

RIO GRANDE SOUTHERN RAILROAD

EMPLOYES' TIME TABLE

No. 46.

To Take Effect at 12:01 O'clock a. m., June 3, 1906.

This Time Table Is for the Guidance 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

FIRST DISTRICT...Ridgway and Rico.

(7.55)	Ar. Daily Except Sunday	5.05	1 4.45	f 4.30	3.45	1 3.02	1 2.48	\$ 2.25	1 1.50	12.50	112.28	1 12.12	1 12.07	s 11.55	111.32	f 11.03	10.40	110.03	1 9.30	9.10	Except Sunday A. M.	FREIGHT.
Total						1	100														*	
(915)	P. M. Ar. Dail					G	10	- 2		6.25	f 6.08	1 6.01	1 5.58	s 5.50	1 5.35	1 5.18	5.02	1 4.45	1 4.23	4.10	P M.	HIXED
(915) (905)	P. M. A. M. Ar. Daily	9.55	1 9.46	1 9.36	9.05	f 8.47	1 8.35	s 8.25	1 8.07	7.50											P M. A. M.	HIXED HIXED
September 1		66.2	63.6	60.5	52.6	49.1	46.7	45.0	41.8	37.8	32.6	30.2	29.1	26.6	22.2	16.1	13.3	9.7	6.2			S FROM
2		D		a (Mp 55)	0	0	10.00	D	(Bridge 43 A)	D				D			D	44		D‡		VIII.
AND PROPERTY OF PARTY	(60.2)	RICO	BURNS	COKE OVENS Bx	LIZARD HEAD Hd	TROUT LAKE Bx	SAN BERNARDO	н		VANCE JUNCTION MI	WILSON	SAW PIT	FALL CREEK	PLACERVILLE PV	BROWN 4.4	LEOPARD CREEK	CALLBA	VALLETA VIEW	HAGENS	RIDGWAY	STATIONS AND SIDINGS	JUNE 3, 1906.
0			2.6	5.7	13.6	17.1	19.5	21.2	24.9	28.4	33.6	36.0	37.1	39.6	44.0	50.1	52.9	56.6	61.0	66.2	MILES	FROM I
(169) (200)	P. M. Lv. Daily	2.55	f 3.05	f 3.15	3.48	f 4.01	1 4.11	s 4,21	1 4.35	4.48	1	,	1	20	1	-	1	1			Ar. Daily Ar. Daily P.M. A.M.	HIXED HIXE
(000)	A. M. Lv. Daily						The same			8.15	8.30	8.38	8.42	8.50	9.07	9.33	9.48 9.45	110.03	10.20	10.35	A.M.	HIXED
3000			1	-			T SKE	9	-			1		S	1			1	4			1
(7.30)	A. M. Lv. Daily Except Sunday	9.20	9.46	10.02	10.55	11.22	11.85	s 11.47	12.07	12.50	1.12	1.28	1.28	1.40	2.05	2.55	3.30 3.20	3.49	4.23	4.50	Except Sunday P. M.	FREIGHT.
1		144		0 24	Y 28	0 28	22	19	0 9	Y . 75	27	7	28	Y 42	0 25	12	Y 52	11	33	x 1188	CAR C. SIDIN	APACIT GS, WY

37 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. HE BE TO SIGHT SEXPLANATION OF CHARACTERS.

N-Day and Night Telegraph Offices.

a Regular Stop.

Y-Wye.

B-Eulletins. X-Turn Table.

-Coal.

-Stop on Signals. .—Telegraph Box. §—Scales. †—Standard Clock.

O-Water. 9-Stop for Meals. D-Day (only) Telegraph Offices.

Company

HOL

00

of Diesente. ENGINE RATING, IN TONS OF 2,000 POUNDS.

FIRST DISTRICT
45% Class Engines Mixed
47 Class Engines Mixed
60 Class Engines Freight
SECOND DISTRICT
45% Class Engines Mixed
47 Class Engines Mixed
60 Class Engines Freight

	of the state of th	A. M.	A.M. A.M.	THE PERSON NAMED IN	A STATE OF STREET	A section to 7.3 to the same	Water San San		P.M. P. M.	Appropriate and basely
	1	The second		-						
	A STATE OF	7.45	7.20	2.3	Do	TELLURIDE	1 D	45.1	6.55 5.25	at statistic at
Contraction of the last	The second second	1 7.49	7.24	3.7	The same of	SAN MIGUEL	7		1"	-
Contract Co	The State of	1 7.55	7.29	5.7	Section Section	EEYSTONE 2.0	Townse or the	1 1	13	1
	100 May 100 Ma	P GONN S		8.8	Sales di sette	ANDERSON 3.1	6	38.6	BIT DIN BEARED IN	Description of species
T. Smith of	THE PERSON AND THE	8.15	7.50	9.6	M.	VANCE JUNCTION	8 D	37.8	6.25 4.60	Cathiring of stillion
7	11 E	Ar. Daily, A. M.	Ar. Daily A M.		Total State	STATIONS AND SIDINGS	THE PARTY OF THE P	MIL	hv. Daily P. M. P. M.	The state of the s
of the same		MIXED 8	26 MIXED	LES FI	Deliver on the	JUNE 3, 1906.	THE PERSON NAMED IN	ES FR	7 25 MIXED MIXED	Transport of the Party
ρ.	NORTHWARD IST CLASS.	NOR	The state of		A CONTRACTOR	TIME TABLE No. 46.	A STATE OF THE PARTY OF THE PAR		D. Williams	SOUTHWARD.
				CH.	BRAN	TELLURIDE BR	THI	1	the respect audio	Sheet augy the risk
	(8.10)		Ote June s in Duran Burango.	in box at h Engine Porter and	stering ticket cept for bwite at Mancos. F	N.Tram or Engine will leave Rico or Durango without special order or clearance ticket. All trains will leave a registering ticket in box at the Junction. All Trains and Engines must come on bill stop before passing switch to Coke Ovens at Durango, and sharp look-out kept for Switch Engines in Durango yard. All Trains must be under a man look posts 28, 57 and 131. All Trains must be under full control passing yard limit boards at Muncko, Porter and Burango.	cial order or cong switch to C All trains must	thout spe tre passir	to or Durango wite to full stop before posts 78, 87 and 1	ingine will leave Rid d bugines must com are located at mile
	Lv. Daily Bx. Sun	-	A. M. Lv. Dasty	No.	on the set of	95.9			Ar. Daily	Ar. Daily Ex. Sun.
	7.00	San Bridge	7.40		Dg	DURANGO	.1 D‡	162.1	4.50	4.30
100	s 7.15		1 7.58	2.8	Harman States	FRANKLIN	3	159.3	1 4.85	s 4.05
	9 7.40	The state of	8.08	5.0	STATE AND A STATE OF THE PARTY	PORTER	1		1 4.28	8 3.45
	1 7.55	A STATE OF	1 8.15	7.9		PINE RIDGE	60		1 4.17	f 3.10
Total D	8 90	STATE OF STREET	6 843	15.1		UTE JUNCTION			1 3.51	* 2.40
1 30 E	9.25	bB-stre	9.12	1.000	BX	HESPERIIS	DATE OF BRIDE	12	1 344	* 2.25
1	9.30	T X	9.15	20.0	No.	THE PART OF THE PA		141.2	3.24	1.55
	1007		1 4.8	2.82	Bx	20,000	o MP 131)			1 08
200	110.40		f 10.18					T	1 2.18	1 12.00
100	11.00	14	s 10.30	39.6	Mx	MANCOS	50	T	* 2.05	12.10
200	s 11.35	14.	f 11.00	46.5	300	MILLWOOD	8	115.6	1 1.35	s 11.35
20.5	111.55		111.15	50.8	Ge	GLENCOE #	.8 D	111.8	1 1.15	11.15
000	12.30	100	111.45	58.7	Sara.	LOST CANON	4	103.4	1 12.44	f 10.20
0.0	1.05	0.7	112.15	59.8	Dj	DOLORES	.3 D	102.3	12.40	s 10.15
	f 1.32		112.32	65.8		STAPLETON 6.0	8	96.3	1 11.46	f 9.30
100	1 1.57	7.70	112.58	71.9	Bx	RAYMOND 6.1	20	90.2	111.27	1 9.07
10 1	1 2.20		1 1.16	76.2		MULDOON 4.3	9	85.9	111.11	1 8.50
	1 2.50	2 00	1 1.40	81.9	Bx	BEAR CREEK	20	80.2	f 10.51	f 8.27
	1 8.20	CALLE	1 2.05	87.6	(10)	KINGS	Ö	74.5	1 10.32	f 8,05
10	1 3.45		f 2.25	91.9	and.	MONTELORES	20	70.2	1 10.18	1 7.47
D D	4.10		2.45	95.9	Ro	RICO .	1.2 D	66.2	10.05	7.30
50	Ar. Daily Ex. Sun. P. M.	7	Ar. Daily P. M.		RE	STATIONS AND SIDINGS	GLZ noc		Lv. Daily A. M.	Ex. Sun.
	FREIGHT		MIXED	ILES I	N N	JOING 9, 1700.	MDG	MILES	MIXED	FREIGHT
ASS.	20 CLAS	IST CLASS.	1st C			HINE 3 1000 TO. TO.	***		IST CLASS	20 CLASS
SD.						AKI				

	-	-	100	1000	1	-		Second		200		Telluride Br.	1 100	State State		-		September 1	-	***	First	District		LOCATION	Additional
160.6	148.8	141.9	129.2	116.3	97.8	97.2	87.5	83.0			47.4	38.2	64.7	56.5	55.7	43.9	36.4	35.3	21.5	17.1	3.0	Mile	7	ON	Spurs
BELL'S	FT. LEWIS	MAY DAY	BRAYTON	GRADEN	RUST	HOGG	STONER GREEK	DITCHFIELD		The state of	PANDORA	ILLIUM	WINKFIELD	MURPHY	GALLAGHER	BUTTERFLY	BILK	TIME	LEONARD	SAM'S	JAY'S		NAMES		Additional Spurs not Shown in Regular Time Table
8.	7.	4	7.	Çi	8.	10.	4.	5		Sant	33.	φ.	8.	6.	12.	15.	8.	3.	10.	10.	7.	Capacio		Car	Regula
South End	South End	South End	North End	South End	North End	South End	South End	South End		1 0.00	ALBERT ALBERT	North End	North End	North End	North End	South End	South End	South End	North End	South End	North End	Connections		Switch	r Time Table
The section of the se	1 0 2 0 60 0	102	1 6 9 13 57	200	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3 3 53	40 1 21 2 48	35 3 0	17 1 34 3 9 49 0 18 0	3 20 48 0 19 0	3 c a 4 5 c a	44	48 0 25	2 41 0 11 0 13 1 1 1 1 1 1 1 1 1 1 1 1 1 1	000	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 17 8 34 37 0 34 0 48 1	000	2004	10 30 33 0 27	32 0 28 0 38 1 38	S. M. S. Miles, M. S.	w Mile 14 Mile 1 Mile Hour. 1/4 Mile 1/4 Mile. 1 Mile.	Time of performance Speed Time of performance	SPEED TABLE
The Wilder of the Contract of		177.10	第四月 - 日 - 日 - 日 - 日 - 日 - 日 - 日 - 日 - 日 -		01.10	The state of the s	No. of the Control of	I I I I I I I I I I I I I I I I I I I	01000	8 950 ETT-80	Post Salina	H 00001		I was I like	Service Colors		N. William	2001		TOTAL STREET	Dolores	B. Rico	B. Telluride		REGISTERING STATIONS

SPECIAL RULES AND REGULATIONS.

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

teable be consolidated in the articular 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 the articular 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 confine post regime and accupy the least number of cars required, irrespective of other cars having to go empty in the same direction. Conductors must observe in the state of the sta

air pipes and con 4. Train and 5. The engli obtained before a the crews must know so far as less in their power to do so, the exact condition of their brake apparatus on the entire train,
must asso make an inspection of his all brake apparatus to see that it is in good condition; that the tender brakes are working properly, and that full pressure is
ng. Where locomotives are equipped with water brakes, see that the same in good working coder.

must not be made from helper engine before it cuts off, but must be made from engine asking train down grade, unless the helper engine goes with the train.

have been released on passenger cars, and before trains start from these stations; rectainers must be turned up,
be allowed to leave these stations, until the engineer has been advised by the conductors the train is repopely working; and the total

train

saist 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 was to rear the bead end of the train.

Trainmen must assist in holding passenger trains with anotherates on ears where the retaining valves are not in propet working order; or other cars in either freight or passenger trains. If ound necessary, in order to keep train under perfect control, and be ready to stop the train should the air fail:

If The nathing, or need of nails in lose for the purpose of prevening leakage to air brake couplings, should not be practiced, but new hose should be applied.

If At case 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 all ding wheels.

If the prevening and defects remothed where it is possible for the train crew to do so, and report made of same.

If the prevening and unique the train state of trains on heavy grades in case of trouble with brakes on atrain in december grades, the train must be stopped, at the passenger equipment using automatic air must be equipped with hose that the prevening of trains on the couplings. All passenger equipment using automatic air must be equipped with hose that the prevening of trains on the couplings. All passenger equipment using automatic air must be equipped with hose that in a prevening of trains on the couplings. All passenger equipment using automatic air must be equipped with hose trains and unique the train will be one of the orbital so bytide, but [1] car having non-air or inoperative air brakes will be permitted to descending for more than two or any other asset for train and the north side of ballas bytide, but [1] car having non-air or inoperative air brakes will be permitted to descend in solid in case of breaking in two or any other asset for train and belong parted on grades, trainmen will before starting or moring train notify engineers before releasing hand brakes and accordant whether can be trained and the morth side of ballas bytide, but [1] can be a fraction and the proper and brakes are any other asset for train at certain designated points on the line will also take adv

Chief Dispatcher.

A. S. MELDRUM, Superintendent,

A. C. RIDGWAY.

C. H. SCHLACKS.