine driver and the
 All orders in this and the other parts of this book
 are for the use of the engine driver and the
 In addition to the rules of the Chief Engineer and the
 Signalman to the engine driver and the other parts of
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OFFICE OF THE CHIEF ENGINEER
 AND SIGNALMAN
 T. C. & G. R. COMPANY

CHIEF ENGINEER	SIGNALMAN	Engine Numbers
100	200	(2 & 3)
200	300	

General Code

Telegraphic Code

Speed of Trains

Special or Extra Trains

Slow Orders

Track Blocks

Use of T. C. & G. R. Trains by S. P. Co.