

RIO GRANDE SOUTHERN RAILROAD

EMPLOYES' TIME TABLE

To Take Effect at 12:01 O'clock a. m., April 7, 1907. No. 47.

This Time Table Is for the Cuidance of And is not intended for the Information of the Public, or as an Employes

Advertisement of any Train

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

STANDARD TIME, 105th MERIDIAN

FIRST DISTRICT..Ridgway and Rico.

| (8.15) | Ar. Daily Except | 5.15 | 1 4.55 | 1 4.40 | 4.00 | 1 8.17 | 1 2.58 | \$ 2.40 | 1 2.05 | 12.50 | 112.28 | f 12.12 | 11207 | s 11.55 | 111.82 | f 11.03 | 10.40 | 110.00 | f 9.20 | 9.00 | Except Except Sunday A. M. | FREIGHT. | |
|------------|------------------------------------|-------|---------------|------------|------------|------------|--------------|---------|-----------------|----------------|--------|---------|------------|-------------|--------|---------------|---------|-------------|---------|---------|-------------------------------------|---------------------|--------------------|
| | | | | 110 | No Section | \ | 1 | | | 1 | | | 7 | 282 | 1 | | 140 | | | | | | 2º CLASS |
| 1 | | r. | | | 1 | | - | | | | | ij | | | | | | | | | | | 88. |
| (2.25) | P. M. Ar. Daily | | | | | | | T | 11.4 | 6.85 | f 6.16 | 1 6.07 | 1 6.04 | s 5.55 | 5.40 | 6.18 | 5.10 | 1 4.48 | 1 4.23 | 4.10 | P M. | HIXED | 1ST CLASS. |
| (2.15) | P. M. A. M. Ar. Daily | 10.00 | 1 9.50 | 1 9.40 | 9.10 | 1 8.45 | 1 8.88 | \$ 8.28 | 1 8.05 | 7.45 | | | | | | | | | | | Lv. Daily A. M. | HIXED | ASS. |
| | | 66.2 | 63.6 | 60.5 | 52.6 | 49.1 | 46.7 | 45.0 | 41.3 | 37.8 | 32.6 | 30.2 | 29.1 | 26.6 | 22.2 | 16.1 | 13.3 | 9.7 | 5.2 | | | ES FRO | |
| | 1 | D | To the second | o (Mp 55) | a | 0 | | D | o (Bridge 43 A) | D | | | | D | | | 0 | | 1000 | D‡ | | | 計を担 |
| | (66.2) | | BURNS | COKE OVENS | | TROUT LAKE | SAN BERNARDO | | AMES. | VANCE JUNCTION | WILSON | SAW PIT | FALL CREEK | PLACERVILLE | BROWN | LEOPARD CREEK | 8 | VALLEY VIEW | HAGENS | RIDGWAY | STATIONS AND SIDINGS | APRIL 7, 1907. | TIME TABLE No. 47. |
| | 3 | Ro | 2 | Bx 5.7 | на 13.6 | Bx 17.1 | 19.5 | н 21.2 | Bx 24.9 | MII 28,4 | 33.6 | 36.0 | 87.1 | Pv 39.6 | 44.0 | 50.1 | Bx 52.9 | 58.6 | 61.0 | Ds 66.2 | MILE | s FRO | A RIG |
| (1.55) | lav. | 8 | 2.6 1 3 | - | | - | - | W | - | | 8 | 0 | 1 | 6 | 0 | - | 9 | 6 | 0 | 80 | Ar. Daily P. M. | MIXED | Is |
| 55) (2.30) | P. M. A. M. bv. Daily Lv. Daily | 3.10 | 3.20 | 3.30 | 4.03 | 4.16 | 4.31 | 4.36 | 4.51 | 5.05 8.05 | 1 8.23 | f 8,32 | 1 8,36 | s 8.45 | 1 8.02 | 1 9.28 | 9.43 | 110.00 | f 10.20 | 10.35 | M. A.M. | ED MIXED | IST CLASS. |
| 0) | Ally | | | | | | | | | 26 | 8 | 10 | 36 | 16 | 8 | 88 | 56 | ō | 0 | 5 | , illy | 8 | |
| | | | | 100 | 135 | - | | 200 | | | | | 1 | 316 | | , | 120 | | | | | | 2°CLASS |
| (7.25) | Lv. Daily Except Sunday | 9.25 | 19.50 | 1 10.08 | 111.05 | f 11.22 | 111.35 | 8 11.47 | 1 12.07 | 12.50 | f 1.12 | 1 1.23 | f 1.28 | s 1.40 | 1 2.05 | 2.55 | 3.30 | 1 3.49 | 1 4.23 | 4.50 | Except Sunday P. M. | FREIGHT. | SS. |
| 7 | 4 | 144 | d | 0 | 1 * | 0 | T | 100 | 0 9 | , × | 27 | 7 | 28 | Y 42 | 0 25 | 12 | × | 11 | 33 | x 118 8 | 1 | OAPAC NGS, TER & | - |

EXPLANATION OF CHARACTERS.

33" 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. X—Turn Table. —Telegraph Box. Q—Water. —Water. —Secules. —Sec

ENGINE RATING, IN TONS OF 2,000 POUNDS.

| Ridgway and Dalies Divide | FIRST DISTRICT |
|---|--------------------------------|
| 8888288 | 45% Class Engines Mixed |
| 888888 | 47 Class Engines Mixed |
| E555588 | 60 Class Engines Freight |
| Dolores and Glencoe Glencoe and Killwood. Mancos and Cluna. Dirango and Milwood Mancos and Milwood Dolores and Rico. Ascending grades on Pandora, Enterprise and Uto branches | SECOND DISTRICT |
| Freight 88 | 45% Class Engines Mixed |
| Freight Sght | 47 Class Engines Mixed |
| * 25555 | 60 Class Engines Freight |
| 0 | |

| | Died Park | The Contract | | THE PROPERTY. | dille liver | Annual Printers | | | Mar stable | The same of the sa | NoTrain or Eng All Trains and F Water Tanks ar | - | | 18 (-18) | | The state of the s | 20% | 2.3 | | | 1 H | 02 | 60% | | 600 | | | | - | 1 | | | | 21 | |
|-----------------------|--------------------|--------------|------------|---------------|-------------|-----------------|----------------------|----------------|--------------------------|--|---|--------------------------------|-------|----------|--------|--|--------|------------|-------------|------------|--------|----------|----------------|---------|---------|---------|--------|----------|---------|----------------|-------|----------------------|---------------|--------------|----------------|
| | ALC: NO | | | | | 100 | | | SOUTHWARD. | | ine will language of located | Ar. | 4 | 25 4 | | | 2 | | 2 | - | 7 | 1 | | 1 | 3 . 59 | 1 | 7 | 7 | | | | A.X. | FREIGHT | 2º CLASS | SOUTHWARD |
| | Ar. | | - | 1000 | \ | | 57 | 1000 | ST CLASS | | eave Ricust com | Ar. Daily 5x. Sun. | 4.46 | 4.20 | 4.03 | 3.00 | 2.48 | 2.08 | 1.33 | 1.08 | 12.18 | 7 O | 10.45 | 9.55 | 2 00.8 | 9.20 | 8.57 | 8.40 | 2 00 | 7.87 | 7.20 | A. M. | IGHT Dally | ő | WAR |
| 0.30) | Dally. | 7.05 | 7.00 | 6.55 | | 6.35 | Lv. Daily P. M. | MIXED | D. | i de | o or Dur e to full posts 78, | | = | Ī | | | | 1 | dy. | | | | | | 1/2 | > | | | | | | | | Isr CLASS | D. |
| (0.35) | P. M. Ar. Daily | 5.40 | 5.34 | f 5.28 | | 5.05 | P. M. | MIXED | | | (7.40) rango wit stop befo 87 and 1 | Ar. Daily | 5.50 | 5.34 | 6.21 | 4.38 | 1 4.30 | 4.07 | 1 3.42 | 1 3.20 | 2.40 | 1.45 | 1 1.25 | 12.50 | 12.45 | 11.51 | 111.33 | 11.16 | 10.37 | 1 10.23 | 10.10 | A. M. | MIXED | ASS | |
| STATE OF THE PARTY OF | | 45.1 | 43.7 | 41.7 | 38.6 | 37.8 | MI | LES FI | ROM | | hout spec re passin, | | 162.1 | 159.8 | 167.1 | 147.0 | 145.6 | 141.2 | 136.5 | 100 | 125.3 | | 1 | 103.4 | 102.3 | 96.3 | | 85.9 | 0.47 | 70.2 | 66.2 | | MULE | S FRO | |
| Section 1 | | D | 7 | 7 | 3 | Ð | | - | 11 | 5 | ial order z switch All trains | - | D# | | | | 0 8 | 0 | 5 | 9 aMP (31) | 0 | | 80 | 4 | B | | 0 | 0 0 | | 1 2 | D | | T | | |
| (0.30) (0.36) | ANTEGOR .0 .0 7.8 | TELLURIDE | SAN MIGUEL | KEYSTONE | ANDERSON | VANCE JUNCTION | STATIONS AND SIDINGS | APRIL 7, 1907. | TIME TABLE No. | TELLURIDE | No (7-40) No Train or Engine will leave Rico or Durango without special order or clearance ticket. All trains will leave a registering ticket in box at the Janction. 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, 57 and 131. All trains must be under full control passing yard limit boards at Manost, Porter and Burango. | 95,9 | DURAN | FRANKLIN | PORTER | UTE JUNC | HESPER | CIMA 44 | DIX | MESA MESA | MANC | MILLWOOD | GLENCOE 3.8 | LOST CA | DOLORES | STAPLET | RAYMO | MULDOON | BEAR CR | MONTELO 4.3 | RICC | STATIONS AND SIDINGS | | - | TIME TABLE No. |
| | | IDE Do | TEL | NE | SON | ICTION M | SIDINGS | 1907. | E No. 47. | E BRAN | s will leave a registering tick and sharp look-out kept for Sw og yard limit boards at Mancos | | 30 Dg | NT | R | NOIE | US H | 85 | HEADING HAN | Bx | os axx | 18 | OE Ge | NON | ES DJ | | ND B | ON Bx | | ORES | D Ro | SIDINGS | | | E No. 47 |
| | Till the | 2.8 | 3.7 | 5.7 | 8.8 | 9.6 | | LES FI | | CH. | et in box itch Engi | | | 2.8 | 5.0 | 16.1 | 16.5 | 20.9 | 25.6 | 29.2 | | 174 | 50.3 | 58.7 | 59.8 | i | | 76.9 | 1 | 8.18 | 95.9 | | | FROM | · |
| O OR | A. M. | 7.10 | ~ | 7 7.21 | i | | Ar. Daily A M. | 26 MIXED | | | at Ute J nes in Dund Buran | hv. Daily | 7.00 | - | 7.41 | 10 | • | | 80.6 1 8 | 2 f 9.30 | | | 8 111.25 | 1 12.00 | 112.30 | - | - | 0 1 1.55 | - | 12 | 3.00 | Ar. Daily P. M. | MIXED | 1st | |
| | 5 | | - | - | i | 21 | 200 | D MIXED | 1 | | O) unction. trango yau | illy | ð | 0 | 8 1 | 1 | 0 | 000 | Ó | 0 0 | 0 0 | OI | 5 | | 305 | 77 | 8 5 | - 6 | ď | 0 | 8 | Vily | 0 | IST CLASS. | 7 |
| 5 | Dally | 7.35 | | 7.45 | | 8.05 | M. Maily, | 03 | NORTH | | | | | 10 C | | * 6 | # 1 | 000 | 610 | 111 | 1 = | s 1: | | | | | | 1 | - | - | - | P. Bar. | FRE | | ORTI |
| | | | | 0 | | - | | | NORTHWARD, 18T CLASS. | The same | (10.05) | A. M. lev. Daily Ex. Sun | 7.10 | 7.30 | 8.06 | | | COST I | 10.23 | 10.48 | | | 1:25 | 2.05 / | 2.10 / | 2.36 | 00.3 | 3.53 | 4.23 | 4.50 | 5.15 | Ex. Sun. P. M. | FREIGHT | 20 CLASS | NORTHWARD. |
| - | The same | | | | | | | | D. | | | | 1 | SE SE | 20 | 1 | 100 | 38 | 1 | | 444 | 538 | 000 | 5 | 100 | | | 1 | | | | | | SS. | D. |
| - | 16 | ono I | | | | Y | | | | | | | | | | Divor. | | | 1 | 1 | , | | | | | | | 1 | 4 | | х | | | | |
| 1 | | 109 | 10 | 10 | 22 Y | 7 | CAR CA | APACIT | Y OF WYES, | 100 | | | 302 S | | 84 | Y • 37 | 0 44 | 33 | 19 | 35 | Yo 45 | 41 | Y 29 | 40 | 0 Y 97 | 40 | 20 20 | 29 | 24 | 22 | 144 | CAR SII W/ | CAPAGINGS, | WYE & COA | S, |

| Second 83.0 DITCHFFELD | LY LY LY LY LAY LERR X X A A A A A A A A A A A A A A A A A | NAMES JAY'S SAM'S LEONARD |
|--|--|--|
| 5. South End 4. South End 10. South End 5. South End 6. South End 7. North End 7. North End 8. South End 8. S | 18. South End 15. South End 16. Disconnected 12. Disconnected 6. Disconnected 8. North End 3. North End 3.3. | |
| 010100000000000000000000000000000000000 | | SPEED TABLE |
| 22222222222 2222222222222 222222222222 | 2822727882788 00000000000000000000000000 | FABLE Speed Thus of performance Perfo |
| | | REGISTERING STATIONS B. Ridgway Placerville B. Vance Junction B. Telluride B. Rico Dolores |
| | | A STATIONS Mancos B. Durango |

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.

It TRAIN WORK.—Trains must be made up systematically in station order, which order will be preserved in taking or leaving cars. In localing freight, it must as far as practicable, it is not accounted to the state and occupy the issued color of our required, irrespective of other cars taving to go empty in the same direction. Conductors must observe the consolidate the contents of Lightly localed cars. Not more than two cuttines are regard to local or mists, instead of localing it cars as station. Agents at terminals will transfer and are employed, must be must content or the content of Lightly localed cars. Not more than two companies of the content of Lightly localed cars. Not more than two countries of trains, and at trains, when approaching stations where switch cogines are employed, must be must one exceed the solvedting to fail own time because. No train will exceed to come provided in trains, when the switch possesses the content of the countries of the c

3. Monthers of train crews must look over the air brakes, as well as the general condition of the train before leaving Dalias. Divide, Telluride, Lizard Head, Milwood and Clima and tain their condition, and any found for gravie. Daving the test of air brakes at these stations, and while the air is applied, brakemen will turn up all retaining variets to ascert medie been of the car, stating mature of defect. Piston ray other defect in the air brakes, which can not be promptly repaired, increase will apply the usual Air Brake Defect Card to the set that there is no stow under the shoet in making the air water must be adjusted to four (4) inches on piston and the (5) tubbes on pistons. Great care must be exercised to paid to all roles and brake connections, brake shoet and every, key holes and spilt keys, and to druk gaze, or all the cars before trains leave these stations. Particular attention must be made by inspectors and trainmen to locale and remedy defective or kinked hose, or any leaks in

Training on the crews must know so far as lest in their power to do so, the exact condition of their brake apparatus on the entire train. The significer must also make an inspection of his air brake apparatus to see that it is in good conditions, that the tender brakes are working properly, and that full pressure is before a sating. Where becomplies are equipped with water brakes, are that these, also, are in good sorting order.
The of train must not be made from helper engine before it caus of, but must be made from engine acting train down grade, unless the helper engine goes with the train.
After brakes have been relaxed on passenger ears, and before trains start from these sactions, rentines must be arrived up.
Bogineers must be advised to leave these existions, until the engineer has been advised by the conductor in person that the train with air properly working; and thee total of ears in the train.

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 Trainmen must assist in holding passenger trains with that brakes on cars where the retainer are not to second a set of the contrainment of the c

Trainment must assist in bolding passenger trains until 18th.

In the maling or use of male in proper seed to go one and brakes on cars where the relatining valves are not in proper working orders or other cars in either freight or passenger

1. The maling or use of malis in loss for the purpose of council, and be ready to stop the train should the alt fail.

2. At least one member of the train those for the purpose of our orders the respect on the ready should not be practiced, but new bose should be applied.

3. Engineers must use every precaution scales the parting of trains on the stage go at least of the seconding and desending grades, and a close observance of train make for sliding wholes.

4. All freight train equipment using straight air must be equipped with those and to case of troubs on the train and desended grades, the train during the stage of the parting of trains down to the couplings. All once of the parting of trains down to the couplings and under no determinations of the stage of trains down Keystone hill and the north side of the parting of trains of the stage of the stag

17. Conductors and brakenen in addition to impecting their train at certain designated points on the line will also take advantage of any stop they make to thoroughly inspect train 18. Bio Grande Southern employes, will be governed by General Rad condition.

18. Bio Grande Southern employes, will be governed by General Rad conditions in effect on the Deuver and Rio Grande Ralirood.

Straight at will be used on Mixed and Preight Trains. Aft-Brakes must be toested by Gunder are must be done to during terminal stations, as required by Mixed and Preight Trains. Aft-Brakes must be toested by Gunder and Straight at which is a straight of the station of the straight of the station of the statio

Chief Dispatcher.

S. MELDRUM, Superintendent.

C. RIDGWAY, Gen'l Manager,

C. H. SCHLACKS.