

RIOGRANDE SOUTHERN RAILROAD

EMPLOYES' TIME TABLE

To Take Effect at 12:01 O'clock a. m., May 23, 1909. No. 50.

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

Second	Huride Br.	District First	ditional Sp
97.2 116.3 123.35 129.2 141.9 160.6	36.4 43.9 56.7 56.5 64.7 38.2 47.4	МПе 3.0 17.1 21.5 35.3	Spurs
HOGG GRADEN CRENSHAW BRAYTON MAY DAY BELL'S	BULK BUTTERFLY GALLAGHER MURPHY WINKFIELD ILLIUM PANDORA	JAY'S SAM'S LEONARD	Iditional Spurs not Shown in Regular Time Table
8 7 50	3 00000000	7. 10. 10. 3.	Regular
South End South End North End South End South End	South End South End North End Disconnected North End North End	North End South End North End South End	Time Table
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		B. Rico Dolores	REGISTERING STATIONS B. Ridgway B. Placerville B. Vance Junction B. Durang

Tel

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.

teable, beconsolitated in full carboads and overly the frast number of cars required, frespective of other cars, baving one leaving cars. In loading freight, it must as far as practiced beconsolitated in full carboads and overly the frast number of cars required, frespective of other cars, baving to go empty in the same direction. Conductors unist observe the above in tooling in cars at station. Agents at terminals will transfer and course at the property of the following in cars at station. Agents at terminals will transfer and course at the property of the station of the cars at station. Agents at terminals will transfer and course at the cars at station, agents at terminals will transfer and course at the cars. All trains must be under the stations where which and the course of the cars at station. Agents at terminals will transfer and all trains will end to a proposed to station and the cars at the cars. All trains will request a station at the course of the cars and all trains, where appears the schedule time of first cars and annual line becomes a station and the course of the cars at the special of the cars. All trains will request a proposed to at miles per hour we produce a station and the cars and all trains will request a produce a produce a product on the cars. All trains will request a train and trains will request a product of the cars. All trains will request a the special course of the cars. All trains and trains and trains and trains are condition, and any found out of order, or any other defects in the size of at the cars and while the size of a part of defect. Plant are unable to a force of the trains and while the art is applied because and all realisms and leaves to a cars at the condition of the cars attaing nature of defect. Plant are must be adjusted to four (4) hobbes on frequency or any three stations. Particular attention must be paid to all rods and brake connections. Particular attention must be paid to all rods and brake connections and devers key bolis and spittly term and trainin

hips and connections.

The agine crews must know so far as iles in their power to do so, the exact condition of their brake apparatus on the entire train.

The agine crews 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 tried before starting. Where locomotives are equipped with water brakes, see that these also it is not in good to working over grade, unless the helper engine goes with the train.

Test of train must not be made from helper engine before it cuts of jut must, be made from any grade, unless the helper engine goes with the train.

After brakes have been released on pasenger case, and refore trains start from these absolutions made trains must be train is ready to proceed.

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

No train will be advised by the conductors of the number of case on which the air is not working; the number of the case in the train with a train with a facility and the total stand.

After bother have been colorated on a severe color to the form and the manut port against a failure. All provided to bear the set of the provided of the provi

C. D. WOLFINGER,

Chief Dispatcher.

W. L. MILLER.

C. H. SCHLACKS, Vice-President.

P.M. P. M.	7.15	1 7.10	1 7.05		8.45		PSGR.	SOUTHWARD.		(9.10) or Engine will leave Rico or Du ss and Engines must come to full anks are located at mile posts 78	Ar. Daily Ex. Sun.	THE REAL PROPERTY.	* 4.35	100	\$ 3.20	* 3.05	2.40	f 2.10	1 1.50	12.20	11.45	f 11.05 11.20			03.0			f 8.20	1 8.02	7.45	Ex. Sun. A. M.	Hilliam	20 CLASS 1ST CLASS
P. M.	6.20	1 6.15	f 6.10	-		55000	25 MIXED		177	(6.15) trango wit stop befo 87 and 1	Ar. Daily	8.55	1 3.43	3.25	1 3.02	1 2.55	2.40	1 2.20	1 1.29	* 1.15	112.50	112.30	1 12.03	12.00	111.16	110.43	10.24	10.06	8.58	9.40	Lv. Daily A. M.	MIXED	ASS
	45.1	43.7		İ	37.8	MILI	ES FR			hout spec re passing		162.1	1	1571		145.6	141.2	136.5	125.3	122.5	115.6	111.8	103.4	- 1	96.3	80.8	80.2	74.5	70.2	66.2		MILES	
7.8	TELLURIDE	SAN MIGUEL	KEYSTONE	ANDERSON	VANCE JUNCTION	STATIONS AND SIDINGS	MAY 23, 1909.	TIME TABLE No. 50.	TELLURIDE BRAN	(8.15) NoTram or Engine will leave Pico or Durango without special order or clearance ticket. All trains will leave a registering ticket in box at Franklin All Trains and linguings must come to full stop before passing switch to Coke Ovens at Durango, and sharp book-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.	95.9	STATE OF STREET	FRANKLIN	PINE KIDGE	UTE JUNCTION	HESPERUS	the soundings of	DiX	MENEFEE 7.6 GRADY	1 30	100	200	Ž		STAPLETON .			KINGS 5.7	MONTELORES 4.3		STATIONS AND SIDINGS	and the same	MAY 23, 1909.
	2	3	5	7	W		LES FI		NO	cket in bo Switch Eng cos, Porter		Dg	2	DA -	15.1	Hr 16.5	Bx 20.9	25.6	36.8 29.2	Mx 39.6	1 1	Вх 50.3	58.7	b _j 59.8		76.2	Bx 81.9	87.	91.9	Ro 95.9		MILES	
A. M.	2.3 7.00	3.7 1 7.04	5.7 1 7.10	8.8	9.6 7.35	40.0	MIXED		CH.	x at Frankli rines in Durange and Burange	iov. Daily	9.36	121	5.0 1 9.57	-		9 11.10		2 f 11.39		5 112.50	3 1 1.04	7	-	-1	2 1 2.43	1	87.6 1 3.18	9 f 3.30	9 3.45	Ar. Daily P. M.	MIXED	1ST C
A. M. A. M.	7.25	12	1 7.36	8	C-02(8)	~1	PSGR.	NOI		ango yard.	I SZID		A PERSONAL PROPERTY OF THE PERSONAL PROPERTY O				Meritaria	100				-	No. of the last						STOR				IST CLASS.
THE WAY								NORTHWARD.		(9:20)	hv. Daily fix. Sun	7.15	s 7.87	1 7.55	8.55	s 9.10	9.30	110.05	1 10.22	11.10	s 11.45	12.05	1.00	1.25	1.50	2.43	8.15	3.45	1 4.10	4.35	Rx. Sun. P. M.	FREIGHT	26 CLASS

FIRST DISTRICT...Ridgway and Rico.

(7.55)	Ar. Dally Except Sunday	4.45	f 4.30	4.15	3.20	1 2.55	1 2.35	9 2.15	1 1.40	1.05	112.37	f 12.25	12.18	s 11.45 12.05	111.20	f 10.45	10.30	f 9.50	82.8	9.10	8.50.	Except Sunday A. M.	FREIGHT.
	0.00							Sep.	7		İ			0									
(005) (200)	P. M. Ar. Daily							-	100	6.45	f 6.26	f 6.18	1 6.14	s 6.05	1 5.50	1 5.28	5.17	1 4.57	4.44	1 4.33	4.20	P M. A.M.	PSGR.
1000	P. M. A. M. Ar. Daily	9.35	1 9.26	9.16	8.48	1 8.32	1 8.20	\$ 8.10	1 7.52	7.85												Lv. Daily A. M.	HIXED
	5-3	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	9.6	7.3	5.2			ES FI
	eomebilia edi tol	RICO Ro	BURNS	O(Mp 55) COKE OVENS BX	LIZARD HEAD Bx	TROUT LAKE BX	MATTERHORN 2.4	OPHIR HI	a (Bridge 43 A) AMES Bx	VANCE JUNCTION MI	WILSON	SAW PIT	FALL CREEK	PLACERVILLE PY	BROWN	LEOPARD CREEK	DALLAS DIVIDE Bx	VALLEY VIEW	DETI	HAGENS	RIDGWAY Ds	STATIONS AND SIDINGS	MAY 23, 1909.
	2		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	59.0	61.0	66.2	MILES	FRO
	P. M. A. M. Lv. Daily Lv. Daily	3.55	1 4.05	1 4.15	4.45 4.43	1 4.58	1 5.00	s 5.18	1 5.33	5.45								100				P.M. A.M.	MIXED
	A. M. Lv. Daily					100		100	かない	7.55	8.13	8.20	8.24	8.85	8.52	9.17	9.33	9.50	10.01	10.10	10.25	Ar. Dally A.M.	PSGR.
	0						The second		100														
	A. M. Lv. Daily Except Sunday	8.30	f 8.50	1 9.16	10.25	f 10.45	1 11.00	s 11.15	111.40	12.15	112.37	112.53	112,58	s 1.13. Y	1 1.40	2.25	2.55	1 3.20	3.40	1 3.55	4.15	Except Sunday 'P. M.	FREIGHT.
-	Die 1	144	31	0 24	Y 28	0 28	22	0 19	0 9	Y .75	27	7	28	123	0 25	12	Y 52	11	18	33	x 118 8	(V.	APAC

EXPLANATION OF CHARACTERS.

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 Clas Engine Freight