

**Special Instructions**

Rule **A** - Rules and Regulations of the Operating Department, TSW RR Second Edition, of Monday, December 1, 1952 are in effect

Rule **D** - *Public Displays* are defined as any open house advertised to the general public, NMRA or OpSig members.

Rule **14** -The prescribed whistle signals are illustrated by "o" for short sounds and "--" for long sounds.

Sound	Indication
(a) o	Apply brakes. Stop.
(b) -- --	Release brakes. Proceed.
(c) -- o o o	Flagman protect rear of train.
(d) o o o --	Flagman protect front of train.
(e) -- -- -- --	Flagman may return from West or South
(f) -- -- -- -- --	Flagman may return from East or North
(g) o o	Answer to 14(k) or any signal not otherwise provided for.
(h) o o o	When standing back. Answer to 12(d)
(j) o o o o	Call for signals.
(k) -- o o	To call attention of engine and train crews of trains of the same class, inferior trains and yard engines, and of trains at train order meeting or waiting points, to signals displayed for a following section, unless otherwise provided by special instructions On single track, if not answered by a train, the train displaying signals must stop and ascertain the cause.
(l) -- -- o --	Approaching public crossings at grade; tunnels and obscure curves to be commenced not less than 1/4 mile from before reaching a crossing and to be prolonged or repeated until engine has passed over the crossing.
(n) -- -- o	Approaching meeting or waiting points.
(p) Short sounds	Alarm for persons or live stock on the track.
(q) o o --	Answer to flagman's stop signal.

Rule **72-A** - Eastward trains are superior to trains of the same class in the opposite direction.

Rule **82** - is revised to read:  
Timetable schedules, unless fulfilled, are in effect for six (6) hours after their time at each station.

Regular trains more than six (6) hours behind either their scheduled arriving or leaving time at any station lose both right and schedule. Thereafter they can proceed only as authorized by train order.

Rule **91** - is revised to read:  
Trains in the same direction must keep not less than five (5) minutes apart.

Rule **101** - paragraph two is added:  
trainmen must expect to come upon flagmen or torpedoes on the track at any location and should look out for same.

Rule **109** - the proper position of switches is as follows:  
(a) in I.S. and Friberg Yard switches should be left so as to send a train along the ladder track  
(b) for switches on the main the switch should be lined for the main  
(c) switches in industrial zones (Benson, Vail, Redrock)

should be lined to avoid accidental movement of cars loading or unloading.

Rule **204** - upon accepting a train order or orders, the engineer and/or conductor of a train should insure they understand the actions to be taken as a result of that order.

Rule **810** - Employes leaving their post before the end of shift must insure that a substitute is available to take over their duties.

**Special Car Handling Instructions**

**Rincon**

Only the Rincon Extras should switch the Rincon Industries. Trains with cars destined for Rincon should deliver them to Indian Springs Yard

**Bowie**

Cars destined for Bowie from the west should be taken to Indian Springs Yard  
Cars destined for Indian Springs from Bowie should be picked up by west bound trains and dropped off in Benson

**N de M Interchange**

The NdeM interchange will be switched by the Benson industrial switcher when it is on duty.

**Vail**

Cars destined for Piffle's Packing should be switched using the industry switcher at the plant.

**McNary**

Cars destined for McNary from the east should be left in Friberg yard.

**Pittsburg**

Cars bound for Pittsburg will be taken to Friberg to be handled by the Friberg Industry job.

**Helper Engines**

Helper engines may be stationed in Sonoita for the purpose of assisting heavy trains up the Long Hill grade. Their use will be governed by train orders delivered by the train to be assisted at Sonoita. Helper engines may be cut into the middle of the train or behind the caboose.

**LCL Freight**

Cars LCL freight should be coupled either directly behind the engine or directly in front of the caboose. LCL loads are unloaded by the head- or tail-end trainmen when the train reaches the LCL destination. It requires **5-30 (1D6 \* 5)** minutes FTC to unload an LCL car.

**Passenger Operations**

Trainmen on passenger trains must watch for and stop at flag signals displaying a **STOP** indication. Passenger trains may pass through yards at restricted speed (< 20 mph) on the main if they do not terminate at the yard.

Once stopped at a station no coach may be moved before the station stop time; **5-30 (1D6 \* 5)** minutes FTC; has expired without the express permission of the dispatcher

Trainmen on passenger trains should check for LCL freight or mail manifest in Station box. LCL/mail Manifests should be taken only if the appropriate car type is already in the train and is destined for a service Town with a Passenger station (underlined towns) or off layout.

Mail/express pickups and deliveries should be made in such a way as to minimize any delay caused by those activities

**Car Placement**

Cars placed on a spur or yard track should be placed so as to be beyond the clearance points for the siding. If no room is available for car handling the extra car will be placed on a spur convenient to the industry for later placement.

**Moving Cars**

Except for empties being returned to home roads and loaded cars being exchanged at Redrock/Tucson or Benson, Cars should only be moved once per session.

Cars with normal manifests or manifests with the "**Request for Empty**" label showing, are being loaded or unloaded during the Ops session. Once spotted at an industry these cars may not be moved except with the permission of the person in charge of the Industry. This requires 5-30 minutes FTC to obtain. The car must be re-spotted at the same location when other movements are done.

**Empty Cars**

Cars without manifests are assumed to be empty and may be moved at the discretion of the C&E. Such cars should be picked up by trains servicing the town and forwarded towards their home road or ultimate destination

**Request for Empty Waybills**

Cars with waybills with the "Request for Empty" label showing are not considered empty for the purposes of moving towards their home roads. These cars should be placed at the end of the train as far as is practical

**TSW Minutes per sMile (3') for 4 : 1 FT.**

Miles/Hr	4:1	Miles/Hr	4:1
5	3:00.00	30	0:30.00
10	1:30.00	35	0:25.71
15	1:00.00	40	0:22.50
20	0:45.00	45	0:20.00
25	0:36.00	50	0:18.00

**Timing of Activities**

Part of the realism involved in working the railroad will be taking reasonable amount of time to perform certain tasks. The list below gives the real time and fast time required to perform certain railroad tasks

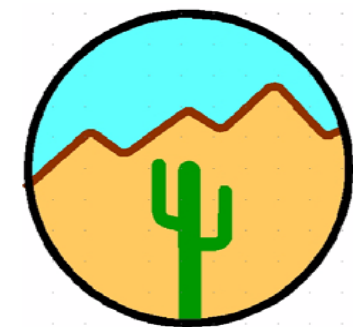
Task to Perform	Time Required to Perform Task	
	By Fast Time Clock	By Real Time Clock
Walk a Scale Mile (~ 3' real Ft)	16 minFT	4 minRT
Walk 87 scale feet (12" real In)	20 secFT	5 secRT
Walk past a 40-50' car	8-12 secFT	2-3 secRT
Fill Tender with Coal	12 minFT by chute	3 minRT by chute
	1 hourFT by hand	15 minRT by hand
Fill Tender with water	20 minFT	5 minRT
Fill Tender or Diesel with Oil	40 minFT	10 minRT
Unlock and Throw switch	80 secFT	25 secRT
Throw switch and re-lock	40 secFT	25 secRT
Walk to/from switch from/to engine/caboose (distance 1 to 2 real feet distance)	20-40 secFT	5-8 secRT
Perform air test after dropping or adding a car	1 minFT per Car added	15 secRT

**Notes**

**Tucson & Southwestern Railroad**

**TIMETABLE**

**125**



in effect

**Sunday, December 28, 1952**

**At 12:01 AM**

**Mountain Standard Time**

FOR USE AND INFORMATION OF EMPLOYEES ONLY

Joseph P. Farley,  
General Manager

N. C. Buchholz  
Assistant General Manager

D. U. Wilhoit  
Superintendent

J. A. Homan  
Road Foreman of Engines

M. U. Bording  
Chief Rules Examiner

R. L. Dick  
Chief Dispatcher

The Tucson and Southwestern Railroad							The Tucson and Southwestern Railroad												
EASTWARD (Read Down)							WESTWARD (Read Up)												
Third Class	Third Class	Second Class	Second Class	First Class	First Class	First Class	Car Capacity of Siding	Served By Trains	No. 125	No. 125	Distance from Indian Springs	Facilities Available	First Class	First Class	First Class	Second Class	Second Class	Third Class	Third Class
326	220	12	10	6	4	2			No. 125	No. 125			3	5	7	11	15	221	325
NCAYL	The Carryall	The Express	The Overland	The Agave	The Ocotillo	The Sunbeam			28 Dec, 1952	28 Dec, 1952			The Sunbeam	The Saguaro	The Cholla	The Conestoga	The Conveyor	The Buckboard	NSLDG
Local Freight	Local Freight	Thru Freight	Thru Freight	Passenger	Passenger	Passenger							Passenger	Passenger	Passenger	Thru Freight	Thru Freight	Local Freight	Local Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily
8:22P	6:21A	10:31P	8:13A	7:22P	2:55P	9:58A		Both	FRIBERG	FRIBERG	63.0	OS C D O W T P	12:28P	5:38P	10:12P	11:06A	1:32A	12:03P	1:09A
							13		Mt. Vernon Siding	Mt. Vernon Siding	60.9								
								W.B.	PITTSBURGH	PITTSBURGH	60.2								
							18		McNary Loop West	McNary Loop West	54.6								
8:43P	7:02A			7:35P	3:08P			E.B.	McNARY	McNARY	53.1	OS	12:16P				1:16A		
							45		McNary Loop East	McNary Loop East	50.9								
							12		Sonora Loop	Sonora Loop	45.6								
9:24P		10:35P		7:46P	3:19P	10:39A		Both	SONOITA	SONOITA	45.3	OS W P	12:07P	5:15P	9:49P	10:39A	1:04A		12:25A
							20		Patagonia Siding	Patagonia Siding	43.8								
10:14P	8:08A	11:45P	9:25A			10:55A		Both	REDROCK	REDROCK	31.5	OS	11:40A			10:19A		10:55A	11:30P
							14		Sasabe Siding	Sasabe Siding	28.2								
10:26P	8:20A	12:04A	9:46A	8:59P	4:30P	11:34A		Both	TUCSON	TUCSON	26.1	C W P	11:34A	4:30P	8:59P	9:46A	12:04A	9:46A	10:26P
							18		Fennington Siding	Fennington Siding	22.5								
							8		Gleason Siding	Gleason Siding	22.0								
	9:12A							Both	PEARCE	PEARCE	21.4							9:12A	
							2		E.S. Siding	E.S. Siding	19.5								
11:33P	9:26A			9:25P	4:39P	11:52A		Both	VAIL	VAIL	19.4	OS	10:56A	3:51P	8:21P	9:26A	11:33P	9:03A	9:25P
							10		Mescal Siding	Mescal Siding	16.8								
							7		NideM Introchn	NideM Introchn	16.7								
	9:44A							Both	MESZAR	MESZAR	15.6							8:25A	8:47P
							41		SP Interchange	SP Interchange	14.1								
							12		St. David Siding	St. David Siding	13.8								
12:31A	10:19A	1:19A	10:55A	9:33P	5:22P	12:19P		Both	BENSON	BENSON	13.5	OS C D O W P	10:39A	3:23P	7:43P	9:14A	11:14P	8:20A	8:41P
													10:19A						
								W.B.	BOWIE	BOWIE	8.4	W						7:40A	7:59P
							18		Rincon Industrial	Rincon Industrial	2.4								
		1:37A		10:29P	5:58P	1:03P		Both	RINCON	RINCON	1.8	OS	10:05A	2:48P	7:08P		10:35P		7:18P
							12		Rincon Siding	Rincon Siding	1.5								7:08P
1:05A	10:48A	1:40A	11:15A	10:31P	6:00P	1:05P		Both	INDIAN SPRINGS	INDIAN SPRINGS	0.0	OS C D O W T P	9:43A	2:26P	6:46P	8:42A	10:13P	6:48A	7:04P
326	220	12	10	6	4	2							3	5	7	11	15	221	325
			Start	Arrival	Meet	Meet > 1							Start	Arrival	Meet	Meet > 1			
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15	1:00.00	40	0:22.50
20	0:45.00	45	0:20.00
25	0:36.00	50	0:18.00

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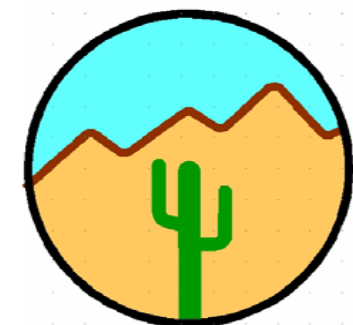
Task to Perform	Time Required to Perform Task	
	By Fast Time Clock	By Real Time Clock
Walk a Scale Mile (~ 3’ real Ft)	16 minFT	4 minRT
Walk 87 scale feet (12” real In)	20 secFT	5 secRT
Walk past a 40-50’ car	8-12 secFT	2-3 secRT
Fill Tender with Coal	12 minFT by chute	3 minRT by chute
	1 hourFT by hand	15 minRT by hand
Fill Tender with water	20 minFT	5 minRT
Fill Tender or Diesel with Oil	40 minFT	10 minRT
Unlock and Throw switch	80 secFT	25 secRT
Throw switch and re-lock	40 secFT	25 secRT
Walk to/from switch from/to engine/caboose (distance 1 to 2 real feet distance)	20-40 secFT	5-8 secRT
Perform air test after dropping or adding a car	1 minFT per Car added	15 secRT

**Notes**

**Tucson & Southwestern Railroad**

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**125**



in effect

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**Mountain Standard Time**

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Local Freight	Local Freight	Thru Freight	Thru Freight	Passenger	Passenger	Passenger			28 Dec, 1952	28 Dec, 1952			3	5	7	11	15	221	325
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							20		Patagonia Siding	Patagonia Siding	43.8								
10:14P	8:08A	11:45P	9:25A			10:55A		Both	REDROCK	REDROCK	31.5	OS	11:40A			10:19A		10:55A	11:30P
							14		Sasabe Siding	Sasabe Siding	28.2								
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								W.B.	BOWIE	BOWIE	8.4	W						7:40A	7:59P
							18		Rincon Industrial	Rincon Industrial	2.4								
		1:37A		10:29P	5:58P	1:03P		Both	RINCON	RINCON	1.8	OS	10:05A	2:48P	7:08P		10:35P		7:18P 7:08P
							12		Rincon Siding	Rincon Siding	1.5								
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Trains in the same direction must keep not less than five (5) minutes apart.

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trainmen must expect to come upon flagmen or torpedoes on the track at any location and should look out for same.

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(a) in I.S. and Friberg Yard switches should be left so as to send a train along the ladder track  
(b) for switches on the main the switch should be lined for the main  
(c) switches in industrial zones (Benson, Vail, Redrock)

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Rule **204** - upon accepting a train order or orders, the engineer and/or conductor of a train should insure they understand the actions to be taken as a result of that order.

Rule **810** - Employes leaving their post before the end of shift must insure that a substitute is available to take over their duties.

**Special Car Handling Instructions**

**Rincon**

Only the Rincon Extras should switch the Rincon Industries. Trains with cars destined for Rincon should deliver them to Indian Springs Yard

**Bowie**

Cars destined for Bowie from the west should be taken to Indian Springs Yard  
Cars destined for Indian Springs from Bowie should be picked up by west bound trains and dropped off in Benson

**N de M Interchange**

The NdeM interchange will be switched by the Benson industrial switcher when it is on duty.

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Cars destined for Piffle's Packing should be switched using the industry switcher at the plant.

**McNary**

Cars destined for McNary from the east should be left in Friberg yard.

**Pittsburg**

Cars bound for Pittsburg will be taken to Friberg to be handled by the Friberg Industry job.

**Helper Engines**

Helper engines may be stationed in Sonoita for the purpose of assisting heavy trains up the Long Hill grade. Their use will be governed by train orders delivered by the train to be assisted at Sonoita. Helper engines may be cut into the middle of the train or behind the caboose.

**LCL Freight**

Cars LCL freight should be coupled either directly behind the engine or directly in front of the caboose. LCL loads are unloaded by the head- or tail-end trainmen when the train reaches the LCL destination. It requires **5-30 (1D6 \* 5)** minutes FTC to unload an LCL car.

**Passenger Operations**

Trainmen on passenger trains must watch for and stop at flag signals displaying a STOP indication. Passenger trains may pass through yards at restricted speed (< 20 mph) on the main if they do not terminate at the yard.

Once stopped at a station no coach may be moved before the station stop time; **5-30 (1D6 \* 5)** minutes FTC; has expired without the express permission of the dispatcher

Trainmen on passenger trains should check for LCL freight or mail manifest in Station box. LCL/mail Manifests should be taken only if the appropriate car type is already in the train and is destined for a service Town with a Passenger station (underlined towns) or off layout.

Mail/express pickups and deliveries should be made in such a way as to minimize any delay caused by those activities

**Car Placement**

Cars placed on a spur or yard track should be placed so as to be beyond the clearance points for the siding. If no room is available for car handling the extra car will be placed on a spur convenient to the industry for later placement.

**Moving Cars**

Except for empties being returned to home roads and loaded cars being exchanged at Redrock/Tucson or Benson, Cars should only be moved once per session.

Cars with normal manifests or manifests with the **“Request for Empty”** label showing, are being loaded or unloaded during the Ops session. Once spotted at an industry these cars may not be moved except with the permission of the person in charge of the Industry. This requires 5-30 minutes FTC to obtain. The car must be re-spotted at the same location when other movements are done.

**Empty Cars**

Cars without manifests are assumed to be empty and may be moved at the discretion of the C&E. Such cars should be picked up by trains servicing the town and forwarded towards their home road or ultimate destination

**Request for Empty Waybills**

Cars with waybills with the “Request for Empty” label showing are not considered empty for the purposes of moving towards their home roads. These cars should be placed at the end of the train as far as is practical

**TSW Minutes per sMile (3’) for 4 : 1 FT.**

Miles/Hr	4:1	Miles/Hr	4:1
5	3:00.00	30	0:30.00
10	1:30.00	35	0:25.71
15	1:00.00	40	0:22.50
20	0:45.00	45	0:20.00
25	0:36.00	50	0:18.00

**Timing of Activities**

Part of the realism involved in working the railroad will be taking reasonable amount of time to perform certain tasks. The list below gives the real time and fast time required to perform certain railroad tasks

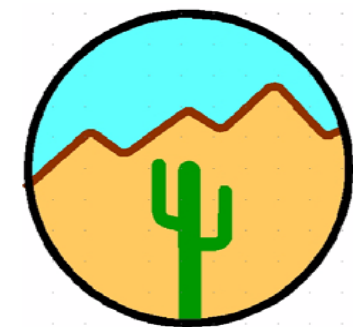
Task to Perform	Time Required to Perform Task	
	By Fast Time Clock	By Real Time Clock
Walk a Scale Mile (~ 3' real Ft)	16 minFT	4 minRT
Walk 87 scale feet (12" real In)	20 secFT	5 secRT
Walk past a 40-50' car	8-12 secFT	2-3 secRT
Fill Tender with Coal	12 minFT by chute	3 minRT by chute
	1 hourFT by hand	15 minRT by hand
Fill Tender with water	20 minFT	5 minRT
Fill Tender or Diesel with Oil	40 minFT	10 minRT
Unlock and Throw switch	80 secFT	25 secRT
Throw switch and re-lock	40 secFT	25 secRT
Walk to/from switch from/to engine/caboose (distance 1 to 2 real feet distance)	20-40 secFT	5-8 secRT
Perform air test after dropping or adding a car	1 minFT per Car added	15 secRT

**Notes**

# Tucson & Southwestern Railroad

## TIMETABLE

# 125



in effect

**Sunday, December 28, 1952**

**At 12:01 AM**

**Mountain Standard Time**

FOR USE AND INFORMATION OF EMPLOYEES ONLY

Joseph P. Farley,  
General Manager

N. C. Buchholz  
Assistant General Manager

D. U. Wilhoit  
Superintendent

J. A. Homan  
Road Foreman of Engines

M. U. Bording  
Chief Rules Examiner

R. L. Dick  
Chief Dispatcher

The Tucson and Southwestern Railroad							The Tucson and Southwestern Railroad											
EASTWARD (Read Down)							WESTWARD (Read Up)											
Third Class	Third Class	Second Class	Second Class	First Class	First Class	First Class	Car Capacity of Siding	Served By Trains	No. 125	Distance from Indian Springs	Facilities Available	First Class	First Class	First Class	Second Class	Second Class	Third Class	Third Class
Local Freight	Local Freight	Thru Freight	Thru Freight	Passenger	Passenger	Passenger			28 Dec, 1952			28 Dec, 1952	3	5	7	11	15	221
Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Daily	Daily
8:22P	6:21A	10:31P	8:13A	7:22P	2:55P	9:58A		Both	FRIBERG			12:28P	5:38P	10:12P	11:06A	1:32A	12:03P	1:09A
							13		Mt. Vernon Siding	63.0	OS C D O W T P							
									PITTSBURGH	60.9								
								W.B.		60.2								
							18		McNary Loop West	54.6								
8:43P	7:02A			7:35P	3:08P			E.B.	McNARY	53.1	OS	12:16P			1:16A			
							45		McNary Loop East	50.9								
							12		Sonora Loop	45.6								
9:24P		10:35P		7:46P	3:19P	10:39A		Both	SONOITA	45.3	OS W P	12:07P	5:15P	9:49P 9:24P	10:39A	1:04A		12:25A
							20		Patagonia Siding	43.8								
10:14P	8:08A	11:45P	9:25A			10:55A		Both	REDROCK	31.5	OS	11:40A			10:19A		10:55A	11:30P
							14		Sasabe Siding	28.2								
10:26P	8:20A	12:04A	9:46A	8:59P	4:30P	11:34A		Both	TUCSON	26.1	C W P	11:34A	4:30P	8:59P	9:46A	12:04A	9:46A	10:26P
							18		Fennington Siding	22.5								
							8		Gleason Siding	22.0								
	9:12A							Both	PEARCE	21.4							9:12A	
							2		E.S. Siding	19.5								
11:33P	9:26A			9:25P	4:39P	11:52A		Both	VAIL	19.4	OS	10:56A	3:51P	8:21P	9:26A	11:33P	9:03A	9:25P
							10		Mescal Siding	16.8								
							7		NideM Introchg	16.7								
	9:44A							Both	MESZAR	15.6							8:25A	8:47P
							41		SP Interchange	14.1								
							12		St. David Siding	13.8								
12:31A	10:19A	1:19A	10:55A	9:33P	5:22P	12:19P		Both	BENSON	13.5	OS C D O W P	10:39A 10:19A	3:23P	7:43P	9:14A	11:14P	8:20A	8:41P
								W.B.	BOWIE	8.4	W						7:40A	7:59P
							18		Rincon Industrial	2.4								
		1:37A		10:29P	5:58P	1:03P		Both	RINCON	1.8	OS	10:05A	2:48P	7:08P		10:35P		7:18P 7:08P
							12		Rincon Siding	1.5								
1:05A	10:48A	1:40A	11:15A	10:31P	6:00P	1:05P	54	Both	INDIAN SPRINGS	0.0	OS C D O W T P	9:43A	2:26P	6:46P	8:42A	10:13P	6:48A	7:04P
326	220	12	10	6	4	2						3	5	7	11	15	221	325
			Start	Arrival	Meet	Meet > 1						Start	Arrival	Meet	Meet > 1			
			08:32	18:08	18:08	18:08			Eastward trains are superior to westward trains of the same class			08:32	18:08	18:08	18:08			



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Rule **D** - *Public Displays* are defined as any open house advertised to the general public, NMRA or OpSig members.

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Sound	Indication
(a) o	Apply brakes. Stop.
(b) -- --	Release brakes. Proceed.
(c) -- o o o	Flagman protect rear of train.
(d) o o o --	Flagman protect front of train.
(e) -- -- -- --	Flagman may return from West or South
(f) -- -- -- -- --	Flagman may return from East or North
(g) o o	Answer to 14(k) or any signal not otherwise provided for.
(h) o o o	When standing back. Answer to 12(d)
(j) o o o o	Call for signals.
(k) -- o o	To call attention of engine and train crews of trains of the same class, inferior trains and yard engines, and of trains at train order meeting or waiting points, to signals displayed for a following section, unless otherwise provided by special instructions On single track, if not answered by a train, the train displaying signals must stop and ascertain the cause.
(l) -- -- o --	Approaching public crossings at grade; tunnels and obscure curves to be commenced not less than 1/4 mile from before reaching a crossing and to be prolonged or repeated until engine has passed over the crossing.
(n) -- -- o	Approaching meeting or waiting points.
(p) Short sounds	Alarm for persons or live stock on the track.
(q) o o --	Answer to flagman's stop signal.

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5	3:00.00	30	0:30.00
10	1:30.00	35	0:25.71
15	1:00.00	40	0:22.50
20	0:45.00	45	0:20.00
25	0:36.00	50	0:18.00

**Timing of Activities**

Part of the realism involved in working the railroad will be taking reasonable amount of time to perform certain tasks. The list below gives the real time and fast time required to perform certain railroad tasks

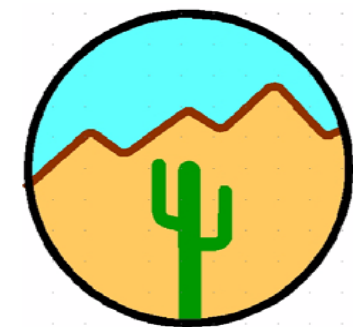
Task to Perform	Time Required to Perform Task	
	By Fast Time Clock	By Real Time Clock
Walk a Scale Mile (~ 3' real Ft)	16 minFT	4 minRT
Walk 87 scale feet (12" real In)	20 secFT	5 secRT
Walk past a 40-50' car	8-12 secFT	2-3 secRT
Fill Tender with Coal	12 minFT by chute	3 minRT by chute
	1 hourFT by hand	15 minRT by hand
Fill Tender with water	20 minFT	5 minRT
Fill Tender or Diesel with Oil	40 minFT	10 minRT
Unlock and Throw switch	80 secFT	25 secRT
Throw switch and re-lock	40 secFT	25 secRT
Walk to/from switch from/to engine/caboose (distance 1 to 2 real feet distance)	20-40 secFT	5-8 secRT
Perform air test after dropping or adding a car	1 minFT per Car added	15 secRT

**Notes**

**Tucson & Southwestern Railroad**

**TIMETABLE**

**125**



in effect

**Sunday, December 28, 1952**

**At 12:01 AM**

**Mountain Standard Time**

FOR USE AND INFORMATION OF EMPLOYEES ONLY

Joseph P. Farley,  
General Manager

N. C. Buchholz  
Assistant General Manager

D. U. Wilhoit  
Superintendent

J. A. Homan  
Road Foreman of Engines

M. U. Bording  
Chief Rules Examiner

R. L. Dick  
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The Tucson and Southwestern Railroad							The Tucson and Southwestern Railroad												
EASTWARD (Read Down)							WESTWARD (Read Up)												
Third Class	Third Class	Second Class	Second Class	First Class	First Class	First Class	Car Capacity of Siding	Served By Trains	No. 125	No. 125	Distance from Indian Springs	Facilities Available	First Class	First Class	First Class	Second Class	Second Class	Third Class	Third Class
Local Freight	Local Freight	Thru Freight	Thru Freight	Passenger	Passenger	Passenger			28 Dec, 1952	28 Dec, 1952			3	5	7	11	15	221	325
Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily
8:22P	6:21A	10:31P	8:13A	7:22P	2:55P	9:58A		Both	FRIBERG	FRIBERG	63.0	OS C D O W T P	12:28P	5:38P	10:12P	11:06A	1:32A	12:03P	1:09A
							13		Mt. Vernon Siding	Mt. Vernon Siding	60.9								
								W.B.	PITTSBURGH	PITTSBURGH	60.2								
							18		McNary Loop West	McNary Loop West	54.6								
8:43P	7:02A			7:35P	3:08P			E.B.	McNARY	McNARY	53.1	OS	12:16P				1:16A		
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10:14P	8:08A	11:45P	9:25A			10:55A		Both	REDROCK	REDROCK	31.5	OS	11:40A			10:19A		10:55A	11:30P
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							2		E.S. Siding	E.S. Siding	19.5								
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(j) o o o o	Call for signals.
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Trainmen on passenger trains must watch for and stop at flag signals displaying a STOP indication. Passenger trains may pass through yards at restricted speed (< 20 mph) on the main if they do not terminate at the yard.

Once stopped at a station no coach may be moved before the station stop time; **5-30 (1D6 \* 5)** minutes FTC; has expired without the express permission of the dispatcher

Trainmen on passenger trains should check for LCL freight or mail manifest in Station box. LCL/mail Manifests should be taken only if the appropriate car type is already in the train and is destined for a service Town with a Passenger station (underlined towns) or off layout.

Mail/express pickups and deliveries should be made in such a way as to minimize any delay caused by those activities

**Car Placement**

Cars placed on a spur or yard track should be placed so as to be beyond the clearance points for the siding. If no room is available for car handling the extra car will be placed on a spur convenient to the industry for later placement.

**Moving Cars**

Except for empties being returned to home roads and loaded cars being exchanged at Redrock/Tucson or Benson, Cars should only be moved once per session.

Cars with normal manifests or manifests with the "**Request for Empty**" label showing, are being loaded or unloaded during the Ops session. Once spotted at an industry these cars may not be moved except with the permission of the person in charge of the Industry. This requires 5-30 minutes FTC to obtain. The car must be re-spotted at the same location when other movements are done.

**Empty Cars**

Cars without manifests are assumed to be empty and may be moved at the discretion of the C&E. Such cars should be picked up by trains servicing the town and forwarded towards their home road or ultimate destination

**Request for Empty Waybills**

Cars with waybills with the "Request for Empty" label showing are not considered empty for the purposes of moving towards their home roads. These cars should be placed at the end of the train as far as is practical

**TSW Minutes per sMile (3') for 4 : 1 FT.**

Miles/Hr	4:1	Miles/Hr	4:1
5	3:00.00	30	0:30.00
10	1:30.00	35	0:25.71
15	1:00.00	40	0:22.50
20	0:45.00	45	0:20.00
25	0:36.00	50	0:18.00

**Timing of Activities**

Part of the realism involved in working the railroad will be taking reasonable amount of time to perform certain tasks. The list below gives the real time and fast time required to perform certain railroad tasks

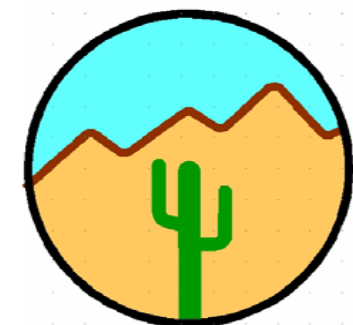
Task to Perform	Time Required to Perform Task	
	By Fast Time Clock	By Real Time Clock
Walk a Scale Mile (~ 3' real Ft)	16 minFT	4 minRT
Walk 87 scale feet (12" real In)	20 secFT	5 secRT
Walk past a 40-50' car	8-12 secFT	2-3 secRT
Fill Tender with Coal	12 minFT by chute	3 minRT by chute
	1 hourFT by hand	15 minRT by hand
Fill Tender with water	20 minFT	5 minRT
Fill Tender or Diesel with Oil	40 minFT	10 minRT
Unlock and Throw switch	80 secFT	25 secRT
Throw switch and re-lock	40 secFT	25 secRT
Walk to/from switch from/to engine/caboose (distance 1 to 2 real feet distance)	20-40 secFT	5-8 secRT
Perform air test after dropping or adding a car	1 minFT per Car added	15 secRT

**Notes**

**Tucson & Southwestern Railroad**

**TIMETABLE**

**125**



in effect

**Sunday, December 28, 1952**

**At 12:01 AM**

**Mountain Standard Time**

FOR USE AND INFORMATION OF EMPLOYEES ONLY

Joseph P. Farley,  
General Manager

N. C. Buchholz  
Assistant General Manager

D. U. Wilhoit  
Superintendent

J. A. Homan  
Road Foreman of Engines

M. U. Bording  
Chief Rules Examiner

R. L. Dick  
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The Tucson and Southwestern Railroad							The Tucson and Southwestern Railroad											
EASTWARD (Read Down)							WESTWARD (Read Up)											
Third Class	Third Class	Second Class	Second Class	First Class	First Class	First Class	Car Capacity of Siding	Served By Trains	No. 125	Distance from Indian Springs	Facilities Available	First Class	First Class	First Class	Second Class	Second Class	Third Class	Third Class
Local Freight	Local Freight	Thru Freight	Thru Freight	Passenger	Passenger	Passenger			28 Dec, 1952			28 Dec, 1952	3	5	7	11	15	221
Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Daily	Daily
8:22P	6:21A	10:31P	8:13A	7:22P	2:55P	9:58A		Both	FRIBERG			12:28P	5:38P	10:12P	11:06A	1:32A	12:03P	1:09A
							13		Mt. Vernon Siding	63.0	OS C D O W T P							
									PITTSBURGH	60.9								
								W.B.		60.2								
							18		McNary Loop West	54.6								
8:43P	7:02A			7:35P	3:08P			E.B.	McNARY	53.1	OS	12:16P				1:16A		
							45		McNary Loop East	50.9								
							12		Sonora Loop	45.6								
9:24P		10:35P		7:46P	3:19P	10:39A		Both	SONOITA	45.3	OS W P	12:07P	5:15P	9:49P 9:24P	10:39A	1:04A		12:25A
							20		Patagonia Siding	43.8								
10:14P	8:08A	11:45P	9:25A			10:55A		Both	REDROCK	31.5	OS	11:40A			10:19A		10:55A	11:30P
							14		Sasabe Siding	28.2								
10:26P	8:20A	12:04A	9:46A	8:59P	4:30P	11:34A		Both	TUCSON	26.1	C W P	11:34A	4:30P	8:59P	9:46A	12:04A	9:46A	10:26P
							18		Fennington Siding	22.5								
							8		Gleason Siding	22.0								
	9:12A							Both	PEARCE	21.4							9:12A	
							2		E.S. Siding	19.5								
11:33P	9:26A			9:25P	4:39P	11:52A		Both	VAIL	19.4	OS	10:56A	3:51P	8:21P	9:26A	11:33P	9:03A	9:25P
							10		Mescal Siding	16.8								
							7		NideM Intrching	16.7								
	9:44A							Both	MESZAR	15.6							8:25A	8:47P
							41		SP Interchange	14.1								
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12:31A	10:19A	1:19A	10:55A	9:33P	5:22P	12:19P		Both	BENSON	13.5	OS C D O W P	10:39A 10:19A	3:23P	7:43P	9:14A	11:14P	8:20A	8:41P
								W.B.	BOWIE	8.4	W						7:40A	7:59P
							18		Rincon Industrial	2.4								
		1:37A		10:29P	5:58P	1:03P		Both	RINCON	1.8	OS	10:05A	2:48P	7:08P		10:35P		7:18P 7:08P
							12		Rincon Siding	1.5								
1:05A	10:48A	1:40A	11:15A	10:31P	6:00P	1:05P	54	Both	INDIAN SPRINGS	0.0	OS C D O W T P	9:43A	2:26P	6:46P	8:42A	10:13P	6:48A	7:04P
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			Start	Arrival	Meet	Meet > 1						Start	Arrival	Meet	Meet > 1			
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Rule **14** -The prescribed whistle signals are illustrated by "o" for short sounds and "--" for long sounds.

Sound	Indication
(a) o	Apply brakes. Stop.
(b) -- --	Release brakes. Proceed.
(c) -- o o o	Flagman protect rear of train.
(d) o o o --	Flagman protect front of train.
(e) -- -- -- --	Flagman may return from West or South
(f) -- -- -- -- --	Flagman may return from East or North
(g) o o	Answer to 14(k) or any signal not otherwise provided for.
(h) o o o	When standing back. Answer to 12(d)
(j) o o o o	Call for signals.
(k) -- o o	To call attention of engine and train crews of trains of the same class, inferior trains and yard engines, and of trains at train order meeting or waiting points, to signals displayed for a following section, unless otherwise provided by special instructions On single track, if not answered by a train, the train displaying signals must stop and ascertain the cause.
(l) -- -- o --	Approaching public crossings at grade; tunnels and obscure curves to be commenced not less than 1/4 mile from before reaching a crossing and to be prolonged or repeated until engine has passed over the crossing.
(n) -- -- o	Approaching meeting or waiting points.
(p) Short sounds	Alarm for persons or live stock on the track.
(q) o o --	Answer to flagman's stop signal.

Rule **72-A** - Eastward trains are superior to trains of the same class in the opposite direction.

Rule **82** - is revised to read:  
Timetable schedules, unless fulfilled, are in effect for six (6) hours after their time at each station.

Regular trains more than six (6) hours behind either their scheduled arriving or leaving time at any station lose both right and schedule. Thereafter they can proceed only as authorized by train order.

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trainmen must expect to come upon flagmen or torpedoes on the track at any location and should look out for same.

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(a) in I.S. and Friberg Yard switches should be left so as to send a train along the ladder track  
(b) for switches on the main the switch should be lined for the main  
(c) switches in industrial zones (Benson, Vail, Redrock)

should be lined to avoid accidental movement of cars loading or unloading.

Rule **204** - upon accepting a train order or orders, the engineer and/or conductor of a train should insure they understand the actions to be taken as a result of that order.

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**Rincon**

Only the Rincon Extras should switch the Rincon Industries. Trains with cars destined for Rincon should deliver them to Indian Springs Yard

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Cars destined for Bowie from the west should be taken to Indian Springs Yard  
Cars destined for Indian Springs from Bowie should be picked up by west bound trains and dropped off in Benson

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The NdeM interchange will be switched by the Benson industrial switcher when it is on duty.

**Vail**

Cars destined for Piffle's Packing should be switched using the industry switcher at the plant.

**McNary**

Cars destined for McNary from the east should be left in Friberg yard.

**Pittsburg**

Cars bound for Pittsburg will be taken to Friberg to be handled by the Friberg Industry job.

**Helper Engines**

Helper engines may be stationed in Sonoita for the purpose of assisting heavy trains up the Long Hill grade. Their use will be governed by train orders delivered by the train to be assisted at Sonoita. Helper engines may be cut into the middle of the train or behind the caboose.

**LCL Freight**

Cars LCL freight should be coupled either directly behind the engine or directly in front of the caboose. LCL loads are unloaded by the head- or tail-end trainmen when the train reaches the LCL destination. It requires **5-30 (1D6 \* 5)** minutes FTC to unload an LCL car.

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**Car Placement**

Cars placed on a spur or yard track should be placed so as to be beyond the clearance points for the siding. If no room is available for car handling the extra car will be placed on a spur convenient to the industry for later placement.

**Moving Cars**

Except for empties being returned to home roads and loaded cars being exchanged at Redrock/Tucson or Benson, Cars should only be moved once per session.

Cars with normal manifests or manifests with the "**Request for Empty**" label showing, are being loaded or unloaded during the Ops session. Once spotted at an industry these cars may not be moved except with the permission of the person in charge of the Industry. This requires 5-30 minutes FTC to obtain. The car must be re-spotted at the same location when other movements are done.

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**Timing of Activities**

Part of the realism involved in working the railroad will be taking reasonable amount of time to perform certain tasks. The list below gives the real time and fast time required to perform certain railroad tasks

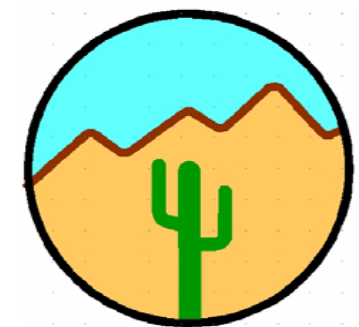
Task to Perform	Time Required to Perform Task	
	By Fast Time Clock	By Real Time Clock
Walk a Scale Mile (~ 3' real Ft)	16 minFT	4 minRT
Walk 87 scale feet (12" real In)	20 secFT	5 secRT
Walk past a 40-50' car	8-12 secFT	2-3 secRT
Fill Tender with Coal	12 minFT by chute	3 minRT by chute
	1 hourFT by hand	15 minRT by hand
Fill Tender with water	20 minFT	5 minRT
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Throw switch and re-lock	40 secFT	25 secRT
Walk to/from switch from/to engine/caboose (distance 1 to 2 real feet distance)	20-40 secFT	5-8 secRT
Perform air test after dropping or adding a car	1 minFT per Car added	15 secRT

**Notes**

**Tucson & Southwestern Railroad**

**TIMETABLE**

**125**



in effect

**Sunday, December 28, 1952**

**At 12:01 AM**

**Mountain Standard Time**

FOR USE AND INFORMATION OF EMPLOYEES ONLY

Joseph P. Farley,  
General Manager

N. C. Buchholz  
Assistant General Manager

D. U. Wilhoit  
Superintendent

J. A. Homan  
Road Foreman of Engines

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The Tucson and Southwestern Railroad							The Tucson and Southwestern Railroad											
EASTWARD (Read Down)							WESTWARD (Read Up)											
Third Class	Third Class	Second Class	Second Class	First Class	First Class	First Class	Car Capacity of Siding	Served By Trains	No. 125	Distance from Indian Springs	Facilities Available	First Class	First Class	First Class	Second Class	Second Class	Third Class	Third Class
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Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Daily	Daily
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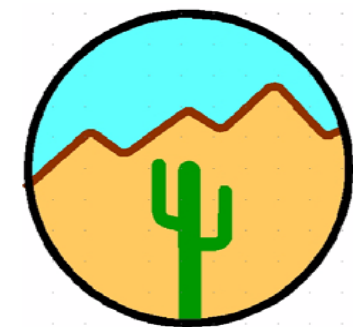
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Walk 87 scale feet (12" real In)	20 secFT	5 secRT
Walk past a 40-50' car	8-12 secFT	2-3 secRT
Fill Tender with Coal	12 minFT by chute	3 minRT by chute
	1 hourFT by hand	15 minRT by hand
Fill Tender with water	20 minFT	5 minRT
Fill Tender or Diesel with Oil	40 minFT	10 minRT
Unlock and Throw switch	80 secFT	25 secRT
Throw switch and re-lock	40 secFT	25 secRT
Walk to/from switch from/to engine/caboose (distance 1 to 2 real feet distance)	20-40 secFT	5-8 secRT
Perform air test after dropping or adding a car	1 minFT per Car added	15 secRT

**Notes**

**Tucson & Southwestern Railroad**

**TIMETABLE**

**125**



in effect

**Sunday, December 28, 1952**

**At 12:01 AM**

**Mountain Standard Time**

FOR USE AND INFORMATION OF EMPLOYEES ONLY

Joseph P. Farley,  
General Manager

N. C. Buchholz  
Assistant General Manager

D. U. Wilhoit  
Superintendent

J. A. Homan  
Road Foreman of Engines

M. U. Bording  
Chief Rules Examiner

R. L. Dick  
Chief Dispatcher

The Tucson and Southwestern Railroad							The Tucson and Southwestern Railroad												
EASTWARD (Read Down)							WESTWARD (Read Up)												
Third Class	Third Class	Second Class	Second Class	First Class	First Class	First Class	Car Capacity of Siding	Served By Trains	No. 125	No. 125	Distance from Indian Springs	Facilities Available	First Class	First Class	First Class	Second Class	Second Class	Third Class	Third Class
Local Freight	Local Freight	Thru Freight	Thru Freight	Passenger	Passenger	Passenger			28 Dec, 1952	28 Dec, 1952			3	5	7	11	15	221	325
Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily
8:22P	6:21A	10:31P	8:13A	7:22P	2:55P	9:58A		Both	FRIBERG	FRIBERG	63.0	OS C D O W T P	12:28P	5:38P	10:12P	11:06A	1:32A	12:03P	1:09A
							13		Mt. Vernon Siding	Mt. Vernon Siding	60.9								
								W.B.	PITTSBURGH	PITTSBURGH	60.2								
							18		McNary Loop West	McNary Loop West	54.6								
8:43P	7:02A			7:35P	3:08P			E.B.	McNARY	McNARY	53.1	OS	12:16P				1:16A		
							45		McNary Loop East	McNary Loop East	50.9								
							12		Sonora Loop	Sonora Loop	45.6								
9:24P		10:35P		7:46P	3:19P	10:39A		Both	SONOITA	SONOITA	45.3	OS W P	12:07P	5:15P	9:49P 9:24P	10:39A	1:04A		12:25A
							20		Patagonia Siding	Patagonia Siding	43.8								
10:14P	8:08A	11:45P	9:25A			10:55A		Both	REDROCK	REDROCK	31.5	OS	11:40A			10:19A		10:55A	11:30P
							14		Sasabe Siding	Sasabe Siding	28.2								
10:26P	8:20A	12:04A	9:46A	8:59P	4:30P	11:34A		Both	TUCSON	TUCSON	26.1	C W P	11:34A	4:30P	8:59P	9:46A	12:04A	9:46A	10:26P
							18		Fennington Siding	Fennington Siding	22.5								
							8		Gleason Siding	Gleason Siding	22.0								
	9:12A							Both	PEARCE	PEARCE	21.4							9:12A	
							2		E.S. Siding	E.S. Siding	19.5								
11:33P	9:26A			9:25P	4:39P	11:52A		Both	VAIL	VAIL	19.4	OS	10:56A	3:51P	8:21P	9:26A	11:33P	9:03A	9:25P
							10		Mescal Siding	Mescal Siding	16.8								
							7		NideM Introchn	NideM Introchn	16.7								
	9:44A							Both	MESZAR	MESZAR	15.6							8:25A	8:47P
							41		SP Interchange	SP Interchange	14.1								
							12		St. David Siding	St. David Siding	13.8								
12:31A	10:19A	1:19A	10:55A	9:33P	5:22P	12:19P		Both	BENSON	BENSON	13.5	OS C D O W P	10:39A 10:19A	3:23P	7:43P	9:14A	11:14P	8:20A	8:41P
								W.B.	BOWIE	BOWIE	8.4	W						7:40A	7:59P
							18		Rincon Industrial	Rincon Industrial	2.4								
		1:37A		10:29P	5:58P	1:03P		Both	RINCON	RINCON	1.8	OS	10:05A	2:48P	7:08P		10:35P		7:18P 7:08P
							12		Rincon Siding	Rincon Siding	1.5								
1:05A	10:48A	1:40A	11:15A	10:31P	6:00P	1:05P	54	Both	INDIAN SPRINGS	INDIAN SPRINGS	0.0	OS C D O W T P	9:43A	2:26P	6:46P	8:42A	10:13P	6:48A	7:04P
326	220	12	10	6	4	2							3	5	7	11	15	221	325
			Start	Arrival	Meet	Meet > 1							Start	Arrival	Meet	Meet > 1			
			08:32	18:08	18:08	18:08			Eastward trains are superior to westward trains of the same class				08:32	18:08	18:08	18:08			



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Rule **D** - *Public Displays* are defined as any open house advertised to the general public, NMRA or OpSig members.

Rule **14** -The prescribed whistle signals are illustrated by "o" for short sounds and "--" for long sounds.

Sound	Indication
(a) o	Apply brakes. Stop.
(b) -- --	Release brakes. Proceed.
(c) -- o o o	Flagman protect rear of train.
(d) o o o --	Flagman protect front of train.
(e) -- -- -- --	Flagman may return from West or South
(f) -- -- -- -- --	Flagman may return from East or North
(g) o o	Answer to 14(k) or any signal not otherwise provided for.
(h) o o o	When standing back. Answer to 12(d)
(j) o o o o	Call for signals.
(k) -- o o	To call attention of engine and train crews of trains of the same class, inferior trains and yard engines, and of trains at train order meeting or waiting points, to signals displayed for a following section, unless otherwise provided by special instructions On single track, if not answered by a train, the train displaying signals must stop and ascertain the cause.
(l) -- -- o --	Approaching public crossings at grade; tunnels and obscure curves to be commenced not less than 1/4 mile from before reaching a crossing and to be prolonged or repeated until engine has passed over the crossing.
(n) -- -- o	Approaching meeting or waiting points.
(p) Short sounds	Alarm for persons or live stock on the track.
(q) o o --	Answer to flagman's stop signal.

Rule **72-A** - Eastward trains are superior to trains of the same class in the opposite direction.

Rule **82** - is revised to read:  
Timetable schedules, unless fulfilled, are in effect for six (6) hours after their time at each station.

Regular trains more than six (6) hours behind either their scheduled arriving or leaving time at any station lose both right and schedule. Thereafter they can proceed only as authorized by train order.

Rule **91** - is revised to read:  
Trains in the same direction must keep not less than five (5) minutes apart.

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trainmen must expect to come upon flagmen or torpedoes on the track at any location and should look out for same.

Rule **109** - the proper position of switches is as follows:  
(a) in I.S. and Friberg Yard switches should be left so as to send a train along the ladder track  
(b) for switches on the main the switch should be lined for the main  
(c) switches in industrial zones (Benson, Vail, Redrock)

should be lined to avoid accidental movement of cars loading or unloading.

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Rule **810** - Employes leaving their post before the end of shift must insure that a substitute is available to take over their duties.

**Special Car Handling Instructions**

**Rincon**

Only the Rincon Extras should switch the Rincon Industries. Trains with cars destined for Rincon should deliver them to Indian Springs Yard

**Bowie**

Cars destined for Bowie from the west should be taken to Indian Springs Yard  
Cars destined for Indian Springs from Bowie should be picked up by west bound trains and dropped off in Benson

**N de M Interchange**

The NdeM interchange will be switched by the Benson industrial switcher when it is on duty.

**Vail**

Cars destined for Piffle's Packing should be switched using the industry switcher at the plant.

**McNary**

Cars destined for McNary from the east should be left in Friberg yard.

**Pittsburg**

Cars bound for Pittsburg will be taken to Friberg to be handled by the Friberg Industry job.

**Helper Engines**

Helper engines may be stationed in Sonoita for the purpose of assisting heavy trains up the Long Hill grade. Their use will be governed by train orders delivered by the train to be assisted at Sonoita. Helper engines may be cut into the middle of the train or behind the caboose.

**LCL Freight**

Cars LCL freight should be coupled either directly behind the engine or directly in front of the caboose. LCL loads are unloaded by the head- or tail-end trainmen when the train reaches the LCL destination. It requires **5-30 (1D6 \* 5)** minutes FTC to unload an LCL car.

**Passenger Operations**

Trainmen on passenger trains must watch for and stop at flag signals displaying a STOP indication. Passenger trains may pass through yards at restricted speed (< 20 mph) on the main if they do not terminate at the yard.

Once stopped at a station no coach may be moved before the station stop time; **5-30 (1D6 \* 5)** minutes FTC; has expired without the express permission of the dispatcher

Trainmen on passenger trains should check for LCL freight or mail manifest in Station box. LCL/mail Manifests should be taken only if the appropriate car type is already in the train and is destined for a service Town with a Passenger station (underlined towns) or off layout.

Mail/express pickups and deliveries should be made in such a way as to minimize any delay caused by those activities

**Car Placement**

Cars placed on a spur or yard track should be placed so as to be beyond the clearance points for the siding. If no room is available for car handling the extra car will be placed on a spur convenient to the industry for later placement.

**Moving Cars**

Except for empties being returned to home roads and loaded cars being exchanged at Redrock/Tucson or Benson, Cars should only be moved once per session.

Cars with normal manifests or manifests with the "**Request for Empty**" label showing, are being loaded or unloaded during the Ops session. Once spotted at an industry these cars may not be moved except with the permission of the person in charge of the Industry. This requires 5-30 minutes FTC to obtain. The car must be re-spotted at the same location when other movements are done.

**Empty Cars**

Cars without manifests are assumed to be empty and may be moved at the discretion of the C&E. Such cars should be picked up by trains servicing the town and forwarded towards their home road or ultimate destination

**Request for Empty Waybills**

Cars with waybills with the "Request for Empty" label showing are not considered empty for the purposes of moving towards their home roads. These cars should be placed at the end of the train as far as is practical

**TSW Minutes per sMile (3') for 4 : 1 FT.**

Miles/Hr	4:1	Miles/Hr	4:1
5	3:00.00	30	0:30.00
10	1:30.00	35	0:25.71
15	1:00.00	40	0:22.50
20	0:45.00	45	0:20.00
25	0:36.00	50	0:18.00

**Timing of Activities**

Part of the realism involved in working the railroad will be taking reasonable amount of time to perform certain tasks. The list below gives the real time and fast time required to perform certain railroad tasks

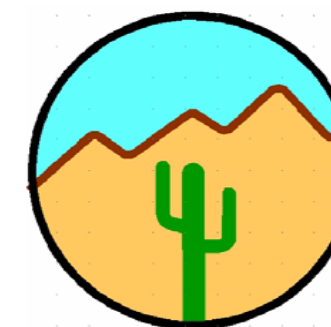
Task to Perform	Time Required to Perform Task	
	By Fast Time Clock	By Real Time Clock
Walk a Scale Mile (~ 3' real Ft)	16 minFT	4 minRT
Walk 87 scale feet (12" real In)	20 secFT	5 secRT
Walk past a 40-50' car	8-12 secFT	2-3 secRT
Fill Tender with Coal	12 minFT by chute	3 minRT by chute
	1 hourFT by hand	15 minRT by hand
Fill Tender with water	20 minFT	5 minRT
Fill Tender or Diesel with Oil	40 minFT	10 minRT
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Throw switch and re-lock	40 secFT	25 secRT
Walk to/from switch from/to engine/caboose (distance 1 to 2 real feet distance)	20-40 secFT	5-8 secRT
Perform air test after dropping or adding a car	1 minFT per Car added	15 secRT

**Notes**

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**125**



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**Sunday, December 28, 1952**

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The Tucson and Southwestern Railroad							The Tucson and Southwestern Railroad													
EASTWARD (Read Down)							WESTWARD (Read Up)													
Third Class	Third Class	Second Class	Second Class	First Class	First Class	First Class	Car Capacity of Siding	Served By Trains	No. 125	No. 125	Distance from Indian Springs	Facilities Available	First Class	First Class	First Class	Second Class	Second Class	Third Class	Third Class	
Local Freight	Local Freight	Thru Freight	Thru Freight	Passenger	Passenger	Passenger			28 Dec, 1952	28 Dec, 1952			3	5	7	11	15	221	325	
Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
8:22P	6:21A	10:31P	8:13A	7:22P	2:55P	9:58A		Both	FRIBERG	FRIBERG	63.0	OS C D O W T P	12:28P	5:38P	10:12P	11:06A	1:32A	12:03P	1:09A	
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15	1:00.00	40	0:22.50
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25	0:36.00	50	0:18.00

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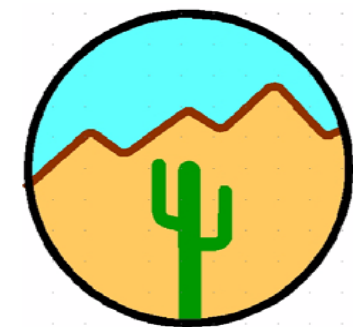
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	1 hourFT by hand	15 minRT by hand
Fill Tender with water	20 minFT	5 minRT
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Throw switch and re-lock	40 secFT	25 secRT
Walk to/from switch from/to engine/caboose (distance 1 to 2 real feet distance)	20-40 secFT	5-8 secRT
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**Tucson & Southwestern Railroad**

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Third Class	Third Class	Second Class	Second Class	First Class	First Class	First Class	Car Capacity of Siding	Served By Trains	No. 125	No. 125	Distance from Indian Springs	Facilities Available	First Class	First Class	First Class	Second Class	Second Class	Third Class	Third Class	
Local Freight	Local Freight	Thru Freight	Thru Freight	Passenger	Passenger	Passenger			28 Dec, 1952	28 Dec, 1952			3	5	7	11	15	221	325	
Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
8:22P	6:21A	10:31P	8:13A	7:22P	2:55P	9:58A		Both	FRIBERG	FRIBERG	63.0	OS C D O W T P	12:28P	5:38P	10:12P	11:06A	1:32A	12:03P	1:09A	
							13		Mt. Vernon Siding	Mt. Vernon Siding	60.9									
								W.B.	PITTSBURGH	PITTSBURGH	60.2									
							18		McNary Loop West	McNary Loop West	54.6									
8:43P	7:02A			7:35P	3:08P			E.B.	McNARY	McNARY	53.1	OS	12:16P				1:16A			
							45		McNary Loop East	McNary Loop East	50.9									
							12		Sonora Loop	Sonora Loop	45.6									
9:24P		10:35P		7:46P	3:19P	10:39A		Both	SONOITA	SONOITA	45.3	OS W P	12:07P	5:15P	9:49P 9:24P	10:39A	1:04A		12:25A	
							20		Patagonia Siding	Patagonia Siding	43.8									
10:14P	8:08A	11:45P	9:25A			10:55A		Both	REDROCK	REDROCK	31.5	OS	11:40A			10:19A		10:55A	11:30P	
							14		Sasabe Siding	Sasabe Siding	28.2									
10:26P	8:20A	12:04A	9:46A	8:59P	4:30P	11:34A		Both	TUCSON	TUCSON	26.1	C W P	11:34A	4:30P	8:59P	9:46A	12:04A	9:46A	10:26P	
							18		Fennington Siding	Fennington Siding	22.5									
							8		Gleason Siding	Gleason Siding	22.0									
	9:12A							Both	PEARCE	PEARCE	21.4							9:12A		
							2		E.S. Siding	E.S. Siding	19.5									
11:33P	9:26A			9:25P	4:39P	11:52A		Both	VAIL	VAIL	19.4	OS	10:56A	3:51P	8:21P	9:26A	11:33P	9:03A	9:25P	
							10		Mescal Siding	Mescal Siding	16.8									
							7		NideM Introchg	NideM Introchg	16.7									
	9:44A							Both	MESZAR	MESZAR	15.6							8:25A	8:47P	
							41		SP Interchange	SP Interchange	14.1									
							12		St. David Siding	St. David Siding	13.8									
12:31A	10:19A	1:19A	10:55A	9:33P	5:22P	12:19P		Both	BENSON	BENSON	13.5	OS C D O W P	10:39A 10:19A	3:23P	7:43P	9:14A	11:14P	8:20A	8:41P	
								W.B.	BOWIE	BOWIE	8.4	W						7:40A	7:59P	
							18		Rincon Industrial	Rincon Industrial	2.4									
		1:37A		10:29P	5:58P	1:03P		Both	RINCON	RINCON	1.8	OS	10:05A	2:48P	7:08P		10:35P		7:18P 7:08P	
							12		Rincon Siding	Rincon Siding	1.5									
1:05A	10:48A	1:40A	11:15A	10:31P	6:00P	1:05P	54	Both	INDIAN SPRINGS	INDIAN SPRINGS	0.0	OS C D O W T P	9:43A	2:26P	6:46P	8:42A	10:13P	6:48A	7:04P	
326	220	12	10	6	4	2							3	5	7	11	15	221	325	
			Start	Arrival	Meet	Meet > 1							Start	Arrival	Meet	Meet > 1				
			08:32	18:08	18:08	18:08			Eastward trains are superior to westward trains of the same class				08:32	18:08	18:08	18:08				



**Special Instructions**

Rule **A** - Rules and Regulations of the Operating Department, TSW RR Second Edition, of Monday, December 1, 1952 are in effect

Rule **D** - *Public Displays* are defined as any open house advertised to the general public, NMRA or OpSig members.

Rule **14** -The prescribed whistle signals are illustrated by “o” for short sounds and “--” for long sounds.

Sound	Indication
(a) o	Apply brakes. Stop.
(b) -- --	Release brakes. Proceed.
(c) -- o o o	Flagman protect rear of train.
(d) o o o --	Flagman protect front of train.
(e) -- -- -- --	Flagman may return from West or South
(f) -- -- -- -- --	Flagman may return from East or North
(g) o o	Answer to 14(k) or any signal not otherwise provided for.
(h) o o o	When standing back. Answer to 12(d)
(j) o o o o	Call for signals.
(k) -- o o	To call attention of engine and train crews of trains of the same class, inferior trains and yard engines, and of trains at train order meeting or waiting points, to signals displayed for a following section, unless otherwise provided by special instructions On single track, if not answered by a train, the train displaying signals must stop and ascertain the cause.
(l) -- -- o --	Approaching public crossings at grade; tunnels and obscure curves to be commenced not less than 1/4 mile from before reaching a crossing and to be prolonged or repeated until engine has passed over the crossing.
(n) -- -- o	Approaching meeting or waiting points.
(p) Short sounds	Alarm for persons or live stock on the track.
(q) o o --	Answer to flagman's stop signal.

Rule **72-A** - Eastward trains are superior to trains of the same class in the opposite direction.

Rule **82** - is revised to read:  
Timetable schedules, unless fulfilled, are in effect for six (6) hours after their time at each station.

Regular trains more than six (6) hours behind either their scheduled arriving or leaving time at any station lose both right and schedule. Thereafter they can proceed only as authorized by train order.

Rule **91** - is revised to read:  
Trains in the same direction must keep not less than five (5) minutes apart.

Rule **101** - paragraph two is added:  
trainmen must expect to come upon flagmen or torpedoes on the track at any location and should look out for same.

Rule **109** - the proper position of switches is as follows:  
(a) in I.S. and Friberg Yard switches should be left so as to send a train along the ladder track  
(b) for switches on the main the switch should be lined for the main  
(c) switches in industrial zones (Benson, Vail, Redrock)

should be lined to avoid accidental movement of cars loading or unloading.

Rule **204** - upon accepting a train order or orders, the engineer and/or conductor of a train should insure they understand the actions to be taken as a result of that order.

Rule **810** - Employes leaving their post before the end of shift must insure that a substitute is available to take over their duties.

**Special Car Handling Instructions**

**Rincon**

Only the Rincon Extras should switch the Rincon Industries. Trains with cars destined for Rincon should deliver them to Indian Springs Yard

**Bowie**

Cars destined for Bowie from the west should be taken to Indian Springs Yard  
Cars destined for Indian Springs from Bowie should be picked up by west bound trains and dropped off in Benson

**N de M Interchange**

The NdeM interchange will be switched by the Benson industrial switcher when it is on duty.

**Vail**

Cars destined for Piffle's Packing should be switched using the industry switcher at the plant.

**McNary**

Cars destined for McNary from the east should be left in Friberg yard.

**Pittsburg**

Cars bound for Pittsburg will be taken to Friberg to be handled by the Friberg Industry job.

**Helper Engines**

Helper engines may be stationed in Sonoita for the purpose of assisting heavy trains up the Long Hill grade. Their use will be governed by train orders delivered by the train to be assisted at Sonoita. Helper engines may be cut into the middle of the train or behind the caboose.

**LCL Freight**

Cars LCL freight should be coupled either directly behind the engine or directly in front of the caboose. LCL loads are unloaded by the head- or tail-end trainmen when the train reaches the LCL destination. It requires **5-30 (1D6 \* 5)** minutes FTC to unload an LCL car.

**Passenger Operations**

Trainmen on passenger trains must watch for and stop at flag signals displaying a **STOP** indication. Passenger trains may pass through yards at restricted speed (< 20 mph) on the main if they do not terminate at the yard.

Once stopped at a station no coach may be moved before the station stop time; **5-30 (1D6 \* 5)** minutes FTC; has expired without the express permission of the dispatcher

Trainmen on passenger trains should check for LCL freight or mail manifest in Station box. LCL/mail Manifests should be taken only if the appropriate car type is already in the train and is destined for a service Town with a Passenger station (underlined towns) or off layout.

Mail/express pickups and deliveries should be made in such a way as to minimize any delay caused by those activities

**Car Placement**

Cars placed on a spur or yard track should be placed so as to be beyond the clearance points for the siding. If no room is available for car handling the extra car will be placed on a spur convenient to the industry for later placement.

**Moving Cars**

Except for empties being returned to home roads and loaded cars being exchanged at Redrock/Tucson or Benson, Cars should only be moved once per session.

Cars with normal manifests or manifests with the **“Request for Empty”** label showing, are being loaded or unloaded during the Ops session. Once spotted at an industry these cars may not be moved except with the permission of the person in charge of the Industry. This requires 5-30 minutes FTC to obtain. The car must be re-spotted at the same location when other movements are done.

**Empty Cars**

Cars without manifests are assumed to be empty and may be moved at the discretion of the C&E. Such cars should be picked up by trains servicing the town and forwarded towards their home road or ultimate destination

**Request for Empty Waybills**

Cars with waybills with the “Request for Empty” label showing are not considered empty for the purposes of moving towards their home roads. These cars should be placed at the end of the train as far as is practical

**TSW Minutes per sMile (3’) for 4 : 1 FT.**

Miles/Hr	4:1	Miles/Hr	4:1
5	3:00.00	30	0:30.00
10	1:30.00	35	0:25.71
15	1:00.00	40	0:22.50
20	0:45.00	45	0:20.00
25	0:36.00	50	0:18.00

**Timing of Activities**

Part of the realism involved in working the railroad will be taking reasonable amount of time to perform certain tasks. The list below gives the real time and fast time required to perform certain railroad tasks

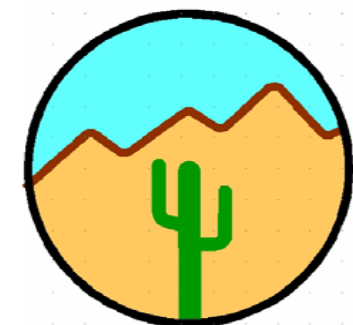
Task to Perform	Time Required to Perform Task	
	By Fast Time Clock	By Real Time Clock
Walk a Scale Mile (~ 3’ real Ft)	16 minFT	4 minRT
Walk 87 scale feet (12” real In)	20 secFT	5 secRT
Walk past a 40-50’ car	8-12 secFT	2-3 secRT
Fill Tender with Coal	12 minFT by chute	3 minRT by chute
	1 hourFT by hand	15 minRT by hand
Fill Tender with water	20 minFT	5 minRT
Fill Tender or Diesel with Oil	40 minFT	10 minRT
Unlock and Throw switch	80 secFT	25 secRT
Throw switch and re-lock	40 secFT	25 secRT
Walk to/from switch from/to engine/caboose (distance 1 to 2 real feet distance)	20-40 secFT	5-8 secRT
Perform air test after dropping or adding a car	1 minFT per Car added	15 secRT

**Notes**

**Tucson & Southwestern Railroad**

**TIMETABLE**

**125**



in effect

**Sunday, December 28, 1952**

**At 12:01 AM**

**Mountain Standard Time**

FOR USE AND INFORMATION OF EMPLOYEES ONLY

Joseph P. Farley,  
General Manager

N. C. Buchholz  
Assistant General Manager

D. U. Wilhoit  
Superintendent

J. A. Homan  
Road Foreman of Engines

M. U. Bording  
Chief Rules Examiner

R. L. Dick  
Chief Dispatcher

The Tucson and Southwestern Railroad							The Tucson and Southwestern Railroad											
EASTWARD (Read Down)							WESTWARD (Read Up)											
Third Class	Third Class	Second Class	Second Class	First Class	First Class	First Class	Car Capacity of Siding	Served By Trains	No. 125	Distance from Indian Springs	Facilities Available	First Class	First Class	First Class	Second Class	Second Class	Third Class	Third Class
Local Freight	Local Freight	Thru Freight	Thru Freight	Passenger	Passenger	Passenger			28 Dec, 1952			28 Dec, 1952	3	5	7	11	15	221
Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Daily	Daily
8:22P	6:21A	10:31P	8:13A	7:22P	2:55P	9:58A		Both	FRIBERG			12:28P	5:38P	10:12P	11:06A	1:32A	12:03P	1:09A
							13		Mt. Vernon Siding	63.0	OS C D O W T P							
									PITTSBURGH	60.9								
								W.B.		60.2								
							18		McNary Loop West	54.6								
8:43P	7:02A			7:35P	3:08P			E.B.	McNARY	53.1	OS	12:16P				1:16A		
							45		McNary Loop East	50.9								
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9:24P		10:35P		7:46P	3:19P	10:39A		Both	SONOITA	45.3	OS W P	12:07P	5:15P	9:49P 9:24P	10:39A	1:04A		12:25A
							20		Patagonia Siding	43.8								
10:14P	8:08A	11:45P	9:25A			10:55A		Both	REDROCK	31.5	OS	11:40A			10:19A		10:55A	11:30P
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10:26P	8:20A	12:04A	9:46A	8:59P	4:30P	11:34A		Both	TUCSON	26.1	C W P	11:34A	4:30P	8:59P	9:46A	12:04A	9:46A	10:26P
							18		Fennington Siding	22.5								
							8		Gleason Siding	22.0								
	9:12A							Both	PEARCE	21.4							9:12A	
							2		E.S. Siding	19.5								
11:33P	9:26A			9:25P	4:39P	11:52A		Both	VAIL	19.4	OS	10:56A	3:51P	8:21P	9:26A	11:33P	9:03A	9:25P
							10		Mescal Siding	16.8								
							7		NideM Introchg	16.7								
	9:44A							Both	MESZAR	15.6							8:25A	8:47P
							41		SP Interchange	14.1								
							12		St. David Siding	13.8								
12:31A	10:19A	1:19A	10:55A	9:33P	5:22P	12:19P		Both	BENSON	13.5	OS C D O W P	10:39A 10:19A	3:23P	7:43P	9:14A	11:14P	8:20A	8:41P
								W.B.	BOWIE	8.4	W						7:40A	7:59P
							18		Rincon Industrial	2.4								
		1:37A		10:29P	5:58P	1:03P		Both	RINCON	1.8	OS	10:05A	2:48P	7:08P		10:35P		7:18P 7:08P
							12		Rincon Siding	1.5								
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			Start	Arrival	Meet	Meet > 1						Start	Arrival	Meet	Meet > 1			
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