

RIO GRADNE SOUTHERN RAILROAD.

EMPLOYES' TIME TABLE

No. 45.

To Take Effect at 12:01 O'clock a. m., May 21, 1905.

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.

I	A B	SOL	UTHWA	RD.	A STATE	10	10 10 -17 10	A RIEST		N III	9.78		NOI	RTHWA	PD	A PARTIE	
H	EB	20 CLA	SS.	I ST CL	ASS.	¥ .	T.	IME TABLE	No. 45.	學級	FROM RICO.	IST C	LASS.		DCLAS	e	ES,
	9 FREIGHT		1	MIXED	MIXED	MILES FROM RIDGWAY.	在30一首员	MAY 01 10		N.A	WON	MIXED	1 8		I	. 10	WY
	Lv. Daily			lov.Daily	Lv. Daily	RIDG		MAY 21, 19	05.				MIXED			FREIGHT.	APA (GS,
	Except Sunday A. M.		111	Р М.	A. M.	W	ST	'ATIONS AND	SIDINGS	*	MILES	Ar. Daily P. M.	Ar. Daily A. M.	N. H.		Except Sunday P. M.	CAR CAPACITY OF SIDINGS, WYES, WATER & COAL,
k	9.00	915		4.10			D‡	RIDGWAY	E 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Ds	66.2		11.55	1038		4.50	Y 0 • x 118 §
	f 9.20	935	200	f 4.23		5.2		HAGENS			61.0		f 11.40	1020	1	1 4.23	334
	f 9.48	1003	100	f 4.45	emilia material	9.7	M mar	VALLEY VIE	w	1	56.6	BRA	f 11.23	1003	Bold	f 3.49	11
	10 5 10 5	1050		5.02 5.05	The state of	13.3	0	DALLAS DIVI	IDE	Bx	52.9	-	11 08	948		3.30	Y 52
H	f 10.53	1103	The Later of the L	f 5.13	7	16.1	Adamin	LEOPARD CRI	CEK		50.1		11.05	940		3.20 2.55	12
	f 11.22	1132	(作)	f 5.35	SIL.	22.2		BROWN			44.0		f 10.27	908		f 2.05	0 25
	s / 1.45	1154	"我们也	s 5.50	No and	26.6	D	PLACERVILI	E	Pv	39.6		s 10.10	850		s 1.40	y 42
H	f 11.57	1207	T. A.E.	f 5.58	0	29.1		FALL CREE	K	10.7	37.1	-	f 10.02	843		f 1.28	28
H	f 12.02	1212		f 6.01		30.2		SAW PIT			36.0		f 9.58	838		f 1.23	7
H	f 12.13	1503	288	f 6.08	No.	32.6	Name of the last	WILSON 5.2	THE PART OF		33.6		f 9.50	830		f 1.12	27
	12.40	12 10		6.25	7.50	37.8	D	VANCE JUNC	TION	Mi	28.4	4.48	9.35	814-		12.50	Y • 75
П	f 1.40 s 2.15	1,50	1	14	f 8.07		(Bridge 43 A)	AMES 3.7 -		Bx	24.9	t 4.35	10.000	100	a pol	f 12.07	0 9
H	f 2.33	1225			8.25	45.0	D	OPHIR 1.7 -	10.2	Hi	21.2	s 4.21	WH &			s 11.47	19
H	f 2.52	302	Z. 019 78	(t-250)	8.35	46.7	O MANAGEMENT	SAN BERNAR	One had a second of the second	Le	19.5	f 4.11			7	f 11.35	22
П	3,30	340	Roll	16 - 5	9.05	49.1		TROUT LAE	Œ	Bx	17.1	f 4.01				f 11.22	0 28
ħ	3.45	350	-600	11.00	9.10	52.6	D	LIZARD HEA	AD	Hd	13.6	3.48				11.05 10.55	Y 28
П	f 4.30	435	A CONTRACTOR	40	9.36	60.5	(Mp 55)	COKE OVE	NS	Bx	5.7	f 3.15		No.		f 10.02	0 24
H	f 4.45 5.00	450	100	1	9.46	63.6		BURNS			2.6	f 3.05		TV - IS		f 9.46	31
	P. M.	202	ACT TO SERVICE	1	9.55	66.2	D	RICO		Ro	0/11	2.55				9.20	Y 0 • \$
	Ar. Daily Except Sunday			P. M. Ar. Daily	m			(66.2)	A Parameter	100		P. M. Lv. Daily	A. M. Lv. Daily		- LEO	A. M. Lv. Daily Except Sunday	ATTEN .
	(8.00) Water tan	ks are loca	ted near m	(2.15) ile posts 10	and 25			AND COMPANY SERVICE		1.00		(1.53)	(2.20)	FIFT (3700	(7.30)	A STATE
	No Train	or Engine v	will leave F	Ridgway or	Rico, with	out specia	il orders or clear	ance ticket. Noel's Gro	ssing, Mile Post 14.6	is a f	lag 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 train indicate mileage of district

N—Day and Night Telegraph Offices, s—Regular Stop. Y—Wye. B—Bulletins. X—Turn Table.

•-Coal.

f-Stop on Signals.

U—Telegraph Box. \$-Scales. ‡-Standard Clock. O—Water. ¶—Stop for Meals. D—Day (only) Telegraph Offices.

ENGINE RATING, IN TONS OF 2,000 POUNDS.

FIRST DISTRICT	Engines Engines En		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 Keystone. Placerville and Vance Junction. Vance Junction and Ophir. Ophir and Lizard Head Rico and Lizard Head. Placerville and Dallas Divide.	60 115 80 80 80	60 60 120 80 80 80 80 80	85 85 165 105 112 112 112	Dolores and Glencoe. Glencoe and Millwood. Mancos and Cima. Durango and Cima. Mancos and Millwood. Dolores and Rico. Ascending grades on Fandora, Enterprise and Ute branches.	85 85 85 85	160 85 85 85 85 155 Freight	215 135 135 135 135 135 215

SECOND DISTRICT--Rico and Durango.

1	SOUTHWAI	RD.		TIME TABLE No. 45.		_	NO	ORTHWARD.		OP ES, AL.
# 10 mm	2D CLASS 11 FREIGHT Lv.Daily Bx. Sun. A. M.	IST CLASS	FROA	MAY 21, 1905.	200000	FROM	IST CLASS.	20 CLASS.	OF MEAN	CITY WY
	FREIGHT	MIXED	MILES FROM RIDGWAY.		- The state of the	MILES FROM DURANGO.	MIXED Ar. Daily	FREIGHT Ar. Daily	To Lond	CAR CAPACITY OF SIDINGS, WYES, WATER & COAL,
100	Ex. Sun.	Lv. Daily A. M.		STATIONS AND SIDINGS	militar (told.	P. M.	Ex. Sun. P. M.		
	7.30	10.05	66.2	4.0	Ro	95.9	2.45	4.10	1	Y 0 • §
	f 7.47	f 10.18	70.2	MONTELORES 4.3	1000	91.9	f 2.25	f 3.45	1 1	22
43	f 8.05	f 10.32	74.5	KINGS 5.7		87.6	f 2.05	f 3.20		24
700	f 8.27	f 10.51	80.2	BEAR CREEK 5.7	Bx	81.9	f 1.40	f 2.50		29
No.	f 8.50	f 11.11	85.9	MULDOON 4.3	V. Sales	76.2	f 1.16	f 2.20		35
SHEET SALE	f 9.07	f 11.27	90.2	RAYMOND 6.1	Bx	71.9	f 12.58	f 1.57		39
	f 9.30	f 11.46	96.3	STAPLETON 6.0	College St	65.8	f 12.32	f 1.32	A STATE	40
	s 10.15	¶12.15 12.40	102.3	DOLORES 1.1	Dj	59.8	112.15 11.50	1.05	The second	97 0 Y
	f 10.20	1 12.44	103.4	LOST CANON 8.4	T AVIDED	58.7	f 11.45	f 12.30		40
22	11.15	f 1.15	111.8	GLENCOE 3.8	Bx	50.3	f 11.15	f 11.55		Y 29
	s 11.35	f 1.35	115.6	MILLWOOD 6.9		46.5	f 11.00	s 11.35	See my	41
A CONTRACTOR	12.10	s 2.05	122.5		Mx	39.6	s 10.30	11.00		Yo 45
	f 12.30	f 2.18	125.3	MENEFEE 7.6		36.8	f 10.18	f 10.40		18
	f 1.15	1 2.52	132.9	MP 131) MESA 3.6	Bx	29.2	f 9.47	f 10.07		35
W. Sill	f 1.35	f 3.06	136.5	DIX		25.6	f 9.33	f 9.50	はた	19
	1.55 2.00	3.24 3.27	141.2	4.7 CIMA 4.4	Bx	20.9	9.15 9.12	9.30 9.25	1 12	33
	s 2.25	f 3.44	145.6	D HESPERUS	Hf	16.5	8 8.52	s 8.52	1	0 44
To live	s 2.40	f 3.51	147.0	UTE JUNCTION 7.2		15.1	f 8.43	s 8.30		Y 9,37
	f 3.10	f 4.17	154.2	PINE RIDGE		7.9	f 8.15	f 7.55		34
	s 3.45	1 4.28	157.1	PORTER		5.0	f 8.03	s 7.40	7	Y0149
tenti helda	s 4.05	f 4.35	159.3	FRANKLIN 2.8	n s main	2.8	1 7.53	s 7.15	C SHARE STATE	July 4
	4.30	4.50	162.1	D‡ DURÂNGO	Dg		7.40	7.00	1	0 X 302 §
	P. M. Ar. Daily Ex. Sun.	P. M. Ar. Daily		95.9			A. M. Lv. Daily	A. M. lev. Daify Ex. Sun		

(9.00) (6.45)

NoTrain 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 Burango.

TELLURIDE BRANCH.

(9.10)

SOUTHW.		Minne d	FROM WAY.	TIME TABLE No. 45.	ROM	Po addicu		CAR CAPACITY OF SIDINGS, WYES, WATER & COAL.			
man and to to the second	7 MIXED	25 MIXED	MILES FR RIDGWA	MAY 21, 1905.	MILES FROM PANDORA.	26 MIXED	8 MIXED	a Hamic S			APACI' NGS, TER &
	Ьv. Daiiy Р. М.	P. M. P. M.	STATIONS AND SIDINGS	W	Ar. Daily A M.	Ar. Daily, A. M.		internation		CAR C SIDI WA	
	6.25	4.50	37.8	D VANCE JUNCTION MI	9.6	7.50	9.35	815	utino bodico	The man of the	Y • 75
Comment Comment Comment	The state of the	CONTRACTOR OF	38.6	ANDERSON	8.8	miles and	NATE OF L	E-III	Paralle Company	Hill work	22 Y
	f 6.45	f 5.15	41.7	KEYSTONE	5.7	f 7.29	f 9.15	700		0-73 313	10
THE REAL PROPERTY.	f 6.50	f 5.20	43.7	SAN MIGUEL	3.7	f 7.24	f 9.09	749	11 10 7 19	- 27	25
Complete and the State of	6.55	5.25	45.1	D TELLURIDE Do	2.3	7.20	9.05	74.	To the	CHE NA	§ 109
and in the state of the state o	P. M. Ar. Daily.			7.3	emaka da	A. M. Lv. Daily	A. M. Lv. Daily	to be part	A CHANGE	ALLO VIIII.	ARE AREA
No Train or Engine will leave	(0.30) Telluride w	(0.35) rithout spec	ial order	or clearance ticket.	1000	(0.30)	(0 30)		odomen	CL VOLKE	

LOCATION DISTRICT. MILE		NAMES NAMES		SWITCH CONNECTIONS	Speed per Hour.	1000	of perfor	THE PERSON NAMED IN	per	Time	200	e. 12	Mile.	3. B.	Tellur	rville Junctica	B. D	lanco	
First " " " " " " Telluride Br. 2-4- Second " " " " " " " " " " " " " " " " " "	3.0 17.1 21.5 34.3 36.4 43.9 58.8 54.5 55.7 56.5 59.3 64.7 97.2 97.8 110.2 129.2 145.9 148.8 160.6	JAY'S SAM'S LEONARD KOEN D LIME BILK BUTTERFLY RICE'S D SNOW GALLAGHER MURPHY D LONG WINKFIELD ILLIUM PANDORA HOGG RUST GRADEN BRAYTON CUNNINGHAM FT. LEWIS BELL'S	7. 10, 10, 3. 3. 8. 15. 4. 4. 12. 6. 6. 8. 38. 38. 10. 3. 4. 4. 7. 37.	North End South End South End South End South End South End South End North End North End North End North End North End North End South End	12004560789901110111111111111111111111111111111	15 7 30 4 4 3 4 3 5 2 30 2 80 2 80 1 52 1 40 1 21 1 15 1 19 1 1 4 1 0 56 0	30 15 10 30 15 17 30 16 10 17 3 45 32 20 33 2 31 32 31 14 40 11 12 11 11 15 11 12 11 11 11 11 11 11 11 11 11 11 11	600 300 152 108 34 34 34 35 108 34 35 118 34 35 118 34 35 118 34 35 118	120456789012045678901204567890	0 29 0 28 0 28 0 26 0 26 0 25 0 25 0 26 0 27 0 26 0 27 0 28 0 28 0 28 0 28 0 28 0 28 0 28	0 58 0 56 0 54 0 53 0 41 0 46 0 43 0 41 0 40 0 43 0 33 0 33 0 33 0 33 0 33 0 33		56 52 449 45 442 40 37 23 1 20 5 16 17 12 12 10 0 7 7 6 6 5 5 4 1 1 0 0 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Rico	65 T			が 100mm 10

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 not exceed six miles per hour within the corporate limits of towns or cities, and all trains, when approaching stations where switch engines are employed, must be under full control, expecting to find main line blocked. No train will exceed schedule time on grades exceeding 100 lect per mine. 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 six miles per hour over bridge at Leonard, and while passing through the town of Placerville. All second-class and over bridge 37 B near-pilk.

3. Members of train-rews must look over the air brakes, as well as the general condition of the train before leaving Dallas Divide, Tellurad Head. Millwood and Cima and pure trains all second 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 valves to ascertain their condition, and any found out of order, or any other defect in the air brakes, which can to be prompt

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 number of cars in the train with air properly working;

10. 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 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

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, it found necessary, in order to keep train under perfect control, and be ready to stop the train should the air fail.

11. The natiling, 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-pseending and descending 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.

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 trains 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 mived trains.

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. Alk 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.)

19. 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, Chief Dispatcher.

A. S. MELDRUM. Superintendent. A. C. RIDGWAY, Gen'l. Manager.

C. H. SCHLACKS, Vice-President.