

RIO GRANDE SOUTHERN RAILROAD.

EMPLOYES' TIME TABLE

No.43.

To Take Effect at 12:01 O'clock a. m., June 8, 1904.

This Time Table Is for the Cuidance of Employes Only,

And is not intended for the Information of the Public, or as an Advertisement of any Train.

The Company reserves the right to vary from it at pleasure.

STANDARD TIME, 105th MERIDIAN.

HERALD PRINT, OURAY, GOLO.

FIRST DISTRICT .. Ridgway and Rico.

Time Table No. 43.	No. of the last	SOUTH	WAI	RD.		7 14	TAR-TENEDINA TO TAKEL	1 6		NOI	RTHWARD.		
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S 1.55	f 11.30		1	5.30		22.2	BROWN	44.0		f 8.22		f 2.05	0 25
Fall Creek Start	s 11.55		S	5.45		26.6	D PLACERVILLE PV	89.6	NAP II	s 8.05		s 1.40	Y 42
Form	f 12.07	A CANADA	1	5.53		29.1	FALL CREEK	37.1 .		f 7.57		f 1.28	28
12.23			f	5.56		30.2	SAW PIT	36.0	Selection.	f 7.53	A North Market	f 1.23	7
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Ar. Daily P. M. A. M. lev. Daily			7 1	30,100	9.55	66.2	D RICO Ro		2.55			and the state of	144 S
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Water tanks are located near mile posts 10 and 35.

No Train or Engine will leave Ridgway or Rico, without special orders or clearance ticket. Noel's Grossing, Mile Post 14.6 is a flag stop.

EXPLANATION OF CHARACTERS.

Ar Letters at right of station names indicate telegraph call. Figures under each district and train indicate mileage of district and time used by trians in passing over the same.

N-Day and Night Telegraph Offices. s-Regular Stop. Y-Wye.

B-Bulletins.

X-Turn Table.

•-Coal.

f-Stop on Signals.

-Telegraph Box. S-Scales.

O-Water. ¶-Stop for Meals. D-Day (only) Telegraph Offices.

ENGINE RATING, IN TONS OF 2,000 POUNDS.

FIRST DISTRICT	45½ Class Engines Mixed	47 Class Engines Mixed	60 Class Engines Freight	SECOND DISTRICT	45½ Class Engines Mixed	47 Class Engines Mixed	60 Class Engines Freight
Ridgway and Dallas Divide. Vance Junction and Reystone. Placerville and Vance Junction Vance Junction and Ophir. Ophir and Lizard Head Rico and Lizard Head. Placerville and Dallas Divide.	40 40 80 60 60 60 60	40 40 80 60 60 60 60	82 89 165 105 112 112 112	Dolores and Glencoe Glencos and Millwood Mancos and Clma. Durango and Clma. Mancos and Millwood Dolores and Rico Ascending grades on Pandora, Enterprise and Ute branches	82 82 82 82	115 82 82 82 82 115 Freight	208 125 125 125 125 125 208

SECOND DISTRICT -- Rico and Durango.

-	SOI	THWA	RD.		TIME TABLE No. 43			N	ORTHWARD.	P SIGN VERNIN	OF AL.
	Distribution	LASS	1st CLASS	FROM WAY.	TIME TABLE No. 43.	16	MILES FROM DURANGO.	IST CLASS	A second	MOTTAT	CAR CAPACITY OF SIDINGS, WYES, WATER & COAL,
		FREIGHT	MIXED	MILES FROM	E OF THE PARTY OF	dions.	MILES	MIXED	FREIGHT Ar, Daily	• 4	R CAP SIDING WATER
		Lv.Daily Ex. Sun. A. M.	Lv. Daily A. M.		STATIONS AND SIDINGS	bas	Source Source	Ar. Daily P. M.	Ex. Sun. P. M.		Y O • §
West Street	Maringali	7.30	10.05	66,2	RICO 4.0	Ro	95.9	2.45	4.10		144
1		f 7.47	f 10.18	70.2	MONTELORES 4.3	hn®	91.9	f 2.25	f 3.45		22
A STATE OF		f 805	f 10.32	74,5	KINGS 5.7	bor2	87.6	f 2.05	f 3.20		24
		f 8.27	f 10.51	80.2	BEAR CREEK	Bx	81.9	1 1.40	f 2.50		29
		f 8.50	f 11.11	85.9	MULDOON 4.3	0.40	76.2	f 1.16	f 2.20		35
1	,	f 9.07	f 11.27	90.2	RAYMOND 6.1	Вх	71.9	f 12.58	f 1.57	A CONTRACTOR	39
Part of	24	f 9.30	f 11.46	96.3	STAPLETON 6.0	The state of	65.8	1 12.32	f 1.32		
	4	s 10.15	12.15	102.3	DOLORES 1.1	Dj	59.8	11.50	12.40	•	0 Y 97
0		f 10.20	f 12.44	103.4	LOST CANON	Sentile	58.7	f 11.45	f 12.30	130	40
Por of		11.15	f 1.15	111.8	GLENCOE	Bx	50.3	1 11.15	f 11.55		Y 29
-		s 11.35	f 1.35	115.6	MILLWOOD	Design	46.5	f 11.00	s 11.35		41
-	100000000000000000000000000000000000000	12.10	s 2.05	122.5	D MANCOS	Mx	39.6	s 10.30	11.00	Set I	Yo 45
1		f 12.30	f 2.18	125.3	2.8 MENEFEE	Day I	36.8	f 10.18	f 10.40		18
1-		f 1.15	1 2.52	132.9	7.6 MP 131) MESA	Bx	29.2	f 9.47	f 10.07	Lall.	35
-		1 1.35	f 3.06	136.5	3.6	F T T F F T	25.6	f 9.33	f 9.50		19
		1.55	3.24 3.27	141.2	DIX 4.7 CIMA	Bx	20.9	9.15	9.30 9.25		3 3
(annis	s 2.25	1 3.44	145.6	HESPERUS	Hf	16.5	8 8.52	s 8.52	BIHDS	0 44
-3970 com	CONTRACTOR	s 2.25	f 3.51	147.0	UTE JUNCTION	PT SCORES TO	15.1	f 8.43	s 8.30	dre wik	Y • 37
this not	most lifty	S. S	f 4.17	154.2	7.2 PINE RIDGE	mandalan	7.9	f 8.15	f 7.55	STATE OF STATES	34
DOLLA SELL	1/4// junio /st	f 3.10 s 3.45	f 4.28	157.1	2.9 PORTER	Control of	5.0	1 8.03	s 7.40	teven de	Y0149
-	GAT SECRET	s 4.05	f 4.35	159.3	FRANKLIN	An real	2.8	f 7.53	s 7.15	Tak will	THE PARTY
Simulation in		4.30	4.50	162.1	DUBANCO	Dg	Burk Sta	7.40	7.00 5.4	0 4.5%	302 §
515	615	P. M. Ar. Daily Ex. Sun.	P. M. Ar. Daile	STATE OF THE PARTY OF	95.9 Tay 100 T	to la tesa ula esse af ulas act de	ed Captonia Province and Other Longist	A. M. Lv. Daily	A. M. lsv. Daily Ex. Sun	o od to a	THE PERSON AND PARTY OF THE PAR
200		(9.00)	(6.45)		verte dans of a little of the second	toring tick	at in how	(7.05)	(9.10)	d han phos	

(9.00) (6.45)

NoTrais or Engine will leave Rico or Durango without special order or clearance ticket. All trains will leave a registering ticket in box at Ute Junction.

NoTrais or Engine will leave Rico or Durango without special order or clearance ticket. All trains will leave a registering ticket in box at Ute Junction.

All Trains and Engines must come to full stop before passing switch to Coke Ovens at Durango, and sharp look-out kept for Switch Engines in Durango yard.

Water Tanks are located at mile posts 78, 87 and 131. All trains must be under full control passing yard limit boards at Mancos, Porter and Durango.

TELLURIDE BRANCH.

SOUTHWARD.	EST ST ST	TIME TABLE No. 43.	rom rA.	AR CAPACITY OF SIDINGS, WYES, WATER & COAL.				
7 25 MIXED MIXED	ES FRO	JUNE 8, 1904.	ILES FE	26 MIXED	8 MIXED		dusa di man Longo oni di Is distana di	CAPACI
	ASS. Trivie Table No. 45. For Class. For Class.	OH HUM TO OH						
6,20 4.50	37.8	D VANCE JUNCTION MI	9.6	7.50	7.30	erit strain	to both other	Y • 75
Billion and transport of Institution on the audital of	38.6		8.8	and sprom	t awab m	es, mirit u Lenz recel	nilgroo sali ol in gallie	22 Y
f 6.40 f 5.16	41.7		5.7	f 7.29	f 7.09	t dada or or ayar	in the line	10
f 6.45 f 5.20	43.7		3.7	f 7.24	f 7.04	ia ni bet cui bour	knigze an s knig ana s	25
	45.1		2.3	7.20	7.00	eg egitane evolusiye	nestance of	§ 109
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(0.30) (0.35)

No Train or Engine will leave Telluride without special order or clearance ticket.

ADDITIONAL SPURS NOT SHOWN IN REGULAR TIME TABLE.

LOCAT	TION	NAMES	CAR	SWITCH
DISTRICT.	MILE	ESPECIAL PROPERTY.	CAPACITY	CONNECTIONS
First	3.0	JAY'S	7.	North End
	17.1	SAM'S	10.	South End
**	21.5	LEONARD	10.	North End
"	34.3	KOEN	3.	Disconnected
**	35.3	LIME	3.	South End
	36.4	BILK	8.	South End
"	43.9	BUTTERFLY	15.	South End
	53.8	RICE'S	4.	North End
58	VIEW PERSON	100 2 4		
**	55.7	GALLAGHER	12.	North End
"	56.5	MURPHY	6.	North End
61	59.3	LONG	5.	Disconnected
**	64.7	WINKFIELD	8. 5.	North End
Telluride Br.	38.2 47.4	PANDORA	5. 3 6.	North End
		THILDOW		
Second	97.2	HOGG	10.	South End
SS & BRAD	97.8	RUST	3.	North End
	116.3	GRADEN	15.	South End
	129.2	BRAYTON	7.	North End
de out	145.9	CUNNINGHAM	14.01	South End
	148.8	FT. LEWIS	7.	South End
"	160.6	BELL'S	37.	South End
48 18 18 E		70011	74.0	5 12 CHO

SPEED TABLE.

Speed	Tir	ne o	f pe	rfor	mar	ice	Speed	Ti	mai	nance			
Hour.	1/4 M	Iile.	½ N	Mile. 1 Mile.		Hour.	1/4 Mile.		1/2 M	Iile.	1 Mile		
Miles.	M.	S.	M.	s.	M.	S.	Miles.	M.	s.	M.	S.	M.	S.
1	15		30	Jan.	60		31	0	29	0	58	1	56
2	7	30	15	£340.	30		32	0	28	0	56 54	1	52 49
3	4	45	10	30	20 15		33	0	27 26	0	53	1	45
4	4 3 2 2 1 1	0	6	0	12	10	3333333333344	0	25	ő	51	î	42
2	2	30		0	10		36	ő	25	O	50	1	40
7	2	8	4	17	8	34	37	0	24	0	48	1	37 34 32
8	1	52	3	45	7	30	38	0	23	0	47	1	34
9	1	40	3	20	6	40	39	0	23 22	0	46 45	1	30
10	1	30 21	3	0 43	6 5	27	40	0	21	0	43	1	30 27
12	1	15	2	30	5	0	42	Ö	21	Ŏ	42	1	25 23
13	î	9	5 4 3 3 3 2 2 2 2 2 1	18	4	37	43	0	20	0	41		23
14	1	4	2	8	4	17	44	0	20	0	40	1 1 1 1 1 1 1 1	21 20 18 16 15 13 12
15	1	0	2	0	4	0 45	45	0	20 19	0	40 39	1	10
16	0	56 52	1	52 46	3	31	40	0	19	0	38	1	16
16	0	50	1	40	3	20	48	0	18	0	37	î	15
19	0	47	î	34	3	9	49	0	18	0	36	1	13
20	0	45	1	30	3	0	50	0	18	0	36	1	12
21	0	42	1	25	2	51	51	0	17	0	35	1	10
22	0	40	1	21 18	2	43 36	52	0	17	0	34 34	1	9
23	0	39	1 1	15	2	30	23	0	16	0	33	1	é
24	0	36	1	12	2	24	55	0	16	ő	32	1 1	5
26	0	34	Î	9	2	18	56	0	16	0	32	1	4
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28	0	32	1	6 4 2 0	2	8	58	0	15	0	31	1 1 1 1	9766554488
29	0	31 30	1	2	2	4 0	29	0	15 15	0	30	1	0
30	0	30	1	U	12	U	30	0	19	0	90	1	0

REGISTERING STATIONS

- B. Ridgway Mancos Placerville B. Durango
- Vance Junction Telluride
- Rico

Dolores

SPECIAL RULES AND REGULATIONS.

RIGHTS OF TRAINS—North-Bound Trains have absolute right of track over South-Bound Trains of the same or inferior class.

1. TRAIN WORK.—Trains must be made up systematically in station order, which order will be preserved in taking or leaving cars. In loading freight, it must as far as practicable, be consolidated in full carloads and occupy the least number of cars required, irrespective of other cars having to go empty in the same direction. Conductors must observe the above in loading local freight. Agents at way stations must hold small lots of freight to load on trains, instead of loading in cars at station. Agents at terminals will transfer and consolidate the contents of lightly loaded cars. Not more than two engines must be coupled to one passenger train. If more power is required, trains must be divided are employed, must be under full control, expecting to find main line blocked. No train will exceed schedule time on grades exceeding 100 feet per mile. Special passenger trains and light engines must not exceed the schedule time of first-class trains, nor extra freight and work trains that of second-class trains.

All trains will reduce speed to six miles per hour over bridge at Leonard, and while passing through the town of Placerville. All second-class and irregular trains will reduce speed to six miles per hour in yard limits at Vance Junction and Rico. All trains will reduce speed to eight miles per hour over bridges between San Bernardo and Ames, and over bridge 3 Pa near Bilk.

and over bridge 50 B near Bilk.

3. Members of train crews must look over the air brakes, as well as the general condition of the train before leaving Dallas Divide, Telluride, Lizard Head, Millwood and Cima and put same in safe condition before descending the grade. During the test of air brakes at these stations, and while the air is applied, brakemen will turn up all retaining valives to ascertain their condition, and any found out of order, or any other defect in the air brakes, which can not be promptly repaired, inspector will apply the usual Air Brake Defect Card to the needle beam of the car, stating nature of defect. Piston travel must be adjusted to four (4) inches on freight cars and five (5) inches on passenger cars. Great care must be exercised to see that there is no snow under the shoes in making the adjustment. Brakeman must try the hand brakes on all the cars before trains leave these stations. Particular attention must be paid to all rooks and brake connections, brake shoes and levers, key bolts and split keys, and to draft gear.

In making tests of brakes, engineers will give full pressure, and every effort must be made by inspectors and trainmen to locate and remedy defective or kinked hose, or any leaks in air pipes and connections.

air pipes and connections.

air pipes and connections.

4. Train and engine crews must know so far as lies in their power to do so, the exact condition of their brake apparatus on the entire train.

5. The engineer must also make an inspection of his air brake apparatus to see that it is in good condition: that the tender brakes are working properly, and that full pressure is obtained before starting. Where locomotives are equipped with water brakes, see that these, also, are in good working order.

6. Test of train must not be made from helper engine before it cuts oft, but must be made from engine taking train down grade, unless the helper engine goes with the train.

7. After brakes have been released on passenger cars, and before trains start from these stations, retainers must be turned up.

8. No train will be allowed to leave these stations, until the engineer has been advised by the conductor in person that the train is ready to proceed.

9. Engineers must be advised by the conductors of the number of cars on which the air is not working; the number of the cars in the train with air properly working; and the total and the train the train with air properly working; and the total and the train the train with air properly working; and the total and the train that the train with air properly working; and the total ways the train that the train with air properly working; and the total ways the train with a train with air properly working; and the total ways the train with a train with a

number of cars in the train. Trainmen must assist in holding freight trains with the hand brakes; hand brakes on as many cars as necessary to be set to act as retainers in case of air failure. Usually hand 10. Trainmen must assist in nolding freight trains with the nand brakes; nand drakes on as many cars as necessary to be set to act as retainers in case of air failure. Usually hand brakes should be set on cars at or near the head end of the train.

Trainmen must assist in holding passenger trains with hand brakes on cars where the retaining valves are not in proper working order; or other cars in either freight or passenger trains, if found necessary, in order to keep train under perfect control, and be ready to stop the train should the air fail.

11. The nailing, or use of nails in hose for the purpose of preventing leakage to air brake couplings, should not be practiced, but new hose should be applied.

12. At least one member of the train crew must be on the rear end of the train in both ascending grades, and a close observance of train made for sliding wheels.

13. Engineers must use every precaution against the parting of trains on heavy grades. In case of trouble with brakes on atrain in descending grades, the train must be stopped, a full inspection made, and defects remedied where it is possible for the train crew to do so, and report made of same.

All nassenger equipment using automatic air must be equipmed with hose

a full inspection made, and defects remedied where it is possible for the train crew to do so, and report made of same.

14. All freight train equipment using straight air must be equipped with hose having valves in couplings. All passenger equipment using automatic air must be equipped with hose having bridges in the couplings, and under no circumstances with hose having valves in the couplings.

15. In the handling of freight trains down Keystone hill and the north side of Dallas Divide, but (1) car having non-air or inoperative air brakes will be permitted to descend in solid coal or ore trains, and not more than two (2) cars with non-air or inoperative air brakes in merchandise or mixed trains.

16. In case of breaking in two, or any other cause for train line being parted on grades, trainmen will before starting or moving train notify engineers before releasing hand brakes and will test the air as explained in Art. No. 3.

17. Conductors and brakemen in addition to inspecting their train at certain designated points on the line will also take advantage of any stop they make to thoroughly inspect train to ascertain whether or not running gear and brake appliances are in good condition.

18. Rio Grande Southern employes will be governed by General Rules and Regulations in effect on the Denver and Rio Grande Railroad.

19. AIR BRAKES.—The air-hose, when not coupled between cars, must be coupled to dummy coupling provided for that purpose. (See Question No. 1, Air-Brake Instructions.)

Straight air will be used on Mixed and Freight trains. Air-Brakes must be tested on trains before leaving terminal stations, as required by Air-Brake Instructions. When double-headers are run, the air must be coupled to both engines, and forward engineman must operate the air-brake. Pushing engines must always have air-brake coupled.

20. Passengers will not be carried on freight trains.

F. E. PEAKE.

A. S. MFI DRUM.

WM. COUGHLIN.

F. E. PEAKE, Chief Dispatcher.

A. S. MELDRUM, Superintendent.

WM. COUGHLIN, Gen'l. Superintendent.

J. A. EDSON,

C. H. SCHLACKS, Vice-President.